VILLAGE OF BARTLETT

COMMITTEE AGENDA

SEPTEMBER 6, 2022

BUILDING & ZONING, CHAIRMAN HOPKINS

Dunkin' Donuts-Northwest Corner of Schick & Route 59

EXECUTIVE SESSION

To Discuss Selection of a Person to Fill a Vacancy in a Public Office
Pursuant to Section 2(c)3 of the Open Meetings Act

Agenda Item Executive Summary

Item Name	Dunkin Donuts – Northwest Corner of Schick Rd & Route 59	Committee or Board	Committee

BUDGET IMPACT

Amount:	N/A	*Budgeted*	N/A
List what fund	N/A		

EXECUTIVE SUMMARY

The petitioner is requesting a **Preliminary/Final Subdivision** consisting of two lots at the northwest corner of Schick Road and Route 59.

A Dunkin Donuts with a drive through is proposed for lot 1, which requires requests for a **site plan** and a **special use permit**. There are no plans for the development of lot 2 at this time.

Due to the 25'-wide right-of-way dedication along Route 59 to incorporate a future deceleration lane, the petitioner is requesting a **variation** to allow parking within the 50-foot setback from Route 59.

The **Planning and Zoning Commission** held the required public hearing, reviewed the petitioner's requests and **recommended approval** at their meeting on July 7, 2022.

During the public hearing, several residents expressed numerous concerns regarding the traffic. In response, the Village's traffic consultant has studied the area and determined that the Schick Road and Quincy Bridge Road intersection operates at acceptable levels of service under both existing and future conditions and a left turn lane on southbound Quincy Bridge Road to go eastbound on Schick Road is not warranted.

ATTACHMENTS (PLEASE LIST)

PDS memo, minutes of the July 7, 2022 P & Z Commission meeting, cover letter, application, location map, plat of subdivision, site plan, landscape plan, elevations, floor plan, Village traffic consultant's study

ACTION REQUESTED

- ☒ For Discussion only– *To review and forward to the Village Board for a final vote*
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion

Staff: Kristy Stone, Interim PDS Director Date: 08.04.2022

PLANNING AND DEVELOPMENT SERVICES MEMORANDUM
22-57

DATE: August 4, 2022

TO: Paula Schumacher, Village Administrator

FROM: Kristy Stone, Interim PDS Director

RE: **(#20-18) Dunkin (NWC Schick Rd & Route 59)**

PETITIONER

ECA Architects on behalf of Reema Rajabali

SUBJECT SITE

Northwest Corner of Schick Road and Route 59

REQUEST

Preliminary/Final Subdivision
Site Plan (Lot 1-Dunkin Donuts)
Special Use Permit – Drive through establishment
Variation – parking in the corner side yard

SURROUNDING LAND USES

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Vacant**	**Commercial**	**B-3 PUD**
North	Daycare	Commercial	PD
South	Gas Station	Commercial	PD
East	Single Family	Estate Residential	R-1*
West	Townhomes	Attached Residential (Low Density)	PD

*DuPage County – Single Family Residence

BACKGROUND

Ordinance #1988-22 approved the annexation of the property. Upon annexation, the property was automatically zoned ER-1 Estate Residence.

Ordinance #1988-36 approved the rezoning of the property to the B-3 (Neighborhood Shopping) Zoning District.

Ordinance 1991-50 approved a preliminary plat of subdivision and granted a special use permit and site plan approval for an Amoco automotive service station. *A final plat of subdivision was never submitted, approved or recorded.*

Ordinance 2008-87 approved Heidner's Chase Plaza, a development which was comprised of two buildings (12,000 retail center and 4,000 sq.ft. bank) on a single lot. The ordinance granted special use permits for a planned unit development, a drive-through for the multi-tenant retail building, a drive-through bank and the filling of wetlands, approved the preliminary/final PUD plan for Phase 1, a preliminary PUD plan for Phase 2 and a unified business center sign plan. *The project was never constructed.*

DISCUSSION

1. The petitioner is requesting a **Preliminary/Final Subdivision** consisting of two lots at the northwest corner Schick Road and Route 59.

2. The lots will share a full access curbcut on Schick Road; with no direct access provided to Route 59.

3. The plat identifies a 25-foot wide right-of-way dedication to allow for a future deceleration right-turn lane on Route 59 to Schick Road.

4. A 5-ft wide sidewalk will be installed along Schick Road and a sidewalk easement is granted along the west property line of lot 2. *The access drive west of the site is not a publicly dedicated street; therefore, a public sidewalk was not previously provided. If the properties to the north also grant sidewalk easements along the private drive, a sidewalk will be installed when lot 2 develops to improve pedestrian access to the commercial properties for residents of Woodland Hills and Brentwood Townhomes.*

5. A modification from the Subdivision Ordinance is being requested to eliminate the parkway tree requirement along Schick Road due to the presence of underground utilities within the right of way.

6. The petitioner is also requesting a **site plan** and **special use permit** for a Dunkin Donuts with a drive-though on Lot 1.

7. Twelve seats are provided inside the 1,970 square foot restaurant. Outdoor seating (24 seats) is also provided on patios on the north and south sides of the building.

8. Traffic circulation within the lot is one-way, counter-clockwise around the building. Two menu/order boards are located at the northwest corner of the building and there are a total of twelve (12) stacking spaces from the pickup window which exceeds the Zoning Ordinance requirement of six (6).

9. The site plan identifies 16 parking spaces, including one (1) accessible space which meets the Zoning Ordinance requirement of sixteen (16) spaces. Due to the right-of-way dedication, a **variation** is being requested to allow parking within the 50-foot setback from Route 59. The parking will be located 30 feet from the new property line.

10. The elevations include gray face brick, metal panels and fiber cement siding/panels. Orange accent beams serve as a canopy on the south, east and west elevations.

11. Staff has reviewed and approved the photometric plan and landscape plan for Dunkin' Donuts.

12. An underground storage vault is proposed for stormwater management for lot 1. Separate stormwater management will be required on lot 2 once it develops.

13. The petitioner has submitted a traffic study which was reviewed by the Village's traffic consultant who generally concurred with the findings in the study.

RECOMMENDATION

1. The Staff recommends **approval** of the petitioner's requests for preliminary/final subdivision, site plan and special use permit subject to the following conditions and findings of fact:
   - A. Building permits shall be required for all construction activities;
   - B. Village Engineer approval of the engineering plans;
   - C. Landscaping must be installed within one year of the issuance of a building permit;
   - D. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to the Planning & Development Services Department for review and approval by the Village Forester and a bond posted in the approved amount for its future installation;
   - E. All proposed signage shall require permits and approval from the Planning & Development Services Department prior to installation;
   - F. IDOT approval of the right of way dedication;
   - G. A Public Improvements Completion Agreement (PICA) must be submitted and approved by the Village Board;
   - H. Findings of fact (site plan):
     - i. That the proposed restaurant is allowed as a permitted use and the drive-through is permitted as a special use in the B-3 PUD Zoning District;
     - ii. That the proposed building, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
     - iii. That the vehicular ingress and egress to and from the site and

circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;

iv. That the site plan provides for the safe movement of pedestrians within the site;

v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)

vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.

I. Findings of fact (special use permit):

i. The proposed drive through is desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;

ii. That the proposed drive through will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;

iii. That the drive through shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

2. According to the provisions of the Zoning Ordinance, the Planning & Zoning Commission should render a decision based upon the following:

A. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

B. That conditions upon which the petition for variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

C. That the purpose of the variation is not based exclusively upon a desire to make money out of the property.

D. That the alleged difficulty or hardship is caused by the provision of this Title and has not been created by any person presently having an interest in the property.

E. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

F. That the proposed variation will not impair an adequate supply of light and

air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

G. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

3. The **Planning and Zoning Commission** held the required public hearing, reviewed the petitioner's requests and **recommended approval** of all the requests at their meeting on July 7, 2022.

4. During the public hearing, several residents expressed numerous concerns regarding the traffic. In response, the Village's traffic consultant has studied the area and determined that the Schick Road and Quincy Bridge Road intersection operates at acceptable levels of service under both existing and future conditions and a left turn lane on southbound Quincy Bridge Road to go eastbound on Schick Road is not warranted. The Village traffic consultant's study is attached for your reference.

5. The minutes of the P & Z Commission meeting, plans and additional background information are attached for your review.

kms/attachments
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(#20-18) Dunkin Donuts (Schick)
PUBLIC HEARING

The following exhibits were presented:
Exhibit A – Picture of Sign
Exhibit B – Mail Affidavit
Exhibit C – Notification of Publication

The petitioner, **Eric Carlson**, ECA Architects & Planners, 24 N. Bennett St., Geneva came forward and was sworn in by the **Chairman, M. Werden. E. Carlson** stated. I am here representing the Dunkin Donuts franchisee. We are proposing a Dunkin Donuts with a drive-through on the northwest corner of Schick Road and Route 59. There is one lot there and we are dividing that lot. We are looking at lot 1 for the Dunkin Donuts. We are requesting four items. One is the preliminary plat of subdivision for the 2 lots that is currently one lot. The second request is for the site plan approval for the drive-through Dunkin Donuts, third is the special use permit for the drive-through as required in the B-3 PUD district, and fourth is the variation to allow parking in a corner side yard setback. The reason for the parking variation request is that there is a 25-foot right-of-way dedication along Route 59 that changes our original lot line. The ordinance is 50-feet and we are requesting 30-feet. **M. Werden** is that for a right turn lane or future widening of Route 59? **K. Stone** that would be for a future right turn lane. **E. Carlson** there is one access point that will be shared with lot 2 when it develops. You would come into our site with a one-way flow around the building. There would be a double drive-through for efficiency purposes. There are 16 parking spaces along Route 59. We are requesting a modification of the subdivision ordinance to eliminate parkway trees because there is a water main and utilities in the right-of-way and since we cannot put trees in the right-of-way, we are putting the trees on the adjacent property. The building is approximately 2,000 square feet with 12 indoor seats and an outdoor seating area for up to 24 seats. There will be landscaping along Schick Road and Route 59 in compliance with the ordinance. **M. Werden** will the traffic flow be one-way going north on the west frontage road along Route 59 and south on the east lot? **E. Carlson** yes, there will be a single access on the east side of the building. The building will comply with Dunkin Donuts prototypical look with cement board siding and white and pink accent panels with a small orange canopy consistent with newer Dunkin Donuts buildings. The owner is proposing a 24-hour facility although currently, due to labor shortages, when they first open it will be open at around 4 am until about 11 pm until staffing comes back. **M. Werden** is the only ingress/egress on Schick Road. **E. Carlson** that is correct. There is one access into the site. **C. Deveaux** when you come off of Route 59 and onto Schick Road, is there a plan to develop a turn lane on Schick Road? People come around that corner pretty quickly and it would make more sense to have a right turn lane. **K. Stone** there are not any plans to add a right turn lane. **M. Hopkins** are you aligning the curb cut with the 7-Eleven? **E. Carlson** yes, we are. **M. Hopkins** at the pinch point, are you confident that if the stacking backs up people will still have room to egress from the parking lot? **E. Carlson** yes, there would be enough room. **M. Hopkins** if you have a line of cars will there be room for people to pass the stacking of the cars? **E. Carlson** if there needs to be stacking it would be along the building. There would be enough room. **K. Stone** the drive aisle is 18 feet wide at that location.

M. Werden opened the public hearing portion of the meeting.

Jim Peplow, 1452 Quincy Bridge Court, President of the Brentwood Home Owner's Association stated that this is a horrible intersection at Route 59 and Schick Road. There is constant traffic turning into the gas station, which has a turn lane there and there are always cars backed up there. I am concerned with the Dunkin Donuts being open 24 hours. I can guarantee you that the Home Owner's Association is not in favor of 24 hours. Other concerns are the garbage being located right next to the preschool, what will be done with lot 2, the flooding in our subdivision, what will this do to the water level in that area, and who will maintain the road. Right now, it is not maintained well. There are potholes. On the corner of Schick Road and Quincy Bridge Road there is a bus stop for the kids in the neighborhood. There is already traffic going to the car wash and the preschool, Culver's and Goodwill. That road is not big enough as it is. What about the lights? If there is a 24-hour store, the lights will be on all the time. The garbage pick-up is sometimes at 5 am and it is noisy. The main thing is, when there is a parking lot there and there is water, where is that water going to go? We are concerned about that. **Sapna Patel, 1535 Southgate Road** stated, my children go to that preschool and I am concerned about traffic in the morning with the bus stop and the drop off to the preschool. My main concern is the children and the additional traffic in the morning. **Reid Root, 1422 Quincy Bridge Court** it would help if we could get a stop sign at the corner of our condo complex on the corner of Quincy Bridge Court and Schick Road. **Laura Baucom, 1456 Quincy Bridge Court** stated, I am mostly concerned about water discharge and what will be done with the other lot. Would there be a second access when there is a business on lot 2? Will the old trees stay or go? **M. Werden** is there going to be underground storage? **K. Stone** yes. **Argelyn Bautista, 1441 Quincy Bridge Court** my concern is the safety of the children and the traffic. **John Warner, 1417 Quincy Bridge Court** the entrance to the 7-Eleven frequently backs up. This area is dangerous because of the constant traffic. There is no room for any more traffic if there is no access from Route 59. Lot 2 is low lying and to raise the level to build on it will create a major problem for our neighborhood. **G. Koziol** regarding the traffic flow, if you are going south on Route 59 and making a right turn to go west on Schick Road that is 1 lane and that 1 lane feeds the 7-Eleven and the proposed Dunkin Donuts. What will happen if traffic backs up on Schick Road between Route 59 and the 2 entrances? What kind of problem can this extend out to Route 59? Will this cause a queuing problem? **K. Stone** when our traffic engineer looked at the traffic study she did not think that the Dunkin Donuts warranted any changes to what is existing, but stated that when lot 2 is developed, additional studying should be done on how the intersection is functioning. **Eric Duquene, 1424 Quincy Bridge Court** when Culver's first went in I had asked about the traffic flow and we were told it was not going to be a problem, but it is a problem. There have been times where it takes me 15 minutes to get out of my subdivision to get to work because of the traffic. It is very dangerous for everybody in that area and I hope you look at that. I know the traffic study says there is no problem, but I cannot see how there is no problem with that traffic flow. **B. Bucaro** is there any additional information from the traffic study? The study showed there is not a problem at Route 59 and Schick Road, but is there any other information in the study about traffic on Quincy Bridge Road and through the Culver's parking lot? **K. Stone** Eric, is your traffic consultant here? **E. Carlson** no, but primarily when Dunkin Donuts chooses a site, it is typically a commuter location and the busiest time is in the morning and after that it is pretty sparse. I think at this intersection it primarily will be south-bound traffic making that easy right turn. As far as exiting onto Route 59 the traffic study did not show any issues. **Sandra Farrell, 1282 Eagle Court** I think you are going to attract a lot of high school kids and I am concerned about the safety with the blind spot on Quincy Bridge Court. **J. Kapadoukakis** could the petitioner address the water flow as far as the concerns that these residents have? **E. Carlson** on the southwest

corner of the site there is a floodplain area. That is not part of our site, but as one of the requirements in a new development with today's standards, you cannot have any runoff onto adjacent properties and any runoff has to be captured and released into a detention area that is specified and sized appropriately for these lots. That is why we will have the underground detention. As far as the trees, I cannot tell you specifically what is staying, but any trees we take out will be replaced. We do have a nice line of trees on the west property line as well as the south end of our site. For the trash dumpster, those will be enclosed and will not be visible. We will comply with the pick-up times for trash in line with the other businesses and the ordinance. **M. Hopkins** does the Village have any issues with the petitioner's traffic study? **K. Stone** they concurred with the study, but felt additional studies would be needed when lot 2 is developed. **M. Hopkins** is the result of the traffic study that the Dunkin Donuts would provide no substantial change to the current condition and would not have a significant impact on the existing pattern, good or bad and that our Village Engineer is going to ensure that this site performs better in its developed form than it is current form with regard to storm water discharge? **K. Stone** correct. The purpose of the traffic impact study is to look at the impact from this development and effects that this development will have on the existing traffic patterns. The Village is aware that at some point there may be a need for a left turn lane on Quincy Bridge Road and 2 of the developments north of Chesterbrook Academy did pay a portion towards these future turn lane improvements. The Village would have to have a traffic study completed of the entire area as suggested in 2005.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-18) Dunkin Donuts (Schick) Preliminary/Final Subdivision** subject to the conditions and findings of fact outlined in the staff report.

M. Werden closed the public hearing portion of the meeting.

Motioned by: M. Hopkins
Seconded by: B. Bucaro

Roll Call
Ayes: B. Bucaro, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, M. Werden
Nays: C. Deveaux

The motion carried.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-18) Dunkin Donuts (Schick) Site Plan** subject to the conditions and findings of fact outlined in the staff report.

Motioned by: M. Hopkins
Seconded by: J. Miaso

Roll Call
Ayes: B. Bucaro, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, M. Werden
Nays: C. Deveaux,

The motion carried.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-18) Dunkin Donuts (Schick) Special Use** subject to the conditions and findings of fact outlined in the staff report.

Motioned by: M. Hopkins
Seconded by: J. Miaso

Roll Call
Ayes: B. Bucaro, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, M. Werden
Nays: C. Deveaux,

The motion carried.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-18) Dunkin Donuts (Schick) Variation** subject to the conditions and findings of fact outlined in the staff report.

Motioned by: M. Hopkins
Seconded by: B. Bucaro

Roll Call
Ayes: B. Bucaro, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, M. Werden
Nays: C. Deveaux,

The motion carried.

ECA ARCHITECTS PLANNERS

May 9, 2022

Mr. Kevin Wallace
Village President
Village of Bartlett
228 S. Main Street
Bartlett, IL 60103

RE: Dunkin' Donuts – Route 59 and Schick Road

Dear Mr. Wallace:

On behalf of our client, we are submitting an application for the subdivision and development of the vacant property located at the northwest intersection of Route 59 and Schick Road. This project includes construction of a new 1,970 SF freestanding Dunkin' Donuts building, with a drive thru that includes a standard drive thru lane, a mobile ordering lane and bypass lane, outdoor seating, a parking lot for the Dunkin', landscaping, a trash enclosure and signage.

The project will address stormwater management with underground detention located at Northern portion of the property. The site will be accessed thru a proposed full access off Schick Road only. Future cross access will be provided at the Schick Road access.

We are also requesting modification from the Subdivision Ordinance on the parkway tree requirement along Schick Road for this project. Due to the location of existing underground utilities (watermain and fiber optic cable) and the proposed public sidewalk, there is not enough room to provide the required parkway trees within the ROW limits. These parkway trees have been proposed +/- 12' north of the south lot line for lots 1 and 2, as this is the closest to the ROW they can be located without conflict.

Sincerely,

Eric Carlson, Architect
ECA

24 N. Bennett St. ▪ Geneva, IL 60134 ▪ Phone: 630.608.0500 ▪ Fax: 630.786.3132 ▪ www.ecaarchitects.com

VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only
Case # 2020-18

RECEIVED
PLANNING & DEVELOPMENT
MAY 04 2022
VILLAGE OF BARTLETT

PROJECT NAME Dunkin' Donuts

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Reema Rajabali c/o ECA Architects

Street Address: 24 N Bennett Street

City, State: Geneva, Illinois **Zip Code:** 60134

Email Address: sarah@ecaarchitects.com
eric@ecaarchitects.com **Phone Number:** 630-608-0500 x 106 (Sarah)

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: Reema Rajabali - Sahara Management, Inc.

Street Address: 5005 Newport Drive, Suite 501

City, State: Rolling Meadows, IL **Zip Code:** 60008

Phone Number: 847-420-4585

OWNER'S SIGNATURE: Reema Rajabali **Date:** 11/19/2021
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

___	Annexation	___	Text Amendment
___	PUD (preliminary)	___	Rezoning See Dropdown to See Dropdown
___	PUD (final)	X	Special Use for: drive-thru and outdoor seating
___	Subdivision (preliminary)	X	Variation: parking in 50' setback off Rt 59
X	Subdivision (final)		
X	Site Plan (please describe use: commercial, industrial, square footage): 130,675 SF commercial site. (Lot 2 - Dunkin': 40,807 SF)		
___	Unified Business Center Sign Plan		
___	Other (please describe) ___		

SIGN PLAN REQUIRED? No

(Note: A Unified Business Center Sign Plan is required for four or more individual offices or businesses sharing a common building entrance or private parking lot.)

PROPERTY INFORMATION

Common Address/General Location of Property: NW corner of Rt. 59 & Schick Rd.

Property Index Number ("Tax PIN"/"Parcel ID"): 01-16-200-027

Zoning: Existing: B-3 PUD (Refer to Official Zoning Map)
Proposed: B-3 PUD

Land Use: Existing: Vacant
Proposed: Commercial

Comprehensive Plan Designation for this Property: Commercial (Refer to Future Land Use Map)

Acreage: 2.9999 Acres (Lot 2 - Dunkin': 1.9071 Acres)

For PUD's and Subdivisions:

No. of Lots/Units: 2

Minimum Lot: Area 2,500 s.f. Width _____ Depth _____

Average Lot: Area _____ Width _____ Depth _____

APPLICANT'S EXPERTS **(If applicable, including name, address, phone and email)**

Attorney _____

_____

_____

Engineer Knoche Engineering, P.C.

24 N Bennett Street, Geneva, IL 60134

630-845-1273 (Matt Ervin) ErvinM@crk-eng.com

Other ECA Architects

24 N Bennett Street, Geneva, IL 60134

630-608-0500 x106 (Sarah Dring) sarah@ecaarchitects.com

FINDINGS OF FACT FOR SITE PLANS

Both the Plan Commission and Village Board must decide if the requested Site Plan meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: **(Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.)**

1. The proposed use is a permitted use in the district in which the property is located.

   The proposed use is a permitted use within the B-3 district.

2. The proposed arrangement of buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses.

   The proposed arrangement of buildings, off-street parking, access, lighting, landscaping, and drainage is compatible with the adjacent land uses. Future cross access and consideration has been planned for the vacant property to the West.

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

   Vehicular ingress and egress to and from the site off Schick Road and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on the adjacent roadways. Future cross access to the adjacent vacant site to the West has also been accommodated at the Schick Road access. The main entrance into the site is only from Schick Road and there is no access into the property from Rt 59.

4. The site plan provides for the safe movement of pedestrians within the site.

   The site plan provides for safe movement of pedestrians within the site.

5. There is sufficient mixture of grass, trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public. Any part of the site plan area not used for buildings, structures, parking or accessways shall be landscaped with a mixture of grass, trees and shrubs. (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements)

   The landscape plan provides sufficient plantings within the interior and perimeter of the site. The proposed development will be in harmony with the adjacent land uses and will provide a pleasing appearance to the public. Areas of the site that haven't been used for buildings, structures, parking or accessways will be landscaped with a mixture of grass, trees and shrubs. There has been a request for modification of the Subdivision Ordinance in regards to the parkway trees along Schick Road. Due to the location of existing utilities (watermain & fiber optic) and the proposed public sidewalk, there is not enough room to provide parkway trees within the parkway. These parkway trees have been proposed just north of the ROW, within private property.

6. All outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.

   The trash enclosure will be screened with an enclosure wall & gates. The gates are opaque.

FINDINGS OF FACT FOR SPECIAL USES DRIVE THRU

Both the Plan Commission and Village Board must decide if the requested Special Use meets the standards established by the Village of Bartlett Zoning Ordinance.

The Plan Commission shall make findings based upon evidence presented on the following standards: **(Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the Plan Commission and Village Board to review.)**

1. That the proposed use at that particular location requested is necessary or desirable 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.

   The drive-thru is crucial to the function of the Dunkin' Donuts restaurant. The standard drive thru operation combined with the mobile ordering lane has been tested and carefully designed by Dunkin' corporate as a safe and effective method to service customers quickly, accurately and efficiently. This is a necessary and desirable service which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community.

2. That such use will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

   The drive-thru special use will not under the circumstances of this case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

3. That the special use shall conform to the regulations and conditions specified in this Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

   The Dunkin' Donuts drive-thru shall conform to the regulations and conditions specified in this Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

FINDINGS OF FACT FOR VARIATIONS Request for parking in 50' setback off Rt 59

Both the Zoning Board of Appeals and the Village Board must decide if the requested variation is in harmony with the general purpose and intent of the Zoning Ordinance and if there is a practical difficulty or hardship in carrying out the strict letter of the regulations of the Zoning Ordinance.

The Zoning Board of Appeals shall make findings based upon evidence presented on the following standards: (**Please respond to each of these standards in writing below as it relates to your case. It is important that you write legibly or type your responses as this application will be included with the staff report for the ZBA and Village Board to review.**)

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

   The site abuts Illinois Rt 59 and therefore, requires the client to provide a 25' R.O.W. dedication from the existing property line. This reduces the size of the property and reduces the amount of workable site after applying the 50' setback off the new property line location.

2. That conditions upon which the petition for a variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

   The location of the property along Illinois Rt 59 is unique to the property and this is not applicable to most properties within the same zoning classification. The adjacency to Illinois Rt 59 takes away 25' of the property for ROW dedication and provides a hardship to the development of the site. A variation is needed to allow parking within the 50' setback.

3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

   The purpose of the variation is not based upon a desire to make more money, but of a desire to make the property usable as a Dunkin' with required number of parking spaces, a drive thru lane and a bi-pass lane along the drive thru.

4. That the alleged difficulty or hardship is caused by the provisions of this Title and has not been created by any person presently having an interest in the property.

   The difficulty/hardship is caused by the provisions of this Title and has note been created by any person presently having an interest in the property.

5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

   The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

6. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

   The proposed variation, to allow parking in the 50' setback along Rt 59, will not impair an adequate supply of light and air to the adjacent property - it is not a tall element. It will not substantially increase the congestion in the public streets - it allows for required parking within the site. It will not increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood - it is a standard parking lot designed to allow for fire access, safe maneuvering, etc.

7. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

   Granting this variance will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district. It has been mentioned to the client that this is a typical request for parcels along Illinois Rt 59.

ACKNOWLEDGEMENT

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER: Reema Rajabali

PRINT NAME: Reema Rajabali - Sahara Management, Inc.

DATE: 11/19/2021

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

NAME OF PERSON TO BE BILLED: Reema Rajabali - Sahara

ADDRESS: 5005 Newport Drive, Suite 501

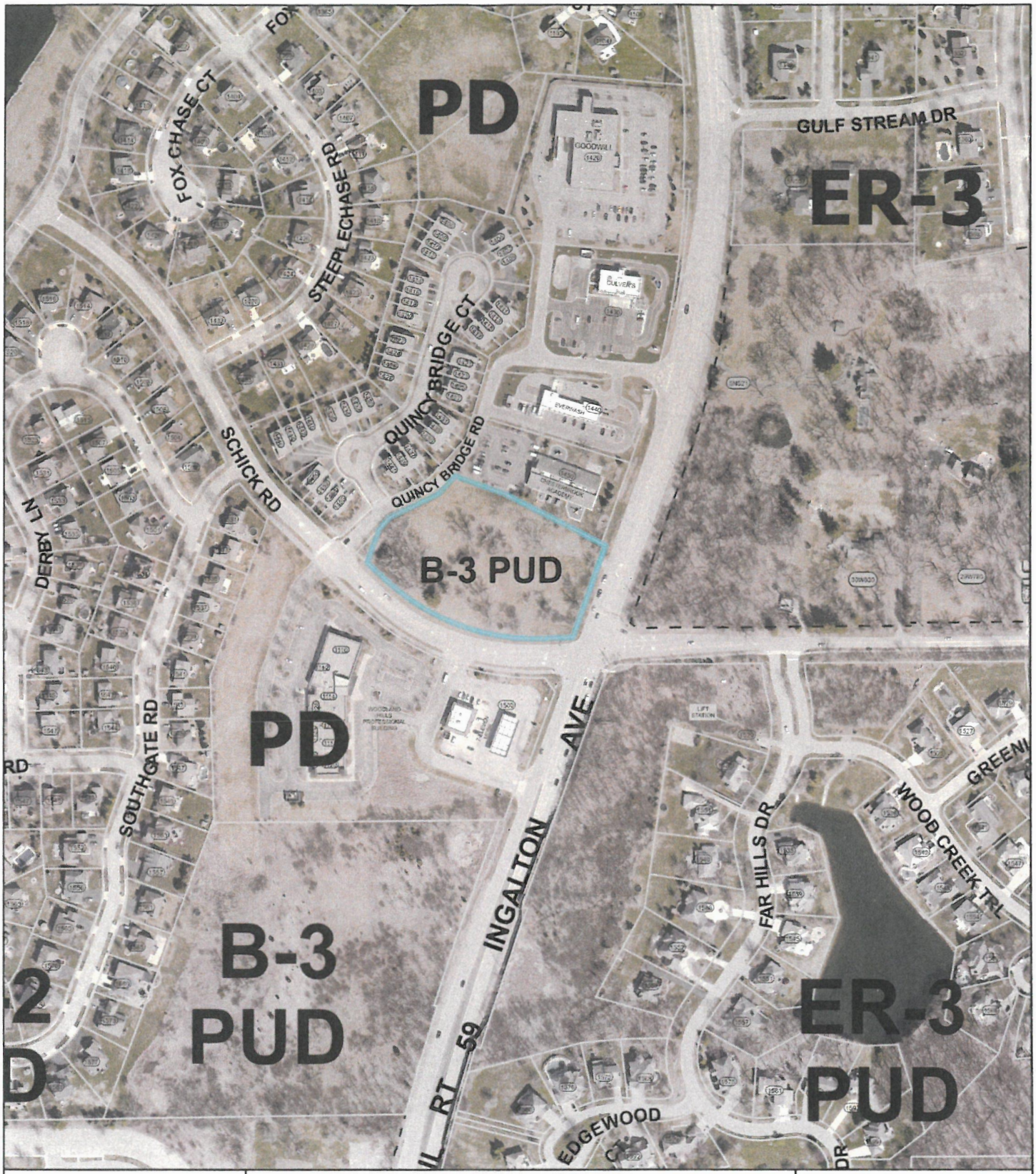
Rolling Meadows, IL 60008

PHONE NUMBER: 847-420-4585

EMAIL: reema.rajabali@saharamgmt.com

SIGNATURE: Reema Rajabali

DATE: 11/19/2021



THE VILLAGE OF BARTLETT 1891 PROGRESS WITH PRIDE

Location Map

01-16-200-027

2022

N W E S

0 100200 400

US Feet

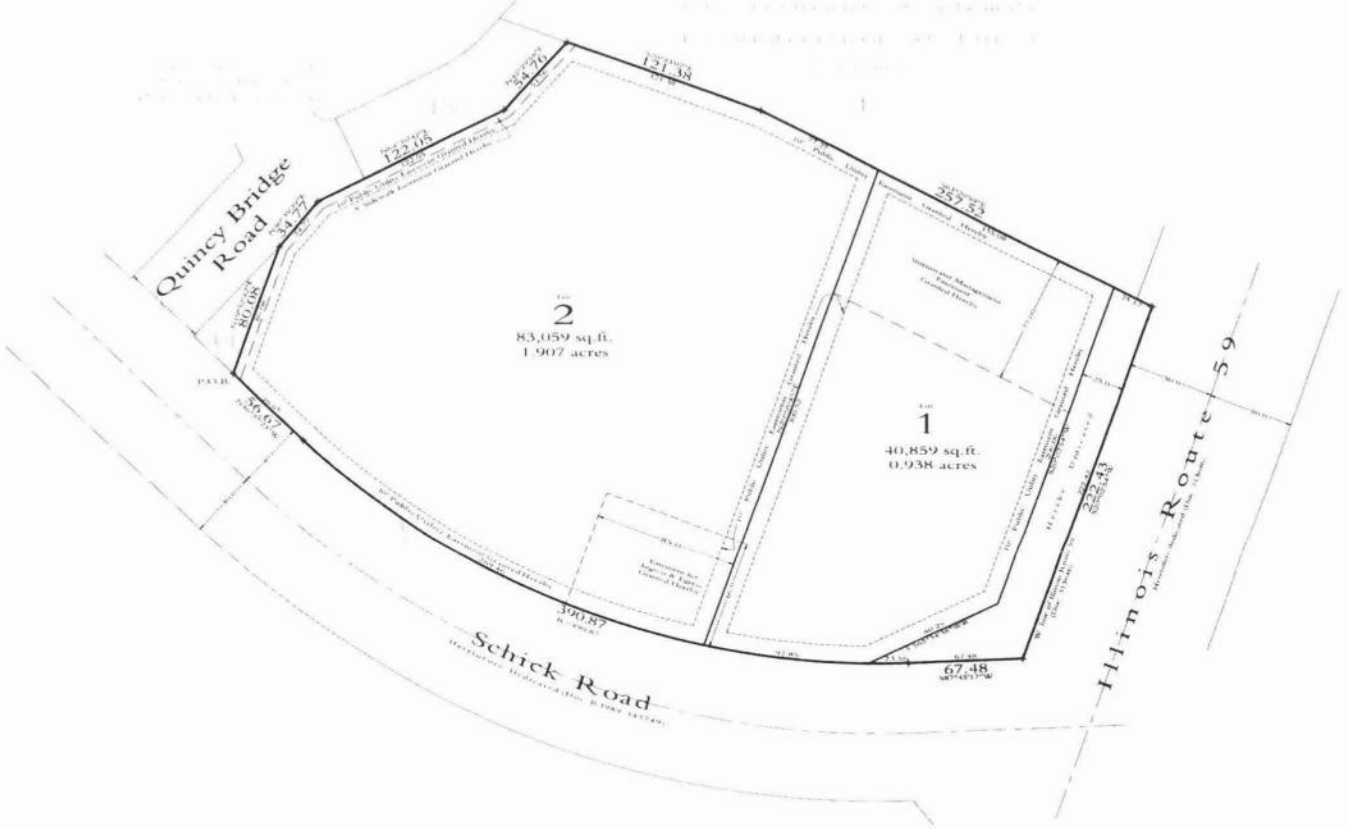
Plat of Subdivision

Dunkin Bartlett Subdivision

Being a subdivision of part of the northeast quarter of Section 16, Township 40 north, Range 9 east of the Third Principal Meridian in DuPage County, Illinois.

Area as platted: 130,714 sq.ft., 3.001 acres

P.I.N.: 01-16-200-027



PUBLIC UTILITY AND DRAINAGE EASEMENT DECLARATION

A PERPETUAL EASEMENT IS HEREBY GRANTED TO THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, ITS SUCCESSORS AND ASSIGNS AND ALL PUBLIC UTILITY ENTITIES NOW HAVING OR IN THE FUTURE RECEIVING A FRANCHISE FROM SAID VILLAGE, OVER, UPON, ACROSS, THROUGH AND UNDER THOSE PORTIONS OF THE ABOVE DESCRIBED REAL ESTATE DESIGNATED PUBLIC UTILITY EASEMENT ON THIS PLAT, FOR THE PURPOSE OF INSTALLING, LAYING, CONSTRUCTING, OPERATING, MAINTAINING, REPAIRING, RENEWING AND REPLACING, WATERMAINS, SANITARY SEWER LINES, STORM SEWER LINES, STREET LIGHT CABLES AND ANY OTHER VILLAGE UTILITIES, ALL ELECTRIC, COMMUNICATION AND NATURAL GAS SUPPLY SYSTEMS, TOGETHER WITH ALL APPURTENANT STRUCTURES, INCLUDING, BUT NOT LIMITED TO: MANHOLES, WET WELLS, LIFT STATIONS, FIRE HYDRANTS, VALVE VAULTS, ELECTRIC AND COMMUNICATION VAULTS, WIRES, CABLES, PIPES, VALVES, STREET LIGHTS AND ANY AND ALL OTHER FIXTURES AND EQUIPMENT REQUIRED FOR THE PURPOSE OF SERVING THE ABOVE DESCRIBED REAL ESTATE WITH WATER SERVICE, SANITARY SEWER SERVICE, STORM WATER COLLECTION, STREET LIGHTING AND OTHER MUNICIPAL AND PRIVATE SERVICES AND FOR THE PURPOSE OF PROVIDING INGRESS TO AND EGRESS FROM THE PROPERTY SHOWN HEREON FOR EMERGENCY VEHICLES OF ANY AND ALL TYPES WHATSOEVER. IN NO EVENT SHALL ANY PERMANENT BUILDING(S) BE PLACED UPON THE SAID EASEMENT AREAS, BUT THE EASEMENT AREAS MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING AND OTHER SUCH PURPOSES THAT DO NOT, AND WILL NOT IN THE FUTURE, INTERFERE UNREASONABLY WITH THE EASEMENT RIGHTS HEREIN GRANTED TO THE VILLAGE OF BARTLETT.

Stormwater Management Easement Declaration

A permanent, nonexclusive easement is hereby reserved for and granted to the Village of Bartlett, Illinois and its successors and assigns (the "Village") over, under, along and through the areas shown on the annexed Grant as "Stormwater Management Easement Granted Hereby" ("Easement Premises") for the right, privilege and authority to survey, construct, install, reconstruct, repair, inspect, maintain and operate detention and retention facilities together with all other stormwater management facilities and appurtenances as may be deemed necessary by the Village together with the right of access for all personnel and equipment necessary and required for all such uses and purposes. The Village is hereby granted the right to cut, trim or remove any trees, shrubs or other plantings within the Easement Premises which interfere with the exercise of any rights herein granted. No permanent buildings, structures or other obstructions shall be placed within the Easement Premises but such areas may be used for landscaping, plantings, paved surfaces, signage or other related uses that do not unreasonably interfere with the rights herein granted. The property owners shall remain responsible for the maintenance of the stormwater management facilities and appurtenances. The Village shall perform only emergency procedures as deemed necessary by the Village Engineer of the Village of Bartlett.

Easement for Ingress and Egress Declaration

A permanent nonexclusive easement for ingress and egress over, upon, across and through the lands shown and designated herein as "Easement for Ingress and Egress Granted Hereby" ("Easement Premises) is hereby granted by the owners of Lot 2 as platted herein ("Grantors"), together with their successors and assigns for and to the owners of Lot 1 as platted herein together with their successors, assigns, invitees and guests ("Grantees") for vehicular and pedestrian traffic within said Easement Premises.

Grantors retain the right to use the Easement Premises for all purposes that do not interfere with any of the rights herein granted including (but not limited to) vehicular and pedestrian traffic.

The owners of both Lots or any subsequent division thereof shall bear all costs occasioned by the construction, maintenance, repair, removal and replacement of a paved surface within said Easement Premises as may be required from time to time to facilitate all rights granted herein. These costs shall be apportioned between the named owners on an area-of-lee-ownership basis. No owner shall unreasonably decline to participate in or bear costs of any such construction, maintenance, repair, removal and replacement.

A SIDEWALK EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BARTLETT, ITS SUCCESSORS AND ASSIGNS FOR THE USE AND BENEFIT OF THE PUBLIC, TO INSTALL, OPERATE, MAINTAIN, AND REMOVE, FROM TIME TO TIME, SIDEWALKS ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY CONTAINED WITHIN THE DASHED LINES SHOWN HEREON AND LABELED AS SIDEWALK EASEMENT. ALSO GRANTED HEREWITH IS THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE EASEMENT WITHOUT THE PROPER WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

The exercise of any rights granted by the Easement Declarations contained in the annexed Plat constitutes acceptance by any grantees of the terms and conditions contained therein.

Plat of Subdivision	Prepared for: Akbar Ramzanali	Craig R. Knoche & Associates Civil Engineers, P.C. Registered Design Firm 3763 24 North Bennett Street • Geneva, Illinois 60134 • phone (630) 845-1270 • fax (630) 845-1275 • Civil Engineers • Surveyors • Land Planners	Date: 4-28-22 File: 21-049RP1 Job: 21-049	Sheet 1 of 2

Dunkin Bartlett Subdivision

OWNER'S CERTIFICATE

State of_____ } S.S.
County of_____ }

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS (ARE) THE LEGAL OWNER(S) OF THE LAND DESCRIBED ON THE SUBJECT PLAT, AND HAS (HAVE) CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES HEREIN SET FORTH.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AS DESCRIBED AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE BOUNDARIES OF THE U-46 SCHOOL DISTRICT.

DATED THIS____DAY OF_____, 20__

_____
OWNER(S)

NOTARY'S CERTIFICATE

State of_____ } S.S.
County of_____ }

I HEREBY CERTIFY THAT_____, WHOSE NAME(S) IS (ARE) SUBSCRIBED IN THE FOREGOING CERTIFICATE IS (ARE) KNOWN TO ME AS SUCH OWNER(S).

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS____DAY OF_____, 20__

_____
NOTARY PUBLIC

VILLAGE BOARD'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, THIS____DAY OF_____, 20__

BY:_____ ATTEST:_____
VILLAGE PRESIDENT VILLAGE CLERK

PLAN COMMISSION'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

REVIEWED BY THE PLAN COMMISSION OF THE VILLAGE OF BARTLETT, COOK, DUPAGE, AND KANE COUNTIES, ILLINOIS THIS____DAY OF_____, 20__

BY_____
PLAN COMMISSION CHAIRMAN

VILLAGE TREASURER'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

I_____, TREASURER FOR THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS OR ANY DEFERRED INSTALLMENTS THEREOF THAT HAVE BEEN APPORTIONED AGAINST THE TRACT OF LAND INCLUDED ON THE SUBJECT PLAT.

DATED THIS____DAY OF_____, 20__

BY_____
VILLAGE TREASURER

VILLAGE ENGINEER'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

I_____, VILLAGE ENGINEER OF THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS, CERTIFY THAT THE LAND IMPROVEMENTS FOR THE SUBJECT PLATTED AREA AS DESCRIBED IN THE PLANS AND SPECIFICATIONS TITLED_____ DATED_____ LAST REVISED_____, PREPARED BY_____, MEET THE MINIMUM REQUIREMENTS OF THE VILLAGE OF BARTLETT.

DATED THIS____DAY OF_____, 20__

BY_____
VILLAGE ENGINEER

SURVEYOR'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

This is to certify that I, John Cole Helfrich, an Illinois Professional Land Surveyor, have surveyed, subdivided and platted those lands described as follows:

That part of the northeast quarter of Section 16, Township 40 north, Range 9 east of the Third Principal Meridian described as follows: beginning at the southeast corner of Lot 44 of Brentwood Townhomes Resubdivision as platted by Document R.2001-119453, said point also lying on the northerly line of Schick Road as dedicated by Document R.1989-145749; thence N19°52'42"E along the easterly line of said Lot 44, 80.08 feet to the most northerly corner thereof, said point lying on the easterly line of Quincy Bridge Road as platted by said document R.2001-119453; thence N40°39'39"E along said easterly line of said Quincy Bridge Road, 34.77 feet; thence N64°10'42"E along said easterly line and the northeasterly extension thereof, said extension being also the easterly line of Lot 45 of said Brentwood Townhomes Resubdivision, 122.05 feet; thence N42°29'58"E along said easterly line of Lot 45, 54.76 feet to the northeast corner thereof, said point lying on the southerly line of Lot 1 of Chesterbrook Academy's Resubdivision of Lot 3 as platted by Document R.2002-185331; thence S70°23'02"E along the southerly line of said Lot 1, 121.38 feet; thence S63°20'59"E along said southerly line of said Lot 1 and the easterly extension thereof, 257.52 feet to the westerly line of Illinois Route 59 as dedicated by Document 313646; thence S20°02'54"W along said westerly line of Illinois Route 59, 222.43 feet to its intersection with said northerly line of Schick Road; thence S87°45'17"W along said northerly line of Schick Road, 67.48 feet to a point of curvature in said northerly line, thence northwesterly along said northerly line, being a circular curve having a radius of 490.87 feet concave to the northeast, the chord of which bears N69°26'W, 390.87 feet to a point of tangency in said northerly line; thence N46°37'23"W along said northerly line, 56.67 feet to the point of beginning in DuPage County, Illinois.

I further certify that this professional service conforms to the current Illinois standards for a Boundary Survey.

I further certify that this Subdivision is monumented pursuant to 765 ILCS 205/1.

I further certify that the platted lands fall within the Village of Bartlett, Illinois.

I further certify that the platted lands do not fall in a designated Flood Hazard Area as determined by the Federal Emergency Management Agency.

All dimensions are given in feet and decimal parts thereof and are correct at 62° Fahrenheit.

Given under my Hand and Seal this____day of_____, A.D. 2022.

_____
Illinois Professional Land Surveyor 2967
exp 11-30-22

John Cole Helfrich
Professional Land Surveyor 2967
State of Illinois

COUNTY CLERK'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

I, LINDA KACZMAREK, COUNTY CLERK OF DU PAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE SUBJECT PLAT.

I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE SUBJECT PLAT.

GIVEN UNDER MY HAND AND SEAL AT WHEATON, DU PAGE COUNTY, ILLINOIS THIS____DAY OF_____, 20__

BY_____
DU PAGE COUNTY CLERK

RECORDER'S CERTIFICATE

State of Illinois } S.S.
County of DuPage }

THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DU PAGE COUNTY, ILLINOIS, THIS____DAY OF_____, 20__ AT____O'CLOCK___M. AND RECORDED AS DOCUMENT_____

BY_____
DU PAGE COUNTY RECORDER

ILLINOIS DEPARTMENT OF TRANSPORTATION'S CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO §2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

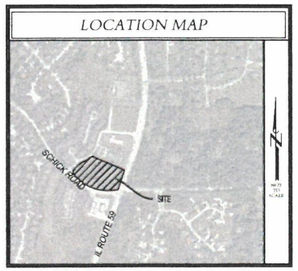
Plat of Subdivision

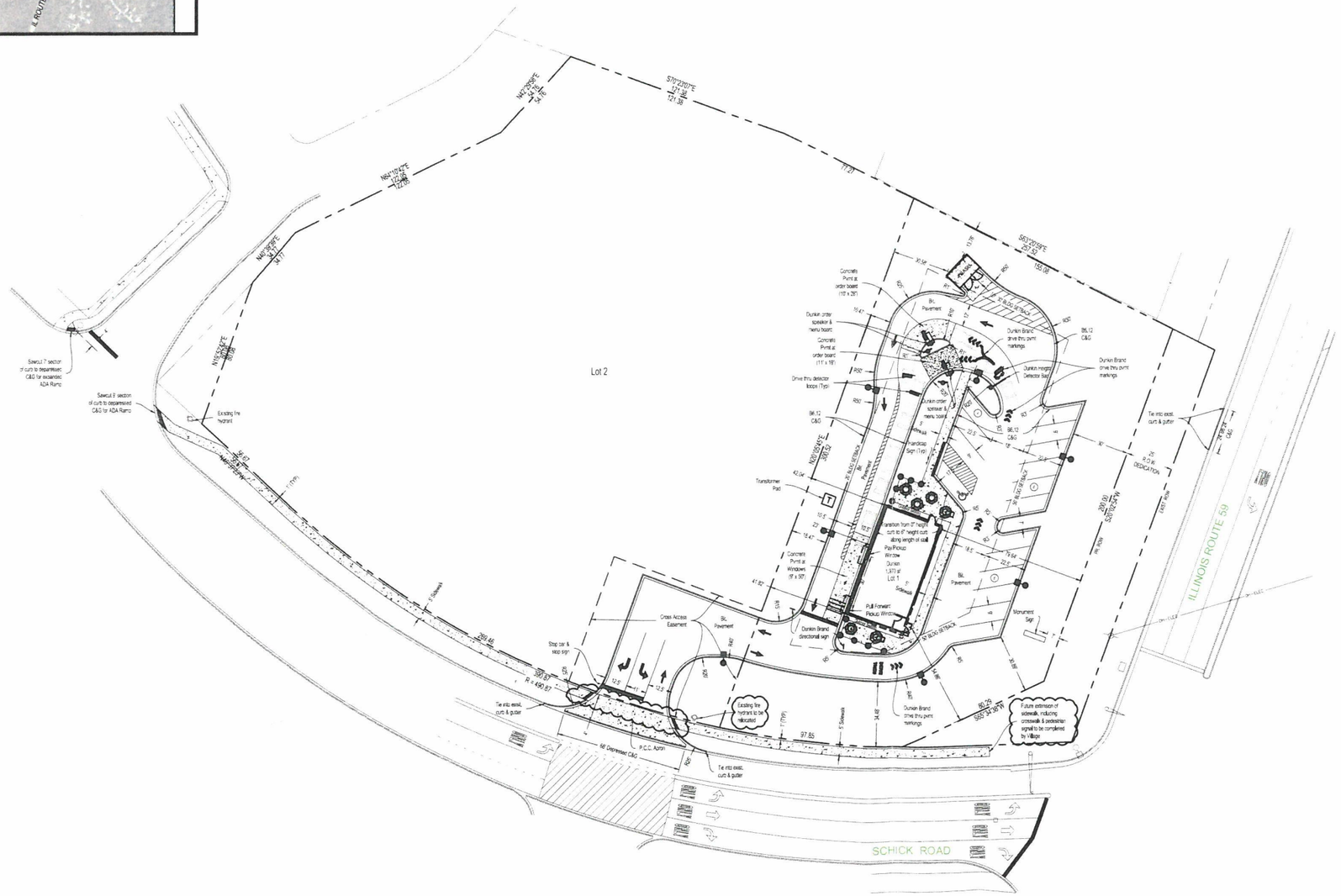
Prepared for:
Akbar Rameezuddin

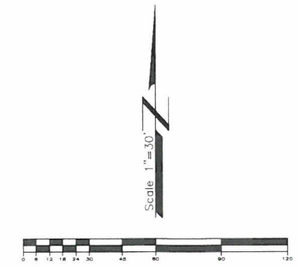
Craig R. Knoche & Associates
Civil Engineers, P.C.
Registered Design Firm 3763
24 North Bennett Street • Geneva, Illinois 60134 • phone (630) 845-1270 • fax (630) 845-1275
• Civil Engineers • Surveyors • Land Planners

Date: 4-28-22
File: 21-049RP2
Job: 21-049

Sheet 2 of 2







SITE ANALYSIS

SITE

NW Corner Il Route 59 & Schick Road
Bartlett, IL

Proposed Use: Restaurant with Drive Thru

Existing Zoning: B-3 PUD
Required Zoning: B-3 PUD

Parcel Area	123,918 sf ±2.845 Acres
Lot 1 - Dunkin	40,859 sf ±0.938 Acres
Lot 2 - Future	83,059 sf ±1.907 Acres
Building Area	1,970 sf
Floor Area Ratio	0.05

PARKING

Quantity Reqd	16 = 1 x 960/60 16 Spaces	Restaurant (1 space per every 60 sf floor area)
Provided	16 = 15 Standard + 1 ADA	
Stall Size Required	9' x 20' (60°)	
Provided	9' x 22' (60°), 16' x 22' (ADA)	

LEGEND

- Proposed Curb & Gutter
- Existing Curb & Gutter
- Property Line
- Setback Line
- Concrete
- ADA Detectable Warning Strip
- Light Pole
- Decorative Bollard Lighting

SITE IMPERVIOUS

Existing Impervious Area = 165 sf OR 0.00 Acres
Proposed Impervious Area = 20,058 sf OR 0.46 Acres
Net New Imperious Area = 19,893 sf OR 0.46 Acres

Volume Control is required for this development per section 15-64 of the DuPage County CSFPO, as the net new impervious area is greater than 2,500 sf.

Total Volume Control Required is equal to 20,058 sf * 1.25" = 2,089 cu.ft.

SITE NOTES

1. All dimensions are back of curb unless otherwise noted.
2. All curb radii are back of curb unless otherwise noted.
3. Contractor to verify dimensions prior to starting work and notify engineer if any discrepancies are found.
4. Sidewalk around perimeter of building shall be walk/pavement unless otherwise specified on plans.
5. Contractor will be responsible for repairing all existing pavement damaged during construction.
6. See details for bituminous and concrete pavement sections.
7. Contractor to provide temporary traffic control measures during construction of entrance of R.O.W. in accordance w/ Illinois D.O.T. requirements.
8. ADA handicap ramps shall be installed at all locations delineated on plans as well as at all locations where sidewalk abuts drives or roadways.
9. Contractor shall compare architectural and engineering plans for interface compatibility.
10. All curb and gutter shall be B6.12 unless otherwise noted on plans.
11. Pavement striping to be white two coats unless otherwise specified on plans.

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION
4	5/6/22	PER VILLAGE COMMENTS			
3	3/15/22	PER VILLAGE COMMENTS			
2	11/30/21	PER DUNKIN COMMENTS			
1	11/19/21	PER VILLAGE COMMENTS			

SITE PLAN

DUNKIN DONUTS
NWC IL 59 & SCHICK ROAD
BARTLETT, ILLINOIS

Craig R. Knoche & Associates • Civil Engineers • Surveyors • Land Planners
Civil Engineers, P.C.
1161 Commerce Drive • Geneva, IL 60134 • phone (630) 845-1270 • fax (630) 845-1275

DATE: 9/30/21
FILE: 21-049 C10
JOB NO: 21-049

C1.1
SHEET NO.

DUNKIN DONUTS
BARTLETT, ILLINOIS

PLANT LIST

SHADE TREES KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
ARP	3	2.5"	Acer nigrum 'Frank Jr. PP16764'	Readpointe Maple	Specimen, symmetrical
CEO	4	2.5"	Celtis occidentalis	Common Hackberry	Specimen, symmetrical
GPS	4	2.5"	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	Specimen, symmetrical
GTS	4	2.5"	Gleditsia triacanthos var. inermis 'Skyline'	Skyline Thornless Honeylocust	Specimen, symmetrical
GYD	5	2.5"	Gymnocladus dioicus	Kentucky Coffeetree	Specimen, symmetrical
QUB	4	2.5"	Quercus bicolor	Swamp White Oak	Specimen, symmetrical
ULM	2	2.5"	Ulmus davidiana var. japonica 'Morton'	Accolade Elm	Specimen, symmetrical

EVERGREEN TREES KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
PSD	4	6'	Picea glauca 'Densata'	Black Hills Spruce	Specimen, symmetrical

SHRUBS KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
ARM	10	24"	Aronia melanocarpa 'UCONNAM165'	Low Scape Mound Chokeberry	Full branching to ground
BUX	12	24"	Buxus x 'Green Velvet'	Green Velvet Boxwood	Full branching to ground
COT	8	3'	Cotoneaster auctifolius	Peking Cotoneaster	Full branching to ground
HES	11	24"	Hydrangea macrophylla 'Balmer'	Endless Summer Hydrangea	Full branching to ground
HYI	10	3'	Hydrangea arborescens 'Abetno'	Incrediball Hydrangea	Full branching to ground
JGS	37	24"	Juniperus chinensis var. sargentii	Sargent Juniper	Full branching to ground
RHG	36	24"	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	Full branching to ground
ROS	23	3 gal	Rosa 'Meijocos'	Drift Pink Rose	Full branching to ground
SBF	4	24"	Spiraea x bumalda 'Froebelii'	Froebel Spirea	Full branching to ground
SYB	23	3'	Syringa 'SMSJBP1'	Bloomerang Dark Purple Lilac	Full branching to ground
THH	8	3'	Taxus x media 'Hicksii'	Hicks Yew	Full branching to ground
TOT	17	6'	Thuja occidentalis 'Techny'	Mission Arborvitae	Full branching to ground
VBM	8	3'	Viburnum dentatum 'Christom'	Blue Muffin Arrowwood Viburnum	Full branching to ground

PERENNIALS AND ORNAMENTAL GRASSES KEY	QTY	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
ALL	91	gal	Allium 'Millenium'	Millenium Ornamental Onion	Container
CKF	114	gal	Calamagrostis x a. 'Karl Foerster'	Feather Reed Grass	Container
HML	35	gal	Hemerocallis 'Mauna Loa'	Mauna Loa Daylily (Orange)	Container
HOJ	10	gal	Hosta 'June'	June Hosta	Container
HRR	41	gal	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily (Pink)	Container
SCH	43	gal	Schizachyrium scoparium 'Standing Ovation'	Standing Ovation Little Bluestem	Container
SPO	57	gal	Sporobolus heterolepis	Prairie Dropseed	Container

LANDSCAPE PLAN

SCALE 1"=20'-0"

0 10' 20' 30' 40' 60'

NOT FOR CONSTRUCTION

CLIENT NAME:
Knoche Engineering, P.C.
24 North Bennett Street
Geneva, Illinois

LANDSCAPE ARCHITECTURE
pamelaself
202 South Cook Street Ste #214
Barrington, Illinois 60010
847.438.4922
www.pamelaself.com

LICENSE # 157.000683
STAMP

ARCHITECT:

CIVIL ENGINEER:

GENERAL CONTRACTOR:

DUNKIN DONUTS
NWC Route 59 and Schick Road
Bartlett, Illinois

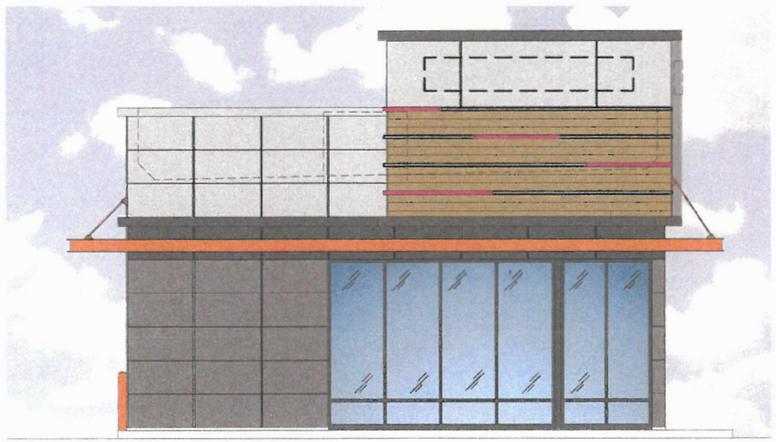
REVISIONS No.	Description	Date
1	Revision per updated base plan	9/30/2021
2	Village Comments/Site Plan Revisions	11.22.21
3	Village Comments/Site Plan Revisions	03.17.22
4	Utility Revision	03.18.22
5	Village Comments/Site Plan Revisions	05.09.22

Design by: KWS/PKS
Drawn by: KWS, NJM
Checked by:
Start date: 09.22.2021
Project no.

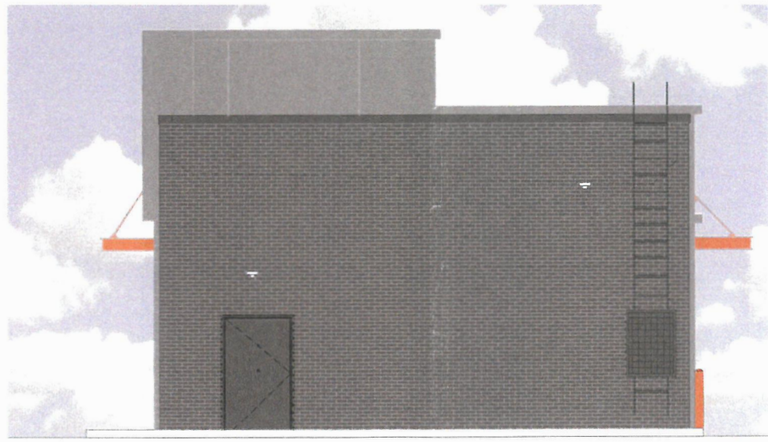
LANDSCAPE PLAN

L-1.0

WEST ELEVATION - DRIVE THRU



SOUTH ELEVATION - SCHICK RD



NORTH ELEVATION

EAST ELEVATION - ROUTE 59

COLOR ELEVATIONS

SCALE: 1/4" = 1'-0"
DATE: 11.19.2021

DUNKIN' DONUTS
NW CORNER - RT. 59 AND SCHICK RD.
BARTLETT, ILLINOIS

ECA ARCHITECTS PLANNERS

EXTERIOR PAINT

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
PTE-01	PAINT	SHERWIN WILLIAMS	GRAY FINISH	SW 7019 "GAUNTLET GRAY"	PLACE ORDER WITH LOCAL SHERWIN WILLIAMS STORE FOR A STORE NEAR YOU CALL 800-474-3794
PTE-02	PAINT	SHERWIN WILLIAMS	CHARCOAL FINISH	SW 7069 "IRON ORE"	MARK T. WEINER NATIONAL ACCOUNT EXECUTIVE 93 CHURCH ST BARRINGTON RI 02806 M 617-438-1408
PTE-04	PAINT	SHERWIN WILLIAMS	OFF WHITE FINISH	SW 7063 "NEBULOUS WHITE"	
PTE-12	PAINT		DD PINK	COLOR MATCH PMS 219 C MAP ULTRA LOW V.O.C.	
PTE-13	PAINT		DD ORANGE	COLOR MATCH PMS 165C MAP ULTRA LOW V.O.C.	

EXTERIOR FIBER CEMENT SIDING AND PANELS

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
PS-01 LP	FIBER CEMENT PANEL	JAMES HARDIE	GRAY FINISH	COLOR: "AGED PEWTER" SURFACE: PRE-FINISHED REVEAL PANEL DIMENSION: (5/16" x 48"X96") WITH COLOR MATCHED TRIMS AND COLOR MATCHED SCREWS OR COLOR: "PRIMED FINISH" FIELD PAINT TO MATCH PTE-01	JEFF HARVEY 774-287-6278 JEFFERY.HARVEY@JAMESHARDIE.COM
PS-03	FIBER CEMENT SIDING	WOODTONE	WOOD FINISH RUSTIC SERIES WOODTONE	COLOR: "HONEY GLAZE" WOOD PATTERN: SURFACE: WOOD PATTERN PLANK DIMENSION: 8 1/4" X 12' X 5/16" THK WITH 6" SIDING EXPOSURE NOTE: NAILS TO MATCH WOOD FINISH	FOR WOODTONE PRODUCTS LAURENCE TAYLOR WOODTONE SALES REPRESENTATIVE PHONE: (604) 792-3660 CELL: (604) 798-2664 LAURENCET@WOODTONE.COM TIM FOLSTER WOODTONE MANAGER, STRATEGIC ACCOUNTS PHONE: (604) 792-3660 CELL: (604) 845-9663 TIMF@WOODTONE.COM
PS-04 LP	FIBER CEMENT PANEL	JAMES HARDIE	OFF WHITE FINISH LARGE FORMAT PANEL	COLOR: "ARCTIC WHITE" SURFACE: PRE-FINISHED REVEAL PANEL DIMENSION: (5/16" x 48"X96") WITH COLOR MATCHED TRIMS AND COLOR MATCHED SCREWS OR COLOR: "PRIMED FINISH" FIELD PAINT TO MATCH PTE-04	

EXTERIOR METAL PAINTED COATINGS

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
PC-01	PAINTED COATING	SHERWIN WILLIAMS	GRAY FINISH	SW 7019 "GAUNTLET GRAY"	PLACE ORDER WITH LOCAL SHERWIN WILLIAMS STORE FOR A STORE NEAR YOU CALL 800-474-3794
PC-02	PAINTED COATING	SHERWIN WILLIAMS	CHARCOAL FINISH	SW 7069 "IRON ORE"	MARK T. WEINER NATIONAL ACCOUNT EXECUTIVE
PC-04	PAINTED COATING	SHERWIN WILLIAMS	OFF WHITE FINISH	SW 7063 "NEBULOUS WHITE"	
PC-12	PAINTED COATING	SHERWIN WILLIAMS	DD PINK FINISH	COLOR MATCH PMS 219 C	
PC-13	PAINTED COATING	SHERWIN WILLIAMS	DD ORANGE FINISH COLOR # 5059990	Blended At Sherwin-Williams Product Finishes Lowell MA Product_LV3 - Generes Low VOC Satin GT1239 Orange Tonic 785.97g / 16gal GT1511 Low VOC Gloss Clear 529.21g / 12gal GT1043 Autumn Orange 194.94g / 05gal GT1011 Artic White 137.20g / 02gal GR1085 Reducer 442.38g / 13gal GT1510 Low VOC Flat Clear 2157.21g / 49gal	

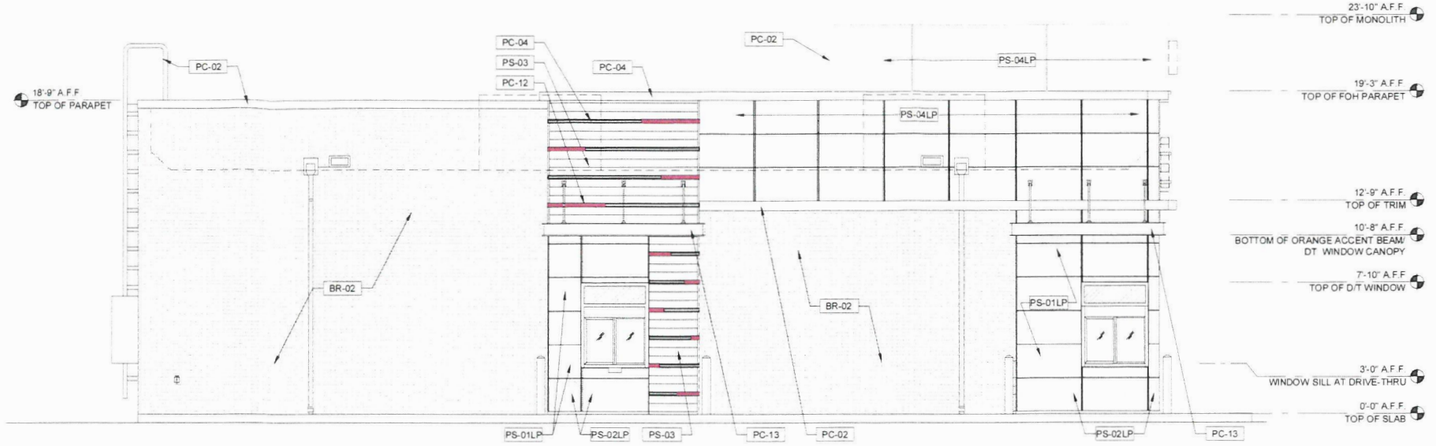
EXTERIOR METAL TRIM

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
TR-01	METAL	TAMLYN	EXTRUDED METAL CHANNEL USED AT TOWER ELEMENT	PINK ACCENT BAND SEE SP03 (PINK)	TAMLYN - XTREME TRIM IAN DANIELS 713-445-3075 idaniels@tamlyn.com OR HORACIO'S SHEET METAL MICHAEL TAVERES P. 508-985-9946 mike@hsisaac.com OR AGI RANDY KERR 800-877-3810 EXT. 3248 rkerr@agi.net
	METAL	HORACIO			
	METAL	AGI			
TR-02	METAL	TAMLYN	EXTRUDED METAL CHANNEL USED AT TOWER ELEMENT	OFF WHITE ACCENT BAND SEE SP04 (WHITE)	
	METAL	HORACIO			
	METAL	AGI			
TR-04	METAL	TAMLYN	(XOCLP134) OUTSIDE CORNER TRIM, USED AT TOWER ELEMENT	TO MATCH FIBER CEMENT LAP SIDING PS-03	TAMLYN - XTREME TRIM IAN DANIELS 713-445-3075 idaniels@tamlyn.com
TR-05	METAL	TAMLYN	(XS115) BOTTOM "STARTER" TRIM, USED AT TOWER ELEMENT	CLEAR ANODIZIED	
TR-06	METAL	TAMLYN	(JMH34) VERTICAL TERMINATION TRIM, TYP. USED AT TOWER ELEMENT	FACTORY FINISH TO MATCH FIBER CEMENT LAP SIDING PS-03	
TR-07	METAL	TAMLYN	(JMH716) TOP TRIM USED AT TOWER ELEMENT	FACTORY FINISH TO MATCH FIBER CEMENT LAP SIDING PS-03	
TR-08	METAL	JAMES HARDIE	JH SURROUND VERTICAL TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	JEFF HARVEY 774-287-6278 JEFFERY.HARVEY@JAMESHARDIE.COM
TR-09	METAL	JAMES HARDIE	JH SURROUND HORIZONTAL TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	
TR-10	METAL	JAMES HARDIE	JH SURROUND OUTSIDE CORNER TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	
TR-11	METAL	JAMES HARDIE	JH SURROUND J-CHANNEL TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS NOTE: CAN BE USED VERTICALLY & HORIZONTALLY @ PENETRATION OR TRANSITION W/ OTHER MATERIALS	

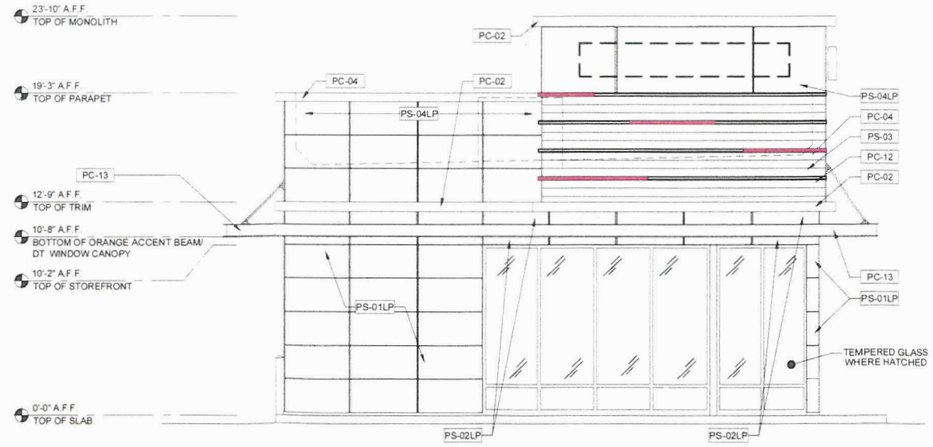
FACE BRICK

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
BR-02	FACE BRICK	ENDICOTT BRICK		ENDICOTT BRICK (CREATIVE MATERIALS PRODUCT) "MANGANESE IRON SPOT" (3 5/8" X 2 1/4" X 7 5/8") SMOOTH MORTAR BLACK PIGMENT TO MATCH BRICK/ CHARCOAL FINISH	CONTACT INFORMATION PHONE: 800.207.2967 EXT. 3865 (DUNK) FAX: 518-452-9153 EMAIL: DUNKINTILE@CREATIVEMATERIALSCORP.COM

***FIBER CEMENT BOARD TRIM TO BE USED AS REQUIRED TO MATCH PANEL CONFIGURATION.
EXACT TRIM TO BE CALLED OUT IN CONSTRUCTION DOCUMENTS FOR CIT'S REVIEW.***



WEST ELEVATION - DRIVE THRU



SOUTH ELEVATION - SCHICK RD

EXTERIOR ELEVATIONS (1 of 2)

SCALE: 1/4" = 1'-0"
DATE: 11.19.2021

DUNKIN' DONUTS
NW CORNER - RT. 59 AND SCHICK RD.
BARTLETT, ILLINOIS

ECA ARCHITECTS PLANNERS

EXTERIOR PAINT

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
PTE-01	PAINT	SHERWIN WILLIAMS	GRAY FINISH	SW 7019 "GAUNTLET GRAY"	PLACE ORDER WITH LOCAL SHERWIN WILLIAMS STORE FOR A STORE NEAR YOU CALL: 800-474-3794 MARK T. WEINER NATIONAL ACCOUNT EXECUTIVE 93 CHURCH ST BARRINGTON RI 02806 M: 617-438-1406
PTE-02	PAINT	SHERWIN WILLIAMS	CHARCOAL FINISH	SW 7069 "IRON ORE"	
PTE-04	PAINT	SHERWIN WILLIAMS	OFF WHITE FINISH	SW 7063 "NEBULOUS WHITE"	
PTE-12	PAINT		DD PINK	COLOR MATCH PMS 219 C MAP ULTRA LOW V.O.C.	
PTE-13	PAINT		DD ORANGE	COLOR MATCH PMS 165C MAP ULTRA LOW V.O.C.	

EXTERIOR FIBER CEMENT SIDING AND PANELS

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PS-03	FIBER CEMENT SIDING	WOODTONE	WOOD FINISH RUSTIC SERIES WOODTONE	COLOR: "HONEY GLAZE" WOOD PATTERN SURFACE: WOOD PATTERN PLANK DIMENSION: 8 1/4" X 12' X 5/16" THK WITH 6" SIDING EXPOSURE NOTE: NAILS TO MATCH WOOD FINISH	FOR WOODTONE PRODUCTS: LAURENCE TAYLOR WOODTONE SALES REPRESENTATIVE PHONE: (604) 792-3680 CELL: (604) 798-2654 LAURENCE.T@WOODTONE.COM TIM FOLSTER WOODTONE MANAGER, STRATEGIC ACCOUNTS PHONE: (604) 792-3680 CELL: (604) 845-9663 TIMF@WOODTONE.COM
PS-04 LP	FIBER CEMENT PANEL	JAMES HARDIE	OFF WHITE FINISH LARGE FORMAT PANEL	COLOR: "ARCTIC WHITE" SURFACE: PRE-FINISHED REVEAL PANEL DIMENSION: (5/16" x 48" X 96") WITH COLOR MATCHED TRIMS AND COLOR MATCHED SCREWS OR COLOR: "PRIMED FINISH" FIELD PAINT TO MATCH PTE-04	

EXTERIOR METAL PAINTED COATINGS

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
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PC-02	PAINTED COATING	SHERWIN WILLIAMS	CHARCOAL FINISH	SW 7069 "IRON ORE"	
PC-04	PAINTED COATING	SHERWIN WILLIAMS	OFF WHITE FINISH	SW 7063 "NEBULOUS WHITE"	
PC-13	PAINTED COATING	SHERWIN WILLIAMS	DD PINK FINISH	COLOR MATCH PMS 219 C	
PC-12	PAINTED COATING	SHERWIN WILLIAMS	DD ORANGE FINISH COLOR # 5059990	Blended At Sherwin Williams Product Finishes Lowell MA Product: LV3 - Genesis Low VOC Satin GT1239 Orange Toner 785.97g / 19gal GT1511 Low VOC Gloss Clear 529.21g / 12gal GT1043 Autumn Orange 194.04g / 05gal GT1011 Artic White 137.20g / 02gal GR1088 Reducer 442.35g / 13gal GT1510 Low VOC Flat Clear 2157.21g / 49gal	

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	METAL	HORACIO			
	METAL	AGI			
TR-02	METAL	TAMLYN	EXTRUDED METAL CHANNEL USED AT TOWER ELEMENT	OFF WHITE ACCENT BAND SEE SF04 (WHITE)	
	METAL	HORACIO			
	METAL	AGI			
TR-04	METAL	TAMLYN	(XOCLP34) OUTSIDE CORNER TRIM, USED AT TOWER ELEMENT	TO MATCH FIBER CEMENT LAP SIDING PS-03	TAMLYN - XTREME TRIM IAN DANIELS 713-446-3075 idaniels@tamlyn.com
TR-05	METAL	TAMLYN	(X5516) BOTTOM "STARTER" TRIM, USED AT TOWER ELEMENT	CLEAR ANODIZED	
TR-06	METAL	TAMLYN	(JMH34) VERTICAL TERMINATION TRIM TYP. USED AT TOWER ELEMENT	FACTORY FINISH TO MATCH FIBER CEMENT LAP SIDING PS-03	
TR-07	METAL	TAMLYN	(JMH16) TOP TRIM USED AT TOWER ELEMENT	FACTORY FINISH TO MATCH FIBER CEMENT LAP SIDING PS-03	
TR-08	METAL	JAMES HARDIE	JH SURROUND VERTICAL TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	JEFF HARVEY 774-287-6275 JEFFERY.HARVEY@JAMESHARDIE.COM
TR-09	METAL	JAMES HARDIE	JH SURROUND HORIZONTAL TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	
TR-10	METAL	JAMES HARDIE	JH SURROUND OUTSIDE CORNER TRIM	FINISH: FACTORY CLEAR ANODIZED 16 GA TRIM AVAILABLE IN 8'-0" LENGTHS. USED WITH JAMES HARDIE REVEAL PANELS	
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FACE BRICK

CODE	MATERIAL	MANUFACTURER	PRODUCT #	DESCRIPTION / REMARKS	VENDOR CONTACTS
BR-02	FACE BRICK	ENDICOTT BRICK		ENDICOTT BRICK (CREATIVE MATERIALS PRODUCT) "MANGANESE IRON SPOT" (3 5/8" X 2 1/4" X 7 5/8") SMOOTH MORTAR BLACK PIGMENT TO MATCH BRICK/ CHARCOAL FINISH	CONTACT INFORMATION PHONE: 800.207.2661 EXT. 3865 (DUNK) FAX: 518-452-9153 EMAIL DUNKINTILE@CREATIVEMATERIALSCORP.COM

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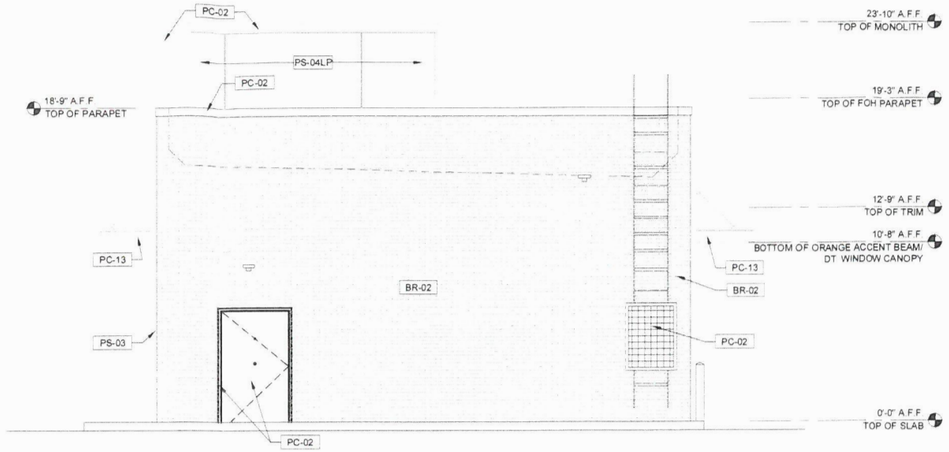
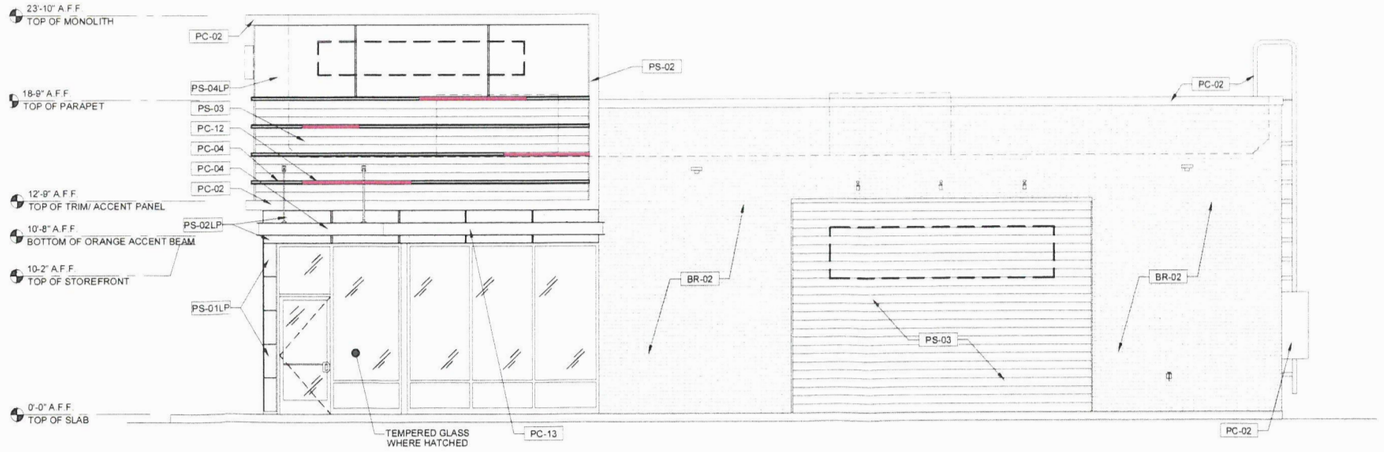


NORTH ELEVATION



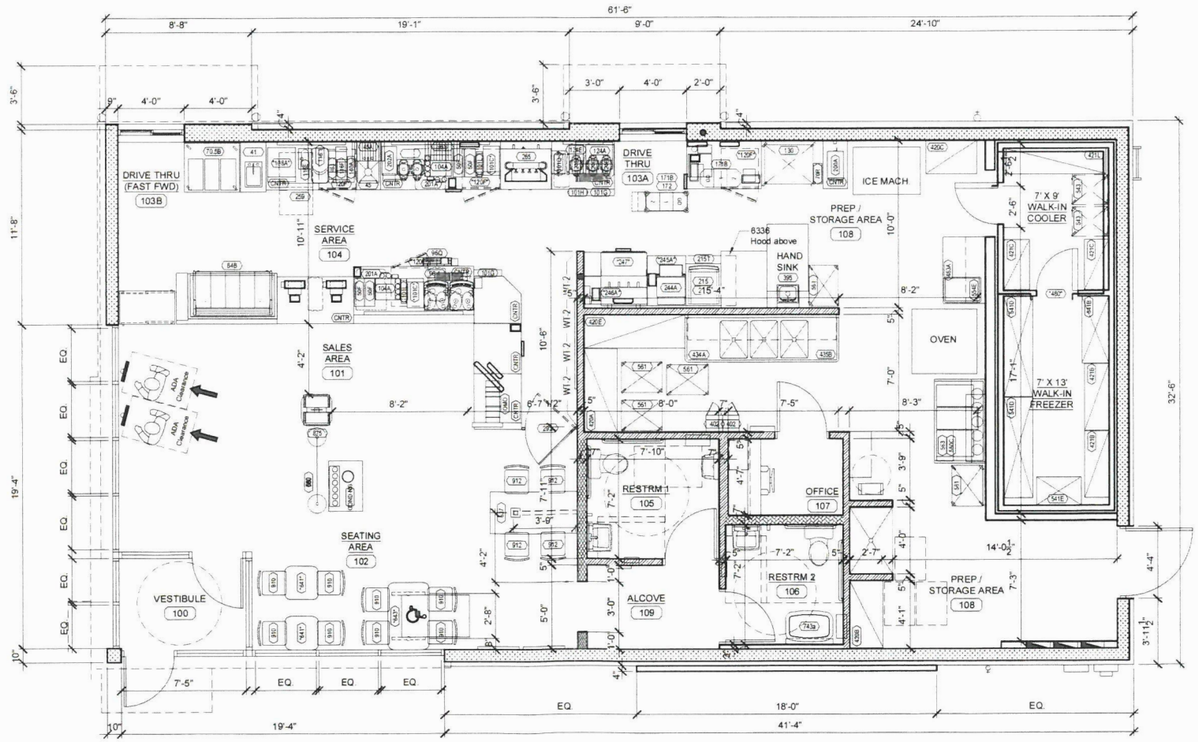
EAST ELEVATION - ROUTE 59

EXTERIOR ELEVATIONS (2 of 2)

SCALE: 1/4" = 1'-0"
DATE: 11.19.2021

DUNKIN' DONUTS
NW CORNER - RT. 59 AND SCHICK RD.
BARTLETT, ILLINOIS

ECA ARCHITECTS PLANNERS



1970 square feet

FLOOR PLAN

SCALE: 1/4" = 1'-0"
DATE: 11.19.2021

DUNKIN' DONUTS
NW CORNER - RT. 59 AND SCHICK RD.
BARTLETT, ILLINOIS

ECA ARCHITECTS PLANNERS

BLA, Inc.

Memo

Date: August 4, 2022

To: Ms. Kristy Stone, AICP
Interim Director of Planning and Development Services, Village of Bartlett

From: Lynn M. Means, P.E., PTOE, RSP1
Senior Transportation Engineer

Re: Traffic Study
Schick Road and Quincy Bridge Road
Bartlett, Illinois

==========

BLA, Inc. has reviewed the traffic volumes, operations and available crash history at the intersection of Schick Road and Quincy Bridge Road in Bartlett, Illinois.

Based on our analyses, the existing Quincy Bridge Road and Schick Road intersection geometrics are adequate to accommodate both existing and future traffic conditions (with general background growth and planned development within the study area). The intersection is anticipated to operate at acceptable levels of service, with minimal delays and vehicle queues under both existing and future conditions.

The following summarizes our findings:

Existing Conditions

- Existing available data was collected related to the Schick Road and Quincy Bridge Road intersection and surrounding area. These included observations of existing traffic conditions, roadway characteristics and traffic control on the surrounding roadway network. *Vehicle queues (stacking) were not observed to block / extend beyond adjacent intersections or exceed the available storage length provided.*
- Vegetation (trees and shrubs) at the northeast corner of the Schick Road and Quincy Bridge Road intersection appeared to be maintained/trimmed. *This should be continued, to not inhibit the available sight lines (looking to the east, toward IL Route 59).*
- The Quincy Bridge Road's southbound wide approach width (approximately 17 feet) permits a right-turning vehicle to by-pass a left-turning vehicle.
- Daily and peak hour intersection traffic counts along the study area roadways were obtained from the Illinois Department of Transportation (IDOT), DuPage County Division of Transportation (DuDOT), as well as from recent traffic studies performed by other traffic consultants in 2021 (see ***Appendix A***).
- Due to abnormal traffic conditions associated with the COVID-19 pandemic, school closures and/or remote working, the existing intersection turning movement traffic counts from 2021 were increased by 25 to 40 percent during the weekday AM peak hour and 10 percent during the weekday PM peak hour.
- The 2021 traffic counts were also adjusted to existing 2022 traffic conditions by applying a 0.35 to a 1.25 percent compounded annual growth rate along the study area roadways, based on the Chicago Metropolitan Agency for Planning (CMAP) 2050 traffic volume projections (see ***Appendix B***).
- The existing 2022 peak hour and daily traffic volumes are illustrated on ***Exhibit 1***.
- To evaluate and address potential safety issues, crash data was obtained from the IDOT Division of Transportation Safety for the last five calendar years available, 2017 through 2021 (see ***Appendix C***). *Based on this data, there were no reported crashes at the Schick Road and Quincy Bridge Road intersection during the five-year analysis period.*

Future Conditions

- A future traffic volume network (5-year design horizon, in accordance with IDOT and DuDOT standards) was developed that includes existing traffic, background growth (using the CMAP 2050 traffic volume projections) and traffic from area planned and/or recently approved but not yet constructed development. BLA included traffic from a potential senior living development at the southwest quadrant of IL Route 59 and Schick Road, as well as a potential Dunkin' restaurant with drive-thru window development on the northwest corner of IL Route 59 and Schick Road.
- The future 2027 peak hour traffic volumes are illustrated on ***Exhibit 2***.

Traffic Analysis

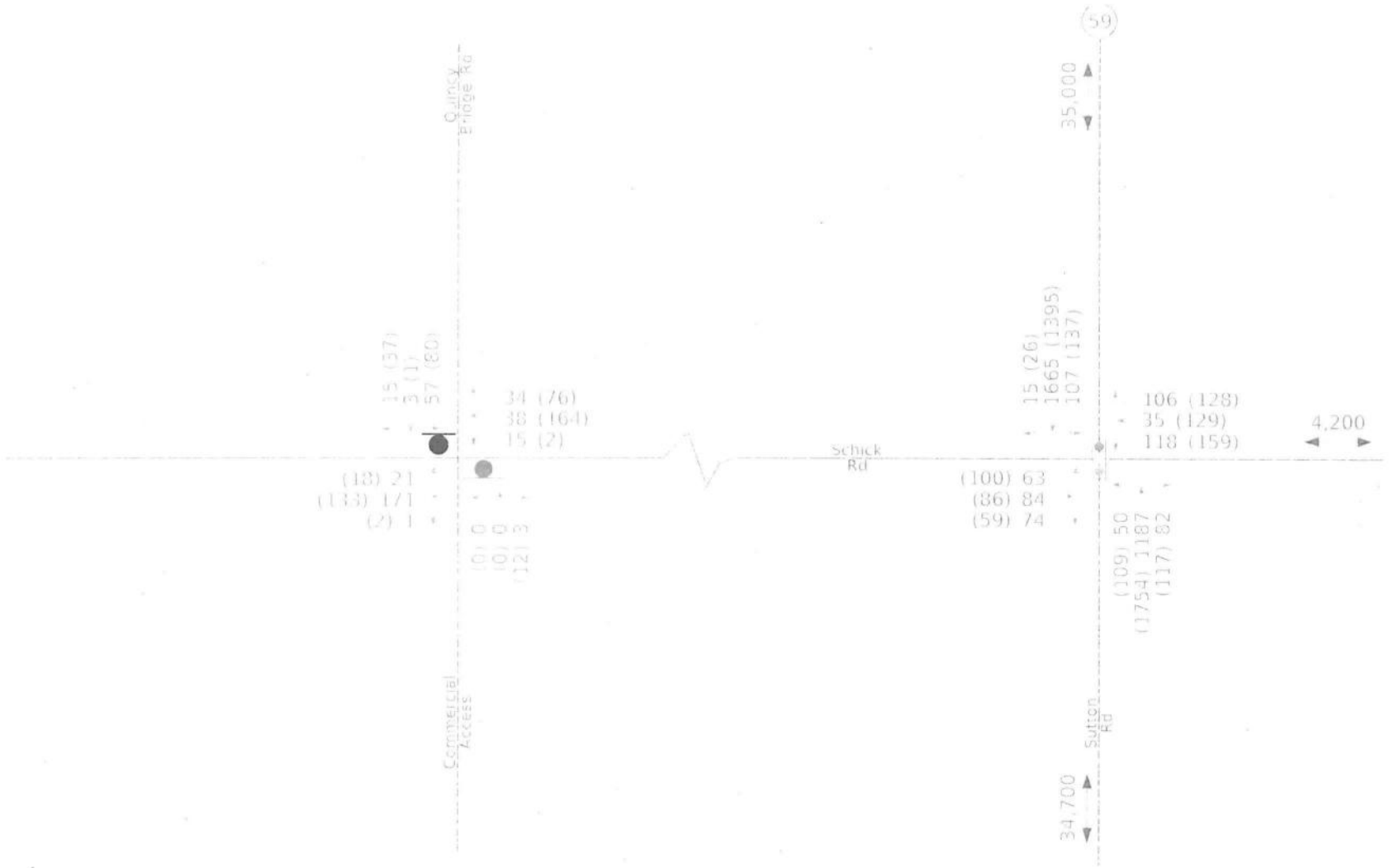
- The IDOT Bureau of Design and Environment Manual (BDE) was used to determine the need for auxiliary lanes. Section 36-3 Auxiliary Turn Lanes indicates that a right-turn lane is considered when the criterion is met on Figure 36-A for Two-Lane Highways, such as Schick Road. Based on the projected approach and right-turn volumes, a right-turn lane is *not* warranted on eastbound or westbound Schick Road at Quincy Bridge Road under future traffic conditions. *Note: an eastbound and westbound left-turn lane is currently provided on Schick Road.*
- Capacity and queue analysis were conducted under existing and future traffic conditions using Synchro traffic modeling software. The analysis worksheets are provided in ***Appendix D***. Under both existing and future conditions, all movements at the Schick Road and Quincy Bridge Road intersection operate at acceptable Levels of Service (at LOS "B" or better). The 95th percentile queue length for the Quincy Bridge Road southbound approach, as well as for left-turn movements from Schick Road are not anticipated to exceed one vehicle, which will not impact operations at adjacent intersections.

  Under existing and future conditions, the signalized intersection of IL Route 59 and Schick Road operates at an acceptable overall LOS "C". Schick Road eastbound and westbound left-turns and through movements, as well as IL Route 59 northbound left-turn movements operate at a LOS "E". However, it is not uncommon and generally acceptable for lower volume roadways (Schick Road) to operate at these levels, since most of the green time is allocated to the mainline (IL Route 59) to provide progression. On the Schick Road eastbound approach, the 95th percentile queue length is not anticipated to exceed 175 feet (7 vehicles), which will not block access to/from the Mobil gas station/future development to the north access (approximately 200 feet of storage is provided from stop bar to driveway). The traffic signal also provides adequate gaps in the Schick Road traffic stream, coupled with the "Do Not Block Driveway" signage and pavement markings, to permit safe access/egress from the existing and proposed driveway access.
- The traffic model was simulated using Synchro's corresponding software, SimTraffic, to indicate the projected maximum vehicle queues and interaction with the adjacent intersections. The analysis worksheets are provided in ***Appendix E.*** Based on this analysis, the maximum vehicle queue length on southbound Quincy Bridge Road at Schick Road is not anticipated to exceed 3 vehicles, which will not impact operations (entering and exiting movements) at Quincy Bridge Court (the spacing between Schick Road and Quincy Bridge Road provides storage for 4 to 5 vehicles).

  At the signalized intersection of Schick Road and IL Route 59, the maximum vehicle queue length on the eastbound approach of Schick Road is consistent with the Synchro model, not anticipated to exceed 176 feet (or approximately 7 vehicles). Again, this is not expected to impact operations at the Mobil gas station/proposed development access or at Quincy Bridge Road.
- *In lieu of widening Quincy Bridge Road, consideration could be given to installing a "Do Not Block Intersection" (R10-7) sign on southbound Quincy Bridge Road, in advance of Quincy Bridge Court, should future traffic volumes warrant.*
- *Consideration could also be given to reviewing the intersection operations with the redevelopment of the parcel at the northeast corner of this intersection (west of the proposed Dunkin' restaurant).*

Appendices

Exhibits



BLA, Inc.
ITASCA, ILLINOIS

SCALE: NTS

LEGEND

XX Weekday AM Peak Hour

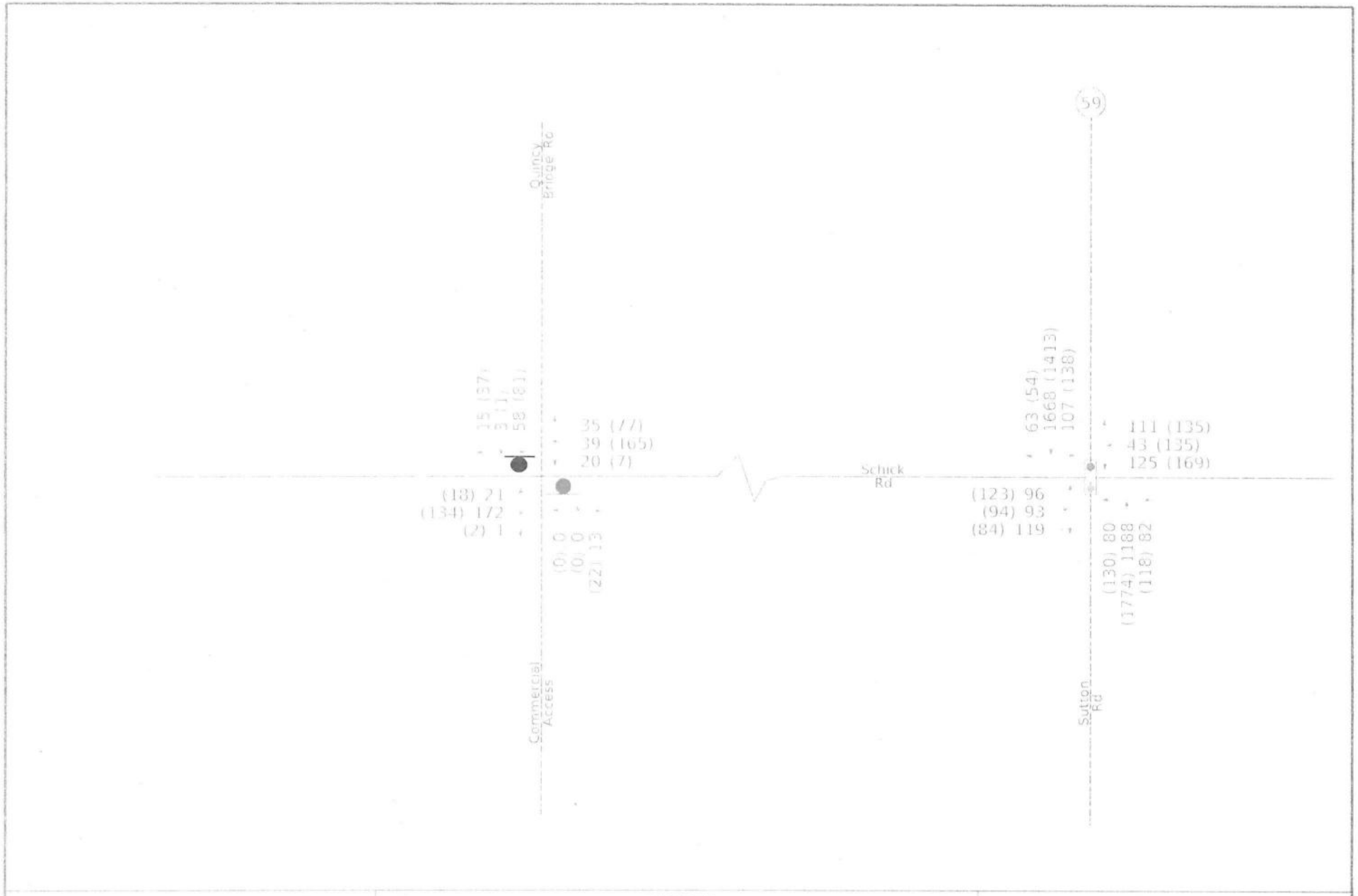
(XX) Weekday PM Peak Hour

XX Annual Average Daily Traffic

Existing Traffic Signal

Existing Stop Sign

Exhibit 1
2022 Existing Traffic



BLA, Inc.
ITASCA ILLINOIS

N

SCALE: NTS

LEGEND

XX Weekday AM Peak Hour

(XX) Weekday PM Peak Hour

Existing Traffic Signal

Existing Stop Sign

Exhibit 2
2027 Total Traffic

Appendix A

Traffic Count Summaries

Illinois Route 59 & West Schick Road - TMC

Thu Jul 29, 2021
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 859006, Location: 41.95117, -88.206252

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Schick						Schick						IL 59						IL 59						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped	L	T	R	U	App	Ped	L	T	R	U	App	Ped	L	T	R	U	App	Ped	Int
2021-07-29 7:00AM	19	11	11	0	**41**	3	16	5	14	0	**35**	1	8	202	13	0	**223**	1	13	276	1	0	**290**	1	589
7:15AM	19	14	15	0	**48**	0	21	10	16	0	**47**	0	9	220	22	0	**251**	1	22	279	0	0	**301**	0	647
7:30AM	6	14	18	0	**38**	0	19	2	22	0	**43**	0	10	272	14	0	**296**	1	22	394	5	0	**421**	1	798
7:45AM	13	19	11	0	**43**	1	16	11	14	0	**41**	2	7	245	16	0	**268**	1	28	344	3	0	**375**	0	727
Hourly Total	**57**	**58**	**55**	**0**	**170**	0	**72**	**28**	**66**	**0**	**166**	0	**34**	**939**	**65**	**0**	**1038**	3	**85**	**1293**	**9**	**0**	**1387**	0	**2761**
8:00AM	15	8	7	0	**30**	1	22	6	16	0	**44**	2	12	187	12	0	**211**	2	20	313	2	0	**335**	0	620
8:15AM	11	19	17	0	**47**	0	26	6	23	0	**55**	0	11	242	23	0	**276**	1	15	276	2	0	**293**	0	671
8:30AM	13	21	18	0	**52**	2	28	4	16	0	**48**	0	9	196	17	0	**222**	3	28	261	5	0	**294**	0	616
8:45AM	14	9	4	0	**27**	1	21	10	22	0	**53**	0	6	200	15	0	**221**	2	23	253	8	0	**284**	0	585
Hourly Total	**53**	**57**	**46**	**0**	**156**	2	**97**	**26**	**77**	**0**	**200**	0	**38**	**825**	**67**	**0**	**930**	8	**86**	**1103**	**17**	**0**	**1206**	0	**2492**
4:00PM	21	10	9	0	**40**	1	49	16	24	0	**89**	0	22	319	17	0	**358**	1	24	258	5	0	**287**	0	774
4:15PM	23	13	10	0	**46**	0	37	16	17	0	**70**	0	30	358	31	0	**419**	1	23	328	7	0	**358**	0	893
4:30PM	16	18	7	0	**41**	1	31	25	26	0	**82**	1	29	393	40	0	**462**	1	22	319	6	1	**348**	0	933
4:45PM	19	23	12	0	**54**	0	36	35	26	0	**97**	0	24	363	20	0	**407**	0	36	300	7	1	**344**	0	902
Hourly Total	**79**	**64**	**38**	**0**	**181**	0	**153**	**92**	**93**	**0**	**338**	0	**105**	**1433**	**108**	**0**	**1646**	0	**105**	**1205**	**25**	**2**	**1337**	0	**3502**
5:00PM	19	16	13	0	**48**	0	30	19	31	0	**80**	0	26	418	33	1	**478**	0	35	327	6	0	**368**	0	974
5:15PM	33	19	12	0	**64**	0	37	35	33	0	**105**	0	27	425	22	0	**474**	0	24	306	4	0	**334**	0	977
5:30PM	20	20	17	0	**57**	0	40	28	25	0	**93**	0	22	383	31	0	**436**	0	29	331	7	0	**367**	0	953
5:45PM	12	19	12	0	**43**	0	32	29	30	0	**91**	0	24	354	30	0	**408**	0	16	259	2	1	**278**	0	820
Hourly Total	**84**	**74**	**54**	**0**	**212**	0	**139**	**111**	**119**	**0**	**369**	0	**99**	**1580**	**116**	**1**	**1796**	1	**104**	**1223**	**19**	**1**	**1347**	0	**3724**
Total	273	253	193	0	**719**	1	461	257	355	0	**1073**	1	276	4777	356	1	**5410**	2	380	4824	70	3	**5277**	1	12479
% Approach	38.0%	35.2%	26.8%	0%	-		43.0%	24.0%	33.1%	0%	-		5.1%	88.3%	6.6%	0%	-		7.2%	91.4%	1.3%	0.1%	-		-
% Total	2.2%	2.0%	1.5%	0%	**5.8%**		3.7%	2.1%	2.8%	0%	**8.6%**		2.2%	38.3%	2.9%	0%	**43.4%**		3.0%	38.7%	0.6%	0%	**42.3%**		-
Lights	271	252	192	0	**715**		449	256	349	0	**1054**		270	4430	351	1	**5052**		375	4483	69	3	**4930**		11751
% Lights	99.3%	99.6%	99.5%	0%	**99.4%**		97.4%	99.6%	98.3%	0%	**98.2%**		97.8%	92.7%	98.6%	100%	**93.4%**		98.7%	92.9%	98.6%	100%	**93.4%**		94.2%
Articulated Trucks	0	0	0	0	**0**		1	0	2	0	**3**		1	235	1	0	**237**		3	220	1	0	**224**		464
% Articulated Trucks	0%	0%	0%	0%	**0%**		0.2%	0%	0.6%	0%	**0.3%**		0.4%	4.9%	0.3%	0%	**4.4%**		0.8%	4.6%	1.4%	0%	**4.2%**		3.7%
Buses and Single-Unit Trucks	2	0	1	0	**3**		11	0	4	0	**15**		5	112	4	0	**121**		2	121	0	0	**123**		262
% Buses and Single-Unit Trucks	0.7%	0%	0.5%	0%	**0.4%**		2.4%	0%	1.1%	0%	**1.4%**		1.8%	2.3%	1.1%	0%	**2.2%**		0.5%	2.5%	0%	0%	**2.3%**		2.1%
Bicycles on Road	0	1	0	0	**1**		0	1	0	0	**1**		0	0	0	0	**0**		0	0	0	0	**0**		2
% Bicycles on Road	0%	0.4%	0%	0%	**0.1%**		0%	0.4%	0%	0%	**0.1%**		0%	0%	0%	0%	**0%**		0%	0%	0%	0%	**0%**		0%
Pedestrians																									
Bicycles on Crosswalk																									
Buses and Single-Unit Trucks																									
Articulated Trucks																									

Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, T: Thru, U: U-Turn

Schick Road & Site Access - TMC

Thu Jul 29, 2021
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 859007, Location: 41.951766, -88.20839

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg	Schick						Schick						Access						Quincy						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-07-29 7:00AM	1	32	0	0	**33**	2	1	7	3	0	**11**	0	0	0	0	0	**0**	1	7	0	1	0	**8**	1	52
7:15AM	1	34	0	0	**35**	0	0	8	2	0	**10**	0	0	0	0	0	**0**	0	6	0	0	0	**6**	0	51
7:30AM	4	36	0	0	**40**	0	3	7	3	0	**13**	0	0	0	0	0	**0**	1	4	1	2	0	**7**	0	60
7:45AM	3	38	0	0	**41**	0	1	8	5	0	**14**	0	0	0	0	0	**0**	0	6	1	2	0	**9**	0	64
Hourly Total	**9**	**140**	**0**	**0**	**149**	2	**5**	**30**	**13**	**0**	**48**	0	**0**	**0**	**0**	**0**	**0**	4	**23**	**2**	**5**	**0**	**30**	1	**227**
8:00AM	5	18	0	0	**23**	0	5	4	7	0	**16**	0	0	0	2	0	**2**	1	10	0	3	0	**13**	0	54
8:15AM	3	29	1	0	**33**	0	3	8	8	0	**19**	0	0	0	0	0	**0**	1	12	0	2	0	**14**	0	66
8:30AM	4	38	0	0	**42**	0	2	7	4	0	**13**	0	0	0	0	0	**0**	1	13	1	4	0	**18**	0	73
8:45AM	3	17	1	0	**21**	0	2	7	8	0	**17**	0	0	0	0	0	**0**	0	10	1	4	0	**15**	0	53
Hourly Total	**15**	**102**	**2**	**0**	**119**	0	**12**	**26**	**27**	**0**	**65**	0	**0**	**0**	**2**	**0**	**2**	3	**45**	**2**	**13**	**0**	**60**	0	**246**
4:00PM	4	16	0	0	**20**	0	1	23	11	0	**35**	0	1	0	2	0	**3**	1	14	1	6	0	**21**	1	79
4:15PM	6	18	0	0	**24**	0	1	33	12	0	**46**	0	3	0	4	0	**7**	3	19	0	5	0	**24**	1	101
4:30PM	5	23	0	0	**28**	0	2	33	17	0	**52**	0	0	0	0	0	**0**	0	15	0	4	0	**19**	0	99
4:45PM	6	26	0	0	**32**	0	0	41	18	0	**59**	0	0	0	1	0	**1**	0	17	0	13	0	**30**	1	122
Hourly Total	**21**	**83**	**0**	**0**	**104**	2	**4**	**130**	**58**	**0**	**192**	0	**4**	**0**	**7**	**0**	**11**	4	**65**	**1**	**28**	**0**	**94**	3	**401**
5:00PM	5	32	1	0	**38**	1	0	28	16	0	**44**	0	0	0	4	0	**4**	0	15	1	8	0	**24**	0	110
5:15PM	3	33	0	0	**36**	5	1	45	16	0	**62**	0	0	0	2	0	**2**	1	19	0	9	0	**28**	0	128
5:30PM	3	30	1	0	**34**	0	1	36	19	0	**56**	0	0	0	4	0	**4**	0	22	0	4	0	**26**	0	120
5:45PM	4	19	0	0	**23**	3	0	33	15	0	**48**	0	1	0	0	0	**1**	0	18	0	5	0	**23**	0	95
Hourly Total	**15**	**114**	**2**	**0**	**131**	9	**2**	**142**	**66**	**0**	**210**	0	**1**	**0**	**10**	**0**	**11**	1	**74**	**1**	**26**	**0**	**101**	0	**453**
Total	60	439	4	0	**503**	13	23	328	164	0	**515**	0	5	0	19	0	**24**	1	207	6	72	0	**285**	1	1327
% Approach	11.9%	87.3%	0.8%	0%	-		4.5%	63.7%	31.8%	0%	-		20.8%	0%	79.2%	0%	-		72.6%	2.1%	25.3%	0%	-		-
% Total	4.5%	33.1%	0.3%	0%	**37.9%**		1.7%	24.7%	12.4%	0%	**38.8%**		0.4%	0%	1.4%	0%	**1.8%**		15.6%	0.5%	5.4%	0%	**21.5%**		-
Lights	59	437	4	0	**500**		23	323	163	0	**509**		5	0	19	0	**24**		206	6	72	0	**284**		1317
% Lights	98.3%	99.5%	100%	0%	**99.4%**		100%	98.5%	99.4%	0%	**98.8%**		100%	0%	100%	0%	**100%**		99.5%	100%	100%	0%	**99.6%**		99.2%
Articulated Trucks	0	0	0	0	**0**		0	3	0	0	**3**		0	0	0	0	**0**		0	0	0	0	**0**		3
% Articulated Trucks	0%	0%	0%	0%	**0%**		0%	0.9%	0%	0%	**0.6%**		0%	0%	0%	0%	**0%**		0%	0%	0%	0%	**0%**		0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**		0	1	1	0	**2**		0	0	0	0	**0**		1	0	0	0	**1**		3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**		0%	0.3%	0.6%	0%	**0.4%**		0%	0%	0%	0%	**0%**		0.5%	0%	0%	0%	**0.4%**		0.2%
Bicycles on Road	1	2	0	0	**3**		0	1	0	0	**1**		0	0	0	0	**0**		0	0	0	0	**0**		4
% Bicycles on Road	1.7%	0.5%	0%	0%	**0.6%**		0%	0.3%	0%	0%	**0.2%**		0%	0%	0%	0%	**0%**		0%	0%	0%	0%	**0%**		0.3%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	12	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	38.5%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	75.0%	
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	53.8%	-	-	-	-	-	50%	-	-	-	-	-	100%	-	-	-	-	-	25.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

DuPage County Division of Transportation

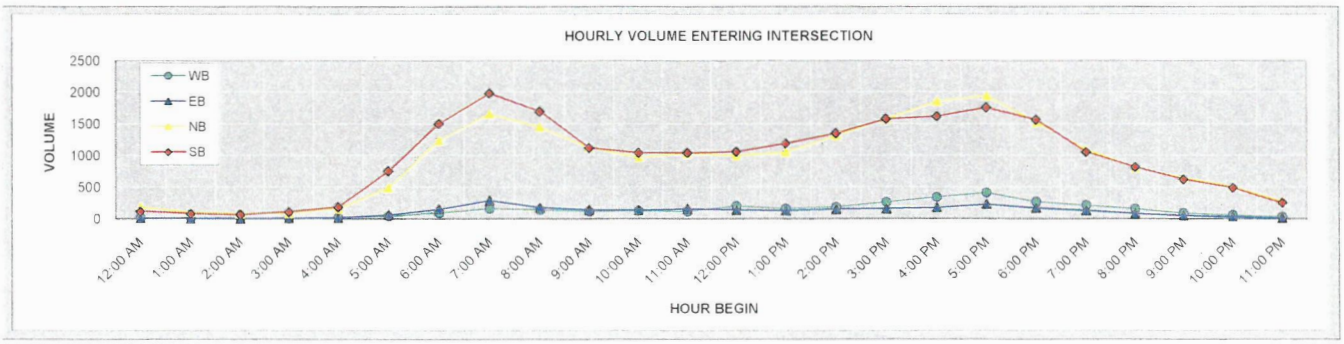
Compiled Intersection Count from Machine Source

Intersection counted: *IL 59* @ *SCHICK*

Station: *1422*

		IL 59				SCHICK				IL 59				SCHICK				VOLUME
		SOUTHBOUND				WESTBOUND				NORTHBOUND				EASTBOUND				
Date	Hr Begin	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	ENTERING
09/09/10	12:00 AM	10	106	2	118	2	7	7	16	8	163	13	184	5	3	1	9	327
09/09/10	1:00 AM	6	76	0	82	5	2	4	11	4	95	2	101	1	1	1	3	197
09/09/10	2:00 AM	1	65	0	66	2	2	1	5	0	78	3	81	0	0	0	0	152
09/09/10	3:00 AM	2	104	3	109	2	0	0	2	4	78	2	84	4	3	2	9	204
09/09/10	4:00 AM	3	182	3	188	9	1	6	16	2	150	4	156	7	5	4	16	376
09/09/10	5:00 AM	24	727	6	757	27	4	5	36	5	460	22	487	22	25	15	62	1342
09/09/10	6:00 AM	54	1423	27	1504	67	8	17	92	25	1140	67	1232	55	57	40	152	2980
09/09/10	7:00 AM	171	1784	29	1984	75	20	66	161	58	1518	80	1656	95	93	98	286	4087
09/09/10	8:00 AM	71	1590	35	1696	67	35	36	138	40	1340	68	1448	76	60	40	176	3458
09/09/10	9:00 AM	34	1051	37	1122	66	20	27	113	35	1023	66	1124	51	37	51	139	2498
09/09/10	10:00 AM	62	955	28	1045	67	38	22	127	55	871	45	971	63	36	36	135	2278
09/09/10	11:00 AM	59	951	32	1042	50	33	33	116	55	920	57	1032	68	39	51	158	2348
09/09/10	12:00 PM	73	958	31	1062	73	38	90	201	59	887	54	1000	64	38	37	139	2402
09/09/10	1:00 PM	72	1070	50	1192	59	42	59	160	53	949	48	1050	57	34	40	131	2533
09/09/10	2:00 PM	88	1227	36	1351	68	35	84	187	66	1179	65	1310	53	50	46	149	2997
09/09/10	3:00 PM	94	1453	31	1578	101	64	98	263	83	1391	101	1575	71	47	41	159	3575
09/09/10	4:00 PM	75	1511	32	1618	125	101	116	342	98	1669	87	1854	81	50	44	175	3989
09/09/10	5:00 PM	124	1597	37	1758	164	126	125	415	107	1728	106	1941	109	75	50	234	4348
09/09/10	6:00 PM	100	1426	42	1568	107	81	83	271	107	1319	96	1522	80	43	50	173	3534
09/09/10	7:00 PM	81	932	44	1057	80	70	67	217	71	962	61	1094	62	30	41	133	2501
09/09/10	8:00 PM	75	711	32	818	62	45	53	160	43	717	47	807	32	31	21	84	1869
09/09/10	9:00 PM	35	569	21	625	38	27	29	94	31	569	50	650	27	16	10	53	1422
09/09/10	10:00 PM	35	437	18	490	26	21	14	61	24	463	23	510	14	11	8	33	1094
09/09/10	11:00 PM	9	241	4	254	12	11	10	33	13	257	8	278	3	2	4	9	574
24HR TOTALS		1358	21146	580		1354	831	1052		1046	19926	1175		1100	786	731		51085
			23084				3237				22147				2617			

ADT STATISTICS	IL 59	SCHICK	IL 59	SCHICK
	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	45162	6556	45378	5074
	INTERSECTION ADT	51085		



Illinois Department of Transportation

MS2
Traffic Count Database System (TCDS)

Volume Count Report

LOCATION INFO	
Location ID	022 0050_NB
Type	LINK
Fnct'l Class	3
Located On	Sutton Rd
From Road	Schick Rd
To Road	Army Trail Rd
Direction	NB
County	Dupage
Community	BARTLETT
MPO ID	
HPMS ID	
Agency	Illinois DOT

Count Status	Accepted
Start Date	Wed 8/21/2019
End Date	Thu 8/22/2019
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	NB
Notes	
Station	IL 59
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

Time	Hourly Count
0:00-1:00	120
1:00-2:00	99
2:00-3:00	56
3:00-4:00	85
4:00-5:00	212
5:00-6:00	580
6:00-7:00	987
7:00-8:00	1,374
8:00-9:00	1,246
9:00-10:00	930
10:00-11:00	847
11:00-12:00	901
12:00-13:00	993
13:00-14:00	1,064
14:00-15:00	1,251
15:00-16:00	1,556
16:00-17:00	1,913
17:00-18:00	1,788
18:00-19:00	1,343
19:00-20:00	928
20:00-21:00	800
21:00-22:00	645
22:00-23:00	364
23:00-24:00	264
Total	20,346
AM Peak	07:00-08:00 1,374
PM Peak	16:00-17:00 1,913

Illinois Department of Transportation

MS2
Traffic Count Database System (TCDS)

Volume Count Report

LOCATION INFO	
Location ID	022 0050_SB
Type	LINK
Fnct'l Class	3
Located On	Sutton Rd
From Road	Schick Rd
To Road	Army Trail Rd
Direction	SB
County	Dupage
Community	BARTLETT
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Wed 8/21/2019
End Date	Thu 8/22/2019
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	SB
Notes	
Station	IL 59
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL: 60-MIN	
Time	Hourly Count
0:00-1:00	79
1:00-2:00	59
2:00-3:00	61
3:00-4:00	110
4:00-5:00	292
5:00-6:00	976
6:00-7:00	1,602
7:00-8:00	1,762
8:00-9:00	1,593
9:00-10:00	1,129
10:00-11:00	949
11:00-12:00	933
12:00-13:00	986
13:00-14:00	1,080
14:00-15:00	1,173
15:00-16:00	1,422
16:00-17:00	1,630
17:00-18:00	1,710
18:00-19:00	1,210
19:00-20:00	790
20:00-21:00	620
21:00-22:00	520
22:00-23:00	332
23:00-24:00	182
Total	21,200
AM Peak	07:00-08:00 1,762
PM Peak	17:00-18:00 1,710

Illinois Department of Transportation

MS2
Traffic Count Database System (TCDS)

Volume Count Report

LOCATION INFO	
Location ID	022 3371_WB
Type	LINK
Fnct'l Class	5
Located On	Schick Rd
From Road	Sutton Rd
To Road	Bartlett Rd
Direction	WB
County	Dupage
Community	BARTLETT
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Start Date	Mon 5/4/2020
End Date	Tue 5/5/2020
Start Time	9:00:00 AM
End Time	9:00:00 AM
Direction	WB
Notes	
Station	SCHICK RD
Study	
Speed Limit	
Description	
Sensor Type	
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL: 60 MIN	
Time	Hourly Count
0:00-1:00	9
1:00-2:00	
2:00-3:00	6
3:00-4:00	6
4:00-5:00	20
5:00-6:00	70
6:00-7:00	66
7:00-8:00	102
8:00-9:00	107
9:00-10:00	96
10:00-11:00	136
11:00-12:00	134
12:00-13:00	171
13:00-14:00	203
14:00-15:00	197
15:00-16:00	236
16:00-17:00	282
17:00-18:00	263
18:00-19:00	179
19:00-20:00	88
20:00-21:00	65
21:00-22:00	33
22:00-23:00	28
23:00-24:00	22
Total	2,521
AM Peak	10:00-11:00 136
PM Peak	16:00-17:00 282

Appendix B

CMAP Traffic Volume Projections

Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

August 24, 2021

Justin Opitz, AICP
Transportation Planner
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: IL 59 @ Schick Road
IDOT

Dear Mr. Opitz:

In response to a request made on your behalf and dated August 24, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
IL 59 north of Schick Rd	35,000	38,700
IL 59 south of Schick Rd	34,700	38,600
Schick Rd east of IL 59	4,200	6,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

Sincerely,

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

[illegible]
[illegible]

Appendix C

IDOT Crash Summaries

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Illinois Department of Transportation

Report Produced : 7/19/2022 10:26 AM

By: ILLINOIS\Aaron.Rath

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	B	C ------	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
0							0			

Type of Crash	*Total*	%	*Dayof Wk*	*Total*	%	*Hour of Day*	*Total*	%	*Vehicle Type*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*	

Weather Cond	*Total*	%	*Light Cond*	*Total*	%	*Road Surface*	*Total*	%	*DIRP*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*	

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2017 to 12/31/2017

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Illinois Department of Transportation

Report Produced : 7/19/2022 10:26 AM

By: ILLINOIS\Aaron.Rath

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	B	C ------	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
0							0			

Type of Crash	*Total*	%	*Dayof Wk*	*Total*	%	*Hour of Day*	*Total*	%		*Vehicle Type*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*		*0*	

Weather Cond	*Total*	%	*Light Cond*	*Total*	%	*Road Surface*	*Total*	%	*DIRP*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*	

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2018 to 12/31/2018

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Illinois Department of Transportation

Report Produced : 7/19/2022 10:27 AM

By: ILLINOIS\Aaron.Rath

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries ------ A	B	C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
0							0			

Type of Crash	*Total*	%	*Dayof Wk*	*Total*	%	*Hour of Day*	*Total*	%		*Vehicle Type*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*		*0*	

Weather Cond	*Total*	%	*Light Cond*	*Total*	%	*Road Surface*	*Total*	%	*DIRP*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*	

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2019 to 12/31/2019

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Illinois Department of Transportation

Report Produced : 7/19/2022 10:27 AM

By: ILLINOIS\Aaron.Rath

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	------ Injuries A	B	C ------	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
0							0			

Type of Crash	*Total*	%
TOTAL:	*0*	

Dayof Wk	*Total*	%
TOTAL:	*0*	

Hour of Day	*Total*	%
TOTAL:	*0*	

	Vehicle Type	*Total*	%
TOTAL:		*0*	

Weather Cond	*Total*	%
TOTAL:	*0*	

Light Cond	*Total*	%
TOTAL:	*0*	

Road Surface	*Total*	%
TOTAL:	*0*	

DIRP	*Total*	%
TOTAL:	*0*	

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2020 to 12/31/2020

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

Report No : SDM-RC001

Sorted by : Mile / Date / ICN

Illinois Department of Transportation

Report Produced : 7/19/2022 10:27 AM

By: ILLINOIS\Aaron.Rath

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Date	Weather	Roadway	Injuries A	Injuries B	Injuries C	Killed	Type of Crash	Light Condition	Mile	XCoordinate YCoordinate	Vehicle Type	DIRP	Maneuver	Event 1	Loc 1	Event 2	Loc 2	Event 3	Loc 3	Unit

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

TOTAL CRASHES	FATAL CRASHES	A INJURY CRASHES	B INJURY CRASHES	C INJURY CRASHES	PROPERTY DAMAGE CRASHES	TOTAL KILLED	TOTAL INJURED	A INJURIES	B INJURIES	C INJURIES
0							0			

Type of Crash	*Total*	%	*Dayof Wk*	*Total*	%	*Hour of Day*	*Total*	%		*Vehicle Type*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*		*0*	

Weather Cond	*Total*	%	*Light Cond*	*Total*	%	*Road Surface*	*Total*	%	*DIRP*	*Total*	%
TOTAL:	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*		*TOTAL:*	*0*	

Illinois Department of Transportation

Coordinate Collision Diagram Report

1/1/2021 to 12/31/2021

For XCoordinate 2829266.018 : YCoordinate 1931031.92 | Foot Tolerance : 250 | County : DuPage | Intersection Related: Intersections | *See Notes at End of Report.

Notes

No Crash Data Available

Appendix D

Synchro - Capacity Analysis Worksheets

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	171	1	15	38	34	0	0	3	57	3	15
Future Vol, veh/h	21	171	1	15	38	34	0	0	3	57	3	15
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	4	4	0	0	0	2	0	0
Mvmt Flow	24	194	1	17	43	39	0	0	3	65	3	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	198	0	0	353	362	198	341	343	63
Stage 1	-	-	-	-	-	-	246	246	-	97	97	-
Stage 2	-	-	-	-	-	-	107	116	-	244	246	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1528	-	-	1387	-	-	606	569	848	613	583	1007
Stage 1	-	-	-	-	-	-	762	706	-	910	819	-
Stage 2	-	-	-	-	-	-	903	803	-	760	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1384	-	-	579	552	846	598	566	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	552	-	598	566	-
Stage 1	-	-	-	-	-	-	748	693	-	895	809	-
Stage 2	-	-	-	-	-	-	873	793	-	745	693	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	9.3	11.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	846	1528	-	-	1384	-	-	649
HCM Lane V/C Ratio	-	0.004	0.016	-	-	0.012	-	-	0.131
HCM Control Delay (s)	0	9.3	7.4	-	-	7.6	-	-	11.4
HCM Lane LOS	A	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	133	2	2	164	76	0	0	12	80	1	37
Future Vol, veh/h	18	133	2	2	164	76	0	0	12	80	1	37
Conflicting Peds, #/hr	1	0	1	1	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	19	143	2	2	176	82	0	0	13	86	1	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	146	0	0	432	446	145	411	406	225
Stage 1	-	-	-	-	-	-	183	183	-	222	222	-
Stage 2	-	-	-	-	-	-	249	263	-	189	184	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1283	-	-	1448	-	-	537	510	908	555	537	819
Stage 1	-	-	-	-	-	-	823	752	-	785	723	-
Stage 2	-	-	-	-	-	-	759	694	-	817	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1282	-	-	1447	-	-	500	501	907	540	527	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	501	-	540	527	-
Stage 1	-	-	-	-	-	-	810	740	-	772	722	-
Stage 2	-	-	-	-	-	-	716	693	-	793	739	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.1	9	12.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	907	1282	-	-	1447	-	-	604
HCM Lane V/C Ratio	-	0.014	0.015	-	-	0.001	-	-	0.21
HCM Control Delay (s)	0	9	7.9	-	-	7.5	-	-	12.5
HCM Lane LOS	A	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	0	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	172	1	20	39	35	0	0	13	58	3	15
Future Vol, veh/h	21	172	1	20	39	35	0	0	13	58	3	15
Conflicting Peds, #/hr	0	0	3	3	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	4	4	0	0	0	2	0	0
Mvmt Flow	24	195	1	23	44	40	0	0	15	66	3	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	199	0	0	367	377	199	361	357	64
Stage 1	-	-	-	-	-	-	247	247	-	110	110	-
Stage 2	-	-	-	-	-	-	120	130	-	251	247	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.3
Pot Cap-1 Maneuver	1526	-	-	1385	-	-	593	558	847	595	572	1006
Stage 1	-	-	-	-	-	-	761	706	-	895	808	-
Stage 2	-	-	-	-	-	-	889	792	-	753	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1382	-	-	565	538	845	570	552	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	538	-	570	552	-
Stage 1	-	-	-	-	-	-	747	693	-	881	794	-
Stage 2	-	-	-	-	-	-	856	779	-	728	693	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.6	9.3	11.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	845	1526	-	-	1382	-	-	622
HCM Lane V/C Ratio	-	0.017	0.016	-	-	0.016	-	-	0.139
HCM Control Delay (s)	0	9.3	7.4	-	-	7.6	-	-	11.7
HCM Lane LOS	A	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	134	2	7	165	77	0	0	22	81	1	37
Future Vol, veh/h	18	134	2	7	165	77	0	0	22	81	1	37
Conflicting Peds, #/hr	1	0	1	1	0	1	7	0	0	0	0	7
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	85	-	-	105	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	19	144	2	8	177	83	0	0	24	87	1	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	261	0	0	147	0	0	446	461	146	431	421	227
Stage 1	-	-	-	-	-	-	184	184	-	236	236	-
Stage 2	-	-	-	-	-	-	262	277	-	195	185	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1280	-	-	1447	-	-	526	500	906	538	527	817
Stage 1	-	-	-	-	-	-	822	751	-	772	713	-
Stage 2	-	-	-	-	-	-	747	685	-	811	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1446	-	-	489	489	905	515	515	812
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	489	-	515	515	-
Stage 1	-	-	-	-	-	-	809	739	-	760	708	-
Stage 2	-	-	-	-	-	-	701	680	-	778	739	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	9.1	12.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	905	1279	-	-	1446	-	-	581
HCM Lane V/C Ratio	-	0.026	0.015	-	-	0.005	-	-	0.22
HCM Control Delay (s)	0	9.1	7.9	-	-	7.5	-	-	12.9
HCM Lane LOS	A	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	0	-	-	0	-	-	0.8

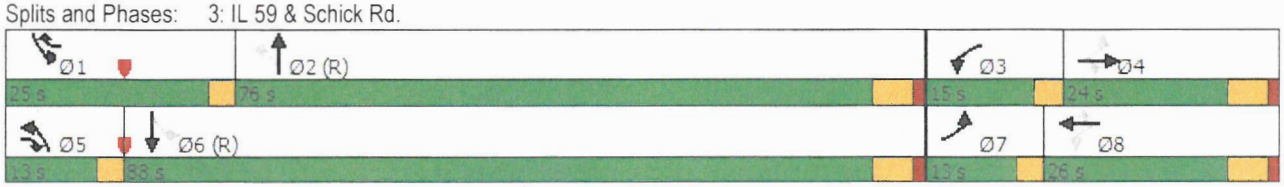
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	84	74	118	35	106	50	1187	82	107	1665	15
Future Volume (vph)	63	84	74	118	35	106	50	1187	82	107	1665	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		185	80		165	150		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			75			220			215		
Satd. Flow (prot)	1719	1900	1615	1805	1900	1615	1641	3295	0	1787	3370	0
Flt Permitted	0.731			0.398			0.053			0.141		
Satd. Flow (perm)	1323	1900	1615	756	1900	1615	92	3295	0	265	3370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70			122		8			1	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		644			1211			1697			2236	
Travel Time (s)		17.6			23.6			25.7			33.9	
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	5%	0%	0%	0%	0%	0%	10%	9%	1%	1%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	100	88	136	40	122	52	1309	0	116	1826	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4 7	4	5	3 8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	22.0	13.0	13.0	22.0	13.0	13.0	22.0		13.0	22.0	
Total Split (s)	13.0	24.0	13.0	15.0	26.0	25.0	13.0	76.0		25.0	88.0	
Total Split (%)	9.3%	17.1%	9.3%	10.7%	18.6%	17.9%	9.3%	54.3%		17.9%	62.9%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	-3.5	0.0	0.0	-3.5	0.0	0.0	-3.5		0.0	-3.5	
Total Lost Time (s)	3.0	2.5	3.0	3.0	2.5	3.0	3.0	2.5		3.0	2.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	26.4	17.8	27.2	31.1	20.2	31.2	97.6	91.2		100.8	92.8	
Actuated g/C Ratio	0.19	0.13	0.19	0.22	0.14	0.22	0.70	0.65		0.72	0.66	
v/c Ratio	0.27	0.41	0.24	0.54	0.15	0.27	0.37	0.61		0.41	0.82	
Control Delay	45.3	60.9	15.5	52.6	52.5	8.0	27.2	11.0		9.0	23.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.3	60.9	15.5	52.6	52.5	8.0	27.2	11.0		9.0	23.2	
LOS	D	E	B	D	D	A	C	B		A	C	
Approach Delay		41.3			34.3			11.6			22.4	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	55	85	14	104	32	0	11	174		28	816	
Queue Length 95th (ft)	90	131	51	156	65	45	54	226		27	975	
Internal Link Dist (ft)		564			1131			1617			2156	
Turn Bay Length (ft)	310		185	80		165	150			130		
Base Capacity (vph)	321	291	404	276	318	598	176	2149		432	2234	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.34	0.22	0.49	0.13	0.20	0.30	0.61		0.27	0.82	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 47 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 73.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: IL 59 & Schick Rd.



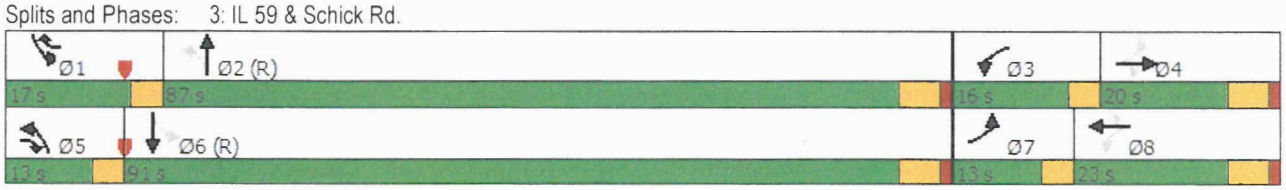
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	86	59	159	129	128	109	1754	117	137	1395	26
Future Volume (vph)	100	86	59	159	129	128	109	1754	117	137	1395	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		185	80		165	150		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			75			220			215		
Satd. Flow (prot)	1770	1881	1583	1787	1900	1599	1787	3446	0	1770	3368	0
Flt Permitted	0.398			0.351			0.091			0.046		
Satd. Flow (perm)	741	1881	1583	660	1900	1599	171	3446	0	86	3368	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			51		9			3	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		649			1211			1697			2236	
Travel Time (s)		17.7			23.6			25.7			33.9	
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	2%	1%	0%	1%	1%	4%	1%	2%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	101	69	183	148	147	117	2012	0	152	1579	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4 7	4	5	3 8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	20.0	13.0	13.0	20.0	13.0	13.0	22.0		13.0	22.0	
Total Split (s)	13.0	20.0	13.0	16.0	23.0	17.0	13.0	87.0		17.0	91.0	
Total Split (%)	9.3%	14.3%	9.3%	11.4%	16.4%	12.1%	9.3%	62.1%		12.1%	65.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	-3.5	0.0	0.0	-3.5	0.0	0.0	-3.5		0.0	-3.5	
Total Lost Time (s)	3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5		3.5	2.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	24.8	16.5	27.1	31.0	19.6	33.6	94.7	87.6		101.0	91.0	
Actuated g/C Ratio	0.18	0.12	0.19	0.22	0.14	0.24	0.68	0.63		0.72	0.65	
v/c Ratio	0.59	0.46	0.19	0.75	0.56	0.35	0.56	0.93		0.76	0.72	
Control Delay	58.5	64.4	8.7	66.4	64.7	30.0	25.3	19.6		60.9	20.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.5	64.4	8.7	66.4	64.7	30.0	25.3	19.6		60.9	20.0	
LOS	E	E	A	E	E	C	C	B		E	C	
Approach Delay		48.6			54.7			20.0			23.6	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	89	86	0	144	126	70	27	265		70	632	
Queue Length 95th (ft)	140	139	29	#220	193	127	m69	#1081		#157	730	
Internal Link Dist (ft)		569			1131			1617			2156	
Turn Bay Length (ft)	310		185	80		165	150			130		
Base Capacity (vph)	207	235	384	251	278	444	227	2160		224	2190	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.43	0.18	0.73	0.53	0.33	0.52	0.93		0.68	0.72	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 88 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 88.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 59 & Schick Rd.



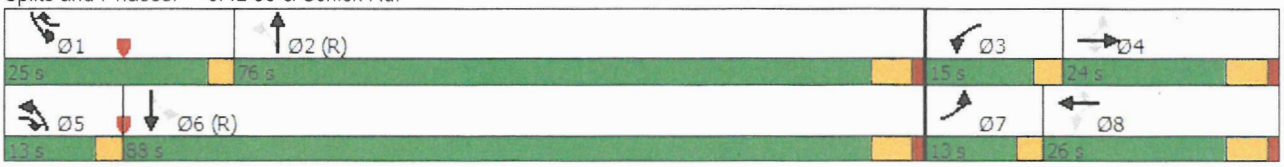
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	93	119	125	43	111	80	188	82	107	1668	63
Future Volume (vph)	96	93	119	125	43	111	80	188	82	107	1668	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		185	80		165	150		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			75			220			215		
Satd. Flow (prot)	1719	1900	1615	1805	1900	1615	1641	3232	0	1787	3357	0
Flt Permitted	0.725			0.384			0.046			0.565		
Satd. Flow (perm)	1312	1900	1615	730	1900	1615	79	3232	0	1063	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			70			128		74			5	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		644			1211			1697			2236	
Travel Time (s)		17.6			23.6			25.7			33.9	
Peak Hour Factor	0.84	0.84	0.84	0.87	0.87	0.87	0.97	0.97	0.97	0.92	0.92	0.92
Heavy Vehicles (%)	5%	0%	0%	0%	0%	0%	10%	9%	1%	1%	7%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	111	142	144	49	128	82	279	0	116	1881	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4 7	4	5	3 8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	22.0	13.0	13.0	22.0	13.0	13.0	22.0		13.0	22.0	
Total Split (s)	13.0	24.0	13.0	15.0	26.0	25.0	13.0	76.0		25.0	88.0	
Total Split (%)	9.3%	17.1%	9.3%	10.7%	18.6%	17.9%	9.3%	54.3%		17.9%	62.9%	
Yellow Time (s)	3.0	4.5	3.0	3.0	4.5	3.0	3.0	4.5		3.0	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	-3.5	0.0	0.0	-3.5	0.0	0.0	-3.5		0.0	-3.5	
Total Lost Time (s)	3.0	2.5	3.0	3.0	2.5	3.0	3.0	2.5		3.0	2.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	27.6	18.4	28.8	31.3	20.3	31.0	98.1	90.8		98.9	91.2	
Actuated g/C Ratio	0.20	0.13	0.21	0.22	0.14	0.22	0.70	0.65		0.71	0.65	
v/c Ratio	0.40	0.45	0.37	0.57	0.18	0.28	0.57	0.13		0.15	0.86	
Control Delay	48.1	61.3	25.8	53.7	52.9	8.1	51.2	4.9		4.9	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	48.1	61.3	25.8	53.7	52.9	8.1	51.2	4.9		4.9	26.9	
LOS	D	E	C	D	D	A	D	A		A	C	
Approach Delay		43.5			35.4			15.4			25.6	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	85	94	55	110	40	0	45	10		28	878	
Queue Length 95th (ft)	129	143	102	164	75	46	104	31		28	1010	
Internal Link Dist (ft)		564			1131			1617			2156	
Turn Bay Length (ft)	310		185	80		165	150			130		
Base Capacity (vph)	319	291	411	274	318	603	168	2121		884	2188	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.38	0.35	0.53	0.15	0.21	0.49	0.13		0.13	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 47 (34%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 76.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: IL 59 & Schick Rd.



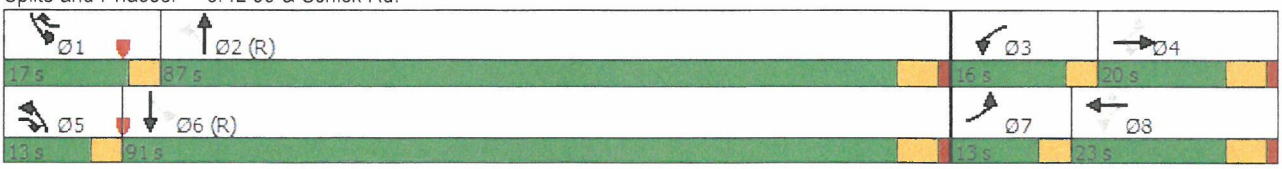
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	94	84	169	135	135	130	1774	118	138	1413	54
Future Volume (vph)	123	94	84	169	135	135	130	1774	118	138	1413	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		185	80		165	150		0	130		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			75			220			215		
Satd. Flow (prot)	1770	1881	1583	1787	1900	1599	1787	3446	0	1770	3362	0
Flt Permitted	0.367			0.321			0.079			0.046		
Satd. Flow (perm)	684	1881	1583	604	1900	1599	149	3446	0	86	3362	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			51		9			5	
Link Speed (mph)		25			35			45			45	
Link Distance (ft)		649			1211			1697			2236	
Travel Time (s)		17.7			23.6			25.7			33.9	
Peak Hour Factor	0.85	0.85	0.85	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90
Heavy Vehicles (%)	2%	1%	2%	1%	0%	1%	1%	4%	1%	2%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	111	99	194	155	155	140	2035	0	153	1630	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4	5	3	8	1	5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4 7	4	5	3 8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	3.0	8.0	3.0	3.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	20.0	13.0	13.0	20.0	13.0	13.0	22.0		13.0	22.0	
Total Split (s)	13.0	20.0	13.0	16.0	23.0	17.0	13.0	87.0		17.0	91.0	
Total Split (%)	9.3%	14.3%	9.3%	11.4%	16.4%	12.1%	9.3%	62.1%		12.1%	65.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	-3.5	0.0	0.0	-3.5	0.0	0.0	-3.5		0.0	-3.5	
Total Lost Time (s)	3.5	2.5	3.5	3.5	2.5	3.5	3.5	2.5		3.5	2.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	25.2	16.7	27.9	31.2	19.7	33.8	95.0	87.2		100.4	90.1	
Actuated g/C Ratio	0.18	0.12	0.20	0.22	0.14	0.24	0.68	0.62		0.72	0.64	
v/c Ratio	0.74	0.50	0.26	0.81	0.58	0.37	0.69	0.95		0.76	0.75	
Control Delay	69.6	65.6	15.9	72.9	65.5	31.1	40.4	21.9		61.2	21.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.6	65.6	15.9	72.9	65.5	31.1	40.4	21.9		61.2	21.8	
LOS	E	E	B	E	E	C	D	C		E	C	
Approach Delay		53.4			57.8			23.1			25.2	
Approach LOS		D			E			C			C	
Queue Length 50th (ft)	111	95	15	154	133	76	58	932		71	656	
Queue Length 95th (ft)	#174	150	59	#253	201	135	m107	#1104		#168	753	
Internal Link Dist (ft)		569			1131			1617			2156	
Turn Bay Length (ft)	310		185	80		165	150			130		
Base Capacity (vph)	200	235	386	243	278	445	213	2150		224	2165	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.72	0.47	0.26	0.80	0.56	0.35	0.66	0.95		0.68	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 88 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 29.7 Intersection LOS: C
Intersection Capacity Utilization 89.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: IL 59 & Schick Rd.



Appendix E

SimTraffic - Traffic Simulation Worksheets

Queuing and Blocking Report

Intersection: 18: Schick Rd. & Quincy Bridge Rd

Movement	EB	WB	NB	SB
Directions Served	L	L	TR	LTR
Maximum Queue (ft)	30	26	28	54
Average Queue (ft)	5	4	5	30
95th Queue (ft)	24	20	22	45
Link Distance (ft)			264	230
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	85	105		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 18: Schick Rd. & Quincy Bridge Rd

Movement	EB	NB	SB
Directions Served	L	TR	LTR
Maximum Queue (ft)	53	27	64
Average Queue (ft)	6	11	28
95th Queue (ft)	31	33	51
Link Distance (ft)		260	225
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	85		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 18: Schick Rd. & Quincy Bridge Rd

Movement	EB	WB	NB	SB
Directions Served	L	L	TR	LTR
Maximum Queue (ft)	30	27	28	76
Average Queue (ft)	2	2	8	34
95th Queue (ft)	15	13	29	56
Link Distance (ft)			264	230
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	85	105		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 18: Schick Rd. & Quincy Bridge Rd

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	TR	LTR
Maximum Queue (ft)	29	24	28	48	64
Average Queue (ft)	5	1	1	15	32
95th Queue (ft)	23	7	9	38	54
Link Distance (ft)			522	260	225
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	85	105			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Intersection: 3: IL 59 & Schick Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	102	147	72	148	101	113	73	308	304	110	421	423
Average Queue (ft)	40	70	39	70	29	43	23	161	156	44	194	185
95th Queue (ft)	83	126	70	134	71	83	60	261	259	86	368	361
Link Distance (ft)		526			1141			1570	1570		2145	2145
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310		185	80		165	150			130		
Storage Blk Time (%)				12	2			10			10	
Queuing Penalty (veh)				18	3			5			11	

Queuing and Blocking Report

Intersection: 3: IL 59 & Schick Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	176	128	75	155	324	312	370	1135	1201	180	293	280
Average Queue (ft)	76	69	32	125	170	78	121	690	729	86	132	132
95th Queue (ft)	147	124	64	188	307	187	379	1238	1315	166	246	251
Link Distance (ft)		522			1141			1566	1566		2145	2145
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310		185	80		165	150			130		
Storage Blk Time (%)				59	19	0		35		7	8	
Queuing Penalty (veh)				153	57	0		38		47	11	

Queuing and Blocking Report

Intersection: 3: IL 59 & Schick Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	139	108	155	153	154	76	94	46	61	344	509	490
Average Queue (ft)	57	57	63	85	44	31	34	6	16	55	228	246
95th Queue (ft)	117	105	114	138	108	58	77	25	52	222	426	435
Link Distance (ft)		526			1141			1570	1570		2145	2145
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310		185	80		165	150			130		
Storage Blk Time (%)				20	1						16	
Queuing Penalty (veh)				31	2						17	

Queuing and Blocking Report

Intersection: 3: IL 59 & Schick Rd.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	165	144	97	155	633	315	369	976	903	194	363	318
Average Queue (ft)	97	65	40	120	249	141	76	363	373	97	172	173
95th Queue (ft)	162	120	77	189	518	324	239	674	691	171	314	307
Link Distance (ft)		522			1141			1566	1566		2145	2145
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310		185	80		165	150			130		
Storage Blk Time (%)				48	35		0	30		10	11	
Queuing Penalty (veh)				130	112		0	39		68	15	