AGENDA

Village of Hoffman Estates
Second Meeting of the Month
Village Board of Trustees

1900 Hassell Road
Hoffman Estates, IL 60169
847/882-9100

Board Room | **7:00 p.m.** | **November 17, 2014**

1. **CALL TO ORDER/ROLL CALL**

2. **PLEDGE OF ALLEGIANCE TO THE FLAG**

3. **RECOGNITION OF AUDIENCE**

4. **APPROVAL OF MINUTES** – November 3, 2014

5. **CONSENT AGENDA/OMNIBUS VOTE (Roll Call Vote)**
(All items under the Consent Agenda are considered to be routine in nature and will be enacted by one motion. There will be no separate discussion of these items unless a Trustee so requests. In that event, the discussion will be the first item of business after approval of the Consent Agenda.)
   A. Approval of Agenda
   B. Approval of the schedule of bills for November 17, 2014 - $1,963,724.72.
   C. Request Board approval of a Resolution creating the Arts Commission of the Village of Hoffman Estates (appointment of a vice chair).
   D. Request Board approval of a Resolution authorizing the Village President to enter into an Intergovernmental Agreement with the Metropolitan Water Reclamation District for the Jones/Highland Drainage Solution.
   E. Request Board approval of Addendum #1 and #2 to the Phase II engineering design services contract with HR Green, Inc., McHenry, IL, for the Bode Road reconstruction project at a combined supplemental cost of $6,666.60 for a total not to exceed cost of $63,650.65.
   F. Request Board approval to extend the 2014 Street Revitalization Project with Arrow Road Construction Company, Mt. Prospect, IL, to May 15, 2015.
   G. Request approval of a license agreement with Chicago SMSA Limited Partnership (d/b/a Verizon Wireless) for the installation of small cell antennas on Village-owned light poles.

6. **REPORTS**
   A. **President's Report**
      . . . Proclamation(s)
         -- Drunk & Drugged Driving Prevention Month
         -- Prematurity Awareness Month
      . . . Great Citizen -- Rachel's Walk of Love
      . . . Presentation(s)
         -- GFOA Certificate of Achievement for Excellence in Financial Reporting
      . . . Appointment(s)
         -- Jerry Arntzen (Vice-Chair, Arts Commission)

6. **REPORTS – Continued**
   - A. President's Report
     . . . Resignation(s)
     -- Ron Greenberg (Fire Pension Board)
     -- Robert Church (Veterans Memorial Commission)
     -- Edwin Frank (Celebrations Commission)
   - B. **Trustee Comments**
   - C. **Village Manager's Report**
   - D. **Village Clerk's Report**
   - E. **Treasurer's Report**
   - F. **Committee Reports**
     1) Finance
     2) Public Works & Utilities
     3) Public Health & Safety

7. **PLANNING & ZONING REPORT**
   - A. Request by HP Greenspoint Limited Partnership c/o Hamilton Partners (owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (applicant) for a Plat of Consolidation for the consolidation of the parcels at Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road into one contiguous property to be addressed as 2800 W. Higgins Road, with 1 conditions (see packets).

   Voting: 8 Ayes, 3 Absent
   Motion carried.
   - B. Request by HP Greenspoint Limited Partnership c/o Hamilton Partners (owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (applicant) to consider a Preliminary and Final Site Plan for the construction of a parking lot on the property located at Lot 2 of Greenspoint Office Park, with 4 conditions (see packets).

   Voting: 8 Ayes, 3 Absent
   Motion carried.
   - C. Request by Highland Dairy Farm LLC (owner) and M/I Homes of Chicago LLC (contract purchaser) for a Preliminary Plat of Subdivision and a Preliminary Site Plan and variations to the Zoning Code for the development of an 81-lot single family subdivision on a 37.09 acre parcel of land located on the northwest corner of Algonquin Road and Ela Road, with 9 conditions (see packets).

   Voting: 8 Ayes, 3 Absent
   Motion carried.

8. **ADDITIONAL BUSINESS** *(All other new business; those items not recommended unanimously by the Committee)*

9. **ADJOURNMENT**

The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.

MEETING:	**HOFFMAN ESTATES VILLAGE BOARD**
DATE:	**NOVEMBER 3, 2014**
PLACE:	**COUNCIL CHAMBERS** **MUNICIPAL BUILDING COMPLEX** **1900 HASSELL ROAD** **HOFFMAN ESTATES, ILLINOIS**

1. CALL TO ORDER:

Village President William McLeod called the meeting to order at 7:00 p.m. The Village Clerk called the roll. Trustees present: Karen Mills, Anna Newell, Gary Pilafas, Gary Stanton, Michael Gaeta, Gayle Vandenbergh.
Trustee Pilafas attended electronically.
A quorum was present.

ADMINISTRATIVE PERSONNEL PRESENT:

J. Norris, Village Manager
D. O'Malley, Deputy Village Manager
A. Janura, Corporation Counsel
P. Cross, Asst. Corporation Counsel
J. Jorian, Fire Chief
T. Bos, Police Chief
R. Musiala, Finance Director
J. Nebel, PW Director
F. Besenhoffer, IS Director
A. Garner, H&HS Director
P. Seger, HRM Director
B. Anderson, CATV Coordinator
K. Kramer, Economic Development Director
B. Gibbs, SCA Global Spectrum GM
A. Monroe, Asst. to the Village Manager

2. PLEDGE OF ALLEGIANCE TO THE FLAG:

The Pledge was led by Trustee Mills.

3. RECOGNITION OF AUDIENCE:

Wally Kleinfeldt, 4080 Chesapeake Ct., spoke about the condition of his street and asked for confirmation that his street is on the list to be redone. Mrs. Musiala will follow-up with him.

4. APPROVAL OF MINUTES:

Motion by Trustee Gaeta, seconded by Trustee Stanton, to approve Item 4.

Approval of Minutes
Minutes from October 20, 2014.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

5. CONSENT AGENDA/OMNIBUS VOTE:

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.A.

5.A. Approval of Agenda

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.B.

5.B. Approval of the schedule of bills for November 3, 2014: $4,142,793.15.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.C.

5.C. Request Board approval of Ordinance No. 4453-2014 amending Section 5-6-9, Personnel, Hoffman Estates Fire Department, of the Hoffman Estates Municipal Code (increase in sworn fire personnel).

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.D.

5.D. Request Board approval of Ordinance No. 4454-2014 authorizing an Addendum to Mutual Aid Box Alarm System Agreement.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.E.

5.E. Request Board approval of Ordinance No. 4455-2014 approving Amendment Number 4 to the Barrington Higgins District Tax Increment Redevelopment Plan and Project.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.F.

5.F. Request Board approval of Ordinance No. 4456-2014 authorizing the execution of a Redevelopment Agreement and the issuance of a TIF note respecting the Barrington Higgins Redevelopment Project Area in the Village of Hoffman Estates, Illinois (Barrington Higgins TIF District).

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.G.

5.G. Request Board approval of Resolution No. 1576-2014 authorizing adoption of the Cook County Multi-Jurisdictional Hazard Mitigation Plan.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.H.

5.H. Request Board approval of the 2014-2015 Snow/Ice Control Policy and Procedure Manual.
Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Mills, seconded by Trustee Stanton, to approve Item 5.I.

5.I. Request Board approval of: 1) a five-year extension to the Sears Centre Arena Management Agreement with Global Spectrum, Philadelphia, PA, along with revisions to the variable management fee; and 2) a five-year extension to the Sears Centre Arena Ticketing Services Agreement with New Era Tickets, Exton, PA; and 3) a five-year extension to the sale of Sears Centre Arena Contractual Rights Agreement with Front Row Marketing, Philadelphia, PA.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

6. REPORTS:

6.A. President's Report

Proclamations

Trustee Mills read the following proclamation:

Motion by Trustee Gaeta, seconded by Trustee Vandenbergh, to concur with the proclamation proclaiming November 9-15, 2014 as Elevator Safety Week.

Mr. Kramer accepted the proclamation.

Presentations

Motion by Trustee Mills, seconded by Trustee Stanton, to accept the resignation with regrets of Robert Fleming from the Celtic Fest Commission.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Motion by Trustee Gaeta, seconded by Trustee Vandenbergh, to accept the appointment of Jennifer Djordjevic to the Celtic Fest Commission.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried.

Mayor McLeod stated that he presented a Great Citizen Award to Royal Dental, attended Harper College's Distinguished Alumni Recognition, the Senior Commission Halloween luncheon, the Sister Cities Julia Child presentation, a Clearbrook open house and the Police Explorers reception.

6.B. Trustee Comments

Trustee Pilafas had no comments.

Trustee Vandenbergh stated that she attended the Capital Improvements Board meeting, a Platzkonzert meeting, her grandson's 1st birthday, the Explorer reception and she congratulated the Explorers on the awards that they received.

Trustee Stanton congratulated the Explorers and the dentists from Royal Dental.

Trustee Mills stated that she presented the Marriott Northwest with a Green Award, attended the Capital Improvements Board meeting, the senior lunch and congratulated the Explorers.

Trustee Newell stated she attended the Capital Improvements Board meeting, the Julia Child program and she congratulated the Explorers and their advisors.

Trustee Gaeta stated that he attended the Marriott Green Award presentation, the Capital Improvement Board meeting, 2 Citizens Fire Academy classes, Mark Koplin's anniversary celebration, the Julia Child program and he congratulated the Explorers.

6.C. Village Manager's Report

Mr. Norris had no comments.

6.D. Village Clerk's Report

The Village Clerk stated that 2,169 people took advantage of Early Voting here, 800 more than we had four years ago, and that 45 passports were processed and 111 FOI requests were received during the month of October.

6.E. Committee Reports

Transportation & Road Improvement

Trustee Stanton stated they would be meeting to request approval of Supplement #1 to the Phase II engineering design services contract for the Bode Road reconstruction project with HR Green, Inc. and request acceptance of Transportation Division Monthly Report.

Planning, Building & Zoning

Trustee Mills stated that they would be meeting to request acceptance of Department of Development Services Monthly Reports for Planning Division, Code Enforcement Division and Economic Development and Tourism.

General Administration & Personnel

Trustee Vandenbergh stated that they would be meeting to request approval of a Resolution creating the Arts Commission of the Village of Hoffman Estates (adding a vice-chair position); request acceptance of the Cable TV for December and January and Human Resources Management Monthly Reports.

7. ADDITIONAL BUSINESS:

There was no additional business.

8. ADJOURNMENT:

Motion by Trustee Gaeta, seconded by Trustee Mills, to adjourn the meeting. Time: 7:15 p.m.

Roll Call:
Aye: Pilafas, Mills, Newell, Stanton, Vandenbergh, Gaeta
Nay:
Mayor McLeod voted aye.
Motion carried

Bev Romanoff
Village Clerk

Date Approved

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BILL LIST SUMMARY

BILL LIST AS OF 11/17/2014	$ 722,405.57
MANUAL CHECKS	34,589.82
PAYROLL 11/14/2014	$ 1,206,729.33
TOTAL	$ 1,963,724.72

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
01 0301	14	DEDICATED GRAPHICS, INC	10,000 VILLAGE OF HOFFMAN	$1,008.59
01 0301	14	DEDICATED GRAPHICS, INC	SHIPPING	$75.00
01 0301	14	OFFICE DEPOT	OFFICE SUPPLIES	$181.53
01 0301	14	WAREHOUSE DIRECT	OFFICE SUPPLIES	$15.96
01 0302	14	ACME TRUCK BRAKE & SUPPLY CO.	STOCK REPAIR PARTS	$190.57
01 0302	14	BRISTOL HOSE & FITTING	REPAIR PARTS	$414.39
01 0302	14	CARQUEST AUTO PARTS	REPAIR PARTS	$1,363.04
01 0302	14	CARQUEST AUTO PARTS	RTN REPAIR PARTS	($193.56)
01 0302	14	CHICAGO PARTS & SOUND LLC	REPAIR PARTS	$159.92
01 0302	14	CHICAGO PARTS & SOUND LLC	WINTER BLADES	$199.50
01 0302	14	FIRST AYD CORP	VARIOUS SUPPLIES	$792.24
01 0302	14	MONROE TRUCK EQUIPMENT	REPAIR PARTS	$418.98
01 0302	14	O'REILLY AUTO PARTS	REPAIR PARTS	$59.76
01 0302	14	POMP'S TIRE	VEHICLE TIRES	$1,567.22
01 0302	14	RUSH TRUCK CENTER OF ILLINOIS, INC	REPAIR PARTS	$623.40
01 0303	14	ILLINOIS PAPER COMPANY	CARTONS 8.5X11" 20# HIGH	$1,140.00
01 0303	14	XEROX CORP.	D110CP COPIER LEASING	$362.63
01 0303	14	XEROX CORP.	EFISVR COPIER LEASING	$56.16
01 0303	14	XEROX CORP.	XC560 1ST FLR COPIER LEAS	$54.00
01 0303	14	XEROX CORP.	XC560 2ND FLR COPIER LEAS	$54.00
01 1222	14	AFLAC	DED:1027 AFLAC-INS	$4,190.12
01 1223	14	AFLAC	DED:2027 AFL-AF TAX	$709.25
01 1432	14	DIXON ENGINEERING,INC.	PROVIDE ENGINEERING & INS	$950.00
01 1432	14	HAGGE CONSTRUCTION	DEPOSIT RETURN	$500.00
01 1488	14	MONTEMAYOR CONSTRUCTION INC.	WATER MAIN REPAIRS	$5,554.00
TOTAL GENERAL-ASSETS & LIABILITIES				**$20,446.70**
01000011 3202	14	ROBERT STURM	CONTRACTOR LICENSE RFD	$50.00
01000011 3205	14	REMA ANAND	PERMIT RFD	$30.00
01000013 3405	14	ANDRES MEDICAL BILLING, LTD.	OCT PARAMEDIC CHARGES	$4,356.45
01000014 3502	14	MARY FREEMAN	RFD DUPLICATE PYMT	$200.00
TOTAL GENERAL-REVENUE ACCOUNTS				**$4,636.45**
01101122 4301	14	ILLINOIS TOLLWAY ACCT	TOLL CHARGES	$15.55
01101123 4402	14	WAREHOUSE DIRECT	OFFICE SUPPLIES	$24.24
01101123 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$32.00
01101124 4507	14	ALFRED G RONAN LTD	LEGAL SERVICES	$5,000.00
TOTAL LEGISLATIVE				**$5,071.79**
01101223 4402	14	WAREHOUSE DIRECT	OFFICE SUPPLIES	$1.75
01101223 4404	14	AHEAD OF OUR TIME PUBLISHING INC	SUBSCRIPTIONS	$500.00
01101223 4404	14	CHICAGO TRIBUNE	SUBSCRIPTIONS	$103.87
01101224 4542	14	LANGUAGE LINE SERVICES	LANGUAGE SERVICES	$51.79
TOTAL ADMINISTRATIVE				**$657.41**
01101323 4404	14	AUTOMATED MAIL SERVICES, LLC	US POSTAGE	$426.35
01101324 4547	14	WEST PAYMENT CENTER/ THOMSON	INFORMATION SERVICES	$810.97
01101324 4567	14	CLARK BAIRD SMITH LLP	LEGAL SERVICES	$157.50

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
01101324 4567	14	RICHARD A KAVITT ATTORNEY AT LAW	LEGAL SERVICES	$1,950.00
TOTAL LEGAL				$3,344.82
01101423 4401	14	FEDERAL EXPRESS CORP	SHIPPING	$11.21
01101423 4401	14	THE UPS STORE	SHIPPING	$129.11
01101423 4401	14	UPS SHIPPING CHARGES	SHIPPING	$17.83
01101423 4402	14	WAREHOUSE DIRECT	OFFICE SUPPLIES	$77.18
01101423 4403	14	OFFICE DEPOT	OFFICE SUPPLIES	$117.46
01101423 4403	14	WAREHOUSE DIRECT	OFFICE SUPPLIES	$13.95
01101423 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$6.00
01101423 4414	14	OFFICE DEPOT	OFFICE SUPPLIES	$57.17
TOTAL FINANCE				$429.91
01101523 4404	14	DAILY HERALD	SUBSCRIPTIONS	$38.00
01101523 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$6.00
01101524 4548	14	ARC ILLINOIS	PRINTING SERVICES	$42.03
TOTAL VILLAGE CLERK				$86.03
01101624 4507	14	DISCOVERY BENEFITS	FSA MONTHLY OCTOBER 2014	$573.30
TOTAL HUMAN RESOURCES				$573.30
01102524 4507	14	VISION INTERNET PROVIDERS INC	ANNUAL FEE 10/29-10/15	$5,980.65
TOTAL COMMUNICATIONS				$5,980.65
01106222 4301	14	ILLINOIS TOLLWAY ACCT	TOLL CHARGES	$0.37
TOTAL CABLE TELEVISION				$0.37
GENERAL GOVERNMENT				$16,144.28
01202122 4304	14	UNIFORM DEN INC.	GH ARMOR MODEL #UG2F06NIJ	$806.49
01202122 4304	14	UNIFORM DEN INC.	SHIPPING	$5.00
TOTAL PATROL & RESPONSE				$811.49
01202324 4509	14	LEAF	COPIER LEASING	$238.69
01202324 4542	14	COOK COUNTY BUREAU OF TECHNOLOGY	NETWORK CONNECTING CHARGE	$920.00
01202324 4542	14	TRANSUNION RISK & ALTERNATIVE	BACKGROUND CHECKS	$79.00
TOTAL INVESTIGATIONS				$1,237.69
POLICE				$2,049.18
01301223 4402	14	OFFICE DEPOT	OFFICE SUPPLIES	$161.53
TOTAL ADMINISTRATIVE				$161.53
01303122 4301.15	14	PATRICK FORTUNATO	REIM SEMINAR	$80.00
01303122 4301.19	14	PATRICK FORTUNATO	REIM SEMINAR	$104.79
01303122 4301.19	14	ROMEOVILLE FIRE ACADEMY	TRAINING	$795.00
01303122 4304	14	MUNICIPAL EMERGENCY SERVICES	SAFETY WEAR	$13,458.00
01303122 4304	14	ON TIME INC	SAFETY WEAR	$119.85
01303122 4304	14	ON TIME INC	UNIFORMS	$351.55
01303122 4304.16	14	AIR ONE EQUIPMENT INC	REPAIR PARTS	$950.00
01303122 4304.16	14	MUNICIPAL EMERGENCY SERVICES	SAFETY BOOTS	$1,372.00
01303122 4304.16	14	MUNICIPAL EMERGENCY SERVICES	VARIOUS SUPPLIES	$516.63
01303123 4408.16	14	EAGLE ENGRAVING, INC.	ID TAGS	$80.60
01303124 4510.11	14	HONEYWELL ANALYTICS INC	CALIBRATION REPAIRS	$600.00
01303124 4510.11	14	TSI INCOPRATED	CLEAN & CALABRATIONS	$795.99
01303124 4510.13	14	AIR ONE EQUIPMENT INC	LIGHTINING	$691.92

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
01303124 4510.13	14	AIR ONE EQUIPMENT INC	REPAIR PARTS	$448.00
01303124 4510.13	14	MUNICIPAL EMERGENCY SERVICES	SAFETY SUPPLIES	$133.69
01303124 4515.10	14	DUO SAFETY LADDER	HEAT SENSOR	$86.65
01303124 4515.10	14	FAST MRO SUPPLIES, INC	CLEANING SUPPLIES	$343.31
01303124 4579	14	ALEXIAN BROTHERS CORPORATE HEALTH	EMPLOYEE PHYSICALS	$78.00
01303124 4579	14	ALEXIAN BROTHERS CORPORATE HEALTH	PULMONARY TESTING	$36.00
01303125 4602.13	14	PAUL CONWAY SHIELDS	HYDRAULIC SUPPLIES	$1,846.25
01303125 4602.18	14	MUNICIPAL EMERGENCY SERVICES	REPAIR PARTS	$190.82
TOTAL SUPPRESSION				**$23,079.05**
01303222 4301	14	ILLINOIS TOLLWAY ACCT	TOLL CHARGES	$0.38
01303223 4419	14	AIRGAS USA, LLC	MEDICAL SUPPLIES	$186.76
01303223 4419	14	EMERGENCY MEDICAL PRODUCTS	MEDICAL SUPPLIES	$702.61
01303223 4419	14	PHYSIO-CONTROL INC.	MEDICAL SUPPLIES	$285.80
TOTAL EMERGENCY MEDICAL SERVICES				**$1,175.55**
01303322 4301	14	UNIVERSITY OF ILLINOIS	TRAINING	$400.00
01303324 4507	14	CHGO METRO.FIRE PREVENTION CO	MONTHLY MAINTENANCE	$1,362.00
TOTAL PREVENTION				**$1,762.00**
01303523 4412	14	CORNERSTONE APPLIANCE SERVICE	REPAIR PARTS	$267.59
01303523 4412	14	INDUSTRIAL GLASS & MIRROR LTD.	REPAIR PARTS	$515.00
01303523 4412	14	OFFICE DEPOT	OFFICE SUPPLIES	$57.19
TOTAL FIRE STATIONS				**$839.78**
FIRE				**$27,017.91**
01401222 4301	14	ILLINOIS TOLLWAY ACCT	TOLL CHARGES	$2.25
01401222 4301	14	JOSEPH NEBEL	REIM CONFERENCE TRAVEL	$172.68
01401223 4402	14	OFFICE DEPOT	OFFICE SUPPLIES	$7.83
01401223 4414	14	OFFICE DEPOT	OFFICE SUPPLIES	$120.81
01401224 4509	14	XEROX CORP.	5865APT COPIER LEASING	$162.21
TOTAL ADMINISTRATIVE				**$465.78**
01404123 4414	14	OFFICE DEPOT	OFFICE SUPPLIES	$27.00
01404124 4507	14	MURRAY & TRETTEL INC/ WEATHER COMMA	WEATHER FORECAST	$434.54
TOTAL SNOW & ICE REMOVAL				**$461.54**
01404224 4510	14	FIRST AYD CORP	VARIOUS SUPPLIES	$182.74
01404224 4521	14	HEALY ASPHALT CO., LLC.	HOT MIX ASPHALT SURFACE C	$982.55
TOTAL PAVEMENT MAINTENANCE				**$1,165.29**
01404324 4507	14	CENTRAL FORESTREE	CONTRACTED ASH TREE REMOV	$30,330.00
01404324 4507	14	KRAMER TREE SPECIALISTS, INC	SERVICES AS DESCRIBED	$10,070.00
01404324 4510	14	ARLINGTON POWER EQUIPMENT	REPAIR PARTS	$6.71
01404324 4510	14	VERMEER MIDWEST\VERMEER-IL	REPAIR PARTS	$606.12
TOTAL FORESTRY				**$41,012.83**
01404423 4412	14	CASE LOTS	CLEANING SUPPLIES	$933.20
01404423 4412	14	GRAINGER INC	REPAIR PARTS	$67.57
01404424 4501	14	AMAUDIT	AUDITING SERVICES	$93.24
01404424 4501	14	AT & T	LANDLINES	$248.30

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
01404424 4502	14	COMMONWEALTH EDISON	ELECTRIC 1900 HASSELL	$1,449.57
01404424 4503	14	NICOR GAS	GAS 411 W HIGGINS	$1,642.07
01404424 4507	14	ACCURATE DOCUMENT DESTRUCTION INC	DOCUMENT DESTRUCTION	$304.92
01404424 4507	14	MCCLOUD SERVICES	PEST MGMT POLICE DEPT	$93.73
01404424 4507	14	MCCLOUD SERVICES	PEST MGMT VILLAGE HALL	$95.79
01404424 4507	14	RED HAWK FIRE & SECURITY	NOVEMBER MONITORING	$1,181.71
01404424 4509	14	LECHNER AND SONS UNIFORM RENTAL	MONTHLY RENTAL SUPPLIES	$83.42
01404424 4509	14	PARTY CENTRAL	TABLE RENTAL	$135.00
01404424 4510	14	ADVANTAGE MECHANICAL INC.	MECHANICAL REPAIRS	$1,040.00
01404424 4510	14	ARCO MECHANICAL EQUIPMENT SALES	GAS DETECTION CALIBRATION	$1,080.00
01404424 4510	14	FILTER SERVICES INC	FILTERS	$112.68
01404424 4510	14	GRAINGER INC	REPAIR PARTS	$53.39
01404424 4510	14	GRAINGER INC	VARIOUS SUPPLIES	$153.27
01404424 4510	14	RED HAWK FIRE & SECURITY	PROXIMITY BOOSTER	$715.00
01404424 4510	14	THYSSENKRUPP ELEVATOR	MAINTENANCE	$1,244.28
01404424 4510	14	WEBMARC DOORS	REPAIRS	$671.42
01404424 4510	14	WEBMARC DOORS	REPAIRS TO DOORS	$515.06
01404424 4516	14	AMLINGS INTERIOR LANDSCAPE	MAINTENANCE	$410.80
01404424 4516	14	NATIONWIDE POWER	PER SERVICE PROPOSAL #NPS	$1,735.00
01404424 4516	14	WOLF ELECTRIC SUPPLY CO	REPAIR PARTS	$185.97
01404424 4517	14	WOLF ELECTRIC SUPPLY CO	REPAIR PARTS	$417.82
01404424 4518	14	ADDISON BUILDING MATERIALS	CEILING MATERIALS	$1,025.70
01404424 4518	14	ARCO MECHANICAL EQUIPMENT SALES	GAS DETECTION CALIBRATION	$270.00
01404424 4518	14	FILTER SERVICES INC	FILTERS	$75.84
01404424 4518	14	G & O THERMAL SUPPLY CO.	REPAIR PARTS	$204.53
01404424 4518	14	GRAINGER INC	REPAIR PARTS	$104.31
01404424 4518	14	GRAINGER INC	VARIOUS SUPPLIES	$83.97
01404424 4518	14	RED HAWK FIRE & SECURITY	MONITORING BUILDING # 12	$134.00
01404424 4518	14	SUBURBAN ACCENTS INC	DECALS	$112.50
01404424 4518	14	THYSSENKRUPP ELEVATOR	MAINTENANCE	$414.76
TOTAL FACILITIES				$17,088.82
01404522 4301	14	MIKE BACKSTROM	CDL REIMBURSEMENT	$30.00
01404522 4304	14	LECHNER AND SONS UNIFORM RENTAL	MONTHLY RENTAL SUPPLIES	$78.82
01404523 4411	14	PALATINE OIL CO., INC	FUEL	$38,276.51
01404523 4411	14	PARENT PETROLEUM	55 GAL DRUM OF MULTI VEH	$583.00
01404523 4411	14	PARENT PETROLEUM	GALLONS BULK 5W20 SM MOTO	$522.50
01404523 4411	14	PARENT PETROLEUM	GALLONS OF BULK 15W40 CJ-	$1,102.50
01404523 4411	14	PARENT PETROLEUM	SAE CF2 MOTOR OIL 55 GAL	$539.05
01404523 4414	14	CARQUEST AUTO PARTS	REPAIR PARTS	$285.68
01404523 4414	14	GRAINGER INC	VARIOUS SUPPLIES	$46.19
01404524 4510	14	CARQUEST AUTO PARTS	REPAIR PARTS	$138.57
01404524 4510	14	MCMASTER CARR SUPPLY CO	REPAIR PARTS	$121.98
01404524 4513	14	BOB ROHRMAN'S SCHAUMBURG FORD	REPAIR PARTS	$736.82
01404524 4513	14	CARQUEST AUTO PARTS	REPAIR PARTS	$466.93
01404524 4513	14	CUCCI FORD	VEHICLE REPAIRS	$136.17
01404524 4513	14	FIRESTONE TRUCK & SERVICE CENTER	REPAIR PARTS	$263.16

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
01404524 4513	14	FIRESTONE TRUCK & SERVICE CENTER	VEHICLE TIRES	$495.12
01404524 4513	14	GOLF ROSE CAR WASH	VEHICLE WASHES	$240.50
01404524 4513	14	INTERSTATE BATTERY SYSTEMS	VEHICLE BATTERIES	$101.60
01404524 4513	14	MYERS TIRE SUPPLY	REPAIR PARTS	$203.04
01404524 4513	14	O'REILLY AUTO PARTS	REPAIR PARTS	$7.61
01404524 4514	14	ACME TRUCK BRAKE & SUPPLY CO.	RTN REPAIR PARTS	($591.19)
01404524 4514	14	CARQUEST AUTO PARTS	REPAIR PARTS	$136.08
01404524 4514	14	FOSTER COACH SALES INC	BATTERY CONDITIONER	$134.81
01404524 4514	14	GOLF ROSE CAR WASH	VEHICLE WASHES	$39.00
01404524 4514	14	KAMMES AUTO & TRUCK REPAIR INC	VEHICLE TESTING	$30.00
01404524 4514	14	MORTON GROVE AUTOMOTIVE WEST	REPAIR PARTS	$995.00
01404524 4514	14	RUSH TRUCK CENTER OF ILLINOIS, INC	REPAIR PARTS	$26.75
01404524 4533	14	ALLSTAR AUTO GLASS INC	WINSHIELD REPAIR	$69.95
01404524 4534	14	ACME TRUCK BRAKE & SUPPLY CO.	VEHICLE REPAIRS	$1,441.78
01404524 4534	14	BOB ROHRMAN'S SCHAUMBURG FORD	REPAIR PARTS	$263.94
01404524 4534	14	CARQUEST AUTO PARTS	REPAIR PARTS	$216.99
01404524 4534	14	CARQUEST AUTO PARTS	RTN REPAIR PARTS	$111.51
01404524 4534	14	CASSIDY TIRE	VEHICLE TIRES	$668.00
01404524 4534	14	CHICAGO PARTS & SOUND LLC	REPAIRS TO VEHICLE SEATS	$175.00
01404524 4534	14	FIRESTONE TRUCK & SERVICE CENTER	REPAIR PARTS	$618.88
01404524 4534	14	KAMMES AUTO & TRUCK REPAIR INC	VEHICLE TESTING	$134.50
01404524 4534	14	LEACH ENTERPRISES INC	REPAIR PARTS	$354.62
01404524 4534	14	MONROE TRUCK EQUIPMENT	REPAIR PARTS	$75.73
01404524 4534	14	REX RADIATOR SALES	REPAIR PARTS	$731.00
01404524 4534	14	RUSH TRUCK CENTER OF ILLINOIS, INC	REPAIR PARTS	$643.97
01404524 4534	14	VERMEER MIDWEST\VERMEER-IL	REPAIR PARTS	$94.99
01404524 4535	14	GOLF ROSE CAR WASH	VEHICLE WASHES	$19.50
01404524 4536	14	CARQUEST AUTO PARTS	REPAIR PARTS	$11.12
01404524 4536	14	FIRESTONE TRUCK & SERVICE CENTER	REPAIR PARTS	$426.64
01404525 4602	14	O'REILLY AUTO PARTS	REPAIR PARTS	$139.99
TOTAL FLEET SERVICES				$51,344.31
01404624 4510	14	HIGH PSI LTD	REPAIR PARTS	$63.00
01404624 4542	14	HOVING CLEAN SWEEP INC.	AS NEEDED - ROADWAY SWEEP	$27,354.00
TOTAL F.A.S.T.				$27,417.00
01404724 4522	14	ENGINEERED EARTH SYSTEMS	VARIOUS SUPPLIES	$573.20
01404724 4522	14	MULTIPLE CONCRETE	REPAIR PARTS	$1,268.00
01404724 4522	14	WELCH BROS INC	REPAIR PARTS	$360.00
TOTAL STORM SEWERS				$2,201.20
01404824 4502	14	COMMONWEALTH EDISON	ELECTRIC GRANDCANYON	$2,308.40
01404824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2305 PEMBROKE	$7,533.71
01404824 4510	14	CARQUEST AUTO PARTS	REPAIR PARTS	$65.22
01404824 4510	14	O'REILLY AUTO PARTS	REPAIR PARTS	$42.96
01404824 4523	14	ACTIVE ELECTRICAL SUPPLY CO. INC	ELECTRICAL REPAIR PARTS	$1,481.32
01404824 4542	14	COMMONWEALTH EDISON	ELECTRIC STREET LIGHTS	$33.43
01404824 4542	14	GLOBAL EMERGENCY PRODUCTS	SIDEWALK REPLACEMENT	$8,000.00
01404824 4542	14	MEADE ELECTRIC CO., INC.	STREET LIGHTS	$2,441.64

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
TOTAL TRAFFIC CONTROL				$21,906.68
PUBLIC WORKS				$163,063.45
01505023 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$6.00
01505024 4546	14	PADDOCK PUBLICATIONS	HEARING NOTICES	$25.50
TOTAL PLANNING				$31.50
01505123 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$8.00
01505124 4507	14	GILIO LANDSCAPE CONTRACTORS	MOWING 1080 HERMITAGE	$60.00
01505124 4507	14	GILIO LANDSCAPE CONTRACTORS	MOWING CODE 810 CUMBERLAN	$70.00
01505124 4507	14	THOMPSON ELEVATOR INSPECTION INC	ELEVATOR INSPECTIONS	$564.00
TOTAL CODE ENFORCEMENT				$702.00
01505223 4414	14	ABSOLUTE VENDING SERVICE	WATER COOLER RENTALS	$6.00
TOTAL TRANSPORTATION AND ENGINEERING				$6.00
DEVELOPMENT SERVICES				$739.50
01556523 4413	14	TERESA ALCURE	REIM FOR WELLNESS DAY	$77.47
01556524 4556	14	AT & T	DSL LINES	$127.04
HEALTH & HUMAN SERVICES				$204.51
01605724 4507	14	ALEXIAN BROTHERS CORPORATE HEALTH	PHYSICAL SCREENING	$684.00
01605724 4507	14	STEPHEN A LASER ASSOC INC	FIREFIGHTER ASSESSMENT	$4,950.00
TOTAL FIRE & POLICE COMMISSION				$5,634.00
01605824 4555	14	LILLIAN MOSIER	REIM FOR SISTER CITIES	$38.00
01605824 4555	14	STONEGATE CONF.& BANQUET CENTRE	LUNCH SERVICE	$2,700.50
01605824 4559	14	LILLIAN CLINTON	REIM FOR PARTY ITEMS	$88.60
01605824 4599	14	MICHELLE PILAFAS	REIM FOR SUPPLIES	$58.53
TOTAL MISCELLANEOUS B & C				$2,885.63
BOARDS & COMMISSIONS				$8,519.63
TOTAL GENERAL FUND				$242,821.61
03400024 4512	14	ILLINOIS DEPT OF TRANSPORTATION	TRAFFIC SIGNAL MAINT	$14,739.24
03400024 4512	14	MEADE ELECTRIC CO., INC.	TRAFFIC SIGNAL MAINT	$525.00
TOTAL MFT FUND				$15,264.24
08200824 4542	14	HOT SOURCE TECHNOLOGIES	SHIPPING	$9.00
08200824 4542	14	HOT SOURCE TECHNOLOGIES	STAR TRAC ETRX TREADMILL	$79.99
TOTAL FEDERAL ASSET SEIZURE				$88.99
TOTAL ASSET SEIZURE FUND				$88.99
36000025 4604	14	LUMQUEST	CREE COY250-WH LED HIGH-B	$9,399.80
36000025 4604	14	LUMQUEST	CREE XSPW-W WALL PACK	$2,639.89
36000025 4610	14	CRAWFORD, MURPHY & TILLY, INC	ENGINEERING SERVICES	$100.23
36000025 4610	14	CRAWFORD, MURPHY & TILLY, INC	ENGINEERING SERVICES INTE	$191,634.76
36000025 4615	14	GLOBE CONSTRUCTION	CONCRETE MAINTENANCE	$45,482.21
TOTAL CAPITAL IMPROVEMENTS FUND				$249,256.89
40 1445	14	MULTIPLE CONCRETE	HYDRANT METER DEP RTN	$118.86
TOTAL WATER MISCELLANEOUS PAYMENT				$118.86

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
40400013 3425	14	STARCK REAL ESTATE	RFD FOR WATER BILL	$30.13
40400013 3425	14	SUDHIR & RUSHL SHAH	RFD OVER PYMT	$74.37
TOTAL WATER REFUND				**$104.50**
40406723 4408	14	MENARDS - HNVR PARK	REPAIR PARTS	$118.62
40406723 4408	14	MENARDS - HNVR PARK	RTN REPAIR PARTS	($42.80)
40406723 4408	14	USA BLUE BOOK	CALENDERS	$4.99
40406723 4408	14	ZIEBELL WATER SERVICE	REPAIR PARTS	$382.00
40406723 4414	14	ZIEBELL WATER SERVICE	REPAIR PARTS	$438.17
40406724 4501	14	AMAUDIT	AUDITING SERVICES	$39.96
40406724 4501	14	AT & T	LANDLINES	$42.31
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1775 ABBEYWOOD	$857.32
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1790 CHIPPENDALE	$382.48
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2 N HILL CREST	$27.36
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2002 PARKVIEW CI	$141.54
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2150 STONINGTON	$1,342.58
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2550 BEVERLY	$136.24
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 4140 CRIMSON	$82.88
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 4690 OLMSTEAD	$36.26
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 780 HASSELL	$86.62
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 95 ASTER LN	$307.97
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC BEVERLY	$110.67
40406724 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC S HIGGINS	$88.43
40406724 4503	14	NICOR GAS	GAS 4690 OLMSTEAD	$24.95
40406724 4507	14	ALEXIAN BROTHERS CORPORATE HEALTH	EMPLOYEE DRUG SCREENING	$196.00
40406724 4507	14	ALEXIAN BROTHERS CORPORATE HEALTH	EMPLOYEE PHYSICAL	$39.00
40406724 4507	14	RED HAWK FIRE & SECURITY	NOVEMBER MONITORING	$506.44
40406724 4507	14	SUBURBAN LABORATORIES, INC.	ANNUAL DRINKING WATER TES	$632.50
40406724 4509	14	XEROX CORP.	5865APT COPIER LEASING	$162.22
40406724 4526	14	TEST GAUGE AND BACKFLOW SUPPLY	BACKFLOW SERVICES	$721.65
40406724 4526	14	TEST GAUGE AND BACKFLOW SUPPLY	REPAIR PARTS	$235.92
40406724 4526	14	TEST GAUGE AND BACKFLOW SUPPLY	RTN REPAIR PARTS	($321.10)
40406724 4529	14	BEVERLY MATERIALS, L.L.C.	CLEAN CONCRETE	($40.00)
40406724 4529	14	GLOBE CONSTRUCTION	CONCRETE MAINTENANCE	$6,914.36
40406724 4529	14	HD SUPPLY WATERWORKS LTD	REPAIR PARTS	$90.00
40406724 4545	14	USA BLUE BOOK	VARIOUS SUPPLIES	$273.95
40406724 4585	14	BOB ROHRMAN'S SCHAUMBURG FORD	REPAIR PARTS	$55.18
40406724 4585	14	CARQUEST AUTO PARTS	REPAIR PARTS	$48.47
40406724 4585	14	CARQUEST AUTO PARTS	RTN REPAIR PARTS	($3.97)
40406724 4585	14	GRAINGER INC	VARIOUS SUPPLIES	$43.92
40406724 4585	14	INTERSTATE BATTERY SYSTEMS	VEHICLE BATTERIES	$101.60
40406724 4585	14	RUSH TRUCK CENTER OF ILLINOIS, INC	REPAIR PARTS	$124.54
40406725 4602	14	H.D. SUPPLY	12 VOLT AMT SUBMERSIBLE P	$945.00
40406725 4602	14	H.D. SUPPLY	FREIGHT	$102.00
40406725 4602	14	LEE JENSEN SALES CO., INC.	REPAIR PARTS	$1,180.00

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
40406725 4602	14	TEST GAUGE AND BACKFLOW SUPPLY	BACKFLOW SERVICES	$810.00
40406725 4609	14	BAXTER & WOODMAN,INC.	COMPLETE ENGINEERING SERV	$5,390.00
TOTAL WATER DIVISION				**$22,816.23**
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1200 KINGSDALE	$71.34
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1215 MOON LAKE	$165.02
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1513 GOLF	$449.40
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1629 CROWFOOT	$80.76
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1775 HUNTINGTON	$119.51
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1790 CHIPPENDALE	$573.72
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 1900 HASSELL	$60.33
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2090 CENTRAL	$79.48
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 2364 HIGGINS	$515.85
40406824 4502	14	CONSTELLATION NEW ENERGY INC	ELECTRIC 515 CENTRAL	$17.86
40406824 4530	14	BEVERLY MATERIALS, L.L.C.	GRAVEL	$814.64
40406824 4530	14	GLOBE CONSTRUCTION	CONCRETE MAINTENANCE	$16,781.30
40406824 4530	14	HEALY ASPHALT CO., LLC.	CLEAN ASPHALT DUMPING FEE	$317.79
40406824 4530	14	MENARDS - HNVR PARK	REPAIR PARTS	$13.97
40406824 4530	14	UNDERGROUND PIPE & VALVE CO	REPAIR PARTS	$595.00
40406824 4530	14	ZIEBELL WATER SERVICE	REPAIR PARTS	$884.00
40406824 4541	14	OUTSIDE PLANT DAMAGE RECOVERY	CABLE LINE REPAIRS	$332.20
TOTAL SEWER DIVISION				**$21,872.17**
40407023 4401	14	CREEKSIDE PRINTING	WATER BILL POSTAGE	$5,891.34
40407024 4542	14	CREEKSIDE PRINTING	WATER BILL PRINTING	$636.19
TOTAL BILLING DIVISION				**$6,527.53**
TOTAL WATERWORKS AND SEWERAGE FUND				**$51,439.29**
41000025 4602	14	KIEFFER & CO INC.	SIGN REMOVAL	$144,950.00
TOTAL SEARS CENTRE OPERATING FUND				**$144,950.00**
46 1101	14	PERRITANO, JOE	REIM FOR MEDICAL EXPENSE	$991.81
TOTAL RISK RETENTION				**$991.81**
46700021 4206	14	SEDGWICK CLAIMS MGMT SERVICES INC.	UNEMPLOYMENT ADMIN 12/1-3	$301.50
TOTAL RISK RETENTION				**$301.50**
TOTAL INSURANCE FUND				**$1,293.31**
47008524 4542	14	COOK COUNTY BUREAU OF TECHNOLOGY	NETWORK CONNECTING CHARGE	$1,703.50
47008524 4542	14	IPSWITCH, INC.	SERVICE AGREEMENT	$1,581.35
47008525 4619	14	ISLAND TECH SERVICES	12 MONTH SERVICE PACK FOR	$900.00
TOTAL OPERATIONS				**$4,184.85**
TOTAL INFORMATION SYSTEMS FUND				**$4,184.85**
50000024 4574	14	AHC ADVISORS INC	POLICE PENSION MGMT	$11,018.89

VILLAGE OF HOFFMAN ESTATES

November 17, 2014

ACCOUNT	YEAR	VENDOR	DESCRIPTION	AMOUNT
TOTAL POLICE PENSION FUND				**$11,018.89**
51000024 4542	14	INSPE ASSOCIATES, LTD	PROFESSIONAL SERVICES	$1,800.00
51000024 4542	14	KATHLEEN W BONO CSR LIMITED	LEGAL SERVICES	$287.50
TOTAL FIREFIGHTERS PENSION FUND				**$2,087.50**
BILL LIST TOTAL				**$722,405.57**

SELECTION CRITERIA: transact.t_c='20' and transact.trans_date between '20141030 00:00:00. 0' and '20141113 00:00:00. 0'
ACCOUNTING PERIOD: 11/14

FUND - 01 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	BUDGET UNIT	DESCRIPTION	SALES TAX	AMOUNT
0102	83204 V	12/07/12 11876	COOK COUNTY COMPTROLLER	60	ELECTIONS TAX LEVY	0.00	-14,116.09
0102	83448 V	01/15/13 15188	AETNA 2	01000013	PARAMEDIC REFUNDS	0.00	-635.48
0102	86381 V	08/06/13 15685	FLORIN CATALIN CHEREJI	40400013	10 MARICOPA LN RFD WAT	0.00	-45.13
0102	90016 V	04/22/14 11378	MCHENRY COUNTY SAFE KIDS	01202222	TRAINING CHILD PASSENG	0.00	-50.00
0102	92467 V	10/20/14 16272	ILLN DEPT OF PUBLIC HEAL	01505122	CERTIF OF PLUMBING IN	0.00	-100.00
0102	92655	10/31/14 12997	GROOT INDUSTRIES, INC.	09	JUNE 2014 DELINQUENT	0.00	2,789.61
0102	92656	10/31/14 12997	GROOT INDUSTRIES, INC.	09	JUNE 2014 DELINQUENT	0.00	329.99
0102	92657	11/04/14 16750	AETNA INC	01000013	PARAMEDIC REFUND	0.00	635.48
0102	92658	11/04/14 15685	FLORIN CATALIN CHEREJI	40400013	WATER RFD REPLACE CK	0.00	45.13
0102	92659	11/04/14 11261	WEX BANK	01404523	FUEL CARD	0.00	6.00
0102	92659	11/04/14 11261	WEX BANK	01404524	FUEL	0.00	58.87
TOTAL CHECK						0.00	64.87
0102	92660	11/04/14 16751	SRIVATSAN & JAYSHNEE SES	36000025	NOISE MITIGATION REIM	0.00	8,750.00
0102	92661	11/04/14 11876	COOK COUNTY COMPTROLLER	60	ELECTIONS TAX LEVY	0.00	14,116.09
0102	92662	11/04/14 16753	GARY MELBYE	36000025	NOISE MITIGATION REIM	0.00	8,750.00
0102	92663	11/05/14 16754	KENNETH KLIPPEL	01000016	AUCTION REIM.	0.00	500.00
0102	92664	11/06/14 16755	ROSS MORIZZO	01101123	REIM. FOR ANNIVERSARY	0.00	62.63
0102	92665	11/06/14 5055	MARCIA FRANK	01605824	REIM. DOOR PRIZES	0.00	70.82
0102	92666	11/06/14 2961	DAN O'MALLEY	01	C-PAL	0.00	1,517.59
0102	92667	11/10/14 13145	ILLINOIS SECRETARY OF ST	01404524	LICENSE PLATE P46	0.00	101.00
0102	92668	11/10/14 7681	XEROX CORP.	01	XC560 2ND FLR COPIER	0.00	1,006.26
0102	92669	11/10/14 7681	XEROX CORP.	01	EFISVR D110 COPIER MA	0.00	56.16
0102	92670	11/10/14 7681	XEROX CORP.	01	D110CP COPIER MAINT	0.00	294.24
0102	92671	11/10/14 7681	XEROX CORP.	01	XC560 2ND FL COPIER M	0.00	1,696.65
0102	92672	11/12/14 16766	JOHN COLLINS	36000025	NOISE MITIGATION REIM	0.00	8,750.00
TOTAL CASH ACCOUNT						0.00	34,589.82
TOTAL FUND						0.00	34,589.82

SELECTION CRITERIA: transact.t_c='20' and transact.trans_date between '20141030 00:00:00. 0' and '20141113 00:00:00. 0'
ACCOUNTING PERIOD: 11/14

FUND - 01 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	BUDGET UNIT	DESCRIPTION	SALES TAX	AMOUNT
TOTAL REPORT						0.00	34,589.82

RESOLUTION NO. _____ - 2014

VILLAGE OF HOFFMAN ESTATES

A RESOLUTION CREATING THE ARTS COMMISSION OF THE VILLAGE OF HOFFMAN ESTATES

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: That the Arts Commission of the Village of Hoffman Estates be and the same is hereby created as follows:

A. ARTS COMMISSION

There is hereby created the Arts Commission of the Village of Hoffman Estates.

B. MEMBERSHIP

The Arts Commission shall consist of fifteen (15) members, and the Village Clerk shall serve as an ex-officio member.

C. HOW APPOINTED – QUALIFICATIONS

The members of said Commission shall be appointed by the President with the consent of the corporate authorities voting jointly. Members of the Arts Commission shall be residents of or employed in the Village of Hoffman Estates.

D. TERMS OF OFFICE

Eight (8) members of the Arts Commission shall be appointed for a term of two (2) years expiring upon an even year and seven (7) members of the Commission shall be appointed for a term of two (2) years expiring upon an odd year. Members shall serve for such period or until their respective successors are appointed. Vacancies for any unexpired terms shall be filled in the same manner as herein provided by the original appointment.

E. CHAIRMAN & VICE-CHAIRMAN

The Village President shall appoint a Chairman and a Vice-Chairman of the Arts Commission with the advice and consent of the corporate authorities voting jointly.

F. DUTIES OF THE ARTS COMMISSION

1. Encourage, support and promote the Arts.
2. Develop an active awareness and appreciation of the Arts.
3. Ensure that all citizens of Hoffman Estates get the fullest benefit of the artistic program available through the Commission.
4. Take an active role in showcasing works and performance of artists to the general public on an annual basis.
5. Coordinate with the Youth Commission, the Cultural Awareness Commission, the Commission for Senior Citizens, the Commission for Disabled Citizens, and the Platzkonzert Commission ideas and programs affecting the Arts in the community.
6. Establish priorities and special projects and solicit volunteers to assist in said projects.
7. Create subcommittees, composed of members or non-members of said Commission, to aid and assist in the work of the Commission.

G. ASSISTANCE

The Village Manager and the Village Clerk are hereby directed to provide such guidance and counsel to the Arts Commission as may be required or requested from time to time.

H. COMPENSATION OF MEMBERS

The members of the Arts Commission shall receive such compensation as deemed appropriate by the President and Board of Trustees from time to time and as provided by Resolution of the President and Board of Trustees.

I. BUDGET

The budget shall be determined as the President and Board of Trustees deem appropriate.

J. REPORTS

The chairman of the Arts Commission shall submit to the President and Board of Trustees an annual written report of the activities of said Commission by January 1 and July 1 of each year. The Commission shall keep a written record of all official meetings.

Section 2: That this Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2014

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	____	____	____	____
Trustee Anna Newell	____	____	____	____
Trustee Gary J. Pilafas	____	____	____	____
Trustee Gary G. Stanton	____	____	____	____
Trustee Michael Gaeta	____	____	____	____
Trustee Gayle Vandenbergh	____	____	____	____
Mayor William D. McLeod	____	____	____	____

APPROVED THIS _____ DAY OF _____, 2014

_____
Village President

ATTEST:

_____
Village Clerk

RESOLUTION NO. _____ - 2014

VILLAGE OF HOFFMAN ESTATES

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO

WHEREAS, Article VII, Section 6 of the 1970 Illinois Constitution authorizes the Village of Hoffman Estates and the Metropolitan Water Reclamation District of Greater Chicago to contract upon matters of mutual interest; and

WHEREAS, the Village of Hoffman Estates and the Metropolitan Water Reclamation District of Greater Chicago wish to enter into an Intergovernmental Agreement for design, construction, operation and maintenance of the Jones Road/Highland Boulevard storm sewer improvements attached hereto as Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Hoffman Estates, Cook and Kane Counties, Illinois, as follows:

Section 1: That the Village President of the Village of Hoffman Estates is hereby authorized to sign the Village of Hoffman Estates and Water Reclamation District of Greater Chicago Intergovernmental Agreement providing for design, construction, operation and maintenance of the Jones Road/Highland Boulevard storm sewer improvements.

Section 2: That this Resolution shall be in full force and effect immediately from and after its passage and approval.

PASSED THIS _____ day of _____, 2014

VOTE	AYE	NAY	ABSENT	ABSTAIN
Trustee Karen V. Mills	_____	_____	_____	_____
Trustee Anna Newell	_____	_____	_____	_____
Trustee Gary J. Pilafas	_____	_____	_____	_____
Trustee Gary G. Stanton	_____	_____	_____	_____
Trustee Michael Gaeta	_____	_____	_____	_____
Trustee Gayle Vandenbergh	_____	_____	_____	_____
Mayor William D. McLeod	_____	_____	_____	_____

APPROVED THIS _____ DAY OF _____, 2014

_____
Village President

ATTEST:

_____
Village Clerk

HOFFMAN ESTATES

GROWING TO GREATNESS

October 20, 2014

To: Mayor and Board of Trustees

TREASURER'S REPORT

September, 2014

Attached hereto is the Treasurer's Report for the month of September, 2014, summarizing total cash receipts and disbursements for the various funds of the Village.

Cash receipts and transfers-in exceeded disbursements and transfers-out for the operating funds by $37,506. After including these receipts and disbursements, the balance of cash and investments for the operating funds is $29.0 million. For all of the Village funds, cash receipts and transfers-in exceeded disbursements and transfers-out by $445,691. The total for cash and investments for all funds increased to $186.7 million.

Respectfully Submitted,

Stan W. Helgerson

Stan W. Helgerson
Village Treasurer

Attachment

1900 Hassell Road, Hoffman Estates, Illinois 60169 • Phone: 847-882-9100 • Fax: 847-843-4822
Web: www.hoffmanestates.org

TREASURER'S REPORT

FOR THE MONTH ENDING SEPTEMBER 30, 2014

Fund	Beginning Balance	Receipts/ Transfers - In	Disbursements/ Transfers - Out	Amount In Cash	Amount Invested	Ending Balance
Operating Funds						
General (incl. Veterans' Mem)	$ 18,709,435	$ 1,708,047	$ 2,127,360	$ 3,781,639	$ 14,508,483	$ 18,290,122
Payroll Account	-	2,362,912	2,362,912	-	-	-
Petty Cash	2,000	-	-	2,000	-	2,000
Foreign Fire Ins. Board	98,179	-	-	98,179	-	98,179
Cash, Village Foundation	15,262	632	30	15,864	-	15,864
Cash, Fire Protection District	51,067	1,512	-	52,579	-	52,579
Motor Fuel Tax	1,961,138	296,637	202,297	199,728	1,855,750	2,055,478
Comm. Dev. Block Grant	1	6,523	4,487	2,037	-	2,037
EDA Administration	959,907	15,308	44,694	1	930,521	930,522
Enhanced 911	71,482	1,897	2,233	217	70,930	71,146
Asset Seizure - Federal	79,857	22,211	12,424	25,101	64,543	89,644
Asset Seizure - State	173,538	37	-	55,302	118,272	173,574
Asset Seizure - Battle	59,268	17	-	-	59,285	59,285
Asset Seizure - U.S. Marshall	9,772	-	-	9,772	-	9,772
Municipal Waste System	167,783	78,766	124,091	6,346	116,112	122,458
Roselle Road TIF	1,068,696	65	5,413	16,158	1,047,189	1,063,348
Water & Sewer	168,788	1,572,386	1,507,087	60,090	173,997	234,087
Sears Centre Operating	2,092,203	240,494	48,146	2,053,993	230,559	2,284,552
Stormwater Management	251,219	42,942	-	294,160	-	294,160
Insurance	2,364,851	180,996	77,257	148,906	2,319,684	2,468,590
Information Systems	698,799	107,689	83,134	24,510	698,844	723,354
Total Operating Funds	$ 29,003,244	$ 6,639,072	$ 6,601,566	$ 6,846,581	$ 22,194,170	$ 29,040,750
Debt Service						
2005A G.O. Debt Serv.	1,002,407	1,000,332	-	-	2,002,739	2,002,739
2005 EDA TIF Bond	35,917	7	-	5	35,920	35,925
2008 G.O. Debt Serv.	68,466	-	-	68,466	-	68,466
2009 G.O. Debt Serv.	1,830,504	102,957	500	195,390	1,737,571	1,932,961
Total Debt Service Funds	$ 2,937,294	$ 1,103,296	$ 500	$ 263,862	$ 3,776,229	$ 4,040,091
Capital Projects Funds						
Central Road Imp.	$ 254,524	$ 80	$ -	-	$ 254,603	$ 254,603
Hoffman Blvd Bridge Maintenance	341,881	43	-	-	341,925	341,925
Western Corridor	2,581,550	255	-	835	2,580,970	2,581,805
Traffic Improvement	304,224	74	-	-	304,298	304,298
EDA Series 1991 Proj.	2,597,919	445	-	110,568	2,487,796	2,598,363
Central Area Road Impact Fee	15,009	0	14,386	-	623	623
2008 Capital Project	-	-	-	-	-	-
2009 Capital Project	3,920	-	-	3,920	-	3,920
Western Area Traff. Impr.	140,923	11	-	-	140,934	140,934
West Area Rd Impr. Impact Fee	650,711	537	19,412	500	631,336	631,836
Capital Improvements	2,368,892	548,701	1,115,741	7,045	1,794,807	1,801,852
Capital Vehicle & Equipment	21,349	16,149	30,481	-	7,017	7,017
Capital Replacement	1,689,199	51	14,258	-	1,674,991	1,674,991
Water & Sewer-Capital Projects	66,191	5	-	-	66,197	66,197
Total Capital Proj. Funds	$ 11,036,290	$ 566,352	$ 1,194,279	$ 122,867	$ 10,285,496	$ 10,408,364
Trust Funds						
Police Pension	$ 59,806,416	$ 1,993,162	$ 1,982,709	$ 1,000	$ 59,815,869	$ 59,816,869
Firefighters Pension	63,933,911	3,359,093	3,432,381	1,000	63,859,623	63,860,623
EDA Spec. Tax Alloc.	18,977,431	688	2,650	-	18,975,469	18,975,469
Barrington/Higgins TIF	642,988	9	1,896	-	641,101	641,101
Higgins/Hassell TIF	-	-	-	-	-	-
Total Trust Funds	$ 143,360,746	$ 5,352,952	$ 5,419,636	$ 2,000	$ 143,292,061	$ 143,294,061
GRAND TOTAL	$ 186,337,574	$ 13,661,672	$ 13,215,981	$ 7,235,310	$ 179,547,956	$ 186,783,266

Draft #1

AGENDA
FINANCE COMMITTEE
Village of Hoffman Estates
November 24, 2014

6:00 p.m. – Board Room

Members:
Gary Pilafas, Chairperson
Anna Newell, Vice Chairperson
Michael Gaeta, Trustee
Karen Mills, Trustee
Gary Stanton, Trustee
Gayle Vandenbergh, Trustee
William McLeod, Mayor

I. Roll Call
II. Approval of Minutes – October 27, 2014

NEW BUSINESS

1. Budget Overview

2. Village Department Review
   a. General Government
   b. Police
   c. Fire
   d. Public Works (including the Water & Sewer Fund)
   e. Development Services (including the EDA Funds and Sears Centre Operating Fund)
   f. Health & Human Services
   g. Information Systems Fund
   h. Boards & Commissions (as needed)

3. Direct staff to publish the Notice of Availability of Budget and Public Hearing on the 2015 Proposed Budget. With Committee's concurrence, the Public Hearing will be scheduled for Monday, December 1, 2014 at 6:55 p.m. in the Council Chambers prior to the Village Board Meeting. (Notice of this public hearing will be given at least one week prior to the hearing date).

4. Direct staff to draft the Tax Levy and Tax Abatement Ordinances, which will appear on the December 1, 2014 Village Board Agenda.

III. President's Report
IV. Other
V. Items in Review
VI. Adjournment

The Village of Hoffman Estates complies with the Americans with Disabilities Act. For handicapped assistance, call the ADA Coordinator at 847-882-9100.

AGENDA
PUBLIC WORKS & UTILITIES COMMITTEE
Village of Hoffman Estates
November 24, 2014

DRAFT

Immediately following Finance

Members:
Anna Newell, Chairperson
Michael Gaeta, Vice Chairperson
Gary Pilafas, Trustee
Karen V. Mills, Trustee
Gary G. Stanton, Trustee
Gayle Vandenbergh, Trustee
William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – October 27, 2014
November 10, 2014 Special

NEW BUSINESS

1. Request acceptance of the Department of Public Works Monthly Report.

2. Request acceptance of the Department of Development Services Monthly Report for the Transportation and Engineering Division.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

The Village of Hoffman Estates complies with the Americans with Disabilities Act (ADA). For accessibility assistance call the ADA Coordinator at 847/882-9100.

AGENDA
PUBLIC HEALTH AND SAFETY COMMITTEE
Village of Hoffman Estates
November 24, 2014

Immediately following Public Works & Utilities Committee

Members: **Michael Gaeta, Chairman**
Gary Pilafas, Vice Chairman
Anna Newell, Trustee
Karen Mills, Trustee
Gary Stanton, Trustee
Gayle Vandenbergh, Trustee
William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – October 27, 2014 Committee Meeting

NEW BUSINESS

1. Request acceptance of Police Department Monthly Report.

2. Request acceptance of Health & Human Services Monthly Report.

3. Request acceptance of Emergency Management Coordinator Monthly Report.

4. Request acceptance of Fire Department Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

The Village of Hoffman Estates complies with the Americans With Disabilities Act (ADA). For accessibility assistance, call the ADA Coordinator at 847/882-9100.

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
FINDING OF FACT

PROJECT NO.: 2014038P VILLAGE BOARD MEETING DATE: November 17, 2014

PETITIONER: HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant)

PROJECT ADDRESS: Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road ZONING DISTRICT: B-2, Community Business District

Recommendation: **APPROVAL**

PLAT OF CONSOLIDATION VOTE: 8 Ayes, 3 Absent (Boxenbaum, Henderson, Krettler)

SITE PLAN VOTE: 8 Ayes, 3 Absent (Boxenbaum, Henderson, Krettler)

PZC MEETING DATE: Nov. 5, 2014 STAFF ASSIGNED: Josh Edwards

MOTION #1 – PLAT OF CONSOLIDATION

Request by HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant) for a Plat of Consolidation for the consolidation of the parcels at Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road into one contiguous property to be addressed as 2800 W. Higgins Road.

1. The Plat of Consolidation shall be recorded prior to issuance of a building permit.

ROLL CALL VOTE: 8 Ayes, 3 Absent (Boxenbaum, Henderson, Krettler)

MOTION PASSED

MOTION #2 – SITE PLAN

Request by HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant) for a Preliminary & Final Site Plan for the construction of a parking lot on the property located at Lot 2 of Greenspoint Office Park.

1. The following Subdivision Code waivers are granted:
    a) A waiver from Section 10-4-4-C-2-b to allow the interior parking rows in the parking lot addition to exceed 15 parking spaces without the inclusion of a landscape island as shown on the petitioners' plans.

b) A waiver from Section 10-5-2-B-4 to allow two parking spaces adjacent to landscaped areas to be 9 feet in width instead of 10 feet as shown on the petitioners' plans.

2. The building permit shall be obtained within nine (9) months of the Village Board action on this request.

3. A preconstruction meeting between the contractor and Village staff shall be required to discuss expectations with respect to site improvements and inspection requirements.

4. In accordance with Village Code, construction hours shall be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 6 p.m. Saturday and Sunday.

ROLL CALL VOTE: 8 Ayes, 3 Absent (Boxenbaum, Henderson, Krettler)

MOTION PASSED

AUDIENCE COMMENTS

None.

FINDING

The Commission heard from the petitioners (John Reynolds with Lincoln Properties and Glenn Christensen with Manhard Consulting) regarding a proposed Plat of Consolidation and a Site Plan to allow the expansion of the 2800 W. Higgins Road parking lot onto Lot 2 of Greenspoint Office Park. The Commission noted that the parking lot expansion would allow the office park to be more competitive in the office market. The details of the project were found to be acceptable including the proposed landscaping, drainage, and lighting.

The Commission had no concerns regarding the proposal and voted unanimously to recommend approval of both the Plat of Consolidation and Site Plan.

PLANNING AND ZONING COMMISSIONERS

Chairperson Eva Combs	Diane Lawrence
Vice-Chairman Steve Caramelli	Greg Ring
Sharron Boxenbaum	Nancy Trieb
Lenard Henderson	Steve Wehofer
Myrene Iozzo	Denise Wilson
Thomas Krettler	

The following attachments are hereby incorporated as part of this Finding of Fact:

Staff Report
Petitioner Application & Submittals
Staff Exhibit: Aerial Photo

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
STAFF REPORT

PROJECT NUMBER: **2014038P** PROJECT NAME: **2800 W. Higgins Road Parking Lot**

PROJECT ADDRESS/LOCATION: **Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road**

PUBLIC HEARING ☐ YES ☒ NO

REZONING ☐ **MASTER SIGN PLAN AMEDMENT** ☐ **SPECIAL USE** ☐ **VARIATION** ☐

PRELIMINARY & FINAL SITE PLAN ☒ **PLAT OF CONSOLIDATION** ☒

MEETING DATE: **November 5, 2014** STAFF ASSIGNED: **JOSH EDWARDS** JAE

REQUESTED MOTION

Request by HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant) to consider:

A. **A Plat of Consolidation for the consolidation of the parcels at Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road into one contiguous property to be addressed as 2800 W. Higgins Road.**

B. **A Preliminary & Final Site Plan for the construction of a parking lot on the property located at Lot 2 of Greenspoint Office Park.**

INCLUDES RECOMMENDED CONDITIONS ☒ YES ☐ NO

ACRES: 9.5 acres total		ZONING DISTRICT: B-2, Business District
ADJACENT PROPERTIES:	NORTH: Office and hotel properties, B-2	SOUTH: Cook County Forest Preserve, FP
	EAST: Office and hotel properties, B-2	WEST: Office properties, B-2

BACKGROUND

Lot 2 of Greenspoint Office Park, at the northwest corner of Higgins Road and Greenspoint Parkway, is undeveloped. The 2800 W. Higgins Road property includes an office tower and parking lot, and is also part of the Greenspoint Office Park. An annexation agreement was approved at the time of the office park's development in the 1980s, which addressed certain development criteria. One such criterion was the parking supply, which was approved at a lower quantity than the Subdivision Code guidelines for an office land use. At the time, the office park was planned to be supported by a greater amount of public transit including Pace bus routes and a future Metra line, which have not come to fruition. The property owners

have since been at a disadvantage in terms of parking supply when courting prospective tenants and retaining existing tenants.

PROPOSAL

The petitioner is proposing to construct a parking lot addition on the Lot 2 corner lot property. Also proposed is a Plat of Consolidation to combine the two adjacent properties into one lot.

The petitioner has included a written narrative in their application that explains the purpose of constructing the parking lot addition. The Greenspoint office park as a whole and the 2800 W. Higgins Road property within the office park are competing with other office developments in the region to attract and retain office tenants. An important consideration for prospective and existing office tenants is the quantity of parking available, which is typically expressed in terms of parking spaces per 1,000 square feet of building floor space. The additional parking spaces would result in a parking ratio of approximately 4 spaces per 1,000 square feet, which is more competitive with other office parks. The added parking could help to fill the vacant office space and to retain the existing tenants.

Plat of Consolidation

A Plat of Consolidation is included in the packet, which would combine Lot 2 and 2800 W. Higgins Road into one contiguous lot. Lot 2 is approximately 1.5 acres and 2800 W. Higgins Road is approximately 8 acres. The parking lot addition on the corner lot would function as part of the parking lot and office development at 2800 W. Higgins Road. Also, the Zoning Code would not permit the corner lot as a single lot to be developed exclusively as a parking lot.

Parking - Subdivision Code Section 10-5-2

Lot 2 would be developed as a parking lot expansion, extending the drive aisles and parking rows from the adjacent property at 2800 W. Higgins Road. The parking lot would be used by tenants (existing and future) of the office building. The net change in the parking quantity would be an additional 192 parking spaces. The project includes the striping of 2 handicapped accessible parking spaces. The parking ratio at 2800 W. Higgins Road is currently approximately 3.0 parking spaces per 1,000 gross square feet of building floor space, and this number would rise to 4.0 parking spaces per 1,000 square feet. The additional spaces would bring the 2800 W. Higgins Road property above the Subdivision Code guideline for an office building of 3.4 parking spaces per 1,000 square feet.

Engineering – Subdivision Code Section 10-3

No changes are proposed to the public utilities on the properties. An existing, unused water main easement will be vacated on the Plat of Consolidation. The utility easement is unnecessary as there is no water main in the easement area.

The Engineering Division has determined that the parking lot elevations and private storm sewers will be adequate for storm water drainage.

Landscaping - Subdivision Code Section 10-4

The proposed landscape plan includes a variety of shade trees, evergreens, and shrubs in the parking lot landscape islands, perimeter areas, and parkways. The petitioner made an effort to shift landscape islands and expand them in certain areas to preserve certain mature trees at the perimeter of the property. The landscape islands at the southeast corner of the parking lot are expanded to save the existing trees that are clustered around the Greenspoint office park ground sign. As a compromise to maintain the same number of new parking spaces, the interior parking lot landscape islands have been excluded. The Subdivision Code requires a landscape island at an interval of every 15 parking spaces. The interior rows of parking each include 19 parking spaces, the westernmost parking row includes 28 parking spaces, and the easternmost parking row includes 21 parking spaces. The interior landscape islands in these rows have been excluded, resulting in 8 additional parking spaces. However, this has been offset by the expansion of the southeast area of landscaping and a reduction of 8 parking spaces to preserve existing trees.

Two parking spaces at the ends of the eastern row of parking were reduced to 9 feet in width instead of 10 feet for end-spaces, and the two feet of width was added to the landscape area to improve the chances of survival for an 18" diameter locust tree. Waivers are proposed for the interior landscape islands and for the width of the two parking spaces.

The project includes the removal of trees to accommodate the parking lot construction, the majority of which are declining Ash trees. The other trees to be removed are generally older trees in poor health. The new landscaping will be of higher quality and will exceed the number of removed trees.

Exterior Lighting – Subdivision Code Section 10-5-3-G

New light poles will be installed in the parking lot addition. The poles and fixtures will match those of the existing parking lot at 2800 W. Higgins Road. The fixtures and lighting levels comply with the Subdivision Code standards.

STAFF SUMMARY

The Plat of Consolidation is necessary because the Zoning Code would not permit a lot to be developed entirely as a parking lot without a building. As such, the Plat will need to be recorded prior to the construction of the parking lot, and a Condition of Approval will require that it be recorded prior to issuance of a building permit.

The project includes the construction of a parking lot addition and installation of landscaping on Lot 2 of Greenspoint Office Park, expanding the parking lot of 2800 W. Higgins Road. The current parking ratio is lower than most of the similar suburban office parks in the region, which eliminates the office buildings from contention when seeking certain tenants. The parking lot expansion will allow the office park to be more competitive in the office market; to attract and retain office tenants.

RECOMMENDATIONS

A. **Approval of a request by HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant) for a Plat of Consolidation for**

the consolidation of the parcels at Lot 2 of Greenspoint Office Park and 2800 W. Higgins Road into one contiguous property to be addressed as 2800 W. Higgins Road, subject to the following conditions:

1. The Plat of Consolidation shall be recorded prior to issuance of a building permit.

B. Approval of a request by HP Greenspoint Limited Partnership c/o Hamilton Partners (Owner) and TR Greenspoint, LLC c/o LPC Realty Advisors (Applicant) for a Preliminary & Final Site Plan for the construction of a parking lot on the property located at Lot 2 of Greenspoint Office Park, subject to the following conditions:

1. The following Subdivision Code waivers are granted:

   a) A waiver from Section 10-4-4-C-2-b to allow the interior parking rows in the parking lot addition to exceed 15 parking spaces without the inclusion of a landscape island as shown on the petitioners' plans.

   b) A waiver from Section 10-5-2-B-4 to allow two parking spaces adjacent to landscaped areas to be 9 feet in width instead of 10 feet as shown on the petitioners' plans.

2. The building permit shall be obtained within nine (9) months of the Village Board action on this request.

3. A preconstruction meeting between the contractor and Village staff shall be required to discuss expectations with respect to site improvements and inspection requirements.

4. In accordance with Village Code, construction hours shall be limited to 7 a.m. to 7 p.m. Monday through Friday, and 8 a.m. to 6 p.m. Saturday and Sunday.

Attachments: Petitioner's Application and Submittals
Staff Exhibit – Aerial Photo

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING
GENERAL APPLICATION*

☐ Special Use for _____ ☐ Rezoning from _____ to _____

☐ Variation: ☐ *Commercial* ☐ *Residential* ☐ *Sign*

☒ Plat *(Subdivision & Others):* ☐ *Preliminary* ☒ *Final*

☒ Site Plan: ☐ *Amendment* ☐ *Concept* ☐ *Preliminary* ☒ *Final*

☐ Master Sign Plan: ☐ *Amendment*

Other: _____

*** ADDENDUM MATERIALS ARE REQUIRED FOR SPECIFIC REQUESTS**

Posting of Notification Sign(s) may be required.
Specific requirements will be provided when your request is scheduled.

FOR VILLAGE USE ONLY

Hearing Fee $1,000.00 Check No. 990903 Date Paid 10/22/14

Project Number: 20140381P

Staff Assigned: Josh Edwards

Meeting Date: 11/5/14 Public Hearing: Yes ☐ No ☑

Sign Posting Required: Yes ☑ No ☐ Date Sign Posted 10/26/14

PLEASE PRINT OR TYPE

Date: 10-21-2014

Project Name: Lot 2- Parking Lot

Project Description: Site Development - Use As Parking Lot

Project Address/Location: 2700 Higgins Rd.

Property Index No. _____

Acres: ± 1.8 Zoning District: Community Business

I. Owner of Record

HP GREENSPOINT LIMITED PARTNERSHIP d/b/a HAMILTON PARTNERS
Name AN ILLINOIS LIMITED PARTNERSHIP Company

300 PARK BOULEVARD — ITASCA
Street Address — City

IL — 60143 — 630 250-9700 / 847 459-9225
State — Zip Code — Telephone Number

847 459 8918 — Tim-Beechick@hpre.com
Fax Number — E-Mail Address

II. Applicant (Contact Person/Project Manager)

John Reynolds — TR GREENSPOINT LLC c/o LPC REALTY ADVISORS
Name — Company

120 N LASALLE #1750 — CHICAGO
Street Address — City

IL — 60602 — 312-345-8778
State — Zip Code — Telephone Number

JREYNOLDS@LPC.com
Fax Number — E-Mail Address

Applicant's relationship to property: UNDER CONTRACT TO PURCHASE

III. Owner Consent for Authorized Representative

It is required that the property owner or his designated representative be at all requests before the Planning and Zoning Commission (PZC). During the course of the meeting, questions may arise regarding the overall site, site improvements, special conditions to be included in a PZC recommendation, etc. The representative present must have knowledge of the property and have the authority to make commitments to comply with any and all conditions included in the PZC recommendations. Failure to have the owner or designated representative present at the meeting can lead to substantial delays in the hearing process. **If the owner cannot be present at the meeting, the following statement must be signed by the owner:**

I understand the requirement for the owner or an authorized representative to be present at the meeting with full authority to commit to requests, conditions and make decisions on behalf of the owner. I hereby authorize John Reynolds to act on my behalf and advise that he/she has full authority to act as my/our representative.

Timothy G Beechick — Timothy G Beechick
Owner Signature — **Print Name**

IV. Acknowledgement(s)

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable or otherwise.

- Planning and Zoning Commission members and Village Staff often conduct inspections of subject site(s) as part of the pre-hearing review of requests. These individuals will be carrying official Village identification cards that can be shown upon request.

The Owner and Applicant, by signing this Application, certify to the correctness of the application and all submittals.

Owner's Signature: Timothy S. Beecher

Owner's Name (Please Print): Timothy S. Beecher

Applicant's Signature: J. Reynolds
(If other than Owner)

Applicant's Name (Please Print): John Reynolds

Date: 10-21-2014

All requests must be accompanied by the items required and all fees must be paid before the Planning and Zoning Commission can hear any case.

Please contact the Planning Division (located in the Municipal Building) with any questions:

Email:	planning@hoffmanestates.org
Address:	1900 Hassell Road
	Hoffman Estates, IL 60169
Phone:	(847) 781-2660
Fax:	(847) 781-2679

Addendums Attached:

- ☐ Special Use
- ☐ Rezoning
- ☐ Variation
- ☐ Plat
- ☐ Site Plan
- ☐ Master Sign Plan
- ☐ Other _____

Site Development Application - Narrative
Village of Hoffman Estates

APPLICANT

TR Greentspoint LLC by its agent:
LPC Realty Advisors I, LP
John Reynolds

PROPERTY NAME AND LOCATION

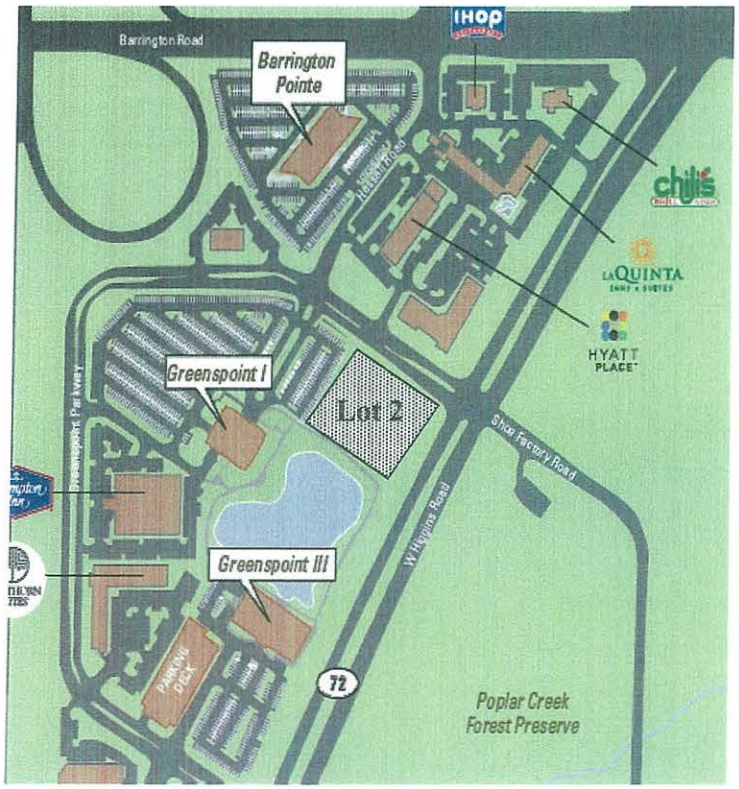
"Lot 2" - PIN 06-01-200-022
Hoffman Estates, Illinois

PROPERTY TYPE

An undeveloped parcel of land consisting of approximately 77,282 square feet and located adjacent to TR Greenspoint's assets in the Greenspoint Office Park: Barrington Pointe, Greenspoint I and Greenspoint III. The parcel will be improved to create a new parking lot which will primarily serve Greenspoint I.

Location and Accessibility

The parcel is located at the northwest corner of Greenspoint Parkway and Higgins Road in Hoffman Estates, Illinois. The parcel is directly adjacent to Greenspoint I and will connect seamlessly to the current parking lot, with available parking at a comparable distance as the existing parking lot and taking advantage of current points of ingress/egress.



SUMMARY

In recent years office floor plans have become more efficient and many office users are gravitating to "open" office concepts, increasing the number of employees working within an office and driving up required parking ratios. As a result, high parking ratios have become a highly desired amenity, with many office users now seeking 4 - 6 spaces/1,000 square feet. As an example, management is currently negotiating a letter of intent with a publicly traded company to occupy 34,509 at Greenspoint I. The tenant requires a minimum of 175 spaces, or 5.1 spaces per 1,000 square feet, and has informed ownership that parking is their biggest concern when determining the location of is new headquarters. While the building could currently accommodate the tenant's parking needs, without the proposed parking spaces the parking would be limited for any future lease activity.

The current parking ratio for the TR Greenspoint portfolio is currently 3.2 spaces per 1,000 square feet. The specific building ratios are as follows: Barrington Pointe 3.2 spaces per 1,000 square feet, Greenspoint I 3.0 spaces per 1,000 square feet and Greenspoint III 3.5 spaces per 1,000 square feet. While the current parking ratio is adequate for some tenants, a higher parking ratio would allow the Greenspoint buildings to be more competitive in the market.

The initial parking layout yields approximately 192 parking spaces and once completed will bring the parking ratio at Greenspoint I from 3.00 spaces per 1,000 square feet to 4.0 spaces per 1,000 square feet.

Competitive Set

As evidenced from the summary of the competitive buildings and their corresponding parking ratios, the majority of competitive buildings have parking ratios which exceed those found at Greenspoint Office Park :




	Two Park Center 5550 Prairie Stone Pky Hoffman Estates	2815 Forbs Ave Hoffman Estates	Woodfield Corp Center 425 N Martingale Rd Schaumburg	Woodfield Corp Center 475 N Martingale Rd Schaumburg
Rentable Building Area	193,700	95,237	437,641	273,891
Average Weighted Rent	$12.50	$15.00	$12.95	$12.95
Building Class	A	A	A	A
Direct Vacant Space	133,516	9,593	142,252	29,256
% Leased	31.1%	89.9%	67.5%	89.3%
Parking Ratio (per 1,000)	4.0	4.0	4.00	4.00





	Chatham Centre 1901 N Roselle Rd Schaumburg	Woodfield Corp Center 150 N Martingale Rd Schaumburg	Woodfield Corp Center 200 N Martingale Rd Schaumburg	Two Century Centre 1700 E Golf Rd Schaumburg	One Century Centre 1750 E Golf Rd Schaumburg
Rentable Building Area	205,614	277,300	255,675	221,177	212,212
Average Weighted Rent	$13.83	Withheld	$13.00	$14.06	$12.50
Building Class	A	A	A	A	A
Direct Vacant Space	35,304	4,584	45,906	21,513	2,253
% Leased	82.8%	98.3%	82.0%	90.3%	98.9%
Parking Ratio (per 1,000)	4.63	4.00	4.00	3.14	4.81

Competitive Set - Summary Analysis	
Average Weighted Rent	$13.35
Average % Leased	81.1%
Parking Ratio (per 1,000)	4.06

The new parking lot will yield approximately 192 parking spaces and will bring the parking ratio at Greenspoint I to 4.0 spaces per 1,000 square feet and the portfolio to 3.6 spaces per 1,000 square feet, making both much more competitive in the market.

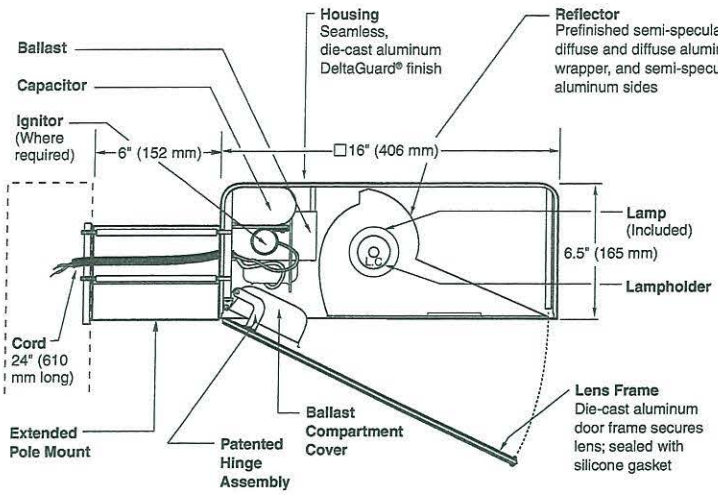
DEVELOPMENT DESCRIPTION

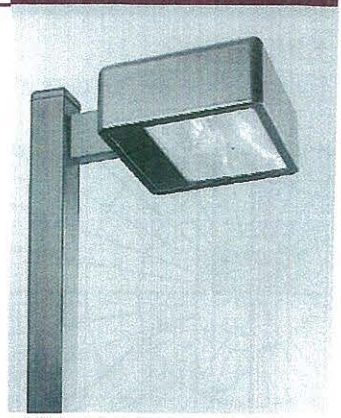
ADDRESS	Lot 2 PIN 06-01-200-022 - Hoffman Estates, Illinois
LOCATION	Northwest corner of Higgins Road and Greenspoint Parkway
SITE DESCRIPTION	77,282 square foot vacant lot
ZONING	Community Business - Restaurant per development plan, other uses such as office may also be suitable.
PROPOSED DEVELOPMENT	Development of 192 space parking lot, tying into the existing parking lot at Greenspoint I.
VARIANCES	Applicant has revised its submittal as requested by Staff to save the mature landscaping at the corner of Higgins and Greenspoint Parkway. In order to accommodate these changes the required landscape islands were removed from the center of the lot and relocated along the southern boundary. Additionally, in order to give an 18" locust tree the best chance of survival applicant has proposed making the two endcap spaces on the eastern edge 9' wide rather than 10' wide, and has used the additional two feet for green space around the tree.

6" EXTENDED POLE MOUNT

16" (406 mm) AREA CUTOFF LIGHT

AC2-16 SERIES





Notes

SPEC #	WATTAGE	CATALOG #
	PULSE START METAL HALIDE	
☐ SPEC #	150W PSMH	AC2615-**(a)(b)**
☐ SPEC #	200W PSMH	AC2620-**(a)(b)**
☐ SPEC #	250W PSMH	AC2625-**(a)(b)**
☐ SPEC # Ⓟ	320W PSMH	AC2632-**(a)(b)**
☐ SPEC # Ⓟ	350W PSMH	AC2635-**(a)(b)**
☐ SPEC # Ⓟ	400W PSMH	AC2640-**(a)(b)**
	HIGH PRESSURE SODIUM	
☐ SPEC #	250W HPS	AC2525-**(a)(b)**
☐ SPEC #	400W HPS	AC2540-**(a)(b)**

Specify **(a)** Voltage & **(b)** Options.
Ⓟ Reduced envelope ED28 lamp.

(a) VOLTAGE SUFFIX KEY	
M	120/208/240/277V (Standard)
T	120/277/347V (Canada Only) (Standard)
1	120V
2	277V
27	277V Reactor (PSMH Only)
3	208V
4	240V
5	480V
6	347V (Canada Only)

For voltage availability outside the US and Canada, see Bulletin TD-9 or contact your Ruud Lighting authorized International Distributor.

(b) OPTIONS (factory-installed)	
-(a)F	Fusing
-(a)P	Button Photocell
-5P	External Photocell (for 480V)
Q	Quartz Standby (includes 100W quartz lamp) (N/A on 277V Reactor)

Specify **(a)** Single Voltage — See Voltage Suffix Key

GENERAL DESCRIPTION

60° forward throw sharp cutoff luminaire for HID lamp, totally enclosed. Housing is seamless, die-cast aluminum. Mounting consists of a 1.8" (44 mm) wide by 4.5" (114 mm) high by 6" (152 mm) long extruded aluminum arm. The arm is held in place with two 3/8" (9 mm) mounting rods fastened to a steel backing plate inside the pole, and by two nuts inside the fixture housing. Mounting rods are provided with sealing washers to prevent water leakage. Lens assembly consists of rigid aluminum frame and high-impact, clear-tempered glass.

ELECTRICAL

Fixture includes clear, mogul-base lamp; 320 – 400W PSMH utilize the ED28 reduced envelope lamp. Pulse-rated porcelain enclosed, 4kv-rated screw-shell-type lampholder with spring-loaded center contact and lamp grips. Lamp ignitor included. All ballast assemblies are high-power factor and use the following circuit type:

277V Reactor
150 – 400W PSMH

HX— High Reactance
150W PSMH

CWA — Constant Wattage Autotransformer
200 – 400W PSMH; 250 – 400W HPS

PATENTS

US 4,689,729; 4,709,312

FINISH

Exclusive Colorfast DeltaGuard® finish features an E-coat epoxy primer with medium bronze ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. The finish is covered by our seven-year limited warranty.

LABELS

ANSI lamp wattage label supplied, visible during relamping. UL Listed in US and Canada for wet locations and enclosure classified IP65 per IEC 529 and IEC 598.

ACCESSORIES

FWG-16	Wire Guard
SBL-16	Backlight Shield

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Rev. 05/02/12

RUUD LIGHTING DIRECT

AC2-16 SERIES

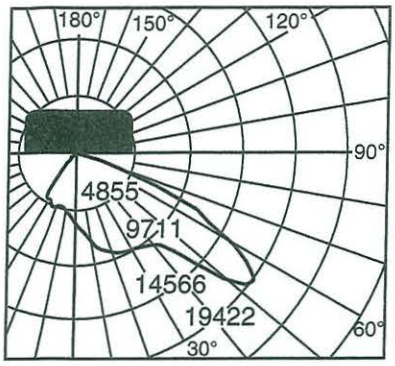
6" EXTENDED POLE MOUNT

16" (406 mm) AREA CUTOFF LIGHT

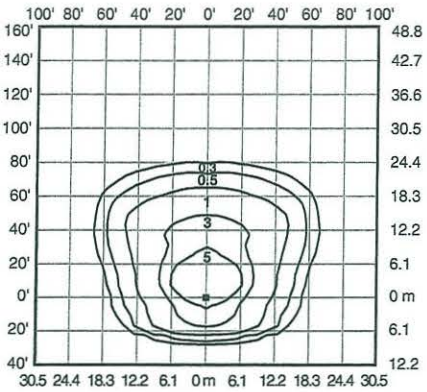
EPA RATING

EPA 0.95 for single fixture with 0° tilt (Consult factory for EPA rating on multiple units).

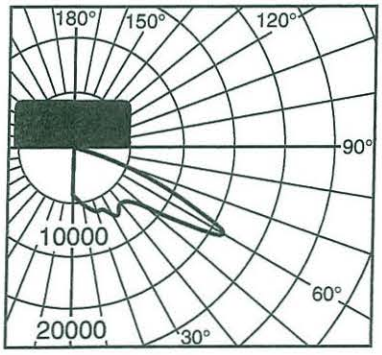
Isofootcandle plots show initial footcandles at grade. (Footcandles ÷ 0.0929 = Lux)



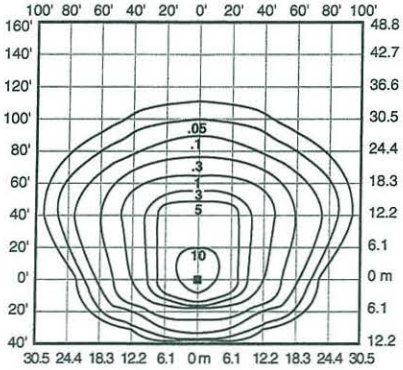
Candlepower distribution curve of 400W PSMH Area Cutoff Light without backlight shield.



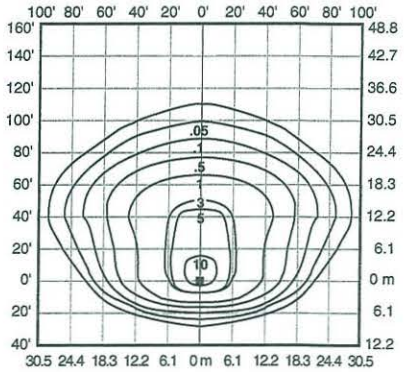
Isofootcandle plot of 400W PSMH Area Cutoff Light at 30' (9.1 m) mounting height, 0° vertical tilt, with backlight shield removed. (Plan view)



Lighting Sciences Inc.
Certified Test Report No. LSI 10246
Candlepower distribution curve of 250W HPS Area Cutoff Light without backlight shield.

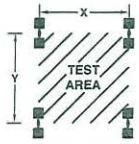


Isofootcandle plot of 400W HPS Area Cutoff Light at 25' (7.6 m) mounting height, 0° vertical tilt, with backlight shield removed. (Plan view)



Isofootcandle plot of 400W HPS Area Cutoff Light at 25' (7.6 m) mounting height, 0° vertical tilt, with backlight shield located for backlight cutoff. (Plan view)

Pole-spacing Example Data



Test area is centered within a (16) pole layout.

Average Initial Light Levels at Grade
2 Fixtures per pole @ 180°
(Footcandles ÷ 0.0929 = Lux)

Catalog #	Lamp Type	Lamp Lumens	Mounting Height	Max. Recommended Pole-spacing X x Y	Footcandles	Lux
AC2615-M	150W PSMH	12,000	15' (4.6 m)	60' (18.3 m) x 85' (25.9 m)	3.56	38
			20' (6.1 m)	75' (22.9 m) x 11' (33.5 m)	2.11	23
AC2625-M	250W PSMH	22,000	20' (6.1 m)	75' (22.9 m) x 110' (33.5 m)	3.86	42
			25' (7.6 m)	95' (29.0 m) x 140' (42.7 m)	2.31	25
AC2640-M	400W PSMH	40,000	25' (7.6 m)	95' (29.0 m) x 140' (42.7 m)	4.20	45
			30' (9.1 m)	115' (35.1 m) x 165' (50.3 m)	2.86	31
AC2525-M	250W HPS	28,500	20' (6.1 m)	75' (22.9 m) x 110' (33.5 m)	4.83	52
			25' (7.6 m)	95' (29.0 m) x 140' (42.7 m)	2.89	31
AC2540-M	400W HPS	50,000	25' (7.6 m)	95' (29.0 m) x 140' (42.7 m)	5.08	55
			30' (9.1 m)	115' (35.1 m) x 165' (50.3 m)	3.37	36

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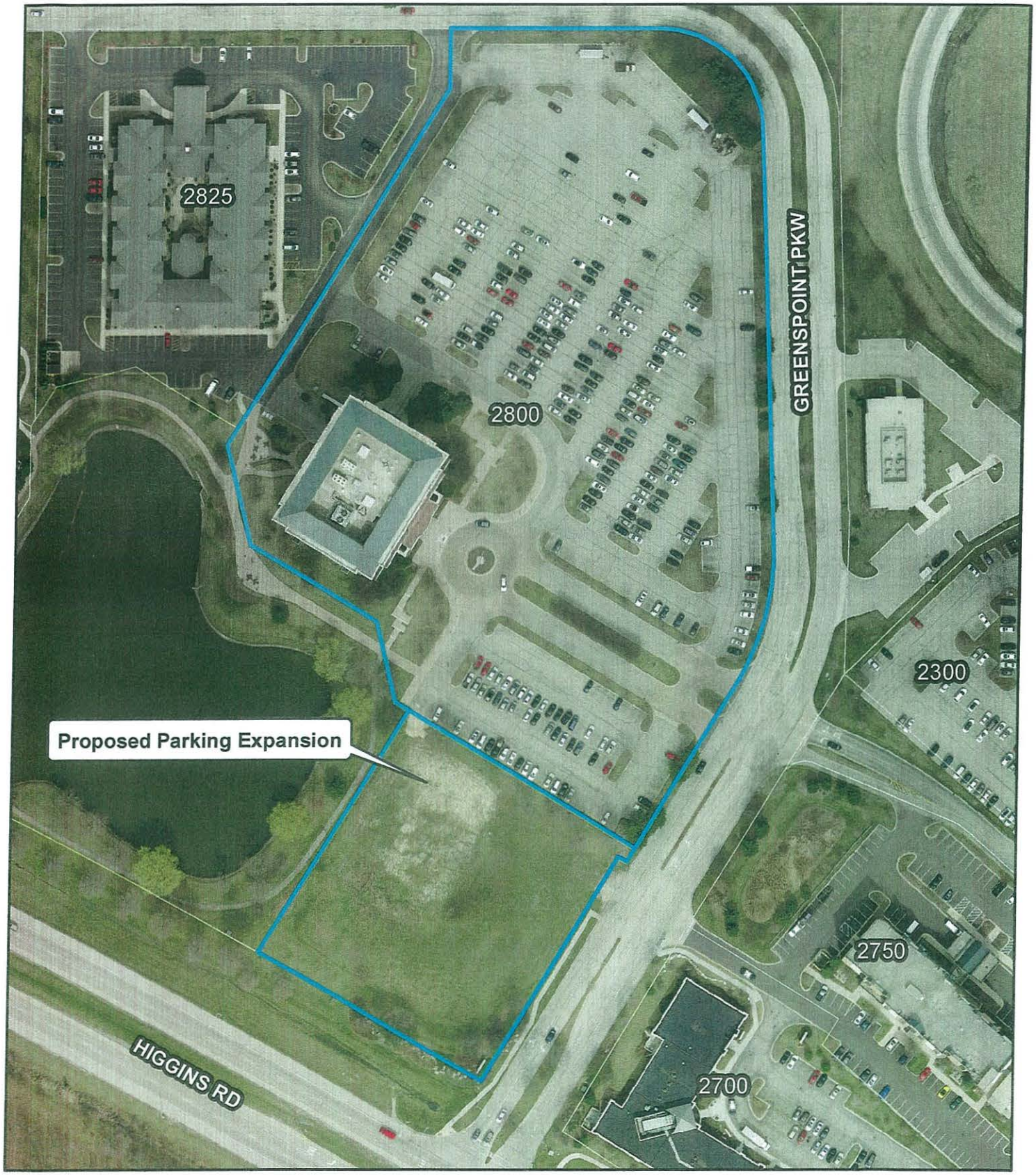
Rev. 05/02/12

2800 W. Higgins Rd
Proposed Greenspoint Parking Expansion



N

0 105 210 Feet

Planning Division
Village of Hoffman Estates
October 2014

Full Sized Plans

Are Available At

The Hoffman Estates

Village Hall

(1900 Hassell Road)

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
FINDING OF FACT

PROJECT NO.: 2014006P VILLAGE BOARD MEETING DATE: NOVEMBER 19, 2014

PETITIONER(S): Highland Dairy Farm LLC (owner) and M/I Homes of Chicago LLC (contract purchaser)

PROJECT ADDRESS: NEC Algonquin & Ela Roads ZONING DISTRICT: R-4 - One Family Residential

Does the Planning and Zoning Commission find that this request meets the Standards for a Variation? ☒ YES ☐ NO

Recommendation: **APPROVAL** Vote: 8 Ayes 0 Nays 3 Absent

PZC MEETING DATE: NOV. 5, 2014 STAFF ASSIGNED: JAMES DONAHUE

Request by Highland Dairy Farm LLC (owner) and M/I Homes of Chicago LLC (contract purchaser) to consider a Preliminary Plat of Subdivision and a Preliminary Site Plan and variations to the Zoning Code for the development of an 81 lot single family subdivision located at the northwest corner of Algonquin Road and Ela Road. The following conditions shall apply:

1. No tree removal, grading or other site work shall occur prior to final subdivision and site plan approval.

2. All items listed under the Final Plan Items section of the Planning and Zoning Commission Staff Report dated 11-5-2014 shall be completed.

3. Approval of Bergman Farm is granted based on the proposal that M/I Homes Chicago LLC will construct all homes within this unit consistent with the home plans provided in the packet. Any proposed house construction by any other builder, or any significant change in the house models to be constructed, will require Village review and approval, in accordance with Village Code.

4. The following Subdivision Code waiver is granted with this approval:

    a) A waiver from the Subdivision Code (Section 10-4-7) to allow all the trees on the site to be removed.

5. The following Zoning Code variations are granted with this approval:

    a) A variance from Section 9-3-8-L-4 to permit one residential subdivision identification per intersection where one right of way is less than the required 80' (60' right of way).

b) A variance from Section 9-5-4-D-7 to allow a Floor Area Ratio of .44 instead of maximum .40 on lots smaller than 10,600.

c) A variance from Section 9-5-4-E to allow a building height of 38' instead of the maximum 35'.

6. As shown on the landscape plan, the landscape buffer plantings behind Lots 1-50 shall be installed in entirety at one time and shall be in place prior to the issuance of the first Certificate of Occupancy for any house in this subdivision.

7. The property is subject to the school and park donation requirements as mandated by Section 10, Article 9 of the Village's Municipal Code.

8. This preliminary approval is granted based on the petitioner's proposal to preserve and dedicate to the Village (or an entity designated by the Village) the existing farmhouse. The dedication of land surrounding the farmhouse will comply with all land donation criteria outlined in Section 10-9-2-D, which includes the provisions of services and ensures the property will be usable for its intended purpose. In the event the Village determines the farmhouse structure is not appropriate for preservation, the petitioner shall be responsible for the demolition and restoration of the property in a manner suitable for use as a park site. The petitioner has previously provided an historic report on the house and shall provide preliminary architectural/structure assessment to assist the Village with its review of the preservation options. More extensive details shall be addressed as part of the final subdivision consideration and may include a separate agreement between the petitioner and Village regarding all obligations.

9. This preliminary approval is granted based on the stipulation that the petitioner shall dedicate the detention facility parcel and the park site parcel to a public park district for development of park facilities and perpetual maintenance, and that a public park district will accept the parcels and ownership responsibilities. At the time of this approval, the subdivision is within the boundaries of the Palatine Park District, however, the petitioner is cooperating with efforts to potentially disconnect and annex the property into the Hoffman Estates Park District. In the event the petitioner cannot gain concurrence of a public park district to accept the detention facility and the park site, this preliminary approval shall be void. At the time of final subdivision consideration, all final details shall be addressed, including a written intention to accept the property from a public park district.

FINDING

The Planning & Zoning Commission considered the request at their November 5, 2014 meeting. The commission learned that the plans presented by the petitioner were PRELIMINARY and not final and that they would be need to come back for final approval where additional details on the project would be provided.

The commission learned that the site would be developed with 81 single family units with one access to the site being from Ela Road and another being from Algonquin Road. Ela Road is under the jurisdiction of Cook County and Algonquin Road is under the jurisdiction of IDOT. The plans have been sent to the

respective agencies for comments. Initial feedback indicates that they agree with the plans, but final decisions will be required with the final plans. The petitioner commissioned a traffic study and had their traffic consultant speak at the meeting. The study took into account existing and future traffic and did not find a large change in level of service for the area. The petitioner plans to request additional green light time for Ela Road from the Algonquin Road lights during the morning peak period to help alleviate any queuing concerns.

The detention for the site would be provided in the center of the subdivision as a naturalized detention pond. The commission learned that the property is currently within the Palatine Park District. The plans propose that the long term ownership and maintenance for the pond is to be by a park district. Currently the petitioner is working with the park districts to disconnect the property out of the Palatine Park District and annex it into the Hoffman Estates Park District. This was similarly done previously with the Bradwell Estates Subdivision that was approved earlier this year.

The commission learned that the existing farmhouse and surrounding land may be saved as part of the proposal. An historical assessment was done of the farmhouse and it was noted that it may be eligible for the National Registry. The preliminary plans show the farmhouse and surrounding land being identified as open space. The petitioner and staff indicated that the house will be assessed to determine if it makes sense to save the structure for use as a museum of community gathering place. Final plans would identify the final layout including parking. Regardless of whether the house is saved, the land will be donated for open space. Additional stormwater detention for the open space may be required as final plans for the site are developed.

Commissioners had questions regarding the drainage, the amount of on-street parking, the maintenance of the landscaping installed on individual lots and traffic patterns. The petitioners engineer described the drainage plan in detail and staff indicated that the parking meets with respect to the number of on-street spaces available.

The Planning & Zoning Commission also considered the Standards for Variation as outlined in Section 9-1-15 of the Zoning Code, which state that the Planning and Zoning Commission shall not recommend the adoption of a proposed variation unless it finds that the variation meets the Standards for Variations as set forth in the Zoning Code.

1. The Planning and Zoning Commission shall not recommend the variation of the regulations of the Code unless it shall first make a finding based upon the evidence presented to it in each specific case that:

> a. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located;
> b. The plight of the owner is due to unique circumstances;
> c. The variation, if granted, will not alter the essential character of the locality.

2. For the purpose of implementing the above rules, the Planning and Zoning Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the applicant have been established by the evidence;

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

b. The conditions upon which the petition for a variation is based would not be applicable, generally, to other property within the same zoning classification;
c. The purpose of the variation is not based exclusively upon a desire to increase the value of the property;
d. The alleged difficulty or hardship has not been based exclusively upon a desire to increase the value of property;
e. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
f. 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 fires, or endanger the public safety, or substantially diminish or impair property values in the neighborhood.

3. The Planning and Zoning Commission may recommend to the Village Board that such conditions and restrictions be imposed upon the premises benefited by a variation as may be necessary to comply with the standards set forth in this section to reduce or minimize the injurious effect of such variation upon other property in the neighborhood, and better to carry out the general intent of this Code.

The Commission felt that the standards for the requested variations were met and by a vote of 8-0 recommended approval of the preliminary site plan with variations and preliminary plat. The Commission also recommended approval of the proposed rezoning by a vote of 8-0.

AUDIENCE COMMENTS

A number of residents spoke at the meeting. The majority of the questions dealt with drainage and how the development would impact their properties. The petitioner's engineer went into detail about the drainage plans and how the area would benefit from the development from a drainage standpoint.

Other concerns included questions on the access points, whether homeowner deed restrictions detailing fence types and maintenance of landscaping would be implemented, and traffic impacts to the surrounding streets and homes. The petitioner and their consultants answered questions to the satisfaction of the commission.

PLANNING AND ZONING COMMISSIONERS	
Chairperson Eva Combs	Thomas Krettler
Vice-Chairman Steve Caramelli	Greg Ring
Sharron Boxenbaum	Nancy Trieb
Lenard Henderson	Steve Wehofer
Myrene Iozzo	Denise Wilson
Diane Lawrence	

ROLL CALL VOTE
8 Ayes
3 Absent (Boxenbaum, Krettler, Henderson)

MOTION PASSED

The following attachments are hereby incorporated as part of this Finding of Fact:

Petitioner's Applications and Submittals
Preliminary Plan Set
Staff Exhibit – Aerial Photo
Location Map

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
STAFF REPORT

PROJECT NO.: **2014006P** PROJECT NAME: **BERGMAN FARM SUBDIVISION**

PROJECT ADDRESS/LOCATION: **NEC of Algonquin Road & Ela Road**

PUBLIC HEARING ☒ YES ☐ NO

REZONING ☐ **MASTER SIGN PLAN** ☐ **SPECIAL USE** ☐ **VARIATIONS** ☒

PRELIMINARY SITE PLAN ☒ **PRELIMINARY PLAT** ☒

MEETING DATE: **NOVEMBER 5, 2014** STAFF ASSIGNED: **JIM DONAHUE** JD

REQUESTED MOTION

Approval of a request by Highland Dairy Farm LLC (owner) and M/I Homes of Chicago LLC (contract purchaser) to consider a Preliminary Plat of Subdivision and a Preliminary Site Plan and variations to the Zoning Code for the development of an 81 lot single family subdivision located at the northwest corner of Algonquin Road and Ela Road.

INCLUDES RECOMMENDED CONDITIONS ☒ YES ☐ NO

ACRES: 37.09 (APPROXIMATE)		ZONING DISTRICT: R-4
ADJACENT PROPERTIES:	NORTH: INVERNESS	SOUTH: FP - FOREST PRESERVE
	EAST: R-4 RESIDENTIAL (Highland Hills)	WEST: R-4 RESIDENTIAL (Winston Knolls)

BACKGROUND

The subject property is an existing working farm that was previously annexed into the Village in 1962 and is zoned R-4 single family (9,250 square foot lot minimum). This approximately 37 acre property is surrounded by the Village of Hoffman Estates on its south, west, and east sides, and by the Village of Inverness to its north.

The petitioner appeared before the Planning, Building, & Zoning Committee on April 21, 2014; where they presented a mixed single family subdivision of 59 single family lots and 76 rowhome units. Feedback from the Committee at that time indicated that the rowhomes would not be a good fit for the area and the existing zoning of R-4 should be observed for any development. Additionally, residents at the meeting spoke about drainage concerns and traffic.

PROPOSAL

The petitioner has revised the plans based on feedback from the April 21, 2014 PB&Z meeting and is now proposing an 81 lot subdivision with access off Ela Road and Algonquin Road. The access off Ela will align with N. Wilshire Drive and the Algonquin Road access will be approximately 630' west of the Ela Road intersection.

It should be noted that these plans are Preliminary and will be adjusted as needed through the Final review process, but as allowed by our code; the petitioner can go through the development review process in a two-step procedure. Preliminary review generally will require elements of a more general nature, in particular, engineering plan documents.

The site contains a farmhouse that was the subject of a historical assessment. The report indicates that the home does have historical significance to the area and may be eligible for the National Registry. The Village is currently working with the developer on assessing the physical condition of the house to see if it would be practical to save. More information on the final disposition of the home and land surrounding it will be provided at final plan submittal.

The proposal does include a small amount of common area; therefore, there will be a homeowners association (HOA).

PRELIMINARY PLAT OF SUBDIVISION

The preliminary plat proposes an 81 lot subdivision with access off both Ela Road and Algonquin Road. Lots would be a minimum size of 9,750 square feet and an average lot size of 12,134 square feet. The minimum lot size proposed exceeds the R-4 minimum of 9,250 square feet. The plat also identifies outlots along the east property line for a bike path and subdivision signage and two smaller outlots at the entrance off Algonquin for subdivision signage.

Additionally there will be a large stormwater detention area in the center of the subdivision on a separate lot. The area that includes the farmhouse will be a separate lot(s) that will contain a park area and any improvements associated with the farmhouse.

PRELIMINARY SITE PLAN

Vehicular Access

Vehicular access to the subdivision is proposed via two points of entry with one being off Ela Road and one off Algonquin Road. The Ela Road access will align with the existing North Wilshire Drive in the Highland Hills Subdivision and will include a left turn lane for northbound traffic entering the site. The Algonquin Road access is proposed as a full access and will incorporate a left turn lane for eastbound traffic wishing to enter the site.

Ela Road is under the jurisdiction of Cook County and Algonquin Road is under the jurisdiction of IDOT. The plans have been submitted to the both agencies and any modifications on the proposed designs will

need to be incorporated within the plans when final approval is sought by the petitioner from the Village. The access locations should be acceptable as proposed.

As part of the vehicular access assessment, the petitioner commissioned a traffic engineer to do a traffic study. The study reviewed the existing roadway system characteristics, existing traffic volumes, and peak hour traffic observations. The results indicate that given the size and type of proposed development, the projected traffic volumes will be low compared to the current traffic volumes traversing the area roadways and the site generated traffic will not have a significant impact on the roadway system. The Village's Traffic Division has reviewed the traffic study and concurs with its findings.

Pedestrian Access

The subdivision will have sidewalks throughout and will tie into the existing sidewalk along Algonquin Road. In lieu of a sidewalk, a ten foot wide bicycle path will be installed along Ela Road. Due the grading issues within the Ela Road right of way, the bike path will be located within a separate outlot owned and maintained by the Homeowners Association (HOA). An easement for public access will be dedicated on the final plat of subdivision. The internal sidewalk system will cross at Ela Road will be connected to the existing sidewalk on N. Wilshire Drive. Additionally, pedestrian access and signal modifications will be done as part of the final plan consideration to link the southeast corner of the site to the forest preserve on the southwest corner of Algonquin & Ela intersection.

Additional pedestrian connections to a proposed path system around the internal detention area and to the farm/park site are shown as part of the preliminary plans. Final disposition of site improvements related to the stormwater detention area and the farm/park site will be determined at final plan approval as determined by the end owner of these sites.

Engineering

The preliminary engineering shows that the subdivision will access existing sewer and water by connecting into the water and sanitary currently along Algonquin Road and Ela Road. The water will loop through the subdivision as per code. An existing water main along the north end of the property will be abandoned and replaced with watermain located within the right of way for the development.

The detention for the site will be accommodated through two detention basins. The larger centralized detention basin will serve the overall residential development and the small one at the southeast corner of the site will serve the farmhouse/park area.

Currently, the storm runoff from the Bonny Glen Subdivision north of the site is conveyed to the east toward the Ela Road ditch. This conveyance is in the form of a severely undersized ditch with overflow from the ditch currently flowing to a large depressional area in the middle of the Bergman Farm. To help improve upon this scenario, the plans identify a combination of rear yard storm sewers along the north property line and overland flow between Lots 25 & 26 to the road and then ultimately in the pond that will provide a path for the water to reach the detention basin. The offsite flow will be bypassed through the proposed detention facility and allowed to exit the site via the proposed 36" culvert under Ela Road.

This development will greatly improve drainage in the area.

Tree Preservation and Landscaping

The petitioner is proposing a waiver to the Subdivision Code (Section 10-4-7) to allow all the trees on the site to be removed. The plans identify the tree lines along the perimeter of the existing farm site being removed as well as the trees north of the farmhouse to allow development of the subdivision. The site and tree lines include many undesirable trees that have grown wild and are not worthy of preservation. This includes a preponderance of boxelder, green ash, and silver maple. Given the topography of the site and the low quality trees on the site, preserving the trees would not be feasible. This is discussed further in the waiver section of the memo as *Waiver #1.*

The landscape plan includes the required parkway trees internally as well as along Algonquin and Ela Roads. Additionally, the plans identify two overstory trees per lot as per code requirement.

The plans also include a landscape buffer that is included within each lot around the perimeter if the site. This buffer consists of a combination of overstory and evergreen trees and is part of the future homeowner's lot on the west, north, and south sides. On the east side the landscape buffer will be included as part of the previously referenced outlot that contains the bike path.

The buffer landscaping will be located within a landscape easement. Easement language on the final plat will be included that will preclude this area from being improved or encroached upon with permanent structures and will require any landscaping removed to be replaced. This buffer for the entire subdivision is required to be installed prior to any initial house occupancy. This is included in the conditions of approval.

The petitioner is proposing monument signage at the entrances to the subdivision as shown on the landscape plan. The Zoning Code allows one sign at a maximum of two entrances located at the intersection of two rights-of-way each of which is 80' or more in width. The existing right of way on the proposed interior streets does not meet this requirement. This is discussed further in the waiver section of the memo as Variation #1.

Architecture & Massing

The petitioner is proposing eight different house models that could be built in the subdivision, all with brick, stone or fiber cement board front facades. The size of the homes is expected to be between 2600 - 3800 square feet with a base price of $550,000 – low $650,000s; which will likely be adjusted as the market evolves at the time each house is sold. Examples of the proposed homes are included in the packets.

As part of the review of the proposed home models on the platted lots, the petitioner is requesting a variance to allow an increased floor area ratio for the largest model on some lots. This would affect lots smaller than 10,600. The FAR increase would not increase the bulk of the home reduce the setbacks, it would only increase the interior square footage by adding rooms to previously open loft areas. This is discussed further in the waiver section of the memo as Variation #2.

Additionally, the petitioner is asking for a variance for the height of the homes. Our code allows a maximum building height of 35'. The petitioner is asking for a variance to allow maximum building height of 38'. The petitioner has stated that due to the roof pitch and associated floor plan design, the measurement

of height as defined in our Zoning Code will cause a slight increase in the total height measurement. This is discussed further in the waiver section of the memo as Variation #3.

Park District

The property currently lies within the Palatine Park District. The petitioner is proposing to disconnect from the Palatine Park District and annex the property into the Hoffman Estates Park District upon acquisition of the property. Agreements between both park districts would need to be agreed upon and executed. The two Park Districts have had formal discussions on this issue and are working towards and agreement. A clear direction will be defined at final consideration. A condition has been added relating to the approval being based on the Park District accepting ownership and maintenance of the park land and detention facility.

Variation Discussion

Section 9-1-15 of the Zoning Code – Standards for a Variation - states that the Planning and Zoning Commission shall not recommend the adoption of a proposed variation unless it finds that the variation meets the Standards for Variations as set forth in the Zoning Code.

1. The Planning and Zoning Commission shall not recommend the variation of the regulations of the Code unless it shall first make a finding based upon the evidence presented to it in each specific case that:

    a. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located;
    b. The plight of the owner is due to unique circumstances;
    c. The variation, if granted, will not alter the essential character of the locality.

2. For the purpose of implementing the above rules, the Planning and Zoning Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the applicant have been established by the evidence;

    a. The particular physical surroundings, shape of topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;
    b. The conditions upon which the petition for a variation is based would not be applicable, generally, to other property within the same zoning classification;
    c. The purpose of the variation is not based exclusively upon a desire to increase the value of the property;
    d. The alleged difficulty or hardship has not been based exclusively upon a desire to increase the value of property;
    e. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and
    f. 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 fires, or endanger the public safety, or substantially diminish or impair property values in the neighborhood.

3. The Planning and Zoning Commission may recommend to the Village Board that such conditions and restrictions be imposed upon the premises benefited by a variation as may be necessary to comply with the standards set forth in this section to reduce or minimize the injurious effect of such variation upon other property in the neighborhood, and better to carry out the general intent of this Code.

The petitioner has addressed the standards of variation in their submittal. Staff comments on each variance request are listed below.

Variation #1 – A variance from Section 9-3-8-L-4 to permit one residential subdivision identification per intersection where one right of way is less than the required 80' (60' right of way).

The Village Board has granted similar requests for other subdivisions, so the request is not out of line with those previous approvals.

Variation #2 – A variance from the Zoning Code (Section 9-5-4-D-7) to allow a Floor Are Ratio of .44 instead of maximum .40 on lots smaller than 10,600.

The difference in the square footage internal to the home by the addition of bonus space is triggering the FAR difference. No discernable visual impact to the exterior of the home or to the building setbacks will be seen.

Variation #3 - A variance from the Zoning Code (Section 9-5-4-E) to allow a building height of 38' instead of the maximum 35'.

The measurement of building height in our Zoning Code is based on the mean grade elevation within 20' of the structure. With proposed product line and roof pitch design, the height will exceed 35' as per our definition, but the visual impact will be minor from the street. This variance has been approved in several subdivisions in the past 15 years.

Waiver Discussion

In order to make the development work, the petitioner has requested a waiver from the Subdivision Code in their submittal. Staff comments on each waiver request are listed below.

Waiver #1 – A waiver from the Subdivision Code (Section 10-4-7) to allow all the trees on the site to be removed.

As mentioned previously, the site includes many undesirable (Species C) trees that have grown wild and are not worthy of preservation. This includes a preponderance of boxelder, green ash, and silver maple. Given the topography of the site and the low quality trees on the site, preserving the trees would not be feasible. The grading of the site to accommodate this or any other development would likely require the site to be cleared of the trees.

It should be noted that the trees around the farmhouse and park area may be saved and incorporated into a final design of the area when final plat and site plan approval are sought, but the waiver will apply for the whole site.

Bergman Farmhouse and Park Site

As noted on the plat, the land surrounding the Bergman farmhouse and a large portion of the southeast corner of the site is being platted as a separate lot. The farmhouse was the subject of a historical assessment. The report indicates that the home does have historical significance to the area and may be eligible for the National Registry. The Village is currently working with the developer on assessing the physical condition of the house to see if it would be practical to save. More information on the final disposition of the home will be provided at final plan consideration.

The developer is proposing to dedicate the farmhouse property whether or not the house is ultimately saved, so the subdivision layout will not change. A condition has been added outlining the petitioner's responsibilities with the farmhouse and adjacent land should it not be preserved.

Additionally, subject to the property being annexed into the Hoffman Estates Park District; a small neighborhood park will be proposed and improved by the Park District. The final disposition of the land surrounding will be provided at final plan consideration.

FINAL PLAN ITEMS

The final plans for this project shall include the following items:

- The final site plan will be provided for the Bergman Farmhouse parcel, including all required engineering, lighting, landscaping and other details. The site plan shall be provided on a separate plan set.
- The Homeowners' Association documents will be provided, including the necessary mechanism for preserving landscape in the landscape easements on the residential lots.
- The Village Statement of Awareness will also be provided by Village staff.
- Model Home area plan, entrance monument plan, construction trailer staging, topsoil/materials stockpile locations, etc. will be provided.
- The Ela Road intersection is subject to securing a permit from and approval by Cook County.
- The Algonquin Road intersection is subject to securing a permit from and approval by IDOT.
- The plans must address locations for the non-Village utilities and transformers that will be on the site and how they will be screened.
- Define who will own and maintain each non-home lot parcel with the overall development
- Other items that may be identified as part of the final staff review for this project.

RECOMMENDED CONDITIONS

1. No tree removal, grading or other site work shall occur prior to final subdivision and site plan approval.
2. All items listed under the Final Plan Items section of this memo shall be completed.
3. Approval of Bergman Farm is granted based on the proposal that M/I Homes Chicago LLC will construct all homes within this unit consistent with the home plans provided in the packet. Any proposed house construction by any other builder, or any significant change in the house models to be constructed, will require Village review and approval, in accordance with Village Code.

4. The following Subdivision Code waiver is granted with this approval:

    a. A waiver from the Subdivision Code (Section 10-4-7) to allow all the trees on the site to be removed.

5. The following Zoning Code variations are granted with this approval:

    a. A variance from Section 9-3-8-L-4 to permit one residential subdivision identification per intersection where one right of way is less than the required 80' (60' right of way).

    b. A variance from the Zoning Code (Section 9-5-4-D-7) to allow a Floor Are Ratio of .44 instead of maximum .40 on lots smaller than 10,600.

    c. A variance from the Zoning Code (Section 9-5-4-E) to allow a building height of 38' instead of the maximum 35'.

6. As shown on the landscape plan, the landscape buffer plantings behind Lots 1-50 shall be installed in entirety at one time and shall be in place prior to the issuance of the first Certificate of Occupancy for any house in this subdivision.

7. The property is subject to the school and park donation requirements as mandated by Section 10, Article 9 of the Village's Municipal Code.

8. This preliminary approval is granted based on the petitioner's proposal to preserve and dedicate to the Village (or an entity designated by the Village) the existing farmhouse. The dedication of land surrounding the farmhouse will comply with all land donation criteria outlined in Section 10-9-2-D, which includes the provisions of services and ensures the property will be usable for its intended purpose. In the event the Village determines the farmhouse structure is not appropriate for preservation, the petitioner shall be responsible for the demolition and restoration of the property in a manner suitable for use as a park site. The petitioner has previously provided an historic report on the house and shall provide preliminary architectural/structure assessment to assist the Village with its review of the preservation options. More extensive details shall be addressed as part of the final subdivision consideration and may include a separate agreement between the petitioner and Village regarding all obligations.

9. This preliminary approval is granted based on the stipulation that the petitioner shall dedicate the detention facility parcel and the park site parcel to a public park district for development of park facilities and perpetual maintenance, and that a public park district will accept the parcels and ownership responsibilities. At the time of this approval, the subdivision is within the boundaries of the Palatine Park District, however, the petitioner is cooperating with efforts to potentially disconnect and annex the property into the Hoffman Estates Park District. In the event the petitioner cannot gain concurrence of a public park district to accept the detention facility and the park site, this preliminary approval shall be void. At the time of final subdivision consideration, all final details shall be addressed, including a written intention to accept the property from a public park district.

Attachments: Petitioner's Applications and Submittals
Preliminary Plan Set
Staff Exhibit – Aerial Photo
Location Map

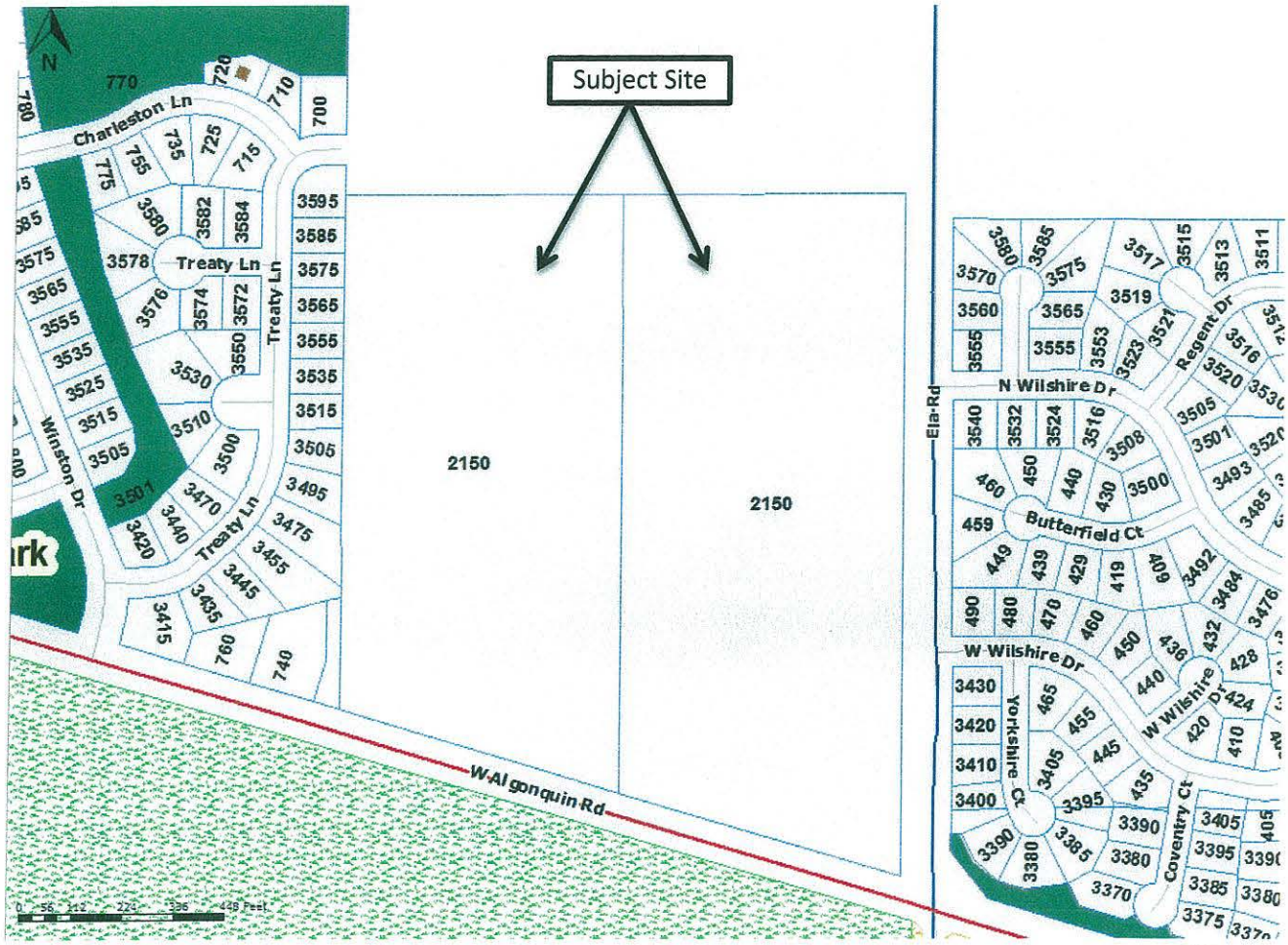
Bergman Farms

N 0 237.5 475 Feet

Planning Division
Village of Hoffman Estates
April 2014

2150 Algonquin Road – Bergman Farms

P.I.N.s 02-29-301-010 and 02-29-301-012



October 2014
Village of Hoffman Estates
Planning Division

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING
GENERAL APPLICATION*

☐ Special Use for _____ ☐ Rezoning from _____ to _____

☐ Variation: ☐ *Commercial* ☐ *Residential* ☐ *Sign*

■ Plat *(Subdivision & Others)*: ■ *Preliminary* ☐ *Final*

■ Site Plan: ☐ *Amendment* ☐ *Concept* ■ *Preliminary* ☐ *Final*

☐ Master Sign Plan: ☐ *Amendment*

Other: _____

*** ADDENDUM MATERIALS ARE REQUIRED FOR SPECIFIC REQUESTS**

Posting of Notification Sign(s) may be required.
Specific requirements will be provided when your request is scheduled.

FOR VILLAGE USE ONLY

Hearing Fee _____ Check No. _____ Date Paid _____

Project Number: _____

Staff Assigned: _____

Meeting Date: _____ Public Hearing: Yes ☐ No ☐

Sign Posting Required: Yes ☐ No ☐ Date Sign Posted _____

PLEASE PRINT OR TYPE

Date: July 2, 2014

Project Name: Bergman Farm

Project Description: New single-family subdivision

Project Address/Location: 2150 W Algonquin Rd, NWC of Ela Rd & Algonquin Rd

Property Index No. 02-29-301-010 & 012

Acres: 37.09 Zoning District: R-4

I. Owner of Record

c/o E.P. Cremerius	Highland Dairy Farm LLC
Name	Company
236 East Northwest Hwy	Palatine
Street Address	City
IL 60067	847-358-1061
State Zip Code	Telephone Number
847-358-1187	epcgolf1@hotmail.com
Fax Number	E-Mail Address

II. Applicant (Contact Person/Project Manager)

Greg Collins	M/I Homes of Chicago LLC
Name	Company
400 E Diehl Rd , Suite 230	Naperville
Street Address	City
IL 60563	630-880-6888
State Zip Code	Telephone Number
630-577-5239	gcollins@mihomes.com
Fax Number	E-Mail Address

Applicant's relationship to property: contract purchaser

III. Owner Consent for Authorized Representative

It is required that the property owner or his designated representative be at all requests before the Planning and Zoning Commission (PZC). During the course of the meeting, questions may arise regarding the overall site, site improvements, special conditions to be included in a PZC recommendation, etc. The representative present must have knowledge of the property and have the authority to make commitments to comply with any and all conditions included in the PZC recommendations. Failure to have the owner or designated representative present at the meeting can lead to substantial delays in the hearing process. **If the owner cannot be present at the meeting, the following statement must be signed by the owner:**

I understand the requirement for the owner or an authorized representative to be present at the meeting with full authority to commit to requests, conditions and make decisions on behalf of the owner. I hereby authorize M/I Homes of Chicago to act on my behalf and advise that he/she has full authority to act as my/our representative.

HIGHLAND DAIRY FARM, LLC
BY: Thomas Bergman — THOMAS BERGMAN

Owner Signature **Print Name**

IV. Acknowledgement(s)

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable or otherwise.

- Planning and Zoning Commission members and Village Staff often conduct inspections of subject site(s) as part of the pre-hearing review of requests. These individuals will be carrying official Village identification cards that can be shown upon request.

The Owner and Applicant, by signing this Application, certify to the correctness of the application and all submittals.

Owner's Signature: HIGHLAND DAIRY FARM, LLC BY: Thomas Bergman

Owner's Name (Please Print): THOMAS BERGMAN

Applicant's Signature: _____
(If other than Owner)

Applicant's Name (Please Print): Greg Collins

Date: July 2, 2014

All requests must be accompanied by the items required and all fees must be paid before the Planning and Zoning Commission can hear any case.

Please contact the Planning Division (located in the Municipal Building) with any questions:

Email:	planning@hoffmanestates.org
Address:	1900 Hassell Road
	Hoffman Estates, IL 60169
Phone:	(847) 781-2660
Fax:	(847) 781-2679

Addendums Attached:

- ☐ Special Use
- ☐ Rezoning
- ☐ Variation
- ☒ Plat
- ☒ Site Plan
- ☐ Master Sign Plan
- ☐ Other _____

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
SITE PLAN ADDENDUM – RESIDENTIAL

☐ *Amendment* ☐ *Concept* ☑ *Preliminary* ☐ *Final*

I. DESCRIPTION OF PROJECT:

A. **ATTACH A NARRATIVE FOR THE PROPOSED PROJECT ON A SEPARATE SHEET**

✓ Article 10-6 of the Subdivision Code details the application process and required submittal documents. For relevant items, provide detailed information as part of the project narrative.

B. With respect to this project's compatibility with adjacent land uses, address the following in the Project Narrative: Building Scale, Architectural Materials, Coordinated Color Scheme, Existing and Planned Areas of Visual Interest, Design Concept and Relationship of Building Materials to one another.

C. Estimated construction start date: April 2015 Estimated construction duration: 3yrs
Include a phasing schedule in the narrative, if applicable.

D. Floor Area Ratio (FAR) for entire project: see attached schedule Site Area: 37.1 Acres

E. Height of tallest building (including antennas, hvac, etc.): 36.5 feet

F. Will these units be intended for individual ownership or rental or a mix?
Include additional information in the narrative.

G. Will this project seek FHA/VA approval? Yes ☐ No ☑

H. Does the property contain flood plain lands or wetlands? Yes ☑ No ☐
If yes, please address as part of the narrative.

I. Is there any historical or archeological significance to the existing structures or features of this site or the surrounding sites? Yes ☑ No ☐
If yes, please address as part of the narrative.

J. Are there any endangered, threatened, or unique plants or animals located in or near the area?
Yes ☐ No ☑
If yes, please address as part of the narrative.

K. Total Number of Principal Residential Buildings: 81 Accessory Buildings: _____

Single Family Detached:

Type	Number of Units	Square Footage	Base Price
One Bedroom			
Two Bedroom			
Three Bedroom			
Four Bedroom	81	2700-3815	$570-$640K
Other			

Single Family Attached:

Type	Number of Units	Square Footage	Base Price
One Bedroom			
Two Bedroom			
Three Bedroom			
Four Bedroom			
Other			

Multiple Family:

Type	Number of Units	Square Footage	Base Price
One Bedroom			
Two Bedroom			
Three Bedroom			
Four Bedroom			
Other			

Other:

Type	Number of Units	Square Footage	Base Price
One Bedroom			
Two Bedroom			
Three Bedroom			
Four Bedroom			
Other			

L. Open Space: Public Open Space 8.8 acres Private Open Space _____ acres

M. Estimate how many school aged children will be generated by this project – attach method of calculation using Section 10-9 of the Subdivision Code.

Elementary School	Junior High	High School	Total:
42.93	24.14	29.16	96.23

II. FINANCIAL CONSIDERATIONS

A. Current assessment value of the property: $ 62,549

B. Estimated cost of construction: $ _____

C. Village Property Tax:

Note: The Village's Fiscal Year coincides with the Calendar year. The figures used are from 2010 levy, which apply to taxes due in 2011.

The rates are updated annually in July.

Market Value (Individual Unit):	625,000	
Multiplied by Assessment Level:	.16	
Equals:	$ 100,000	Assessed Value
Multiplied by multiplier:	3.30	
Equals:	$ 330,000	Equalized Assessed Valuation
Divided by:	100	
Multiplied by Village Tax Rate:	0.986	
Equals:	$ 3,253.80	Village Property Tax

III. TRAFFIC/PARKING CONSIDERATIONS

A. Parking ratio per unit:

Guests: 2 Residents: 3 Enclosed Spaces: 3 Total number of spaces: 5

***3 IN GARAGE, 2 ON DRIVEWAY**

B. Number of visitor/guest parking spaces provided:

On Street: +/- 90 Off-Street: 162

C. Will this project involve construction of new rights-of-way or alteration or connection to existing rights-of-way? Yes ☑ No ☐
If yes, please address as part of the narrative.

D. As part of the narrative or in a separate report provide estimated trip generation and other traffic related information as required by Section 10-6 of the Subdivision Code.

A traffic study is being prepared.

IV. RECYCLING AND GREEN INITIATIVES

A. Article 9 of The Municipal Code of the Village of Hoffman Estates requires that businesses maintain an effective recycling program. Address any unique recycling plans as part of the project narrative.

B. The Village supports and promotes sustainability. Please address any planned green or sustainability initiatives as part of the narrative.

C. Do you anticipate submitting this project for LEED certification (or any other similar certifications)? ☐ Yes ☑ No
If yes, please address as part of the narrative.

V. GENERAL CONSIDERATIONS

A. Please list examples of similar developments (including name and location) in the area that can be used for comparison by the Village:

1. Pleasant Square - Schaumburg, 20 Neri Drive
2. Arlington Market - Arlington Heights, 46 N Dryden
3. The Orchards - Lombard, 369 Buckingham Ct.

B. Will this project contain any noise generators that will adversely affect surrounding areas?

Yes ☐ No ☑
If yes, please address as part of the narrative.

C. Is there anything included in this project that may be sensitive to surrounding noise generators?

Yes ☐ No ☑

If yes, please address as part of the narrative.

D. In the project narrative, please list and explain anything involved in this project that is not covered in this application that should be brought to the Village's attention. Also address any unusual circumstances or needs related to this project.

Please contact the Planning Division with any questions:

Email:	planning@hoffmanestates.org
Address:	1900 Hassell Road Hoffman Estates, IL 60169
Phone:	847.781.2660
Fax:	847.781.2679

VILLAGE OF HOFFMAN ESTATES
PLANNING AND ZONING COMMISSION
VARIATION ADDENDUM

☐ *Commercial* ■ *Residential* ☐ *Sign*

REQUIRED SUBMITTALS

☐ General Application

■ Variation Hearing Fee: (Checks payable to the Village of Hoffman Estates)
Commercial: $400.00 per Variation*
Residential: $150.00
Sign: $400.00 per Sign

■ Legal Description
(Typically found on a tax bill, survey, mortgage documents or deed)

■ Current Plat of Survey drawn to scale showing the proposed improvement(s) and distance(s) from existing structures and property lines. For sign variations, ALL signs should be shown and labeled on the plat including the sign(s) for which the variation is being requested.

☐ A scale drawing of the floor plan and elevations, including windows and door locations.

☐ A Project Narrative detailing the variation request including whether there are other options that would not require a variation, proposed construction materials, whether removal/relocation of trees, utilities will be required and the estimated total project cost. Include any relevant plans, documents, photos to support the request.

☐ If any part of your existing and/or proposed use is located in any part of a utility easement, written release(s) from the Village or utility company may be required; contact the Planning Division for information.

* *Some commercial requests require the posting of a notification sign(s) on the property 10 days before the Planning & Zoning Commission hearing and removal of the sign(s) 10 days after final Village Board action. Should your request require a notification sign, the specific requirements will be provided by Planning Staff.*

Zoning Code Section 9-1-15-C-2 of the Municipal Code requires that the Planning and Zoning Commission shall, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the applicant have been established by the evidence. **(Respond to each standard as it applies to your request either below or address on a separate sheet)**

1. The particular physical surroundings, shape of 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.

Section 9-5-4.E: Height Regulations- Flexibility in height allows for flexibility in house design which is imperative in any new subdivision.

Section 9-5-4.D.7: Floor Area Ratio- All of our homes will have an acceptable FAR except when you add bonus space to one of our plans. However, adding the square footage will not change the exterior design, bulk characteristics or lot coverage. It's only a redesign of the open, two-story space into a bonus room.

2. The conditions upon which the petition for a variation is based would not be applicable, generally, to other property within the same zoning classification.

Section 9-5-4.E: Height Regulations- Our roof pitch and floor plan design dictates height which are unique to our architecture and this community.

Section 9-5-4.D.7: Floor Area Ratio- The floor plan in question is unique to this community and our Company and is unlikely to be duplicated elsewhere in the Village.

3. The purpose of the variation is not based exclusively upon a desire to increase the value of the property.

Section 9-5-4.E: Height Regulations- The height of a home has no bearing on value.

Section 9-5-4.D.7: Floor Area Ratio- This variation request affords us the ability to offer an appropriate number of floor plans with options for our buyers.

4. The alleged difficulty or hardship has not been based exclusively upon a desire to increase the value of property.

Section 9-5-4.E: Height Regulations- Height is a function of house design with no impact on square footage or value targets.

Section 9-5-4.D.7: Floor Area Ratio- In this instance, the variation is limited to only one floor plan and particular lots (not all lots) and will allow our buyers the flexibility in floor plan choice and design.

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

Section 9-5-4.E: Height Regulations- Height actually promotes variety in design to improve community character.

Section 9-5-4.D.7: Floor Area Ratio- An FAR variation not detrimental to the public or impacts surrounding properties.

6. 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 fires, or endanger the public safety, or substantially diminish or impair property values in the neighborhood.

Section 9-5-4.E: Height Regulations- A 38 ft building height 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 fires, or endanger the public safety, or substantially diminish or impair property values in the neighborhood.

Section 9-5-4.D.7: Floor Area Ratio- An FAR variation will not impair the supply of light and air to adjacent property, or increase the congestion in public streets, or increase the the danger of fires, endanger the public safety, or diminish property values.

Bergman Farm Variation Addendum (continued)

1. The particular physical surroundings, shape of 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.

Variation to Section 9-3-8: Residential Subdivision Identification Signs provides for an appropriate sized sign given the large amount of street frontage this community will have along Algonquin and Ela Road.

2. The conditions upon which the petition for a variation is based would not be applicable, generally, to other property within the same zoning classification

A variation to Section 9-3-8: Residential Subdivision Identification Signs will be unique to this Community given its two entrance locations along both Algonquin and Ela Rd.

3. The purpose of the variation is not based exclusively upon a desire to increase the value of the property.

Variation to Section 9-3-8: Residential Subdivision Identification Signs will not increase the property value of this community.

4. The alleged difficulty or hardship has not been based exclusively upon a desire to increase the value of property.

A variation to Section 9-3-8: Residential Subdivision Identification Signs has no bearing on value.

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

A variation to Section 9-3-8: Residential Subdivision Identification Signs will be a detriment.

6. 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 fires, or endanger the public safety, or substantially diminish or impair property values in the neighborhood.

Variation to Section 9-3-8: Residential Subdivision Identification Signs will not diminish property values or endanger public safety.

BERGMAN FARM FLOOR AREA RATIO PER LOT

Average Lot Size: 12,134 (32% larger than minimum standard)

LOT	LOT SQ FT	Monroe-4,280sf	Hudson-3,874sf
1	23,352	0.18	0.17
2	13,348	0.32	0.29
3	11,018	0.39	0.35
4	9,750	0.44	0.40
5	9,750	0.44	0.40
6	9,750	0.44	0.40
7	9,750	0.44	0.40
8	9,750	0.44	0.40
9	9,787	0.44	0.40
10	10,442	0.41	0.37
11	10,394	0.41	0.37
12	16,992	0.25	0.23
13	18,982	0.23	0.20
14	11,081	0.39	0.35
15	10,237	0.42	0.38
16	9,756	0.44	0.40
17	9,750	0.44	0.40
18	9,750	0.44	0.40
19	9,750	0.44	0.40
20	9,750	0.44	0.40
21	9,750	0.44	0.40
22	9,796	0.44	0.40
23	10,620	0.40	0.36
24	12,944	0.33	0.30
25	12,069	0.35	0.32
26	16,134	0.27	0.24
27	26,642	0.16	0.15
28	16,663	0.26	0.23
29	15,939	0.27	0.24
30	13,534	0.32	0.29
31	10,400	0.41	0.37
32	10,400	0.41	0.37
33	10,400	0.41	0.37
34	10,400	0.41	0.37
35	10,400	0.41	0.37
36	12,447	0.34	0.31
37	15,410	0.28	0.25
38	17,454	0.25	0.22
39	12,952	0.33	0.30
40	10,745	0.40	0.36
	12,456		

LOT	SQ FT	Monroe-4,280sf	Hudson-3,874sf
41	9,750	0.44	0.40
42	11,936	0.36	0.32
43	14,223	0.30	0.27
44	15,605	0.27	0.25
45	12,600	0.34	0.31
46	12,150	0.35	0.32
47	15,300	0.28	0.25
48	15,300	0.28	0.25
49	14,508	0.30	0.27
50	24,751	0.17	0.16
51	10,534	0.41	0.37
52	14,291	0.30	0.27
53	14,158	0.30	0.27
54	10,551	0.41	0.37
55	10,551	0.41	0.37
56	10,551	0.41	0.37
57	10,551	0.41	0.37
58	10,551	0.41	0.37
59	17,781	0.24	0.22
60	9,955	0.43	0.39
61	9,900	0.43	0.39
62	9,900	0.43	0.39
63	9,900	0.43	0.39
64	9,900	0.43	0.39
65	9,923	0.43	0.39
66	9,750	0.44	0.40
67	9,750	0.44	0.40
68	16,659	0.26	0.23
69	9,900	0.43	0.39
70	9,900	0.43	0.39
71	9,900	0.43	0.39
72	9,900	0.43	0.39
73	9,900	0.43	0.39
74	11,730	0.36	0.33
75	10,410	0.41	0.37
76	9,750	0.44	0.40
77	10,783	0.40	0.36
78	10,692	0.40	0.36
79	10,050	0.43	0.39
80	10,050	0.43	0.39
81	10,050	0.43	0.39
	11,812		

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MOVE UP
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BERGMAN FARM
PROJECT NARRATIVE

DEVELOPMENT CONCEPT

The Bergman Farm is 37 acres of gently rolling terrain located at the northwest corner of Algonquin and Ela Road. Given the prominence of the Bergman Farmstead on the property and its historic significance to the area and the Village of Hoffman Estates, we have been diligently working with the Village of Hoffman Estates to develop a concept that preserves and incorporates the farmhouse within the plan. Dovetailing the house and open space together, we are able to take advantage of the topography and tree stand areas at the corner to not only provide a significant window into the community but also retain the open space relationship that exists with the Forest Preserve to the south.

The community has a layout which takes advantage of the farmed wetland that exists today on the site by accommodating a six acre detention/open space in this area. Further enhancing this feature will be a pedestrian sidewalk improvement around the pond facility.

Based on the feedback and direction from the Village and surrounding residents, we have since changed the plan and significantly reduced the density. Our original plan for the property was 135 units, which consisted of 59 single-family homes and 76 townhomes. With the elimination of the townhomes, the plan is now all single-family homes with a total of 81 units which is in-line with the properties underlying R-4 zoning.

Our average lot size is just over 12,134sf, 32% larger than the R4 required lot size.

There are limited common areas within the community that will be maintained by a Homeowners Association (HOA). These include small corner lots at each entrance which will accommodate themed monumentation for the community. We also have planned in concert with the master trail plan in this area, to install an 8ft bike path and landscape area along Ela Rd. extending north from the park. This feature will be owned and maintained by the HOA

Further, in order to be sensitive to surrounding uses and roadways, we will be installing landscaping in rear yards and protecting them in a landscape easement (as noted on the plat)on each lot with a rear yard that adjoins either Ela Rd, Algonquin Rd, Bonnie Glen subdivision to the north and Winston Knolls to the west.

BUILDING SCALE, ARCHITECTURAL MATERIALS, COORDINATED COLOR SCHEME

Our single family designs range in square footage from 2600sf to 3800sf with both ranch style and two story floor plans. They are all 3-4 bedroom plans complete with custom kitchens, luxury master baths and 3 car garages. We will deliver variety in our elevation with a well-designed palette of color and a mix of brick, stone and siding (SmartSide/Hardie Board) as well as an eye for detail when it comes to the building silhouette, or roofline, by incorporating design elements of

hip, gable ends and corner clips. An elevation packet, comprehensive list of the materials we use and the color palette selected has been included for you review.

HISTORICAL SIGNIFICANCE

An historical assessment of the Bergman home was prepared in order to ascertain the historical significance of the building. The Foursquare house was built ca. 1900 and highlights the rich farming tradition of the area. A copy of the Historical Resource Assessment prepared by Benjamin Historic Certifications is included for you review.

NEW RIGHTS-OF-WAY

Our Concept Review of the community in the Spring brought about concerns of traffic along Ela Rd. To mitigate this concern, we have eliminated our southerly connection along Ela Rd. and relocated our second entrance to Algonquin Rd. We limit our Ela Rd. access to one connection at Wilshire Dr. North with a left turn (west bound) improvement at this intersection. All the new streets proposed for this community will be dedicated right-of-way.

The Algonquin Rd connection will be designed as a full access intersection.

VARIANCES

We are seeking approval for a few variations to the Village Code in order to accommodate our homes in this new community. The variations are as follows:

- Variation to *Section 9-5-4.E: Height Regulations* to allow a 38 ft building height in the R-4 Zoning District.
- Variation to *Section 9-5-4.D.7: Floor Area Ratio* to allow an increase to the minimum FAR requirement on various lots in the R-4 Zoning District.
- Variation to *Section 10-4-7: Tree Preservation* to allow certain existing trees near the farmstead to be removed as part of the development of this site.
- Variation to *Section 9-3-8: Residential Subdivision Identification Signs* to allow the construction of two subdivision monument signs at the intersection of two 60 ft rights-of-way which exceed the minimize size requirement and are closer than ten feet to the lot line to a lot line.

RECYCLING & GREEN INITIATIVES

We strictly adhere to the rigorous Energy Star® construction standards that only 20% of new homes in built in America today meet. The result is a home that saves as much as 30% on energy bills when compared to a house built to code. All of our homes are delivered with an average HERS rating of 60. The average Energy Star Certified HERS rating is 75. (Hint: The lower the better)

All of our construction sites employ a recycling program for all construction debris.

CONSTRUCTION TIMELINE

Municipal Approvals	Fall/Winter 2014-15
Site Construction	Spring 2015
New Home Construction	Summer 2015

SIGNATURE DESIGN GROUP

Washington Hawthorn

River Birch

Apple Serviceberry

Redbud

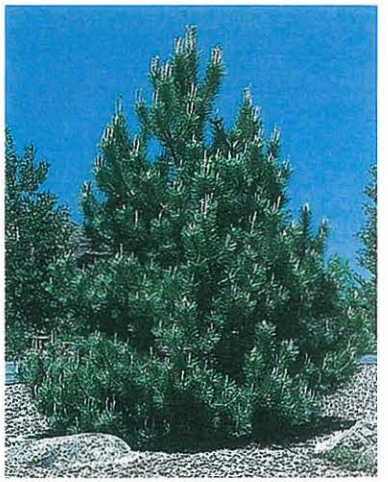
Priairie Fire Crab

Ivory Silk Tree Lilac

Norway Spruce

White Pine

Nigra Arborvitae



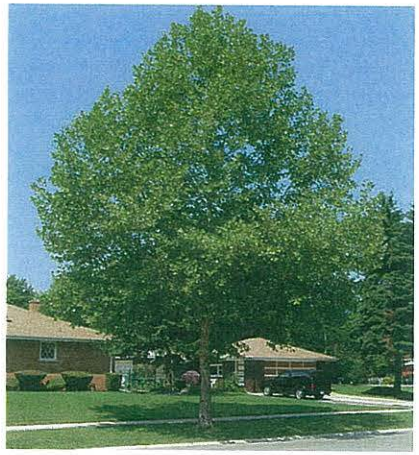
Austrian Pine

Bergman Farm - Proposed Ornamental & Evergreen Trees

M/I HOMES

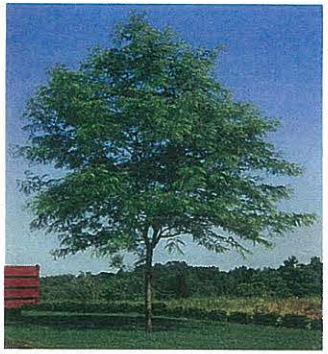
SIGNATURE DESIGN GROUP

Swamp White Oak



Exclamation London Planetree

Kentucky Coffeetree



Skyline Locust

Accolade Elm

Shawnee Brave Baldcypress

Autum Blaze Maple

Black Choke Berry

Dogwood

Texas Scarlet Quince

Grefshim Spirea

Panicle Hydrangea

Shrub Rose Var.

Bergman Farm - Proposed Trees & Shrubs

M/I HOMES

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

9575 West Higgins Road, Suite 600, Rosemont, Illinois 60018
T: 847-518-9990 F: 847-518-9987

MEMORANDUM TO: Greg Collins
M/I Homes of Chicago, LLC

FROM: Brendan S. May
Consultant

Luay R. Aboona, PE
Principal

DATE: October 21, 2014

SUBJECT: Traffic Impact Study
Proposed Residential Development
Hoffman Estates, Illinois

This memorandum summarizes the methodologies, results and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Hoffman Estates, Illinois. The site is located in the northwest quadrant of the intersection of Algonquin Road and Ela Road. As proposed, the site will be developed with 81 single family home lots with main access off Algonquin Road and Ela Road.

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 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 development.

The sections of this report present the following.

- Existing roadway conditions
- A description of the proposed single family home development
- Directional distribution of the development-generated traffic
- Vehicle trip generation for the proposed single family home development
- Traffic analyses for the weekday morning and evening peak hours
- Future traffic conditions, including access to the site
- Recommendations with respect to adequacy of the site access roads, adjacent roadway network and internal roadway network

Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on a field visit 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 proposed site is located in the northwest quadrant of the intersection of Algonquin Road and Ela Road and is bordered by residential neighborhoods to the north and west. The site is currently mostly vacant with a farmhouse located off Algonquin Road. Paul Douglas Forrest Preserve is to the south of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the site are described below.

Algonquin Road (IL 62) is an east-west roadway and in the vicinity of the site has a four lane cross section with a wide, raised, concrete median. At its signalized intersection with Ela Road, Algonquin road has a left-turn, a through and a shared through/right-turn lane on both approaches. The east approach has a crosswalk with pedestrian countdown signals. At its signalized intersection with Winston Drive, Algonquin Road has a left-turn lane and two through lanes on the west approach and a through lane, a shared through/right-turn lane and a crosswalk with pedestrian countdown signals on the east approach. Algonquin Road has a posted speed limit of 45 miles per hour (MPH), is designated as a Strategic Regional Arterial (SRA) and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Ela Road is a north-south roadway that extends from Dundee Road to its terminus at Central Road. In the vicinity of the site, Ela Road has a two lane cross section. At its signalized intersection with Algonquin Road, Ela Road has a left-turn, a shared through/right-turn lane and a crosswalk with pedestrian countdown signals on both approaches. At its unsignalized intersection with N. Wilshire Drive, a left-turn and a through lane are provided on the north approach and a through and right-turn lane on the south approach. Ela Road has a posted speed limit of 40 MPH south of Algonquin Road and 45 MPH north of Algonquin Road. Ela Road is under the jurisdiction of the Cook County Highway Department (CCHD).

Winston Drive is a north-south roadway that extends from Freeman Road to its terminus at Algonquin Road. At its signalized intersection with Algonquin Road, Winston Drive provides a left-turn and a right-turn lane. Winston Drive has a posted speed limit of 25 MPH and is under the jurisdiction of the Village of Hoffman Estates.

N. Wilshire Drive is a circular road that extends from Ela Road to its terminus at S. Wilshire Drive. At its unsignalized intersection with Ela Road, Wilshire Drive provides a shared left/right-turn lane and is under stop sign control. Wilshire Drive has a posted speed limit of 20 MPH and is under the jurisdiction of the Village of Hoffman Estates.

Existing Traffic Volumes

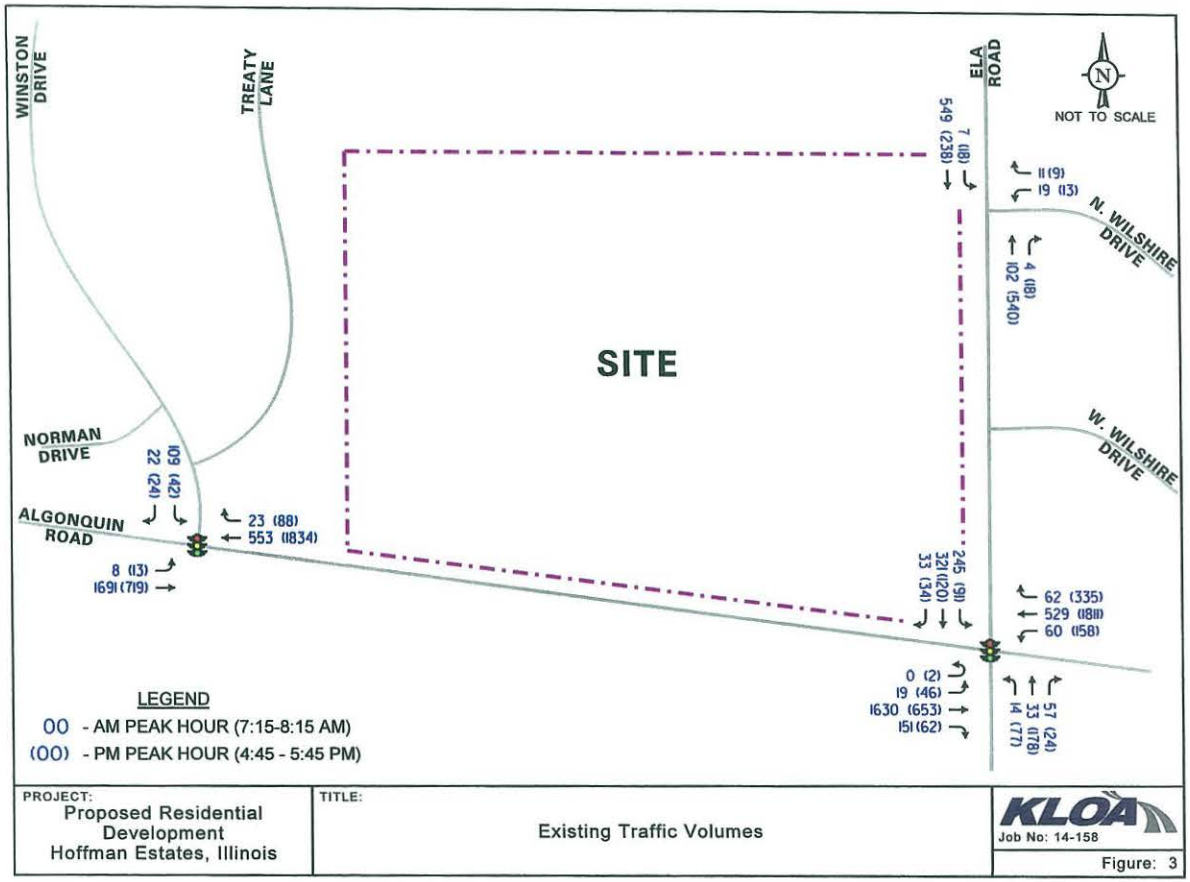
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period traffic counts at the intersections of Algonquin Road with Ella Road and Winston Drive and at the intersection Ela Road with N. Wilshire Drive. The traffic counts were conducted on Wednesday, July 16th, 2014 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 7:15 A.M. to 8:15 A.M. and the evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. **Figures 3** illustrates the existing peak hour traffic. (Copies of the traffic count summary sheets are attached in the Appendix.)

Peak Hour Traffic Observations

During the morning peak hour, it was observed that green time for the eastbound and westbound movements was approximately 10 seconds longer than necessary in order to allow the existing queues to clear the intersection. During the evening peak hour, it was observed that adequate green time was given for all approaches and queues would generally clear during every cycle at each approach.

During the morning peak hour it was observed that southbound left-turn queues on Ela Road generally cleared with the green phase with minimal occurrences of traffic backing up beyond the intersection of Ela Road with W. Wilshire Drive. When queues did occur, it was the result of the need for the maximum green time to be allotted for northbound through traffic which was observed to occur twice during the morning peak hour. When northbound through traffic was low or the phase was not needed, southbound queues always cleared with the green phase. Furthermore, through traffic queued beyond the left-turn lane twice during the morning peak hour.

During the evening peak hour, it was observed that southbound left-turn queues on Ela Road at its intersection with Algonquin Road were minimal and cleared during the green cycles with no occurrences of traffic backing up beyond the intersection of Ela Road with W. Wilshire Drive. Furthermore, southbound through traffic did not queue beyond the left-turn lane during the evening peak hour but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ELA ROAD
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N. WILSHIRE DRIVE
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NORMAN DRIVE
ALGONQUIN ROAD
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11 (9)
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4 (18)
102 (540)
109 (42)
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23 (88)
553 (1834)
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245 (91)
321 (120)
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62 (335)
529 (1811)
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LEGEND
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(00) - PM PEAK HOUR (4:45 - 5:45 PM)
PROJECT:
Proposed Residential Development
Hoffman Estates, Illinois
TITLE:
Existing Traffic Volumes
KLOA
Job No: 14-158
Figure: 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.

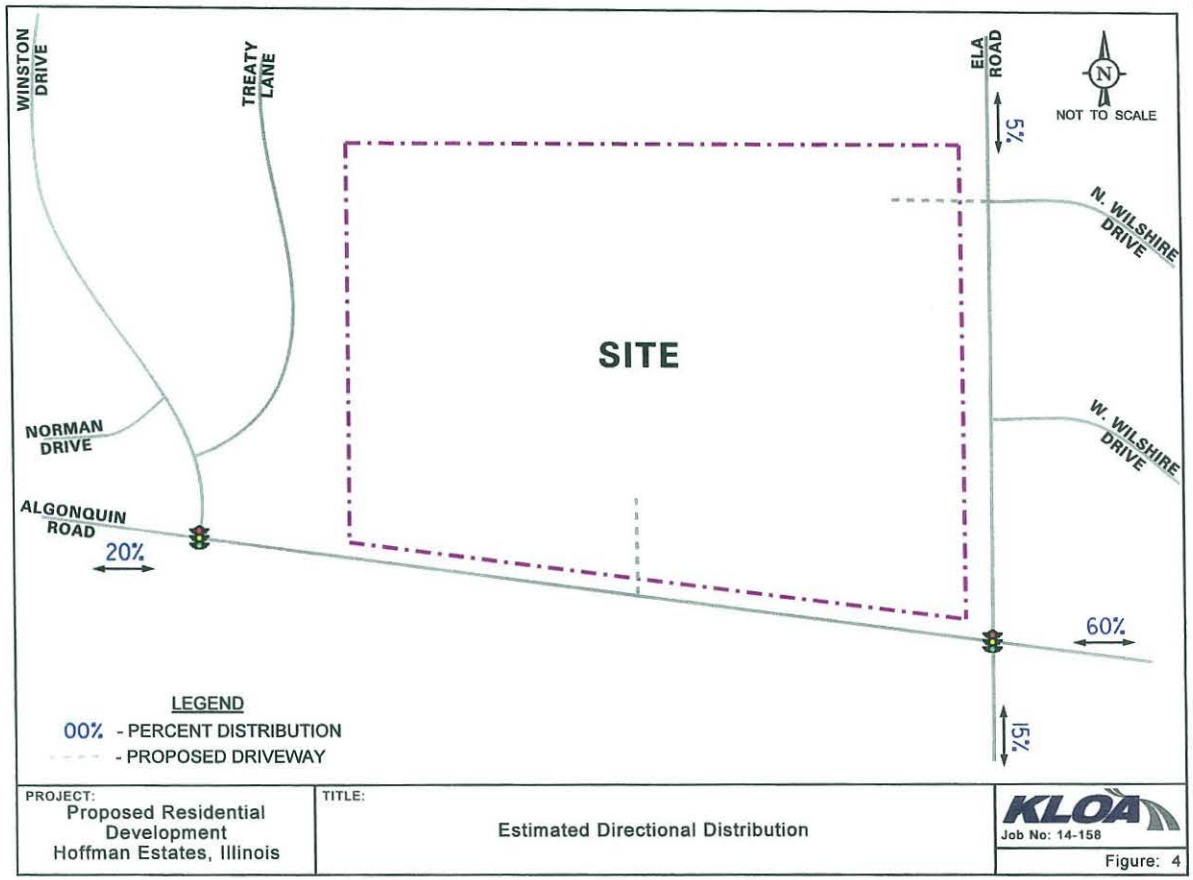
Proposed Development Plan

As proposed, the plans call for developing the site to provide 81 single family home lots. Access to the site will be provided on Algonquin Road approximately 630 feet west of its intersection with Ela Road and will be designed to provide full access. Providing full movement access at this location, while it does not meet IDOT's spacing guidelines, will be help mitigate the impact on Ela Road at its northern approach with Algonquin road by reducing the amount of site traffic exiting onto Ela Road. The access road should provide one inbound lane and two outbound lanes with outbound movements under stop sign control. An eastbound left-turn lane will be provided designed with 235 feet of storage and 220 feet of taper. A westbound right-turn lane will not be needed due to the low volume of projected turning movements. When compared to IDOT's Turn Lane Guidelines for Right-Turn Lanes found in Chapter 36 of the Bureau of Design and Environment (BDE) Manual, a right turn lane will not be warranted. Access will also be provided on Ela Road creating a west leg to the intersection of Ela Road with N. Wilshire Drive. The access road will provide one inbound lane and one outbound lane under stop sign control. A northbound left-turn lane matching the existing southbound left-turn lane will be provided on Ela Road.

As previously stated, morning peak hour observations confirmed that southbound queues do not extend beyond the intersection of Ela Road with N. Wilshire Drive. This indicates that existing traffic will not be expected to use the development to bypass the signal at Algonquin Road and Ela Road, especially since the existing southbound right turning movements are low.

Directional Distribution of Site Traffic

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which residents of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 4** illustrates the directional distribution of traffic.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ELA ROAD
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W. WILSHIRE DRIVE
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ALGONQUIN ROAD
20%
60%
15%
LEGEND
00% - PERCENT DISTRIBUTION
- PROPOSED DRIVEWAY
PROJECT:
Proposed Residential Development
Hoffman Estates, Illinois
TITLE:
Estimated Directional Distribution
KLOA
Job No: 14-158
Figure: 4

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land use and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of single family homes is based on vehicle trip generation rates contained in *Trip Generation*, 9th Edition, published by the Institute of Transportation Engineers (ITE). **Table 2** shows the site-generated traffic volumes for the proposed development.

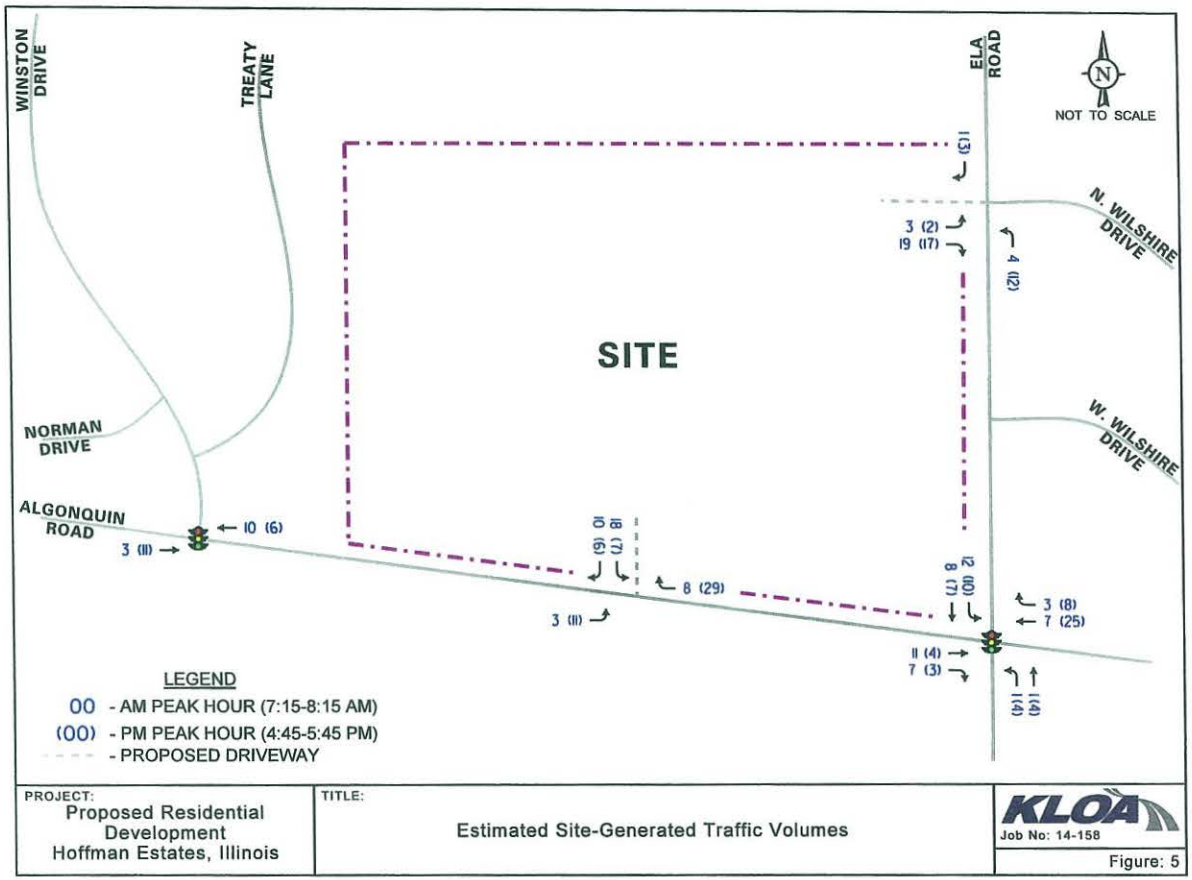
Table 2
SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour In	Out	Total	Weekday Evening Peak Hour In	Out	Total	Two-Way Daily Trips In	Out	Total
210	Single Family Detached Housing (81) units	16	50	66	55	32	87	433	433	866

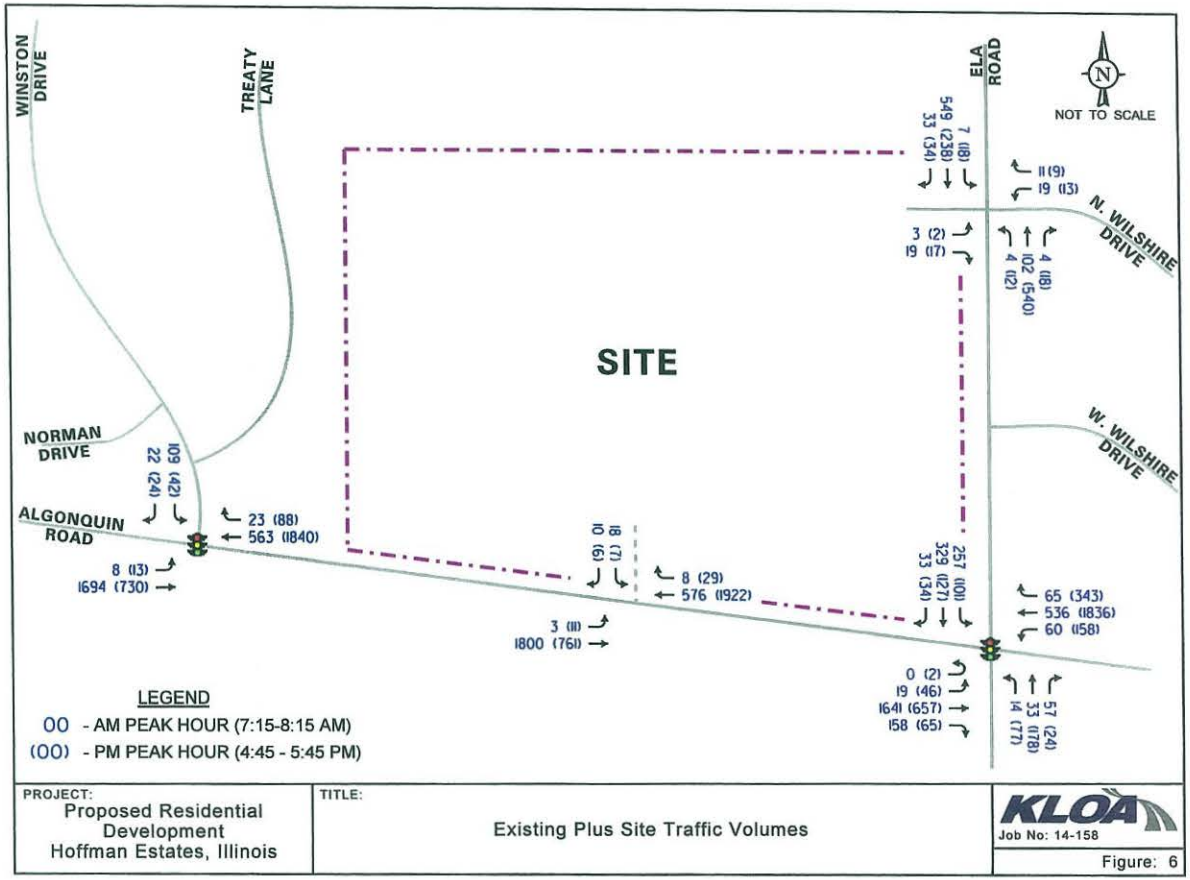
Projected Traffic Volumes

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution, shown in **Figure 5.**

Based on the Chicago Metropolitan Agency for Planning (CMAP) year 2040 population and employment projections, the existing traffic volumes were increased three percent per year over six years (18 percent total), to project the year 2020 conditions. The addition of site traffic to the existing traffic volumes is illustrated in **Figure 6.** The background traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the development to determine the projected traffic volumes as shown in **Figure 7.**



PROJECT:	TITLE:	
Proposed Residential Development Hoffman Estates, Illinois	Estimated Site-Generated Traffic Volumes	KLOA Job No: 14-158 Figure: 5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109 (42)
22 (24)
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563 (1840)
8 (13)
1694 (730)
18 (7)
10 (6)
8 (29)
576 (1922)
3 (11)
1800 (761)
257 (101)
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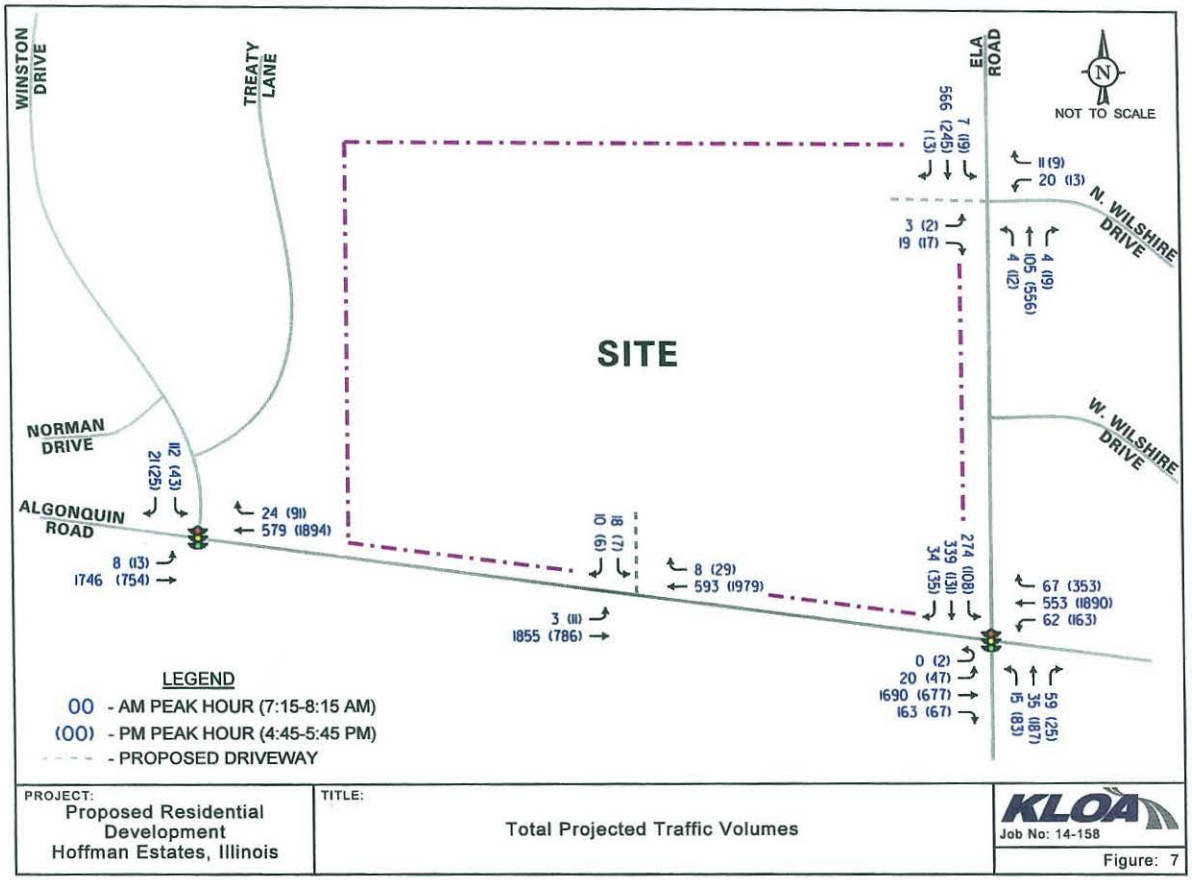
PROJECT:
Proposed Residential Development
Hoffman Estates, Illinois
TITLE:
Existing Plus Site Traffic Volumes
KLOA
Job No: 14-158
Figure: 6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112 (43)
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24 (91)
579 (1894)
8 (13)
1746 (754)
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10 (6)
8 (29)
593 (1979)
3 (11)
1855 (786)
274 (108)
339 (131)
34 (35)
67 (353)
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- - - - PROPOSED DRIVEWAY
PROJECT:
Proposed Residential Development
Hoffman Estates, Illinois
TITLE:
Total Projected Traffic Volumes
KLOA
Job No: 14-158
Figure: 7

Traffic Analysis

Capacity analyses were performed for the intersections included in the study area to determine the operation of the roadway system, evaluate the impact of the proposed home development and determine the ability of the existing roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning and evening peak hours for the existing traffic volumes, the existing traffic volumes plus the projected site traffic, and the projected traffic volumes.

The traffic analyses were performed using HCS 2010 computer software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010*. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the stop sign control operation and includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized and unsignalized intersections are shown in the Appendix. The results of the capacity analysis are summarized in **Table 3** for the existing conditions, **Table 4** for the existing plus site generated traffic condition and **Table 5** for the projected traffic volumes. (The results of the capacity analysis summary sheets are included in the Appendix.) A summary of the 95th percentile queue lengths for the signalized intersections for existing, existing plus site generated traffic and future conditions are presented in **Table 6, Table 7,** and **Table 8** respectively.

Signal timings used for the intersection of Algonquin Road and Ela Road were obtained from IDOT's Signal Coordination and Timing (SCAT) consultant. These signal timings were verified using field measured signal timings and used for both existing and projected capacity analyses.

Table 3
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

	Peak Hour	Eastbound				Westbound				Northbound				Southbound				Overall
		App.	L	T	R	App.	L	T	R	App.	L	T	R	App.	L	T	R	
Algonquin Road and Ela Road[1]	Wkdy AM	B 13.5	A 8.8	B 12.2	B 14.9	A 6.2	B 16.3	A 4.6	A 5.8	E 56.0	D 49.7	E – 56.9		F 91.0	E 65.0	F - 108.9		C – 28.1
	Wkdy PM	A 5.6	C 23.4	A 3.9	A 5.0	B 14.6	A 7.7	B 11.1	B 18.4	E 66.8	D 51.1	E - 72.8		E 57.9	D 52.8	E – 61.0		B – 19.8
Algonquin Road and Winston Drive[1]	Wkdy AM	A 0.8	A 2.8	A 0.8	--	A 0.4	--	A 0.3	A 0.5	--	--	--	--	E 63.5	E 65.8	--	D 52.1	A – 4.1
	Wkdy PM	A 0.3	A 9.2	A 0.2	--	A 2.0	--	A 1.9	A 2.2	--	--	--	--	E 68.0	E 68.9	--	E 66.3	A – 3.2
Ela Road and N.Wilshire Drive[2]	Wkdy AM	--	--	--	--	B 12.6	--	--	--	--	--	--	--	A 7.4	--	--	--	--
	Wkdy PM	--	--	--	--	B 14.6	--	--	--	--	--	--	--	A 8.6	--	--	--	--

1-Signalized Intersection
2-Unsignalized Intersection
Delay measured in seconds

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC PLUS SITE GENERATED TRAFFIC CONDITIONS

	Peak Hour	Eastbound				Westbound				Northbound				Southbound				Overall
		App.	L	T	R	App.	L	T	R	App.	L	T	R	App.	L	T	R	
Algonquin Road and Ela Road[1]	Wkdy AM	B 16.5	A 8.8	B 14.7	B 18.4	A 6.6	B 19.8	A 4.7	A 6.0	E 56.0	D 49.7	E – 56.9		F 97.9	E 72.3	F – 116.9		C – 31.5
	Wkdy PM	A 7.3	C 32.8	A 5.1	A 6.3	B 19.8	A 7.9	B 15.3	C 26.1	E 66.8	D 51.2	E - 72.7		E 59.1	D 55.0	E – 61.7		C – 23.6
Algonquin Road and Winston Drive[1]	Wkdy AM	A 0.8	A 2.8	A 0.8	--	A 0.4	--	A 0.3	A 0.5	--	--	--	--	E 63.5	E 65.8	--	D 52.1	A – 4.1
	Wkdy PM	A 0.3	A 9.3	A 0.2	--	A 2.1	--	A 1.9	A 2.2	--	--	--	--	E 68.0	E 68.9	--	E 66.3	A – 3.2
Algonquin Road and Site Access Road[2]	Wkdy AM	--	A 8.7	--	--	--	--	--	--	--	--	--	--	C 18.2	C 22.5	--	A 10.0	--
	Wkdy PM	--	C 17.8	--	--	--	--	--	--	--	--	--	--	E 36.8	F 53.6	--	C 17.2	--
Ela Road and N.Wilshire Drive[2]	Wkdy AM	B 12.9	--	--	--	B 14.2	--	--	--	--	A 8.6	--	--	A 7.4	--	--	--	--
	Wkdy PM	B 10.6	--	--	--	C 16.5	--	--	--	--	A 7.7	--	--	A 8.6	--	--	--	--

1-Signalized Intersection
2-Unsignalized Intersection
Delay measured in seconds

Table 5
CAPACITY ANALYSIS RESULTS – PROJECTED TRAFFIC CONDITIONS

	Peak Hour	Eastbound				Westbound				Northbound				Southbound				Overall
		App.	L	T	R	App.	L	T	R	App.	L	T	R	App.	L	T	R	
Algonquin Road and Ela Road[1]	Wkdy AM	B 18.5	A 8.8	B 16.4	B 20.7	A 7.0	B 22.8	A 4.8	A 6.1	E 57.0	D 49.8	E – 58.1		F 108.0	E 79.9	F – 128.0		C – 34.6
	Wkdy AM[3]	C 28.8	B 10.8	C 25.7	C 32.4	A 9.5	C 30.6	A 6.8	A 8.1	E 61.5	D 50.8	E – 63.2		E 60.8	D 47.6	E – 70.1		C – 32.1
	Wkdy PM	A 8.1	D 39.2	A 5.5	A 6.8	C 25.3	A 8.2	B 19.4	C 33.7	E 67.1	D 50.6	E – 73.5		E 59.2	D 55.3	E – 61.7		C – 27.4
Algonquin Road and Winston Drive[1]	Wkdy AM	A 0.9	A 2.9	A 0.9	--	A 0.5	--	A 0.3	A 0.6	--	--	--	--	E 63.5	E 65.8	--	D 52.1	A – 4.1
	Wkdy PM	A 0.3	B 10.3	A 0.2	--	A 2.2	--	A 2.0	A 2.4	--	--	--	--	E 68.1	E 69.0	--	E 66.5	A – 3.3
Algonquin Road and Site Access Road[2]	Wkdy AM	--	A 8.8	--	--	--	--	--	--	--	--	--	--	C 18.7	C 23.3	--	B 10.0	--
	Wkdy PM	--	C 18.5	--	--	--	--	--	--	--	--	--	--	E 39.4	F 57.9	--	C 17.8	--
Ela Road and N.Wilshire Drive/Access Road[2]	Wkdy AM	B 13.1	--	--	--	B 14.6	--	--	--	--	A 8.7	--	--	--	A 7.4	--	--	--
	Wkdy PM	B 10.7	--	--	--	C 16.9	--	--	--	--	A 7.7	--	--	--	A 8.7	--	--	--

1-Signalized Intersection
2-Unsignalized Intersection
3-Modified Signal Timings
Delay measured in seconds

Table 6
95TH PERCENTILE QUEUE LENGTHS—EXISTING CONDITIONS

Intersection	Peak Hour	Operating Conditions by Approach											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Algonquin and Ela	Wkdy AM	<25	293	350	28	70	85	<25	133	--	143	598	--
	Wkdy PM	35	73	93	25	280	515	108	313	--	130	233	--
Algonquin and Winston	Wkdy AM	<25	<25	--	--	<25	<25	--	--	--	175	--	30
	Wkdy PM	<25	<25	--	--	38	53	--	--	--	70	--	40
Ela and N. Wilshire	Wkdy AM	--	--	--	<25	--	<25	--	--	--	--	<25	--
	Wkdy PM	--	--	--	<25	--	<25	--	--	--	--	<25	--

Queue length measured in feet.

Table 7
95TH PERCENTILE QUEUE LENGTHS—EXISTING PLUS SITE CONDITIONS

Intersection	Peak Hour	Operating Conditions by Approach											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Algonquin and Ela	Wkdy AM	<25	315	410	35	73	88	<25	133	--	190	628	--
	Wkdy PM	48	93	113	68	323	655	108	313	--	150	240	--
Algonquin and Winston	Wkdy AM	<25	<25	--	--	<25	<25	--	--	--	175	--	30
	Wkdy PM	<25	<25	--	--	38	53	--	--	--	70	--	40
Ela and N. Wilshire	Wkdy AM	<25	--	<25	<25	--	<25	<25	--	--	<25	--	--
	Wkdy PM	<25	--	<25	<25	--	<25	<25	--	--	<25	--	--
Algonquin and Access Drive	Wkdy AM	<25	--	--	--	--	--	--	--	--	<25	--	<25
	Wkdy PM	<25	--	--	--	--	--	--	--	--	<25	--	<25

Queue length measured in feet.

Table 8
95TH PERCENTILE QUEUE LENGTHS—FUTURE CONDITIONS

Intersection	Peak Hour	Operating Conditions by Approach											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Algonquin and Ela	Wkdy AM	<25 (<25)	338 (525)	455 (673)	43 (53)	75 (100)	90 (118)	<25 (<25)	143 (150)	--	218 (315)	673 (513)	--
	Wkdy PM	50	103	123	73	375	808	115	328	--	160	248	--
Algonquin and Winston	Wkdy AM	<25	<25	--	--	<25	<25	--	--	--	180	--	30
	Wkdy PM	<25	<25	--	--	40	55	--	--	--	73	--	43
Ela and N. Wilshire/ Access Drive	Wkdy AM	<25	--	<25	<25	--	<25	<25	--	--	<25	--	--
	Wkdy PM	<25	--	<25	<25	--	<25	<25	--	--	<25	--	--
Algonquin and Access Drive	Wkdy AM	<25	--	--	--	--	--	--	--	--	<25	--	<25
	Wkdy PM	<25	--	--	--	--	--	--	--	--	<25	--	<25

Queue length measured in feet.
(0)– 95th percentile queue length prediction for modified signal timings

Traffic Evaluation

The results of the capacity analyses are discussed in detail below.

Algonquin Road and Ela Road

The results of the capacity analysis indicate that the eastbound and westbound approaches for this intersection will continue to operate at acceptable levels of service (LOS) during the morning and evening under projected conditions. Both existing left-turn lanes currently are adequate in providing storage for the existing left-turn traffic and will continue to be adequate under projected conditions.

The results also indicate that the northbound approach currently operates at LOS E during the morning and evening peak hours and will continue to operate at LOS E under projected conditions with an increase in delay of less than one second. The 95th percentile queues for northbound left-turns are adequately accommodated by the existing left-turn lane and no modifications to the left-turn lane will be necessary for projected conditions.

The southbound approach currently operates at LOS F during the morning peak hour and at LOS E during the evening peak hour. With the addition of site traffic, the existing levels of service will be maintained with average delays increasing by several seconds in the morning and by less than two seconds in the evening.

The projected 95th percentile queues for existing conditions are consistent with field observations for the southbound approach during the morning and evening peak hours. The 95th percentile queues are expected to be a maximum of 673 feet during the morning peak hour for the through movement which will extend north of the intersection of Ela Road and W. Wilshire Drive and south of the intersection of Ela Road and N. Wilshire Drive and the access road. The 95th percentile queues for the left-turn movements are projected to be 218 feet which can be accommodated by the existing turn lane. Based on the traffic simulation, it is estimated that the intersection of Ela Road and West Wilshire Drive is blocked two percent during the morning peak hour and is unblocked during the evening peak hour. Under existing plus site generated traffic condition, the intersection of Ela Road and West Wilshire drive is expected to be blocked 26 percent during the morning peak hour and zero percent of the evening peak hour.

In order to reduce the delay, and improve the LOS of the southbound approach, especially during the morning peak hour, it is recommended that additional green time (approximately five seconds) be added which would allow for the queues to clear quickly thus reducing the queue lengths and delay. The signal timing modification will help improve the LOS to E and reduce the average delay by approximately 45 percent. It should be noted that this signal modification will require IDOT review and approval.

Algonquin Road and Winston Drive

The results of the capacity analysis indicate that the eastbound and westbound movements currently operate at an acceptable LOS during the morning and evening peak hours and will continue to operate at acceptable LOS under projected conditions. The southbound approach currently operates at LOS E during the morning and evening peak hours. Under projected conditions this approach is expected continue operating at the same LOS with minimal increase in delay. The 95th percentile queues for the southbound approach will not exceed 180 feet which will extend less than 20 feet beyond the existing left-turn lane provided.

Algonquin Road and Access Drive

The results of the capacity analysis indicate that exiting approach from the proposed development onto Algonquin Road will operate at LOS C during the morning peak hour and LOS E during the evening peak hour. The exiting left-turns will experience longer delays, especially during the evening peak hour. However, these delays are not unusual for a driveway intersecting a major roadway. Furthermore, the existing traffic signals to the east and west of the access drive will create additional gaps in the traffic stream allowing site traffic to enter and exit more efficiently. The results of the analysis also indicated that the 95th percentile queue lengths for exiting movements will be less than 25 feet. As a result, this access drive will be adequate in accommodating the traffic generated by the proposed development and will have no significant impact on the through movements on Algonquin Road. Furthermore, as indicated earlier allowing full movements, especially left turns out, will allow for flexible access to the site and will reduce the traffic southbound on Ela Road at its intersection at Algonquin Road.

Ela Road and N. Wilshire Drive/Access Drive

The results of the capacity analysis indicate that exiting movements from the proposed development onto Algonquin Road will operate at acceptable LOS with 95th percentile queue lengths of less than 25 feet. The eastbound left turning movements will also operate adequately with 95th percentile queues of less than 25 feet. Furthermore, the inbound left turning movements from Ela Road will operate at the very good LOS A during the morning and evening peak hours. This access drive will be adequate in accommodating the traffic generated by the proposed development and the addition of the west approach at this intersection will not have a significant impact on the operation of the existing intersection.

Conclusion and Recommendations

Based on the proposed development plans and the preceding traffic impact study, the following conclusions and recommendations are made.

- Given the size and type for the proposed development, the projected traffic volumes will be low compared to the current traffic volumes traversing area roadways.
- The site generated traffic will not have a significant impact on the roadway system and can be accommodated adequately.
- The proposed access system with access roads off Algonquin Road and Ela Road will ensure that adequate and safe access is provided.
- In order to improve the operations of the intersection of Algonquin Road and Ela Road, consideration should be given to modifying the signal timing to provide addition green time to the southbound approach particularly during the morning peak hour.

Appendix

- Traffic Count Summary Sheets
  - Level of Service Criteria
  - Capacity Analysis Sheets

Traffic Count Summary Sheets

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Rosemont, Illinois, United States
60018 847-518-9990

Count Name: Algonquin Road/Ela Road
Site Code:
Start Date: 07/16/2014
Page No: 1

Turning Movement Data

Start Time	Ela Road Southbound						Algonquin Road Westbound						Ela Road Northbound						Algonquin Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	3	44	45	0	0	92	12	66	5	0	0	83	5	4	1	0	0	10	25	377	4	0	0	406	591
6:45 AM	3	26	45	0	0	74	10	108	4	0	0	120	7	7	3	0	0	17	21	365	2	0	0	388	599
Hourly Total	6	70	90	0	0	166	22	172	9	0	0	203	12	11	4	0	0	27	46	742	6	0	0	794	1190
7:00 AM	2	59	60	0	0	121	8	93	12	0	0	113	12	6	2	0	0	20	30	380	2	0	0	412	666
7:15 AM	7	70	68	0	0	145	17	108	11	0	0	136	16	3	3	0	0	22	30	433	4	0	0	467	770
7:30 AM	6	79	70	0	0	155	16	140	16	0	0	172	16	10	5	0	0	31	33	442	3	0	0	478	836
7:45 AM	8	104	54	0	0	166	12	132	14	0	0	158	10	12	5	0	0	27	45	398	5	0	0	448	799
Hourly Total	23	312	252	0	0	587	53	473	53	0	0	579	54	31	15	0	0	100	138	1653	14	0	0	1805	3071
8:00 AM	12	68	53	0	0	133	17	149	19	0	0	185	15	8	1	0	0	24	43	357	7	0	0	407	749
8:15 AM	4	67	67	0	0	138	14	107	20	0	0	141	12	6	0	0	0	18	29	296	6	0	0	331	628
8:30 AM	5	56	58	0	1	119	17	120	19	1	0	157	12	10	3	0	0	25	26	380	3	1	1	410	711
8:45 AM	11	50	56	0	0	117	28	126	15	0	1	169	6	4	2	0	1	12	25	283	1	1	0	310	608
Hourly Total	32	241	234	0	1	507	76	502	73	1	1	652	45	28	6	0	1	79	123	1316	17	2	1	1458	2696
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	8	13	22	0	0	43	45	356	22	0	1	423	2	32	17	0	1	51	8	133	13	0	0	154	671
4:15 PM	7	22	30	0	0	59	78	432	19	0	0	529	8	21	9	0	0	38	6	168	6	0	0	180	806
4:30 PM	5	24	27	0	0	56	74	435	38	2	0	549	9	28	26	0	0	63	8	136	9	0	0	153	821
4:45 PM	10	31	23	0	1	64	85	473	42	0	0	600	6	34	16	0	0	56	15	166	11	0	0	192	912
Hourly Total	30	90	102	0	1	222	282	1696	121	2	1	2101	25	115	68	0	1	208	37	603	39	0	0	679	3210
5:00 PM	4	37	24	0	0	65	81	416	42	0	0	539	5	58	26	0	0	89	17	165	15	1	0	198	891
5:15 PM	9	23	19	0	0	51	73	462	37	0	0	572	5	49	18	0	0	72	13	156	12	1	0	182	877
5:30 PM	11	29	25	0	0	65	96	460	37	0	0	593	8	37	17	0	0	62	17	166	8	0	0	191	911
5:45 PM	10	33	26	0	0	69	73	387	36	0	2	496	4	48	22	0	2	74	19	155	18	0	0	192	831
Hourly Total	34	122	94	0	0	250	323	1725	152	0	2	2200	22	192	83	0	2	297	66	642	53	2	0	783	3510
6:00 PM	10	23	29	0	0	62	80	396	25	0	0	501	5	33	19	0	0	57	11	170	7	0	1	188	808
6:15 PM	9	31	19	0	0	59	83	384	24	0	0	491	4	40	26	0	0	70	11	138	13	0	1	162	782
Grand Total	144	889	820	0	2	1853	919	5348	457	3	4	6727	167	450	221	0	4	838	432	5264	149	4	3	5849	15267
Approach %	7.8	48.0	44.3	0.0	-	-	13.7	79.5	6.8	0.0	-	-	19.9	53.7	26.4	0.0	-	-	7.4	90.0	2.5	0.1	-	-	-
Total %	0.9	5.8	5.4	0.0	-	12.1	6.0	35.0	3.0	0.0	-	44.1	1.1	2.9	1.4	0.0	-	5.5	2.8	34.5	1.0	0.0	-	38.3	-
Lights	138	879	816	0	-	1833	905	5216	455	3	-	6579	165	441	217	0	-	823	428	5174	145	4	-	5751	14986
% Lights	95.8	98.9	99.5	-	-	98.9	98.5	97.5	99.6	100.0	-	97.8	98.8	98.0	98.2	-	-	98.2	99.1	98.3	97.3	100.0	-	98.3	98.2
Buses	3	1	0	0	-	4	1	10	1	0	-	12	0	1	0	0	-	1	1	7	2	0	-	10	27
% Buses	2.1	0.1	0.0	-	-	0.2	0.1	0.2	0.2	0.0	-	0.2	0.0	0.2	0.0	-	-	0.1	0.2	0.1	1.3	0.0	-	0.2	0.2
Single-Unit Trucks	2	7	4	0	-	13	11	68	1	0	-	80	0	3	4	0	-	7	1	56	1	0	-	58	158
% Single-Unit Trucks	1.4	0.8	0.5	-	-	0.7	1.2	1.3	0.2	0.0	-	1.2	0.0	0.7	1.8	-	-	0.8	0.2	1.1	0.7	0.0	-	1.0	1.0
Articulated Trucks	1	2	0	0	-	3	2	52	0	0	-	54	2	2	0	0	-	4	2	27	1	0	-	30	91
% Articulated Trucks	0.7	0.2	0.0	-	-	0.2	0.2	1.0	0.0	0.0	-	0.8	1.2	0.4	0.0	-	-	0.5	0.5	0.5	0.7	0.0	-	0.5	0.6
Bicycles on Road	0	0	0	0	-	0	0	2	0	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	5
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
847-518-9990

Count Name: Algonquin and Winston
Site Code:
Start Date: 07/16/2014

Turning Movement Data

Start Time	Winston Drive Southbound					Algonquin Road Westbound					Algonquin Road Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
6:30 AM	3	27	0	0	30	3	72	0	0	75	363	2	0	0	365	470
6:45 AM	2	17	0	0	19	1	116	0	1	117	365	0	0	0	365	501
Hourly Total	5	44	0	0	49	4	188	0	1	192	728	2	0	0	730	971
7:00 AM	5	31	0	0	36	9	81	0	0	90	369	1	0	0	370	496
7:15 AM	3	26	0	0	29	7	126	0	0	133	449	1	0	0	450	612
7:30 AM	6	25	0	0	31	4	135	0	1	139	416	1	0	0	417	587
7:45 AM	9	27	0	0	36	7	150	0	0	157	437	4	0	0	441	634
Hourly Total	23	109	0	0	132	27	492	0	1	519	1671	7	0	0	1678	2329
8:00 AM	4	31	0	0	35	5	153	0	0	158	330	2	0	0	332	525
8:15 AM	4	21	0	0	25	5	116	0	0	121	331	1	0	0	332	478
8:30 AM	8	22	0	0	30	7	120	0	0	127	385	4	0	0	389	546
8:45 AM	8	21	0	0	29	7	135	0	0	142	312	3	0	0	315	486
Hourly Total	24	95	0	0	119	24	524	0	0	548	1358	10	0	0	1368	2035
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	5	10	0	0	15	17	385	0	0	402	154	0	0	0	154	571
4:15 PM	1	4	0	0	5	33	406	0	0	439	168	3	0	0	171	615
4:30 PM	0	8	0	0	8	22	444	0	0	466	162	9	0	0	171	645
4:45 PM	7	12	0	0	19	12	477	0	0	489	173	2	0	0	175	683
Hourly Total	13	34	0	0	47	84	1712	0	0	1796	657	14	0	0	671	2514
5:00 PM	7	13	0	0	20	22	447	0	0	469	195	5	0	0	200	689
5:15 PM	5	5	0	0	10	27	456	0	0	483	162	3	0	0	165	658
5:30 PM	5	12	0	0	17	27	462	0	0	489	184	3	0	0	187	693
5:45 PM	8	21	0	0	29	26	405	1	0	432	179	5	0	0	184	645
Hourly Total	25	51	0	0	76	102	1770	1	0	1873	720	16	0	0	736	2685
6:00 PM	5	12	0	0	17	26	385	0	0	411	165	6	0	0	171	599
6:15 PM	9	19	0	0	28	28	409	0	0	437	140	3	0	0	143	608
Grand Total	104	364	0	0	468	295	5480	1	2	5778	5439	58	0	0	5497	11741
Approach %	22.2	77.8	0.0	-	-	5.1	94.9	0.0	-	-	98.9	1.1	0.0	-	-	-
Total %	0.9	3.1	0.0	-	4.0	2.5	46.7	0.0	-	49.2	46.3	0.5	0.0	-	46.8	-
Lights	104	357	0	-	461	284	5357	1	-	5642	5333	56	0	-	5389	11492
% Lights	100.0	98.1	-	-	98.5	96.3	97.8	100.0	-	97.7	98.1	96.6	-	-	98.0	97.9
Buses	0	4	0	-	4	6	8	0	-	14	5	0	0	-	5	23
% Buses	0.0	1.1	-	-	0.9	2.0	0.1	0.0	-	0.2	0.1	0.0	-	-	0.1	0.2
Single-Unit Trucks	0	3	0	-	3	4	59	0	-	63	65	2	0	-	67	133
% Single-Unit Trucks	0.0	0.8	-	-	0.6	1.4	1.1	0.0	-	1.1	1.2	3.4	-	-	1.2	1.1
Articulated Trucks	0	0	0	-	0	1	56	0	-	57	33	0	0	-	33	90
% Articulated Trucks	0.0	0.0	-	-	0.0	0.3	1.0	0.0	-	1.0	0.6	0.0	-	-	0.6	0.8
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	3	0	0	-	3	3
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	-	-	0.1	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Hoffman Estates, IL Weather: Sunny and Warm 07/16/14
Ela Rd and Wilshire Dr 20:52:41
Wednesday July 16, 2014

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 ela/wilshire

Begin Time	N-Approach RT	N-Approach TH	N-Approach LT	E-Approach RT	E-Approach TH	E-Approach LT	S-Approach RT	S-Approach TH	S-Approach LT	W-Approach RT	W-Approach TH	W-Approach LT	Int Total
630	0	393	3	8	0	15	2	73	0	0	0	0	494
645	0	459	3	7	0	22	4	79	0	0	0	0	574
700	0	537	3	8	0	19	5	83	0	0	0	0	655
715	0	549	7	11	0	19	4	102	0	0	0	0	692
730	0	542	5	8	0	18	4	102	0	0	0	0	679
745	0	514	5	9	0	10	3	109	0	0	0	0	650
800	0	463	7	12	0	11	2	120	0	0	0	0	615
815	0	343	3	9	0	7	2	89	0	0	0	0	453*
830	0	218	2	8	0	5	1	65	0	0	0	0	299*
845	0	99	2	6	0	5	0	34	0	0	0	0	146*
1600	0	198	11	17	0	13	23	399	0	0	0	0	661
1615	0	223	14	11	0	10	18	462	0	0	0	0	738
1630	0	218	14	13	0	8	15	499	0	0	0	0	767
1645	0	237	14	13	0	8	19	528	0	0	0	0	819
1700	0	238	18	9	0	13	18	540	0	0	0	0	836
1715	0	234	16	11	0	13	20	495	0	0	0	0	789
1730	0	237	16	11	0	13	24	482	0	0	0	0	783
1745	0	172	12	8	0	13	17	351	0	0	0	0	573*
1800	0	108	6	6	0	7	11	224	0	0	0	0	362*
1815	0	51	3	3	0	4	6	121	0	0	0	0	188*

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

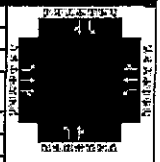
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Sheets

HCS 2010 Signalized Intersection Results Summary

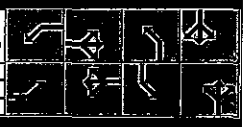
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road AM Exisiting.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	1630	151	60	529	62	14	33	57	245	321	33

Signal Information			
Cycle, s	120.0	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	1.5	1.7	73.3	1.2	7.8	12.0		
Yellow	3.5	0.0	4.5	3.5	3.5	4.5		
Red	0.0	0.0	1.5	0.0	0.0	1.5		



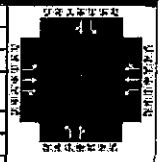
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	5.0	79.3	6.7	81.0	4.7	18.0	16.0	29.3
Change Period, (*Y*+*Rc*), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	2.5		3.6		2.9	8.5	14.5	25.3
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Phase Call Probability	0.49		0.88		0.39	1.00	1.00	1.00
Max Out Probability	0.94		1.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	20	958	957	65	323	312	15	97		263	361	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	2000	1941	1810	2000	1926	1810	1706		1810	1869	
Queue Service Time (g_s), s	0.5	29.5	35.1	1.6	4.1	5.2	0.9	6.5		12.5	23.3	
Cycle Queue Clearance Time (g_c), s	0.5	29.5	35.1	1.6	4.1	5.2	0.9	6.5		12.5	23.3	
Green Ratio (*g*/*C*)	0.62	0.61	0.61	0.64	0.63	0.63	0.11	0.10		0.22	0.19	
Capacity (*c*), veh/h	538	1222	1186	184	1250	1204	78	170		309	363	
Volume-to-Capacity Ratio (*X*)	0.038	0.784	0.807	0.350	0.258	0.259	0.193	0.568		0.854	1.049	
Available Capacity (c_a), veh/h	614	1222	1186	234	1250	1204	248	171		309	363	
Back of Queue (*Q*), veh/ln (95th percentile)	0.3	11.7	14.1	1.1	2.8	3.4	0.8	5.3		5.7	23.9	
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	8.7	7.1	9.0	15.2	4.1	5.3	48.5	51.5		44.9	48.3	
Incremental Delay (d_2), s/veh	0.0	5.1	5.9	1.1	0.5	0.5	1.2	5.4		20.1	60.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	8.8	12.2	14.9	16.3	4.6	5.8	49.7	56.9		65.0	108.9	
Level of Service (LOS)	A	B	B	B	A	A	D	E		E	F	
Approach Delay, s/veh / LOS	13.5	B		6.2	A		56.0	E		91.0	F	
Intersection Delay, s/veh / LOS	28.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.1	B	1.1	A	0.7	A	1.6	A

HCS 2010 Signalized Intersection Results Summary

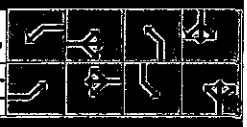
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road PM Exisiting.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	653	62	158	1811	335	77	178	24	91	120	34

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	2.8	0.2	88.6	6.9	0.6	18.4		
Yellow	3.5	3.5	4.5	3.5	0.0	4.5		
Red	0.0	0.0	1.5	0.0	0.0	1.5		



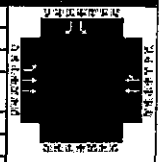
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	6.3	94.6	10.0	98.3	10.4	24.4	11.0	25.0
Change Period, (*Y*+*Rc*), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	3.3		6.2		7.2	17.1	8.2	13.4
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.1	1.3	0.0	1.5
Phase Call Probability	0.84		1.00		0.95	1.00	0.97	1.00
Max Out Probability	0.00		0.01		0.02	0.16	1.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	47	370	359	161	1095	1095	79	206		93	157	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	2000	1939	1810	1900	1799	1810	1860		1810	1827	
Queue Service Time (g_s), s	1.3	5.4	6.6	4.2	42.3	64.3	5.2	15.1		6.2	11.4	
Cycle Queue Clearance Time (g_c), s	1.3	5.4	6.6	4.2	42.3	64.3	5.2	15.1		6.2	11.4	
Green Ratio (*g*/*C*)	0.65	0.63	0.63	0.69	0.66	0.66	0.18	0.13		0.19	0.14	
Capacity (*c*), veh/h	121	1265	1227	567	1252	1185	191	245		176	248	
Volume-to-Capacity Ratio (*X*)	0.387	0.293	0.293	0.284	0.875	0.924	0.411	0.842		0.526	0.634	
Available Capacity (c_a), veh/h	293	1265	1227	691	1252	1185	289	359		176	360	
Back of Queue (*Q*), veh/ln (95th percentile)	1.7	3.7	4.4	2.7	12.3	24.4	4.3	12.5		5.2	9.3	
Queue Storage Ratio (*RQ*) (95th percentile)	0.22	0.00	0.00	0.39	0.00	0.00	0.70	0.00		0.58	0.00	
Uniform Delay (d_1), s/veh	27.6	4.4	5.6	7.6	5.5	10.6	49.7	59.4		49.9	57.2	
Incremental Delay (d_2), s/veh	2.0	0.6	0.6	0.3	8.7	13.3	1.4	13.5		2.9	3.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	29.6	5.0	6.2	7.8	14.2	23.9	51.1	72.8		52.8	61.0	
Level of Service (LOS)	C	A	A	A	B	C	D	E		D	E	
Approach Delay, s/veh / LOS	7.1	A		18.3	B		66.8	E		57.9	E	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	2.4	B	1.0	A	0.9	A

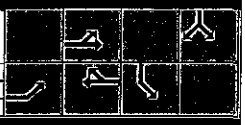
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Winston Drive, Hoffman Es	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive AM Existing.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	8	1691			553	23				109		22

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin	Green	0.7		93.8	9.9	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5		4.5	4.5	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0		1.5	1.5	0.0	0.0	0.0					



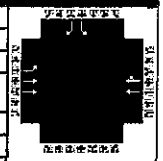
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.2	104.1		99.8				15.9
Change Period, (Y+Rc), s	3.5	6.0		6.0				6.0
Max Allow Headway (MAH), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.1							9.6
Green Extension Time (g_e), s	0.0	0.0		0.0				0.4
Phase Call Probability	0.25							0.99
Max Out Probability	0.00							0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	9	1818			312	308				117		24
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			2000	1971				1810		1610
Queue Service Time (g_s), s	0.1	0.0			8.3	0.4				7.6		1.6
Cycle Queue Clearance Time (g_c), s	0.1	0.0			8.3	0.4				7.6		1.6
Green Ratio (g/C)	0.80	0.82			0.78	0.78				0.08		0.08
Capacity (c), veh/h	653	3112			1564	1541				150		133
Volume-to-Capacity Ratio (X)	0.013	0.584			0.199	0.200				0.782		0.177
Available Capacity (c_a), veh/h	937	3112			1564	1541				302		268
Back of Queue (Q), veh/ln (95th percentile)	0.0	0.6			0.2	0.4				7.0		1.2
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	2.7	0.0			0.0	0.2				54.0		51.2
Incremental Delay (d_2), s/veh	0.0	0.8			0.3	0.3				11.8		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	2.8	0.8			0.3	0.5				65.8		52.1
Level of Service (LOS)	A	A			A	A				E		D
Approach Delay, s/veh / LOS	0.8	A		0.4	A		0.0			63.5	E	
Intersection Delay, s/veh / LOS	4.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	2.0	A	1.0	A				F

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive PM Exisiting.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	719			1834	88				42		24

Signal Information									
Cycle, s	140.0	Reference Phase	2						
Offset, s	0	Reference Point	Begin	Green	1.2	115.9	7.4	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.5	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.7	126.6		121.9				13.4
Change Period, (Y+Rc), s	3.5	6.0		6.0				6.0
Max Allow Headway (MAH), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.2							5.2
Green Extension Time (g_e), s	0.0	0.0		0.0				0.1
Phase Call Probability	0.40							0.93
Max Out Probability	0.00							0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	13	734			981	981				43		24
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			1900	1869				1810		1610
Queue Service Time (g_s), s	0.2	0.0			42.3	3.1				3.2		2.0
Cycle Queue Clearance Time (g_c), s	0.2	0.0			42.3	3.1				3.2		2.0
Green Ratio (g/C)	0.85	0.86			0.83	0.83				0.05		0.05
Capacity (c), veh/h	188	3280			1573	1547				96		85
Volume-to-Capacity Ratio (X)	0.071	0.224			0.624	0.634				0.447		0.287
Available Capacity (c_a), veh/h	379	3280			1573	1547				181		161
Back of Queue (Q), veh/ln (95th percentile)	0.2	0.1			1.5	2.1				2.8		1.6
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	9.0	0.0			0.0	0.2				64.3		63.7
Incremental Delay (d_2), s/veh	0.2	0.2			1.9	2.0				4.6		2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	9.2	0.2			1.9	2.2				68.9		66.3
Level of Service (LOS)	A	A			A	A				E		E
Approach Delay, s/veh / LOS	0.3	A		2.0	A		0.0			68.0	E	
Intersection Delay, s/veh / LOS	3.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	2.1	B				F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Ela/Wilshire
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2014
Analysis Time Period	AM Peak Hour (7:15-8:15 AM)		

Project Description: 14-158

East/West Street: Wilshire Drive | North/South Street: Ela Road

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		102	4	7	549	
Peak-Hour Factor, PHF	0.98	0.93	0.93	0.93	0.93	0.98
Hourly Flow Rate, HFR (veh/h)	0	109	4	7	590	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				19		11
Peak-Hour Factor, PHF	0.98	1.00	0.98	0.93	1.00	0.93
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		7		31				
C (m) (veh/h)		1489		502				
v/c		0.00		0.06				
95% queue length		0.01		0.20				
Control Delay (s/veh)		7.4		12.6				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.6					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	BSM
Agency/Co.	KLOA, Inc
Date Performed	7/24/2014
Analysis Time Period	PM Peak Hour (4:45-5:45 PM)

Site Information

Intersection	Ela/Wilshire
Jurisdiction	
Analysis Year	

Project Description 14-158

East/West Street: Wilshire Drive | North/South Street: Ela Road

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		540	18	18	238	
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	551	18	18	242	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				13		9
Peak-Hour Factor, PHF	0.98	1.00	0.98	0.98	1.00	0.98
Hourly Flow Rate, HFR (veh/h)	0	0	0	13	0	9
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		18		22				
C (m) (veh/h)		1013		398				
v/c		0.02		0.06				
95% queue length		0.05		0.17				
Control Delay (s/veh)		8.6		14.6				
LOS		A		B				
Approach Delay (s/veh)	--	--	14.6					
Approach LOS	--	--	B					

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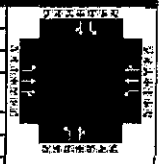
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road AM Exisiting Plus Site.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	19	1641	158	60	536	65	14	33	57	257	329	33

Signal Information			
Cycle, s	120.0	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	1.5	1.7	73.3	1.2	7.8	12.0		
Yellow	3.5	0.0	4.5	3.5	3.5	4.5		
Red	0.0	0.0	1.5	0.0	0.0	1.5		

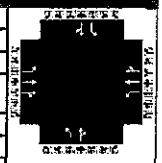
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	5.0	79.3	6.7	81.0	4.7	18.0	16.0	29.3
Change Period, (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	2.5		3.6		2.9	8.5	14.5	25.3
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Phase Call Probability	0.49		0.88		0.39	1.00	1.00	1.00
Max Out Probability	0.94		1.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	20	968	967	65	329	318	15	97		276	389	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1842	1810	1900	1828	1810	1706		1810	1869	
Queue Service Time (g_s), s	0.5	35.3	42.1	1.6	4.5	5.7	0.9	6.5		12.5	23.3	
Cycle Queue Clearance Time (g_c), s	0.5	35.3	42.1	1.6	4.5	5.7	0.9	6.5		12.5	23.3	
Green Ratio (g/C)	0.62	0.61	0.61	0.64	0.63	0.63	0.11	0.10		0.22	0.19	
Capacity (c), veh/h	530	1161	1125	169	1188	1143	78	170		309	363	
Volume-to-Capacity Ratio (X)	0.039	0.834	0.859	0.381	0.277	0.278	0.193	0.568		0.895	1.072	
Available Capacity (c_a), veh/h	606	1161	1125	219	1188	1143	248	171		309	363	
Back of Queue (Q), veh/ln (95th percentile)	0.3	12.6	16.4	1.4	2.9	3.5	0.8	5.3		7.6	25.1	
Queue Storage Ratio (RQ) (95th percentile)	0.04	0.00	0.00	0.20	0.00	0.00	0.12	0.00		0.84	0.00	
Uniform Delay (d_1), s/veh	8.8	7.6	9.8	18.4	4.1	5.4	48.5	51.5		45.6	48.3	
Incremental Delay (d_2), s/veh	0.0	7.1	8.6	1.4	0.6	0.6	1.2	5.4		26.7	67.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	14.7	18.4	19.8	4.7	6.0	49.7	56.9		72.3	116.1	
Level of Service (LOS)	A	B	B	B	A	A	D	E		E	F	
Approach Delay, s/veh / LOS	16.5	B		6.6	A		56.0	E		97.9	F	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.1	B	1.1	A	0.7	A	1.6	A

HCS 2010 Signalized Intersection Results Summary

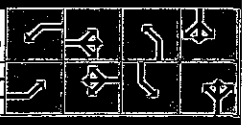
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road PM Exisiting Plus Site.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	46	657	65	158	1636	343	77	178	24	101	127	34

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	2.8	0.2	88.5	6.9	0.6	18.5		
Yellow	3.5	3.5	4.5	3.5	0.0	4.5		
Red	0.0	0.0	1.5	0.0	0.0	1.5		



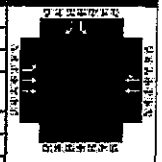
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	6.3	94.5	10.0	98.2	10.4	24.5	11.0	25.0
Change Period, (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	3.3		6.2		7.2	17.1	8.9	13.9
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.1	1.3	0.0	1.6
Phase Call Probability	0.84		1.00		0.95	1.00	0.98	1.00
Max Out Probability	0.00		0.01		0.02	0.16	1.00	0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	47	374	363	161	1112	1112	79	206		103	164	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	2000	1936	1810	1900	1798	1810	1860		1810	1830	
Queue Service Time (g_s), s	1.3	5.5	6.7	4.2	45.3	68.7	5.2	15.1		6.9	11.9	
Cycle Queue Clearance Time (g_c), s	1.3	5.5	6.7	4.2	45.3	68.7	5.2	15.1		6.9	11.9	
Green Ratio (g/C)	0.65	0.63	0.63	0.69	0.66	0.66	0.18	0.13		0.19	0.14	
Capacity (c), veh/h	115	1265	1225	563	1252	1185	186	245		177	249	
Volume-to-Capacity Ratio (X)	0.409	0.296	0.296	0.286	0.888	0.939	0.422	0.840		0.583	0.661	
Available Capacity (c_a), veh/h	286	1265	1225	687	1252	1185	284	359		177	360	
Back of Queue (Q), veh/ln (95th percentile)	1.9	3.7	4.5	2.7	12.9	26.2	4.3	12.5		6.0	9.6	
Queue Storage Ratio (RQ) (95th percentile)	0.25	0.00	0.00	0.39	0.00	0.00	0.71	0.00		0.66	0.00	
Uniform Delay (d_1), s/veh	30.5	4.5	5.7	7.6	5.7	11.1	49.7	59.3		50.1	57.4	
Incremental Delay (d_2), s/veh	2.3	0.6	0.6	0.3	9.6	15.0	1.5	13.4		4.8	4.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	32.8	5.1	6.3	7.9	15.3	26.1	51.2	72.7		55.0	61.7	
Level of Service (LOS)	C	A	A	A	B	C	D	E		D	E	
Approach Delay, s/veh / LOS	7.3	A		19.8	B		66.8	E		59.1	E	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	2.5	B	1.0	A	0.9	A

HCS 2010 Signalized Intersection Results Summary

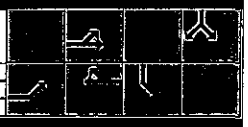
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Winston Drive, Hoffman Es	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive AM Existing Plus Site.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	8	1694			563	23				109		22

Signal Information			
Cycle, s	120.0	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	0.7	93.8	9.9	0.0	0.0	0.0		
Yellow	3.5	4.5	4.5	0.0	0.0	0.0		
Red	0.0	1.5	1.5	0.0	0.0	0.0		



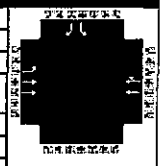
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.2	104.1		99.8				15.9
Change Period, (Y+Rc), s	3.5	6.0		6.0				6.0
Max Allow Headway (MAH), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.1							9.6
Green Extension Time (g_e), s	0.0	0.0		0.0				0.4
Phase Call Probability	0.25							0.99
Max Out Probability	0.00							0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	9	1822			317	313				117		24
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			2000	1972				1810		1610
Queue Service Time (g_s), s	0.1	0.0			8.5	0.4				7.6		1.6
Cycle Queue Clearance Time (g_c), s	0.1	0.0			8.5	0.4				7.6		1.6
Green Ratio (g/C)	0.80	0.82			0.78	0.78				0.08		0.08
Capacity (c), veh/h	646	3112			1564	1542				150		133
Volume-to-Capacity Ratio (X)	0.013	0.585			0.203	0.203				0.782		0.177
Available Capacity (c_a), veh/h	930	3112			1564	1542				302		268
Back of Queue (Q), veh/ln (95th percentile)	0.0	0.6			0.2	0.4				7.0		1.2
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	2.8	0.0			0.0	0.2				54.0		51.2
Incremental Delay (d_2), s/veh	0.0	0.8			0.3	0.3				11.8		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	2.8	0.8			0.3	0.5				65.8		52.1
Level of Service (LOS)	A	A			A	A				E		D
Approach Delay, s/veh / LOS	0.8	A		0.4	A		0.0			63.5	E	
Intersection Delay, s/veh / LOS	4.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	2.0	A	1.0	A				F

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Ela Road, Hoffman Estates	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive PM Exisiting Plus Site.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	730			1840	88				42		24

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

	EB			WB			NB			SB		
Green	1.2		115.9	7.4	0.0	0.0	0.0					
Yellow	3.5		4.5	4.5	0.0	0.0	0.0					
Red	0.0		1.5	1.5	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.7	126.6		121.9				13.4
Change Period, (*Y*+*Rc*), s	3.5	6.0		6.0				6.0
Max Allow Headway (*MAH*), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.2							5.2
Green Extension Time (g_e), s	0.0	0.0		0.0				0.1
Phase Call Probability	0.40							0.93
Max Out Probability	0.00							0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	13	745			984	984				43		24
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1904			1900	1869				1810		1610
Queue Service Time (g_s), s	0.2	0.0			42.5	3.1				3.2		2.0
Cycle Queue Clearance Time (g_c), s	0.2	0.0			42.5	3.1				3.2		2.0
Green Ratio (*g*/*C*)	0.85	0.86			0.83	0.83				0.05		0.05
Capacity (*c*), veh/h	185	3280			1573	1547				96		85
Volume-to-Capacity Ratio (*X*)	0.072	0.227			0.626	0.636				0.447		0.287
Available Capacity (c_a), veh/h	378	3280			1573	1547				181		161
Back of Queue (*Q*), veh/ln (95th percentile)	0.2	0.1			1.5	2.1				2.8		1.6
Queue Storage Ratio (*RQ*) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	9.1	0.0			0.0	0.2				64.3		63.7
Incremental Delay (d_2), s/veh	0.2	0.2			1.9	2.0				4.6		2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	9.3	0.2			1.9	2.2				68.9		66.3
Level of Service (LOS)	A	A			A	A				E		E
Approach Delay, s/veh / LOS	0.3	A		2.1	A		0.0			68.0	E	
Intersection Delay, s/veh / LOS	3.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	2.1	B				F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Algonquin/Site Access
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2014
Analysis Time Period	AM Peak Hour (7:15-8:15 AM)		

Project Description: 14-158 Exisiting Plus Site

East/West Street: Algonquin Road | North/South Street: Site Access Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	1800			576	8
Peak-Hour Factor, PHF	0.93	0.93	0.98	0.98	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	3	1935	0	0	619	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		10
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.93	0.98	0.93
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	3					19		10
C (m) (veh/h)	965					225		731
v/c	0.00					0.08		0.01
95% queue length	0.01					0.27		0.04
Control Delay (s/veh)	8.7					22.5		10.0
LOS	A					C		A
Approach Delay (s/veh)	--	--				18.2		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Algonquin/Site Access
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2020
Analysis Time Period	PM Peak Hour (4:45-5:45 PM)		

Project Description: 14-158 PM Exisiting Plus Site

East/West Street: Algonquin Road | North/South Street: Site Access Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	11	761			1922	29
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	11	776	0	0	1961	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				7		6
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	11					7		6
C (m) (veh/h)	293					81		300
v/c	0.04					0.09		0.02
95% queue length	0.12					0.28		0.06
Control Delay (s/veh)	17.8					53.6		17.2
LOS	C					F		C
Approach Delay (s/veh)	--	--				36.8		
Approach LOS	--	--				E		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Ela/Site Access/Wilshire
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2020
Analysis Time Period	AM Peak Hour (7:15-8:15 AM)		

Project Description: 14-158 Existing Plus Site

East/West Street: Site Access Road | North/South Street: Ela Road

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	102	4	7	549	1
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	4	109	4	7	590	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	3		19	19		11
Peak-Hour Factor, PHF	0.93	1.00	0.93	0.93	1.00	0.93
Hourly Flow Rate, HFR (veh/h)	3	0	20	20	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	4	7		31			23	
C (m) (veh/h)	995	1489		424			478	
v/c	0.00	0.00		0.07			0.05	
95% queue length	0.01	0.01		0.24			0.15	
Control Delay (s/veh)	8.6	7.4		14.2			12.9	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.2			12.9		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	BSM
Agency/Co.	KLOA, Inc
Date Performed	7/24/2014
Analysis Time Period	PM Peak Hour (4:45-5:45 PM)

Site Information

Intersection	Ela/Site Access/Wilshire
Jurisdiction	
Analysis Year	2020

Project Description: 14-158 Existing Plus Site

East/West Street: Site Access Road | North/South Street: Ela Road

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	540	18	18	238	3
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	12	551	18	18	242	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2		17	13		9
Peak-Hour Factor, PHF	0.98	1.00	0.98	0.98	1.00	0.98
Hourly Flow Rate, HFR (veh/h)	2	0	17	13	0	9
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	12	18		22			19	
C (m) (veh/h)	1333	1013		335			660	
v/c	0.01	0.02		0.07			0.03	
95% queue length	0.03	0.05		0.21			0.09	
Control Delay (s/veh)	7.7	8.6		16.5			10.6	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	16.5			10.6		
Approach LOS	--	--	C			B		

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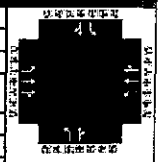
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Ela Road, Hoffman Estates	Analysis Year	2020	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road AM Projected.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	20	1690	163	62	553	67	15	35	59	264	339	34

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin	Green	1.5	1.7		73.2	1.2	7.8	12.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	0.0		4.5	3.5	3.5	4.5					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0		1.5	0.0	0.0	1.5					

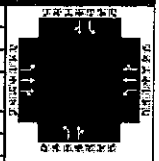
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	5.0	79.2	6.8	81.0	4.7	18.0	16.0	29.2
Change Period, (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	2.5		3.7		3.0	8.8	14.5	25.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0
Phase Call Probability	0.51		0.89		0.42	1.00	1.00	1.00
Max Out Probability	0.98		1.00		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	22	996	996	67	339	327	16	101		284	401	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1900	1842	1810	1900	1828	1810	1707		1810	1869	
Queue Service Time (g_s), s	0.5	39.0	46.5	1.7	4.7	5.9	1.0	6.8		12.5	23.2	
Cycle Queue Clearance Time (g_c), s	0.5	39.0	46.5	1.7	4.7	5.9	1.0	6.8		12.5	23.2	
Green Ratio (g/C)	0.62	0.61	0.61	0.64	0.62	0.62	0.11	0.10		0.22	0.19	
Capacity (c), veh/h	520	1159	1124	159	1187	1142	79	171		305	362	
Volume-to-Capacity Ratio (X)	0.041	0.859	0.886	0.420	0.286	0.287	0.205	0.592		0.930	1.108	
Available Capacity (c_a), veh/h	595	1159	1124	208	1187	1142	248	171		305	362	
Back of Queue (Q), veh/ln (95th percentile)	0.4	13.5	18.2	1.7	3.0	3.7	0.8	5.7		8.7	26.9	
Queue Storage Ratio (RQ) (95th percentile)	0.05	0.00	0.00	0.25	0.00	0.00	0.13	0.00		0.97	0.00	
Uniform Delay (d_1), s/veh	8.8	8.0	10.4	21.0	4.2	5.4	48.5	51.7		46.0	48.4	
Incremental Delay (d_2), s/veh	0.0	8.4	10.4	1.8	0.6	0.6	1.3	6.5		33.8	79.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	8.8	16.4	20.7	22.8	4.8	6.1	49.8	58.1		79.9	128.0	
Level of Service (LOS)	A	B	C	C	A	A	D	E		E	F	
Approach Delay, s/veh / LOS	18.5	B		7.0	A		57.0	E		108.0	F	
Intersection Delay, s/veh / LOS	34.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	2.1	B	1.1	A	0.7	A	1.6	A

HCS 2010 Signalized Intersection Results Summary

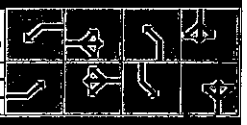
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Ela Road, Hoffman Estates	Analysis Year	2020	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road AM Projected (Signal Timing Alteration).xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1690	163	62	553	67	15	35	59	284	339	34

Signal Information			
Cycle, s	120.0	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	1.5	1.9	68.5	1.2	13.8	10.5		
Yellow	3.5	0.0	4.5	3.5	3.5	4.5		
Red	0.0	0.0	1.5	0.0	0.0	1.5		



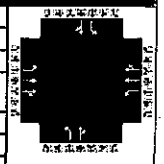
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	5.0	74.5	6.9	76.4	4.7	16.5	22.0	33.8
Change Period, (*Y+Rc*), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	2.6		3.8		3.0	8.9	18.6	27.2
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.6
Phase Call Probability	0.51		0.89		0.42	1.00	1.00	1.00
Max Out Probability	0.10		0.79		0.00	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	22	996	996	67	339	327	16	101		284	401	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1842	1810	1900	1828	1810	1707		1810	1869	
Queue Service Time (g_s), s	0.6	49.9	56.9	1.8	6.1	7.2	1.0	6.9		16.6	25.2	
Cycle Queue Clearance Time (g_c), s	0.6	49.9	56.9	1.8	6.1	7.2	1.0	6.9		16.6	25.2	
Green Ratio (*g/C*)	0.58	0.57	0.57	0.60	0.59	0.59	0.10	0.09		0.26	0.23	
Capacity (*c*), veh/h	482	1085	1052	133	1115	1073	84	150		379	433	
Volume-to-Capacity Ratio (*X*)	0.045	0.918	0.947	0.500	0.304	0.305	0.193	0.675		0.749	0.927	
Available Capacity (c_a), veh/h	579	1085	1052	202	1115	1073	223	171		379	456	
Back of Queue (*Q*), veh/ln (95th percentile)	0.4	21.0	26.9	2.1	4.0	4.7	0.8	6.0		12.6	20.5	
Queue Storage Ratio (*RQ*) (95th percentile)	0.05	0.00	0.00	0.29	0.00	0.00	0.13	0.00		1.40	0.00	
Uniform Delay (d_1), s/veh	10.7	12.1	14.7	27.7	6.0	7.4	49.7	53.1		39.5	45.1	
Incremental Delay (d_2), s/veh	0.0	13.6	17.6	2.9	0.7	0.7	1.1	10.2		8.1	25.0	
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	
Control Delay (*d*), s/veh	10.8	25.7	32.4	30.6	6.8	8.1	50.8	63.2		47.6	70.1	
Level of Service (LOS)	B	C	C	C	A	A	D	E		D	E	
Approach Delay, s/veh / LOS	28.8	C		9.5	A		61.5	E		60.8	E	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.9	C	2.8	C
Bicycle LOS Score / LOS	2.1	B	1.1	A	0.7	A	1.6	A

HCS 2010 Signalized Intersection Results Summary

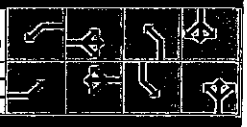
General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Ela Road, Hoffman Estates	Analysis Year	2020	Analysis Period	1> 7:00
File Name	Algonquin Road and Ela Road PM Projected.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	677	67	163	1690	353	83	187	25	104	131	35

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

	EB			WB			NB			SB		
Green	2.9		0.3	87.6	7.4	0.1	19.2					
Yellow	3.5		3.5	4.5	3.5	0.0	4.5					
Red	0.0		0.0	1.5	0.0	0.0	1.5					



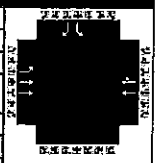
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	6.4	93.6	10.2	97.4	10.9	25.2	11.0	25.3
Change Period, (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (MAH), s	4.0	0.0	4.0	0.0	4.0	4.9	4.0	4.9
Queue Clearance Time (g_s), s	3.3		6.4		7.6	17.9	9.1	14.3
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.1	1.3	0.0	1.6
Phase Call Probability	0.85		1.00		0.96	1.00	0.98	1.00
Max Out Probability	0.00		0.02		0.04	0.22	1.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	48	385	374	166	1144	1144	85	216		106	169	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	2000	1936	1810	1900	1798	1810	1861		1810	1831	
Queue Service Time (g_s), s	1.3	6.0	7.3	4.4	55.4	80.8	5.6	15.9		7.1	12.3	
Cycle Queue Clearance Time (g_c), s	1.3	6.0	7.3	4.4	55.4	80.8	5.6	15.9		7.1	12.3	
Green Ratio (g/C)	0.65	0.63	0.63	0.69	0.65	0.65	0.19	0.14		0.19	0.14	
Capacity (c), veh/h	99	1251	1211	549	1241	1174	191	255		176	253	
Volume-to-Capacity Ratio (X)	0.486	0.308	0.309	0.303	0.922	0.975	0.443	0.847		0.602	0.670	
Available Capacity (c_a), veh/h	259	1251	1211	560	1241	1174	283	359		176	355	
Back of Queue (Q), veh/ln (95th percentile)	2.0	4.1	4.9	2.9	15.0	32.3	4.6	13.1		6.1	9.9	
Queue Storage Ratio (RQ) (95th percentile)	0.26	0.00	0.00	0.41	0.00	0.00	0.75	0.00		0.68	0.00	
Uniform Delay (d_1), s/veh	35.5	4.8	6.1	7.9	6.7	12.8	49.0	59.0		49.7	57.3	
Incremental Delay (d_2), s/veh	3.7	0.6	0.7	0.3	12.7	20.9	1.6	14.5		5.6	4.3	
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	
Control Delay (d), s/veh	39.2	5.5	6.8	8.2	19.4	33.7	50.6	73.5		55.3	61.6	
Level of Service (LOS)	D	A	A	A	B	C	D	E		E	E	
Approach Delay, s/veh / LOS	8.1	A		25.3	C		67.1	E		59.2	E	
Intersection Delay, s/veh / LOS	27.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.2	B	2.9	C	2.9	C
Bicycle LOS Score / LOS	1.2	A	2.5	B	1.0	A	0.9	A

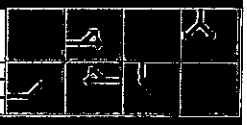
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	AM Peak Period (7:15-8:15 AM)	PHF	0.93
Intersection	Winston Drive, Hoffman Es	Analysis Year	2020	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive AM Projected.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	8	1746			579	24				112		21

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	Begin	Green	0.7	93.6		10.2	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	4.5		4.5	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5		1.5	0.0	0.0	0.0					



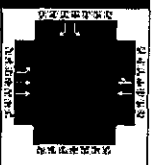
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.2	103.8		99.6				16.2
Change Period, (Y+Rc), s	3.5	6.0		6.0				6.0
Max Allow Headway (MAH), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.1							9.8
Green Extension Time (g_e), s	0.0	0.0		0.0				0.4
Phase Call Probability	0.25							0.99
Max Out Probability	0.00							0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	9	1877			326	322				120		23
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			1900	1873				1810		1610
Queue Service Time (g_s), s	0.1	0.0			9.3	0.5				7.8		1.6
Cycle Queue Clearance Time (g_c), s	0.1	0.0			9.3	0.5				7.8		1.6
Green Ratio (g/C)	0.80	0.82			0.78	0.78				0.08		0.08
Capacity (c), veh/h	630	3105			1482	1461				153		136
Volume-to-Capacity Ratio (X)	0.014	0.605			0.220	0.221				0.786		0.166
Available Capacity (c_a), veh/h	910	3105			1482	1461				302		268
Back of Queue (Q), veh/ln (95th percentile)	0.0	0.7			0.3	0.4				7.2		1.2
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	2.9	0.0			0.0	0.2				53.9		51.0
Incremental Delay (d_2), s/veh	0.0	0.9			0.3	0.3				11.9		0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	2.9	0.9			0.3	0.6				65.7		51.8
Level of Service (LOS)	A	A			A	A				E		D
Approach Delay, s/veh / LOS	0.9	A		0.5	A		0.0			63.5	E	
Intersection Delay, s/veh / LOS	4.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	2.0	B	1.0	A				F

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	KLOA, Inc.			Duration, h	0.25
Analyst	BSM	Analysis Date	7/25/2014	Area Type	Other
Jurisdiction	IDOT	Time Period	PM Peak Period (4:45-5:45 PM)	PHF	0.98
Intersection	Winston Drive, Hoffman Es	Analysis Year	2020	Analysis Period	1> 7:00
File Name	Algonquin Road and Winston Drive PM Projected.xus				
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	13	754			1894	91				43		25

Signal Information				EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2												
Offset, s	0	Reference Point	Begin	Green	1.2	115.8	7.5	0.0	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	4.5	4.5	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	1.5	1.5	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		8.3				9.0
Phase Duration, s	4.7	126.5		121.8				13.5
Change Period, (Y+Rc), s	3.5	6.0		6.0				6.0
Max Allow Headway (MAH), s	4.0	0.0		0.0				5.0
Queue Clearance Time (g_s), s	2.2							5.3
Green Extension Time (g_e), s	0.0	0.0		0.0				0.1
Phase Call Probability	0.40							0.93
Max Out Probability	0.00							0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (v), veh/h	13	769			1013	1013				44		26
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1904			1900	1869				1810		1810
Queue Service Time (g_s), s	0.2	0.0			45.3	3.4				3.3		2.1
Cycle Queue Clearance Time (g_c), s	0.2	0.0			45.3	3.4				3.3		2.1
Green Ratio (g/C)	0.85	0.86			0.83	0.83				0.05		0.05
Capacity (c), veh/h	175	3279			1572	1546				96		86
Volume-to-Capacity Ratio (X)	0.076	0.235			0.644	0.655				0.455		0.297
Available Capacity (c_a), veh/h	366	3279			1572	1546				181		161
Back of Queue (Q), veh/ln (95th percentile)	0.3	0.1			1.6	2.2				2.9		1.7
Queue Storage Ratio (RQ) (95th percentile)	0.00	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	10.1	0.0			0.0	0.2				64.3		63.7
Incremental Delay (d_2), s/veh	0.2	0.2			2.0	2.2				4.7		2.7
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (d), s/veh	10.3	0.2			2.0	2.4				69.0		66.5
Level of Service (LOS)	B	A			A	A				E		E
Approach Delay, s/veh / LOS	0.3	A		2.2	A		0.0			68.1	E	
Intersection Delay, s/veh / LOS	3.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.6	A	2.2	B	2.8	C	2.9	C
Bicycle LOS Score / LOS	1.1	A	2.2	B				F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Algonquin/Site Access
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2020
Analysis Time Period	AM Peak Hour (7:15-8:15 AM)		

Project Description 14-158

East/West Street: Algonquin Road | North/South Street: Site Access Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	1855			593	8
Peak-Hour Factor, PHF	0.93	0.93	0.98	0.98	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	3	1994	0	0	637	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		10
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.93	0.98	0.93
Hourly Flow Rate, HFR (veh/h)	0	0	0	19	0	10
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	3					19		10
C (m) (veh/h)	950					216		724
v/c	0.00					0.09		0.01
95% queue length	0.01					0.29		0.04
Control Delay (s/veh)	8.8					23.3		10.0
LOS	A					C		B
Approach Delay (s/veh)	--	--				18.7		
Approach LOS	--	--				C		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	BSM
Agency/Co.	KLOA, Inc
Date Performed	7/24/2014
Analysis Time Period	PM Peak Hour (4:45-5:45 PM)

Site Information

Intersection	Algonquin/Site Access
Jurisdiction	
Analysis Year	2020

Project Description 14-158

East/West Street: Algonquin Road | North/South Street: Site Access Road

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	11	786			1979	29
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	11	802	0	0	2019	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	2	0	0	2	0
Configuration	L	T			T	TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				7		6
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	6
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	11					7		6
C (m) (veh/h)	278					75		288
v/c	0.04					0.09		0.02
95% queue length	0.12					0.30		0.06
Control Delay (s/veh)	18.5					57.9		17.8
LOS	C					F		C
Approach Delay (s/veh)	--	--	39.4					
Approach LOS	--	--	E					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Ela/Site Access/Wilshire
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2020
Analysis Time Period	AM Peak Hour (7:15-8:15 AM)		

Project Description	14-158
East/West Street:	Site Access Road
North/South Street:	Ela Road
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	105	4	7	566	1
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR (veh/h)	4	112	4	7	608	1
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	3		19	20		11
Peak-Hour Factor, PHF	0.93	1.00	0.93	0.93	1.00	0.93
Hourly Flow Rate, HFR (veh/h)	3	0	20	21	0	11
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	4	7		32			23	
C (m) (veh/h)	979	1485		408			466	
v/c	0.00	0.00		0.08			0.05	
95% queue length	0.01	0.01		0.25			0.16	
Control Delay (s/veh)	8.7	7.4		14.6			13.1	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--	14.6			13.1		
Approach LOS	--	--	B			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	BSM	Intersection	Ela/Site Access/Wilshire
Agency/Co.	KLOA, Inc	Jurisdiction	
Date Performed	7/24/2014	Analysis Year	2020
Analysis Time Period	PM Peak Hour (4:45-5:45 PM)		

Project Description 14-158

East/West Street: Site Access Road | North/South Street: Ela Road

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	12	556	19	19	245	3
Peak-Hour Factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Hourly Flow Rate, HFR (veh/h)	12	567	19	19	249	3
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	2		17	13		9
Peak-Hour Factor, PHF	0.98	1.00	0.98	0.98	1.00	0.98
Hourly Flow Rate, HFR (veh/h)	2	0	17	13	0	9
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR			LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LR			LR	
v (veh/h)	12	19		22			19	
C (m) (veh/h)	1325	999		324			649	
v/c	0.01	0.02		0.07			0.03	
95% queue length	0.03	0.06		0.22			0.09	
Control Delay (s/veh)	7.7	8.7		16.9			10.7	
LOS	A	A		C			B	
Approach Delay (s/veh)	--	--	16.9			10.7		
Approach LOS	--	--	C			B		

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DESIGN GROUP

Over Eighty Years of combined professional experience in both public and private practice with a design style as varied as the clients we serve with extensive experience with environmental design and natural resource management.

Manhard
CONSULTING LTD

Manhard Consulting is a full-service civil engineering, water resources management and surveying firm that serves public and private clients nationwide. Our engineering teams can help you address safety, functionality, and quality-of-life issues where it matters most: in the community, in the neighborhoods, in everyday life.

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MI Homes & Project Team

Background

- 37 acres of land
- Proximity to:
  - Paul Douglas Forest Preserve
  - Thomas Jefferson Elementary
  - Willow Recreation Center
  - Willow Creek Church
  - Harper College

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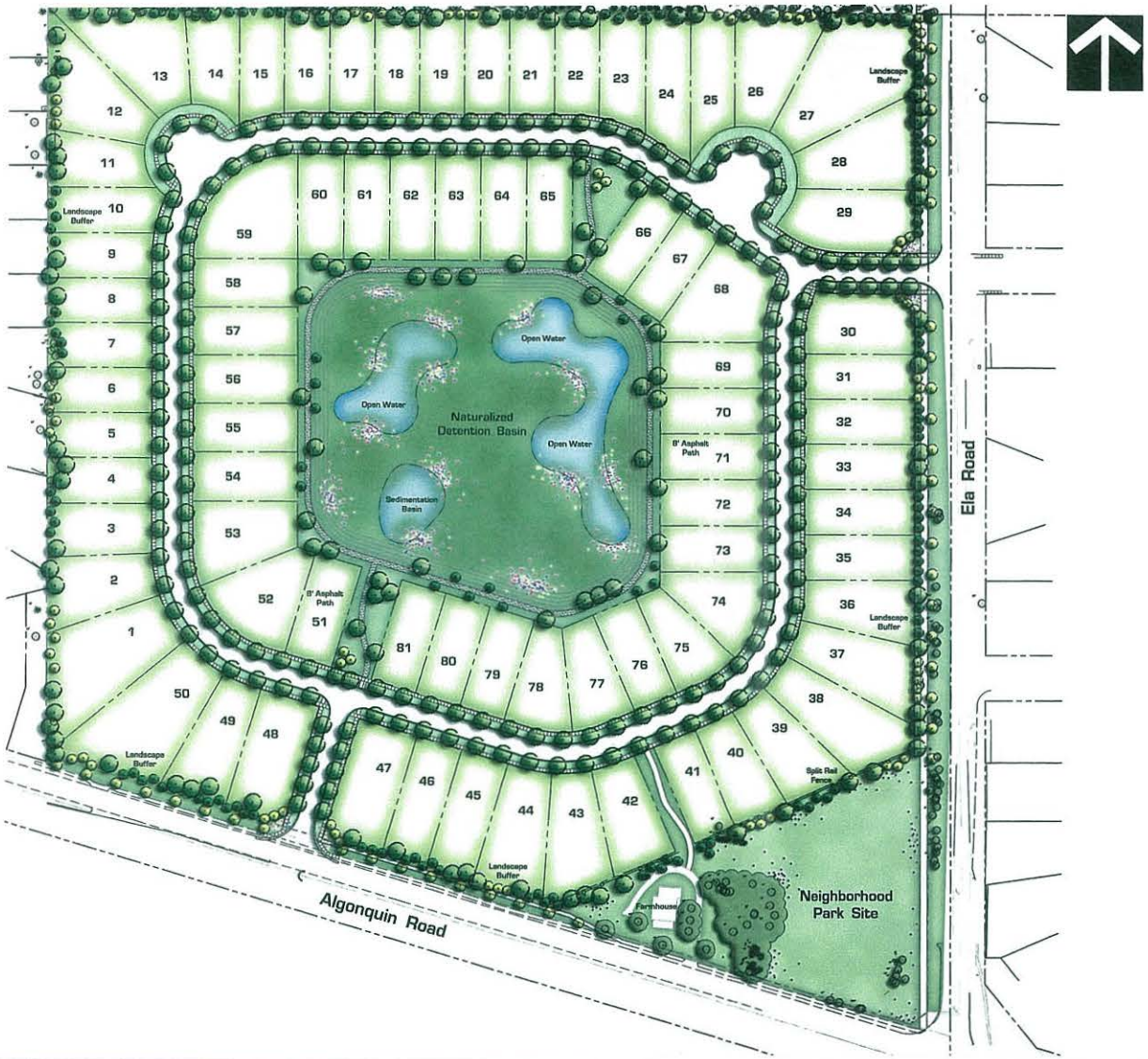

Site Plan

81 Single Family Homes planned around Central Open Space/Detention

Large public park and reserved farmhouse

Regional bike path connection

Algonquin Rd and Ela Rd Access

Site Data:

Land Use	Units	Area	% Site Area
SFA	81	22.73 AC	62%
Park Site		2.77 AC	8%
Common Area/ Open Space		6.47 AC	17%
Right of way		5.03 AC	13%
Total Site Area		37.0 AC	100%
Open Space Provided		9.24 AC	25%

Gross Site Density = 2.19 Units/Acre

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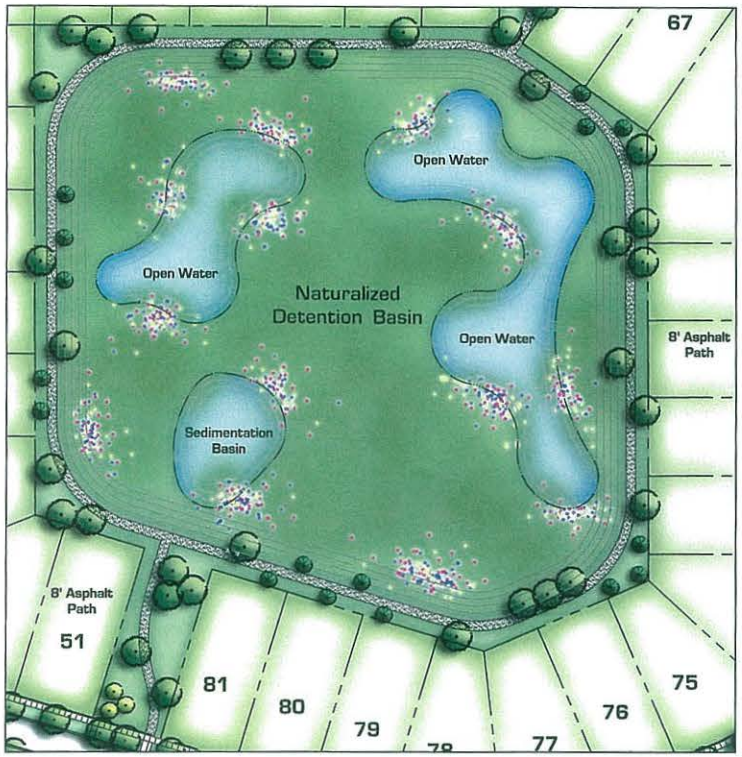
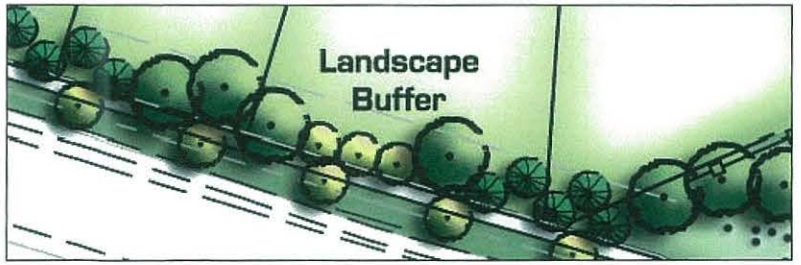
Site Plan



Open Space Amenities

- Central Neighborhood Open Green Space/Detention
- Pedestrian pathways and sidewalks to facilitate a walkable community
- Regional trail connection
- 2.77 acre public park
- Perimeter Landscaping



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Washington Hawthorn


River Birch


Apple Serviceberry


Redbud


Priairie Fire Crab


Ivory Silk Tree Lilac


Norway Spruce


White Pine


Nigra Arborvitae


Austrian Pine

Bergman Farm - Proposed Ornamental & Evergreen Trees

M/I HOMES

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Swamp White Oak


Exclamation London Planetree


Kentucky Coffeetree


Skyline Locust


Accolade Elm


Shawnee Brave Baldcypress


Autum Blaze Maple


Black Choke Berry


Dogwood


Texas Scarlet Quince


Grefshim Spirea


Panicle Hydrangea


Shrub Rose Var.

Bergman Farm - Proposed Trees & Shrubs

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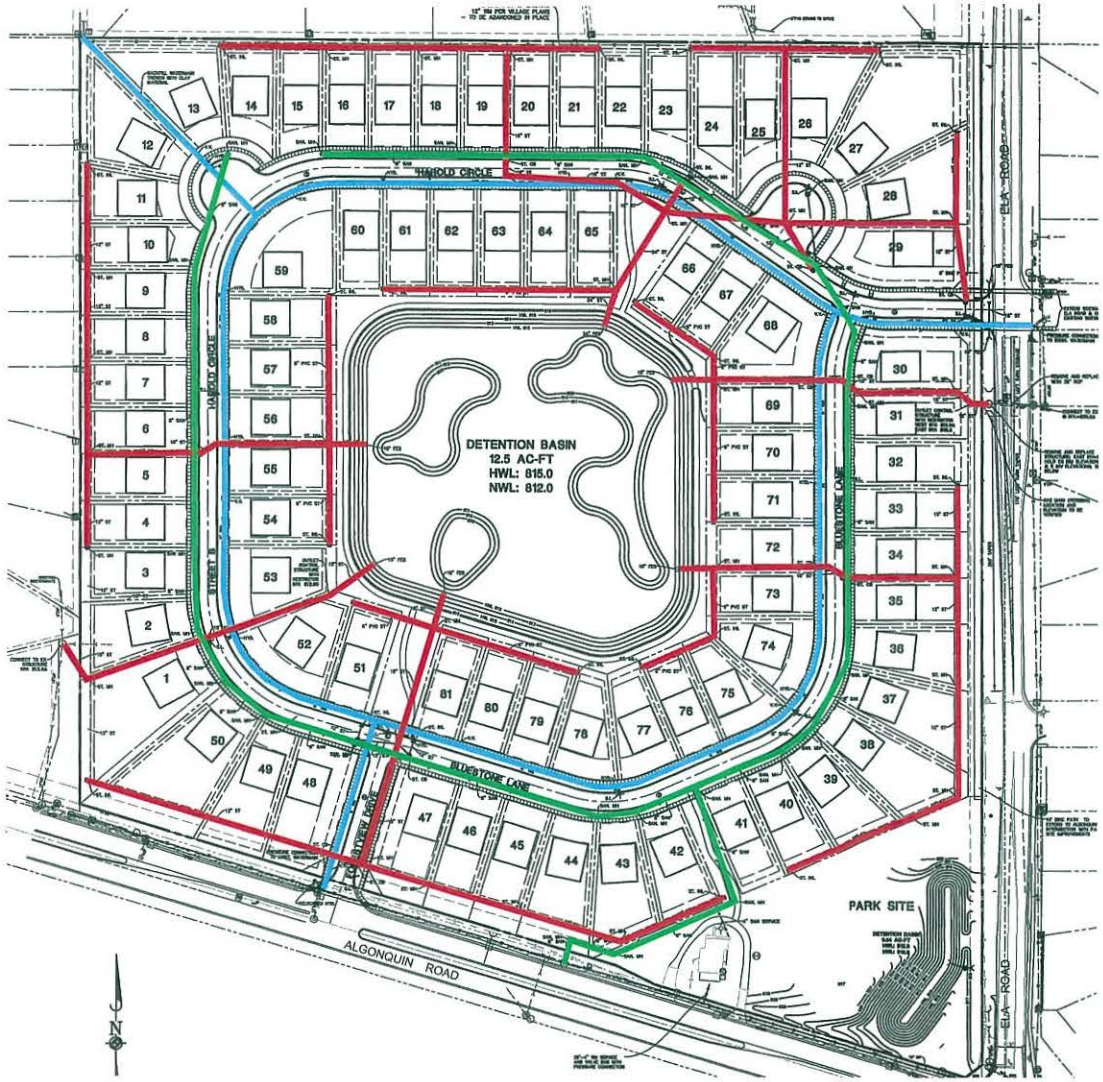

Watermain will be routed with road ROW

Two Detention Facilities

- Overall development
- Park Area

Stormwater from the north addressed

- Conveyed through property via storm sewer
- Overflow path will accommodate larger flows

Improved conveyance under Ela Road

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Preliminary Engineering

Front Elevation A

Front Elevation B

Front Elevation C

Front Elevation D

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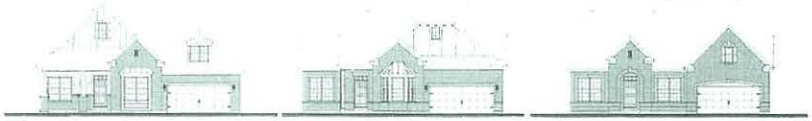
Cheswicke

2200 s.f.
(+ 400 s.f. w/ Bonus Rm)

FOWLER | ARCHITECTURE



Front Elevation B

Front Elevation C

Front Elevation D

Front Elevation A

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Oasis

2573 s.f.
(+ 602 s.f. w/ Bonus Rm)

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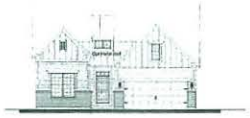

Front Elevation A

Front Elevation B

Front Elevation C

Front Elevation D

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Solace

2080 s.f.
(+ 530 s.f. w/ Bonus Rm)

FOWLER | ARCHITECTURE

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Architecture

Front Elevation B

Front Elevation D

Front Elevation E

Front Elevation B

Front Elevation C

Front Elevation D

Front Elevation C

Front Elevation E

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Keating

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Front Elevation B

Front Elevation C

Front Elevation D

Front Elevation E

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LeClaire

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Architecture

Front Elevation B

Front Elevation D

Front Elevation E

Front Elevation C

Monroe

Front Elevation B

Front Elevation C

Front Elevation D

Front Elevation E

Hudson

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