

VILLAGE OF BARTLETT

COMMITTEE AGENDA

JUNE 5, 2018

BUILDING & ZONING, CHAIRMAN HOPKINS

Galleria of Bartlett

COMMUNITY & ECONOMIC DEVELOPMENT, CHAIRMAN GABRENYA

Video Gaming Discussion

Rana Pasta Incentive Request

FINANCE & GOLF, CHAIRMAN DEYNE

Presentation of Responses to Requests for Proposals for Broker/Consultant
Services for the Village's Health, Dental and Life Insurance

EXECUTIVE SESSION

*To discuss the setting of price for sale of village owned properties
pursuant to Section 2(c)6 of the Open Meetings Act*



Agenda Item Executive Summary

Item Name Galleria of Bartlett Committee or Board Committee

BUDGET IMPACT

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

EXECUTIVE SUMMARY

The Petitioner is requesting:

Annexation

Rezoning upon annexation from the ER-1 (Estate Residence) to the B-3 (Neighborhood Shopping) Zoning District Site Plan Review

Special Use Permits:

- a) To allow a drive-thru establishment
- b) To serve alcohol
- c) To allow outdoor seating; and

Variations:

- a) a 30 foot reduction from the required 50 foot front yard (along Army Trail Road) to allow for parking,
- b) a 12 foot reduction from the required 20 foot side yard (east property line) to allow for parking,
- c) a 12 foot reduction from the required 20 foot side yard (west property line) to allow for parking, and
- d) a 17 foot reduction from the required 30 foot rear yard (north property line) to allow for parking

The above requests are for a 1.59 acre property located on the north side of Army Trail Road about 450 feet east of Route 59

ATTACHMENTS (PLEASE LIST)

CD Memo, Applicant Cover Letter, Application, Petition for Annexation, Location Map, Annexation Plat, Site Plan, Elevations, Rendering, Landscape Plan, Village of Bartlett Bike Path Map, Wayne Township Bicycle Plan, Drive Thru Establishments and the Traffic Impact Study prepared by Advantage Consulting Engineers

ACTION REQUESTED

- For Discussion only- To discuss the Petitioner's requests and forward to the Zoning Board of Appeals and the Plan Commission for further review and to conduct the required public hearings.
- Resolution
- Ordinance
- Motion

Staff: Jim Plonczynski, Com Dev Director Date: 5/25/2018

COMMUNITY DEVELOPMENT MEMORANDUM

18-84

DATE: May 25, 2018
TO: Paula Schumacher, Village Administrator
FROM: Jim Plonczynski, Community Development Director
RE: **(#18-09) Galleria of Bartlett**

PETITIONER

Ron DeRosa on behalf of 59th and Army Trail, Inc. and Attorney Francis Bongiovanni

SUBJECT SITE

North side of Army Trail Road about 450 feet east of Route 59

REQUESTS

Annexation

Rezoning upon annexation from the ER-1 (Estate Residence) to the B-3 (Neighborhood Shopping) Zoning District

Site Plan Review

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- d) a 17 foot reduction from the required 30 foot rear yard (north property line) to allow for parking

SURROUNDING LAND USES

Subject Site	<u>Land Use</u> Vacant	<u>Comprehensive Plan</u> Mixed Use Bus. Park/ Estate Residential	<u>Zoning</u> R-1**
North	Single Family	Estate Residential	ER-3 PUD
South	Commercial	Commercial/ Mixed Use	B-3, B-3 PUD
East	Vacant	Mixed Use Bus. Park/Estate Residential	R-1**
West	Commercial	Commercial	B-3 PUD

**Unincorporated DuPage County- Single Family

DISCUSSION

1. The Petitioner is requesting to **Annex** a 1.59 acre vacant parcel into the Village and to **Rezone** the property (upon annexation) from the ER-1 (Estate Residence) Zoning District to the B-3 (Neighborhood Shopping) Zoning District.
2. The Petitioner is also requesting a **Site Plan Review** for a proposed 12,033 square foot commercial building to be constructed for seven future tenants. The proposed 12,033 square foot commercial building would be oriented towards Army Trail Road with a drive-thru window located on the west side of the building.
3. The proposed building will consist of multiple colors and be constructed of metal panels, EIFS, fiber cement panels, aluminum canopies and a stone veneer along the bottom of the building on all four sides. The tallest portion of the building will be 27'-6" due to the parapet walls screening the mechanical equipment; however, the average height of the building would be 23'-6", meeting the Zoning Code requirement of 25'.
4. Army Trail Road is under the jurisdiction of DuPage County and the Petitioner has requested one curb for access to this shopping center. This curb cut would be located directly across from the existing eastern curb cut into the Bartlett Square Shopping Center (along the south side of Army Trail Road).
5. Per Staff's request, the Petitioner has shown a future cross-access easement to the property to the east when/if it develops to provide a vehicular connection between the two properties without having to access Army Trail Road.
6. The Site Plan identifies 82 parking stalls including 4 handicapped accessible parking stalls. This exceeds the Zoning Ordinance requirement of 74 stalls. A bike rack is also shown on the Site Plan.

7. A wood fence exists along the western property line and the Petitioner proposes to install a 6' board-on-board fence along the north and east property lines to screen the proposed commercial center from adjacent residential uses. The property to the north is open space maintained by the Far Hills Subdivision Homeowners Association and is wooded along the property line. There are also bushes and trees located on the property to the east. Staff has requested the Owner of the Property to verify if any trees are located on this property and if any will be removed.
8. The Village of Bartlett's Bike Path Map depicts a future bike path on the north side of Army Trail Road along the frontage of this property. Staff has requested a 10' wide bike path be installed to connect this proposed center with the commercial center to the west. ***This bike path is not shown on the plans submitted for your review*** (see attached Bike Path Map). Staff is currently working with DuPage County regarding the bike path as it is currently not shown on their future bike path plan that was last updated in 2008, however, it is shown on the Wayne Township Bicycle Plan (see attached Wayne Township Bicycle Plan).
9. The Petitioner is also requesting the following **Variations:**
 - a. a 30 foot reduction from the required 50 foot front yard (along Army Trail Road) to allow for parking,
 - b. a 12 foot reduction from the required 20 foot side yard (east property line) to allow for parking,
 - c. a 12 foot reduction from the required 20 foot side yard (west property line) to allow for parking, and
 - d. a 17 foot reduction from the required 30 foot rear yard (north property line) to allow for parking
10. A **Special Use Permit** is being requested to allow a drive-through pick-up window to be located on the west side of the building. The menu/order board will be located on the north side of the building and provide stacking for five (5) vehicles in accordance with the Zoning Ordinance. ***Staff is of the opinion that the western drive aisle should be one-way, have angled parking and "Do Not Enter" signs to be consistent with every other building with a drive-thru in the Village of Bartlett. This one-way traffic pattern will improve vehicular circulation on the site and minimize potential conflicts if the parking area on the west side of the building is full. In addition, no turn around area has been provided and the drive aisle to the north of the building is one-way. The Site Plan as proposed shows a three-way traffic movement that Staff does not support*** (see attached images of other drive-thru establishments).
11. A **Special Use Permit** is also being requested for the serving of alcohol for each of the future tenants. Each tenant would need to acquire the proper liquor license

before serving. The Petitioner has not indicated if the restaurant will provide video gaming to their patrons.

12. The petitioner is requesting a **Special Use Permit** to allow outdoor seating for the entire shopping center in front of any of the commercial spaces, if the future tenant so chooses. A perimeter fence around the outdoor seating area will need to be installed if alcohol is to be served outside.
13. Stormwater will be located below the east parking lot and the Engineering Plans are being reviewed by our Village Engineer and Stormwater Consultant.
14. The Traffic Impact Analysis was submitted on May 16, 2018. The Village's Traffic Engineer is currently reviewing the plans.
15. The Annexation Agreement was submitted on May 10, 2018. The Village Staff and Village Attorney are currently reviewing this document.
16. The Engineering Plans and Landscape Plans are currently under Staff Review.

RECOMMENDATION

1. The Staff recommends forwarding the petitioner's request on to the Zoning Board of Appeals and the Plan Commission for further review and to conduct the required public hearings.
2. Background information is attached for your review.

alz/attachments

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LAW OFFICES OF
FRANCIS J. BONGIOVANNI

108 BOKELMAN STREET
ROSELLE, IL 60172

PHONE (630) 295-8555
FAX (630) 295-9555
FBONGILAW@SBCGLOBAL.NET

April 12, 2018

SENT VIA HAND DELIVERY

Village President and Board of Trustees
Village of Bartlett
228 S. Main Street
Bartlett, Illinois 60103

RE: Galleria of Bartlett Application for
Annexation and Rezoning

Dear Village President and Board of Trustees:

I represent 59th and Army Trail Road, Inc., the owner of property located at 30 W 100 Army Trail Road. Petitioner is seeking to annex 1.59 acres located in unincorporated DuPage County and rezone it from ER-1 to B-3. Petitioner is seeking to build a seven unit commercial retail center with at least one restaurant and a drive-thru. In addition, Petitioner is seeking parking variances and special uses for a drive-thru, outdoor seating and service of alcohol.

Petitioner has submitted a Development Application with all the required materials. Myself as well as Mr. DeRosa and Petitioner's experts will be available in person to discuss the request and answer any questions that the Village Board may have.

Thank you for your consideration.

Sincerely,


Francis Bongiovanni
RECEIVED
COMMUNITY DEVELOPMENT

APR 13 2018

C: Ron DeRosa

**VILLAGE OF
BARTLETT**



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only
 Case # 18-09
RECEIVED
COMMUNITY DEVELOPMENT
(Village Stamp)
APR 13 2018
VILLAGE OF BARTLETT

PROJECT NAME Galleria of Bartlett

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: Ron DeRosa; Francis Bongiovanni

Street Address: 1550 Hecht Road; 108 N. Bokelman St.

City, State: Bartlett, Illinois; Roselle, IL

Zip Code: 60103; 60172

Email Address [Redacted]

Phone Number: 630-837-9900
630-295-8555

Preferred Method to be contacted: Email

PROPERTY OWNER INFORMATION

Name: 59th & Army Trail, Inc.

Street Address: 1301 Schiferl Road

City, State: Bartlett, Illinois

Zip Code: 60103

Phone Number: 630-837-9900

OWNER'S SIGNATURE: _____ **Date:** April 12, 2018
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

- Annexation
 - PUD (preliminary)
 - PUD (final)
 - Subdivision (preliminary)
 - Subdivision (final)
 - Site Plan (please describe use: commercial, industrial, square footage):
7 unit commercial retail center with a restaurant and drive-through. Site are is 1.59 acres; Building area is 12,033 sq. ft.
 - Unified Business Center Sign Plan
 - Other (please describe) _____
- Text Amendment
 - Rezoning ER-1 to B-3
 - Special Use for: outdoor seating; drive-thru; serving alcohol
 - Variation: Parking -14 spaces less and parking setback

SIGN PLAN REQUIRED? Yes

(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: 30W100 Army Trail Road/Army Trail E of 59

Property Index Number ("Tax PIN"/"Parcel ID"): 01-16-401-003

Zoning: Existing: ER-1
(Refer to Official Zoning Map)

Land Use: Existing: Vacant

Proposed: B-3

Proposed: Commercial

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

Acreage: 1.59

For PUD's and Subdivisions:

No. of Lots/Units: 1/7 units

Minimum Lot: Area 69,313 Width 308 Depth 277

Average Lot: Area _____ Width _____ Depth _____

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

Attorney Francis Bongiovanni
108 N. Bokelman Street
Roselle, IL 6017

Engineer William Zalewski
80 Main Street, Suite 17
Lemont, Illinois 60439

Other Chad Sivester - Architect
2610 Lake Cook Road, Suite 280 Riverwoods, IL 60015
Riverwoods, IL 60015

FINDINGS OF FACT (Standards)

The Village of Bartlett Zoning Ordinance requires that certain findings of fact, or standards, must be met before a special use permit, variation, site plan or planned unit development may be granted. Each application for a hearing before the Plan Commission or Zoning Board of Appeals for a special use, variation, site plan or planned unit development must address the required findings of fact for each particular request. The petitioner should be aware that he or she must present specific testimony at the hearing with regards to the findings. **(On the following pages are the findings of fact, or standards, to be met. Please respond to each standard, in writing, as it relates to the case.)**

****PLEASE FILL OUT THE FOLLOWING FINDINGS OF FACT AS THEY
RELATE TO YOUR PETITION****

Findings of Fact for **Site Plans**: Pages 4-5

Findings of Fact for **Planned Unit Developments**: Pages 6-9

Findings of Fact for **Special Uses**: Page 10

Findings of Fact for **Variations**: Pages 11-12

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.

Since the property is located in the County of Dupage the property would come in as ER. The future land use map show this property as ER/Office. Petitioner is requesting rezoning to B3 District. Upon annexation and rezoning the proposed use will be a permitted use in the B3 District.

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

The proposed use and building is compatible with the property adjacent to the West and property across the street. The site plan attached provides the compatibility for parking, lighting and landscaping.

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.

The site plan is in conformity with the standard and customary guidelines for ingress and egress and also for circulation within the site. The site will have easement for ingress and egress with the adjacent parcels to the east and west if requested by the Village.

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

The site plan will provide for safe movement of pedestrians within the site and around the perimeter.

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)

Per the Landscaping Plan attached hereto the proposed plan is compliant with existing Village codes.

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

Outdoor storage is in compliance with Village ordinance per the sheet 4 of the engineering plans and sheet 1 of the landscaping plans.

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

Both the Plan Commission and Village Board must decide if the requested Planned Unit Development 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 Planned Unit Development is desirable to provide a mix of uses which are in the interest of public convenience and will contribute to the general welfare of the community.

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2. The Planned Unit Development 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.

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3. The Planned Unit Development shall conform to the regulations and conditions specified in the Title for such use and with the stipulation and conditions made a part of the authorization granted by the Village Board of Trustees.

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4. The proposed uses conform to the Comprehensive Plan and the general planning policies of the Village for this parcel.

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5. Each of the proposed uses is a permitted or special use in the district or districts in which the Planned Unit Development would be located.

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6. The Planned Unit Development is designed, located and proposed to be operated and maintained so that the public health, safety and welfare will not be endangered or detrimentally affected.

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7. It shall not substantially lessen or impede the suitability for permitted use and development of, or be injurious to the use and enjoyment of, or substantially diminish or impair the value of, or be incompatible with, other property in the immediate vicinity.

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8. Impact donations shall be paid to the Village in accordance with all applicable Village ordinances in effect at the time of approval.

9. The plans provide adequate utilities, drainage and other necessary facilities.

10. The plans provide adequate parking and ingress and egress and are so designed as to minimize traffic congestion and hazards in the public streets.

11. The plans have adequate site area, which area may be greater than the minimum in the district in which the proposed site is located, and other buffering features to protect uses within the development and on surrounding properties.

12. There is reasonable assurance that, if authorized, the PUD will be completed according to schedule and adequately maintained.

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FINDINGS OF FACT FOR SPECIAL USES

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 proposed outdoor seating, drive-thru and service of alcohol is ancillary to the restaurants which are the primary uses of the Center. Outdoor seating and a drive-thru is desirable and convenient to the public. The property is located on Army Trail Road just East of Route 59 which provides for the potential of many customers. Further a restaurant that serves alcohol is a desirable use in the community. They are necessary uses and desirable in the community and will contribute to the general welfare of the neighborhood and 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 Special Uses will not, under the circumstances, be detrimental to the health, safety, morals, or general welfare of the persons residing or working in the vicinity or be injurious to the property value or improvements in the vicinity. These uses will not only be compatible with all the uses surrounding the property which are commercial in nature but will add to the community. It will provide an additional restaurants for the community to enjoy.

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 Special Uses will conform to the regulations and conditions as specified for such use and we agree that those conditions will be made part of the formal authorization granted by the Village Board of Trustees. The Special Uses will adhere to applicable Village Ordinances and requirements.

FINDINGS OF FACT FOR VARIATIONS

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.

Applicant is seeking a minimal variances for location of parking spaces to be located outside the parking building set back lines and for a reduction of 14 spaces. The shape of the lot and size of building require this variance. Based upon the shape of this particular property not too allow this slight variance would be of great hardship.

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.

Applicant is seeking a minimal variances for reduction in the number of parking spaces and location of parking spaces to be located outside the parking building set back lines. The shape of the lot and size of building require this variance. This variance makes it feasible to develop this property.

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 variations is to allow a better flow of traffic and for more safety in the use of the site and maximize the development potential. It is needed to comply with the Village parking requirements. The granting of the variance is not for the the exclusive desire to make more money.

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 Owner has not created the difficulties associated with this property. The difficulties and hardships are similar to other properties in the area and they have been granted similar variances. With these variances there will still be sufficient parking for the proposed uses.

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.

Other properties in the Village have been granted similar variances. This variation will allow development of this property. The granting of the variations 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 granting of the variances will not have a negative effect on surrounding properties nor impair their light and air. The variance does not increase congestion on public streets or danger of fire or endanger the public safety. The variance will not diminish adjacent neighborhood value.

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.

The granting of the variances will allow maximum development of the uses on the property. The granting of this variance will not confer any special privileges to this property. Other properties in the Village have been granted similar variances.

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: _____



PRINT NAME: Ron DeRosa

DATE: April 12, 2018

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: Ron DeRosa, 59th & Army Trail, Inc.

ADDRESS: 1301 Schiferl Road

Bartlett, IL 60103

PHONE NUMBER: 630-837-9900

EMAIL: _____

SIGNATURE: _____



DATE: April 12, 2018

**VILLAGE OF BARTLETT
PETITION FOR ANNEXATION**

TO THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF
BARTLETT, ILLINOIS:

Petitioner(s) on oath states as follows:

1. 59th and Army Trail, Inc. (the "Petitioner") is the record owner(s) of the real property legally described on the attached Exhibit A.
2. That no portion of the Territory is within the corporate limits of any municipality and that the Territory is contiguous to the Village of Bartlett.
3. There are no electors (registered voters) residing in the Territory.
4. That a proposed Plat of Annexation for the Territory is attached hereto and made part of this Petition.
5. Petitioner has authorized and approved the filing of this Petition for Annexation with the Village of Bartlett.
6. The foregoing statements of fact are true and correct to the best of the Petitioner's knowledge and information.

WHEREFORE, the Petitioner respectfully requests that the Territory be annexed to the Village of Bartlett by ordinance of the President and Board of Trustees of the Village of Bartlett, pursuant to Section 7-1-8 of the Illinois Municipal Code of the State of Illinois, as amended and that such other action be taken as is appropriate on the premises.

Dated this 10th day of May, 2018

Petitioner/Owner: *[Signature]*, President
Signature, Title

Subscribed and sworn to before me this 10th day of May, 2018.

[Signature]
Notary Public



ZONING/LOCATION MAP

Galleria of Bartlett

Case #18-09 - Annexation, Rezoning, Special Uses, Variations, Site Plan and Unified Sign Plan



THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY AND RETURN TO:
 NAME: VILLAGE OF BARTLETT
 ADDRESS: 228 S. MAIN STREET
 BARTLETT, IL 60103
 TELEPHONE: 630-837-0800

PLAT OF ANNEXATION

PART OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN IN DUPAGE COUNTY, ILLINOIS.

LOT 3 IN SMITH'S ASSESSMENT PLAT, OF PART OF THE SOUTH EAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED ON OCTOBER 13, 1949 AS DOCUMENT 578127 IN DUPAGE COUNTY, ILLINOIS DESCRIBED AS FOLLOWS:
 BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 3; THENCE NORTH 68 DEGREES, 22 MINUTES, 49 SECONDS WEST, 307.80 FEET; THENCE NORTH 00 DEGREES, 18 MINUTES, 00 SECONDS EAST, 185.50 FEET; THENCE SOUTH 85 DEGREES, 50 MINUTES, 00 SECONDS EAST, 306.00 FEET; THENCE SOUTH 04 DEGREES, 33 MINUTES, 04 SECONDS WEST, 277.40 FEET TO THE POINT OF BEGINNING.

TO THE VILLAGE OF BARTLETT

PIN: 01-16-401-003



Out Lot 58
 Far Hills
 Subdivision
 Recorded 1/18/89
 Doc.No. R89-007340

Lot 36
 Far Hills
 Subdivision
 Recorded 1/18/89
 Doc.No. R89-007340

Lot 1
 Sam & Danny's
 Subdivision
 Recorded 2/28/97
 Doc.No. R97-029212

68820.8 Sq. Feet
 1.6 Acres

"HEREBY ANNEXED"

S 65°50'00" E 308.00'
 N 007°18'00" E 185.50'
 N 68°22'49" W 307.80'
 S 04°33'04" W 277.40'

Army Trail Road
 100' PUBLIC RIGHT OF WAY
 PER DEC. NO. 538185

Lot 4
 Smith's
 Assessment Plat
 Recorded 10/13/49
 Doc.No. R49-587127

VICINITY MAP



RECORDERS CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS.
 THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDERS OFFICE OF DUPAGE COUNTY, ILLINOIS, THIS _____ DAY OF _____, 2018, AT _____ O'CLOCK, _____ M., AND RECORDED IN MAP BOOK _____, PAGE _____, AS DOCUMENT NO. _____
 BY: _____ COUNTY RECORDER

OWNER'S AND SCHOOL DISTRICT CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS.
 THIS IS TO CERTIFY THAT THE UNDERSIGNED IS (ARE) THE LEGAL OWNER(S) OF THE LAND SHOWN ON THIS PLAT, AND HAS (HAVE) CAUSED THE SAME TO BE SURVEYED AND INDICATED THEREON, FOR THE USES AND PURPOSES HEREIN SET FORTH.
 ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING ANNEXED AFORESAID AND, TO THE BEST OF MY KNOWLEDGE AND BELIEF, SAID PROPERTY LIES ENTIRELY WITHIN THE BOUNDARIES OF THE U-46 SCHOOL DISTRICT.
 DATED THIS _____ DAY OF _____, A.D. 2018.
 OWNER _____
 OWNER _____

NOTARY'S CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS.
 I HEREBY CERTIFY THAT _____ WHERE NAME OF THE OWNER(S) IS (ARE) SUBSCRIBED TO THE FOREGOING CERTIFICATE IS (ARE) KNOWN TO ME AS SUCH OWNER(S).
 GIVEN UNDER MY NOTARY SEAL, THIS _____ DAY OF _____, 2018.
 NOTARY PUBLIC _____

ANNEXATION CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS.
 THIS IS TO CERTIFY THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF THE TERRITORY ANNEXED TO THE VILLAGE OF BARTLETT, DUPAGE COUNTY, ILLINOIS
 BY ORDINANCE NO. _____ APPROVED ON _____
 DATED AT BARTLETT, ILLINOIS THIS _____ DAY OF _____, A.D. 2018.
 VILLAGE PRESIDENT _____
 VILLAGE CLERK _____

COUNTY HIGHWAY CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF DUPAGE) SS.
 THIS PLAT HAS BEEN APPROVED BY THE DUPAGE COUNTY HIGHWAY DEPARTMENT TO PROVIDE ACCESS TO COUNTY HIGHWAY 11 ARMY TRAIL ROAD, ILLINOIS ROUTE 20, AND TO PROVIDE ACCESS TO THE CURBS REQUIRED OF THE OWNER OF THE PROPERTY PRIOR TO CONSTRUCTION WITHIN THE COUNTY RIGHT OF WAY.
 DATED THIS _____ DAY OF _____, 2018.
 BY: _____ COUNTY ENGINEER

LAND SURVEYOR CERTIFICATE
 STATE OF ILLINOIS)
 COUNTY OF KENDALL) SS.
 THIS IS TO CERTIFY THAT JAMES L. HARPOLE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT HE HAS SURVEYED, SUBDIVIDED AND PLATTED FOR THE OWNERS THEREOF THAT PART OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
 LOT 3 IN SMITH'S ASSESSMENT PLAT, OF PART OF THE SOUTH EAST QUARTER OF SECTION 16, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED ON OCTOBER 13, 1949 AS DOCUMENT 578127 IN DUPAGE COUNTY, ILLINOIS.

I FURTHER CERTIFY THAT IRON STAKES HAVE BEEN SET AT ALL LOT CORNERS, POINTS OF CURVATURE AND TANGENCY, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED, AND THAT THE PLAT HEREON DRAWN CORRECTLY REPRESENTS SAID SURVEY AND ANNEXTION, DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
 I FURTHER CERTIFY THAT THE FOREGOING PROPERTY FALLS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BARTLETT, AND I FURTHER CERTIFY THAT NO PART OF SAID PROPERTY IS SITUATED WITHIN A FLOOD HAZARD AREA, AS PER NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP 17043C0105H, COMMUNITY PANEL NUMBER 0105H, EFFECTIVE DATE DECEMBER 16, 2004.

DATED AT PLAINFIELD, ILLINOIS, THIS _____ DAY OF _____, 2018.

RECEIVED
 COMMUNITY DEVELOPMENT

MAY 16 2018

VILLAGE OF BARTLETT

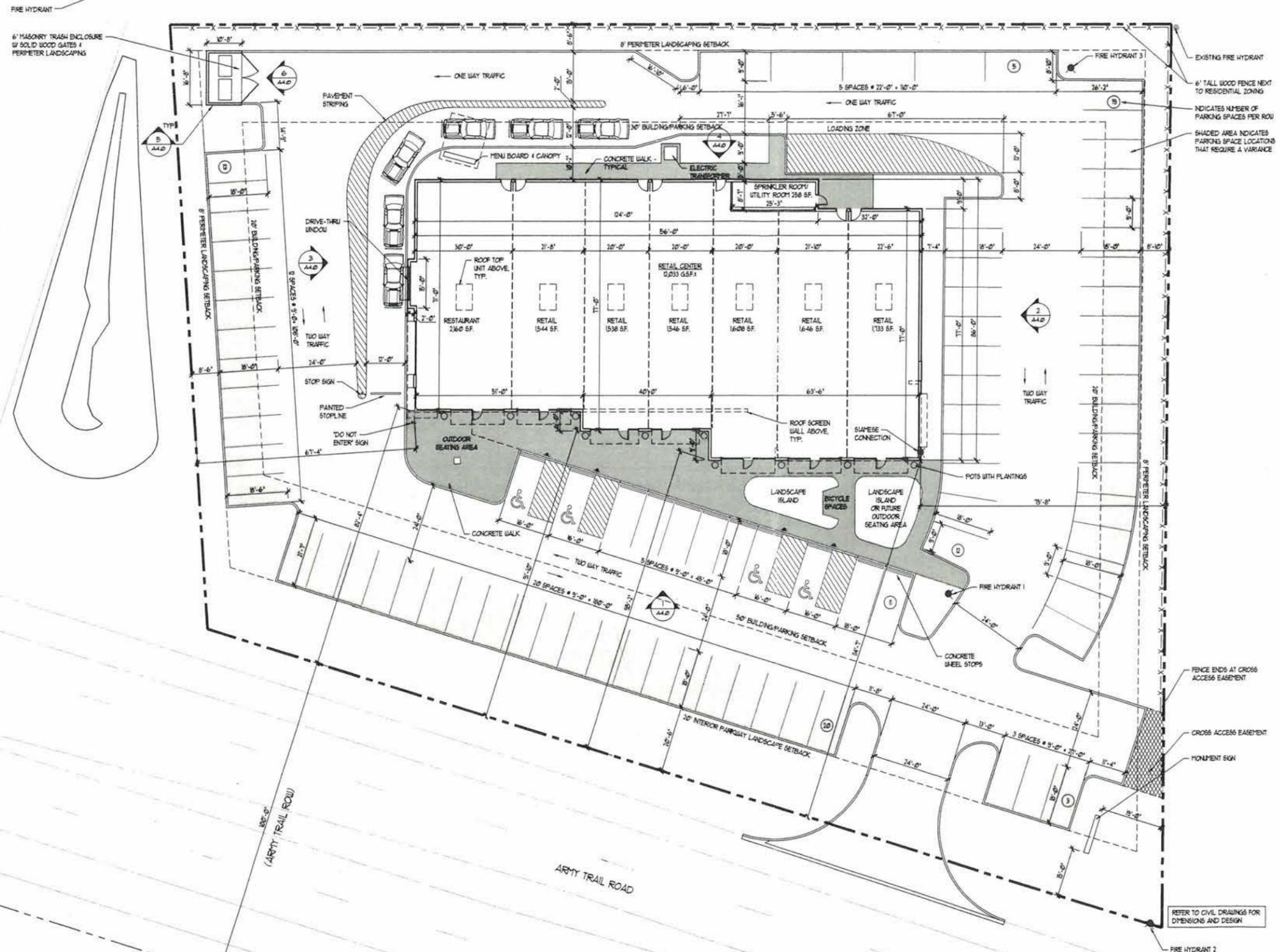
JLH LAND SURVEYING, INC.
 JAMES L. HARPOLE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3190
 EXPIRES 11/30/2018

JLH Land Surveying Inc.
 Land Surveying Construction Services
 Illinois Professional Design Firm No. 084.007120
 910 Geneva Street, Shorewood, Illinois 60404
 815.729.4000 www.jhsurvey.com

DATE	REVISIONS	BY
1/27/18	REVISE CERTIFICATES	JLH
5/22/18	VILLAGE REVIEW	JLH

LOT 3 IN SMITH'S ASSESSMENT PLAT
 BARTLETT, ILLINOIS
 ADVANTAGE CONSULTING ENGINEERS

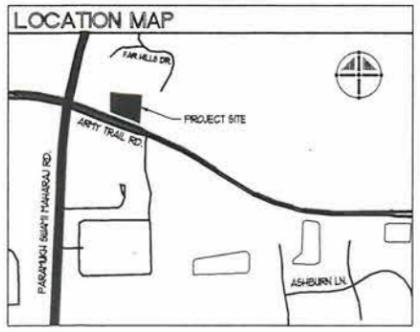
SHEET
 1 of 1
 DATE: 1/10/2018
 SCALE: 1"=30'



SITE DATA TABLE:

SITE	
SITE AREA	158 ACRES
OPEN SPACE (5A MIN)	242 %
FAIR (5A MAX)	071
LOADING ZONE	
BUILDING MEAN HEIGHT	23'-6"
BICYCLE PARKING SPACES	46 REQUIRED
PARKING SPACES PROVIDED	
PARKING SPACES	81
HC PARKING SPACES (4 REQ'D)	4
PARKING SPACES REQUIRED*	
RESTAURANT FAST FOOD OR CARRY-OUT (1 PER 50 SF)	14
RETAIL (1 PER 100 SF)	44
BUILDING AREA	
RESTAURANT FLOOR AREA	2,640 SF
RETAIL FLOOR AREA	9,873 SF
PARKING CALCULATION	
RESTAURANT FLOOR AREA	150 SF
RETAIL FLOOR AREA	8,886 SF

*FOR THE PURPOSES OF CALCULATING THE ZONING FLOOR AREA, THE GROSS RETAIL AREA HAS BEEN CONSERVATIVELY REDUCED BY 10% AND THE RESTAURANT BY 50% TO ACCOUNT FOR BACK OF HOUSE STORAGE, RESTROOMS, UTILITY ROOMS & A VESTIBULE.



1 SITE PLAN
A1.0 1/16" = 1'-0"

RECEIVED
COMMUNITY DEVELOPMENT

MAY 16 2018

VILLAGE OF
BARTLETT

GALLERIA OF BARTLETT
Army Trail Road, Bartlett, IL

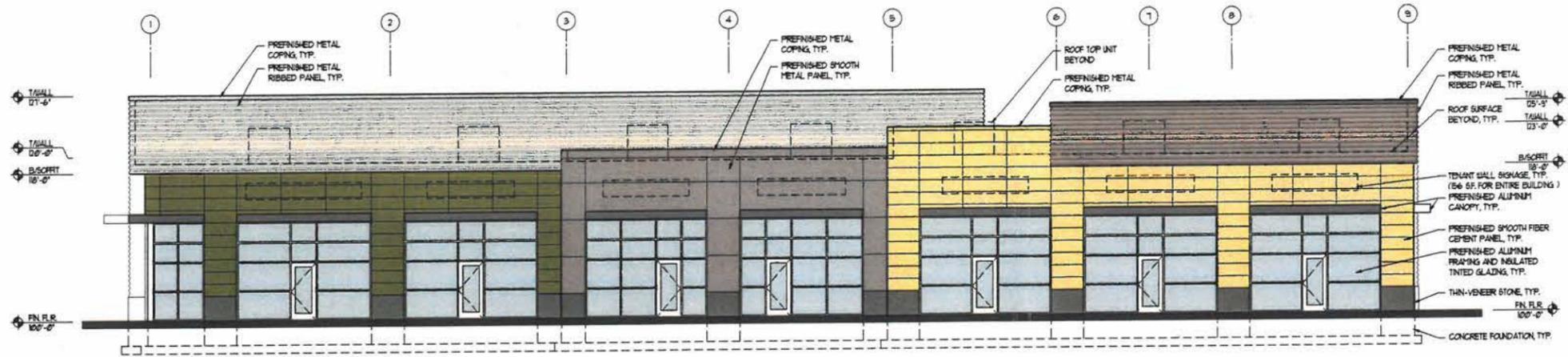
2810 Oak Creek Road
Suite 280
Bartlett, IL 60015
Ph: (617)940-0300
Fax: (617)940-1045

Partners in Design
ARCHITECTS

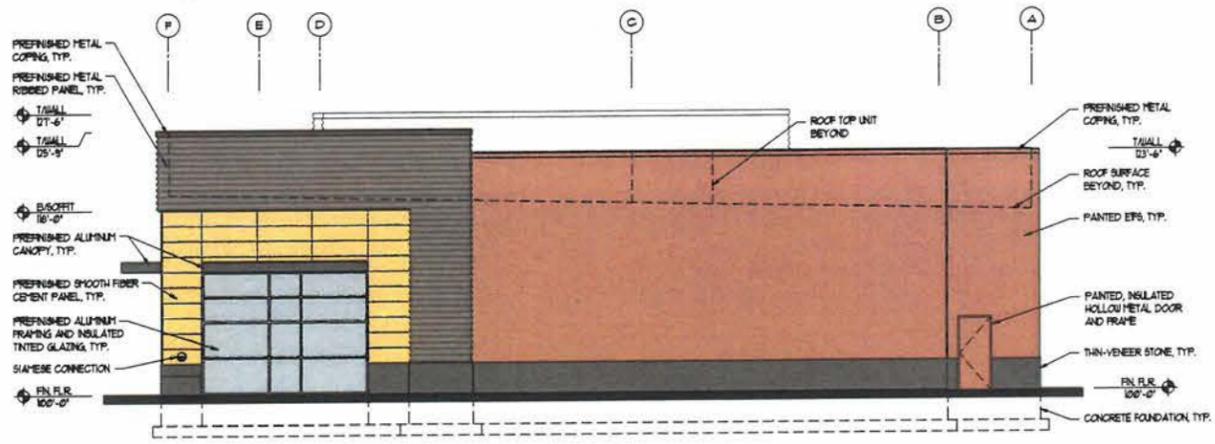


PROJECT NO:
815.17.043
DRAWN BY: CTS
CHECKED BY: UWB
DATE: 05.15.18
SHEET NO:

A1.0



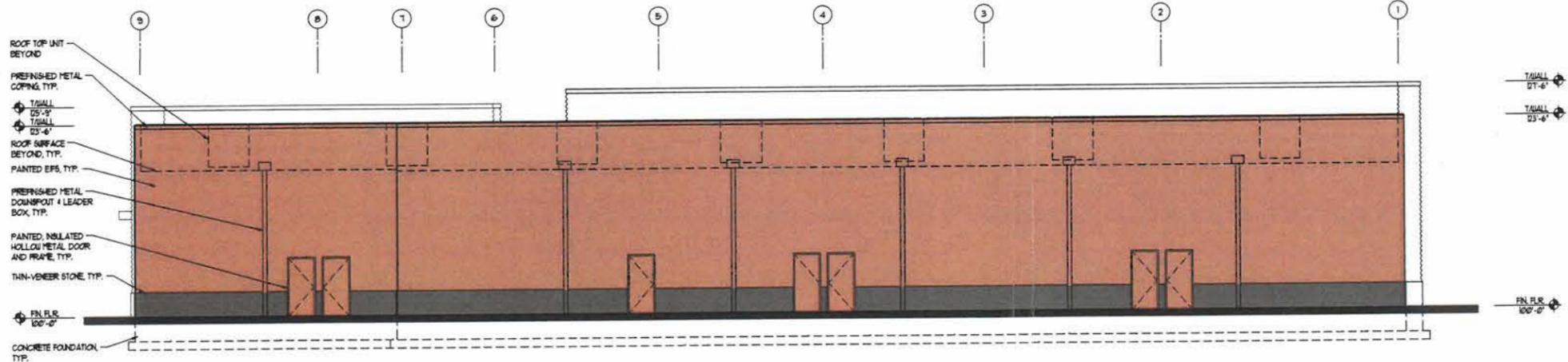
1 SOUTH ELEVATION
A4.0 1/8" = 1'-0"



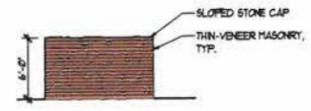
2 EAST ELEVATION
A4.0 1/8" = 1'-0"



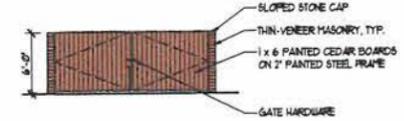
3 WEST ELEVATION
A4.0 1/8" = 1'-0"



4 NORTH ELEVATION
A4.0 1/8" = 1'-0"



5 TYPICAL TRASH ENCLOSURE
A4.0 1/8" = 1'-0"



6 TRASH ENCLOSURE GATE
A4.0 1/8" = 1'-0"

NOTE: ALL ROOFTOP MECHANICAL UNITS ARE SCREENED ON ALL SIDES FROM LINE OF SIGHT FROM PUBLIC STREETS OR PROPERTY LINES.

EXTERIOR MATERIALS LEGEND:

NOTE: THE BUILDING COLORS GRAPHICALLY REPRESENTED WILL VARY IN APPEARANCE WHEN PRINTED WITH DIFFERENT PRINTERS AND VIEWED IN A PDF.

- EAST METAL WALLS:
MATERIAL: FIBER CEMENT PANELS
COLOR: DARK YELLOW/ORANGE
- WEST METAL WALLS:
MATERIAL: FIBER CEMENT PANELS
COLOR: DARK GREEN
- CENTER METAL WALLS:
MATERIAL: SMOOTH METAL PANELS
COLOR: GRAY METALLIC
- TYPICAL REAR & SIDE WALLS:
MATERIAL: EPS
COLOR: DARK RED
- TYPICAL REAR & SIDE WALL ROOF COPING:
MATERIAL: PRE-FINISHED METAL
COLOR: MATCH EPS COLOR
- EAST METAL ROOF SCREEN PARAPET:
MATERIAL: RIBBED METAL PANELS & METAL ROOF COPING
COLOR: DARK BROWN
- WEST METAL ROOF SCREEN PARAPET:
MATERIAL: RIBBED METAL PANELS & METAL ROOF COPING
COLOR: LIGHT GRAY
- TYPICAL BUILDING BASE:
MATERIAL: THIN VENEER STONE
COLOR: DARK GRAY
- TYPICAL STOREFRONT FRAMING:
MATERIAL: PRE-FINISHED ANODIZED ALUMINUM
COLOR: BLACK
- TYPICAL EXTERIOR SINGLE DOOR:
MATERIAL: PAINTED HOLLOW METAL FRAME & DOOR
COLOR: MATCH ADJACENT WALL SURFACE
- TYPICAL GLAZING:
MATERIAL: TINTED INSULATED GLAZING
COLOR: GRAY TINT
- TYPICAL CANOPY:
MATERIAL: PAINTED STEEL FRAMING WITH METAL TIE-RODS
COLOR: BLACK
- TRASH ENCLOSURE:
WALL MATERIAL: THIN VENEER MASONRY WITH STONE CAP
COLOR: DARK RED WITH GRAY CAP
GATE MATERIAL: PAINTED BOARD ON BOARD SOLID WOOD SLATS
COLOR: LIGHT BROWN
- EXTERIOR FENCE:
MATERIAL: 6\"/>

GALLERIA OF BARTLETT
 Army Trail Road, Bartlett, IL
 EXTERIOR ELEVATIONS & MATERIALS LEGEND

2610 Lake Cook Road
 Suite 200
 Rosemead, IL 60015
 Ph: (847)940-0300
 Fax: (847)940-1045

Partners in Design
 ARCHITECTS



PROJECT NO:
 015.11.043
 DRAWN BY: CTG
 CHECKED BY: WHB
 DATE: 05.15.18
 SHEET NO:

A4.0

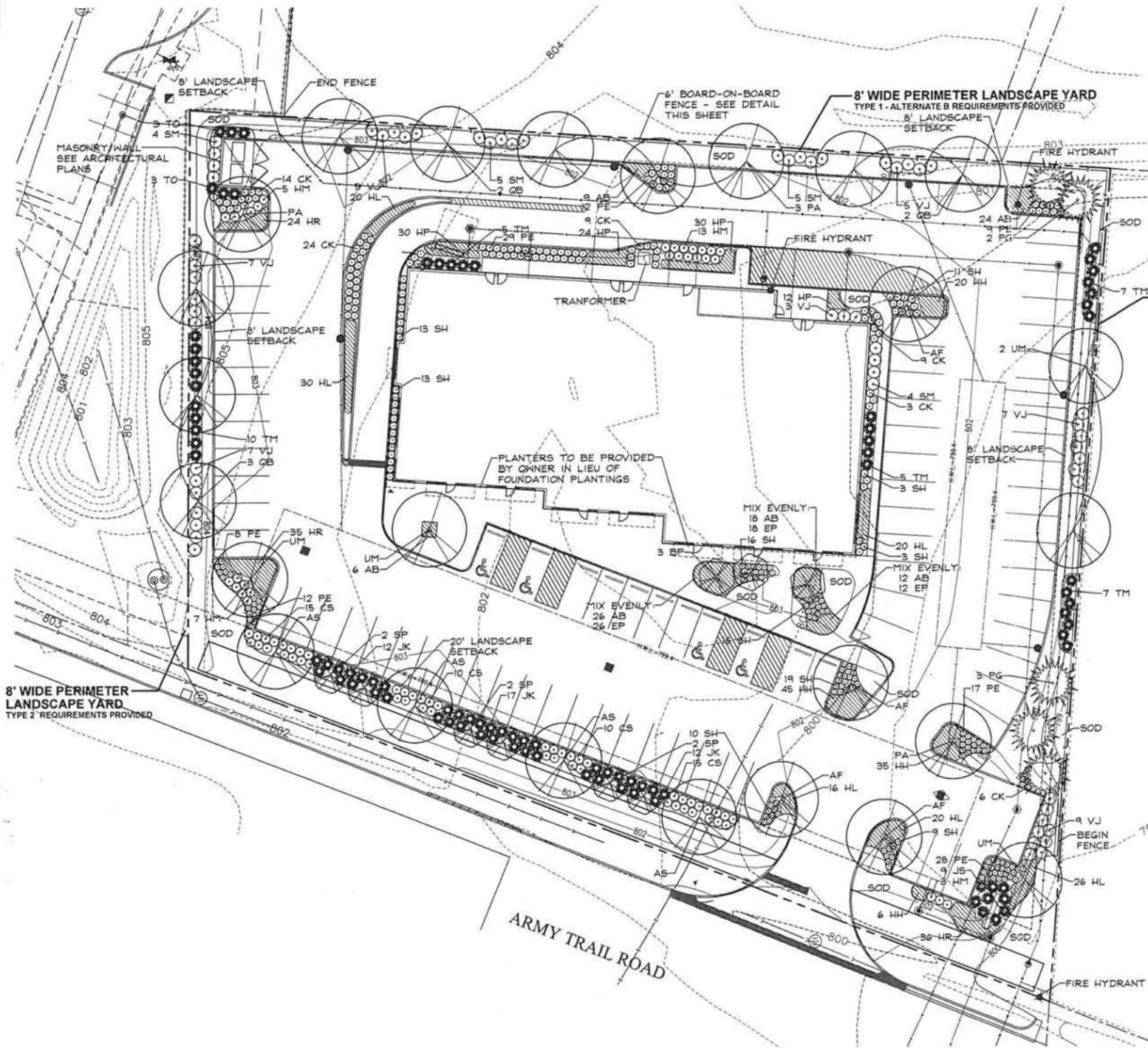


GENERAL NOTES

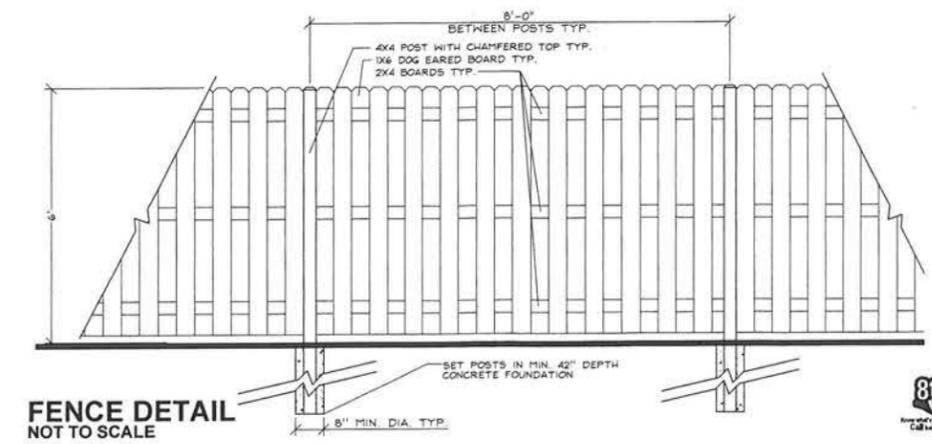
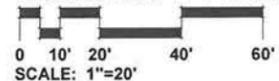
- Contractor shall verify underground utility lines and is responsible for any damage.
- Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
- Material quantities shown are for contractor's convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
- The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
- Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
- Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
- See General Conditions and Specifications for landscape work for additional requirements.
- Landscape Plan shows details & locations for seat walls & raised planters, all other walls are specified on engineering plans.
- Tree branching shall start no less than six feet (6') above the pavement measured from pavement level.
- To insure visibility, shrubs shall not exceed a mature height of thirty inches (30") above pavement on landscape islands at the end of parking rows.

PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
SHADE TREES				
AF	4	Acer x freemanii 'Marmo' MARMO MAPLE	2 1/2" Cal.	
AS	4	Acer saccharum 'Green Mountain' GREEN MOUNTAIN SUGAR MAPLE	2 1/2" Cal.	
PA	5	Platanus x acerifolia 'Morton Circle' EXCLAMATION! LONDON PLANETREE	2 1/2" Cal.	
GB	7	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
UM	5	Ulmus 'Morton' ACCOLADE ELM	2 1/2" Cal.	
ORNAMENTAL TREES				
BP	3	Betula populifolia 'Whitespire' WHITESPIRE BIRCH	6' Ht.	Multi-Stem
SP	6	Syringa pekinensis 'Morton' CHINA SNOW PEKING LILAC	6' Ht.	Multi-Stem
EVERGREEN TREES				
PG	5	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Ht.	
DECIDUOUS SHRUBS				
CS	50	Cornus sericea 'Farrow' ARCTIC FIRE REDTWIG DOGWOOD	24" Tall	3' O.C.
HM	26	Hydrangea macrophylla 'Bailmer' ENDLESS SUMMER HYDRANGEA	24" Tall	3' O.C.
SM	16	Syringa patula 'Miss Kim' MISS KIM LILAC	30" Tall	4' O.C.
VJ	43	Viburnum x juddii JUDD VIBURNUM	30" Tall	4' O.C.
EVERGREEN SHRUBS				
JK	41	Juniperus chinensis 'Kallays Compact' KALLAYS COMPACT PEITZER JUNIPER	30" Wide	4' O.C.
JS	9	Juniperus chinensis var. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	4' O.C.
TM	34	Taxus x media 'Densiflora' DENSE YEW	30" Wide	4' O.C.
TO	6	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	6' Tall	4' O.C.
ORNAMENTAL GRASSES				
CK	65	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#	30" O.C.
PE	115	Pennisetum alopecuroides 'Hameln' DWARF FOUNTAIN GRASS	#	30" O.C.
SH	113	Sporobolus heterolepis PRAIRIE DROPS EED	#	30" O.C.
PERENNIALS				
AB	95	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#	18" O.C.
EP	56	Echinacea purpurea 'Magnus' PURPLE CONEFLOWER	#	18" O.C.
HH	106	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#	18" O.C.
HL	132	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#	18" O.C.
HR	95	Hemerocallis 'Rosy Returns' ROSY RETURNS DAYLILY	#	18" O.C.
HP	96	Hosta 'Patriot' PATRIOT HOSTA	#	18" O.C.
MISC. MATERIALS				
	50	SHREDDED HARDWOOD MULCH	C.Y.	
	820	SOD	S.Y.	
	500	6" BOARD-ON-BOARD FENCE	L.F.	



LANDSCAPE PLAN



GRWA
GARY R. WEBER
ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
212 SOUTH MAIN STREET
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CIVIL ENGINEER
ADVANTAGE CONSULTING
ENGINEERS, LLC.
80 MAIN STREET, SUITE 17
LEMONT, ILLINOIS 60439

GALLERIA OF BARTLETT

ARMY TRAIL ROAD
BARTLETT, ILLINOIS

LANDSCAPE PLAN

VILLAGE OF
BARTLETT

RECEIVED
COMMUNITY DEVELOPMENT
MAY 16 2018

NO.	DATE	REVISIONS
2	5.15.18	
1	3.30.18	

DATE	12.28.17
PROJECT NO.	AC1718
DRAWN	TRC
CHECKED	GFB
SHEET NO.	

1 OF 2

LEGEND

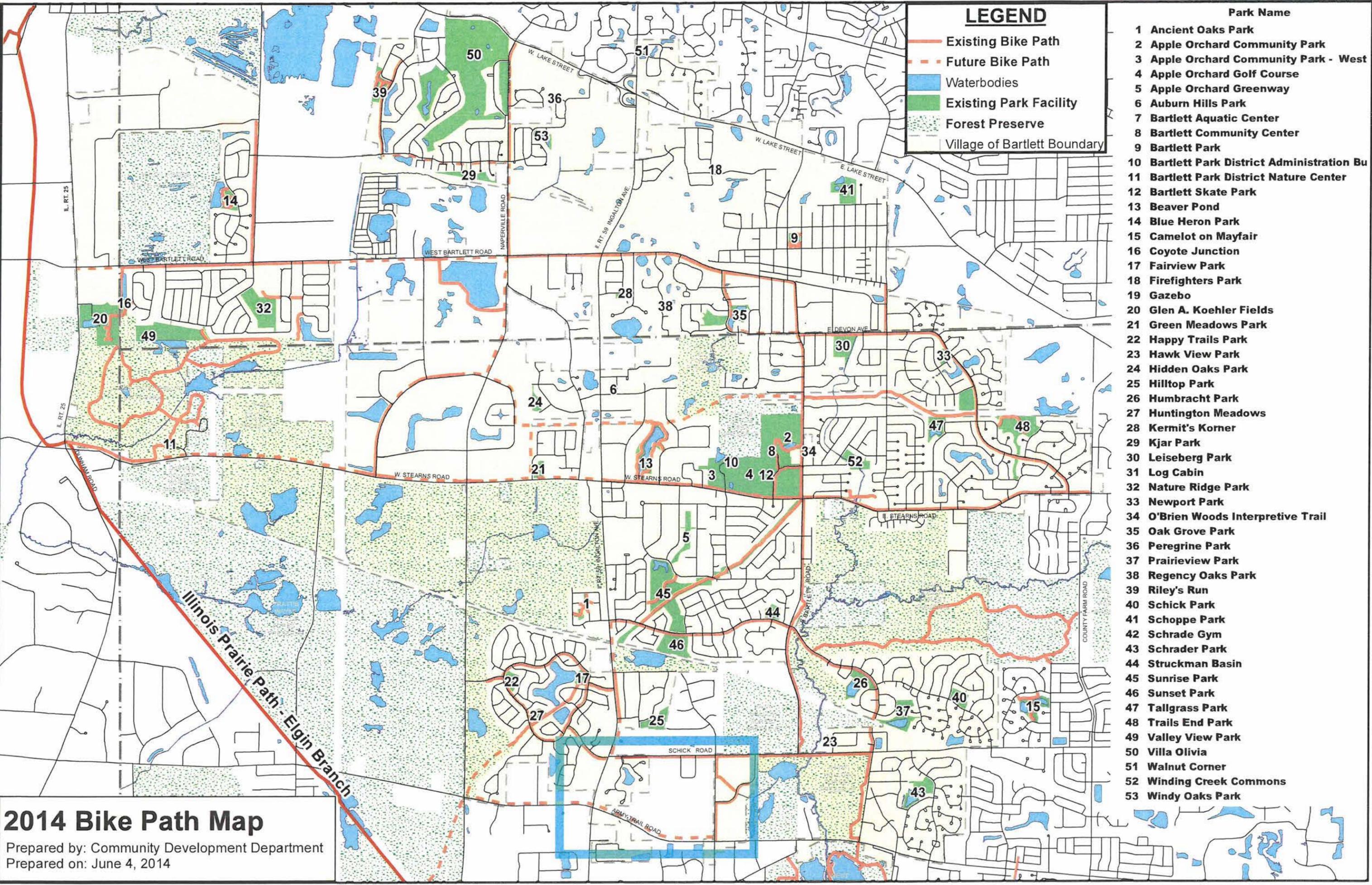
-  Existing Bike Path
-  Future Bike Path
-  Waterbodies
-  Existing Park Facility
-  Forest Preserve
-  Village of Bartlett Boundary

Park Name

- 1 Ancient Oaks Park
- 2 Apple Orchard Community Park
- 3 Apple Orchard Community Park - West
- 4 Apple Orchard Golf Course
- 5 Apple Orchard Greenway
- 6 Auburn Hills Park
- 7 Bartlett Aquatic Center
- 8 Bartlett Community Center
- 9 Bartlett Park
- 10 Bartlett Park District Administration Bu
- 11 Bartlett Park District Nature Center
- 12 Bartlett Skate Park
- 13 Beaver Pond
- 14 Blue Heron Park
- 15 Camelot on Mayfair
- 16 Coyote Junction
- 17 Fairview Park
- 18 Firefighters Park
- 19 Gazebo
- 20 Glen A. Koehler Fields
- 21 Green Meadows Park
- 22 Happy Trails Park
- 23 Hawk View Park
- 24 Hidden Oaks Park
- 25 Hilltop Park
- 26 Humbracht Park
- 27 Huntington Meadows
- 28 Kermit's Korner
- 29 Kjar Park
- 30 Leiseberg Park
- 31 Log Cabin
- 32 Nature Ridge Park
- 33 Newport Park
- 34 O'Brien Woods Interpretive Trail
- 35 Oak Grove Park
- 36 Peregrine Park
- 37 Prairieview Park
- 38 Regency Oaks Park
- 39 Riley's Run
- 40 Schick Park
- 41 Schoppe Park
- 42 Schrade Gym
- 43 Schrader Park
- 44 Struckman Basin
- 45 Sunrise Park
- 46 Sunset Park
- 47 Tallgrass Park
- 48 Trails End Park
- 49 Valley View Park
- 50 Villa Olivia
- 51 Walnut Corner
- 52 Winding Creek Commons
- 53 Windy Oaks Park

2014 Bike Path Map

Prepared by: Community Development Department
 Prepared on: June 4, 2014



Wayne Township Proposed Bicycle Network and Intersection Improvements

Produced by Active Transportation Alliance: 3/24/2015

Data Sources: Active Transportation Alliance, NAVTEQ, CMAP IDOT Forest Preserve District of DuPage County

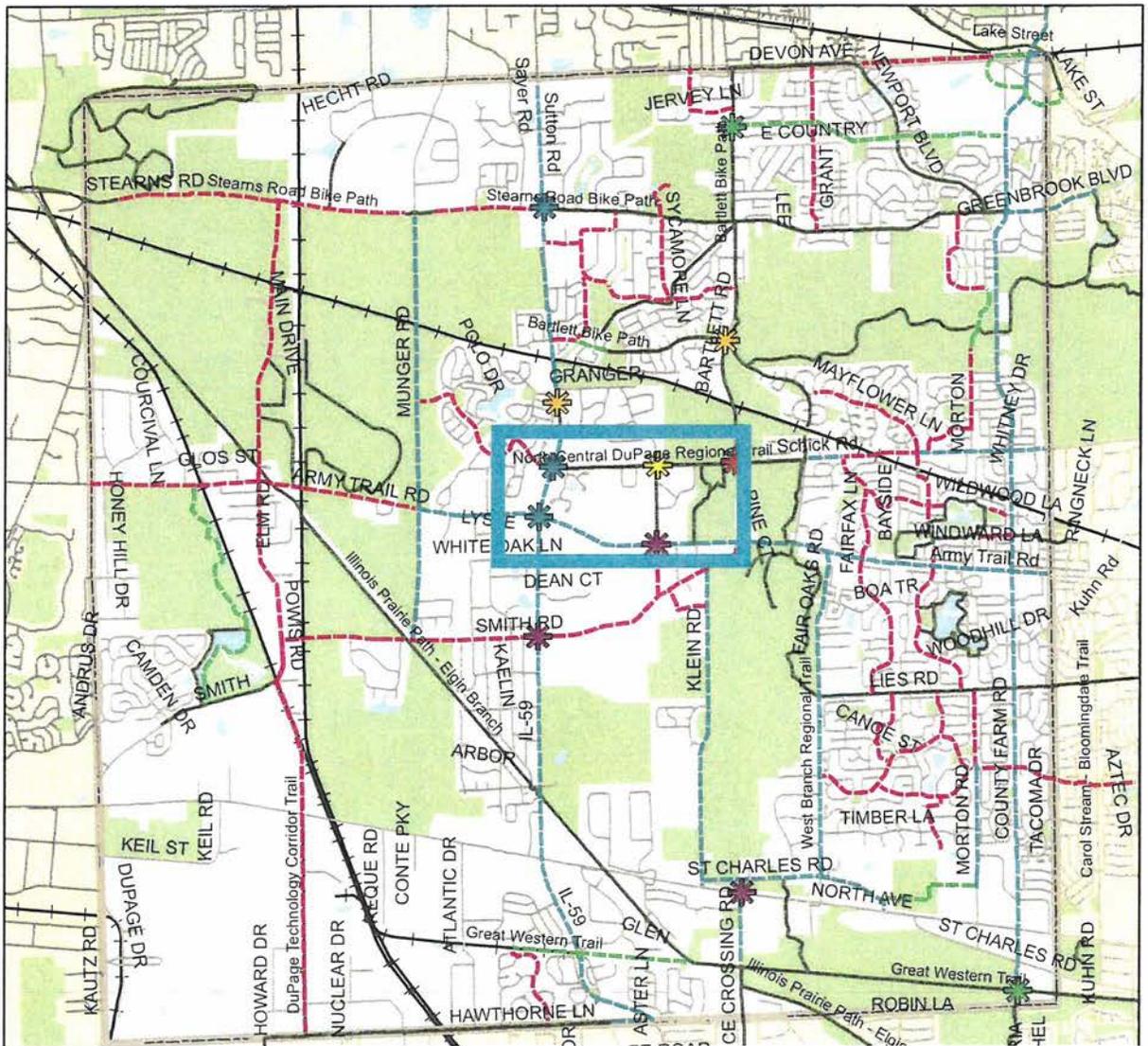


Bicycle Facilities

- - - On-Street Bike Route, Proposed
- - - Sidepath, Proposed
- - - Trail, Proposed
- Trail, Existing

Proposed Intersection Improvements

- Bicycle Loop Detector
- Bicycle/Pedestrian Push Button
- RRFB
- Roundabout
- Bicycle/Pedestrian Crossing Warning Signs
- School Zone Improvements





Wendy's- Route 59



Starbucks- Route 59/Army Trail Road



CVS- Route 59/Army Trail Road



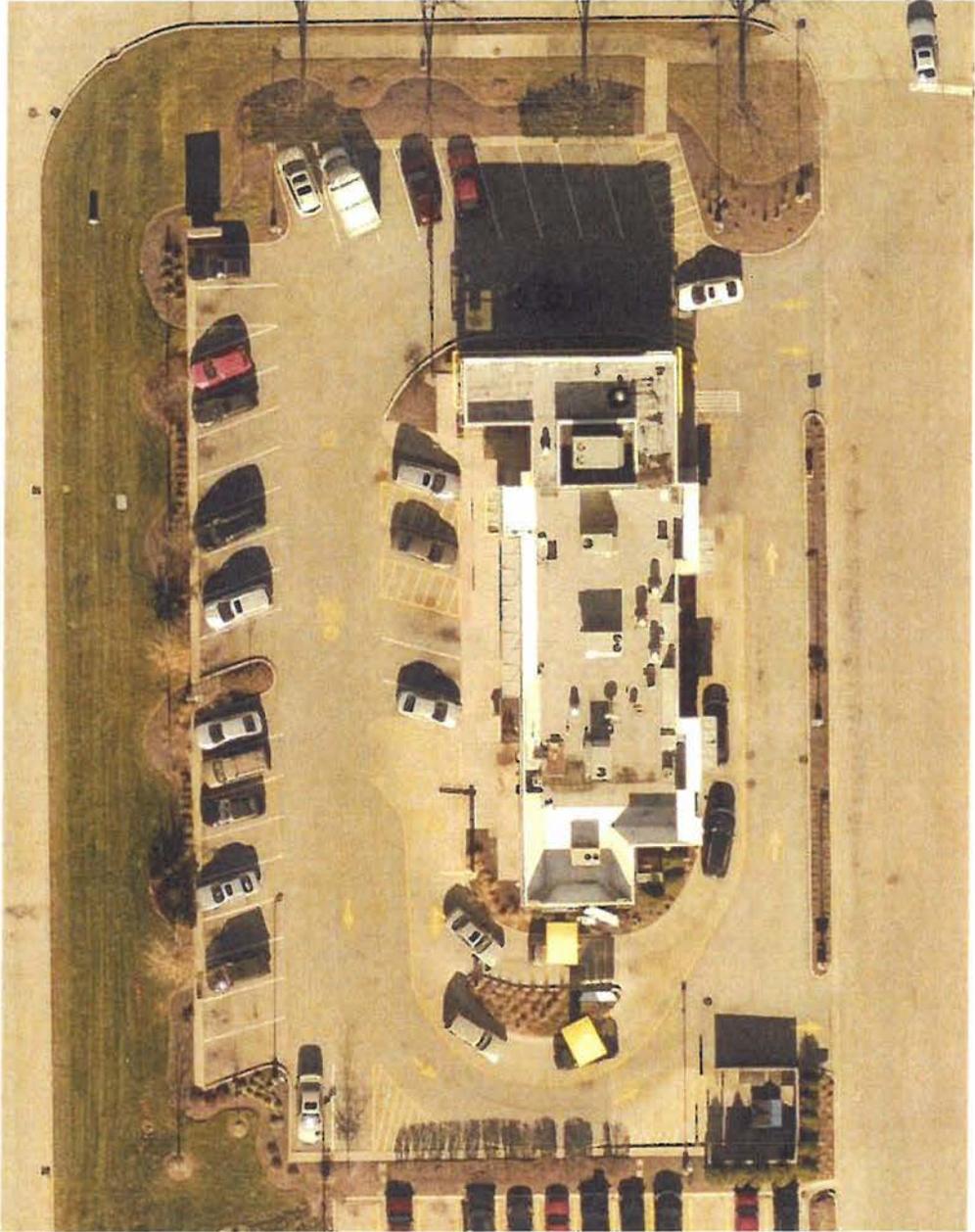
Dunkin' Donuts - Route 59



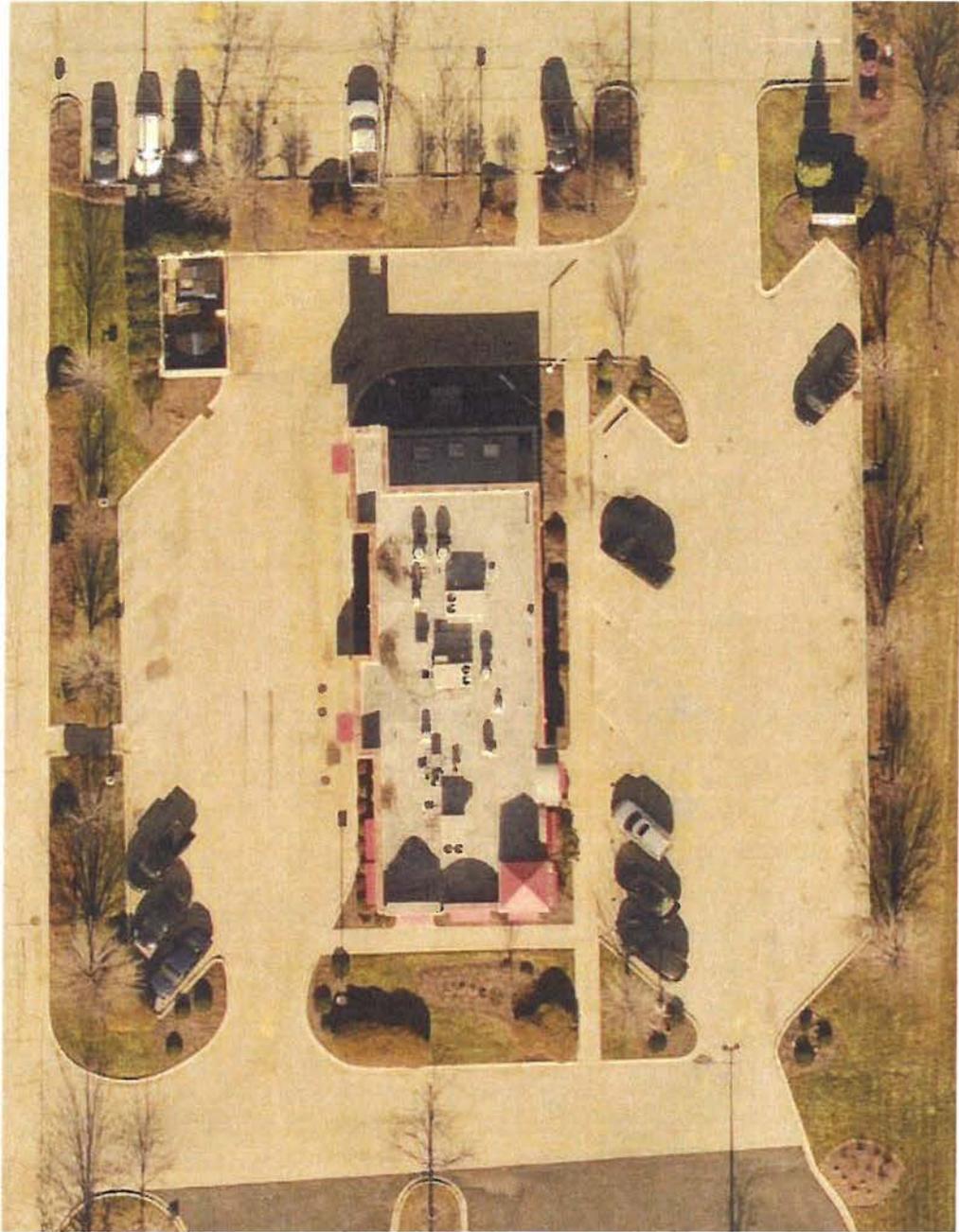
Westgate Commons- W. Bartlett Road



Dunkin' Donuts- Lake Street



McDonalds- Route 59



KFC/Taco Bell- Route 59



Jewel Osco- Stearns Road and S. Bartlett Road



Sonic- Stearns Road

Traffic Impact Study
Proposed Galleria of Bartlett
Retail Development
Bartlett, Illinois



Prepared For:
Advantage Consulting Engineers



January 15, 2018

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Galleria of Bartlett retail center to be located in Bartlett, Illinois. The site, which is currently vacant land, is located on the north side of Army Trail Road approximately 600 feet east of the intersection of Army Trail Road with Illinois Route 59 (IL 59). As proposed, the site will be developed with a retail center that will provide approximately 11,200 square feet in a multi-tenant building that will contain an approximately 2,000 square-foot drive-through restaurant with 86 parking spaces. Access to the development will be provided via one full ingress/egress access drive on Army Trail Road.

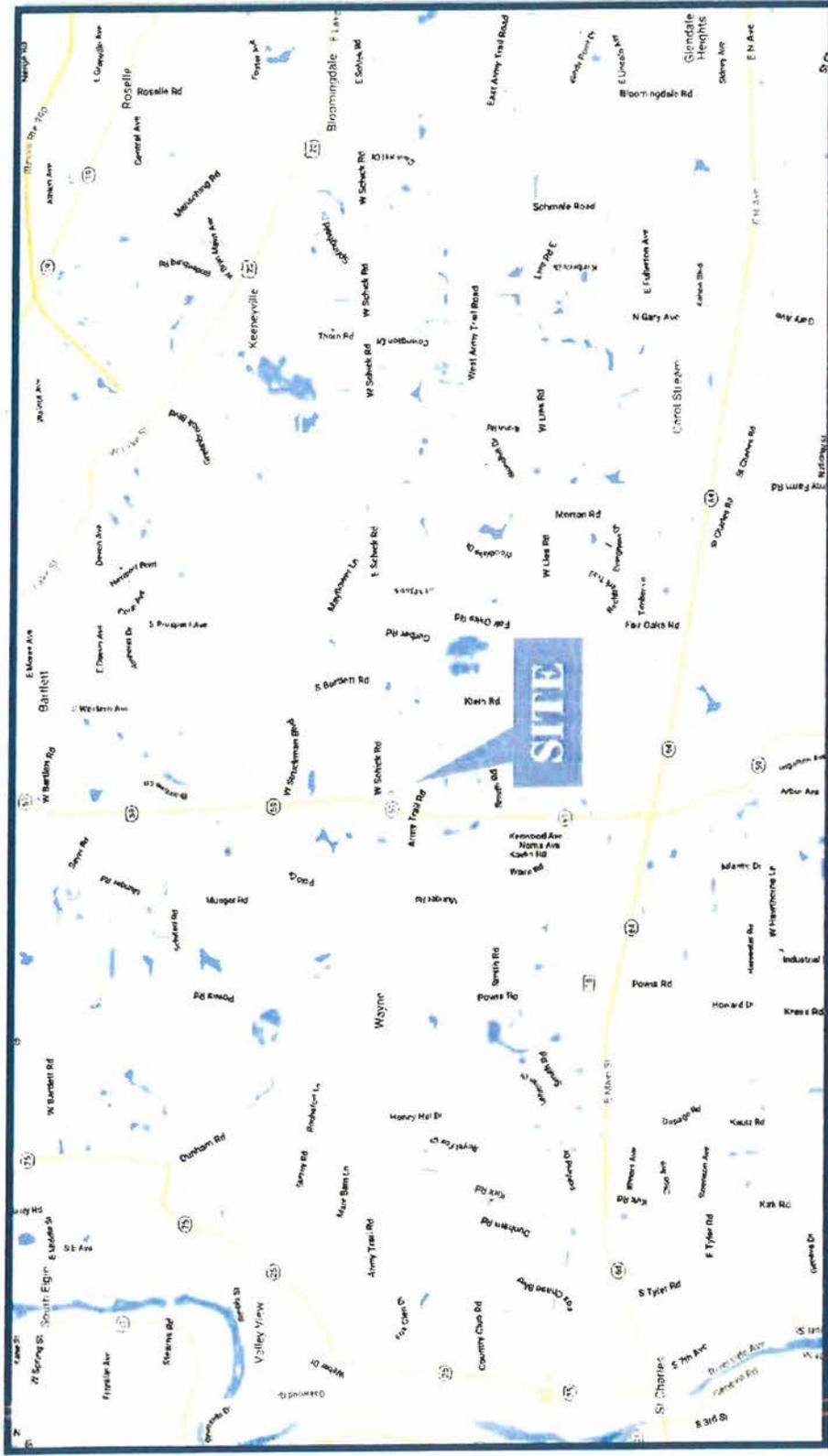
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1

Proposed Galleria of Bartlett Retail Center
 Bartlett, Illinois





Aerial View of Site Location

Figure 2

*Proposed Galleria of Bartlett Retail Center
Bartlett, Illinois*

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

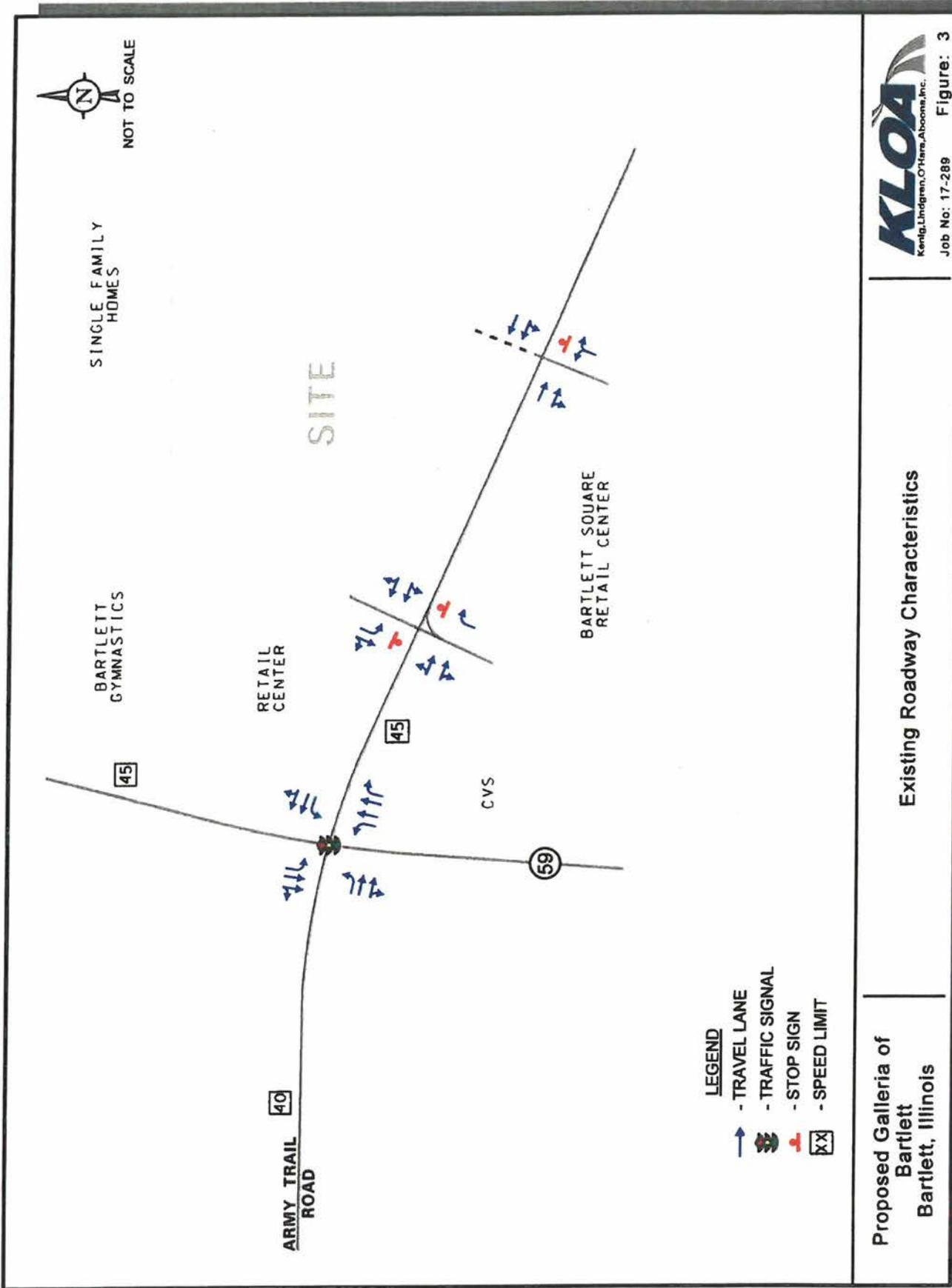
The site is located on the north side of Army Trail Road approximately 600 feet east of the intersection of Army Trail Road with IL 59 in Bartlett, Illinois. Land uses in the vicinity of the site are primarily commercial and residential. The site is bordered by single-family homes to the north and an existing retail center to the west. The Bartlett Square retail center is located opposite the site on the south side of Army Trail Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

IL 59 (Sutton Road, Pramukh Swami Road) is a north-south, other principal arterial roadway that provides two lanes in each direction separated by a mountable median. At its signalized intersection with Army Trail Road, IL 59 provides an exclusive left turn lane, two through lanes, and an exclusive right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane and a combined through/right-turn lane. IL 59 has a posted speed limit of 45 mph, is designated as a Strategic Regional Arterial, is under the jurisdiction of the Illinois Department of Transportation (IDOT), and has an Average Daily Traffic (ADT) volume of 37,700 (IDOT 2016) vehicles.

Army Trail Road (DuPage County Route 11) is an east-west, other principal arterial that provides two lanes in each direction. At its signalized intersection with IL 59, Army Trail Road provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on both approaches. At its unsignalized intersection with the westerly Bartlett Square access drive, Army Trail Road provides a combined through/left-turn lane and a combined through/right-turn lane on both approaches. At its unsignalized intersection with the easterly Bartlett Square access drive, Army Trail Road provides a through lane and a combined through/left-turn lane on the westbound approach. The eastbound approach provides a through lane and a combined through/right-turn lane. Army Trail Road has a posted speed limit of 45 mph east of IL 59, is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), and has an ADT volume of 13,700 (IDOT 2016) vehicles.



Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Video Scout Collection Units at the following intersections:

- Army Trail Road with IL 59
- Army Trail Road with the easterly Bartlett Square access drive
- Army Trail Road with the westerly Bartlett Square access drive

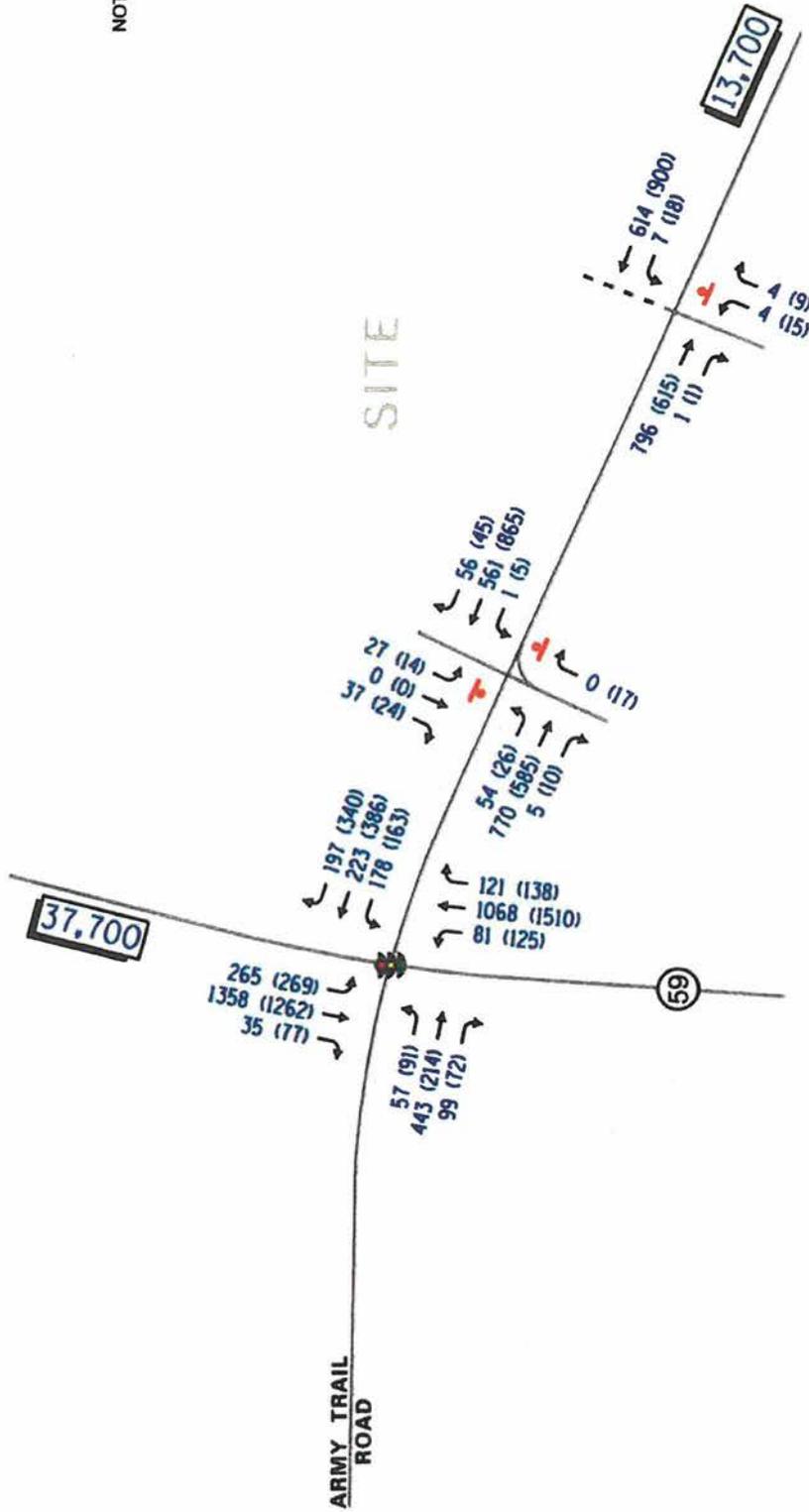
The traffic counts were conducted on Tuesday, December 5th, 2017 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:00 A.M. to 8:00 A.M. and the weekday evening peak hour occurs from 4:45 P.M. to 5:45 P.M. **Figure 4** illustrates the existing peak hour traffic volumes.

Crash Analysis

KLOA, Inc. obtained the most recent past five years of available accident data from IDOT (Years 2011 to 2015) for the intersections of Army Trail Road with IL 59 and the two Bartlett Square access drives with Army Trail Road. A review of the accident data indicated that there were no accidents at the intersection of Army Trail Road and the easterly Bartlett Square access drive. **Tables 1 and 2** summarizes the accident data for the intersections of Army Trail Road with IL 59 and the easterly Bartlett Square access drive. Further, no fatalities were recorded at any intersection during the period.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:00-8:00 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)
- 00 - AVERAGE DAILY TRAFFIC (ADT)

Proposed Galleria of
Bartlett
Bartlett, Illinois

Existing Traffic Volumes



Job No. 17-289 Figure: 4

Table 1

ARMY TRAIL ROAD WITH IL 59 – ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2011	0	0	1	2	0	0	3
2012	0	0	0	0	1	0	1
2013	1	0	2	0	2	0	5
2014	1	0	1	0	3	0	5
2015	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	3	0	4	2	6	0	15
Average/Year	<1.0	--	<1.0	<1.0	1.2	--	3

Table 2

ARMY TRAIL ROAD WITH THE EASTERLY BARTLETT SQUARE ACCESS DRIVE - ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2011	2	0	2	0	6	1	11
2012	1	0	6	2	8	1	18
2013	3	0	5	0	7	0	15
2014	0	0	9	0	4	0	13
2015	<u>1</u>	<u>0</u>	<u>5</u>	<u>3</u>	<u>6</u>	<u>0</u>	<u>15</u>
Total	7	0	27	5	31	2	72
Average/Year	1.4	-	5.4	1.0	6.2	<1.0	14.4

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

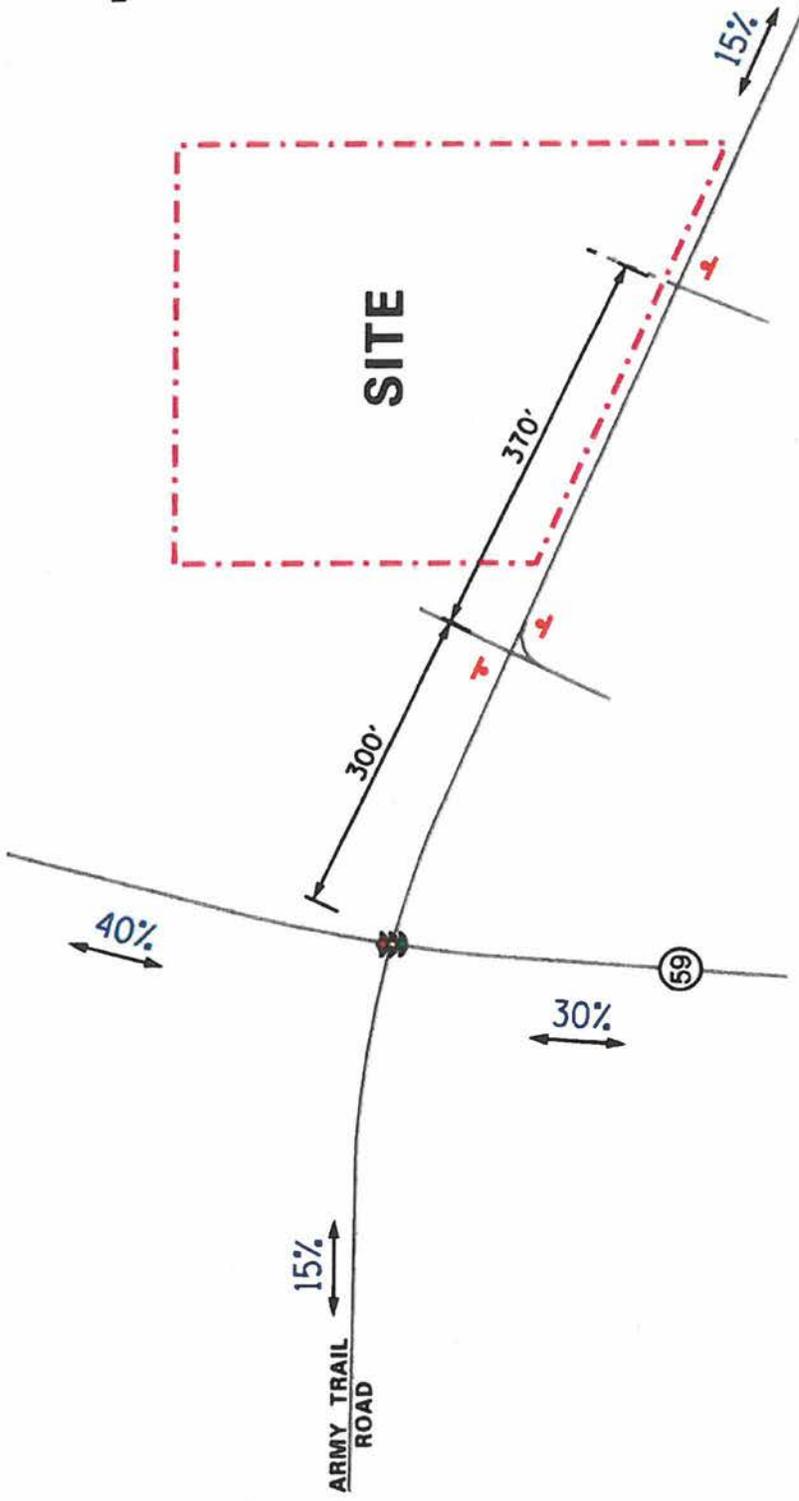
As proposed, the site will be developed with a retail center containing an 11,200 square-foot multi-tenant building with a 2,000 square-foot restaurant with a drive-through lane. The drive-through lane for the proposed restaurant will begin in the northeast corner of the site and will wrap around the building ending at the pick-up window on the west side of the building. A total of 86 parking spaces will be provided on site. Access to the site will be provided via one full ingress/egress access drive off Army Trail Road approximately 670 feet east of IL 59 that will align with the easterly access drive serving Bartlett Square on the south side. The access drive will provide one inbound lane and one outbound lane under stop sign control. A copy of the preliminary site plan can be found in the Appendix.

Directional Distribution

The directional distribution for the development was estimated based on the location of the site relative to the primary roadway system and the existing travel patterns as determined from the traffic counts. **Figure 5** illustrates the directional distribution.



NOT TO SCALE



LEGEND
 00% - PERCENT DISTRIBUTION
 00' - DISTANCE IN FEET

Proposed Galleria of
 Bartlett
 Bartlett, Illinois

Estimated Directional Distribution



Job No: 17-289 Figure: 5

Peak Hour Traffic Volumes

The volume of traffic generated by a development is based on the type of land use and the size of the development. As indicated earlier, the plans call for an 11,200 square-foot multi-tenant building with a 2,000 square-foot restaurant with drive-through. The number of peak hour trips that will be generated by the proposed development was estimated based on trip rates published by the Institute of Transportation Engineers (ITE) in its 9th Edition of the *Trip Generation Manual*. It should be noted that surveys published in the *ITE Trip Generation Manual*, 9th Edition have shown that approximately 50 percent of trips made to fast-food restaurants with drive-through lanes are diverted from the existing traffic on the roadway system. Such diverted trips are referred to as pass-by traffic. However, in order to provide a conservative analysis, only a 20 percent pass-by reduction was applied to the trips generated by the proposed restaurant during the weekday morning and evening peak hours. **Table 3** shows the peak hour traffic to be generated by the proposed development during the peak hours and on a daily basis.

Table 3
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two- Way Trips
		In	Out	Total	In	Out	Total	
826	Specialty Retail Center (9,200 s.f.)	4	2	6	19	25	44	408
934	Fast Food Restaurant with Drive-Through Window (2,000 s.f.)	46	45	91	34	31	65	992
	<i>Pass-by Reduction¹</i>	<u>-9</u>	<u>-9</u>	<u>-18</u>	<u>-6</u>	<u>-6</u>	<u>-13</u>	<u>-198</u>
	Total	41	38	79	47	50	96	1,202

1. Pass-by reduction of 20% applied to restaurant trips only.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

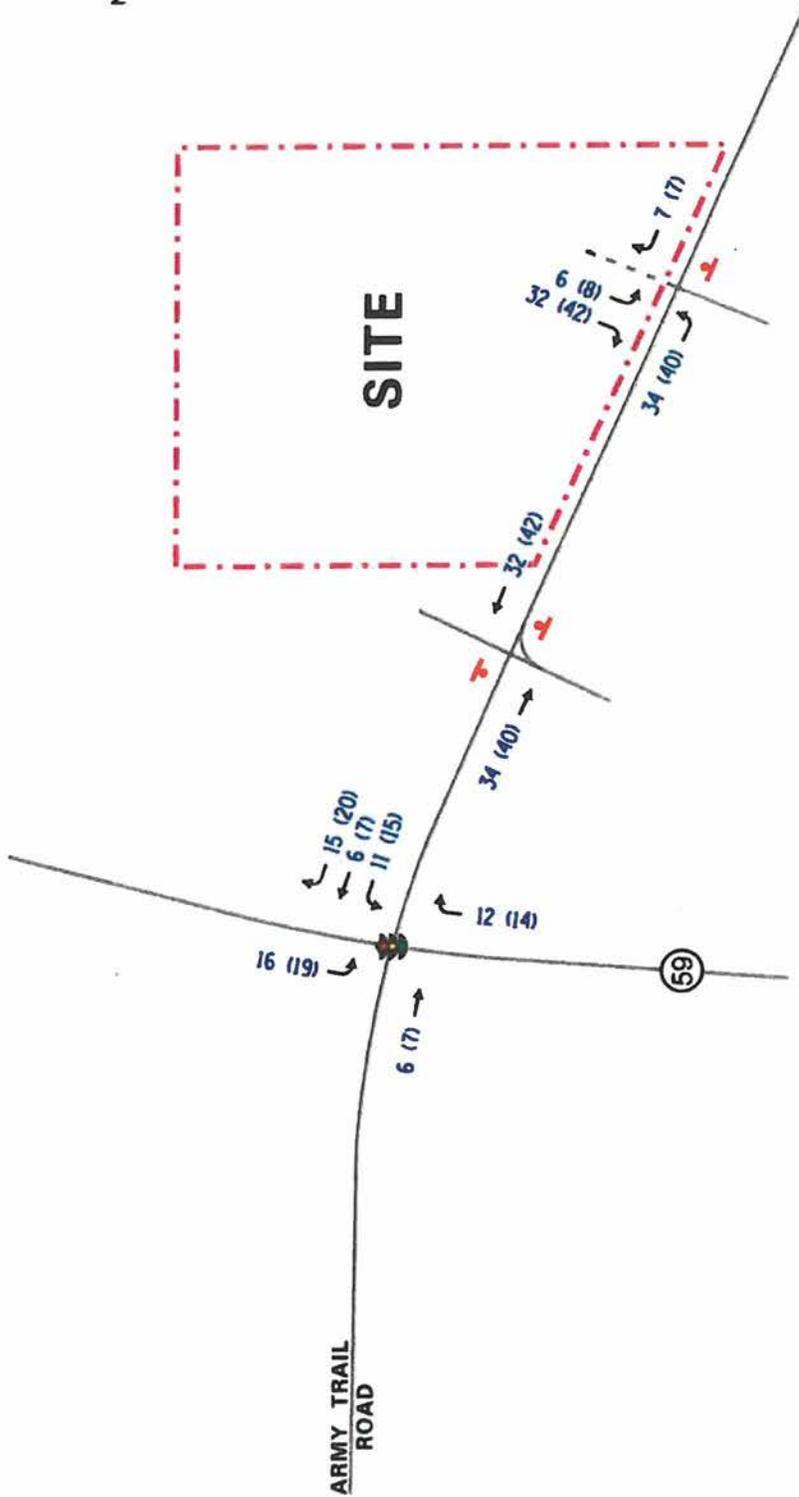
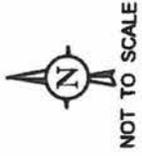
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the retail center were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the proposed retail center is illustrated in **Figure 6**. The total pass-by traffic assignment for the proposed development is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes will increase by 0.30 percent per year on Army Trail Road and by approximately 0.75 percent per year on IL 59. In order to provide for a conservative analysis, existing traffic volumes were increased by 0.5 percent per year on Army Trail Road for a total growth of three percent (one-year buildout plus five years) and 0.75 percent per year on IL 59 for a total of 4.5 percent. A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

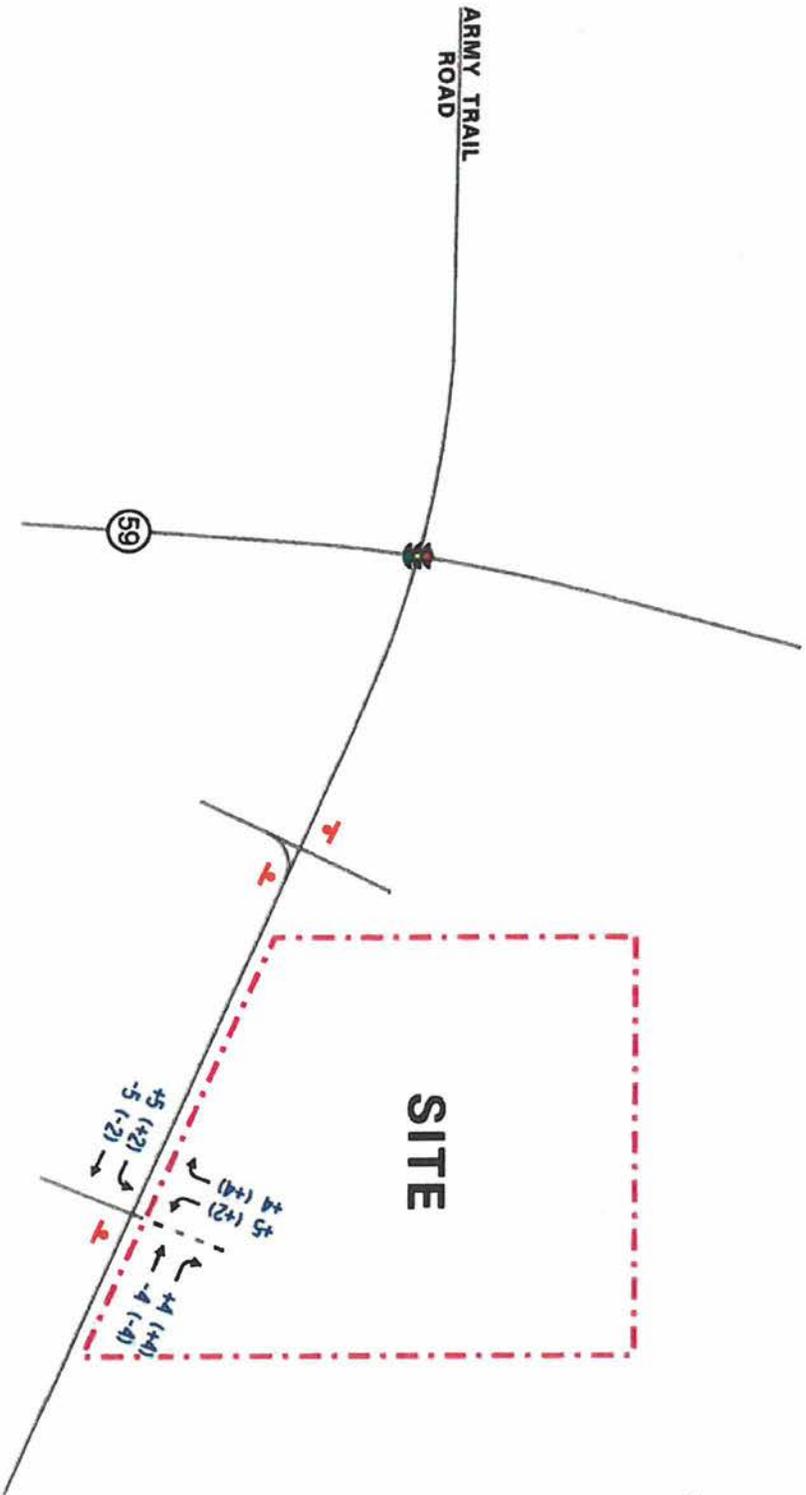
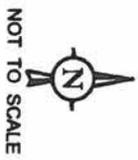
The development-generated traffic (Figure 6) was added to the existing traffic volumes taking into account background growth to determine the Year 2023 total projected traffic volumes which are shown in **Figure 8**.



LEGEND
 00 - AM PEAK HOUR (7:00-8:00 AM)
 (00) - PM PEAK HOUR (4:45-5:45 PM)

Proposed Galleria of
 Bartlett
 Bartlett, Illinois

New Trips Site-Generated Traffic Volumes



LEGEND
00 - AM PEAK HOUR (7:00-8:00 AM)
(00) - PM PEAK HOUR (4:45-5:45 PM)

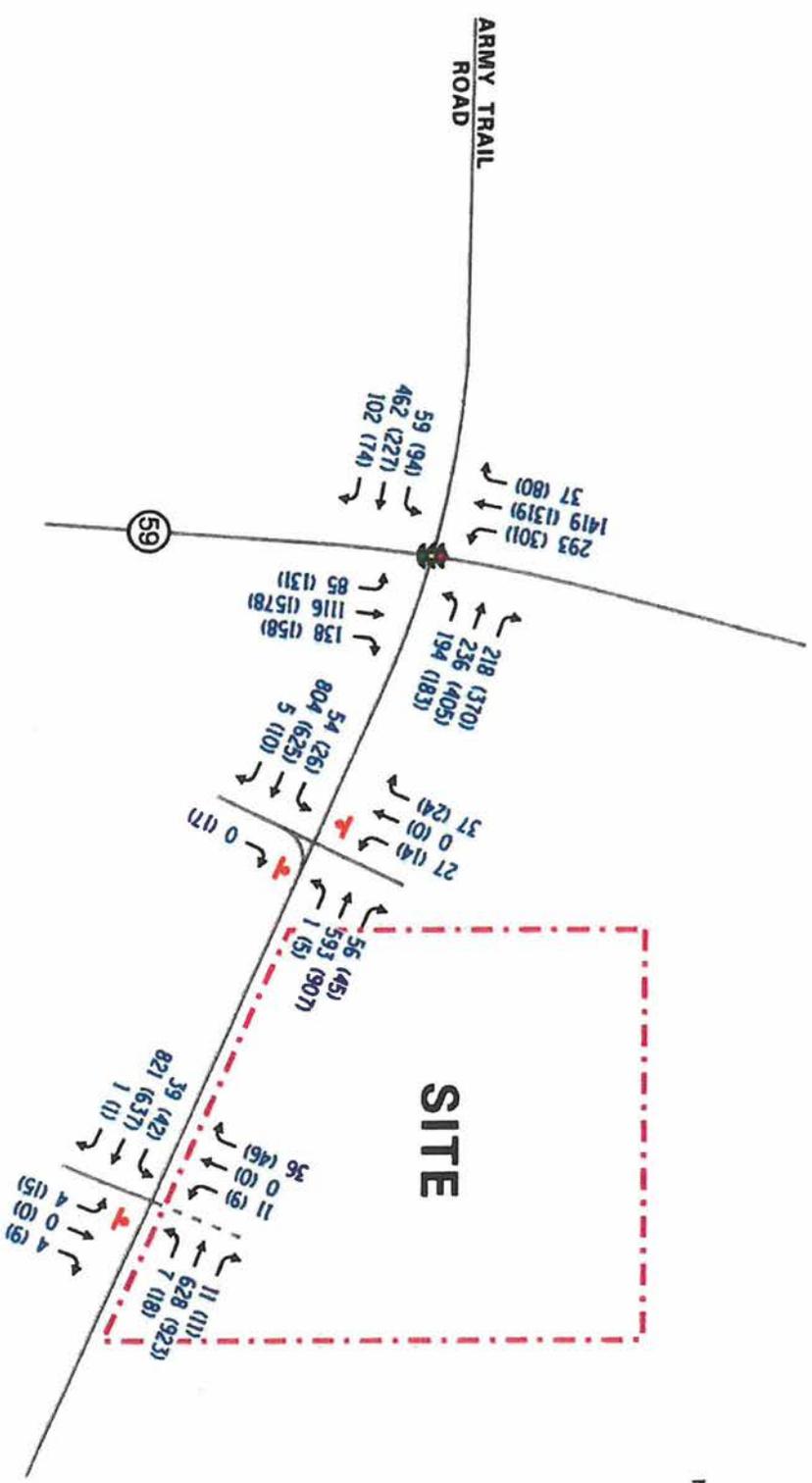
Proposed Galleria of
Bartlett
Bartlett, Illinois

Pass-by Traffic Volumes



Job No: 17-289

Figure: 7



Proposed Galleria of
Bartlett
Bartlett, Illinois

2023 Total Projected Traffic Volumes

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the HCS 7 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2023 total projected conditions are presented in **Tables 4 through 6**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
 CAPACITY ANALYSIS RESULTS – ARMY TRAIL ROAD WITH IL 59 – SIGNALIZED

Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R	
Year 2017 Existing Conditions Weekday Morning Peak Hour	D	E	E	E	D	D	C	C	B	C	C	C	C 31.0
	40.6	55.7	56.5	59.8	45.6	46.2	24.1	21.8	16.3	27.8	21.7	22.4	
	D – 54.6			D – 50.0			C – 21.4			C – 23.0			
Year 2017 Existing Conditions Weekday Evening Peak Hour	D	E	E	D	F	F	B	B	B	C	B	B	D 50.5
	51.5	57.2	58.1	54.6	99.9+	99.9+	14.2	13.3	10.5	30.3	10.1	11.3	
	E – 56.2			F – 99.9+			B – 13.2			B – 14.0			
Year 2023 Projected Conditions Weekday Morning Peak Hour	D	E	E	E	D	D	C	C	B	D	C	C	C 34.6
	40.4	56.3	57.1	74.2	45.7	47.1	27.2	24.9	17.7	40.3	24.9	25.7	
	D – 55.1			E – 54.7			C – 24.3			C – 27.8			
Year 2023 Projected Conditions Weekday Evening Peak Hour	D	E	E	E	F	F	B	B	B	D	B	B	E 61.3
	51.5	58.0	59.1	62.4	99.9+	99.9+	16.0	18.8	12.7	49.7	11.0	12.2	
	E – 56.9			F – 99.9+			B – 18.1			B – 18.4			

Delay is measured in seconds.

Table 5

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Army Trail Road with the Westerly Bartlett Square Access Drive				
• Eastbound Left Turns	A	9.3	B	10.2
• Westbound Left Turns	A	9.7	A	8.8
• Northbound Approach	B	11.5	B	10.5
• Southbound Approach	C	22.9	D	25.3
Army Trail Road with the Easterly Bartlett Square Access Drive				
• Westbound Left Turns	A	9.9	A	9.0
• Northbound Approach	C	24.7	C	21.3
LOS = Level of Service Delay is measured in seconds.				

Table 6

CAPACITY ANALYSIS RESULTS - PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Army Trail Road with the Westerly Bartlett Square Access Drive				
• Eastbound Left Turns	A	9.5	B	10.4
• Westbound Left Turns	A	9.9	A	8.9
• Northbound Approach	B	11.7	B	10.7
• Southbound Approach	C	24.8	D	28.0
Army Trail Road with the Easterly Bartlett Square Access Drive and the Site Access				
• Eastbound Left Turns	A	9.4	B	10.6
• Westbound Left Turns	B	10.1	A	9.0
• Northbound Approach	D	33.1	E	37.2
• Southbound Approach	C	20.9	C	22.7
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Army Trail Road with IL 59

The results of the capacity analysis indicate that this intersection is currently operating at an acceptable Level of Service (LOS) C during the morning peak hour and LOS D during the evening peak hour. The intersection will continue operating at the same LOS during the morning peak hour under future conditions and will operate at LOS E during the evening peak hour. This is mostly due to the assumed background growth. It should be noted that, while queues are currently experienced on Army Trail Road during the weekday evening peak hour for westbound traffic, KLOA, Inc. field observations indicated that these queues typically do not block the location of the proposed access drive. Further, these queues typically clear with every green phase. Therefore, no roadway or traffic control improvements are necessary at this intersection in conjunction with the proposed development.

Army Trail Road and the Westerly Bartlett Square Access Drive

The results of the capacity analyses indicate that the northbound and southbound approaches operate at a LOS C or better during the morning peak hour and LOS D or better during the evening peak hour. Further, an inspection of the capacity analysis indicates that the eastbound and westbound left-turn movements operate at a LOS B. Under future conditions, all turning movements will continue operating at the same LOS. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Army Trail Road and the Easterly Bartlett Access Drive/Proposed Access Drive

The results of the capacity analyses indicate that the northbound approach currently operates at a LOS C and is projected to operate at a LOS E or better under future conditions. The proposed access drive is projected to operate at LOS C or better during the weekday morning and evening peak hours. Further, the eastbound left turns into the site are projected to operate at LOS B or better with 95th percentile queue lengths of less than one vehicle in length. This minimal queue can be accommodated within the existing painted median on Army Trail Road. As such, the proposed access will be adequate in accommodating site generated traffic.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analyses indicate that the existing roadway system is adequate to accommodate the traffic to be generated by the proposed development.
- The proposed access drive will be sufficient to adequately accommodate site-generated traffic.
- Westbound queues on Army Trail Road generally do not extend to the proposed access drive location and generally clear with every green cycle of the intersection of Army Trail Road with IL 59.
- Left-turning traffic entering the site will operate at an acceptable level of service with queues of less than one vehicle which will be able to partially shelter within the existing median on Army Trail Road, thereby having minimal impact on existing through traffic.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP Projection Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Army Trail and IL 59
Site Code:
Start Date: 12/05/2017
Page No.: 3

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Army Trail Road Eastbound						Army Trail Road Westbound						IL 59 Northbound						IL 59 Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
	7:00 AM	0	14	100	26	-	140	0	34	30	39	-	103	0	16	255	19	-	290	0	50	339	6	-
7:15 AM	0	20	115	33	-	168	0	52	51	56	-	161	0	17	284	22	-	323	0	64	344	10	-	418
7:30 AM	0	16	119	21	-	156	0	39	78	50	-	167	0	18	255	43	-	316	0	72	351	9	-	432
7:45 AM	0	7	89	19	-	115	0	39	44	33	-	116	0	30	274	32	-	336	0	67	324	10	-	401
Total	0	57	423	99	-	579	0	164	203	180	-	547	0	81	1068	116	-	1265	0	253	1358	35	-	1646
Approach %	0.0	9.8	73.1	17.1	-	-	0.0	30.0	37.1	32.9	-	-	0.0	6.4	84.4	9.2	-	-	0.0	15.4	82.5	2.1	-	-
Total %	0.0	1.4	10.5	2.5	-	14.3	0.0	4.1	5.0	4.5	-	13.5	0.0	2.0	26.5	2.9	-	31.3	0.0	6.3	33.6	0.9	-	40.8
PHF	0.000	0.713	0.689	0.750	-	0.662	0.000	0.788	0.651	0.776	-	0.819	0.000	0.675	0.940	0.674	-	0.941	0.000	0.878	0.967	0.875	-	0.953
Lights	0	55	413	99	-	567	0	150	197	158	-	505	0	78	988	114	-	1180	0	239	1277	33	-	1549
% Lights	-	96.5	97.6	100.0	-	97.9	-	91.5	97.0	87.8	-	92.3	-	96.3	92.5	98.3	-	93.3	-	94.5	94.0	94.3	-	94.1
Buses	0	1	8	0	-	9	0	2	4	7	-	13	0	0	3	0	-	3	0	3	7	1	-	11
% Buses	-	1.8	1.9	0.0	-	1.6	-	1.2	2.0	3.9	-	2.4	-	0.0	0.3	0.0	-	0.2	-	1.2	0.5	2.9	-	0.7
Single-Unit Trucks	0	0	2	0	-	2	0	8	2	8	-	18	0	2	47	0	-	49	0	7	37	1	-	45
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.3	-	4.9	1.0	4.4	-	3.3	-	2.5	4.4	0.0	-	3.9	-	2.8	2.7	2.9	-	2.7
Articulated Trucks	0	1	0	0	-	1	0	4	0	7	-	11	0	1	30	2	-	33	0	4	37	0	-	41
% Articulated Trucks	-	1.8	0.0	0.0	-	0.2	-	2.4	0.0	3.9	-	2.0	-	1.2	2.8	1.7	-	2.6	-	1.6	2.7	0.0	-	2.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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(847)516-9990

Count Name: Army Trail and Access Drive
Site Code:
Start Date: 12/05/2017
Page No.: 2

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Army Trail Road Eastbound					Army Trail Road Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	177	0	0	177	0	3	134	0	137	0	1	1	0	2	316
7:15 AM	0	181	0	0	181	0	0	189	0	189	0	1	0	0	1	351
7:30 AM	0	231	0	0	231	0	2	173	0	175	0	2	2	0	4	410
7:45 AM	0	178	1	0	179	0	2	138	0	140	0	0	1	0	1	320
Total	0	767	1	0	768	0	7	614	0	621	0	4	4	0	8	1397
Approach %	0.0	99.9	0.1	0.0	100.0	0.0	1.1	98.9	0.0	100.0	0.0	50.0	50.0	0.0	0.0	-
Total %	0.0	64.9	0.1	0.0	65.0	0.0	0.5	44.0	0.0	44.5	0.0	0.3	0.3	0.0	0.6	-
PHF	0.000	0.630	0.250	0.000	0.631	0.000	0.583	0.887	0.000	0.887	0.000	0.500	0.500	0.000	0.500	0.852
Lights	0	742	1	0	743	0	7	573	0	580	0	4	4	0	8	1331
% Lights	0	96.7	100.0	0	96.7	0	100.0	93.3	0	93.4	0	100.0	100.0	0	100.0	95.3
Buses	0	11	0	0	11	0	0	13	0	13	0	0	0	0	0	24
% Buses	0	1.4	0.0	0.0	1.4	0	0.0	2.1	0	2.1	0	0.0	0.0	0.0	0.0	1.7
Single-Unit Trucks	0	7	0	0	7	0	0	14	0	14	0	0	0	0	0	21
% Single-Unit Trucks	0	0.9	0.0	0.0	0.9	0	0.0	2.3	0	2.3	0	0.0	0.0	0.0	0.0	1.5
Articulated Trucks	0	7	0	0	7	0	0	14	0	14	0	0	0	0	0	21
% Articulated Trucks	0	0.9	0.0	0.0	0.9	0	0.0	2.3	0	2.3	0	0.0	0.0	0.0	0.0	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0	0.0	0.0	0.0	0.0	0.0



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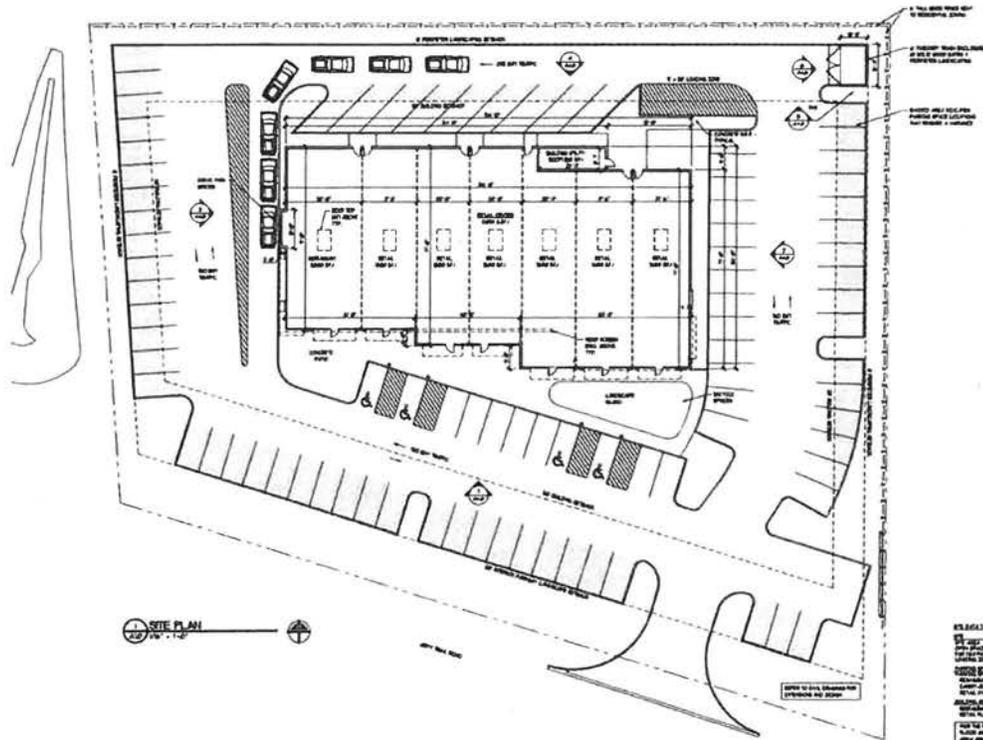
Count Name: Army Trail and RI/RO Access
 Drive
 Site Code:
 Start Date: 12/05/2017
 Page No.: 1

Turning Movement Data

Start Time	Army Trail Road Eastbound					Army Trail Road Westbound					RI/RO Access Drive Northbound					Starbucks Access Drive Southbound					Int. Total								
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left		Thru	Right	Peds	App. Total				
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	6	125	9	1	140	0	3	150	7	1	160	0	1	0	9	10	0	1	0	4	1	5	0	1	0	4	315	
4:15 PM	0	3	134	4	1	141	0	0	207	8	1	215	0	0	0	0	2	0	2	0	2	0	4	0	2	0	2	360	
4:30 PM	0	4	127	5	1	136	0	3	192	5	1	200	0	0	1	1	2	0	4	0	3	1	7	0	3	0	3	345	
4:45 PM	0	9	141	2	1	152	0	3	225	11	1	239	0	0	0	3	3	0	5	0	8	1	13	0	8	0	8	407	
Hourly Total	0	22	527	20	3	569	0	9	774	31	3	814	0	1	1	13	15	0	12	0	17	2	29	0	17	0	17	1427	
5:00 PM	0	8	132	3	1	143	1	1	190	12	1	204	0	0	0	3	3	0	1	0	7	1	8	0	7	0	7	358	
5:15 PM	0	3	173	2	1	178	0	0	217	13	1	230	0	0	0	6	6	0	4	0	7	1	11	0	7	0	7	425	
5:30 PM	0	6	139	3	1	148	0	1	233	9	1	243	0	0	0	5	5	0	4	0	2	0	6	0	2	0	2	402	
5:45 PM	0	5	134	4	1	143	0	3	190	8	1	201	0	0	0	3	3	0	0	0	2	0	2	0	2	0	2	349	
Hourly Total	0	22	578	12	3	612	1	5	830	42	3	878	0	0	0	17	17	0	9	0	18	0	27	0	18	0	18	1534	
Grand Total	0	44	1105	32	3	1181	0	14	1604	73	3	1692	0	1	1	30	32	0	21	0	35	0	56	0	35	0	35	2961	
Approach %	0.0	3.7	93.6	2.7	0.1	100.0	0.0	0.8	94.8	4.3	0.1	100.0	0.0	3.1	3.1	93.8	0.0	0.0	0.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %	0.0	1.5	37.3	1.1	0.0	36.9	0.0	0.5	54.2	2.5	0.0	57.1	0.0	0.0	0.0	1.0	1.1	0.0	0.7	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lights	0	44	1078	32	0	1154	1	14	1572	72	0	1659	0	1	1	30	32	0	21	0	35	0	56	0	35	0	35	2901	
% Lights	-	100.0	97.6	100.0	0	97.7	100.0	100.0	98.0	98.6	0	100.0	0	100.0	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.0	
% Buses	-	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
Single-Unit Trucks	0	0	14	0	0	14	0	0	12	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Single-Unit Trucks	-	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.7	1.4	0.8	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.9		
Articulated Trucks	0	0	11	0	0	11	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Articulated Trucks	-	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.8	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8		
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0		
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

																									% Pedestrians
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	---------------

Preliminary Site Plan



1 SITE PLAN
1/2" = 1'-0"

REVISIONS

NO.	DATE	DESCRIPTION
1	08/17/04	ISSUED FOR PERMITS
2	08/17/04	ISSUED FOR PERMITS
3	08/17/04	ISSUED FOR PERMITS
4	08/17/04	ISSUED FOR PERMITS
5	08/17/04	ISSUED FOR PERMITS
6	08/17/04	ISSUED FOR PERMITS
7	08/17/04	ISSUED FOR PERMITS
8	08/17/04	ISSUED FOR PERMITS
9	08/17/04	ISSUED FOR PERMITS
10	08/17/04	ISSUED FOR PERMITS

GALLERIA OF BARTLETT
Army Trail Road, Bartlett, IL
SITE PLAN

Partners in Design
ARCHITECTS

A1.0

CMAP Projection Letter



**Chicago Metropolitan
Agency for Planning**

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

December 21, 2017

Andrew Bowen
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

**Subject: Army Trail Road @ IL 59
IDOT**

Dear Mr. Bowen:

In response to a request made on your behalf and dated December 20, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
Army Trail Rd east of IL 59	13,700	14,700
IL 59 south of Army Trail Rd	34,200	40,600
IL 59 north of Army Trail Rd	37,700	44,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

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

cc: Quigley (IDOT)
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Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

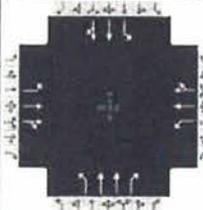
Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Capacity Analysis Summary Sheets
Existing Morning Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Existing	PHF	0.94
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMEX.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	443	99	178	223	197	81	1068	121	265	1358	35

Signal Information				Signal Timing (s)																			
Cycle, s	140.0	Reference Phase	2	Green	5.7	5.0	65.3	5.7	1.3	31.1	Yellow	3.5	3.5	4.0	3.5	4.0	Red	0.0	0.0	2.0	0.0	0.0	2.0
Offset, s	0	Reference Point	Begin																				
Uncoordinated	No	Simult. Gap E/W	On																				
Force Mode	Fixed	Simult. Gap N/S	On																				

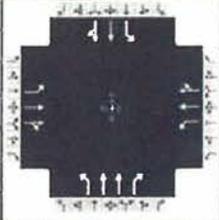
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	57	443	99	178	223	197	81	1068	121	265	1358	35
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	3	2		8	3		4	7	2	5	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	4	3	3	4	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	11.0	12.0		11.0	12.0		11.0	12.0	13.0	11.0	12.0	
Turn Bay Length, ft	200	0		215	0		145	0	365	370	0	
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	18.0	40.0	14.0	36.0	12.0	57.0	29.0	74.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes							
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Existing	PHF	0.94
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMEX.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	57	443	99	178	223	197	81	1068	121	265	1358	35

Signal Information				Signal Timing (s)						Signal Phases			
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.7	5.0	65.3	5.7	1.3	31.1			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

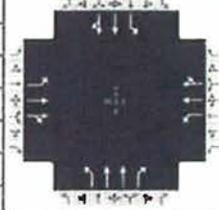
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	9.2	37.1	14.0	41.8	9.2	71.3	17.6	79.8
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	8.6	4.0	8.6	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	5.7	22.8	12.5	18.1	5.6		13.3	
Green Extension Time (g _e), s	0.1	8.3	0.0	13.5	0.1	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.92	1.00	0.69	0.13		0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	61	296	280	189	237	210	86	1136	129	282	743	739
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1870	1752	1697	1856	1573	1753	1800	1648	1739	1811	1795
Queue Service Time (g _s), s	3.7	20.5	20.8	10.5	15.2	16.1	3.6	28.8	5.4	11.3	37.7	38.5
Cycle Queue Clearance Time (g _c), s	3.7	20.5	20.8	10.5	15.2	16.1	3.6	28.8	5.4	11.3	37.7	38.5
Green Ratio (g/C)	0.26	0.22	0.22	0.31	0.26	0.26	0.51	0.47	0.54	0.58	0.53	0.53
Capacity (c), veh/h	243	415	389	237	475	403	205	1679	893	353	954	946
Volume-to-Capacity Ratio (X)	0.250	0.714	0.721	0.798	0.498	0.522	0.419	0.677	0.144	0.799	0.779	0.781
Back of Queue (Q), ft/ln (95 th percentile)	74.8	388.6	368.3	129.7	291.5	286	69.2	409.7	94.7	216.8	491.2	506.1
Back of Queue (Q), veh/ln (95 th percentile)	2.9	15.3	14.7	4.9	11.4	10.4	2.7	15.5	3.7	8.3	18.7	19.3
Queue Storage Ratio (RQ) (95 th percentile)	0.37	0.00	0.00	0.60	0.00	0.00	0.48	0.00	0.26	0.59	0.00	0.00
Uniform Delay (d ₁), s/veh	40.1	50.4	50.5	42.6	44.4	44.7	22.8	19.6	16.0	22.7	15.5	16.0
Incremental Delay (d ₂), s/veh	0.5	5.4	6.0	17.2	1.2	1.5	1.4	2.2	0.3	5.1	6.3	6.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.6	55.7	56.5	59.8	45.6	46.2	24.1	21.8	16.3	27.8	21.7	22.4
Level of Service (LOS)	D	E	E	E	D	D	C	C	B	C	C	C
Approach Delay, s/veh / LOS	54.6		D	50.0		D	21.4		C	23.0		C
Intersection Delay, s/veh / LOS	31.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.8	C	2.8	C
Bicycle LOS Score / LOS	1.0	A	1.0	A	1.6	B	1.9	B

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Existing	PHF	0.94
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMEX.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	57	443	99	178	223	197	81	1068	121	265	1358	35

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.7	5.0	65.3	5.7	1.3	31.1		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		

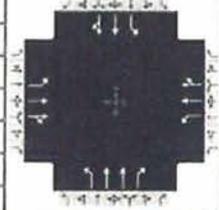
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.984	1.000	0.938	0.977	0.906	0.969	0.945	0.984	0.961	0.953	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.937	0.937		0.848	0.848		0.000	0.847		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{LPb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	2964	658	1697	1859	1569	1753	3600	1648	1739	3515	90
Proportion of Vehicles Arriving on Green (P)	0.04	0.22	0.22	0.08	0.26	0.26	0.04	0.62	0.47	0.10	0.70	0.53
Incremental Delay Factor (k)	0.11	0.26	0.26	0.34	0.15	0.15	0.11	0.50	0.50	0.13	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.26	0.22	0.31	0.26	0.51	0.47	0.58	0.53
Permitted Saturation Flow Rate (s_p), veh/h/ln	936	0	797	0	350	0	484	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	31.1	0.0	33.1	0.0	65.3	0.0	67.3	0.0
Permitted Service Time (g_u), s	17.8	0.0	10.3	0.0	33.3	0.0	36.5	0.0
Permitted Queue Service Time (g_{ps}), s	0.9		10.3		10.4		36.5	
Time to First Blockage (g_r), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_s), s								
Protected Right Saturation Flow (s_R), veh/h/ln						1648		
Protected Right Effective Green Time (g_R), s						10.5		

Multimodal	EB			WB			NB			SB		
Pedestrian F_w / F_v	2.224	0.00	2.107	0.00	2.107	0.00	2.107	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.147	0.000	0.120	0.000	0.120	0.000	0.110	0.000	0.110
Pedestrian M_{corner} / M_{cw}												
Bicycle C_b / d_b	443.88	42.38	511.94	38.75	933.03	19.92	1053.95	15.66				
Bicycle F_w / F_v	-3.64	0.53	-3.64	0.52	-3.64	1.11	-3.64	1.46				

HCS7 Signalized Intersection Results Graphical Summary

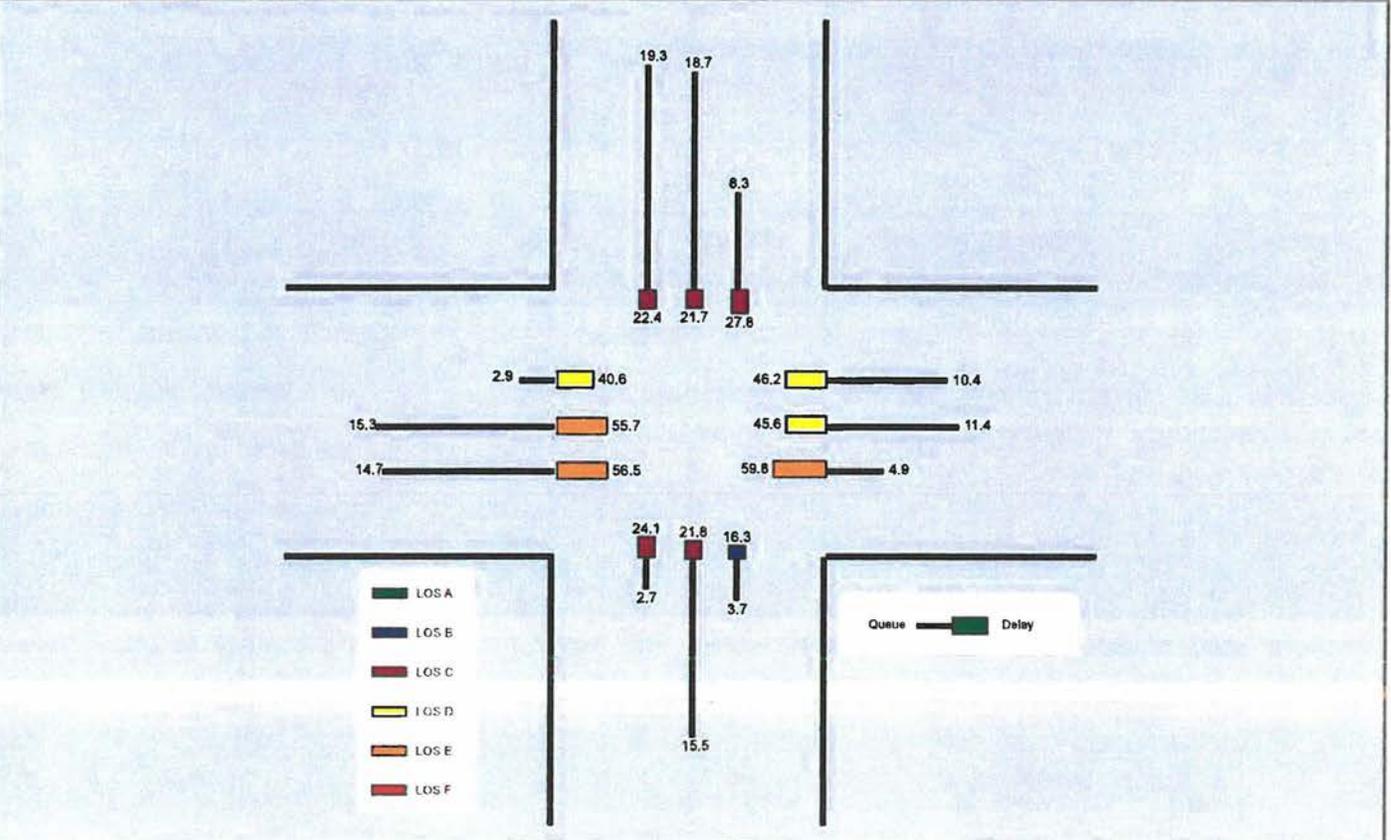
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Existing	PHF	0.94
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMEX.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	57	443	99	178	223	197	81	1068	121	265	1358	35

Signal Information				Signal Timing (s)						Signal Phases		
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	5.7	5.0	65.3	5.7	1.3	31.1		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	2.0	0.0	0.0	2.0		

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Back of Queue (Q), ft/ln (95 th percentile)	74.8	388.6	368.3	129.7	291.5	286	69.2	409.7	94.7	216.8	491.2	506.1
Back of Queue (Q), veh/ln (95 th percentile)	2.9	15.3	14.7	4.9	11.4	10.4	2.7	15.5	3.7	8.3	18.7	19.3
Queue Storage Ratio (RQ) (95 th percentile)	0.37	0.00	0.00	0.60	0.00	0.00	0.48	0.00	0.26	0.59	0.00	0.00
Control Delay (d), s/veh	40.6	55.7	56.5	59.8	45.6	46.2	24.1	21.8	16.3	27.8	21.7	22.4
Level of Service (LOS)	D	E	E	E	D	D	C	C	B	C	C	C
Approach Delay, s/veh / LOS	54.6		D	50.0		D	21.4		C	23.0		C
Intersection Delay, s/veh / LOS	31.0						C					



--- Messages ---

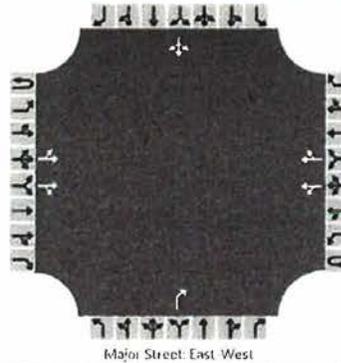
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail and East Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/11/2018	East/West Street	Army Trail Road
Analysis Year	2023	North/South Street	BSSC West Access Drive
Time Analyzed	Existing Morning Peak	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT		TR		LT		TR				R			LTR	
Volume, V (veh/h)		54	770	5		1	561	56				0		27	0	37
Percent Heavy Vehicles (%)		0				0						3		0	0	3
Proportion Time Blocked																
Percent Grade (%)											0				0	
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

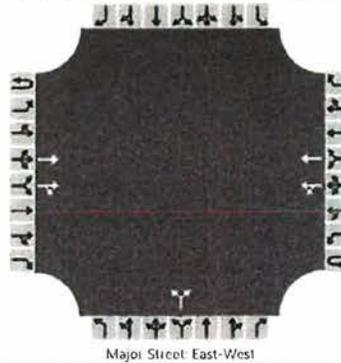
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63				1						0				74
Capacity, c (veh/h)		893				763						554				275
v/c Ratio		0.07				0.00						0.00				0.27
95% Queue Length, Q ₉₅ (veh)		0.2				0.0						0.0				1.1
Control Delay (s/veh)		9.3				9.7						11.5				22.9
Level of Service, LOS		A				A						B				C
Approach Delay (s/veh)		1.1				0.0						22.9				
Approach LOS		A				A						B				C

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail at East Access
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/12/2018	East/West Street	Army Trail Road
Analysis Year	2017	North/South Street	Easterly BS Access Drive
Time Analyzed	Existing Morning Peak	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	0	0	
Configuration			T	TR			LT	T			LR					
Volume, V (veh/h)			796	1			7	900		4		4				
Percent Heavy Vehicles (%)							0			0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No				No				No			No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

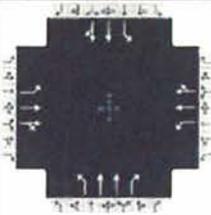
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					10					
Capacity, c (veh/h)						739					193					
v/c Ratio						0.01					0.05					
95% Queue Length, Q ₉₅ (veh)						0.0					0.2					
Control Delay (s/veh)						9.9					24.7					
Level of Service, LOS						A					C					
Approach Delay (s/veh)						0.2					24.7					
Approach LOS											C					

Capacity Analysis Summary Sheets
Existing Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information					Intersection Information			
Agency	KLOA, Inc.				Duration, h	0.25		
Analyst	RAC	Analysis Date	Jan 11, 2018		Area Type	Other		
Jurisdiction	IDOT	Time Period	PM Existing		PHF	0.99		
Urban Street	IL 59	Analysis Year	2018		Analysis Period	1> 7:00		
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMEX.xus					
Project Description	17-289 - Proposed Galleria of Bartlett							



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	91	214	72	163	386	340	125	1510	138	268	1262	77

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.3	1.5	79.2	8.0	1.5	21.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

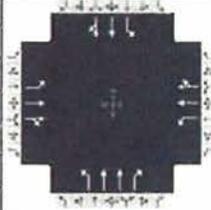
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	91	214	72	163	386	340	125	1510	138	268	1262	77
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (S ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	0	1		1	0		0	2	1	2	4	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (A _T)	3	3	3	3	3	3	3	4	3	3	4	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	11.0	12.0		11.0	12.0		11.0	12.0	13.0	11.0	12.0	
Turn Bay Length, ft	200	0		215	0		145	0	365	370	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	18.0	27.0	13.0	22.0	20.0	69.0	31.0	80.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (l _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes							
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other		
Jurisdiction	IDOT	Time Period	PM Existing	PHF	0.99		
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1 > 7:00		
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMEX.xus				
Project Description	17-289 - Proposed Galleria of Bartlett						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	214	72	163	386	340	125	1510	138	268	1262	77

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	6.3	1.5	79.2	8.0	1.5	21.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		

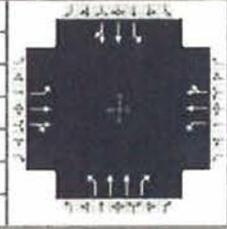
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.5	27.0	13.0	28.5	9.8	85.2	14.8	90.2
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	8.5	4.0	8.5	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	7.9	12.6	11.5	24.4	6.1		10.5	
Green Extension Time (g _e), s	0.1	6.5	0.0	0.0	0.2	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.07	1.00	1.00	1.00	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	92	148	141	165	390	343	126	1525	139	271	682	670
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1885	1725	1795	1900	1610	1810	1874	1662	1781	1841	1803
Queue Service Time (g _s), s	5.9	10.1	10.6	9.5	22.4	22.4	4.1	30.6	4.7	8.5	20.3	22.2
Cycle Queue Clearance Time (g _c), s	5.9	10.1	10.6	9.5	22.4	22.4	4.1	30.6	4.7	8.5	20.3	22.2
Green Ratio (g/C)	0.21	0.15	0.15	0.22	0.16	0.16	0.61	0.57	0.63	0.66	0.60	0.60
Capacity (c), veh/h	155	283	259	255	305	258	309	2121	1053	314	1107	1084
Volume-to-Capacity Ratio (X)	0.592	0.523	0.546	0.647	1.280	1.330	0.409	0.719	0.132	0.863	0.616	0.618
Back of Queue (Q), ft/ln (95 th percentile)	126.5	216.8	209.5	50.3	867.4	896.6	73.7	341.7	77	249.1	250	276.5
Back of Queue (Q), veh/ln (95 th percentile)	5.1	8.6	8.4	2.0	34.7	32.7	2.9	13.5	3.1	9.8	9.7	10.6
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.00	0.00	0.23	0.00	0.00	0.51	0.00	0.21	0.67	0.00	0.00
Uniform Delay (d ₁), s/veh	47.9	54.9	55.1	49.1	58.8	58.8	13.3	11.2	10.3	22.4	7.5	8.6
Incremental Delay (d ₂), s/veh	3.6	2.3	3.1	5.6	148.8	172.7	0.9	2.1	0.3	7.9	2.6	2.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.5	57.2	58.1	54.6	207.6	231.5	14.2	13.3	10.5	30.3	10.1	11.3
Level of Service (LOS)	D	E	E	D	F	F	B	B	B	C	B	B
Approach Delay, s/veh / LOS	56.2		E	188.7		F	13.2		B	14.0		B
Intersection Delay, s/veh / LOS	50.5						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS	3.0 / C	2.9 / C	2.8 / C	2.8 / C
Bicycle LOS Score / LOS	0.8 / A	1.2 / A	2.0 / B	1.8 / B

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Existing	PHF	0.99
Urban Street	IL 59	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMEX.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	91	214	72	163	386	340	125	1510	138	268	1262	77

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.3	1.5	79.2	8.0	1.5	21.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

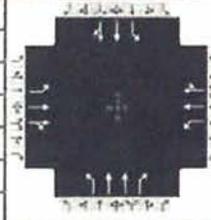
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVG})	1.000	0.992	1.000	0.992	1.000	0.906	1.000	0.984	0.992	0.984	0.969	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.915	0.915		0.847	0.847		0.000	0.847		0.980	0.980
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{WZ})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1810	2721	889	1795	1900	1610	1810	3749	1662	1781	3435	209
Proportion of Vehicles Arriving on Green (P)	0.06	0.15	0.15	0.07	0.16	0.16	0.05	0.75	0.57	0.08	0.80	0.60
Incremental Delay Factor (k)	0.11	0.17	0.19	0.22	0.50	0.50	0.11	0.50	0.50	0.12	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.21	0.15	0.22	0.16	0.61	0.57	0.66	0.60
Permitted Saturation Flow Rate (s_p), veh/h/ln	735	0	1099	0	409	0	342	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	21.0	0.0	21.0	0.0	79.2	0.0	81.2	0.0
Permitted Service Time (g_u), s	0.0	0.0	10.4	0.0	60.0	0.0	48.7	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		4.6		8.6		48.7	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_s), s								
Protected Right Saturation Flow (s_R), veh/h/ln						1662		
Protected Right Effective Green Time (g_R), s						9.5		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.107	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.156	0.000	0.103	0.000	0.097
Pedestrian M_{corner} / M_{cw}								
Bicycle C_b / d_b	299.92	50.58	320.75	49.35	1131.69	13.19	1202.79	11.12
Bicycle F_w / F_v	-3.64	0.31	-3.64	0.74	-3.64	1.48	-3.64	1.34

HCS7 Signalized Intersection Results Graphical Summary

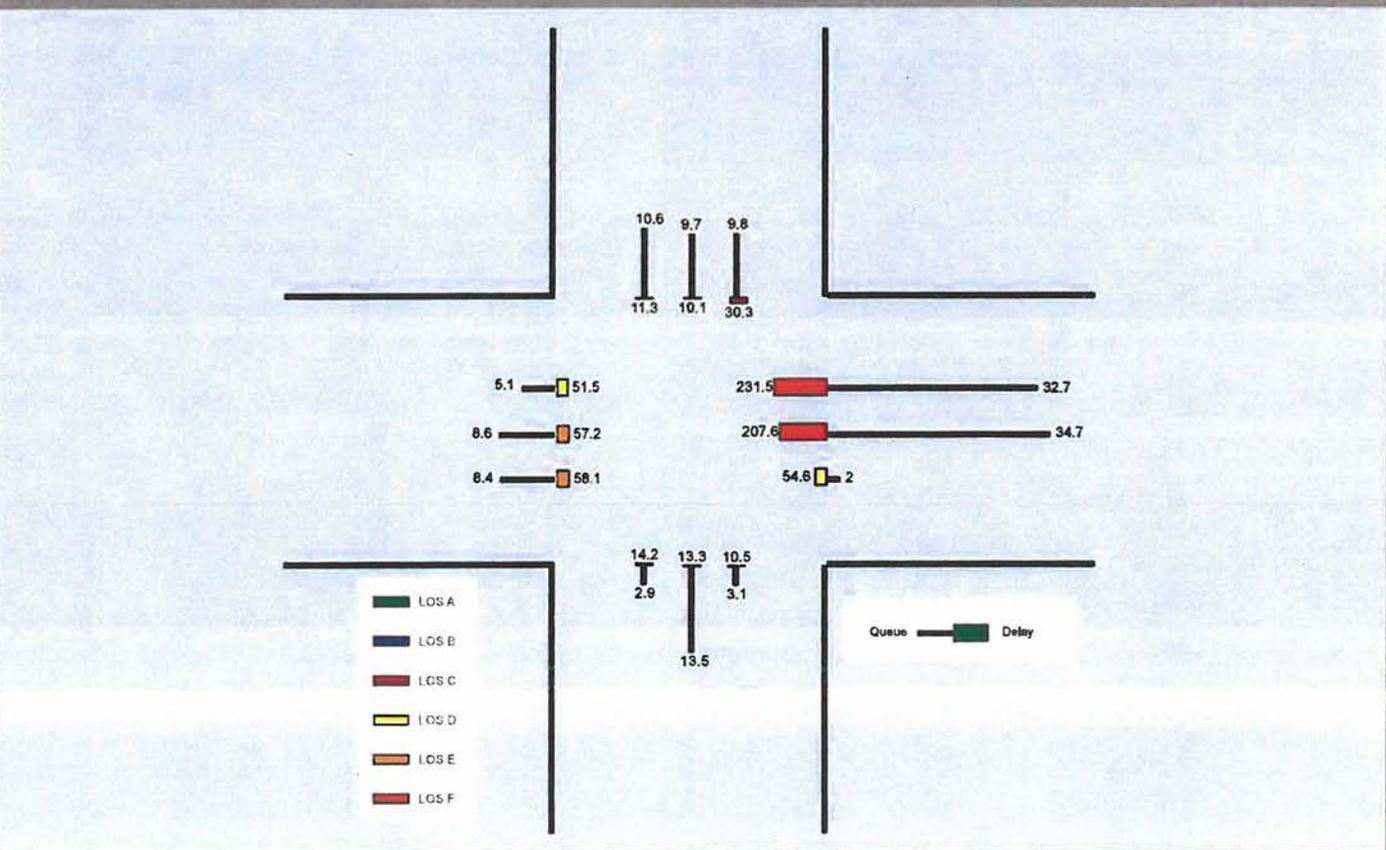
General Information						Intersection Information	
Agency	KLOA, Inc.					Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018		Area Type	Other	
Jurisdiction	IDOT	Time Period	PM Existing		PHF	0.99	
Urban Street	IL 59	Analysis Year	2018		Analysis Period	1 > 7:00	
Intersection	IL 59 with Army Trail Road		File Name	17-289 - IL59-ArmyTrail - PMEX.xus			
Project Description	17-289 - Proposed Galleria of Bartlett						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	91	214	72	163	386	340	125	1510	138	268	1262	77

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.3	1.5	79.2	8.0	1.5	21.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	126.5	216.8	209.5	50.3	867.4	896.6	73.7	341.7	77	249.1	250	276.5
Back of Queue (Q), veh/ln (95 th percentile)	5.1	8.6	8.4	2.0	34.7	32.7	2.9	13.5	3.1	9.8	9.7	10.6
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.00	0.00	0.23	0.00	0.00	0.51	0.00	0.21	0.67	0.00	0.00
Control Delay (d), s/veh	51.5	57.2	58.1	54.6	207.6	231.5	14.2	13.3	10.5	30.3	10.1	11.3
Level of Service (LOS)	D	E	E	D	F	F	B	B	B	C	B	B
Approach Delay, s/veh / LOS	56.2 / E			188.7 / F			13.2 / B			14.0 / B		
Intersection Delay, s/veh / LOS	50.5						D					



--- Messages ---

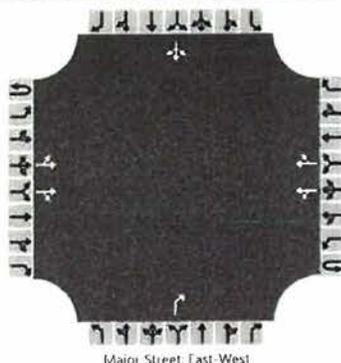
WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail and East Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/11/2018	East/West Street	Army Trail Road
Analysis Year	2017	North/South Street	BSSC West Access Drive
Time Analyzed	Existing Evening Peak	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0
Configuration		LT		TR		LT		TR				R			LTR	
Volume, V (veh/h)		26	585	10		5	865	45				17		14	0	24
Percent Heavy Vehicles (%)		0				0						3		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

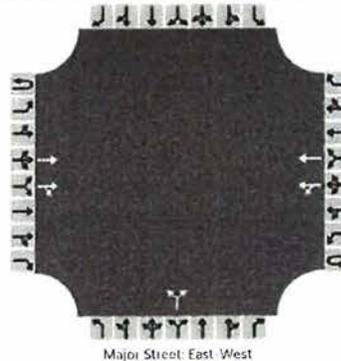
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				5						18				41
Capacity, c (veh/h)		720				960						677				218
v/c Ratio		0.04				0.01						0.03				0.19
95% Queue Length, Q ₉₅ (veh)		0.1				0.0						0.1				0.7
Control Delay (s/veh)		10.2				8.8						10.5				25.3
Level of Service, LOS		B				A						B				D
Approach Delay (s/veh)		0.7				0.1					10.5				25.3	
Approach LOS											B				D	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail at East Acces
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/12/2018	East/West Street	Army Trail Road
Analysis Year	2017	North/South Street	Easterly BS Access Drive
Time Analyzed	Existing Evening Peak	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR			LT	T				LR				
Volume, V (veh/h)			615	1			18	900				15				9
Percent Heavy Vehicles (%)							0					0				0
Proportion Time Blocked																
Percent Grade (%)												0				
Right Turn Channelized			No				No					No				No
Median Type/Storage																Undivided

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.5		6.9			
Critical Headway (sec)						4.10					6.80		6.90			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.20					3.50		3.30			

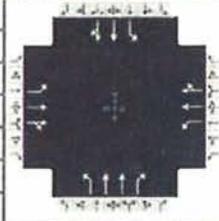
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20						26				
Capacity, c (veh/h)						931						247				
v/c Ratio						0.02						0.11				
95% Queue Length, Q ₉₅ (veh)						0.1						0.3				
Control Delay (s/veh)						9.0						21.3				
Level of Service, LOS						A						C				
Approach Delay (s/veh)								0.4						21.3		
Approach LOS														C		

Capacity Analysis Summary Sheets
Projected Morning Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information						Intersection Information				
Agency	KLOA, Inc.					Duration, h	0.25			
Analyst	RAC	Analysis Date	Jan 11, 2018			Area Type	Other			
Jurisdiction	IDOT	Time Period	AM Projected			PHF	0.94			
Urban Street	IL 59	Analysis Year	2023			Analysis Period	1> 7:00			
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMFT.xus							
Project Description	17-289 - Proposed Galleria of Bartlett									



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	59	462	102	194	236	218	85	1116	138	293	1419	37

Signal Information				Signal Timing (s)									
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.9	6.3	63.1	5.8	1.2	31.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

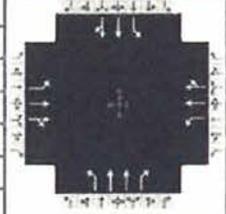
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	59	462	102	194	236	218	85	1116	138	293	1419	37
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Parking (N _m), man/h		None			None			None			None	
Heavy Vehicles (P _{HV}), %	3	2		8	3		4	7	2	5	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	4	3	3	4	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	11.0	12.0		11.0	12.0		11.0	12.0	13.0	11.0	12.0	
Turn Bay Length, ft	200	0		215	0		145	0	365	370	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	18.0	40.0	14.0	36.0	12.0	57.0	29.0	74.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (I _t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (P _T), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes							
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (P _C), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other		
Jurisdiction	IDOT	Time Period	AM Projected	PHF	0.94		
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1> 7:00		
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMFT.xus				
Project Description	17-289 - Proposed Galleria of Bartlett						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	59	462	102	194	236	218	85	1116	138	293	1419	37

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.9	6.3	63.1	5.8	1.2	31.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		

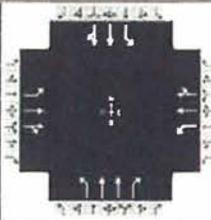
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	9.3	37.7	14.0	42.3	9.4	69.1	19.3	78.9
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	8.6	4.0	8.6	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	5.8	23.6	12.5	19.9	5.9		14.9	
Green Extension Time (g _e), s	0.1	8.0	0.0	13.1	0.1	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.00	0.95	1.00	0.77	0.34		0.01	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	63	308	292	206	251	232	90	1187	147	312	777	772
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1870	1753	1697	1856	1572	1753	1800	1648	1739	1811	1795
Queue Service Time (g _s), s	3.8	21.4	21.6	10.5	16.2	17.9	3.9	32.9	6.5	12.9	42.9	43.7
Cycle Queue Clearance Time (g _c), s	3.8	21.4	21.6	10.5	16.2	17.9	3.9	32.9	6.5	12.9	42.9	43.7
Green Ratio (g/C)	0.27	0.23	0.23	0.32	0.26	0.26	0.49	0.45	0.53	0.58	0.52	0.52
Capacity (c), veh/h	231	423	396	235	481	408	190	1622	867	346	943	935
Volume-to-Capacity Ratio (X)	0.272	0.729	0.736	0.880	0.522	0.569	0.477	0.732	0.169	0.900	0.824	0.826
Back of Queue (Q), ft/ln (95 th percentile)	77.1	404.7	383.1	203.8	306.9	314.2	75.9	469.3	114.3	270.7	561	577.2
Back of Queue (Q), veh/ln (95 th percentile)	3.0	15.9	15.3	7.7	12.0	11.5	2.9	17.8	4.5	10.4	21.4	22.0
Queue Storage Ratio (RQ) (95 th percentile)	0.39	0.00	0.00	0.95	0.00	0.00	0.52	0.00	0.31	0.73	0.00	0.00
Uniform Delay (d ₁), s/veh	39.8	50.2	50.3	44.7	44.4	45.0	25.3	21.9	17.3	25.6	16.8	17.4
Incremental Delay (d ₂), s/veh	0.6	6.1	6.8	29.5	1.2	2.0	1.9	3.0	0.4	14.7	8.1	8.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.4	56.3	57.1	74.2	45.7	47.1	27.2	24.9	17.7	40.3	24.9	25.7
Level of Service (LOS)	D	E	E	E	D	D	C	C	B	D	C	C
Approach Delay, s/veh / LOS	55.1	E		54.7	D		24.3	C		27.8	C	
Intersection Delay, s/veh / LOS	34.6						C					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0	C		2.9	C		2.8	C		2.8	C	
Bicycle LOS Score / LOS	1.0	A		1.1	A		1.7	B		2.0	B	

HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Projected	PHF	0.94
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMFT.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	59	462	102	194	236	218	85	1116	138	293	1419	37

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.9	6.3	63.1	5.8	1.2	31.7		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0		
				Red	0.0	0.0	2.0	0.0	0.0	2.0		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.984	1.000	0.938	0.977	0.906	0.969	0.945	0.984	0.961	0.953	0.953
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.937	0.937		0.847	0.847		0.000	0.847		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{LPB})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	2971	652	1697	1856	1572	1753	3600	1648	1739	3514	91
Proportion of Vehicles Arriving on Green (P)	0.04	0.23	0.23	0.08	0.26	0.26	0.04	0.60	0.45	0.11	0.69	0.52
Incremental Delay Factor (k)	0.11	0.28	0.28	0.41	0.15	0.18	0.11	0.50	0.50	0.21	0.50	0.50

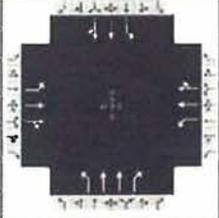
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Green Ratio (g/C)	0.27	0.23	0.32	0.26	0.49	0.45	0.58	0.52
Permitted Saturation Flow Rate (s_p), veh/h/ln	905	0	780	0	329	0	461	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	31.7	0.0	33.7	0.0	63.1	0.0	65.1	0.0
Permitted Service Time (g_u), s	16.4	0.0	10.0	0.0	27.2	0.0	30.1	0.0
Permitted Queue Service Time (g_{ps}), s	1.1		10.0		13.6		30.1	
Time to First Blockage (g_r), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_s), s								
Protected Right Saturation Flow (s_R), veh/h/ln						1648		
Protected Right Effective Green Time (g_R), s						10.5		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	2.224	0.00	2.107	0.00	2.107	0.00	2.107	0.00
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.146	0.000	0.122	0.000	0.111
Pedestrian M_{corner} / M_{cw}								
Bicycle C_b / d_b	452.16	41.93	518.63	38.40	901.33	21.12	1041.57	16.08
Bicycle F_w / F_v	-3.64	0.55	-3.64	0.57	-3.64	1.18	-3.64	1.54

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Projected	PHF	0.94
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1 > 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - AMFT.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information

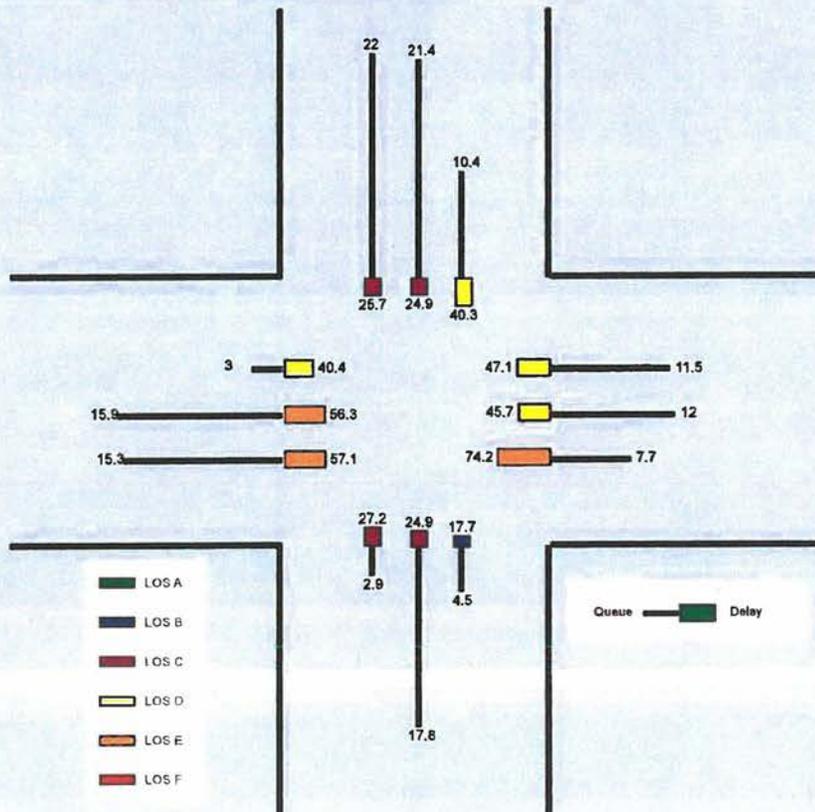
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	59	462	102	194	236	218	85	1116	138	293	1419	37

Signal Information

Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	5.9	6.3	63.1	5.8	1.2	31.7			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	3.5	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	77.1	404.7	383.1	203.8	306.9	314.2	75.9	469.3	114.3	270.7	561	577.2
Back of Queue (Q), veh/ln (95 th percentile)	3.0	15.9	15.3	7.7	12.0	11.5	2.9	17.8	4.5	10.4	21.4	22.0
Queue Storage Ratio (RQ) (95 th percentile)	0.39	0.00	0.00	0.95	0.00	0.00	0.52	0.00	0.31	0.73	0.00	0.00
Control Delay (d), s/veh	40.4	56.3	57.1	74.2	45.7	47.1	27.2	24.9	17.7	40.3	24.9	25.7
Level of Service (LOS)	D	E	E	E	D	D	C	C	B	D	C	C
Approach Delay, s/veh / LOS	55.1	E		54.7	D		24.3	C		27.8	C	
Intersection Delay, s/veh / LOS	34.6						C					



--- Messages ---

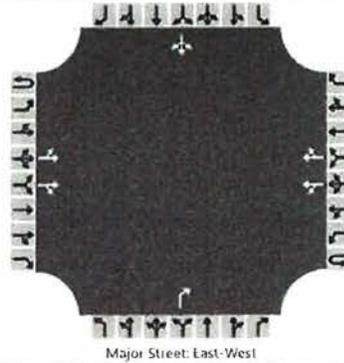
No errors or warnings exist.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail and East Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/11/2018	East/West Street	Army Trail Road
Analysis Year	2023	North/South Street	BSSC West Access Drive
Time Analyzed	Projected Morning Peak	Peak Hour Factor	0.86
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1		0	1	0	
Configuration		LT		TR		LT		TR			R			LTR		
Volume, V (veh/h)		54	804	5		1	593	56			0		27	0	37	
Percent Heavy Vehicles (%)		0				0					3		0	0	3	
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No			No			
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

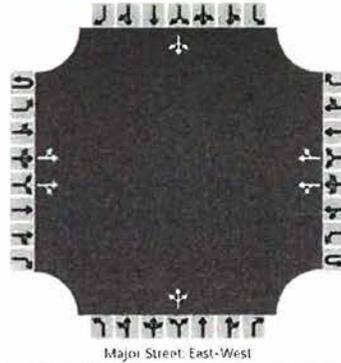
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63				1					0				74	
Capacity, c (veh/h)		865				737					537				255	
v/c Ratio		0.07				0.00					0.00				0.29	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0				1.2	
Control Delay (s/veh)		9.5				9.9					11.7				24.8	
Level of Service, LOS		A				A					B				C	
Approach Delay (s/veh)		1.2				0.0					24.8					
Approach LOS															C	

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail at East Access
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/12/2018	East/West Street	Army Trail Road
Analysis Year	2023	North/South Street	Easterly BS Access Drive
Time Analyzed	AM Proj. - No Turn Lane	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12		
Priority																	
Number of Lanes	0	0	2	0	0	0	2	0	0	1	0		0	1	0		
Configuration		LT		TR		LT		TR		LTR				LTR			
Volume, V (veh/h)		39	821	1		7	628	11		4	0	4		11	0	36	
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

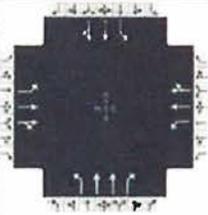
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46				8					10					55	
Capacity, c (veh/h)		867				721					138					282	
v/c Ratio		0.05				0.01					0.07					0.20	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.2					0.7	
Control Delay (s/veh)		9.4				10.1					33.1					20.9	
Level of Service, LOS		A				B					D					C	
Approach Delay (s/veh)		0.9				0.2					33.1					20.9	
Approach LOS											D					C	

Capacity Analysis Summary Sheets
Projected Evening Peak Hour Conditions

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Projected	PHF	0.99
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMFT.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	94	227	74	183	405	370	131	1578	158	301	1319	80

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.9	5.6	74.5	8.2	1.3	21.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

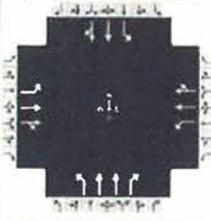
Traffic Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	94	227	74	183	405	370	131	1578	158	301	1319	80
Initial Queue (Q _b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (S ₀), veh/h	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Parking (N _m), man/h	None			None			None			None		
Heavy Vehicles (P _{HV}), %	0	1		1	0		0	2	1	2	4	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N _b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (A _T)	3	3	3	3	3	3	3	4	3	3	4	3
Upstream Filtering (f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	11.0	12.0		11.0	12.0		11.0	12.0	13.0	11.0	12.0	
Turn Bay Length, ft	200	0		215	0		145	0	365	370	0	
Grade (P _g), %		0			0			0			0	
Speed Limit, mi/h	40	40	40	45	45	45	45	45	45	45	45	45

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G _{max}) or Phase Split, s	18.0	27.0	13.0	22.0	20.0	69.0	31.0	80.0
Yellow Change Interval (Y), s	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0
Red Clearance Interval (R _c), s	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
Minimum Green (G _{min}), s	3	8	3	8	3	15	3	15
Start-Up Lost Time (l), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	3.0	4.0	3.0	4.0	3.0	7.0	3.0	7.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	Yes							
Walk (Walk), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Clearance Time (PC), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	KLOA, Inc.			Duration, h	0.25		
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other		
Jurisdiction	IDOT	Time Period	PM Projected	PHF	0.99		
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1 > 7:00		
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMFT.xus				
Project Description	17-289 - Proposed Galleria of Bartlett						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	94	227	74	183	405	370	131	1578	158	301	1319	80

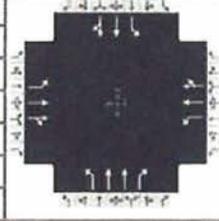
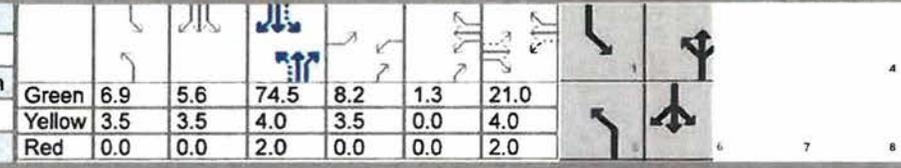
Signal Information				Signal Timing (s)																				
Cycle, s	140.0	Reference Phase	2	Green	6.9	5.6	74.5	8.2	1.3	21.0	Yellow	3.5	3.5	4.0	3.5	0.0	4.0	Red	0.0	0.0	2.0	0.0	0.0	2.0
Offset, s	0	Reference Point	Begin																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	On																					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	4.0	1.1	4.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.7	27.0	13.0	28.3	10.4	80.5	19.5	89.6
Change Period, (Y+R _c), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	8.5	4.0	8.5	4.0	0.0	4.0	0.0
Queue Clearance Time (g _s), s	8.1	13.2	11.5	24.3	6.6		15.2	
Green Extension Time (g _e), s	0.1	6.3	0.0	0.0	0.2	0.0	0.8	0.0
Phase Call Probability	1.00	1.00	1.00	1.00	1.00		1.00	
Max Out Probability	0.09	1.00	1.00	1.00	0.00		0.01	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	95	156	148	185	409	374	132	1594	160	304	712	701
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1885	1729	1795	1900	1610	1810	1874	1662	1781	1841	1803
Queue Service Time (g _s), s	6.1	10.7	11.2	9.5	22.3	22.3	4.6	39.9	6.0	13.2	22.8	24.8
Cycle Queue Clearance Time (g _c), s	6.1	10.7	11.2	9.5	22.3	22.3	4.6	39.9	6.0	13.2	22.8	24.8
Green Ratio (g/C)	0.21	0.15	0.15	0.22	0.16	0.16	0.58	0.53	0.60	0.66	0.60	0.60
Capacity (c), veh/h	158	283	259	249	302	256	297	1994	997	334	1100	1077
Volume-to-Capacity Ratio (X)	0.601	0.550	0.573	0.742	1.355	1.460	0.445	0.799	0.160	0.911	0.648	0.650
Back of Queue (Q), ft/ln (95 th percentile)	130.7	227.7	220	106.1	965.3	1063.2	85.6	481.4	100.2	442.9	268.8	297
Back of Queue (Q), veh/ln (95 th percentile)	5.2	9.0	8.8	4.2	38.6	38.8	3.4	19.0	4.0	17.4	10.4	11.3
Queue Storage Ratio (RQ) (95 th percentile)	0.65	0.00	0.00	0.49	0.00	0.00	0.59	0.00	0.27	1.20	0.00	0.00
Uniform Delay (d ₁), s/veh	47.8	55.1	55.3	51.1	58.9	58.9	14.9	15.3	12.4	33.1	8.0	9.2
Incremental Delay (d ₂), s/veh	3.6	2.9	3.7	11.3	179.8	227.5	1.0	3.5	0.3	16.5	3.0	3.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.5	58.0	59.1	62.4	238.7	286.4	16.0	18.8	12.7	49.7	11.0	12.2
Level of Service (LOS)	D	E	E	E	F	F	B	B	B	D	B	B
Approach Delay, s/veh / LOS	56.9		E	223.4		F	18.1		B	18.4		B
Intersection Delay, s/veh / LOS	61.3						E					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	3.0		C	2.9		C	2.8		C	2.8		C
Bicycle LOS Score / LOS	0.8		A	1.3		A	2.0		B	1.9		B

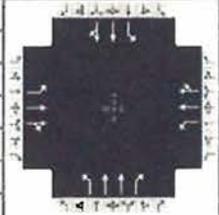
HCS7 Signalized Intersection Intermediate Values

General Information						Intersection Information									
Agency	KLOA, Inc.					Duration, h	0.25								
Analyst	RAC		Analysis Date	Jan 11, 2018		Area Type	Other								
Jurisdiction	IDOT		Time Period	PM Projected		PHF	0.99								
Urban Street	IL 59		Analysis Year	2023		Analysis Period	1 > 7:00								
Intersection	IL 59 with Army Trail Road		File Name	17-289 - IL59-ArmyTrail - PMFT.xus											
Project Description	17-289 - Proposed Galleria of Bartlett														
Demand Information			EB			WB			NB			SB			
Approach Movement			L	T	R	L	T	R	L	T	R	L	T	R	
Demand (v), veh/h			94	227	74	183	405	370	131	1578	158	301	1319	80	
Signal Information															
Cycle, s	140.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
			Green	6.9	5.6	74.5	8.2	1.3	21.0						
			Yellow	3.5	3.5	4.0	3.5	0.0	4.0						
			Red	0.0	0.0	2.0	0.0	0.0	2.0						
Saturation Flow / Delay			L	T	R	L	T	R	L	T	R	L	T	R	
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.040	1.000	1.000	1.000	
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	0.992	1.000	0.992	1.000	0.906	1.000	0.984	0.992	0.984	0.969	0.953
Parking Activity Adjustment Factor (f_p)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Bus Blockage Adjustment Factor (f_{bb})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Lane Utilization Adjustment Factor (f_{LU})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.917	0.917		0.847	0.847		0.000	0.847		0.980	0.980
Left-Turn Pedestrian Adjustment Factor (f_{LPD})				1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{RPB})						1.000			1.000			1.000		1.000	
Work Zone Adjustment Factor (f_{WZ})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Movement Saturation Flow Rate (s), veh/h				1810	2743	870	1795	1900	1610	1810	3749	1662	1781	3436	208
Proportion of Vehicles Arriving on Green (P)				0.06	0.15	0.15	0.07	0.16	0.16	0.05	0.71	0.53	0.11	0.80	0.60
Incremental Delay Factor (k)				0.11	0.19	0.20	0.30	0.50	0.50	0.11	0.50	0.50	0.21	0.50	0.50
Signal Timing / Movement Groups			EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R					
Lost Time (t_L)				3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0				
Green Ratio (g/C)				0.21	0.15	0.22	0.16	0.58	0.53	0.66	0.60				
Permitted Saturation Flow Rate (s_p), veh/h/ln				702	0	1084	0	386	0	320	0				
Shared Saturation Flow Rate (s_{sh}), veh/h/ln															
Permitted Effective Green Time (g_p), s				21.0	0.0	21.0	0.0	74.5	0.0	76.5	0.0				
Permitted Service Time (g_u), s				0.0	0.0	9.8	0.0	56.9	0.0	34.4	0.0				
Permitted Queue Service Time (g_{ps}), s				0.0		7.8		9.2		34.4					
Time to First Blockage (g_f), s				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Queue Service Time Before Blockage (g_s), s															
Protected Right Saturation Flow (s_R), veh/h/ln									1662						
Protected Right Effective Green Time (g_R), s									9.5						
Multimodal			EB			WB			NB			SB			
Pedestrian F_w / F_v				2.224	0.00	2.107	0.00	2.107	0.00	2.107	0.00	2.107	0.00		
Pedestrian F_s / F_{delay}				0.000	0.157	0.000	0.156	0.000	0.109	0.000	0.109	0.000	0.097		
Pedestrian M_{corner} / M_{cw}															
Bicycle C_b / d_b				299.93	50.58	317.92	49.51	1064.34	15.32	1194.92	11.34				
Bicycle F_w / F_v				-3.64	0.33	-3.64	0.80	-3.64	1.56	-3.64	1.42				

HCS7 Signalized Intersection Results Graphical Summary

General Information

Agency	KLOA, Inc.			Duration, h	0.25
Analyst	RAC	Analysis Date	Jan 11, 2018	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Projected	PHF	0.99
Urban Street	IL 59	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	IL 59 with Army Trail Road	File Name	17-289 - IL59-ArmyTrail - PMFT.xus		
Project Description	17-289 - Proposed Galleria of Bartlett				



Demand Information

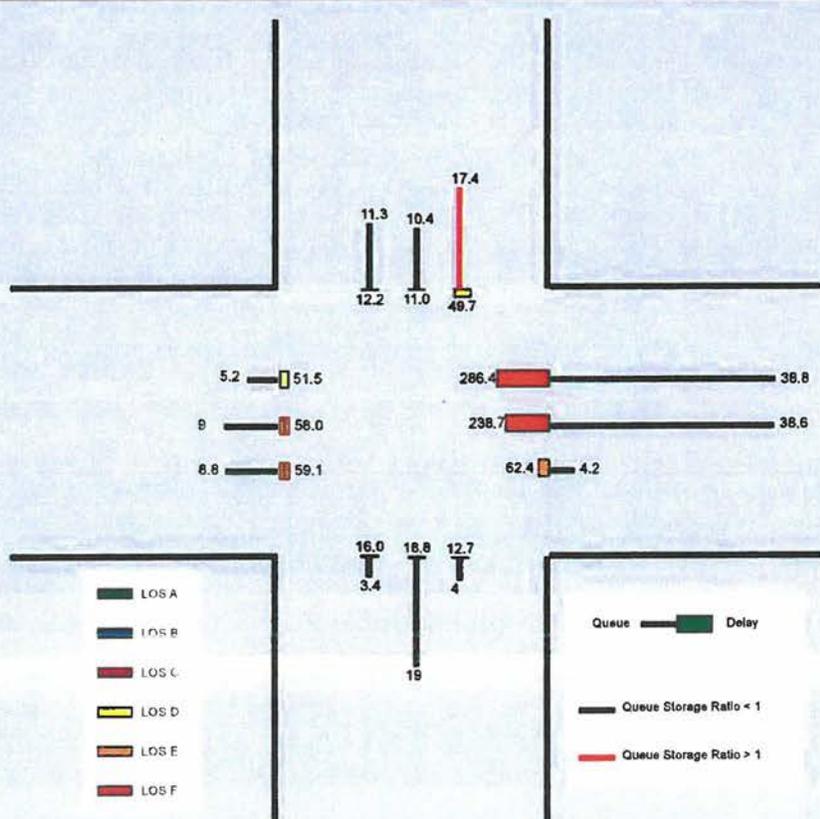
Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	94	227	74	183	405	370	131	1578	158	301	1319	80

Signal Information

Cycle, s	140.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	6.9	5.6	74.5	8.2	1.3	21.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.5	3.5	4.0	3.5	0.0	4.0			
				Red	0.0	0.0	2.0	0.0	0.0	2.0			

Movement Group Results

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	130.7	227.7	220	106.1	965.3	1063.2	85.6	481.4	100.2	442.9	268.8	297
Back of Queue (Q), veh/ln (95 th percentile)	5.2	9.0	8.8	4.2	38.6	38.8	3.4	19.0	4.0	17.4	10.4	11.3
Queue Storage Ratio (RQ) (95 th percentile)	0.65	0.00	0.00	0.49	0.00	0.00	0.59	0.00	0.27	1.20	0.00	0.00
Control Delay (d), s/veh	51.5	58.0	59.1	62.4	238.7	286.4	16.0	18.8	12.7	49.7	11.0	12.2
Level of Service (LOS)	D	E	E	E	F	F	B	B	B	D	B	B
Approach Delay, s/veh / LOS	56.9			E			223.4			F		
Intersection Delay, s/veh / LOS	61.3						E					



--- Messages ---

WARNING: If demand exceeds capacity, a multiple-period analysis should be conducted.

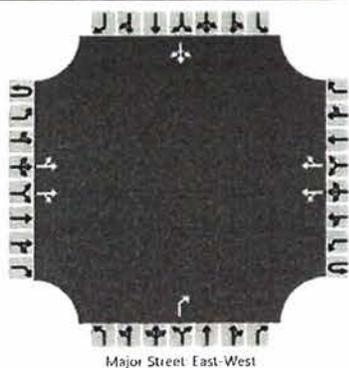
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail and East Drive
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/11/2018	East/West Street	Army Trail Road
Analysis Year	2023	North/South Street	BSSC West Access Drive
Time Analyzed	Projected Evening Peak	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	1	0	
Configuration		LT		TR		LT		TR				R			LTR		
Volume, V (veh/h)		26	625	10		5	907	45				17		14	0	24	
Percent Heavy Vehicles (%)		0				0						3		0	0	0	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized		No				No				No				No			
Median Type/Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

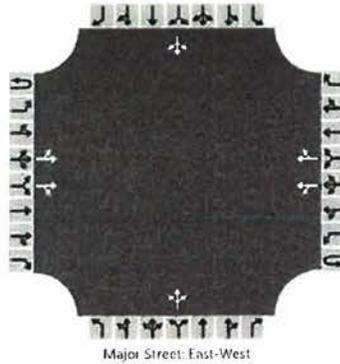
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				5						18				41
Capacity, c (veh/h)		693				925						655				197
v/c Ratio		0.04				0.01						0.03				0.21
95% Queue Length, Q ₉₅ (veh)		0.1				0.0						0.1				0.8
Control Delay (s/veh)		10.4				8.9						10.7				28.0
Level of Service, LOS		B				A						B				D
Approach Delay (s/veh)		0.7				0.1				10.7				28.0		
Approach LOS										B				D		

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	ANB	Intersection	Army Trail at East Access
Agency/Co.	KLOA, Inc.	Jurisdiction	DuDOT
Date Performed	1/12/2018	East/West Street	Army Trail Road
Analysis Year	2023	North/South Street	Easterly BS Access Drive
Time Analyzed	PM Proj. No Turn Lane	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Galleria of Bartlett		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	1	0
Configuration		LT		TR		LT		TR			LTR				LTR	
Volume, V (veh/h)		42	637	1		18	923	11		15	0	9		9	0	46
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		46			20					26					60		
Capacity, c (veh/h)		691			912					138					263		
v/c Ratio		0.07			0.02					0.19					0.23		
95% Queue Length, Q ₉₅ (veh)		0.2			0.1					0.7					0.9		
Control Delay (s/veh)		10.6			9.0					37.2					22.7		
Level of Service, LOS		B			A					E					C		
Approach Delay (s/veh)		1.1				0.4				37.2				22.7			
Approach LOS										E				C			



Agenda Item Executive Summary

Item Name Video Gaming Discussion Committee or Board Committee

BUDGET IMPACT

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

EXECUTIVE SUMMARY

The Village Board had asked staff for a review on the current status of video gaming. This memo summarizes the locations of the terminals as well as the revenues within Village boundaries.

In total, the Village has twelve locations and 53 machines within those locations. Total revenue to the Village since November, 2012 is \$669,779.79. April 2018 was the last recorded month of revenue for video gaming and the total was \$17,282.20.

ATTACHMENTS (PLEASE LIST)

Memo
Map

ACTION REQUESTED

For Discussion Only:

Resolution:

Ordinance:

Motion:

Staff: Scott Skrycki Date: May 29, 2018
Assistant Village Administrator

Memorandum

To: Scott Skrycki, Assistant Village Administrator
From: Joey Dienberg, Administrative Intern
Date: 5/29/2018
Re: Video Gaming Analysis

Video gaming in Bartlett Started in November, 2012. Currently the Village has twelve (12) businesses with a total of 53 video gaming machines. Since 2012, the video gaming machines have generated \$669,779.79 for the Village. The total average monthly revenue for the Village is \$12,177.81. March 2018 was the highest revenue month for the Village (\$18,771.75). 2017 has been the highest revenue year so far for Video Gaming with a total of \$181,592.14. The average revenue made per month in 2017 was \$15,132.68. The businesses below were inspected by staff to ensure that the same number of terminals were there, that were claimed. Staff will continue to monitor these monthly and update the list accordingly.

Businesses and machine counts:

Bannermans's-----	5
Betty's Bistro-----	5
Bracht's Place-----	5
Cadillac Ranch Texas BBQ and Boot Bar, Inc. ----	5
McMae's Tavern and Grill-----	2
O'Hare Pub and Restaurant-----	5
Pasta Mia-----	5
Shelby's-----	5
Stella's Place-----	5
The Still-----	3
TL's Four Seasons-----	3
Wee-Dee's-----	5
Papa Pacino's-----	4
Platform 18-----	1
Sheep and Fiddle-----	3
Smokin' Pit BBQ-----	5
Tipsi Monkey-----	5
Tokyo Steakhouse II-----	5

Bracht's Place was one of two establishments to receive video gaming in November 2012. The average monthly revenue for the Village from Bracht's Place is \$1,534.19. The total revenue made by the Village from Bracht's Place is \$101,256.40.

Bannerman's Sports Grill (Friedman) was the other establishment to receive video gaming in November 2012. The average monthly revenue for the Village from Bannerman's Sports Grill is \$1,382.35. The total revenue made by the Village from Bannerman's is \$91,235.23.

Lucky Star (Cadillac Ranch Texas BBQ) was the 4th establishment to receive video gaming after Tipsi Monkey, in June 2013. The average monthly revenue for the Village from Cadillac Ranch is \$1,000.08. The total revenue made by the Village from Cadillac Ranch is \$59,004.63. The name was changed to Lucky Star, but has the same owners and LLC name.

McMae's Tavern and Grill (McCaffrey) was the 6th establishment to receive video gaming, after Sheep and Fiddle, in November 2013. The average monthly revenue for the Village from McMae's is \$281.05. The total revenue made by the Village from McMae's is \$15,176.46.

Stella's Place was the 7th establishment to receive video gaming, in January 2014. The average monthly revenue for the Village from Stella's Place is \$2,684.44. The total revenue made by the Village from Stella's Place is \$139,591.04.

Betty's Bistro (Blackhawk) was the 8th establishment to receive video gaming, in March 2014. The average monthly revenue for the Village from Betty's Bistro is \$2,677.85. The total revenue made by the Village from Betty's Bistro is \$133,892.40

O'Hare Pub and Restaurant (O'Hare and Vance) was the 9th establishment to receive video gaming, in May 2014. They moved to Downtown Bartlett and have stopped using their video gaming terminals as of September, 2016, but brought them back in January, 2017 with the addition of two (2) machines. The average monthly revenue for the Village from O'Hare Pub and Restaurant is \$559.23. The total revenue made by the Village from O'Hare Pub and Restaurant is \$24,606.04.

Shelby's (Brewster Creek) was the 12th establishment to receive video gaming, after Papa Pacino's, in April 2015. The average monthly revenue for the Village from Shelby's is \$2,109.32. The total revenue made by the Village from Shelby's is \$78,044.74.

The Still: (Tap Room Hospitality) was the 14th establishment to have video gaming. It installed three terminals in November 2015. The average monthly revenue for the Village from the Still is \$313.99. The total revenue made by the Village from The Still is \$9,419.66.

TL's Four Seasons: (T&L Evergreen, LLC) was the 15th establishment to have video gaming. They installed three terminals in August 2016. The average monthly revenue for the Village from TL's is \$81.06. The total revenue made by the Village from TL's is \$1,702.28.

Pasta Mia: was the 17th establishment to have video gaming. They installed three terminals in May, 2017. The average monthly revenue for the Village from Pasta Mia is \$589.47. The total revenue made by the Village from Pasta Mia is \$7,073.69.

Wee-Dee's: (PGPJK Restaurant Incorporated) was the 18th establishment to have video gaming. They installed five terminals in January, 2018. The average monthly revenue for the Village from Wee-Dee's is \$686.11. The total revenue made by the Village from Wee-Dee's is \$2,744.42.

The last six (6) with Red headings no longer have video gaming machines

Tipsi Monkey was the 3rd establishment to receive video gaming, in February 2013. They took out their gaming machines in August 2014. The average monthly revenue for the Village from Tipsi Monkey was \$56.45. The total revenue made by the Village from the Tipsi Monkey was \$1,134.64.

Sheep and Fiddle (Staley Management) was the 5th establishment to receive video gaming, in October 2013. The restaurant closed soon after and the O'Hare Pub and Restaurant is now in its place. The average monthly revenue for the Village from Sheep and Fiddle was \$16.59. The total revenue made by the Village from the Sheep and Fiddle was \$33.17.

Tokyo Steakhouse II was the 10th establishment to receive video gaming, in June 2014. They took out their gaming machines in August 2014. The average monthly revenue for the Village from Tokyo Steakhouse II was \$31.98. The total revenue made by the Village from Tokyo Steakhouse II was \$95.93.

Papa Pacino's (Downtown Bartlett) was the 11th establishment to receive video gaming, after Tokyo Steakhouse II, in September 2014. The average monthly revenue for the Village from Papa Pacino's is \$230.00. Not on the list for July 2015, as they were restructuring their business mode, Platform 18 is now the title, and they have video gaming. The total revenue made by the Village from Papa Pacino's was \$2,300.03.

Smokin' Pit BBQ Inc. was the 16th establishment to have video gaming. They installed five terminals in October 2016. Smokin' Pit closed for business near the end of January. The average monthly revenue for the Village from Smokin' Pit BBQ is \$58.68. The total revenue made by the Village from Smokin' Pit BBQ is \$234.70.

Platform 18 (Formerly Papa Pacino's [Downtown Bartlett]) was the 13th establishment to have video gaming. It was previously Papa Pacino's until the owner closed down for renovations under a new name. They kept the old video gaming terminals and opened for business in August 2015. They recently went from 4 machines to 3 in September, 2016; then from 3 to 1 in February, 2017; Platform 18 closed its doors at the end of February, 2017. The average monthly revenue for the Village from Platform 18 is \$118.08. The total revenue made by the Village from Platform 18 is \$2,243.44.

Total Village Gaming Revenue by Calendar Year

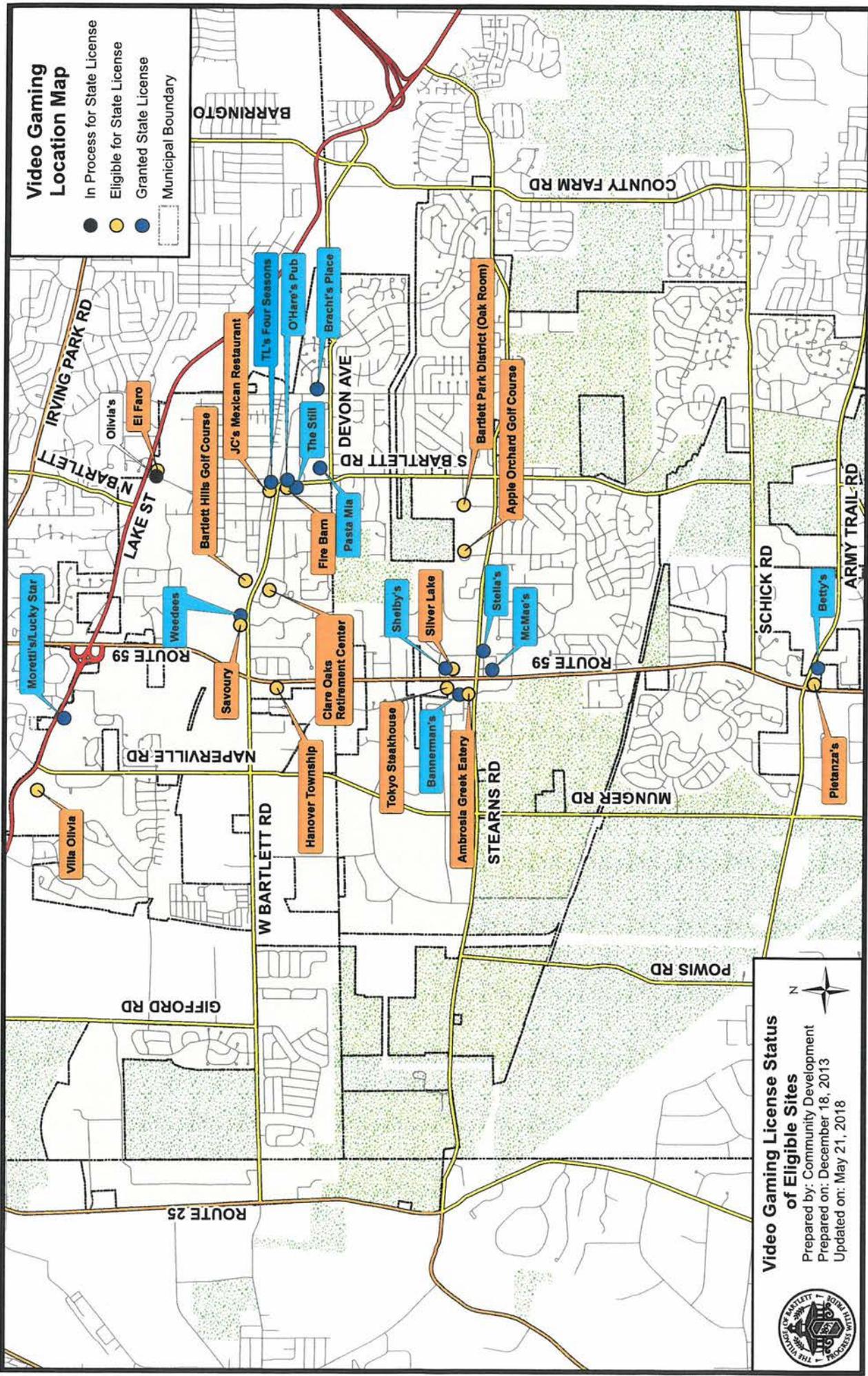
Total Village Revenue	2012	2013	2014	2015	2016	2017	2018
\$669,779.79	\$2,966.66	\$34,926.11	\$82,984.48	\$141,941.43	\$160,312.88	\$181,592.14	\$65,150.04

Neighboring Municipalities Gaming Revenue through April 2018

Municipality	Revenue Total	Number of Terminals	Average Monthly Revenue	Monthly Revenue Per Terminal
Hoffman Estates	\$1,319,398.36	108	\$19,402.92	\$179.66
South Elgin	\$833,945.33	80	\$12,635.54	\$157.94
Carol Stream	\$730,621.35	70	\$11,240.33	\$160.58
Bartlett	\$669,779.79	53	\$12,177.81	\$229.77
Hanover Park	\$559,332.77	35	\$9,988.09	\$285.37
Streamwood	\$528,176.95	51	\$9,965.60	\$195.40
Roselle	\$400,081.72	40	\$7,693.88	\$192.35
Bloomington	\$174,094.16	24	\$3,956.69	\$164.86

Video Gaming Location Map

- In Process for State License
- Eligible for State License
- Granted State License
- Municipal Boundary



Video Gaming License Status of Eligible Sites

Prepared by: Community Development
 Prepared on: December 18, 2013
 Updated on: May 21, 2018



Memorandum

TO: Kevin Wallace, Village President and Board of Trustees

FROM: Paula Schumacher, Village Administrator

DATE: May 29, 2018

SUBJECT: Rana Permit Reduction Request

Rana Meal Solutions is requesting a \$50,000 reduction in the building permit fee for their expansion building located west of the existing facility located at 550 Spitzer Road in the Brewster Creek Business Park. The expansion building is 326,000 +/- s.f. and is where Rana will produce its fresh lasagna and related products. Rana has estimated that the cost of construction, purchasing and installing the equipment and set up cost to prepare the pasta and related products will cost in excess of \$50 million.

You will recall that the Village Board granted a \$50,000 incentive for this building on October 3, 2017. This is an additional request to reduce the building permit fee. The total building permit fee is \$253,108. The breakdown is as follows:

\$54,996 base permit fee (based on square footage of the building)

\$31,409 –reimbursement for Keslin plan review bill Village has already paid

\$175 erosion control

\$75,128 water connection

\$88,194 sewer connection

Given the significant investment Rana is making in the community and their intention to continue that investment with other projects, the staff supports the additional permit fee reduction.



5/29/18

To : President and Board of Trustee

Hello, and thank you for taking the time in helping RANA in our future expansion, I am requesting that the permit that we need to now pay to continue the carpentry mechanical and equipment install phase be reduced by \$50,000.00

The owner is already looking to purchase and build a cold storage facility in Bartlett but has already advised me that if we do not receive any incentives that we will look else where

Thanks again for your time and please contact me if you have any questions or concerns.

Have a nice day

Salvatore Trupiano / Construction Project Manager

Rana Meal Solutions/ 550 Spitzer Rd Bartlett IL 60103/

630-277-0415 / strupiano@ranausa.us

RESOLUTION 2017-127-R

**A RESOLUTION APPROVING OF THE
RANA ECONOMIC INCENTIVE AGREEMENT**

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

SECTION ONE: The Rana Economic Incentive Agreement dated October 3, 2017, between Rana USA Inc., Rana Real Estate LLC, Rana Meal Solutions LLC, Rana USA LLC and the Village of Bartlett (the "Agreement"), a copy of which is appended hereto and expressly incorporated herein by this reference, is hereby approved.

SECTION TWO: That the Village President and the Village Clerk are hereby authorized and directed to sign and attest, respectively, the Agreement on behalf of the Village of Bartlett.

SECTION THREE: SEVERABILITY. The various provisions of this Resolution are to be considered as severable, and of any part or portion of this Resolution shall be held invalid by any Court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Resolution.

SECTION FOUR: REPEAL OF PRIOR RESOLUTIONS. All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

SECTION FIVE: EFFECTIVE DATE. This Resolution shall be in full force and effect upon passage and approval.

ROLL CALL VOTE:

AYES: Trustees Camerer, Deyne, Gabrenya, Hopkins, Reinke

NAYS: Trustee Carbonaro

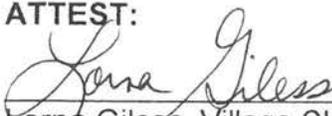
ABSENT: None

PASSED: October 3, 2017

APPROVED: October 3, 2017



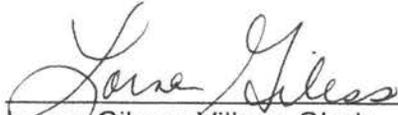
Kevin Wallace, Village President

ATTEST:


Lorna Giles, Village Clerk

CERTIFICATION

I, the undersigned, do hereby certify that I am the Village Clerk of the Village of Bartlett, Cook, DuPage and Kane Counties, Illinois, and that the foregoing is a true, complete and exact copy of Resolution 2017-127-R enacted on October 3, 2017 and approved on October 3, 2017 as the same appears from the official records of the Village of Bartlett.



Lorna Giles, Village Clerk



RANA ECONOMIC INCENTIVE AGREEMENT

THIS ECONOMIC INCENTIVE AGREEMENT (the "Agreement") entered at Bartlett, Illinois, is dated as of this 3rd day of October, 2017, by and between the VILLAGE OF BARTLETT, an Illinois municipal corporation of DuPage, Cook and Kane Counties, Illinois (the "Village"); RANA USA, INC., a New Jersey corporation ("Rana, Inc."); RANA REAL ESTATE, LLC, an Illinois limited liability company ("Rana Real Estate" or the "Owner"); RANA MEAL SOLUTIONS, LLC, an Illinois limited liability company ("Rana Meal Solutions" or "the "Developer/Operator"); and RANA USA, LLC, a Delaware limited liability company ("Rana Restaurant").

RECITALS:

WHEREAS, Pastificio Rana, s.p.a ("Rana Italy") is a company organized under the laws of Italy, engaged in the manufacture and distribution of fresh pasta products; and

WHEREAS, Rana Italy is the sole owner of all of the capital stock of Rana, Inc.; and

WHEREAS, Rana, Inc. owns all of the membership interests of (A) Rana Real Estate, (B) Rana Meal Solutions, and (C) Rana Restaurant (collectively, the "Rana U.S. Operating Entities"); and

WHEREAS, Rana Real Estate, through its agent, owns a certain 11.7 +/- acre parcel of real estate legally described on Exhibit A and west of the existing facility at 550 Spitzer Road, in Bartlett, Illinois (the "Bartlett Expansion Property"), which is to be improved with a 326,000 +/- s.f. production facility (the "Expansion Building"); and

WHEREAS, Rana Real Estate will enter into a captive lease with Rana Meal Solution as the tenant of the Expansion Building on the Bartlett Expansion Property, and Rana Meal Solution will construct the 326,000 +/- s.f. Expansion Building and install equipment and otherwise make it ready to manufacture fresh lasagna and related products within said new building (the "Expansion Improvements"); and

WHEREAS, Rana Italy, Rana, Inc., and the Rana U.S. Operating Entities, sometimes hereinafter collectively referred to as "Rana", has estimated the cost of construction, purchasing and installing equipment and set up costs to prepare the Expansion Improvements on the Bartlett Expansion Property to begin manufacturing pasta and related products will cost in excess of \$50 million (the "Expansion Project Costs"); and

WHEREAS, Rana has requested that the Village provide an economic incentive to help offset a portion of its Expansion Project Costs, and the President and Board of Trustees of the Village (the "Corporate Authorities") are willing to provide Rana with an economic incentive in the amount of \$50,000, subject to the terms and conditions set forth

herein (the "Expansion Economic Incentive Payment") to help induce Rana to establish its expansion manufacturing facility in Bartlett; and

WHEREAS, the Bartlett Property is located in the Brewster Creek Industrial Park in Bartlett, Illinois, which lies within the Bartlett Quarry Redevelopment Project Area established by the Village under the Tax Increment Allocation Redevelopment Act, as amended, 65 ILCS 5/11-74.4-1, *et seq.* (the "Act"); and

WHEREAS, the Village has the authority, pursuant to the laws of the State of Illinois, including but not limited to the Act, to promote the health, safety and welfare of the Village and its inhabitants, to prevent the spread of blight, to encourage private development in order to enhance the local tax base, to increase employment, and to enter into contractual agreements with third parties for the purpose of achieving the aforesaid purposes; and

WHEREAS, the Village is authorized under the provisions of the Act to finance development in accordance with the conditions and requirements set forth in the Act; and

WHEREAS, the Village and Elmhurst Chicago Stone Company ("ECS") entered a certain Redevelopment and Financing Agreement dated as of November 4, 1999 (the "RDA") pertaining to the Bartlett Quarry Redevelopment Project Area, which provided, among other things, that 12.5% of the incremental real estate taxes collected with respect to the taxable real property within the Bartlett Quarry Redevelopment Project Area and paid to the Village Treasurer each year pursuant to Section 11-74.4-8 of the Act (the "TIF Revenue Stream") be allocated and paid to the Village to be held in the TIF Municipal Account and which may be used for eligible expenses as provided in the Act; and

WHEREAS, amounts on deposit in the TIF Municipal Account may be used in the Village's sole discretion in accordance with the Act, which includes the payment of eligible redevelopment project costs, and there are sufficient monies in the TIF Municipal Account to make the \$50,000 Expansion Economic Incentive Payment to Rana Meal Solutions; and

WHEREAS, Section 11-74.4-3(q) of the Act defines eligible project costs to include, among other things, cost of studies, surveys and development of plans; property assembly costs including land acquisition, demolition of buildings, site preparation, clearing and grading; the cost of construction of public works; the cost of job training and retraining; and financing costs incurred by a redeveloper of a redevelopment project (subject to certain conditions) (65 ILCS 5/11-74.4-3(q)(1), (2), (4), (5), (6), (10) and (11) (collectively, "TIF Eligible Expenses Costs"); and

WHEREAS, the estimated costs to construct and equip the Expansion Improvements on the Bartlett Expansion Property and the projected TIF Eligible Expenses that Rana, Inc. and/or any of the Rana Operating Entities will incur in connection with the Bartlett Expansion Property, the Expansion Building and the

Expansion Project Costs far exceed the \$50,000 Expansion Economic Incentive Payment contemplated to be paid by the Village to Rana Meal Solutions as provided herein; and

WHEREAS, the Bartlett Expansion Property and operation of its expanded business by Rana thereon will create jobs, use and pay for significant quantities of water from the Village and increase the Village's tax base and benefit the Bartlett Quarry TIF; and

WHEREAS, the Corporate Authorities have determined that it is in the best interest of the Village, to make the \$50,000 Expansion Economic Incentive Payment to Rana Meal Solutions;

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, and for other good and valuable considerations, it is expressly agreed by and between the parties as follows:

1. Recitals Incorporated. The Recitals set forth hereinabove are true and correct and an integral part of this Agreement and are hereby expressly incorporated herein.

2. Conditions Precedent to the Undertakings on the Part of the Village. All undertakings on the part of the Village pursuant to this Agreement are subject to satisfaction of the following conditions by Rana or the applicable Rana entity identified herein, on or before the date of the Economic Incentive Payment is made as provided for in paragraph 4 below, or as otherwise specifically hereinafter provided:

a. Assignment of the beneficial interest in a land trust that holds title to the Bartlett Expansion Property to Rana Real Estate.

b. Rana shall furnish the Village with a current certificate of good standing from the New Jersey Secretary of State for Rana USA, Inc. and from the Illinois and Delaware, as applicable Secretaries of State for each of the other Rana U.S. Operating Entities.

c. Rana Real Estate, LLC shall have delivered to the Village a certified statement of the actual costs budgeted for studies, surveys, development plans; property assembly costs, including land acquisition, demolition, site preparation, clearing and grading; cost of construction of any public works (if any); costs of training and/or retraining; and/or financing and interest costs in connection with the development and/or operation of the Expansion Improvements, and a summary of the sources of funds for payment of the Expansion Project Costs, including, but not limited to, loan agreements, loan commitments, government grants and loans, and tax incentives.

d. Rana, Inc. and each of the other Rana U.S. Operating Entities shall have certified to the Village that there exists no material default under this Agreement, or any loan agreement, note, mortgage, guaranty, state grant or state loan, or any other

document which Rana, or any of them, have executed in connection with financing the acquisition of the Bartlett Expansion Property and/or the Expansion Project Costs that would prohibit or delay the completion of the Expansion Improvements or the operation of a pasta manufacturing and distribution business on the Bartlett Expansion Property (the "Project"), and that Rana, Inc. and the other Rana U.S. Operating Entities, or any of them, have not received any notice of any violation of any applicable laws, statutes, rules or regulations, of the United States, the State of Illinois, County of DuPage, or from any agency or any of them, or of any ordinance(s) of the Village pertaining to the Project.

e. The Village shall make and deliver the \$50,000 Expansion Economic Incentive Payment to Rana Meal Solutions upon either (a) receipt of proof of payment of TIF Eligible Expenses of not less than double the \$50,000 Expansion Economic Incentive Payment amount; or (b) completion of at least \$50,000 worth of Expansion Improvements (i) a certified by the an architect hired by Rana, or any of them, or if no such architect is employed by Rana, then by the Village Building Director, that the value of work in place and materials stored in the building on the Bartlett Expansion Property exceeds \$50,000, and (ii) receipt by the Village of an owner's sworn statement, a general contractor's sworn statement and waivers of lien signed by the general contractor, subcontractors, and material suppliers that furnished labor and/or materials in connection with the Expansion Improvements being constructed on the Bartlett Expansion Property (the "Payment Documents") in form acceptable to (a) the title company if a construction escrow is established by Rana, or any of them, or any commercial lender, in connection with the financing of the Expansion Improvements to the Bartlett Expansion Property, or (b) if no such construction escrow is established, then as approved by the Village Attorney.

3. Conditions Precedent to the Undertakings on the Part of Rana.

a. Assignment of the beneficial interest in a land trust that holds legal title to the Bartlett Expansion Property to Rana Real Estate.

b. Payment of the Economic Incentive Payment by the Village as provided herein.

4. Rana Repayment Obligation. In the event the Village has made the Expansion Economic Incentive Payment as provided herein, and any of the following occurs within three (3) years from the date said payment is made by the Village, which shall constitute a default, Rana, Inc. and each of the Rana U.S. Operating Entities shall be jointly and severally liable to repay the Expansion Economic Incentive Payment to the Village (the "Repayment Obligation"):

a. Failure to complete the Expansion Improvements and place a pasta manufacturing and distribution in operation on the Bartlett Expansion Property before December 31, 2018.

b. The closing of the pasta manufacturing and distribution business on the Bartlett Expansion Property within five (5) years of taking occupancy of the Expansion Improvements.

c. In the event Rana, Inc. or any of the Rana U.S. Operating Entities shall: (i) become insolvent; or (ii) be unable, or admit in writing its or his inability to pay, its or his debts as they mature; or (iii) makes a general assignment for the benefit of creditors or to an agent authorized to liquidate any substantial amount of his property; or (iv) be adjudicated a bankrupt; or (v) file a petition in bankruptcy or to effect a plan or other arrangement with creditors; or (vi) file an answer to a creditor's petition (admitting the material allegations thereof) for an adjudication of bankruptcy or to effect a plan or other arrangement with creditors; or (vii) apply to a court for the appointment of a receiver; or (viii) have a receiver or similar official appointed for any of their assets, or, if such receiver or similar official is appointed without the consent of Rana, or any of them, as the case may be, and such appointment shall not be discharged within sixty (60) days after his appointment or any of them have not bonded against such receivership or appointment; or (ix) a petition described in (x) is filed against any of them and remains undismissed for a period of sixty (60) consecutive days, unless the same has been bonded; or (xi) material monetary default under the terms of any loan agreement.

5. Curing Default. In the event of any default under or violation of this Agreement, the party not in default or violation shall serve written notice upon the party or parties in default or violation, which notice shall be in writing and shall specify the particular violation or default. All parties hereto reserve the right to cure any violation of this Agreement or default by any of them hereunder within thirty (30) days from written notice of such default. If such default is so cured to the satisfaction of the parties hereto within said thirty (30) day period, all the terms and conditions of this Agreement shall remain in full force and effect.

6. Force Majeure. Notwithstanding any provisions of this Agreement to the contrary, in the event of any delay caused by *force majeure*, including, without limitation, damage or destruction by fire or other casualty; condemnation; strike; lock out; civil disorder; war; shortage of labor or shortage or delay in shipment of material or fuel; acts of God; governmental regulations or other causes beyond the reasonable control of Rana, Inc. or any of the Rana U.S. Operating Entities; and/or any court order or judgment affecting any governmental approvals or this Agreement resulting from any litigation concerning the Property and/or the Project; the time periods for Rana, Inc. and/or any of the Rana U.S. Operating Entities to perform under this Agreement shall be extended for the amount of time performance is so delayed.

7. Law Governing. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois.

8. Notices. All notices and requests required pursuant to this Agreement shall be sent by certified mail as follows:

To Rana USA, Inc.:

c/o Funaro & Co., P.C.
Empire State Building
350 Fifth Avenue, 41st Floor
New York, NY 10118

To Rana Real Estate, LLC:

c/o Funaro & Co., P.C.
Empire State Building
350 Fifth Avenue, 41st Floor
New York, NY, 10118

To Rana Meal Solutions, LLC:

c/o Funaro & Co., P. C.
Empire State Building
350 Fifth Avenue, 41st Floor
New York, NY 10118

To Rana, LLC

c/o Funaro & Co. P. C.
Empire State Building
350 Fifth Avenue, 41st Floor
New York, NY 10118

With a copies to:

Bryan Cave, LLP
Attn: Nicola Fiordalisi
161 N. Clark Street, Suite 4300
Chicago, IL 60601

To the Village:

Paula Schumacher, Village Administrator
Village of Bartlett
228 South Main Street
Bartlett, Illinois, 60103

With a copy to:

Bryan E. Mraz
Village Attorney
Bryan E. Mraz & Associates
111 East Irving Park Road
Roselle, Illinois, 60172

9. Binding Effect. This Agreement shall inure to the benefit of and shall be binding upon the Village, Rana, and each of their respective officials, officers, employees,

directors, shareholders, managers, members, subsidiaries, affiliates, successors and assigns.

10. Limitation of Liability. No recourse under or upon any obligation, covenant or agreement of this Agreement or for any claim based thereon or otherwise in respect thereof shall be had against the Village, its officials, officers, agents and employees, in any amount or in excess of the Expansion Economic Incentive Payment agreed by the Village to be paid to Rana Meal Solutions hereunder, subject to the terms and conditions herein, and no liability, right or claim at law or in equity shall attach to or shall be incurred by the Village, its officials officers, agents and employees in excess of such amounts and all and any such rights or claims of Rana, or the applicable Rana entity identified herein , in excess of the Expansion Economic Incentive Payment against the Village, except for the recovery of litigation costs and attorney's fees as provided in paragraph 11 hereof. No recourse under or upon any obligation, covenant or agreement of this Agreement or for any claim based thereon or otherwise in respect thereof shall be had against Rana, or any of them, in excess of the Economic Incentive Payment actually paid by the Village, subject to the terms and conditions herein, and no liability, right or claim at law or in equity shall attach to or shall be incurred by Rana, or any of them, in excess of the Repayment Obligations hereunder, except for the recovery of litigation costs and attorney's fees as provided in paragraph 12 hereof.

11. Litigation Costs and Attorney's Fees.

- a. In the event the Village institutes legal proceedings against Rana, or the applicable Rana entity identified herein for violation of this Agreement and secures a judgment in its favor, or in the event Rana, or the applicable Rana entity identified herein, institutes legal proceedings against the Village for violation of this Agreement and fails to receive a monetary award or equitable relief against the Village, the court having jurisdiction thereof shall determine and include in its judgment and order a provision requiring Rana to reimburse the Village for all expenses of such legal proceedings incurred by the Village, including, but not limited to, the court costs and reasonable attorneys' fees, expert witnesses' fees, etc., incurred by the Village in connection therewith.
- b. In the event Rana, or the applicable Rana entity identified herein institute legal proceedings against the Village for violation of this Agreement and secures a judgment in its favor, or in the event the Village institutes legal proceedings against Rana or the applicable Rana entity identified herein for violation of this Agreement and fails to receive a monetary award or equitable relief against all, or any of them, the court having jurisdiction thereof shall determine and include in its judgment and order a provision requiring the Village to reimburse Rana for all expenses of such legal proceedings incurred by them, including, but not limited to, the court costs and reasonable attorneys' fees, expert witnesses' fees, etc., incurred by them in connection therewith.

12. No Waiver or Relinquishment of Right to Enforce Agreement. Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements, and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.

13. Section Headings and Subheadings. All section headings or other headings in this Agreement are for general aid of the reader and shall not limit the plain meaning or application of any of the provision thereunder whether covered or relevant to such heading or not.

14. Authorization to Execute. The President and Secretary of Rana, Inc., and the manager(s) or member(s) of each of the Rana U.S. Operating Entities signing this Agreement, each warrant that they have been lawfully authorized to execute and to attest to this Agreement and have done all things necessary under the terms of its Bylaws or Operating Agreement to approve of this Agreement and authorize its execution, and shall deliver to the Village, upon request, corporate resolutions authorizing their respective agents to affix their signatures hereto.

15. Amendment. This Agreement sets forth all of the promises, inducements, agreements, conditions and understandings between the parties relative to the subject matter thereof, and there are no promises, agreements, conditions or understandings, either oral or written, express or implied, between them, other than are herein set forth. No subsequent alteration, amendment, change or addition to this Agreement shall be binding upon the parties hereto unless authorized in accordance with law and reduced in writing and signed by them.

16. Severability. If any provision of this Agreement is held invalid by a court of competent jurisdiction or in the event such a court shall determine that the Village does not have the power to perform any such provision, such provision shall be deemed to be excised here from and the invalidity thereof shall not affect any of the other provisions contained herein, and such judgment or decree shall relieve the Village from performance under such invalid provision of this Agreement.

17. Counterparts. This Agreement may be executed in two or more counterparts, each of which taken together, shall constitute one and the same instrument.

IN WITNESS WHEREOF, this Agreement is entered into as of the date and year first written above.

Rana USA, Inc.

By: Renato Ruscazio
Renato Ruscazio, Treasurer and
Authorized Officer

Village of Bartlett

By: Kevin Wallace
Kevin Wallace, Village President

Attest:

Lorna Giles
Lorna Giles, Village Clerk

Rana Real Estate, LLC

By: Renato Ruscazio
Renato Ruscazio, on behalf of Rana,
USA, Inc., its Manager

Rana Meal Solutions, LLC

By: Renato Ruscazio
Renato Ruscazio, on behalf of Rana
USA Inc., its Manager

Barbara Cole
Barbara Cole, on behalf of Rana
USA Inc

Rana, LLC

By: Renato Ruscazio
Renato Ruscazio, on behalf of Rana
USA, Inc., its Manager

Barbara Cole
Barbara Cole, on behalf of Rana
USA Inc

EXHIBIT A

RANA LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF LOT 7 IN BREVVSTER CREEK BUSINESS PARK UNIT 1, BEING A SUBDIVISION OF PART OF SECTION 5, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED AUGUST 31, 2000 AS DOCUMENT R2000-135800 AND BY FIRST AMENDMENT TO SUBDIVISION RECORDED JULY 27, 2005 AS DOCUMENT R2005-161796. LYING SOUTH AND EAST OF HECHT DRIVE, DEDICATED BY DOCUMENT RECORDED FEBRUARY 22, 2005 AS DOCUMENT(S) R2005-35542 AND R2005-35543, IN DUPAGE COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 7; THENCE THE FOLLOWING TWO COURSES ALONG THE SOUTH LINE OF SAID LOT 7; (1) THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1050.00 FEET, A CHORD BEARING OF SOUTH 67 DEGREES 47 MINUTES 23 SECONDS WEST, 283.79 FEET; TO A POINT OF COMPOUND CURVATURE (2) THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 2550.00 FEET, A CHORD BEARING OF SOUTH 58 DEGREES, 19 MINUTES 03 SECONDS WEST, 153.94 FEET; THENCE NORTH 35 DEGREES 50 MINUTES 03 SECONDS WEST, 197.00 FEET; THENCE NORTH 09 DEGREES 01 MINUTES 16 SECONDS WEST, 402.07 FEET TO THE SOUTH LINE OF SAID HECHT DRIVE; THENCE THE FOLLOWING THREE COURSES ALONG SAID SOUTH LINE: (1) THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS 3117.00 FEET, A CHORD BEARING OF NORTH 59 DEGREES 46 MINUTES 03 SECONDS EAST, 30.39 FEET TO A POINT OF COMPOUND CURVATURE: (2) THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1617.00 FEET, A CHORD BEARING OF NORTH 64 DEGREES 28 MINUTES 09 SECONDS EAST, 248.60 FEET TO A POINT OF COMPUND CURVATURE; (3) THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 767 FEET, A CHORD BEARING OF NORTH 77 DEGREES 51 MINUTES 58 SECONDS EAST, 240.29 FEET TO THE EAST LINE OF SAID LOT 7; THENC THE FOLLOWING TWO COURSES ALONG THE EAST LINE: (1) THENCE SOUTHERLY ALONG THE ARC OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 2033.00 FEET; A CHORD BEARING OF SOUTH 07 DEGREES 05 MINUTES 10 SECONDS EAST, 267.96 FEET TO A POINT OF TANGENCY; (2) THENCE SOUTH 10 DEGREES 51 MINUTES 44 SECONDS EAST, 281.41 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

LOT 6 IN BREWSTER CREEK BUSINESS PARK UNIT 1, BEING A SUBDIVISION OF PART OF SECTION 5, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED

AUGUST 31, 2000 AS DOCUMENT R2000-135800 AND BY FIRST AMENDMENT TO SUBDIVISION RECORDED JULY 27, 2005 AS DOCUMENT R2005-161796. LYING SOUTH AND EAST OF HECHT DRIVE, DEDICATED BY DOCUMENT RECORDED FEBRUARY 22, 2005 AS DOCUMENT(S) R2005-35542 AND R2005-35543, IN DUPAGE COUNTY, ILLINOIS, EXCEPT THAT PART OF SAID LOT DESCRIBED AS

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 6; THENCE THE FOLLOWING COURSE ALONG THE SOUTH LINE OF SAID LOT 6; (1) THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 2550 FEET, A CHORD BEARING OF SOUTH 50 DEGREES 24 MINUTES 10 SECONDS WEST, 431.09 FEET; (2) THENCE NORTH 35 DEGREES 50 MINUTES 03 SECONDS WEST 285.00 FEET; (3) THENCE NORTH 09 DEGREES 01 MINUTES 16 SECONDS WEST 459.88 FEET TO THE SOUTH LINE OF SAID HECHT DRIVE; THENCE THE FOLLOWING COURSE ALONG SAID SOUTH LINE; THENCE NORTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 833.00 FEET, A CHORD BEARING OF NORTH 73 DEGREES 10 MINUTES 00 SECONDS EAST, 299.76 FEET TO THE EAST LINE OF SAID LOT 6; THENCE THE FOLLOWING TWO COURSES ALONG SAID EAST LINE: (1) THENCE SOUTH 21 DEGREES 03 MINUTES 26 SECONDS EAST, 206.67 FEET (2) THENCE SOUTH 34 DEGREES 45 MINUTES 15 SECONDS EAST, 370.34 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY ILLINOIS.

PARCEL 3:

THOSE PARTS OF LOT 4 AND LOT 6 IN BREWSTER CREEK BUSINESS PARK UNIT 1, BEING A SUBDIVISION OF PART OF SECTION 5, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED AUGUST 31, 2000 AS DOCUMENT R2000-135800 AND BY FIRST AMENDMENT TO SUBDIVISION RECORDED JULY 27, 2005 AS DOCUMENT R2005-161796. LYING SOUTH AND EAST OF HECHT DRIVE, DEDICATED BY DOCUMENT RECORDED FEBRUARY 22, 2005 AS DOCUMENT(S) R2005-35542 AND R2005-35543, IN DUPAGE COUNTY, ILLINOIS, EXCEPT THAT PART OF SAID LOT DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 6; THENCE FOLLOWING THE COURSE ALONG THE SOUTH LINE OF SAID LOT 6; SOUTHWESTERLY ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 2550.00 FEET, A CHORD BEARING OF SOUTH 50 DEGREES 24 MINUTES 10 SECONDS WEST, 431.09 FEET FOR A PLACE OF BEGINNING; THENCE NORTH 35 DEGREES 50 MINUTES 03 SECONDS WEST, 279.95 FEET; THENCE SOUTH 85 DEGREES 58 MINUTES 49 SECONDS WEST, 485.52 FEET TO THE EASTERLY LINE OF SAID HECHT DRIVE; 1)THENCE SOUTH 00 DEGREES 00 MINUTES 17 SECONDS WEST 28.36 FEET TO A POINT OF CURVATURE; 2) THENCE SOUTHEASTERLY ALONG THE ARC OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 317.00 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 12 MINUTES 27 SECONDS EAST, 301.11 FEET TO A POINT OF TANGENCY; 3) THENCE SOUTH 54 DEGREES 25 MINUTES 11 SECONDS EAST

327.39 FEET TO THE NORTH LINE OF BREWSTER CREEK BOULEVARD
HERETOFORE DEDICATED PER DOCUMENT NUMBER R2000-135800; THENCE
NORTHEASTERLY ALONG SAID NORTH LINE, ALSO BEING THE SOUTH LINES OF
SAID LOTS 4 AND 6, BEING A CURVE CONCAVE SOUTHEASTERLY, HAVING A
RADIUS 2550.00 FEET, A CHORD BEARING OF NORTH 41 DEGREES 18 MINUTES
42 SECONDS EAST, 378.14 FEET TO THE PLACE OF BEGINNING, IN DUPAGE
COUNTY ILLINOIS.

Broker Analysis		Financial Planning and Cost Containment	#2 Cost Control Strategies	Consulting Services	Administration	Pricing
Broker	#7 Clients	#8 Client Count	#1 Rising Ben. Costs	#6 Examples of enhanced benefits	#2 Claims/Coverage Questions?	
The Horton Group	Village of Downers Grove, City of Elgin, County of LaSalle	12 large	Member education, client advocacy	Retiree Carve-out, Consumer Driven Health Plans, Wellness, Pharmaceutical Strategies, Generational Planning - Defined Contribution Models, Retiree Carve-out	Retiree Carve-out, Consumer Driven Health Plans, Pharmaceutical Strategies	\$21.50 PEPM/Overall estimate of \$40,248
Hub	Arlington Heights, Niles, Wookstock	250 large	Medical/prescription drug spend	Alternate funding, spousal surcharge, tobacco surcharge, dependent audits	Offer 2 separate PPO Plans, offer Blue Advantage HMO instead of HMO Illinois, Offered additional PPO plan	\$20.45 PEPM/\$40,000
GCG	Naperville, NSEB Cooperative, Glenbard Township HS	11 large	Self-funding, Consumer driven health plans, pharmacy benefits management, Medicare-eligible retiree programs	Self-funding, Consumer driven health plans, pharmacy benefits management, Medicare-eligible retiree programs	Self-funding, Consumer driven health plans, pharmacy benefits management, Medicare-eligible retiree programs	prefer fee based, 1.5% estimate
Connor & Gallagher	Lyons District 103, Village of Burnham, South Shore Hospital	Average account has 125	SmartChoice MRI, Referenced Based Pricing, Education, Advisor Program, International Medical Tourism, Direct Path	Clinics, Price Transparency, Incentive based disease mangement, Domestic tourism, health savings account, telemedicine, health advocacy, biometric screens, health risk assessments, defined contribution	Unique team approach, In-house claims and COBRA management, HR training and staff support	Annual fee of \$50,000
Arachas Group	Village of Bartlett, County, County	67 large	Putting Risk Management programs in place, plan adjustments, contribution strategy adjustments	Captives, telemedicine, advocacy services	Transparent Pharmacy Benefit Management Program, Telemedicine, CDHP/HAS	Commissions paid by providers