



# VILLAGE OF BENSENVILLE

## Village Board

President  
Frank Soto

## Trustees

Morris Bartlett  
Robert "Bob" Jarecki  
Martin O'Connell III  
Oronzo Peconio  
JoEllen Ridder  
Henry Wesseler

## Village Clerk

Susan Janowiak

## Village Manager

Michael Cassady

## Village of Bensenville, Illinois

## BOARD OF TRUSTEES

## MEETING AGENDA

**6:30 P.M. Tuesday, October 9, 2012**

**Bensenville Village Hall, 12 S. Center Street, Bensenville IL 60106**

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. PUBLIC COMMENT (3 minutes per person with a 30 minute meeting limitation)
- V. APPROVAL OF MINUTES  
September 25, 2012 Board of Trustees
- VI. WARRANT – October 9, 2012 #12/18 \$883,110.28

**VII. CONSENT AGENDA – CONSIDERATION OF AN “OMNIBUS VOTE”**

1. Resolution Authorizing the Execution of a Multi-Year Contract (With Automatic Renewals) to Winkler's Tree Service, Inc. for the 2012-2015 Tree Pruning Program in the Amount of \$114,493.

**VIII. REPORTS OF STANDING COMMITTEES**

- A. Community and Economic Development Committee

1. *Ordinance Concerning an Application for Two Conditional Use Permits to Allow a Gasoline and Diesel Fuel Service Station and Associated Electronic Message Center Sign with Associated Variances at 601 N. Route 83, Bensenville, Illinois, Thorntons, Inc*

- B. Infrastructure and Environment Committee

1. *Resolution Approving Execution of a License Agreement with Sidera Networks, LLC Pursuant to Title 12 – Telecommunications of the Village of Bensenville Village Code*

- C. Administration, Finance and Legislation Committee – No Report

- D. Public Safety Committee – No Report

- E. Recreation and Community Building Committee – No Report
- F. Technology Committee – No Report

**IX. REPORTS OF VILLAGE OFFICERS:**

**A. PRESIDENT'S REMARKS:**

*A Proclamation of Appreciation to Foresters Insurance for their generous support and contribution given to the Kaboom Community Service Playground Project*

*A Proclamation of Appreciation to President Tom Early, On-behalf of the Bensenville Community Foundation for his dedication and efforts given on the Kaboom Community Service Playground Project*

*A Proclamation of Accommodation to Mario's Deli II for Twenty Years of Service*

**B. VILLAGE MANAGER'S REPORT:**

**C. VILLAGE ATTORNEY'S REPORT:**

**X. UNFINISHED BUSINESS**

**XI. NEW BUSINESS**

**XII. EXECUTIVE SESSION**

- A. Review of Executive Session Minutes [5 ILCS 120/2 (C)(21)]
- B. Personnel [5 ILCS 120/2(C)(1)]
- C. Collective Bargaining [5 ILCS 120/2 (C)(2)]
- D. Property Acquisition [5 ILCS 120/2(C)(5)]
- E. Litigation [5 ILCS 120/2(C)(11)]

**XIII. MATTERS REFERRED FROM EXECUTIVE SESSION**

**XIV. ADJOURNMENT**

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

**MINUTES OF THE VILLAGE BOARD OF TRUSTEES MEETING**

**September 25, 2012**

**CALL TO ORDER:** 1. President Soto called the meeting to order at 6:34 p.m.

**ROLL CALL:** 2. Upon roll call by Village Clerk, Susan Janowiak, the following Board Members were present:

Bartlett, Jarecki, O'Connell, Peconio, Ridder, Wesseler

Absent: None

A quorum was present.

*President Soto requested to move President's Remarks to this portion of the meeting. There were no objections from the Village Board.*

**PRESIDENTIAL  
REMARKS:**

Ms. Kristi Lafleur, Executive Director of the Tollway, presented an update to the Village Board regarding the construction of the Elgin-O'Hare Western Bypass and the western entrance into O'Hare Airport.

**PUBLIC COMMENT:**

**Nina Keehn – 1110 Nordic Street**

Ms. Keehn addressed the Village Board regarding a notice left on her door stating that the Road Ranger ordinances on the agenda were going to be pulled and placed on the October 23, 2012 agenda. Ms. Keehn expressed frustration in the process and asked the Village Board to vote on the matter that evening. Ms. Keehn also addressed the Village Board in regards to a Road Ranger's Attorney trying to contact her.

**Jason Bergner and Gregory Bergner – 1300 W. Irving Park Road**

Mr. Jason Bergner addressed the Village Board regarding video gaming gambling in town. Village Staff was directed to meet with Mr. Jason Bergner in regards to his questions and concerns.

**Chris Anaya – 573 Marshall Road**

Ms. Anaya addressed the Village Board in regards to the notice sent informing Residents that the Road Ranger matter was going to be extended until October 23, 2012. Ms. Anaya stated she was at work at the time the notice was distributed therefore, never got it.

**APPROVAL OF  
MINUTES:**

3. The September 11, 2012 Village Board Meeting minutes were presented.

Motion: Trustee Bartlett made a motion to approve the minutes as presented. Trustee Ridder seconded the motion.

All were in favor. Motion carried.

**WARRANT NO.  
12/17:**

4. President Soto presented **Warrant No. 12/17** in the amount of \$1,319,734.01.

Motion: Trustee O'Connell made a motion to approve the warrant as presented. Trustee Bartlett seconded the motion.

**ROLL CALL:** AYES: Bartlett, Jarecki, O'Connell, Peconio, Ridder, Wesseler

NAYS: None

All were in favor. Motion carried.

**PUBLIC  
HEARING:**

President Soto called the public hearing to review the application for a DuPage County Community Development Block Grant for the third phase of our Volk Brothers Subdivision Infrastructure Reconstruction Project at 7:03 p.m.

The project proposes to include street, sewer, water, and sidewalk improvements to Wood Avenue.

President Soto asked if there were any members of the audience that had any questions or comments. There were none.

President Soto closed the public hearing at 7:05 p.m.

Minutes of the Village Board Meeting  
September 11, 2012 Page 3

Motion: Trustee Wesseler made a motion to pull item number three entitled *“Resolution Authorizing the Execution of a Multi-Year Contract (With Automatic Renewals) to Winkler’s Tree Service, Inc. for the 2012-2015 Tree Pruning Program in the Amount of \$114,493.”* from the Consent Agenda and table until a later date for Attorney review. Trustee Peconio seconded the motion.

**ROLL CALL:** AYES: Bartlett, Jarecki, O’Connell, Peconio, Ridder, Wesseler

NAYS: None

All were in favor. Motion carried.

Motion: 5. Trustee Bartlett made a motion to set the Consent Agenda as amended. Trustee Ridder seconded the motion.

All were in favor. Motion carried.

**Resolution No.**  
**R-87-2012:**

**Resolution Approving an Application for a Community Development Block Grant for Infrastructure Improvements to the Volk Brothers Subdivision, Bensenville, Illinois. (Consent Agenda)**

**Ordinance No.**  
**46-2012:**

**Ordinance Authorizing and Providing for the Issuance of Not to Exceed \$6,000,000 General Obligation Bonds (Alternate Revenue Source) Series 2012E, of the Village of Bensenville, DuPage and Cook Counties, Illinois, for the Purpose of Refunding Certain Previously Issued Bonds Prescribing all the Details of Said Bonds and Providing for the Imposition of taxes to Pay the Same, and for the Collection, Segregation and Distribution of Certain Village Revenues to Pay Said Bonds. (Consent Agenda)**

**Ordinance No.**  
**47-2012:**

**Ordinance Approving the Grant of a Conditional Use Permit and Associated Variance to Allow Pallet Manufacture/Repair at 480 Podlin Avenue, Bensenville, Illinois. (Consent Agenda)**

**Ordinance No.**  
**48-2012:**

**Ordinance Approving the Grant of a Conditional Use Permit and Associated Variance to Allow “Motor Vehicle Repair” (Major & Minor) at 1081 S. Entry Drive, Bensenville, Tiger Auto Body International. (Consent Agenda)**

**Ordinance No.**

**49-2012:**

**Ordinance Approving the Grant of a Conditional Use Permit and Associated Variance to Allow “Motor Vehicle Repair” (Major & Minor) at 1148 E. Green Street, Bensenville, GTO Automotive. (Consent Agenda)**

**Ordinance No.**

**50-2012:**

**Ordinance Amending the 1980 Village of Bensenville Comprehensive Plan. (Consent Agenda)**

Motion:

Trustee Peconio made a motion to approve the Consent Agenda as amended. Trustee Bartlett seconded the motion.

**ROLL CALL:**

AYES: Bartlett, Jarecki, O’Connell, Peconio, Ridder, Wesseler

NAYS: None

All were in favor. Motion carried.

**Ordinance No**

**51-2012:**

6. President Soto gave the summarization of the action contemplated in **Ordinance No. 51-2012** entitled **An Ordinance Approving the Grant of a Conditional Use Permit and Associated Variances to Allow a Fence in the Actual Front Yard at 155-157 Beeline Drive, Illinois, John Morawa, VIP Transportation.**

Trustee Peconio asked for clarification of the Village’s intent to enforce the firewood and associated structure.

President Soto stated the firewood and associated structure are not code compliant and Village Staff will enforce the issue of the outdoor storage.

Motion:

Trustee Jarecki made a motion to add a condition to the proposed amended conditional use permit that would require the removal of the outdoor firewood and associated structure. Trustee Wesseler seconded the motion.

**ROLL CALL:**

AYES: Jarecki, Wesseler

NAYS: Bartlett, O’Connell, Peconio, Ridder

Motion fails.

Minutes of the Village Board Meeting  
September 11, 2012 Page 5

**Motion:** Trustee O'Connell made a motion to adopt the ordinance as presented. Trustee Bartlett seconded the motion.

**ROLL CALL:** AYES: Bartlett, O'Connell, Peconio, Ridder Wesseler

NAYS: Jarecki

Motion carried.

**Ordinance No**

                   : 7. President Soto gave the summarization of the action contemplated in **Ordinance No. \_\_\_\_\_** entitled **An Ordinance Concerning the Rezoning of Three Lots Located at 523 N. Route 83, 522 N. Marshall Road, and 524 N. Marshall Road from RS-5 Highway Density Family Residential District to C-2 Highway Commercial District.**

President Soto stated the petitioner has requested this matter be continued until the October 23, 2012 Village Board Meeting.

There were no objections from the Village Board.

**Ordinance No**

                   : 8. President Soto gave the summarization of the action contemplated in **Ordinance No. \_\_\_\_\_** entitled **An Ordinance Concerning an Application for Two Conditional Use Permits for Expansion of an Existing Service Station and Electronic Message Center Sign with Associated Variances at 1188 W. Forster Avenue, 523 N. Route 83 and 522 and 524 N. Marshall Road, Bensenville, Illinois.**

President Soto stated the petitioner has requested this matter be continued until the October 23, 2012 Village Board Meeting.

There were no objections from the Village Board.

**MANAGERS  
REPORT:**

**Ordinance No  
52-2012:**

9. Village Manager, Michael Cassady, gave the summarization of the action contemplated in **Ordinance No. 52-2012** entitled **An Ordinance Amending the Bensenville Village Code, Title 3 – Chapter 3 – Liquor Regulations.**

Minutes of the Village Board Meeting  
September 11, 2012 Page 6

**Motion:** Trustee O'Connell made a motion to adopt the ordinance as presented. Trustee Bartlett seconded the motion.

**ROLL CALL:** AYES: Bartlett, Jarecki, O'Connell, Peconio, Ridder Wesseler

NAYS: None

All were in favor. Motion carried.

Village Manager, Michael Cassady, announced the Bond Ratings dropped earlier in the day and the Village was assessed a 2.3% rating which will have a \$659,000 savings.

Village Manager, Michael Cassady, announced the Village will be holding four Neighborhood Meetings. The first meeting will be at Mohawk School on September 27, 2012 at 6:00p.m. Resident north of Irving Park Road will be invited.

**UNFINISHED BUSINESS:** There was no unfinished business.

**NEW BUSINESS:** Trustee Wesseler announced the Village is seeking a tree donation for the Annual Tree Lighting that is taking place on November 18, 2012. Anyone interested in donating a tree can call 630-766-8888.

**EXECUTIVE SESSION:** Village Attorney, Mary Dickson, stated there was no need for Executive Session.

**ADJOURNMENT:** Trustee Ridder made a motion to adjourn the meeting. Trustee Bartlett seconded the motion.

All were in favor. Motion carried.

President Soto adjourned the meeting at 7:34 p.m.

Susan Janowiak

Village Clerk

**PASSED AND APPROVED** by the President and Board of Trustees of the Village of Bensenville this \_\_\_\_\_ day, October, 2012

# VILLAGE OF BENSENVILLE WARRANT 12/18

October 09, 2012

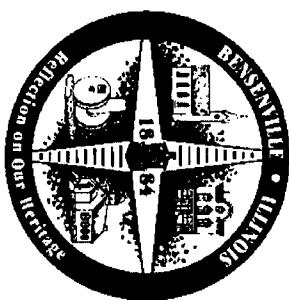
I hereby certify that the attached warrants are in accord with the current budget as adopted by the Corporate Authorities of the Village of Bensenville, and that sufficient funds are available to promptly pay said warrants, all in accordance with the Village Code and Illinois Statutes.

*MP*  
MICHAEL CASSADY  
VILLAGE MANAGER

Approved by the Board of Trustees on October 09, 2012, hereby authorizing the Director of Finance to disburse \$883,10.28 the accounts indicated in the attached report.

---

SUSAN JANOWIAK  
VILLAGE CLERK



---

FRANK SOTO  
VILLAGE PRESIDENT

*Jean Schmidt*  
JEAN SCHMIDT FOR TIMOTHY SLOTH  
DIRECTOR OF FINANCE

## EXPENDITURE APPROVAL LIST

Page 1 of 25

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>ACS ENTERPRISES INC</b> <b>505</b>									
IR140788	FILTERS	CHICAGO	20123270	10/05/2012	11050440-542110	PW	R&M BUILDING	\$430.45	430.45
<b>ADDISON BUILDING MATERIAL CO.</b>									
<b>3628</b>									
720552	PORTLAND CEMENT SAND GRAVEL	ARLINGTON+	20123246	09/06/2012	11050420-542810	PW	R & M PAVEMENT	\$116.81	0
722703	CHAIN FOR SPEED TRAILR #722703	ARLINGTON+	20123299	09/28/2012	11040340-554510	PD	SMALL TOOLS & EQUIPMENT	\$28.62	0
723300	PADLOCKS	ARLINGTON+	20123262	10/06/2012	11050420-554510	PW	SMALL TOOLS & EQUIPMENT	\$21.14	0
								<b>166.57</b>	
<b>ADH IMPROVEMENTS INC</b>									
<b>99</b>									
2873-20842	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	0
2875-20842	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	0
2876-20842	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	<b>\$80.00</b>	0
								<b>240.00</b>	
<b>ADR CUSTOM BUILDERS INC</b>									
<b>99</b>									
1795-18553	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0
								<b>250.00</b>	
<b>AFFORDABLE FIRE PROTECTION INC</b>									
<b>99</b>									
2086-21078	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0
								<b>250.00</b>	
<b>AFSCME</b>									
<b>3105</b>									
091412	MVP NATIONAL PEOPLE PR WH 9/14,		20123245	10/14/2012	11000000-218100	FN	PAYROLL DEDUCTN-UNION DUES	\$8.40	9002340
092712	MVP NATIONAL PEOPLE PR WH 9/27,		20123427	10/28/2012	11000000-218100	FN	PAYROLL DEDUCTN-UNION DUES	\$8.40	9002350
092812	UNIONS DUES PR WH 9/28/12		20123461	10/28/2012	11000000-218100	FN	PAYROLL DEDUCTN-UNION DUES	\$1,127.85	9002360
								<b>1,144.65</b>	
<b>AL WAREN OIL CO INC</b>									
<b>700</b>									
10744472	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/27/2012	51050570-549990	PW	OTHER CONTRACTUAL SERVICES	\$29.54	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	51050570-549990	PW	OTHER CONTRACTUAL SERVICES	\$6,709.24	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11020190-554110	PW	FUEL/GAS/OIL	\$361.35	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11040110-554110	PW	FUEL/GAS/OIL	\$7,085.30	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11050420-554110	PW	FUEL/GAS/OIL	\$2,916.20	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11050430-554110	PW	FUEL/GAS/OIL	\$2,950.95	0

# EXPENDITURE APPROVAL LIST

## FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11050440-554110	PW	FUEL/GAS/OIL	\$442.81	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	11060440-554110	PW	FUEL/GAS/OIL	\$423.79	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	1107020-554110	PW	FUEL/GAS/OIL	\$506.46	0
10744478	FUEL PURCHASE-SEPT 2012	SUMMIT	20123449	10/26/2012	51050540-554110	PW	FUEL/GAS/OIL	\$2,276.58	0
								<b>23,702.22</b>	
<b>ALL WAYS FASTENERS INC</b>									
<b>11907</b>									
72314	NUTS & BOLTS	BENSENVILLE	20123268	09/26/2012	51050540-552520	PW	WATER MAIN PARTS	\$223.25	0
72479	SS NUTS & BOLTS	BENSENVILLE	20123289	10/13/2012	51050540-552520	PW	WATER MAIN PARTS	\$292.50	0
								<b>515.75</b>	
<b>ALPHA BAKING COMPANY, INC.</b>									
<b>11222</b>									
2041258015	FOOD ITEMS FOR CONCESSIONS	CHICAGO	20123317	10/14/2012	11070785-557810	SF	FOOD ITEMS	\$82.90	0
<b>AMERICAN MOBILE STAGING</b>									
<b>11989</b>									
5362	BENSENVILLE AWARD NIGHT-09/20/11	SOUTH BARR	20123394	10/20/2012	11020170-571013	SF	VOLUNTEER RECOGNITION	\$500.00	0
5385	BENSENVILLE HOMETOWN BAND SE	SOUTH BARR	20123393	10/04/2012	11070110-577012	SF	MUSIC IN THE PARK	\$3,000.00	0
								<b>3,500.00</b>	
<b>ANDERSON PEST SOLUTIONS</b>									
<b>9474</b>									
2252256	PEST CONTROL SERVICE-545 JOHN	ELMHURST	20123111	10/01/2012	11070785-549990	SF	OTHER CONTRACTUAL SERVICE	\$34.86	0
2252416	PEST CONTROL SERVICE-913 S CER	ELMHURST	20123112	10/01/2012	11070790-549990	SF	OTHER CONTRACTUAL SERVICE	\$58.85	0
2252417	PEST CONTROL SERVICE-735 E JEFF	ELMHURST	20123111	10/01/2012	11070785-549990	SF	OTHER CONTRACTUAL SERVICE	\$69.27	0
								<b>162.98</b>	
<b>APWA</b>									
<b>9872</b>									
34850	APWA SEMINAL 10/10/12-MEHUL PAT	KANSAS CITY	20123489	11/09/2012	11050110-521510	PW	TRAINING PROGRAMS/SESSIONS	\$110.00	0
<b>AQUA PURE ENTERPRISES</b>									
<b>11330</b>									
81806	CHEAMICALS - AQUATIC CENTER	ROMEOVILLE	20123390	10/15/2012	11070760-554120	SF	CHEMICALS	\$598.60	0
<b>ARROW ROAD CONSTRUCTION CO.</b>									
<b>6938</b>									
35424MB	UPM	MT PROSPEC	20123284	10/14/2012	51050540-542810	PW	R&M PAVEMENT	\$796.16	0
								<b>796.16</b>	

# EXPENDITURE APPROVAL LIST

## FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>ART'S ALARM CO INC</b>									
<b>99</b>	BOND REFUND								
<b>ASSOCIATED TECHNICAL SERVICES</b>									
<b>2711</b>									
22747	LEAK LOCATION SERVICES-FIRE HYI	VILLA PARK	20123356	10/11/2012	51050540-549990	PW	OTHER CONTRACTUAL SERVICES	\$590.00	0
22755	S-30 ULTRASONIC LEAK SURVEYOR	VILLA PARK	20123154	10/14/2012	51050540-549510	PW	SMALL TOOLS & EQUIPMENT	\$4,500.00	0
22769	LEAK LOCATION @ EASTVIEW AVE & VILLA PARK		20123357	10/17/2012	51050540-549990	PW	OTHER CONTRACTUAL SERVICES	\$309.00	0
								<b>5,399.00</b>	
<b>AT &amp; T MOBILITY</b>									
<b>282</b>									
287019244875-081. SERVICE FROM 08/14/09/13/12-CELL	CAROL STRE		20123355	09/13/2012	11020180-541315	IT	CELL PHONE SERVICE & EQUIPME	\$2,873.36	0
<b>AT&amp;T</b>									
<b>2670</b>									
6306941809-0912	SERVICE FROM 8/23/9/22/12-TEEN C1	AURORA	20123487	10/22/2012	11040341-577121	PD	TEEN CENTER	\$48.22	0
630Z046646-0912	PHONE SERVICE-09/16-10/15/12	AURORA	20123354	10/27/2012	11020180-541310	FN	COMMUNICATION-PHONES (WIRE	\$5,299.96	0
								<b>5,348.18</b>	
<b>BAECORE GROUP INC</b>									
<b>162</b>									
130-45	TECHNOLOGY & OPERATIONS SUPP	SCHAUMBURG	20122616	08/23/2012	11020180-531260	AD	INFO TECHNOLOGY SERVICES	\$4,166.67	0
<b>BARRICADE LITES OF IL. INC.</b>									
<b>2714</b>									
126491	BARRICADE RENTAL	ADDISON	20123274	10/11/2012	51050540-548110	PW	RENTAL & LEASE PURCHASE	\$315.00	0
126710	BARRICADE RENTAL	ADDISON	20123358	10/21/2012	51050540-548110	PW	RENTAL & LEASE PURCHASE	\$460.78	0
								<b>775.78</b>	
<b>BATTERY SERVICE CORPORATION</b>									
<b>2716</b>									
225793	BATTERY	BENSENVILLE	20123260	10/13/2012	11050440-542110	PW	R&M BUILDING	\$94.05	0
<b>BAXTER &amp; WOODMAN, INCORPORATE</b>									
<b>2717</b>									
0164566	WATER & SEWER RATE STUDY	CRYSTAL LAK	20123359	10/20/2012	51250520-536510	PW	ENGINEERING SERVICES	\$1,404.13	0
0164567	IRVING/YORK WM REP & LIGHTING	CRYSTAL LAK	20122205	10/20/2012	31080810-596000	PW	CAPITAL OUTLAY-IMPROVEMENT:	\$1,251.25	0
0164568	PRETREATMENT ASSISTANCE-08/01-	CRYSTAL LAK	20123450	10/20/2012	51050577-536511	PW	ENG SVC - ENVIRONMENTAL	\$8,383.21	0
0164569	R-11-12 GREEN/YORK WATER MAIN	CRYSTAL LAK	20121357	10/20/2012	51080860-536513	PW	ENG SVC - DESIGN	\$3,950.00	0

## EXPENDITURE APPROVAL LIST

Page 4 of 25

FOR CHECKS DATED: 10/9/2012

# EXPENDITURE APPROVAL LIST

Page 5 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
2882-23886	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	80.00
<b>CALL ONE</b> <b>512</b>	PHONE SERVICE-09/15-10/14/12	BEDFORD PA	20123343	10/15/2012	11020180-541310	FN	COMMUNICATION-PHONES (WIRE	\$5,833.98	0
<b>CARDINAL FENCE &amp; SUPPLY INC</b> <b>99</b>	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0
<b>CDW GOVERNMENT, INC.</b>									
<b>11480</b>	2 LCD MONITOR FOR SCADA	CHICAGO	20123288	10/11/2012	11020180-594000	IT	CAPITAL OUTLAY - MACHINERY &	\$512.99	0
Q490280	3 WIFI ACCESS POINTS	CHICAGO	20123234	10/20/2012	11020180-594000	IT	CAPITAL OUTLAY - MACHINERY &	\$301.53	0
<b>CED</b>									
<b>401</b>	ELECTRICAL SUPPLIES-MIDGET FUS	BENSENVILLE	20123256	10/06/2012	11050420-552670	PW	MATERIALS/SUPPLIES-ST LIGHTS	\$98.93	0
1028-652656	ELECTRICAL SUPPLIES-WIRES & FRI	BENSENVILLE	20123325	10/13/2012	11050440-542110	PW	R&M BUILDING	\$249.08	0
1028-652739	ELECTRICAL SUPPLIES-CMR,CL3RF	BENSENVILLE	20123327	10/19/2012	11050440-542110	PW	R&M BUILDING	\$249.08	0
1028-652873	3/4" THINWALL	BENSENVILLE	20123326	10/12/2012	11050440-542110	PW	R&M BUILDING	\$70.68	0
1028-652908	K-9 TRAINNING AIDE #1028652908	BENSENVILLE	20123435	10/14/2012	11040340-548410	PD	ANIMAL CONTROL SERVICES	\$96.08	0
1028-653288	SPACER COP BND GROUND ROD &L	BENSENVILLE	20123326	10/18/2012	11050440-542110	PW	R&M BUILDING	\$56.40	0
1028-653378	GRD ROD CLAMP, STR BLACK	BENSENVILLE	20123326	10/19/2012	11050440-542110	PW	R&M BUILDING	\$12.81	0
1028-653632	CPLG,EMT CONN,SCREW,BEAM CLA	BENSENVILLE	20123326	10/21/2012	11050440-542110	PW	R&M BUILDING	\$75.00	0
<b>CHARTER ONE BANK</b>									
<b>418</b>	FEDERAL WH 9/14/12	PROVIDENT	20123269	10/14/2012	11000000-212010	FN	PAYROLL DEDUCTN-FED INC TX	\$37,076.42	9002339
091412	FEDERAL WH 9/14/12	PROVIDENT	20123269	10/14/2012	11000000-212020	FN	PAYROLL DEDUCTN-SOC SEC	\$20,397.97	9002339
091412	FEDERAL WH 9/14/12	PROVIDENT	20123269	10/14/2012	11000000-212030	FN	PAYROLL DEDUCTN-MEDICARE	\$6,883.23	9002339
092812	FEDERAL WH 9/28/12	PROVIDENT	20123445	10/28/2012	11000000-212010	FN	PAYROLL DEDUCTN-FED INC TX	\$37,775.86	9002358
092812	FEDERAL WH 9/28/12	PROVIDENT	20123445	10/28/2012	11000000-212020	FN	PAYROLL DEDUCTN-SOC SEC	\$20,916.85	9002358
092812	FEDERAL WH 9/28/12	PROVIDENT	20123445	10/28/2012	11000000-212030	FN	PAYROLL DEDUCTN-MEDICARE	\$9,056.57	9002358
<b>CHERRY HILL ELECTRIC INC</b> <b>99</b>	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$200.00	0

# EXPENDITURE APPROVAL LIST

FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>CHICAGO INDUSTRIAL TIRE, INC.</b>									
<b>4032</b>									
99138	PURCHASE OF 2 TIRES-CUSHMAN	FRANKLIN PA	20123369	10/06/2012	11070720-542310	SF	R & M EQUIPMENT	\$215.00	215.00
<b>CHRIS PANOS FOODS CORPORATION</b>									
<b>205</b>									
862705	FOOD ITEMS FOR CONCESSIONS	CHICAGO	20123338	09/29/2012	11070785-557810	SF	FOOD ITEMS	\$612.32	0
866803A	FOOD ITEMS FOR CONCESSIONS	CHICAGO	20123339	10/20/2012	11070785-557810	SF	FOOD ITEMS	\$814.09	0
<b>CHRISTOPHER B BURKE ENGINEERIN</b>									
<b>2738</b>									
106866	ON CALL VARIOUS ENGINEERING-05	ROSEMONT	20123275	10/17/2012	51250520-536510	PW	ENGINEERING SERVICES	\$2,047.93	0
107446	PROFESSIONAL SERVICE 1160-1200	ROSEMONT	20123418	10/06/2012	11060640-549990	CD	OTHER CONTRACTUAL SERVICE	\$231.72	0
107464	ON CALL VARIOUS ENGINEERING-07	ROSEMONT	20123275	10/06/2012	51250520-536510	PW	ENGINEERING SERVICES	\$1,172.32	0
<b>CINTAS CORPORATION</b>									
<b>13176</b>									
769106008	TOILET PAPER & HAND TOWELS-ED	MAYWOOD	20123403	10/13/2012	11070740-542112	SF	R&M BUILDING-CLEANING	\$509.19	0
<b>CINTAS FIRST AID &amp; SAFETY</b>									
<b>2974</b>									
5000141327	MEDICAL SUPP CAB-#5000141327	IRVING	20123298	10/12/2012	11040110-542110	PD	R&M BUILDING	\$97.38	0
<b>CJC AUTO PARTS</b>									
<b>11185</b>									
019299	BRAKES-SQ #323-INV #019299	BENSENVILLE	20123303	09/30/2012	11040110-542410	PD	R&M VEHICLES	\$176.94	0
020166	#826 PARTS	BENSENVILLE	20123267	10/17/2012	51050540-542410	PW	R&M VEHICLES	\$76.88	0
020506	2 ANCOW/PERBLADE #551	TONY B BENSENVILLE	20123422	10/21/2012	11060640-542410	CD	R&M VEHICLES	\$24.00	0
<b>COAST TO COAST SOLUTIONS, INC</b>									
<b>711</b>									
IVC0043229	7 ROLLS EVIDENCE TAPE-#43229	BARTLETT	20123436	10/05/2012	11040360-551110	PD	MATERIALS/SUPPLIES-ADMIN	\$67.14	67.14
<b>COMCAST</b>									
<b>12216</b>									
0184078-0912	SECURITY CAMERA SYSTEM-09/22-1	SOUTHEASTE	20123442	10/15/2012	11040380-542100	PD	MAINTENANCE AGREEMENTS	\$129.90	0

# EXPENDITURE APPROVAL LIST

Page 7 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>COMMONWEALTH EDISON</b>									
<b>2668</b>									
1453018053-0812	SERVICE FROM 07/31-08/29-7070 JOH	CAROL STRE,	20123310	09/28/2012	11070720-541370	SF	ELECTRICITY	\$23.36	0
2208050044-0812	SERVICE FROM 06/18-09/17-112-MAST	CAROL STRE,	20123350	10/18/2012	11050420-541370	PW	ELECTRICITY	\$5,606.27	0
4514125014-0812	SERVICE FROM 08/01-08/29-REDMON	CAROL STRE,	20123311	09/28/2012	11070720-541370	SF	ELECTRICITY	\$95.30	0
6974550006-0812	SERVICE FROM 07/31-08/30/12-9 SC	CAROL STRE,	20123351	09/29/2012	11070790-541370	SF	ELECTRICITY	\$1,055.66	0
6974751003-0812	SERVICE FROM 07/31-08/30/12-13 SC	CAROL STRE,	20123352	09/29/2012	11070790-541370	SF	ELECTRICITY	\$580.03	0
6974752000-0812	SERVICE FROM 07/31-08/30-15 SC	CAROL STRE,	20123353	09/29/2012	11070790-541370	SF	ELECTRICITY	\$509.14	0
<b>COMMUNICATION REVOLVING FUND</b>									
<b>2768</b>									
T1304353	COMM SERV-INV #T1304353	SPRINGFIELD	20123451	10/17/2012	11040110-542100	PD	MAINTENANCE AGREEMENTS	\$510.00	0
<b>COOLING EQUIPMENT SERVICE INC</b>									
<b>99</b>									
2353-22157	BOND REFUND								
<b>CRYSTAL MGMT &amp; MAINTENANCE SE</b>									
<b>516</b>									
20829	R-44-2011 JANITORIAL SERVICE-OCT MOUNT PROS		20120095	10/14/2012	11050440-549990	PW	OTHER CONTRACTUAL SERVICE	\$875.00	0
<b>CUSTOM COMMUNICATION SYSTEMS</b>									
<b>13197</b>									
023264	REMOTE EMERGENCY SERVICE	WOODDRIDGE	20123404	10/17/2012	11020180-541310	IT	COMMUNICATION-PHONES (WIRE	\$180.00	0
023265	EDGE PHONE DOWN	WOODDRIDGE	20123482	10/17/2012	11020180-541310	IT	COMMUNICATION-PHONES (WIRE	\$30.00	0
023282	POINT TO POINT FIBER BTW PW & W	WOODDRIDGE	20123481	10/26/2012	11020180-541310	IT	COMMUNICATION-PHONES (WIRE	\$180.00	0
<b>D.B.S. CONTRACTING, INC.</b>									
<b>11192</b>									
092512	DIRECTIONAL BORE-FOR SCADA TO ROSELLE		20123468	10/25/2012	51080870-596000	PW	CAPITAL CONSTRUCTION	\$1,500.00	0
<b>DAISY CASILDO</b>									
<b>582</b>									
SEPT 2012	REIMB-MILEAGE	MELROSE PA		10/31/2012	11040110-522110	PD	EXPENSE REIMBURSEMENT	\$12.65	0
<b>DAVE &amp; LISA WILLIAMSEN</b>									
<b>99</b>									
2856-311929	BOND REFUND								
10/27/2012	75000000-226283	CD					DEPOSITS-PERFORMANCE BD RC	\$120.00	0

## EXPENDITURE APPROVAL LIST

Page 8 of 25

# EXPENDITURE APPROVAL LIST

Page 9 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	W/T/MANUAL CHECK #
2869-13823	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC \$250.00 250.00
<b>FELLER BUSINESS SOLUTIONS</b>							
<b>4541</b>							
624759-0	OFFICE SUPPLIES	BENSENVILLE	20123167	10/17/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$25.80
624769-0	OFFICE SUPPLIES	BENSENVILLE	20123167	10/17/2012	51050110-551110	PW	OFFICE SUPPLIES \$27.57
624770-0	OFFICE SUPPLIES	BENSENVILLE	20123167	10/17/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$15.64
624770-0	OFFICE SUPPLIES	BENSENVILLE	20123167	10/17/2012	51050110-551110	PW	OFFICE SUPPLIES \$15.64
624980-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/19/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$7.31
624980-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/19/2012	51050110-551110	PW	OFFICE SUPPLIES \$47.54
624980-1	OFFICE SUPPLIES	BENSENVILLE	20123330	10/20/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$10.64
625050-0	OFFICE SUPPLIES	BENSENVILLE	20123337	10/19/2012	11020170-551110	AD	MATERIALS/SUPPLIES-ADMIN \$45.12
625050-0	OFFICE SUPPLIES- REDMOND COMF	BENSENVILLE	20123314	10/19/2012	11070720-551110	SF	MATERIALS/SUPPLIES-ADMIN \$94.57
625061-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/19/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$9.66
625061-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/19/2012	51050110-551110	PW	OFFICE SUPPLIES \$9.67
625090-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/20/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$28.95
625090-0	OFFICE SUPPLIES	BENSENVILLE	20123330	10/20/2012	51050110-551110	PW	OFFICE SUPPLIES \$28.95
625098-0	OFFICE SUPPLIES	BENSENVILLE	20123374	10/20/2012	11020110-551110	AD	MATERIALS/SUPPLIES-ADMIN \$11.86
625149-0	OFFICE SUPPLIES- REDMOND COMF	BENSENVILLE	20123314	10/20/2012	11070720-551110	SF	MATERIALS/SUPPLIES-ADMIN \$74.87
625287-0	OFFICE SUPPLIES- REDMOND COMF	BENSENVILLE	20123314	10/21/2012	11070720-551110	SF	MATERIALS/SUPPLIES-ADMIN \$15.99
625289-0	OFFICE PRODUCTS	BENSENVILLE	20123373	10/21/2012	11010030-551110	AD	MATERIALS/SUPPLIES-ADMIN \$129.94
625370-0	KEY TAGS	BENSENVILLE	20123411	10/24/2012	11050420-542410	PW	R & M VEHICLES \$3.50
625370-0	KEY TAGS	BENSENVILLE	20123411	10/24/2012	11050430-542410	PW	R&M VEHICLES \$3.50
625370-0	KEY TAGS	BENSENVILLE	20123411	10/24/2012	11050440-542410	PW	R&M VEHICLES \$3.50
625370-0	KEY TAGS	BENSENVILLE	20123411	10/24/2012	51050440-542410	PW	R&M VEHICLES \$3.48
625370-0	KEY TAGS	BENSENVILLE	20123411	10/24/2012	51050440-542410	PW	R&M VEHICLES \$3.48
625731-0	OFFICE SUPPLIES	BENSENVILLE	20123464	10/26/2012	11020170-551110	AD	MATERIALS/SUPPLIES-ADMIN \$91.96
6264769-0	CREDIT RETURN REF 34954511	BENSENVILLE	10/01/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$-25.01	
C624980-0	CREDIT RETURN REF 34954511	BENSENVILLE	09/28/2012	51050110-551110	PW	OFFICE SUPPLIES \$-28.95	
C624980-1	CREDIT RETURN REF 35954511	BENSENVILLE	09/26/2012	11050110-551110	PW	MATERIALS/SUPPLIES-ADMIN \$-10.64	
<b>FERRELLGAS</b>							
<b>136</b>							
1072492035	REFILL PROPANE GAS-EDGE II	DENVER	20123305	10/11/2012	11070740-541385	SF	GAS-PROPANE \$125.60
1072492036	REFILL PROPANE GAS-EDGE I	DENVER	20123305	10/11/2012	11070740-541385	SF	GAS-PROPANE \$62.60
107250984	REFILL PROPANE GAS-EDGE II	DENVER	20123337	10/18/2012	11070740-541385	SF	GAS-PROPANE \$144.80
107250986	REFILL PROPANE GAS-EDGE I	DENVER	20123337	10/18/2012	11070740-541385	SF	GAS-PROPANE \$119.00
							<b>452.00</b>

## EXPENDITURE APPROVAL LIST

Page 10 of 25

# EXPENDITURE APPROVAL LIST

Page 11 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
2731-12194	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	0
<b>GERWEL, MAGDALENA</b> <b>99</b>									
2829-13157	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$120.00	0
<b>GOLD MEDAL-CHICAGO</b> <b>9695</b>									
248487	FOOD ITEMS FOR CONCESSIONS	BENSENVILLE	20123383	10/21/2012	11070785-557810	SF	FOOD ITEMS	\$497.20	0
<b>GREAT LAKE THEATRE SERVICE, LTC</b> <b>319</b>									
SEPT 2012	BOOKING MOVIES FOR SEPT SERVICE AURORA		20123341	10/12/2012	11070790-541460	SF	BOOKING FEES	\$300.00	0
<b>GRECIAN DELIGHT FOODS DISTRIBUTOR</b> <b>10553</b>									
504296	CLEANING SUPPLIES-EDGE I & II	ELK GROVE	20123385	10/11/2012	11070740-542112	SF	R&M BUILDING-CLEANING	\$376.26	0
<b>GUSSY'S SLUSHIES LLC</b> <b>594</b>									
335	SLUSHIES FOR CONCESSIONS	OAK PARK	20123344	10/03/2012	11070785-557810	SF	FOOD ITEMS	\$258.00	0
<b>HIGHWAY SALES INCORPORATED</b> <b>2855</b>									
093440	CAST IRON TRASH PUMPS	ADDISON	20123039	10/31/2012	11020190-542310	AD	R&M EQUIPMENT	\$832.95	0
093440	CAST IRON TRASH PUMPS	ADDISON	20123039	10/31/2012	11020190-554510	AD	SMALL TOOLS & EQUIPMENT	\$832.95	0
<b>HINCKLEY SPRINGS</b> <b>12432</b>									
11407829091612	BOTTLED WATER #11407829	DALLAS	20123443	10/16/2012	11040341-577121	PD	TEEN CENTER	\$28.28	0
<b>HOME DEPOT CREDIT SERVICES</b> <b>7665</b>									
0562816	17 COMPARTMENT ORGANIZER	COLUMBUS	20123414	10/26/2012	11050420-554510	PW	SMALL TOOLS & EQUIPMENT	\$19.94	0
3110007	CHEYENNE SLT CEILING,PINE LATT	COLUMBUS	20123315	10/13/2012	11070740-542112	SF	R&M BUILDING-CLEANING	\$126.37	0
3110007	CHEYENNE SLT CEILING,PINE LATT	COLUMBUS	20123315	10/13/2012	11070720-552110	SF	MATERIALS/SUPPLIES-OPERATOR	\$11.27	0
6017492	SANDED BC PINE,EXT.CORD,MOUNT	COLUMBUS	20123265	10/10/2012	51050540-542410	PW	R&M VEHICLES	\$13.85	0
6017492	SANDED BC PINE,EXT.CORD,MOUNT	COLUMBUS	20123265	10/10/2012	51050540-554510	PW	SMALL TOOLS & EQUIPMENT	\$43.95	0

# EXPENDITURE APPROVAL LIST

Page 12 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
7083071	STOPS RUST SUNBURST SORY PAIR COLUMBUS		20123315	10/19/2012	11070740-542112	SF	R&M BUILDING-CLEANING	\$14.62	0
7083071	STOPS RUST SUNBURST SORY PAIR COLUMBUS		20123315	10/19/2012	11070720-552110	SF	MATERIALS/SUPPLIES-OPERATOR	\$1.30	0
9023803	PLYWOOD AND SAW BALDE-EDGE II COLUMBUS		20123315	10/17/2012	11070740-542112	SF	R&M BUILDING-CLEANING	\$37.56	0
9023803	PLYWOOD AND SAW BALDE-EDGE II COLUMBUS		20123315	10/17/2012	11070720-552110	SF	MATERIALS/SUPPLIES-OPERATOR	\$3.35	0
<b>HOMESHIELD RESTORATIONS</b>									<b>272.21</b>
<b>99</b>									
2892-23730	BOND REFUND								
<b>HOVING PIT STOP INC.</b>									
<b>290</b>									
57793	(4)PORTABLE RESTROOMS-MUSIC II WEST CHICAGO		20123340	10/06/2012	11070110-577012	SF	MUSIC IN THE PARK	\$280.00	0
57794	(2)PORTABLE RESTROOMS-SOCCER WEST CHICAGO		20123306	10/06/2012	11070720-552110	SF	MATERIALS/SUPPLIES-OPERATOR	\$130.00	0
<b>HOWARD, CRAIG</b>									<b>410.00</b>
<b>99</b>									
1948-305023	BOND REFUND								
<b>ICMA_RC RETIREMENT</b>									
<b>3096</b>									
091412	ICMA PR WH 9/14/12		20123280	10/14/2012	11000000-213100	FN	PAYROLL DEDUCTN-DEF COMP	\$5,974.84	90023345
092812	ICMA-ROTH PR WH 9/28/12		20123426	10/28/2012	11000000-213300	FN	PAYROLL DEDUCTN-ROTH IRA	\$15.00	90023362
91412	ICMA-ROTH PR WH 9/14/12		20123244	10/14/2012	11000000-213300	FN	PAYROLL DEDUCTN-ROTH IRA	\$15.00	90023347
92812	ICMA PR WH 9/28/12		20123458	10/28/2012	11000000-213100	FN	PAYROLL DEDUCTN-DEF COMP	\$5,954.87	90023363
<b>IL. MUNICIPAL RETIREMENT FUND</b>									<b>11,959.71</b>
<b>2882</b>									
9/2012	SEPT 2012 CONTRIBUTIONS	OAK BROOK	20123455	10/30/2012	11000000-212110	FN	PAYROLL DEDUCTN-IMRF	\$59,932.55	90023360
<b>ILLINOIS DEPARTMENT OF REVENUE</b>									
<b>3098</b>									
091412	IL STATE PR TAX WH 9/14/12	SPRINGFIELD	20123281	10/14/2012	11000000-212040	FN	PAYROLL DEDUCTN-ST INC TX	\$14,059.11	90023338
092812	IL STATE PR TAX WH 9/28/12	SPRINGFIELD	20123459	10/28/2012	11000000-212040	FN	PAYROLL DEDUCTN-ST INC TX	\$14,347.10	90023357
<b>ILLINOIS LIQUOR CONTROL COMMISSION</b>									<b>28,406.21</b>
<b>7070</b>									
12-1A-0045142	RENEWAL OF LIQUOR LIC.REDMONT CHICAGO		20123376	11/30/2012	11070785-561310	SF	PERMITS & LICENSES	\$500.00	0

# EXPENDITURE APPROVAL LIST

Page 13 of 25

## FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL	CHECK #
<b>IMAGE FX</b> <b>99</b>										
2653-20228	BOND REFUND									
<b>INDIANA STATE CENTRAL COLLECTIC</b> <b>682</b>										
091412	CHILD SUPPORT PR WH 9/14/12	INDIANAPOLIS	20123242	10/14/2012	11000000-217500	FN	PAYROLL DEDUCTN-COURT ORD	\$234.00	9002343	
092812	CHILD SUPPORT PR WH 9/28/12	INDIANAPOLIS	20123424	10/28/2012	11000000-217500	FN	PAYROLL DEDUCTN-COURT ORD	\$234.00	9002353	
<b>INTEGRYS ENERGY SERVICES INC</b> <b>13016</b>										
3355640000-0812	AUGUST GAS BILL-735 E JEFFERSON	GREEN BAY	20123399	10/10/2012	1107040-541370	SF	ELECTRICITY	\$4,253.12	0	
6561640000-0812	AUGUST GAS BILL-545 JOHN STREET	GREEN BAY	20123399	09/11/2012	1107040-541370	SF	ELECTRICITY	\$1,491.08	0	
763464-13-0812	SERVICE FROM 07/31-08/29/12-735 E	GREEN BAY	20123398	09/30/2012	1107040-541370	SF	ELECTRICITY	\$19,081.75	0	
763464-25-0812	SERVICE FROM 08/01-08/29/12-545 JK	GREEN BAY	20123397	09/30/2012	1107040-541370	SF	ELECTRICITY	\$9,833.10	0	
763464-5-0812	SERVICE FROM 08/01-08/29/12-WS JK	GREEN BAY	20123400	09/30/2012	1107070-541370	SF	ELECTRICITY	\$1,110.41	0	
								<b>35,769.46</b>		
<b>INTOXIMETERS, INC.</b> <b>5567</b>										
372222	PRTABLE BREATH TANK-INV#372222	ST LOUIS	20123300	10/17/2012	11040340-542310	PD	R&M EQUIPMENT	\$193.45	0	
<b>JIMENEZ, LUIS A</b> <b>99</b>								<b>193.45</b>		
2824-19400	BOND REFUND									
<b>JORSON &amp; CARLSON CO., INC.</b> <b>7925</b>										
0302847	ICE SCRAPER KNIVES/OLYMPIA	ELK GROVE V	20123316	10/18/2012	11070740-542610	SF	R&M OLYMPIA	\$67.66	0	
<b>KINGS POINT SAFETY LANE</b> <b>10818</b>								<b>67.66</b>		
27909	VEHICLE SAFETY TEST	ADDISON	20123304	10/04/2012	11050420-542410	PW	R & M VEHICLES	\$37.00	0	
27909	VEHICLE SAFETY TEST	ADDISON	20123304	10/04/2012	51050540-542410	PW	R&M VEHICLES	\$75.00	0	
28041	#812 SAFETY TEST	ADDISON	20123266	10/17/2012	51050540-542410	PW	R&M VEHICLES	\$25.00	0	
<b>KLEIN, THORPE &amp; JENKINS LTD.</b> <b>3777</b>								<b>137.00</b>		
159559	LEGAL SERVICES-GENERAL	CHICAGO	20123462	09/15/2012	37900000-532100	AD	PROFESSIONAL SERVICES	\$67.50	0	

# EXPENDITURE APPROVAL LIST

## FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	W/T/MANUAL CHECK #
159560	LEGAL SERVICE-SSA #9 OBJECTION	CHICAGO	20123462	09/15/2012	37900000-532100	AD	PROFESSIONAL SERVICES	\$1,080.63	0
159561	LEGAL SERVICES-TIF ANNUAL JRB N	CHICAGO	20123462	09/15/2012	31080840-578371	AD	REDEVL PROJS & OTHER EXP - TI	\$2,051.60	0
159562	LEGAL SERVICES-EXTENSION OF TI	CHICAGO	20123462	09/15/2012	37380110-533100	AD	LEGAL SERVICES	\$67.50	0
160050	LEGAL SERVICES-NOTRH INDUSTRY	CHICAGO	20123368	10/20/2012	11020120-533510	AD	LEGAL SERVICES-LITIGATION	\$293.10	0
160051	LEGAL SERVICES-SSA #9 OBJECTION	CHICAGO	20123368	10/20/2012	37900000-532100	AD	PROFESSIONAL SERVICES	\$657.11	0
160052	LEGAL SERVICES & EXPENSES-TIF /	CHICAGO	20123368	10/20/2012	31080840-578371	AD	REDEVL PROJS & OTHER EXP - TI	\$337.50	0
<b>KOSMAN, FRANK</b>								<b>4,554.94</b>	
<b>2659</b>	REIMB-CHIEF'S MEETING-INV #09271	BENSENVILLE	20123486	10/27/2012	11040110-522110	PD	EXPENSE REIMBURSEMENT	\$25.00	0
								<b>25.00</b>	
<b>KOWALSKI, BOGDAN</b>									
<b>99</b>	BOND REFUND								
2735-203747				10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$100.00	0
<b>KRUMWIEDE ROOFING CO</b>									
<b>99</b>	BOND REFUND								
2792-208853				10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	0
<b>KW INTERNATIONAL(IL) INC</b>									
<b>99</b>	BOND REFUND								
2667-21012				10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$200.00	0
<b>LARRY ROESCH FAMILY AUTO GROU</b>									
<b>6784</b>	WV SALES TAX REBATE AUG 2012	BENSENVILLE	20123283	10/13/2012	11030110-566090	FN	DEVELOPER REIMBURSEMENTS	\$6,049.00	0
								<b>6,049.00</b>	
<b>LAUTERBACH &amp; AMEN</b>									
<b>520</b>									
OCT 2012	OCTOBER 2012 PREMIUM LIFE INS	WARRENVILLE	20123446	10/31/2012	11000000-214110	AD	PAYROLL DEDUCTN-HEALTH INS	\$132,723.50	9002359
OCT 2012	OCTOBER 2012 PREMIUM LIFE INS	WARRENVILLE	20123446	10/31/2012	11000000-214120	AD	PAYROLL DEDUCTN-LIFE INS	\$609.69	9002359
OCT 2012	OCTOBER 2012 PREMIUM LIFE INS	WARRENVILLE	20123446	10/31/2012	11000000-214160	AD	PAYROLL DEDUCTN-DENTAL INS	\$8,931.61	9002359
								<b>142,264.80</b>	
<b>LAW OFFICES OF JOHN Z TOSCAS</b>									
<b>12719</b>	081912M/082612M RED LIGHT MAIL #081912/082612M	PALOS HEIGHT	20123473	09/25/2012	11040110-533100	PD	LEGAL SERVICES	\$450.00	0
091312BM	BUILDING CODE/MUNIC HRNG-INV #091312T	PALOS HEIGHT	20123396	10/13/2012	11040110-533100	PD	LEGAL SERVICES	\$500.00	0
091312T	TOW HEARING-INV #091312T	PALOS HEIGHT	20123395	10/13/2012	11040110-533100	PD	LEGAL SERVICES	\$700.00	0

# EXPENDITURE APPROVAL LIST

Page 15 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK#
091612M092212M	RED LIGHT MAIL-#091612/092212M	PALOS HEIGHT	20123475	10/22/2012	11040110-533100	PD	LEGAL SERVICES	\$450.00	0
092012PR	PARK/ORD HEARING-INV #092012PR	PALOS HEIGHT	20123475	10/20/2012	11040110-533100	PD	LEGAL SERVICES	\$500.00	0
092012R	RED LIGHT HEARING-INV #092012R	PALOS HEIGHT	20123474	10/20/2012	11040110-533100	PD	LEGAL SERVICES	\$450.00	0
<b>LIFELINE PLUMBING INC</b>								<b>3,050.00</b>	
<b>513</b>									
02409	LABOR & MATERIAL REPAIR JOHN ST ELGIN		20123143	10/04/2012	11070740-542310	SF	R&M EQUIPMENT	\$1,284.00	0
<b>LINDAHL BROTHERS INC</b>									
<b>338</b>									
106296	R-32-2011 DEBRIS HAULING	BENSENVILLE	20121167	10/18/2012	51050540-579990	PW	DISPOSAL CHARGES	\$940.00	0
106296A	R-32-2011 SAND & STONE	BENSENVILLE	20120385	10/18/2012	11050420-542810	PW	R & M PAVEMENT	\$736.61	0
106296A	R-32-2011 SAND & STONE	BENSENVILLE	20120385	10/18/2012	51050540-552610	PW	GRAVEL/ASPHALT	\$736.61	0
<b>LOGIN INC</b>								<b>2,413.22</b>	
<b>605</b>									
19473	ANNUAL FEE-JACPNET-11/15/12-11/14 OAKDALE		20123345	10/17/2012	11040110-525010	PD	BOOKS/PAMPHLETS/PUBLICATION	\$800.00	0
<b>MAHER LUMBER HARDWARE</b>									
<b>2912</b>									
1209-763568	BTR SPF, DUPLEX NAILS	WOOD DALE	20123331	10/21/2012	11050420-542810	PW	R & M PAVEMENT	\$52.17	0
<b>MCCANN INDUSTRIES INC</b>									
<b>2916</b>									
07149799	SERVICE ON 717-VALVE,O-RING,FIEL	CHICAGO	20123277	10/10/2012	11050420-542310	PW	R & M EQUIPMENT	\$1,990.37	0
<b>MCDONALD'S CORP.</b>								<b>1,990.37</b>	
<b>9225</b>									
AUG 2012	5 PRISONER MEALS-INV #AUG12	BENSENVILLE	20123488	10/01/2012	11040360-551110	PD	MATERIALS/SUPPLIES-ADMIN	\$24.74	0
<b>MCMASTER-CARR</b>									
<b>5445</b>									
29660678	CREDIT RETURN-DIRECT MOUNT AD	CHICAGO	06/20/2012	51050540-542310	PW	R&M MATERIALS & EQUIPMENT	\$107.30	0	0
29776770	OIL RESERVOIR-64 OUNCE CAPACIT	CHICAGO	20122163	07/20/2012	51050540-542310	PW	R&M MATERIALS & EQUIPMENT	\$81.07	0
29790801	CREDIT RETURN-OIL RESERVOIR 64	CHICAGO	06/21/2012	51050540-542310	PW	R&M MATERIALS & EQUIPMENT	\$81.07	0	0
29902368	DIRECT MOUNT ADJUSTABLE-FLOW	CHICAGO	20122163	07/21/2012	51050540-542310	PW	R&M MATERIALS & EQUIPMENT	\$107.30	0
36657135	GAS SPRING, BALL SOCKET	CHICAGO	20123263	10/11/2012	51050540-542410	PW	R&M VEHICLES	\$120.32	0
37136301	VALVEHAND WHEEL LOCKOUT	CHICAGO	20123332	10/17/2012	51050543-554515	PW	WATER METERS	\$113.38	0

# EXPENDITURE APPROVAL LIST

Page 16 of 25

**FOR CHECKS DATED: 10/9/2012**

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	W/T/MANUAL CHECK #
37148201	RETURN VALVE HAND WHEEL LOCK CHICAGO			10/18/2012	51050543-554515	PW	WATER METERS	\$-80.92	0
<b>METROPOLITAN ALLIANCE POLICE</b>									
<b>8009</b>									
092812	POC UNION DUES P.R.W.H 9/28/12	BOLINGBROO	20123465	10/28/2012	11000000-218100	FN	PAYROLL DEDUCTN-UNION DUES	\$651.00	9002356
<b>MIDWEST PARKER SERVICES INC</b>									
<b>108</b>									
408	REPAIR DOOR/LOCKS-EDGE II	AURORA	20123336	10/18/2012	11070740-542310	SF	R&M EQUIPMENT	\$372.00	0
<b>MILLER INDUSTRIAL</b>									
<b>6509</b>									
519982	CELL PHONE HOLDER	ELK GROVE V	20123295	10/10/2012	11050420-542510	PW	R & M COMMUNICATIONS SYSTEM	\$9.99	0
520149	RAGS SHPTWL, CHAIN HTEST BRT	ELK GROVE V	20123295	10/11/2012	11050420-554510	PW	SMALL TOOLS & EQUIPMENT	\$86.83	0
520186	SUPPLIES	ELK GROVE V	20123264	10/11/2012	51050540-542410	PW	R&M VEHICLES	\$20.47	0
520186	SUPPLIES	ELK GROVE V	20123264	10/11/2012	51050110-551110	PW	OFFICE SUPPLIES	\$67.06	0
520186	SUPPLIES	ELK GROVE V	20123264	10/11/2012	51050540-552520	PW	WATER MAIN PARTS	\$75.42	0
520190	GLASSES & HEARING STILH PROTEC	ELK GROVE V	20123295	10/11/2012	51050540-554510	PW	SMALL TOOLS & EQUIPMENT	\$73.40	0
520568	BULB-PARLOPPER TELESCOPIC PO	ELK GROVE V	20123295	10/13/2012	51050540-554510	PW	SMALL TOOLS & EQUIPMENT	\$29.95	0
521638	BATTERIES	ELK GROVE V	20123333	10/21/2012	51050110-551110	PW	OFFICE SUPPLIES	\$50.97	0
522061	RETURN FOR DEFECTIVE	ELK GROVE V	20123333	09/24/2012	51050540-554510	PW	SMALL TOOLS & EQUIPMENT	\$33.98	0
522062	S-BINER, KEY CLIP	ELK GROVE V	20123334	10/24/2012	51050540-554510	PW	SMALL TOOLS & EQUIPMENT	\$5.98	0
522077	BATTERIES, DUCT TAPE, KEY CLIP	ELK GROVE V	20123333	10/24/2012	51050110-542110	PW	R&M BUILDINGS	\$3.49	0
522077	BATTERIES, DUCT TAPE, KEY CLIP	ELK GROVE V	20123333	10/24/2012	51050110-551110	PW	OFFICE SUPPLIES	\$1.11	0
522448	CLAMPS, COUPLE INSERT, NIPPLE	ELK GROVE V	20123412	10/26/2012	11050420-552610	PW	MATERIALS/SUPPLIES-ST MAINT	\$37.47	0
<b>MISCELLANEOUS FOR UT</b>									
<b>426</b>									
237195-12133	CREDIT REFUND-TERMINATED ACCC			10/27/2012	51000000-209900	FN	LIABILITY SUSPENSE CLRG	\$46.72	0
<b>MORENO, ARMANDO</b>									
<b>99</b>									
2823-23929	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$120.00	0
<b>MURPHY'S CONTRACT EQUIP.,INC.</b>									
<b>2929</b>									
156585	CONCRETE SAW PARTS & LABOR	RIVER GROVE	20123279	10/10/2012	11050420-554510	PW	SMALL TOOLS & EQUIPMENT	\$588.39	0

## EXPENDITURE APPROVAL LIST

Page 17 of 25

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>NCPERS IL IMRF 5424</b>								<b>588.39</b>	
05821012	OCTOBER 2012 PREMIUM	DALLAS	20123429	10/21/2012	11000000-214120	FN	PAYROLL DEDUCTN-LIFE INS	\$208.00	0
<b>NEOFUNDS BY NEOPOST 9820</b>								<b>208.00</b>	
790004471622260!	POSTAGE REFILL-VILLAGE HALL	TAMPA	20123287	10/04/2012	11030110-540110	FN	POSTAGE/DELIVERY SERVICES	\$3,600.00	9002348
<b>NETWORK INTEGRATORS 8718</b>									
7649	DSL SERV-8/10/12-9/10/12-TEEN CEN	MUNDELEIN	20123301	09/18/2012	11040341-577121	PD	TEEN CENTER	\$97.46	0
<b>NICOR 2673</b>								<b>97.46</b>	
5073340000-0812	SERVICE FROM 08/09-09/07/12-15 SC	AURORA	20123313	10/07/2012	11070790-541370	SF	ELECTRICITY	\$35.14	0
5486340000-0812	SERVICE FRM 08/09-09/07/12-9 SC	AURORA	20123312	10/07/2012	11070790-541370	SF	ELECTRICITY	\$23.98	0
6864780000-0912	SERVICE FROM 08/24-09/25/12-605 W	AURORA	20123409	10/25/2012	51050550-541370	PW	ELECTRICITY/GAS	\$32.37	0
7194780000-0912	SERVICE FROM 08/27-09/25/12-20 N C	AURORA	20123409	10/25/2012	51050550-541370	PW	ELECTRICITY/GAS	\$89.59	0
<b>NORRIS, CHAD 11760</b>								<b>181.08</b>	
9-3-2012	SERVICE FROM 09/17-09/20-CABLE D	PORTAGE	20120002	10/20/2012	11020170-572173	AD	BROADCASTING - LOCAL CHANNEL	\$832.00	0
9-4-2012	SERVICE FROM 09/24-09/24/12-CABL PORTAGE		20120002	10/27/2012	11020170-572173	AD	BROADCASTING - LOCAL CHANNEL	\$832.00	0
<b>NORTHEAST MULTI-REGIONAL TRNG 2941</b>								<b>1,664.00</b>	
160237	RIFLE/CARBINE INSTR-ZODROW-08/	NORTH AURO	20123362	10/17/2012	11040340-521510	PD	TRAINING PROGRAMS/SESSIONS	\$500.00	0
160348	STAFF/COMMAND SCHOOL-DOOLEY	NORTH AURO	20123361	10/17/2012	11040360-521510	PD	TRAINING PROGRAMS/SESSIONS	\$3,500.00	0
<b>NSN EMPLOYER SERVICES INC 12734</b>								<b>4,000.00</b>	
121020673	UNEMPLOYMENT SERVICES - OCT-2	CHICAGO	20123478	10/31/2012	11020130-532100	AD	PROFESSIONAL SERVICES	\$300.00	0
<b>OLALDE, NORBERT J 99</b>								<b>300.00</b>	
10/27/2012	75000000-226283	CD			DEPOSITS-PERFORMANCE BD RC			\$208.25	0
								<b>208.25</b>	

## EXPENDITURE APPROVAL LIST

Page 18 of 25

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>ONYX SEALCOATING INC</b> <b>701</b>	R-81-12 PARKING LOT SEALCOATED	MIDLOTHIAN	20123347	10/1/2012	31080810-596000	PW	CAPITAL OUTLAY-IMPROVEMENT:	\$17,370.40	0
<b>ORANGE CRUSH LLC</b> <b>8756</b>	MOD SURFACE & REC BINDER MOD SURFACE & REC BINDER MOD SURFACE REC BINDER & MOD SURFACE REC BINDER & MOD SURFACE MOD SURFACE MOD SURFACE	HILLSIDE HILLSIDE HILLSIDE HILLSIDE HILLSIDE HILLSIDE HILLSIDE	20123286 20123286 20123286 20123335 20123379 20123416 20123415	10/11/2012 10/12/2012 10/14/2012 10/20/2012 10/21/2012 10/25/2012 10/26/2012	51050540-542810 51050540-542810 11050420-542810 11050420-542810 11050420-542810 11050420-542810 11050420-542810	PW PW PW PW PW PW PW	R&M PAVEMENT R&M PAVEMENT R & M PAVEMENT	\$511.48 \$344.20 \$98.43 \$225.14 \$322.46 \$41.31 \$28.05	0 0 0 0 0 0 0
<b>OSBURN ASSOCIATES INC</b> <b>659</b>	SCHOOL NO PARKING SIGN SIGNS-HIP SIGNS,POLICE PARKING, LOGAN	LOGAN	20123258 20122891	10/11/2012 10/21/2012	11050421-552660 11050421-552660	PW PW	MATERIALS/SUPPLIES-MAINT SIG MATERIALS/SUPPLIES-MAINT SIG	\$21.60 \$1,794.84	0 0
<b>PADDOCK PUBLICATIONS INC</b> <b>7111</b>	LEGAL NOTICE-INVITATION TO BID P PUBLIC NOTICE	CAROL STRE CAROL STRE	20123249 20123413	09/29/2012 10/20/2012	11050430-549990 51050577-543510	PW PW	OTHER CONTRACTUAL SERVICE LABORATORY TESTING	\$49.50 \$83.25	0 0
<b>PARENT PETROLEUM</b> <b>11416</b>	ANTI FREEZE, OIL DEPOSIT	ST CHARLES	20123470	10/17/2012	11050460-552130	PW	MATERIAL/SUPPLIES-VEHICLES	1,556.55	0
<b>PAYLOCITY</b> <b>12843</b>									
091412 092812	PAYROLL FEES 9/14/12 PAYROLL FEES 9/28/12	ARLINGTON ARLINGTON	20123292 20123479	10/14/2012 10/28/2012	11030110-532310 11030110-532310	FN FN	PAYROLL SERVICES PAYROLL SERVICES	\$1,572.71 \$679.48	9002337 9002335
<b>PC DISCOVERY LLC</b> <b>693</b>	IT SERVICES FROM 10/10-1/09/12	CHICAGO	20122622	10/31/2012	11020180-531260	AD	INFO TECHNOLOGY SERVICES	\$6,208.33 2,252.19	0

# EXPENDITURE APPROVAL LIST

Page 19 of 25

FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK	WT/MANUAL
								AMOUNT	CHECK #
<b>PETERSON ROOFING INC</b> <b>99</b>									
2683-17058	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	80.00
<b>PETTY CASH (P.W.)</b> <b>2626</b>									
091912	PETTY CASH REIMBURSEMENT-FEM	BENSENVILLE	20123259	10/19/2012	11050110-55110	PW	MATERIALS/SUPPLIES-ADMIN	\$10.00	0
092712	PETTY CASH REIMBURSEMENT	BENSENVILLE	20123408	10/27/2012	31080800-591000	PW	CAPITAL OUTLAY-BLDG & STRUC	\$46.16	0
<b>PORTABLE COMM. SPEC. INC.</b> <b>2959</b>									
101202246	EMA VOICE PAGERS	ADDISON	20122953	10/11/2012	31080800-594000	PW	CAPITAL OUTLAY-MACHINERY & E	\$3,500.00	0
<b>PRECISION MECHANICAL INC</b> <b>9070</b>									
28261	REPAIR DEHUMIDIFIER-EDGE I	FRANKLIN PA	20123380	09/12/2012	11070740-542110	SF	R & M HVAC	\$610.00	0
42001	R-42-2011 HVAC MAINTENANCE-SEP	FRANKLIN PA	20120440	10/15/2012	11050440-549990	PW	OTHER CONTRACTUAL SERVICE	\$2,148.30	0
50685D	REPAIR NORTH DEHUMIDIFIER UNIT	FRANKLIN PA	20123382	10/01/2012	11070740-542110	SF	R & M HVAC	\$1,550.00	0
50686B	REPAIR SOUTH DEHUMIDIFIER UNIT	FRANKLIN PA	20123381	09/14/2012	11070740-542110	SF	R & M HVAC	\$7,125.00	0
<b>PRIMERA ENGINEERS, LTD</b> <b>681</b>									
0027380	R-42-12 COUNTY LN WATER MAIN RE	CHICAGO	20122321	10/12/2012	51080860-536513	PW	ENG SVC - DESIGN	11,433.30	
<b>PRO FASTENING SYSTEMS, INC</b> <b>640</b>									
294416	SILICONE CLEAR	ARLINGTON H	20123240	10/12/2012	11050440-542110	PW	R&M BUILDING	\$27.00	0
294567	SCREWS, WASHERS	ARLINGTON H	20123240	10/12/2012	11050440-542110	PW	R&M BUILDING	\$31.15	0
<b>RAFATY, FRED</b> <b>99</b>									
2763-23798	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0
<b>RAY O'HERRON CO.-OAKBROOK TER</b> <b>11033</b>									
0059257-IN	UNFRMS-LABUZ-INV #0059257-IN	LOMBARD	20123302	10/12/2012	11040340-554810	PD	UNIFORMS - PURCHASE	\$82.80	0
0059258-IN	UNFRMS-LABUZ-#0059258-IN	LOMBARD	20123387	10/12/2012	11040340-554810	PD	UNIFORMS - PURCHASE	\$1,174.95	0
								1,257.75	

# EXPENDITURE APPROVAL LIST

Page 20 of 25

FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL	CHECK #
<b>REBOLLAR, ELVA A</b> <b>99</b>										
2674-23546	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$80.00	0	80.00
<b>ROESCH FORD</b> <b>486</b>										
21856FOW	#828 PART-MOULDIN	BENSENVILLE	20123257	10/12/2012	51050540-542410	PW	R&M VEHICLES	\$60.66	0	0
21967FOW	MOTOR	BENSENVILLE	20123406	10/17/2012	51050540-542410	PW	R&M VEHICLES	\$41.93	0	0
21984FOW	PART-HEATER	BENSENVILLE	20123405	10/18/2012	51050540-542410	PW	R&M VEHICLES	\$190.07	0	0
22005FOW	PART-COUPLING	BENSENVILLE	20123405	10/18/2012	51050540-542410	PW	R&M VEHICLES	\$37.02	0	0
22142FOW	TUBE AS #550 T. CROWE	BENSENVILLE	20123417	10/21/2012	11060640-542410	CD	R&M VEHICLES	\$81.57	0	0
CM21861FOW	CORE RETURN	BENSENVILLE	10/24/2012	11050440-542410	PW	R&M VEHICLES	\$30.00	0	0	0
CM21967FOW	CREDIT RETURN-MOTOR	BENSENVILLE	09/18/2012	51050540-542410	PW	R&M VEHICLES	\$41.93	0	0	339.32
<b>RONCO INDUSTRIAL SUPPLY COMPANY</b> <b>58</b>										
1209749-01	PPR TWLS/BATH TISSUE-120974900	BENSENVILLE	20123484	10/26/2012	11040110-552125	PD	MATERIALS/SUPPLIES-CLEANING	\$150.94	0	0
<b>RORY GROUP LLC</b> <b>258</b>										
1273	BUSINESS CONSULTING FEES-OCT : CHICAGO			20120037	11/02/2012	11010010-532810	AD	PROJECT MANAGEMENT SERVICE	\$10,000.00	0
<b>ROYAL PIPE &amp; SUPPLY COMPANY</b> <b>2980</b>										
S1343764.001	PARTS-RIDGID CLOSET AUGER	MELROSE PA	20123329	10/20/2012	11050440-542110	PW	R&M BUILDING	\$58.50	0	58.50
<b>RW COLLINS CO</b> <b>99</b>										
2450-22382	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0	0
<b>SELIA PULIDO</b> <b>712</b>										
092512	REIMBURSEMENT-VISION PLAN-SEL	BENSENVILLE	20123321	10/25/2012	11020130-522110	FN	EXPENSE REIMBURSEMENT	\$150.00	0	150.00
<b>SHARA MARTELLA</b> <b>715</b>										
091212	MILEAGE-TO OBTAIN LEGAL DESCRIPTOR	BENSENVILLE		10/27/2012	11030110-522110	FN	EXPENSE REIMBURSEMENT	\$24.75	0	24.75

# EXPENDITURE APPROVAL LIST

Page 21 of 25

FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DU DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK	WT/MANUAL	AMOUNT	CHECK #
<b>2997</b>	<b>SHEMIN NURSERIES, INCORPORATED</b>										
797615	SOD STAPLES, GRASS SEED,CURLE ADDISON			20123419	09/29/2012	51050540-542811	PW	R&M RIGHT OF WAY		\$249.00	0
<b>2999</b>	<b>SIGN WORKS INCORPORATED</b>										
59114	"BENSENVILLE BANDS" SIGN	BENSENVILLE		20123364	10/12/2012	11070110-577012	SF	MUSIC IN THE PARK		\$310.00	310.00
<b>4236</b>	<b>STANDARD EQUIPMENT CO.</b>										
C77858	PARTS-SHAFT KEY, WLDL-FLANGE,C	CHICAGO		20123371	10/13/2012	11050420-542410	PW	R & M VEHICLES		\$373.22	0
C78020	MB PEL STRIP BROOM	CHICAGO		20123463	10/20/2012	11050420-542310	PW	R & M EQUIPMENT		\$308.39	0
C78021	PARTS-VAC-ALL MB PRO	CHICAGO		20123421	10/20/2012	11050420-542310	PW	R & M EQUIPMENT		\$239.94	0
<b>9227</b>	<b>STAPLES BUSINESS INC</b>										
3181654584	OFFICE SUPPLIES-#3181654584	FRAMINGHAN		20123467	10/08/2012	11040110-551110	PD	MATERIALS/SUPPLIES-ADMIN		\$271.10	0
3181654584	OFFICE SUPPLIES-#3181654584	FRAMINGHAN		20123467	10/08/2012	11040360-551110	PD	MATERIALS/SUPPLIES-ADMIN		\$22.18	0
3182028322	OFFICE SUPPLIES-#3182028322/3	FRAMINGHAN		20123440	10/15/2012	11040360-551110	PD	MATERIALS/SUPPLIES-ADMIN		\$61.78	0
3182028323	OFFICE SUPPLIES-#3182028322/3	FRAMINGHAN		20123440	10/12/2012	11040360-551110	PD	MATERIALS/SUPPLIES-ADMIN		\$10.09	0
<b>666</b>	<b>STARK &amp; SON TRENCHING INC</b>									<b>365.15</b>	
3	JEFFERSON ST H2O REPLACEMENT	HAMPSHIRE		20122370	10/07/2012	51080860-596000	PW	CAPITAL CONSTRUCTION		\$156,433.95	0
<b>13020</b>	<b>STATE DISBURSEMENT UNIT</b>										
091412	CHILD SUPPORT PR WH 9/14/12	CAROL STRE,	20123294	10/14/2012	11000000-217500	FN	PAYROLL DEDUCTN-COURT ORD	\$1,648.27	9002336		
092812	CHILD SUPPORT PR WH 9/28/12	CAROL STRE,	20123480	10/28/2012	11000000-217500	FN	PAYROLL DEDUCTN-COURT ORD	\$1,648.27	9002354		
<b>99</b>	<b>STEELE &amp; LOEBER LUMBER CO</b>										
2752-23754	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$120.00		120.00	0
<b>9128</b>	<b>STEVE PIPER &amp; SONS, INC.</b>										
137746	R-90-2011 PARKWAY TREE REMOVAL	NAPERVILLE	20120441	10/04/2012	51250520-593000	PW	CAPITAL OUTLAY-IMPROVEMENT:	\$3,926.90	0	0	
138030	R-90-2011 PARKWAY TREE REMOVAL	NAPERVILLE	20120441	10/20/2012	51250520-593000	PW	CAPITAL OUTLAY-IMPROVEMENT:	\$2,363.60	0	0	

## EXPENDITURE APPROVAL LIST

Page 22 of 25

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL	CHECK #
<b>STRAND ASSOCIATES INC</b>										
<b>526</b>										
0093934	R-47-2011 WWTP FACILITY PLAN	MADISON		20120397	10/14/2012	51080880-596000	PW	CAPITAL CONSTRUCTION	\$3,763.35	0
<b>STREICHER'S-MILWAUKEE</b>										
<b>9616</b>										
1960515	3 BAIL OUT BAGS-QUOTE #Q297446	MINNEAPOLIS		20123094	10/20/2012	11040340-554510	PD	SMALL TOOLS & EQUIPMENT	\$172.00	0
<b>SUBURBAN LABORATORIES INC.</b>										
<b>3008</b>										
21163	PRETREATMENT-WASTE MANAGEM	HILLSIDE		20122662	10/11/2012	51050577-543510	PW	LABORATORY TESTING	\$144.11	0
21165	PRETREATMENT-PIE PIPER	HILLSIDE		20122662	10/11/2012	51050577-543510	PW	LABORATORY TESTING	\$99.75	0
21247	CALIFORM/ROUTINE BACTERIA	HILLSIDE		20120190	10/14/2012	51050550-543510	PW	LABORATORY TESTING	\$154.75	0
21377	PRETREATMENT-DOUMAK	HILLSIDE		20123365	10/17/2012	51050577-543510	PW	LABORATORY TESTING	\$448.33	0
21408	PRETREATMENT-GENERAL ELECTR	HILLSIDE		20122662	10/18/2012	51050577-543510	PW	LABORATORY TESTING	\$573.61	0
21408A	PRETREATMENT-GENERAL ELECTR	HILLSIDE		20123365	10/18/2012	51050577-543510	PW	LABORATORY TESTING	\$259.23	0
21409	PRETREATMENT-PIE PIPER	HILLSIDE		20122662	10/18/2012	51050577-543510	PW	LABORATORY TESTING	\$108.07	0
<b>SUMMERFIELD FARM</b>										
<b>9077</b>										
111812	LIVE REINDEERS -HOLIDAY MAGIC-F BELVIDERE			20120536	12/18/2012	11070110-577019	SF	TREE LIGHTING	\$1,425.00	0
<b>TEAMSTER'S LOCAL UNION NO.700</b>										
<b>11633</b>										
092812	POLICE SGT UNION DUES 9/28/12	PARK RIDGE		20123431	10/28/2012	11000000-218100	FN	PAYROLL DEDUCTN-UNION DUES	\$195.00	9002349
<b>TERRACE SUPPLY COMPANY</b>										
<b>3012</b>										
70107811	1/8 ALUM ELECT 2#	ITASCA		20123410	10/24/2012	11050490-552130	PW	MATERIAL/SUPPLIES-VEHICLES	\$32.64	0
<b>TERRANCE ELECTRIC &amp; TECHNOLOG</b>										
<b>99</b>										
2020-14192	BOND REFUND				10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$250.00	0
<b>THE VAC SHOP NORTH, INC</b>										
<b>574</b>										
(1) VACUUM CORD - THEATRE	CHICAGO			20123308	10/12/2012	11070790-542112	SF	R & M BUILDING-CLEANING	\$33.00	0

# EXPENDITURE APPROVAL LIST

FOR CHECKS DATED: 10/9/2012

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/MANUAL CHECK #
<b>12721</b>	<b>THE VILLAGE FLOWER SHOP</b>								
10596	FUNERAL ARRANGEMENT-Gloria S BENSENVILLE		20123477	10/21/2012	11010010-551110	AD	MATERIALS/SUPPLIES-ADMIN	\$75.00	33.00
<b>525</b>	<b>THIRD MILLENNIUM ASSOCIATES INC</b>								
14992	UB BILLING SERVICE- 09/07/12	WARRENVILLE	20123447	10/11/2012	51030250-549990	FN	OTHER CONTRACTUAL SERVICES	\$1,037.61	75.00
<b>3016</b>	<b>THOMPSON RENTAL STATION, INC.</b>								
484866-1	6 KEY STANDARD CUT (ALARM KEYS	BENSENVILLE	20123420	10/18/2012	11060640-554510	CD	SMALL TOOLS & EQUIPMENT	\$13.50	0
<b>99</b>	<b>TIM'S GENERAL CONTRACTOR</b>								
2421-22326	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$150.00	0
<b>9749</b>	<b>TOWN &amp; COUNTRY DIST</b>								
517533	(49)CS OF BEER - BLUE LINE BAR	ITASCA	20123384	10/07/2012	11070785-557810	SF	FOOD ITEMS	\$750.55	0
<b>11906</b>	<b>TREASURY DIRECT</b>								
091412	SAVINGS BONDS PR WH 9/14/12		20123255	10/14/2012	11000000-213400	FN	PAYROLL DEDUCTN-SAVINGS BO	\$25.00	9002344
092812	SAVINGS BONDS PR WH 9/28/12		20123432	10/28/2012	11000000-213400	FN	PAYROLL DEDUCTN-SAVINGS BO	\$25.00	9002361
<b>99</b>	<b>TSCK DEVELOPMENT LLC</b>								
2650-23168	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$120.00	0
2651-23168	BOND REFUND			10/27/2012	75000000-226283	CD	DEPOSITS-PERFORMANCE BD RC	\$40.00	0
<b>5278</b>	<b>TWO CHEFS CAFE</b>								
082912	FOOD FOR BROKER RECEPTION INC	BENSENVILLE	20123453	10/20/2012	11020170-576010	AD	ECONOMIC DEVELOPMENT INITIA	\$162.00	0
92012	REFRESHMENTS FOR VOLUNTEER /	BENSENVILLE	20123454	10/20/2012	11020170-571013	AD	VOLUNTEER RECOGNITION	\$930.00	0
								1,092.00	

## EXPENDITURE APPROVAL LIST

Page 24 of 25

INVOICE #	INVOICE DESCRIPTION	REMIT CITY	PO NUMBER	DUUE DATE	ACCOUNT NO	DEPT	ACCOUNT DESCRIPTION	CHECK AMOUNT	WT/ MANUAL CHECK #
<b>TYLER TECHNOLOGIES INC</b>									
<b>13113</b>									
045-195076	APPLICATION FEE CONNECT 311-FR	DALLAS	20123402	10/19/2012	11020180-542100	AD	MAINTENANCE AGREEMENTS	\$30,192.50	0
045-73856	APPLICATION SERVICE-1/10/12-01/3	DALLAS	20123401	10/19/2012	11020180-542100	AD	MAINTENANCE AGREEMENTS	\$4,050.00	0
<b>UNDERWRITER'S SAFETY &amp; CLAIMS</b>									
<b>12623</b>									
09/01-09/30/12	WORKERS COMP CLAIM - 9/1/12-9/30	LOUISVILLE	20123472	10/30/2012	11020150-562550	AD	CLAIM PAYMENTS-WORKERS COI	\$5,266.39	0
<b>UNITED WATER NACO LLC</b>									
<b>13205</b>									
20125360	R&M COSTS-06/01-06/30/12	HARRINGTON	20123483	07/30/2012	51050570-549990	PW	OTHER CONTRACTUAL SERVICES	\$16,828.18	0
<b>VERMEER-ILLINOIS, INCORPORATED</b>									
<b>3028</b>									
S10468	CHIPPER SERVICE	AURORA	20123456	10/24/2012	11050430-542310	PW	R&M EQUIPMENT	\$1,719.44	0
<b>VIKING PRINTING</b>									
<b>11179</b>									
3812	BUSINESS CARD-RADDL,RYSAVY,W/	BENSENVILLE	20123389	10/17/2012	11060110-541160	AD	PRNTG, BINDING & DUPLICAT	\$64.00	0
3812	BUSINESS CARD-RADDL,RYSAVY,W/	BENSENVILLE	20123389	10/17/2012	11060640-541160	AD	PRNTG, BINDING & DUPLICAT	\$96.00	0
3812	BUSINESS CARD-RADDL,RYSAVY,W/	BENSENVILLE	20123389	10/17/2012	51050110-541160	AD	PRNTG, BINDING & DUPLICAT	\$64.00	0
<b>VILLA PARK OFFICE EQUIPMENT</b>									
<b>6570</b>									
42866	FILE CABINET	VILLA PARK	20123296	10/14/2012	51050110-551110	PW	OFFICE SUPPLIES	\$99.00	0
42986	36 COMPARTMENT MAIL BIN AND W/	VILLA PARK	20123172	10/28/2012	11040110-542110	PD	R&M BUILDING	\$377.80	0
<b>VILLAGE OF BENSENVILLE</b>									
<b>3100</b>									
091412	POLICE PENSION PR WH 9/14/12		20123282	10/14/2012	11000000-212140	FN	PAYROLL DEDUCTN-POL PENSIO	\$9,389.53	9002346
092812	POLICE PENSION PR WH 9/28/12		20123460	10/28/2012	11000000-212140	FN	PAYROLL DEDUCTN-POL PENSIO	\$9,608.14	9002365
<b>VITAL SIGNS</b>									
<b>99</b>									
100013	BOND REFUND						DEPOSITS-PERFORMANCE BD RC	\$300.00	0
1273-16871	BOND REFUND						DEPOSITS-PERFORMANCE BD RC	\$300.00	0
								<b>18,997.67</b>	<b>600.00</b>

## EXPENDITURE APPROVAL LIST

Page 25 of 25

**TYPE:** Resolution      **SUBMITTED BY:** Joe Caracci      **DATE:** 9/19/2012

**DESCRIPTION:** Resolution authorizing the execution of a contract with Winkler's Tree Service, Inc. for the Village Tree Pruning Program in the amount of \$26,936 for 2012-2013, with automatic renewals for 2013-2014 and 2014-2015.

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input checked="" type="checkbox"/>	<i>Financially Sound Village</i>	<input checked="" type="checkbox"/>	<i>Enrich the lives of Residents</i>
<input checked="" type="checkbox"/>	<i>Quality Customer Oriented Services</i>	<input type="checkbox"/>	<i>Major Business/Corporate Center</i>
<input checked="" type="checkbox"/>	<i>Safe and Beautiful Village</i>	<input type="checkbox"/>	<i>Vibrant Major Corridors</i>

**ASSIGNED COMMITTEE: I & E (unanimous approval)**

**DATE: 9/18/2012**

**BACKGROUND:** This is the second year of an ongoing multiyear program to prune the Village's approximately 6,000 parkway trees in accordance with guidelines laid out by the Department's Forestry Management Plan that was developed in 2011. Last year the Village Board approved a multi-year Parkway Tree Pruning Program that was to extend through the 2014-2015 winter season. Due to performance issues with the last contractor, we terminated their contract. We are now ready to move forward with a new contractor for the remainder of the program. The new contract will again be a multi-year contract with automatic renewals, unless cancelled by the Village within 60 days of the end of the term.

**KEY ISSUES:** A recent bid advertisement for the multi-year pruning program produced the following results:

Company	Year 2 (Zone 4 = 552)	Year 3 (Zone 5 = 771)	Year 4 (Zone 1&2 = 933)	Total Bid Price (2,256 trees)
Winkler's Tree Service, Inc. La Grange Park, IL	\$26,936.00	\$39,054.00	\$48,502.50	\$114,492.50
Dawsons Tree Service, Inc. Elmhurst, IL	\$31,652.00	\$44,543.00	\$53,197.00	\$129,392.00
Steve Piper & Sons Inc. Naperville, IL	\$34,160.00	\$50,091.10	\$61,628.60	\$145,879.70
Kramer Tree Specialists, Inc. West Chicago, IL	\$58,461.00	\$83,415.00	\$102,955.00	\$244,831.00
Asplundh Tree Expert Co. Willow Grove, PA	\$67,811.09	\$95,965.80	\$120,123.68	\$283,900.57
The Davey Tree Expert Co. Burr Ridge, IL	\$72,860.00	\$108,190.00	\$137,170.00	\$318,220.00
Clean Cut Tree Service, Inc. Lake Villa, IL	\$116,050.00	\$165,637.80	\$201,014.49	\$482,702.29

**ALTERNATIVES:** Discretion of the Village Board

**RECOMMENDATION:** Staff recommends approval of the pruning contract with Winkler's Tree Service, Inc. of La Grange Park, IL as the lowest responsible bidder. The I&E Committee unanimously recommended approval of this contract at their September 18, 2012 meeting. This item was tabled for attorney review at the September 25, 2012 Board meeting. The Resolution has since been clarified to reflect a one-year contract with automatic renewals for the following two years.

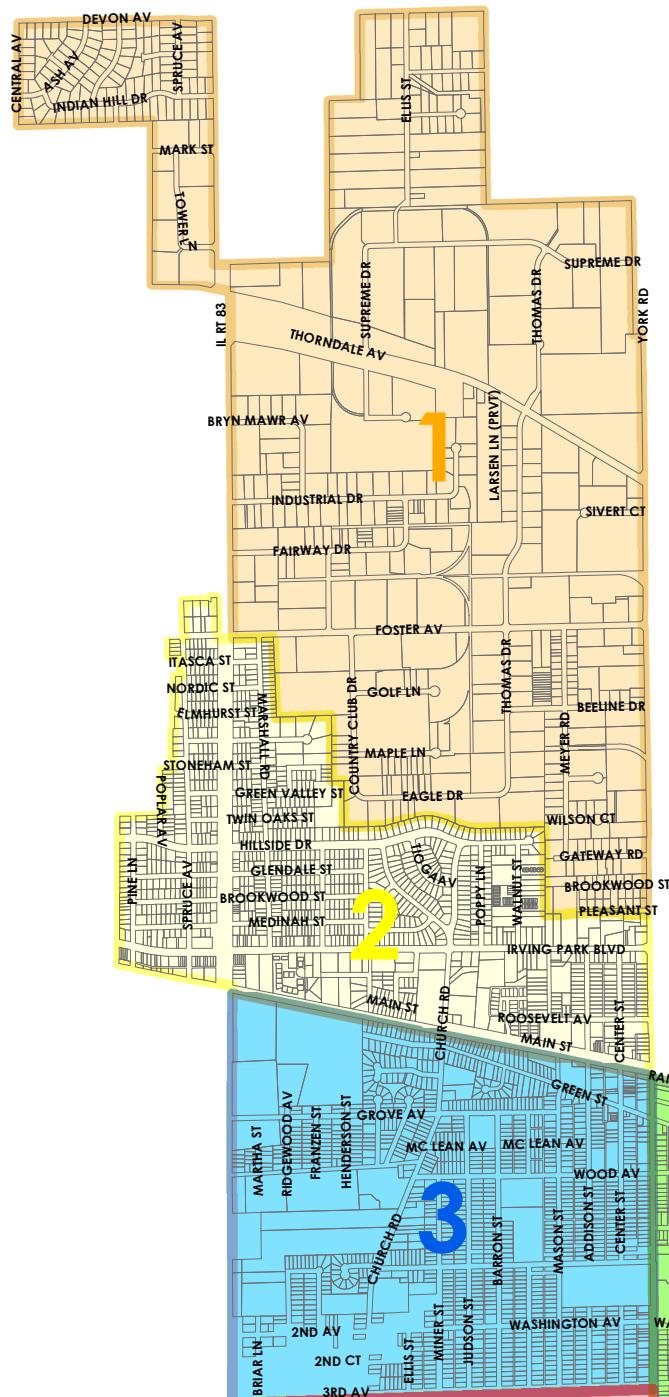
**BUDGET IMPACT:** Total three-year contract (Years 2, 3, and 4) of \$114,492.50. Funds (\$70,000) have been allocated in FY12 for year 2 of the program. Additional funds will be requested in future fiscal years as needed to complete the pruning program. (Acct. No. 11050430 549990)

**ACTION REQUIRED:** Approve a Resolution authorizing the execution of a contract (with automatic renewals) to Winkler's Tree Service, Inc. for the Village Tree Pruning Program

# Village of Bensenville

## Public Works Maintenance Zones

N



Year 1: ZONE 3 (2011-2012)  
Year 2: ZONE 4 (2012-2013)  
Year 3: ZONE 5 (2013-2014)  
Year 4: ZONES 1 & 2 (2014-2015)

**RESOLUTION NO.**

**AUTHORIZING THE EXECUTION OF A CONTRACT (WITH AUTOMATIC  
RENEWALS) TO WINKLER'S TREE SERVICE, INC.  
FOR THE VILLAGE TREE PRUNING PROGRAM**

WHEREAS the Village of Bensenville, in an effort to enhance our urban forest, encourage it's growth, and provide for beautiful parkway trees for the residents of Bensenville and who travel through our Village, and

WHEREAS, the Forestry Management Plan established a pruning program to ensure a healthy public tree population and to provide for its ongoing care and maintenance, and

WHEREAS Winkler's Tree Service, Inc. provided the lowest responsive bid at the September 10, 2012 public bid opening, AND

WHEREAS the contract shall be originally approved for the 2012-2013 Pruning Season with two successive one-year automatic renewals, unless cancelled by the Village Board at least 60 days before the end of the term, and

WHEREAS the total value of the contract for the three years is \$114,493 split as follows:

2012-2013	\$26,936
2013-2014	\$39,054
2014-2015	\$48,503

BE IT RESOLVED by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois as follows:

THAT the Village Board authorizes the Village Manager to execute a purchase order and other associated documents to Winkler's Tree Service, Inc. of La Grange Park, IL for parkway tree planting services for an amount not to exceed \$26,936.00 for the 2012 Parkway Tree Pruning Program; and

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois, \_\_\_\_\_, 2012.

APPROVED:

---

Frank Soto  
Village President

ATTEST:

---

Susan Janowiak  
Village Clerk

AYES: \_\_\_\_\_

NAYS: \_\_\_\_\_

ABSENT: \_\_\_\_\_



## **VILLAGE OF BENSENVILLE**

Contract Document Number  
PW-2012-18

Tree Pruning Program

Conformed Agreement

*S. N. P.*

Village Board Approval on

---

## TABLE OF CONTENTS

<b>INVITATION TO BID .....</b>	<b>3</b>
<b>BID SPECIFICATIONS .....</b>	<b>4</b>
<b>BIDDER INFORMATION SHEET.....</b>	<b>12</b>
<b>BID SHEETS .....</b>	<b>13</b>
<b>GENERAL CONDITIONS AND INSTRUCTIONS TO BIDDERS .....</b>	<b>20</b>

Initial:

## **INVITATION TO BID**

### **PARKWAY TREE PRUNING PROGRAM**

The Village of Bensenville will accept bids for a Multi-year **“Parkway Tree Pruning Program”** The bids shall be sent to the Office of the Village Clerk located at 12 S. Center St. Bensenville, IL 60106.

The bids shall be publicly opened at **10:00AM on Monday, September 10<sup>th</sup>, 2012** at Bensenville Village Hall 12 S. Center St. The Bid must be in a sealed opaque envelope plainly marked **Tree Pruning-BID**

Detailed specifications may be obtained by contacting Ken Rubach, Public Works Supervisor at 630-350-3435, or via email at [krubach@bensenville.il.us](mailto:krubach@bensenville.il.us)

The Village Board reserves the right to reject any and all bids or portions thereof

Susan Janowiak  
Village Clerk

Initial: 

## **BID SPECIFICATIONS**

### **Village of Bensenville, Illinois**

### **Parkway Tree Pruning Program**

#### **PART I GENERAL SPECIFICATIONS**

##### **1. CONDITIONS**

Bidders are advised to become familiar with all conditions, instructions and specifications governing their proposal. Once the award has been made, failure to have read all the conditions, instructions and specifications of their contract shall not be cause to alter the original contract or to request additional compensation.

##### **2. BID SECURITY**

**2.1** Each Bid must be accompanied by Bid security made payable to the Village in an amount of five percent (5%) of the Bidder's maximum Bid price and in the form of a certified or bank check or a Bid Bond.

**2.2** Bid Bonds shall be duly executed by the Bidder as principal and having as surety thereon a surety company approved by the OWNER, having the minimum equivalent of a Best and Co. 5A Rating.

##### **3. ADJUSTMENTS TO THE CONTRACT**

Prospective Bidders are forewarned that the Village of Bensenville reserves the right to adjust the quantities of work to be accomplished, either up or down, dependent on the current budget or until budgeted funds are depleted without prejudice to the Contract. Payment will be based on measured quantities and accepted unit prices.

##### **4. PRE-WORK MEETING**

Upon execution of the contract with the successful Bidder, the Village will schedule a meeting with the CONTRACTOR. In attendance shall be the CONTRACTOR'S foreman and sales representative (both are required to be I.S.A. certified Arborists) that will be working on this job. The purpose of the pre-work meeting is to review the scope of work. In addition, the Village will review, with the CONTRACTOR, the required equipment (including signs and safety equipment) personnel requirements, pruning procedures, and other activities related to execution of the Contract.

Initial: WJ

## **5. DAMAGES TO PROPERTY**

**5.1** The CONTRACTOR shall be responsible for any damage to properties caused by the acts of their work in the course of performance of this contract and shall replace or restore to its original condition any such damaged property at no cost to the occupant or owner or the Village. The Village shall be held harmless for all liability under the Scope of Work of this contract.

**5.2** The Contractor is not authorized to drive equipment on to private property without proper written authority from the property owner.

**5.3** It is recommended that, for the Contractor's protection, if any damage exists before work begins (including sidewalk, driveway cracks) that the Director of Public Works or appointed representative be notified of such, prior to work beginning. Visual records (pictures) shall be taken by the contractor of any preexisting damage before work begins.

## **6. TIME OF COMPLETION, PENALTY, AND LIQUIDATED DAMAGES**

**6.1** The CONTRACTOR understands that all contract times are of the essence. Penalties will be imposed for non-completion of the set dates.

**6.2** Should the CONTRACTOR fail to complete the work within the time specified in the Contract or within such extended time as may have been allowed, the CONTRACTOR shall be liable to the OWNER in the amount of Two Hundred Fifty dollars (\$250.00), as liquidated damages, for each day of overrun in the contract time or such extended time as may have been allowed. The daily charge shall be made for every day shown on the calendar beyond the specified completion date.

**6.3** Any penalty or liquidated damages owed the Village may be deducted from any payments to the CONTRACTOR. If the deduction does not satisfy the full extent of the CONTRACTOR'S penalty obligation, then the CONTRACTOR shall pay the difference to the OWNER. The parties further agree that the liquidated damages represent the minimum damage the Village will sustain for each calendar day of the delay in final completion of the work.

Initial: W

## PART II TECHNICAL SPECIFICATIONS

### **1. SCOPE OF THE WORK**

**I.1** The work included in this Contract shall be for cleaning, thinning, raising and specialty pruning of trees ten inches (10") in diameter and larger located on public property (R-O-W) within the Village of Bensenville. Work shall include hauling and disposing of all wood, wood chips, and debris and cleaning up by raking lawn areas and sweeping sidewalks, streets and gutters and restoring the premises to its original condition (unless otherwise specified by the Director of Public Works or his designee).

**1.2** Pruning quantities may change up or down, based on the proposed budget for that year.

### **2. PROSECUTION OF THE WORK**

**2.1** Once work has commenced, the CONTRACTOR will be expected to have a minimum of two and a maximum of three crews working every weekday, weather permitting, until the project is completed. Final completion requires the pruning of all trees identified on the list in addition to the correction of any tree identified by the Director of Public Works or his designee as deficient.

**2.2** A pruning crew shall consist of not less than three people per each crew (*the foreman will be included in this number*) with the required equipment to perform tree pruning operations satisfactorily.

**2.3** Pruning must begin by November 1 of each year. In order to meet the deadlines, a minimum of one-third of the trees shall be pruned by December 15, two-thirds of the trees shall be pruned by January 30, and all of the trees shall be pruned by the last day of February.

### **3. PRUNING OPERATIONS**

**3.1** Pruning will be done in accordance with the most current edition of the American National Standard for Tree Care Operations - ANSI A300 (part 1) Pruning.

**3.2** This work will be accomplished within the following specifications:

- a. Crown cleaning and thinning of branches 1"-2" in diameter and greater.
- b. To remove under branches to permit clearance of approximately fourteen feet (14') where practical to allow passage of second class motor vehicles on the street side of the tree and approximately eight feet (8') on the sidewalk or pedestrian side of the tree. This height is a guide and can be adjusted by the Director of Public Works or his designee.
- c. To remove trunk suckers and water sprouts especially where they are present on the trunk of the tree.

Initial: 

- d. Limbs shall be removed which overhang houses with the objective to raise the trees aesthetically to maintain clearance until the scheduled time to return. Exceptions to this requirement may be made when the removal of a sound limb will greatly detract from the overall appearance of the tree. In those cases where determinations cannot be easily made, the Director of Public Works or his designee shall be consulted.
- e. Smaller limbs shall be removed within 3' of house drops or as necessary for proper clearance.
- f. Removal of large limbs may be required to achieve the above standards and will be addressed at no additional cost to the Village (this is rare).
- g. Remove all dead, dying, diseased, interfering, objectionable and weak branches and stubs greater than two inches in diameter from all trees.
- h. Remove one of two or more crossed and/or rubbing branches greater than 2 inches in diameter from all trees where practical.
- i. All cuts to be made sufficiently close to parent limb, without cutting into the branch collar or leaving a protruding stub, so that closure can readily start under normal conditions.
- j. Rope down all branches where damage could be incurred by gouging of a sodded area and/or damage to public walks. Use caution where there is the possibility of damaging adjacent privately owned shrubs, trees, or flowers.
- k. Pre-cut all limbs being removed whenever there is a possibility of stripping the bark.
- l. No person working in trees shall use shoes with spikes or any other footwear, which will, in the Village's opinion, injure the trees while work is being performed. At no time shall any person working in trees for pruning purposes wear spurs or climbing irons.
- m. Clear all streetlight and traffic control devices including non-illuminated signage to allow adequate lighting and sign visibility for the length of the trim cycle. Clear small parkway trees to allow natural growth habit without severely altering the form of the larger tree.

**3.3** The CONTRACTOR shall use all safety devices and procedures which will conform to the most current editions of American National Standards Institute, Standard Z 133.1 (for Pruning, Repairing, Maintaining and Removing Trees and Cutting Brush and for Arboricultural Operations – Safety Requirements).

**3.4** It shall be necessary to rake and sweep the area after the tree has been pruned. In the event that the ground is covered with snow, it shall be the CONTRACTORS responsibility to properly clean the area of debris after snow melt. An amount of \$1,000 will be held from the last invoice to ensure cleanup and will be paid after all cleanup is completed.

**3.5** It is the responsibility of the CONTRACTOR to notify the utility company's tree pruning contractor of any extensive utility pruning that is needed. The utility company contractor must perform the work before the CONTRACTOR prunes the parkway trees.

Initial: JK

#### **4. INSPECTION**

All phases of the pruning operations performed under this contract will be subject to inspection by and with the approval of the Director of Public Works or his designee.

#### **5. REPORTS TO THE VILLAGE**

**5.1** Duties of the foreman: On a weekly basis the CONTRACTOR shall prepare and submit to the Director of Public Works or his designee a report including identification of defective trees:

- a. Any structural weakness, large quantity of deadwood - 50%, decayed trunk or branches, split crotches, or branches, etc. Report of structural weakness or major deadwood must be made before pruning of tree to determine necessity of tree removal. No pruning will be done on questionable trees (*50% dead, split, etc.*) until after the Director of Public Works or his designee has been notified and inspects the tree. Payment will not be made on questionable trees that the contractor prunes before the Director of Public Works or his designee reviews them.
- b. An updated pruning list will be turned in every Friday identifying those trees that were pruned in addition to any comments.
- c. The foreman will be required to note any problems such as: wrong species, wrong address, diameter, number of trees, etc. on the tree inventory sheets and report it in writing to the Director of Public Works or his designee as soon as it is noticed and before the tree is pruned.

**5.2** The CONTRACTOR shall immediately report to the Village any accidents. This accident report shall include the location of the accident, nature of the accident, the vehicle involved, identification number and any other information requested by the Village. A summary of the same information shall also be reported to the Village.

**5.3** The Village reserves the right to alter any forms it issues for use under this contract, as needed in order to ensure the collection of all data necessary to evaluate the CONTRACTOR'S performance. While the Village shall provide a model form to the CONTRACTOR, it is the obligation of the CONTRACTOR to print and make available for his use a sufficient number of copies of all required forms.

#### **6. SPECIAL PROVISION FOR ASH WOOD**

**6.1** It is the responsibility of the successful bidder to provide documentation to the Village of Bensenville that a compliance agreement has been signed with the Illinois Department of Agriculture.

**6.2** The contractor shall ensure that the chips produced by the chipper are no bigger than 1" X 1".

**6.3** The Village may request the contractor to cut and label branches for EAB sampling.

Initial: W

## **7. MEASUREMENT (DBH)**

All measurements will be made by the Director of Public Works or his designee, measuring the circumference at a point approximately 4 ½ feet above ground using a diameter tape. Measurements are made prior to pruning of the tree. Measurements will be made to the nearest tenth of an inch rounding off the nearest whole diameter inch. If there are any discrepancies those must be verified in the field by the Director of Public Works or his designee before payment is made.

Multi-stem or forked tree shall be measured 4 ½ feet above the ground and each stem will be measured separately and then added together to determine the total DBH measurement. If the tree starts to fork at 4 ½ feet above the ground, then the measurement shall be taken just below the start of the fork.

## **8. DEBRIS REMOVAL**

**8.1** The CONTRACTOR shall arrange to keep sidewalks open for traffic when possible. Signs or cones must be properly used if closing sidewalks.

**8.2** All debris from tree pruning operations shall be removed from the site and from the Village of Bensenville the same day it is placed. No debris is to remain in the street or on the sidewalk overnight. Under **NO** circumstances will debris be left on the parkway over the weekend unless otherwise specified by the Director of Public Works or his designee. Payment for removal and disposal of debris is to be included in the unit prices for tree pruning.

**8.3** All applicable State and Local laws and ordinances related to the hauling, handling and disposition of such material will be followed by the CONTRACTOR.

**8.4** The CONTRACTOR shall furnish a letter for each contemplated final disposal site that such site meets all state, local and Environmental Protection Agency requirements for the disposal of landscape waste.

**8.5** Any change in disposal site(s) throughout the term of the Contract must have the prior written approval of the Director of Public Works or his designee and conform to all requirements stated herein.

**8.6** The CONTRACTOR shall remove all surplus materials and debris from the streets as the work progresses so that the public may have the use of the street a maximum amount of time.

**8.7** The CONTRACTOR shall provide proof of their IDOA compliance agreement with this bid.

Initial: W

## **9. NOTIFICATION OF UTILITY COMPANIES**

All pruning and removal work will be made on Village parkways at various addresses. It will be the CONTRACTOR'S responsibility to ensure that overhead lines are cleared by the respective agency so that the final pruning of these trees will not be delayed.

## **10. TRAFFIC CONTROL**

**10.1** Proper warning signs, barricades, and other protective devices shall be on hand and used by the CONTRACTOR before work may commence. These shall be in accordance with the Manual of Uniform Traffic Control Devices, e.g. Tree Trimming, One Lane Ahead, Road Closed, etc.

**10.2** During tree pruning, the **CONTRACTOR shall have the responsibility** to block the street (if need be) at each intersection, using proper signs and barricades to prevent any motorized vehicle from entering, with the exception of State or County highways, which will not be completely blocked off. Prior to working on County or State highways, the CONTRACTOR shall have the responsibility of notifying the Village of Bensenville Police (630-350-3455) and Bensenville Fire Protection District (630-350-3441). Coordination with the Public Works department may be necessary.

**10.3** If the street is not properly barricaded and proper signs installed when performing tree removal and pruning operations, the Village will stop work until the proper street barricading is accomplished. If this happens more than two times this can be cause for termination of contract.

**10.4** The CONTRACTOR shall also be required to contact the appropriate State or County agency when engaged in removal work on their rights-of-way: flagmen will be necessary when working on main roads.

## **11. PEDESTRIAN SIDEWALK CONTROL**

While overhead removal work is taking place, the bidder shall block off the sidewalk to pedestrian traffic immediately under the trees being trimmed.

## **12. EQUIPMENT**

**12.1** The equipment used for pruning shall be of sufficient type, capacity and quantity to safely and efficiently perform the pruning work as specified.

**12.2** No off-street parking for equipment shall be provided by the Village of Bensenville on any of our public properties. Unless authorized by the Owner under no circumstances shall any motorized equipment be permitted to be driven on the parkways, driveways, or public walks while performing work under the provisions of this Contract. If access is needed to the parkway or private property the Contractor must first obtain permission by the property owner.

Initial: W

**12.3** All equipment (including support equipment) to be used by the CONTRACTOR shall be listed on the CONTRACTOR'S Information Report at the time of the bid opening. All such equipment can be subject to the inspection and final approval of the Village. Such approval may require on-site demonstration of the capability of any proposed equipment to provide satisfactory performance.

### **13. RESTORATION**

The CONTRACTOR shall take all necessary precautions to eliminate damage to the trees, grounds, driveways, streets and curbs, sidewalk, structures, and utilities on or adjacent to the work site. Any damage shall be reported in writing to the property owner and the Public Works Supervisors Office located at 717 E. Jefferson St., Bensenville, Illinois 60106, **on the day of occurrence**. Any damage shall be repaired at the CONTRACTOR'S expense within ten (10) days of the occurrence (unless demonstrable reason for a delay can be shown with the consent of the Public Works Supervisor). Should the damage not be rectified within the agreed time or to the satisfaction of the Director of Public Works or his Designee, the Village can reserve the right to repair or replace that which was damaged, or assess the CONTRACTOR such costs as may be reasonable and related to damage caused by the CONTRACTOR, and deduct these costs from any payment due the CONTRACTOR or failure may be cause for termination of the Contract.

### **14. WEATHER**

**14.1** For the purpose of this Contract, the National Weather Service at O'Hare International Airport shall be the weather forecasting and reporting agency. Any forecast by the National Weather Service shall be deemed to extend only 12 hours into the future.

**14.2** CONTRACTOR may suspend operations if weather conditions are such that pruning operations cannot be carried out in a safe and effective manner. If such suspension occurs, the CONTRACTOR shall immediately notify the Director of Public Works or his designee.

**14.3** The Director of Public Works or his designee shall at their discretion have the right to order the suspension of pruning OR removal operations whenever, in his judgment, present weather conditions or impending weather conditions are such that pruning operations cannot be carried out in an effective and safe manner.

Initial: W

**BIDDER INFORMATION SHEET**

NAME: (PRINT) Vince Winkler

SIGNATURE: Vince Winkler

COMPANY NAME: (PRINT)

ADDRESS: **Winkler's Tree and Landscaping**  
P.O. Box 1154  
La Grange Pk. IL 60526  
(708)544-1219  
[info@winklertreeservice.com](mailto:info@winklertreeservice.com)

TELEPHONE: \_\_\_\_\_

FACSIMILE: 708 - 544-0405

EMAIL: [info@winklertreeservice.com](mailto:info@winklertreeservice.com)  
[www.winklertreeservice.com](http://www.winklertreeservice.com)  
(708)544-1219

Please Return to:

Corey Williamsen  
Deputy Village Clerk  
Village of Bensenville  
12 S Center St.  
Bensenville, IL 60106

The bid must be in a **sealed opaque envelope plainly marked:**  
**Tree Pruning- Bid**

The bids must be received by **10:00am on September 10<sup>th</sup>, 2012**. They will be publicly opened and read on **September 10<sup>th</sup>, 2012 at 10:00am** in the Village Hall Board Room.

It shall be the responsibility of the bidder to deliver its bid to the designated person at the appointed place, prior to the announced time for the opening of the bids. Late delivery of a bid for any reason, including faulty or late delivery by United States Mail or other carrier will disqualify the bid

Initial: W

**BID SHEETS****PARKWAY TREE PRUNING ZONE 4**

1. a. BIDDER will complete the Work for the following price(s) from **November 1<sup>st</sup>, 2012** through **October 31<sup>st</sup>, 2013**:

D.B.H. SIZE CLASS	ESTIMATED NUMBER OF TREES	COST PER TREE	TOTAL COST PER CLASS
10-19"	302	\$ 38.00	\$ 11,476.00
20-29"	202	\$ 58.00	\$ 11,716.00
30-39"	43	\$ 78.00	\$ 3,354.00
40" & greater	5	\$ 78.00	\$ 390.00
<b>Total Pruning Cost Zone 4 \$</b>			<u>26,936.00</u>

**PARKWAY TREE PRUNING ZONE 5**

1. b. BIDDER will complete the Work for the following price(s) from **November 1<sup>st</sup>, 2013** through **October 31<sup>st</sup>, 2014**:

D.B.H. SIZE CLASS	ESTIMATED NUMBER OF TREES	COST PER TREE	TOTAL COST PER CLASS
10-19"	398	\$ 39.50	\$ 15,721.00
20-29"	320	\$ 59.50	\$ 19,040.00
30-39"	51	\$ 81.00	\$ 4,131.00
40" & greater	2	\$ 81.00	\$ 162.00
<b>Total Pruning Cost Zone 5 \$</b>			<u>39,654.00</u>

Initial: W

### PARKWAY TREE PRUNING ZONES 1&2

1. c. BIDDER will complete the Work for the following price(s)  
from November 1<sup>st</sup>, 2014 through October 31<sup>st</sup>, 2015:

D.B.H. SIZE CLASS	ESTIMATED NUMBER OF TREES	COST PER TREE	TOTAL COST PER CLASS
10-19"	532	\$ 41.50	\$ 22,078.00
20-29"	319	\$ 61.50	\$ 19,618.50
30-39"	72	\$ 83.00	\$ 5,976.00
40" & greater	10	\$ 83.00	\$ 830.00
Total Pruning Cost Zones 1&2 \$			48,502.50

**TOTAL MULTI-YEAR PRUNING COST \$** *114,492.50*

2. a. BIDDER will complete the Work for the following price(s)  
from November 1<sup>st</sup>, 2012 through October 31<sup>st</sup>, 2013:

### TIME & MATERIAL BASIS FOR AUTHORIZED EMERGENCY WORK HOURLY RATES FOR EMERGENCY PURPOSES

JOB CLASS	LABOR REGULAR TIME	LABOR OVER TIME
FOREMAN	\$ 75.00	\$ 85.00
SKILLED LABOR	\$ 75.00	\$ 85.00
COMMON LABOR	\$ 75.00	\$ 85.00
<b>TOTAL PER LABOR HOUR</b>	<i>75.00</i>	<i>85.00</i>

*225.00 25.50*

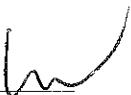
Initial: *[Signature]*

EQUIPMENT	COST PER HOUR	EQUIPMENT SUBSTITUTION/COST
AERIAL TOWER	\$ 25.00	\$
CLAM	\$ 50.00	\$
LOG TRUCK	\$ 25.00	\$
CHIPPER	\$ 25.00	\$
CHIPPER TRUCK	\$ 25.00	\$
STUMPER	\$ 25.00	\$
SEMI	\$ 150.00	\$
DUMP DISPOSAL	\$ 10. YARD	\$
PICKUP TRUCK	\$ 10.00	\$
CRANE	\$ 150.00	\$

2.b. BIDDER will complete the Work for the following price(s)  
from November 1<sup>st</sup>, 2013 through October 31<sup>st</sup>, 2014:

**TIME & MATERIAL BASIS FOR AUTHORIZED EMERGENCY WORK**  
*HOURLY RATES FOR EMERGENCY PURPOSES*

JOB CLASS	LABOR REGULAR TIME	LABOR OVER TIME
FOREMAN	\$ 77.00	\$ 88.00
SKILLED LABOR	\$ 77.00	\$ 88.00
COMMON LABOR	\$ 77.00	\$ 88.00
<b>TOTAL PER LABOR HOUR</b>	<b>\$ 231.00</b>	<b>\$ 264.00</b>

Initial: 



EQUIPMENT	COST PER HOUR	EQUIPMENT SUBSTITUTION/COST
AERIAL TOWER	\$ 25.00	\$
CLAM	\$ 50.00	\$
LOG TRUCK	\$ 25.00	\$
CHIPPER	\$ 25.00	\$
CHIPPER TRUCK	\$ 25.00	\$
STUMPER	\$ 25.00	\$
SEMI	\$ 150.00	\$
DUMP DISPOSAL	\$ 10.00	\$
PICKUP TRUCK	\$ 10.00	\$
CRANE	\$ 150.00	\$

2.c. BIDDER will complete the Work for the following price(s)  
from November 1<sup>st</sup>, 2014 through October 31<sup>st</sup>, 2015:

**TIME & MATERIAL BASIS FOR AUTHORIZED EMERGENCY WORK  
HOURLY RATES FOR EMERGENCY PURPOSES**

JOB CLASS	LABOR REGULAR TIME	LABOR OVER TIME
FOREMAN	\$ 81.00	\$ 93.00
SKILLED LABOR	\$ 81.00	\$ 93.00
COMMON LABOR	\$ 81.00	\$ 93.00
<b>TOTAL PER LABOR HOUR</b>	<b>\$ 243.00</b>	<b>\$ 279.00</b>

Initial: 

EQUIPMENT	COST PER HOUR	EQUIPMENT SUBSTITUTION/COST
AERIAL TOWER	\$ 25.00	\$
CLAM	\$ 50.00	\$
LOG TRUCK	\$ 26.00	\$
CHIPPER	\$ 25.00	\$
CHIPPER TRUCK	\$ 25.00	\$
STUMPER	\$ 25.00	\$
SEMI	\$ 150.00	\$
DUMP DISPOSAL	\$ 12.00	\$
PICKUP TRUCK	\$ 10.00	\$
CRANE	\$ 175.00	\$

### EMERGENCY WORK

Labor Definitions shall be classified as follows:

- A. Common Labor - This classification describes labor having minimal skills and used in ground operations such as loading trucks, cutting limbs on the ground, operating chipper, raking and cleaning up area.
- B. Skilled Labor - This classification describes labor proficient in the proper pruning of trees, with at least 2 years of experience using an aerial tower truck or by rope and saddle. There will be no training of contractor's employees on Village of Bensenville trees.
- C. Foreman - This person must be an *International Society of Arboriculture Certified Arborist*. This person shall have responsibility for participating in the work, giving directions, making decisions, and assuming responsibility for all work completed at all times during pruning operation by the CONTRACTOR. Each foreman shall be fluent in English and be authorized by the CONTRACTOR to accept and act upon all directives issued by the Director of Public works or his designee.

Initial: W

## **1. NEED & RESPONSE**

Throughout the term of the contract it may become necessary for the CONTRACTOR to assist the Village in providing emergency tree services. The CONTRACTOR shall provide telephone numbers at which it can be reached on a 24 hour emergency basis. When severe winds, ice, storms, or other conditions require emergency assistance, the CONTRACTOR shall respond and commence work within six hours of receiving the emergency request notification. The CONTRACTOR shall provide emergency assistance in the manner as set forth by the Director of Public Works and/or the Public Works Supervisor.

## **2. EQUIPMENT**

When the request for emergency assistance has been issued, the CONTRACTOR must be able to furnish, as a minimum, the following quantity and types of equipment:

- A. 1 Aerial Tower
- B. 1 Clam
- C. 2 Chippers
- D. 2 Chipper Trucks
- E. 1 Stumper

## **3. PERSONNEL**

The Director of Public Works or his designee will determine the number of crews required for emergency work.

## **4. RECORDS**

**4.1** All emergency assistance work orders shall be originated by the Director of Public Works or his designee. Completed work orders shall be returned to the Director of Public Works or his designee and shall indicate the date, time and location at which the emergency assistance was given, the name, classification, and hours worked of each employee and the description and hours worked of each major piece of equipment used in performing the work.

**4.2** When engaged in providing emergency assistance, the CONTRACTOR shall provide daily records of the hours worked for all equipment and personnel. The daily work records shall be signed by the Foreman and approved by the Director of Public Works or his designee. All daily records shall be submitted in triplicate with the following distribution:

- a. **Original** copy to be submitted with periodic invoice;
- b. **Second** copy to be retained by the CONTRACTOR for files;
- c. **Third** copy to be given to the Public Works Supervisor after his verification that the work has been performed.

## **5. MEASUREMENT & PAYMENT**

**5.1** The payment for services rendered under emergency assistance shall be made for only those hours actually worked in giving assistance. No allowances will be given for travel time to and from the work site.

**5.2** Payment for work accomplished shall be made at the hourly labor rate for each labor classification as set forth in the Proposal. Payment for equipment rental shall be made only at the equipment rental rate as set forth in the Proposal.

Initial: 

**5.3** If the CONTRACTOR proposes to use the equipment that is different or in addition to that indicated in the Proposal, the hourly equipment rental rates for said equipment are to be indicated on a separate rate schedule and attached to the Proposal. Rates for additional equipment acquired by the CONTRACTOR after award of contract will be negotiated between the CONTRACTOR and the Village.

**5.4** The hourly labor rates as bid for each labor classification in the Proposal shall include all labor costs, fringe benefits, insurance, pension, overhead, and profit as required by the CONTRACTOR and shall include the furnishing of all hand tools, chain saws, miscellaneous equipment and fuel for these tools. Payment for equipment rental rates shall include all costs of ownership, operation, insurance, and costs of transporting the equipment to and from the work site.

Initial: 

## **GENERAL CONDITIONS AND INSTRUCTIONS TO BIDDERS**

The following conditions apply to all purchases/services and become a definite part of each invitation to bid. Failure to comply may disqualify your bid.

### **ELIGIBILITY TO BID**

**Non-Discrimination in Employment** - Contractor, in performing under this contract, shall not discriminate against any worker, employee or applicant, or any member of the public because of race, creed, color, age, sex or national origin, or otherwise commit an unfair employment practice. The bidder, his sub-contractors, or labor organizations furnishing skilled or unskilled workers, craft union skilled labor, or anyone who may perform any labor or service, shall commit within the State of Illinois, under this contract, any unfair employment practices as defined in the act of the 72nd General Assembly entitled "Fair Employment Practices Act". Contractor is referred to Ill. Rev. Stat. 1961) ch. 48, paragraph 851 et seq. The contractor in all contracts entered into with suppliers of materials or services, and subcontractors and all labor organizations, furnishing skilled, unskilled and craft union skilled labor, or who may perform any such labor or services in connection with this contract.

- 1) **Prevailing Wages**- The bidder shall pay not less than the prevailing rate of wages as found by the Department of Labor or determined by the court to all laborers, workmen and mechanics performing work under this contract. Bidder must adhere at all times to Federal Wage Determination #II89-11, Rev.Stat.Section 39 S-2 (Modification #3).
- 2) **Removal or Suspension of Bidders** - The Village of Bensenville may remove or suspend any bidder from the bidder's list for a specified period not to exceed two (2) years. The Vendor will be given notice of such removal or suspension if:
  - a) Services performed do not comply with specifications of contract with the vendor;
  - b) Work is not done within the contract's specified in the contract;
  - c) An offer is not kept firm for the length of time specified in the contract;
  - d) Contractor fails to provide performance bond when required by invitation to bid;
  - e) Contractor is found guilty of collusion;
  - f) Bankruptcy or other evidence of insolvency is found;
  - g) An employee currently serves as a Board member or employee of Bensenville and is financially involved in proposed work.
- 3) **Compliance to Law** -
  - a) The bidder shall at all times observe and comply with all laws, ordinances, regulations and codes of federal, state, county, and village governments and/or

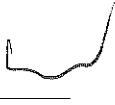
Initial: 

any other local governing agencies which may in any manner affect the preparation of proposal or the performance of this contract.

b) All merchandise or commodities must conform to all standards and regulations as set forth under the Occupation Safety Health Administration (O.S.H.A.)

#### CONDITIONS FOR BIDDING

- 1) Bid Definitions -
  - a) Bidding documents include the advertisement of invitation to bid, terms and conditions, scope of work / specifications, the bid price form and the proposed contract documents including addenda issued prior to receipt of bids.
  - b) Addenda are written or graphic instruments issued prior to the execution of the contract that modify or interpret the bidding documents, including drawings and specifications, by additions, deletions, clarifications, or corrections. Addenda will become part of the contract documents when the contract is executed.
- 2) Bid Price Form - Shall be submitted on the Bid Price Form provided, completed properly and signed in ink. Bid form shall be submitted in a sealed envelope plainly marked "Tree Pruning - BID".
- 3) Late Bids - Formal bids received after specified bid opening time will not be considered and will be returned unopened.
- 4) Withdrawal of Bids - A written request for withdrawal is required and must be received before bid opening. After bid opening, bids become a legal document and an integral part of the bid and shall not be withdrawn. Such requests are to be directed to the attention of the Deputy Village Clerk, telephone number (630) 350-3404.
- 5) Examination of Bidding Documents - Each bidder shall carefully examine all contract documents and all addenda thereto and shall thoroughly familiarize himself with the detailed requirements thereof prior to submitting a proposal. Should a bidder find discrepancies or ambiguities in, or omissions from documents, or should he/she be in doubt as to their meaning, he/she shall at once, and in any event not later than ten (10) days prior to bid due date, notify the Village Clerk who will, if necessary, send written addenda to all bidders. The Village will not be responsible for any oral instructions. All inquiries shall be directed to the Village Clerk. After the bids are received, no allowance will be made for oversight by the bidder.
- 6) Mistake in Bid and Bid Changes - No bid may be modified after submittal. However, if an error is made in extending a total price, the unit price will govern. The bidder must initial erasures on the bid form.

Initial: 

- 7) Bid Binding - Unless otherwise specified, all bids shall be binding for Ninety (90) days following the bid opening date.
- 8) Changes in Contract Documents - Changes or corrections may be made by the Village in contract documents after they have been issued by the Village to all bidders of record. Such addendum or addenda shall take precedence over that portion of the documents concerned, and shall become part of the contract documents. Except in unusual cases, addenda will be issued to each of the bidders at least four (4) days prior to date established for receipt of bids.
- 9) Response to Invitations - Contractors who are unable to bid or do not desire will provide a letter of explanation and return the bid form. Contractors who fail to respond on two (2) successive bids will be removed from the qualified bidder's list.
- 10) Bid Attachments - Bidders shall attach to the bid form any descriptive material necessary to fully describe the merchandise he/she proposes to furnish.
- 11) Bidder's Competence - The Village may require proof of facilities or equipment, insurance coverage and financial resources to perform the work. If required, the bidder shall submit to the Village a properly executed Contractor's Qualification statement, AIA Document A305. The Village reserves the right to require specific references of communities or companies that have purchased like materials.
- 12) Bid Opening - At the precise time set for bid opening, bids will legally be made public. Bidders or their representatives are encouraged to attend the bid opening.
- 13) Bid Award - The bidder acknowledges the right of the Village to reject any or all bids and to waive informality or irregularity in any bid received and to award each item to different bidders or all items to a single bidder (to accept, split, and or reject part(s) of any of all bids). In addition, the bidder recognizes the right of the Village to reject a bid if the bidder failed to furnish any required bid security or to submit the data required by the bidding documents, or if the bid is in any way incomplete or irregular.

#### **AWARD OR REJECTION OF BIDS**

- 1) Award or Rejection - Contracts are awarded to the lowest, most responsible bidder. In determining the responsibility of a bidder, the following are taken into consideration:
  - a) The character, integrity, reputation, judgment, experience and efficiency of the bidder;
  - b) The current, uncompleted work in which a contractor is involved, which might hinder or prevent prompt delivery of the Merchandise;
  - c) The financial resources of the bidder;
  - d) Cash discounts offered;
  - e) Quality, utility, suitability of work or material: the quality of the commodity to be furnished, as well as the price therefore, is to be taken into consideration, and a

Initial:

bid which is low in point of price may be rejected if the material to be furnished is not the best;

- f) Direct, indirect and incidental costs to the Village;

- 2) Notice of Award - A delivered executed contract shall be the binding contract.

#### **CONTRACT PROVISION**

- 1) Material, Equipment, and Workmanship: - Unless otherwise specified, the materials and equipment incorporated in the Goods will be new and of good quality. All workmanship will be of good quality and free from defects. CONTRACTOR shall, if required to furnish satisfactory evidence as to the source, kind and quality of the materials and equipment incorporated in the GOODS.
- 2) Equipment and Shop Drawings - When the contract requires detailed shop drawings and layouts, bidder shall submit them to the Village Manager, or his/her designee, for his/her approval. Drawings shall show the characteristics of equipment and operation details.
- 3) Village Supervision - The Village Manager, or his/her designee, shall have full authority over the contracted work. He/she will interpret specifications in the event of a dispute. He/she may order minor changes in a specification if it becomes obvious to do so. Major changes will be treated as "additions".
- 4) Village Insurance Requirement – Contractors shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the CONTRACTOR, his agents, representatives, employees, or subcontractors.

#### **A) Minimum Scope of Insurance Coverage shall be at least as broad as:**

- (1) Insurance Services Office Commercial General Liability occurrence form CG 0001 (Ed. 11/85) with the Village of Bensenville named as additional insured; and
- (2) Owners and Contractors Protective Liability (OCP) policy (if required) with the Village of Bensenville as insured; and
- (3) Insurance Service Office Business Auto Liability coverage form number CA 0001 (ED. 10/90 or newer), Symbol 01 "Any Auto."
- (4) Workers' Compensation as required by the Labor Code of the State of Illinois and Employers' Liability Insurance.

#### **B) Minimum Limits of Insurance Contractor shall maintain limits no less than:**

- (1) Commercial General Liability \$1,000,000 combined single limit per occurrence for bodily injury, personal injury, and property damage. The general aggregate shall be twice the required occurrence limit. Minimum

Initial: L

General Aggregate shall be no less than \$2,000,000 or a project/contract specific aggregate of \$1,000,000.

- (2) Business Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.
- (3) Worker's Compensation and Employers' Liability: Workers' Compensation coverage with statutory limits and Employers' Liability limits of \$1,000,000 per accident.

#### **C) Deductibles and Self-Insured Retentions**

Any deductibles or self-insured retentions must be declared to and approved by the Village of Bensenville. At the option of the Village of Bensenville, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the Village of Bensenville, its officials, agents, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigation, claim administration, and defense expenses.

#### **D) Other Insurance Provisions**

The policies are to contain, or be endorsed to contain, the following provisions:

##### **(1) General Liability and Automobile Liability Coverages**

- (a) The Village of Bensenville, its officials, agents, employees, and volunteers are to be covered as insured's as respects: liability arising out of activities performed by or on behalf of the Contractor; premises owned, leased or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the Village of Bensenville, its officials, agents, employees, and volunteers.
- (b) The Contractor's insurance coverage shall be primary as respects the Village of Bensenville, its officials, agents, employees, and volunteers. Any insurance maintained by the Village of Bensenville, its officials, agents, employees, and volunteers shall be excess of Contractor's insurance and shall not contribute with it.
- (c) Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Village of Bensenville, its officials, agents, employees, and volunteers.
- (d) The Contractor's insurance shall contain a Severability of Interests/Cross Liability clause or language stating that Contractor's insurance shall apply separately to each insured against who claim is made or suit is brought, except with respect to the limits of the insurer's liability.

##### **(2) Workers' Compensation and Employers' Liability Coverage**

The insurer shall agree to waive all rights of subrogation against the Village of Bensenville, its officials, agents, employees, and volunteers for losses arising from work performed by Contractor for the municipality.

Initial: 

**(3) All Coverages**

Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, cancelled, reduced in coverage or in limits except after thirty (30) days prior to written notice by certified mail, return receipt requested, has been given to the Village of Bensenville.

**E) Acceptability of Insurers**

Insurance is to be placed with insurers with a Best's rating of no less than A-, VII, and licensed to do business in the State of Illinois

**F) Verification of Coverage**

Contractor shall furnish the Village of Bensenville with certificates of insurance naming the Village of Bensenville, its officials, agents, employees, and volunteers as additional insured's, and with original endorsements affecting coverage require by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements may be on forms provided by the Village of Bensenville and are to be received and approved by the Village of Bensenville before any work commences. The attached Additional Insured Endorsement (Exhibit A) shall be provided to the insurer for their use in providing coverage to the additional insured. Other additional insured endorsements may be utilized, if they provide a scope of coverage at least as broad as the coverage stated on the attached endorsement (Exhibit A). The Village of Bensenville reserves the right to request full certified copies of the insurance policies and endorsements.

**G) Subcontractors**

Contractor shall include all subcontractors as insured's under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverage's for subcontractors shall be subject to all of the requirements stated herein.

**H) Assumption of Liability**

The Contractor assumes liability for all injury to or death of any person or persons including employees of the Contractor, any sub-contractor, any supplier or any other person and assumes liability for all damage to property sustained by any person or persons occasioned by or in any way arising out of any work performed pursuant to this agreement

**I) Indemnity/Hold Harmless Provision**

To the fullest extent permitted by law, the Contractor hereby agrees to defend, indemnify, and hold harmless the Village of Bensenville, its officials, agents, and employees against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgments, cost and expenses, which may in anywise accrue against the Village of Bensenville, its officials, agents, and employees, arising in whole or in part or in consequence of the performance of this work by the Contractor, its employees, or subcontractors, or which may in anywise result therefore, except that arising out of

Initial: \_\_\_\_\_

the sole legal cause of the Village of Bensenville, its agents, or employees, the Contractor shall, at its own expense, appear, defend, and pay all charges of attorney and all costs and other expenses arising therefore or incurred in connections therewith, and if any judgment shall be rendered against the Village of Bensenville, its officials, agents, and employees, in any such action, the Contractor shall at its own expense, satisfy and discharge the same. Contractor expressly understand and agrees that any performance bond or insurance policies required by this contract, or otherwise provided by the Contractor, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the Village of Bensenville, its officials, agents, and employees as herein provided.

The Contractor further agrees that to the extent that money is due the Contractor by virtue of this contract as shall be considered necessary in the judgment of the Village of Bensenville, may be retained by the Village of Bensenville to protect itself against said loss until such claims, suits, or judgments shall have been settled or discharged and/or evidence to that effect shall have been furnished to the satisfaction of the Village of Bensenville.

- 5) F.O.B. - All prices must be quoted F.O.B. Bensenville Illinois. Shipments shall become the property of the Village after delivery and acceptance.
  - a) CONTRACTOR shall assume all risk of loss or damage to the Goods prior to acceptance of delivery by OWNER at the point of delivery; and shall purchase and maintain insurance on the Goods during the process of fabrication and while in transit to insure against the perils of fire and extended coverage including "all risk" insurance for physical loss and damage including theft, vandalism and malicious, mischief, collapse, water damage and such other perils, as CONTRACTOR deems appropriate.
- 6) Delivery Schedule - Bid items must be delivered within sixty (60) days from the date of execution of the contract unless a specific delivery date is stated on the bid. The Village may cancel contract without obligation if Delivery requirements are not met. If said contract is not canceled by the Village, liquidated damages may be due and owing to the Village pursuant to the liquidated damage provision enumerated herein. All deliveries must be made on Monday - Friday, excluding Village holidays, between the hours of 7:00 a.m. and 3:30 p.m. Contractor is expected to ship in full truckload quantities within said sixty (60) day period unless prior approval has been granted by the Village in advance for circumstances beyond the control of the contractor.
- 7) Delivery - Bid price shall include delivery as indicated herein.

Initial: 

8) Default - The Village may, subject to the provisions specified herein, by written notice of default to the contractor, terminate the whole or any part of this contract in any one of the following circumstances:

*If the contractor fails to make delivery or to perform the services within the time specified herein or any extension hereof.*

In the event the board terminates this contract in whole or in part as provided above, the Village may procure, upon such terms and in such manner as the Village may deem appropriate, supplies or services similar to those terminated, and the contractor shall be liable to the Village for any excess costs for such similar supplies for services; PROVIDED that the contractor shall continue the performance of this contract to the extent not terminated under the provisions of this clause.

9) Alternate Materials and Equipment - Where specifications read "or approved equal", contractor shall direct a written description to the Public Works Director for approval, as set forth herein below. Generally, where specifications indicate a particular brand or manufacturer's catalog number, it shall be understood to mean that specification or equal, or item that will perform a comparable function and be equal thereto to fill the needs of the Village, unless "No Substitutes" is specified. When offering alternatives, they must be identified by brand name and catalog number; in addition, the manufacturer's literature shall be included with the bid. However, bidders will be required to furnish samples upon request and without charge to the Village.

10) Bidder's Access to Procurement Information - All procurement information concerning this bid shall be a public record to the extent provided in the Illinois Freedom of Information Act and Public Act #85-1295 and shall be available to all bidders as provided by such acts.

11) Acceptance - Contracted work will be considered accepted when final payment is made.

12) Payment -

- For services of merchandise ordered by purchase order, payment will be made to a vendor provided and service or merchandise has been properly tendered to and accepted by the Village. Payment by check to a vendor is mailed the week approval of payouts is made by the Board. Payout requests are considered at the regular Village Board meetings on the 2<sup>nd</sup> and 4<sup>th</sup> Tuesdays of the month.
- For construction, partial payouts will be made each month as the work progresses, provided the work has been properly completed and accepted by the Village. Payment by check to a contractor is mailed the week approval of payouts is made by the Board. Payout requests are considered at the regular Village Board meetings on the 2<sup>nd</sup> and 4<sup>th</sup> Tuesdays of the month.

Initial: 

13) Reorders - Reorders for the same item(s) shall be furnished at the base contract price or shall be furnished pursuant to a schedule of prices attached hereto by the contractor. Reordering shall be within the sole discretion of the Village.

14) Guarantees and Warranties -

- a) All material, workmanship, services, and purchased commodities will be guaranteed from defects for a period of at least one (1) year, or for the period of time specified in the bid documents, based on the date of completion. Upon notice of defect, bidder shall make necessary repairs, without delay, at no extra charge to the Village. Said time period shall be based on date of completion. Upon written notice of defect, contractor shall make all necessary repairs, without delay, at no extra charge to the Village.
- b) All warranties for materials or equipment must be received with title before payment for same is recommended.

15) Changes/Additional Services/Deletions - Any requests for changes or modifications to this contract must be submitted in writing and approved by the Village Manager, or his/her designee, prior to such changes or modifications being made. Any additional service desired from the contractor under this contract will be requested in writing and the additional charges for these services will be in accordance with the rate submitted on the proposal page and will be agreed to with the contractor prior to additional work commencing. In the event that charges for additional services cannot be agreed upon, bids will be requested. The Village reserves the right to negotiate additional services based upon the contractor's price and performance, within all legal constraints.

16) Change Order Authorization - Pursuant to Public Act 85-1295 (Ill.Rev.Stat.ch.38, paragraph 33E-1 et seq.), no change order may be made in this contract which would authorize or necessitate an increase or decrease in either the cost of the contract by \$10,000.00 or more, or the time of completion by 30 days or more unless one of the following certifications is made by either the Village Board or its designee that:

- a) Circumstances said to necessitate the change in performance were not reasonably foreseeable at the time the contract was signed; or
- b) The circumstances said to necessitate the Change were not within the contemplation of the contract as signed; or
- c) The change is in the best interest of the Village;

*The party authorized to execute the above certification is the Village of Bensenville.*

Initial: 

Winkler's Tree & Landscaping, Inc.  
P.O. Box 1154  
La Grange Pk, IL 60526  
(708)544-1219

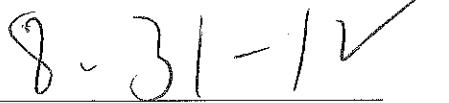
**VENDOR:**



Signature

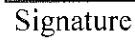


Title



Date

**Village of Bensenville:**



Signature



Title



Date

Initial: \_\_\_\_\_

TYPE: Ordinance

SUBMITTED BY: S. Viger

DATE: 10.03.12

**DESCRIPTION:** Ordinance concerning an application for two conditional use permits to allow a gasoline and diesel fuel service station and associated electronic message center sign with associated variances at 601 N. Route 83, Thorntons

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input checked="" type="checkbox"/>	<i>Financially Sound Village</i>	<input type="checkbox"/>	<i>Enrich the lives of Residents</i>
<input type="checkbox"/>	<i>Quality Customer Oriented Services</i>	<input checked="" type="checkbox"/>	<i>Major Business/Corporate Center</i>
<input type="checkbox"/>	<i>Safe and Beautiful Village</i>	<input checked="" type="checkbox"/>	<i>Vibrant Major Corridors</i>

**COMMITTEE ACTION:** Community & Economic Development

**DATE:** 06.19.12 & 09.18.12

A Motion to approve failed 3- 4

**BACKGROUND:**

The property was home to St. John's Church, the proposal is to raze all of the buildings on the site and construct a Thorntons gas station, diesel fueling center, and a convenience store. The property is zoned C – 2 Highway Commercial and is primarily surrounded by other non-residential uses. The "service station" requires a Conditional Use permit (CUP) as does the Electronic message Center sign (EMC). A series of variances are also necessary for the Site Plan as presented. The applicants have met with the neighbors and have made revisions to their original plan to accommodate some of the screening and traffic concerns of the neighbors. Specifically Thorntons increased the screening along Foster Avenue and limited the exit from the diesel fueling area to a right turn only.

There is a pending request for an Economic Incentive Agreement that has been bifurcated from the development request. If the zoning is approved, Thorntons plans to return to the Board with a request for economic incentive.

**KEY ISSUES:**

The staff finds that the proposed Service Station use and EMC sign meet the criteria for granting a Conditional Use Permit. Neither the Service Station nor the EMC will negatively affect traffic, alter the neighborhood character or will overburden public services.

The variances can be grouped into general categories; fence, wall signs, monument sign, and curb cut. The staff believes that the Approval Criteria for the variances have been met. The stacking variance is no longer necessary as the Site Plan now accommodates the required stacking.

**ALTERNATIVES:**

1. Discretion of the Board.
2. Deny the Ordinance.
3. Remand the request back to the Community Development Commission.

**RECOMMENDATION:**

Staff respectfully recommended approval of the requested Conditional Use Permits and variances with 18 conditions, On 06.11.12 the CDC recommended approval (6-0) and added two additional conditions – a cross access easement to property to the north and the ability to erect a "Bensenville Northern Business District" sign on the property.

At the 09.18.12 CEDC a Motion to approve the requests failed by a 3 – 4 vote.

Based on discussions at and since the CEDC meeting, staff has added two additional conditions; seeking a Right Turn Arrow for westbound Foster Avenue traffic to facilitate more efficient intersection flow and posting and enforcing anti "truck stop" amenities including a Two Hour Parking limit for trucks. All 22 conditions are enumerated in the Ordinance.

**BUDGET IMPACT:** N/A

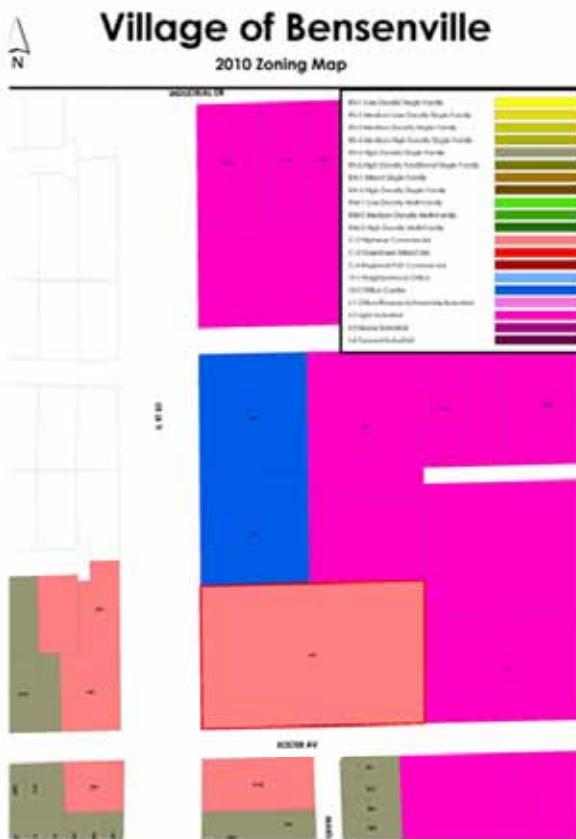
**ACTION REQUIRED:**

Pass the Ordinance approving the Conditional Use Permits, and variances necessary for Thorntons to construct their proposed Service Station, diesel fueling facility and convenience store as proposed.

CDC#2012 – 09

Thornton's Inc. – 601 N. Route 83

Conditional Use Permits (Service Station and EMC) and Associated Variances



**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE CONCERNING AN APPLICATION FOR  
TWO CONDITIONAL USE PERMITS TO ALLOW A GASOLINE AND DIESEL FUEL  
SERVICE STATION AND ASSOCIATED ELECTRONIC MESSAGE CENTER SIGN  
WITH ASSOCIATED VARIANCES AT 601 N. ROUTE 83, BENSENVILLE, ILLINOIS**

**WHEREAS**, Magna Group, LLC, the land contract purchaser, and Thorntons, Inc. (collectively “Applicant”) filed an application for zoning relief under the *Village of Bensenville Zoning Ordinance* (“Zoning Ordinance”) for property commonly known as 601 N. Route 83, as legally described in Exhibit “A,” attached hereto and incorporated herein by reference (the “Subject Property”), a copy of said application being on file in the Community and Economic Development Department; and

**WHEREAS**, the zoning relief requested is to grant a conditional use permit to allow a gasoline and diesel fuel Service Station at the Subject Property (Section 10-3-4); to grant a conditional use permit for an Electronic Message Center Sign at the Subject Property (Sections 10-3-4, 10-18-4); and for the following variances: (1) to permit fence locations to allow masonry fences/walls in the actual corner side yard and the actual front yard (Section 10-14-11-E2b); (2) to reduce the number of “stacking spaces” required for a Service Station from 2 per end to end row of pump islands to 0 per end to end row of pump islands (Section 10-11-11); (3) to increase the number of permitted canopy signs from 4 to 8 (Section 10-18-11A-2b-3); (4) to allow for erection of a monument sign that is 14 feet in height (Section 10-18-14, 10-18-11A-2d); (5) to allow for a monument sign face of 88 square feet (Section 10-18-4, 10-18-11A-2c) (6) to increase the canopy sign area on the south elevation from the maximum allowable 5.8 square feet to 43.6 square feet (Section 10-18-11A-2c); (7) to increase the canopy sign area on the west elevation from the maximum allowable 9.8 square feet to 43.6 square feet (Section 10-18-11A-2c); and (8) to extend the maximum allowed curb cut of 35 feet to 60 feet (Section 10-11-8-2e); and

**WHEREAS**, Notice of Public Hearing with respect to the conditional use permits and associated variances sought by the Applicant was published in the Daily Herald Newspaper in the Village of Bensenville on May 26, 2012, and notice of the hearings was provided, all as required by the statutes of the State of Illinois and the ordinances of the Village; and

**WHEREAS**, pursuant to said Notices, the Community Development Commission of the Village of Bensenville conducted a Public Hearing on June 11, 2012 as required by the statutes of

the State of Illinois and the ordinances of the Village, and after full hearing on the application, adopted the findings of facts as to the requested conditional use permits and variances as proposed by Village staff set forth in Exhibit "B," attached hereto and incorporated herein by reference; and

**WHEREAS**, upon said findings of facts, the Community Development Commission voted 6-0 to approve the application for conditional use permits and requested variances, resulting in a recommendation to approve the application for zoning relief; and

**WHEREAS**, the Community Development Commission forwarded its recommendation to approve the application to the Village Board's Community and Economic Development Committee, which heard the matter on September 18, 2012, and voted 3-4 to approve the application for conditional use permit and associated variances, resulting in a recommendation to deny the application as recommended; and

**WHEREAS**, the Community and Economic Development Committee then forwarded its recommendation, along with that of the Community Development Commission, to the President and Board of Trustees on October 9 2012; and

**WHEREAS**, the President and Board of Village Trustees considered the matter and determined, based on its consideration, that the requested conditional use permits and associated variances should be approved, based on the recommendation of the Community Development Commission and its review of the matter.

**NOW, THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, duly assembled at a regular meeting, as follows:

**SECTION ONE:** That the forgoing recitals are hereby incorporated by reference as if fully set forth herein.

**SECTION TWO:** That the zoning relief requested by the Owner is hereby granted; allowing for the grant of a conditional use permit to allow a gasoline and diesel fuel Service Station at the Subject Property (Section 10-3-4); a conditional use permit for an Electronic Message Center Sign at the Subject Property (Sections 10-3-4, 10-18-4); and approving the following variances: (1) to permit fence locations to allow masonry fences/walls in the actual

corner side yard and the actual front yard (Section 10-14-11-E2b); (2) to increase the number of permitted canopy signs from 4 to 8 (Section 10-18-11A-2b-3); (3) to allow for erection of a monument sign that is 14 feet in height (Section 10-18-14, 10-18-11A-2d); (4) to allow for a monument sign face of 88 square feet (Section 10-18-4, 10-18-11A-2c) (5) to increase the canopy sign area on the south elevation from the maximum allowable 5.8 square feet to 43.6 square feet (Section 10-18-11A-2c); (6) to increase the canopy sign area on the west elevation from the maximum allowable 9.8 square feet to 43.6 square feet (Section 10-18-11A-2c); and (7) to extend the maximum allowed curb cut of 35 feet to 60 feet (Section 10-11-8-2e), subject to the following conditions

1. The property shall be developed and utilized in substantial conformance to the plans submitted as part of this application. Site and Engineering Plans prepared by Marchris Engineering, Ltd., dated 02.13.12, Signage Plans by Sign On dated 05.23.12, and Landscape Plans by GPD Group dated 06.05.12 with revisions requested by staff below.

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

shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.

3. A landscaped “pork chop” be installed in the Rte. 83 curbcut, subject to IDOT approval.

4. Landscape materials be added to the Rte. 83 frontage strip to meet the Village requirements. The landscape plan is subject to the review and approval of the CED and Forestry staffs.

5. Revised architectural plans be submitted reflecting the new east and south elevations and the removal of the three small signs (Refuel, Refresh, Recharge) on the western elevation.

6.. Revised architectural plans clearly identifying materials and colors of the proposed convenience store are submitted reviewed and approved by the Village staff.

7. The plan is to be revised to clearly accommodate two trucks “stacking” per pump island row.

8. No exterior storage or display of product is permitted.

9. Installation of LED streetlights is required.

10. There should be no window displays or advertising banner in the area of the cashier that will restrict the cashier’s view or the view of passing police patrols.

11. The lighting devices shall be protected with weather and vandal resistant covers.

12. The exterior architectural features to the building shall not be designed in a manner which allows access to the roof areas.

13. Pallets and other objects should not be allowed to be left outside to allow roof access.

14. The site shall be conspicuously sign posted per Village Code 4-3-18(b) 2, Criminal Trespass, to discourage loitering.

15. The operator shall ensure that the property is kept clean of litter associated with the store.

16. Any ATMs should be located within the primary retail building.

17. The Village has the right to add or modify conditions should problems develop which are not readily apparent at this time or if the applicant fails to adequately manage public safety or security issues.

18. A copy of the conditions of approval for the Conditional Use Permits must be kept on the premises of the establishment and be presented to any police officer or any authorized Village official upon request.

19. A cross access agreement be established with the property to the north (for a non-competing use).

20. The Applicant shall work with the Village on the installation of a sign denoting the Bensenville Northern Business District on the property.

21. The applicant will request from and work with the Illinois Department of Transportation to add a Right Turn Arrow from westbound Foster Avenue to northbound Illinois Route 83.

22. There shall be signs posted and the applicant shall enforce a Two Hour parking limit on the site and no “truck stop” type amenities for drivers, such as showers, driver lounge are permitted.

(The Applicant withdrew its request to reduce the number of “stacking spaces” required for a Service Station from 2 per end to end row of pump islands to 0 per end to end row of pump islands (Section 10-11-11), and thus no variance is granted as to this request.)

**SECTION THREE:** That all requirements of the Zoning Ordinance shall be applicable except as varied by the variances granted herein.

**SECTION FOUR:** That this Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

**PASSED AND APPROVED** by the President and Board of Trustees of the Village of Bensenville, this 9th day of day of October, 2012.

---

Frank Soto, Village President

ATTEST:

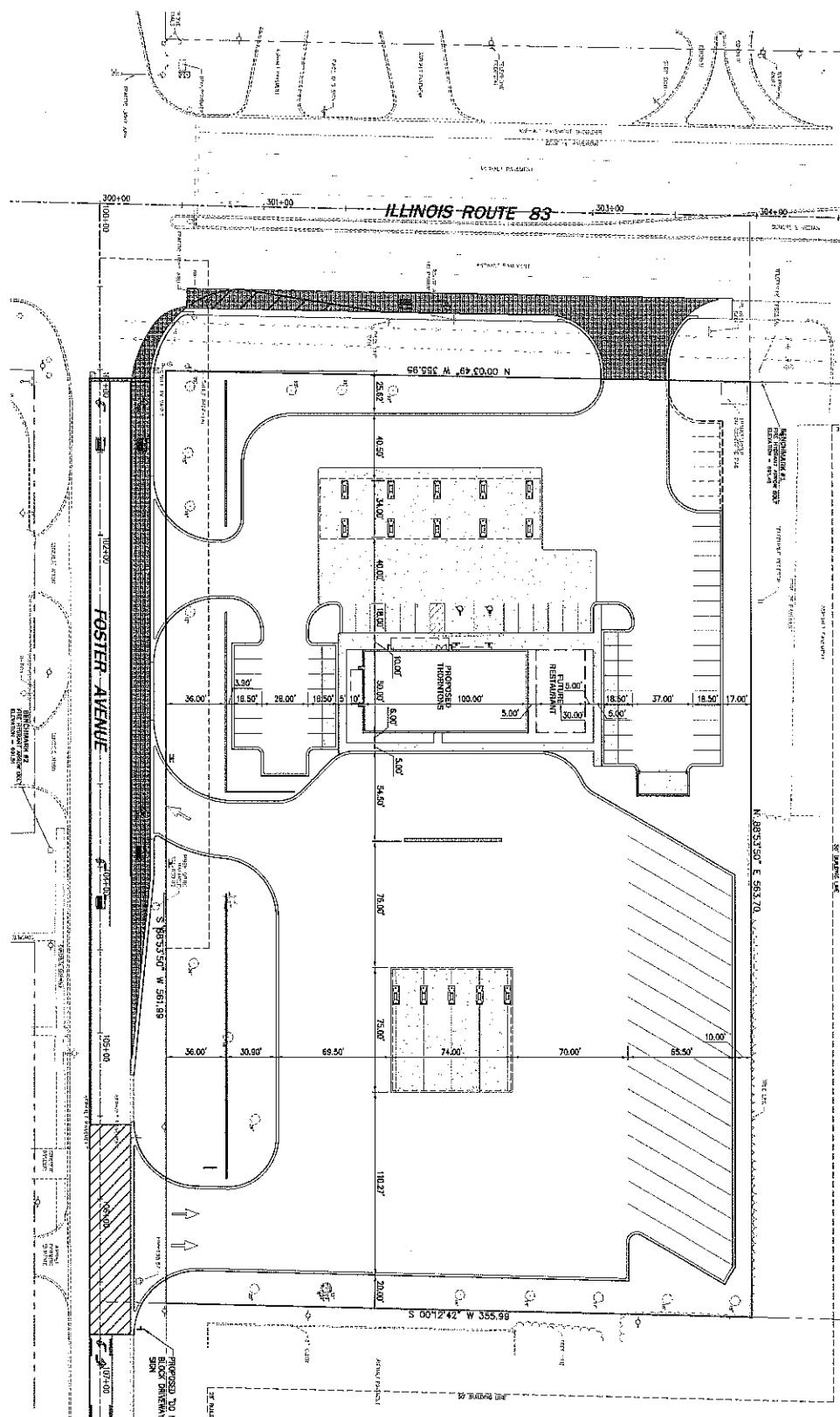
---

Susan Janowiak, Village Clerk

AYES:\_\_\_\_\_

NAYES:\_\_\_\_\_

ABSENT:\_\_\_\_\_



## **DIMENSION PLAN**

NOTES: 1. THIS PLAN IS BASED ON TOPOGRAPHIC INFORMATION OBTAINED BY MARCHES  
DESIGNING, LTD.  
2. PRIOR TO CONSTRUCTION, THE FARM/THIN WOODLANDS SHALL BE RE-EVALUATED  
REGARDING THE POSSIBLE LOCATION AND EXTENT OF ANY REGULATORY  
100 YEAR FLOODPLAIN THAT MAY AFFECT THIS DEVELOPMENT.  
3. UNLESS OTHERWISE NOTED, THE TOP OF GROUND IS 100 FEET ELEVATION. SEE APPENDIX  
A FOR ELEVATION OF THE BOTTOM OF THE CUTTER OR PARENT PELT ELEVATIONS SHOWN.



1 of 1

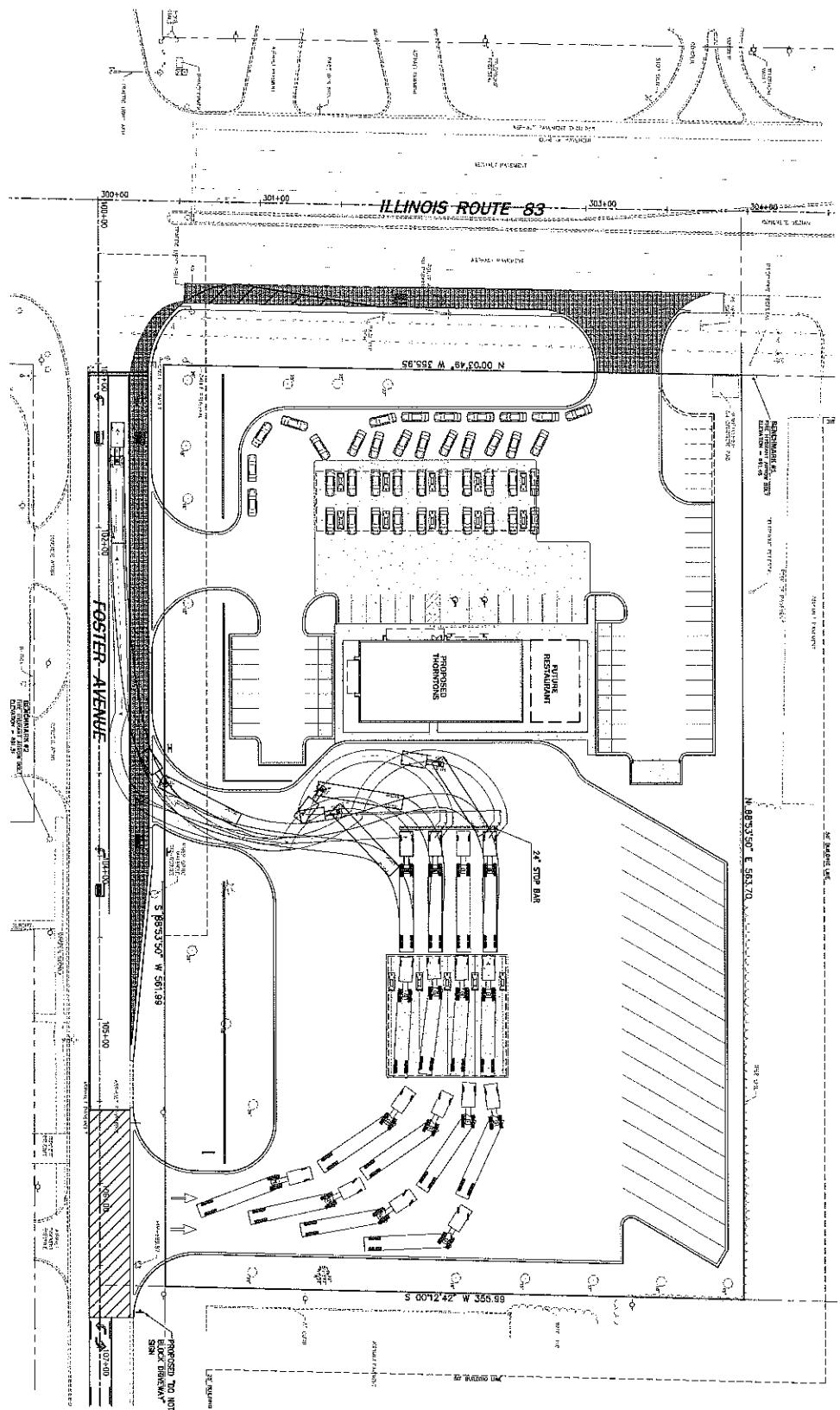
**MARCHRIS ENGINEERING, LTD.**  
CONSULTING ENGINEERS AND PLANNERS  
100 East State Parkway • Schaumburg, IL 60173 • Tel: 847-855-8357 Fax: 847-855-2252

200 E. Edgewater Street • Milwaukee, WI 53202 • 414-266-1200 • 800-347-5868 • [www.marchria.net](http://www.marchria.net)

**DIMENSION PLAN**

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

DATE	DESCRIPTION
<b>REVISIONS</b>	

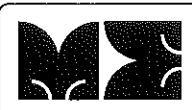


## TRUCK AND CAR STACKING PLAN

NOTE: 1. THIS PLAN IS BASED ON TOPOGRAPHIC INFORMATION OBTAINED BY MARCHIS  
ENGINEERING LTD.

2. REGARDING CONSTRUCTION, THE FIRM-FIRM DOCUMENTS SHALL BE REVIEWED REGARDING THE POSSIBLE LOCATION AND ELEVATION OF ANY REGULATORY 100 YEAR FLOODPLAIN THAT MAY AFFECT THIS DEVELOPMENT.

3. UNLESS OTHERWISE NOTED, THE TOP OF CURB IS 0.60 HIGHER THAN THE ADJACENT FLORLINE (FL) OF THE PAVEMENT (I.E.) ELEVATIONS SHOWN



1 of 1

**MARCHRIS ENGINEERING, LTD.**  
CONSULTING ENGINEERS AND PLANNERS  
100 East State Parkway • Schaumburg, IL 60173 • Tel: 847-865-8357 Fax: 847-865-2252  
[www.marchris.net](http://www.marchris.net)

TRUCK AND CAR  
STACKING PLAN



NORTHEAST CORNER OF IL ROUTE 63 AND FOSTER AVENUE  
BENSENVILLE, ILLINOIS

DATE	DESCRIPTION
REVISIONS	

**COMMUNITY AND ECONOMIC DEVELOPMENT COMMISSION  
APPLICATION**

Date of Submission: March 27, 2012 CDC# 2012-09

Development Name: Thorntons Development

1. Location: 601 North Illinois Route 83, Bensenville, Illinois 60106

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

A. OWNER: MAGNA GROUP, L.L.C - CONTRACT PURCHASER  
Gullo International Development Corporation

Name 1100 Landmeier Road	Corporation (if applicable)	
Street Elk Grove Village	IL	60007
City Mariann Gullo	State (847) 364-7000	Zip Code info@gullo.com
Contact Person	Telephone Number & email address	

If Owner is a Land Trust, list the names and addresses of the beneficiaries of the Trust.

B. APPLICANT:

Thorntons Inc.

Name 10101 Linn Station Road, Suite 200	Corporation (if applicable)	
Street Louisville	KY	40223
City Rick Claes	State (312) 878-4851	Zip Code rick.claes@bluestonediversified.com
Contact Person Lessee of a long term ground lease	Telephone Number & email address	

Relationship of Applicant to subject property

C. ACTION REQUESTED (Check applicable):

- Annexation
- Variance
- Site Plan
- Master Sign Plan
- Preliminary Planned Unit Development\*
- Final Planned Unit Development\*
- Preliminary Plat of Subdivision
- Final Plat of Subdivision
- Conditional Use Permit
- Rezoning (Map Amendment)

\*See staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- Affidavit of Ownership (original, signed)
- Application (10 initial copies)
- Approval Criteria (10 initial copies)
- Review Fee
- Escrow agreement and deposit
- Legal Description
- Plat of Survey (10 initial copies)
- Site Plan (10 initial copies)
- Building Plans & Elevations (10 initial copies)
- Landscape Plan (10 initial copies)\*
- Digital Submission of all application materials (CD)

Brief Description of Request(s): Conditional Use to allow Thorntons convenience store with fuel center for automobiles and trucks, and an approximately 3,200 square foot restaurant.

\*Landscape plan will be provided under separate cover.

**D. DEVELOPER'S STAFF:**

ARCHITECT  
 Name: Defilippis + Associates  
 Telephone: (312) 660-0058  
 Email: joed@defilarchitects.com

ENGINEER:  
 Name: Marchris Engineering  
 Telephone: (847) 885-8357  
 Email: kml@marchris.net

**ATTORNEY**

Name: None.  
 Telephone:  
 Email:

LANDSCAPE ARCHITECT  
 Name: Arete-Knight  
 Telephone: (708) 342-1250  
 Email: csmith@arete-knight.com

**DEVELOPER**

Name: Thorntons Inc.  
 Telephone: (312) 878-4851  
 Email:  
 rick.claes@bluestonediversified.com

OTHER  
 Name:  
 Telephone:  
 Email:

**E. PROJECT DATA:**

- General description of the site: The site is currently improved with a church for St. John's United Church of Christ.
- Acreage of the site: 4.60 acres
- Is this property within the Village limits? (Check applicable below)
 

Yes  
 No, requesting annexation  
 No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
- List any controlling agreements (annexation agreements, Village Ordinances, site plans)

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

	Zoning C-2	Existing Land Use Church	Jurisdiction Village of Bensenville
Site:	O-2	Office Building	Village of Bensenville
North:	I-2	Industrial Building	Village of Bensenville
East:	C-2 & RS-5	Gas Station & Single-Family Residences	Village of Bensenville
South:	C-2	Gas Station & McDonalds	Village of Bensenville
West:			

**F. APPROVAL CRITERIA:**

- Select the "Approval Criteria" list(s) pertaining to the applicant's request(s).

**Thorntons Development  
Approval Criteria for Conditional Uses  
Village of Bensenville**

Below are the applicant's responses to the Approval Criteria for Conditional Uses:

- 1. Traffic.** The development will improve the traffic patterns on Foster Avenue and Illinois Route 83 through our proposed off-site improvements. Please refer to the Traffic Impact Study prepared by Traffic, Analysis and Design dated March 27, 2012, provided with this submittal. The proposed off-site improvements will mitigate the anticipated traffic generated by the development and improvement the existing traffic pattern on Foster Avenue and Illinois Route 83.
- 2. Environmental Nuisance.** The development has spent significant consideration to reduce the environmental impacts. Extensive landscaping and a decorative masonry wall will be provided along the southern property line to screen the adjacent residential property owners from the truck fuel center and the convenience store/restaurant building. The development will utilize LED lights to reduce the amount of energy consumed and reduce the impact of glare for the neighboring properties, with 0 foot candles at the property line. The dumpster has been placed north of the building to minimize the impact to the residential neighbors. The facility has been designed as a fueling station with no "truck stop" amenities such as showers or game rooms. Overnight truck parking will not be permitted.
- 3. Neighborhood Character.** The proposed use fits well with the character of the neighborhood. The Foster Avenue industrial corridor extends from IL Route 83 to York Road. The proposed development will complement the existing uses to provide convenience store, restaurant, and fuel services to the adjacent uses. Although there is residential to the south, the area is predominantly comprised of industrial and commercial uses.
- 4. Use of Public Services and Facilities.** The development will utilize existing community facilities to a degree normally anticipated for a use in the district, including the water and sanitary services. The storm sewer system will benefit with the addition of on-site detention. Most of the traffic generated by the development will be from vehicles already traversing Foster Avenue and/or Illinois Route 83. The proposed traffic improvements will not only mitigate any additional traffic, but will also improve the existing traffic pattern on Foster Avenue and Illinois Route 83.
- 5. Public Necessity.** The Village currently does not have an appropriately designed, modern truck fueling depot with proper circulation and parking for commercial vehicles. Given the high volume of traffic on Route 83, this facility will serve predominantly northbound traffic. There is only one other gas station within 16 miles of the site on the east side of Route 83.

**6. Other Factors.** Given the adjacent land uses, this development is consistent with the overall character of the area. This development will convert a tax exempt property into a retail site that is projected to generate approximately \$850,000 annually in taxes to the Village of Bensenville.



## COMMUNITY DEVELOPMENT COMMISSION

### STAFF REPORT

**HEARING DATE:**

June 11, 2012

**CASE #:**

2012- 09

**PROPERTY:**

601 N. Route 83

**PROPERTY OWNER:**

Magna Group, L.L.C (Contract Purchaser)

**APPLICANT:**

Thorntons Inc.

**ACREAGE:**

4.60 Acres

**PIN NUMBERS:**

03 – 11 – 104 – 015

**REQUESTS:**

Conditional Use Permits:

1. To allow a service station (gas and diesel fuel) (Section 10 – 7B – 3), and
2. To allow an Electronic Message Center Sign (Section 10 – 18 – 7.1), and

Variances:

3. To permit fence locations to allow masonry fences / walls in the actual corner side yard and the actual front yard (Section 10 – 14 – 11 – E2b), and
4. To reduce the number of "stacking spaces" for a Service Station from 2 per end to end row of pump islands to 0 per end to end row of pump islands (Section 10 – 11 – 11), and
5. To increase the number of permitted canopy signs from 4 to 10 (Section 10 – 18 – 11A – 2b – 3), and
6. To allow for the erection of a monument sign that is 14 feet in height (Section 10 – 18 – 14 and 10 -18 -11A -2d), and
7. To allow for a monument sign face of 88 square feet (Section 10 – 18 – 14 and 10 – 18 – 11A – 2c), and
8. To increase the canopy sign area on the south elevation from the maximum allowable 5.8 square feet to 43.6 square feet (Section 10 – 18 – 11A – 2c), and

9. To increase the canopy sign area on the west elevation from the maximum allowable 9.8 square feet to 43.6 square feet (Section 10 – 18 – 11A – 2c) and
10. To extend the maximum allowed curbcut of 35' to 50' (Section 10 – 11 – 8 – 2e (2)).

### **SUMMARY:**

The property in question is located at the northeast corner of Foster Avenue and Route 83 and is currently zoned C – 2 Highway Commercial. The subject property is currently improved with a one-story brick and frame building, a one story brick house of worship, commonly known as St. John's United Church of Christ and a two and a half story brick building. Thorntons proposes to raise these improved structures to construct a service station with a separate diesel fueling area with truck parking. The proposed site plan indicates there would be two designated areas: one area for general automobile traffic and one area for diesel refueling.

The applicant requests two Conditional Use Permits and eight Variances. These are required meet the specifications of the code in use as a gas service station as well as parking, signage, fence locations and curbcuts.

### **PUBLIC NOTICE:**

1. A Legal Notice was published in the Daily Herald on Saturday, May 26, 2012. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development department during regular business hours.
2. On Thursday May 24, 2012 Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way.
3. On Thursday May 24, 2012 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

### **DEPARTMENT COMMENTS:**

*SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:*

Financially Sound Village

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

## SURROUNDING LAND USE:

	Comprehensive Plan	Zoning	Land Use	Jurisdiction
<b>Site</b>	Quasi-Public	C-2	House of Worship	Village of Bensenville
<b>North</b>	Light-Industrial	O-2	Office	Village of Bensenville
<b>South</b>	Commercial and Residential	C-2 & RS-5	Commercial and Residential	Village of Bensenville
<b>East</b>	Light Industrial	I-2	Industrial	Village of Bensenville
<b>West</b>	Commercial	C-2	Commercial	Village of Bensenville

Public Works: See Engineering below.

### Engineering:

1. Sanitary sewer on proposed property shall be new to the Village main.
2. Appropriate Fats, Oil, and Grease Trap Systems must be installed and approved by the Village.
3. All storm sewer inlets shall abide by Illinois Fire Marshall Standards as they relate to distance from dispensing apparatus.
4. Project shall abide by all DuPage County Storm Water Ordinance requirements.
5. Proposed underground storm water detention shall be designed to accommodate fully requirement based on DuPage County Storm Water Ordinance.
6. Proper size, material, location, and standards shall be used for all utility installations.
7. Sidewalk shall be installed along all public frontage of the development.
8. Trees shall be planted along public frontage according to the Comprehensive Tree Management Ordinance.
9. The Village requests any overhead utility lines be buried on the development.
10. The Village requests the installation of new LED street lights along the public ROW.

Finance: No issues.

Police: The purpose of this memo is to provide considerations and recommendations that the police department has for the proposed Thorntons Gas Station.

1. If approved, there should be the following requirements should be incorporated into the conditional use permits:
  - A. There should be no window displays or advertising banner in the area of the cashier that will restrict the cashier's view or the view of passing police patrols.
  - B. Any exterior restrooms should be locked and under the control of the cashier.
  - C. The lighting devices shall be protected with weather and vandal resistant covers.
  - D. The exterior architectural features to the building shall not be designed in a manner which allows access to the roof areas.
  - E. Pallets and other objects should not be allowed to be left outside to allow roof access.
  - F. The site shall be conspicuously sign posted per Village Code 4-3-18(b) 2, Criminal Trespass, to discourage loitering.
  - G. The operator shall ensure that the property is kept clean of litter associated with the store.
  - H. Any ATMs should be located within the primary retail building.
  - I. The Village has the right to add or modify conditions should problems develop which are not readily apparent at this time or if the applicant fails to adequately manage public safety or security issues.
  - J. A copy of the conditions of approval for the Conditional Use Permit must be kept on the premises of the establishment and be presented to any police officer or any authorized Village official upon request.
2. Another public safety consideration is the projects impact on traffic in the area. The traffic at the intersection of Route 83 and Foster Avenue is often very heavy and has contributed to many more crashes at or near that intersection as compared to Route 83 and Hillside Drive. From 1/1/2009 until 3/29/12, there have been 62 crashes at or near Route 83 and Foster and only 1 at Route 83 and Hillside Drive. The summary of the type of crashes is as follows:
  - o 21 rear end crashes on Route 83
  - o 2 rear end crashes on Foster Ave.
  - o 1 rear end crash in a gas station
  - o 12 left turn crashes on Route 83 turning to Foster Ave.
  - o 6 Improper lane usage on Route 83
  - o 5 left turn crashes on Foster turning to Route 83 (1 was a 1 vehicle crash with it flipping over)

- 1 right turn crash on Foster Ave. turning to Route 83 (1 vehicle crash with it flipping over)
- 2 failure to yield exiting gas station onto Route 83
- 4 failure to yield exiting gas station onto Foster Ave.
- 1 improper driving on shoulder entering gas station from Route 83
- 2 improper backing in gas station
- 2 improper lane usage entering gas station from Foster
- 1 failure to yield at red light Foster Ave. and Route 83
- 2 improper backing of Foster Ave. (1 making room for other semi-truck to turn and 1 deciding to turn in other direction on Route 83)

3. If the projects are approved, the roadway improvements such as described in the Thornton Traffic Analysis, striping a two way left turn lane on Foster, creating a right turn lane on northbound Route 83, and posting do not block the Thornton entrances on Foster Ave., would be minimally necessary to mediate the further traffic congestion that occurs in the area. The adjustment of the traffic lights that would allow more time for Foster may create more of the prevalent rear end crashes on Route 83.

#### Community & Economic Development:

##### *Economic Development*

1. The property in question is in TIF 12 and would contribute to the EAV and increment.
2. Proposed use would generate property and sales taxes.
3. The proposed site will increase food and fueling options for residents as well as capturing a higher percentage of individuals otherwise passing through the area.

##### *Inspectional Services*

4. Good hydrant locations.
5. Turning right onto Foster Ave. from northbound Route 83 and left into to the first driveway will add to congestion on Route 83.
6. Any plans for electric charging station?
7. Any plans for solar panels on canopy?
8. Will trucks be allowed to sit idling?

##### *Building*

9. Building comments will be provided upon permit submittal.
10. Preliminary drawings (site plan & elevations) appear to meet setback and height requirements.

## Community Development

### **Site**

1. The site is located on the northeast corner of Route 83 and Foster Avenue.
2. Gas service stations currently operate on the northwest, southwest and southeast corners.
3. The area is considered an important corridor due to the high-volume of traffic, both industrial and otherwise.

### **Site Plan**

4. The existing and proposed site has a three curbcuts on Foster Avenue and one on Rte. 83.
5. Staff finds these proposed curbcuts necessary to successfully execute the desired segregation of the diesel and gasoline traffic.
6. Variance from the maximum allowed curbcut of 35' up to 50' is required to accommodate the traffic flow on and off-site. The Rte. 83 curbcut should have a landscaped "pork chop" to channelize the right in traffic from the right out traffic.
7. The two proposed diesel traffic curbcuts along Foster Avenue establish a clear flow of traffic; the eastern most curbcut would create an entrance only while the curbcut directly west would be a right out (westbound) an exit only.
8. The remaining two proposed curbcuts would be for gasoline traffic. The curbcut along Route 83 would be for right in/right out due to the non-mountable median within Route 83.
9. Stacking spaces are not depicted on the site plan and will need to be considered for each gas pump island. It does not appear that the plan satisfies the two vehicles per row of pump island requirement.
10. The stacking of the diesel trucks is a large concern. Staff is concerned with trucks queuing back onto Foster Avenue.

**Landscaping**

11. The transition strips (landscaped areas along the public rights of way) on Foster Avenue and Rte. 83 should be landscaped in accordance with Village Code.
12. The foundation strip along the building should be landscaped in accordance with Village Code.
13. The base of the freestanding sign shall be landscaped.

14. Staff recommends a walkway to connect the eastern entrance of the proposed Thornton's directly to the diesel fueling parking lot.
15. Are any outdoor other outdoor facilities or services, such as Red Box movie rentals or other vending machines etc. proposed? No request for outdoor display or storage was submitted, therefore there shall be no outdoor sales of topsoil, mulch or other products.
16. Landscape plans have been submitted. A masonry wall is proposed along the Foster Avenue (south) frontage. The wall is three feet tall near Rte. 83 along the gas/automobile filling area and then adds an eight foot "sound screen wall" atop the masonry wall (for a total of 11') abutting the diesel fuelling, truck parking and truck scale area. These walls are located in the front and corner side yards and require variances.
17. A similar wall separates the truck diesel fuel area from the automobile/gas area.
18. The walls serve both as a decorative element and a visual screen. The eight foot wall is hoped to screen the view of the trucks from the nearby residential neighbors.
19. Additional detail on the "sound screening wall" are needed.
20. Overall the site is well landscaped along the Foster Avenue (south) property line.
21. Staff and the Village Code would mandate additional landscape along the Rte. 83 frontage strip.
22. Foundation and the northern and eastern transition strip landscaping are acceptable.
23. All landscape plant material is subject to approval by the Village CED and Forestry staffs.
24. Additional information on the operations of the truck scale is needed. The Village has experienced truck backups onto the public street for a private truck scale at the intersection of Foster Avenue and Thomas Street, a few blocks east of this property.

### **Building**

25. The proposal is a newer 5,000 square foot prototype facility for Thorntons.
26. The prototype building has a clean updated and contemporary look.
27. The convenience store's front / western facade has an exaggerated red trimmed entry and a suspended flat

canopy covering the entry door area with tie back cables to the main façade.

28. The front / western façade also sports a red fabric non-illuminated shed awning over the display windows.
29. The submitted architecture also has a similar suspended flat canopy and sign on the south façade facing a single family home. At minimum the sign should be eliminated. Staff believes that this is not the applicant's desired elevation.
30. The Site Plan and location mandate a "four – sided" architectural treatment for the building. Both the east and west facades are entryways into the convenience store. The architectural plans shall be revised.
31. The eastern façade should mimic the western façade as it is the entry to the convenience store for the truckers.
32. The building façade appear to have a synthetic stone base with a synthetic stucco product on the upper wall. Materials and colors should be submitted.
33. The canopy columns should be treated similar to the building façade.
34. There should be no signage affixed to the fuel canopy support columns.

### **Signage**

35. The proposed monument sign height is fourteen (14) feet which exceeds the current code maximum of eight (8) feet. The proposed sign is 88 square feet which exceeds the Code maximum allowance of 50 square feet. The proposed sign is smaller in height and area than the recently approved freestanding monument sign with EMC at 801 N. Rte. 83 Perk's Bar & Grill which is 17' – 3" tall and 119 square feet.
36. The applicant refers to a second freestanding sign along the Foster Avenue (south) frontage to advertise the diesel fueling location.
37. Further information on this sign is needed as it is not reflected on the Site or Landscape Plans. Staff would not be supportive of a variance to increase the height and area of the second freestanding sign. Nor would staff support a Conditional Use Permit to allow an electronic message center sign along Foster Avenue.
38. The two existing service stations on the northwest and southwest corners of Foster Avenue and Rte. 83 have monument signs that range between eight (8) and ten

(10) feet. The proposed sign is approximately 1.5 times the height.

39. The proposed EMC meets the size requirements of the Village Ordinance, (50% or less of the sign area).
40. The Municipal Code has specific requirements for EMCs including dwell time, a prohibition of scrolling text and video images, accommodating public service announcement and illumination levels.
41. The convenience store has a canopy/wall sign on the west façade above the entry door as well as three smaller signs along the canopy's façade.
42. Staff recommends that the three smaller signs (Refuel, Refresh, Recharge) be eliminated.
43. Gasoline canopy signs are on the south and west façades of the proposed convenience store and the fueling station canopy.
44. The proposed canopy signs on the south elevation exceed the allowable area of 5.8 Sqft. by requesting 43.6 Sqft. The proposed canopy signs on the west elevation exceed the allowable area of 9.8 Sqft. by requesting 43.6 Sqft.

#### **Other Considerations**

45. The hours of operation should be discussed. There is the possibility of overnight truck parking and the neighborhood has previously expressed concerns regarding late night /early morning operations at other service stations at this intersection.
46. Residents have expressed concern with the proposed site's potential overnight parking and subsequent illicit activities. Applicant should elaborate on what steps they propose to curtail such activities.
47. The "Thorntons Fueling Station: Traffic Impact Study" conducted in March of 2012 by Bluestone Diversified Investments, LLC indicates
  - a. Right turn lane for westbound Foster Avenue.
  - b. Deceleration lane for northbound Rte. 83.
  - c. Bi-directional turn lane on Foster Avenue extending easterly to Country Club Drive.

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

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

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

Service Station - The traffic study indicated no significant adverse effects associated with traffic flow, assuming the recommendations are implemented.

EMC – If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

Service Station - The Staff harbors continued concerns in regards to the associated engine noises as well as exhaust odor from idling trucks. Similarly, there are concerns of overnight truck parking and its effect on the neighboring areas.

EMC - If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

Service Station – The proposed service station should fit harmoniously with the existing environs. The majority of the abutting and adjacent land uses are non – residential and the property serves as a gateway to the northern business district. The proposed use is in compliance with the Comprehensive Plan for the Village. The Comprehensive Plan indicates "Quasi – Public" use for the property based on the historical use as a House of Worship, while the zoning is C – 2 Highway Commercial.

EMC – If approved this would be the second EMC along Rte. 83 (the first has been approved at 801 N. Rte. 83 for Perk's Bar & Grill but has yet to be erected). Other EMC sign Conditional Use Permits are pending.

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

Service Station - The service station as proposed will not require existing community facilities or services to a degree disproportionate to that normally expected of uses permitted in the District. The use as proposed will not generate disproportionate demand for new Village services.

EMC – The proposed EMC will not impact the Village's Public services and facilities.

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

Staff believes that there is sufficient market demand for the proposed service.

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

Any other factors are under the discretion of the Community Development Commission.

## **APPROVAL CRITERIA FOR VARIANCES:**

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

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

Special circumstances exist in that the site exists on one of the Village's largest corridors and industrial areas.

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

Hardship would exist in providing feasible traffic flow and maneuverability on and off-site.

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

The circumstances relate to the property in that it exists on the corner lot of two major corridors in the Village. The large front and corner side yards and the adjacent residential property.

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

The variances are the results of the traffic movements and physical site design dictated by the property itself and the surrounding uses, not necessarily the specific actions of the applicant.

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

Allowing a service and diesel fueling station on a C-2 Highway Commercial District does not confer special privilege in that three other gas stations already exist on the same intersection as the proposed.

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

The variances are necessary for the use of property.

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

The local character will not be altered in that three other service stations on the same intersection as the proposed Thorntons. Foster Avenue is also an industrial corridor typically accommodating diesel truck traffic and serves as a gateway into the Northern Business District.

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

The property's location, size, abutting uses and separation from the existing single family homes by Foster Avenue make it a candidate for a commercial use and requested variance(s).

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

Staff believes that the variances are the minimum necessary to appropriately operate the proposed use with the exception of the number of signs.

The number and area of signs can be reduced without negative impact.

## **RECOMMENDATIONS:**

Staff recommends the approval of the above Findings of Fact.

Based on the Findings of Fact the staff respectfully recommends that the Community Development Commission recommend approval of the

Conditional Use Permits to allow a Service Station and Electronic Message Center Sign at the corner of Foster Avenue and Rte. 83 and Variance(s) to allow the masonry fence/walls in the actual front and corner side yards, to increase the height and area of a free standing sign at the corner of Foster avenue and Rte. 83, to reduce the stacking required for the gasoline pump island only, and to increase the number and area of wall/canopy signs and to allow curbcuts wider than 35' subject to the following conditions:

1. The property shall be developed and utilized in substantial conformance to the plans submitted as part of this application. Site and Engineering Plans prepared by Marchris Engineering, Ltd., dated 02.13.12, Signage Plans by Sign On dated 05.23.12, and Landscape Plans by GPD Group dated 06.05.12 with revisions requested by staff below.
2. The Conditional Use Permits be granted solely to Thorntons Inc. and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.
3. A landscaped "pork chop" be installed in the Rte. 83 curbcut, subject to IDOT approval.
4. Landscape materials be added to the Rte. 83 frontage strip to meet the Village requirements. The landscape plan is subject to the review and approval of the CED and Forestry staffs.
5. Revised architectural plans be submitted reflecting the new east and south elevations and the removal of the three small signs (Refuel, Refresh, Recharge) on the western elevation.

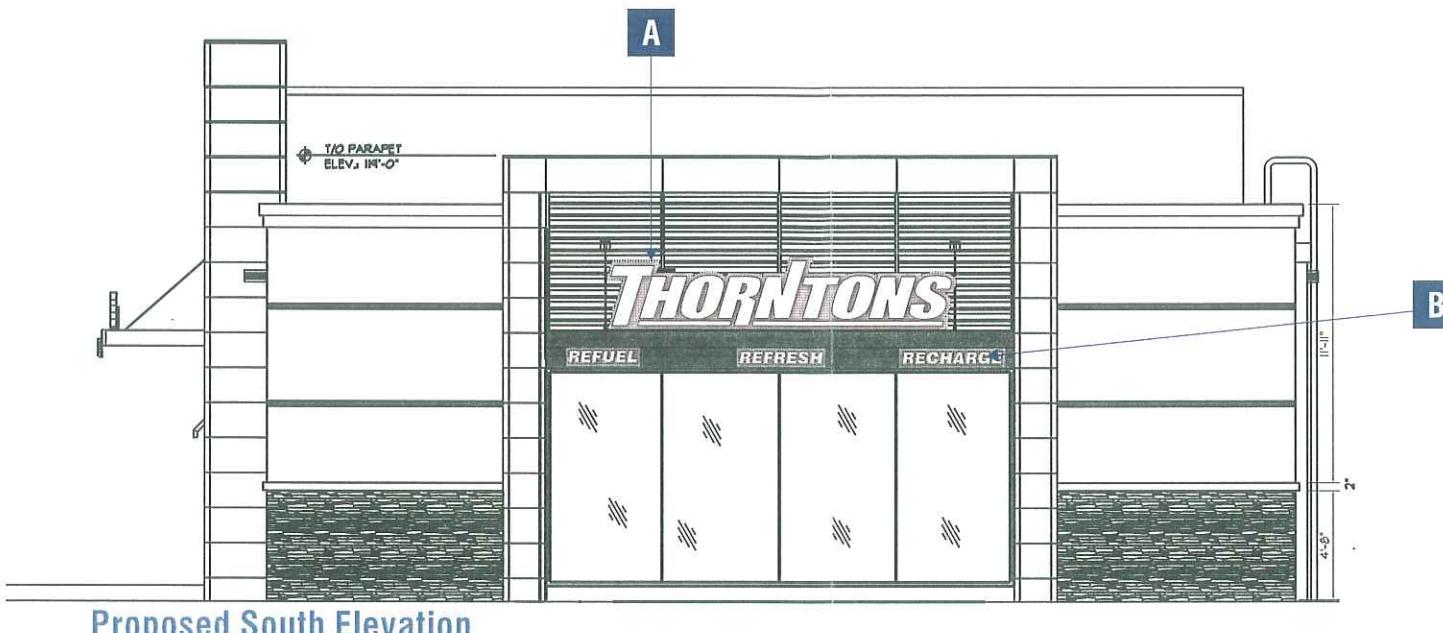
6. Revised architectural plans clearly identifying materials and colors of the proposed convenience store are submitted reviewed and approved by the Village staff.
7. The plan is to be revised to clearly accommodate two trucks "stacking" per pump island row.
8. No exterior storage or display of product is permitted.
9. Installation of LED streetlights.
10. There should be no window displays or advertising banner in the area of the cashier that will restrict the cashier's view or the view of passing police patrols.
11. The lighting devices shall be protected with weather and vandal resistant covers.
12. The exterior architectural features to the building shall not be designed in a manner which allows access to the roof areas.
13. Pallets and other objects should not be allowed to be left outside to allow roof access.
14. The site shall be conspicuously sign posted per Village Code 4-3-18(b) 2, Criminal Trespass, to discourage loitering.
15. The operator shall ensure that the property is kept clean of litter associated with the store.
16. Any ATMs should be located within the primary retail building.
17. The Village has the right to add or modify conditions should problems develop which are not readily apparent at this time or if the applicant fails to adequately manage public safety or security issues.
18. A copy of the conditions of approval for the Conditional Use Permit must be kept on the premises of the establishment and be presented to any police officer or any authorized Village official upon request.

Respectfully Submitted,

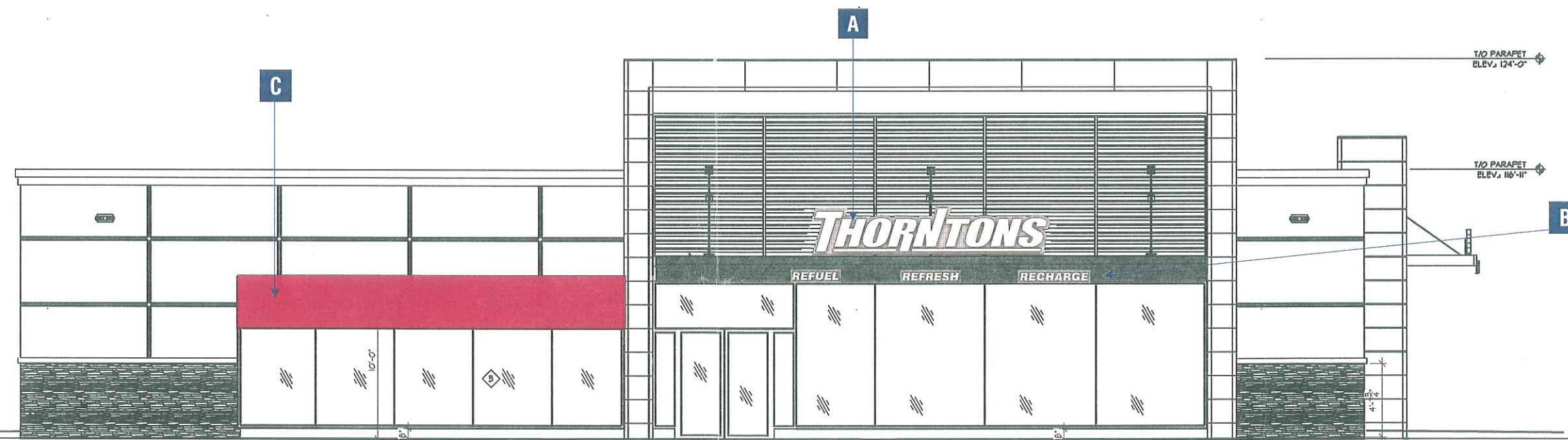
Department of Community  
& Economic Development

## BUILDING ELEVATIONS

### NEW Signage as shown



Scale: 1/8" = 1'-0"



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

Proposed West Elevation

NOTE: ALL STOREFRONT  
DIMENSIONS +/- FIELD VERIFY  
DIMENSION PRIOR TO FABRICATION

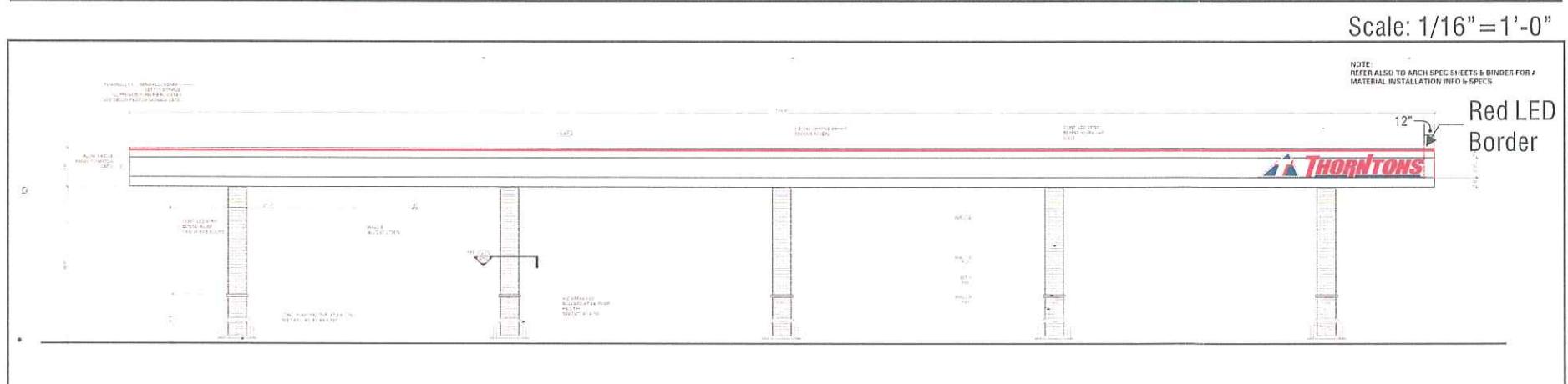
FIELD VERIFY DIMENSION PRIOR TO  
SIGN FABRICATION

**NON-ILLUMINATED, FLAT CUT OUT GRAPHICS**

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

43.9 square feet

TL 2.7 - CL 2.2 - linear

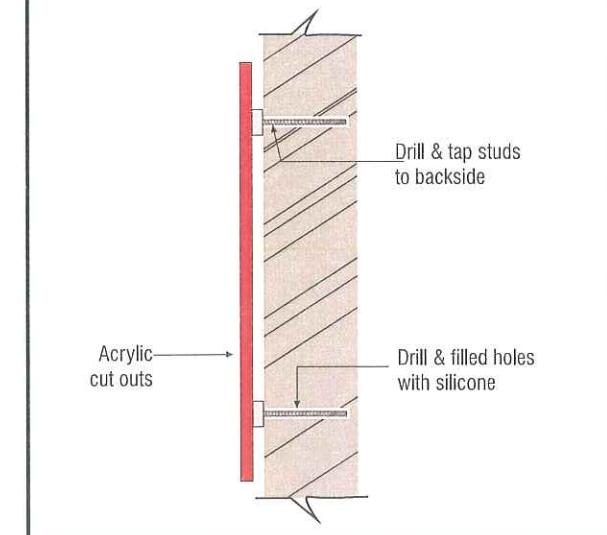
**West Elevation****Proposed South Gas Canopy**

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

**ACRYLIC FLAT CUT OUT LETTERS****CONSTRUCTION:** 1" Acrylic cut outs**COPY:** Painted GF Flame Red**RULE:** Painted to match PMS 287 Blue**LOGO:** White acrylic w/ surface applied vinyl graphics or digitally printed as required**MOUNTING:** Stud mounted w/ 1" stand off from bkgd; spacers provided painted to match canopy**COLOR MATCHING**

 Gripflex 585 Flame Red  
Avery A9340-TU Red

 Pantone 287 Blue  
3M 3630-36 Blue

**ACRYLIC LETTERS**

**NON-ILLUMINATED, FLAT CUT OUT GRAPHICS**

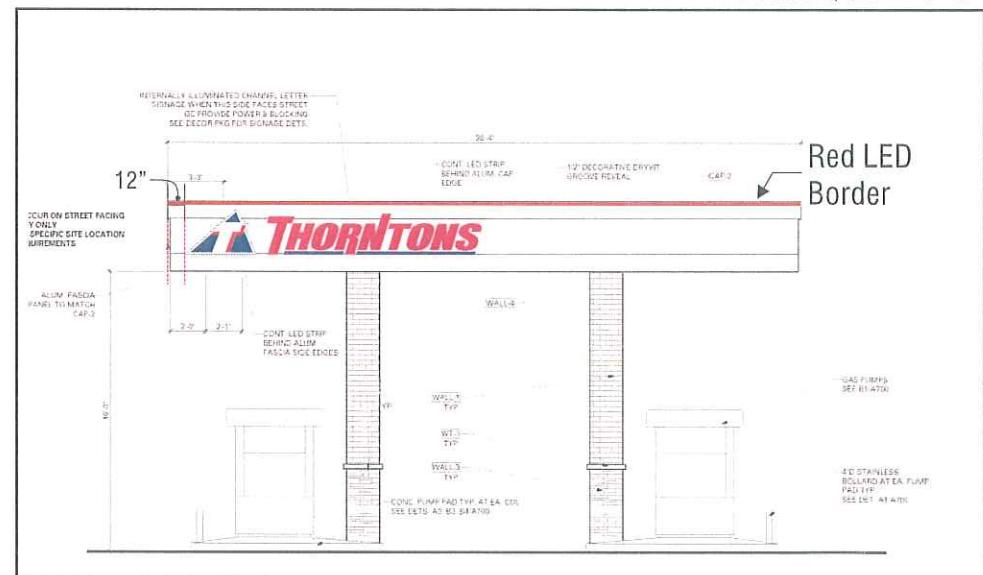
SCALE: 1/2"=1'-0"

43.9 square feet

TL 2.7 - CL 2.2 - linear

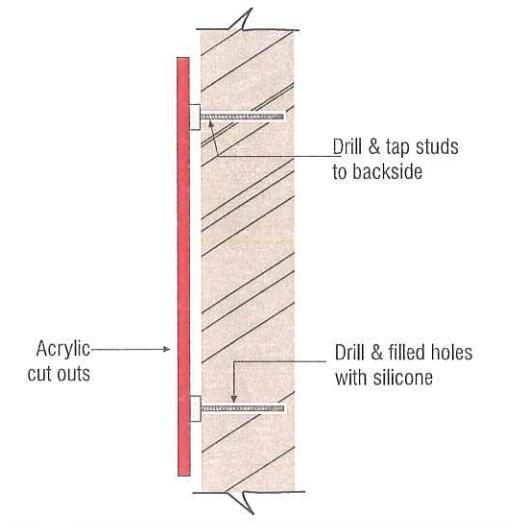
**South Elevation****Proposed East Gas Canopy**

Scale: 3/32"=1'-0"

**ACRYLIC FLAT CUT OUT LETTERS****CONSTRUCTION:** 1" Acrylic cut outs**COPY:** Painted GF Flame Red**RULE:** Painted to match PMS 287 Blue**LOGO:** White acrylic w/ surface applied vinyl graphics or digitally printed as required**MOUNTING:** Stud mounted w/ 1" stand off from bkgd; spacers provided painted to match canopy**COLOR MATCHING**

Gripflex 585 Flame Red  
Avery A9340-TU Red

Pantone 287 Blue  
3M 3630-36 Blue

**ACRYLIC LETTERS**

## LED ILLUMINATED CHANNEL LETTERS

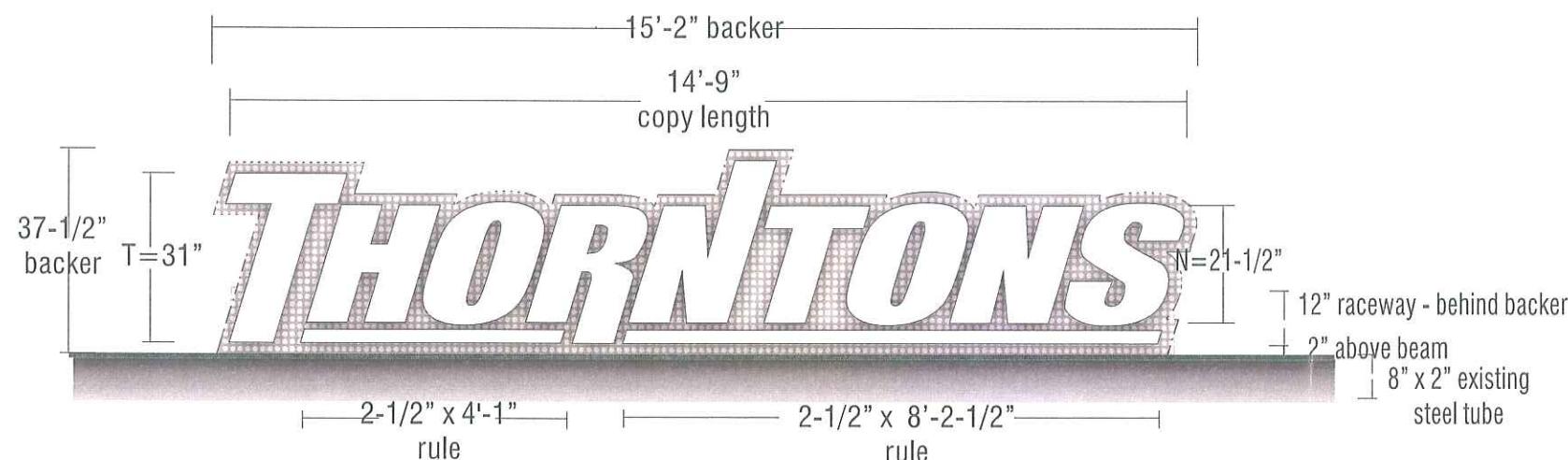
SCALE: 3/8"=1'-0"

## CL 2.7 - linear

47.4 square feet

A

## METALLIC SILVER BACKER



## LED ILLUMINATED CHANNEL LETTERS:

**FACES:** 3/16" #7328 White acrylic

TRIMCAP:: 1" White jewelite

LETTER BACKS: 063 alum - prefinish White all sides

**BETUBNS:** 5" deep 040 alum returns painted GG White

**ILLUMINATION:** White LED's as required by manufacturer.

**BACKER:** .125 perforated alum. screen backer; Holes to be .50" diameter and are 11/16" on centers to allow for 48% visibility; Backer painted Metallic Silver front & back; Backer to be mounted behind letters & will help to conceal raceway.

**MOUNTING:** Custom 12" high x 6" deep alum. raceway to house all electrical - Painted Black - all sides;  
Raceway mounted to 1/4" steel plate shelf provided at top edge of steel tube using stainless steel fasteners as required;  
1" alum. flat bar to be used for back bracing as necessary - painted Black to match raceway.

**QUANTITY:** (2) Two sets required for Storefront and Side Elevations

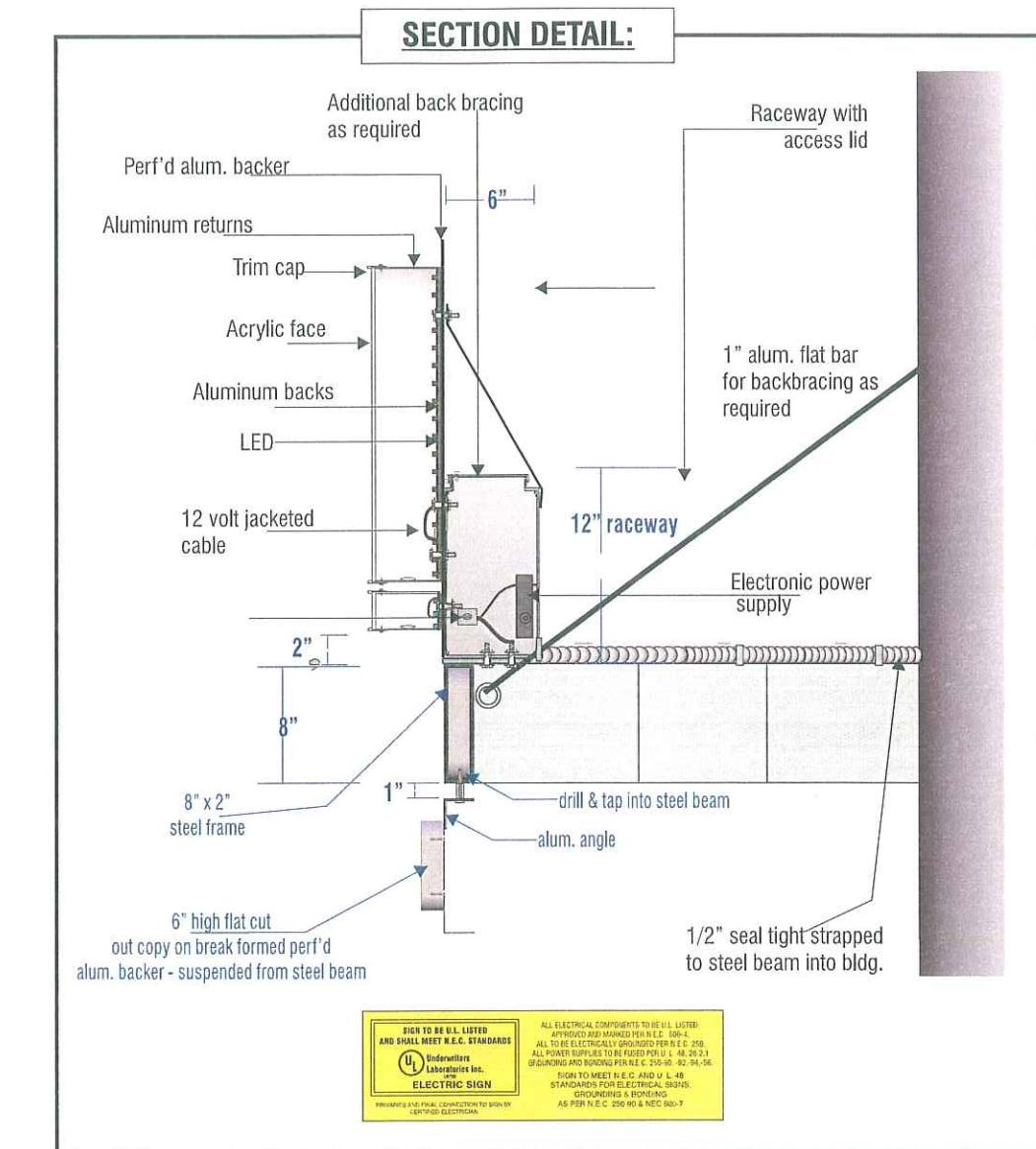
## COLOR MATCHING



## Raceway - Black



## Metallic Silver



The logo for Thorntons, featuring a stylized blue and red 'T' logo followed by the word 'THORNTONS' in a bold, red, sans-serif font.

<b>TICKET NO.:</b>		<b>DRAWING NO.:</b>	<b>DATE:</b>
N/A		052312-3	5/23/11
<b>PROJECT MANAGER:</b>			<b>DESIGNER:</b>
STEFANIE DENISTON			SS
<b>ELECTRONIC FILE NAME:</b>			
THORNTONS\2011 LOCS\IL\BENSENVILLE			
<b>REVIEWED BY:</b>			<b>DATE:</b>

NOTE: PRINTS ARE THE EXCLUSIVE PROPERTY OF 'MC SIGN COMPANY'. ANY UNAUTHORIZED USE OR DUPLICATION WILL RESULT IN A 20% CHARGE PER OCCURANCE PER THE VALUE OF THE DISPLAY. © MC SIGN CO. 1998

The logo consists of the words "Sign On." in a large, bold, blue sans-serif font. A yellow horizontal line underlines the "Sign" portion. To the right of "On." is a small "TM" symbol. Below the logo is a horizontal line. Underneath this line are five circular icons: a wrench, a lightbulb, a dump truck, a satellite dish, and a leaf.

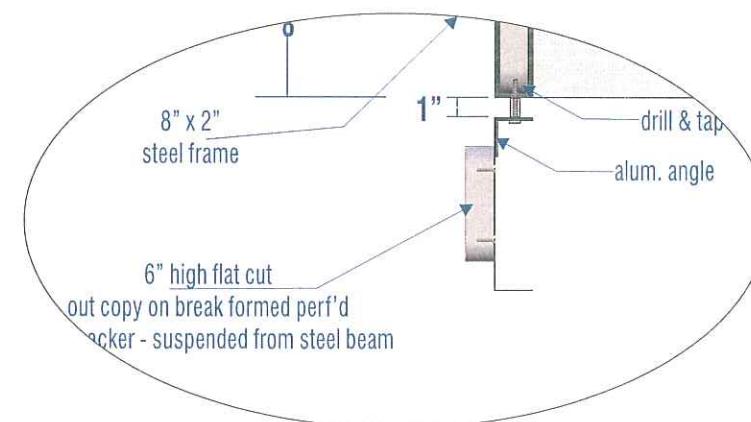
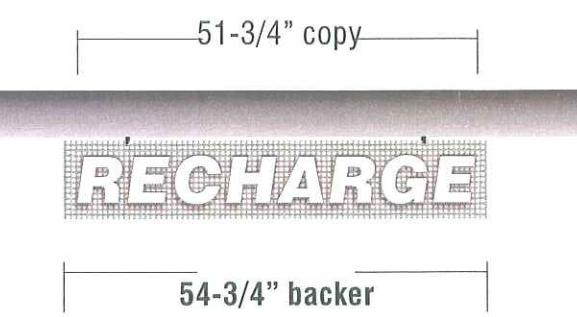
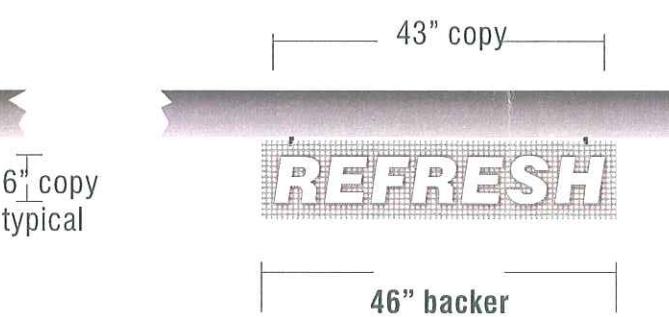
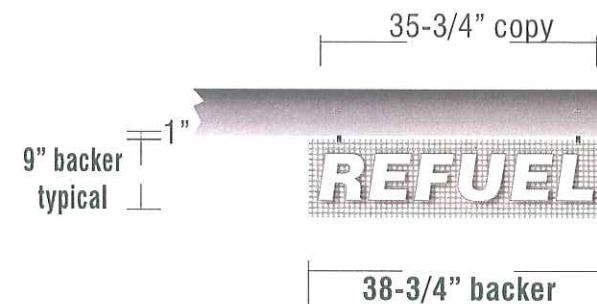
## HDU FLAT CUT OUT LETTERS

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

23.4 square feet

B

### METALLIC SILVER BACKER



### METALLIC SILVER BACKER HDU FLAT CUT OUT LETTERS:

**ALUM. BACKER:** .125 perforated alum. screen backer; Holes to be .50" diameter and are 11/16" on centers to allow for 48% visibility; Backer painted Met. Silver front & back; Backer to have 2" break formed returns top & bottom; Top edge of backer to have 2" x 2" alum. angle for mounting - all painted to match backer

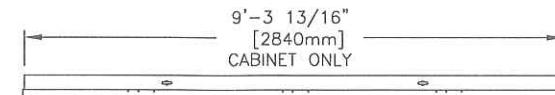
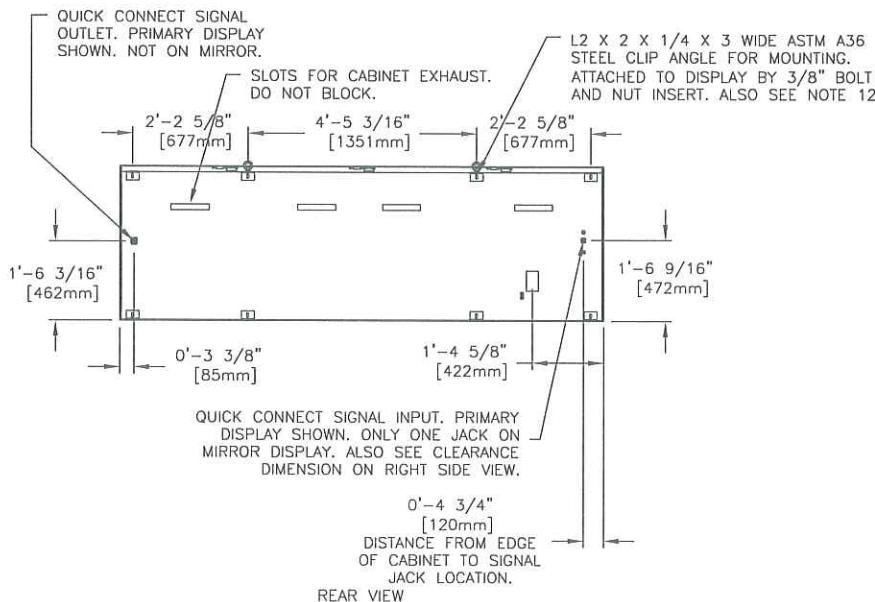
**COPY:** 1-1/2" High Density Urethane letters painted White faces & Black returns; Stud mounted flush to backer panel w/ countersunk fasteners all painted to match backer

**MOUNTING:** Backer to be suspended from steel tubing using 3/8" x 3" s/s bolts drilled & tapped into steel frame; 1/2" x 1" alum. sleeve to cover mounting hardware Decorative Sleeve painted Black

**QUANTITY:** (2) TWO EACH REQUIRED FOR FRONT & SIDE ELEVATIONS

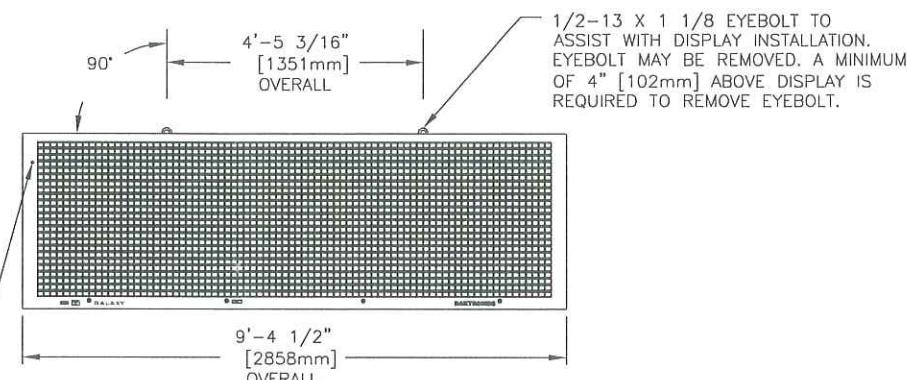


## ELECTRONIC MESSAGE DISPLAY UNITS



TOP VIEW

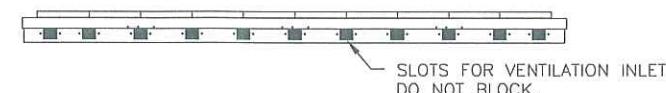
IN ORDER TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE DISPLAY CABINET, THE 90° ANGLE BETWEEN THE CABINET AND THE LIFTING METHOD MUST BE MAINTAINED.



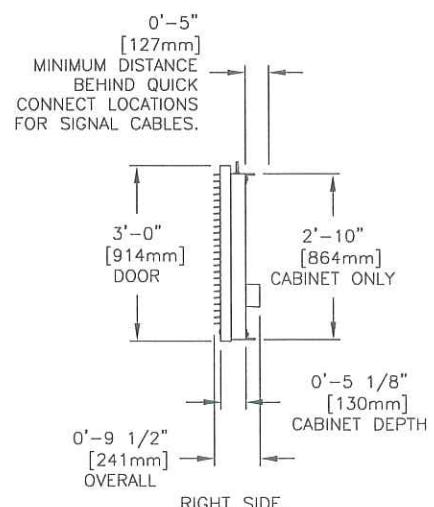
FRONT VIEW

### NOTES:

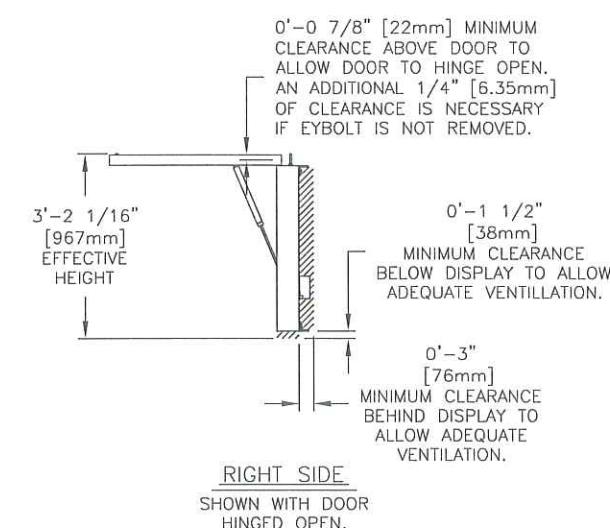
- 1) ALL DIMENSIONS ARE IN FEET AND INCHES [MILLIMETERS].
- 2) DISPLAY IS ALL ALUMINUM CONSTRUCTION.
- 3) DISPLAY CABINET COLOR IS FLAT BLACK.
- 4) FRONT ACCESS FOR SERVICE BY OPENING THE DOOR AS SHOWN BY USING A 5/32" ALLEN (HEX) WRENCH. WRENCH IS NOT PROVIDED.
- 5) ESTIMATED WEIGHT IS: 175 LBS [80 KG]
- 6) DAKTRONICS IS NOT RESPONSIBLE FOR THE MAIN ELECTRICAL DISCONNECT.
- 7) DAKTRONICS IS NOT RESPONSIBLE FOR THE MOUNTING HARDWARE OR THE INTEGRITY OF THE STRUCTURE THE DISPLAY IS MOUNTED TO.
- 8) FACE PANEL IS 1/8" [3.175mm] NOMINAL (0.118" [3mm] ACTUAL) THICK OUTDOOR GRADE CLEAR POLYCARBONATE.
- 9) DISPLAY L.E.D. COLOR IS MONOCHROME RED OR AMBER.
- 10) EYEBOLTS MAY NOT BE USED FOR PERMANENT INSTALLATION.
- 11) ALL CLIP ANGLES (OR THEIR LOCATIONS) MUST BE USED FOR DISPLAY INSTALLATION. FOR ADDITIONAL MOUNTING DETAILS SEE DAKTRONICS DRAWING A-202043.
- 12) VENTILATION INLET AND EXHAUST SLOTS MUST NOT BE BLOCKED OR DISPLAY WARRANTY WILL BE VOID.
- 13) IF DISPLAY IS TO BE ENCLOSED INTO A SURROUNDING STRUCTURE, FOR ADEQUATE VENTILATION A MINIMUM OPENING AREA OF 200 SQ. INCHES [129,032 SQ. MILLIMETERS] IS REQUIRED FOR BOTH INLET AND EXHAUST.
- 14) THE EFFECTIVE HEIGHT INCLUDES ALLOWANCES FOR DOOR TO OPEN AND FOR BOTTOM VENTILATION.
- 15) POWER REQUIREMENTS. RED DISPLAY: 3.99 AMPS, 478 WATTS @120VAC. AMBER DISPLAY: 5.62 AMPS, 674 WATTS @120VAC.



BOTTOM VIEW



RIGHT SIDE



RIGHT SIDE  
SHOWN WITH DOOR  
HINGED OPEN.

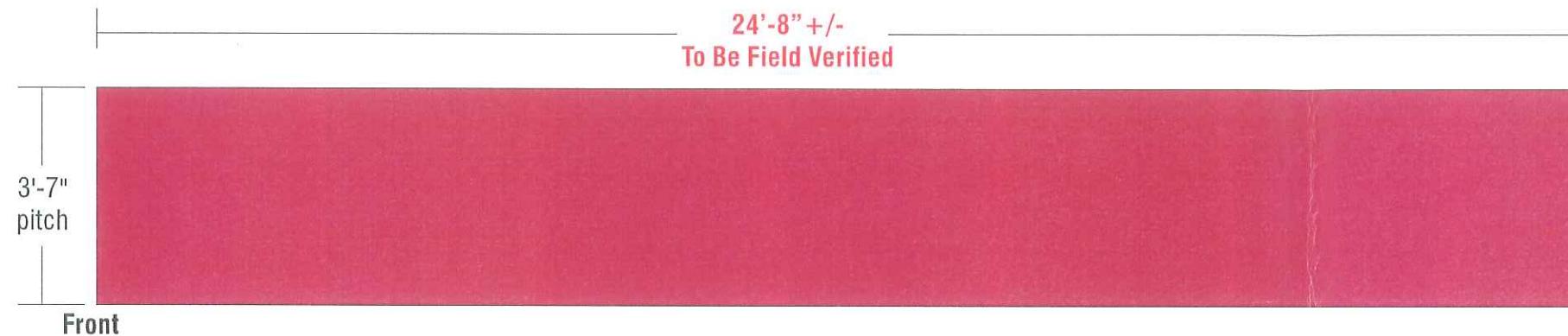
## ILLUMINATED SHED STYLE AWNINGS

SCALE: 3/8" = 1'-0"

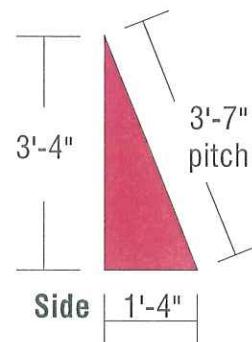
**C**

### West Elevation

**INFORMATION REQUIRED**  
PRIOR TO FINAL PRODUCTION!



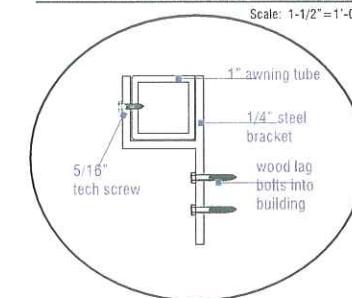
Front



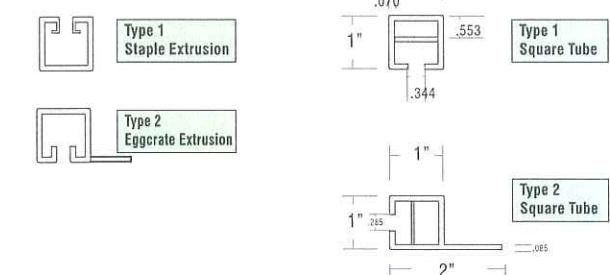
Side

24'-8" +/-  
To Be Field Verified

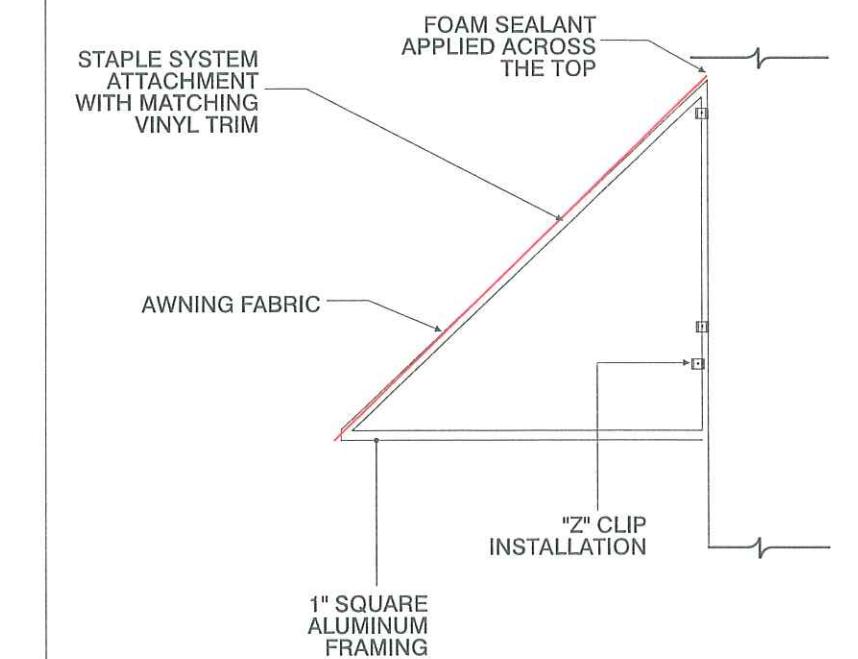
#### Z-TYPE MOUNTING BRACKET



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



#### SHED AWNING DETAILS



#### NON-ILLUMINATED SHED STYLE AWNING:

**FRAMEWORK:** All tubing to be 1" square with staple extrusions; all aluminum welded

**FABRIC:** Fabric Awning material - exact specs to follow  
Red - exact color match to follow

**QUANTITY:** (1) One awning required for South Elevation

#### COLOR MATCHING



CLIENT:

**THORNTONS**

ADDRESS:

ROUTE 83 & FOSTER AVE.  
BENSENVILLE, IL

TICKET NO.:

N/A

DRAWING NO.:

052312-5

DATE:

5/23/12

DATE:

REVISIONS:

PROJECT MANAGER:

STEFANIE DENISTON

DESIGNER:

SS

ELECTRONIC FILE NAME:

THORNTONS\2011\LOCS\IL\BENSENVILLE

REVIEWED BY:

DATE:

**MC SIGN  
COMPANY**

8959 TYLER BLVD.  
MENTOR, OHIO 44060  
PH. 440-209-6200 FAX 440-209-6277  
www.mcsign.com

NOTE: PRINTS ARE THE EXCLUSIVE PROPERTY OF 'MC SIGN COMPANY'. ANY UNAUTHORIZED USE OR DUPLICATION WILL RESULT IN A 20% CHARGE PER OCCURANCE PER THE VALUE OF THE DISPLAY. © MC SIGN CO. 1998

**Sign On.™**

Partner with the best.

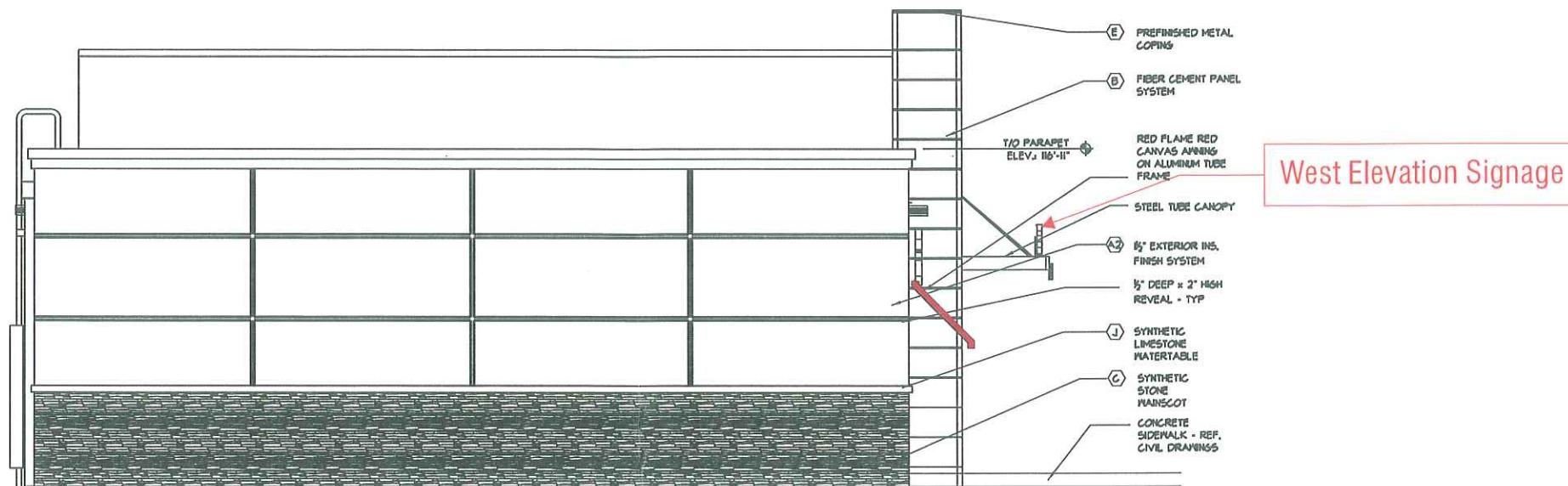


CLIENT SIGNATURE & APPROVAL DATE:

## **BUILDING ELEVATIONS**

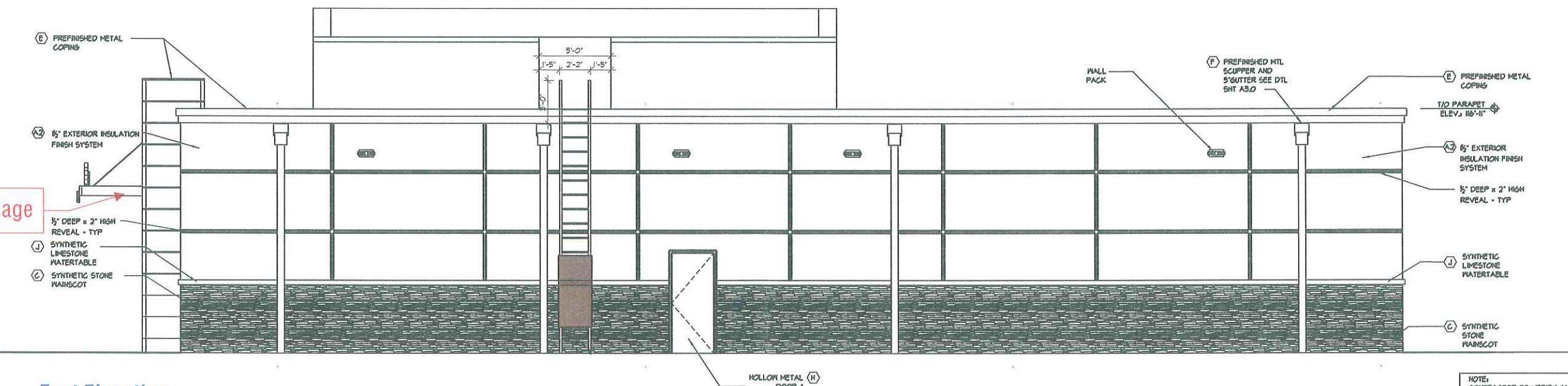
## No new signage proposed

### Scaled Proportionally



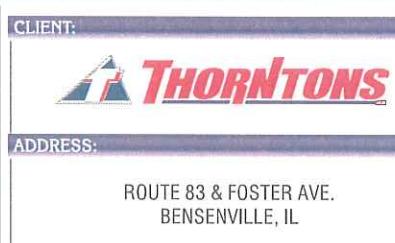
## North Elevation

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



## East Elevation

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



TICKET NO.:		DRAWING NO.:	DATE:
N/A		052312-2	5/23/12
PROJECT MANAGER:			DESIGNER:
STEFANIE DENISTON			SS
ELECTRONIC FILE NAME:			
THORNTONS\2011 LOCS\IL\BENSENVILLE			
REVIEWED BY:			DATE:

NOTE: PRINTS ARE THE EXCLUSIVE PROPERTY OF 'MC SIGN COMPANY'. ANY UNAUTHORIZED USE OR DUPLICATION WILL RESULT IN A 20% CHARGE PER OCCURANCE PER THE VALUE OF THE DISPLAY. © MC SIGN CO. 1998



**COMMUNITY AND ECONOMIC DEVELOPMENT COMMISSION  
APPLICATION**

Date of Submission: March 27, 2012 CDC# 2012-09

Development Name: Thorntons Development

1. Location: 601 North Illinois Route 83, Bensenville, Illinois 60106

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

A. OWNER: MAGNA GROUP, L.L.C - CONTRACT PURCHASER  
Gullo International Development Corporation

Name 1100 Landmeier Road	Corporation (if applicable)	
Street Elk Grove Village	IL	60007
City Mariann Gullo	State (847) 364-7000	Zip Code info@gullo.com
Contact Person	Telephone Number & email address	

If Owner is a Land Trust, list the names and addresses of the beneficiaries of the Trust.

B. APPLICANT:

Thorntons Inc.

Name 10101 Linn Station Road, Suite 200	Corporation (if applicable)	
Street Louisville	KY	40223
City Rick Claes	State (312) 878-4851	Zip Code rick.claes@bluestonediversified.com
Contact Person Lessee of a long term ground lease	Telephone Number & email address	

Relationship of Applicant to subject property

C. ACTION REQUESTED (Check applicable):

- Annexation
- Variance
- Site Plan
- Master Sign Plan
- Preliminary Planned Unit Development\*
- Final Planned Unit Development\*
- Preliminary Plat of Subdivision
- Final Plat of Subdivision
- Conditional Use Permit
- Rezoning (Map Amendment)

\*See staff for additional information on PUD requests

SUBMITTAL REQUIREMENTS:

- Affidavit of Ownership (original, signed)
- Application (10 initial copies)
- Approval Criteria (10 initial copies)
- Review Fee
- Escrow agreement and deposit
- Legal Description
- Plat of Survey (10 initial copies)
- Site Plan (10 initial copies)
- Building Plans & Elevations (10 initial copies)
- Landscape Plan (10 initial copies)\*
- Digital Submission of all application materials (CD)

Brief Description of Request(s): Conditional Use to allow Thorntons convenience store with fuel center for automobiles and trucks, and an approximately 3,200 square foot restaurant.

\*Landscape plan will be provided under separate cover.

**D. DEVELOPER'S STAFF:**

ARCHITECT  
 Name: Defilippis + Associates  
 Telephone: (312) 660-0058  
 Email: joed@defilarchitects.com

ENGINEER:  
 Name: Marchris Engineering  
 Telephone: (847) 885-8357  
 Email: kml@marchris.net

**ATTORNEY**

Name: None.  
 Telephone:  
 Email:

LANDSCAPE ARCHITECT  
 Name: Arete-Knight  
 Telephone: (708) 342-1250  
 Email: csmith@arete-knight.com

**DEVELOPER**

Name: Thorntons Inc.  
 Telephone: (312) 878-4851  
 Email:  
 rick.claes@bluestonediversified.com

OTHER  
 Name:  
 Telephone:  
 Email:

**E. PROJECT DATA:**

- General description of the site: The site is currently improved with a church for St. John's United Church of Christ.
- Acreage of the site: 4.60 acres
- Is this property within the Village limits? (Check applicable below)
 

Yes  
 No, requesting annexation  
 No, it is under review by another governmental agency and requires review due to 1.5 mile jurisdiction requirements.
- List any controlling agreements (annexation agreements, Village Ordinances, site plans)

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

	Zoning C-2	Existing Land Use Church	Jurisdiction Village of Bensenville
Site:	O-2	Office Building	Village of Bensenville
North:	I-2	Industrial Building	Village of Bensenville
East:	C-2 & RS-5	Gas Station & Single-Family Residences	Village of Bensenville
South:	C-2	Gas Station & McDonalds	Village of Bensenville
West:			

**F. APPROVAL CRITERIA:**

- Select the "Approval Criteria" list(s) pertaining to the applicant's request(s).

**Thorntons Development  
Approval Criteria for Conditional Uses  
Village of Bensenville**

Below are the applicant's responses to the Approval Criteria for Conditional Uses:

- 1. Traffic.** The development will improve the traffic patterns on Foster Avenue and Illinois Route 83 through our proposed off-site improvements. Please refer to the Traffic Impact Study prepared by Traffic, Analysis and Design dated March 27, 2012, provided with this submittal. The proposed off-site improvements will mitigate the anticipated traffic generated by the development and improvement the existing traffic pattern on Foster Avenue and Illinois Route 83.
- 2. Environmental Nuisance.** The development has spent significant consideration to reduce the environmental impacts. Extensive landscaping and a decorative masonry wall will be provided along the southern property line to screen the adjacent residential property owners from the truck fuel center and the convenience store/restaurant building. The development will utilize LED lights to reduce the amount of energy consumed and reduce the impact of glare for the neighboring properties, with 0 foot candles at the property line. The dumpster has been placed north of the building to minimize the impact to the residential neighbors. The facility has been designed as a fueling station with no "truck stop" amenities such as showers or game rooms. Overnight truck parking will not be permitted.
- 3. Neighborhood Character.** The proposed use fits well with the character of the neighborhood. The Foster Avenue industrial corridor extends from IL Route 83 to York Road. The proposed development will complement the existing uses to provide convenience store, restaurant, and fuel services to the adjacent uses. Although there is residential to the south, the area is predominantly comprised of industrial and commercial uses.
- 4. Use of Public Services and Facilities.** The development will utilize existing community facilities to a degree normally anticipated for a use in the district, including the water and sanitary services. The storm sewer system will benefit with the addition of on-site detention. Most of the traffic generated by the development will be from vehicles already traversing Foster Avenue and/or Illinois Route 83. The proposed traffic improvements will not only mitigate any additional traffic, but will also improve the existing traffic pattern on Foster Avenue and Illinois Route 83.
- 5. Public Necessity.** The Village currently does not have an appropriately designed, modern truck fueling depot with proper circulation and parking for commercial vehicles. Given the high volume of traffic on Route 83, this facility will serve predominantly northbound traffic. There is only one other gas station within 16 miles of the site on the east side of Route 83.

**6. Other Factors.** Given the adjacent land uses, this development is consistent with the overall character of the area. This development will convert a tax exempt property into a retail site that is projected to generate approximately \$850,000 annually in taxes to the Village of Bensenville.



## COMMUNITY DEVELOPMENT COMMISSION

### STAFF REPORT

**HEARING DATE:**

June 11, 2012

**CASE #:**

2012- 09

**PROPERTY:**

601 N. Route 83

**PROPERTY OWNER:**

Magna Group, L.L.C (Contract Purchaser)

**APPLICANT:**

Thorntons Inc.

**ACREAGE:**

4.60 Acres

**PIN NUMBERS:**

03 – 11 – 104 – 015

**REQUESTS:**

Conditional Use Permits:

1. To allow a service station (gas and diesel fuel) (Section 10 – 7B – 3), and
2. To allow an Electronic Message Center Sign (Section 10 – 18 – 7.1), and

Variances:

3. To permit fence locations to allow masonry fences / walls in the actual corner side yard and the actual front yard (Section 10 – 14 – 11 – E2b), and
4. To reduce the number of "stacking spaces" for a Service Station from 2 per end to end row of pump islands to 0 per end to end row of pump islands (Section 10 – 11 – 11), and
5. To increase the number of permitted canopy signs from 4 to 10 (Section 10 – 18 – 11A – 2b – 3), and
6. To allow for the erection of a monument sign that is 14 feet in height (Section 10 – 18 – 14 and 10 -18 -11A -2d), and
7. To allow for a monument sign face of 88 square feet(Section 10 – 18 – 14 and 10 – 18 – 11A – 2c), and
8. To increase the canopy sign area on the south elevation from the maximum allowable 5.8 square feet to 43.6 square feet (Section 10 – 18 – 11A – 2c), and

9. To increase the canopy sign area on the west elevation from the maximum allowable 9.8 square feet to 43.6 square feet (Section 10 – 18 – 11A – 2c) and
10. To extend the maximum allowed curbcut of 35' to 50' (Section 10 – 11 – 8 – 2e (2)).

### **SUMMARY:**

The property in question is located at the northeast corner of Foster Avenue and Route 83 and is currently zoned C – 2 Highway Commercial. The subject property is currently improved with a one-story brick and frame building, a one story brick house of worship, commonly known as St. John's United Church of Christ and a two and a half story brick building. Thorntons proposes to raise these improved structures to construct a service station with a separate diesel fueling area with truck parking. The proposed site plan indicates there would be two designated areas: one area for general automobile traffic and one area for diesel refueling.

The applicant requests two Conditional Use Permits and eight Variances. These are required meet the specifications of the code in use as a gas service station as well as parking, signage, fence locations and curbcuts.

### **PUBLIC NOTICE:**

1. A Legal Notice was published in the Daily Herald on Saturday, May 26, 2012. A Certified copy of the Legal Notice is maintained in the CDC file and is available for viewing and inspection at the Community & Economic Development department during regular business hours.
2. On Thursday May 24, 2012 Village personnel posted a Notice of Public Hearing sign on the property, visible from the public way.
3. On Thursday May 24, 2012 Village personnel mailed from the Bensenville Post Office via First Class Mail a Notice of Public Hearing to taxpayers of record within 250' of the property in question. An Affidavit of Mailing executed by C & ED personnel and the list of recipients are maintained in the CDC file and are available for viewing and inspection at the Community & Economic Development department during regular business hours.

### **DEPARTMENT COMMENTS:**

*SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:*

Financially Sound Village

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

## SURROUNDING LAND USE:

	Comprehensive Plan	Zoning	Land Use	Jurisdiction
<b>Site</b>	Quasi-Public	C-2	House of Worship	Village of Bensenville
<b>North</b>	Light-Industrial	O-2	Office	Village of Bensenville
<b>South</b>	Commercial and Residential	C-2 & RS-5	Commercial and Residential	Village of Bensenville
<b>East</b>	Light Industrial	I-2	Industrial	Village of Bensenville
<b>West</b>	Commercial	C-2	Commercial	Village of Bensenville

Public Works: See Engineering below.

### Engineering:

1. Sanitary sewer on proposed property shall be new to the Village main.
2. Appropriate Fats, Oil, and Grease Trap Systems must be installed and approved by the Village.
3. All storm sewer inlets shall abide by Illinois Fire Marshall Standards as they relate to distance from dispensing apparatus.
4. Project shall abide by all DuPage County Storm Water Ordinance requirements.
5. Proposed underground storm water detention shall be designed to accommodate fully requirement based on DuPage County Storm Water Ordinance.
6. Proper size, material, location, and standards shall be used for all utility installations.
7. Sidewalk shall be installed along all public frontage of the development.
8. Trees shall be planted along public frontage according to the Comprehensive Tree Management Ordinance.
9. The Village requests any overhead utility lines be buried on the development.
10. The Village requests the installation of new LED street lights along the public ROW.

Finance: No issues.

Police: The purpose of this memo is to provide considerations and recommendations that the police department has for the proposed Thorntons Gas Station.

1. If approved, there should be the following requirements should be incorporated into the conditional use permits:
  - A. There should be no window displays or advertising banner in the area of the cashier that will restrict the cashier's view or the view of passing police patrols.
  - B. Any exterior restrooms should be locked and under the control of the cashier.
  - C. The lighting devices shall be protected with weather and vandal resistant covers.
  - D. The exterior architectural features to the building shall not be designed in a manner which allows access to the roof areas.
  - E. Pallets and other objects should not be allowed to be left outside to allow roof access.
  - F. The site shall be conspicuously sign posted per Village Code 4-3-18(b) 2, Criminal Trespass, to discourage loitering.
  - G. The operator shall ensure that the property is kept clean of litter associated with the store.
  - H. Any ATMs should be located within the primary retail building.
  - I. The Village has the right to add or modify conditions should problems develop which are not readily apparent at this time or if the applicant fails to adequately manage public safety or security issues.
  - J. A copy of the conditions of approval for the Conditional Use Permit must be kept on the premises of the establishment and be presented to any police officer or any authorized Village official upon request.
2. Another public safety consideration is the projects impact on traffic in the area. The traffic at the intersection of Route 83 and Foster Avenue is often very heavy and has contributed to many more crashes at or near that intersection as compared to Route 83 and Hillside Drive. From 1/1/2009 until 3/29/12, there have been 62 crashes at or near Route 83 and Foster and only 1 at Route 83 and Hillside Drive. The summary of the type of crashes is as follows:
  - o 21 rear end crashes on Route 83
  - o 2 rear end crashes on Foster Ave.
  - o 1 rear end crash in a gas station
  - o 12 left turn crashes on Route 83 turning to Foster Ave.
  - o 6 Improper lane usage on Route 83
  - o 5 left turn crashes on Foster turning to Route 83 (1 was a 1 vehicle crash with it flipping over)

- 1 right turn crash on Foster Ave. turning to Route 83 (1 vehicle crash with it flipping over)
- 2 failure to yield exiting gas station onto Route 83
- 4 failure to yield exiting gas station onto Foster Ave.
- 1 improper driving on shoulder entering gas station from Route 83
- 2 improper backing in gas station
- 2 improper lane usage entering gas station from Foster
- 1 failure to yield at red light Foster Ave. and Route 83
- 2 improper backing of Foster Ave. (1 making room for other semi-truck to turn and 1 deciding to turn in other direction on Route 83)

3. If the projects are approved, the roadway improvements such as described in the Thornton Traffic Analysis, striping a two way left turn lane on Foster, creating a right turn lane on northbound Route 83, and posting do not block the Thornton entrances on Foster Ave., would be minimally necessary to mediate the further traffic congestion that occurs in the area. The adjustment of the traffic lights that would allow more time for Foster may create more of the prevalent rear end crashes on Route 83.

#### Community & Economic Development:

##### *Economic Development*

1. The property in question is in TIF 12 and would contribute to the EAV and increment.
2. Proposed use would generate property and sales taxes.
3. The proposed site will increase food and fueling options for residents as well as capturing a higher percentage of individuals otherwise passing through the area.

##### *Inspectional Services*

4. Good hydrant locations.
5. Turning right onto Foster Ave. from northbound Route 83 and left into to the first driveway will add to congestion on Route 83.
6. Any plans for electric charging station?
7. Any plans for solar panels on canopy?
8. Will trucks be allowed to sit idling?

##### *Building*

9. Building comments will be provided upon permit submittal.
10. Preliminary drawings (site plan & elevations) appear to meet setback and height requirements.

## Community Development

### **Site**

1. The site is located on the northeast corner of Route 83 and Foster Avenue.
2. Gas service stations currently operate on the northwest, southwest and southeast corners.
3. The area is considered an important corridor due to the high-volume of traffic, both industrial and otherwise.

### **Site Plan**

4. The existing and proposed site has a three curbcuts on Foster Avenue and one on Rte. 83.
5. Staff finds these proposed curbcuts necessary to successfully execute the desired segregation of the diesel and gasoline traffic.
6. Variance from the maximum allowed curbcut of 35' up to 50' is required to accommodate the traffic flow on and off-site. The Rte. 83 curbcut should have a landscaped "pork chop" to channelize the right in traffic from the right out traffic.
7. The two proposed diesel traffic curbcuts along Foster Avenue establish a clear flow of traffic; the eastern most curbcut would create an entrance only while the curbcut directly west would be a right out (westbound) an exit only.
8. The remaining two proposed curbcuts would be for gasoline traffic. The curbcut along Route 83 would be for right in/right out due to the non-mountable median within Route 83.
9. Stacking spaces are not depicted on the site plan and will need to be considered for each gas pump island. It does not appear that the plan satisfies the two vehicles per row of pump island requirement.
10. The stacking of the diesel trucks is a large concern. Staff is concerned with trucks queuing back onto Foster Avenue.

**Landscaping**

11. The transition strips (landscaped areas along the public rights of way) on Foster Avenue and Rte. 83 should be landscaped in accordance with Village Code.
12. The foundation strip along the building should be landscaped in accordance with Village Code.
13. The base of the freestanding sign shall be landscaped.

14. Staff recommends a walkway to connect the eastern entrance of the proposed Thornton's directly to the diesel fueling parking lot.
15. Are any outdoor other outdoor facilities or services, such as Red Box movie rentals or other vending machines etc. proposed? No request for outdoor display or storage was submitted, therefore there shall be no outdoor sales of topsoil, mulch or other products.
16. Landscape plans have been submitted. A masonry wall is proposed along the Foster Avenue (south) frontage. The wall is three feet tall near Rte. 83 along the gas/automobile filling area and then adds an eight foot "sound screen wall" atop the masonry wall (for a total of 11') abutting the diesel fuelling, truck parking and truck scale area. These walls are located in the front and corner side yards and require variances.
17. A similar wall separates the truck diesel fuel area from the automobile/gas area.
18. The walls serve both as a decorative element and a visual screen. The eight foot wall is hoped to screen the view of the trucks from the nearby residential neighbors.
19. Additional detail on the "sound screening wall" are needed.
20. Overall the site is well landscaped along the Foster Avenue (south) property line.
21. Staff and the Village Code would mandate additional landscape along the Rte. 83 frontage strip.
22. Foundation and the northern and eastern transition strip landscaping are acceptable.
23. All landscape plant material is subject to approval by the Village CED and Forestry staffs.
24. Additional information on the operations of the truck scale is needed. The Village has experienced truck backups onto the public street for a private truck scale at the intersection of Foster Avenue and Thomas Street, a few blocks east of this property.

#### **Building**

25. The proposal is a newer 5,000 square foot prototype facility for Thorntons.
26. The prototype building has a clean updated and contemporary look.
27. The convenience store's front / western facade has an exaggerated red trimmed entry and a suspended flat

canopy covering the entry door area with tie back cables to the main façade.

28. The front / western façade also sports a red fabric non-illuminated shed awning over the display windows.
29. The submitted architecture also has a similar suspended flat canopy and sign on the south façade facing a single family home. At minimum the sign should be eliminated. Staff believes that this is not the applicant's desired elevation.
30. The Site Plan and location mandate a "four – sided" architectural treatment for the building. Both the east and west facades are entryways into the convenience store. The architectural plans shall be revised.
31. The eastern façade should mimic the western façade as it is the entry to the convenience store for the truckers.
32. The building façade appear to have a synthetic stone base with a synthetic stucco product on the upper wall. Materials and colors should be submitted.
33. The canopy columns should be treated similar to the building façade.
34. There should be no signage affixed to the fuel canopy support columns.

### **Signage**

35. The proposed monument sign height is fourteen (14) feet which exceeds the current code maximum of eight (8) feet. The proposed sign is 88 square feet which exceeds the Code maximum allowance of 50 square feet. The proposed sign is smaller in height and area than the recently approved freestanding monument sign with EMC at 801 N. Rte. 83 Perk's Bar & Grill which is 17' – 3" tall and 119 square feet.
36. The applicant refers to a second freestanding sign along the Foster Avenue (south) frontage to advertise the diesel fueling location.
37. Further information on this sign is needed as it is not reflected on the Site or Landscape Plans. Staff would not be supportive of a variance to increase the height and area of the second freestanding sign. Nor would staff support a Conditional Use Permit to allow an electronic message center sign along Foster Avenue.
38. The two existing service stations on the northwest and southwest corners of Foster Avenue and Rte. 83 have monument signs that range between eight (8) and ten

(10) feet. The proposed sign is approximately 1.5 times the height.

- 39. The proposed EMC meets the size requirements of the Village Ordinance, (50% or less of the sign area).
- 40. The Municipal Code has specific requirements for EMCs including dwell time, a prohibition of scrolling text and video images, accommodating public service announcement and illumination levels.
- 41. The convenience store has a canopy/wall sign on the west façade above the entry door as well as three smaller signs along the canopy's façade.
- 42. Staff recommends that the three smaller signs (Refuel, Refresh, Recharge) be eliminated.
- 43. Gasoline canopy signs are on the south and west façades of the proposed convenience store and the fueling station canopy.
- 44. The proposed canopy signs on the south elevation exceed the allowable area of 5.8 Sqft. by requesting 43.6 Sqft. The proposed canopy signs on the west elevation exceed the allowable area of 9.8 Sqft. by requesting 43.6 Sqft.

#### **Other Considerations**

- 45. The hours of operation should be discussed. There is the possibility of overnight truck parking and the neighborhood has previously expressed concerns regarding late night /early morning operations at other service stations at this intersection.
- 46. Residents have expressed concern with the proposed site's potential overnight parking and subsequent illicit activities. Applicant should elaborate on what steps they propose to curtail such activities.
- 47. The "Thorntons Fueling Station: Traffic Impact Study" conducted in March of 2012 by Bluestone Diversified Investments, LLC indicates
  - a. Right turn lane for westbound Foster Avenue.
  - b. Deceleration lane for northbound Rte. 83.
  - c. Bi-directional turn lane on Foster Avenue extending easterly to Country Club Drive.

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

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

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

Service Station - The traffic study indicated no significant adverse effects associated with traffic flow, assuming the recommendations are implemented.

EMC – If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

Service Station - The Staff harbors continued concerns in regards to the associated engine noises as well as exhaust odor from idling trucks. Similarly, there are concerns of overnight truck parking and its effect on the neighboring areas.

EMC - If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

Service Station – The proposed service station should fit harmoniously with the existing environs. The majority of the abutting and adjacent land uses are non – residential and the property serves as a gateway to the northern business district. The proposed use is in compliance with the Comprehensive Plan for the Village. The Comprehensive Plan indicates "Quasi – Public" use for the property based on the historical use as a House of Worship, while the zoning is C – 2 Highway Commercial.

EMC – If approved this would be the second EMC along Rte. 83 (the first has been approved at 801 N. Rte. 83 for Perk's Bar & Grill but has yet to be erected). Other EMC sign Conditional Use Permits are pending.

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

Service Station - The service station as proposed will not require existing community facilities or services to a degree disproportionate to that normally expected of uses permitted in the District. The use as proposed will not generate disproportionate demand for new Village services.

EMC – The proposed EMC will not impact the Village's Public services and facilities.

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

Staff believes that there is sufficient market demand for the proposed service.

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

Any other factors are under the discretion of the Community Development Commission.

## **APPROVAL CRITERIA FOR VARIANCES:**

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

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

Special circumstances exist in that the site exists on one of the Village's largest corridors and industrial areas.

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

Hardship would exist in providing feasible traffic flow and maneuverability on and off-site.

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

The circumstances relate to the property in that it exists on the corner lot of two major corridors in the Village. The large front and corner side yards and the adjacent residential property.

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

The variances are the results of the traffic movements and physical site design dictated by the property itself and the surrounding uses, not necessarily the specific actions of the applicant.

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

Allowing a service and diesel fueling station on a C-2 Highway Commercial District does not confer special privilege in that three other gas stations already exist on the same intersection as the proposed.

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

The variances are necessary for the use of property.

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

The local character will not be altered in that three other service stations on the same intersection as the proposed Thorntons. Foster Avenue is also an industrial corridor typically accommodating diesel truck traffic and serves as a gateway into the Northern Business District.

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

The property's location, size, abutting uses and separation from the existing single family homes by Foster Avenue make it a candidate for a commercial use and requested variance(s).

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

Staff believes that the variances are the minimum necessary to appropriately operate the proposed use with the exception of the number of signs.

The number and area of signs can be reduced without negative impact.

## **RECOMMENDATIONS:**

Staff recommends the approval of the above Findings of Fact.

Based on the Findings of Fact the staff respectfully recommends that the Community Development Commission recommend approval of the

Conditional Use Permits to allow a Service Station and Electronic Message Center Sign at the corner of Foster Avenue and Rte. 83 and Variance(s) to allow the masonry fence/walls in the actual front and corner side yards, to increase the height and area of a free standing sign at the corner of Foster avenue and Rte. 83, to reduce the stacking required for the gasoline pump island only, and to increase the number and area of wall/canopy signs and to allow curbcuts wider than 35' subject to the following conditions:

1. The property shall be developed and utilized in substantial conformance to the plans submitted as part of this application. Site and Engineering Plans prepared by Marchris Engineering, Ltd., dated 02.13.12, Signage Plans by Sign On dated 05.23.12, and Landscape Plans by GPD Group dated 06.05.12 with revisions requested by staff below.
2. The Conditional Use Permits be granted solely to Thorntons Inc. and shall be transferred only after a review by the Community Development Commission (CDC) and approval of the Village Board. In the event of the sale or lease of this property, the proprietors shall appear before a public meeting of the CDC. The CDC shall review the request and in its sole discretion, shall either; recommend that the Village Board approve of the transfer of the lease and / or ownership to the new proprietor without amendment to the Conditional Use Permit, or if the CDC deems that the new proprietor contemplates a change in use which is inconsistent with the Conditional Use Permit, the new proprietor shall be required to petition for a new public hearing before the CDC for a new Conditional Use Permit.
3. A landscaped "pork chop" be installed in the Rte. 83 curbcut, subject to IDOT approval.
4. Landscape materials be added to the Rte. 83 frontage strip to meet the Village requirements. The landscape plan is subject to the review and approval of the CED and Forestry staffs.
5. Revised architectural plans be submitted reflecting the new east and south elevations and the removal of the three small signs (Refuel, Refresh, Recharge) on the western elevation.

6. Revised architectural plans clearly identifying materials and colors of the proposed convenience store are submitted reviewed and approved by the Village staff.
7. The plan is to be revised to clearly accommodate two trucks "stacking" per pump island row.
8. No exterior storage or display of product is permitted.
9. Installation of LED streetlights.
10. There should be no window displays or advertising banner in the area of the cashier that will restrict the cashier's view or the view of passing police patrols.
11. The lighting devices shall be protected with weather and vandal resistant covers.
12. The exterior architectural features to the building shall not be designed in a manner which allows access to the roof areas.
13. Pallets and other objects should not be allowed to be left outside to allow roof access.
14. The site shall be conspicuously sign posted per Village Code 4-3-18(b) 2, Criminal Trespass, to discourage loitering.
15. The operator shall ensure that the property is kept clean of litter associated with the store.
16. Any ATMs should be located within the primary retail building.
17. The Village has the right to add or modify conditions should problems develop which are not readily apparent at this time or if the applicant fails to adequately manage public safety or security issues.
18. A copy of the conditions of approval for the Conditional Use Permit must be kept on the premises of the establishment and be presented to any police officer or any authorized Village official upon request.

Respectfully Submitted,

Department of Community  
& Economic Development

# **THORNTONS FUELING STATION**

## ***Traffic Impact Study***

**Bensenville, Illinois**

**March 2012**

Prepared for:

**Thorntons Inc.**  
**Bluestone Diversified Investments, LLC**

Prepared by:

**Traffic Analysis & Design, Inc.**  
233 S. Wacker Drive - Suite 8400  
Chicago, Illinois 60606  
[www.traffic-ad.com](http://www.traffic-ad.com)

TRAFFIC  
ANALYSIS &  
DESIGN, INC.  




## INTRODUCTION

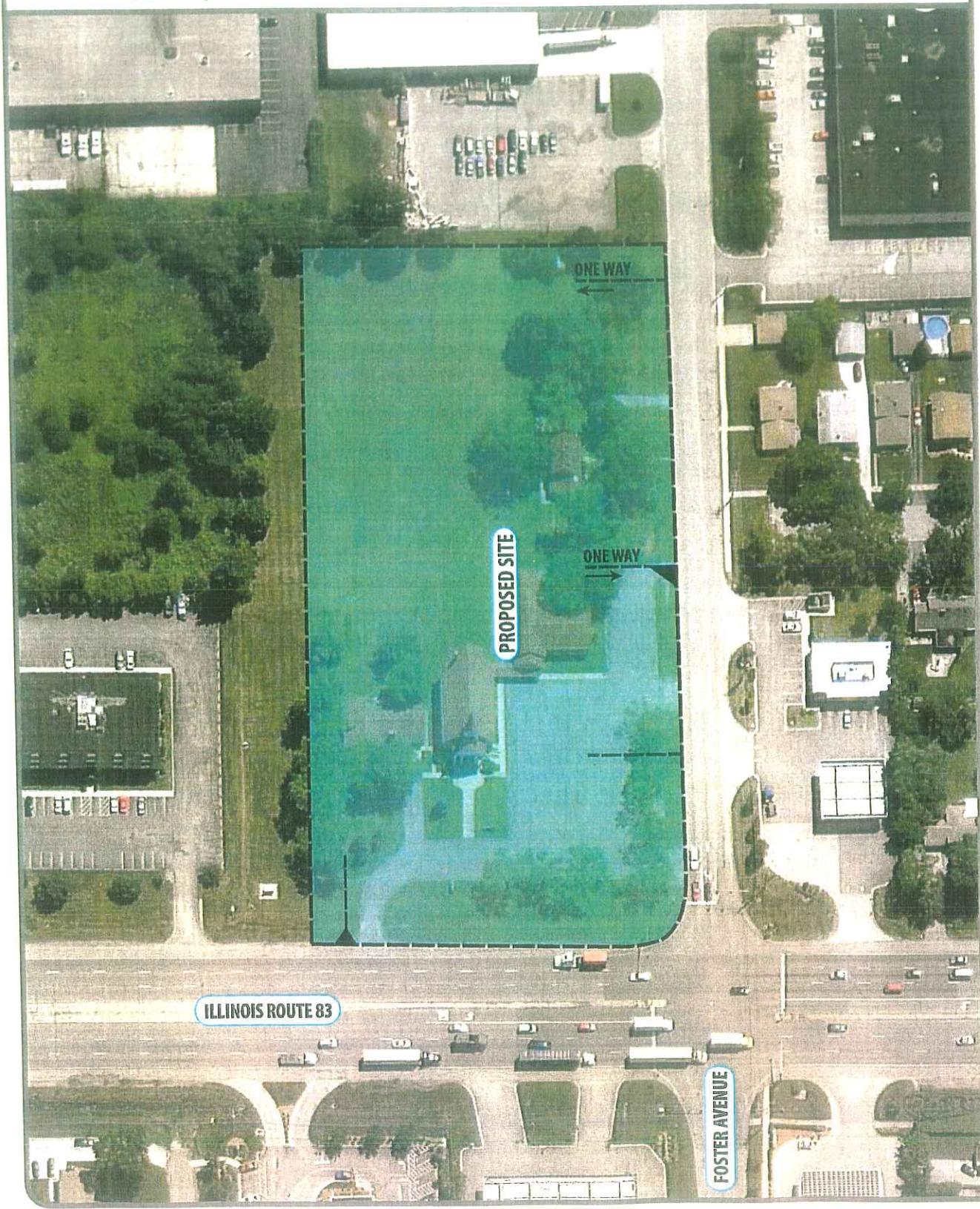
Traffic Analysis & Design, Inc., (TADI) was retained by Bluestone Diversified Investments, LLC, on behalf of Thorntons, Inc., to perform a traffic impact study for a proposed gas station and diesel fueling station located on the northeast quadrant of Illinois Route 83 and Foster Avenue in Bensenville, Illinois. The proposed project (illustrated in **Exhibit 1**) would redevelop a parcel currently occupied by a church to provide a gas station with 20 fueling positions, a convenience market, and a 3,200 square-foot fast-food restaurant. Diesel fueling positions would also be provided with dedicated driveways on Foster Avenue for full inbound access and outbound right-only movements, providing separation for the multi-unit trucks from the retail portion of the site and customers with passenger vehicles. Access for the gas station would be provided via one full access driveway to Foster Avenue and one right-in/right-out driveway to Illinois Route 83.

This report presents and documents TADI's data collection, discusses the analyses of traffic conditions associated with the proposed development and the surrounding study area, and identifies recommendations, as necessary, to mitigate existing traffic issues and the potential impact of development traffic on the adjacent roadway network.



### LEGEND

- Site Location
- Proposed Site Access
- Driveways



TRAFFIC  
ANALYSIS &  
DESIGN, INC.

**EXHIBIT 1**  
**SITE LOCATION MAP**  
*Thorntons Bensenville Traffic Impact Study*



## EXISTING CONDITIONS

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

### Existing Land Uses

The proposed site is currently occupied by a church and was observed to generate no traffic or parking demand during the weekday peak periods of adjacent street traffic. The surrounding area includes a mix of residential and commercial/industrial uses, including the Foster Avenue industrial corridor beginning immediately east of the proposed site and extending to York Road approximately one mile east. Directly adjacent to the IL 83/Foster Avenue intersection are three gas stations with convenience markets, located on the northwest, southeast, and southwest quadrants. A fast-food restaurant with a drive-thru window is also located in close proximity on the west side of IL 83 north of Foster Avenue.

### Existing Roadway Network

A field investigation was conducted along the adjacent segments of Illinois Route 83 and Foster Avenue. As a result of this visit, the following information was obtained about the existing roadway network.

**Illinois Route 83 (IL 83)** is a north-south roadway designated as a Strategic Regional Arterial (SRA) Route by the Illinois Department of Transportation (IDOT). The SRA system was established by IDOT to promote throughput on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization. IL 83 provides three 12-foot travel lanes in each direction and dedicated north- and southbound left-turn lanes at its signalized intersection with Foster Avenue. As a part of this roadway's rural cross-section, wide paved shoulders are provided on both sides at a width of 11 to 12 feet. A 45 MPH speed limit is posted within the vicinity of the site. This roadway is under IDOT jurisdiction.

**Foster Avenue** is an east-west collector roadway providing one travel lane in each direction within the study area. At its signalized intersection with IL 83, Foster Avenue provides a dedicated left-turn lane and shared through/right-turn lane on both the east- and westbound approaches. Along the site frontage and extending eastward, Foster Avenue is 37 feet wide with curb-and-gutter. A 25 MPH speed limit is posted on the study segment of Foster Avenue. This roadway is under the jurisdiction of the Village of Bensenville.

### Existing Traffic Volumes

Manual traffic counts were performed at the IL 83/Foster Avenue intersection in October 2011 for a period of 24 hours. This data was later supplemented with traffic counts on Foster Avenue at the western Road Ranger access driveway and at an industrial office driveway, which are expected to align opposite two of



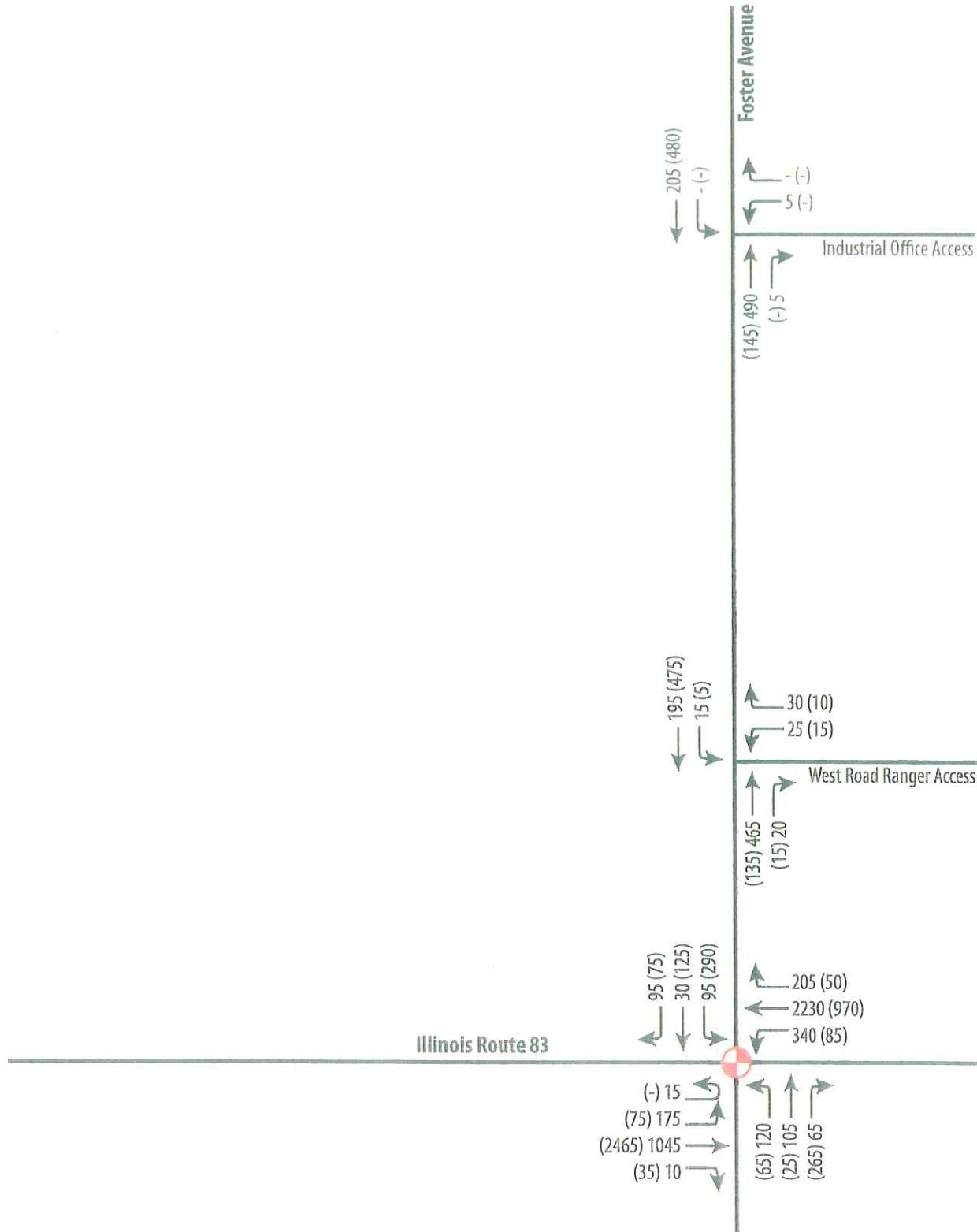
the proposed site access locations. These driveway counts took place during the weekday peak periods (7:00-9:00 AM and 4:00-6:00 PM) in March 2012. The resulting existing traffic network indicates that the heaviest traveled hours occur on weekdays from 7:00-8:00 AM and 4:30-5:30 PM, as illustrated in Exhibit 2.

It is worth noting that queue observations were performed at the IL 83/Foster Avenue study intersection during the weekday morning and evening peak periods in order to evaluate existing traffic operation on westbound Foster Avenue adjacent to the site. It was noted that there were a few isolated periods of significant queuing generated by a heavy westbound left-turning movement that dissipated within approximately 15 minutes on each observed occasion. It is anticipated that these periods typically coincide with shift changes and the end of the work day on the commercial/industrial corridor to the east. Queue lengths were noted extending as far as the south leg of Country Club Drive, located nearly 1,600 feet east of IL 83. Many queued vehicles were observed aligning with their desired lane in advance of the IL 83/Foster Avenue intersection, but the lack of striping on Foster Avenue and potential for conflicts with opposing traffic made many left-turning vehicles reluctant to queue in the middle of the street despite adequate pavement width. Given this behavior and the increased intermingling of left- and through/right-turning vehicles as the queue extended eastward, several through/right-turning vehicles were observed experiencing difficulty passing or blockages during periods of extensive queues.



### LEGEND

- XX Weekday AM Peak Hour (7:00 - 8:00 AM)
- (XX) Weekday PM Peak Hour (4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection





## FUTURE TRAFFIC CHARACTERISTICS

This section of the report outlines the site's proposed development plans, presents a summary of the site-specific traffic characteristics, and estimates the future traffic volumes on the surrounding street system.

### Development Characteristics & Site Access

The proposed development would include a gas station with 20 fueling positions, a convenience market, and a 3,200 square-foot fast-food restaurant on the western portion of the site. To the immediate east, the site would provide a diesel fueling station with physical separation from the gas station to prevent traffic flow between the two uses. A copy of the current site plan can be found in the appendix.

As shown on the site plan, the proposed development would be served by a total of four driveways with various access characteristics and vehicle designations. Access to IL 83 would be provided via a right-in/right-out driveway located approximately 320 feet north of Foster Avenue measured centerline-to-centerline. This driveway location provides maximum available spacing along the site frontage and is roughly 20 feet further north than an existing driveway that serves the church site. The proposed development would also have direct access to Foster Avenue at the locations listed below:

- One full access driveway to serve the gas station, located 220 feet east of IL 83 and aligned opposite the western Road Ranger access
- One right-out only access driveway to serve the diesel fueling station, located 385 feet east of IL 83
- One inbound-only access driveway to serve the diesel fueling station, located 615 feet east of IL 83 and aligned opposite the driveway for an industrial office space

Each of the above driveway locations on Foster Avenue represents an improvement in spacing to the IL 83/Foster Avenue intersection over the existing church driveways, located approximately 120 feet, 270 feet, and 370 feet east of the IL 83 centerline, respectively. It is also worth noting that the access configuration for the diesel fueling station facilitates counterclockwise circulation to minimize potential conflicts within the site.

### Site Trip Generation

TADI referenced data from the Institute of Transportation Engineers (ITE) publication titled Trip Generation, Eighth Edition, to calculate passenger car trips generated by the proposed gas station, convenience market, and fast-food uses. The trip generation data for each ITE Land Use Code (LUC) corresponding to a proposed use is shown in Table 1. If the ITE manual did not provide data for a given land use during one of the study periods, a trip generation rate was estimated using data for similar land uses. These calculations are detailed in footnotes to the following table. Copies of the ITE data are provided in the appendix.



Table 1. ITE Trip Generation Data

	Trips per:	Weekday		
		Daily	AM Peak	PM Peak
Fast-Food Restaurant w/o Drive-Thru (LUC 933)	1,000 sq. ft.	383.38 <sup>1</sup> 50% in/50% out	43.87 60% in/40% out	26.15 51% in/49% out
Gas Station w/ Convenience Market (LUC 945)	# fueling positions	162.78 50% in/50% out	10.16 50% in/50% out	13.38 50% in/50% out

<sup>1</sup>Weekday Daily rate for LUC 933 is based on one observation and significantly exceeds that of LUC 934 (Fast-Food Restaurant with Drive-Thru). Because this is assumed to be unrealistic, this rate was calculated according to the ratio of Weekday Daily and Weekday PM Peak rates for LUC 934.

Because ITE data does not provide trip generation data exclusively for diesel fueling stations, TADI applied site-specific data about projected diesel sales to predict truck demand during the study periods. A brief summary of these calculations is provided below.

- Thorntons anticipates 500,000 gallons per month in diesel service.
- It is assumed that each truck fills up with an average of 80 gallons per visit and that truck trips take place on 22 working days per month.
- Based on these given variables, an estimated 284 trucks will visit the site daily ( $500,000$  gallons/month  $\div$  80 gallons/truck  $\div$  22 days/month = 284 trucks/day). For the purposes of this study, this figure was rounded up to 300 trucks per day.
- Per 24-hour traffic count data at the IL 83/Foster Avenue intersection, roughly five percent of daily multi-unit truck traffic takes place during the peak hours (7:00-8:00 AM and 4:30-5:30 PM). Assuming that site users will follow a similar distribution of activity throughout the day, an estimated 15 trucks will visit the site during the morning and evening peak hours (300 trucks per day  $\times$  5% during peak hours = 15 trucks during peak hours). These trucks would be expected to enter and exit the site within the peak hours, resulting in 15 inbound and 15 outbound truck trips during both peak hours.

Because of the increased convenience that a diesel fueling station typically offers to professional truck drivers, it is anticipated that trucks will treat the subject site as a destination; in other words, truck trips may travel along the same route when approaching and departing the site and were assigned to the roadway network as such. Passenger vehicles, on the other hand, are expected to exhibit a more diverse range of travel patterns when traveling to and from the subject development, as described below:

- **Internal Capture** – With the convenience of combined uses, it is likely that some patrons will visit both the gas station/convenience market and the fast-food restaurant while on site. To reflect these “internally captured” trips, an assumed 25 percent reduction was applied to fast-food trips only.
- **Primary Trips** – Vehicles that travel to the subject site and then return directly to their place of origin are called “primary trips” and reflect new traffic volumes generated by the proposed



development. Similar to the travel pattern anticipated of truck traffic as detailed above, primary trips will likely approach and depart on the same route. Fast-food trips that are not internally captured are expected to be primary trips.

- **Pass-by** - Pass-by traffic reflects the travel patterns of users who are already traveling on the adjacent roadways and stop at the site en route to another destination. Data in the ITE Trip Generation Handbook, Second Edition reveals that an average 60 percent of vehicles at a Gas Station with Convenience Market (LUC 945) are pass-by trips.
- **Diverted Linked Trips** - Similar to pass-by trips, diverted linked trips involve vehicles that are already on the road but may take a different route in order to make an intermediate stop. It is assumed that diverted linked trips to the subject development would not normally pass through the IL 83/Foster Avenue intersection and should therefore be considered new trips within the study area. Upon leaving the site, these vehicles would then be expected to continue on their route instead of returning in the direction of approach. Based on data in the Trip Generation Handbook and an understanding that few users travel to a gas station as a destination trip, it was assumed that the remaining 40 percent of gas station trips are diverted linked trips.

Per these assumptions and the calculations detailed previously, site-generated traffic projections are presented in **Table 2**.

**Table 2. Trip Generation Estimate**

Land Use	Unit	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Fast-Food Restaurant w/o Drive-Thru	3,200 sq. ft.	1,230	85	55	140	45	40	85
Gas Station w/ Convenience Market	20 fueling positions	3,260	105	105	210	135	135	270
Diesel Fueling Station	N/A	300	15	15	30	15	15	30
<i>Less 25% Internal Capture (Fast-Food Trips Only)</i>			-310	-20	-15	-35	-10	-10
<b>Subtotals</b>								
Primary Trips (Fast-Food & Truck trips) <sup>1</sup>			1,220	80	135	50	45	95
Pass-by Trips (60% of Gas Station trips) <sup>2</sup>			1,960	65	130	80	80	160
Diverted Linked Trips (40% of Gas Station trips) <sup>1</sup>			1,300	40	80	55	55	110
<b>Total Site-Generated Trips</b>			<b>4,480</b>	<b>185</b>	<b>160</b>	<b>185</b>	<b>180</b>	<b>365</b>

1. - Primary trips and diverted linked trips represent traffic that is expected to be new to the study area.

2. - Pass-by trips are assumed to be present on the adjacent roadways prior to site completion, reflecting drivers that will stop at the proposed site along as a part of their existing travel patterns.

## Directional Distribution

The estimated distribution for site-generated traffic as it approaches and departs the site is a function of several variables, such as site access locations and configurations, characteristics of the surrounding roadway network, the ease at which motorists can travel over various sections of the system, and prevailing traffic volumes/patterns. For the subject site, it was also important to consider the availability of gas stations on all four corners at the IL 83/Foster Avenue intersection and other fast-food options on the west side of the street. Given these similar uses nearby, it was assumed that few passenger vehicles would be likely to approach the subject site from the north, requiring the left turns both at the IL 83/Foster Avenue intersection and at the site access. The anticipated directional distribution of the site-generated traffic for the proposed development is shown outlined in Table 3.

**Table 3. Directional Distribution**

Approaching from:	Percent Distribution for:		
	Primary Passenger Vehicle Trips	Primary Truck Trips	Diverted Linked Trips <sup>1</sup>
North on IL 83	15%	40%	0%
South on IL 83	50%	40%	75%
East on Foster Avenue	20%	20%	25%
West on Foster Avenue	15%	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

1 - Diverted linked trips approaching from the south on IL 83 are expected to continue north on IL 83 when departing the site. Diverted linked trips approaching from the east on Foster are expected to make a left-turn, through, or right-turn movement at IL 83 based on the respective proportions of background traffic performing these movements.

Pass-by trips were assigned based on the proportional volume of traffic passing by the site on northbound IL 83, eastbound Foster Avenue, and westbound Foster Avenue.

## Site Traffic Assignment

The site traffic assignment, representing the traffic associated with the proposed development at the site access driveways and study area intersections, is a function of the trip generation (Table 2) in conjunction with the directional distribution (Table 3). Exhibits 3 through 6 illustrate the site traffic assignment for the proposed development. Because pass-by volumes are already accounted for in local traffic, a negative number is sometimes shown in the trip assignment figure to reflect the redistribution of through traffic on adjacent streets.

## Total Traffic Assignment

The total traffic assignment represents the future traffic volumes at the study intersections and site access locations. Per IDOT direction, TADI provided existing ADT data for IL 83 to the Chicago Metropolitan Agency for Planning (CMAP) and requested Year 2040 projections for this roadway segment in order to interpolate an annual growth rate for background traffic through the IDOT-specified Year 2017 design



horizon. CMAP returned Year 2040 projections for IL 83 that revealed a loss in traffic resulting from the planned Elgin-O'Hare West Bypass project. While the exact start date of this public improvement project is unknown, the IDOT Highway Improvement Plan shows that land acquisition is expected to begin between Years 2013 and 2017. Given this information (and supplemented by CMAP's expectation of a modest one percent socioeconomic growth within the study area through Year 2040), it was assumed that Year 2017 background traffic would be relatively similar to existing traffic counts. As such, the site trip assignment (Exhibits 3 through 6) was added to existing traffic counts (Exhibit 2) to yield the total traffic assignment illustrated in **Exhibit 7**.



Not to Scale

#### LEGEND

- XX Weekday AM Peak Hour (7:00 - 8:00 AM)
- (XX) Weekday PM Peak Hour (4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection
- Stop Sign





Not to Scale

**LEGEND**

- XX Weekday AM Peak Hour  
(7:00 - 8:30 AM)
- (XX) Weekday PM Peak Hour  
(4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection
- Stop Sign





### LEGEND

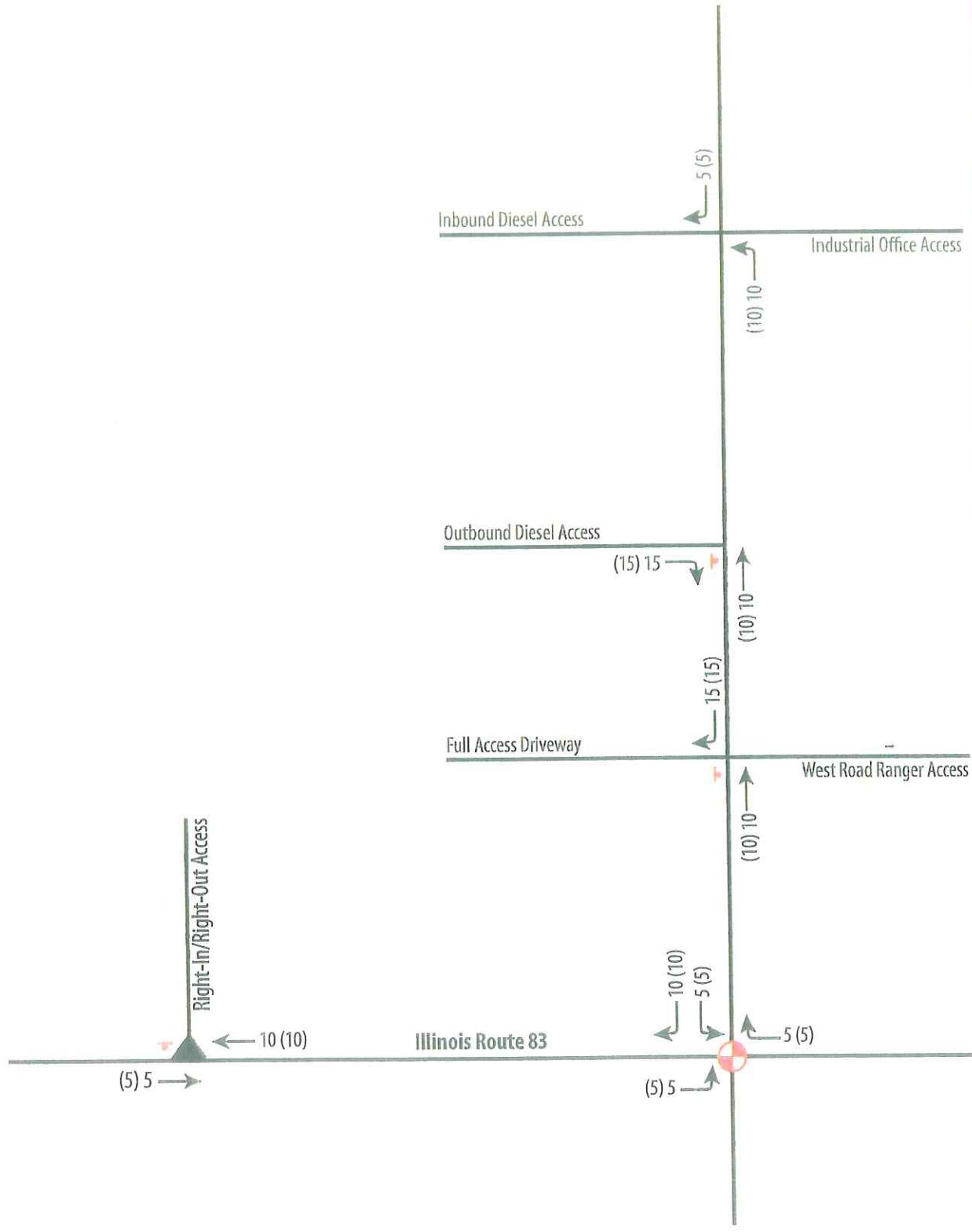
- XX Weekday AM Peak Hour  
(7:00 - 8:00 AM)
- (XX) Weekday PM Peak Hour  
(4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection
- Stop Sign





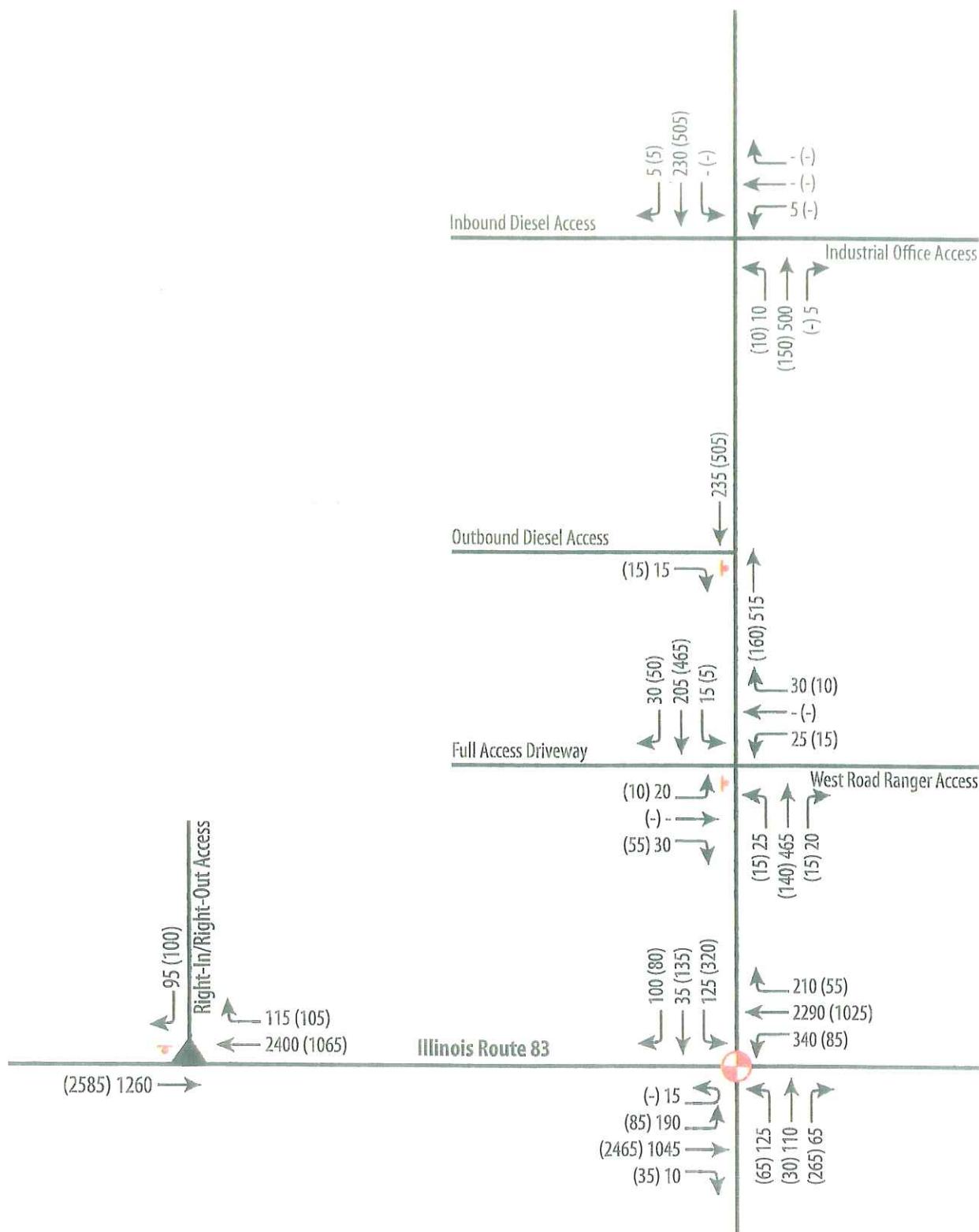
### LEGEND

- XX Weekday AM Peak Hour  
(7:00 - 8:00 AM)
- (XX) Weekday PM Peak Hour  
(4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection
- Stop Sign



**LEGEND**

- XX Weekday AM Peak Hour (7:00 - 8:00 AM)
- (XX) Weekday PM Peak Hour (4:30 - 5:30 PM)
- Less than five vehicles
- Signalized Intersection
- Stop Sign





## ANALYSES AND RECOMMENDATIONS

Capacity analyses were conducted to assess the existing and future operating conditions of the study intersections. The capacity of an intersection, or its ability to accommodate traffic volumes, is expressed in terms of Level of Service (LOS), based on the average vehicle delay per vehicle passing through an intersection. Levels of Service range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The minimum LOS that is generally accepted by reviewing agencies in northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in Table 4.

Table 4. Level of Service Descriptions<sup>1</sup>

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

1 - Based on *Highway Capacity Manual 2000*

The range of control delay for each rating (as detailed in the HCM) is shown in Table 5. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.



Table 5. Level of Service Grading Criteria<sup>1</sup>

Level of Service	Control Delay per Vehicle (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

1 - Based on *Highway Capacity Manual 2000*

In order to perform capacity analysis for the 2017 design year, TADI evaluated potential improvements that should be implemented in order to mitigate existing operational issues and the impact of site traffic. As noted previously, the westbound left-turning movement at the IL 83/Foster Avenue intersection was observed with significant queues during short spans of 15 minutes or less during the evening peak periods. These queues were seen having some impact on operation for westbound through/right-turning vehicles with difficulty passing or blocking access to the desired lane, largely because left-turning vehicles seemed unwilling to stage too close to the middle of the roadway and risk conflicts with opposing traffic. To provide improved lane designations and guidance, it is recommended that a two-way left-turn lane be striped on Foster Avenue from the end of the existing westbound left-turn lane storage at IL 83 to the south leg of Country Club Drive. Field measurements indicate that the existing pavement width is adequate to provide two 12-foot travel lanes and a 13-foot two-way left-turn lane (per IDOT recommendations for a two-way left-turn lane that may be used extensively by heavy vehicles). This improvement could then terminate in a westbound left-turn lane at Foster Avenue/Country Club Drive. Because observations suggest that the majority of queued vehicles are familiar users and already try to select their lane in advance, this improvement should equip drivers to use the available pavement width in a more efficient manner and could therefore help alleviate queues more quickly.

During the majority of the day when westbound left-turning queues are not an issue, the two-way left-turn lane could be used by inbound trucks at the diesel fueling station to avoid blocking the travel lane. As a precaution for occasions when westbound left-turning queues prevent inbound trucks from using the two-way left-turn lane, it is recommended that a "Do Not Block Intersection" sign be posted for westbound traffic at the inbound diesel access. A similar sign should also be posted for westbound traffic at the full access driveway to the gas station.

Elsewhere in the study area, a northbound right-turn lane is warranted by volume at the right-in/right-out access to IL 83 per standards in IDOT's *Bureau of Design and Environment (BDE) Manual*. It was also assumed that the existing signal timings at the IL 83/Foster Avenue intersection would be maintained through 2017, since this signal is part of a coordinated system along the IL 83 corridor.



Based on the preceding assumptions and the HCM standards, the capacity analysis results for the weekday morning and evening peak periods are reported in **Table 7** for both existing and future conditions.

**Table 7. Intersection Capacity Analysis**

Intersection	Existing Condition				Future Condition			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Avg. Delay (sec/veh)	LOS						
<b>IL Route 83/Foster Ave</b>	*							
Northbound Approach	30	C	21	C	34	C	22	C
Southbound Approach	50	D	70	E	60	E	70	E
Eastbound Approach	63	E	> 120	F	64	E	> 120	F
Westbound Approach	68	E	69	E	81	F	89	F
<i>Overall Intersection</i>	<i>39</i>	<i>D</i>	<i>63</i>	<i>E</i>	<i>46</i>	<i>D</i>	<i>66</i>	<i>E</i>
<b>Foster Ave/Full Access Driveway<sup>1</sup></b>	△							
Northbound Approach	14	B	12	B	17	C	15+	C
Southbound Approach		N/A			14	B	13	B
Eastbound Approach		N/A			8	A	9	A
Westbound Left	9	A	8	A	9	A	8	A
<b>Foster Ave/Outbound Diesel Access</b>	△							
Southbound Approach		N/A			11	B	14	B
<b>Foster Ave/Inbound Diesel Access<sup>2</sup></b>	△							
Northbound Approach	14	B	11	B	13 <sup>4</sup>	B	12	B
Eastbound Left		N/A			9	A	10+	B
Westbound Approach/Left <sup>3</sup>	9	A	8	A	9	A	8	A
<b>IL 83/Right-In/Right-Out Access</b>	△							
Eastbound Right		N/A			15+	C	9	A

1. - Existing capacity results for this intersection are based on count data obtained for the western Road Ranger access.

2. - Existing capacity results for this intersection are based on count data obtained at the industrial office access.

3. - Under existing conditions, delay on the westbound approach at Foster Avenue/Inbound Diesel Access/Industrial Office Access is reported for the shared left-turn/through lane. For future conditions, delay is reported for westbound left-turns only based on the ability to use the recommended two-way left-turn lane.

4. - The projected decrease in delay for this approach under future conditions can be attributed to changes at the upstream IL 83/Foster Avenue signal. With a slight increase in northbound traffic, the effective green time available for southbound left-turning traffic is decreased, thereby providing more gaps for northbound traffic at this intersection.

\* - Signalized Intersection

△ - Minor-Leg Stop-Controlled Intersection



Capacity analyses reveal that the IL 83/Foster Avenue intersection currently exhibits high delay for several movements and approaches. As such, the relatively minor increase in traffic generated by the subject site is expected to exacerbate the existing operational issues on a few key movements in particular. HCS+ suggests that the southbound left-turning movement operates with an average delay of nearly five minutes per vehicle in the morning peak hour under existing conditions; as such, the addition of a comparatively small volume of site traffic results in an overall LOS E rating for the southbound approach. Similar results are noted for the westbound through/right-turn movements and the westbound left-turning movement, which operate at LOS F under existing conditions during the morning and evening peak hours, respectively.

A major contributing factor to these high delay projections is the existing 150-second cycle length at the IL 83/Foster Avenue intersection. Because this cycle length is timed along the IL 83 corridor for maximum arterial progression and to accommodate a heavy volume of truck traffic with relatively low acceleration rates, the majority of green time is provided to the north- and southbound through movements. The remaining green time is divided amongst the remaining movements (north- and southbound lefts and the east- and westbound approaches), but the result is that these minor movements have a red light and/or are subject to gaps in opposing traffic for at least 108 continuous seconds during the other green phases. As shown previously in Table 5, 80 seconds of delay at a signalized intersection qualifies for an LOS F rating. In other words, stopped vehicles on minor movements are stopped for a considerable amount of time by virtue of the long cycle length and timing priorities toward the IL 83 through movements, resulting in poor operational grades for these vehicles.

In light of these existing operational issues, the potential benefits of a westbound right-turn lane on Foster Avenue at IL 83 were considered. While this improvement is not warranted by volume per BDE standards, it is anticipated that this geometric modification would improve the westbound through/right-turn movements from LOS F to LOS E under both existing and future conditions. In addition, the westbound right-turning movement could be improved to LOS D if a right-turn overlap phase were implemented. This improvement would help alleviate an existing operational issue and is not specifically required as a result of site traffic, but the proposed development has been designed to reserve space for a future westbound right-turn lane on Foster Avenue. Because of the anticipated impacts to existing signal equipment and utilities on the northeast quadrant, it is recommended that this potential improvement and the associated costs be discussed amongst relevant jurisdictions to determine an appropriate course of action.

At the remaining study intersections, existing and future operation is shown to be satisfactory. The recommended improvements are expected to adequately manage background and site traffic at these locations.



## Site Circulation Review

Based on the proposed site plan, it is anticipated that vehicles will be able to maneuver through gas station site to and from the proposed access points, fueling positions, and parking spaces without negatively impacting circulation or conflicting with parked vehicles. On the diesel fueling portion of the site, the design enables counterclockwise circulation for a simple and efficient traffic flow pattern. The diesel fueling station is segregated from the auto-oriented portion of the site to prevent mixing of traffic and to limit potential safety issues. In addition, dedicated parking is provided for x trucks to allow drivers to patronize the convenience store and/or fast-food restaurant; these parking spaces also offer a better alternative to parking on the shoulder of IL 83, as was observed in the field.



## CONCLUSION

Based on TADI's data collection, observations of traffic conditions, and analysis of peak period traffic, it is anticipated that the proposed development can be adequately accommodated on the area roadway system with the implementation of recommendations identified in this report.

Based on the analyses performed and observations at the study intersections, key recommendations for the area roadway network include the following:

- Stripe a two-way left-turn lane on Foster Avenue from the end of the existing westbound left-turn lane at IL 83 to the south leg of Country Club Drive. This improvement could be implemented by maintaining the 340-foot westbound left-turn lane storage and providing a 50-foot transition distance to the two-way left-turn lane striping, thus allowing approximately 100 feet of storage for inbound left-turning trucks at the diesel fueling station. The subject segment of Foster Avenue should include a 12-foot travel lane in each direction and a 13-foot two-way left-turn lane in the middle. This modification should terminate in a westbound right-turn lane at the Foster Avenue/Country Club Drive intersection (115' storage/135' taper per BDE standards).
- Implement a northbound right-turn lane on IL 83 at the proposed right-in/right-out access driveway (215' storage per BDE standards and maximum taper as allowed by intersection spacing).
- "Do Not Block Intersection" signs should be posted for westbound traffic on Foster Avenue at the inbound diesel access and at the full access driveway serving the gas station. The project team should coordinate with the Village of Bensenville on the potential implementation of hatched pavement striping at these access locations to supplement the "Do Not Block Intersection" signs.

It is also recommended that the potential benefits of a westbound right-turn lane at the IL 83/Foster Avenue intersection be considered by the appropriate jurisdictions in the context of the associated costs given anticipated impacts on existing signal equipment and utilities. With the implementation of these recommendations, future traffic operation is expected to be satisfactory at each of the site access locations.

## APPENDIX

Site Plan	23
Data from ITE's <u>Trip Generation, Eighth Edition</u>	25
Existing Condition HCS+ Capacity Reports	37
Existing Weekday Morning Peak Hour	
Existing Weekday Evening Peak Hour	
Future Condition HCS+ Capacity Reports	52
Future Weekday Morning Peak Hour	
Future Weekday Evening Peak Hour	
Traffic Count Data	71



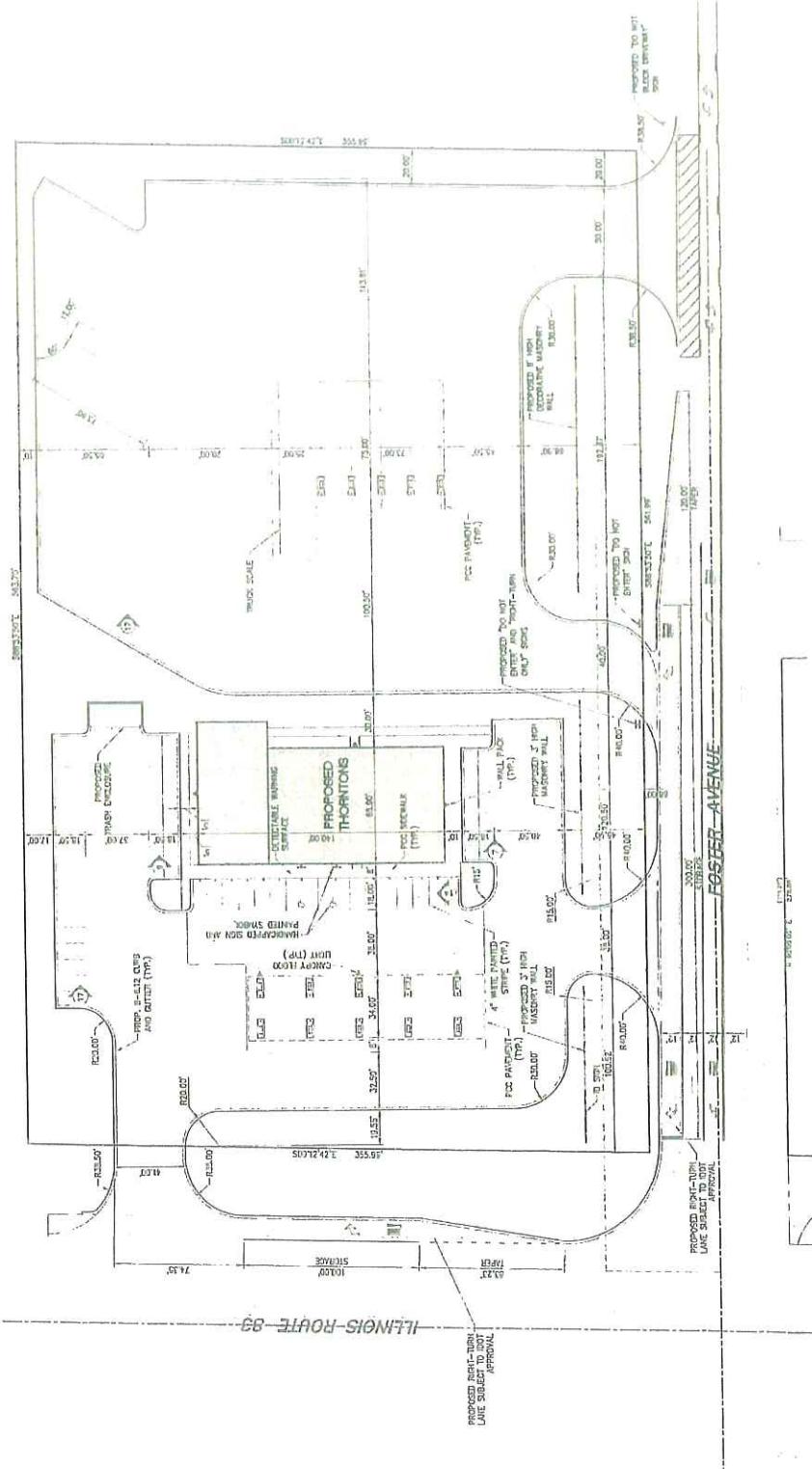
## SITE PLAN



1 of 2

## SITE DATA

PLANNING SPACES  
REGULAR  
HANDED APPETITE  
TRUCK  
TITAN



PRELIMINARY GEOMETRIC PLAN

NOTES: 1. THIS PLAN IS BASED ON TOPOGRAPHIC INFORMATION OBTAINED BY MARCHANT,  
MARCHANT, LTD.  
2. PRIOR TO CONSTRUCTION, THE RELEVANT DOCUMENTS SHALL BE REVIEWED  
REGARDING THE POSSIBLE LOCATION AND ELEVATION OF ANY REGULATORY  
100 YEAR FLOODPLAIN THAT MAY AFFECT THIS DEVELOPMENT.

**DATA FROM ITE'S TRIP GENERATION, EIGHTH EDITION**

## Land Use: 933

### Fast-Food Restaurant without Drive-Through Window

#### Description

This land use includes fast-food restaurants without drive-through windows. This type of restaurant is characterized by a large carry-out clientele; long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day); and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat. High-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant with drive-through window (Land Use 934) and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

#### Additional Data

Although the facilities in this land use may or may not be open for breakfast, it was confirmed that the data provided during the a.m. peak periods were strictly for facilities that were open during this time frame.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

The sites were surveyed between the 1980s and the 2000s throughout the United States.

*It has been speculated that hamburger restaurants may generate trips at a higher rate than other types of fast-food restaurants. The database was tested in an attempt to verify this assumption; the data neither verified nor disproved it. Future research is needed in this area.*

#### Specialized Land Use Data

Current industry trends have resulted in the emergence of several new fast-food restaurants without drive-through windows that specialize in the sale of very specific food items. The trip generation characteristics of these facilities differ from the facilities typically contained in this land use; their sizes, trip generation rates and peak hour of service vary considerably. Another notable difference in these land uses is that they are typically not stand-alone facilities; these restaurants are generally located in small shopping centers. Therefore, the information collected for these facilities is presented in the following table and was excluded from the data plots.

# Land Use: 933

## Fast-Food Restaurant without Drive-Through Window

### *Independent Variables with One Observation*

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
<b>1,000 Square Feet Gross Floor Area</b>				
Weekday	716	1	1	50% entering, 50% exiting
Saturday	696	1	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	54.55	5	1	49% entering, 51% exiting
Sunday	500	1	1	50% entering, 50% exiting
<b>Seats</b>				
Weekday	42.12	17	1	50% entering, 50% exiting
Weekday p.m. Peak Hour of Adjacent Street Traffic	2.13	30	1	64% entering, 36% exiting
Weekday p.m. Peak Hour of Generator	6.59	17	1	52% entering, 48% exiting
Saturday	40.94	17	1	50% entering, 50% exiting
Sunday	29.41	17	1	50% entering, 50% exiting

# Fast-Food Restaurant without Drive-Through Window (933)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

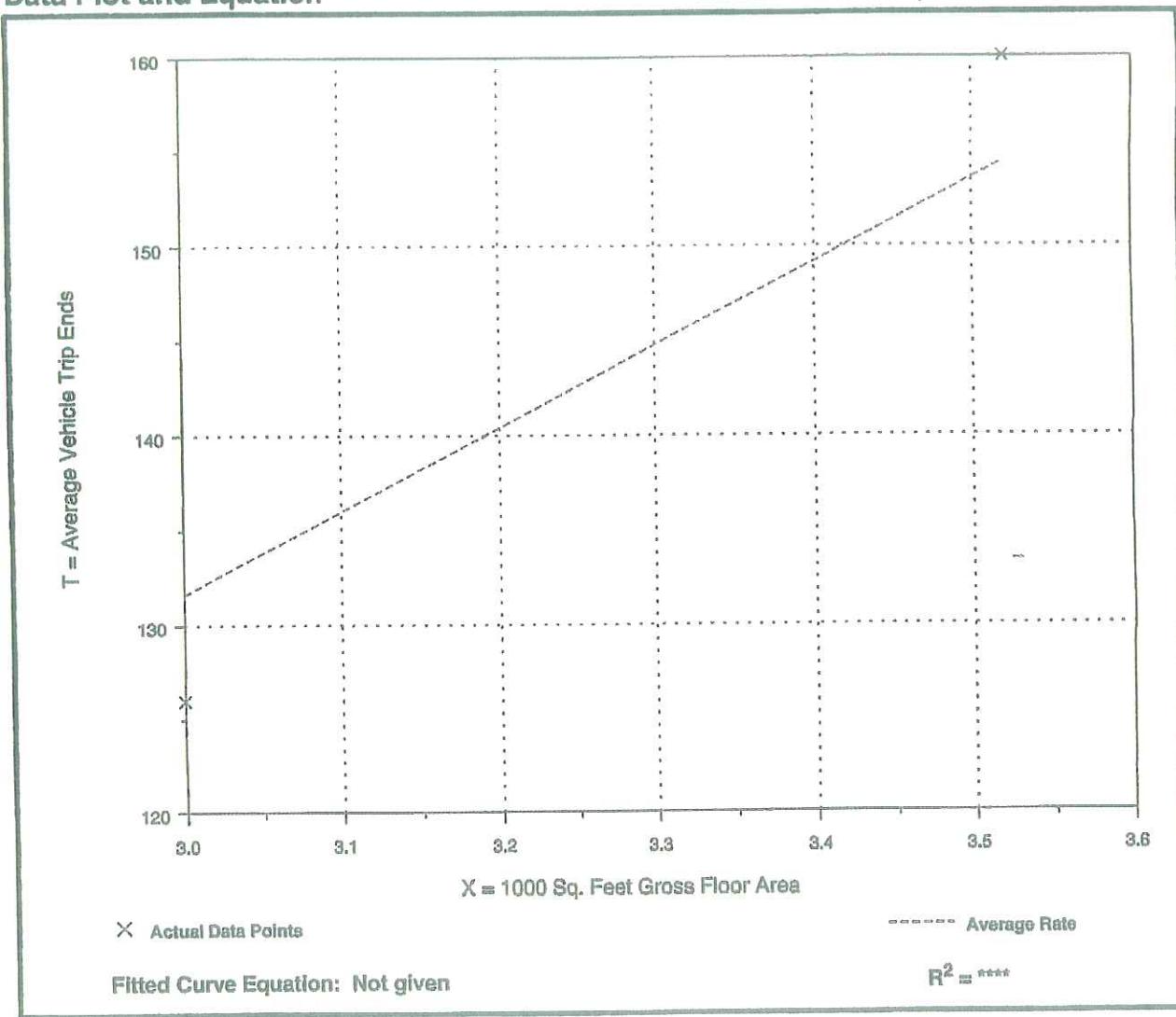
Number of Studies: 2  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 60% entering, 40% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
43.87	42.00 - 45.45	*

## Data Plot and Equation

Caution - Use Carefully - Small Sample Size



# Fast-Food Restaurant without Drive-Through Window (933)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

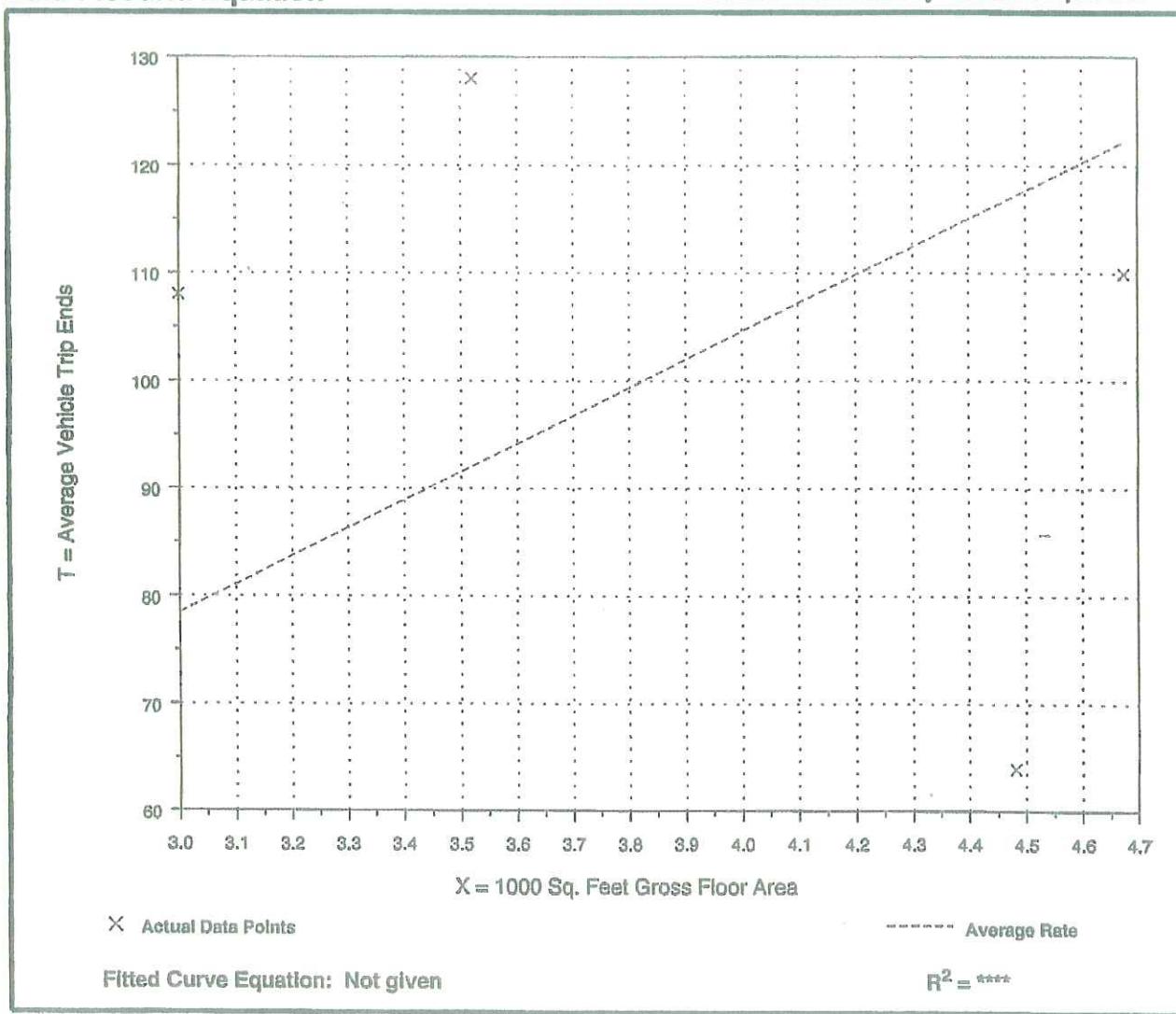
Number of Studies: 4  
Average 1000 Sq. Feet GFA: 4  
Directional Distribution: 51% entering, 49% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
26.15	14.28 - 36.36	10.51

## Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



## Land Use: 934

### Fast-Food Restaurant with Drive-Through Window

#### Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large carry-out clientele; long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day); and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. High-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933) and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

#### Additional Data

*Users should exercise caution when applying statistics during the a.m. peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the a.m. peak hour of the adjacent street traffic were removed from the database.*

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

One site indicated that a two-story play area and video arcade were included in the gross floor area.

The sites were surveyed between the 1980s and the 2000s throughout the United States.

*It has been speculated that hamburger restaurants may generate trips at a higher rate than other types of fast-food restaurants. The database was tested in an attempt to verify this assumption; the data neither verified nor disproved it. Future research is needed in this area.*

#### Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 343, 358, 389, 438, 502, 552, 555, 577, 583, 584, 617, 640, 641

# Fast-Food Restaurant with Drive-Through Window (934)

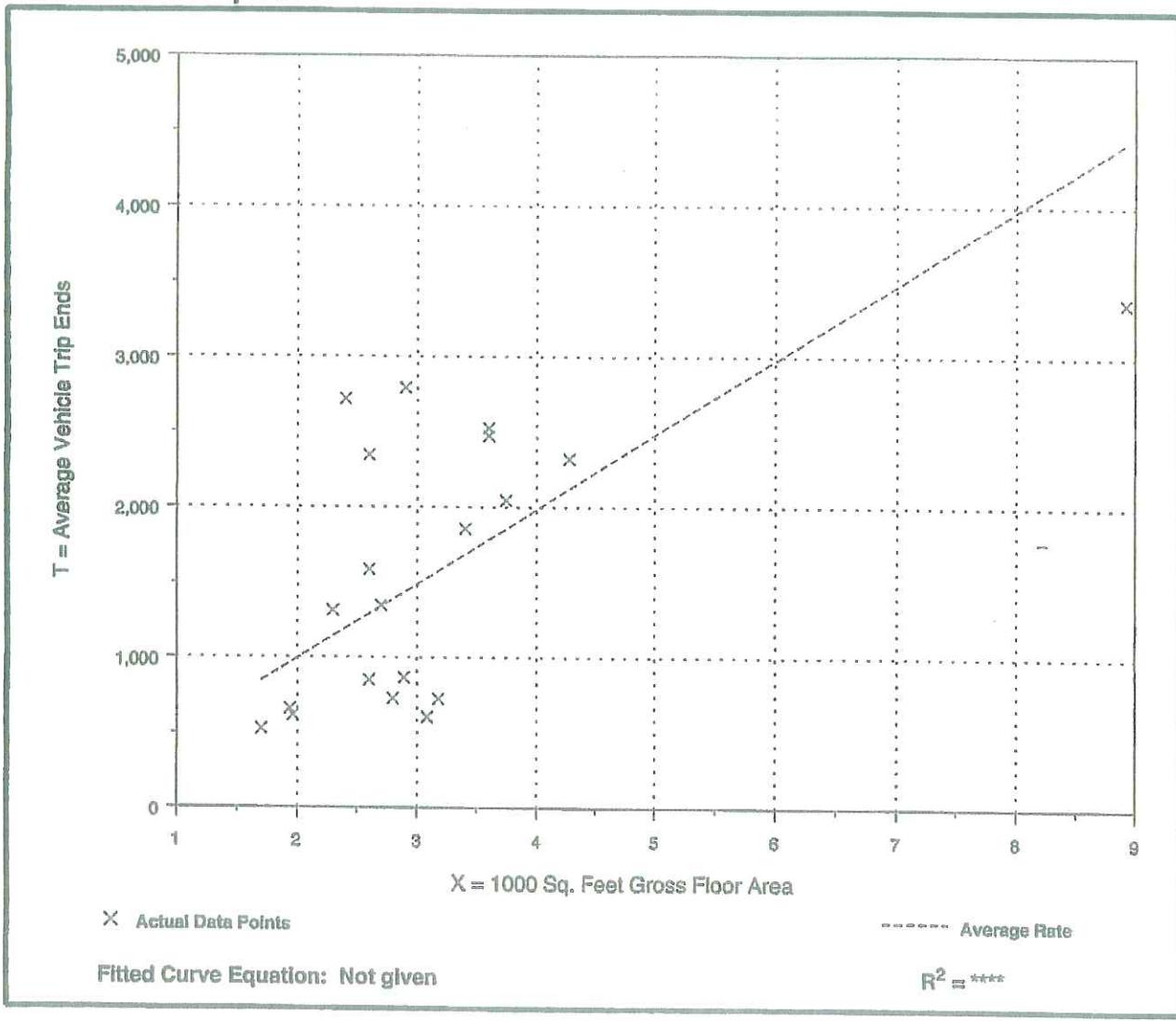
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday

Number of Studies: 21  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
496.12	195.98 - 1132.92	242.52

## Data Plot and Equation



Page 31.

# Fast-Food Restaurant with Drive-Through Window (934)

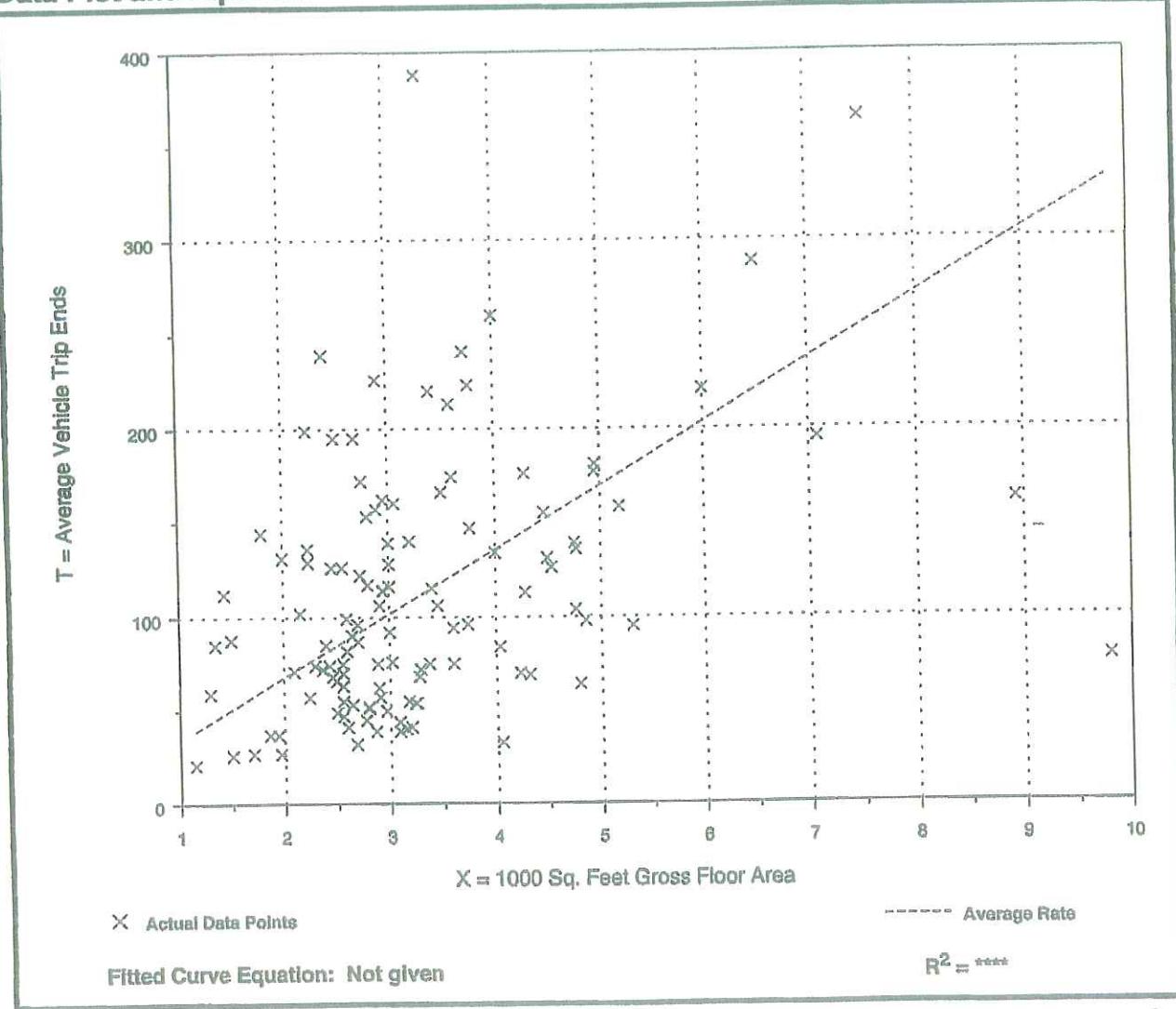
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Number of Studies: 118  
Average 1000 Sq. Feet GFA: 3  
Directional Distribution: 52% entering, 48% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
33.84	7.96 - 117.15	19.93

## Data Plot and Equation



## **Land Use: 945**

### **Gasoline/Service Station with Convenience Market**

#### **Description**

This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles. Some commonly sold convenience items are newspapers; coffee or other beverages; and snack items that are usually consumed in the car. These service stations are generally located at intersections or interchanges. This land use does not include stations with car washes. Convenience market (open 24 hours) (Land Use 851), convenience market (open 15-16 hours) (Land Use 852), convenience market with gasoline pumps (Land Use 853), gasoline/service station (Land Use 944) and gasoline/service station with convenience market and car wash (Land Use 946) are related uses.

#### **Additional Data**

The independent variable, vehicle fueling position, is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include "pay-at-the-pump" and traditional fueling stations.

The weekday peak hours of the generator typically coincided with the peak hours of the adjacent street traffic.

The sites were surveyed between the late 1980s and the 2000s throughout the United States, with many conducted in New England.

#### **Source Numbers**

221, 255, 288, 347, 350, 351, 355, 440, 631

# Gasoline/Service Station with Convenience Market (945)

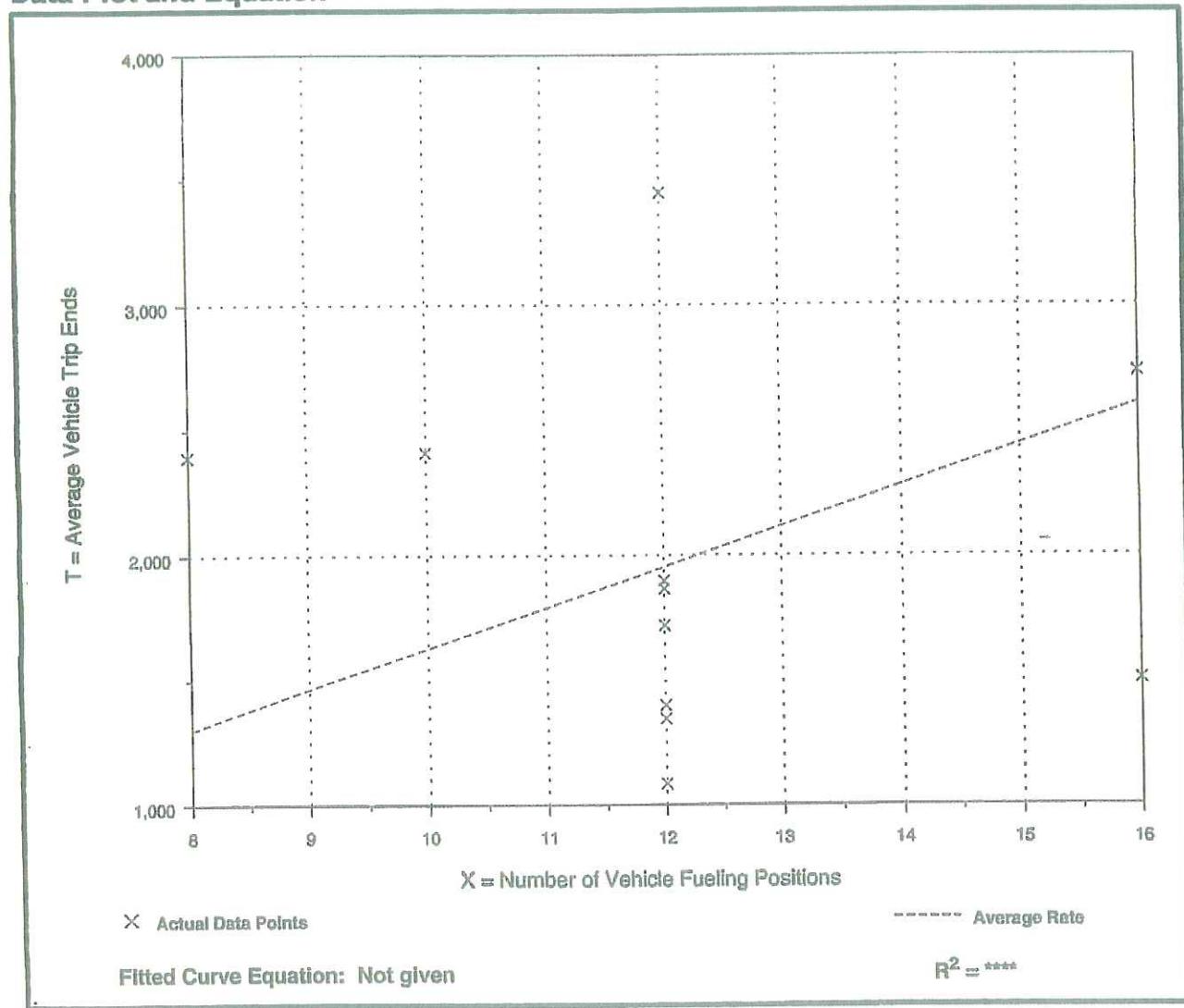
Average Vehicle Trip Ends vs: Vehicle Fueling Positions  
On a: Weekday

Number of Studies: 11  
Average Vehicle Fueling Positions: 12  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
162.78	90.67 - 299.50	68.16

## Data Plot and Equation



# Gasoline/Service Station with Convenience Market (945)

## Average Vehicle Trip Ends vs. Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Number of Studies: 36

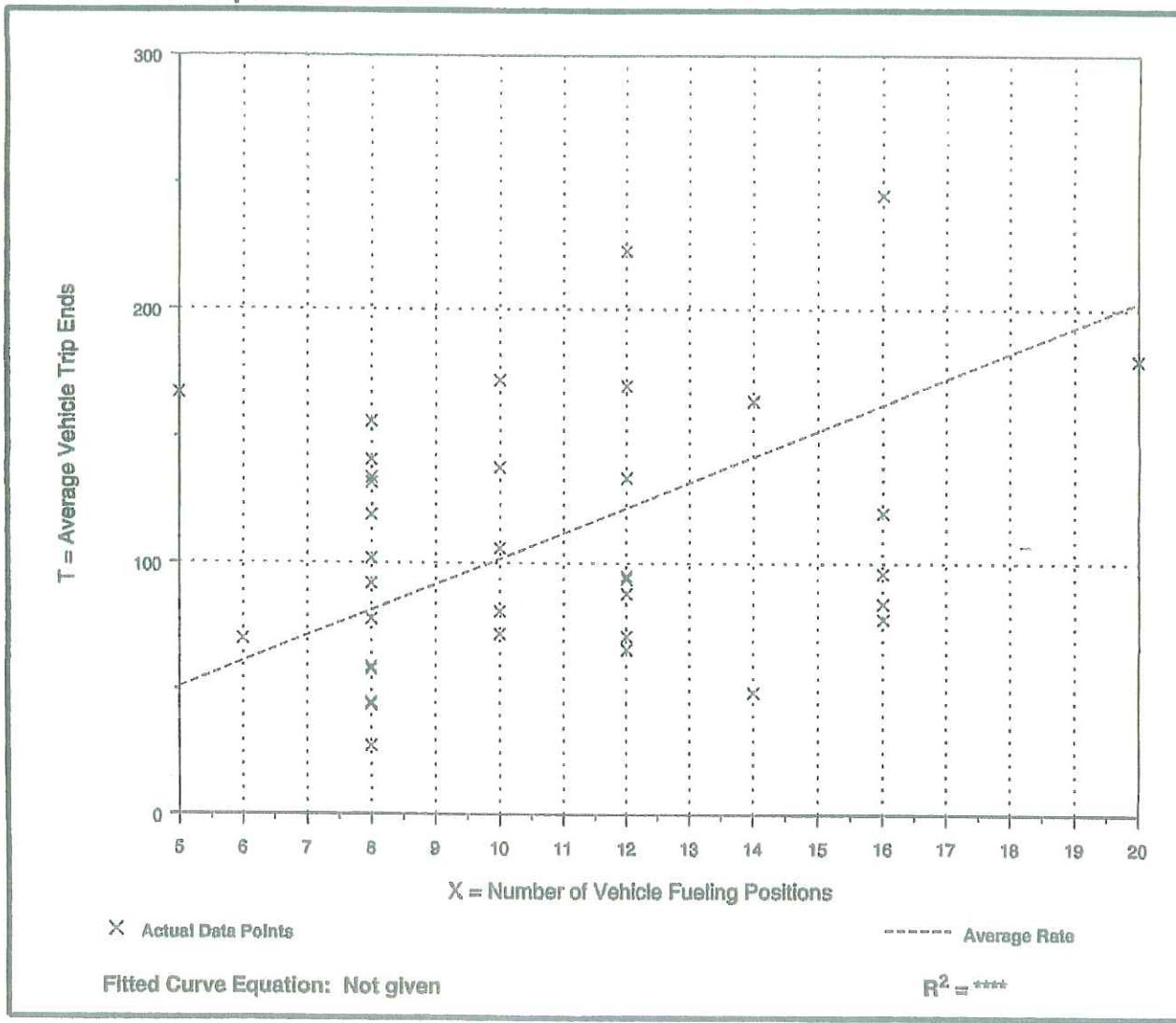
Average Vehicle Fueling Positions: 11

Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.16	3.50 - 33.40	6.01

## Data Plot and Equation



# Gasoline/Service Station with Convenience Market (945)

Average Vehicle Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Number of Studies: 38

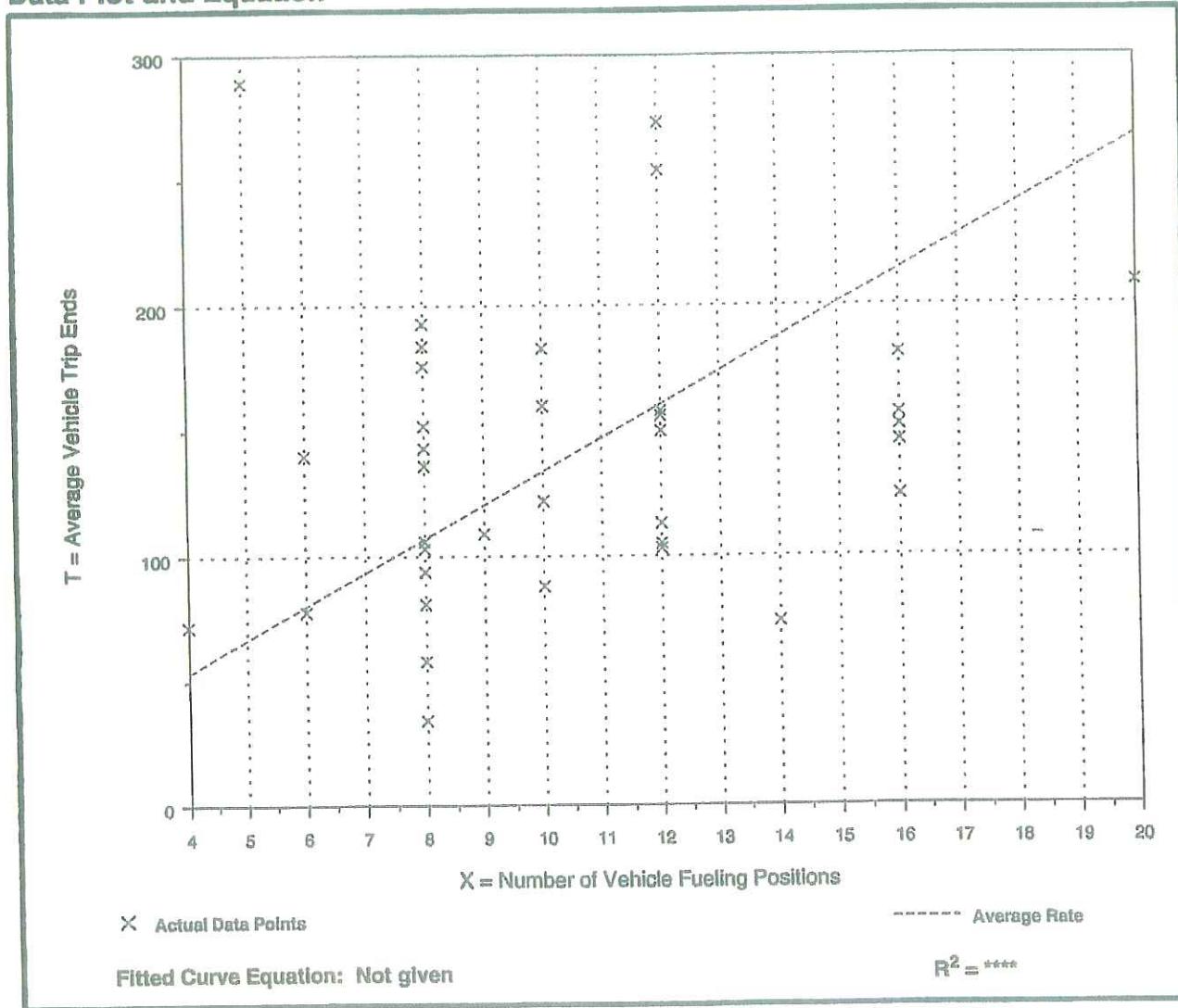
Average Vehicle Fueling Positions: 10

Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.38	4.25 - 57.80	7.91

## Data Plot and Equation

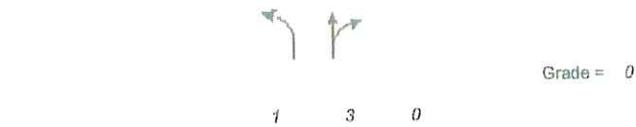


## EXISTING CONDITION HCS+ CAPACITY REPORTS

Existing Weekday Morning Peak Hour

Existing Weekday Evening Peak Hour

## LONG REPORT

General Information			Site Information											
Analyst SDH Agency or Co. TADI Date Performed 3/20/2012 Time Period Weekday AM Peak			Intersection IL 83/Foster Area Type All other areas Jurisdiction IDOT Analysis Year Existing											
Intersection Geometry														
														
														
														
														
Volume and Timing Input														
	EB			WB			NB		SB					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Volume (vph)	120	105	65	95	30	95	340	2230	205	190	1045	10		
% Heavy Veh	6	2	9	41	6	35	2	8	11	18	18	2		
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Actuated (P/A)	A	A	A	A	A	A	A	A	A	A	A	A		
Startup Lost Time	2.0	2.0		2.0	2.0		0.0	2.0		2.0	2.0			
Extention of Effective Green	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0			
Arrival type	3	3		3	3		3	4		3~	4			
Unit Extension	3.0	4.0		3.0	4.0		3.0	7.5		3.0	7.5			
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0		
Lane Width	11.0	14.0		12.0	12.0		12.0	12.0		11.0	12.0			
Parking (Y or N)	N		N	N		N	N		N	N		N		
Parking/Hour														
Bus Stops/Hour	0	0		0	0		0	0		0	0			
Pedestrian Timing	3.2			3.2			3.2			3.2				
	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	NS Perm	08						
Timing	G = 12.0	G = 20.0	G =	G =	G = 15.0	G = 4.0	G = 77.5	G =						
	Y = 3	Y = 6	Y =	Y =	Y = 3	Y = 3	Y = 6.5	Y =						
Duration of Analysis (hrs) = 0.25				Cycle Length C = 150.0										

## VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT									
Volume	120	105	65	95	30	95	340	2230	205	190	1045	10
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	126	111	68	100	32	100	358	2347	216	200	1100	11
Lane Group	L	TR										
Adjusted Flow Rate	126	179		100	132		358	2563		200	1111	
Proportion of LT or RT	1.000	—	0.380	1.000	—	0.758	1.000	—	0.084	1.000	—	0.010

### Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	
Number of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
$f_w$	0.967	1.067		1.000	1.000		1.000	1.000		0.967	1.000	
$f_{HV}$	0.943	0.955		0.709	0.781		0.980	0.924		0.847	0.849	
$f_g$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_p$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{bb}$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_a$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{LU}$	1.000	1.000		1.000	1.000		1.000	0.908		1.000	0.908	
$f_{LT}$	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—
Secondary $f_{LT}$	0.406	0.406	—	0.289	0.289	—	0.200	0.200	—	0.052	0.052	—
$f_{RT}$	—	0.943		—	0.886		—	0.987		—	0.999	
$f_{Lpb}$	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—
$f_{Rpb}$	—	1.000		—	1.000		—	1.000		—	1.000	
Adjusted Satflow	1646	1826		1280	1316		1770	4721		1479	4385	
Secondary Adjusted Satflow	704	742	—	389	380	—	372	943	—	80	226	—

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description

### Capacity Analysis

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	126	179	100	132	358	2563	200	1111
Satflow Rate	1646	1826	1280	1316	1770	4721	1479	4385
Lost Time	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Green Ratio	0.25	0.13	0.25	0.13	0.72	0.56	0.59	0.52
Lane Group Capacity	254	243	169	175	491	2659	152	2266
v/c Ratio	0.50	0.74	0.59	0.75	0.73	0.96	1.32	0.49
Flow Ratio	0.08	0.10	0.08	0.10	0.16	0.54	0.07	0.25
Critical Lane Group	N	N	Y	Y	Y	N	N	N
Sum Flow Ratios					1.54			
Lost Time/Cycle					16.50			
Critical v/c Ratio					1.73			

### Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	126	179	100	132	358	2563	200	1111
Lane Group Capacity	254	243	169	175	491	2659	152	2266
v/c Ratio	0.50	0.74	0.59	0.75	0.73	0.96	1.32	0.49
Green Ratio	0.25	0.13	0.25	0.13	0.72	0.56	0.59	0.52
Uniform Delay $d_1$	45.7	62.5	46.1	62.6	11.0	31.3	48.1	23.5
Delay Factor k	0.11	0.32	0.18	0.33	0.29	0.49	0.50	0.43
Incremental Delay $d_2$	1.5	11.9	5.4	17.8	5.5	10.8	180.9	0.7
PF Factor	1.000	1.000	1.000	1.000	1.000	0.655	1.000	0.740
Control Delay	47.2	74.4	51.6	80.5	16.4	31.3	229.0	18.0
Lane Group LOS	D	E	D	F	B	C	F	B
Approach Delay	63.1		68.0		29.5		50.2	
Approach LOS	E		E		C		D	
Intersection Delay	39.2		Intersection LOS				D	

**SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES  
WITH PROTECTED AND PERMITTED PHASES**

**General Information**

Project Description 1372i-PL - Thomtoms Bensenville

**v/c Ratio Computation**

	EB	WB	NB	SB
Cycle Length, C (s)	150.0			
Prot. Phase Eff. Green Interval, g (s)	12.0	12.0	24.0	10.5
Opposed Queue Eff. Green Interval, g <sub>q</sub> (s)	10.29	14.36	15.15	50.90
Unopposed green interval, g <sub>u</sub> (s)	15.71	11.64	68.85	26.60
Red Time, r(s)	112.0	112.0	42.0	62.0
Arrival Rate, q <sub>a</sub> (veh/s)	0.04	0.03	0.10	0.04
Protected Phase Departure Rate, s <sub>p</sub> (veh/s)	0.457	0.356	0.492	0.411
Perm. Phase Departure Rate, s <sub>s</sub> (veh/s)	0.32	0.24	0.13	0.06
X <sub>perm</sub>	0.18	0.26	0.96	1.90
X <sub>prot</sub> (N/A for Lagging Left-turns)	0.79	0.81	0.56	0.71

**Uniform Queue Size and Delay Computations**

Queue at Start of Green Arrow, Q <sub>a</sub>	3.92	3.11	4.18	4.17
Queue at Start of Unsaturated Green, Q <sub>u</sub>	0.36	0.40	1.51	2.15
Residual Queue, Q <sub>r</sub>	0.00	0.00	0.00	1.55
Uniform Delay, d <sub>1</sub>	45.7	46.1	11.0	48.1

**Uniform Queue Size and Delay Equations**

	Case	Q <sub>a</sub>	Q <sub>u</sub>	Q <sub>r</sub>	d <sub>1</sub>
If X <sub>perm</sub> <= 1.0 & X <sub>prot</sub> <= 1.0	1	Q <sub>a</sub> r	Q <sub>a</sub> g <sub>q</sub>	0	$[0.5/(Q_a C)][r Q_a + Q_a^2/(S_p - Q_a) + g_q Q_u + Q_u^2/(S_s - Q_a)]$
If X <sub>perm</sub> <= 1.0 & X <sub>prot</sub> > 1.0	2	Q <sub>a</sub> r	Q <sub>r</sub> + Q <sub>a</sub> g <sub>q</sub>	Q <sub>a</sub> - g <sub>q</sub> (S <sub>p</sub> - Q <sub>a</sub> )	$[0.5/(Q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^2/(S_s - Q_a)]$
If X <sub>perm</sub> > 1.0 & X <sub>prot</sub> <= 1.0	3	Q <sub>r</sub> + Q <sub>a</sub> r	Q <sub>a</sub> g <sub>q</sub>	Q <sub>u</sub> - g <sub>u</sub> (S <sub>s</sub> - Q <sub>a</sub> )	$[0.5/(Q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^2/(S_p - Q_a)]$
If X <sub>perm</sub> <= 1.0 (lagging lefts)	4	0	Q <sub>a</sub> (r + g <sub>q</sub> )	0	$[0.5/(Q_a C)][r + g_q)Q_u + Q_u^2/(S_s - Q_a)]$
If X <sub>perm</sub> > 1.0 (lagging lefts)	5	Q <sub>u</sub> - g <sub>u</sub> (S <sub>s</sub> - Q <sub>a</sub> )	Q <sub>a</sub> (r + g <sub>q</sub> )	0	$[0.5/(Q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^2/(S_p - Q_a)]$

## BACK-OF-QUEUE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT									
Lane Group	L	TR										
Initial Queue/Lane	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Flow Rate/Lane	126	179		100	132		358	2563		200	1111	
Satflow/Lane	1001	1826		670	1316		683	1733		247	1609	
Capacity/Lane	254	243		169	175		491	2659		152	2266	
Flow Ratio	0.1	0.1		0.1	0.1		0.5	0.5		0.8	0.3	
v/c Ratio	0.50	0.74		0.59	0.75		0.73	0.96		1.32	0.49	
I Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Arrival Type	3	3		3	3		3	4		3	4	
Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.33		1.00	1.33	
PF Factor	1.00	1.00		1.00	1.00		1.00	0.94		1.00	0.73	
Q1	4.1	7.2		3.3	5.3		4.7	35.2		3.7	8.0	
kB	0.4	0.4		0.3	0.3		0.6	0.9		0.3	0.8	
Q2	0.4	1.0		0.4	0.9		1.5	8.4		7.1	0.8	
Q Average	4.5	8.2		3.7	6.2		6.2	43.6		10.8	8.8	

### Percentile Back of Queue (95th percentile)

fb%	2.0	1.9		2.0	1.9		1.9	1.6		1.8	1.9	
BOQ, Q%	8.8	15.4		7.3	11.9		12.0	67.8		19.7	16.4	

### Queue Storage Ratio

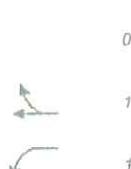
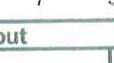
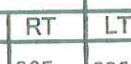
Q Spacing	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Q Storage	130	0		340	0		195	0		195	0	
Average Rq	0.9			0.3			0.8			1.4		
95% Rq%	1.7			0.5			1.5			2.5		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SDH		Intersection	Foster & Road Ranger Access				
Agency/Co.	TADI		Jurisdiction	Village				
Date Performed	3/20/2012		Analysis Year	Existing				
Analysis Time Period	Weekday AM Peak							
Project Description	1372i-PL - Thorntons Bensenville							
East/West Street:	Foster Avenue			North/South Street: W. Road Ranger Access				
Intersection Orientation:	East-West			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
	Movement	1	2	3	4	5	6	
		L	T	R	L	T	R	
Volume (veh/h)		465		20	15	195		
Peak-Hour Factor, PHF	1.00	0.95		0.95	0.95	0.95	1.00	
Hourly Flow Rate, HFR (veh/h)	0	489		21	15	205	0	
Percent Heavy Vehicles	0	-		-	31	-	-	
Median Type	Undivided							
RT Channelized		0						0
Lanes	0	1		0	1	1		0
Configuration		TR			L	T		
Upstream Signal		1				0		
Minor Street	Northbound			Southbound				
	Movement	7	8	9	10	11	12	
		L	T	R	L	T	R	
Volume (veh/h)	25	30						
Peak-Hour Factor, PHF	0.95	1.00		0.95	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0		31	0	0	0	
Percent Heavy Vehicles	22	0		7	0	0	0	
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized		0						0
Lanes	0	0		0	0	0		0
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound		Westbound		Northbound		Southbound	
	Movement	1	4		7	8	9	10
Lane Configuration			L		LR			
v (veh/h)		15			57			
C (m) (veh/h)		916			456			
v/c		0.02			0.13			
95% queue length		0.05			0.42			
Control Delay (s/veh)		9.0			14.0			
LOS		A			B			
Approach Delay (s/veh)	--	--			14.0			
Approach LOS	--	--			B			

TWO-WAY STOP CONTROL SUMMARY										
General Information				Site Information						
Analyst	SDH			Intersection	Foster & Industrial Office					
Agency/Co.	TADI			Jurisdiction	Village					
Date Performed	3/20/2012			Analysis Year	Existing					
Analysis Time Period	Weekday AM Peak									
Project Description	1372i-PL									
East/West Street:	Foster Avenue			North/South Street:	Industrial Office Access					
Intersection Orientation:	East-West			Study Period (hrs):	0.25					
Vehicle Volumes and Adjustments										
Major Street	Eastbound			Westbound						
	1	2	3	4	5	6				
Movement	L	T	R	L	T	R				
Volume (veh/h)		490	5	1	205					
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00				
Hourly Flow Rate, HFR (veh/h)	0	515	5	1	215	0				
Percent Heavy Vehicles	0	—	—	2	—	—				
Median Type	Undivided									
RT Channelized			0			0				
Lanes	0	1	0	0	1	0				
Configuration			TR	LT						
Upstream Signal		1			0					
Minor Street	Northbound			Southbound						
	7	8	9	10	11	12				
Movement	L	T	R	L	T	R				
Volume (veh/h)	5		1							
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00				
Hourly Flow Rate, HFR (veh/h)	5	0	1	0	0	0				
Percent Heavy Vehicles	2	0	2	0	0	0				
Percent Grade (%)		0			0					
Flared Approach		N			N					
Storage		0			0					
RT Channelized			0			0				
Lanes	0	0	0	0	0	0				
Configuration		LR								
Delay, Queue Length, and Level of Service										
Approach	Eastbound		Westbound		Northbound		Southbound			
	1	4	7	8	9	10	11	12		
Movement			LT		LR					
Lane Configuration										
v (veh/h)			1		6					
C (m) (veh/h)		1034			412					
v/c		0.00			0.01					
95% queue length		0.00			0.04					
Control Delay (s/veh)		8.5			13.9					
LOS		A			B					
Approach Delay (s/veh)	--	--			13.9					
Approach LOS	--	--			B					

## LONG REPORT

General Information			Site Information					
Analyst SDH Agency or Co. TADI Date Performed 3/20/2012 Time Period Weekday PM Peak			Intersection IL 83/Foster Area Type All other areas Jurisdiction IDOT Analysis Year Existing					
Intersection Geometry								
<p>Grade = 0</p>  <p>Grade = 0</p>  <p>Grade = 0</p>  <p>Grade = 0</p>  <p>Grade = 0</p>  <p>Grade = 0</p> 								
Volume and Timing Input								
			EB			WB		
			LT	TH	RT	LT	TH	RT
Volume (vph)			65	25	265	290	125	75
% Heavy Veh			2	12	2	10	2	23
PHF			0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)			A	A	A	A	A	A
Startup Lost Time			2.0	2.0		0.0	2.0	
ExtenSion of Effective Green			2.0	2.0		2.0	2.0	
Arrival type			3	3		3	4	
Unit Extension			3.0	4.0		3.0	7.5	
Ped/Bike/RTOR Volume			0	0	0	0	0	0
Lane Width			11.0	14.0		12.0	12.0	
Parking (Y or N)			N		N	N		N
Parking/Hour								
Bus Stops/Hour			0	0		0	0	
Pedestrian Timing			3.2		3.2		3.2	
		Excl. Left	WB Only	EW Perm	04	Excl. Left	NS Perm	07
Timing	G = 11.0		G = 9.0	G = 24.0	G =	G = 10.0	G = 74.5	G =
	Y = 3		Y = 3	Y = 6	Y =	Y = 3	Y = 6.5	Y =
Duration of Analysis (hrs) = 0.25				Cycle Length C = 150.0				

## VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT									
Volume	65	25	265	290	125	75	85	970	50	75	2465	35
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	68	26	279	305	132	79	89	1021	53	79	2595	37
Lane Group	L	TR										
Adjusted Flow Rate	68	305		305	211		89	1074		79	2632	
Proportion of LT or RT	1.000	—	0.915	1.000	—	0.374	1.000	—	0.049	1.000	—	0.014

### Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	
Number of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
$f_w$	0.967	1.067		1.000	1.000		1.000	1.000		0.967	1.000	
$f_{hv}$	0.980	0.972		0.909	0.910		0.980	0.864		0.662	0.953	
$f_g$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_p$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{bb}$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_a$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{lu}$	1.000	1.000		1.000	1.000		1.000	0.908		1.000	0.908	
$f_{lt}$	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—
Secondary $f_{lt}$	0.626	0.626	—	0.133	0.133	—	0.049	0.049	—	0.204	0.204	—
$f_{rt}$	—	0.863	—	—	0.944	—	—	0.993	—	—	0.998	—
$f_{lpb}$	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—
$f_{rbp}$	—	1.000	—	—	1.000	—	—	1.000	—	—	1.000	—
Adjusted Satflow	1711	1700		1641	1632		1770	4437		1156	4920	
Secondary Adjusted Satflow	1127	1064	—	230	218	—	92	219	—	249	1005	—

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description

### Capacity Analysis

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	68	305	305	211	89	1074	79	2632
Satflow Rate	1711	1700	1641	1632	1770	4437	1156	4920
Lost Time	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.21	0.16	0.37	0.24	0.61	0.50	0.61	0.50
Lane Group Capacity	260	272	322	392	168	2204	211	2444
v/c Ratio	0.26	1.12	0.95	0.54	0.53	0.49	0.37	1.08
Flow Ratio	0.04	0.18	0.17	0.13	0.05	0.24	0.07	0.53
Critical Lane Group	N	Y	Y	N	N	N	Y	Y
Sum Flow Ratios					0.95			
Lost Time/Cycle					23.00			
Critical v/c Ratio					1.12			

### Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	68	305	305	211	89	1074	79	2632
Lane Group Capacity	260	272	322	392	168	2204	211	2444
v/c Ratio	0.26	1.12	0.95	0.54	0.53	0.49	0.37	1.08
Green Ratio	0.21	0.16	0.37	0.24	0.61	0.50	0.61	0.50
Uniform Delay $d_1$	49.2	63.0	45.4	49.7	33.0	25.1	13.6	37.8
Delay Factor k	0.11	0.50	0.46	0.18	0.13	0.43	0.11	0.50
Incremental Delay $d_2$	0.5	91.2	36.4	1.9	3.2	0.7	1.1	42.9
PF Factor	1.000	1.000	1.000	1.000	1.000	0.772	1.000	0.772
Control Delay	49.7	154.2	81.8	51.6	36.1	20.0	14.7	72.1
Lane Group LOS	D	F	F	D	D	C	B	E
Approach Delay	135.2		69.4		21.2		70.4	
Approach LOS	F		E		C		E	
Intersection Delay	63.4		Intersection LOS				E	

**SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES  
WITH PROTECTED AND PERMITTED PHASES**

**General Information**

Project Description 1372i-PL - Thorntons Bensenville

**v/c Ratio Computation**

	EB	WB	NB	SB
Cycle Length, C (s)	150.0			
Prot. Phase Eff. Green Interval, g (s)	7.0	25.0	10.0	10.0
Opposed Queue Eff. Green Interval, $g_q$ (s)	0.00	25.71	77.00	15.68
Unopposed green interval, $g_u$ (s)	24.00	4.29	4.00	65.32
Red Time, r(s)	119.0	95.0	59.0	59.0
Arrival Rate, $q_a$ (veh/s)	0.02	0.08	0.02	0.02
Protected Phase Departure Rate, $s_p$ (veh/s)	0.475	0.456	0.492	0.321
Perm. Phase Departure Rate, $s_s$ (veh/s)	0.31	0.45	0.52	0.09
$X_{perm}$	0.06	1.33	0.97	0.32
$X_{prot}$ (N/A for Lagging Left-turns)	0.72	0.89	0.35	0.47

**Uniform Queue Size and Delay Computations**

Queue at Start of Green Arrow, $Q_a$	2.25	8.67	1.46	1.29
Queue at Start of Unsaturated Green, $Q_u$	0.00	2.18	1.90	0.34
Residual Queue, $Q_r$	0.00	0.62	0.00	0.00
Uniform Delay, $d_1$	49.2	45.4	33.0	13.6

**Uniform Queue Size and Delay Equations**

	Case	$Q_a$	$Q_u$	$Q_r$	$d_1$
If $X_{perm} \leq 1.0 \& X_{prot} \leq 1.0$	1	$Q_a r$	$Q_a g_q$	0	$[0.5/(Q_a C)][r Q_a + Q_a^2(s_p - Q_a) + g_q Q_u + Q_u^2(s_s - Q_a)]$
If $X_{perm} \leq 1.0 \& X_{prot} > 1.0$	2	$Q_a r$	$Q_r + Q_a g_q$	$Q_a - g(s_p - Q_a)$	$[0.5/(Q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^2(s_s - Q_a)]$
If $X_{perm} > 1.0 \& X_{prot} \leq 1.0$	3	$Q_r + Q_a r$	$Q_a g_q$	$Q_u - g_u(s_s - Q_a)$	$[0.5/(Q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^2(s_p - Q_a)]$
If $X_{perm} \leq 1.0$ (lagging lefts)	4	0	$Q_a(r + g_q)$	0	$[0.5/(Q_a C)][r + g_q)Q_u + Q_u^2(s_s - Q_a)]$
If $X_{perm} > 1.0$ (lagging lefts)	5	$Q_u - g_u(s_s - Q_a)$	$Q_a(r + g_q)$	0	$[0.5/(Q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^2(s_p - Q_a)]$

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description 1372i-PL - Thomtoms Bensenville												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT									
Lane Group	L	TR										
Initial Queue/Lane	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Flow Rate/Lane	68	305		305	211		89	1074		79	2632	
Satflow/Lane	1259	1700		871	1632		276	1628		349	1806	
Capacity/Lane	260	272		322	392		168	2204		211	2444	
Flow Ratio	0.1	0.2		0.4	0.1		0.3	0.2		0.2	0.5	
v/c Ratio	0.26	1.12		0.95	0.54		0.53	0.49		0.37	1.08	
I Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Arrival Type	3	3		3	3		3	4		3	4	
Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.33		1.00	1.33	
PF Factor	1.00	1.00		1.00	1.00		1.00	0.75		1.00	1.00	
Q1	2.3	12.7		9.6	7.7		1.5	8.2		1.3	40.3	
kb	0.4	0.4		0.5	0.5		0.3	0.8		0.4	0.9	
Q2	0.2	6.6		3.2	0.6		0.3	0.8		0.2	15.5	
Q Average	2.4	19.3		12.8	8.3		1.9	9.0		1.5	55.7	
Percentile Back of Queue (95th percentile)												
fB%	2.0	1.7		1.8	1.9		2.0	1.9		2.1	1.5	
BOQ, Q%	4.9	32.9		23.0	15.6		3.8	16.7		3.2	85.1	
Queue Storage Ratio												
Q Spacing	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Q Storage	130	0		340	0		195	0		195	0	
Average Rq	0.5			0.9			0.2			0.2		
95% Rq%	0.9			1.7			0.5			0.4		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information							
Analyst	SDH		Intersection	Foster & Road Ranger Access						
Agency/Co.	TADI		Jurisdiction	Village						
Date Performed	3/20/2012		Analysis Year	Existing						
Analysis Time Period	Weekday PM Peak									
Project Description	1372i-PL - Thorntons Bensenville									
East/West Street:	Foster Avenue			North/South Street: W. Road Ranger Access						
Intersection Orientation:	East-West			Study Period (hrs): 0.25						
Vehicle Volumes and Adjustments										
Major Street	Eastbound			Westbound						
Movement	1	2	3	4	5	6				
	L	T	R	L	T	R				
Volume (veh/h)	135			15	5	475				
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00				
Hourly Flow Rate, HFR (veh/h)	0	142	15	5	500	0				
Percent Heavy Vehicles	0	-	-	25	-	-				
Median Type	Undivided									
RT Channelized				0				0		
Lanes	0	1	0	1	1	0				
Configuration				TR	L	T				
Upstream Signal				1				0		
Minor Street	Northbound			Southbound						
Movement	7	8	9	10	11	12				
	L	T	R	L	T	R				
Volume (veh/h)	15	10								
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00				
Hourly Flow Rate, HFR (veh/h)	15	0	10	0	0	0				
Percent Heavy Vehicles	19	0	17	0	0	0				
Percent Grade (%)	0			0						
Flared Approach				N						
Storage				0			0			
RT Channelized				0				0		
Lanes	0	0	0	0	0	0				
Configuration	LR									
Delay, Queue Length, and Level of Service										
Approach	Eastbound	Westbound	Northbound			Southbound				
Movement	1	4	7	8	9	10	11	12		
Lane Configuration				L	LR					
v (veh/h)				5	25					
C (m) (veh/h)				1294	510					
v/c				0.00	0.05					
95% queue length				0.01	0.15					
Control Delay (s/veh)				7.8	12.4					
LOS				A	B					
Approach Delay (s/veh)	---	---	12.4							
Approach LOS	---	---	B							

TWO-WAY STOP CONTROL SUMMARY								
General Information			Site Information					
Analyst	SDH		Intersection	Foster & Industrial Office				
Agency/Co.	TADI		Jurisdiction	Village				
Date Performed	3/20/2012		Analysis Year	Existing				
Analysis Time Period	Weekday PM Peak							
Project Description	1372i-PL							
East/West Street:	Foster Avenue		North/South Street:	Industrial Office Access				
Intersection Orientation:	East-West		Study Period (hrs):	0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
	1	2	3	4	5	6		
Movement	L	T	R	L	T	R		
Volume (veh/h)	145			1	1	480		
Peak-Hour Factor, PHF	1.00	0.95	0.95	0.95	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	152	1	1	505	0		
Percent Heavy Vehicles	0	--	--	2	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		1			0			
Minor Street	Northbound			Southbound				
	7	8	9	10	11	12		
Movement	L	T	R	L	T	R		
Volume (veh/h)	1		1					
Peak-Hour Factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	1	0	1	0	0	0		
Percent Heavy Vehicles	2	0	2	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound		Westbound		Northbound		Southbound	
	1		4		7	8	9	10
Movement					LT	LR		
Lane Configuration								
v (veh/h)			1			2		
C (m) (veh/h)			1428			580		
v/c			0.00			0.00		
95% queue length			0.00			0.01		
Control Delay (s/veh)			7.5			11.2		
LOS			A			B		
Approach Delay (s/veh)	--	--			11.2			
Approach LOS	--	--			B			



## FUTURE CONDITION HCS+ CAPACITY REPORTS

Future Weekday Morning Peak Hour

Future Weekday Evening Peak Hour

## LONG REPORT

General Information						Site Information					
Analyst SDH Agency or Co. TADI Date Performed 3/20/2012 Time Period Weekday AM Peak						Intersection IL 83/Foster Area Type All other areas Jurisdiction IDOT Analysis Year 2017					
Intersection Geometry											
Grade = 0						Grade = 0					
											
Grade = 0											
Grade = 0						Grade = 0					
1 3 0						1 0 1					
Volume and Timing Input											
			EB			WB			NB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)			125	110	65	125	35	100	340	2290	210
% Heavy Veh			6	2	9	35	5	42	2	8	13
PHF			0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)			A	A	A	A	A	A	A	A	A
Startup Lost Time			2.0	2.0		2.0	2.0		0.0	2.0	
Extension of Effective Green			2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type			3	3		3	3		3	4	
Unit Extension			3.0	4.0		3.0	4.0		3.0	7.5	
Ped/Bike/RTOR Volume			0	0	0	0	0	0	0	0	0
Lane Width			11.0	14.0		12.0	12.0		12.0	12.0	
Parking (Y or N)			N		N	N		N	N		N
Parking/Hour											
Bus Stops/Hour			0	0		0	0		0	0	
Pedestrian Timing			3.2			3.2			3.2		
		Excl. Left	EW Perm	03		04		Excl. Left	NB Only	NS Perm	08
Timing	G = 12.0	G = 20.0	G =	G =		G = 15.0		G = 4.0	G = 77.5	G =	
	Y = 3	Y = 6	Y =	Y =		Y = 3		Y = 3	Y = 6.5	Y =	
Duration of Analysis (hrs) = 0.25								Cycle Length C = 150.0			

VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET												
General Information												
Project Description 1372i-PL - Thomtoms Bensenville												
Volume Adjustment												
	EB			WB			NB			SB		
	LT	TH	RT									
Volume	125	110	65	125	35	100	340	2290	210	205	1045	10
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	132	116	68	132	37	105	358	2411	221	216	1100	11
Lane Group	<i>L</i>	<i>TR</i>										
Adjusted Flow Rate	132	184		132	142		358	2632		216	1111	
Proportion of LT or RT	1.000	—	0.370	1.000	—	0.739	1.000	—	0.084	1.000	—	0.010
Saturation Flow Rate												
Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	
Number of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
$f_w$	0.967	1.067		1.000	1.000		1.000	1.000		0.967	1.000	
$f_{hv}$	0.943	0.956		0.741	0.756		0.980	0.922		0.840	0.849	
$f_g$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_p$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{bb}$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_a$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{lu}$	1.000	1.000		1.000	1.000		1.000	0.908		1.000	0.908	
$f_{lt}$	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—
Secondary $f_{lt}$	0.381	0.381	—	0.276	0.276	—	0.200	0.200	—	0.052	0.052	—
$f_{rt}$	—	0.945		—	0.889		—	0.987		—	0.999	
$f_{lpb}$	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—
$f_{rbp}$	—	1.000		—	1.000		—	1.000		—	1.000	
Adjusted Satflow	1646	1830		1337	1276		1770	4714		1466	4385	
Secondary Adjusted Satflow	660	697	—	389	353	—	372	942	—	80	226	—

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description

### Capacity Analysis

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	132	184	132	142	358	2632	216	1111
Satflow Rate	1646	1830	1337	1276	1770	4714	1466	4385
Lost Time	2.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0
Green Ratio	0.25	0.13	0.25	0.13	0.72	0.56	0.59	0.52
Lane Group Capacity	246	244	174	170	491	2656	151	2266
v/c Ratio	0.54	0.75	0.76	0.84	0.73	0.99	1.43	0.49
Flow Ratio	0.08	0.10	0.08	0.11	0.16	0.56	0.07	0.25
Critical Lane Group	Y	N	N	Y	Y	N	N	N
Sum Flow Ratios					1.76			
Lost Time/Cycle					16.50			
Critical v/c Ratio					1.98			

### Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	132	184	132	142	358	2632	216	1111
Lane Group Capacity	246	244	174	170	491	2656	151	2266
v/c Ratio	0.54	0.75	0.76	0.84	0.73	0.99	1.43	0.49
Green Ratio	0.25	0.13	0.25	0.13	0.72	0.56	0.59	0.52
Uniform Delay $d_1$	45.9	62.6	51.1	63.4	11.0	32.4	48.8	23.5
Delay Factor k	0.14	0.33	0.31	0.38	0.29	0.50	0.50	0.43
Incremental Delay $d_2$	2.3	13.2	17.5	29.5	5.5	15.4	227.4	0.7
PF Factor	1.000	1.000	1.000	1.000	1.000	0.655	1.000	0.740
Control Delay	48.2	75.9	68.6	92.9	16.4	36.7	276.2	18.0
Lane Group LOS	D	E	E	F	B	D	F	B
Approach Delay	64.3		81.2		34.2		60.1	
Approach LOS	E		F		C		E	
Intersection Delay	45.8		Intersection LOS				D	

**SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES  
WITH PROTECTED AND PERMITTED PHASES**

**General Information**

Project Description 1372i-PL - Thorntons Bensenville

**v/c Ratio Computation**

	EB	WB	NB	SB
Cycle Length, C (s)	150.0			
Prot. Phase Eff. Green Interval, g (s)	12.0	12.0	24.0	10.5
Opposed Queue Eff. Green Interval, $g_q$ (s)	11.13	14.80	15.15	57.00
Unopposed green interval, $g_u$ (s)	14.87	11.20	68.85	20.50
Red Time, r(s)	112.0	112.0	42.0	62.0
Arrival Rate, $q_a$ (veh/s)	0.04	0.04	0.10	0.04
Protected Phase Departure Rate, $s_p$ (veh/s)	0.457	0.371	0.492	0.407
Perm. Phase Departure Rate, $s_p$ (veh/s)	0.32	0.25	0.13	0.08
$X_{perm}$	0.20	0.34	0.96	1.89
$X_{prot}$ (N/A for Lagging Left-turns)	0.83	1.02	0.56	0.71

**Uniform Queue Size and Delay Computations**

Queue at Start of Green Arrow, $Q_a$	4.11	4.11	4.18	4.13
Queue at Start of Unsaturated Green, $Q_u$	0.41	2.08	1.51	2.39
Residual Queue, $Q_r$	0.00	0.09	0.00	1.53
Uniform Delay, $d_1$	45.9	51.1	11.0	48.8

**Uniform Queue Size and Delay Equations**

	Case	$Q_a$	$Q_u$	$Q_r$	$d_1$
If $X_{perm} \leq 1.0$ & $X_{prot} \leq 1.0$	1	$Q_a r$	$Q_a g_q$	0	$[0.5/(q_a C)][r Q_a + Q_a^2/(s_p - q_a) + g_q Q_u + Q_u^2/(s_s - q_a)]$
If $X_{perm} \leq 1.0$ & $X_{prot} > 1.0$	2	$Q_a r$	$Q_r + Q_a g_q$	$Q_a - g(s_p - q_a)$	$[0.5/(q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^2/(s_s - q_a)]$
If $X_{perm} > 1.0$ & $X_{prot} \leq 1.0$	3	$Q_r + Q_a r$	$Q_a g_q$	$Q_u - g_u(s_s - q_a)$	$[0.5/(q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^2/(s_p - q_a)]$
If $X_{perm} \leq 1.0$ (lagging lefts)	4	0	$Q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + Q_u^2/(s_s - q_a)]$
If $X_{perm} > 1.0$ (lagging lefts)	5	$Q_u - g_u(s_s - q_a)$	$Q_a(r + g_q)$	0	$[0.5/(q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^2/(s_p - q_a)]$

## BACK-OF-QUEUE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT									
Lane Group	<i>L</i>	<i>TR</i>										
Initial Queue/Lane	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Flow Rate/Lane	132	184		132	142		358	2632		216	1111	
Satflow/Lane	971	1830		688	1276		683	1730		245	1609	
Capacity/Lane	246	244		174	170		491	2656		151	2266	
Flow Ratio	0.1	0.1		0.2	0.1		0.5	0.6		0.9	0.3	
v/c Ratio	0.54	0.75		0.76	0.84		0.73	0.99		1.43	0.49	
I Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Arrival Type	3	3		3	3		3	4		3	4	
Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.33		1.00	1.33	
PF Factor	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.73	
Q1	4.3	7.4		4.4	5.8		4.7	39.2		4.0	8.0	
kb	0.4	0.4		0.3	0.3		0.6	0.9		0.3	0.8	
Q2	0.4	1.1		0.8	1.2		1.5	10.0		9.0	0.8	
Q Average	4.7	8.5		5.2	7.0		6.2	49.2		13.0	8.8	

### Percentile Back of Queue (95th percentile)

fb%	2.0	1.9		1.9	1.9		1.9	1.5		1.8	1.9	
BOQ, Q%	9.3	15.9		10.2	13.3		12.0	75.7		23.3	16.4	

### Queue Storage Ratio

Q Spacing	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Q Storage	130	0		340	0		195	0		195	0	
Average Rq	0.9			0.4			0.8			1.7		
95% Rq%	1.8			0.7			1.5			3.0		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SDH		Intersection	IL 83/RIRO Access				
Agency/Co.	TADI		Jurisdiction	DOT				
Date Performed	3/20/2012		Analysis Year	2017				
Analysis Time Period	Weekday AM Peak							
Project Description	1372i-PL - Thorntons Bensenville							
East/West Street:	Right-In/Right-Out Access		North/South Street:	Illinois Route 83				
Intersection Orientation:	North-South		Study Period (hrs):	0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
	1	2	3	4	5	6		
Movement	L	T	R	L	T	R		
Volume (veh/h)		1680	115		880			
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	1.00		
Hourly Flow Rate, HFR (veh/h)	0	1768	121	0	926	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Raised curb							
RT Channelized			0					0
Lanes	0	2	1	0	2	0		
Configuration		T	R		T			
Upstream Signal		1			0			
Minor Street	Eastbound			Westbound				
	7	8	9	10	11	12		
Movement	L	T	R	L	T	R		
Volume (veh/h)							95	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	100		
Percent Heavy Vehicles	0	0	0	0	0	2		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0					0
Lanes	0	0	0	0	0	1		
Configuration						R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement						R		
Lane Configuration								
v (veh/h)					100			
C (m) (veh/h)					452			
v/c					0.22			
95% queue length					0.84			
Control Delay (s/veh)					15.2			
LOS					C			
Approach Delay (s/veh)	--	--		15.2				
Approach LOS	--	--		C				

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SDH	Intersection		Foster & Full Access			
Agency/Co.	TADI	Jurisdiction		Driveway			
Date Performed	3/20/2012	Analysis Year		Village			
Analysis Time Period	Weekday AM Peak			2017			
Project Description	1372i-PL - Thorntons Bensenville	North/South Street:	Full Access Dwy/Road Rang				
East/West Street:	Foster Avenue	Study Period (hrs):	0.25				
Intersection Orientation:	East-West						
Vehicle Volumes and Adjustments							
Major Street		Eastbound			Westbound		
Movement		1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)	25	465	20	15	205	30	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	26	489	21	15	215	31	
Percent Heavy Vehicles	2	—	—	31	—	—	
Median Type		Undivided					
RT Channelized			0				0
Lanes	0	1	0	1	1	0	
Configuration		LTR		L			TR
Upstream Signal		1				0	
Minor Street		Northbound			Southbound		
Movement		7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)	25	1	30	20	1	30	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	26	1	31	21	1	31	
Percent Heavy Vehicles	22	2	7	2	2	2	
Percent Grade (%)		0				0	
Flared Approach			N			N	
Storage		0				0	
RT Channelized			0				0
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR	—	
Delay, Queue Length, and Level of Service							
Approach		Eastbound	Westbound	Northbound			Southbound
Movement		1	4	7	8	9	10
Lane Configuration		LTR	L		LTR		LTR
v (veh/h)	26	15		58			53
C (m) (veh/h)	1320	917		368			444
w/c	0.02	0.02		0.16			0.12
95% queue length	0.06	0.05		0.55			0.40
Control Delay (s/veh)	7.8	9.0		16.6			14.2
LOS	A	A		C			B
Approach Delay (s/veh)	—	—		16.6			14.2
Approach LOS	—	—		C			B

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SDH		Intersection	Foster & Diesel Outbound				
Agency/Co.	TADI		Jurisdiction	Village				
Date Performed	3/20/2012		Analysis Year	2017				
Analysis Time Period	Weekday AM Peak							
Project Description	1372i-PL - Thorntons Bensenville							
East/West Street:	Foster Avenue		North/South Street:	Outbound Diesel Access				
Intersection Orientation:	East-West		Study Period (hrs):	0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
	Movement	1	2	3	4	5	6	
Movement		L	T	R	L	T	R	
Volume (veh/h)		515			235			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	542	0	0	247	0		
Percent Heavy Vehicles	2	—	—	2	—	—	—	
Median Type	Undivided							
RT Channelized				0				0
Lanes	0	1	0	0	1			0
Configuration			T			T		
Upstream Signal		1				0		
Minor Street	Northbound			Southbound				
	Movement	7	8	9	10	11	12	
Movement		L	T	R	L	T	R	
Volume (veh/h)								15
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0	15	
Percent Heavy Vehicles	2	2	2	100	2	2	100	
Percent Grade (%)		0				0		
Flared Approach			N			N		
Storage		0				0		
RT Channelized				0				0
Lanes	0	0	0	0	0	0	1	
Configuration								R
Delay, Queue Length, and Level of Service								
Approach	Eastbound		Westbound		Northbound		Southbound	
	Movement	1		4	7	8	9	10
Movement								
Lane Configuration								R
v (veh/h)								15
C (m) (veh/h)								602
v/c								0.02
95% queue length								0.08
Control Delay (s/veh)								11.1
LOS								B
Approach Delay (s/veh)	—	—						11.1
Approach LOS	—	—						B

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information								
Analyst	SDH	Intersection			Foster & Inbound Diesel					
Agency/Co.	TADI	Jurisdiction			Village					
Date Performed	3/20/2012	Analysis Year			2017					
Analysis Time Period	Weekday AM Peak									
Project Description	1372i-PL									
East/West Street:	Foster Avenue	North/South Street: Inbound Diesel Access								
Intersection Orientation:	East-West	Study Period (hrs): 0.25								
Vehicle Volumes and Adjustments										
Major Street		Eastbound			Westbound					
Movement		1	2	3	4	5	6			
		L	T	R	L	T	R			
Volume (veh/h)		10	500	5	1	230	5			
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95			
Hourly Flow Rate, HFR (veh/h)		10	526	5	1	242	5			
Percent Heavy Vehicles		100	--	--	2	--	--			
Median Type										
RT Channelized		Two Way Left Turn Lane								
Lanes		1	1	0	1	1	0			
Configuration		L		TR	L		TR			
Upstream Signal			1			0				
Minor Street		Northbound			Southbound					
Movement		7	8	9	10	11	12			
		L	T	R	L	T	R			
Volume (veh/h)		5	1	1						
Peak-Hour Factor, PHF		0.95	0.95	0.95	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)		5	1	1	0	0	0			
Percent Heavy Vehicles		2	2	2	0	0	0			
Percent Grade (%)			0			0				
Flared Approach			N			N				
Storage			0			0				
RT Channelized				0			0			
Lanes		0	1	0	0	0	0			
Configuration			LTR							
Delay, Queue Length, and Level of Service										
Approach		Eastbound	Westbound	Northbound			Southbound			
Movement		1	4	7	8	9	10			
Lane Configuration		L	L		LTR					
v (veh/h)		10	1		7					
C (m) (veh/h)		909	1021		442					
v/c		0.01	0.00		0.02					
95% queue length		0.03	0.00		0.05					
Control Delay (s/veh)		9.0	8.5		13.3					
LOS		A	A		B					
Approach Delay (s/veh)		--	--		13.3					
Approach LOS		--	--		B					

## LONG REPORT

General Information			Site Information											
Analyst SDH Agency or Co. TADI Date Performed 3/20/2012 Time Period Weekday PM Peak			Intersection IL 83/Foster Area Type All other areas Jurisdiction IDOT Analysis Year 2017											
<b>Intersection Geometry</b>														
<p>Grade = 0</p>  <p>Grade = 0</p>  <p>Grade = 0</p> 														
Volume and Timing Input			EB			WB			NB			SB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume (vph)			65	30	265	320	135	80	85	1025	55	85	2465	35
% Heavy Veh			2	10	2	11	2	31	2	14	37	51	5	3
PHF			0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Actuated (P/A)			A	A	A	A	A	A	A	A	A	A	A	A
Startup Lost Time			2.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Extention of Effective Green			2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type			3	3		3	3		3	4		3	4	
Unit Extension			3.0	4.0		3.0	4.0		3.0	7.5		3.0	7.5	
Ped/Bike/RTOR Volume			0	0	0	0	0	0	0	0	0	0	0	0
Lane Width			11.0	14.0		12.0	12.0		12.0	12.0		11.0	12.0	
Parking (Y or N)			N		N	N		N	N		N	N		N
Parking/Hour														
Bus Stops/Hour			0	0		0	0		0	0		0	0	
Pedestrian Timing			3.2			3.2			3.2			3.2		
	Excl. Left	WB Only	EW Perm	04	Excl. Left	NS Perm	07	08						
Timing	G = 11.0	G = 9.0	G = 24.0	G =	G = 10.0	G = 74.5	G =	G =						
	Y = 3	Y = 3	Y = 6	Y =	Y = 3	Y = 6.5	Y =	Y =						
Duration of Analysis (hrs) = 0.25									Cycle Length C = 150.0					

## VOLUME ADJUSTMENT AND SATURATION FLOW RATE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Volume Adjustment

	EB			WB			NB			SB		
	LT	TH	RT									
Volume	65	30	265	320	135	80	85	1025	55	85	2465	35
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjusted Flow Rate	68	32	279	337	142	84	89	1079	58	89	2595	37
Lane Group	L	TR										
Adjusted Flow Rate	68	311		337	226		89	1137		89	2632	
Proportion of LT or RT	1.000	—	0.897	1.000	—	0.372	1.000	—	0.051	1.000	—	0.014

### Saturation Flow Rate

Base Satflow	1900	1900		1900	1900		1900	1900		1900	1900	
Number of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
$f_w$	0.967	1.067		1.000	1.000		1.000	1.000		0.967	1.000	
$f_{hv}$	0.980	0.973		0.901	0.887		0.980	0.868		0.662	0.953	
$f_g$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_p$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{bb}$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_a$	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
$f_{lu}$	1.000	1.000		1.000	1.000		1.000	0.908		1.000	0.908	
$f_{lt}$	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—	0.950	1.000	—
Secondary $f_{lt}$	0.617	0.617	—	0.133	0.133	—	0.049	0.049	—	0.187	0.187	—
$f_{rt}$	—	0.865		—	0.944		—	0.992		—	0.998	
$f_{lpb}$	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—	1.000	1.000	—
$f_{rbp}$	—	1.000		—	1.000		—	1.000		—	1.000	
Adjusted Satflow	1711	1706		1626	1591		1770	4459		1156	4920	
Secondary Adjusted Satflow	1112	1053	—	228	212	—	92	220	—	228	922	—

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description

### Capacity Analysis

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	68	311	337	226	89	1137	89	2632
Satflow Rate	1711	1706	1626	1591	1770	4459	1156	4920
Lost Time	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0
Green Ratio	0.21	0.16	0.37	0.24	0.61	0.50	0.61	0.50
Lane Group Capacity	258	273	319	382	168	2215	200	2444
v/c Ratio	0.26	1.14	1.06	0.59	0.53	0.51	0.44	1.08
Flow Ratio	0.04	0.18	0.17	0.14	0.05	0.25	0.07	0.53
Critical Lane Group	N	N	Y	N	N	N	Y	Y
Sum Flow Ratios					1.06			
Lost Time/Cycle					17.00			
Critical v/c Ratio					1.19			

### Lane Group Capacity, Control Delay, and LOS Determination

	EB		WB		NB		SB	
Lane Group	L	TR	L	TR	L	TR	L	TR
Adjusted Flow Rate	68	311	337	226	89	1137	89	2632
Lane Group Capacity	258	273	319	382	168	2215	200	2444
v/c Ratio	0.26	1.14	1.06	0.59	0.53	0.51	0.44	1.08
Green Ratio	0.21	0.16	0.37	0.24	0.61	0.50	0.61	0.50
Uniform Delay $d_1$	49.2	63.0	47.5	50.5	33.0	25.5	14.0	37.8
Delay Factor k	0.11	0.50	0.50	0.21	0.13	0.43	0.11	0.50
Incremental Delay $d_2$	0.5	97.4	66.0	2.9	3.2	0.7	1.6	42.9
PF Factor	1.000	1.000	1.000	1.000	1.000	0.772	1.000	0.772
Control Delay	49.7	160.4	113.5	53.4	36.1	20.4	15.5	72.1
Lane Group LOS	D	F	F	D	D	C	B	E
Approach Delay	140.5		89.4		21.6		70.2	
Approach LOS	F		F		C		E	
Intersection Delay	65.7		Intersection LOS				E	

**SUPPLEMENTAL UNIFORM DELAY WORKSHEET FOR LEFT TURNS FROM EXCLUSIVE LANES  
WITH PROTECTED AND PERMITTED PHASES**

**General Information**

Project Description 1372i-PL - Thomtoms Bensenville

**v/c Ratio Computation**

	EB	WB	NB	SB
Cycle Length, C (s)	150.0			
Prot. Phase Eff. Green Interval, g (s)	7.0	25.0	10.0	10.0
Opposed Queue Eff. Green Interval, $g_q$ (s)	0.00	22.32	77.00	17.01
Unopposed green interval, $g_u$ (s)	24.00	4.00	4.00	63.99
Red Time, r(s)	119.0	98.7	59.0	59.0
Arrival Rate, $q_a$ (veh/s)	0.02	0.09	0.02	0.02
Protected Phase Departure Rate, $s_p$ (veh/s)	0.475	0.452	0.492	0.321
Perm. Phase Departure Rate, $s_s$ (veh/s)	0.31	0.45	0.52	0.08
$X_{perm}$	0.06	1.30	0.97	0.39
$X_{prot}$ (N/A for Lagging Left-turns)	0.72	0.97	0.35	0.53

**Uniform Queue Size and Delay Computations**

Queue at Start of Green Arrow, $Q_a$	2.25	9.29	1.46	1.46
Queue at Start of Unsaturated Green, $Q_u$	0.00	1.98	1.90	0.42
Residual Queue, $Q_r$	0.00	0.54	0.00	0.00
Uniform Delay, $d_1$	49.2	47.5	33.0	14.0

**Uniform Queue Size and Delay Equations**

	Case	$Q_a$	$Q_u$	$Q_r$	$d_1$
If $X_{perm} \leq 1.0$ & $X_{prot} \leq 1.0$	1	$Q_a r$	$Q_a g_q$	0	$[0.5/(Q_a C)][r Q_a + Q_a^{2/(\bar{S}_p - Q_a)} + g_q Q_u + Q_u^{2/(\bar{S}_s - Q_a)}]$
If $X_{perm} \leq 1.0$ & $X_{prot} > 1.0$	2	$Q_a r$	$Q_r + Q_a g_q$	$Q_a - g(\bar{S}_p - Q_a)$	$[0.5/(Q_a C)][r Q_a + g(Q_a + Q_r) + g_q (Q_r + Q_u) + Q_u^{2/(\bar{S}_s - Q_a)}]$
If $X_{perm} > 1.0$ & $X_{prot} \leq 1.0$	3	$Q_r + Q_a r$	$Q_a g_q$	$Q_u - g_u(\bar{S}_s - Q_a)$	$[0.5/(Q_a C)][g_q Q_u + g_u(Q_a + Q_r) + r(Q_r + Q_a) + Q_a^{2/(\bar{S}_p - Q_a)}]$
If $X_{perm} \leq 1.0$ (lagging lefts)	4	0	$Q_a(r + g_q)$	0	$[0.5/(Q_a C)][r + g_q)Q_u + Q_u^{2/(\bar{S}_s - Q_a)}$
If $X_{perm} > 1.0$ (lagging lefts)	5	$Q_u - g_u(\bar{S}_s - Q_a)$	$Q_a(r + g_q)$	0	$[0.5/(Q_a C)][r + g_q)Q_u + g_u(Q_u + Q_a) + Q_a^{2/(\bar{S}_p - Q_a)}$

## BACK-OF-QUEUE WORKSHEET

### General Information

Project Description 1372i-PL - Thorntons Bensenville

### Average Back of Queue

	EB			WB			NB			SB		
	LT	TH	RT									
Lane Group	L	TR										
Initial Queue/Lane	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Flow Rate/Lane	68	311		337	226		89	1137		89	2632	
Satflow/Lane	1247	1706		863	1591		276	1636		330	1806	
Capacity/Lane	258	273		319	382		168	2215		200	2444	
Flow Ratio	0.1	0.2		0.4	0.1		0.3	0.3		0.3	0.5	
v/c Ratio	0.26	1.14		1.06	0.59		0.53	0.51		0.44	1.08	
I Factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Arrival Type	3	3		3	3		3	4		3	4	
Platoon Ratio	1.00	1.00		1.00	1.00		1.00	1.33		1.00	1.33	
PF Factor	1.00	1.00		1.00	1.00		1.00	0.76		1.00	1.00	
Q <sub>1</sub>	2.3	13.0		10.7	8.3		1.5	8.9		1.5	40.3	
k <sub>B</sub>	0.4	0.4		0.5	0.5		0.3	0.8		0.3	0.9	
Q <sub>2</sub>	0.2	7.1		5.6	0.7		0.3	0.9		0.3	15.5	
Q Average	2.4	20.1		16.3	9.1		1.9	9.7		1.8	55.7	

### Percentile Back of Queue (95th percentile)

fb%	2.0	1.7		1.7	1.9		2.0	1.8		2.0	1.5	
BOQ, Q%	4.9	34.0		28.4	16.9		3.8	18.0		3.6	85.1	

### Queue Storage Ratio

Q Spacing	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Q Storage	130	0		340	0		195	0		195	0	
Average Rq	0.5			1.2			0.2			0.2		
95% Rq%	0.9			2.1			0.5			0.5		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SDH			Intersection	IL 83/RIRO Access		
Agency/Co.	TADI			Jurisdiction	IDOT		
Date Performed	3/20/2012			Analysis Year	2017		
Analysis Time Period	Weekday PM Peak						
Project Description	1372i-PL - Thorntons Bensenville						
East/West Street:	Right-In/Right-Out Access			North/South Street:	Illinois Route 83		
Intersection Orientation:	North-South			Study Period (hrs):	0.25		
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
	1	2	3	4	5	6	
Movement	L	T	R	L	T	R	
Volume (veh/h)		745	105		1810		
Peak-Hour Factor, PHF	1.00	0.95	0.95	1.00	0.95	1.00	
Hourly Flow Rate, HFR (veh/h)	0	784	110	0	1905	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Raised curb						
			0				0
RT Channelized	0	2	1	0	2	0	
Lanes		T	R		T		
Configuration		1			0		
Upstream Signal							
Minor Street	Eastbound			Westbound			
	7	8	9	10	11	12	
Movement	L	T	R	L	T	R	
Volume (veh/h)						100	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	105	
Percent Heavy Vehicles	0	0	0	0	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	1	
Configuration						R	
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
	1	4	7	8	9	10	11
Movement					R		
Lane Configuration							
v (veh/h)					105		
C (m) (veh/h)					916		
v/c					0.11		
95% queue length					0.39		
Control Delay (s/veh)					9.4		
LOS					A		
Approach Delay (s/veh)	--	--		9.4			
Approach LOS	--	--		A			

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	SDH			Intersection	Foster & Full Access Driveway		
Agency/Co.	TADI			Jurisdiction	Village		
Date Performed	3/20/2012			Analysis Year	2017		
Analysis Time Period	Weekday PM Peak						
Project Description	1372i-PL - Thorntons Bensenville						
East/West Street:	Foster Avenue			North/South Street:	Full Access Dwy/Road Range		
Intersection Orientation:	East-West			Study Period (hrs):	0.25		
Vehicle Volumes and Adjustments							
Major Street		Eastbound			Westbound		
Movement		1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		15	140	15	5	465	50
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		15	147	15	5	489	52
Percent Heavy Vehicles		2	—	—	25	—	—
Median Type		Undivided					
RT Channelized				0			0
Lanes		0	1	0	1	1	0
Configuration		LTR			L		TR
Upstream Signal			1			0	
Minor Street		Northbound			Southbound		
Movement		7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)		15	1	10	10	1	55
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)		15	1	10	10	1	57
Percent Heavy Vehicles		19	2	17	2	2	2
Percent Grade (%)		0			0		
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	1	0	0	1	0
Configuration			LTR			LTR	—
Delay, Queue Length, and Level of Service							
Approach		Eastbound	Westbound	Northbound			Southbound
Movement		1	4	7	8	9	10
Lane Configuration		LTR	L		LTR		LTR
v (veh/h)		15	5		26		68
C (m) (veh/h)		1028	1293		379		506
v/c		0.01	0.00		0.07		0.13
95% queue length		0.04	0.01		0.22		0.46
Control Delay (s/veh)		8.6	7.8		15.2		13.2
LOS		A	A		C		B
Approach Delay (s/veh)		—	—		15.2		13.2
Approach LOS		—	—		C		B

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information								
Analyst	SDH	Intersection			Foster & Diesel Outbound					
Agency/Co.	TADI	Jurisdiction			Village					
Date Performed	3/20/2012	Analysis Year			2017					
Analysis Time Period	Weekday PM Peak									
Project Description	1372i-PL - Thorntons Bensenville									
East/West Street:	Foster Avenue	North/South Street: Outbound Diesel Access								
Intersection Orientation:	East-West	Study Period (hrs): 0.25								
Vehicle Volumes and Adjustments										
Major Street		Eastbound			Westbound					
Movement		1	2	3	4	5	6			
		L	T	R	L	T	R			
Volume (veh/h)		160			505					
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly Flow Rate, HFR (veh/h)	0	168	0	0	531	0	0			
Percent Heavy Vehicles	2	—	—	2	—	—	—			
Median Type										
RT Channelized		Undivided								
Lanes	0	1	0	0	1	0	0			
Configuration		T			T					
Upstream Signal		1			0					
Minor Street		Northbound			Southbound					
Movement	7	8	9	10	11	12				
	L	T	R	L	T	R				
Volume (veh/h)					15					
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	15	0			
Percent Heavy Vehicles	2	2	2	100	2	100				
Percent Grade (%)		0			0					
Flared Approach		N			N					
Storage		0			0					
RT Channelized		0			0					
Lanes	0	0	0	0	0	1				
Configuration					R					
Delay, Queue Length, and Level of Service										
Approach		Eastbound	Westbound	Northbound			Southbound			
Movement		1	4	7	8	9	10	11		
		L	T	R	L	T	R			
Lane Configuration								R		
v (veh/h)								15		
C (m) (veh/h)								398		
v/c								0.04		
95% queue length								0.12		
Control Delay (s/veh)								14.4		
LOS								B		
Approach Delay (s/veh)	—	—					14.4			
Approach LOS	—	—					B			

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	SDH			Intersection	Foster & Inbound Diesel			
Agency/Co.	TADI			Jurisdiction	Village			
Date Performed	3/20/2012			Analysis Year	2017			
Analysis Time Period	Weekday PM Peak							
Project Description	1372i-PL							
East/West Street:	Foster Avenue			North/South Street:	Inbound Diesel Access			
Intersection Orientation:	East-West			Study Period (hrs):	0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	150	1	1	505	5		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	10	157	1	1	531	5		
Percent Heavy Vehicles	100	-	-	2	-	-		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	1	1	0	1	1	0		
Configuration	L		TR	L		TR		
Upstream Signal		1			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	1	1	1					
Peak-Hour Factor, PHF	0.95	0.95	0.95	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	1	1	1	0	0	0		
Percent Heavy Vehicles	2	2	2	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	0	0		
Configuration		LTR						
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound		Southbound			
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LTR					
v (veh/h)	10	1	3					
C (m) (veh/h)	678	1422	494					
v/c	0.01	0.00	0.01					
95% queue length	0.04	0.00	0.02					
Control Delay (s/veh)	10.4	7.5	12.3					
LOS	B	A	B					
Approach Delay (s/veh)	--	--	12.3					
Approach LOS	--	--	B					



## TRAFFIC COUNT DATA

As collected by Traffic Analysis & Design, Inc.

Study Name: IL 83/Foster Avenue  
 Start Date: 1/03/2011  
 Start Time: 1:00 PM  
 Site Code:

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.

Vehicle Classification: CARS

Start Time	FOSTER AVENUE								FOSTER AVENUE								IL ROUTE 83								TOTAL
	Eastbound				Westbound				Northbound				Southbound				Eastbound				Westbound				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
1:00 PM	20	21	32	-	73	17	14	27	-	68	20	186	23	1	210	13	193	23	4	233	674	674	674	674	674
1:15 PM	16	12	29	-	61	11	16	40	-	67	22	187	31	-	240	12	196	22	2	231	680	680	680	680	680
1:30 PM	24	16	36	-	76	15	24	37	-	79	20	187	31	2	240	3	254	30	6	269	685	685	685	685	685
1:45 PM	16	7	36	-	59	10	11	29	-	80	11	184	25	-	220	8	201	17	4	230	690	690	690	690	690
Hour Subtotal	70	66	130	-	269	86	85	133	-	254	73	724	110	3	810	38	843	92	16	967	2,410	2,410	2,410	2,410	2,410
2:00 PM	30	15	21	-	66	16	19	52	-	81	14	184	25	-	223	5	264	22	2	269	693	693	693	693	693
2:15 PM	21	12	21	-	64	12	14	33	-	69	12	186	30	-	241	8	321	17	-	348	700	700	700	700	700
2:30 PM	45	11	28	-	64	16	17	64	-	67	10	220	26	1	267	6	305	16	2	369	827	827	827	827	827
2:45 PM	31	12	23	-	66	17	16	40	-	73	17	200	26	-	254	10	396	23	2	360	783	783	783	783	783
Hour Subtotal	127	80	93	-	270	65	66	180	-	310	63	812	109	1	878	29	1,205	78	6	1,418	2,673	2,673	2,673	2,673	2,673
3:00 PM	61	8	18	-	67	26	37	87	-	180	14	191	30	-	235	13	418	16	1	449	821	821	821	821	821
3:15 PM	27	2	16	-	44	15	25	74	-	114	13	202	28	2	245	13	473	19	3	806	811	811	811	811	811
3:30 PM	40	10	27	-	77	23	30	104	-	177	17	209	29	-	255	9	813	10	1	833	1,042	1,042	1,042	1,042	1,042
3:45 PM	47	4	13	-	64	21	29	62	-	112	12	224	26	-	264	8	580	17	3	806	1,048	1,048	1,048	1,048	1,048
Hour Subtotal	178	24	73	-	272	85	141	327	-	663	66	826	116	2	660	43	1,988	62	8	2,098	5,622	5,622	5,622	5,622	5,622
4:00 PM	74	12	14	-	100	12	30	96	-	147	8	190	15	1	214	7	510	7	2	535	696	696	696	696	696
4:15 PM	46	6	13	-	65	16	25	67	-	110	6	195	35	-	236	6	651	6	-	665	674	674	674	674	674
4:30 PM	100	10	20	-	130	20	45	83	-	148	3	173	31	-	207	4	613	7	1	625	1,110	1,110	1,110	1,110	1,110
4:45 PM	46	6	21	-	78	13	24	64	-	91	9	214	20	-	243	7	659	9	-	676	994	994	994	994	994
Hour Subtotal	286	36	60	-	370	69	133	300	-	496	20	772	101	1	600	24	2,242	28	3	2,298	4,094	4,094	4,094	4,094	4,094
5:00 PM	60	3	10	-	82	18	32	67	-	117	5	190	16	-	220	0	665	11	1	866	1,005	1,005	1,005	1,005	1,005
5:15 PM	48	1	13	-	62	8	24	57	-	89	16	239	15	-	270	10	810	8	-	835	1,066	1,066	1,066	1,066	1,066
5:30 PM	42	7	16	-	65	18	33	64	-	115	3	189	16	-	208	16	447	7	-	470	856	856	856	856	856
5:45 PM	28	4	8	-	40	14	14	36	-	64	5	183	13	-	201	8	340	8	-	359	661	661	661	661	661
Hour Subtotal	187	16	47	-	240	68	103	224	-	385	29	810	80	-	800	40	1,062	35	1	2,047	3,880	3,880	3,880	3,880	3,880
6:00 PM	32	3	13	-	48	14	12	37	-	63	6	131	16	-	163	9	384	7	-	386	644	644	644	644	644
6:15 PM	24	5	7	-	32	38	9	5	-	34	2	126	23	-	163	6	236	9	1	252	477	477	477	477	477
6:30 PM	16	3	13	-	32	0	12	23	-	44	3	122	13	-	136	6	211	8	1	224	442	442	442	442	442
6:45 PM	23	4	13	-	40	8	6	16	-	32	5	106	20	-	131	4	172	6	-	181	385	385	385	385	385
Hour Subtotal	95	15	46	2	108	40	35	98	-	173	16	487	72	-	676	27	983	30	2	1,042	1,648	1,648	1,648	1,648	1,648
7:00 PM	15	3	4	-	22	8	9	19	-	27	2	92	16	-	110	6	167	7	1	181	340	340	340	340	340
7:15 PM	13	2	0	-	24	3	5	1	-	8	4	88	16	-	108	5	142	7	-	154	294	294	294	294	294
7:30 PM	20	3	11	-	34	4	7	10	-	21	4	86	6	-	98	3	123	3	2	131	284	284	284	284	284
7:45 PM	12	1	7	-	20	2	3	10	-	16	3	92	14	1	110	5	91	5	-	101	246	246	246	246	246
Hour Subtotal	80	9	31	-	100	14	22	35	-	71	13	300	62	1	428	19	523	22	3	887	1,164	1,164	1,164	1,164	1,164
8:00 PM	11	2	11	-	24	6	1	12	-	19	4	89	15	-	108	2	135	1	-	138	269	269	269	269	269
8:15 PM	8	1	11	-	20	1	4	7	-	12	5	100	17	-	122	7	112	4	-	123	277	277	277	277	277
8:30 PM	5	-	10	-	15	5	1	4	-	10	1	115	18	-	134	4	106	4	3	119	278	278	278	278	278
8:45 PM	9	3	11	-	23	8	1	8	-	17	-	76	15	-	91	7	97	2	-	105	237	237	237	237	237
Hour Subtotal	33	6	43	-	82	20	7	31	-	68	10	380	65	-	455	20	452	11	3	495	1,061	1,061	1,061	1,061	1,061
9:00 PM	5	3	11	-	19	1	5	8	-	14	-	64	14	1	70	4	105	4	1	114	226	226	226	226	226
9:15 PM	4	2	6	-	12	5	1	5	-	11	8	89	9	-	97	3	95	4	2	104	224	224	224	224	224
9:30 PM	3	5	9	-	17	4	4	6	-	14	10	86	13	-	111	4	98	9	2	113	256	256	256	256	256
9:45 PM	10	3	6	-	19	1	4	9	-	14	7	72	7	-	80	3	65	6	1	103	203	203	203	203	203
Hour Subtotal	22	13	92	-	67	11	14	28	-	83	25	304	43	1	373	14	363	22	6	405	809	809	809	809	809
10:00 PM	15	3	10	-	26	6	1	22	-	20	2	57	10	-	69	5	90	1	1	97	221	221	221	221	221
10:15 PM	5	1	6	-	12	4	6	6	-	10	3	64	9	1	77	3	80	2	-	85	184	184	184	184	184
10:30 PM	7	0	4	-	17	3	-	10	-	15	4	64	16	-	74	5	66	8	-	102	200	200	200	200	200
10:45 PM	6	4	9	-	19	2	7	7	-	10	13	54	9	-	70	6	51	3	2	60	164	164	164	164	164
Hour Subtotal	21	1	2	-	12	1	1	11	-	12	-	19	3	-	22	3	75	-	-	76	124	124	124	124	124
11:00 PM	2	-	1	-	3	1	2	1	-	5	2	33	-	2	37	-	24	1	-	25	70	70	70	70	70
11:15 PM	-	1	2	-	3	2	2	2	-	6	4	23	4	-	31	-	24	1	-	25	55	55	55	55	55
11:30 PM	-	1	2	-	3	3	2	2	-	6	4	49	3	-	36	3	40	4	-	47	109	109	109	109	109
11:45 PM	-	1	4</td																						

Study Name: IL 83/Foster Avenue  
 Start Date: 10/31/2011  
 Start Time: 1:00 PM  
 Site Code:

Vehicle Classification: CARS

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.

Start Time	FOSTER AVENUE Eastbound				FOSTER AVENUE Westbound				IL ROUTE 83 Northbound				IL ROUTE 83 Southbound				TOTAL			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn				
8:00 AM	0	28	37	-	72	12	10	6	-	28	33	437	77	-	547	5	206	27	2	298
8:15 AM	18	23	32	-	73	13	13	14	-	40	47	467	69	-	683	7	212	32	2	265
8:30 AM	12	18	28	-	86	9	3	13	-	25	33	468	65	-	824	3	174	40	3	220
8:45 AM	14	17	23	-	84	11	6	13	-	30	33	382	49	-	474	3	162	37	2	194
Hour Subtotal	63	84	120	-	257	45	32	46	-	123	146	1,704	278	-	2,128	16	744	196	6	905
9:00 AM	13	10	18	-	41	8	11	17	-	36	28	273	33	-	334	-	128	30	5	161
9:15 AM	10	14	22	-	46	7	6	20	-	36	25	232	30	-	287	7	140	20	2	169
9:30 AM	10	14	13	-	37	22	5	13	-	40	13	194	32	-	239	4	154	27	1	188
9:45 AM	11	6	16	-	34	15	7	14	-	26	30	209	37	-	278	5	119	27	5	166
Hour Subtotal	44	43	71	-	198	62	31	64	-	147	66	606	132	2	1,136	16	641	104	11	872
10:00 AM	14	12	21	-	47	9	6	15	-	93	11	163	21	1	190	4	134	20	-	188
10:15 AM	10	6	18	-	38	9	6	14	-	29	16	159	27	-	201	6	133	23	2	163
10:30 AM	16	12	21	-	49	10	13	18	-	41	23	154	34	-	201	2	162	15	-	179
10:45 AM	12	6	19	-	37	10	6	16	-	37	28	183	17	-	226	5	159	30	7	201
Hour Subtotal	62	30	80	-	171	36	35	65	-	139	77	600	60	1	826	16	686	88	6	701
11:00 AM	20	10	11	-	41	14	20	10	-	63	15	176	17	-	207	6	162	26	1	194
11:15 AM	10	16	10	-	45	16	6	31	-	66	12	160	23	-	195	5	146	17	1	166
11:30 AM	18	11	17	-	46	20	16	27	-	63	20	161	20	-	201	6	170	27	3	209
11:45 AM	11	16	12	-	39	23	20	22	-	66	18	176	17	-	213	16	105	28	5	214
Hour Subtotal	66	63	60	-	171	73	65	66	-	237	65	674	77	-	816	36	642	97	10	765
12:00 PM	37	17	30	-	84	15	36	30	-	81	26	157	27	-	210	6	163	23	4	186
12:15 PM	10	26	35	-	79	14	20	36	-	78	25	144	20	2	181	10	170	22	6	206
12:30 PM	23	20	41	-	84	6	17	16	-	41	12	179	22	-	213	9	164	26	2	220
12:45 PM	21	23	36	-	80	14	23	25	-	62	31	187	20	-	236	7	165	31	1	194
Hour Subtotal	97	88	142	-	327	49	102	100	-	260	94	857	69	2	852	32	802	101	11	806
TOTAL	1,540	812	1,496	2	3,850	871	861	1,009	-	3,821	1,367	16,438	2,414	26	20,245	404	16,076	1,346	160	18,965
																			46,861	

Study Name: IL 83/Foster Avenue  
 Start Date: 10/31/2011  
 Start Time: 1:00 PM  
 Site Code:

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.

Vehicle Classification: SINGLE-UNIT TRUCKS

Start Time	FOSTER AVENUE					FOSTER AVENUE					IL ROUTE 83					IL ROUTE 83					TOTAL	
	Eastbound					Westbound					Northbound					Southbound						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	-	-	-	-	-	2	-	7	-	9	4	18	-	-	22	-	26	6	-	34	65	
1:15 PM	-	-	-	-	-	3	1	2	-	6	5	26	-	-	20	1	14	3	-	18	54	
1:30 PM	-	1	-	-	1	5	1	1	-	6	3	17	1	-	21	-	18	7	-	25	52	
1:45 PM	3	-	-	-	3	3	-	4	-	7	2	24	-	-	20	-	15	8	-	23	59	
Hour Subtotal	3	1	-	-	4	11	2	14	-	27	14	84	1	-	99	1	76	24	-	100	230	
2:00 PM	-	1	-	-	1	7	-	6	-	12	3	32	-	-	35	1	17	4	-	22	70	
2:15 PM	-	-	-	-	-	3	-	4	-	7	3	31	2	-	36	-	15	7	-	22	65	
2:30 PM	-	1	-	-	1	2	-	4	-	6	1	22	1	-	24	-	23	6	-	29	60	
2:45 PM	2	-	-	-	2	4	1	2	-	7	1	25	1	-	27	1	13	2	1	17	53	
Hour Subtotal	2	2	-	-	4	16	1	16	-	32	8	110	4	-	122	2	66	19	1	80	248	
3:00 PM	4	1	3	-	8	1	-	4	-	5	2	29	-	-	31	-	16	6	-	22	66	
3:15 PM	1	1	-	-	2	3	1	4	-	8	6	26	-	-	30	-	25	2	1	28	68	
3:30 PM	1	-	1	-	2	2	-	-	-	2	2	16	-	-	18	-	18	1	-	19	41	
3:45 PM	2	-	-	-	2	3	-	2	-	6	3	17	-	-	20	-	16	2	-	18	45	
Hour Subtotal	8	2	4	-	14	9	1	10	-	20	12	87	-	-	90	-	76	11	1	87	220	
4:00 PM	-	-	-	-	-	1	2	1	-	4	1	13	-	-	14	-	15	5	-	20	38	
4:15 PM	-	-	-	-	-	1	2	4	-	7	5	10	1	-	22	-	10	2	-	18	47	
4:30 PM	1	2	1	-	4	1	1	3	-	6	1	16	-	-	19	-	10	3	-	13	41	
4:45 PM	-	-	-	-	-	3	-	1	-	4	1	14	1	-	16	1	11	5	-	17	37	
Hour Subtotal	1	2	1	-	4	6	6	6	-	20	8	61	2	-	71	1	62	15	-	66	163	
5:00 PM	1	1	-	-	2	1	-	1	-	2	-	16	-	-	16	-	17	4	-	21	41	
5:15 PM	-	-	-	-	-	1	-	5	-	6	4	15	-	-	19	-	10	2	-	12	37	
5:30 PM	1	1	-	-	2	2	-	2	-	4	1	11	1	-	13	-	11	4	-	15	34	
5:45 PM	-	-	-	-	-	4	-	-	-	4	1	11	-	-	12	-	7	1	-	8	24	
Hour Subtotal	2	2	-	-	4	8	-	8	-	18	6	63	1	-	60	-	46	11	-	66	130	
6:00 PM	-	-	1	-	11	3	-	1	-	4	1	9	1	-	11	-	7	2	-	9	25	
6:15 PM	-	1	1	-	2	2	-	1	-	3	-	8	1	-	9	-	0	1	-	10	24	
6:30 PM	1	-	-	-	2	3	-	-	-	3	-	18	-	-	18	-	5	3	-	8	31	
6:45 PM	1	-	-	-	1	1	-	-	-	1	1	11	-	-	12	-	2	3	-	5	19	
Hour Subtotal	2	2	2	-	6	9	-	2	-	11	2	46	2	-	60	-	23	9	-	32	99	
7:00 PM	-	-	-	-	-	2	-	1	-	3	-	11	-	-	11	-	3	1	-	4	16	
7:15 PM	-	-	-	-	-	1	-	-	-	1	1	3	-	-	4	-	8	2	-	10	15	
7:30 PM	-	-	-	-	-	-	-	-	-	2	-	3	-	-	3	-	5	-	-	5	6	
7:45 PM	-	-	-	-	-	3	-	3	-	6	1	18	-	-	19	-	5	1	-	6	50	
Hour Subtotal	-	-	-	-	-	3	-	3	-	6	1	18	-	-	21	-	4	4	-	25	80	
8:00 PM	1	-	-	-	1	-	-	-	-	1	1	3	-	-	4	-	1	1	-	2	8	
8:15 PM	-	-	-	-	-	-	-	-	-	1	-	5	-	-	5	-	-	-	-	0	0	
8:30 PM	-	-	-	-	-	-	-	-	-	1	-	2	-	-	3	-	2	-	-	2	6	
8:45 PM	1	-	-	-	1	-	-	-	-	1	-	4	-	-	5	-	5	-	-	6	12	
Hour Subtotal	2	-	-	-	2	1	1	2	-	4	3	14	-	-	17	-	8	1	-	6	32	
9:00 PM	-	-	-	-	-	1	-	1	-	2	-	2	-	-	2	-	7	-	-	7	11	
9:15 PM	-	-	-	-	-	-	-	1	-	1	1	4	-	-	5	-	3	-	-	3	0	
9:30 PM	-	-	-	-	-	-	-	-	-	2	-	2	-	-	2	-	2	-	-	2	4	
9:45 PM	-	-	-	-	-	1	-	-	-	1	-	1	-	-	1	-	3	-	-	3	6	
Hour Subtotal	-	-	1	-	1	2	-	2	-	4	1	0	-	-	10	-	15	-	-	15	30	
10:00 PM	1	-	-	-	1	4	-	-	-	4	2	5	-	-	7	-	2	1	-	3	15	
10:15 PM	-	-	-	-	-	-	-	-	-	3	-	-	-	-	3	-	1	-	-	1	4	
10:30 PM	-	-	-	-	-	-	-	-	-	1	3	-	-	-	4	-	3	-	-	5	7	
10:45 PM	-	-	1	-	1	-	-	-	-	3	-	-	-	-	-	-	1	-	-	1	5	
Hour Subtotal	1	-	1	-	2	4	-	3	-	7	3	11	-	-	14	-	5	3	-	6	31	
11:00 PM	-	-	1	-	1	-	-	-	-	1	-	3	-	-	3	-	1	1	-	2	7	
11:15 PM	-	-	-	-	-	3	-	1	-	4	-	2	1	-	5	-	2	-	-	2	0	
11:30 PM	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	1	-	-	1	2	
11:45 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	1	-	2	3	
Hour Subtotal	-	-	1	-	1	4	1	1	-	6	-	6	1	-	7	-	4	3	-	7	21	
12:00 AM	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	3	-	-	5	4	
12:15 AM	-	-	-	-	-	-	-	1	-	1	2	-	-	3	-	2	1	-	3	7		
12:30 AM	-	-	1	-	1	-	-	3	-	3	-	1	-	-	1	-	-	-	-	6		
12:45 AM	-	-	-	-	-	-	-	-	-	-	4	-	-	4	-	1	1	-	-	2		
Hour Subtotal	-	-	1	-	1	1	1	1	-	5	-	6	1	-	6	-	1	1	-	1	11	
1:00 AM	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	1	
1:15 AM	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	1	
1:30 AM	1	-	-	-	1	-	-	-	-	1	-	1	-	-	1	-	-	-	-	-	3	
1:45 AM	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	-	-	1	
Hour Subtotal	1	-	-	-	1	1	1	1	-	3	-	2	-	-	4	-	1	1	-	2	0	
2:00 AM	-	-	-	-	-	-	-	-	-	3	-	2	2	1	-	6	-	2	-	-	2	
2:15 AM	-	-	-	-	-	1	-	-	-	1	-	3	-	-	3	-	1	-	-	1	4	
2:30 AM	-	-	1	-	1	-	-	1	-	1	-	2	-	-	3	-	4	-	-	4	0	
2:45 AM	-	-	-	-	-	-	-	-	-	1	-	2	-	-	3	-	2	-	-	3	6	
Hour Subtotal	-	-	1	-	1	2	-	2	-	6	-	3	2	-	4	-	3	-	-	3	10	
3:00 AM	-	-	-	-	-	3	-	1	-	1	-	2	-	-	4	-	2	-	-	2	0	
3:15 AM	-	-	-	-	-	1	-	-	-	1	-	3	1	-	4	-	4	-	-	4	0	
3:30 AM	-	-	-	-	-	-	-	-	-	1	-	2	-	-	3	-	2	-	-	1	3	
3:45 AM	-	-	-	-	-	1	-	-	-	3	-	2	-	-	4	-	3	-	-	3	10	
Hour Subtotal	-	-	1	-	1	2	-	2	-	6	-	3	0	1	13	-	10	-	1	11	29	
4:00 AM	-	-	2	-	2	3	-	-	-	5	2	2	1	-	6	-	5	-	-	2	12	
4:15 AM	-	-	-	-	-	1	-	1	-	2	1	0	-	-	7	-	2	2	-	4	13	
4:30 AM	-	-	2																			

Study Name: IL 83/Foster Avenue  
 Start Date: 10/31/2011  
 Start Time: 1:00 PM  
 Site Code:

Vehicle Classification: SINGLE-UNIT TRUCKS

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.

Start Time	FOSTER AVENUE Eastbound					FOSTER AVENUE Westbound					IL ROUTE 83 Northbound					IL ROUTE 83 Southbound					TOTAL	
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
8:00 AM	1	1	-	-	2	7	-	3	-	10	3	31	1	-	36	-	32	4	-	36	83	
8:15 AM	-	2	-	-	2	5	2	5	-	12	1	23	3	-	27	-	3	34	6	-	43	84
8:30 AM	5	-	-	-	5	7	-	2	-	9	1	24	2	-	27	-	1	22	5	-	28	89
8:45 AM	1	-	2	-	3	5	-	7	-	12	4	23	-	-	27	-	19	10	1	30	72	
Hour Subtotal	7	3	2	-	12	24	2	17	-	43	0	101	6	-	116	4	107	25	1	137	308	
9:00 AM	1	-	3	-	4	4	2	6	-	12	5	20	1	-	26	-	6	-	-	34	76	
9:15 AM	1	2	-	-	3	4	-	3	-	7	1	25	2	-	28	-	30	4	-	34	72	
9:30 AM	3	-	-	-	3	3	1	3	-	7	3	28	-	-	31	-	26	5	-	31	72	
9:45 AM	1	-	2	-	3	2	-	6	-	7	2	21	1	-	24	-	20	4	-	24	66	
Hour Subtotal	6	2	6	-	13	13	3	17	-	33	11	94	4	-	109	-	104	19	-	123	278	
10:00 AM	-	-	1	-	1	1	-	4	-	6	2	24	1	-	27	-	23	2	1	26	60	
10:15 AM	1	-	1	-	2	4	2	5	-	11	1	27	-	-	28	-	21	4	-	26	66	
10:30 AM	2	1	1	-	4	3	-	-	-	3	2	24	-	-	26	-	24	3	-	27	60	
10:45 AM	-	3	-	-	3	10	-	4	-	14	3	22	-	-	25	-	18	8	-	26	66	
Hour Subtotal	3	4	3	-	10	18	2	15	-	33	8	67	1	-	106	-	86	17	1	104	253	
11:00 AM	1	-	1	-	2	3	1	2	-	6	2	23	1	-	28	-	1	19	4	1	26	
11:15 AM	2	1	3	-	6	3	2	1	-	6	-	26	1	-	30	-	12	1	-	13	55	
11:30 AM	-	-	2	-	2	3	-	4	-	7	8	17	-	-	25	-	20	3	-	23	57	
11:45 AM	2	-	-	-	2	5	-	2	-	7	3	25	1	-	29	-	19	7	-	26	64	
Hour Subtotal	5	1	6	-	12	14	3	9	-	26	13	94	3	-	110	1	70	15	1	87	236	
12:00 PM	-	-	1	-	1	4	-	7	-	11	1	10	-	-	20	-	16	3	-	16	51	
12:15 PM	2	1	1	-	4	4	1	3	-	8	4	26	-	-	32	-	31	5	-	36	80	
12:30 PM	1	-	-	-	1	3	-	2	-	6	1	29	2	-	32	-	33	1	1	35	73	
12:45 PM	1	-	-	-	1	4	-	4	-	8	7	21	-	-	28	-	14	2	-	16	63	
Hour Subtotal	4	1	2	-	7	15	1	16	-	32	13	97	2	-	112	-	94	11	1	106	257	
TOTAL	51	23	40	-	114	222	27	193	1	443	141	1,176	33	-	1,352	14	1,111	232	7	1,364	3,273	

Start Time	FOSTER AVENUE Eastbound					FOSTER AVENUE Westbound					IL ROUTE 83 Northbound					IL ROUTE 83 Southbound					TOTAL
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
1:00 PM	-	-	-	-	-	5	-	11	-	16	3	37	-	-	40	-	30	5	-	35	91
1:15 PM	-	-	-	-	-	4	-	11	-	15	3	26	-	-	29	-	34	4	-	38	82
1:30 PM	1	-	-	-	1	3	-	7	-	10	3	36	-	-	30	-	27	6	-	32	82
1:45 PM	-	-	-	-	-	3	-	6	-	9	0	32	-	-	41	-	34	2	-	36	86
Hour Subtotal	1	-	-	-	1	15	-	36	-	60	18	131	-	-	149	-	126	16	-	141	341
2:00 PM	-	-	-	-	-	6	-	4	-	10	6	34	-	-	40	-	37	8	-	42	92
2:15 PM	-	-	-	-	-	3	-	5	-	8	5	20	-	-	34	-	38	6	-	44	86
2:30 PM	-	-	-	-	-	4	-	1	-	5	2	18	-	-	20	-	17	3	-	20	45
2:45 PM	1	-	-	-	1	5	-	10	-	15	4	22	-	-	26	-	38	5	1	44	86
Hour Subtotal	1	-	-	-	1	18	-	20	-	36	17	105	-	-	120	-	130	19	1	150	306
3:00 PM	-	-	-	-	-	4	-	2	-	6	3	33	1	-	37	-	26	6	-	31	74
3:15 PM	1	-	-	-	1	6	-	8	-	14	3	32	2	-	37	-	30	6	-	36	86
3:30 PM	2	-	-	-	2	3	-	7	-	10	7	22	-	-	29	-	27	4	-	31	72
3:45 PM	-	-	-	-	-	4	1	3	-	8	6	13	-	-	19	-	32	6	-	36	65
Hour Subtotal	3	-	-	-	3	17	1	20	-	36	19	100	3	-	122	-	116	21	-	136	299
4:00 PM	-	-	-	-	-	7	-	4	-	11	5	28	-	-	33	-	16	2	-	18	62
4:15 PM	-	1	-	-	1	1	-	2	-	3	3	11	-	-	14	-	27	3	-	30	48
4:30 PM	1	-	-	-	1	5	-	-	-	6	2	21	-	-	23	-	17	3	-	20	49
4:45 PM	-	-	-	-	-	3	-	5	-	8	2	26	-	-	28	-	22	10	-	32	68
Hour Subtotal	1	1	-	-	2	10	-	11	-	27	12	86	-	-	98	-	82	18	-	100	227
5:00 PM	-	-	-	-	-	3	-	10	-	15	3	16	-	-	16	-	21	4	-	25	57
5:15 PM	-	-	-	-	-	1	-	4	-	5	2	20	-	-	22	-	12	6	-	18	45
5:30 PM	-	-	-	-	-	1	-	3	-	4	0	8	-	-	14	-	16	2	-	20	38
5:45 PM	-	-	-	-	-	1	-	2	-	3	3	16	-	-	19	-	12	3	-	16	37
Hour Subtotal	-	-	-	-	-	6	-	10	-	25	14	60	-	-	74	-	63	16	-	78	177
6:00 PM	-	-	-	-	-	6	-	6	-	6	0	13	-	-	22	-	17	4	-	21	49
6:15 PM	-	-	-	-	-	1	-	3	-	5	3	10	-	-	13	-	14	3	-	17	35
6:30 PM	-	-	-	-	-	5	-	3	-	8	1	16	-	1	20	-	19	7	-	26	64
6:45 PM	-	-	-	-	-	1	-	4	-	6	1	11	-	-	12	-	9	1	-	10	27
Hour Subtotal	-	-	-	-	-	7	1	16	-	24	14	62	-	1	67	-	59	15	74	165	
7:00 PM	-	-	-	-	-	1	-	4	-	6	2	12	-	-	14	-	6	-	-	6	27
7:15 PM	1	-	-	-	1	3	-	5	-	8	2	10	-	-	21	-	13	-	-	13	43
7:30 PM	-	-	1	-	-	-	-	-	-	2	10	-	-	12	-	5	1	-	6	19	
7:45 PM	-	-	-	-	-	4	1	1	-	6	1	13	-	-	14	-	10	2	-	12	31
Hour Subtotal	1	1	-	-	2	8	-	10	-	16	7	64	-	-	61	-	36	3	-	30	120
8:00 PM	-	-	-	-	-	-	-	1	-	1	1	15	-	-	16	-	4	3	-	7	24
8:15 PM	-	-	-	-	-	1	-	1	-	2	1	16	-	-	17	-	9	1	-	10	20
8:30 PM	-	-	-	-	-	1	-	1	-	2	1	7	-	-	8	-	4	2	-	6	16
8:45 PM	-	1	-	-	1	1	-	1	-	1	2	7	-	-	9	-	6	-	-	8	19
Hour Subtotal	-	1	1	-	1	2	-	4	-	6	5	45	-	-	60	-	25	6	-	31	88
9:00 PM	-	-	-	-	-	1	-	1	-	2	-	2	-	-	2	-	7	1	-	8	12
9:15 PM	-	-	-	-	-	2	-	-	-	2	1	10	-	-	11	-	6	3	1	12	25
9:30 PM	-	-	-	-	-	4	-	1	-	5	1	0	-	-	10	-	7	-	-	7	22
9:45 PM	-	-	-	-	-	3	-	-	-	3	-	7	-	-	7	-	8	1	0	9	19
Hour Subtotal	-	-	-	-	-	10	-	2	-	12	2	26	-	-	30	-	30	5	1	36	78
10:00 PM	-	-	-	-	-	2	-	3	-	5	1	9	-	-	10	-	14	-	-	14	29
10:15 PM	-	1	-	-	1	2	-	4	-	6	2	6	-	-	8	-	13	-	-	13	28
10:30 PM	-	-	-	-	-	3	-	3	-	5	1	0	-	-	10	-	8	1	-	9	22
10:45 PM	-	-	-	-	-	1	-	1	-	1	1	5	-	-	6	-	5	1	-	6	13
Hour Subtotal	-	1	1	-	1	4	-	11	-	16	5	20	-	-	34	-	40	2	-	42	92
11:00 PM	-	-	-	-	-	1	-	2	-	3	1	6	-	-	7	-	5	1	-	6	16
11:15 PM	-	-	-	-	-	1	-	2	-	3	1	4	-	-	6	-	5	-	-	5	13
11:30 PM	-	-	-	-	-	2	-	3	-	5	2	7	-	-	9	-	6	1	-	9	23
11:45 PM	-	-	-	-	-	4	-	4	-	4	1	6	-	-	7	-	7	1	-	8	10
Hour Subtotal	-	-	-	-	-	4	1	11	-	16	5	23	-	-	28	-	25	3	-	28	71
12:00 AM	-	-	-	-	-	1	-	-	-	1	1	0	-	-	10	-	7	-	-	7	15
12:15 AM	-	-	-	-	-	1	-	4	-	5	1	0	-	-	7	-	5	1	-	9	21
12:30 AM	-	-	-	-	-	-	-	2	-	2	1	5	-	-	6	-	0	-	-	9	17
12:45 AM	-	-	-	-	-	1	-	1	-	2	1	4	-	-	6	-	3	1	-	4	11
Hour Subtotal	-	-	-	-	-	3	-	7	-	10	4	24	-	-	28	-	27	2	-	29	67
1:00 AM	-	-	-	-	-	1	-	-	-	1	2	6	-	-	7	-	6	-	-	6	16
1:15 AM	-	-	-	-	-	1	-	-	-	1	4	3	-	-	7	-	5	1	-	9	17
1:30 AM	-	-	-	-	-	1	-	1	-	2	-	0	-	-	6	-	7	-	-	7	15
1:45 AM	-	-	-	-	-	1	-	-	-	1	3	0	-	-	12	-	10	-	-	10	23
Hour Subtotal	-	-	-	-	-	2	-	5	-	7	5	30	-	-	35	-	34	-	-	34	76
2:00 AM	-	-	-	-	-	1	-	-	-	1	7	27	-	-	33	-	35	1	-	35	73
2:15 AM	-	-	-	-	-	2	-	-	-	2	4	18	-	-	22	-	14	-	-	14	44
2:30 AM	-	-	-	-	-	1	-	-	-	0	3	11	-	-	14	-	31	-	-	31	51
2:45 AM	-	-	-	-	-	-	-	5	-	6	10	-	-	16	-	24	1	-	25	40	
Hour Subtotal	-	-	-	-	-	2	-	13	-	15	17	61	-	-	78	-	61	1	-	82	175
3:00 AM	-	-	-	-	-	1	-	8	-	9	2	19	-	-	21	-	15	2	-	17	47
3:15 AM	-	-	-	-	-	3	-	3	-	6	3	18	-	-	21	-	13	1	-	16	42
3:30 AM	-	-	-	-	-	3	-	6	-	6	1	23	1	-	25	-	28	2	-	30	64
3:45 AM	-	-	-	-	-	3	-	6	-	6	4	18	-	-	22	-	26	-	-	26	57
Hour Subtotal	-	-	-	-	-	10	-	23	-	33	10	78	1	-	89	-	82	5	-	88	210
4:00 AM	-	1	-	-	1</																

Study Name: IL 83/Foster Avenue  
 Start Date: 10/31/2011  
 Start Time: 1:00 PM  
 Site Code:

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.  


Vehicle Classification: MULTI-UNIT TRUCKS

Start Time	FOSTER AVENUE Eastbound					FOSTER AVENUE Westbound					IL ROUTE 83 Northbound					IL ROUTE 83 Southbound					TOTAL
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	2	-	-	-	2	3	-	5	-	8	7	27	1	-	35	-	16	1	-	17	62
8:15 AM	1	1	-	-	2	1	-	5	-	6	4	41	-	-	45	-	17	1	-	18	71
8:30 AM	-	-	-	-	-	2	-	3	-	5	7	34	-	-	41	-	35	1	-	36	82
8:45 AM	-	-	-	-	-	4	-	7	-	11	6	37	-	-	43	-	29	3	-	32	66
Hour Subtotal	3	1	-	-	4	10	-	20	-	30	24	130	1	-	164	-	97	6	-	103	301
9:00 AM	-	-	-	-	-	1	-	6	-	8	11	45	-	-	56	-	36	6	-	41	103
9:15 AM	-	-	-	-	-	4	-	4	-	8	3	36	-	-	41	-	35	1	-	37	86
9:30 AM	-	-	2	-	2	6	-	7	-	12	6	32	-	-	38	-	36	1	-	37	69
9:45 AM	2	-	-	-	2	2	-	4	-	6	2	37	-	-	39	-	47	6	-	62	69
Hour Subtotal	2	-	2	-	4	12	-	20	-	32	22	152	-	-	174	1	154	12	-	167	377
10:00 AM	-	-	-	-	-	15	-	7	-	22	6	44	-	-	50	-	35	-	-	35	107
10:15 AM	-	-	-	-	-	6	-	7	-	13	5	42	-	-	47	-	37	5	-	42	102
10:30 AM	-	-	-	-	-	3	-	11	-	14	9	26	1	-	46	-	35	7	-	42	103
10:45 AM	1	-	-	-	1	7	-	6	-	15	4	44	-	-	48	-	46	1	-	46	112
Hour Subtotal	1	-	-	-	1	31	-	33	-	64	24	100	1	-	191	1	153	13	-	167	423
11:00 AM	-	-	1	-	1	-	-	5	-	5	7	44	-	-	51	-	47	6	-	63	110
11:15 AM	-	-	-	-	-	5	-	8	-	13	3	37	-	-	40	-	42	2	-	44	97
11:30 AM	-	-	-	-	-	4	-	6	-	9	7	32	-	-	39	-	42	1	-	43	91
11:45 AM	1	-	-	-	1	3	-	-	-	3	7	31	-	-	38	-	32	3	-	36	77
Hour Subtotal	1	-	1	-	2	12	-	16	-	30	24	144	-	-	168	-	163	12	-	176	375
12:00 PM	-	-	-	-	-	1	-	6	-	6	3	37	-	-	40	-	26	2	-	26	74
12:15 PM	-	-	-	-	-	9	-	3	-	12	6	46	1	1	63	-	35	4	-	36	104
12:30 PM	1	-	-	-	1	6	-	5	-	10	9	29	-	-	38	1	22	-	-	23	72
12:45 PM	-	-	-	-	-	7	-	4	-	11	5	28	-	-	33	-	24	1	1	26	70
Hour Subtotal	1	-	-	-	1	22	-	17	-	30	22	140	1	1	164	1	107	7	1	116	320
TOTAL	16	2	7	-	27	225	2	340	-	667	305	1,025	0	3	2,142	4	1,700	103	3	1,690	4,726

Study Name: IL 83/Foster Avenue  
Start Date: 10/3/2011  
Start Time: 1:00 PM  
Site Code:

TRAFFIC  
ANALYSIS &  
DESIGN, INC.

Vehicle Classification: ALL VEHICLES

Start Time	FOSTER AVENUE					FOSTER AVENUE					IL ROUTE 83					IL ROUTE 83					TOTAL	
	Eastbound				Total	Westbound				Total	Northbound				Total	Southbound						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
1:00 PM	20	21	32	-	73	24	14	45	-	83	27	221	23	1	272	13	251	34	4	502	730	
1:15 PM	10	12	29	-	51	18	17	63	-	88	30	238	31	-	299	13	243	29	2	287	725	
1:30 PM	25	17	36	-	78	24	26	45	-	94	26	240	32	2	300	3	290	42	6	300	822	
1:45 PM	19	7	36	-	62	16	11	30	-	66	22	240	26	-	267	6	250	27	4	289	704	
Hour Subtotal	74	57	133	-	264	82	67	162	-	331	106	899	111	3	1,158	37	1,043	132	18	1,228	2,981	
2:00 PM	30	16	21	-	67	23	19	61	-	100	23	250	25	-	298	6	318	31	2	367	826	
2:15 PM	21	12	21	-	54	18	14	42	-	74	20	266	37	-	311	8	374	30	-	412	851	
2:30 PM	45	12	26	-	85	22	17	60	-	106	13	260	27	1	301	6	405	25	2	438	932	
2:45 PM	34	12	23	-	69	26	17	62	-	95	22	256	29	-	267	11	406	30	4	461	922	
Hour Subtotal	130	62	60	-	276	80	67	224	-	380	78	1,025	113	1	1,217	31	1,003	116	8	1,058	3,630	
3:00 PM	65	9	21	-	96	31	37	63	-	161	16	253	31	-	303	13	461	27	1	602	1,061	
3:15 PM	29	3	15	-	47	24	26	86	-	130	21	250	30	2	312	13	528	27	4	672	1,067	
3:30 PM	43	10	28	-	81	28	50	111	-	169	26	247	29	-	302	9	556	15	1	683	1,166	
3:45 PM	49	4	13	-	66	28	30	67	-	126	21	254	28	-	303	8	628	25	3	664	1,168	
Hour Subtotal	186	26	77	-	268	111	143	357	-	811	87	1,013	118	2	1,220	43	2,176	94	9	2,321	4,441	
4:00 PM	74	12	14	-	100	20	41	101	-	162	14	231	15	1	261	7	550	14	2	672	1,096	
4:15 PM	46	7	12	-	66	20	27	73	-	120	14	222	36	-	272	6	564	11	-	611	1,096	
4:30 PM	102	12	21	-	135	26	46	86	-	166	6	212	31	-	349	4	640	13	1	658	1,200	
4:45 PM	46	8	21	-	75	19	24	60	-	103	12	254	21	-	287	6	692	24	-	624	1,089	
Hour Subtotal	206	39	69	-	376	85	136	320	-	843	46	910	103	1	1,069	25	2,376	62	8	2,466	4,454	
5:00 PM	70	4	10	-	84	22	52	78	-	132	8	231	16	-	255	6	603	10	1	632	1,103	
5:15 PM	46	1	13	-	62	10	24	66	-	100	22	274	15	-	311	6	632	17	-	685	1,138	
5:30 PM	43	8	16	-	67	21	33	69	-	123	10	204	17	-	235	16	476	13	-	605	990	
5:45 PM	26	4	8	-	40	19	14	38	-	71	9	210	13	-	232	8	350	12	-	379	722	
Hour Subtotal	189	17	47	-	253	72	103	251	-	426	49	823	81	-	1,033	40	2,070	61	1	2,181	3,803	
6:00 PM	32	3	14	-	49	17	12	44	-	73	16	153	17	-	188	6	388	13	-	410	718	
6:15 PM	24	6	8	-	40	12	6	24	-	42	5	145	24	-	175	6	250	13	1	279	536	
6:30 PM	17	4	13	-	34	17	12	26	-	55	4	158	13	1	176	6	235	18	1	262	527	
6:45 PM	24	4	13	-	41	10	6	22	-	38	7	128	20	-	185	4	183	10	-	167	431	
Hour Subtotal	87	17	46	2	184	86	26	116	-	208	32	885	74	1	602	27	1,005	84	2	1,148	2,212	
7:00 PM	15	3	4	-	22	11	9	15	-	35	4	115	16	-	135	6	178	8	1	183	385	
7:15 PM	14	2	6	-	26	4	3	10	-	17	7	110	16	-	133	6	163	9	-	177	352	
7:30 PM	20	3	12	-	35	4	7	10	-	21	6	101	6	-	113	3	133	4	2	142	311	
7:45 PM	12	1	7	-	20	6	3	15	-	22	4	106	14	1	125	5	106	8	-	119	286	
Hour Subtotal	61	9	32	-	102	25	22	46	-	95	21	432	82	1	506	10	380	29	3	631	1,334	
8:00 PM	12	2	11	-	25	5	1	14	-	21	6	107	15	-	128	2	140	5	-	147	321	
8:15 PM	8	1	11	-	20	2	5	8	-	16	6	121	17	-	144	7	121	6	-	133	312	
8:30 PM	5	-	10	-	15	7	1	5	-	13	3	124	18	-	145	4	114	6	3	127	309	
8:45 PM	10	3	12	-	25	8	1	10	-	10	3	87	15	-	105	7	110	2	-	119	266	
Hour Subtotal	35	6	44	-	85	23	8	57	-	68	18	430	65	-	622	20	485	18	3	620	1,201	
9:00 PM	5	3	11	-	19	3	5	10	-	18	-	68	14	1	83	4	119	5	1	120	249	
9:15 PM	4	2	6	-	12	7	1	6	-	14	10	64	9	-	113	3	105	7	3	119	268	
9:30 PM	3	5	9	-	17	8	4	7	-	19	11	60	13	-	123	4	107	9	2	122	281	
9:45 PM	10	3	7	-	20	6	4	8	-	18	7	80	7	-	94	3	76	6	1	66	218	
Hour Subtotal	22	13	53	-	68	23	14	32	-	60	28	341	43	1	412	14	408	27	7	496	1,009	
10:00 PM	14	3	10	-	27	12	1	25	-	38	5	71	10	-	86	6	105	2	1	114	205	
10:15 PM	5	1	7	-	13	6	-	10	-	16	5	73	9	1	86	5	93	3	-	86	216	
10:30 PM	7	6	4	-	17	3	-	13	-	16	6	66	16	-	88	8	97	9	-	114	235	
10:45 PM	6	4	10	-	20	2	1	11	-	14	14	59	9	-	82	5	55	5	-	66	182	
Hour Subtotal	32	14	31	-	77	23	2	50	-	64	30	280	44	1	344	21	362	10	1	360	690	
11:00 PM	8	2	5	-	16	2	5	16	-	22	3	69	8	-	80	4	111	7	-	122	239	
11:15 PM	6	-	7	-	13	6	2	10	-	17	2	44	5	-	61	3	76	2	-	81	162	
11:30 PM	12	3	6	-	20	2	1	9	-	12	3	44	8	-	65	3	94	5	-	102	180	
11:45 PM	3	1	5	-	9	2	3	7	-	12	2	25	7	-	34	3	59	2	-	84	110	
Hour Subtotal	29	6	22	-	57	12	11	40	-	63	10	182	28	-	220	7	134	16	-	350	700	
12:00 AM	0	3	-	12	12	3	-	11	-	14	1	28	3	-	32	3	85	-	-	88	146	
12:15 AM	3	-	1	-	3	2	1	11	-	14	5	28	3	-	36	7	3	1	-	74	128	
12:30 AM	3	2	-	5	3	-	10	-	13	2	17	4	-	23	2	60	1	1	63	107		
12:45 AM	-	-	4	-	4	2	1	4	-	8	2	22	1	-	25	1	34	1	-	35	73	
Hour Subtotal	2	3	9	0	-	14	6	4	10	-	19	11	109	8	1	129	7	125	4	1	139	300
1:00 AM	2	-	1	-	3	2	4	4	-	8	4	43	-	2	49	-	31	1	-	32	93	
1:15 AM	-	1	2	-	3	3	2	3	-	8	4	33	5	-	42	-	30	1	-	40	93	
1:30 AM	-	1	1	-	2	1	2	3	-	6	5	57	3	-	65	3	49	4	1	57	130	
1:45 AM	-	1	5	-	6	3	1	4	-	8	9	65	4	-	81	5	59	3	-	46	140	
Hour Subtotal	2	3	9	0	-	14	6	8	14	-	31	22	201	12	2	237	6	168	9	1	174	466
2:00 AM	3	1	6	-	10	9	1	21	-	12</												

Study Name: IL 83/Foster Avenue  
 Start Date: 10/31/2011  
 Start Time: 10:00 PM  
 Site Code:

TRAFFIC  
 ANALYSIS &  
 DESIGN, INC.

Vehicle Classification: ALL VEHICLES

Start Time	FOSTER AVENUE Eastbound					FOSTER AVENUE Westbound					IL ROUTE 83 Northbound					IL ROUTE 83 Southbound					TOTAL
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
8:00 AM	12	27	37	-	76	22	10	14	-	46	43	496	76	-	617	5	254	32	2	291	1,030
8:15 AM	19	26	32	-	77	19	15	24	-	66	62	531	72	-	655	10	263	36	2	314	1,194
8:30 AM	17	16	28	-	63	18	3	18	-	39	41	406	85	-	562	4	231	46	3	284	978
8:45 AM	15	17	25	-	57	20	6	27	-	53	43	452	49	-	544	3	200	50	3	256	910
Hour Subtotal	65	88	122	-	273	76	34	83	-	186	179	1,844	285	-	2,408	20	848	167	10	1,145	4,022
9:00 AM	14	10	21	-	45	13	13	26	-	54	44	326	34	-	416	162	41	3	236	781	
9:15 AM	11	16	22	-	49	15	8	27	-	60	29	298	32	-	389	8	205	26	2	240	695
9:30 AM	13	14	15	-	42	30	6	23	-	60	22	254	32	-	308	4	216	33	1	254	663
9:45 AM	14	5	20	-	30	19	7	23	-	49	34	287	38	2	341	6	180	30	5	232	661
Hour Subtotal	62	45	78	-	176	77	34	101	-	212	120	1,164	138	2	1,421	17	790	135	11	962	2,770
10:00 AM	14	12	22	-	48	25	8	26	-	69	10	231	22	1	273	4	102	22	1	210	699
10:15 AM	11	9	20	-	40	19	6	28	-	63	21	228	27	-	276	6	101	32	2	238	599
10:30 AM	16	13	22	-	63	16	13	29	-	68	34	214	26	-	273	2	221	25	-	248	632
10:45 AM	13	9	19	-	41	27	6	30	-	66	35	240	17	-	301	6	223	39	7	276	663
Hour Subtotal	86	43	83	-	182	67	38	111	-	236	109	822	91	1	1,123	17	827	118	10	972	2,813
11:00 AM	21	10	13	-	44	17	21	26	-	64	24	242	18	-	284	7	228	35	2	272	664
11:15 AM	12	17	22	-	61	24	11	40	-	75	15	226	24	-	265	6	199	20	1	225	616
11:30 AM	16	11	19	-	46	27	16	30	-	79	35	210	20	-	265	9	232	31	3	276	667
11:45 AM	14	16	12	-	42	31	20	24	-	75	28	234	18	-	280	10	216	38	6	276	672
Hour Subtotal	85	64	66	-	185	69	69	126	-	293	102	912	80	-	1,064	37	875	124	11	1,047	2,619
12:00 PM	27	17	31	-	85	20	36	42	-	96	30	213	27	-	270	6	195	28	4	233	668
12:15 PM	18	29	36	-	83	27	27	42	-	98	34	216	21	3	276	10	236	31	4	281	736
12:30 PM	25	20	41	-	86	14	17	26	-	66	22	237	24	-	283	10	230	26	3	278	703
12:45 PM	22	23	36	-	81	25	23	33	-	81	43	236	20	-	290	7	163	34	2	236	697
Hour Subtotal	102	89	144	-	335	86	103	142	-	331	120	804	92	3	1,128	33	863	119	13	1,028	2,822
TOTAL	1,609	837	1,543	2	3,001	1,316	980	2,832	1	4,631	1,613	19,441	2,456	20	23,729	812	10,876	1,771	160	22,910	64,880

## PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

Intersection: Foster Avenue and West Road Ranger Access  
 County: DuPage  
 Traffic Control: One-Way Stop  
 Project: Thorntons Bensenville

A.M. PEAK		→				←				↑				↓				Total Vehicle Volumes
Tuesday, March 13, 2012		Foster Avenue Eastbound				Foster Avenue Westbound				West Road Ranger Access Northbound								Total Vehicle Volumes
Start Time		Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
7:00 AM		0	0	3	0	5	0	0	0	7	0	4	0	0	0	0	0	19
7:15 AM		0	0	5	0	3	0	0	0	3	0	9	0	0	0	0	0	20
7:30 AM		0	0	6	0	1	0	0	0	8	0	9	0	0	0	0	0	24
7:45 AM		0	0	5	0	4	0	0	0	9	0	6	0	0	0	0	0	24
Peak Hour Volume		0	0	19	0	13	0	0	0	27	0	28	0	0	0	0	0	87
U-Turn Hourly Volume		0				0				0				0				0
By Approach		19		13		55						0				87		
TRUCK PERCENTAGES																		14.9% N/A
% Trucks		0.0%	0.0%	5.3%		30.8%	0.0%	0.0%		22.2%	0.0%	7.1%		0.0%	0.0%	0.0%		
% Heavy Trucks		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		
% Trucks (Total)		0.0%	0.0%	5.3%		30.8%	0.0%	0.0%		22.2%	0.0%	7.1%		0.0%	0.0%	0.0%		14.9%
By Approach		5.3%		30.8%		14.5%						0.0%						14.9%
PEAK HOUR FACTORS																		0.91
Peak Hour Factor (PHF)		0	0	0.79		0.65	0	0		0.75	0	0.78		0	0	0		
By Approach		0.79		0.65		0.81						0						0.91
HOURLY VOLUME-ROUNDED																		90
By Approach		20		15		55						0						

P.M. PEAK		→				←				↑				↓				Total Vehicle Volumes
Tuesday, March 13, 2012		Foster Avenue Eastbound				Foster Avenue Westbound				West Road Ranger Access Northbound								Total Vehicle Volumes
Start Time		Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
4:30 PM		1	0	2	0	0	0	0	0	2	0	0	0	0	1	0	0	6
4:45 PM		0	0	3	0	2	0	0	0	7	0	7	0	0	0	0	0	19
5:00 PM		0	0	5	0	1	0	0	0	4	0	1	0	0	0	0	0	11
5:15 PM		0	0	4	0	1	0	0	0	3	0	4	0	0	0	0	0	12
Peak Hour Volume		1	0	14	0	4	0	0	0	16	0	12	0	0	1	0	0	48
U-Turn Hourly Volume		0				0				0				0				0
By Approach		15		4		28				1								48
TRUCK PERCENTAGES																		16.7% N/A
% Trucks		0.0%	0.0%	14.3%		25.0%	0.0%	0.0%		18.7%	0.0%	16.7%		0.0%	0.0%	0.0%		
% Heavy Trucks		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		
% Trucks (Total)		0.0%	0.0%	14.3%		25.0%	0.0%	0.0%		18.7%	0.0%	16.7%		0.0%	0.0%	0.0%		16.7%
By Approach		13.3%		25.0%		17.8%						0.0%						0.63
PEAK HOUR FACTORS																		45
Peak Hour Factor (PHF)		0.25	0	0.70		0.50	0	0		0.57	0	0.43		0	0.25	0		
By Approach		0.75		0.50		0.50				0.25								
HOURLY VOLUME-ROUNDED																		45
By Approach		15		5		25				0		0		0		0		

DOT Growth Factor Group: None Used

Adjustment Factor Used: 1.000

Notes: U-turn volumes included in left-turn volumes.

## PEAK HOUR TURNING MOVEMENT COUNT SUMMARY

**Intersection:** Foster Avenue and Industrial Office Access  
**County:** DuPage  
**Traffic Control:** One-Way Stop  
**Project:** Thorntons Bensenville

A.M. PEAK		→				←				↑				↓				Total Vehicle Volumes
Tuesday, March 13, 2012		Foster Avenue Eastbound				Foster Avenue Westbound				Industrial Office Access Northbound								Total Vehicle Volumes
Start Time		Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
7:00 AM		0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Volume		0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	6
U-Turn Hourly Volume				0				0		0		0		0		0		0
By Approach		3				0				3				0				6
TRUCK PERCENTAGES																		
% Trucks		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%
% Heavy Trucks		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A
% Trucks (Total)		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%
By Approach		0.0%				0.0%				0.0%				0.0%				0.0%
PEAK HOUR FACTORS																		
Peak Hour Factor (PHF)		0	0	0.38		0	0	0		0.38	0	0		0	0	0		
By Approach		0.38				0				0.38				0				0.38
HOURLY VOLUME-ROUNDED		0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	10
By Approach		5				0				5				0				

P.M. PEAK		→				←				↑				↓				Total Vehicle Volumes
Tuesday, March 13, 2012		Foster Avenue Eastbound				Foster Avenue Westbound				Industrial Office Access Northbound								Total Vehicle Volumes
Start Time		Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	Left	Thru	Right	Ped/Bike	
4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Volume		0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
U-Turn Hourly Volume				0				0		0		0		0		0		0
By Approach		0				0				1				0				1
TRUCK PERCENTAGES																		
% Trucks		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%
% Heavy Trucks		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A	N/A	N/A		N/A
% Trucks (Total)		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%
By Approach		0.0%				0.0%				0.0%				0.0%				0.0%
PEAK HOUR FACTORS																		
Peak Hour Factor (PHF)		0	0	0		0	0	0		0.25	0	0		0	0	0		0.25
By Approach		0				0				0.25				0				
HOURLY VOLUME-ROUNDED		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
By Approach		0				0				0				0				0

DOT Growth Factor Group: None Used  
 Adjustment Factor Used: 1.000  
 Notes: U-turn volumes included in left-turn volumes.



September 5, 2012

Michael Cassady  
Village Manager  
Village of Bensenville  
12 South Center Street  
Bensenville, Illinois 60106

Re: Proposed Thorntons Retail Facility  
Northeast Corner of Illinois Route 83 & Foster, Bensenville, Illinois

Dear Mr. Cassady:

Pursuant to our recent conversation, I am writing to respectfully request that you consider bifurcating our application for zoning relief and our request for an economic incentive from the Village of Bensenville for our proposed project at the above referenced location. Thorntons is prepared to make a final presentation for zoning relief to the subcommittee of the Board on Tuesday September 18<sup>th</sup> and the Village Board on September 25<sup>th</sup>.

While Thorntons intends to continue to pursue an economic incentive for the proposed development, I believe that separating the two requests and prioritizing the finalization of the entitlement process will facilitate the ultimate resolution of the structure of the economic incentive agreement. In the event that the Village Board agrees with the unanimous recommendation of the Community Development Commission and approves our request for zoning relief within the next thirty (30) days, Thorntons will agree, at its own risk and expense, to:

- Finalize the civil engineering design for the proposed project including a detailed storm water management plan and the proposed improvements to the intersection of Route 83 & Foster Avenue.
- Upon completion of the final civil engineering plans, submit a formal permit application to the Illinois Department of Transportation for the proposed project that shall include the proposed improvements to the intersection of Route 83 and Foster Avenue. As you know, there is a fair amount of uncertainty regarding the scope of the roadway and signalization improvements that will be required by IDOT and the costs associated with those improvements.

---

BLUESTONE DIVERSIFIED INVESTMENTS, LLC

WRIGLEY BUILDING - SOUTH TOWER  
400 NORTH MICHIGAN AVENUE - SUITE 800 - CHICAGO, ILLINOIS 60611  
TEL (312) 878-4850 FAX (312) 878-4860

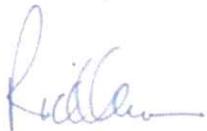
- Finalize the architectural plans for the project and competitively bid the construction project with not less than four (4) qualified general contractors to obtain actual (versus estimated) development costs for the proposed project. While Thorntons developed its estimate of project costs in good faith, a competitive bid process may yield unanticipated cost savings in light of the current economic environment.

The foregoing steps will enable Thorntons to develop a more precise estimate of development costs and define its "best and final" proposal for the total amount of the economic incentive required from the Village to complete the project. I am sure that you can appreciate that Thorntons will invest a significant amount of time and expense to refine its estimate of costs as described above. Our request to prioritize the zoning relief is based upon our desire to eliminate the "entitlement risk" of the project and provide Thorntons with confidence to continue to invest additional time and capital into the proposed development.

Mike, while we have been engaged in an athletic negotiation on the economic incentive agreement over the past several months, I truly appreciate the professional approach that you and your staff have taken with respect to our project and that you have maintained an open mind regarding each of our proposals. I completely understand that you have a duty to balance the Village's need for economic growth with its ability to meet its financial obligations. Assuming that the Board approves our application for zoning relief, I am confident that we can resolve the open issues and reach an equitable agreement on the structure of the economic incentive that results in a "win-win" for Thorntons/Gullo and the Village of Bensenville.

Thank you in advance for your consideration of our request. If you need any additional information, please do not hesitate to contact our attorney, Tom Burney, or me.

Sincerely,



Rick Claes  
Authorized Agent for Thorntons Inc.

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

## **MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION**

May 14, 2012

**CALL TO ORDER:** The meeting was called to order by Chairman Moruzzi at 6:35 p.m.

**ROLL CALL :** Upon roll call the following Commissioners were present:  
Moruzzi, James, Janowiak, Pisano, Rowe, Weldon  
Absent: Ventura  
A quorum was present.

### **JOURNAL OF PROCEEDINGS:**

The minutes of the Special Community Development Commission of April 23, 2012 were presented.

Commissioner Pisano addressed Staff with corrections to the drafted minutes.

Motion: Commissioner James made a motion to approve the minutes as amended. Commissioner Rowe seconded the motion.

All were in favor. Motion carried.

**Public Hearing:** CDC Case Number 2012-09  
**Petitioner:** Thornton's  
**Location:** 601 N. Rte. 83  
**Request:** Conditional Use Permit to Allow a Gasoline and Diesel Fuel Service Station and Electronic Message Center Sign

Motion: Chairman Moruzzi made a motion to continue CDC Case Number 2012-09 until June 11, 2012. Commissioner Rowe seconded the motion.

Roll Call: Ayes: Moruzzi, James, Janowiak, Pisano, Rowe, Weldon

Nays: None

All were in favor. Motion carried.

---

Mike Moruzzi, Chairman  
Community Development Commission

DRAFT

Community Development Commission Meeting Minutes

June 11, 2012

Page 1

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

**MINUTES OF THE COMMUNITY DEVELOPMENT COMMISSION**

June 11, 2012

**CALL TO ORDER:** The meeting was called to order by Chairman Moruzzi at 6:34 p.m.

**ROLL CALL :** Upon roll call the following Commissioners were present:  
Moruzzi, James, Janowiak, Pisano, Rowe, Ventura, Weldon  
Absent: None.  
A quorum was present.

**JOURNAL OF PROCEEDINGS:**

The minutes of the Community Development Commission of May 14, 2012 were presented.

**Motion:** Commissioner Pisano made a motion to approve the minutes as presented. Commissioner Rowe seconded the motion.

**Roll Call:** Ayes: Moruzzi, James, Janowiak, Pisano, Rowe, Weldon

Nays: None

Abstained: Ventura

Motion carried.

Village Attorney, Mary Dickson, reviewed the rules and process to the audience in attendance of the Public Hearings.

Village Attorney, Mary Dickson, swore in members of the audience under oath that planned to give testimony.

**Public Hearing:** CDC Case Number 2012-09

**Petitioner:** Thornton's

**Location:** 601 N. Rte. 83

**Request:** Conditional Use Permit to Allow a Gasoline and Diesel Fuel Service Station and Electronic Message Center Sign

Motion: Chairman Moruzzi made a motion to open the Public Hearing for CDC Case Number 2012-09. Commissioner Ventura seconded the motion.

**ROLL CALL :** Upon roll call the following Commissioners were present:  
Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon  
Absent: James  
A quorum was present.

Chairman Moruzzi opened the Public Hearing for CDC Case Number 2012-09 at 8:49 p.m.

Director of Community & Economic Development, Scott Viger, stated a legal notice was published in the Daily Herald on May 26, 2012 and that a certified copy of the legal notice is maintained in the CDC file and available for viewing. Mr. Viger also stated that Village Staff posted a notice of the Public Hearing sign on the property on May 25, 2012. Mr. Viger stated on May 25, 2012 Village Staff mailed first class notice of the public hearing to taxpayers of record within 250 feet of the property in question.

Richard Claes of Thorntons was present and sworn in. Mr. Claes made a power-point presentation to the Commission and the members of the audience. A copy of the power-point is attached to the minutes as "Exhibit E". Mr. Claes stated the proposed site is a current church that is planning to move to a new location with another church. Mr. Claes shared the current operations at a Thorntons facility. Mr. Claes stated the building will be brand new and fully paid for by Thorntons. Mr. Claes stated the operation will occur twenty four hours a day, three hundred and sixty five days.

Mr. Claes stated they had taken concerns from Residents in the area into consideration and had made the determination to not allow overnight parking on the property. Mr. Claes stated they have proposed a two hour only parking for drivers. Mr. Claes stated Thorntons would like to add a restaurant to the facility in the future. Mr. Claes reviewed the request for a conditional use permit and variances being requested with the Commission. Mr. Claes stated Thorntons is not seeking additional curbcuts from the Village or IDOT. Mr. Claes stated Thorntons will build a ten foot sound and light barrier around the diesel facility to benefit the residents. Mr. Claes stated trucks will be limited to a right turn only out of the exit driveway. Mr. Claes stated there will be high speed fuel pumps on site. Mr. Claes stated Thorntons has proposed a truck scale north of the diesel canopy. Peter Lemmon of Traffic

Analysis & Design, Inc. reviewed a traffic study that was conducted in the area. Mr. Claes stated Thorntons will lease the property and has a lease pending approval of the proposed operation by the Village.

Commissioner Pisano asked what will happen if a truck will not leave within two hours. Mr. Claes stated if they need to call the Police, they will.

Chairman Moruzzi asked if there was any opportunity to promote the industrial area with signage on Thorntons property, much like their facility in Wood Dale. Mr. Claes stated he would be open to discussion and does not see any issues with Mr. Moruzzi's request.

**Public Comment:**

**Lawrence Hull – 471 N. Marshall**

Mr. Hull asked for clarification of the curbcuts. Mr. Claes stated the curbcuts will remain as is and no additional curbcuts are necessary.

**Dale K. Burda – 581 Marshall Street**

Mr. Burda raised concern with the amount of gas that will be stored on site and asked if the Fire Department has been included in the discussion of the proposed site.

**Chris Anaya – 573 Marshall Road**

Ms. Anaya stated she is opposed to the proposed use but appreciates the way Thorntons approached the Residents in the area and asked for their input in the design.

**Hal Francke of DLA Piper**

Mr. Francke asked for clarification on the traffic study.

Director of Community Development, Scott Viger, reviewed his Staff report with the Commission and members of the audience. Mr. Viger stated the red box would not be allowed to be on the property. Mr. Claes stated they were ok with the decision made by Staff. Mr. Viger stated there was an error in the Staff report and stated there will be no impact on the environment based on the proposed plans submitted by Thorntons. Mr. Viger stated condition number three for landscaping will follow IDOT rules. Mr. Viger stated Staff recommends approval on the conditional uses with the recommendations of Staff. Mr. Viger stated Staff recommends denial of the truck stacking variance. Mr. Claes stated Thorntons is

willing to change their requests for stacking and signage to meet Staff's recommendations.

**Motion:** Commissioner Weldon made a motion to close the Public Hearing for CDC Case Number 2012-09. Commissioner Rowe seconded the motion.

**Roll Call:** Ayes: Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon

Nays: None

All were in favor. Motion carried.

Chairman Moruzzi closed the Public Hearing for CDC Case Number 2012-09 at 10:21 p.m.

**Motion:** Commissioner Ventura made a motion to approve the findings of facts for the conditional use permits for CDC Case Number 2012-09 consisting of:

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

**Service Station** - The traffic study indicated no significant adverse effects associated with traffic flow, assuming the recommendations are implemented.

**EMC** - If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

**Service Station** - The Staff harbors continued concerns in regards to the associated engine noises as well as exhaust odor from idling trucks. Similarly, there are concerns of overnight truck parking and its effect on the neighboring areas.

**EMC** - If the EMC meets the Village's Ordinance requirements it should not have a negative effect on traffic in the area.

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

**Service Station** - The proposed service station should fit harmoniously with the existing environs. The majority of the abutting and adjacent land uses are non-residential and the property serves as a gateway to the northern business district. The proposed use is in compliance with the Comprehensive Plan for the Village. The Comprehensive Plan indicates "Quasi - Public" use for the property based on the historical use as a House of Worship, while the zoning is C - 2 Highway Commercial.

**EMC** - If approved this would be the second EMC along Rte. 83 (the first has been approved at 801 N. Rte. 83 for Perk's Bar & Grill but has yet to be erected). Other EMC sign Conditional Use Permits are pending.

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

**Service Station** - The service station as proposed will not require existing community facilities or services to a degree disproportionate to that normally expected of uses permitted in the District. The use as proposed will not generate disproportionate demand for new Village services.

**EMC** - The proposed EMC will not impact the Village's Public services and facilities.

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

will contribute to the general welfare of the neighborhood or community.

Staff believes that there is sufficient market demand for the proposed service.

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

Any other factors are under the discretion of the Community Development Commission.

Commissioner Janowiak seconded the motion.

Roll Call: Ayes: Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Ventura made a motion to approve CDC Case Number 2012-09 with Staff's eighteen conditions and an additional condition to enter into a cross access agreement with a no compete use and possible signage on the property for the Bensenville Industrial Park. Commissioner Janowiak seconded the motion.

Roll Call: Ayes: Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon

Nays: None

All were in favor. Motion carried.

Motion: Commissioner Ventura made a motion to approve the findings of facts for the conditional use permits for CDC Case Number 2012-09 consisting of:

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

2. **Hardship Or Practical Difficulties:** For reasons set forth in the findings, the literal application of the provisions of this Title would result in unnecessary and undue hardship or practical difficulties for the applicant as distinguished from mere inconvenience. Hardship would exist in providing feasible traffic flow and maneuverability on and off-site.

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

The circumstances relate to the property in that it exists on the corner lot of two major corridors in the Village. The large front and corner side yards and the adjacent residential property.

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

The variances are the results of the traffic movements and physical site design dictated by the property itself and the surrounding uses, not necessarily the specific actions of the applicant.

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

Allowing a service and diesel fueling station on a C-2 Highway Commercial District does not confer special privilege in that three other gas stations already exist on the same intersection as the proposed.

6. **Necessary For Use Of Property:** The grant of a variance is necessary not because it will increase the applicant's economic return, although it may have this effect, but because without a variance the applicant will be deprived of reasonable use or enjoyment of, or reasonable economic return from, the property. The variances are necessary for the use of property.
7. **Not Alter Local Character:** The granting of the variance will not alter the essential character of the locality nor substantially impair environmental quality, property values or public safety or welfare in the vicinity. The local character will not be altered in that three other service stations on the same intersection as the proposed Thorntons. Foster Avenue is also an industrial corridor typically accommodating diesel truck traffic and serves as a gateway into the Northern Business District.
8. **Consistent With Title And Plan:** The granting of a variance will be in harmony with the general purpose and intent of this Title and of the general development plan and other applicable adopted plans of the Village, as viewed in light of any changed conditions since their adoption, and will not serve in effect to substantially invalidate or nullify any part thereof. The property's location, size, abutting uses and separation from the existing single family homes by Foster Avenue make it a candidate for a commercial use and requested variance(s).
9. **Minimum Variance Needed:** The variance approved is the minimum required to provide the applicant with relief from undue hardship or practical difficulties and with reasonable use and enjoyment of the property. Staff believes that the variances are the minimum necessary to appropriately operate the proposed use with the exception of the number of signs. The number and area of signs can be reduced without negative impact.

Community Development Commission Meeting Minutes

June 11, 2012

Page 9

Commissioner Ventura seconded the motion.

Roll Call:

Ayes: Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon

Nays: None

All were in favor. Motion carried.

Motion:

Commissioner Ventura made a motion to approve the variances for CDC Case Number 2012-09 with the change of stacking vehicles to a 2-1 ratio and changing the allowed signs to eight.

Commissioner Pisano seconded the motion.

Roll Call:

Ayes: Moruzzi, Janowiak, Pisano, Rowe, Ventura, Weldon

Nays: None

All were in favor. Motion carried.

---

Mike Moruzzi, Chairman  
Community Development Commission

**TYPE:** Resolution      **SUBMITTED BY:** Joe Caracci      **DATE:** 10/03/2012

**DESCRIPTION:** Resolution authorizing the execution of a License Agreement with Sidera Networks to install Telecommunications within the Village of Bensenville Right-of-Way

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input checked="" type="checkbox"/>	<i>Financially Sound Village</i>	<input type="checkbox"/>	<i>Enrich the lives of Residents</i>
<input type="checkbox"/>	<i>Quality Customer Oriented Services</i>	<input type="checkbox"/>	<i>Major Business/Corporate Center</i>
<input checked="" type="checkbox"/>	<i>Safe and Beautiful Village</i>	<input type="checkbox"/>	<i>Vibrant Major Corridors</i>

**ASSIGNED COMMITTEE:** I & E (unanimous approval)

**DATE:** 09/19/2012

**BACKGROUND:** Sidera Networks recently approached the Village of Bensenville with an application to install fiber optic ducts within the rights-of-way (ROW) of the village. The intent of the project is to ultimately complete a fiber optic run between I-90 and I-294. The proposed project would include the directional drilling (and some open cut construction) of over 22,200 linear feet of fiber optic cable along a path that runs from Busse Road (Rte. 83) and Foster Avenue to Marshall Road to Hillside Avenue to Mohawk Drive to Church Road to Jefferson Avenue to County Line Road to Grand Avenue. The estimated construction cost (from the design engineers is approximately \$266,600.

The proposed project will not directly serve or benefit any residents or business owners of Bensenville. As such, Section 12-3-1 of our Village Code requires the telecommunications carrier to obtain a Telecommunications License. Section 12-3 in its entirety explains the process for obtaining the license.

**KEY ISSUES:** Based on the direction given to the Village Manager at the September 19, 2012 I&E Meeting, we negotiated terms for a License Agreement with Sidera Networks. The License Agreement will include a \$22,315 annual license fee (based off \$1 per foot of ROW used) to be paid to the Village each year of their 10 year term. Other requirements of Section 12-3 of the Village Code include annual registration fees of \$1,500, an application fee of approximately \$8,000, a construction permit fee of approximately \$8,000, and a \$25 registration fee.

Staff also negotiated as part of the Agreement the installation of a backbone fiber optic network for the Village. This network will connect our Village Hall, Police, Public Works, Fire, Edge I, and Edge II buildings together. The new fiber optic network will allow for improved performance and reliability between our facilities. The project will also allow for future connections of our other taxing bodies facilities through the network backbone. As compensation for the installation of our backbone network, the Village will waive the first five (5) years of the annual license fee (value of \$111,575).

If approved by the Village Board, Sidera hopes to begin construction immediately with the installation of their network from Busse Road (Rte. 83) and Foster Avenue to County Line Road and Grand Avenue.

Legal has played a significant role in our negotiations and has prepared the attached License Agreement for consideration.

**ALTERNATIVES:** Discretion of the Village Board

**RECOMMENDATION:** Approval of the proposed resolution.

**BUDGET IMPACT:** Compensation for the application process will be realized immediately, while \$22,315 annual revenue is anticipated in 2017-2022. Total compensation from annual license fee through the term of the Agreement will be \$111,575. In addition, the Village will realize significant savings over installing our fiber network at our own expense.

**ACTION REQUIRED:** Approval of Resolution authorizing the execution of a License Agreement with Sidera Networks to install Telecommunications within the Village of Bensenville Right-of-Way

# Village of Bensenville

Proposed Fiber Optic Cable Route

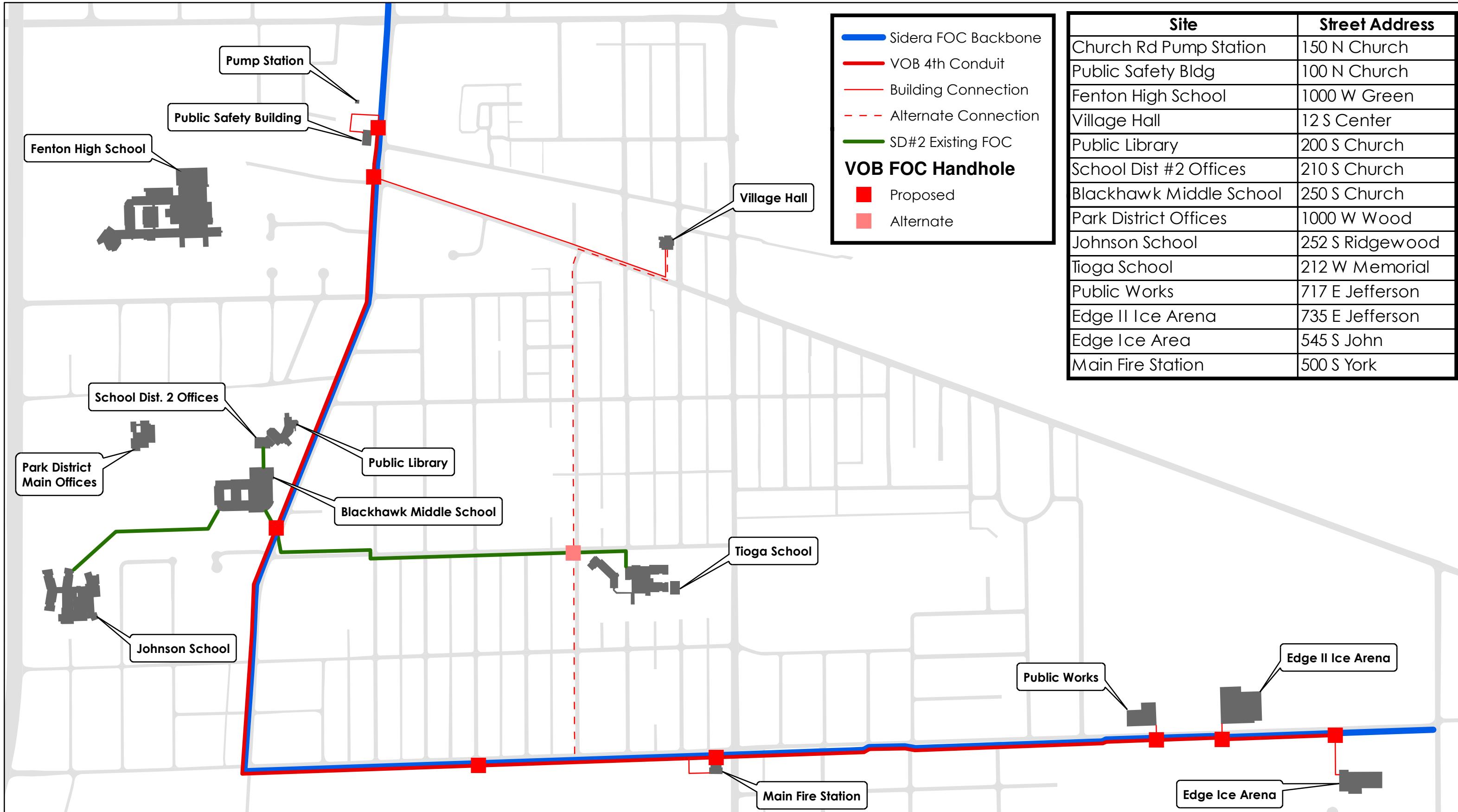
FOC Route



# EXHIBIT \_

## Village of Bensenville

### Sidera Fiber Optic Cable Bensenville Connections



## **VILLAGE OF BENSENVILLE/ SIDERA NETWORKS, LLC LICENSE AGREEMENT**

This License Agreement (the "License Agreement") is entered into this \_\_\_\_ day of \_\_\_\_\_, 2012, by and between the Village of Bensenville, an Illinois municipal corporation, 12 S. Center Street, Bensenville, Illinois 60106 ("Licensor") and Sidera Networks, LLC, a New York Limited Liability Company ("Licensee") (collectively, the "Parties").

### **RECITALS**

A. Licensee is a provider of tailored, high capacity communication services, and in this capacity, Licensee desires to install, construct, locate, operate, and maintain telecommunication facilities (hereinafter, the "Facilities"), specifically, a fiber optic network in the Licensor's highway right of way as designated in Exhibit "A" (the "Licensed Premises") so that Licensee, may provide communications services to its customers outside of the Village.

B. The Licensor is empowered to provide such approval pursuant to the Village of Bensenville Municipal Code, Section 12, Chapter 3, which provides for issuance of a Telecommunications License to a telecommunications carrier who desires to work in the public ways in the Village for the singular purpose of providing telecommunications services solely to persons or areas outside the Village.

C. The Licensee has submitted the application required by Section 12-3-2, and upon review the Corporate Authorities of the Licensor have made the determination required by Section 12-3-3 that the grant of the application will serve the interests of the Village and its residents.

D. The Licensor, therefore, has agreed to allow Licensee to construct, locate, operate and maintain its Facilities in the Licensed Premises subject to the terms and conditions set forth herein.

**NOW, THEREFORE**, for and in consideration of the covenants and agreements set forth herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby mutually acknowledged, the Parties agree as follows:

1. The foregoing Recitals are incorporated as if fully set forth herein.

2. Subject to the terms and conditions of this License Agreement, Licensor hereby grants Licensee, a non-exclusive license for use of the Licensed Premises for the purpose of installing, constructing, locating, operating, and maintaining its Facilities within the Licensor's highway rights of way, as designated in Exhibit "A" in accordance with the installation plans therefore as set forth in Exhibit "B" attached hereto and incorporated herein by reference. Except as may be varied by the installation plan attached hereto as Exhibit "B," the Licensee shall construct and install all Facilities in accordance with Section 12-3-9.

Licensor also grants Licensee a non-exclusive license for ingress and egress to the Licensed Premises, for the purpose of installing and maintaining the Facilities. Licensee shall be solely responsible

for securing the necessary permits for said installation from any federal, state or local agencies (including any permits from railways) and shall be solely responsible for the costs of same. Licensee shall also apply and be solely responsible for paying for and securing the necessary permit(s) to perform the work contemplated hereunder, including any related to excavations or construction.

Licensee agrees to provide the Village Manager of the Licensor ("Village Manager") or his designee, seventy-two (72) hours' notice prior to commencing any work under this License Agreement. In the event that emergency repairs are necessary for the Facilities, Licensee shall immediately notify the Village Manager, in writing, of the need for such repairs. Licensee may immediately initiate such emergency repairs, and shall apply for appropriate permits the next business day following discovery of the emergency.

3. Term. The term of this License Agreement (the "Term") shall be ten (10) years, commencing October 9, 2012 and terminating October 8, 2022.

4. Registration with Village. Pursuant to Title 12, Sections 12-1-3 and 12-2-1 *et seq.*, the Licensee shall register with the Village, and pay the fee as then required by Ordinance.

5. Fees/Costs.

A. License Application and Review. Pursuant to Title 12, Chapter 6, Section 12-6-2, the Licensee shall pay a fee of Two Thousand Five Hundred and 00/100 dollars (\$2,500.00) or three percent (3%) of the estimated cost of Licensee's proposed telecommunications facilities, as certified by Licensee's professional engineer, whichever is greater. As of the date of approval of this License Agreement, the fee amount is calculated to be Seven Thousand, Nine Hundred Ninety-Six and 68/100 (\$7,996.68), predicated on information from Licensee. Prior to issuance of a permit, Licensee shall have its professional engineer certify the appropriate information, and pay the applicable License Application Fee).

B. Village Costs. Pursuant to Title 12, Chapter 6, Section 12-6-3, the Licensee shall, within thirty (30) days of written demand therefore, reimburse the Village for all direct and indirect costs and expenses incurred by the Village in connection with any modification, amendment, renewal or transfer of the License.

C. Annual License Fee. Pursuant to Title 12, Chapter 6, Section 12-6-7, Licensee shall pay an annual license fee of One Thousand, Five Hundred and 00/100 dollars (\$1,500.00) payable on the date of at the commencement of the Agreement, and every year thereafter on the anniversary date of the commencement date of this Agreement.

D. Construction Permit Fee. Pursuant to Title 12, Chapter 6, Section 12-6-6, prior to issuance of a construction permit, the Licensee shall pay a permit fee to the Village of Seven Thousand Nine Hundred Ninety-Eight and 00/100 (\$7,998.00). Said permit fee shall be payable to the Public Works Department.

E. Fee for Use of Village Property. Pursuant to Title 12, Chapter 6, Section 12-6-5, the Licensee shall pay the annual sum of Twenty-Two Thousand, Two Hundred Thirteen and 00/100 Dollars (\$22,213.00), as and for the reasonable compensation for use of the Village's property.

F. Waiver of Certain Fees/Costs. The Village hereby agrees to waive the payment of fees set forth in paragraph 5.E for years one through five of this License Agreement, in exchange for the Licensee's agreement to design and install, at its sole cost and expense, the Village of Bensenville's Fiber Optic Networks as identified in Exhibit C, and as more fully described in paragraph 6 hereunder.

All payments required hereunder, except as separately set forth herein, shall be made payable to the Village of Bensenville, c/o Finance Director, Bensenville Village Hall, 12 S. Center Street, Bensenville, IL 60106.

6. Village of Bensenville Fiber Optic Networks. In exchange for the waiver of fees as set forth in paragraph 5.f, Licensee hereby agrees at its sole cost to design, construct and install the Village of Bensenville Fiber Optic Network, which is described in Exhibit C. The Licensee shall complete construction of the Village's Fiber Optic Network on the same construction schedule as provided for its owner facilities, as applied for. Upon completion of installation and construction of the Village's Fiber Optic Network, Licensee shall provide a bill of sale of said Network to the Village, and will relinquish all ownership and maintenance responsibility of the Network thereafter.

In recognition of the fact that the Village of Bensenville Fiber Optic Network will be installed and constructed within the same conduit as the Licensee's fiber optic network, the Licensor hereby agrees that it shall provide the Licensee seventy-two (72) hours' notice prior to commencing any work on the Village's Fiber Optic Network within the Licensed Premises. In the event that emergency repairs are necessary for the Village's Fiber Optic Network, the Licensor shall immediately notify Licensee in writing, of the need for such repairs. The Licensor shall indemnify and hold harmless Licensee and its officers, officials, employees, volunteers and agents from and against all claims, damages, losses and expenses, including but not limited to legal fees (reasonable attorney and paralegal fees and court costs), arising from or in any way connected with (i) any act, omission, wrongful act or negligence of the Licensor or any of its officers, agents, employees, volunteers, contractors, subcontractors, vendors, or of anyone acting on behalf of the Village; and, (ii) any accident, injury, death, or damage whatsoever occurring, growing out of incident to, or resulting directly or indirectly from the Licensor's work on the Village's Fiber Optic Network within the Licensed Premises. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this paragraph. The Licensor's indemnity obligations hereunder shall not apply to any injuries, claims, demands, judgments, damages, losses, or expenses arising out of or resulting from the negligence, misconduct or breach of this section by the Licensee, its officials, officers, employees, agents, or representatives. In no event shall either Party be entitled to damages for lost profits, lost opportunity or lost income arising from either Party's performance under this License.

7. Taxes. Licensee acknowledges that the Licensed Premises is exempt from property taxes, and that to the extent the County Assessor or State Department of Revenue, or any other authority with the power to do so, would attempt to assess any license or property tax as a result of the use authorized by this License Agreement, Licensee will assist Licensor in defending against any such action and in the event the Licensed Use results in a tax bill of any kind, Licensee will be solely responsible to pay any such tax as is finally determined.

8. Conditions of Grant of License. The Parties hereto agree that this License is subject to Title 12, Chapter 7, except as may be varied by written agreement of the Public Works Director and Licensee. Additionally, Licensee shall provide written notice to residents who may be affected by installation of the Facilities.

9. Construction Standards. The Parties hereto agree that the work to be undertaken as approved by this License is subject to the construction standards set forth in Title 12, Chapter 8, except as may be varied by written agreement of the Public Works Director and Licensee.

10. No Lease. The Parties agree that this License Agreement confers upon the Licensee only a license and non-exclusive right to use the Licensed Premises upon the terms set forth herein, and that nothing contained herein is intended to confer upon the Licensee a leasehold interest, or any other right, title or interest in the Licensed Premises or any portion thereof. In the event of default by the Licensee, the Licensor shall not be obligated to bring a forcible entry and detainer action to terminate Licensee's rights hereunder, said rights to be terminated upon default, as defined hereinbelow.

11. Default/Event of Litigation. In the event of the failure of any Party to perform any or all of its duties and obligations under the terms and conditions of this License Agreement, including payment of the license fees and the costs hereunder, the other party shall notify the defaulting party of such default in writing, and the defaulting party shall have thirty (30) days from receipt of such notice to cure the default.

In the event said default is not cured within said cure period, or in the event of repeated defaults, the non-defaulting party shall be entitled to all remedies available at law and/or equity to enforce its rights under this License Agreement. In the event of default by Licensee, which is not cured, the Lessor shall have the right to terminate service which may be provided through the Facility in any way reasonably available to it.

12. General Insurance Provisions.

A. Evidence of Insurance - Licensee shall procure, maintain and keep in effect throughout the Term a policy or policies of comprehensive general liability insurance with limits of not less than:

1. \$5,000,000.00 for bodily injury or death to each person;
2. \$5,000,000.00 for property damage resulting from any one accident; and
3. \$5,000,000.00 for all other types of liability.
4. \$3,000,000.00 for automobile liability for owner, non-owned and hired vehicles, with a limit of \$3,000,000.00 for each person and \$3,000,000.00 for each accident.
5. Workers' compensation within statutory limits and employer's liability insurance with limits of not less than \$1,000,000.00.
6. Comprehensive for premises-operations, explosions and collapse hazard, underground hazard and products compete hazard, with limits of not less than \$3,000,000.00.

The liability insurance policies required herein shall be maintained by the Licensee throughout the term of this Agreement, and for such other period of time during which the Licensee is operation without a License hereunder, or is engaged in the removal of its Facilities. Prior to the commencement of the Term, Licensee agrees to cause Certificates of Insurance to be amended to reflect that it is the insured, and that the Lessor and the Lessor's officers, members and employees are each primary, non-contributory additional insureds on said policy, but for the acts and omissions of Lessor and for whom Lessor is responsible.

B. Prior to the commencement of any work related to the Facilities in the Village of Bensenville, the Licensee shall furnish the Lessor with the above described Certificate of Insurance, and applicable policy endorsements, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth above.

C. Failure of the Lessor to demand such certificate, endorsement or other evidence of full compliance with these insurance requirements or failure of the Lessor to identify a deficiency from evidence that is provided shall not be construed as a waiver of any insurance obligations herein.

D. The Lessor shall have the right, but not the obligation, of prohibiting the Licensee from using or occupying the Licensed Premises until such Certificates of Insurance are received by the Lessor.

E. All Certificates of Insurance required herein shall also state that no cancellation of the insurance shall become effective until the expiration of thirty (30) days written notice thereof shall have been given by the insurance company to the Lessor via first class mail.

F. All coverages required herein shall be primary insurance as respect the Lessor. Any insurance or self-insurance maintained by the Lessor, its officials, officers, employees, volunteers and agents shall be in excess of insurance maintained by the

Licensee, and shall not contribute with said coverages/insurance.

G. The Licensee agrees that all policies and/or coverages required by its contractors shall contain a "contractual liability" clause.

H. Acceptability of Insurers - The Licensee shall require its contractors to be insured by insurance companies which obtain a rating from A.M. Best, that rating should be no less than A- VII using the most recent edition of the A.M. Best's Key Rating Guide. All insurance required herein shall be placed with insurers licensed to do business in the State of Illinois and licensed by the Illinois Department of Insurance.

13. Renewal of License and Abandonment of Facilities. The plan and manner of execution or operation shall meet the approval of and be done to the satisfaction of the Village Manager or his authorized representative. Any and all of the Facilities shall be maintained by the Licensee at its sole expense. The Licensee may request that the Corporate Authorities renew this License by application made ninety (90) days prior to its expiration. If the Licensee elects not to renew the License or it is denied, then the Village Manager shall serve a one hundred twenty (120) day written notice to the last known address of the Licensee to remove or relocate the Facilities. If the Licensee wishes to abandon use of any part of the Facilities under or pursuant to the License, or upon cancellation, revocation or termination of the privilege herein granted, Licensee shall notify Lessor and may, subject to Lessor's approval, which shall not be unreasonably withheld, permanently abandon the Facilities in place.

14. Protection of Vegetation. No trees, or shrubs shall be cut, trimmed or removed nor shall any building or utilities of the Lessor be disturbed without the written permission of the Village Manager or his authorized representative, whose permission shall not be unreasonable withheld, conditioned or delayed.

15. Liability of the Lessor. It is further understood and agreed that the Lessor shall not be liable for any damages or injury to any person or property arising from, growing out of, or incident to the construction, operation, or maintenance of the Facilities for which the License is issued, except if such damages or injury are the result of Lessor's own intentional misconduct or negligence.

16. Indemnification. To the fullest extent permitted by law, the Licensee shall indemnify and hold harmless the Lessor and its officers, officials, employees, volunteers and agents from and against all claims, damages, losses and expenses, including but not limited to legal fees (reasonable attorney and paralegal fees and court costs), arising from or in any way connected with (i) any act, omission, wrongful act or negligence of the Licensee or any of its officers, agents, employees, volunteers, contractors, subcontractors, vendors, or of anyone acting on behalf of the Licensee; and, (ii) any accident, injury, death, or damage whatsoever occurring, growing out of incident to, or resulting directly or indirectly from the Licensee's use of the Licensed Premises. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this paragraph. Licensee's indemnity obligations hereunder shall not apply to any injuries, claims, demands, judgments, damages, losses, or expenses arising out of or resulting from the negligence, misconduct or breach of this section by the Lessor, its officials, officers, employees, agents, or representatives. In no event shall either Party be entitled to damages for lost profits, lost opportunity or lost income arising from either Party's performance under this License.

This License Agreement is entered into for the sole benefit of the Parties hereto, and nothing in this License Agreement shall be construed as either expressly or indirectly extending, establishing, or acknowledging any rights or obligations in favor of third persons who are not signatures or beneficiaries to this License Agreement.

17. Supervision. The Licensee assumes and exercises full responsibility for the supervision of its employees, contractors, sub-contractors, suppliers, vendors, and agents during the term of this License Agreement. This paragraph is inserted solely for the benefit of the contracting Parties, and is not intended to establish, impose or acknowledge any duty to supervise as to third parties.

18. Notice. All notices required shall be in writing and shall be given in the following manner:

- A. By personal delivery of such notice; or
- B. By mailing of such notice to the addresses recited herein by certified mail, postage pre-paid, return receipt requested. Except as otherwise provided herein, notice served by certified mail, shall be effective on the date of mailing; or
- C. By sending facsimile transmission. Notice shall be effective as of date and time of facsimile transmission, provided that the notice transmitted shall be sent on business days during business hours (9:00 A.M. to 4:30 P.M. Chicago time). In the event fax notice is transmitted during non-business hours, the effective date and time of notice is the first hour of the first business day after transmission; or
- D. By depositing such notice with a nationally recognized overnight courier. Notice shall be effective upon being deposited with the overnight courier.

Any party shall have the right to designate any other address for notice purposes by written notice to the other party or his attorney in the manner aforesaid. The addresses of the parties are as follows:

If to Licensee:

Sidera Networks, LLC  
196 Van Buren Street, Suite 250  
Herndon, VA 20170  
FAX: (703) 434-8534

If to Lessor:

Village Manager  
Village of Bensenville  
12 S. Center Street  
Bensenville, Illinois 60106  
FAX: (630) 594-1105

With a required copy to:

Legal Department  
196 Van Buren Street, Suite 250  
Herndon, VA 20170  
FAX: (703) 434-8534

With a required copy to:

Mary E. Dickson  
Bond, Dickson & Associates, P.C.  
400 S. Knoll Street, Unit C  
Wheaton, IL 60187  
FAX: (630) 681-1020

19. Prohibited Uses and Activities. The Licensee agrees to keep the Licensed Premises in a clean, safe, and sanitary condition. The Licensee further agrees that it shall abide by any and all applicable laws, ordinances, statutes and regulations of the Village of Bensenville, County of DuPage, the State of Illinois and the United States of America and enforcement and regulatory agencies thereof, which regulate or control the Licensee's use of the Licensed Premises.

20. Licensed Premises Disclaimer. The Licensee expressly acknowledges that the Lessor has made no representations or warranties, express or implied, as to the adequacy, fitness or condition of the Licensed Premises for the purposes set forth herein, or for any other purpose or use, express or implied, by the Licensee. ALL IMPLIED WARRANTIES OF QUALITY, FITNESS, MERCHANTABILITY AND HABITABILITY ARE HEREBY EXCLUDED. The Licensee accepts use of the Licensed Premises and any improvements thereon in "AS-IS" condition and "WITH ALL FAULTS". The Licensee acknowledges that it has inspected the Subject Property and Licensed Premises and has satisfied itself as to the adequacy, fitness and condition thereof.

21. Miscellaneous.

A. The Parties agree that no change or modification to this License Agreement, or any exhibits or attachments hereto, shall be of any force or effect unless such amendment is dated, reduced to writing, executed by the Parties, and attached to and made a part of this License Agreement.

B. The Parties agree that the titles of the items of this License Agreement, hereinabove set forth, are for convenience of identification only and shall not be considered for any other purpose.

C. The Parties agree that if any provision of this License Agreement is held invalid for any reason whatsoever, the remaining provisions shall not be affected thereby if such remainder would then continue to conform to the purposes, terms and requirements of applicable law.

D. This License Agreement shall be construed, governed, and enforced according to the laws of the State of Illinois and any action to enforce this License Agreement must be brought in the Circuit Court for the Eighteenth Judicial Circuit, DuPage County, Illinois. In the event litigation must commence to enforce a Party's rights hereunder, including any action for declaratory judgment, the prevailing party in any such litigation shall be entitled to recover its costs in bringing such suit, including its reasonable attorney's fees.

**REMAINDER OF THE PAGE INTENTIONALLY LEFT BLANK**

LICENSEE:  
SIDERA NETWORKS, LLC

LICENSOR:  
VILLAGE OF BENSENVILLE

By: \_\_\_\_\_  
Authorized Representative

By: \_\_\_\_\_  
Frank Soto, President  
Village of Bensenville

Printed Name: \_\_\_\_\_ Attest:  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Susan Janowiak, Village Clerk  
Village of Bensenville

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE VILLAGE OF BENSENVILLE  
APPROVING EXECUTION OF A LICENSE AGREEMENT  
WITH SIDERA NETWORKS, LLC  
PURSUANT TO TITLE 12 – TELECOMMUNICATIONS  
OF THE BENSENVILLE VILLAGE CODE**

**WHEREAS**, the Village of Bensenville (hereinafter the “Village”) is a body politic and corporate, organized and existing pursuant to the Illinois Municipal Code, 65 ILCS 5/1-1-1 *et seq.*; and

**WHEREAS**, the Village has previously adopted regulatory provisions for telecommunications providers seeking to operate in the Village, which are contained in Title 12-Telecommunications, of the Village of Bensenville Code of Ordinances; and

**WHEREAS**, Chapter 3 of Title 12 requires that a telecommunications license is required of any telecommunications carrier which desires to work in specific public ways of the Village for the singular purpose of providing telecommunications services solely to persons or areas outside the Village; and

**WHEREAS**, Sidera Networks, LLC, a New York Limited Liability Company, has approached the Village relative to its request to install, construct and maintain a fiber optic telecommunications network within the Village’s public rights of way to serve its clients who are presently not located in the Village; and

**WHEREAS**, pursuant to Title 12, Chapter 10 – Construction of Utility Facilities in the Rights of Way, Sidera Networks, LLC has tendered an application for approval of its request to construct and maintain its facilities in designated areas of the public rights of way; and

**WHEREAS**, the Director of Public Works has reviewed the application and found that it conforms to the requirements of Title 12, Chapter 8, and applicable ordinances, codes, laws, rules and regulations of the Village; and

**WHEREAS**, because Sidera Networks, LLC intends to serve clients who are not located within the Village, Title 12 requires the Village to consider a License Agreement in the event the application for use of the Village's public ways meets the conditions set forth in Title 12; and

**WHEREAS**, Sidera Networks, LLC has requested that the Village enter into a non-exclusive License Agreement with Sidera Networks, LLC which will allow it to install and maintain its fiber optic telecommunications network within the Village's public right of ways; and

**WHEREAS**, in consideration of the grant of such License, the Village and Sidera Networks, LLC have agreed that Sidera Networks, LLC will also construct and install the Village of Bensenville's Fiber Optic Network in exchange for a partial waiver of the fees associated with such License; and

**WHEREAS**, the terms of such License have been discussed, and the parties hereto agree that the terms and conditions are those set forth in the License Agreement, attached hereto and incorporated herein by reference as Exhibit "1;" and

**WHEREAS**, Title 12 requires the Corporate Authorities to make certain determinations in the grant of such License, which the Corporate Authorities have considered and are prepared to make, believing the License to Sidera Networks, LLC to be in the best interests of the Village and the residents of the Village.

**NOW, THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Bensenville, Counties of DuPage and Cook, Illinois, as follows:

**SECTION ONE:** The recitals set forth above are incorporated herein and made a part hereof by reference.

**SECTION TWO:** Based on the recommendation of staff and its review of the application filed, the following determinations are herein made:

- A. Sidera Networks, LLC exhibits the financial and technical ability to perform the work;
- B. There is no legal impediment to the performance of the work by Sidera Networks, LLC.
- C. The public ways have the capacity to accommodate the proposed facilities.
- D. The public ways have the capacity to accommodate additional utility and telecommunications facilities if a License is granted to Sidera Networks, LLC.
- E. There shall be no damage or disruption, of public or private facilities, improvements, service, travel or landscaping if the License is granted, and should any occur, remediation measures are set forth in the License Agreement.
- F. Consideration has been given to the public interest in minimizing the cost and disruption of construction within the public ways and such has been considered as part of the License Agreement.
- G. While the fiber optic network which Sidera Networks, LLC seeks to construct will not provide a service to the community, it will provide a service to clients within the region;

and, further, in exchange for the grant of a License for its work, Sidera Networks, LLC will construct and install the Village of Bensenville Fiber Optic Network.

H. There shall be no negative effect on public health, safety and welfare if the License is granted.

I. The routes and locations of the proposed facilities can be reasonably accommodates within the route requested by Sidera Networks, LLC, and said route best serves its clients, while also accommodating the Village in the installation of its Fiber Optic Network.

J. Consideration has been given to applicable Federal and State telecommunications laws, regulations and policies and there is nothing to prevent the grant of this non-exclusive License.

K. The grant to use the public ways will serve the community interest in that Sidera Networks, LLC will also construct and install the Village of Bensenville's Fiber Optic Network, as a part of its work.

**SECTION THREE:** Based on the finds set forth herein, as well as consideration of the terms set forth in the License Agreement, the Corporate Authorities hereby authorize the President to execute the License Agreement in the form attached hereto as Exhibit 1, except as may be modified by staff in respects which do not constitute major changes to the terms set forth therein, and that the Village Clerk is authorized to attest to the President's execution thereof.

**SECTION FOUR:** The Village Clerk shall mail a copy of this Resolution and the Executed License Agreement to Sidera Networks, LLC, to the address provided within the License Agreement.

**SECTION FIVE:** This Resolution shall be in full force and effect upon its passage and approval as required by law.

**PASSED AND APPROVED** by the President and Board of Trustees of the Village of Bensenville, this 9th day of October, 2012.

APPROVED:

---

Frank Soto, Village President

ATTEST:

---

Susan Janowiak, Village Clerk

AYES: \_\_\_\_\_

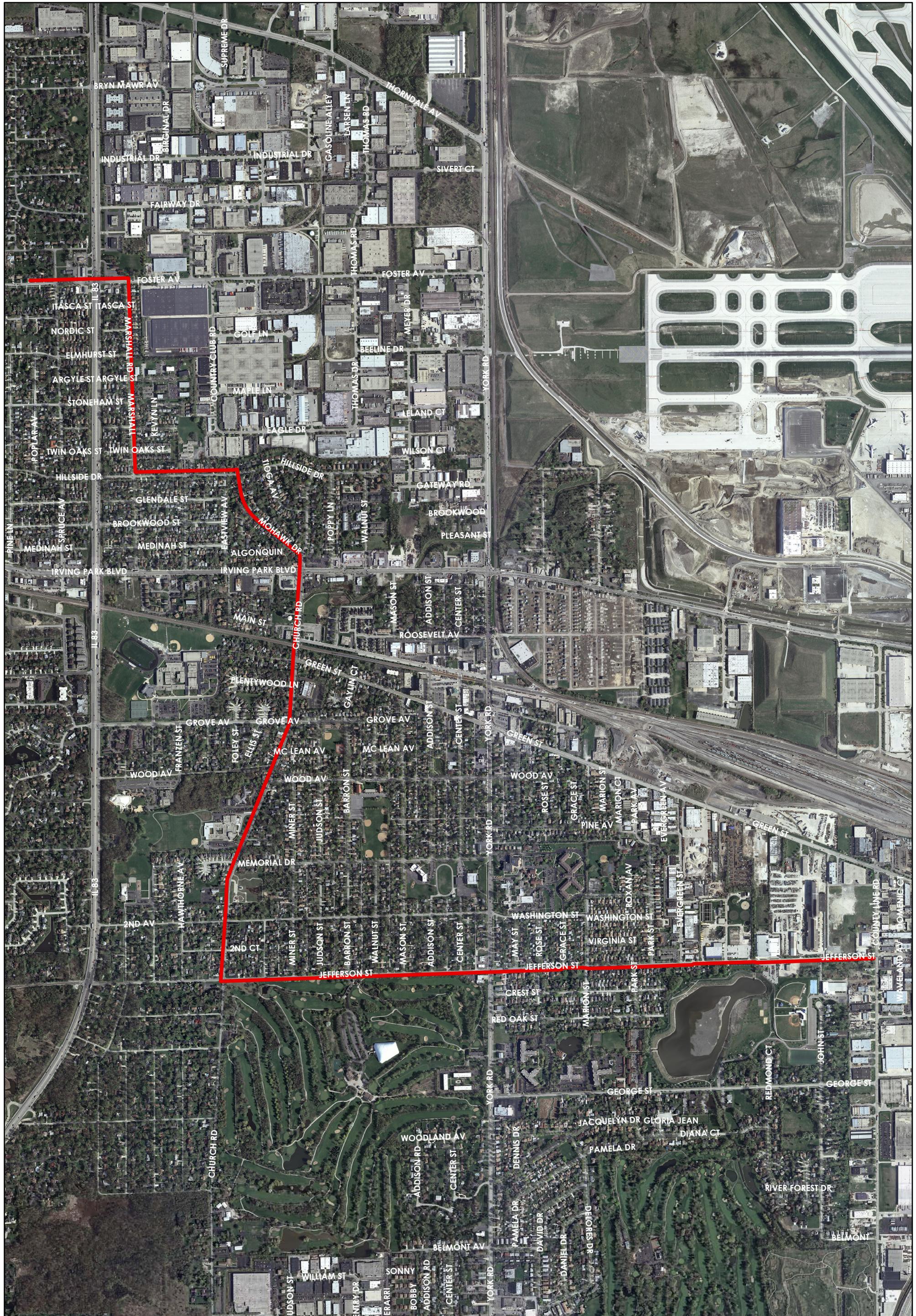
NAYES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

f:\pkb\bensenville\resolutions\sidera.license.doc

# Village of Bensenville

Proposed Fiber Optic Cable Route



**TYPE:** Proclamation **SUBMITTED BY:** Village President **DATE:** October 4, 2012

**DESCRIPTION:** Proclamation of Appreciation to Foresters Insurance for their role in the KaBOOM! Playground Project at Johnson School.

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input type="checkbox"/>	Financially Sound Village	<input type="checkbox"/>	Enrich the lives of Residents
<input type="checkbox"/>	Quality Customer Oriented Services	<input checked="" type="checkbox"/>	Major Business/Corporate Center
<input type="checkbox"/>	Safe and Beautiful Village	<input type="checkbox"/>	Vibrant Major Corridors

---

**COMMITTEE ACTION:** N/A

**DATE:** N/A

---

This proclamation acknowledges our appreciation to Foresters Insurance for their generous support and contribution and thanks them for their role in the KaBOOM! playground project at Johnson School, which will delight children for years to come.

## **PROCLAMATION of APPRECIATION**

**WHEREAS**, a community is comprised not only of its residents but of its businesses as well; and,

**WHEREAS**, a community is enriched by its corporate citizens who choose to support community projects; and,

**WHEREAS**, the Kaboom playground project at Johnson School brought forward the best from all of our community, including the business community; and,

**WHEREAS**, the Kaboom playground would not have been possible without funding from a variety of sources including the Bensenville Community Foundation, the Bensenville Chamber of Commerce, and hundreds of businesses and private donors; and,

**WHEREAS**, in these tough economic times, it is difficult for corporations to justify philanthropic donations; and,

**WHEREAS**, significant funding came from one local business, without which the project may not have been able to be completed; now,

**THEREFORE**, on behalf of all of the people of the Village of Bensenville, we officially proclaim our appreciation to Foresters Insurance for their generous support and contribution and thank them for their role in this wonderful volunteer community service project which will delight children for years to come.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois this 9th day of October 2012.

APPROVED:

---

Frank Soto, Village President

ATTEST:

---

Susan Janowiak, Village Clerk

**TYPE:** Proclamation **SUBMITTED BY:** Village President **DATE:** October 4, 2012

**DESCRIPTION:** Proclamation of Appreciation to Tom and Susan Early for their efforts in the KaBOOM! playground project at Johnson School.

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input type="checkbox"/>	Financially Sound Village	<input type="checkbox"/>	Enrich the lives of Residents
<input type="checkbox"/>	Quality Customer Oriented Services	<input checked="" type="checkbox"/>	Major Business/Corporate Center
<input type="checkbox"/>	Safe and Beautiful Village	<input type="checkbox"/>	Vibrant Major Corridors

---

**COMMITTEE ACTION:** N/A

**DATE:** N/A

---

This proclamation officially acknowledges our appreciation to Tom Early, President of the Bensenville Park Board and President of the Bensenville Community Foundation, and his wife Susan Early, for their tireless efforts as together they undertook this herculean effort, leading the volunteers in the KaBOOM! playground project at Johnson School.

**TYPE:** Proclamation **SUBMITTED BY:** Village President **DATE:** October 4, 2012

**DESCRIPTION:** Proclamation honoring and congratulating Mario's Deli for 20 years of service

**SUPPORTS THE FOLLOWING APPLICABLE VILLAGE GOALS:**

<input type="checkbox"/>	<i>Financially Sound Village</i>	<input type="checkbox"/>	<i>Enrich the lives of Residents</i>
<input type="checkbox"/>	<i>Quality Customer Oriented Services</i>	<input checked="" type="checkbox"/>	<i>Major Business/Corporate Center</i>
<input type="checkbox"/>	<i>Safe and Beautiful Village</i>	<input type="checkbox"/>	<i>Vibrant Major Corridors</i>

---

**COMMITTEE ACTION:** N/A

**DATE:** N/A

---

This proclamation officially congratulates Mario's Deli and its owners Joe and Tony Cesario for being loyal corporate citizens and being one of our anchor businesses in downtown Bensenville for 20 years and offers its sincere congratulations and best wishes for more decades of success.

## **PROCLAMATION HONORING AND CONGRATULATING MARIO'S DELI**

**WHEREAS**, a village needs many services and businesses to make it a vital and prospering community; and,

**WHEREAS**, restaurants add to our quality of life; and,

**WHEREAS**, restaurants bring in visitors from around the region to enjoy our community; and,

**WHEREAS**, Mario's Deli is one of the most successful and enjoyed restaurants; and,

**WHEREAS**, Mario's Deli has served Bensenville families delicious sandwiches, Italian specialties, and a vast variety of great food for over two decades; now

**THEREFORE**, the Board of Trustees officially congratulates Mario's Deli and its owners Joe and Tony Cesario for being loyal corporate citizens and being one of our anchor businesses in downtown Bensenville for 20 years and offers its sincere congratulations and best wishes for more decades of success.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Bensenville, Illinois this 9th day of October 2012.

APPROVED:

---

Frank Soto, Village President

ATTEST:

---

Susan Janowiak, Village Clerk

Ayes: \_\_\_\_\_

Nays: \_\_\_\_\_

Absent: \_\_\_\_\_