VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS
200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
http://www.palatine.il.us

VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

AGENDA

DECEMBER 13, 2021

Regular Meeting **7:00 PM**

I. ROLL CALL

II. PLEDGE TO THE FLAG

III. APPROVAL OF MINUTES

1. Village Council & Committee of the Whole - Regular Meeting - December 6, 2021

IV. MAYOR'S REPORT

1. As Submitted

V. RECESS TO THE COMMITTEE OF THE WHOLE

VI. COMMITTEE OF THE WHOLE

A. POLICE POLICY & CODE SERVICES COMMITTEE

KOLLIN KOZLOWSKI, CHAIRMAN

1. Consider an Ordinance Transferring Special Use #O-55-71 to Permit the Continued Operation of a Restaurant at 121 W. Palatine Road (Council District: Two)

2. As Submitted

B. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE

GREG SOLBERG, CHAIRMAN

1. Consider a Motion Approving a Preliminary Planned Development and a Resolution Approving a Preliminary Plat of Subdivision to allow a Warehouse/Office/Distribution Building at 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road (Council District: Two)

2. As Submitted

C. INFRASTRUCTURE & ENVIRONMENT COMMITTEE

TIM MILLAR, CHAIRMAN

1. Consider a Motion to Extend the Village's Existing Parkway Tree Trimming Program Contract for 2022

2. As Submitted

D. BUSINESS FINANCE & BUDGET COMMITTEE

BRAD HELMS, CHAIRMAN

1. Consider a Motion Authorizing the Village Manager to Execute Contracts for 2022 Forward Fuel Purchases

2. As Submitted

E. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE

DOUG MYSLINSKI, CHAIRMAN

1. Consider a Motion Authorizing the Village Manager to Negotiate, Authorize, and Execute General Liability Policies for 2022

2. As Submitted

F. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE

SCOTT LAMERAND, CHAIRMAN

1. As Submitted

VII. RECONVENE THE VILLAGE COUNCIL MEETING

VIII.CONSENT AGENDA

All items are considered to be routine by the Village Council and will be enacted by one motion, with waiver of first reading. There will be no separate discussion of these items unless a Council Member so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

1. Consider an Ordinance Transferring Special Use #O-55-71 to Permit the Continued Operation of a Restaurant at 121 W. Palatine Road (Council District: Two)

2. Consider a Motion Approving a Preliminary Planned Development and a Resolution Approving a Preliminary Plat of Subdivision to allow a Warehouse/Office/Distribution Building at 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road (Council District: Two)

3. Consider a Motion to Extend the Village's Existing Parkway Tree Trimming Program Contract for 2022

4. Consider a Motion Authorizing the Village Manager to Execute Contracts for 2022 Forward Fuel Purchases

5. Consider a Motion Authorizing the Village Manager to Negotiate, Authorize, and Execute General Liability Policies for 2022

6. Consider a Motion to Update the Employee Handbook with Change to Sick Leave Language for Command Staff

IX. REPORTS OF STANDING COMMITTEE

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted

B. BUSINESS FINANCE & BUDGET COMMITTEE

BRAD HELMS, CHAIRMAN

1. As Submitted

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE

GREG SOLBERG, CHAIRMAN

1. As Submitted

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE

SCOTT LAMERAND, CHAIRMAN

1. As Submitted

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE

TIM MILLAR, CHAIRMAN

1. As Submitted

F. POLICE POLICY & CODE SERVICES COMMITTEE

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted

X. REPORTS OF THE VILLAGE OFFICERS

A. VILLAGE MANAGER

1. As Submitted

B. VILLAGE CLERK

1. As Submitted

C. VILLAGE ATTORNEY

1. As Submitted

XI. CLOSED SESSION AS REQUIRED

XII. RECOGNITION OF AUDIENCE

XIII. ADJOURNMENT

VILLAGE OF PALATINE

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VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

MINUTES

DECEMBER 6, 2021

Regular Meeting **7:00 PM**

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

I. ROLL CALL – Time: 7:00 PM

Attendee Name	Title	Status	Arrived
Jim Schwantz	Mayor	Present	
Tim Millar	District 1 Councilman	Present	
Scott Lamerand	District 2 Councilman	Present	
Doug Myslinski	District 3 Councilman	Present	
Greg Solberg	District 4 Councilman	Present	
Kollin Kozlowski	District 5 Councilman	Present	
Brad Helms	District 6 Councilman	Present	

Also Present:
Village Clerk Marg Duer, Village Manager Reid Ottesen, Deputy Village Manager Mike Jacobs, Village Attorney Mike Kujawa, Director of Planning & Zoning Ben Vyverberg, Director of Public Works Matt Barry, Police Chief Dave Daigle, Fire Chief Patrick Gratzianna, IT Director Larry Schroth, Director of Finance Paul Mehring, Director of Human Resources Pam Jackson, Assistant Finance Director Sue Conn, and Deputy Clerk Doris Sadik

II. PLEDGE TO THE FLAG – Time: 7:00 PM

Mayor Schwantz invited everyone to stand and join him in the Pledge to the Flag.

III. APPROVAL OF MINUTES

1. Village Council & Committee of the Whole - Regular Meeting - November 15, 2021 **- Accepted**

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

IV. MAYOR'S REPORT

1. Certificates of Recognition for Fremd High School Boys Soccer Team - 2nd Place at IHSA State Finals **-**

   Mayor Schwantz congratulated and presented Certificates of Recognition to members of the Fremd High School Boys Soccer Team for finishing 2nd at the IHSA 2021 Boys' State Soccer Finals under the coaching staff of Steve Keller, Gerardo Pagnani, Mike Winter, Matt Sriver, Nick Mamula, Chad Jonas and Alex Bochat.

2. As Submitted **-**

   Mayor Schwantz announced upcoming events:

   Saturday, December 11: 8AM-11:30AM
   American Legion Santa Breakfast
   American Legion

   Saturday, December 11: 9AM-4PM
   Holiday Craft Fair
   Fremd High School

   Toys for Tots Holiday Toy Drive Now Through December 13
   Please consider being a part of our 2021 “Toys for Tots” Holiday Toy Drive. Toy collection boxes are located at Village Hall, the Palatine Police Department and Fire Station #85 at 39 E. Colfax St.

   Weekends through Sunday, December 19 (while supplies last)
   Palatine Jaycees Christmas Tree Sale
   Palatine Aquatic Center

V. RECESS TO THE COMMITTEE OF THE WHOLE – Time: 7:10 PM

Recess to Committee of the Whole **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

VI. COMMITTEE OF THE WHOLE

A. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:10 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. Consider an Ordinance Granting an Administrative Special Use for a Rear Yard Setback Reduction for an Addition at 347 N. Westminster Drive - **Motion Carried by Voice Vote** (Council District: One)

   Planning & Zoning Director Ben Vyverberg presented the petitioner's request for an Administrative Special Use to permit a rear yard setback reduction to 36 feet (minimum 40 feet) for a first-floor addition. Neighbors have not objected. Staff recommends approval of the Administrative Special Use.

   Councilman Kozlowski asked if this is an Administrative Special Use, why is it coming before the Council. Village Manager Reid Ottesen stated with Council direction, these requests can be reviewed and granted administratively.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. Consider an Ordinance Authorizing the Village Manager to Execute a Traffic Enforcement Agreement Between the Village of Palatine and the Homeowners Association of the Groves of Hidden Creek Condominium I - **Motion Carried by Voice Vote** (Council District: Four)

   Village Manager Reid Ottesen presented the Groves of Hidden Creek HOA request for the Village to establish and enforce the IL State Vehicle Code and the Village Code of Ordinances on all private streets and roads within the subdivision. The Village desires to exercise such rights to enforce traffic, parking, and Village vehicle sticker compliance, but excludes enforcing overnight parking restrictions for a five-year period and be automatically renewable for three additional five-year terms unless canceled in writing by either party at least three months prior to the end of any term. Staff recommends approving the Ordinance authorizing the Village Manager to execute the Traffic Enforcement Agreement between the Village of Palatine and the Groves Hidden Creek Condominium I HOA.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Greg Solberg, District 4 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

3. 773 N. Quentin Road (Council District: One)

The motion was to approve Items A. and B.

Planning & Zoning Director Ben Vyverberg presented The Chicago Culinary Kitchen's request for a Special Use Amendment to permit a change in business plan from the relocated business to Pink's Shrimp with liquor service. Staff recommends approval of the Special Use Amendment.

In response to Councilman Millar, Vyverberg stated that outdoor events similar to previous events may be requested in the future.

Vyverberg presented Kristina Gaardbo's request for a Class G (Restaurant - Beer & Wine) Liquor License in conjunction with the Special Use Amendment requested for Pink's Shrimp. Action is at the discretion of the Committee.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

A. Consider an Ordinance Granting a Special Use Amendment to Permit a New Restaurant at 773 N. Quentin Road **- Approved** (Council District: One)

B. Consider an Ordinance Increasing the Number of Class G (Restaurant - Beer & Wine) Liquor Licenses by One for Pink's Shrimp at 773 N. Quentin Road **- Approved** (Council District: One)

4. As Submitted **-**

Nothing was submitted.

B. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:16 PM

GREG SOLBERG, CHAIRMAN

1. Consider a Resolution Supporting and Consenting to the Renewal of the Class 7c Cook County Tax Classification for the Property Located at 2234 N. Rand Road **- Adopted by Voice Vote** (Council District: One)

Village Manager Reid Ottesen presented Enterprise's request for approval of a Resolution supporting and consenting to the renewal of the 7c Cook County Tax Classification for the property located at 2234 N. Rand Road. Enterprise plans to expand their business by adding the lease/rental of commercial trucks and vans, with an investment of $400,000 to $500,000 in the building and facility. The draft resolution of support indicates this business expansion must be implemented by March 31, 2023 or the Village reserves the right to revoke support of the 7c tax classification.

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RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Jim Schwantz, Mayor
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

Nothing was submitted.

C. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 7:18 PM

BRAD HELMS, CHAIRMAN

1. 2022 Operating Budget & Capital Investment Plan and Related Approvals

The Motion was to approve Items A., B., C., D., E., and F.

Village Manager Reid Ottesen reviewed the past presentations of the proposed 2022 Operating Budget & Capital Investment Plan.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

A. Consider an Ordinance Adopting the Calendar Year 2022 Annual Budget **- Motion Carried by Voice Vote**

B. Consider the 2021 Tax Levy Ordinance **- Motion Carried by Voice Vote**

C. Consider an Ordinance to Abate 2021 Property Tax Levy **- Motion Carried by Voice Vote**

D. Consider an Ordinance Adopting the 2022 Salary Rates of Compensation for Certain Officers and Employees of the Village, effective January 1, 2022 **- Motion Carried by Voice Vote**

E. Consider a Motion to Approve the Updated Fee Schedule Supplement to the Village's Code of Ordinances **- Approved by Voice Vote**

F. Consider a Resolution Appropriating $2,915,195 of Motor Fuel Tax Funds for the Maintenance of Streets and Highways **- Adopted by Voice Vote**

2. Consider a Resolution Amending the Village's Employee Handbook for 2022 **- Adopted by Voice Vote**

Village Manager Reid Ottesen reported the Village of Palatine Employee Handbook outlining rules, regulations, benefits, and conditions of employment that apply to Village employees is annually reviewed and amended to comply with State, Federal, and local regulations, and changing practices. Staff

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recommends a motion to amend the Village's Employee Handbook.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. As Submitted **-**

   Nothing was submitted.

D. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE –

Time: 7:20 PM

DOUG MYSLINSKI, CHAIRMAN

1. Motion Authorizing the Village Manager to Join the Illinois GIS consortium **- Approved by Voice Vote**

   Village Manager Reid Ottesen recommended joining the GIS consortium of 39 Northern IL governmental entities to provide GIS services and personnel to meet the needs of the Village of Palatine, providing software, personnel, GIS software and management. Costs for the GIS Consortium are broken into 2 parts: 1) One-time fee of $20,000 to join (covered by the salary savings of the vacant IT Administrator) and 2) Annual dues of approximately $230,000 to the consortium vendor, MPG Inc., for staffing, system operations, and licensing (included in the 2022 budget for $236,686). Staff recommends authorizing the Village Manager to execute all documents necessary for joining the GIS Consortium.

   In response to Councilman Myslinski, Ottesen noted that fees vary based on member needs.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

   Nothing was submitted.

E. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:21 PM

SCOTT LAMERAND, CHAIRMAN

1. Consider a Motion to Approve the Village of Palatine 2022 Regular Scheduled Meeting Calendar **- Approved by Voice Vote**

   Village Manager Reid Ottesen proposed reducing the number of meetings for

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the Board of Health (from 6 to 4) and Beautification Commission (from 12 to 5) for 2022. As required by the Illinois Open Meetings Act, the proposed regular scheduled meetings for calendar year 2022 must be posted and available upon request. The 2022 Meeting Calendar includes only one Village Council meeting in July, consistent with July scheduling in recent years. Staff recommends approval of the regular scheduled meeting calendar for 2022.

Ottesen noted there is no meeting January 3, 2022.

In response to Councilman Solberg, Ottesen stated the Council meeting on Tuesday after Labor Day could be cancelled based on agenda items.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

   Nothing was submitted.

F. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:24 PM

TIM MILLAR, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

VII. RECONVENE THE VILLAGE COUNCIL MEETING – Time: 7:24 PM

Reconvene the Village Council Meeting **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

VIII.CONSENT AGENDA

All items are considered to be routine by the Village Council and will be enacted by one motion, with waiver of first reading. There will be no separate discussion of these items unless a Council Member so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

RESULT:	**ADOPTED BY ROLL CALL [UNANIMOUS]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

1. Consider a Motion to approve Warrant #22 **- Approved**

2. Consider an Ordinance Granting an Administrative Special Use for a Rear Yard Setback Reduction for an Addition at 347 N. Westminster Drive **- Approved** (Council District: One)

   Ordinance #O-122-21

3. Consider an Ordinance Authorizing the Village Manager to Execute a Traffic Enforcement Agreement Between the Village of Palatine and the Homeowners Association of the Groves of Hidden Creek Condominium I **- Approved** (Council District: Four)

   Ordinance #O-123-21

4. Consider an Ordinance Granting a Special Use Amendment to Permit a New Restaurant at 773 N. Quentin Road **- Approved** (Council District: One)

   Ordinance #O-124-21

5. Consider an Ordinance Increasing the Number of Class G (Restaurant - Beer & Wine) Liquor Licenses by One for Pink's Shrimp at 773 N. Quentin Road **- Approved** (Council District: One)

   Ordinance #O-125-21

6. Consider a Resolution Supporting and Consenting to the Renewal of the Class 7c Cook County Tax Classification for the Property Located at 2234 N. Rand Road **- Adopted by Roll Call** (Council District: One)

   Resolution #R-41-21

7. Consider an Ordinance Adopting the 2022 Salary Rates of Compensation for Certain Officers and Employees of the Village, effective January 1, 2022 **- Approved**

   Ordinance #O-126-21

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

8. Consider a Motion to Approve the Updated Fee Schedule Supplement to the Village's Code of Ordinances **- Approved**

9. Consider a Resolution Appropriating $2,915,195 of Motor Fuel Tax Funds for the Maintenance of Streets and Highways **- Adopted by Roll Call**

   Resolution #R-42-21

10. Consider a Resolution Amending the Village's Employee Handbook for 2022 **- Adopted by Roll Call**

    Resolution #R-43-21

11. Motion Authorizing the Village Manager to Join the Illinois GIS consortium **- Approved**

12. Consider a Motion to Approve the Village of Palatine 2022 Regular Scheduled Meeting Calendar **- Approved**

13. Ordinance Authorizing Execution of Intergovernmental Agreement Related to Downtown TIF Extension **- Approved** (Council District: Six)

    Ordinance #O-127-21

IX. REPORTS OF STANDING COMMITTEE – Time: 7:24 PM

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 7:24 PM

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted **-**

   No Report

B. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 7:25 PM

BRAD HELMS, CHAIRMAN

1. Consider an Ordinance Adopting the Calendar Year 2022 Annual Budget **- Motion Carried by Roll Call**

   Ordinance #O-128-21

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

2. Consider the 2021 Tax Levy Ordinance **- Motion Carried by Roll Call**

   Ordinance #O-129-21

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. Consider an Ordinance to Abate 2021 Property Tax Levy **- Motion Carried by Roll Call**

   Village Manager Reid Ottesen noted the reduced burden on taxpayers.

   Mayor Schwantz noted this is a $126 million budget carefully developed to hold the line for taxpayers.

   Ordinance #O-130-21

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

4. As Submitted **-**

   No Report

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:27 PM

GREG SOLBERG, CHAIRMAN

1. As Submitted **-**

   No Report

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:27 PM

SCOTT LAMERAND, CHAIRMAN

1. As Submitted **-**

   No Report

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:27 PM

TIM MILLAR, CHAIRMAN

1. As Submitted **-**

   No Report

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

F. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:27 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted **-**

No Report

X. REPORTS OF THE VILLAGE OFFICERS – Time: 7:28 PM

A. VILLAGE MANAGER – Time: 7:28 PM

1. As Submitted **-**

No Report

B. VILLAGE CLERK – Time: 7:28 PM

1. As Submitted **-**

No Report

C. VILLAGE ATTORNEY – Time: 7:28 PM

1. As Submitted **-**

No Report

XI. CLOSED SESSION AS REQUIRED – Time: 7:28 PM

No Closed Session requested.

XII. RECOGNITION OF AUDIENCE – Time: 7:28 PM

No one came forward.

XIII. ADJOURNMENT – Time: 7:28 PM

Adjourn the Village Council Meeting **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

SUBMITTED BY:

Margaret R. Duer
Village Clerk

Minutes Acceptance: Minutes of Dec 6, 2021 7:00 PM (APPROVAL OF MINUTES)

Consider an Ordinance Transferring Special Use #O-55-71 to Permit the Continued Operation of a Restaurant at 121 W. Palatine Road

BACKGROUND:
Heng Wing restaurant is operating under an existing Special Use. Ken Situ and Ying Cai Ruan are requesting to transfer the existing Special Use to permit the continued operation of the restaurant at 121 W. Palatine Road. Therefore, the Petitioner is requesting approval of the following:

> **Special Use Transfer of Ordinance #O-55-71 to Ken Situ and Ying Cai Ruan to permit the continued operation of a restaurant (Heng Wing).**

KEY ISSUES:

- The original Special Use was approved in 1971 and has remained under the same ownership and continuous operation.
- There are no proposed changes to the building operations or floor plan.
- Any future changes to the floor plan or business operations will require additional Village review.

ALTERNATIVES:

1. Recommend approval of the Special Use Transfer.
2. Do not recommend approval of the Special Use Transfer.

RECOMMENDATION:

Staff recommends approval of the Special Use Transfer at 121 W. Palatine Road.

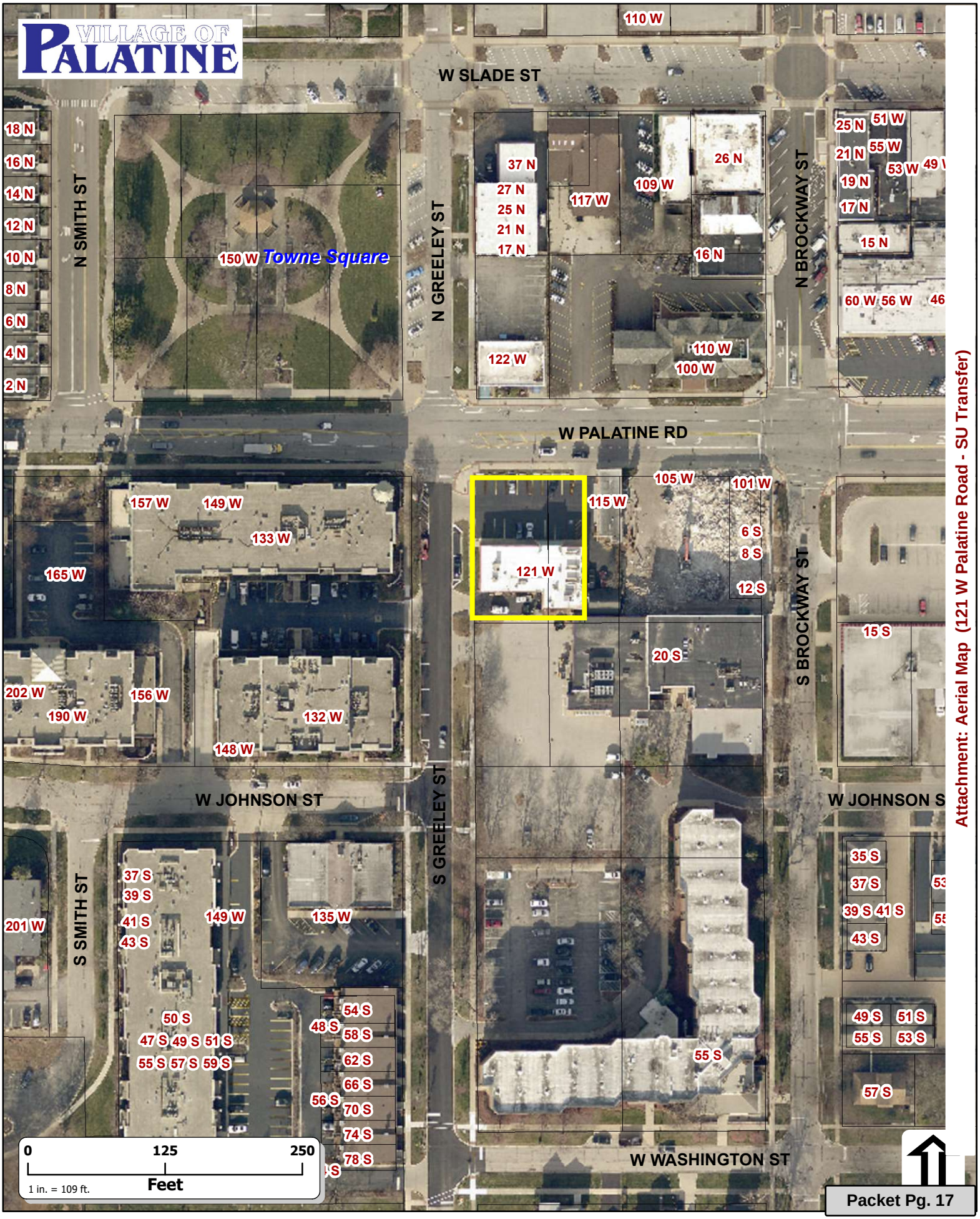
ACTION REQUIRED:

A motion to approve the Special Use Transfer to Ken Situ and Ying Cai Ruan to permit the continued operation of a restaurant (Heng Wing) at 121 W. Palatine Road.

ATTACHMENTS:

- Aerial Map
- ORD SU Trans 121 W Palatine Rd
- Special Use Transfer Application
- Special Use Ordinance #O-55-71 - 121 W. Palatine Road

121 W. Palatine Road



Attachment: Aerial Map (121 W Palatine Road - SU Transfer)

ORDINANCE NO._____

AN ORDINANCE TRANSFERRING SPECIAL USE ORDINANCE #O-55-71
121 W. PALATINE ROAD

WHEREAS, Ordinance #O-55-71 granted a Special Use for the operation of a restaurant (Heng Wing) at 121 W. Palatine Road; and

WHEREAS, pursuant to the Village of Palatine Code of Ordinances, in the event of the sale or lease of this business, the Special Use may be transferred after review and consent of the Village Council; and

WHEREAS, since the Village Council did meet on December 13, 2021 to review a request that the Special Use be transferred to permit the continued operation of a restaurant (Heng Wing), with no substantial changes, and it was the recommendation of the Village Council that the transfer of the Special Use to Ken Situ and Ying Cai Ruan be approved, without amendment.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and Village Council of the Village of Palatine:

SECTION 1: That the Special Use granted by Ordinance #O-55-71 is hereby transferred to Ken Situ and Ying Cai Ruan, to permit the continued operation of a restaurant.

SECTION 2: All conditions of Special Use Ordinance #O-55-71 shall remain in full force and effect.

DATED: This _____day of _____, 2021

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

APPROVED by me this _____day of _____, 2021

_____

Mayor of the Village of Palatine

ATTEST and FILE in the office of the Village Clerk

this ____ day of _____, 2021

_____

Village Clerk

Attachment: ORD SU Trans 121 W Palatine Rd (121 W Palatine Road - SU Transfer)

VILLAGE OF PALATINE

SPECIAL USE TRANSFER

Department of Planning & Zoning
200 E. Wood Street · Palatine, IL · 60067-5339
Telephone: (847) 359-9047 · Fax (847) 963-6247

Required Materials

- ☐ Application Form
- ☐ Business Plan (including but not limited to nature of business, hours or operation, number of employees, floor plan, menu, and any proposed changes to the business
- ☐ Proof of Ownership

Business Owner(s):

Ken Situ

Ying Cai Ruan

Subject Property Address:

121 W Palatine Rd. - Palatine, IL 60067

The owner(s) listed above are requesting that Special Use Ordinance # 0-55-71 be transferred from Heng Wing Restaurant, Inc. to individuals(s) and/or company listed above. I have read the ordinance(s) and agree to comply with all applicable ordinance(s) and any conditions contained therein. As the new business owner(s), the following changes (if any) are proposed to the business operation and/or floor plan:

Beside the new owners changes . There will be no changes. ie.. hours of operations, employees, change of menus, and etc.

I understand that if the Village determines the nature or characteristics of the business will substantially change, a new Special Use may be required.

Attachment: Special Use Transfer Application (121 W Palatine Road - SU Transfer)

ORDINANCE NO. O-55-71

AN ORDINANCE
GRANTING A SPECIAL USE AND
VARIATIONS - 125 W. Palatine Road

WHEREAS, pursuant to a petition and a public hearing, of which public notice was duly given as required by law, the President and Board of Trustees of the Village of Palatine, in accoardance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, has held said public hearing wherein petitioner asks that a special use be granted for the purpose of constructing and operating a restaurant on the following legally described property, and further a rear yard variation be granted that would permit a rear yard of 5 feet, instead of the required 20 feet, along 40 foot of the rear yard; and further allow 20 on-site parking spaces, instead of the required 26 spaces, in a B-1 district:

> Lot 3, (except the east 30 feet) and Lot 4, except the west 33 feet) in Block "C" in Palatine, being a Subdivision by Alex S. Pratt of the Northeast Quarter of Section 22, Township 42 North, Range 10 East of the Third Principal Meridian in Cook County, Illinois,
>
> commonly known as 125 West Palatine Road.

said special use to permit the construction and operation of a restaurant in a B-1 District, a 5 foot rear yard along 40 foot of the rear yard, instead of the required 20 feet and 20 on-site parking spaces instead of the required 26 spaces.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Palatine, Cook County, Illinois, that:

SECTION 1: That a special use be and the same is hereby granted for the use of the above described property for the construction and operation of a restaurant.

SECTION 2: That a variation be and the same is hereby granted for the construction of a building on the above described property 5 foot from the rear lot line, along 40 feet of the rear lot line, according to the site plan attached hereto and made a part of this ordinance.

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

SECTION 3: That a variation in the parking requirement be allowed with 20 on-site parking spaces, instead of the required 26 spaces, according to the site plan attached hereto and made a part of this ordinance.

SECTION 4: That the petition for special use, rear yard variation and variation in parking requirements; copy of public notice; and report on the public hearing be attached hereto and and made a part of this ordinance.

SECTION 5: This ordinance shall be in full force and effect immediately upon its passage and approval as provided by law.

PASSED: This 14th day of June, 1971.

AYES: 5 NAYS: 0 ABSENT: 1 PASS: 0

APPROVED by me this 14th day of June, 1971

President of the Village of Palatine

ATTESTED AND FILED in the office of the Village Clerk this 14th day of June, 1971.

Louise A. Jones
Village Clerk

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

REPORT OF THE ZONING BOARD OF APPEALS
MEETING HELD April 22, 1971

Present: Messrs. Kuh, Ahern, Nelson, Goodrich and Benstein
Absent: Messrs La Dore and Richter

PETITION OF HARRINGTON J. PIERCE, ATTORNEY FOR OWNERS, TO CONSIDER GRANTING A SPECIAL USE IN A B-1 DISTRICT THAT WOULD PERMIT THE CONSTRUCTION AND OPERATION OF A RESTAURANT: VARIATIONS THAT WOULD PERMIT A REAR YARD OF 5 FEET, INSTEAD OF THE REQUIRED 20 feet ALONG 40 FEET OF THE REAR YARD: AND 20 ON-SITE PARKING SPACES INSTEAD OF THE REQUIRED 26 SPACES. S.E. CORNER OF PALATINE ROAD AND GREELEY STREET.

Chairman Kuh read the public notice as published in the Palatine Herald on March 26, 1971 and swore in Mr. Harrington Pierce, attorney, offices located at 17 West Railroad Avenue, Palatine, Illinois. He represents the owners of the subject property, Mr. Robert Poy Moy and Li Goon Gong Moy, his wife as joint tenants.

The subject property is located at the southeast corner of Palatine Road and Greeley Street, is north of the parking lot of the Illinois Bell Telephone Company. To the north of the subject property across Palatine Road is the American Legion Hall. The property is now vacant and is in a B-1 District. The owners plan to erect a restaurant and office building on the property. They presently run a take-out restaurant in the building just to the east of the subject property and they would abandon this operation when the new building was completed and ready for use. They presently have no plans for the old building, except they hope to be able to rent it to some retail business. They have operated at the old location for 10 years.

They are seeking the special use to operate a restaurant because restaurants are now special uses in all business districts. When they acquired the subject property several years ago this was a permitted use in a B-1 District.

They are planning to construct a two-story building, with the restaurant on the ground level and office space on the second floor. They do not know at this time who will occupy the office space, but they hope to attract doctors, lawyers, etc. In the restaurant they will have 9 tables with 4 seats each and a total of 7 booths. This would require 20 parking spaces for the restaurant under the new requirements of the Zoning Ordinance. They will have 20 parking spaces, but will need an additional 14 spaces for the office space on the second floor. Mr. Pierce pointed out that this restaurant would only be several hundred feet from the Village's shopper's parking lot and at the time the restaurant would be busy this lot would be virtually empty. It would be the type of restaurant that would cater to the evening dinner hour rather than daytime dining operation. There also would be a great amount of take-out service. The hours of operation would be 11 AM to 9 PM.

With regard to the petition for a rear yard variation along 40 feet of the rear yard line, this portion will abut the Illinois Bell Telephone Company parking lot and will not cut off the light and air from this property. This will be a service area of the restaurant for the storage of food, a walk-in cooler and sinks for the preparation of vegetables. This is necessary because if they took this space from the area of the regular kitchen they would not have the same efficient layout as they will be able to realize with this additional space provided by this 15 x 40 foot one-story addition. This would be only one story in height, while the remainder of the building would be two-stories high.

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

This would allow trucks to deliver right to this storage area by pulling into the driveway which will be 20 feet in width. They could not have their food storage in the basement as this would involve too much stair climbing and inefficiency of layout. They do not feel they would be hurting anyone to have this 15 foot variation along 40 feet of the building and it would help them to lay out their restaurant more efficiently and would make it more functional. With regard to the parking variation, when they first laid out the restaurant, they had more than enough parking spaces under the Zoning Ordinance then in force. The Village has just recently amended the Zoning Ordinance to require more parking spaces and they have to seek a variation to allow the 20 parking spaces, instead of the 34 spaces that would be required for the restaurant and office space.

Mr. Henry Apida, Building and Zoning Administrator was called with regard to this petition. He stated that the office space consisted of 4095 square feet and the restaurant totalled 4983 square feet. Under the old ordinance 20 parking spaces would have been sufficient for both uses, but under the new parking requirements they would need 20 spaces for the restaurant and 14 spaces for office use.

There were no objectors present.

Mr. Ahern Moved that the special use for a restaurant be granted. Mr. Goodrich seconded the motion.

Ayes: Messrs. Kuh, Ahern, Nelson, Goodrich and Benstein
Nays: None

Mr. Nelson moved the variations in parking requirements and rear yard be granted. Mr. Benstein seconded the motion.

Ayes: Messrs. Kuh, Ahern , Nelson, Goodrich and Benstein.
Nays: None.

The Zoning Board of Appeals finds that the storage area is a necessary adjunct to the kitchen area and the variation in the rear yard if granted, would not alter the essential character of the locality; with regard to the parking requirements, the owner had prepared his plans on the basis of the old requirements of the Zoning Ordinance and had not been aware that the Ordinance was being changed. It would be an extreme hardship not to use the plans as prepared by the architect.

Respectfully submitted,

June B. Boston, Secretary
Zoning Board of Appeals

The above petition was re-heard on May 27, 1971 because of an error in the legal description in the original advertisement of the petition. This error was caused by a faulty plat of survey. Mr. Pierce asked that all of the testimony entered into the April 22, 1971 hearing be accepted for testimony in this hearing.

Mr. Nelson moved approval of the petition. Mr. Ahern seconded the Motion.

Ayes: Messrs. Kuh, Nelson, Ahern and Benstein.
Nays: None.

Motion Carried.

Respectfully submitted,

June B. Boston, Secretary
Zoning Board of Appeals

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

PUBLIC NOTICE

NOTICE is hereby given that the Zoning Board of Appeals of the Village of Palatine, Cook County, Illinois will hold a public hearing at the request of Harrington J. Pierce, attorney for the Owners, to consider granting a special use that would permit the construction and operation of a restaurant, and variations that would permit a rear yard of 5 feet, instead of the required 20 feet along 40 feet of the rear yard; and 20 on-site parking spaces instead of the required 26 spaces in a B-1 District on the following legally described property:

> Lot 3 (except the East 30 feet) and Lot 4 (except the West 33 feet) in Block "C" in Palatine, being a Subdivision by Alex S. Pratt of the Northeast Quarter of Section 22, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois
>
> commonly known as the southeast corner of Palatine Road and Greeley Street.

This hearing will be held on Thursday, May 27, 1971 at 8 PM in the Board Room of the Village Hall, 54 South Brockway Street, Palatine, Illinois.

All persons desiring to be heard on the question will be heard at this time.

DATED: This seventh day of May, 1971.

ZONING BOARD OF APPEALS
Village of Palatine

David Kuh, Chairman

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

TRUNINGER & PIERCE
ATTORNEYS AT LAW
17 WEST RAILROAD AVENUE
P.O. BOX 236
PALATINE, ILLINOIS 60067

DAVID L. TRUNINGER
HARRINGTON J. PIERCE

TELEPHONE:
(312) 359-0636

April 26, 1971

Mrs. June Boston
54 South Brockway Street
Palatine, Illinois 60067

Re: S.E. Corner of Palatine Road (Chicago Avenue)
and Greeley Street
Moy REstaurant

Dear Mrs. Boston:

In connection with the hearing held on April 22, 1971 before the Zoning Board of Appeals, pursuant to the notice of March 26, 1971, please be advised that the legal description furnished for and published in the Notice of Public Hearing was in error.

I am enclosing herewith a photocopy of the Chicago Title & Trust Company owners policy # 55-00-982 containing the correct legal description. I have advised the owners to immediately order a survey of the property for presentation to the Village authorities.

I assume that the notice containing the correct legal description will be required to be republished and, if so, please do so as soon as possible. We enclose our check for $35.00 to cover the costs of republishing.

Please advise what the new hearing date will be.

Please advise the zoning board of our deep regret and ask them to accept my apology for the error.

I checked out the legal at the map department in Chicago as I had some questions about the "west 33 feet" of lot 4, which is excluded from the legal description. Both lot 4 and lot 5 in that particular block were odd sized and larger than the other lots in the area. The west 33 feet of lots 4 and 5 were dedicated by a plat for street purposes in 1930.

If you have any questions, please phone.

Very truly yours,

Harrington J. Pierce

HJP:a
Encl.

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

Number	Date of Policy	Amount of Policy
55-00-982	July 29, 1965	$38,000.00

1. Name of Insured.

** ROBERT POY MOY AND LI GOON GONG MOY, HIS WIFE, AS JOINT TENANTS **

2. The estate or interest in the land described or referred to in this schedule covered by this policy is:

Fee Simple

3. Title to the estate or interest covered by this policy at the date hereof is vested in the Insured.

4. The land herein described is encumbered by the following mortgage or trust deed:

Mortgage dated June 25, 1965 and recorded June 28, 1965 as document 19509626 made by Robert Poy Moy and Li Goon Gong Moy, his wife, to 1st State Bank of Palatine, a corporation of Illinois, to secure a note for $25,000.00

and the mortgages or trust deeds, if any, shown in Schedule B.

5. The land referred to in this policy is described as follows:

Lot 3 (except the East 30 feet) and Lot 4 (except the West 33 feet) in Block "C" in Palatine, being a Subdivision by Alex S. Pratt of the North East quarter of Section 22, Township 42 North, Range 10 East of the Third Principal Meridian, in Cook County, Illinois.**

Permanent Tax Nos. 02-22-203-011, (except the East 30 feet) Lot 3;
02-22-203-001, (except the West 33 feet) Lot 4.

1st State Bank of Palatine
35 North Brockway
Palatine, Illinois

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

PUBLIC NOTICE

April 22
8:45 P.M.

NOTICE is hereby given that the Zoning Board of Appeals of the Village of Palatine, Cook County, Illinois will hold a public hearing at the request of Harrington J. Pierce, attorney for the Owners, to consider granting a special use that would permit the construction and operation of a restaurant, and variations that would permit a rear yard of 5 feet, instead of the required 20 feet along 40 feet of the rear yard; and 20 on-site parking spaces instead of the required 26 spaces in a B-1 District on the following legally described property:

The West 102 feet of Lot 3 in Block "C" in Pratt's Subdivision of the North 24.60 Acres in the Northeast Quarter of the Northeast Quarter of Section 22, Township 42 North, Range 10 East of the Third Principal Meridian in Cook County, Illinois

commonly known as the southeast corner of Palatine Road and Greeley Street

This hearing will be held on Thursday, April 22, 1971 at 8:00 P.M. in the Board Room of the Village Hall, 54 South Brockway Street, Palatine, Illinois.

All persons desiring to be heard on the question will be heard at this time.

DATED: This 26th day of March, 1971.

ZONING BOARD OF APPEALS
Village of Palatine

David Kuh, Chairman

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

To ZBA.

TRUNINGER & PIERCE
ATTORNEYS AT LAW
17 WEST RAILROAD AVENUE
P.O. BOX 236
PALATINE, ILLINOIS 60067

DAVID L. TRUNINGER
HARRINGTON J. PIERCE

TELEPHONE:
(312) 359-0636

March 19, 1971

Village Manager
Village of Palatine
54 South Brockway Street
Palatine, Illinois 60067

Re: South East Corner of Chicago Ave., & Greeley St.

Gentlemen:

The undersigned attorney represents Robert Moy and John Moy, owners of vacant property having a frontage of 102 feet on Chicago Avenue (Palatine Road) and 132 feet frontage on Greeley Street. My clients also own the property immediately adjacent to the East of the subject property. This last mentioned property is currently improved with a two story brick building containing apartments on the second floor and a restaurant on the ground floor at 115 West Palatine Road and known as Palatine Chop Suey.

The subject property is entirely within and surrounded by a B-1 zoning district (Shopping Center District).

Petitioners request the granting of a special use in connection with the erection of a two story building on the property to provide for a restaurant on the ground floor and business or professional offices on the second floor.

Petitioners will require variations from the new parking requirement applicable to the proposed use and will require a variation from the rear yard set back requirement of 20 feet to a set back line of 5 feet for a distance of 40 feet along the rear yard line. The regular set back requirements for the balance of the rear yard will comply with existing regulation of 20 feet. The property adjacent to the rear yard of the subject property for which the set back variation is required, is presently in use as a paved parking lot to service the Illinois Bell Telephone Company building located at the Eastern portion of the property.

Petitioners plans call for 20 on-site parking spaces with ingress and egress driveways provided; on Chicago Avenue and one on Greeley Street. An additional driveway from Greeley Street is provided to provide access to delivery and loading area provided in the rear of the premises.

At the time the petitioners acquired the subject property and at the time the plans were drawn, the parking requirements were only 50% of the new current

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

requirements.

The legal description of the subject property is as follows:

> The West 102 feet of Lot 3 in Block "C" in Pratt's Subdivision of the North 24.60 acres in the N. E. 1/4 of the N. E. 1/4 of Section 22, Township 42 North, Range 10, East of the Third Principal Meridian, Cook County, Illinois.**

We enclose herewith our check for $35.00 in payment of the required fee in connection with this application for a special use and variation.

Harrington J. Pierce

HARRINGTON J. PIERCE
Attorney for Owners
17 West Railroad Avenue - Box 236
Palatine, Illinois 60067
Phone: 359-0636

HJP:a
Encl.

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

VILLAGE OF PALATINE
54 SOUTH BROCKWAY
PALATINE, ILLINOIS 60067

COPY

March 23, 1971

Mr. Harrington Jm Pierce
17 West Railroad Avenue
Palatine, Illinois

Dear Mr. Pierce:

Enclosed herewwth is a cppy of the public notice that will be published in the March 26 issue of the Palatine Herald. This hearing will be held on Thursday, April 22, 1971 at 8:00 P.M. in the Board Room of the Village Hall, 54 South Brockway Street, Palatine, Illinois. I was not able to set it up for the original date of April 8 which we first talked about.

Also enclosed is a copy of the exhibits you will need to present at this hearing.

Sincerely yours,

June B. Boston
Deputy Clerk

enc.

Attachment: Special Use Ordinance #O-55-71 - 121 W. Palatine Road (121 W Palatine Road - SU Transfer)

Consider a Motion Approving a Preliminary Planned Development and a Resolution Approving a Preliminary Plat of Subdivision to allow a Warehouse/Office/Distribution Building at 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road

BACKGROUND:

Logistic Property Company (LPC), has a contract to purchase 28.55-acres of the St. Michael's cemetery property for a new warehouse/distribution building. LPC would develop the property speculatively, although the contemplated uses would include; distribution, warehousing, manufacturing, light assembly, and corporate headquarters. Therefore, the Petitioners are requesting:

Preliminary Planned Development and Preliminary Plat of Subdivision to allow for an approximately 365,000 warehouse/distribution use building, with associated vehicle and trailer parking

KEY ISSUES:

- The Petitioner proposes to redevelop the Subject Property into an approximately 365,000 square foot warehouse distribution use, with associated vehicle and trailer parking. The building would accommodate one to three tenants, ranging in size from 115,000 to 365,000 square feet.

- Subsequent to the Public Hearing, and in response to the resident comments made, the Petitioner further evaluated the proposed site plan with the following changes:

    - Relocated the eastern exit (right-out/right in) 65 feet to the east. The approach angle was also rotated several degrees clockwise. These changes will direct the headlights away from the 522 E. Algonquin Road building and into the parking lot.

    - The landscape plans will be revised to include 8-foot tall evergreen trees, within 200 feet of the Algonquin Road and will also increase the number of front yard evergreens by 50%. This adds 13-14 evergreen trees, in addition to the other landscaping and contemplated berming.

    - The Petitioner also provided examples of 12-foot screening walls used at other LPC properties to reduce noise impact and further screen the residential properties. The examples provided would provide additional sound reduction and be of the same architectural material as the building walls. This could be further evaluated through the Final Planned Development review process.

    - Per the discussion at the Public Hearing, the Petitioner also evaluated reducing the building size and determined that reducing the building an

additional 18,000 square feet was not feasible and noted the proposed site plan meets or exceeds the Village minimum bulk standards.

- The Petitioner has indicated they will ultimately be seeking the Village's support for their pursuit of a Cook County 6b classification. They have provided materials indicating their desire to obtain a 6b classification and its related impact on their proposed redevelopment project. A formal request seeking the Council's approval of a 6b resolution of support would be considered in conjunction with their request for Final Planned Development approval.

ALTERNATIVES:

1. Approve the motion for Preliminary Planned Development and Preliminary Plat of Subdivision.

2. Do not approve the motion for Preliminary Planned Development and Preliminary Plat of Subdivision.

RECOMMENDATION:

Public Hearing:	November 16, 2021
Residents testifying:	10 - Noise, traffic, and impact to the residential properties north across Algonquin Road from the Subject Property.
Vote:	The Plan Commission voted 5-2 to recommend approval of the request and Staff concurs with this recommendation. The Plan Commission also made a subsequent motion for the Petitioner to consider reducing the size of the building.

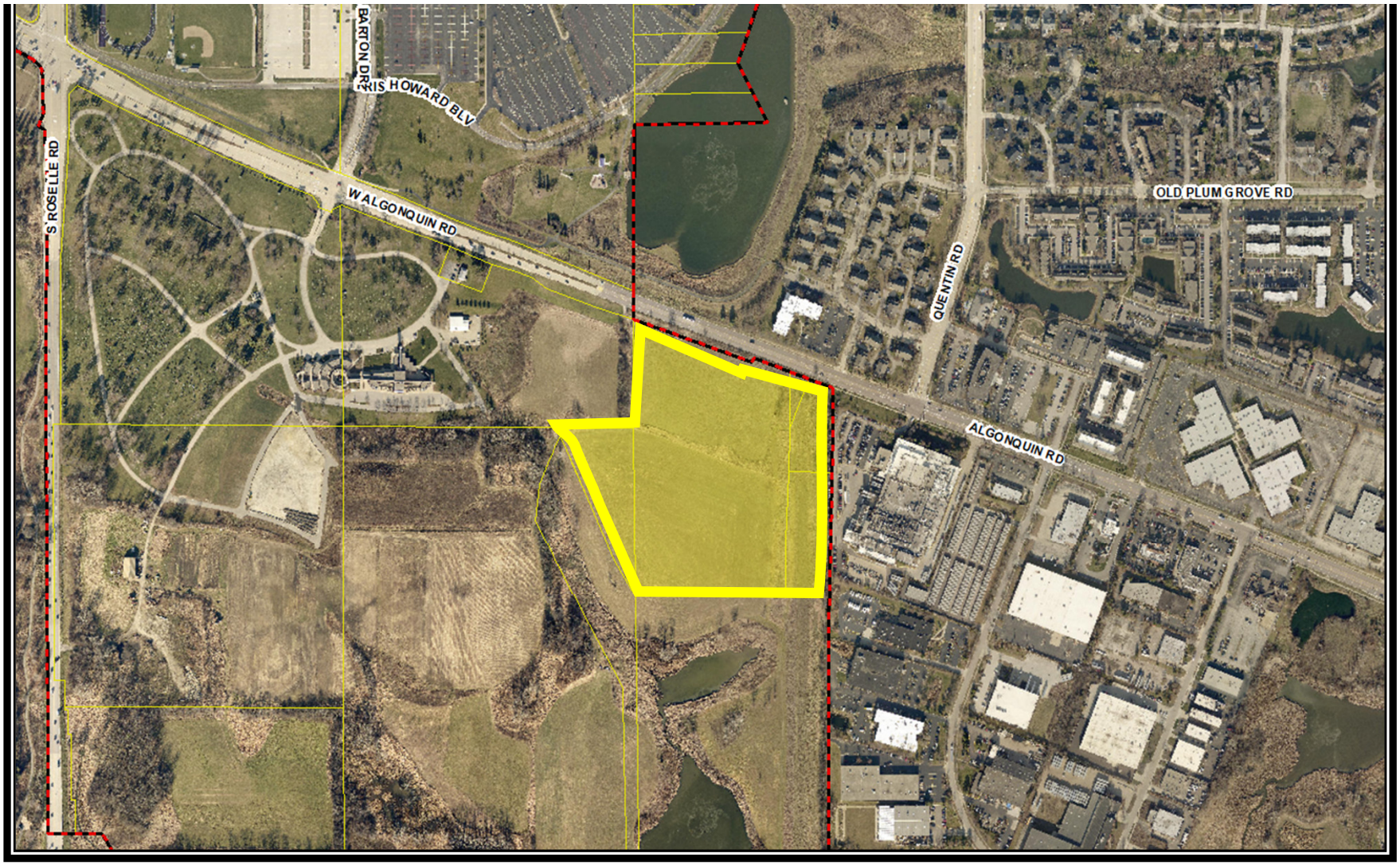
ACTION REQUIRED:
A motion to approve the Preliminary Planned Development and Preliminary Plat of Subdivision, with the proposed conditions.

ATTACHMENTS:

- Aerial Map
- Petitioner Response to questions raised at the Plan Commission meeting - 12-03 -2021
- LPC screening wall examples
- LPC - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road - Conditions
- EXHIBIT - LPC Project Narrative
- EXHIBIT - REVISED Site Plan - 2021-12-02_Overall Site Plan (Revised)_JHA
- EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set
- EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road
- EXHIBIT - Traffic Impact Study - LPC - Updated
- EXHIBIT - ARCH - Rendering LPC
- EXHIBIT - ARCH plans - elevations
- EXHIBIT - ARCH Plans - floorplan

- EXHIBIT - LPC - Landscaping plans
- EXHIBIT - Stormwater Management Report
- EXHIBIT - Wetland Delienation Rerport
- RES LPC PPS
- EXHIBIT - Preliminary Plat of Subdivision
- Schaumburg Zoning Map - directly east of LPC property
- 11-16-21 Plan Commission materials
- Additional Public Comments after 11-16-21 Plan Commission packet
- 2020 Annexation - St. Michael's Cemetery
- LPC - ALTA survey
- 11-16-21 Plan Commission minutes
- Public Notice

607, 613, 623 E. Algonquin Road & 1825 S. Roselle Road.



Attachment: Aerial Map (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LOGISTICS PROPERTY CO

December 3, 2021

To: Ben Vyverberg
Director of Planning and Zoning
Village of Palatine
200 East Wood Street
Palatine, IL 60067

RE: Petitioner's Response to Plan Commission Comments
Preliminary Planned Development & Plat of Subdivision
607 to 623 East Algonquin Road
Village of Palatine Case ID #7190

Dear Mr. Vyverberg,

Logistics Property Company, LLC (hereinafter "LPC") presented the above referenced project to the Village of Palatine's Plan Commission on November 16th, 2021. The Plan Commission recommend approval of our project to the Village Council with a 5-2 vote. During the meeting, the Plan Commissioners and several Schaumburg residents provided feedback on the proposed design. The three primary topics discussed during the meeting are below, along with LPC's responses.

Eastern Driveway / Sight Lines:
The easternmost driveway onto Algonquin Road aligns exiting trucks so their headlights would be visible from the 522 East Algonquin Road condominium building. Additionally, this driveway creates an unobstructed view from the condominium building into the truck court / trailer parking area.

LPC Response: *The petitioner acknowledges the above concerns and proposes the following changes to the final project plans to address them:*

- *Move the eastern driveway approximately 65 feet to the east. In addition, rotate the approach angle several degrees clockwise. These changes will direct the headlights from exiting trucks into the parking lot of the 522 East Algonquin Road property, not at the building itself. Additionally, this new alignment eliminates the unobstructed view from the condominium building into the truck court area.*
- *LPC proposes adding 12-foot tall, precast screen walls at the northeast corner of the property. These walls will not only screen views of the truck dock areas, but they will also provide significant sound attenuation. LPC proposes the screen walls be of the same material as the building walls to complement the overall architecture of the project.*

The shifting of the driveway and addition of the screen walls effectively mitigate the above concerns.

Logistics Property Company, LLC
One North Wacker Drive, Suite 1925
Chicago, IL 60606
wfreve@logisticspropco.com
+1 708 667 6913 – Direct
+1 630 452 9516 -- Mobile

Attachment: Petitioner Response to questions raised at the Plan Commission meeting - 12-03 -2021 (PPD - 607, 613, and 623 E. Algonquin

Attachment: Petitioner Response to questions raised at the Plan Commission meeting - 12-03 -2021 (PPD - 607, 613, and 623 E. Algonquin

Northern building Façade:

Staff recommended the northern building façade should incorporate more landscaping and berms to screen and/or soften the view of the building. This should include larger evergreen trees (8-foot tall versus the proposed 6-foot tall), as well as a higher density of plantings.

LPC Response: The petitioner agrees to work with Village staff to enhance the landscaping and screening on the north side of the project. LPC proposes the following changes to the final plans:

- *LPC shall "upsize" evergreen trees within 200 feet of the Algonquin Road right-of-way from 6 feet tall to 8 feet tall. LPC requests that evergreen trees further than 200' from the front property line be allowed to stay at the planned 6-foot height. In our experience, the survivability of the taller, more mature trees begins to suffer as one attempts to transplant larger specimens of trees.*
- *LPC proposes to increase the number of evergreen trees in this front yard area by 50% to provide a denser, year-round landscaping treatment.*
- *LPC proposes to provide additional berming (where feasible) between the building façade and the roadway.*

LPC believes that increasing the height of the front yard trees, providing 50% more evergreen trees, and providing front yard berms where feasible meets the intent of staff's comments, and mitigates the concern of the building's presence along Algonquin Road.

Overall Building Size:

Two members of the Plan Commission asked us to consider reducing the building size by one structural bay to increase the building setback from Algonquin Road and allow for additional landscaping.

LPC Response: The petitioner evaluated this request, and this would result in a reduction of the building by over 17,700 square feet. This reduction would drop the project's yield on cost to an unacceptable level. For this project to remain feasible for the petitioner, we propose proceeding forward with the originally planned building size.

LPC notes that the building, as proposed, meets the applicable bulk requirements in the M-Manufacturing District:

Bulk Regulation:	***Ordinance Requirement:***	***Proposed:***	***Percent Over/Under***
Maximum Floor Area Ratio (F.A.R.)	*0.70*	*0.30*	*57% under requirement*
Front	*30 feet*	*70 feet*	*133% over requirement*
Rear	*15 feet*	*73 feet*	*387% over requirement*
Side	*15 feet*	*186 feet*	*1,140% over requirement*
Maximum Height	*45 feet*	*43'-2"*	*4% under requirement*

Logistics Property Company, LLC
One North Wacker Drive, Suite 1925
Chicago, IL 60606
wfreve@logisticspropco.com
+1 708 667 6913 – Direct
+1 630 452 9516 -- Mobile

Of note is that the proposed front yard setback already exceeds the ordinance-required setback by 40 feet (or 133%). Given the proposed building is significantly under the allowed F.A.R. and greatly exceeds the required setbacks, the project would be allowed by right in the M-Manufacturing District. LPC submits the project, as proposed, should therefore be considered an appropriate size for the property. Additionally, the above-described plan changes (driveway relocation, increase number of trees, added screen walls, evergreen trees, and berms) combined with the generously exceeded front setback provide meaningful and effective mitigation of any impacts from the project to properties across Algonquin Road.

The above plan changes represent a significant investment and effort by LPC to provide additional landscaping, screening, and berming along the Algonquin Road corridor. We trust that these plan changes address the comments and concerns raised at the November 16th Plan Commission meeting. If you have any questions on the above, or if you require any additional information, please feel free to contact me to discuss.

Sincerely,

Wilfrid Freve
Senior Vice President, Midwest Region

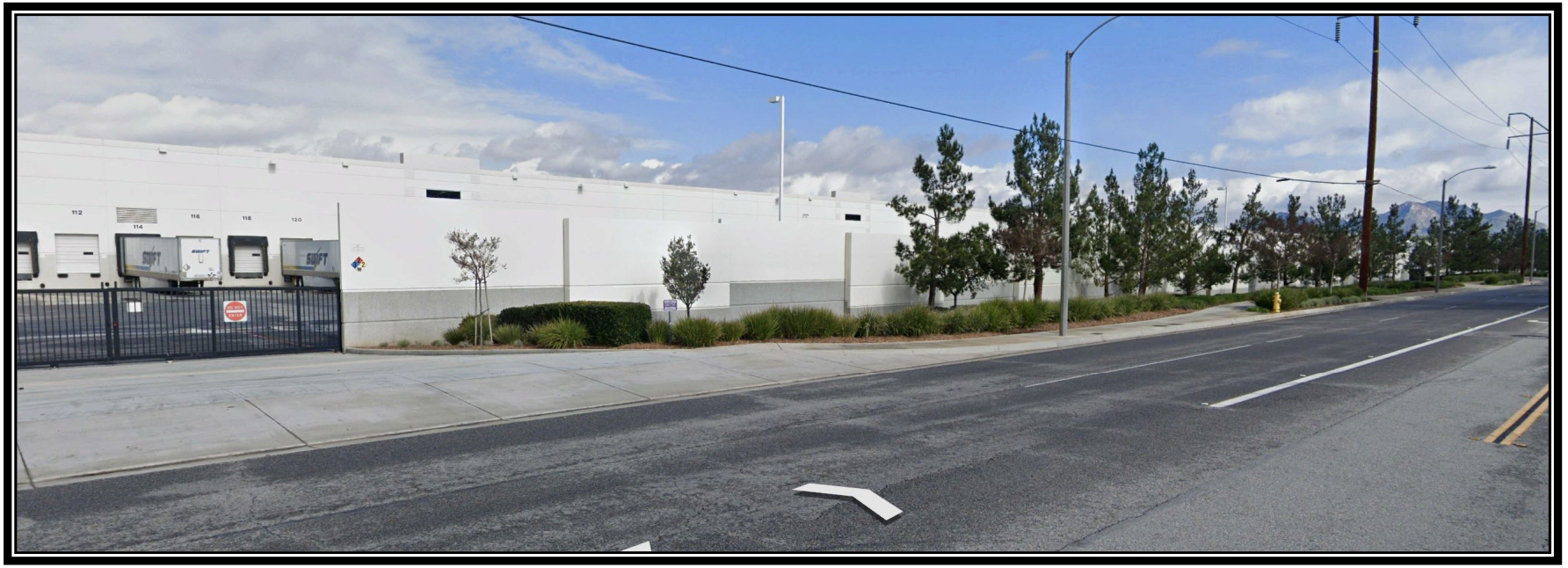
wf/cc: A. Martell, B. Fish (LPC)
P. Bazos (Bazos, Freeman, Schuster & Pope, LLC.)

Logistics Property Company, LLC
One North Wacker Drive, Suite 1925
Chicago, IL 60606

wfreve@logisticspropco.com
+1 708 667 6913 – Direct
+1 630 452 9516 -- Mobile

Attachment: Petitioner Response to questions raised at the Plan Commission meeting - 12-03 -2021 (PPD - 607, 613, and 623 E. Algonquin

LPC submitted screening wall example #1– Perris, CA



- The screening wall is 12 feet tall and set back (back of curb) approximately 50 feet. Per the Petitioner, this example would most resemble the proposed for the Subject Property.

LPC submitted screening wall example #2 – Perris, CA

- The screening wall is 12 feet tall and set back (back of curb) approximately 125 feet. Per the Petitioner, this example is comparable to a screening wall on the eastern side of the Subject Property.

LPC screening wall example #3 – Goodyear, AZ

- The screening wall is 8 feet tall and set back (back of curb) approximately 30 feet.

Therefore, Staff recommends approval of the Preliminary Planned Development and Preliminary Plat of Subdivision, subject to the following conditions:

1. **The Final Engineering Plans shall be revised in a manner acceptable to the Village Engineer, including the following:**

    a. **All watermain, regardless of pipe material shall have a #10 tracing wire taped or tied to the top of the pipe and a whip end brought to the surface at all valve vaults and fire hydrants.**
    b. **MWRD/WMO permit – as discharge is shown into an MWRD easement, this shall be clearly identified in the WMO permit and indicated on the plans.**

2. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**

3. **Uses shall be governed by the Manufacturing district use lists in the Village of Palatine Zoning Ordinance (note – this includes all of the required performance standards). Sign plans shall follow the Manufacturing district sign regulations.**

4. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**

5. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be submitted in a manner acceptable to the Director of Planning and Zoning.**

6. **The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include additional landscaping to screen the truck activities. All evergreen trees within 200 feet of the Algonquin Road property line shall be installed at a minimum height of 8 feet. The number evergreen trees located within the front yard, per the Gary R. Weber and Associates landscaping plans, shall be increased by 50%.**

7. **The final landscaping/screening plan along the northern and eastern property lines (proximate to the truck docks) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks traffic and headlight sweeps. As part of these revisions, the front yard landscaped area north of the building, should provide an additional berm, to further provide additional landscaping and screening. The use of an additional screening could also be a component of the revisions on the northeast and eastern sides of the property.**

8. **The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer. The use of pole mounted fixtures should also be evaluated on the north side of the property to ensure the appropriate cut-off from any additional light spillage.**

9. **MWRD/WMO, IEPA water permit, and NPDES (National Pollutant Discharge Elimination System) shall be submitted in a manner acceptable to the Village Engineer.**

13. **The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.**

15. **Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.**

16. **The monotony code shall apply to all building elevations:**

    Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

18. **The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a)**

    Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned Development application process. The final locations could also

require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

19. **All rooftop equipment shall be screened in compliance with Code:**

(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and acoustically screened on all sides. Design and detail of such screening on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.

20. **All of the loading docks shall utilize a dock seal mounting to the exterior of the building, in a manner acceptable to the Community Development Director. The dock seals would then allow for the trailers to connect and provide interior loading and unloading activities and thereby reduce exterior noises.**

21. **As a condition of the Final Planned Development and pursuant to the project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards.**

LOGISTICS PROPERTY CO

1 N. Wacker
Suite 1925
Chicago, IL 60606

September 22, 2021

Ben Vyverberg – Director of Planning & Zoning
Village of Palatine

RE: PALATINE LOGISTICS CENTER PROJECT NARRATIVE

Ben:

Logistics Property Company, LLC ("LPC") is excited to present the development of the former vacant land owned by the Catholic Bishop of Chicago located at the Southwest Corner of E. Algonquin Road and S. Quentin Road, to the Village of Palatine for preliminary plan approval. The total site, as depicted on the ALTA Survey, consists of 24.8 acres.

The plan is to build one (1) Class A modern logistics facility that is in high demand in the market. This single load facility will be developed on a speculative basis by LPC per the proposed site plan included with the submittal. The building will total approximately 350,000 SF and will be designed with maximum flexibility to accommodate one to three tenants, ranging in size from 115,000 to 365,000 SF.

The building will be high image and feature precast concrete panels, glass office entrances located at the northwest and southwest corners. The building has ample car and trailer parking, up to three office entrances (including one in the middle) and truck loading. We have designed the facility in such a way to avoid any car and truck comingling. All docks and truck traffic will be on the east side of the site, away from the Cemetery. Additional design features including berms and additional landscaping have also been included as part of the design to help with screening of onsite car and truck traffic. We will be a long-term holder of this facility. We take great pride in the product we build and use above standard materials and design to deliver state-of-the-art facilities.

The new development will be marketed to a wide range of potential users including, but not limited to distribution, manufacturing, light assembly and corporate headquarters. Not only will this Project bring many quality jobs to the Palatine Community (estimated between 150-200 full time jobs and 200-250 construction jobs) but the state-of-the-art logistics facility will generate significant tax revenue over the coming years. We plan to break ground in the spring of 2022 with completion set for end of 2022 / early 2023.

Logistics Property Company, LLC (LPC) is an industrial real estate company focused on the acquisition, development and management of modern logistics properties in key North American markets. The management team of LPC partnered with MIRA Real Estate – part of Macquarie Infrastructure and Real Assets (MIRA) – on the formation of the platform. LPC is developing properties in key logistics markets including Atlanta, Chicago, Dallas, Houston, Kenosha, Mount Pocono, Philadelphia, New Jersey and Seattle-Tacoma with an estimated end value of more than $2 billion. Headquartered in Chicago, LPC has offices in Atlanta, Baltimore-Washington, Dallas, Houston, Los Angeles and Seattle.

Sincerely,

Logistics Property Company, LLC

Aaron Martell
Executive Vice President

Attachment: EXHIBIT - LPC Project Narrative (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

SITE DATA TABLE:

PROPERTY AREA:	28.55 ACRES
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS	24 DOCKS
DRIVE–IN DOORS:	2 DRIVE–IN DOORS
TRAILER PARKING:	68 STALLS

NOTE:

ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

No.	Description	Date
4	PER CLIENT	12/2/21
3	PER CLIENT	11/23/21
2	PER CLIENT	11/15/21
1	ORIGINAL EXHIBIT DATE	10/14/21

OVERALL SITE PLAN

623 E.ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

1"=80'

F076a

SP–2

\\PE2950–1\Projects\F\F076\F076a\E\Dwg\Final\Exhibits\Expanded Building Base\F076a–Expanded Building Base–SP2.dwg

Attachment: EXHIBIT - REVISED Site Plan - 2021-12-02_Overall Site Plan (Revised), JHA (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SITE IMPROVEMENT PLANS

FOR

623 E. ALGONQUIN ROAD

PALATINE, ILLINOIS

LOGISTICS PROPERTY COMPANY

F076a
623 E. ALGONQUIN ROAD
10/28/2021

LOGISTICS PROPERTY CO

LEGEND

PROPOSED	DESCRIPTION	EXISTING
C C	STORM SEWER	C C
8W	WATER MAIN (WITH SIZE)	W
	SANITARY SEWER	
	FORCE MAIN	
E	UNDERGROUND ELECTRIC	E
OHE	OVERHEAD ELECTRIC	OHE
T	UNDERGROUND TELEPHONE	T
G	UNDERGROUND GAS	G
700	CONTOUR	700
HWL/NWL	HIGH/NORMAL WATER LEVEL	
XX	SILT FENCE	
	RIGHT-OF-WAY	
	CURB	
	DEPRESSED CURB FOR RAMP/DRIVEWAY	
	REVERSE PITCH CURB	
X	FENCE LINE	X
	GUARD RAIL	
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM INLET	
	STORM CATCH BASIN	
	CLEAN OUT	
	FIRE HYDRANT	
	GATE VALVE AND VAULT	
	STREET LIGHT	
	STREET LIGHT WITH MAST	
T	TRANSFORMER	T
	UTILITY POLE	
	SIGN	
	DRAINAGE DIRECTION	
	OVERFLOW ROUTE	
700.50	SPOT GRADE	701.30
FF	FINISHED FLOOR	
TF	TOP OF FOUNDATION	
G	GROUND	
EP	EDGE OF PAVEMENT	
BC	BACK/TOP OF CURB	
W	TOP OF SIDEWALK	
TW	TOP OF RETAINING WALL	
BW	BOTTOM OF RETAINING WALL	
R=	RIM FOR STRUCTURES	
R	RISER FOR SANITARY SERVICE	
I=	INVERT FOR SEWERS	

WARNING

CALL JULIE TOLL FREE 1-800-892-0123

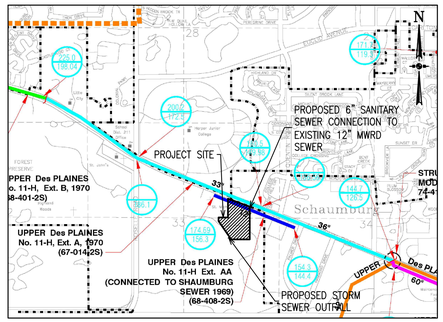
CALL BEFORE YOU DIG

(48 HOURS NOTICE REQUIRED PRIOR TO DIGGING)

811

Know what's **below.**
Call before you dig.

Municipality: PALATINE
County: COOK
Section: 33
Township: 42N
Range: 10E



LOCATION AND MWRD SEWER ROUTING MAP

1" = 2,000'

SURVEY REFERENCE NOTE:

EXISTING CONDITIONS AND TOPOGRAPHY ARE SHOWN PER 'TOPOGRAPHIC SURVEY,' DATED JUNE 24, 2014 AS PREPARED BY JACOB & HEFNER ASSOCIATES, INC.

CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS AND ELEVATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR OMISSIONS.

BENCHMARK AND LOCATIONS:

ELEVATIONS ARE BASED ON THE VILLAGE OF SCHAUMBURG VERTICAL DATUM (NGVD).

REFERENCE BENCHMARKS:

BENCHMARK 1 – STATION NAME: VILLAGE OF SCHAUMBURG STATION 2008 – MONUMENT IS A 2" ALUMINUM CAP SET IN 6" X 36" CONCRETE FILLED PVC PIPE, MARKED '2008'. MONUMENT IS LOCATED ON THE EASTERLY SIDE OF HAMMOND DRIVE, APPROXIMATELY 270 FEET SOUTHWESTERLY OF ALGONQUIN ROAD.

ELEVATION=733.54

BENCHMARK 2 – STATION NAME: VILLAGE OF SCHAUMBURG STATION 1002 – MONUMENT IS A 2" ALUMINUM CAP GROUTED IN CONCRETE, MARKED '1002'. MONUMENT IS LOCATED IN THE CENTER MEDIAN OF QUENTIN ROAD, APPROXIMATELY 0.2 MILES NORTHEASTERLY OF ALGONQUIN ROAD.

ELEVATION=736.13

SITE BENCHMARKS:

BENCHMARK NO. 1 CUT CROSS IN EASTERN END OF CONCRETE MEDIAN IN ALGONQUIN ROAD APPROXIMATELY 1550 FEET NORTHWESTERLY OF QUENTIN ROAD. CUR CROSS IS IN CONCRETE AND 1 FOOT SOUTHEASTERLY OF THE EDGE OF GRASS IN THE MEDIAN.

ELEVATION=755.69

BENCHMARK NO. 2 CUT SQUARE IN NORTHWEST CORNER OF CONCRETE TRAFFIC SIGNAL VAULT LOCATED AT THE SOUTHEASTERN CORNER OF ALGONQUIN ROAD AND QUENTIN ROAD.

ELEVATION=739.51

NO.	DESCRIPTION	DATE
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21
NO.	**DESCRIPTION**	**DATE**
	REVISIONS	

DRAWING INDEX

SHEET	TITLE
C1	COVER SHEET
C2	OVERALL SITE PLAN
C3.0–C3.4	EXISTING CONDITIONS AND DEMOLITION PLAN
C4.0–C4.4	DIMENSIONAL CONTROL AND PAVING PLAN
C5.0–C5.4	GRADING PLAN
C6.0–C6.4	UTILITY PLAN
C7.0–C7.4	EROSION CONTROL PLAN
C8.0–C8.1	STORMWATER POLLUTION PREVENTION PLAN
C9.0–C9.4	DETAILS
C10	GENERAL NOTES AND SPECIFICATIONS
C11	MWRD GENERAL NOTES AND SPECIFICATIONS
C12	MWRD DRAINAGE EXHIBIT

CONTACTS

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: RYAN J. BLOCKER, P.E.
RBLOCKER@JACOBANDHEFNER.COM
(630) 652-4630

DEVELOPER
LOGISTICS PROPERTY COMPANY
ONE NORTH WACKER DRIVE, SUITE 1925
CHICAGO, IL, 60606
CONTACT: WIL FREVE
WFREVE@LOGISTICSPROPCO.COM
(630) 452-9516

LANDSCAPE ARCHITECT
GARY R. WEBER ASSOCIATES, INC.
402 WEST LIBERTY DRIVE
WHEATON, IL 60187
CONTACT: GAGE BERGER, P.L.A.
GBERGER@GRWAINC.COM
(630) 668-7197

SURVEYOR
JACOB & HEFNER ASSOCIATES, INC
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: TIM WOLFE, P.L.S.
TWOLFE@JACOBANDHEFNER.COM
(630) 652-4664

ARCHITECT
ARCHITECTS PLUS DESIGN STUDIO
1320 NELSON CIRCLE
WHEATON, ILLINOIS, 60189
CONTACT: JOHN WHITE
JWHITE@ARCHITECTSPLUSDESIGN.COM
(847) 624-4425

DRAINAGE CERTIFICATE

I, RYAN J. BLOCKER, HEREBY CERTIFY THAT ADEQUATE STORM WATER STORAGE AND DRAINAGE CAPACITY HAS BEEN PROVIDED FOR THIS DEVELOPMENT, SUCH THAT SURFACE WATER FROM THIS DEVELOPMENT WILL NOT BE DIVERTED ONTO AND CAUSE DAMAGE TO ADJACENT PROPERTY FOR STORMS UP TO AND INCLUDING THE ONE HUNDRED (100) YEAR EVENT, AND THAT THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE STATE, COUNTY, AND VILLAGE ORDINANCES.

ENGINEER _____ DATE _____
RYAN J. BLOCKER
RBLOCKER@JACOBANDHEFNER.COM

ILLINOIS REGISTRATION NO. 062-060791
EXPIRES 11/30/2021

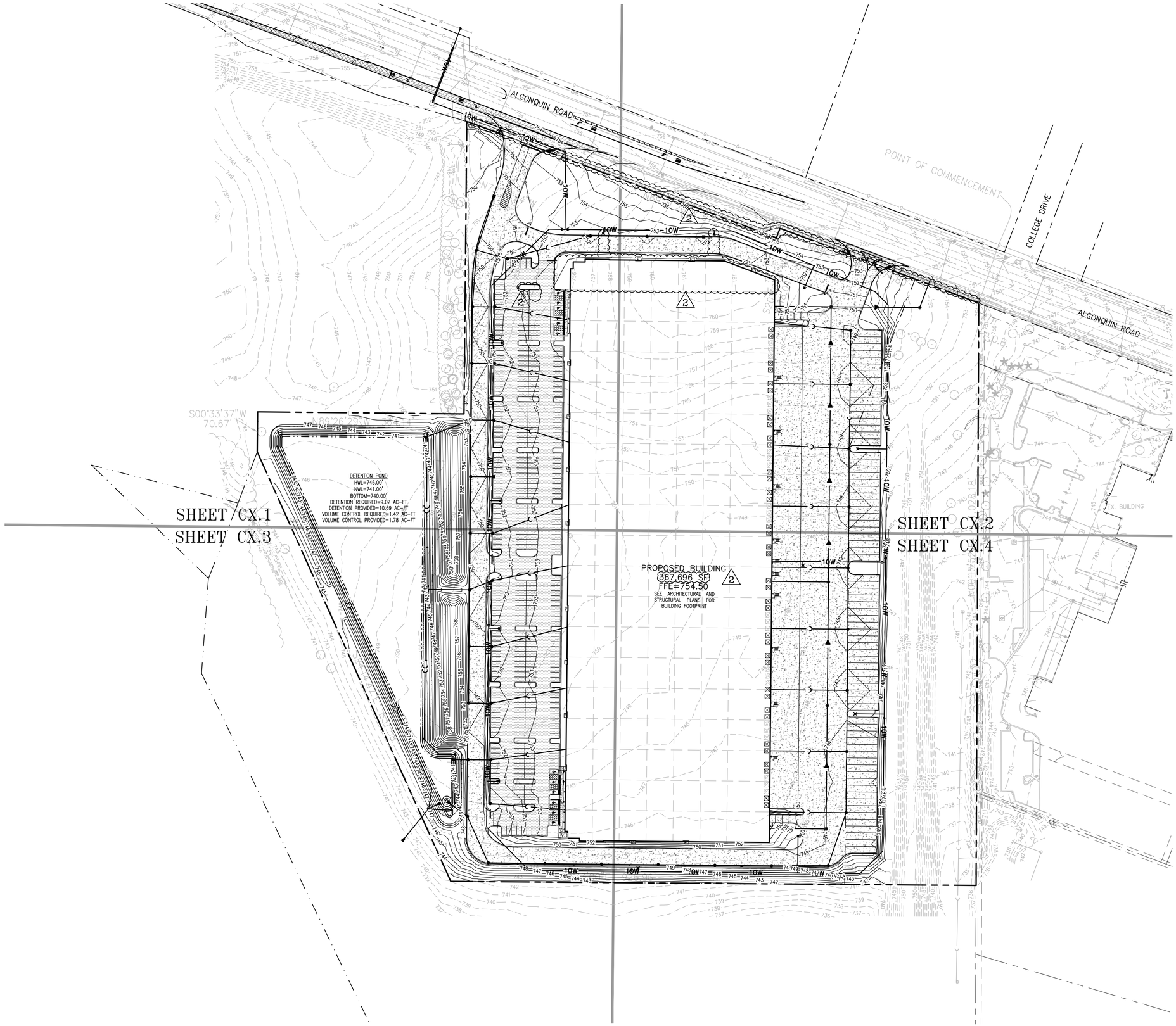
ENGINEER ONLY CERTIFIES SHEETS: C1-C12

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE ORIGINAL SIGNATURE, IMPRESSED SEAL, EXPIRATION DATE OF SEAL OF THE ENGINEER AND MARKED "FOR CONSTRUCTION"

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

FOR REVIEW PURPOSES ONLY

Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road and 1825 S. Roselle Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



PAVEMENT HATCH LEGEND:

- DUCTLECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ALGONQUIN ROAD ASPHALT PAVEMENT
- ALGONQUIN ROAD CONCRETE PAVEMENT

SITE DATA TABLE:

PROPERTY AREA:	28.55 ACRES
DEVELOPMENT AREA:	24.80 ACRES
PROPOSED BUILDING AREA:	367,696 SQ. FT. (2)
EXISTING ZONING:	COOK COUNTY RESIDENTIAL
PROPOSED ZONING:	M-MANUFACTURING
INTENDED USE:	OFFICE/WAREHOUSE
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS (2)
TOTAL TRAILER PARKING:	73 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS:	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL SITE PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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F076a

1" = 80'

C2

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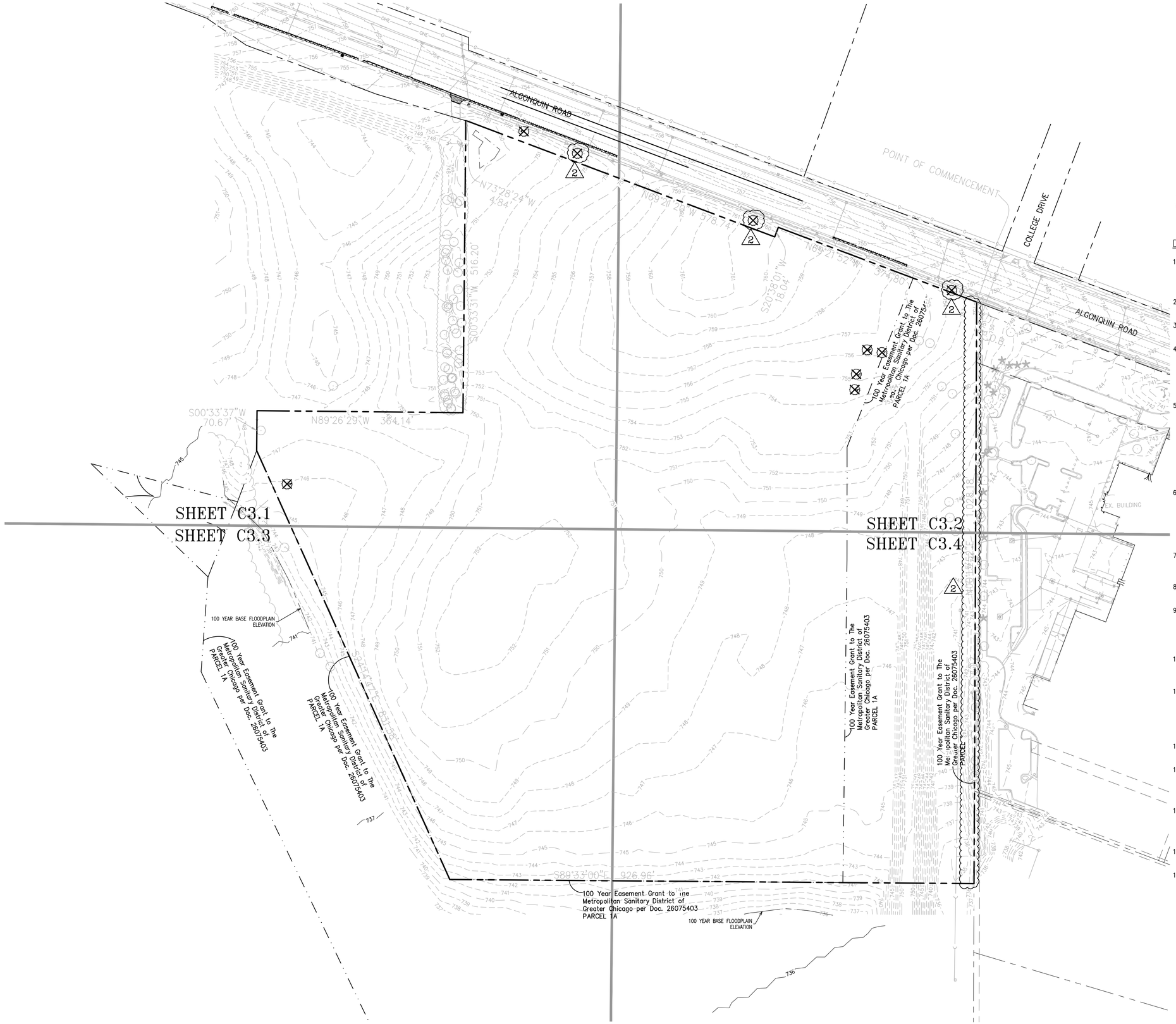

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

1. CONTRACTOR SHALL CONTACT J.U.L.I.E (1-800-832-0123 OR 811) AND/OR PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
2. CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY DEMOLITION PERMITS AND COORDINATE ALL DEMOLITION WORK WITH THE MUNICIPALITY AND OWNER'S REPRESENTATIVE.
4. ALL EROSION AND SEDIMENTATION CONTROL MEASURES AND DEVICES SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE SITE IS OTHERWISE DISTURBED. THEY SHALL BE KEPT OPERATIONAL AND CONTINUOUSLY MAINTAINED THROUGHOUT ALL CONSTRUCTION UNTIL PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED (SEE EROSION CONTROL AND STORMWATER POLLUTION PREVENTION PLANS FOR ADDITIONAL INFORMATION AND DETAILS).
5. THE PURPOSE OF THIS DRAWING IS TO CONVEY THE OVERALL SCOPE OF DEMOLITION WORK AND IT IS NOT INTENDED TO COVER ALL DETAILS OR SPECIFICATIONS REQUIRED TO COMPLY WITH GENERALLY ACCEPTED DEMOLITION PRACTICES. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH THE SITE, SCOPE OF WORK, AND ALL EXISTING CONDITIONS AT THE JOB SITE PRIOR TO BIDDING AND COMMENCING THE WORK. THE DEMOLITION CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MEANS, METHODS, TECHNIQUES, OR PROCEDURES USED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS AND IS LIABLE FOR THE SAFETY OF THE PUBLIC AND CONTRACTOR'S EMPLOYEES DURING THE COURSE OF THE PROJECT.
6. THE DEMOLITION PLAN IS INTENDED TO SHOW REMOVAL OF KNOWN SITE FEATURES AND UTILITIES AS SHOWN ON THE SURVEY PROVIDED TO THE ENGINEER FOR DESIGN. THERE MAY BE OTHER SITE FEATURES, UTILITIES, STRUCTURES, AND MISCELLANEOUS ITEMS BOTH BURIED AND ABOVE GROUND THAT ARE WITHIN THE LIMITS OF WORK THAT MAY REQUIRE REMOVAL FOR THE PROPOSED SITE IMPROVEMENTS BUT THAT ARE NOT SHOWN HEREON. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF SUCH ITEMS.
7. CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES PRIOR TO COMMENCING ANY SITE DEMOLITION OPERATIONS TO COORDINATE ANY DISCONNECTION OR REMOVAL OF EXISTING UTILITIES WITHIN THE PROPOSED AREA OF WORK.
8. CONTRACTOR SHALL COORDINATE ANY SHUT DOWNS OF EXISTING ROADWAYS AND UTILITIES WITH THE NECESSARY GOVERNING AUTHORITIES.
9. ALL EXISTING BUILDINGS, FOUNDATIONS, CONCRETE OR ASPHALT PAVEMENT OR WALKS, CURB AND GUTTER AND MISCELLANEOUS STRUCTURES (INCLUDING, BUT NOT LIMITED TO FENCES, POLES, YARD LIGHTS, ELECTRICAL PANELS, WHEEL STOPS AND MISCELLANEOUS DEBRIS) NOTED TO BE REMOVED SHALL BE DEMOLISHED, REMOVED FROM THE SITE AND LEGALLY DISPOSED OF BY THE CONTRACTOR.
10. VOIDS LEFT BY ANY ITEM REMOVED UNDER ANY PROPOSED BUILDINGS, PAVEMENTS, OR WALKS OR WITHIN 24" THEREOF SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT.
11. AS SOON AS DEMOLITION WORK HAS BEEN COMPLETED, FINAL GRADE OF BACKFILL IN DEMOLITION AREAS SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT TO PRESENT A NEAT, WELL DRAINED APPEARANCE, AND TO PREVENT WATER FROM DRAINING UNNECESSARILY ONTO ADJACENT PROPERTIES. CONTRACTOR SHALL PROVIDE TEMPORARY DIVERSION SWALES OR OTHER MEANS OF MAINTAINING ADEQUATE SITE DRAINAGE.
12. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. CONTRACTOR SHALL COORDINATE ALL TREE REMOVALS WITH THE PROJECT LANDSCAPE PLANS.
13. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
14. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
15. ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.
16. SEE GENERAL NOTES AND SPECIFICATIONS SHEETS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

1" = 80'

C3.0

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Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

SEE SHEET C3.0 FOR ALL DEMOLITION NOTES

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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F076a

1" = 40'

C3.1

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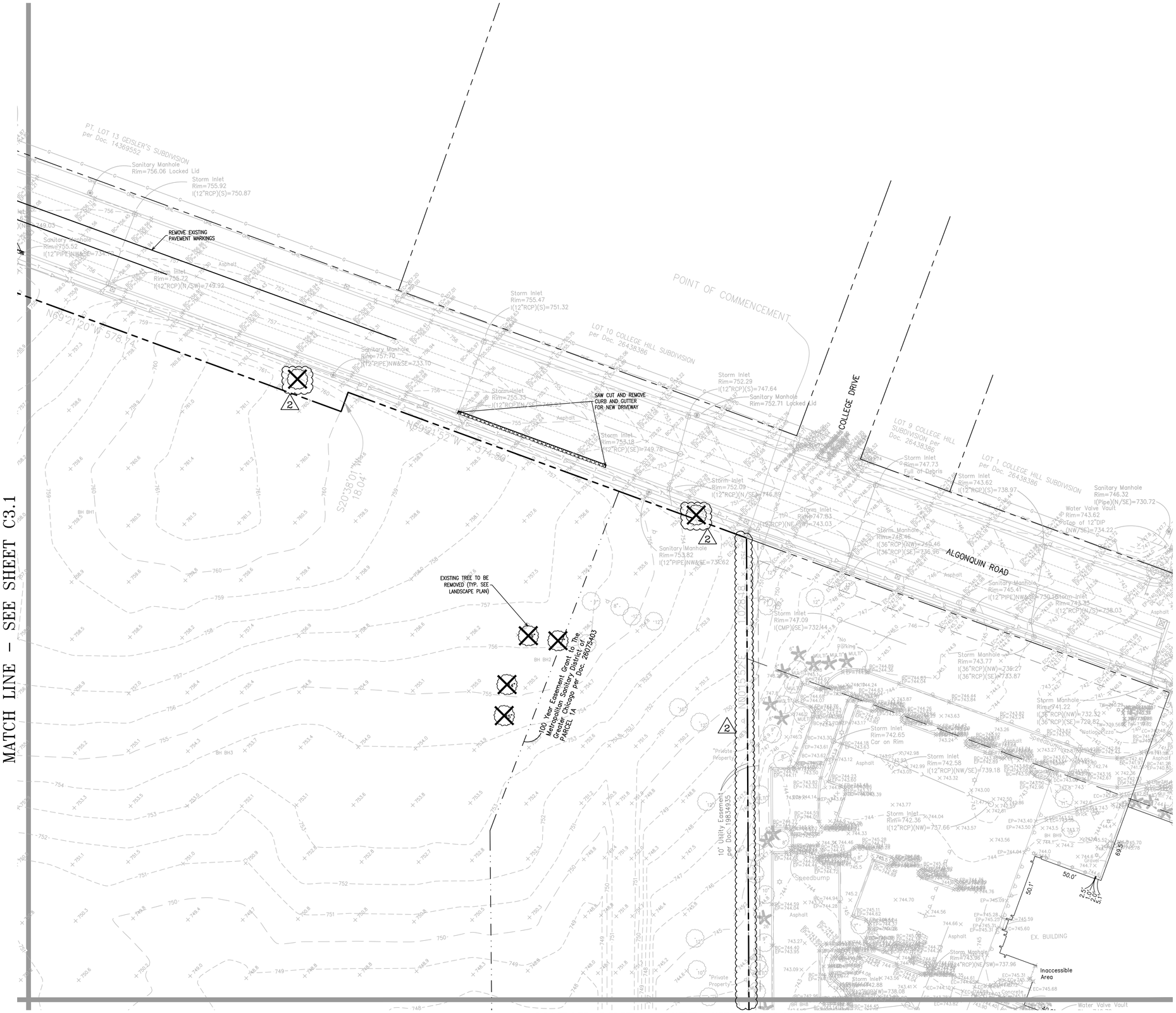

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GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

SEE SHEET C3.0 FOR ALL DEMOLITION NOTES

No.	Description	Date
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2	REVISED PER VILLAGE	10/28/21

EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
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F076a

1" = 40'

C3.2

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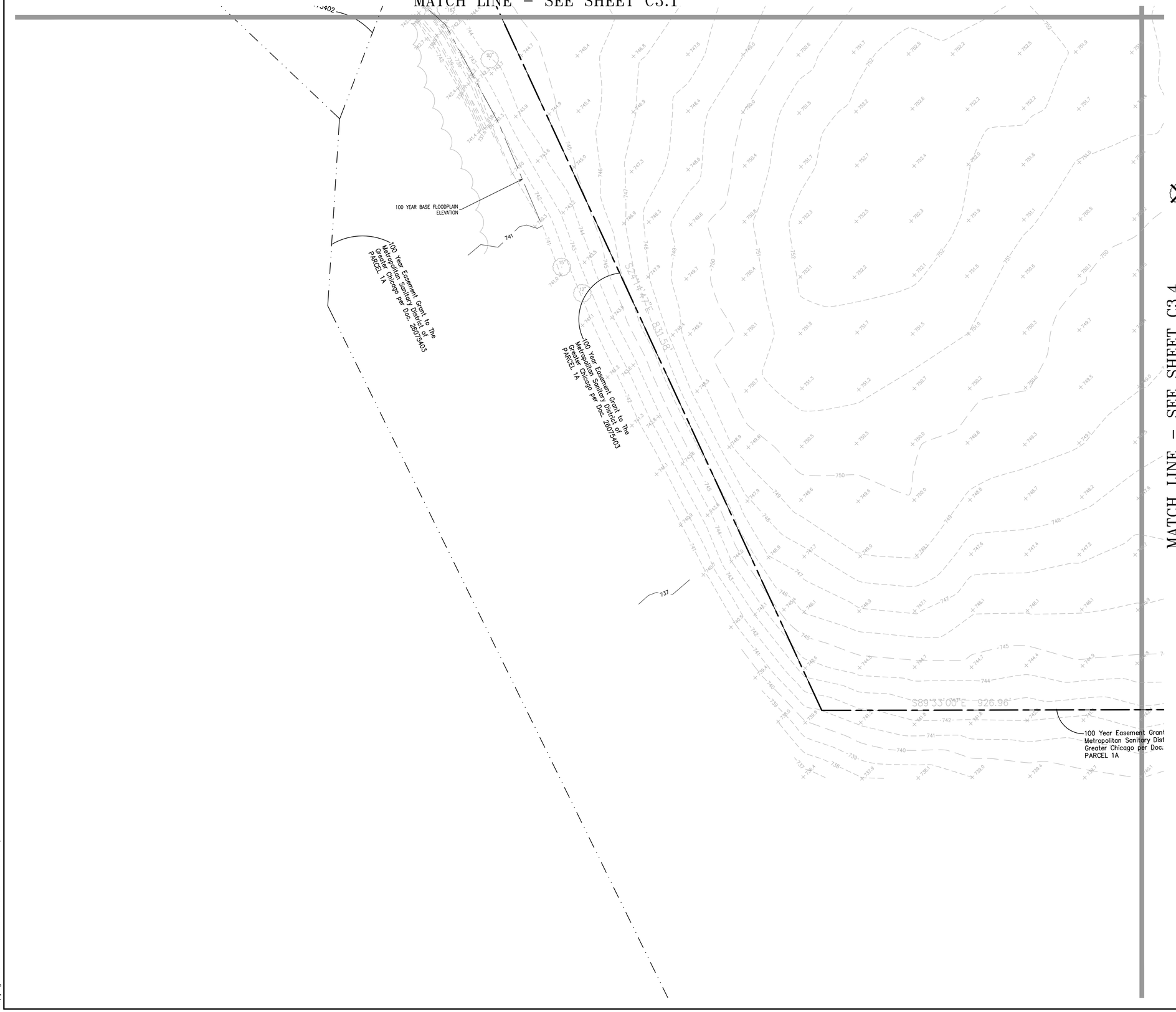
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

MATCH LINE - SEE SHEET C3.1



MATCH LINE - SEE SHEET C3.4

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

SEE SHEET C3.0 FOR ALL DEMOLITION NOTES

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

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MATCH LINE - SEE SHEET C3.2

MATCH LINE - SEE SHEET C3.3

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

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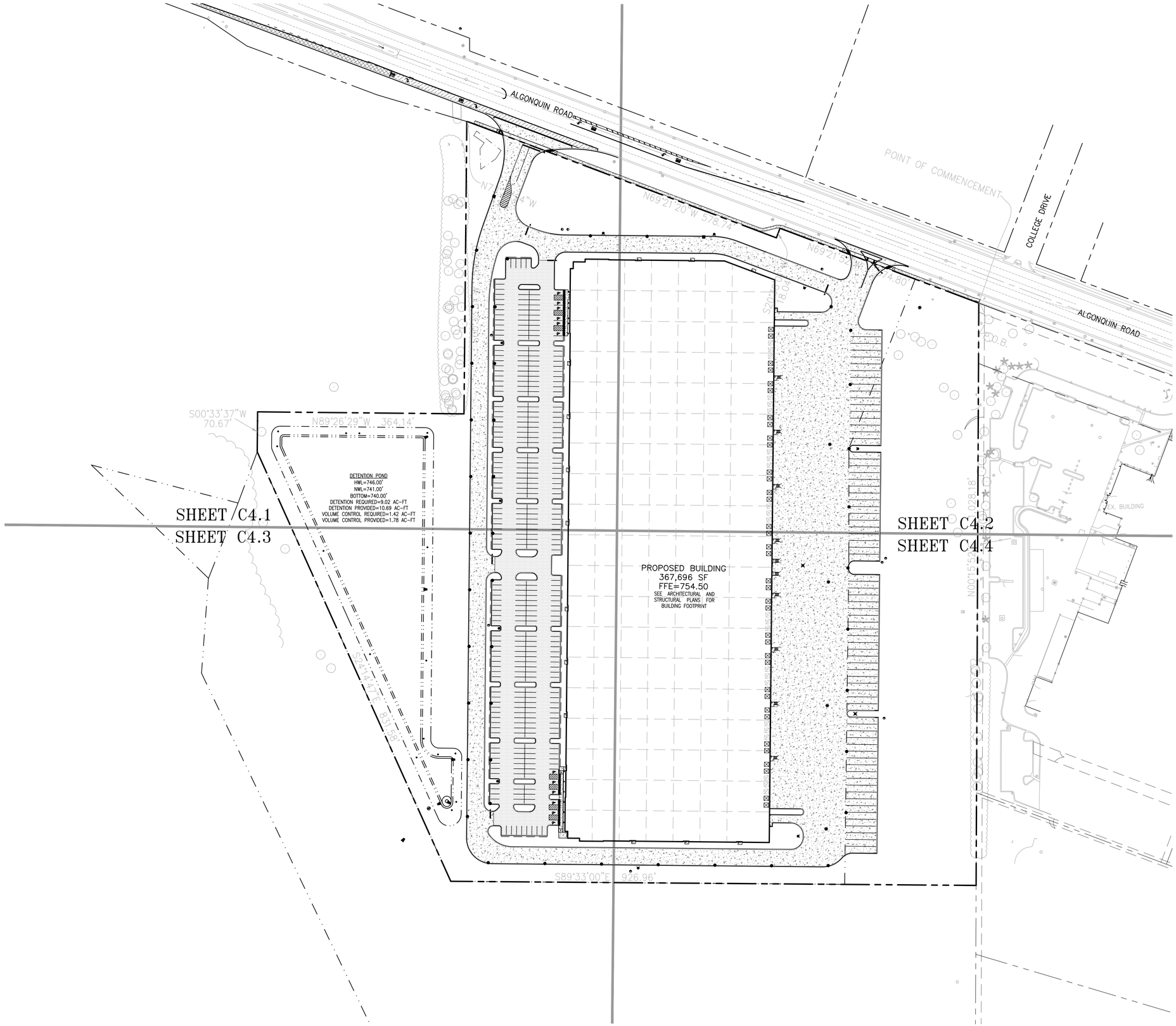

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

PAVEMENT HATCH LEGEND:

- DUCTLECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ALGONQUIN ROAD ASPHALT PAVEMENT
- ALGONQUIN ROAD CONCRETE PAVEMENT

CURB LEGEND:

- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS. 2

GEOMETRIC NOTES:

1. ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR CENTER OF PAVEMENT MARKING UNLESS OTHERWISE NOTED.
2. ALL CURB RADII ARE 3' UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE 4" UNLESS OTHERWISE NOTED. PAVEMENT MARKINGS SHALL CONFORM TO ARTICLE 1095.02 OF THE I.D.O.T. STANDARD SPECIFICATIONS.
5. BUILDING DIMENSIONS AND DOORWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
6. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. SEE LANDSCAPE PLANS FOR PROPOSED TREE AND PLANTING REQUIREMENTS.
8. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SITE DATA TABLE:

PROPERTY AREA:	28.55 ACRES
PROPOSED BUILDING AREA:	367,696 SQ. FT.
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS
TOTAL TRAILER PARKING:	73 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS:	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

2

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

OVERALL DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD

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1" = 80'

C4.0

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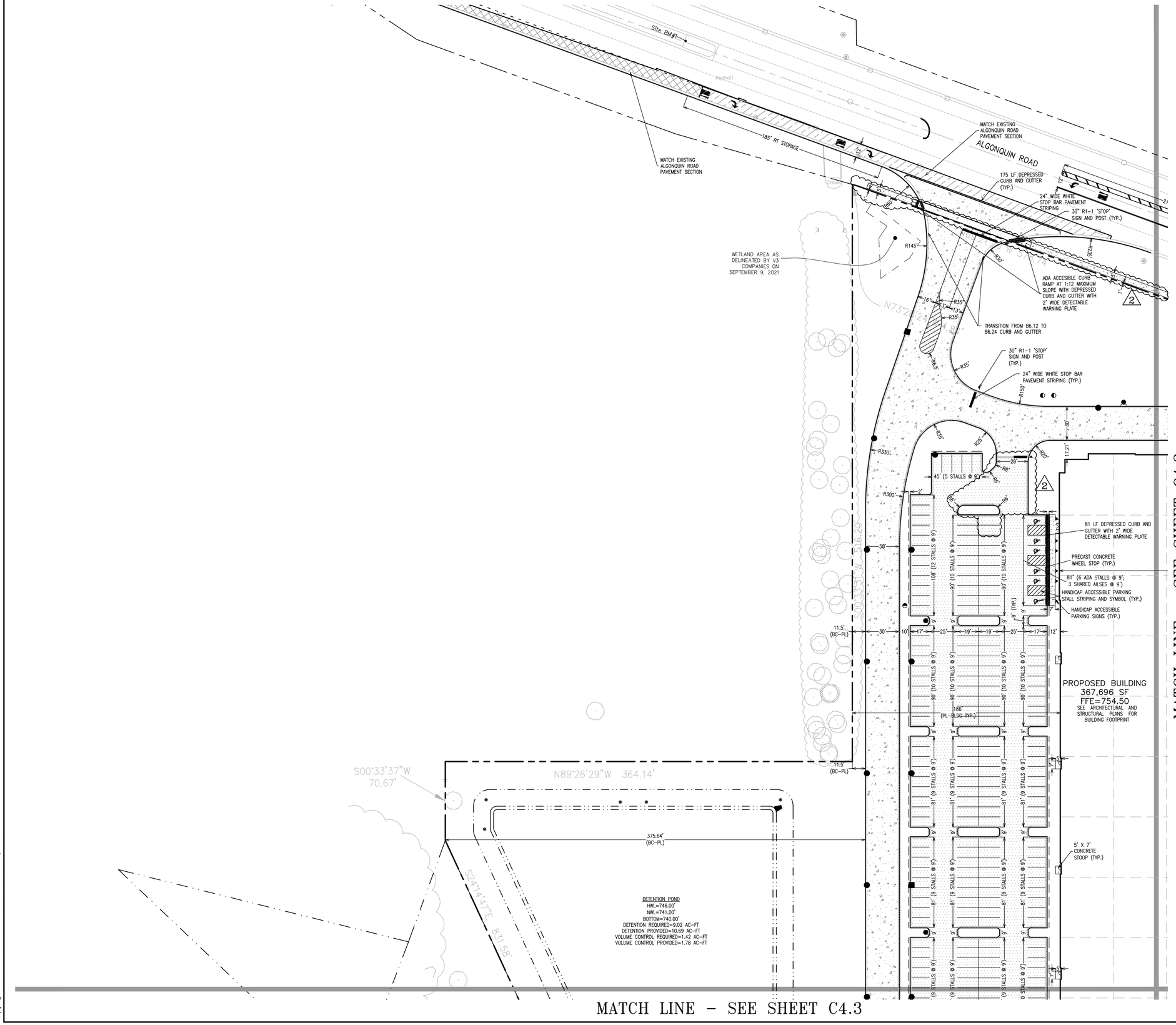

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GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

PAVEMENT HATCH LEGEND:

DUCTLECRETE CONCRETE PAVEMENT
4-1/2" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
6" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4,000 PSI, A/E
4" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

ALGONQUIN ROAD ASPHALT PAVEMENT
MATCH EXISTING ROADWAY SECTION

ALGONQUIN ROAD CONCRETE PAVEMENT
MATCH EXISTING ROADWAY SECTION

CURB LEGEND:

B6.12 CURB AND GUTTER

REVERSE PITCH B6.12 CURB AND GUTTER

DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

SEE SHEET C4.0 FOR ALL GEOMETRIC NOTES

No.	Description	Date
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DIMENSIONAL CONTROL AND PAVING PLAN

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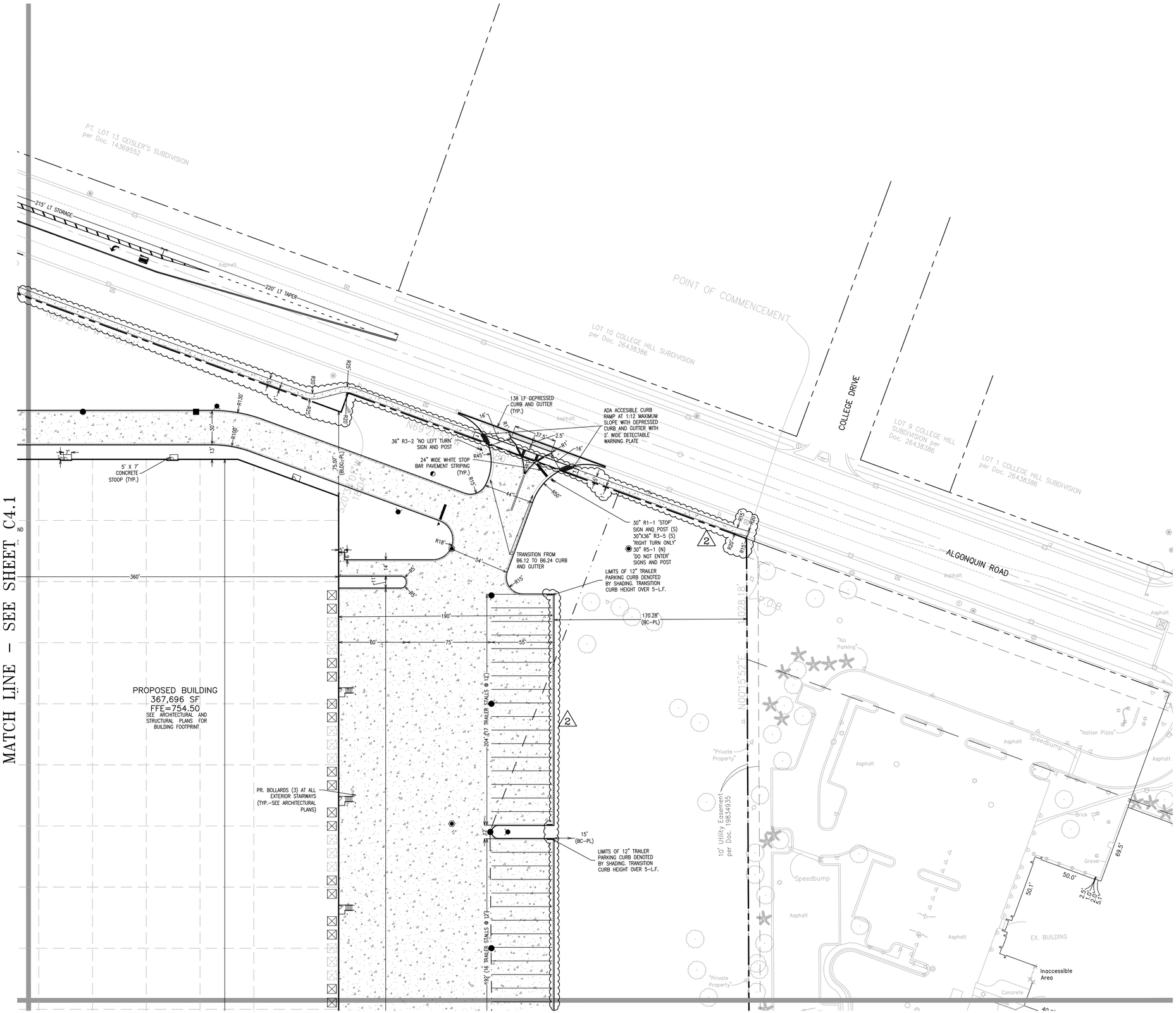

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PAVEMENT HATCH LEGEND:

DUCTLECRETE CONCRETE PAVEMENT
4-1/2" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
6" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

CONCRETE SIDEWALK
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4,000 PSI, A/E
4" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

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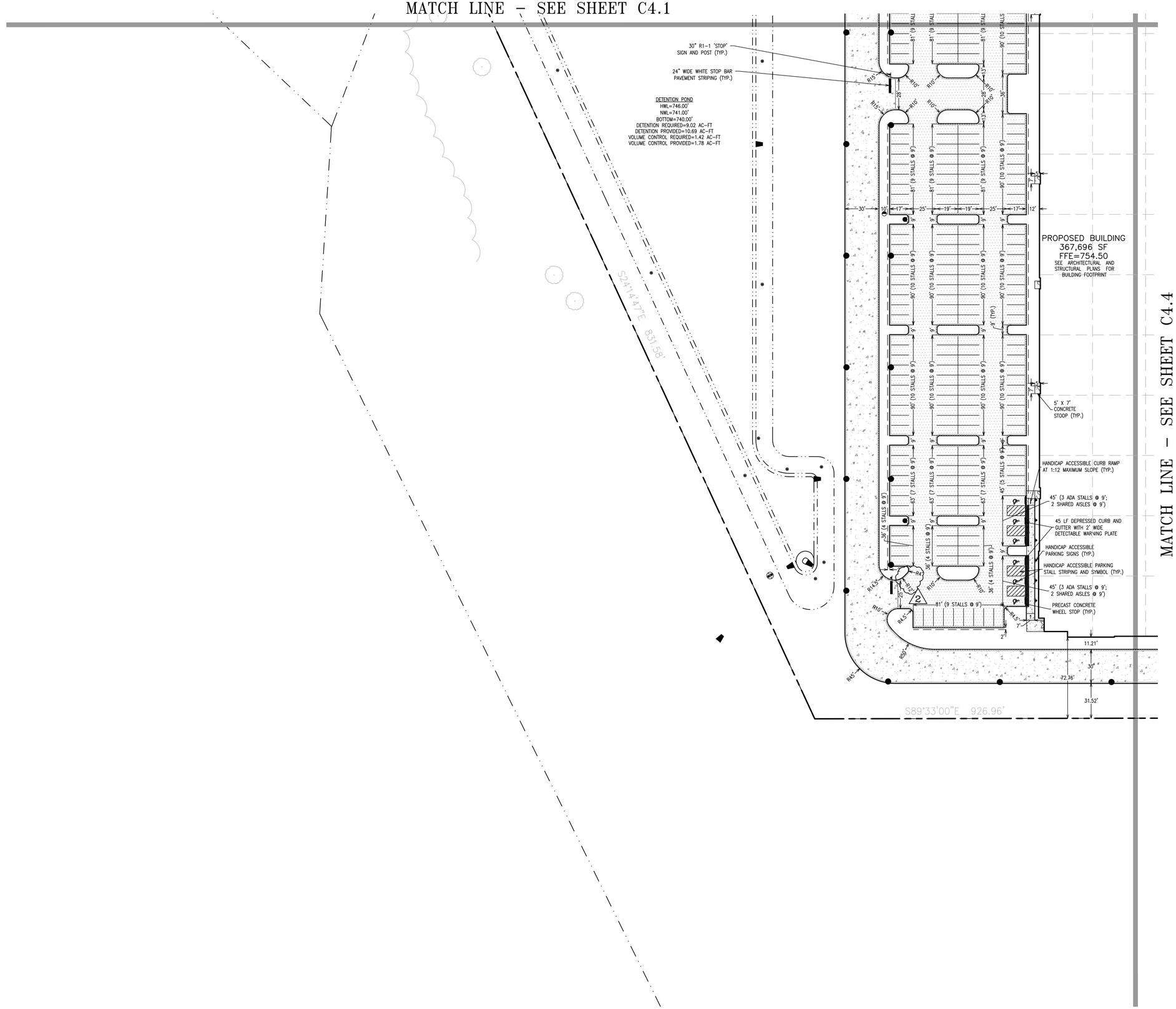

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COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
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HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
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MATCH LINE - SEE SHEET C4.2

MATCH LINE - SEE SHEET C4.3

PROPOSED BUILDING
367,696 SF
FFE=754.50
SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING FOOTPRINT

PR. BOLLARD PROTECTION-(4) AROUND FIRE HYDRANT (TYP.-SEE DETAIL)

PR. BOLLARDS (3) AT ALL EXTERIOR STAIRWAYS (TYP.-SEE ARCHITECTURAL PLANS)

5' X 7' CONCRETE STOOP (TYP.)

LIMITS OF 12" TRAILER PARKING CURB DENOTED BY SHADING. TRANSITION CURB HEIGHT OVER 5-L.F.

1026'

65'

24'

172.38' (BC-PL)

190'

60'

25'

55'

240' (20-TRAILER STALLS @ 12')

12'

11'

8'

8'

R27'

7'

12'

30'

72.92' (PL=BLDG)

30'

365.32' (BLDG-PL)

174.91' (BC-PL)

R25'

R45'

31.13'

S89°33'00"E 926.96'

LIMITS OF 12" TRAILER PARKING CURB DENOTED BY SHADING. TRANSITION CURB HEIGHT OVER 5-L.F.

"No Trespassing"

1028.18'

N00°16'52"E

"Private Property"

Asphalt
Concrete
Speedbump
Ramp

40.9'
50.1'
5.0'
5.0'
70.9'
56.8'
132.9'
28.8'
55.0'

EX. BUILDING

LOT 1 NATION PIZZA PRODUCTS CONSOLIDATION per Doc. 0526545054

20' Watermain Easement per Doc. 26597898

Scaled Location per Map

5' Utility Easement per Doc. 19834935

LOT 1 BRIESKE'S RESUBDIVISION IN SCHAUMBURG per Doc. 24449403

N

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0 20' 40' 80'

PAVEMENT HATCH LEGEND:

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(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
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6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
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ALGONQUIN ROAD ASPHALT PAVEMENT
MATCH EXISTING ROADWAY SECTION

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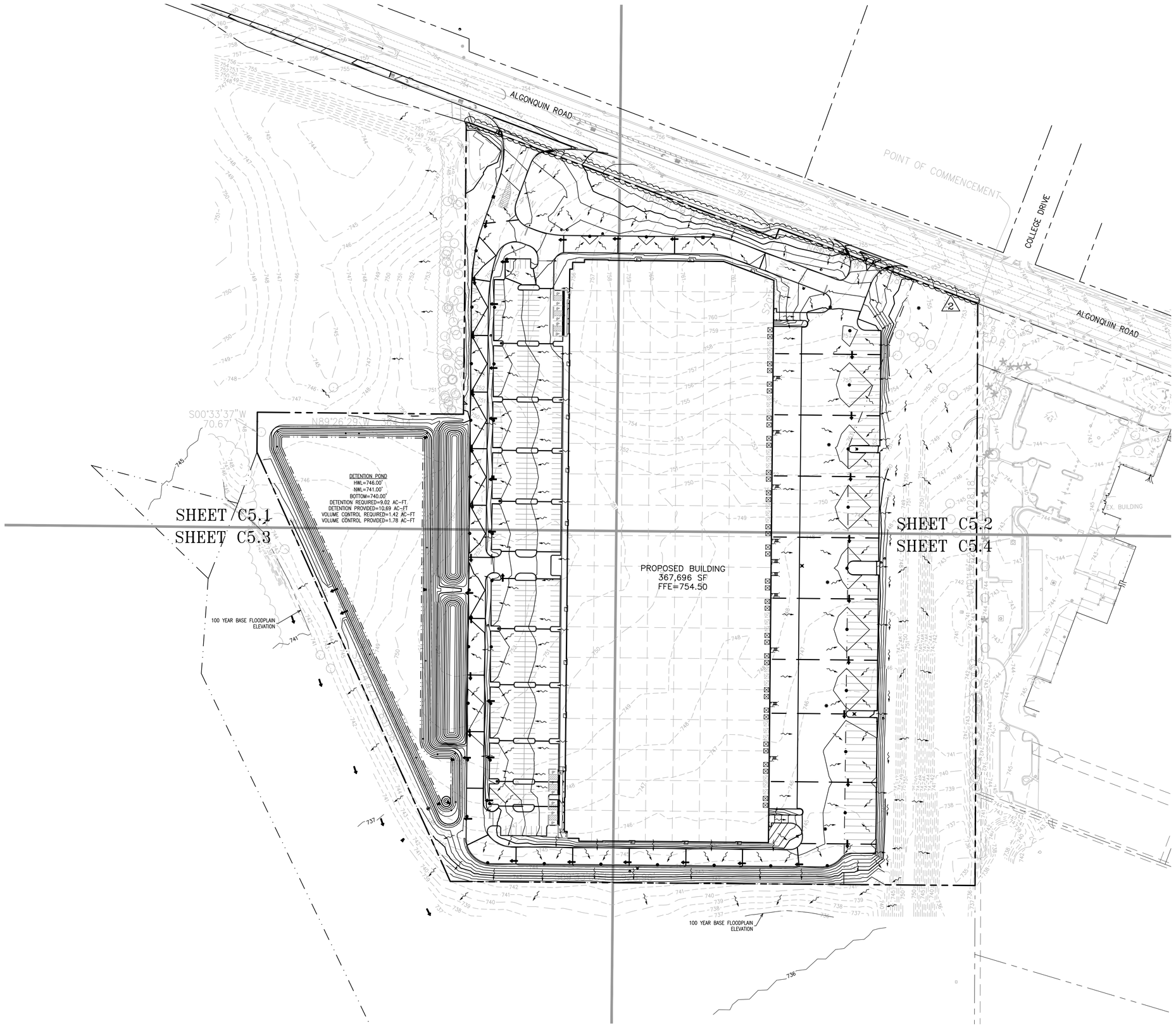

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

STORMWATER MANAGEMENT SUMMARY TABLE:

DETENTION VOLUME REQUIRED	9.02 ACRE-FEET
DETENTION VOLUME PROVIDED (HWL=746.00)	10.69 ACRE-FEET
VOLUME CONTROL VOLUME REQUIRED	1.42 ACRE-FEET
VOLUME CONTROL VOLUME PROVIDED	1.78 ACRE-FEET

GRADING NOTES:

1. ALL PROPOSED SPOT ELEVATIONS ARE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS UNLESS OTHERWISE NOTED.
2. REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.
3. CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCEMENT OF SITE GRADING OPERATIONS.
4. ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, SIDEWALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
5. MAXIMUM CROSS SLOPES AND LONGITUDINAL SLOPES FOR ALL CONCRETE SIDEWALKS AND HANDICAP ACCESSIBLE ROUTES SHALL NOT EXCEED 2% AND 5%, RESPECTIVELY.
6. MAXIMUM SLOPES WITHIN THE HANDICAP ACCESSIBLE PARKING AREAS AND ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 2% IN ANY DIRECTION. HANDICAP ACCESSIBLE ROUTE DENOTED BY:
7. MAXIMUM GRADE DIFFERENCE BETWEEN PAVEMENT SURFACES AND ADJACENT CONCRETE SIDEWALKS FOR THE HANDICAP ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 1/4" VERTICAL OR 1/2" WHEN BEVELED.
8. CONTRACTOR SHALL COORDINATE EXTERIOR DOORWAY AND FINISHED GRADE ELEVATIONS WITH ARCHITECTURAL AND STRUCTURAL PLANS. ALL HANDICAP ACCESSIBLE DOORWAY LOCATIONS REQUIRE AN EXTERIOR LANDING THAT IS A MINIMUM OF FIVE (5) FEET IN LENGTH WITH A SLOPE NOT EXCEEDING 2% IN ANY DIRECTION.
9. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
10. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING STORM SEWERS WITHIN THE PROJECT AREA DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.
11. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

OVERALL GRADING PLAN

623 E. ALGONQUIN ROAD

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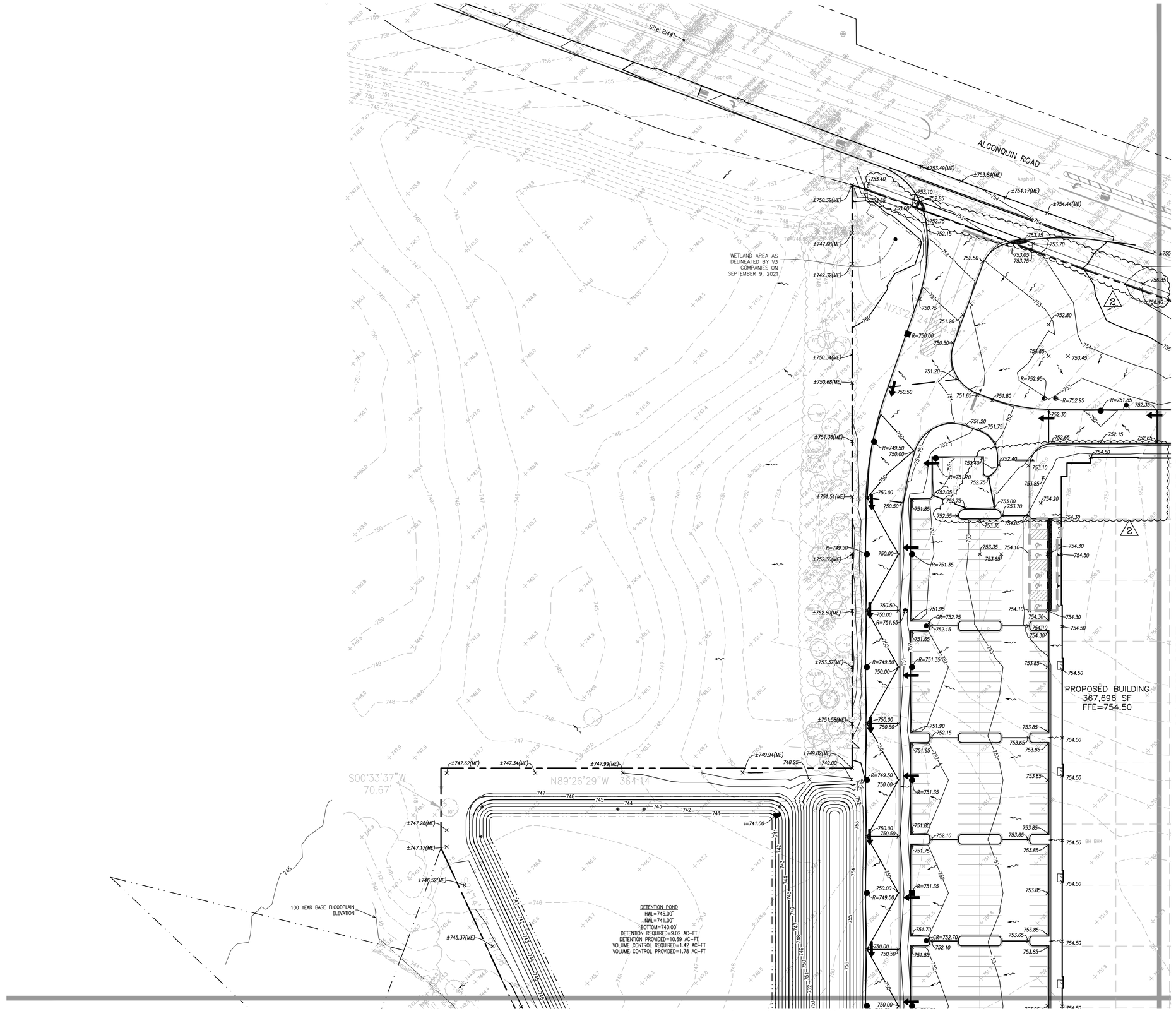

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GRADING LEGEND:

EXISTING CONTOUR	——700——
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	——700——
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	— —
DRAINAGE DIRECTION	~~~
OVERFLOW ROUTE	➡

GRADING NOTES:

SEE SHEET C5.0 FOR ALL GRADING NOTES

No.	Description	Date
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GRADING PLAN

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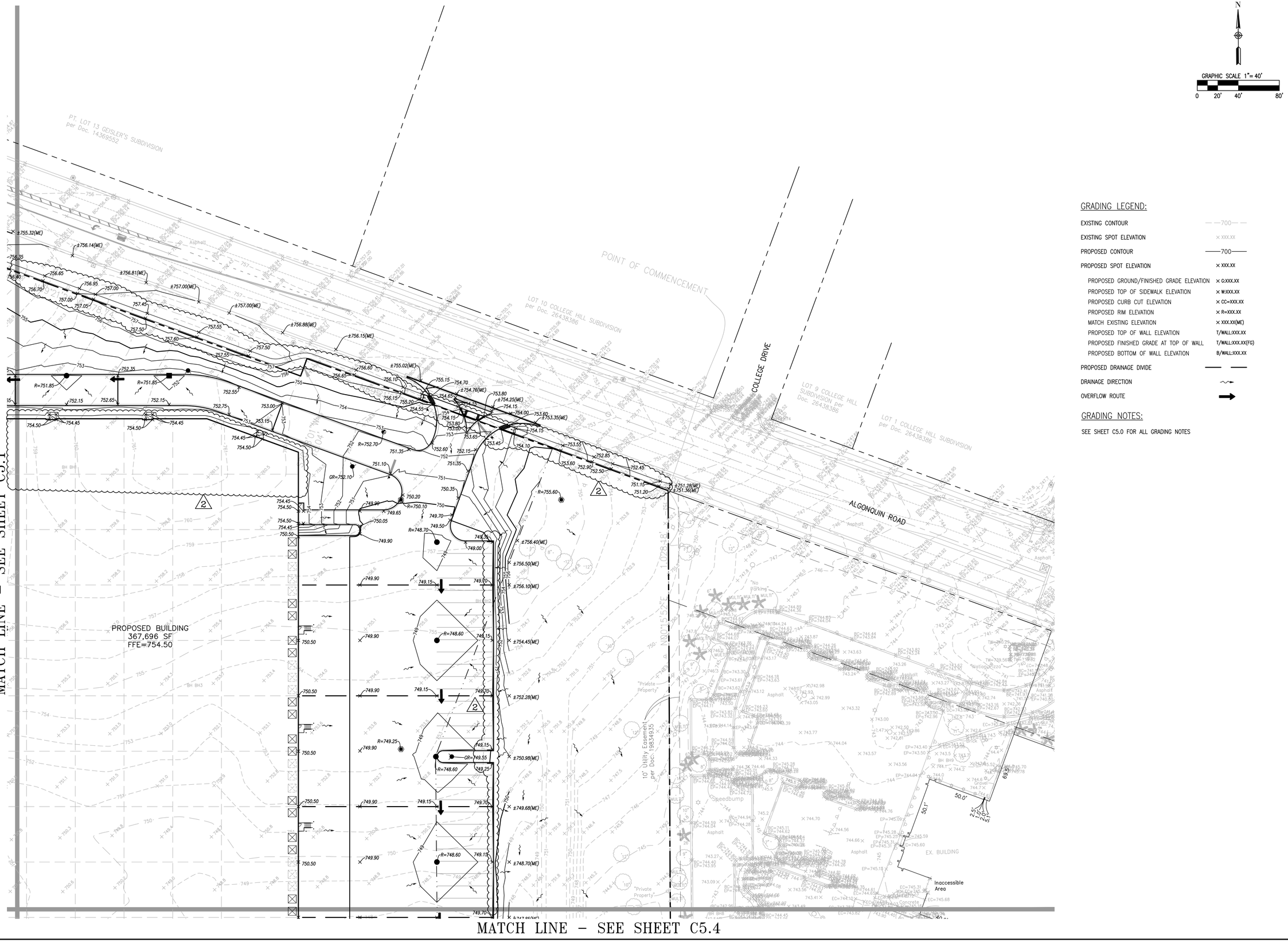

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

SEE SHEET C5.0 FOR ALL GRADING NOTES

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

GRADING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

1" = 40'

C5.2

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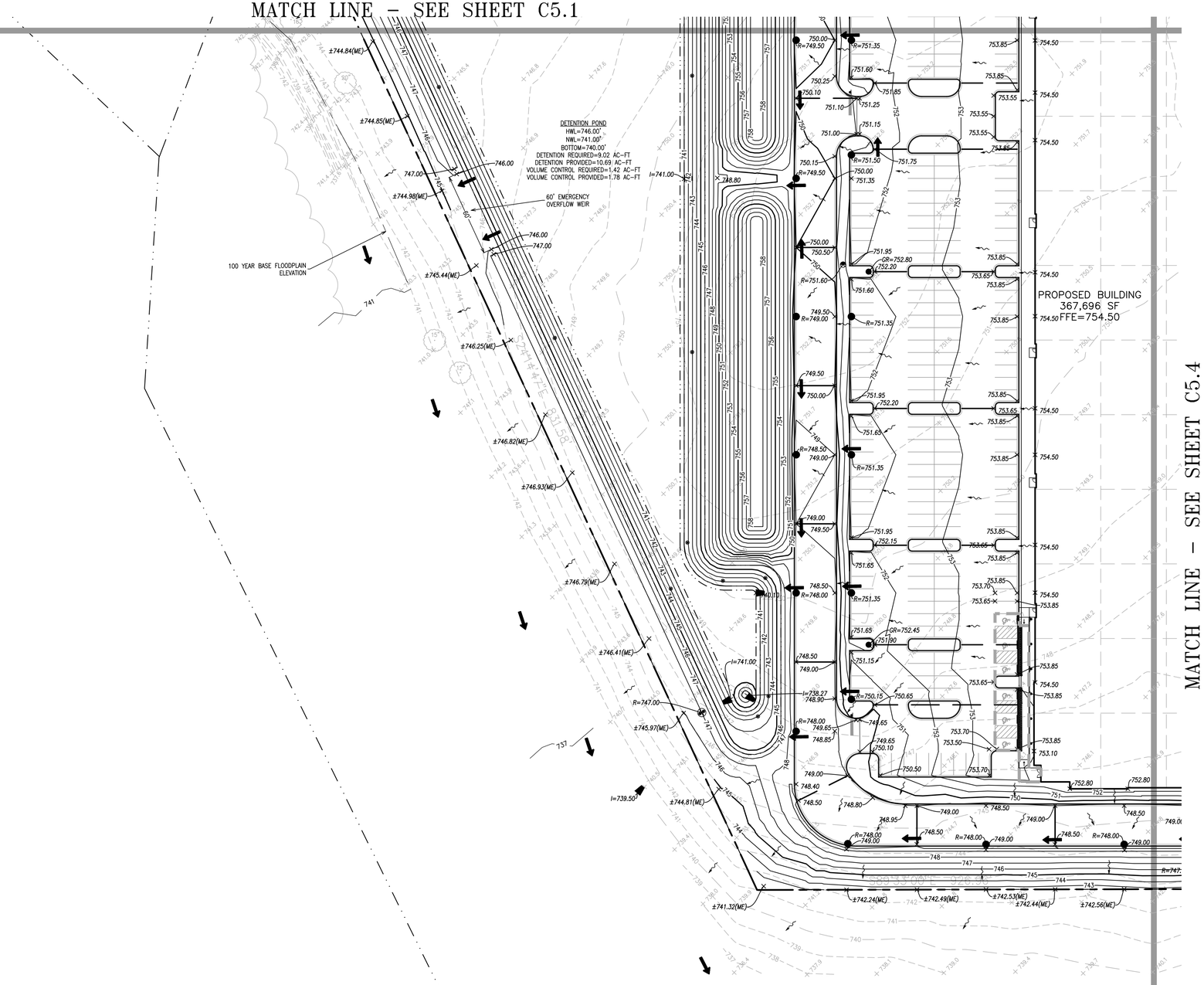
Attachment: EXHIBIT - Engineering plans - 211028 F076a 623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

MATCH LINE – SEE SHEET C5.1



MATCH LINE – SEE SHEET C5.4

N

GRAPHIC SCALE 1"= 40'
0 20' 40' 80'

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
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PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
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GRADING NOTES:

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F076a

1" = 40'

C5.3

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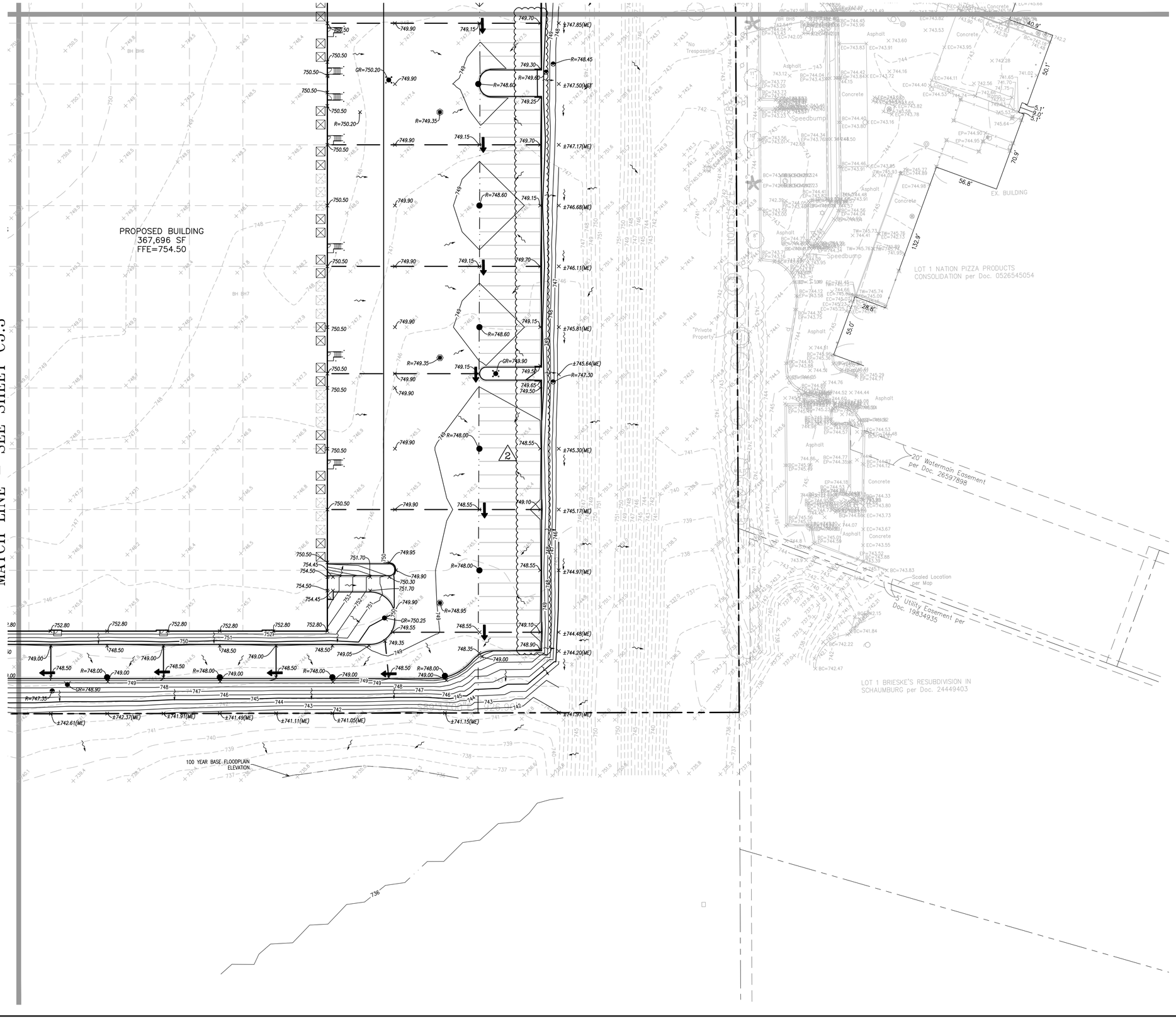
Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)
Attachment: EXHIBIT - Engineering plans - 211029 F076a-623 E. Algonquin Road Revised Set

MATCH LINE - SEE SHEET C5.2

MATCH LINE - SEE SHEET C5.3



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GRAPHIC SCALE 1"= 40'

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EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

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C5.4

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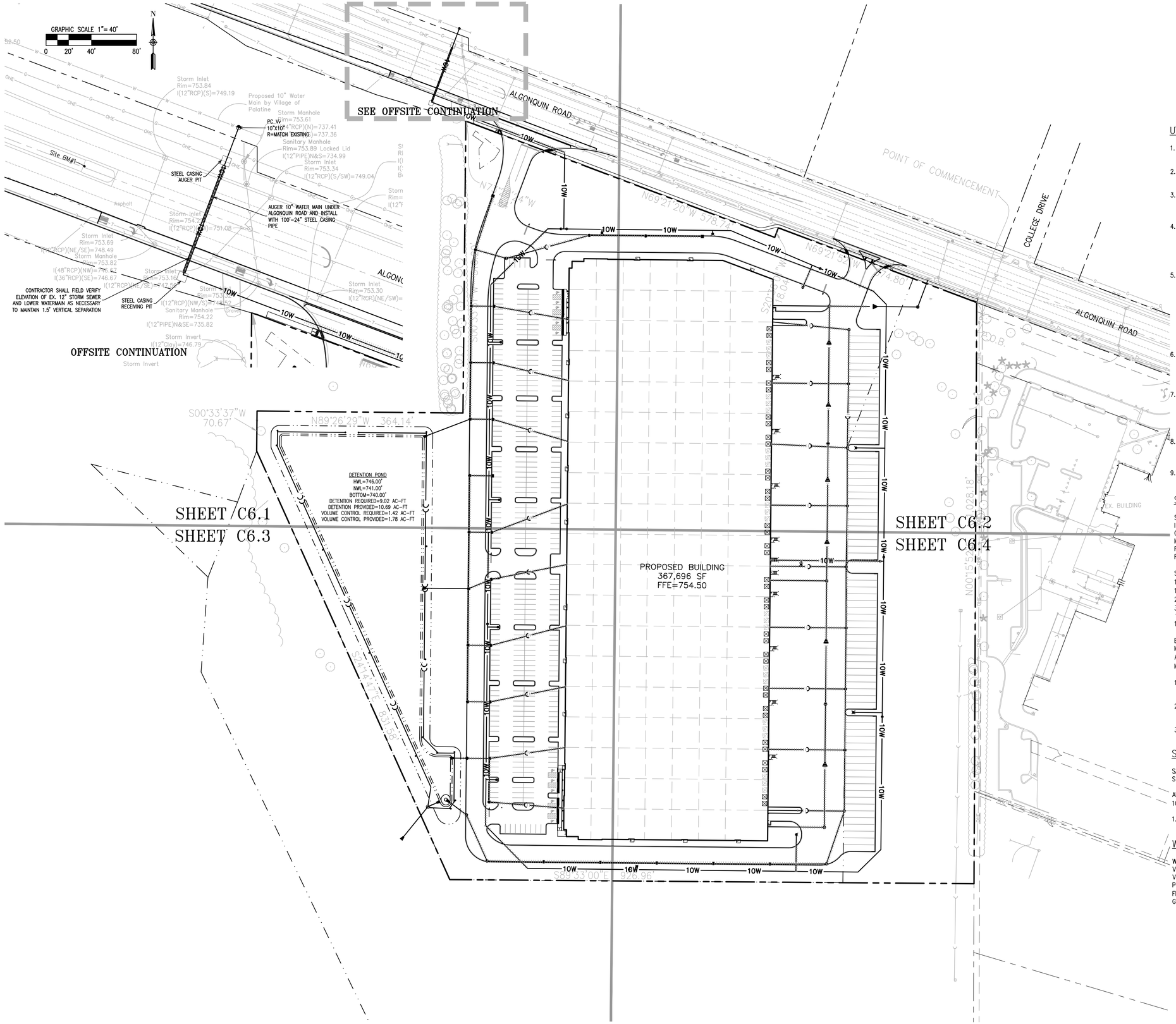

UTILITY NOTES:

1. ALL UTILITY LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURES IN LINEAR FEET.
2. ALL EXISTING UTILITY RIMS, GRADE RINGS, PEDESTALS, ETC. SHALL BE RAISED OR LOWERED AS REQUIRED TO MEET PROPOSED FINISHED GRADE.
3. ALL PROPOSED CONNECTIONS TO EXISTING UTILITY STRUCTURES OR PIPING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE GOVERNING AUTHORITY REQUIREMENTS AND SPECIFICATIONS.
4. GRANULAR TRENCH BACKFILL MATERIAL, IDOT GRADATION CA-7, SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR DENSITY, PER ASTM D1557, OVER ALL UTILITIES WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS, SIDEWALKS, ETC. GRANULAR TRENCH BACKFILL NOTED ON THE PLANS BY:
5. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST FORTY-EIGHT (48) HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED SITE IMPROVEMENTS SHOWN ON THE PLANS.
6. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. CONTRACTOR SHALL EXCAVATE AND FIELD VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO COMMENCING ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
8. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING SEWER SYSTEMS DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.
9. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS INCLUDING ALL PIPE MATERIAL AND JOINT SPECIFICATIONS.

STORM SEWER NOTES:

STORM SEWER STRUCTURE SYMBOL LEGEND:
I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1022Z3
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
2P: IDOT TYPE 1 (OPEN), NEENAH R-2504-C
3P: IDOT TYPE 1 (OPEN), NEENAH R-2502-E
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210
11V: IDOT TYPE 11V, NEENAH R3281-AL, EJIW 7210V

EXAMPLE:
MH3
A4Ø,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY WITH BOLLARDS (SEE DETAIL)
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

OVERALL UTILITY PLAN

623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
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F076a
1" = 80'
C6.0

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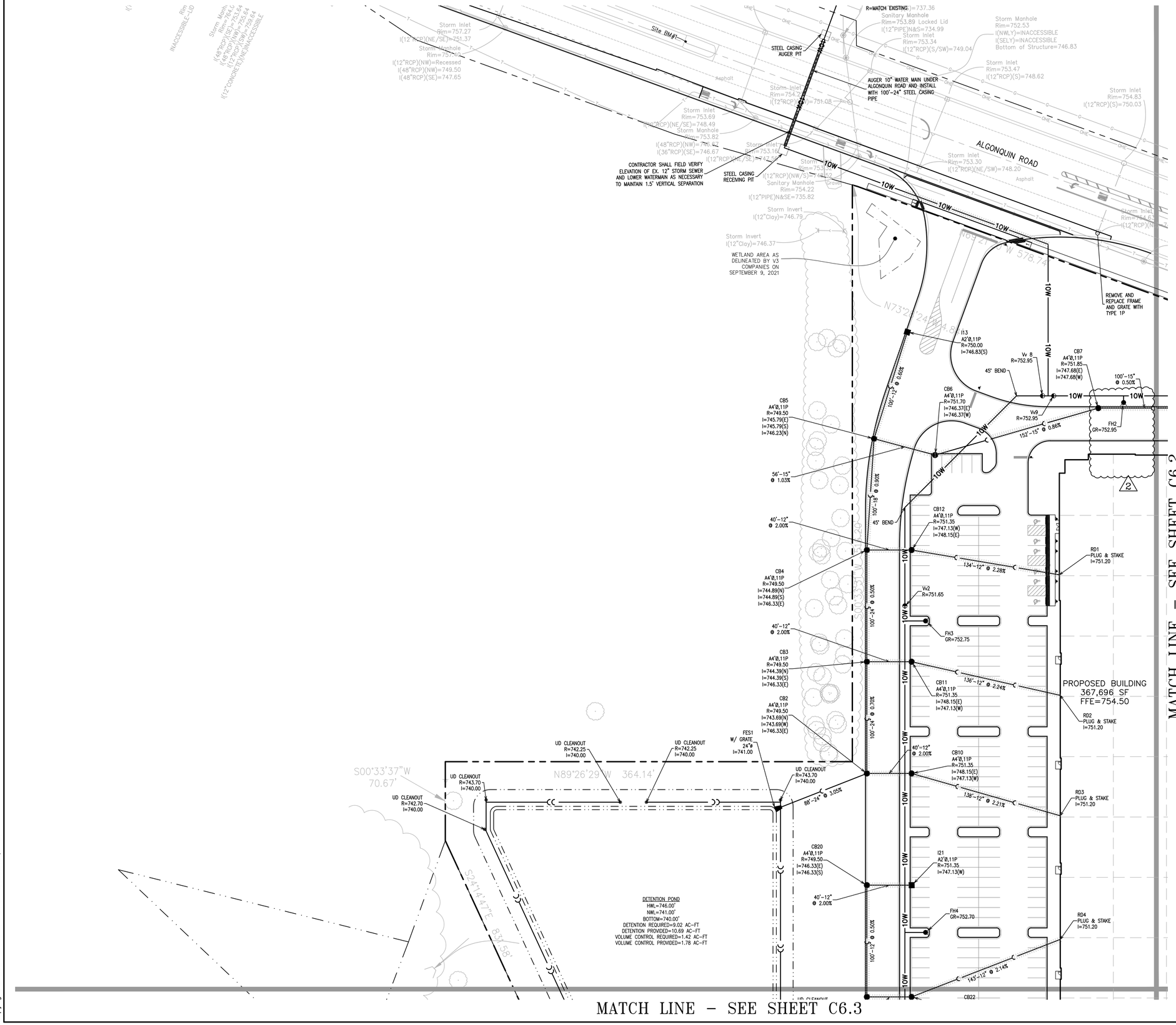
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



N

GRAPHIC SCALE 1"= 40'

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UTILITY NOTES:

SEE SHEET C6.0 FOR ALL UTILITY NOTES

STORM SEWER NOTES:

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2P: IDOT TYPE 1 (OPEN), NEENAH R-2504-C
3P: IDOT TYPE 1 (OPEN), NEENAH R-2502-E
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210
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UTILITY PLAN

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F076a

1" = 40'

C6.1

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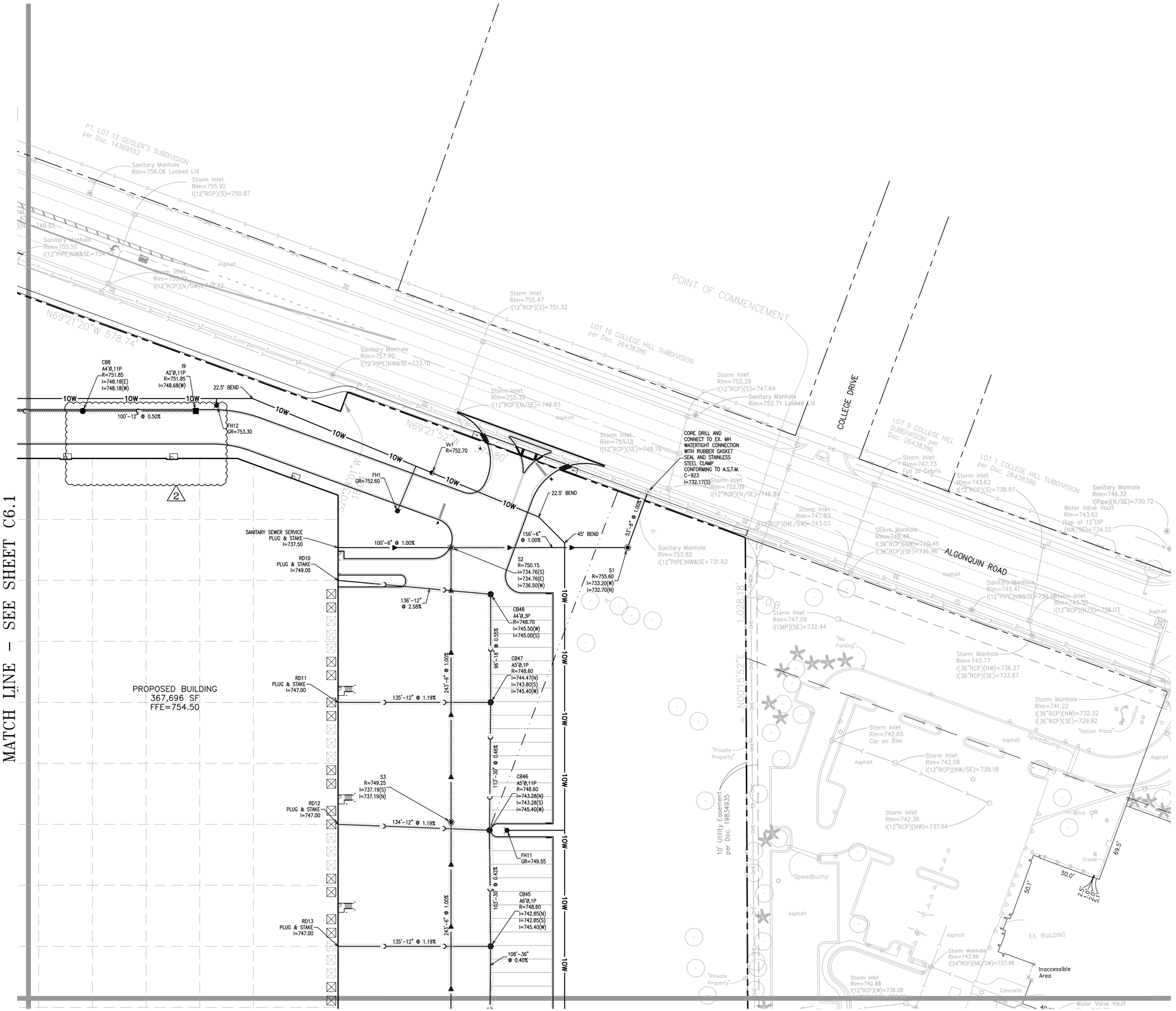

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2P: IDOT TYPE 1 (OPEN), NEENAH R-2504-C
3P: IDOT TYPE 1 (OPEN), NEENAH R-2502-E
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210
11V: IDOT TYPE 11V, NEENAH R3281-AL, EJIW 7210V

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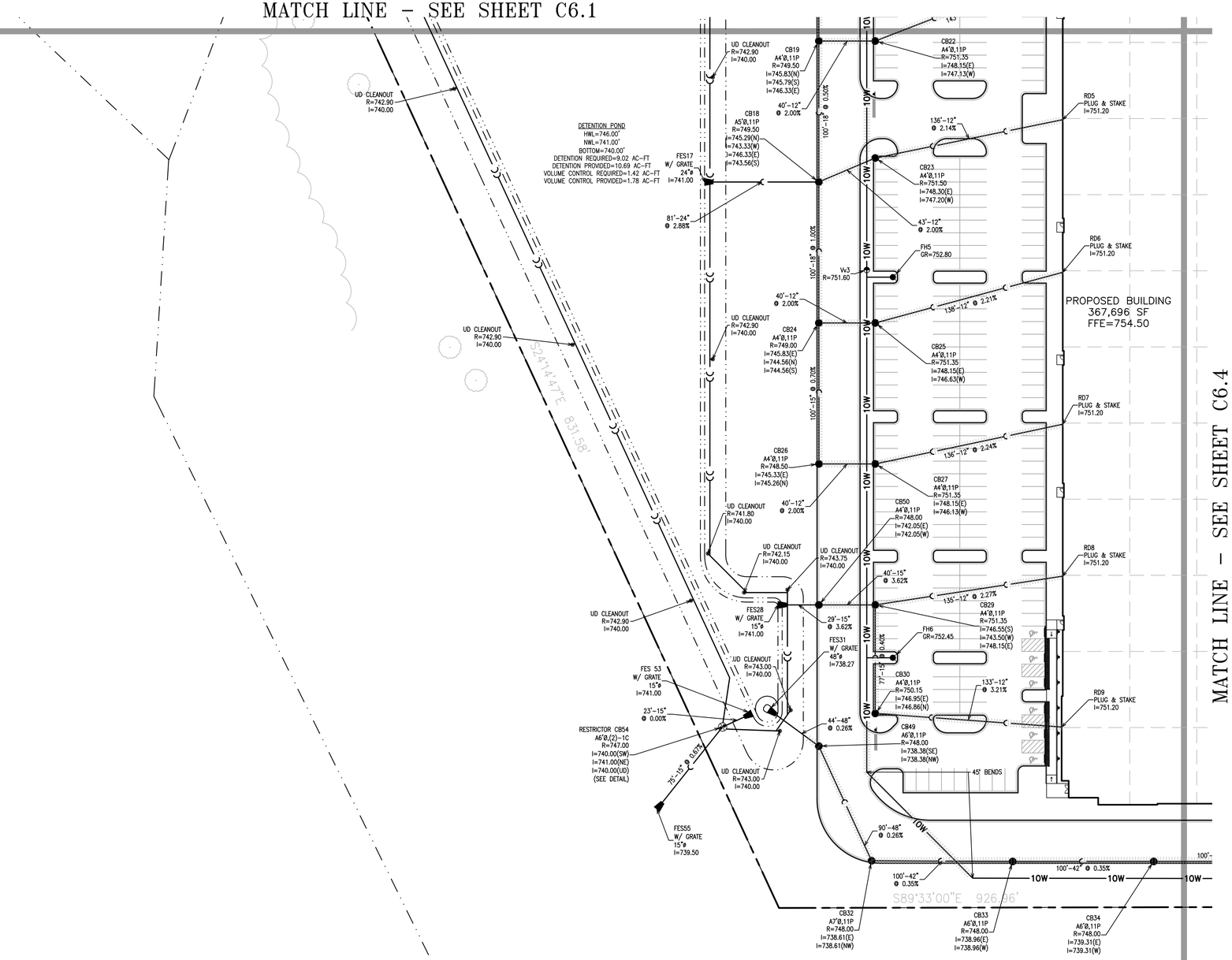
MATCH LINE – SEE SHEET C6.1



MATCH LINE – SEE SHEET C6.4

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C6.3

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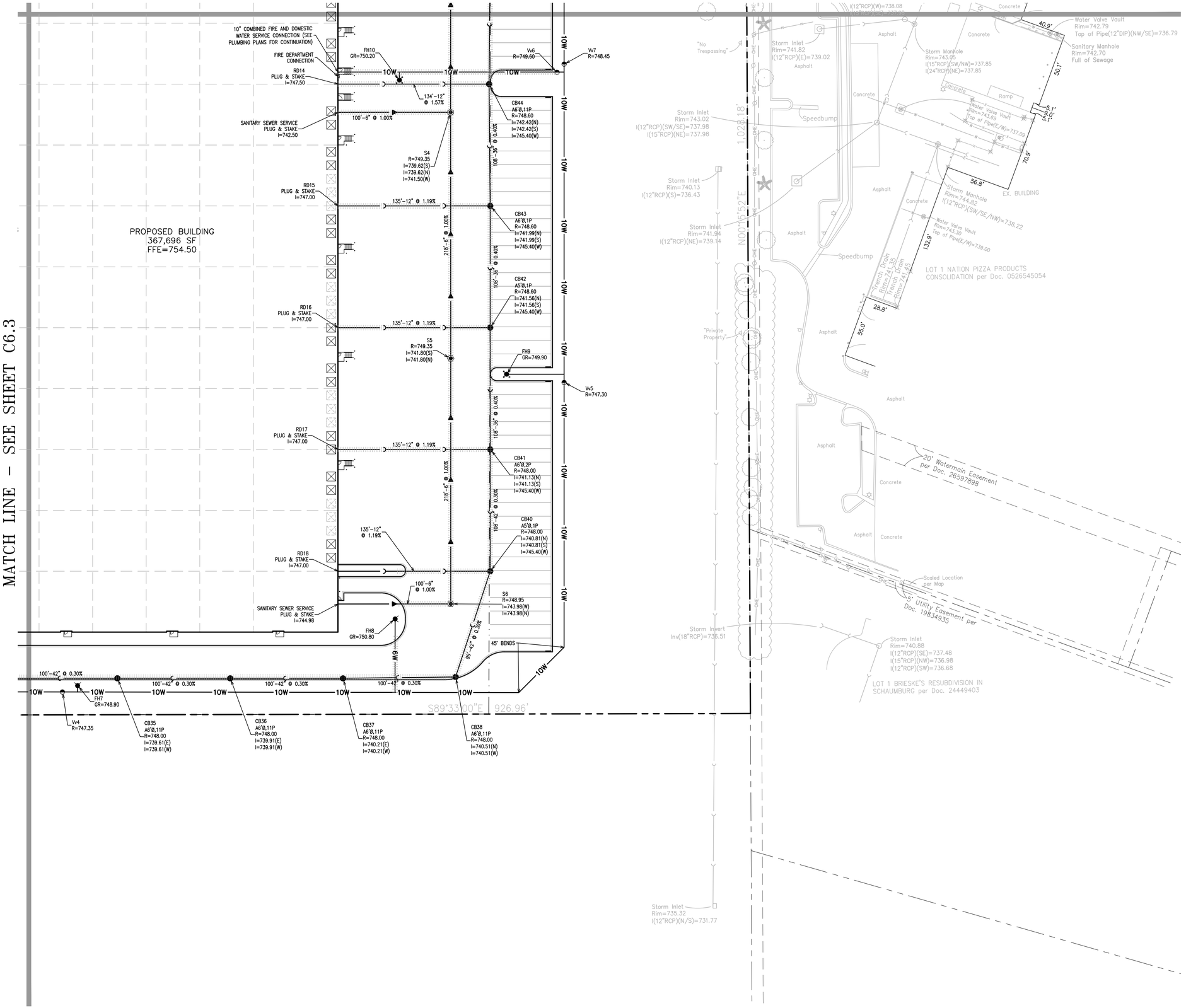
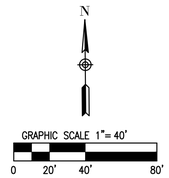
MATCH LINE - SEE SHEET C6.2

MATCH LINE - SEE SHEET C6.3





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I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1022Z3
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
2P: IDOT TYPE 1 (OPEN), NEENAH R-2504-C
3P: IDOT TYPE 1 (OPEN), NEENAH R-2502-E
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210
11V: IDOT TYPE 11V, NEENAH R3281-AL, EJIW 7210V

EXAMPLE:
MH3
A4'Ø,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY WITH BOLLARDS (SEE DETAIL)
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

No.	Description	Date
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UTILITY PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

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1" = 40'

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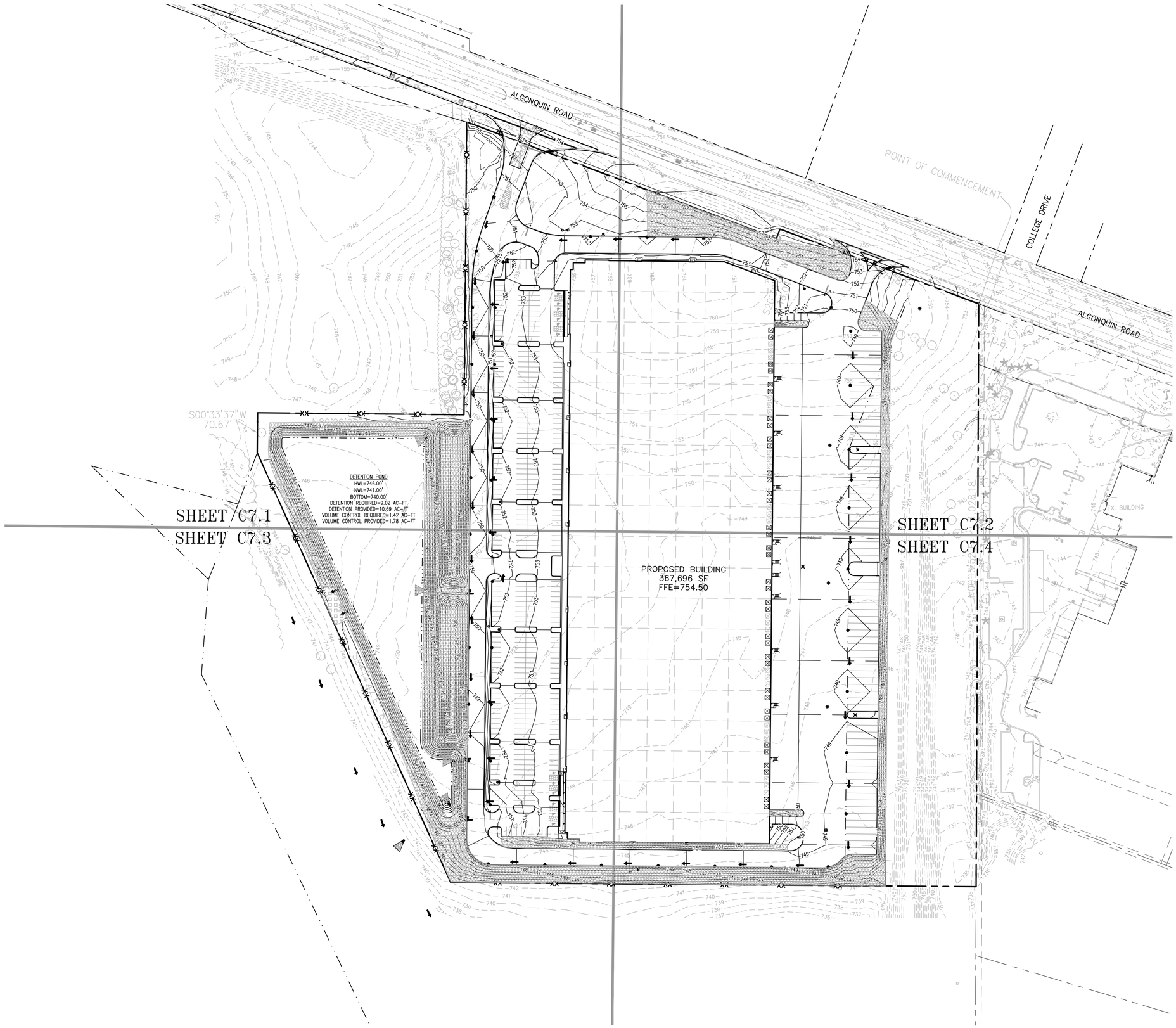

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

SWPPP CONSTRUCTION SCHEDULE:

1. OBTAIN ALL APPLICABLE SITE PERMITS AND THOROUGHLY REVIEW PROJECT'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND EROSION CONTROL PLANS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND UPDATING THE SWPPP THROUGHOUT THE DURATION OF CONSTRUCTION AS NECESSARY UNTIL FINAL SITE STABILIZATION IS ACHIEVED.

2. INSTALL PERIMETER SEDIMENT CONTROL MEASURES (I.E. SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCE).

3. INSTALL INLET PROTECTION DEVICES FOR EXISTING STORM SEWER INLETS AND DRAINAGE STRUCTURES.

4. PERFORM STORMWATER POLLUTION PREVENTION SITE INSPECTIONS ON A WEEKLY BASIS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). AT A MINIMUM, THE INSPECTIONS SHALL INCLUDE THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, ALL STRUCTURAL CONTROL MEASURES, LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE, AND ANY ADDITIONAL BEST MANAGEMENT PRACTICES IDENTIFIED IN THE SWPPP.

   4.1. ALL SITE EROSION AND SEDIMENT CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND SHALL BE CONTINUOUSLY MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION. CONTRACTOR SHALL MAKE AND COMPLETE THE REQUIRED REPAIRS WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.

   4.2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL STRUCTURAL CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE SITE INSPECTIONS.

   4.3. COPIES OF THE WEEKLY INSPECTION REPORT SHALL BE SUBMITTED TO THE PUBLIC WORKS SUPERINTENDENT AND THE VILLAGE ENGINEER.

5. BEGIN SITE CLEARING AND GRADING OPERATIONS.

6. PROVIDE TEMPORARY SEEDING AND/OR MULCHING FOR ALL DISTURBED SITE AREAS THAT WILL NOT BE WORKED ON FOR MORE THAN SEVEN (7) DAYS.

7. INSTALL NEW STORM SEWERS AND OTHER SITE UTILITIES AS INDICATED ON THE PLANS.

8. INSTALL TEMPORARY CONCRETE WASHOUT PRIOR TO COMMENCEMENT OF ANY CONCRETE WORK ON SITE.

9. BEGIN SITE PAVING OPERATIONS (I.E. DRIVES, PARKING LOTS, ETC.)

10. PERFORM STREET CLEANING OPERATIONS AND OTHER BEST MANAGEMENT PRACTICES AS NEEDED FOR AREAS ADJACENT TO THE PROJECT SITE.

11. INSTALL BUILDING FOUNDATIONS AND COMPLETE BUILDING CONSTRUCTION AND REMAINING SITE IMPROVEMENTS INDICATED ON THE PLANS.

12. PERFORM FINAL GRADING OPERATIONS AND ESTABLISH PERMANENT VEGETATIVE COVER IN ALL LANDSCAPED AREAS.

13. REMOVE ALL TEMPORARY SITE EROSION AND SEDIMENT CONTROL MEASURES WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

EROSION CONTROL NOTES:

1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF SITE GRADING OR DEMOLITION OPERATIONS.

2. CONTRACTOR SHALL IMPLEMENT APPROPRIATE DUST CONTROL MEASURES AS NECESSARY.

   2.1. DUST SHALL BE CONTROLLED MANUALLY OR BY USING A MOBILE PRESSURE-TYPE DISTRIBUTOR TRUCK TO APPLY POTABLE WATER TO DISTURBED AREAS. THE MOBILE UNIT SHALL APPLY WATER AT A RATE OF THREE-HUNDRED (300) GALLONS PER ACRE AND MINIMIZE AS NECESSARY TO PREVENT RUNOFF AND SURFACE WATER PONDING.

3. EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS ANTICIPATED BY THE ENGINEER. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION AS WARRANTED BY SITE CONDITIONS OR AS DIRECTED BY THE ENGINEER AND/OR PROJECT GOVERNING AUTHORITIES.

4. SEE LANDSCAPE PLANS FOR ALL DETENTION POND PLANTING REQUIREMENTS

5. SEE GENERAL NOTES AND SPECIFICATIONS SHEETS AND STORMWATER POLLUTION PREVENTION PLANS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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OVERALL EROSION CONTROL PLAN

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F076a

1" = 80'

C7.0

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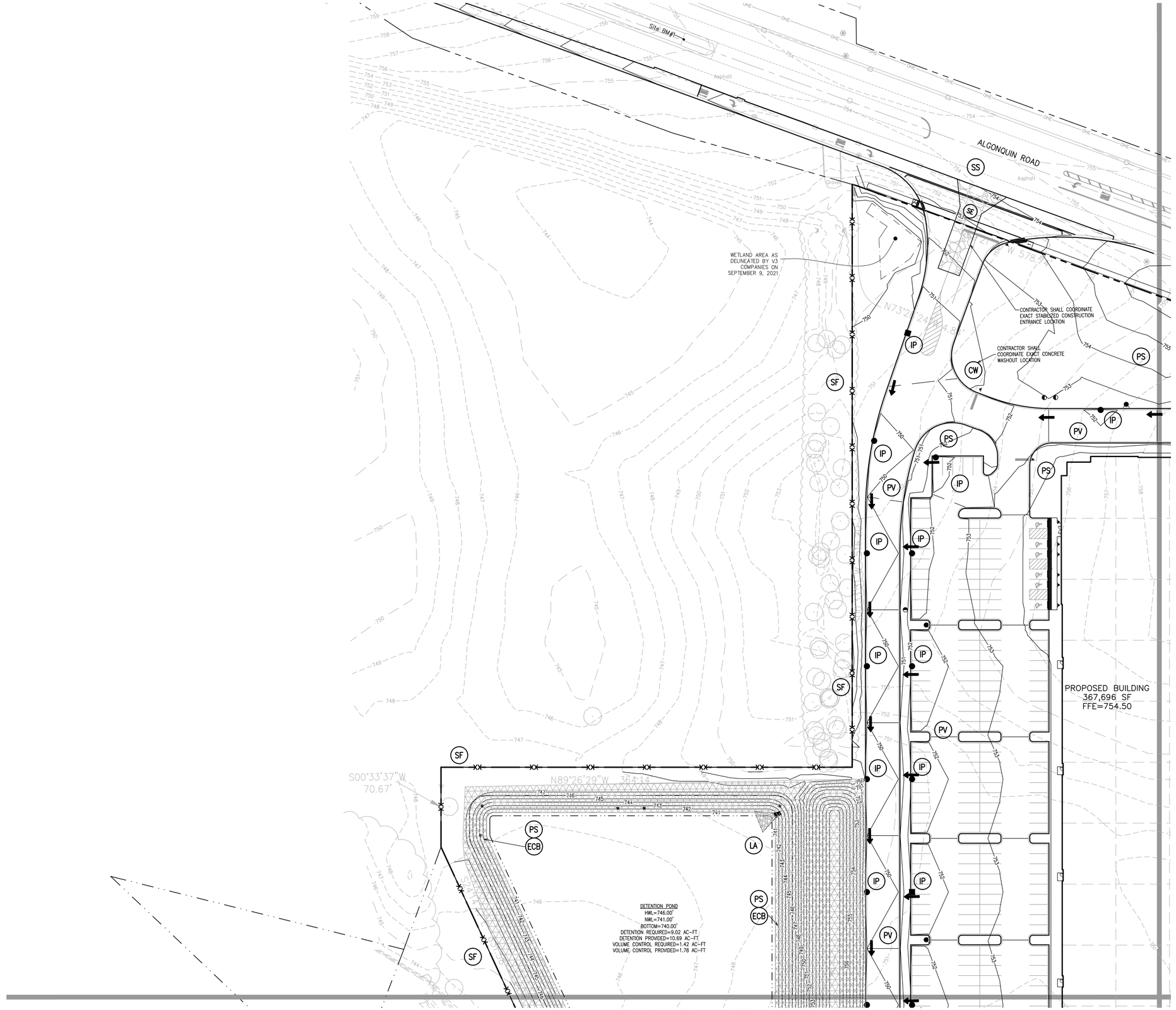

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

EROSION CONTROL LEGEND:

- IP — INLET PROTECTION
- SF — SILT FENCE
- SE — STABILIZED CONSTRUCTION ENTRANCE
- CW — CONCRETE WASHOUT
- ECB — EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S75)
- TRM — PERMANENT TURF REINFORCEMENT MAT (NORTH AMERICAN GREEN VMAX SC250)
- PS — PERMANENT SEEDING (SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- SS — STREET SWEEPING
- PV — PAVEMENT
- LA — LINED APRON

EROSION CONTROL NOTES:

SEE SHEET C7.0 FOR ALL EROSION CONTROL NOTES

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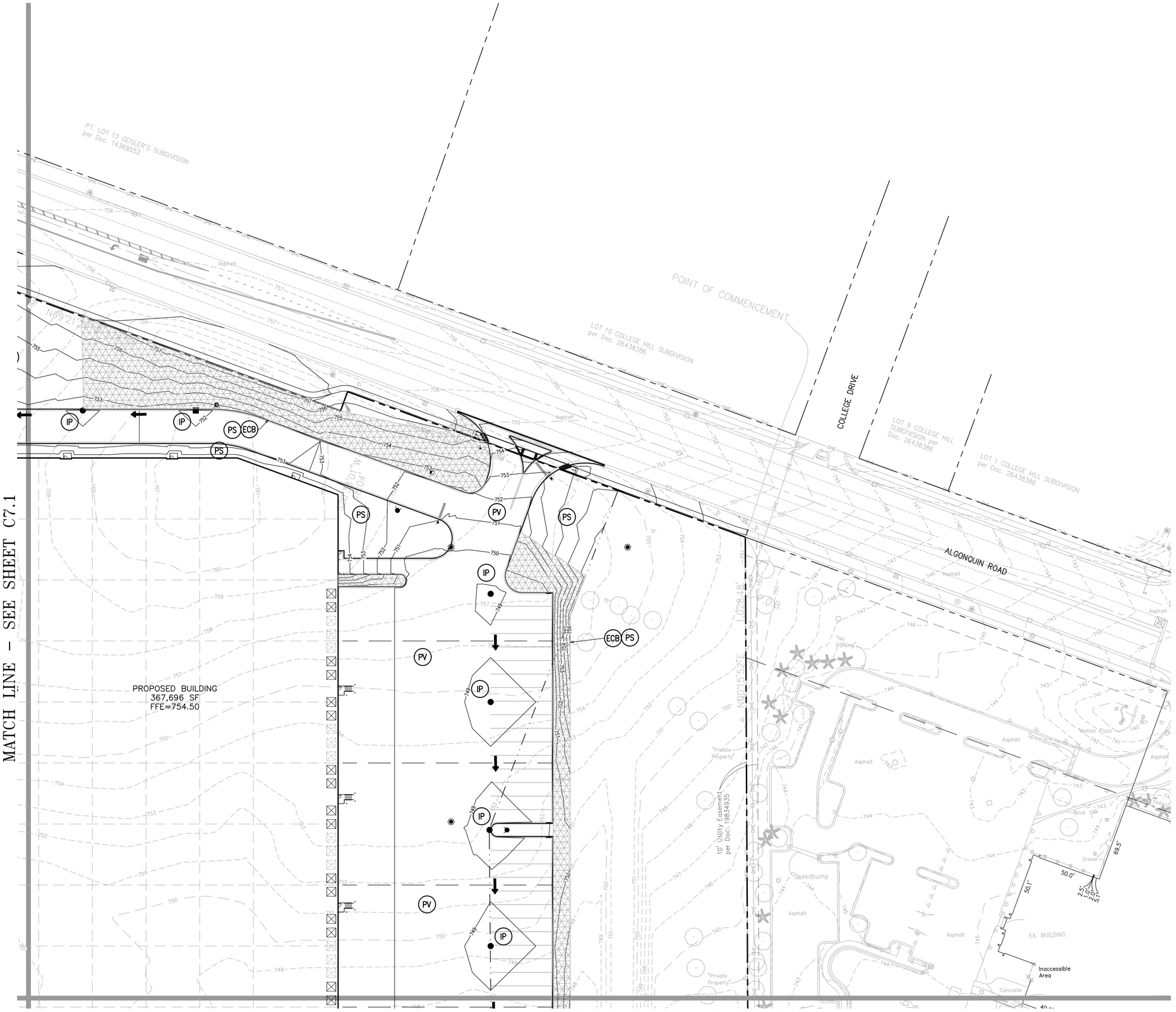

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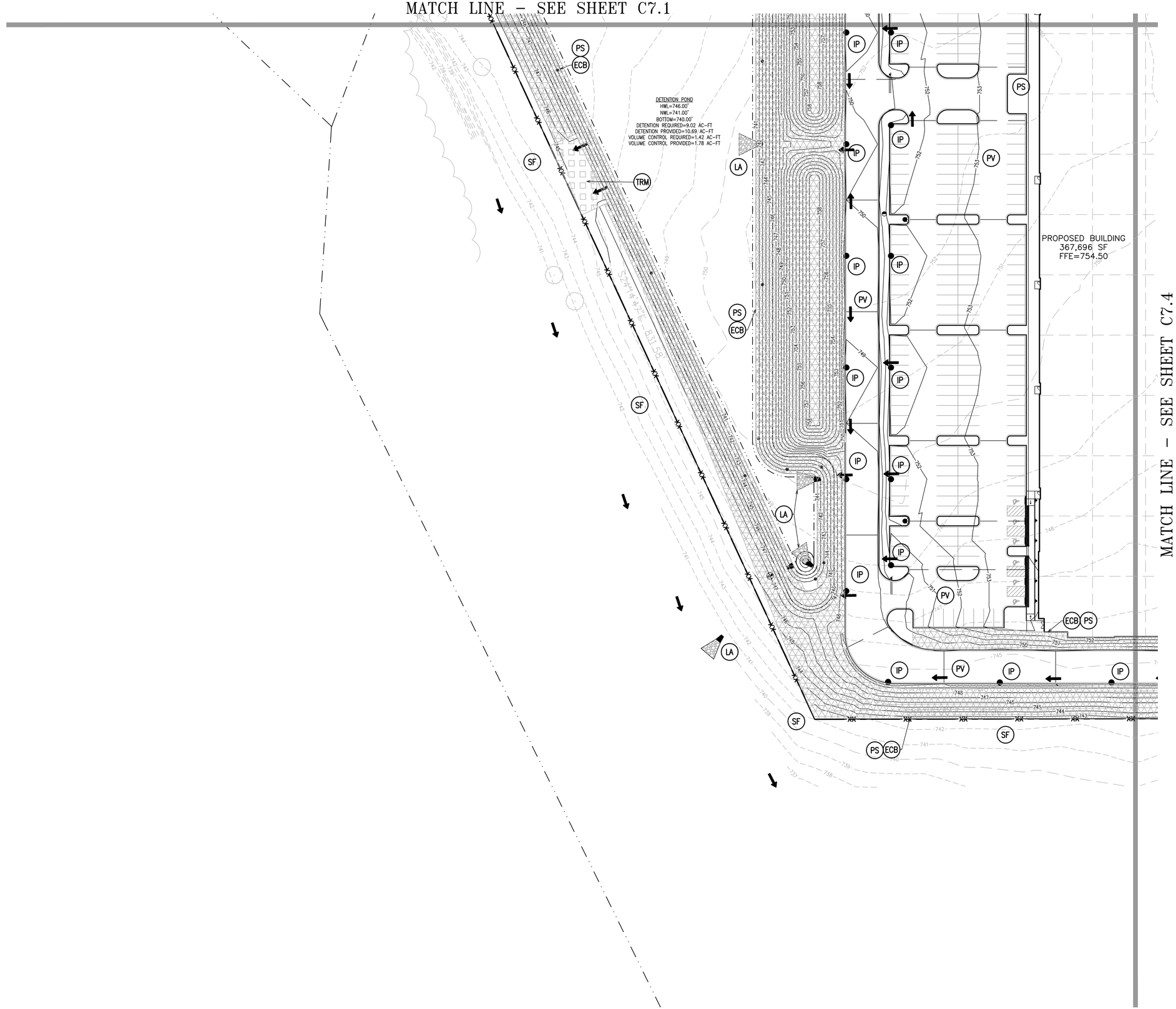
MATCH LINE – SEE SHEET C7.1



MATCH LINE – SEE SHEET C7.4

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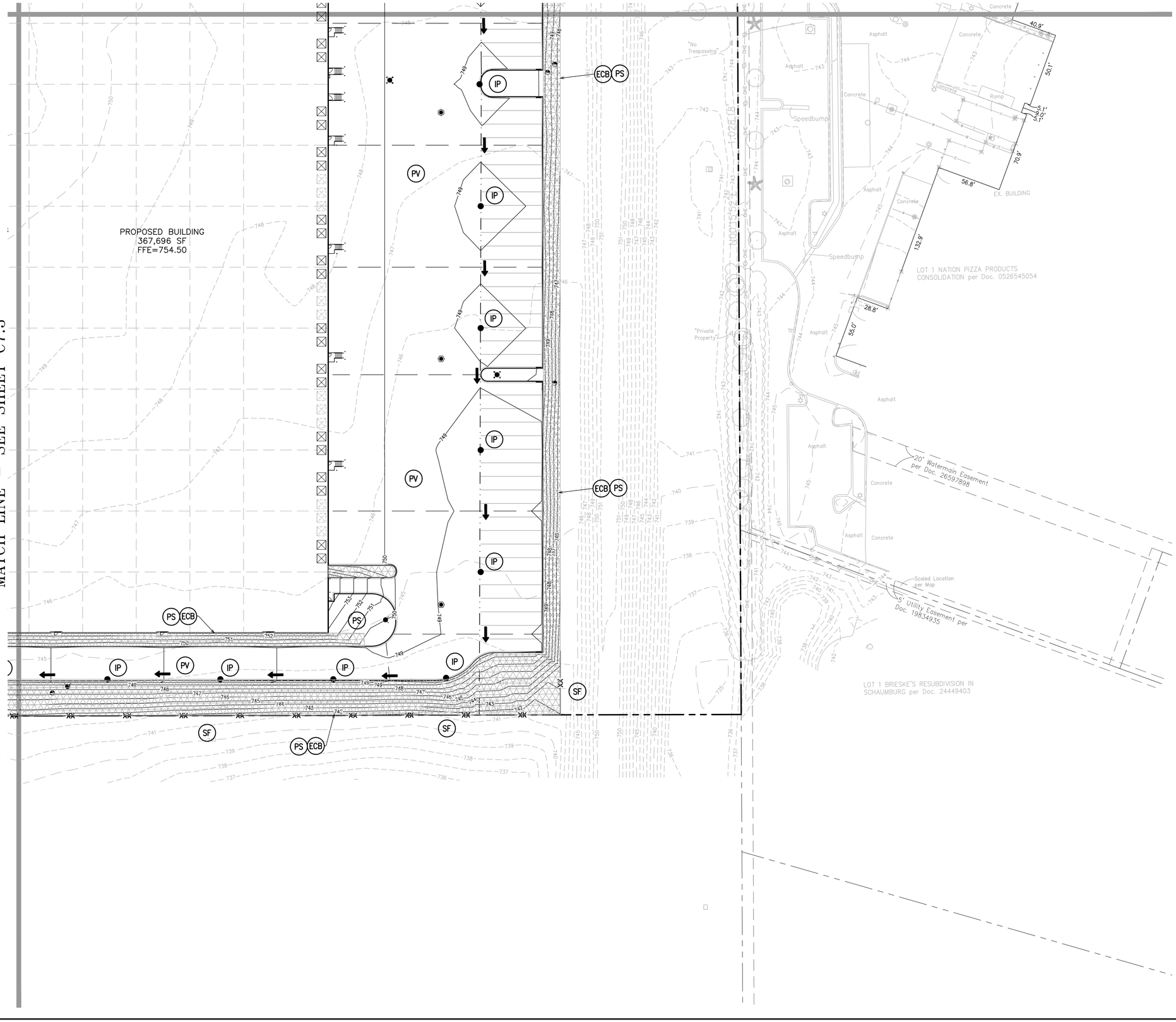
MATCH LINE - SEE SHEET C7.2

MATCH LINE - SEE SHEET C7.3



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CONTROL MEASURE GROUP	CONTROL MEASURE	APPLICABLE	SYMBOL	CONTROL MEASURE CHARACTERISTICS	TEMPORARY	PERMANENT	REQUIRED MAINTENANCE
VEGETATIVE SOIL COVER	TEMPORARY SEEDING		TS	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE	X		RESEED ANY FAILING AREAS
	PERMANENT SEEDING	X	PS	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION AND FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN		X	RESEED ANY FAILING AREAS
	DORMANT SEEDING		DS	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED	X	X	RESEED AS NEEDED
	SODDING		SO	QUICK PERMANENT VEGETATIVE COVER USED TO CONTROL EROSION AND ESTABLISH VEGETATIVE FILTER STRIP, CAN BE USED ON STEEP SLOPES OR IN DRAINAGE WAYS OR OTHER AREAS WHERE SEEDING MAY BE DIFFICULT	X	X	N/A
NON VEGETATIVE SOIL COVER	MACHINE TRACKING		GC	PROVIDES SOIL ROUGHING TO PREVENT EROSION		X	N/A
	POLYMER		P	USED AS ADDED INSURANCE IN CONJUNCTION WITH TEMPORARY OR PERMANENT SEEDING. PROVIDES TEMPORARY COVER WHERE VEGETATION CANNOT BE ESTABLISHED	X	X	REAPPLY EVERY 1-1/2 MONTHS
	AGGREGATE COVER		AG	PROVIDES SOIL COVER ON ROADS, PARKING LOTS AND OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND CARRIED OFF-SITE	X	X	CLEAN DIRT AND SEDIMENT FROM STONE AS NEEDED
	PAVING	X	PV	PROVIDES PERMANENT COVER ON ROADS, PARKING LOTS AND OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED		X	N/A
DIVERSIONS	RIDGE DIVERSION		RD	TYPICALLY USED ABOVE SLOPES TO COLLECT RUNOFF AND TRANSFER DOWNSTREAM	X	X	CLEAN OUT SILT WHEN HALF FULL
	CHANNEL DIVERSION		CD	TYPICALLY USED TO DIVERT RUNOFF TO PREVENT EROSION	X	X	REPLACE PROTECTION AS NEEDED
	COMBINATION DIVERSION		DC	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF A CHANNEL IS USED TO BUILD THE RIDGE	X	X	REPLACE PROTECTION AS NEEDED
	CURB AND GUTTER		CG	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A ROAD TO DIVERT RUNOFF FROM AN AREA NEEDING EROSION PROTECTION		X	N/A
	BENCHES		B	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND PROVIDE SLOPE STABILITY	X	X	N/A
WATERWAYS	VEGETATIVE CHANNEL		VC	PROVIDES ADDITIONAL STABILITY TO CHANNEL AND USED WITH RELATIVELY LOW FLOW VELOCITIES	X	X	REDO ANY FAILING AREAS
	LINED CHANNEL		LC	USED WHEN VEGETATION IS INADEQUATE TO PROTECT A CHANNEL FROM HIGH FLOW VELOCITIES OR WHERE VEGETATION CANNOT BE ESTABLISHED	X	X	REPLACE PROTECTION AS NEEDED
ENCLOSED DRAINAGE	STORM SEWER	X	STM	CAN BE USED TO CONVEY SEDIMENT LADEN RUNOFF TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY	X	X	CLEAN OUT SEDIMENT AS NEEDED
	UNDER DRAIN	X	UD	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X	N/A
SPILLWAYS	STRAIGHT PIPE SPILLWAY		SPS	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER		X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	DROP INLET PIPE SPILLWAY		DIS	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED		X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	WEIR SPILLWAY		W	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS IN EXCESS OF THE STORM SEWER SYSTEM	X	X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	BOX INLET WEIR SPILLWAY		BS	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED DUE TO LOWER WEIR LENGTH	X	X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
OUTLETS	LINED APRON	X	LA	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM FLARED END SECTIONS OR OTHER OUTLET STRUCTURES	X	X	REPAIR DISLODGED STONES AND EROSION UNDER RIP-RAP AS NEEDED
SEDIMENT BASINS	SEDIMENT BASIN		SB	USED TO COLLECT SMALLER PARTICLES AND TO DETAIN WATER WITH A CONTROLLED RELEASE	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
	SEDIMENT TRAP		ST	USED TO COLLECT LARGER PARTICLES AND TO DETAIN WATER WITH A CONTROLLED RELEASE	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
SEDIMENT FILTERS	SILT FENCE	X	SF	USED TO FILTER SEDIMENT FROM RUNOFF	X		CLEAN OUT SEDIMENT WHEN HALF FULL AND REPAIR AS NEEDED
	VEGETATIVE FILTER		VF	USED ALONG DRAINAGE WAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF	X	X	REDO ANY FAILING AREAS
MUD AND DUST CONTROL	STABILIZED CONSTRUCTION ENTRANCE	X	SE	PREVENTS MUD AND SEDIMENT FROM BEING PICKED UP AND CARRIED OFF-SITE	X		SCRAPE MUD AND REPLACE STONE AS NEEDED
	DUST CONTROL	X	DT	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE	X		REAPPLY AS NEEDED
EROSION CONTROL	EROSION CONTROL BLANKET	X	ECB	PROTECTS SOIL, PREVENTS SEED WASHOUT AND HELPS GROW VEGETATION	X		REPLACE AS NEEDED
	TURF REINFORCEMENT MAT	X	TRM	REINFORCES TURF IN CHANNELS, SHORELINES AND HIGH FLOW AREAS		X	REPLACE AS NEEDED
	CELLULAR CONFINEMENT		CF	USED FOR SOIL STABILIZATION	X	X	REPLACE AS NEEDED
	GABIONS		GA	USED TO PREVENT EROSION IN HIGH FLOW AREAS	X	X	REPLACE AS NEEDED
	GEOTEXTILE FABRIC		GF	USED FOR EROSION AND SEDIMENT CONTROL, SOIL SEPARATION AND SOIL STABILIZATION	X	X	REPLACE AS NEEDED
	GEOBLOCK POROUS PAVEMENT		PP	USED FOR FIRE LANE ACCESS OR VEGETATIVE PAVEMENT	X	X	REPLACE AS NEEDED
SEDIMENT CONTROL	INLET PROTECTION	X	IP	USED TO PREVENT SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM	X		REPLACE OR CLEAN WHEN CLOGGED
	SLOPE INTERRUPT		SI	USED TO BREAK UP RUNOFF FLOW ON A SLOPE	X		CLEAN OUT SEDIMENT WHEN HALF FULL
	DITCH CHECK	X	DIC	USED FOR SEDIMENT FLOW CONTROL IN SWALES AND CHANNELS	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
	FLOC LOG		FL	USED TO CLARIFY WATER THAT HAS SEDIMENT IN THE WATERY COLUMN	X	X	REPLACE WHEN HALF DISSOLVED
	SILT CURTAIN		SC	USED FOR SEDIMENT CONTROL IN STREAMS, PONDS, ETC.	X	X	REPLACE WHEN FABRIC IS TORN OR HOLES BEGIN TO FORM
	PUMPING DISCHARGE BAG	X	PB	USED FOR PUMP DISCHARGE LINES	X		REPLACE WHEN HALF FULL, FABRIC IS TORN OR HOLES BEGIN TO FORM
	CONCRETE WASHOUT	X	CW	USED TO WASH OUT CONCRETE TRUCKS	X		CLEAN OUT WHEN HALF FULL AND CLEAN WASHOUT GRAVEL AREA AS NEEDED
	STREET SWEEPING	X	SS	USED TO PREVENT SILT BUILD UP IN STREETS	X	X	CLEAN ONCE A WEEK OR AS NEEDED TO KEEP STREET CLEAN

SWPPP NOTES:

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, WHICH AUTHORIZES STORMWATER DISCHARGES RESULTING FROM CONSTRUCTION SITE ACTIVITIES AND THE SOIL EROSION AND SEDIMENT CONTROL ORDINANCES AND REQUIREMENTS OF THE LOCAL GOVERNING AUTHORITIES.

1. SITE DESCRIPTION

A. THE FOLLOWING IS A DESCRIPTION OF THE PROPOSED CONSTRUCTION ACTIVITIES THAT ARE THE SUBJECT OF THIS PLAN:

THE SITE IMPROVEMENTS ASSOCIATED WITH THE PROPOSED INDUSTRIAL DEVELOPMENT WILL INCLUDE THE FOLLOWING: DEMOLITION, MASS GRADING, PAVEMENT CONSTRUCTION, INSTALLATION OF UTILITIES INCLUDING STORM SEWERS, SANITARY SEWERS AND WATERMAIN AND SOIL EROSION AND SEDIMENTATION CONTROL MEASURES.

B. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION, AND GRADING:

THE SEQUENCE OF THE CONSTRUCTION ACTIVITIES MAY BE AS FOLLOWS: 1) INSTALL PERIMETER CONTROLS INCLUDING SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCE, 2) SITE DEMOLITION, 3) MASS GRADING, 4) UNDERGROUND UTILITIES INSTALLATION, 5) BUILDING FOUNDATIONS, 6) FINE GRADING IN PAVEMENT AREAS AND 7) PAVEMENT AND BUILDING CONSTRUCTION. THE SOIL EROSION AND SEDIMENTATION CONTROL ITEMS WILL BE CONSTRUCTED AND MAINTAINED AS NEEDED DURING THE ABOVE CONSTRUCTION ACTIVITIES.

C. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 24.80 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER CONSTRUCTION ACTIVITIES IS 24.80 ACRES.

D. THE ESTIMATED RUNOFF COEFFICIENTS OF THE VARIOUS AREAS OF THE SITE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED ARE CONTAINED IN THE PROJECT DRAINAGE STUDY, TITLED STORMWATER MANAGEMENT REPORT FOR 623 E. ALGONQUIN ROAD, AS PREPARED BY JACOB & HEFNER ASSOCIATES, INC. WHICH IS HEREBY INCORPORATED BY REFERENCE IN THIS PLAN.

THE ESTIMATED PROPOSED OVERALL SITE RUNOFF COEFFICIENT IS 0.86.

E. EXISTING DATA DESCRIBING SOILS OR QUALITY OF DISCHARGE (SEE SOILS REPORT IF AVAILABLE) POOR/FAIR/GOOD/NOT AVAILABLE: GOOD

F. NAME OF RECEIVING WATER(S): SALT CREEK
NAME OF ULTIMATE RECEIVING WATER(S): DES PLAINES RIVER

G. EXISTING AREAS EXHIBITING WETLAND CHARACTERISTICS: 0.02 ACRES

2. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN 1.B ABOVE. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH ARE ATTACHED TO, AND ARE A PART OF, THIS PLAN.

A. EROSION AND SEDIMENT CONTROLS

(I) STABILIZATION PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BY INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING INTERIM AND PERMANENT STABILIZATION PRACTICES, AS A MINIMUM, WILL BE IMPLEMENTED TO STABILIZE THE DISTURBED AREA OF THE SITE:

1. PERMANENT SEEDING
2. SILT FENCE
3. VEGETATIVE FILTER
4. STABILIZED CONSTRUCTION ENTRANCE
5. BARRIER FILTER

(II) STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

1. DETENTION/RETENTION POND(S)
2. STORM SEWER SYSTEM
3. RIP-RAP OUTLET PROTECTION
4. PERMANENT SEEDING

(III) DUST CONTROL: DUST CONTROL SHALL BE PROVIDED PER STANDARD B25 OF ILLINOIS URBAN MANUAL. THE FOLLOWING DUST CONTROL METHODS CAN BE USED:

1. IRRIGATION
2. SPRAY ON ADHESIVE
3. VEGETATIVE COVER
4. MULCHING

B. STORMWATER MANAGEMENT

(I) PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORMWATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE CONTAINED IN IEPA'S STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND OTHER ORDINANCES LISTED IN THE SPECIFICATIONS.

THE STORMWATER POLLUTANT CONTROL MEASURES SHALL INCLUDE:

1. SILT FENCE
2. BARRIER FILTERS
3. STORM SEWER SYSTEM
4. DETENTION/RETENTION POND(S)

(II) VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G., MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

STORMWATER MANAGEMENT CONTROL INCLUDES:

1. RIP-RAP FOR OUTLET PROTECTION
2. DITCH CHECKS

C. OTHER CONTROLS

(I) WASTE DISPOSAL: THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIALS, MACHINERY, TOOLS AND OTHER ITEMS WILL BE COLLECTED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE TO ACQUIRE ANY PERMIT REQUIRED FOR SUCH DISPOSAL. BURNING ON THE SITE WILL NOT BE PERMITTED. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

(II) THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

ANY AND ALL SANITARY SEWAGE SHALL BE DISCHARGED TO THE EXISTING AND/OR PROPOSED SANITARY SEWER SYSTEM CONSTRUCTED PER IEPA AND LOCAL STANDARDS.

D. APPROVED STATE OR LOCAL PLANS

(I) THE MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS CONTAINED IN THIS PLAN ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL DATED OCTOBER 1987, ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION PLAN, AND THE MUNICIPAL SUBDIVISION ORDINANCE. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION CONTROL SITE PLANS, STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER THIS PERMIT, INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

3. MAINTENANCE

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND THE STANDARD SPECIFICATIONS.

A. STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCE SHALL BE MAINTANED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. THIS WILL BE DONE BY TOP DRESSING WITH ADDITIONAL STONES, REMOVING AND REPLACING TOP LAYER OF STONES OR WASHING THE ENTRANCE. THE SEDIMENT WASHED ON THE PUBLIC RIGHT-OF-WAY WILL BE REMOVED IMMEDIATELY.

B. VEGETATIVE EROSION CONTROL MEASURES: THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTER, ETC. SHALL BE MAINTAINED PERIODICALLY AND SUPPLIED WITH ADEQUATE WATERING AND FERTILIZER. THE VEGETATIVE COVER SHALL BE REMOVED AND RESEEDED AS NECESSARY.

C. SEDIMENTATION BASINS/TRAPS: SEDIMENT SHALL BE REMOVED WHEN 40-50 PERCENT OF THE TOTAL ORIGINAL CAPACITY OF THE SEDIMENT BASIN/TRAP IS FILLED WITH SEDIMENT. IN NO CASE SHALL THE SEDIMENT BE BUILT UP TO MORE THAN 1 FOOT BELOW THE CREST ELEVATION. AT THIS STAGE, THE BASIN SHALL BE CLEANED OUT TO RESTORE ITS ORIGINAL VOLUME.

D. SILT FENCE: THE DAMAGED SILT FENCE SHALL BE RESTORED TO MEET THE STANDARDS OR REMOVED AND REPLACED AS NEEDED.

E. STRAW BALE BARRIER FILTERS: THE STRAW BALE BARRIER FILTER SHALL BE INSPECTED FREQUENTLY AND SHALL BE REPAIRED OR REMOVED AND REPLACED AS NEEDED.

F. RIP-RAP OUTLET PROTECTION: RIP-RAP OUTLET PROTECTION SHALL BE INSPECTED AFTER HIGH FLOWS FOR ANY SCOUR BENEATH THE RIP-RAP OR FOR STONES THAT HAVE BEEN DISLODGED. IT SHALL BE REPAIRED IMMEDIATELY AS NEEDED.

4. INSPECTIONS

THE OWNER OR OWNER'S REPRESENTATIVE SHALL PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

A. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION 1 ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION 2 ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION 4.B. SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI.G OF THE GENERAL NPDES PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL NPDES PERMIT. THE REPORT OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ALL PACKAGES:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE, EAST
SPRINGFIELD, IL 62794

ALL LETTERS:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
POST OFFICE BOX 19276
SPRINGFIELD, IL 62794-9276

5. NON-STORMWATER DISCHARGE

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORMWATER THAT MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY ADDRESSED IN THIS PLAN ARE DESCRIBED BELOW:

1. WATER MAIN FLUSHING
2. FIRE HYDRANT FLUSHING
3. WATERING FOR DUST CONTROL
4. IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH FOR SEEDING, ETC.

THE FIRE HYDRANT AND WATER MAIN SHALL NOT BE FLUSHED DIRECTLY ONTO ANY EXPOSED PAVEMENT AREA OR SUBGRADE. HOSES SHALL BE USED TO DIRECT THE FLOW INTO THE STORM SEWER SYSTEM.

NPDES GENERAL CONTRACTOR CERTIFICATION

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW, IN ACCORDANCE WITH NPDES GENERAL PERMIT NO. ILR10 AS ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:

PROJECT TITLE: 623 E. ALGONQUIN ROAD

PROJECT LOCATION: PALATINE (MUNICIPALITY) COOK (COUNTY) ILLINOIS (STATE)

CONTRACTOR: _____

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. ILR10 THAT AUTHORIZES STORMWATER DISCHARGES RESULTING FROM CONSTRUCTION ACTIVITIES AND THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP).

SIGNATURE _____ DATE _____

NPDES SUBCONTRACTOR CERTIFICATIONS

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. ILR10 AND THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND AGREE TO FOLLOW THE BEST MANAGEMENT PRACTICES DESCRIBED THEREIN FOR ANY WORK PERFORMED ON SITE.

SUBCONTRACTOR: _____
SCOPE OF WORK: _____
SIGNATURE _____ DATE _____

SUBCONTRACTOR: _____
SCOPE OF WORK: _____
SIGNATURE _____ DATE _____

SUBCONTRACTOR: _____
SCOPE OF WORK: _____
SIGNATURE _____ DATE _____

SUBCONTRACTOR: _____
SCOPE OF WORK: _____
SIGNATURE _____ DATE _____

SUBCONTRACTOR: _____
SCOPE OF WORK: _____
SIGNATURE _____ DATE _____

STORMWATER POLLUTION PREVENTION CONSTRUCTION AND MAINTENANCE SCHEDULE

EROSION/SEDIMENT CONTROL MEASURE	INSTALLATION SEQUENCE	MAINTENANCE FREQUENCY
TEMPORARY DIVERSION SWALE AND SILT TRAPS	PRIOR TO CLEARING AND GRADING	AS NEEDED
STONE STABILIZED CONSTRUCTION ENTRANCE	PRIOR TO CLEARING AND GRADING	AS NEEDED
SILT FENCE	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
EXISTING INLET PROTECTION	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TREE PROTECTION	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TEMPORARY DIVERSIONS	ALONG WITH ROUGH GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TEMPORARY SEEDING	AFTER ROUGH GRADING	WATER AS NEEDED
PERMANENT SEEDING, SOD, LANDSCAPING	AFTER FINISH GRADING	WATER AS NEEDED
EROSION CONTROL MATTING	AFTER FINISH GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
INLET PROTECTION	AFTER EACH INLET IS CONSTRUCTED	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
REMOVAL OF EROSION/SEDIMENT CONTROL MEASURES	AFTER ALL DISTURBED AREAS ARE STABILIZED	N/A

SEEDING CHART

STABILIZATION TYPE	JAN.	FEB.	MARCH	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A	→	→	*	*	→	→			
DORMANT SEEDING	B	→	→								B	→
TEMPORARY SEEDING			C	→	→	→	D	→	→			
SODDING			E **	→	→	→	→	→	→			
MULCHING	F	→	→	→	→	→	→	→	→	→	→	→

A. KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE

B. KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE

C. SPRING OATS 100 LBS/ACRE

D. WHEAT OR CEREAL RYE 150 LBS/ACRE

E. SOD

F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY

** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

STORMWATER POLLUTION PREVENTION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

N.T.S.

C8.0

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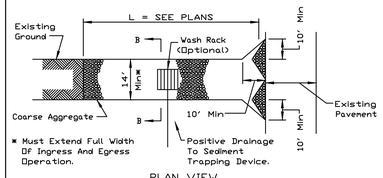
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

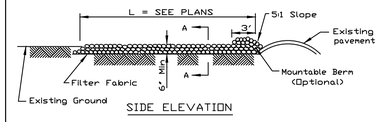
RIP-RAP DIMENSION TABLE

PIPE DIAMETER (IN)	LENGTH OF APRON La (FT)	WIDTH OF APRON W1 (FT)	WIDTH OF APRON W2 (FT)	DEPTH OF RIP-RAP d (IN)	IDOT GRADATION RR-	VOLUME OF RIP-RAP (CYD)
12	10	3	13	15	3	3.7
15	10	3.75	13.75	15	3	4.1
18	15	4.5	19.5	20	4	11.1
24	18	6	24	20	4	16.7
30	20	7.5	27.5	20	4	21.6
36	24	9	33	28	5	43.6
42	27	10.5	37.5	30	5	60.0
48	27	12	39	32	6	68.0
54	27	13.5	40.5	32	6	72.0
60	36	15	51	32	6	118.0
72	44	18	62	32	6	174.0

SE STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW

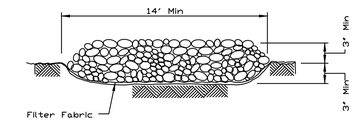


SIDE ELEVATION

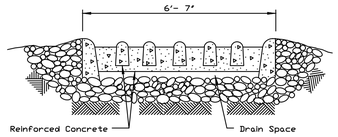
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2,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

REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

SE STABILIZED CONSTRUCTION ENTRANCE PLAN



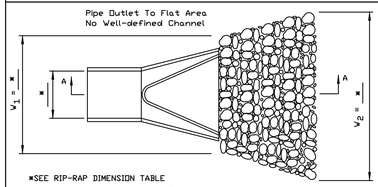
SECTION A-A



SECTION B-B

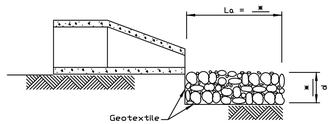
REFERENCE		STANDARD DWG. NO.
Project		IL-630
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 2 OF 2
Checked ____ Date ____		DATE 8-18-94
Approved ____ Date ____		

LA PIPE OUTLET TO FLAT AREA



*SEE RIP-RAP DIMENSION TABLE

PLAN

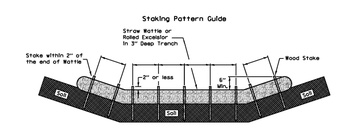


SECTION A-A

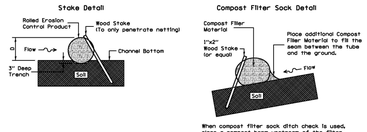
NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class I, II or III.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR ____, Quality ____.
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project		IL-610
Designed ____ Date ____	NRCS Natural Resources Conservation Service	SHEET 1 OF 1
Checked ____ Date ____		DATE 9-15-93
Approved ____ Date ____		

DIC ROLLED EROSION CONTROL PRODUCTS



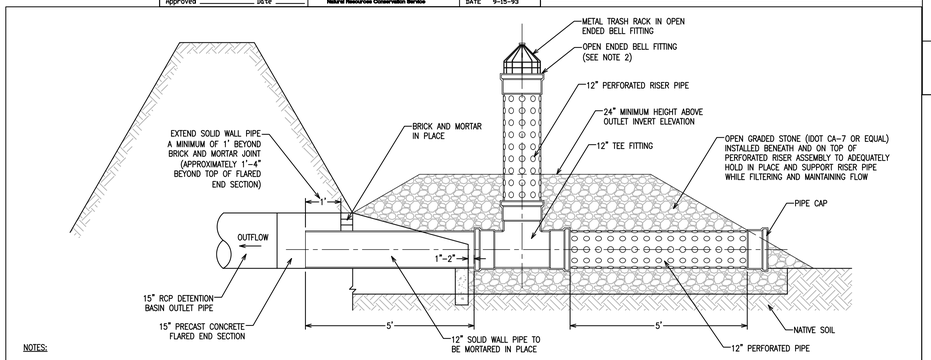
Notes:
1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.



When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

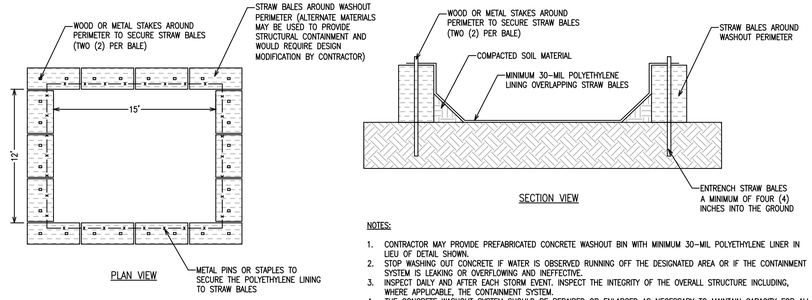
Notes:
1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long.
4. Stakes shall not extend above the straw wattle more than 2".
5. Stakes shall be driven through the middle of rolled excelsior to overlap with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-19-11
Approved ____ Date ____		



NOTES:
1. ALL PIPES AND FITTINGS SHALL BE P.V.C. OR H.D.P.E UNLESS OTHERWISE NOTED.
2. TOP OF PERFORATED RISER PIPE SHALL BE SET 1'-0" BELOW DETENTION BASIN EMERGENCY OVERFLOW ELEVATION INDICATED ON THE PLANS.
3. TEMPORARY SEDIMENT BASIN AND RISER PIPE ASSEMBLY SHALL BE CONTINUOUSLY MAINTAINED DURING CONSTRUCTION OPERATIONS TO ENSURE PROPER FUNCTIONALITY. AT A MINIMUM, THE SEDIMENT BASIN AND RISER PIPE ASSEMBLY SHALL BE INSPECTED PRIOR TO FORECASTED RAIN EVENTS, AFTER EACH RAINFALL EVENT OF 0.5" OR GREATER AND DAILY DURING EXTENDED RAIN EVENTS. ACCUMULATED SEDIMENT AND DEBRIS SHALL BE REMOVED PERIODICALLY AS WARRANTED BY SITE CONDITIONS.

TEMPORARY SEDIMENT BASIN OUTLET DETAIL



PLAN VIEW

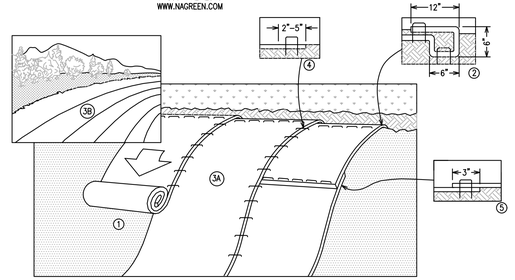
SECTION VIEW

NOTES:
1. CONTRACTOR MAY PROVIDE PREFABRICATED CONCRETE WASHOUT BIN WITH MINIMUM 30-MIL POLYETHYLENE LINER IN LIEU OF DETAIL SHOWN.
2. STOP WASHING OUT CONCRETE IF WATER IS OBSERVED RUNNING OFF THE DESIGNATED AREA OR IF THE CONTAINMENT SYSTEM IS LEAKING OR OVERFLOWING AND INEFFECTIVE.
3. INSPECT DAILY AND AFTER EACH STORM EVENT. INSPECT THE INTEGRITY OF THE OVERALL STRUCTURE INCLUDING, WHERE APPLICABLE, THE CONTAINMENT SYSTEM.
4. THE CONCRETE WASHOUT SYSTEM SHOULD BE REPAIRED OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR ALL CONCRETE WASTE.

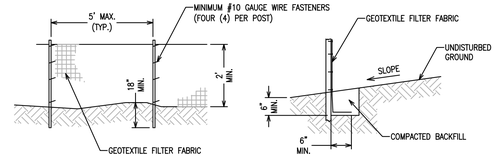
CW CONCRETE WASHOUT DETAIL

NOTES:
1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED (NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN).
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF RECP's EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE RECP's.
3. ROLL THE RECP's (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM-12.5 CM) OVERLAP DEPENDING ON RECP's TYPE.
5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE RECP's WIDTH.
6. ONLY BIODEGRADABLE STAPLES SHALL BE USED (NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECP's).

NORTH AMERICAN GREEN
1-800-772-2040
WWW.NAGREEN.COM

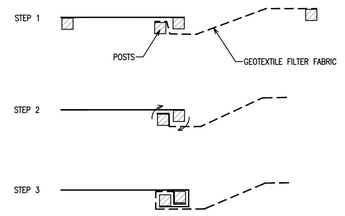


ECB EROSION CONTROL BLANKET DETAIL



ELEVATION

FABRIC ANCHOR DETAIL



ATTACHING TWO SILT FENCES

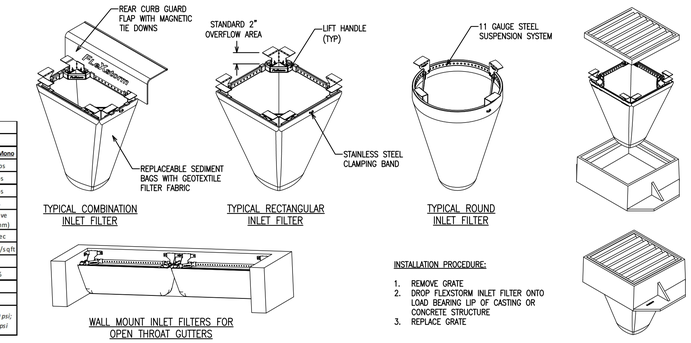
NOTES:
1. TEMPORARY SILT FENCE SHALL BE INSTALLED AROUND PROJECT PERIMETER PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. GEOTEXTILE FILTER FABRIC SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
3. FENCE POSTS SHALL BE EITHER STANDARD STEEL OR WOOD POSTS WITH A MINIMUM CROSS SECTIONAL AREA OF THREE (3) SQUARE INCHES.

NOTES:
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS A MINIMUM OF EIGHTEEN (18) INCHES INTO THE GROUND AND BURY THE FLAP.

SF SILT FENCE DETAIL

FLEXSTORM
1-866-287-8655
WWW.INLETFILTERS.COM.COM

IPP FLeXstorm Inlet Filter Specifications			
Material Property	*Test Method*	*Value (min ave)*	
> Inner Filter Bag Specs (2 ft² min val)		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Guage; Zinc Plated	ASTM A 576	*Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi*	



TYPICAL COMBINATION INLET FILTER

TYPICAL RECTANGULAR INLET FILTER

TYPICAL ROUND INLET FILTER

WALL MOUNT INLET FILTERS FOR OPEN THROAT GUTTERS

INSTALLATION PROCEDURE:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

IP INLET PROTECTION DETAIL

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

STORMWATER POLLUTION PREVENTION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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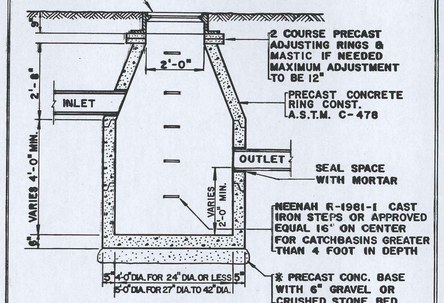
STANDARD CATCHBASIN



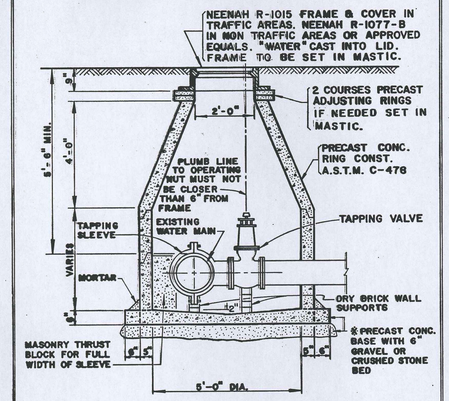
N.T.S.

NOTES:

1. ※ IT IS REQUIRED THAT PRECAST CONCRETE BASE BE CAST INTEGRAL WITH LOWEST WALL SECTION.
2. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS WITH MASTIC SEALER.

01-05-94 LWU

PRESSURE CONNECTION BASIN

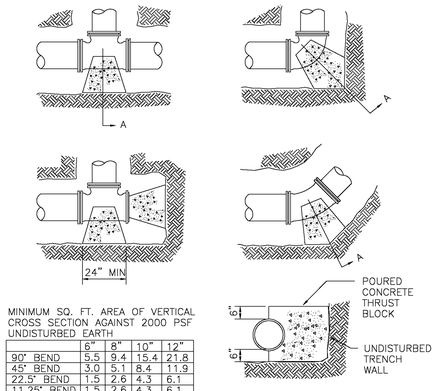


NOTES:

1. PIPE OPENINGS TO BE CAST INTO WALL.
2. ※ IT IS PREFERED THAT PRECAST CONCRETE BASE BE CAST INTEGRAL WITH LOWEST WALL SECTION.
3. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS WITH MASTIC SEALER.

01-05-94 LWU

THRUST BLOCK INSTALLATION

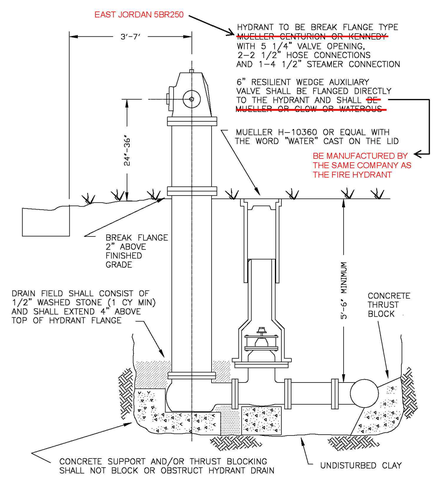


MINIMUM SQ. FT. AREA OF VERTICAL CROSS SECTION AGAINST 2000 PSF UNDISTURBED EARTH

	6"	8"	10"	12"
90° BEND	5.5	9.4	15.4	21.8
45° BEND	3.0	5.1	8.4	11.9
22.5° BEND	1.5	2.6	4.3	6.1
11.25° BEND	1.5	2.6	4.3	6.1
TEE	3.9	6.7	10.9	15.5

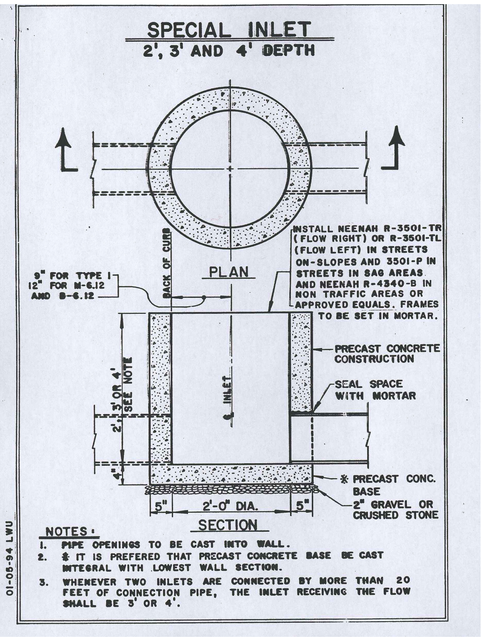
THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS AND AT POINTS SPECIFIED BY THE ENGINEER SHALL BE CLASS "X" CONCRETE, A MINIMUM OF 12" THICK, PLACED BETWEEN SOLID GROUND AND FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS. THRUST BLOCKS SHALL BE PLACED AT BENDS OF 11-1/4 DEGREES OR MORE. RETAINER GLANDS MAY BE USED IN PLACE OF THRUST BLOCKS. THE COST OF THRUST BLOCKS OR RETAINER GLANDS SHALL BE INCLUDED IN THE COST OF THE FITTING.

FIRE HYDRANT



SPECIAL INLET

2', 3' AND 4' DEPTH

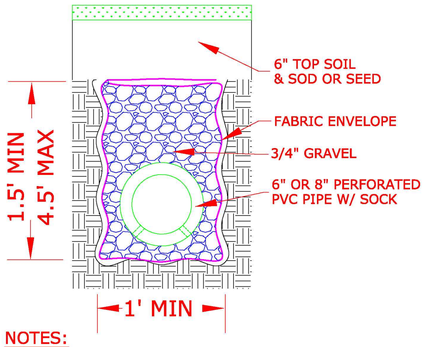


NOTES:

1. PIPE OPENINGS TO BE CAST INTO WALL.
2. ※ IT IS PREFERED THAT PRECAST CONCRETE BASE BE CAST INTEGRAL WITH LOWEST WALL SECTION.
3. WHENEVER TWO INLETS ARE CONNECTED BY MORE THAN 20 FEET OF CONNECTION PIPE, THE INLET RECEIVING THE FLOW SHALL BE 3' OR 4'.

01-05-94 LWU

PIPE UNDER DRAIN



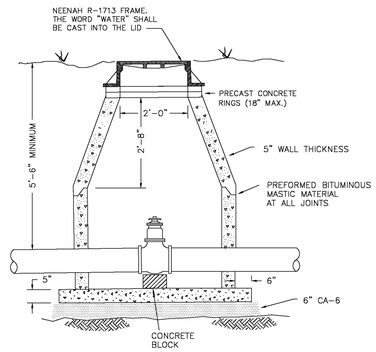
NOTES:

-PVC PIPE IS TO BE SDR 26 OR APPROVED EQUAL
-FABRIC ENVELOPE TO MEET "SS IDOT" SECTION 1080.05
-STONE IS TO BE WELL GRADED AND FREE OF FINE MATERIAL
-FABRIC ENVELOPE IS TO OVERLAP 2' WHEN MORE THAN ONE ROLL IS TO BE USED

SS IDOT-STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION JANUARY 1, 2007

GSR 1/08

WATER VALVE VAULT



INSIDE DIAMETER SHALL BE 48" FOR WATER MAIN 6" THROUGH 10" AND 60" FOR WATER MAIN 12" AND OVER AND PRESSURE CONNECTIONS

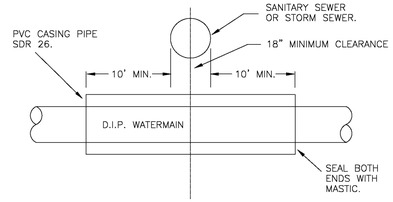
VALVES SHALL BE RESILIENT WEDGE GATE VALVES CONFORMING TO AWWA C509 AND SHALL BE MUELLER OR WATEROUS

WATERMAIN CONFLICTS

CONFLICTS OCCUR WHERE WATERMAINS PASS WITHIN 18" OVER OR PASS UNDER A SANITARY AND/OR STORM SEWER AND SHALL BE PROVIDED FOR AS FOLLOWS:

SANITARY SEWER CONFLICTS:

PROVIDE WATERMAIN EQUIVALENT PIPE AND JOINTS FOR THE SANITARY SEWER 10 FT. EITHER SIDE OF WATERMAIN CROSSING USING MISSION TYPE COUPLINGS TO MAKE THE TRANSITION BETWEEN THE TWO MATERIALS, OR ENCASE WATERMAIN AS SHOWN BELOW. REGARDLESS OF METHOD, THERE SHALL BE A MINIMUM 18" CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE SANITARY SEWER.



WATERMAIN DIAM.	CASING PIPE DIAM.
6"	12"
8"	15"
10"	18"
12"	18"

STORM SEWER CONFLICTS:

PROVIDE STORM SEWER PIPE WITH O-RING GASKET JOINTS CONFORMING TO ASTM C-443 10 FT. EITHER SIDE OF WATERMAIN CONFLICTS AND PROVIDE A MINIMUM CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE STORM SEWER.

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

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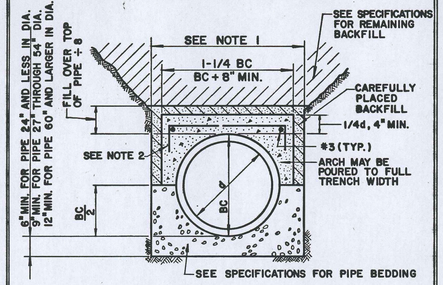
CLASS "A" PIPE BEDDING

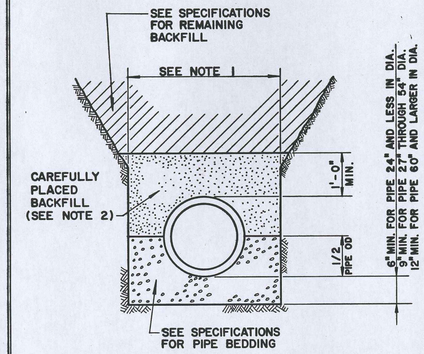


TYPICAL TRENCH CROSS-SECTION
N.T.S.

NOTES:
1. FOR ALLOWABLE TRENCH WIDTH SEE SPECIFICATIONS.
2. AREA TRANSVERSE STEEL = 0.004 x AREA CONCRETE ARCH AT CROWN; MAXIMUM SPACING = 12".
3. MAINTAIN ARCH THICKNESS OVER BELL AND BARREL.
4. MINIMUM CONCRETE COMPRESSIVE STRENGTH = 2,500 PSI.
5. DESIGN LOAD FACTOR = 3.4.
6. CAREFULLY PLACED BACKFILL SHALL BE FINELY DIVIDED MATERIAL FREE FROM DEBRIS OR STONES MEETING OR EXCEEDING SPECIFICATIONS FOR REMAINING BACKFILL.

LTW JUNE 1982

CLASS "B" PIPE BEDDING

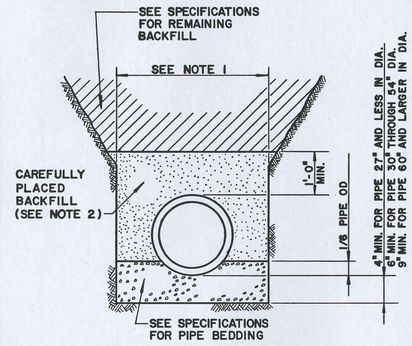


TYPICAL TRENCH CROSS-SECTION
N. T. S.

NOTES:
1. FOR ALLOWABLE TRENCH WIDTH SEE SPECIFICATIONS.
2. CAREFULLY PLACED BACKFILL SHALL BE CAREFULLY COMPACTED, FINELY DIVIDED, JOB EXCAVATED MATERIAL, FREE FROM DEBRIS, STONES, ORGANIC MATTER AND FROZEN MATERIAL, COMPACTED TO 90% MAXIMUM DENSITY, ASTM D1557. GRANULAR FILL MAY BE SUBSTITUTED FOR JOB EXCAVATED MATERIAL.

LTW JUNE 1982

CLASS "C" PIPE BEDDING

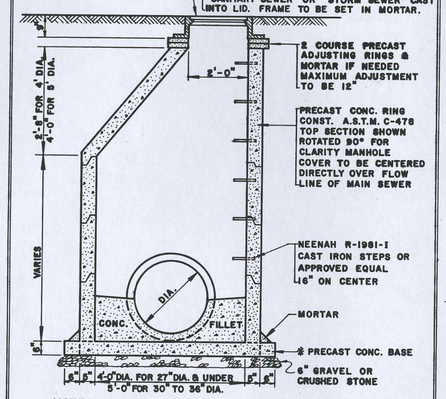


TYPICAL TRENCH CROSS-SECTION
N. T. S.

NOTES:
1. FOR ALLOWABLE TRENCH WIDTH SEE SPECIFICATIONS.
2. CAREFULLY PLACED BACKFILL SHALL BE LIGHTLY COMPACTED, FINELY DIVIDED, JOB EXCAVATED MATERIAL, FREE FROM DEBRIS, STONE AND FROZEN MATERIAL. FILL ALL VOIDS AROUND PIPE BY SLICING WITH SHOVEL. GRANULAR FILL MAY BE SUBSTITUED FOR JOB EXCAVATED MATERIAL.

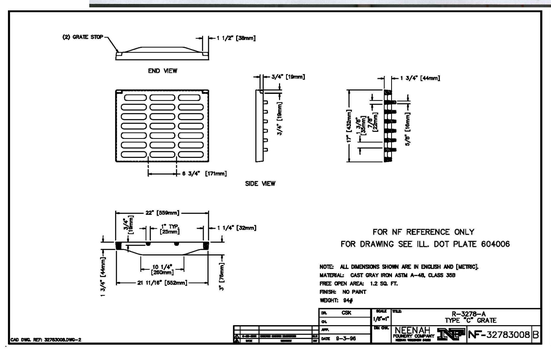
LTW JUNE 1982

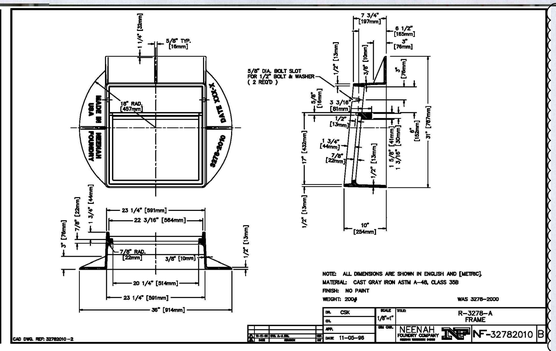
STANDARD MANHOLE
FOR SEWERS 36" DIA. & SMALLER

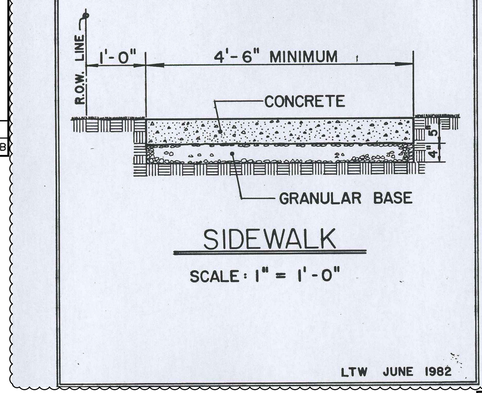


NOTES:
1. WHEN FINISHED GRADE ELEV. PROHIBITS USE OF CONE, INSTALL FLAT SLAB TOP CONFORMING TO ILL. DIV. OF HIGHWAYS STD. 2354.
2. PIPE OPENINGS TO BE CAST INTO WALL.
3. @ IT IS PREFERRED THAT PRECAST CONC. BASE BE CAST INTEGRAL WITH LOWEST WALL SECTION.
4. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS WITH RUBBER RING GASKET.

LTW JUNE 1982



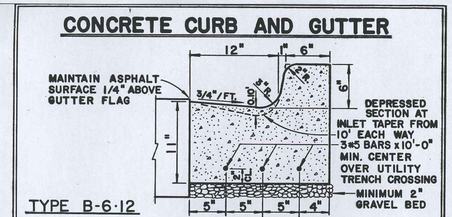




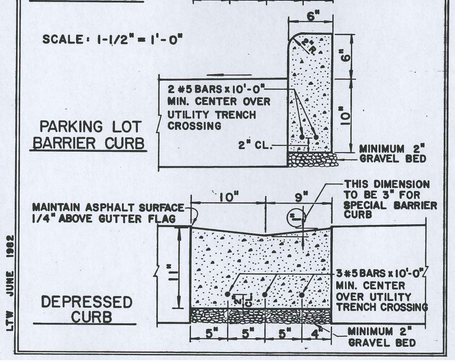
SIDEWALK
SCALE: 1" = 1'-0"

LTW JUNE 1982

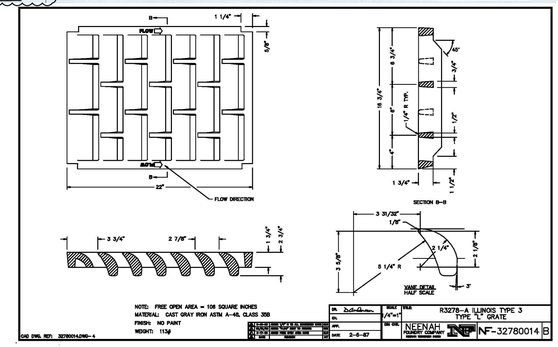
CONCRETE CURB AND GUTTER



TYPE B-6.12



LTW JUNE 1982



DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

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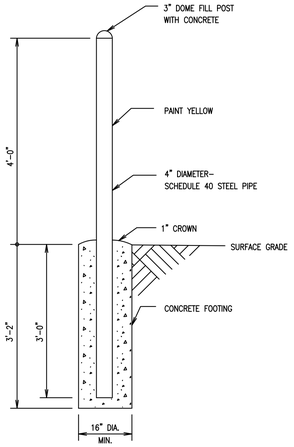
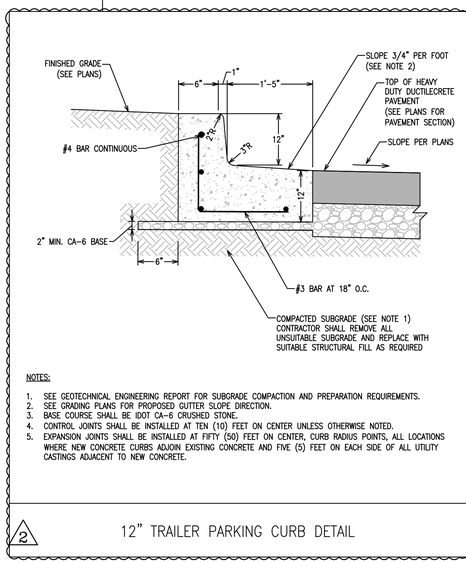


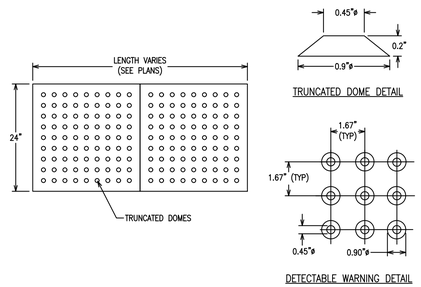
BOLLARD DETAIL



NOTES:

1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. SEE GRADING PLANS FOR PROPOSED GUTTER SLOPE DIRECTION.
3. BASE COURSE SHALL BE IDOT CA-6 CRUSHED STONE.
4. CONTROL JOINTS SHALL BE INSTALLED AT TEN (10) FEET ON CENTER UNLESS OTHERWISE NOTED.
5. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, CURB RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE CURBS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.

2 12" TRAILER PARKING CURB DETAIL



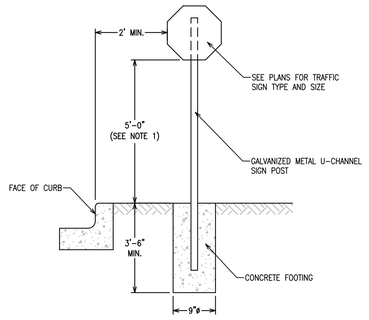
TRUNCATED DOME DETAIL

DETECTABLE WARNING DETAIL

NOTES:

1. DETECTABLE WARNINGS SHALL BE VITRIFIED POLYMER COMPOSITE TILES BY ARMOR-TILE OR APPROVED EQUAL.
2. TILES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES AND SHALL BE COLORED RED UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
3. TILES SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

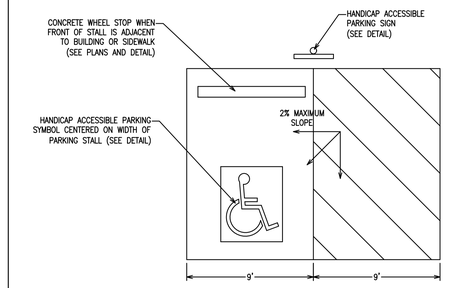
DETECTABLE WARNING DETAIL



NOTES:

1. TRAFFIC SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2' FROM FACE OF CURB AND SIGNS SHALL BE INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. TRAFFIC SIGNS SHALL BE IN FURNISHED IN ACCORDANCE WITH THE LATEST U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

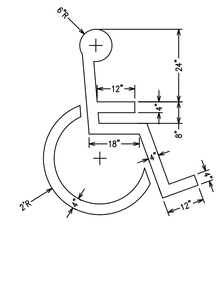
TRAFFIC SIGN DETAIL – GRASS AREA



HANDICAP ACCESSIBLE PARKING STALL DETAIL

NOTES:

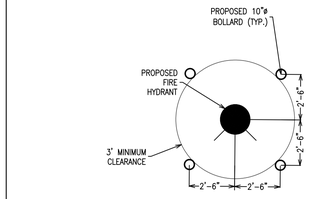
1. ALL PAVEMENT STRIPING SHALL BE WHITE UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. MAXIMUM SLOPE WITHIN ALL HANDICAP ACCESSIBLE PARKING STALLS SHALL NOT EXCEED 2% IN ANY DIRECTION.



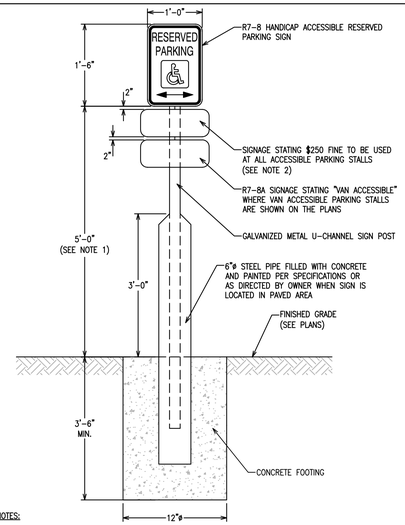
NOTE:

1. SYMBOL SHALL BE CENTERED ON WIDTH OF PARKING STALL AND PAINTED WHITE ON BLUE BACKGROUND UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.

HANDICAP ACCESSIBLE PARKING SYMBOL DETAIL



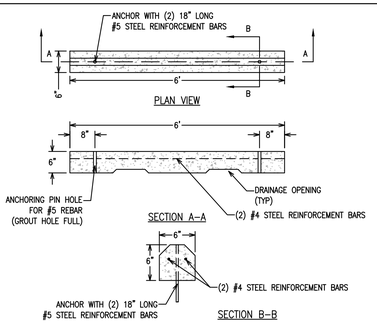
BOLLARD PLACEMENT ADJACENT TO FIRE HYDRANT

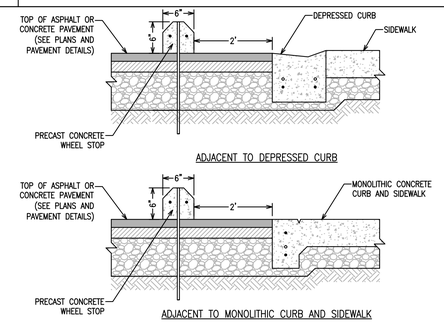


NOTES:

1. ACCESSIBLE PARKING SIGNS SHALL BE CENTERED AT THE FRONT OF EACH PARKING STALL AND INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. CONTRACTOR SHALL VERIFY FINE AMOUNT WITH LOCAL BUILDING CODES PRIOR TO INSTALLATION.

HANDICAP ACCESSIBLE PARKING SIGN DETAIL





CONCRETE WHEEL STOP DETAIL

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

N.T.S.

C9.2

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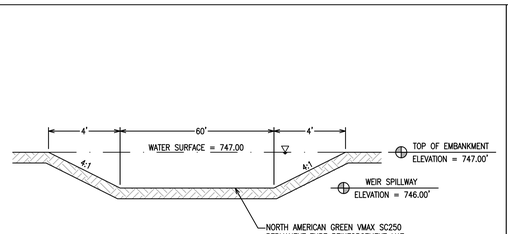
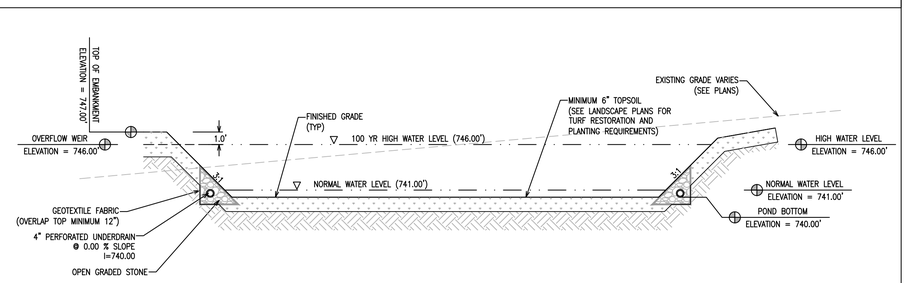
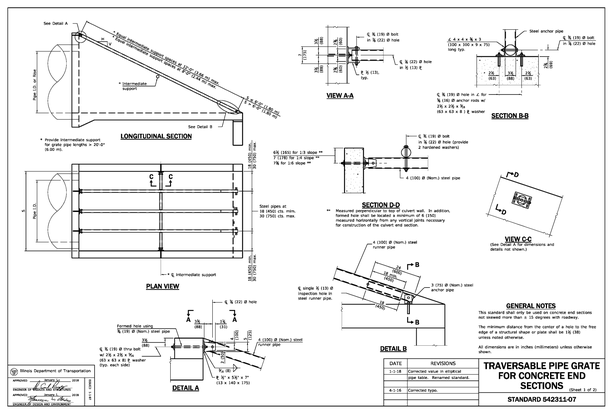
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



DETENTION POND OVERFLOW WEIR DETAIL



DETENTION BASIN CROSS SECTION DETAIL



GENERAL NOTES

This standard shall only be used on concrete end sections not skewed more than ± 15 degrees with roadway.

The minimum distance from the center of a hole to the free edge of a structural shape or plate shall be 1½ (38) unless noted otherwise.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

DATE	REVISIONS
1-1-18	Corrected value in elliptical pipe table. Reserved standard.
4-1-16	Corrected typos.

TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS Sheet 1 of 2

STANDARD 542311-07

PIPE-GRATE SCHEDULE FOR PIPE CULVERT END SECTIONS

Pipe I.D.	Slope of End Section 1:3 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe	1:4 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe	1:6 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe
23 (600)	1 @ 8'-8" (2.65 m)	N/A	8'-8" (2.65 m)	1 @ 12'-11" (3.95 m)	N/A	12'-11" (3.95 m)	1 @ 19'-5" (5.91 m)	N/A	19'-5" (5.91 m)
29 (750)	1 @ 10'-10" (3.30 m)	N/A	10'-10" (3.30 m)	1 @ 16'-2" (4.93 m)	N/A	16'-2" (4.93 m)	1 @ 24'-3" (7.39 m)	N/A	24'-3" (7.39 m)
32 (800)	1 @ 12'-1" (3.68 m)	N/A	12'-1" (3.68 m)	1 @ 18'-0" (5.49 m)	N/A	18'-0" (5.49 m)	1 @ 27'-0" (8.23 m)	N/A	27'-0" (8.23 m)
36 (900)	1 @ 13'-5" (4.09 m)	N/A	13'-5" (4.09 m)	1 @ 20'-1" (6.12 m)	N/A	20'-1" (6.12 m)	1 @ 30'-0" (9.14 m)	N/A	30'-0" (9.14 m)
42 (1050)	1 @ 15'-8" (4.78 m)	N/A	15'-8" (4.78 m)	1 @ 23'-5" (7.13 m)	N/A	23'-5" (7.13 m)	1 @ 35'-0" (10.66 m)	N/A	35'-0" (10.66 m)
48 (1200)	2 @ 6'-8" (2.03 m)	N/A	13'-4" (4.06 m)	2 @ 9'-11" (3.02 m)	N/A	19'-10" (6.04 m)	2 @ 14'-10" (4.52 m)	N/A	29'-8" (9.04 m)
54 (1350)	2 @ 7'-6" (2.29 m)	N/A	15'-0" (4.57 m)	2 @ 11'-2" (3.40 m)	N/A	22'-4" (6.81 m)	2 @ 16'-8" (5.08 m)	N/A	33'-4" (10.16 m)
60 (1500)	2 @ 8'-4" (2.54 m)	N/A	16'-8" (5.08 m)	2 @ 12'-5" (3.78 m)	N/A	24'-10" (7.57 m)	2 @ 18'-7" (5.66 m)	N/A	37'-2" (11.33 m)
66 (1650)	2 @ 9'-2" (2.79 m)	1 @ 3'-11" (1.19 m)	22'-3" (6.78 m)	2 @ 13'-8" (4.17 m)	1 @ 5'-10" (1.78 m)	33'-2" (10.11 m)	2 @ 20'-5" (6.22 m)	1 @ 8'-9" (2.67 m)	49'-7" (15.11 m)
72 (1800)	2 @ 10'-0" (3.05 m)	1 @ 4'-3" (1.30 m)	24'-3" (7.39 m)	2 @ 14'-11" (4.55 m)	1 @ 6'-4" (1.93 m)	36'-2" (11.03 m)	2 @ 22'-3" (6.78 m)	1 @ 9'-6" (2.90 m)	54'-0" (16.46 m)
78 (1950)	2 @ 10'-10" (3.30 m)	1 @ 4'-7" (1.40 m)	26'-3" (8.00 m)	2 @ 16'-2" (4.93 m)	1 @ 6'-10" (2.08 m)	39'-2" (11.94 m)	2 @ 24'-1" (7.34 m)	1 @ 10'-3" (3.12 m)	58'-5" (17.81 m)
84 (2100)	3 @ 8'-10 (2.69 m)	1 @ 3'-8" (1.12 m)	30'-6" (9.30 m)	3 @ 13'-2" (4.01 m)	1 @ 5'-5" (1.65 m)	45'-6" (13.87 m)	3 @ 19'-8" (5.99 m)	1 @ 8'-1" (2.46 m)	68'-0" (20.73 m)

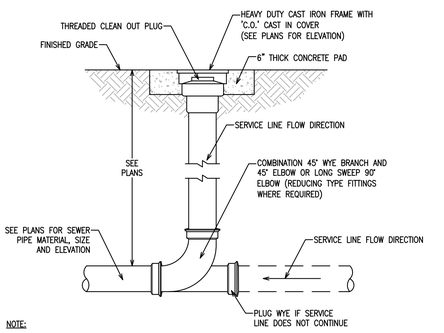
PIPE-GRATE SCHEDULE FOR ELLIPTICAL PIPE CULVERT END SECTIONS

Pipe I.D. (Equiv. Round)	Slope of End Section 1:3 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe	1:4 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe	1:6 Warn Pipe No. / Length	Inc. Support No. / Length	Total Length of Pipe
19 (475)	1 @ 6'-6" (1.98 m)	N/A	6'-6" (1.98 m)	1 @ 9'-8" (2.95 m)	N/A	9'-8" (2.95 m)	1 @ 14'-6" (4.42 m)	N/A	14'-6" (4.42 m)
23 (575)	1 @ 7'-9" (2.36 m)	N/A	7'-9" (2.36 m)	1 @ 11'-6" (3.51 m)	N/A	11'-6" (3.51 m)	1 @ 17'-3" (5.26 m)	N/A	17'-3" (5.26 m)
27 (675)	1 @ 9'-1" (2.77 m)	N/A	9'-1" (2.77 m)	1 @ 13'-5" (4.09 m)	N/A	13'-5" (4.09 m)	1 @ 20'-1" (6.12 m)	N/A	20'-1" (6.12 m)
30 (750)	1 @ 10'-0" (3.05 m)	N/A	10'-0" (3.05 m)	1 @ 14'-10" (4.52 m)	N/A	14'-10" (4.52 m)	1 @ 22'-3" (6.78 m)	N/A	22'-3" (6.78 m)
34 (850)	1 @ 11'-3" (3.43 m)	N/A	11'-3" (3.43 m)	1 @ 16'-8" (5.08 m)	N/A	16'-8" (5.08 m)	1 @ 25'-0" (7.62 m)	N/A	25'-0" (7.62 m)
38 (950)	1 @ 12'-5" (3.78 m)	N/A	12'-5" (3.78 m)	1 @ 18'-5" (5.61 m)	N/A	18'-5" (5.61 m)	1 @ 27'-7" (8.41 m)	N/A	27'-7" (8.41 m)
42 (1050)	1 @ 13'-8" (4.17 m)	N/A	13'-8" (4.17 m)	1 @ 20'-3" (6.17 m)	N/A	20'-3" (6.17 m)	1 @ 30'-4" (9.25 m)	N/A	30'-4" (9.25 m)
45 (1125)	1 @ 14'-7" (4.45 m)	N/A	14'-7" (4.45 m)	1 @ 21'-7" (6.58 m)	N/A	21'-7" (6.58 m)	1 @ 32'-4" (9.86 m)	N/A	32'-4" (9.86 m)
49 (1225)	1 @ 15'-10" (4.83 m)	N/A	15'-10" (4.83 m)	1 @ 23'-5" (7.13 m)	N/A	23'-5" (7.13 m)	1 @ 35'-1" (10.69 m)	N/A	35'-1" (10.69 m)

Illinois Department of Transportation

TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS Sheet 2 of 2

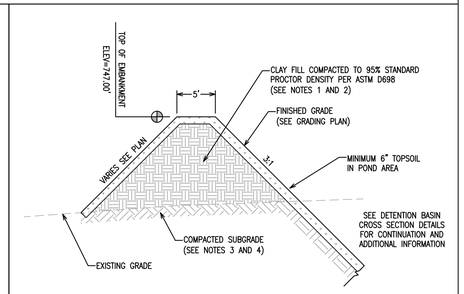
STANDARD 542311-07



NOTE:

1. SEE APPLICABLE DETAIL FOR PIPE BEDDING AND BACKFILL REQUIREMENTS.

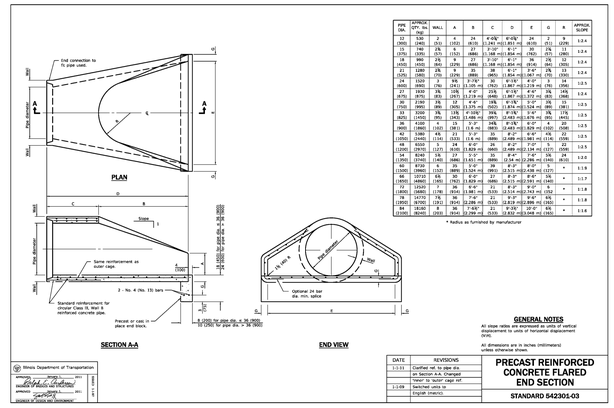
STORM SEWER CLEAN OUT DETAIL



NOTES:

1. EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 205 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION (IDOT STANDARD SPECIFICATIONS).
2. CLAY FILL MATERIALS REQUIRED FOR THE EMBANKMENT SHALL BE PLACED IN 8" MAXIMUM LIFTS OR AS OTHERWISE DIRECTED BY A LICENSED GEOTECHNICAL ENGINEER.
3. REMOVE ALL UNSUITABLE MATERIALS BELOW EMBANKMENT AND SCARIFY EXISTING SOIL PRIOR TO EMBANKMENT CONSTRUCTION.
4. POROSITY OF EXISTING SUBGRADE SOILS AND REMOVAL OF ANY UNSUITABLE MATERIALS SHALL BE WITNESSED AND APPROVED BY A LICENSED GEOTECHNICAL ENGINEER PRIOR TO EMBANKMENT CONSTRUCTION. ALL PERMEABLE SUBGRADE SOILS ENCOUNTERED SHALL BE REMOVED AND REPLACED WITH CLAY FILL MATERIALS COMPACTED TO 90% MODIFIED PROCTOR DENSITY PER ASTM D1557.

COMPACTED CLAY EMBANKMENT DETAIL



PIPE DIA.	APPROX QTY. No. (kg)	WALL	A	B	C	D	E	G	R	APPROX SLOPE
23 (600)	530 (240)	2 (50)	4 (102)	24 (610)	4'-6⅝" (1.391 m)	9'-0⅜" (2.753 m)	25 (635)	2 (51)	9 (229)	1:2.4
25 (625)	610 (275)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
27 (675)	690 (315)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
29 (725)	780 (355)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
31 (775)	880 (400)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
33 (825)	990 (450)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
35 (875)	1100 (500)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
37 (925)	1220 (555)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
39 (975)	1350 (615)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
41 (1025)	1480 (675)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
43 (1075)	1620 (735)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
45 (1125)	1760 (800)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
47 (1175)	1910 (870)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
49 (1225)	2060 (935)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
51 (1275)	2220 (1010)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
53 (1325)	2390 (1085)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
55 (1375)	2560 (1160)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
57 (1425)	2740 (1245)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
59 (1475)	2920 (1325)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
61 (1525)	3110 (1410)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
63 (1575)	3300 (1500)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
65 (1625)	3500 (1590)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
67 (1675)	3700 (1680)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
69 (1725)	3910 (1775)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
71 (1775)	4120 (1870)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
73 (1825)	4340 (1970)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
75 (1875)	4560 (2070)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
77 (1925)	4790 (2175)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
79 (1975)	5020 (2280)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
81 (2025)	5250 (2385)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
83 (2100)	5490 (2495)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
85 (2150)	5730 (2600)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
87 (2200)	5980 (2715)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
89 (2250)	6230 (2830)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
91 (2300)	6480 (2945)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
93 (2350)	6740 (3060)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
95 (2400)	7000 (3180)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
97 (2450)	7270 (3300)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
99 (2500)	7540 (3425)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
101 (2550)	7810 (3545)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
103 (2600)	8090 (3670)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
105 (2650)	8370 (3795)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
107 (2700)	8660 (3930)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
109 (2750)	8950 (4060)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
111 (2800)	9250 (4195)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
113 (2850)	9550 (4330)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
115 (2900)	9860 (4470)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
117 (2950)	10170 (4610)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
119 (3000)	10490 (4760)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
121 (3050)	10810 (4905)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
123 (3100)	11140 (5050)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
125 (3150)	11470 (5200)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
127 (3200)	11810 (5355)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
129 (3250)	12150 (5510)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4
131 (3300)	12500 (5670)	2½ (63)	5 (127)	27 (686)	5'-0" (1.524 m)	9'-10⅜" (3.010 m)	26 (660)	2½ (64)	10 (254)	1:2.4

* Radius as furnished by manufacturer

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

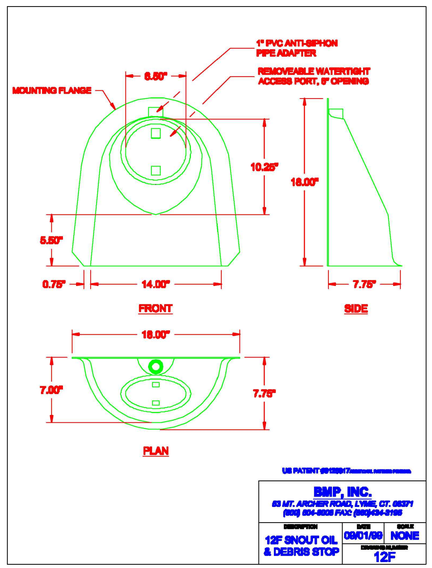
All dimensions are in inches (millimeters) unless otherwise noted.

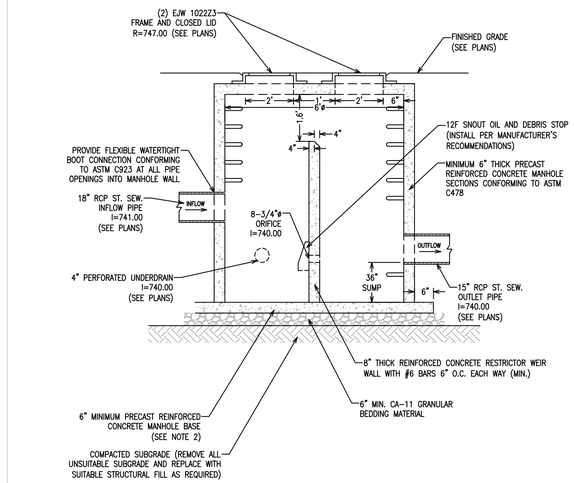
Illinois Department of Transportation

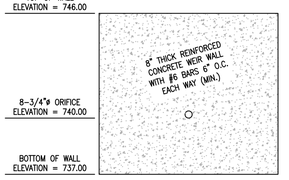
DATE	REVISIONS
1-1-21	Clarified ref. to pipe dia. on Section A-A. Changed 'rebar' to 'outer cage ref.
1-1-09	Switched units to English (metric).

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03







RESTRICTOR WEIR WALL

NOTES:

1. SEE PLANS FOR OUTLET CONTROL STRUCTURE LOCATION AND ORIENTATION.
2. PRECAST REINFORCED MONOLITHIC CONCRETE MANHOLE BOTTOM WITH INTEGRAL SIDEWALLS CAN BE SUBSTITUTED IN PLACE OF THE CONCRETE BOTTOM SLAB DESIGN SHOWN.
3. MANHOLE BARREL SECTIONS SHALL BE TONGUE AND GROOVE TYPE.
4. CONTINUOUS LAYER OF NON-HARDENING, PREFORMED, BITUMINOUS, MASTIC MATERIAL (RAMNEK OR APPROVED EQUAL) SHALL BE APPLIED TO EACH MANHOLE JOINT TO PREVENT INFLOW.
5. ALL INTERIOR MANHOLE JOINTS SHALL BE MORTARED WITH HYDRAULIC CEMENT
6. FLAT-TOP REINFORCED CONCRETE SLAB SHALL BE DESIGNED FOR HS-20 TRAFFIC LOADING.
7. PRECAST CONCRETE ADJUSTING RINGS SHALL CONFORM TO ASTM C39 (COMPRESSIVE STRENGTH TEST). MAXIMUM ALLOWABLE HEIGHT FOR ADJUSTING RINGS SHALL BE 8".

6'ø RESTRICTOR CATCH BASIN #54 DETAIL

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

N.T.S.

C9.3

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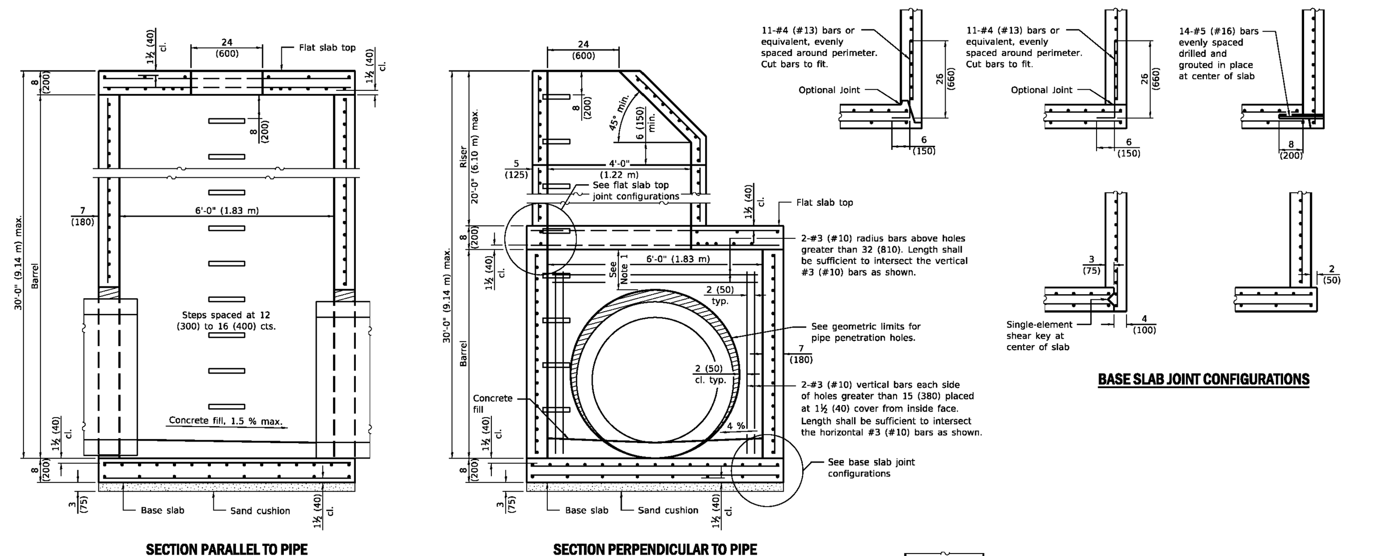
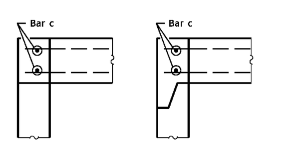
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



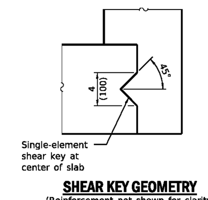
SECTION PARALLEL TO PIPE (Without conical top riser)

SECTION PERPENDICULAR TO PIPE (With conical top riser)

BASE SLAB JOINT CONFIGURATIONS



FLAT SLAB TOP JOINT CONFIGURATIONS (Shown at access hole)



SHEAR KEY GEOMETRY (Reinforcement not shown for clarity)

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

Note 1: A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above pipe penetration holes > 32 (810).

Note 2: A minimum 12 (300) inside arc length of reinforced concrete shall be maintained between pipe penetration holes > 15 (380).

Note 3: A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.

Note 4: Horizontal joints that intersect pipe penetration holes > 15 (380) shall have one joint splice for every location around the perimeter of the joint where the inside arc length between pipe penetration holes is < 24 (600). See joint splice detail.

Note 5: The recommended pipe penetration hole is equal to the O.D. of the pipe plus 4 (100).

Note 6: Only pipe penetration holes ≤ 15 (380) are allowed in riser sections.

GENERAL NOTES

Pipe holes shall be formed to facilitate proper placement of hole reinforcement.

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

See Standard 602701 for details of manhole steps.

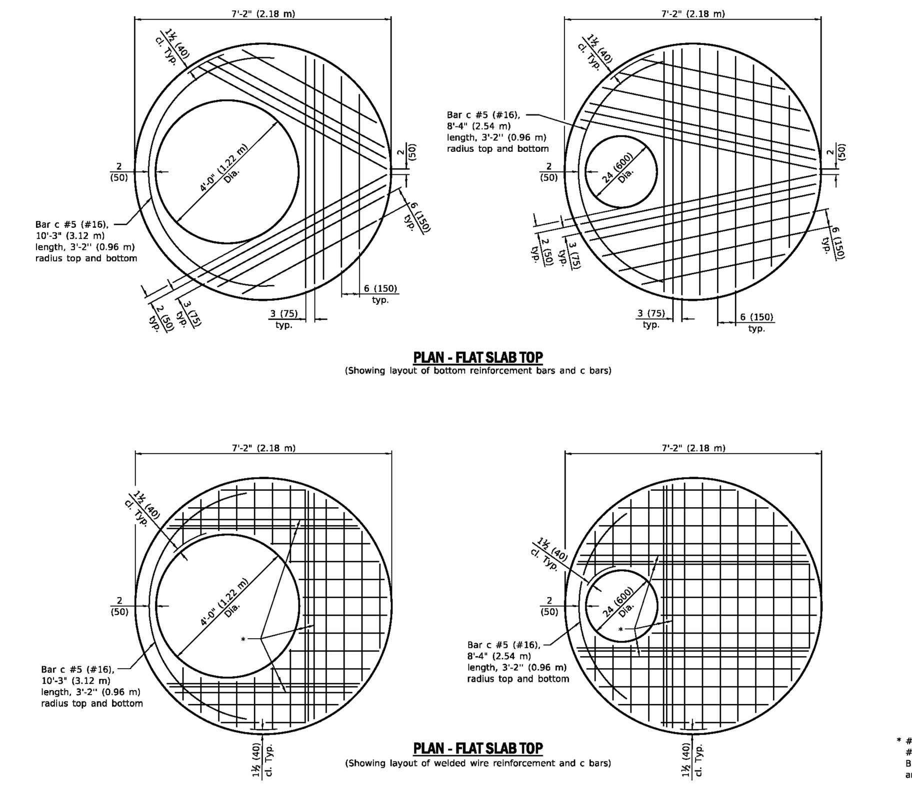
All dimensions are in inches (millimeters) unless otherwise noted.

Illinois Department of Transportation
PASSED January 1, 2021 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

DATE	REVISIONS
1-1-21	Revised Note 1, Note 2 and lifting hole general note.
3-1-19	Moved wall reinforcement from inside face to middle.

PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER (Sheet 1 of 3)

STANDARD 602406-11



PLAN - FLAT SLAB TOP (Showing layout of bottom reinforcement bars and c bars)

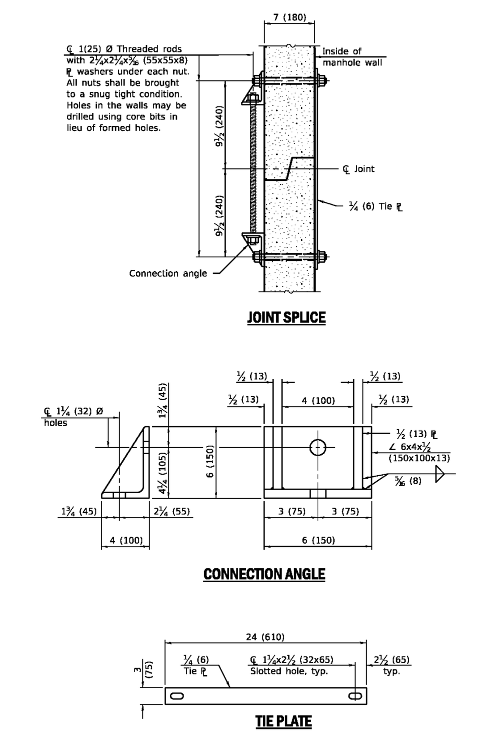
PLAN - FLAT SLAB TOP (Showing layout of welded wire reinforcement and c bars)

* #5 (#16) bars for risers ≤ 10 ft. (3.05 m) tall or #6 (#19) bars for risers > 10 ft. (3.05 m) tall bottom. Bundle first bar with closest WWR bar to the opening and place second bar ±3 (75) away.

Illinois Department of Transportation — PASSED January 1, 2021; APPROVED January 1, 2021

PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER (Sheet 2 of 3)

STANDARD 602406-11



JOINT SPLICE

CONNECTION ANGLE

TIE PLATE

FLAT SLAB TOP REINFORCEMENT

Location	Riser Height (RH)	WWR (each direction) A_s (min.)	WWR Spacing (max.)	Rebar (each direction except as noted) A_s (min.)	Rebar Spacing (max.)	Bar Size
Top Mat	All	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#3 or #4 (#10) (#13)
Bottom Mat	RH ≤ 10 ft. (3.05 m)	** 0.62 sq. in./ft. (1312 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#5 (#16)
	RH > 10 ft. (3.05 m)	** 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)			#6 (#19)

** Only one layer of WWR permitted to avoid congestion.

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar A_s (min.)	Spacing (max.)
4 ft. (1.22 m) Ø Riser	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)
6 ft. (1.83 m) Ø Barrel	Circumferential	0.18 sq. in./ft. (381 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)

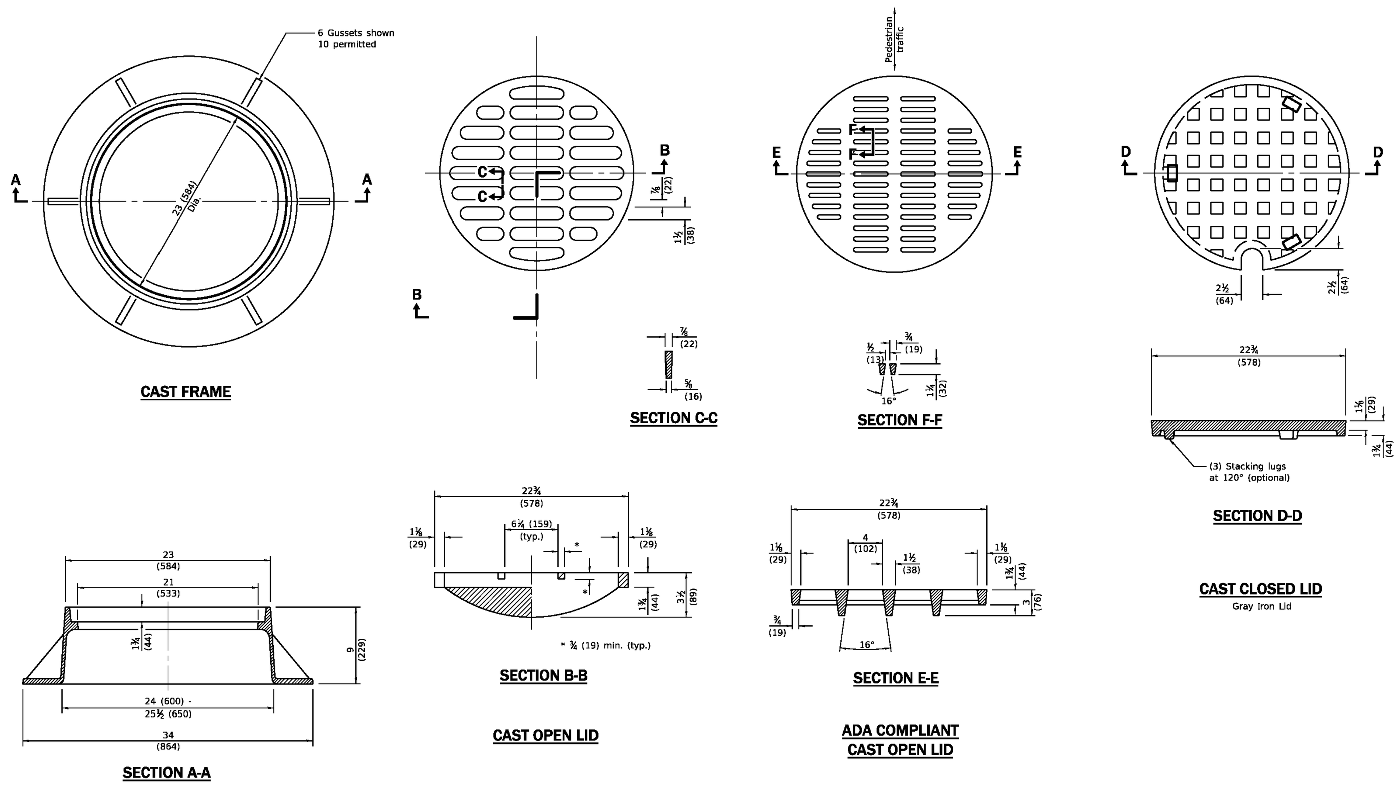
BASE SLAB REINFORCEMENT

Location	Riser Height (RH)/ Total Height (TH)	WWR or Rebar (each direction) A_s (min.)	Spacing (max.)
Top Mat	RH ≤ 10 ft. (3.05 m) & TH ≤ 20 ft. (6.10 m)	0.28 sq. in./ft. (593 sq. mm/m)	6 (150)
	RH > 10 ft. (3.05 m) or TH > 20 ft. (6.10 m)	0.40 sq. in./ft. (847 sq. mm/m)	6 (150)
Bottom Mat	All	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)

Illinois Department of Transportation — PASSED January 1, 2021; APPROVED January 1, 2021

PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER (Sheet 3 of 3)

STANDARD 602406-11



CAST FRAME

SECTION C-C

SECTION F-F

SECTION D-D

CAST CLOSED LID Gray Iron Lid

SECTION A-A Gray Iron

SECTION B-B

CAST OPEN LID

SECTION E-E

ADA COMPLIANT CAST OPEN LID

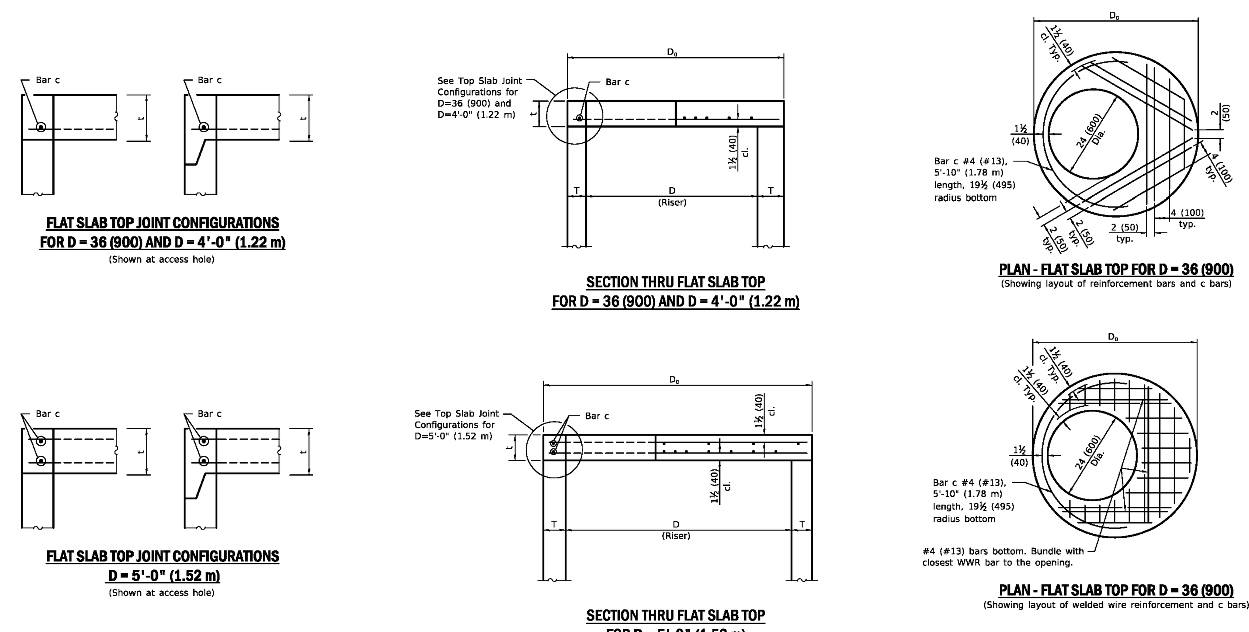
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation — PASSED January 1, 2020; APPROVED January 1, 2020

DATE	REVISIONS
1-1-20	Revised dimension in Section B-B of cast open lid.
1-1-15	Revised dimensioning of frame. Added ADA compliant open lid.
1-1-09	Switched units to English (metric).

FRAME AND LIDS TYPE 1

STANDARD 604001-05



FLAT SLAB TOP JOINT CONFIGURATIONS FOR D = 36 (900) AND D = 4'-0" (1.22 m) (Shown at access hole)

SECTION THRU FLAT SLAB TOP FOR D = 36 (900) AND D = 4'-0" (1.22 m)

PLAN - FLAT SLAB TOP FOR D = 36 (900) (Showing layout of reinforcement bars and c bars)

FLAT SLAB TOP JOINT CONFIGURATIONS D = 5'-0" (1.52 m) (Shown at access hole)

SECTION THRU FLAT SLAB TOP FOR D = 5'-0" (1.52 m)

PLAN - FLAT SLAB TOP FOR D = 36 (900) (Showing layout of welded wire reinforcement and c bars)

TABLE

D	T	D_o (min.)	t
36 (900)	See applicable Standards	D + 2T	6 (150)
4'-0" (1.2 m)			6 (150)
5'-0" (1.5 m)			8 (200)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602016, or 602306 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

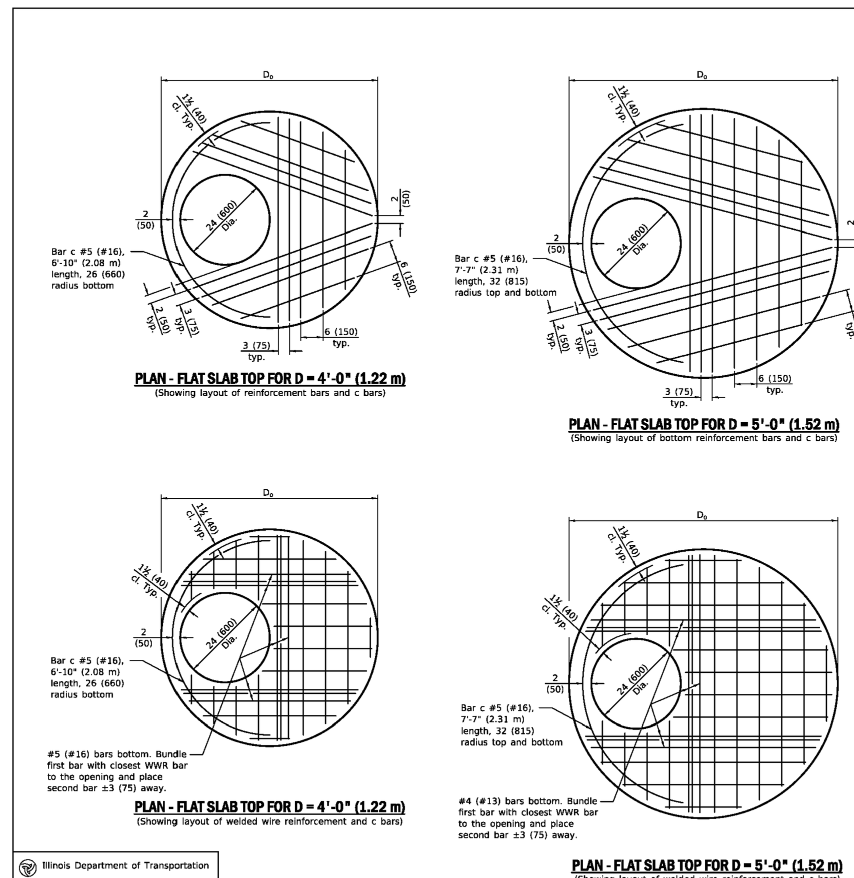
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation — PASSED January 1, 2019; APPROVED January 1, 2019

DATE	REVISIONS
1-1-19	Expanded / refined reinforcement options.
1-1-18	Revised for compliance with LRFD.

PRECAST REINFORCED CONCRETE FLAT SLAB TOP (Sheet 1 of 2)

STANDARD 602601-06



PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m) (Showing layout of reinforcement bars and c bars)

PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m) (Showing layout of bottom reinforcement bars and c bars)

PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m) (Showing layout of welded wire reinforcement and c bars)

PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m) (Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 36 (900)

Location	WWR (each direction) A_s (min.)	WWR Spacing (max.)	Rebar A_s (min.)	Rebar Spacing (max.)	Bar Size
Bottom Mat	* 0.60 sq. in./ft. (1270 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#4 (#13)

FLAT SLAB TOP REINFORCEMENT FOR D = 4'-0" (1.22 m)

Location	WWR (each direction) A_s (min.)	WWR Spacing (max.)	Rebar A_s (min.)	Rebar Spacing (max.)	Bar Size
Bottom Mat	* 0.62 sq. in./ft. (1312 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#5 (#16)

FLAT SLAB TOP REINFORCEMENT FOR D = 5'-0" (1.52 m)

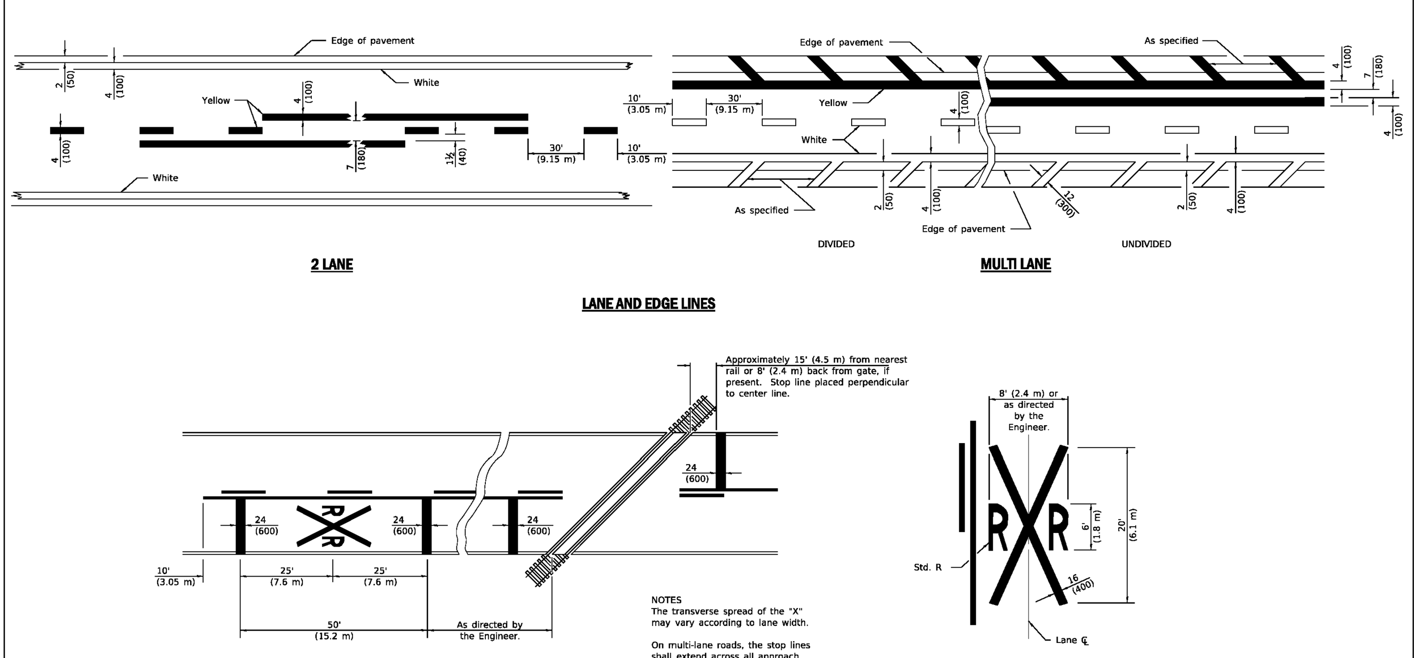
Location	WWR (each direction) A_s (min.)	WWR Spacing (max.)	Rebar (each direction except as noted) A_s (min.)	Rebar Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#3 or #4 (#10) (#13)
Bottom Mat	* 0.40 sq. in./ft. (847 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#4 (#13)

* Only one layer of WWR permitted to avoid congestion.

Illinois Department of Transportation — PASSED January 1, 2019; APPROVED January 1, 2019

PRECAST REINFORCED CONCRETE FLAT SLAB TOP (Sheet 2 of 2)

STANDARD 602601-06



2 LANE

MULTI LANE

LANE AND EDGE LINES

NOTES
The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

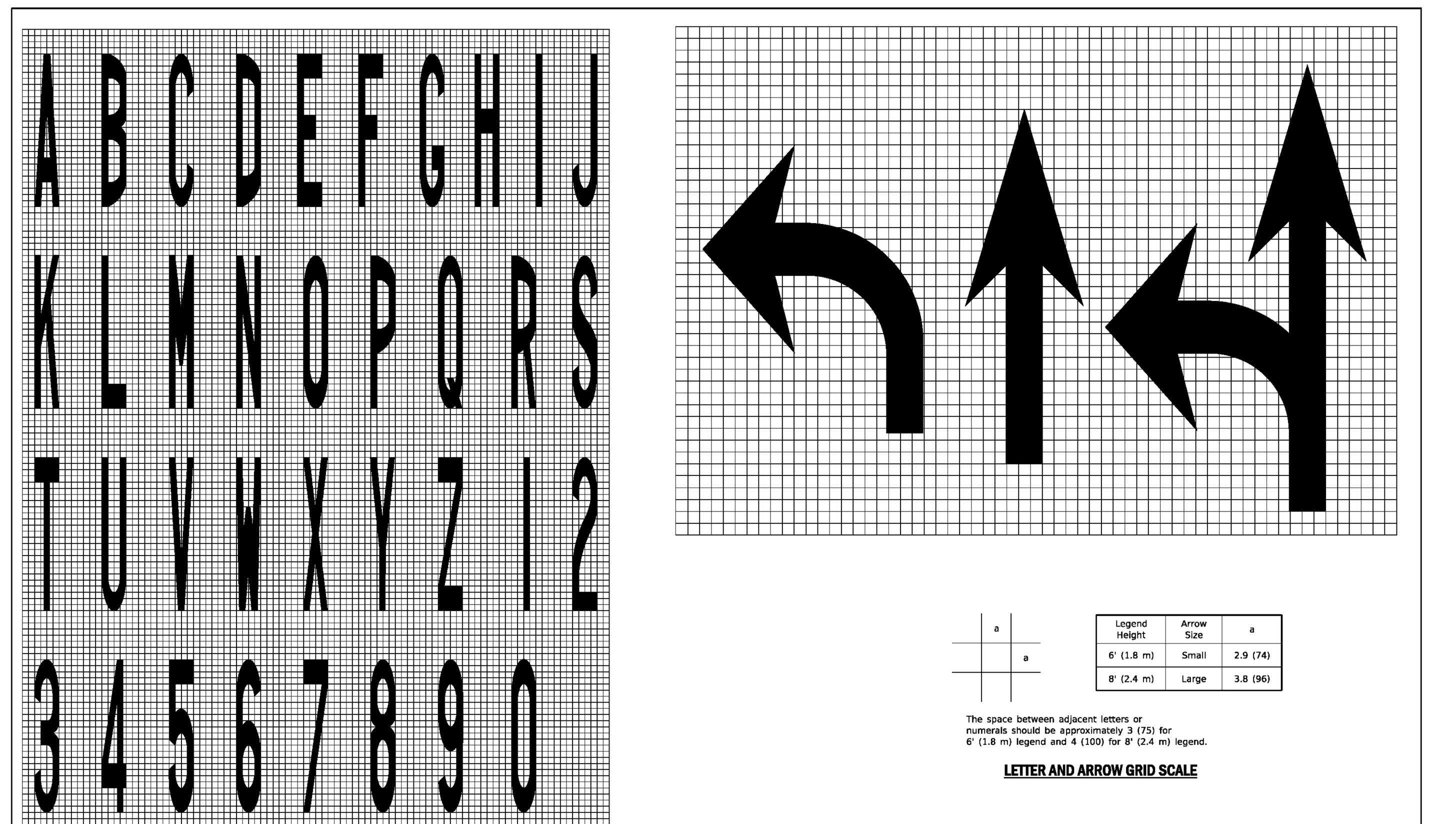
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation — PASSED January 1, 2015 ENGINEER OF OPERATIONS; APPROVED January 1, 2015

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

TYPICAL PAVEMENT MARKINGS (Sheet 1 of 3)

STANDARD 780001-05



Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

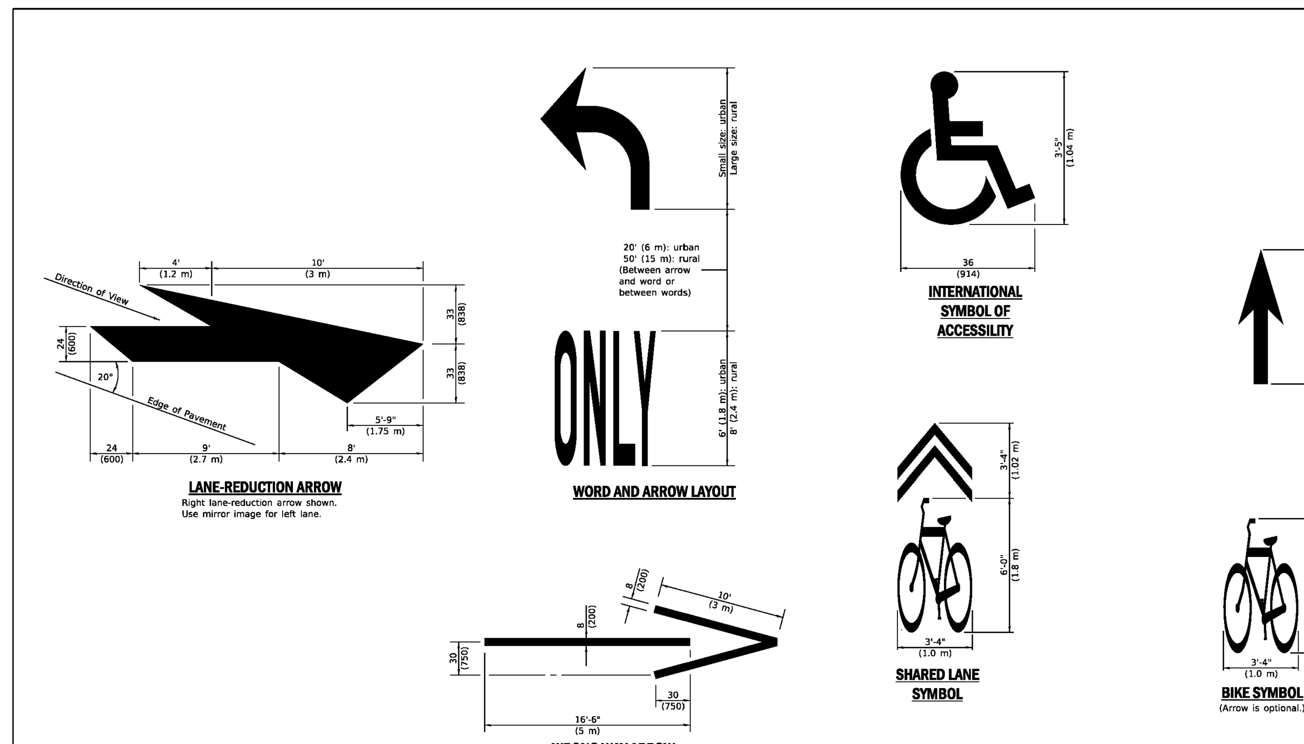
The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation — PASSED January 1, 2015; APPROVED January 1, 2015

TYPICAL PAVEMENT MARKINGS (Sheet 2 of 3)

STANDARD 780001-05



LANE-REDUCTION ARROW Right lane-reduction arrow shown. Use mirror image for left lane.

WORD AND ARROW LAYOUT

WRONG WAY ARROW

INTERNATIONAL SYMBOL OF ACCESSIBILITY

SHARED LANE SYMBOL

BIKE SYMBOL (Arrow is optional.)

Illinois Department of Transportation — PASSED January 1, 2015; APPROVED January 1, 2015

TYPICAL PAVEMENT MARKINGS (Sheet 3 of 3)

STANDARD 780001-05

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

DETAILS

623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

GENERAL NOTES

1. ALL PAVING AND RELATED CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERETO AND IN ACCORDANCE WITH THE LATEST EDITION OF THE SUBDIVISION REGULATIONS OF THE MUNICIPALITY. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.

2. ALL STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION, AND IN ACCORDANCE WITH THE CURRENT SUBDIVISION REGULATIONS OF THE MUNICIPALITY UNLESS OTHERWISE NOTED ON THE PLANS.

3. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123, AND THE MUNICIPALITY FOR UTILITY LOCATIONS.

5. NO CONSTRUCTION PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION." PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

6. NOTIFICATION OF COMMENCING CONSTRUCTION

6.1. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE VILLAGE AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.

6.2. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.

7. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO PROPERTIES SURROUNDING THE SITE.

8. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

9. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET AT CONTRACTOR'S COST.

10. ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWER STRUCTURES ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE VILLAGE UPON FINAL INSPECTION OF THE PROJECT. FINAL GRADES TO BE DETERMINED BY THE VILLAGE AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.

11. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

12. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.

13. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BY THE OWNER AND/OR PROJECT GOVERNING AUTHORITY.

14. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF 12 MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD.

15. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED BY THE OWNER AND MUNICIPALITY.

16. UPON AWARDING OF THE CONTRACT AND WHEN REQUIRED BY THE MUNICIPALITY, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND AND INSURANCE IN THE AMOUNT REQUIRED BY THE MUNICIPALITY GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY.

17. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO KNOWN AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, JACOB AND HEFNER ASSOCIATES, INC. IS RESPONSIBLE TO RESOLVE THE CONFLICT. JACOB AND HEFNER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE COST OF CONSTRUCTION.

18. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.

19. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK.

20. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB IN ACCORDANCE WITH OSHA REGULATIONS.

21. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, STAKES OR LATH SET BY SURVEYORS FOR CONSTRUCTION, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

22. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC AND PEDESTRIANS WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS, LATEST EDITION AND IN CONFORMANCE WITH REGULATIONS OF THE MUNICIPALITY OR D.O.T.

23. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE VILLAGE PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET.

24. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION.

25. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

26. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

27. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

28. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE.

29. ALL CUTS OVER ONE-INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER ONE-INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

30. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER AND WATER MAIN CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF AT LEAST ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

31. CONTRACTOR SHALL RECORD VIDEO OF THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS. A COPY OF THE VIDEO SHALL BE PROVIDED TO THE VILLAGE.

32. TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE ALL UNDERGROUND UTILITIES WITHIN TWO FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, BUILDINGS, AND SIDEWALKS. THE TRENCH BACKFILL SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS. THE TRENCH BACKFILL MATERIAL SHALL CONSIST OF CRUSHED GRAVEL CONFORMING TO IDOT GRADATION CA-7.

33. WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE.

GENERAL NOTES (CONT.)

34. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHEREVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO STORM SEWERS. DAMAGE TO THE ROAD SUBGRADE OR LOT AREAS DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR FLUSHING OR USING THE HYDRANT TO MAKE ALL NECESSARY REPAIRS AT HIS EXPENSE. THE CONTRACTOR SHALL PROVIDE ALL CONSTRUCTION WATER AT HIS EXPENSE.

35. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED THE CONTRACTOR SHALL PLACE EROSION CONTROL AT LOCATIONS SHOWN ON THE PLANS OR AS SELECTED IN THE FIELD BY THE ENGINEER. INLET PROTECTION (INLET BASKETS) SHALL BE INSTALLED IN EACH STRUCTURE AS SOON AS THE STRUCTURE INSTALLATION IS COMPLETE. THE PURPOSE OF THE EROSION CONTROL WILL BE TO MINIMIZE THE AMOUNT OF SILTATION, WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS.

36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ILLINOIS URBAN MANUAL AND SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS ACCEPTABLE TO THE ENGINEER HAS BEEN DEVELOPED.

37. UPON PROJECT COMPLETION, THE CONTRACTOR SHALL PROVIDE FINAL RECORD DRAWINGS TO THE OWNER AND ENGINEER FOR REVIEW PRIOR TO ANY REQUEST FOR FINAL INSPECTION. AT A MINIMUM, THE RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL SITE IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO, VERIFICATION OF ALL BUILDING PAD AND FINISHED FLOOR ELEVATIONS, UTILITY RIM AND INVERT ELEVATIONS, SPOT GRADE ELEVATIONS, LOCATIONS OF ALL WATER SERVICE B-BOXES, SANITARY SEWER SERVICES, AND STORM SEWER SERVICES AND SHALL INCORPORATE ALL FIELD DESIGN CHANGES INCLUDING THOSE APPROVED BY THE OWNER, ENGINEER AND/OR PROJECT GOVERNING AUTHORITY. RECORD DRAWINGS SHALL BE PREPARED BY OR UNDER THE DIRECT SUPERVISION OF A LICENSED PROFESSIONAL LAND SURVEYOR.

38. RECORD DRAWINGS SHALL BE SUBMITTED TO THE VILLAGE AT THE COMPLETION OF THE PROJECT AND PRIOR TO ACCEPTING THE IMPROVEMENTS.

EARTHWORK

1. TOPSOIL EXCAVATION

A. TOPSOIL, ORGANIC MATERIAL, OR ANY OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM AREAS REQUIRING STRUCTURAL FILL.

B. PLACEMENT OF EXCAVATED MATERIAL SHALL BE DESIGNATED BY THE OWNER FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED OR AS FILL IN THE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL.

C. EXCESS MATERIALS NOT UTILIZED AS FILL OR NOT STOCKPILED FOR FUTURE LANDSCAPING, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.

2. EARTH EXCAVATION

A. EXCAVATION OF EARTH AND OTHER MATERIALS, WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL SHALL BE WITHIN A TOLERANCE OF 0.05 FEET FOR PADS AND PAVEMENT, AT 0.1 FEET +/- OF THE PLAN SUBGRADE ELEVATIONS. THE +/- TOLERANCE WITHIN PAVEMENT AREAS UTILIZING EARTH MATERIALS SHALL "BALANCE" AS PART OF THE FINE GRADING OPERATION.

B. PLACEMENT OF EARTH AND OTHER SUITABLE MATERIALS SHALL BE PLACED WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS WITHIN A TOLERANCE OF 0.1 FEET +/-. THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS, NOT EXCEED EIGHT INCHES IN THICKNESS. THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE THE REQUIRED COMPACTION. EARTH MATERIAL MAY BE PLACED WITHIN THOSE AREAS OF THE SITE NOT REQUIRING STRUCTURAL FILL, WITHIN THE PLAN SUBGRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, THE EARTH MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS. THE STRUCTURAL SUBGRADE AREA SHALL EXTEND TO THE ZONE OF INFLUENCE IN ALL FILL AREAS.

C. COMPACTION OF THE EARTH AND OTHER SUITABLE MATERIALS SHALL BE TO A MINIMUM OF 95% OF THE MODIFIED PROCTOR DRY DENSITY. THIS INCLUDES AREAS WITHIN PROPOSED PAVEMENT AND BUILDING PAD LOCATIONS, SIDEWALKS, ETC. IN NON-STRUCTURAL FILL AREAS, 90% TO 95% OF THE MODIFIED PROCTOR DRY DENSITY IS REQUIRED.

3. UNSUITABLE MATERIAL

A. UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION. IF IT IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION, IT SHALL BE REMOVED AND REPLACED WITH SELECT GRANULAR MATERIAL APPROVED BY THE SOILS ENGINEER. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.

4. THE GRADING CONTRACTORS RESPONSIBILITIES

A. MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION AND PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.

B. SPREAD AND COMPACT UNIFORMLY ALL EXCESS TRENCH SPOIL, AS SPECIFIED, AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.

C. SCARIFY AND COMPACT THE UPPER 12 INCHES OF THE SUITABLE SUBGRADE MATERIAL, AS SPECIFIED, IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.

D. PROVIDE ADDITIONAL WATER TO DRY MATERIAL TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.

E. BACKFILL THE CURB AND GUTTER AFTER CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.

F. ACCOUNTABLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES" AS DESCRIBED ON THE PLANS. ALL CONTRACTORS SHALL COMPLY WITH THE SWPPP AND NPDES REQUIREMENTS.

G. PERFORM LIME STABILIZATION OF THE SUBGRADE MATERIAL IF REQUIRED BY THE SOILS ENGINEER.

5. TESTING AND FINAL ACCEPTANCE

A. THE CONTRACTOR SHALL PROVIDE, AS A MINIMUM, A TANDEM AXLE TRUCK LOADED TO 14 TONS FOR PROOF ROLLING THE PAVEMENT SUBGRADE. PROOF ROLLING SHALL BE PERFORMED PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND BASE MATERIAL. THIS SHALL BE WITNESSED AND APPROVED BY THE MUNICIPAL ENGINEER AND OWNER.

B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING, SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL APPROVED BY THE SOILS CONSULTANT. PROOF ROLLING SHALL BE PERFORMED UNTIL THE SUBGRADE IS APPROVED BY THE MUNICIPAL ENGINEER, OWNER AND SOILS ENGINEER.

C. THE WORK AREAS SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.

PAVEMENT

1. FINE GRADING

A. PRIOR TO THE CONSTRUCTION OF CURB AND GUTTER AND PLACEMENT OF THE BASE MATERIAL, THE STREETS SHALL BE FINE GRADED TO WITHIN 0.05 FEET OF FINAL SUBGRADE ELEVATION, TO A POINT TWO FEET BEYOND THE BACK OF CURB.

2. CURB AND GUTTER

A. THE TYPE OF THE CURB AND GUTTER SHALL BE AS DETAILED ON THE ENGINEERING PLANS.

B. THE CURBS SHALL BE BACKFILLED AFTER CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.

C. THE STONE COST UNDER THE CURB AND GUTTER SHALL BE CONSIDERED INCIDENTAL.

D. DEPRESSED CURBS FOR DRIVEWAYS AND HANDICAPPED RAMPS SHALL BE INSTALLED PER THE PLANS AND IDOT STANDARDS.

3. PAVEMENT

A. THE PAVEMENT MATERIALS SHALL BE AS DETAILED ON THE ENGINEERING PLANS. DEPTHS SPECIFIED SHALL BE CONSIDERED THE MINIMUM COMPACTED THICKNESS.

4. GENERAL

THE PAVING CONTRACTOR SHALL:

A. REPAIR ANY BASE COURSE AND BINDER COURSE FAILURES PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE.

B. SWEEP CLEAN THE BINDER COURSE PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE. ANY DAMAGE TO THE BINDER COURSE SHALL BE REPAIRED BY THE CONTRACTORS AT NO ADDITIONAL COST TO THE OWNER.

D. PROVIDE CONSTRUCTION, EXPANSION AND CONTRACTION JOINTS FOR CURB AND GUTTER AND P.C.C. SIDEWALK PER IDOT STANDARDS AND MUNICIPAL STANDARDS.

E. REMOVE ALL EXCESS MATERIALS AND DEBRIS. DISPOSE OF MATERIALS OFF-SITE AT NO ADDITIONAL COST TO THE OWNER.

5. TESTING AND FINAL ACCEPTANCE

A. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE LOCATIONS. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE REMOVED AND REPLACED WITH GRANULAR MATERIAL APPROVED BY THE OWNER OR HIS REPRESENTATIVE. THE SUBGRADE SHALL HAVE A MINIMUM IBR VALUE OF 3.0.

B. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED AND AS REQUIRED. THICKNESS VERIFICATION WILL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."

C. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND VERIFICATION REQUIREMENTS CITED ABOVE.

6. METHOD OF MEASUREMENT

A. CURB AND GUTTER AND BASE COURSE SHALL BE MEASURED IN THE FIELD BY THE CONTRACTOR. THE QUANTITIES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION WHEN REQUESTED BY THE OWNER.

B. WHEN REQUESTED BY THE OWNER, DOCUMENTATION FOR THE INSTALLED BASE COURSE, BITUMINOUS CONCRETE BINDER AND SURFACE COURSE, SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION AS REQUIRED BY THE MUNICIPALITY. WHERE DIRECTED, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE BITUMINOUS CONCRETE WITH A CORE DRILL TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED BY THE METHOD DESCRIBED IN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."

7. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND SAFE TRAFFIC MANAGEMENT WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION. THIS SHALL BE IN ACCORDANCE WITH THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY.

8. LONGITUDINAL JOINT CONSTRUCTION

A. AS MANY LONGITUDINAL JOINTS AS PRACTICAL SHALL BE CLOSED AT THE END OF EACH DAY OF PAVING. A TACK COAT SHALL BE APPLIED TO THE "COLD" SIDE OF THE LONGITUDINAL JOINT PRIOR TO THE PLACEMENT OF THE HOT SIDE MAT.

B. LONGITUDINAL JOINT CONSTRUCTION SHALL BE COMPLETED BEFORE THE "COLD" SIDE OF THE JOINT FALLS BELOW 200°F.

C. IN THE EVENT THE TEMPERATURE OF THE "COLD" SIDE OF A JOINT FALLS BELOW 200°F PRIOR TO JOINT CONSTRUCTION COMPLETION, THE CONTRACTOR SHALL PERFORM THE FOLLOWING:
1. HEAT THE COLD SIDE JOINT TO 200°F EITHER BY MEANS OF A HAND TORCH OR AN INFRARED HEATER. THE CONTRACTOR SHALL AVOID BURNING THE ASPHALT DURING REHEATING.
2. APPLY TACK COAT TO THE REHEATED JOINT PRIOR TO ASPHALT PLACEMENT.

D. THE CONTRACTOR SHALL OFFSET SURFACE COURSE JOINTS FROM BINDER COURSE JOINTS, WHEREVER PRACTICABLE.

9. LONGITUDINAL JOINT DENSITY SPECIFICATIONS

A. COMPLETED LONGITUDINAL JOINTS SHALL BE ASSESSED BASED ON SECTION 1030 OF THE STANDARD SPECIFICATIONS AND THE "HOT MIX ASPHALT – DENSITY TESTING OF LONGITUDINAL JOINTS" (BDE) AS FOLLOWS:

LONGITUDINAL JOINT DENSITY TESTING SHALL BE PERFORMED AT EACH RANDOM DENSITY TEST LOCATION. LONGITUDINAL JOINT TESTING SHALL BE LOCATED AT A DISTANCE EQUAL TO THE LIFT THICKNESS OR A MINIMUM OF TWO INCHES FROM EACH PAVEMENT EDGE; I.E. FOR A FOUR INCH LIFT, THE NEAR EDGE OF THE DENSITY GAUGE OR CORE BARREL SHALL BE WITHIN FOUR INCHES FROM THE EDGE OF PAVEMENT. LONGITUDINAL JOINT DENSITY TESTING SHALL BE PERFORMED USING EITHER A CORRELATED NUCLEAR GAUGE OR CORES.

1. CONFINED EDGE: EACH CONFINED EDGE DENSITY TEST SHALL BE REPRESENTED BY A ONE MINUTE NUCLEAR DENSITY READING OR A CORE DENSITY. THE TESTING SHALL BE INCLUDED IN THE AVERAGE OF DENSITY READINGS OR CORE DENSITIES TAKEN ACROSS THE MAT, WHICH REPRESENTS THE INDIVIDUAL TEST.

2. UNCONFINED EDGE: EACH UNCONFINED EDGE JOINT DENSITY TEST SHALL BE REPRESENTED BY AN AVERAGE OF THREE, ONE MINUTE DENSITY READINGS OR A SINGLE CORE DENSITY AT THE GIVEN DENSITY TEST LOCATION. THE TESTING SHALL MEET THE DENSITY REQUIREMENTS SPECIFIED HEREIN. THE THREE, ONE MINUTE READINGS SHALL BE SPACED TEN FEET APART LONGITUDINALLY ALONG THE UNCONFINED PAVEMENT EDGE AND CENTERED AT THE RANDOM DENSITY TEST LOCATION.

DENSITY CONTROL LIMITS TABLE

MIXTURE COMPOSITION	PARAMETER	INDIVIDUAL TEST (INCLUDES CONFINED EDGES)	UNCONFINED EDGE JOINT DENSITY MINIMUM
IL-9.5, IL12.5	Ndesign >= 90	92.0-96.0%	90%
IL-9.5, IL9.5L, IL-12.5	Ndesign < 90	92.5-97.4%	90%
IL-19.0, IL-25.0	Ndesign >= 90	93.0-96.0%	90%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0-97.4%	90%
SMA	Ndesign = 50 & 80	93.5-97.4%	91%
ALL OTHER	Ndesign = 30	93.0-97.4%	90%

SANITARY SEWER

1. UNLESS OTHERWISE NOTED ON THE PLANS, ALL SANITARY SEWER SHALL BE RING-TITE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE. ALL PIPE SHALL CONFORM TO ASTM D-3034 WITH ELASTOMERIC RUBBER RING GASKET JOINTS CONFORMING TO ASTM D-3212. THE STANDARD DIMENSION RATIO (SDR) FOR SANITARY PIPE SHALL BE 26. WHERE SPECIFIED, PVC SDR 21 SANITARY SEWER SHALL BE RING-TITE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE, CONFORMING TO ASTM D-2241 WITH ELASTOMERIC RUBBER RING GASKET JOINTS CONFORMING TO ASTM D3139. THE PVC DR18 SANITARY SEWER SHALL CONFORM TO AWWA C900/C905, WITH RUBBER GASKET JOINTS CONFORMING TO AWWA C900/C905.

2. WHERE SANITARY SEWER PIPE IS NOTED AS PVC C900, THE PIPE SHALL BE IN ACCORDANCE WITH AMERICAN WATER WORKS ASSOCIATION (AWWA) C900 WITH WATERTIGHT, PRESSURE RATED JOINTS CONFORMING TO ASTM D3139.

3. CONNECTING SEWER PIPE OF DISSIMILAR MATERIAL IS NOT PERMITTED.

4. ALL FLOOR DRAINS SHALL CONNECT TO THE SANITARY SEWER. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE COMPLETED UNTIL AUTHORIZED BY THE MUNICIPALITY.

5. ALL UNSUITABLE MATERIAL SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CRUSHED GRAVEL, CONFORMING TO ASTM D-2321, CL I.

6. COST FOR PIPE BEDDING SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER.

7. PIPE BEDDING SHALL CONSIST OF A MINIMUM OF SIX INCHES OF COMPACTED CRUSHED GRAVEL, IDOT GRADATION CA-7, FOR ALL SANITARY SEWERS. SANITARY SEWER PIPE SHALL HAVE TAMPED CRUSHED GRAVEL, IDOT GRADATION CA-7, COVER ABOVE THE TOP OF PIPE, TO A MINIMUM OF 12 INCHES. THE BEDDING AND TRENCH BACKFILL MATERIAL SHALL CONFORM TO IDOT GRADATION CA-7 AND INSTALLED PER ASTM D-2321 CLASS I.

8. WATER MAINS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH IEPA REQUIREMENTS AS SPECIFIED IN THE "WATER MAIN" SECTION.

9. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE.

10. THE TESTING OF THE PIPE STRAIGHTNESS AND FIELD TESTING, SHALL BE IN ACCORDANCE WITH THE DEVELOPMENT CODE OF THE MUNICIPALITY.

11. SANITARY SEWER MANHOLES SHALL BE FOUR FOOT INNER DIAMETER, PRECAST REINFORCED CONCRETE RINGS OR MONOLITHIC CONCRETE, CONFORMING TO ASTM C 478. MANHOLES SHALL HAVE PRECAST FILLETS. THE STRUCTURE SHALL HAVE AN ECCENTRIC CONE INSTALLED, LINING UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE NEENAH R-1981-I, NEOPRENE/FIBERGLASS COATED, AT 16 INCHES ON-CENTER.

12. ALL SANITARY SEWER MANHOLE LIDS SHALL BE NEENAH R-1550-A OR EAST JORDAN 1050/APPROVED EQUAL. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF SEALING WITH "O" RING GASKET. THE LIDS SHALL HAVE THE WORD "SANITARY" AND THE MUNICIPALITY NAME EMBOSSED ON THE LID.

13. ALL MANHOLE JOINTS SHALL BE SEALED WITH "O" RING JOINTS. ADDITIONALLY, MANHOLES SHALL HAVE AN INTERNAL OR EXTERNAL SEALING SYSTEMS SUCH AS CANUSA WRAPIDSEAL, CRETEX CHIMNEY SEAL OR ADAPTER, INC. NO MORE THAN EIGHT INCHES OF PRECAST CONCRETE ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. FRAMES SHALL BE SET ON BITUMINOUS MASTIC. MANHOLE SECTIONS SHALL HAVE GASKETED COUPLINGS, "A-LOK" OR APPROVED EQUAL.

14. DROP MANHOLE ASSEMBLIES SHALL BE PROVIDED AT THE JUNCTION OF SANITARY SEWERS WHERE THE DIFFERENCE IN INVERT GRADES EXCEEDS TWO FEET OR AT LOCATIONS SHOWN ON THE PLANS. THE ENTIRE DROP ASSEMBLY SHALL BE CAST IN CONCRETE MONOLITHICALLY WITH THE MANHOLE BARREL.

15. INSPECTION OF MANHOLES: ALL MANHOLES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS. ALL VISIBLE LEAKAGE SHALL BE ELIMINATED BEFORE FINAL INSPECTION AND ACCEPTANCE.

16. TESTING FOR ACCEPTANCE OF SANITARY SEWERS AND MANHOLES, INCLUDING SERVICE LINES, SHALL INCLUDE LOW PRESSURE AIR TEST AND DEFLECTION TEST PER STANDARD SPECIFICATIONS AND SUBDIVISION REGULATIONS OF THE MUNICIPALITY. THE TESTS SHALL BE APPROVED BY THE MUNICIPALITY BEFORE ACCEPTANCE. ALL SANITARY MANHOLES SHALL BE VACUUM TESTED FOR LEAKAGE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND ASTM C 1244-02.

17. ALL SANITARY SEWERS SHALL BE TELEVISED. A COPY OF THE RECORDING AND A WRITTEN REPORT SHALL BE SUBMITTED TO THE MUNICIPALITY FOR APPROVAL. THE REPORT SHALL INCLUDE STUB LOCATIONS, A DESCRIPTION OF ALL DEFECTS, WATER LEVEL, LEAKS AND IDENTIFICATION OF LENGTH FROM THE MANHOLE NUMBER SPECIFIED ON THE APPROVED PLANS. ALL COSTS SHALL BE INCIDENTAL TO THE WORK. TESTING SHALL BE WITNESSED AND APPROVED BY THE MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE LOCATION OF TELEVISION INSPECTION SHALL BE DESIGNATED BY THE MUNICIPAL ENGINEER.

18. IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT. AT HIS OWN EXPENSE, THE CONTRACTOR SHALL REPAIR OR REPLACE ALL MATERIALS AND WORKMANSHIP AS NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS.

19. THE CERTIFICATION CONTRACTOR SHALL SUBMIT CERTIFIED COPIES OF ALL REPORTS OF THE TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH THE STANDARD METHOD OF TESTING FOR "EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE BY PARALLEL PLATE LOADING," ASTM STANDARD D-2412. TESTS SHALL ALSO BE CONDUCTED IN ACCORDANCE WITH ASTM D-3212, TO DEMONSTRATE JOINT PERFORMANCE AT 5% MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT, AS SPECIFIED IN ASTM D-3212 SPECIFICATIONS.

SOIL EROSION AND SEDIMENT CONTROL

1. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY, AND THE ILLINOIS URBAN MANUAL.

2. BEFORE STARTING CLEARING AND SITE GRADING WORK, A CONSTRUCTION ENTRANCE AND SILT FENCE SHALL BE INSTALLED AS SHOWN ON THE PLANS.

3. THE CONSTRUCTION ENTRANCE TO THE SITE SHALL BE STABILIZED WITH GRAVEL PRIOR TO BEGINNING ANY WORK ON THE SITE. THE ENTRANCE SHALL BE MAINTAINED PERIODICALLY FOR ITS EFFECTIVENESS TO REMOVE DIRT WHICH COULD LEAVE THE SITE BY CONSTRUCTION VEHICLES.

4. SILT FILTER FENCE SHALL BE PLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE MUNICIPALITY'S ENGINEERING INSPECTOR TO PREVENT SEDIMENT FROM LEAVING THE SITE.

5. STAKED SILT FENCE SHALL BE INSTALLED AND MAINTAINED AROUND THE INLETS AND CATCH BASINS AS SHOWN ON THE PLANS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

7. THE CONTRACTOR SHALL INSPECT EROSION CONTROL MEASURES WEEKLY AND AFTER ANY STORM EVENT IN EXCESS OF 1/2". AN INSPECTION REPORT SHALL BE FILLED OUT EACH TIME AND SHALL BE KEPT IN A BINDER AT JOB SITE AT ALL TIMES ALONG WITH NOI, NPDES PERMIT & SWPPP PLAN.

8. AT THE COMPLETION OF THE PROJECT, ALL STORM SEWER PIPES AND STRUCTURES SHALL BE CLEANED AND FREE OF DIRT AND DEBRIS. THE SEDIMENTATION SHALL BE REMOVED FROM THE STORM SEWER SYSTEM AND SHALL NOT BE WASHED OUT IN THE STORM SEWER SYSTEM.

9. THE TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE EFFECTIVELY UNTIL ALL THE PERMANENT EROSION CONTROL ITEMS ARE FULLY FUNCTIONAL.

10. THE GUARANTEE PERIOD SHALL START AFTER ALL THE PERMANENT EROSION CONTROL MEASURES ARE FULLY FUNCTIONAL AND ACCEPTABLE TO OWNER OR HIS REPRESENTATIVE.

11. A. STOCKPILES OF ANY KIND SHALL NOT BE PLACED IN SPECIAL MANAGEMENT AREAS.

B. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN SEVEN DAYS, THEN SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR SUCH STOCKPILE.

12. IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORM WATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.

13. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.

14. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED UNLESS A ½" OR GREATER RAINFALL EVENT IS FORECAST PRIOR TO 7 DAYS. IN THAT CASE THE PROPER SOIL PROTECTION SHALL BE INSTALLED IMMEDIATELY. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION UNLESS GRADING ACTIVITIES ARE RESUMED WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

15. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, IRRIGATION, OR FIRE HYDRANT FLUSHING SHALL BE FILTERED PRIOR TO LEAVING PROJECT SITE.

16. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASHDOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED CONTINUOUSLY.

17. ALL CONTRACTORS SHALL COMPLY WITH SWPPP PLAN AND NPDES REQUIREMENT & SHALL SIGN SWPPP ON FILE WITH OWNER OR GENERAL CONTRACTOR.

WATER MAIN AND WATER SERVICES

1. WATER MAINS SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP), CLASS 52, CONFORMING TO AWWA C-151 (ANSI A-21.51) WITH CEMENT MORTAR LINING AND BITUMINOUS SEAL COATING, CONFORMING TO ANSI-A-21.4 (AWWA C-104). ALL WATER MAIN SHALL BE ENCASED WITH 8-MIL POLYETHYLENE WRAP. THE POLYETHYLENE MATERIAL SHALL BE IN CONFORMANCE WITH THE MUNICIPAL REGULATIONS.

2. THE JOINTS SHALL BE PUSH-ON JOINTS CONFORMING TO ANSI A-21.11 (AWWA C-111) AND ALL RETAINING GLANDS SHALL BE SET SCREW OR MEGA-LUG TYPE. WATER MAIN FITTINGS SHALL BE OF DUCTILE IRON WITH CEMENT MORTAR LINING AND SEAL COATING WITH PUSH-ON JOINTS, CONFORMING TO ANSI A21.10 (AWWA C-110). ALL TEE BOLTS SHALL BE STAINLESS STEEL, XYLAN COATED.

3. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON ALL WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC.

4. DISTRIBUTION SYSTEM VALVES SHALL BE RESILIENT SEAT VALVE, CONFORMING TO AWWA C-509, LATEST STANDARDS AND SHALL BE APPROVED BY THE MUNICIPALITY. EACH VALVE SHALL BE INSTALLED IN A VALVE VAULT OR BOX OF SIZE SHOWN ON THE PLANS. THE LIDS SHALL BE NEENAH R-1713-B OR APPROVED EQUAL. LETTERING ON THE CAST IRON FRAME AND LID SHALL INDICATE "WATER" AND THE MUNICIPALITY NAME.

5. A MINIMUM DEPTH OF COVER OF 5'-6" SHALL BE MAINTAINED OVER THE WATER LINES.

6. ALL WATER MAINS SHALL BE PRESSURE TESTED, FLUSHED AND DISINFECTED IN ACCORDANCE WITH AWWA SPECIFICATIONS. EACH VALVE SECTION SHALL BE PRESSURE TESTED FOR A MINIMUM OF FOUR HOURS. THE ONLY ALLOWABLE LEAKAGE IS AS PREDETERMINED BY THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS. AT NO TIME IS THERE TO BE ANY VISIBLE LEAKAGE FROM THE MAIN.

7. FIRE HYDRANTS SHALL BE INSTALLED WITH AN AUXILIARY VALVE WITH CAST IRON VALVE BOX. FIRE HYDRANTS SHALL CONFORM TO MEET ALL REQUIREMENTS DESCRIBED IN THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY. THE HYDRANT SHALL FACE THE ROADWAY. THE FIRE HYDRANTS SHALL BE PAINTED PER THE MUNICIPALITY. THE VALVE BOX LID SHALL HAVE WORD "WATER" EMBOSSED ON THE LID.

8. MAXIMUM DEFLECTION AT PIPE JOINTS SHALL BE IN ACCORDANCE WITH CURRENT MANUFACTURER'S RECOMMENDATIONS AND AWWA SPECIFICATIONS.

9. WATER SERVICE LINES 2" IN DIAMETER OR SMALLER SHALL BE TYPE 'K' COPPER TUBING CONFORMING TO ASTM B88-58. NO COUPLINGS SHALL BE PERMITTED BETWEEN THE CORPORATION AND CURB STOPS OR BETWEEN THE CURB STOP AND THE BUILDING.

10. WATER SERVICE BOXES SHALL BE OF SUFFICIENT LENGTH TO PERMIT THE TOP TO BE INSTALLED FLUSH WITH THE FINISHED GRADE. EACH SERVICE BOX SHALL BE PROVIDED WITH A CAP WITH THE WORD "WATER" CAST IN THE TOP.

11. CATALOG CUTS OR SHOP DRAWINGS SHALL BE SUBMITTED TO THE VILLAGE OF MINOOKA PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. INSTALLATION OF COMPONENTS NOT APPROVED BY THE VILLAGE WILL BE CAUSE FOR REMOVAL AND/OR REPLACEMENT.

12. IEPA WATER MAIN PROTECTION

A. WATER MAINS:

1. HORIZONTAL SEPARATION:
a) WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICES CONNECTION.
b) WATER MAINS MAY BE LAID CLOSER THAN 10 FEET TO A SEWER LINE WHEN:
1) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF 10 FEET
2) THE WATER MAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER
3) THE WATER MAIN IS IN A SEPARATE TRENCH.
c) BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO MEET CONDITION (a) OR (b) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2. VERTICAL SEPARATION:
a) A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER, WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN 10 FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
b) IF IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (a) OR THE WATER MAIN PASSES UNDER A SEWER OR DRAIN, THEN ONE OF THE FOLLOWING METHODS SHALL BE FOLLOWED:
1) THE STORM DRAIN SHALL BE CONSTRUCTED OF "O" RING JOINTS AND SANITARY SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATER MAIN STANDARDS.
2) THE WATER MAIN MAY BE ENCASED IN A WATERTIGHT CARRIER PIPE AS INDICATED ON THE PLANS AND AS PER THE SPECIAL CROSSING DETAIL SHOWN ON THE DETAIL SHEET.
c) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
d) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST 10 FEET.

13. ALL WATERMAIN SHALL HAVE A #10 TRACER WIRE TAPED OR TIED TO THE TOP OF THE PIPE AND A WHIP END BROUGHT TO THE SURFACE AT ALL VALVE VAULTS AND FIRE HYDRANTS.

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STORM SEWER

1. ALL STORM SEWER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, IN ADDITION TO THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY.

2. UNLESS OTHERWISE NOTED ON THE PLANS, ALL STORM SEWERS SHALL BE REINFORCED CONCRETE CULVERT PIPE (RCP), ASTM C 76, WITH "O" RING RUBBER GASKET JOINTS CONFORMING TO ASTM C-443.

3. HDPE STORM SEWER PIPE SHALL BE HIGH DENSITY POLYETHYLENE PIPE PER ASTM F-2306 WITH WATERTIGHT JOINTS CONFORMING TO ASTM D-3212.

4. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL, UNLESS OTHERWISE NOTED.

5. ALL DOWNSPOUT AND FOOTING DRAINS SHALL BE DISCHARGED TO THE STORM SEWER SYSTEM OR ONTO THE GROUND.

6. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE FOUR FEET IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. MANHOLE JOINTS SHALL BE "O" RING GASKET JOINTS. A MAXIMUM OF SIX INCHES OF ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. THE ADJUSTING RINGS SHALL BE SET WITHIN A FULL MORTAR BED.

7. ALL STORM SEWERS SHALL BE INSTALLED ON TYPE "A" BEDDING, 1/4 TO 3/4 INCH IN SIZE, WITH A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR INCHES. USING BLOCKS OF ANY KIND FOR GRADE IS NOT PERMITTED. THE GRANULAR MATERIAL FOR BEDDING AND TRENCH BACKFILL MATERIAL SHALL CONFORM TO IDOT GRADATION CA-6. THE GRANULAR MATERIAL FOR BEDDING AND INITIAL BACKFILL OF FLEXIBLE PIPE SHALL BE NON-ANGULAR GRAVEL MATERIAL CONFORMING TO ASTM D-2321, CLASS I. THE COST OF BEDDING MATERIAL SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER. THE BEDDING MATERIALS SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR DENSITY.

8. THE FRAME AND GRATE OR CLOSED LID TYPE SHALL BE AS SPECIFIED ON THE UTILITY PLAN. THE MANHOLE LIDS SHALL BE A MACHINE SURFACED, NON-ROCKING DESIGN. ALL CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE-DRAINS TO WATERWAYS" MESSAGE. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" AND THE MUNICIPALITY NAME EMBOSSED ON THE LID. THE JOINT BETWEEN THE CONCRETE SECTION AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND.

9. ALL STORM SEWERS SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.

10. AFTER THE STORM SEWER STRUCTURE HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT LOCATIONS SHOWN ON THE PLANS OR AS SELECTED IN THE FIELD BY THE ENGINEER. THE PURPOSE OF THE EROSION CONTROL WILL BE TO MINIMIZE THE AMOUNT OF SILTATION NORMALLY ENTERING THE STORM SEWER SYSTEM FROM ADJECENT AND/OR UPSTREAM DRAINAGE AREAS.

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

GENERAL NOTES AND SPECIFICATIONS
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER
ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

1.1. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;

1.2. STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;

1.3. VILLAGE OF PALATINE MUNICIPAL CODES;

1.4. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;

1.5. IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF PALATINE ENGINEERING DEPARTMENTS AND PUBLIC WORKS DEPARTMENTS MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE VILLAGE OF SCHAUMBURG VERTICAL DATUM (NGVD).

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENTED TO THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261, F-2620 (HEAT FUSION) ASTM D-3212, F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3219
14-INCH TO 48-INCH	AWWA C905	ASTM D-3219

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	ASTM D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	ASTM D-3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

11.a. A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.

11.b. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.

11.c. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATERMAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCE SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
5.a. UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
5.b. ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

MWRD GENERAL NOTES AND SPECIFICATIONS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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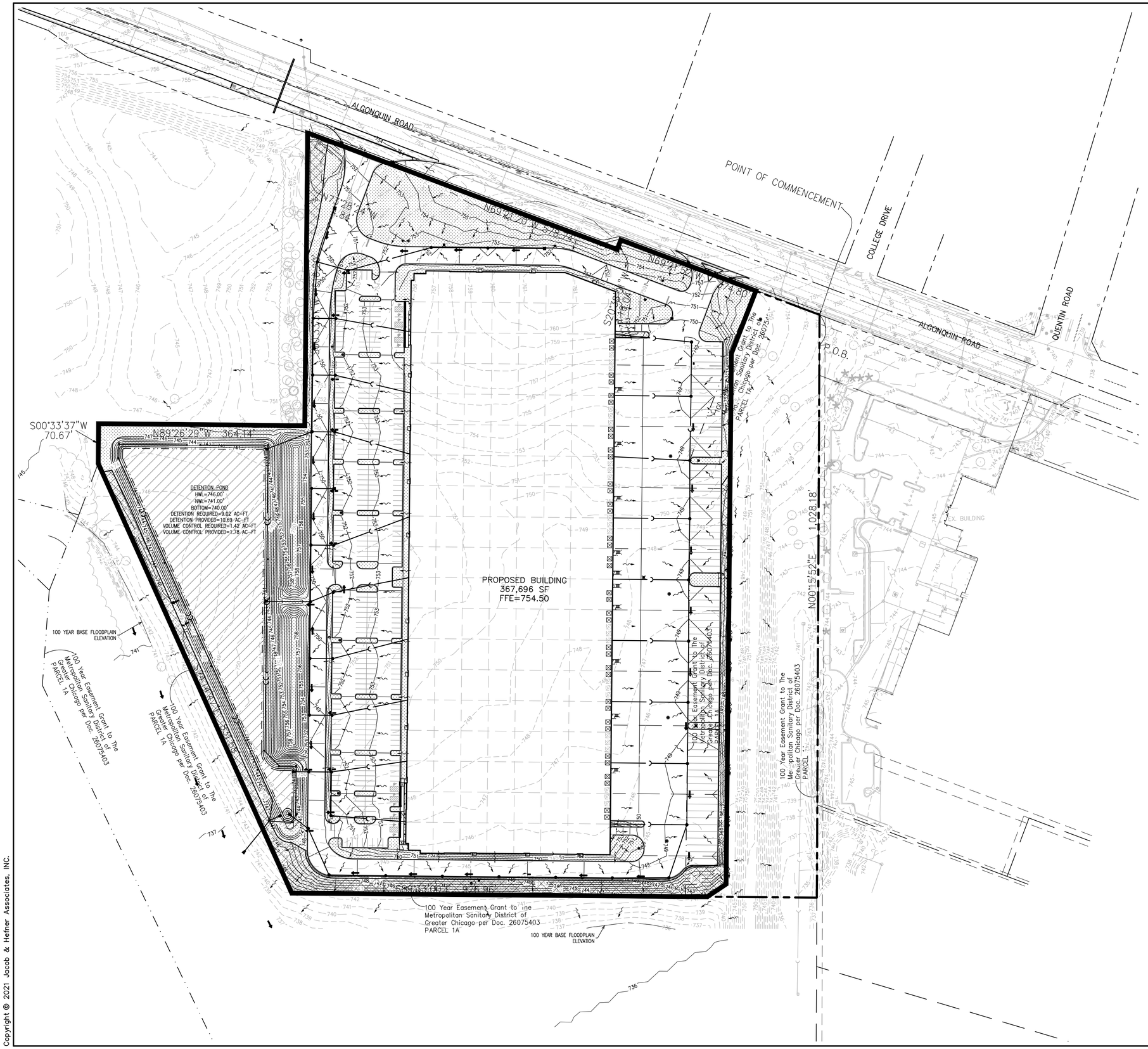
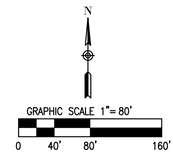
Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)





PROPOSED DRAINAGE EXHIBIT LEGEND:

PROJECT AREA 24.80 ACRES	
IMPERVIOUS AREA 17.20 ACRES (CN=98)	
PERVIOUS AREA 5.76 ACRES (CN=74)	2
POND AREA 1.84 ACRES (CN=70-NATIVE PLANTINGS)	
UNRESTRICTED AREA 1.22 ACRES (4.9%)	
EXISTING CONTOUR	700
PROPOSED CONTOUR	700
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	
EXISTING STORM SEWER	
PROPOSED STORM SEWER	

STORMWATER MANAGEMENT SUMMARY TABLE:

DEVELOPMENT AREA	24.80 ACRES
PROPOSED IMPERVIOUS AREA (CN=98)	17.20 ACRES
PROPOSED PERVIOUS AREA (CN=74)	5.76 ACRES 2
PROPOSED POND AREA (CN=70-NATIVE PLANTINGS)	1.84 ACRES
COMPOSITE RUNOFF CURVE NUMBER	90.35
ADJUSTED RUNOFF CURVE NUMBER	83.21 2
ALLOWABLE RELEASE RATE	4.96 CFS
ACTUAL RELEASE RATE (8-3/4" RESTRICTOR AT HWL=740.00)	4.85 CFS
UNRESTRICTED AREA (4.9%)	1.22 ACRES
DETENTION VOLUME REQUIRED	9.03 ACRE-FEET 2
DETENTION VOLUME PROVIDED (HWL=746.00')	10.69 ACRE-FEET
VOLUME CONTROL REQUIRED	1.43 ACRE-FEET 2
VOLUME CONTROL PROVIDED	1.78 ACRE-FEET

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

MWRD DRAINAGE EXHIBIT

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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1"=80'

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Attachment: EXHIBIT - Engineering plans - 211028 F076a-623 E. Algonquin Road Revised Set (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Traffic Impact Study

Proposed Warehouse Building
623 E. Algonquin Road
Palatine, Illinois

September 24, 2021

Prepared For:

LPC Acquisitions, LLC

Prepared by:

Dan Brinkman, P.E., PTOE

Assistant Director of Transportation Services

GHA GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the proposed Logistics / Warehouse building to be constructed at 623 E Algonquin Road (IL Rte 62). The approximately 25-acre subject site is located on the south side of Algonquin Road west of the Quentin Road intersection and east of the Harper College access in Palatine, Illinois. Per the September 21, 2021 Overall Site Plan, prepared by Jacob & Hefner, LPC Acquisitions, LLC is proposing to construct a single 349, 659 square foot building (an expansion to 365,700 square feet is possible and has been analyzed in this report) with a full movement access and a separate Right-in / Right -out (RIRO) access located on Algonquin Road.

The following summarizes our findings and provides various recommendations for your consideration. *Appendices* referenced are in the Technical Addendum at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibit 1 provides a site location map. The existing traffic operations in the site area are illustrated on *Exhibit 2*. *Appendix A* provides a photo inventory of operations along the site frontage. Pertinent comments to the adjacent roadways include:

Algonquin Road (IL Rte 62)

- Algonquin Road is an east-west Principal Arterial under the jurisdiction of the Illinois Department of Transportation (IDOT).
- Along the site frontage, Algonquin Road (IL Rte 62) is designated as a Strategic Regional Arterial (SRA) Route by IDOT.
- Along the site frontage, Algonquin Road provides two travel lanes in each direction separated by a wide (±18-foot), flush median.
- West of the site frontage as Algonquin Road approaches the Harper College entrance it widens to provide three through lanes in each direction.
- Algonquin Road has a posted speed limit of 45 miles per hour (mph) in the vicinity of the site.
- Separate eastbound and westbound left turn lanes are provided at the signalized intersection with Quentin Road as is a westbound right turn lane.
- Algonquin Road is designated as a Class II Truck route.
- The Annual Average Daily Traffic (AADT), year 2019, on Algonquin Road was 31,000 vehicles per day.

Quentin Road (County Hwy V62 / #42)

- Quentin Road is a north south, local route under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH).
- Quentin Road provides two travel lanes in each direction north of Algonquin Road separated by a wide (±16-foot) mountable median.
- Southbound at Algonquin Road, Quentin Road provides a southbound dedicated left turn lane, a shared through and left turn lane and a separate right turn lane. The south approach to the signalized intersection is a private commercial entrance that provides a single travel lane in each direction.
- Quentin Road has a posted speed limit of 35 mph.

- The Annual Average Daily Traffic (AADT), year 2018, on Quentin Road was 8,450 vehicles north of Algonquin Road.

College Drive

- College Drive is a local roadway that intersects Algonquin Road approximately 350 feet west of Quentin Road.
- College Drive is limited to RIRO movements and is under Stop sign control at its intersection with Algonquin Road.
- No speed limit is posted on College Drive and no historical AADT volume is available.

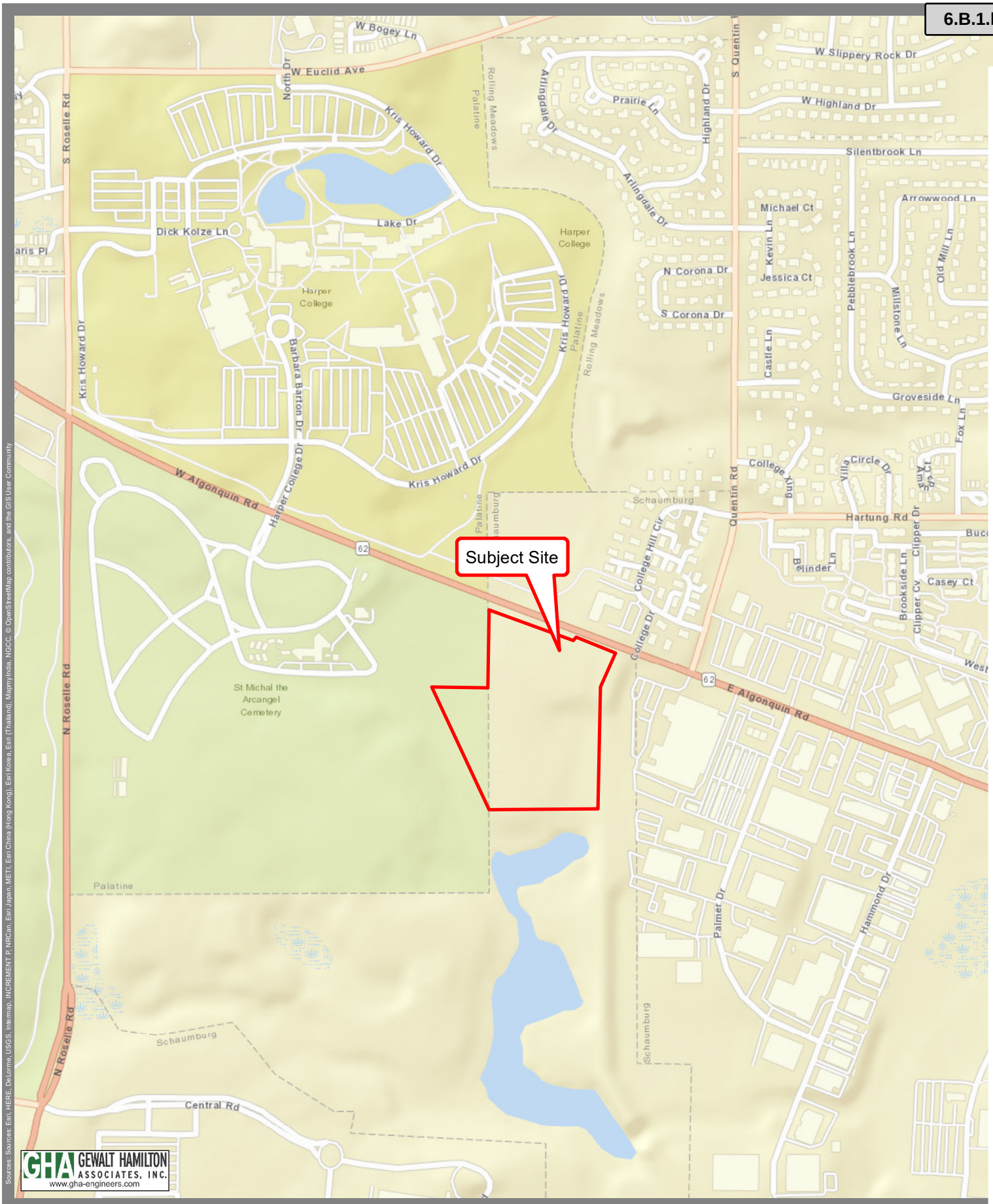
Pedestrian Facilities

- A sidewalk is provided along the north side of Algonquin Road for approximately 750 feet west of Quentin Road.
- A sidewalk is provided along the south side of Algonquin Road for approximately 410 feet west of Quentin Road terminating at the site frontage.
- There is no sidewalk on either side of Algonquin Road west of the subject site.

Transit

- There are no active PACE routes along Algonquin Road. Route 696 (Randhurst / Woodfield / Harper College) is identified as Pre Covid Service on the PACE website www.pacebus.com .

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



Sources: Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

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www.gha-engineers.com

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1 inch = 800 Feet

Exhibit 1 - Location Map

LPC Acquisitions, LLC
623 Algonquin Rd - Palatine, Illinois

MapCode:

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 2
Existing Traffic Operations

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

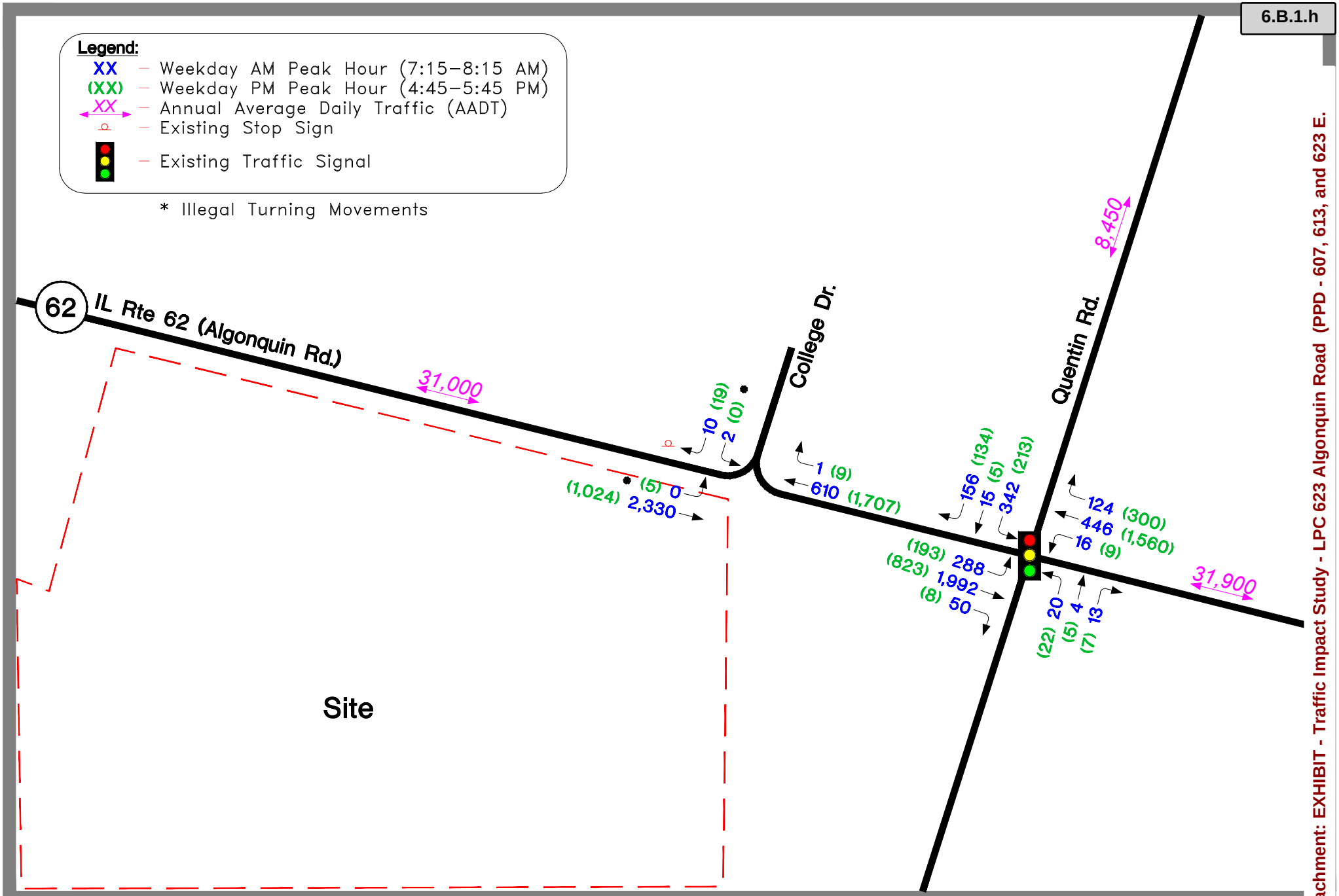
Existing Traffic

Exhibit 3 summarizes the existing weekday morning and evening peak hour traffic volumes. Peak period traffic turning movement counts were conducted by GHA on Wednesday September 1, 2021 from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM at the Algonquin Road intersections with College Drive and Quentin Road. The observed weekday morning and evening peak hours generally occurred from 7:00 to 8:00 AM, 4:45 to 5:45 PM respectively. *Exhibit 3* also provides the AADT (24-hour volume) along Algonquin Road and Quentin Road as published by IDOT on their website: www.gettingaroundillinois.com.

A summary of the traffic counts can be found in ***Appendix B***. It should be noted that traffic counts conducted during this post-pandemic time period should be compared to historical data (if available) to analyze whether the volumes have increased or decreased. If the volumes have decreased, a COVID factor should be applied to ensure that the maximum impacts are considered. The traffic counts conducted in 2021 were compared to historical hourly traffic count data from 2019 (pre-pandemic) available from the IDOT database. All movements were increased to a minimum of the historical data if the 2021 counts were lower. If observed volumes were higher than the pre-pandemic counts, they were maintained.

No unusual activities (e.g., roadway construction, or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity. However, several vehicles were observed during the peak hours making illegal left turns in and out of the College Drive intersection. Summaries of the 2021 existing traffic counts and historical IDOT data can be found in ***Appendix B***.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



GHA GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 3
Existing Traffic

Sources: 1) GHA September, 2021 2) IDOT 2018/2019 AADT

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Crash Analysis

Crash data was obtained from the IDOT Division of Transportation and Safety for the last five calendar years, 2016 through 2020. A summary of the crash data is provided in *Table 1* with the locations mapped on the exhibit contained in *Appendix C-1*.

Table 1: Crash Summary (2016-2020) [A]

Location	No. of Crashes	Severity [B]					Crash Type [D]									Percent During Wet/Icy Conditions
		PD	PI [C]			F	CM	FTR	RTF	SSD	SOD	FO	HO	Ped	Bike	
			A	B	C											
Intersections - Crashes within 200' of intersection																
Algonquin Rd & Quentin Rd	27	15	-	4	8	-	13	11	-	2	1	-	-	-	-	19%
Algonquin Rd & College Dr	6	3	-	2	1	-	-	4	-	-	-	1	1	-	-	0%
Total (2016-20)	33	18	0	6	9	0	13	15	0	2	1	1	1	0	0	15%

[A] Source: IDOT Division of Transportation Safety for the 2016-2020 calendar years.

[B] PD = property damage only; PI = personal injury; F = fatality.

[C] Type A (incapacitating injury); Type B (non-incapacitating injury); Type C (possible injury).

[D] CM = cross movement/angle; FTR = front to rear; RTF = rear to front; SSD = Sideswipe Same Direction; SOD = Sideswipe Oppsoite Direction; FO = fixed object; HO = head onl; Ped = pedestrian.

As shown in Table 1, the intersection of Algonquin Road and Quentin Road experienced the highest number of crashes within the study area over the five-year analyses period, with an average of 5-6 crashes per year. Approximately 56 percent (15 of 27) of the crashes involved property damage only and approximately 41 percent (11 of 27) were rear-end collisions. Cross movement crashes represented about half (approximately 48 percent) of the reported crashes at this intersection.

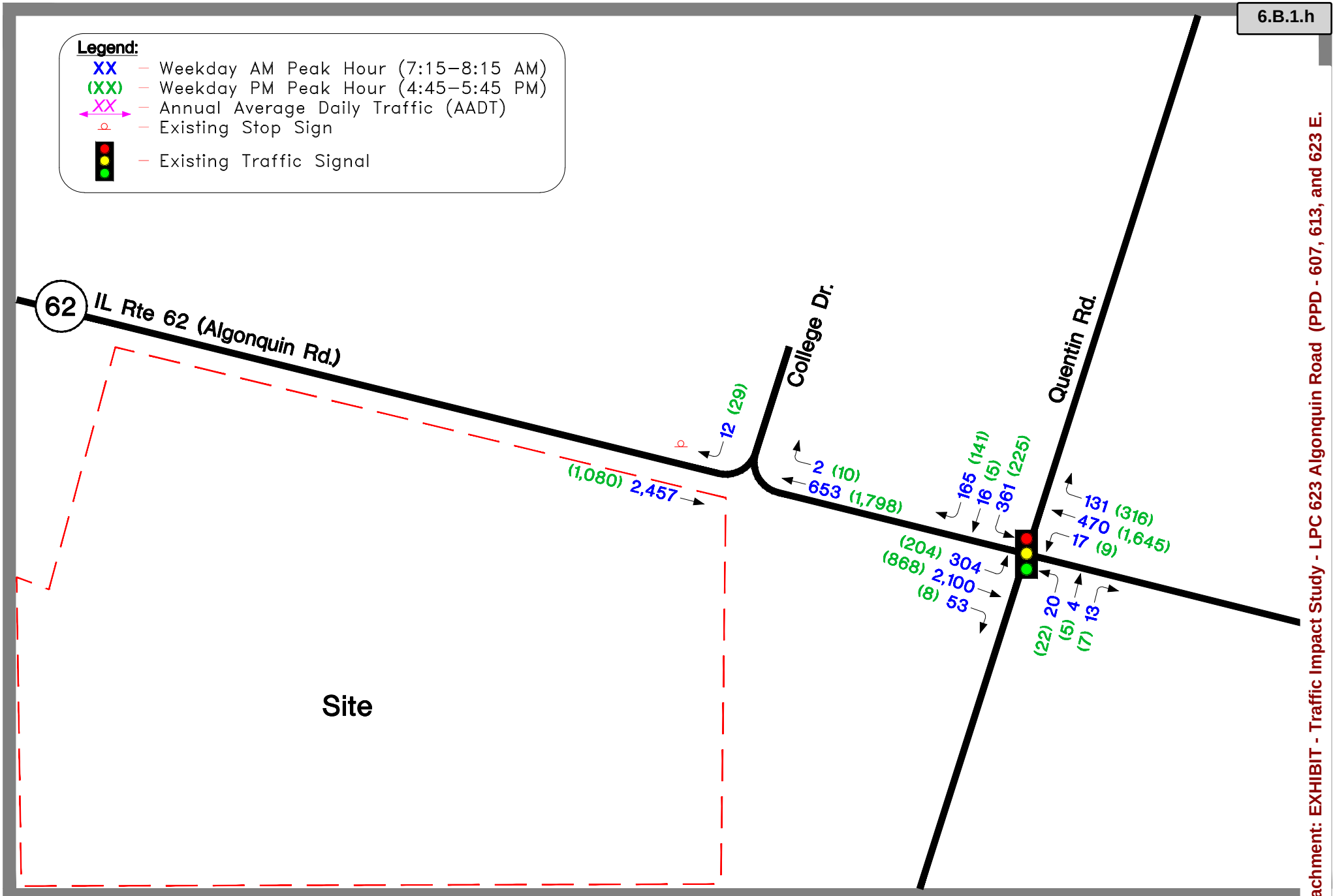
Additionally, the intersection of Algonquin Road and College Drive experienced the next highest number of crashes with an average of approximately 1 crash per year. Approximately 50 percent (3 of 6) of the crashes at this intersection involved property damage only and more than half (approximately 67 percent) were rear-end collisions. Cross movement crashes represented none of the reported crashes at this intersection. However, one head one crash did occur.

There were no crashes that involved pedestrians or bicyclists throughout the study area.

No-Build Traffic

Traffic growth in the area is a function of expected land development in the region. Future traffic volume conditions were developed for the year 2028, build-out year of the development (year 2023) plus five years. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see *Appendix D*), traffic volumes along the roadways surrounding the site are assumed to experience an overall annual compounded growth rate of between 0.16% and 0.76% per year. Accordingly, the 2028 No-Build peak hour traffic volumes (see *Exhibit 4*) were developed by applying the predicted growth rates to the COVID-19 adjusted existing traffic.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



GEWALT HAMILTON ASSOCIATES, INC.

N

Not to Scale

Exhibit 4
2028 No Build Traffic

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Part III. Traffic Evaluation

Future Site Characteristics

Proposed Development Plan

LPC Acquisitions, LLC proposes to construct a single 365,700 square foot office / warehouse facility on the approximately 25-acre subject site located on the south side of Algonquin Road west of the Quentin Road intersection and east of the Harper College access in Palatine, Illinois. A single, full movement access to the subject site is proposed approximately 1,270 feet west of the Quentin Road intersection. A secondary RIRO movement access is proposed approximately 415 feet west of the Quentin Road intersection.

These dimensions are also illustrated on ***Exhibit 5.***

The September 21, 2021 Overall Site Plan is provided in ***Appendix E***.

Trip Generation

Table 2 summarizes the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the Manual *Trip Generation* were used to determine the anticipated traffic generated by the proposed development. As can be seen in *Table 2* the proposed warehouse development is expected to generate approximately 70 trips (combined inbound and outbound) during each or the Peak Hours and approximately 640 trips (again inbound and outbound total) in a 24-hour period.

As previously noted, the building illustrated on the site plan has potential to be expanded to 365,700 square feet.

See *Appendix F* for excerpts of the ITE manual.

Table 2: Trip Generation Calculations

Land Use	Size	ITE Code	Weekday Peak Hours						Daily		
			Morning 7:00-8:00 AM			Evening 4:15-5:15 PM					
			In	Out	Sum	In	Out	Sum	In	Out	Sum
Delivery Station											
Warehouse	365.7 KSF	150	53	16	69	20	52	72	318	318	636
New Trips			53	16	69	20	52	72	318	318	636

Sources:ITE Trip Generation Manual, 10th Edition - See Appendix F

Trip Distribution

Table 3 provides the anticipated distribution of site traffic. This was based on existing site travel patterns, proposed access, and the operational characteristics of the adjacent street system, including the proximity to the I-90 interchange to the west and the IL 53/ I-290 interchange to the east.

Table 3: Trip Distribution

Route & Direction	Percent Route To/From Site
IL Rte 62	
West of Site	40%
East of Quentin Road	55%
Quentin Road	
North of IL Rte 62	5%
Totals =	*100%*

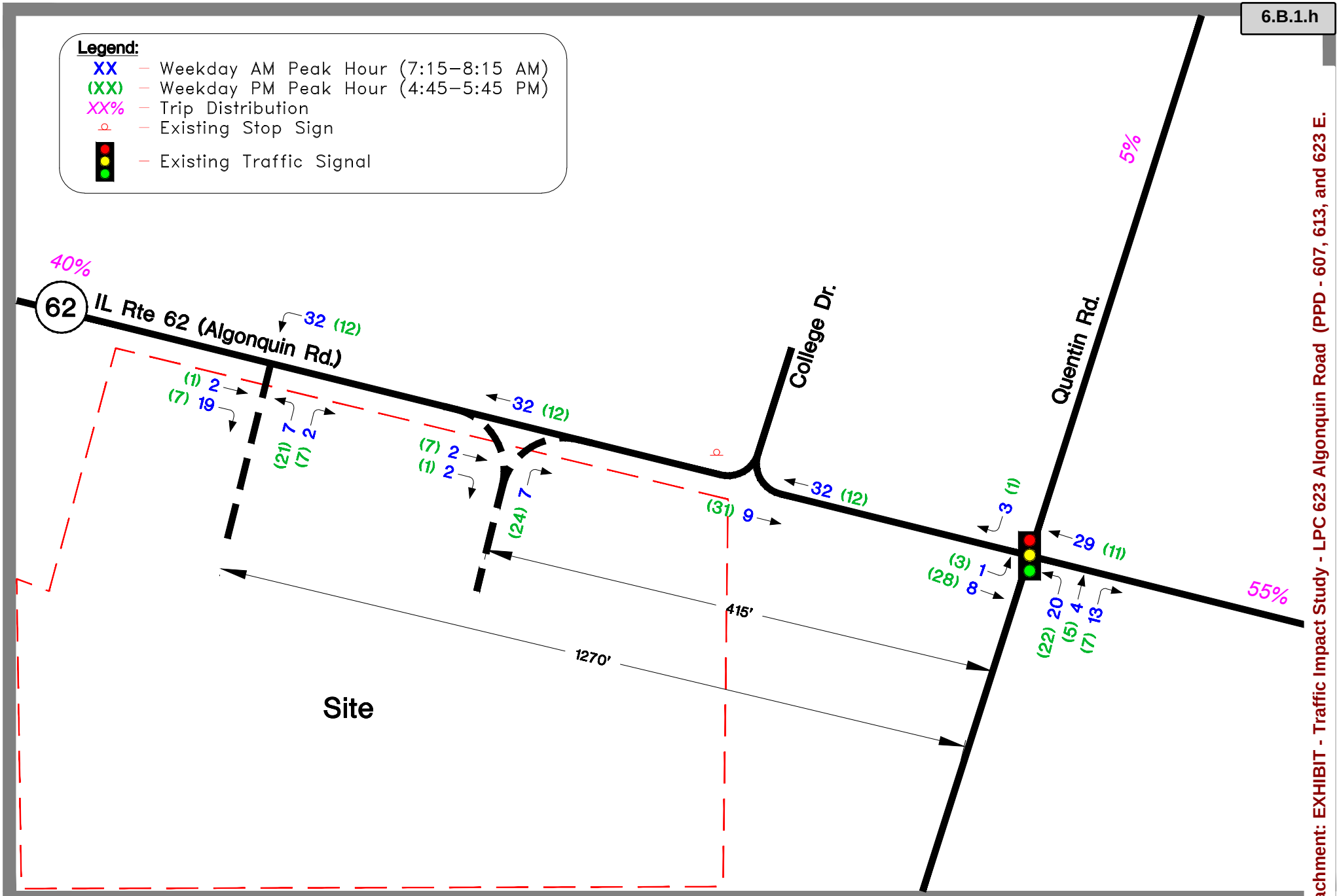
Traffic usage of the area roadway network is also illustrated on ***Exhibit 5.***

Site and Total Traffic Assignments

Exhibit 5 illustrates the site traffic assignment for the development's trips, which is based on the traffic characteristics summarized in *Tables 2 and 3* (traffic generation and trip distribution) and assigned to the area roadways. As previously noted, the proposed development is anticipated to open in late 2022 or early 2023. Therefore, we have considered the total impacts of the complete development for the year 2028, or buildout plus five years.

The site traffic (*Exhibit 5*) and 2028 No-Build traffic (*Exhibit 4*) were combined to produce the 2028 Total traffic, which is illustrated on ***Exhibit 6***.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



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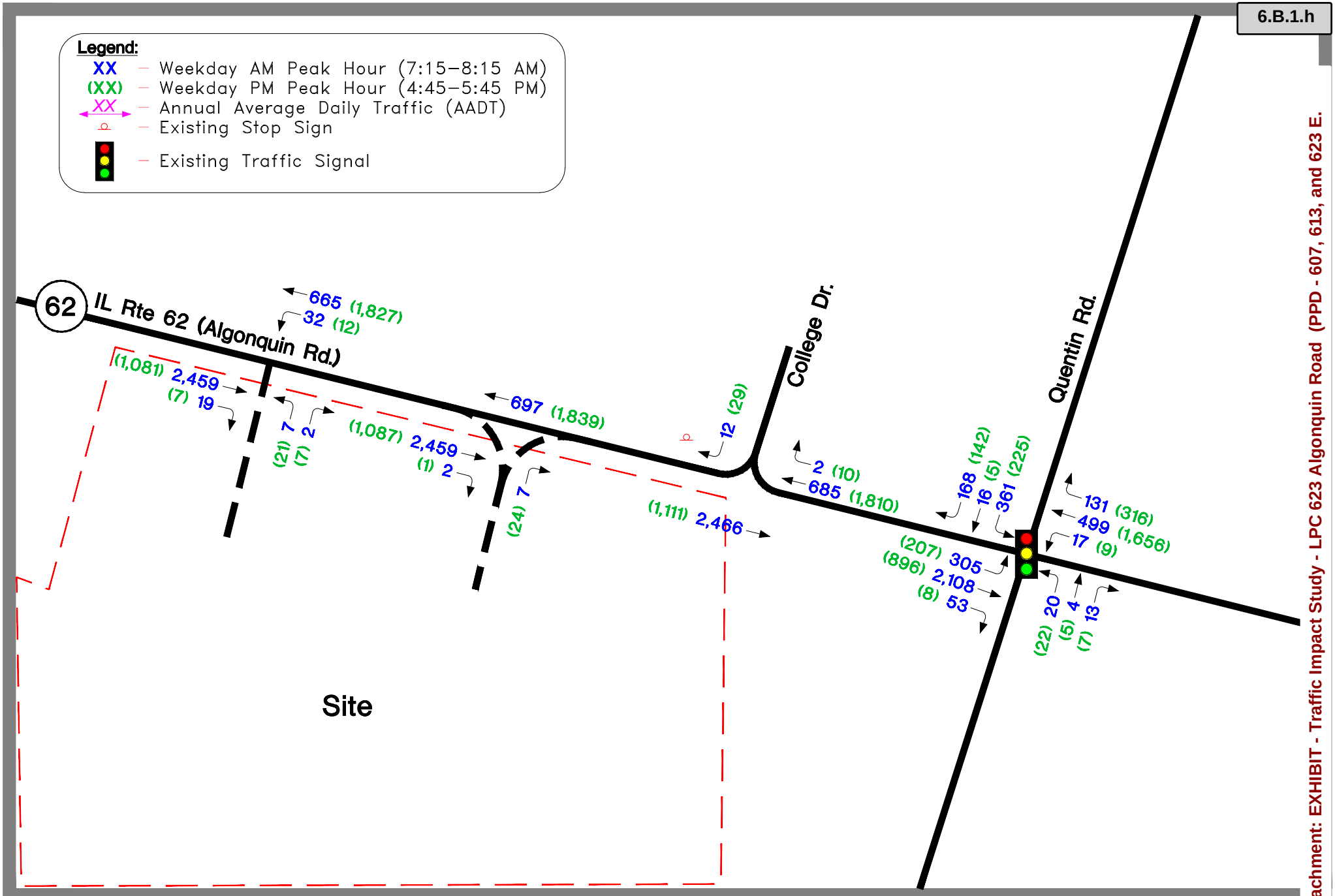
N

Not to Scale

Exhibit 5
Site Traffic

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.



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Not to Scale

Exhibit 6
2028 Total Traffic

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Capacity Analysis

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Sixth Edition, is provided in *Table 4*.

Table 4: Level of Service (LOS) Summary

LOS	Description	Delay (seconds / vehicle)	
		Traffic Signal	Stop Sign
A	Describes conditions with little to no delay to motorists.	<10	< 10
B	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
C	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
F	Is unacceptable to most drivers with high delay values that often occur when arrival flow rates exceed the capacity of the intersection.	>80	>50

Capacity analyses were performed using the methodologies outlined in the HCM, for the following scenarios:

- *Existing Traffic* – COVID-19 Adjusted Existing traffic (year 2021),
- *No-Build Traffic* – Future (non-site, year 2028) traffic with background growth, and
- *Total Traffic* – Future No-Build traffic volumes (year 2028) plus the addition of the site generated traffic.

2028 Total traffic conditions assumed the following, with *Exhibit 7*, illustrating future traffic operations:

- Eastbound right turns into the site will be made from a dedicated right turn lane at the full access, but from the outside through lane at the RIRO drive.
- Westbound left turns into the site will be made from a dedicated left turn lane into the site created within the existing painted median.
- The site full access will provide separate right and left turn lanes for exiting traffic, which will also be under Stop Sign control.
- Traffic exiting the RIRO access will be under Stop Sign control.

Table 5 summarizes the intersection capacity and queue analysis results.

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623 E Algonquin Road
Palatine Illinois

Table 5: Level-of-Service Summary

Intersection / Timeframe / Scenario	Roadway Conditions	LOS Per Movement By Approach > = Shared Lane - = Non Critical or not Allowed Movement												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)	LOS
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
1. IL Rte 62 at Quentin Road	Traffic Signal	Eastbound			Westbound			Northbound			Southbound			Intersection Delay	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	B	D	F	F	B	A	>	F	<	E	D	D	39.8	D
	• 95th Queue Length (ft)	199	898	939	41	140	55	-	77	-	542	20	202		
No-Build Traffic (See Exhibit 4)	• Current	B	F	F	F	B	A	>	F	<	F	D	D	53.5	D
	• 95th Queue Length (ft)	215	1175	1200	42	159	61	-	77	-	577	21	208		
Total Traffic (See Exhibit 6)	• Current	B	F	F	F	B	A	>	F	<	F	D	D	54.0	D
	• 95th Queue Length (ft)	216	1192	1224	43	170	61	-	77	-	577	21	211		
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	B	A	A	F	A	A	>	F	<	F	E	E	23.3	C
	• 95th Queue Length (ft)	83	41	43	26	178	118	-	70	-	569	8	225		
No-Build Traffic (See Exhibit 4)	• Current	C	A	A	F	A	A	>	F	<	F	E	E	26.0	C
	• 95th Queue Length (ft)	167	44	45	26	200	127	-	70	-	627	8	236		
Total Traffic (See Exhibit 6)	• Current	C	A	A	F	A	A	>	F	<	F	E	E	25.9	C
	• 95th Queue Length (ft)	195	45	47	26	203	128	-	70	-	628	8	238		
2. IL Rte 62 at College Drive	TWSC SB Stops	Eastbound			Westbound			Northbound			Southbound			SB Approach Delay	
A. Weekday Morning Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	-	-	-	-	-	-	B	-	-	10.6	B
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	3	-	-	-	-
No-Build Traffic (See Exhibit 4)	• Current	-	-	-	-	-	-	-	-	-	B	-	-	10.8	B
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	3	-	-	-	-
Total Traffic (See Exhibit 6)	• Current	-	-	-	-	-	-	-	-	-	B	-	-	10.9	B
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	3	-	-	-	-

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Table 5: Level-of-Service Summary (cont.)

Intersection / Timeframe / Scenario	Roadway Conditions	LOS Per Movement By Approach > = Shared Lane												Intersection / Approach	
		Eastbound			Westbound			Northbound			Southbound			Delay (sec / veh)	LOS
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2. IL Rte 62 at College Drive	TWSC SB Stops	Eastbound			Westbound			Northbound			Southbound			SB Approach Delay	
B. Weekday Evening Peak Hour															
Existing Traffic (See Exhibit 3)	• Current	-	-	-	-	-	-	-	-	-	C	-	-	19.7	C
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	8	-	-	-	-
No-Build Traffic (See Exhibit 4)	• Current	-	-	-	-	-	-	-	-	-	C	-	-	21.0	C
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	-	8	-	-	-	-
Total Traffic (See Exhibit 6)	• Current	-	-	-	-	-	-	-	-	-	C	-	-	21.1	C
		-	-	-	-	-	-	-	-	-	8	-	-	-	-
3. IL Rte 62 at Site Full	TWSC NB Stops	Eastbound			Westbound			Northbound			Southbound			NB Approach Delay	
A. Weekday Morning Peak Hour															
Total Traffic (See Exhibit 6)	• As Planned	-	-	-	E	-	-	F	-	D	-	-	-	108.7	F
	• 95th Queue Length (ft)	-	-	-	23	-	-	18	-	3	-	-	-	-	-
B. Weekday Evening Peak Hour															
Total Traffic (See Exhibit 6)	• As Planned	-	-	-	D	-	-	F	-	D	-	-	-	N/A	F
	• 95th Queue Length (ft)	-	-	-	8	-	-	25	-	3	-	-	-	-	-
4. IL Rte 62 at Site RIRO	TWSC NB Stops	Eastbound			Westbound			Northbound			Southbound			NB Approach Delay	
A. Weekday Morning Peak Hour															
Total Traffic (See Exhibit 6)	• As Planned	-	-	-	-	-	-	-	-	D	-	-	-	31.8	D
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	5	-	-	-	-	-
B. Weekday Evening Peak Hour															
Total Traffic (See Exhibit 6)	• As Planned	-	-	-	-	-	-	-	-	B	-	-	-	13.9	B
	• 95th Queue Length (ft)	-	-	-	-	-	-	-	-	5	-	-	-	-	-

Capacity analysis summary printouts are provided in *Appendix G*.

Access Spacing

- The proposed location of the only proposed full movement site access is located approximately 1,270 feet west of the signalized Quentin Road intersection.
- The proposed location of the secondary RIRO site access is located approximately 415 feet west of the signalized Quentin Road intersection.

Recall, these dimensions are illustrated on ***Exhibit 5.***

The following summarizes the findings of the Capacity Analyses.

IL Rte 62 (Algonquin Road) at Quentin Road

Currently, multiple movements at this signalized intersection experience longer than desirable and even "failing" operations (LOS E and F) during both Peak Hours. Specifically westbound left turns, northbound traffic exiting the private access, southbound left turns and eastbound through traffic during the Morning Peak Hour. However, overall operations are expected to remain at the "acceptable" LOS D or better through the 2028 design horizon. Note that the majority of the operational impacts are a result of non-project related growth and that the impacts of the development traffic (e.g., the change between No-Build 2028 operations and Total Traffic) are negligible.

Regional improvements to add an additional through lane on IL Rte 62 (as it exists further west) have been planned as far back as December 1998, when the SRA Report was published (See ***Appendix H***). Note that the majority of the operational impacts are a result of non-project related growth and that the impacts of the development traffic (e.g., the change between No-Build 2028 operations and Total Traffic) are negligible. No changes to the existing signal timing and phasing are required to accommodate the development traffic.

IL Rte 62 (Algonquin Road) at College Drive

Right turn movements at this limited access are expected to remain at or above the "design" LOS C or better operations through buildout.

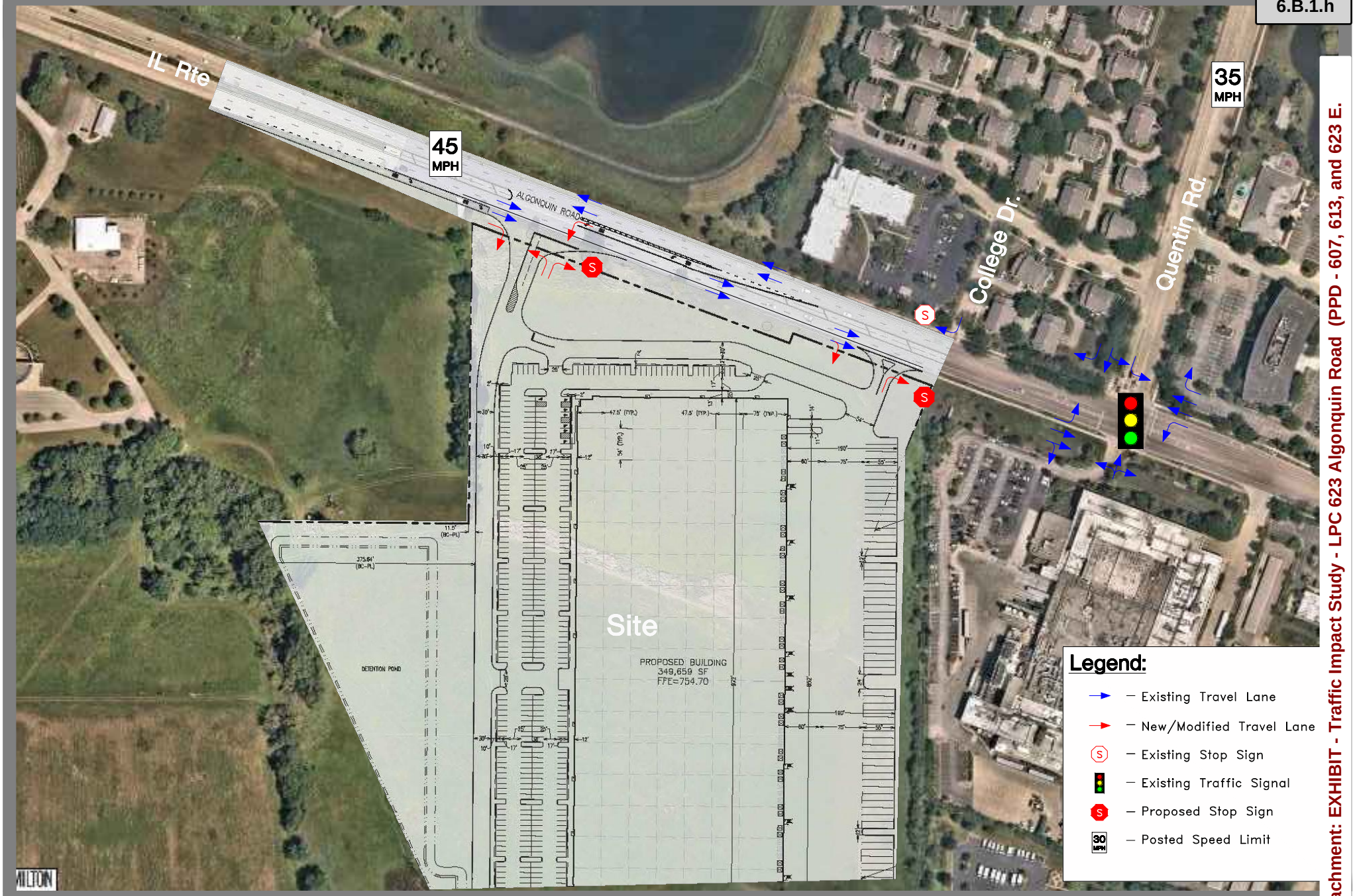
IL Rte 62 (Algonquin Road) at Full Movement Site Access Drive

A new full movement access is proposed with separate right and left turn lanes for both inbound and exiting traffic. Given the high traffic volumes on IL Rte 62, left turn movements into and out of the development will experience longer than desirable delays and are expected to operate at "failing" Levels of Service. However, the anticipated queues are less than a single vehicle and are typical of unsignalized approach left turn movements along major over-capacity roadways in the Chicago Region.

IL Rte 62 (Algonquin Road) at Limited (RIRO) Site Access Drive

A new limited (RIRO) movement access is proposed at the eastern end of the site. All movements are expected to operate at or above LOS D.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



GEWALT HAMILTON ASSOCIATES, INC.

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Not to Scale

Exhibit 7
Proposed Traffic Operations

Part IV. Recommendations and Conclusions

Analyses have been conducted under existing and future conditions to determine the impact from the proposed warehouse development on the study area intersections. The capacity analysis results indicate that the increase in project site-generated traffic has little to no effect upon the Peak Hour operations of the area roadway network with the recommendations contained herein:

- The location of the only proposed full movement site access will be located approximately 1,270 feet west of the signalized Quentin Road intersection.
- An eastbound right turn lane and a westbound left turn lane will be provided at the proposed full access.
- Exiting traffic at the full access will have separate left and right turn lanes and operate under Stop Sign control.
- The proposed location of the secondary RIRO site access is located approximately 415 feet west of the signalized Quentin Road intersection.
- Exiting traffic at the RIRO access will operate under Stop Sign control.

Part V. Technical Addendum

The following Appendices were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Appendices

A. Photo Inventory
B. 2021 Traffic Count Summaries
C. Crash Summary Map
D. CMAP Traffic Projections
E. September 21, 2021 Site Plan
F. ITE Trip Generation Manual Excerpts
G. Capacity Analysis Worksheets
H. December 1998 SRA Report Excerpt

5841.910 LPC 623 Algonquin TIS 092421.docx

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LPC Acquisitions, LLC
623 E. Algonquin Road
Palatine, Illinois

TECHNICAL ADDENDUM

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDICES

A. Photo Inventory
B. 2021 & Historic Traffic Count Summaries
C. Crash Summary Map
D. CMAP Traffic Projections
E. September 21, 2021 Site Plan
F. ITE Trip Generation Manual Excerpts
G. Capacity Analysis Worksheets
H. December 1998 SRA Report Excerpt

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APPENDIX A

Photo Inventory

GEWALT HAMILTON ASSOCIATES, INC.

Looking west along IL Rte 62 past College Drive

Looking east along IL Rte 62 site frontage.

Looking south at IL Rte 62 from College Drive.

Looking east along IL Rte 62 approaching Quentin Rd.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

APPENDIX B

2021 & Historic Traffic Count Data

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

E Algonquin Rd at Quentin Road
5841.910 LPC Palatine
6 AM - 9 AM, 4 PM - 7 PM
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: E Algonquin Rd at Quentin Road
Site Code:
Start Date: 09/01/2021

Turning Movement Data

Start Time	Quentin Southbound						IL 62 Westbound						Access Northbound						IL 62 Eastbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	11	0	6	1	17	0	9	45	11	0	65	0	8	0	9	0	17	0	20	124	8	0	152	251
6:15 AM	0	24	2	13	2	39	0	8	69	11	1	88	0	8	0	8	0	16	0	20	180	2	0	202	345
6:30 AM	0	12	3	17	0	32	0	2	71	19	0	92	0	8	4	6	0	18	0	22	229	2	0	253	395
6:45 AM	0	37	0	15	0	52	0	11	96	23	0	130	0	6	0	4	0	10	0	26	217	3	0	246	438
Hourly Total	0	84	5	51	3	140	0	30	281	64	1	375	0	30	4	27	0	61	0	88	750	15	0	853	1429
7:00 AM	0	44	0	18	0	62	0	2	83	40	1	125	0	8	2	2	0	12	0	34	268	18	0	320	519
7:15 AM	0	78	8	25	0	111	0	5	109	27	0	141	0	6	1	8	1	15	0	39	236	9	0	284	551
7:30 AM	0	77	0	25	0	102	0	6	117	25	0	148	0	2	1	2	5	5	0	39	247	13	0	299	554
7:45 AM	0	50	3	30	0	83	0	3	137	32	0	172	0	4	0	1	0	5	0	38	265	8	0	311	571
Hourly Total	0	249	11	98	0	358	0	16	446	124	1	586	0	20	4	13	6	37	0	150	1016	48	0	1214	2195
8:00 AM	0	41	1	25	0	67	0	2	114	21	0	137	0	0	0	2	3	2	0	37	261	5	0	303	509
8:15 AM	0	59	3	25	0	87	0	3	137	31	0	171	0	1	2	1	3	4	0	36	240	3	0	279	541
8:30 AM	0	50	4	23	0	77	0	5	120	29	0	154	0	2	0	1	2	3	0	25	236	7	0	268	502
8:45 AM	0	59	3	31	0	93	0	3	147	21	0	171	0	1	0	5	0	6	0	33	254	1	0	288	558
Hourly Total	0	209	11	104	0	324	0	13	518	102	0	633	0	4	2	9	8	15	0	131	991	16	0	1138	2110
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	57	0	29	2	86	0	2	275	77	0	354	0	5	2	1	0	8	0	34	144	1	0	179	627
4:15 PM	0	56	2	48	0	106	1	10	286	61	0	358	0	7	2	4	0	13	0	44	182	0	0	226	703
4:30 PM	0	54	0	33	0	87	0	5	315	78	0	398	0	6	4	7	0	17	0	42	163	1	0	206	708
4:45 PM	0	48	2	33	0	83	1	3	250	70	0	324	0	3	2	0	0	5	0	46	219	2	0	267	679
Hourly Total	0	215	4	143	2	362	2	20	1126	286	0	1434	0	21	10	12	0	43	0	166	708	4	0	878	2717
5:00 PM	0	44	1	35	0	80	0	2	300	72	0	374	0	7	1	4	0	12	0	53	221	2	0	276	742
5:15 PM	0	70	0	35	0	105	1	1	314	80	0	396	0	8	2	2	0	12	0	56	199	1	0	256	769
5:30 PM	0	51	2	31	0	84	0	3	317	78	0	398	0	4	0	1	0	5	0	38	184	3	0	225	712
5:45 PM	0	51	0	34	0	85	0	9	283	72	0	364	0	1	1	7	0	9	0	41	169	0	0	210	668
Hourly Total	0	216	3	135	0	354	1	15	1214	302	0	1532	0	20	4	14	0	38	0	188	773	6	0	967	2891
6:00 PM	0	34	1	44	0	79	0	3	260	58	0	321	0	1	0	2	0	3	1	23	181	0	0	205	608
6:15 PM	0	44	0	30	0	74	0	5	254	62	1	321	0	1	0	4	0	5	0	28	151	0	0	179	579
6:30 PM	0	48	2	19	0	69	0	5	220	46	1	271	0	0	0	6	0	6	0	31	157	0	0	188	534
6:45 PM	0	36	0	18	0	54	1	3	187	42	0	233	0	1	0	2	0	3	0	26	167	1	0	194	484
Hourly Total	0	162	3	111	0	276	1	16	921	208	2	1146	0	3	0	14	0	17	1	108	656	1	0	766	2205
Grand Total	0	1135	37	642	5	1814	4	110	4506	1086	4	5706	0	98	24	89	14	211	1	831	4894	90	0	5816	13547
Approach %	0.0	62.6	2.0	35.4	-	-	0.1	1.9	79.0	19.0	-	-	0.0	46.4	11.4	42.2	-	-	0.0	14.3	84.1	1.5	-	-	-
Total %	0.0	8.4	0.3	4.7	-	13.4	0.0	0.8	33.3	8.0	-	42.1	0.0	0.7	0.2	0.7	-	1.6	0.0	6.1	36.1	0.7	-	42.9	-
Lights	0	1112	34	623	-	1769	4	108	4374	1055	-	5541	0	98	24	87	-	209	1	818	4761	85	-	5665	13184
% Lights	-	98.0	91.9	97.0	-	97.5	100.0	98.2	97.1	97.1	-	97.1	-	100.0	100.0	97.8	-	99.1	100.0	98.4	97.3	94.4	-	97.4	97.3
Mediums	0	20	3	19	-	42	0	0	56	28	-	84	0	0	0	2	-	2	0	12	69	5	-	86	214
% Mediums	-	1.8	8.1	3.0	-	2.3	0.0	0.0	1.2	2.6	-	1.5	-	0.0	0.0	2.2	-	0.9	0.0	1.4	1.4	5.6	-	1.5	1.6

Packet Pg. 107

Appendix 6.B.1.h

Articulated Trucks	0	3	0	0	-	3	0	2	76	3	-	81	0	0	0	0	-	0	0	1	64	0	-	65	149
% Articulated Trucks	-	0.3	0.0	0.0	-	0.2	0.0	1.8	1.7	0.3	-	1.4	-	0.0	0.0	0.0	-	0.0	0.0	0.1	1.3	0.0	-	1.1	1.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

E Algonquin Rd at College Drive
5841.910 LCP Palatine
6 AM - 9 AM, 4 PM - 7 PM
GHA Mio

Gewalt Hamilton Associates Inc.
625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061
(847) 478-9700 poster@gha-engineers.com

Count Name: E Algonquin Rd at College Drive
Site Code:
Start Date: 09/01/2021
Page No: 1

Turning Movement Data

Start Time	College Southbound					IL 62 Westbound					IL 62 Eastbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
6:00 AM	0	0	1	0	1	0	55	0	0	55	0	0	154	0	154	210
6:15 AM	0	0	1	1	1	0	94	1	0	95	0	0	203	0	203	299
6:30 AM	0	0	4	0	4	1	97	0	0	98	0	0	255	0	255	357
6:45 AM	0	0	4	0	4	0	117	0	0	117	0	0	243	0	243	364
Hourly Total	0	0	10	1	10	1	363	1	0	365	0	0	855	0	855	1230
7:00 AM	0	0	2	0	2	0	104	0	0	104	0	0	312	0	312	418
7:15 AM	0	1	2	0	3	0	149	0	0	149	0	0	287	0	287	439
7:30 AM	0	0	4	0	4	0	149	0	0	149	0	0	288	0	288	441
7:45 AM	0	1	2	0	3	1	172	0	0	173	0	0	312	0	312	488
Hourly Total	0	2	10	0	12	1	574	0	0	575	0	0	1199	0	1199	1786
8:00 AM	0	0	2	0	2	0	140	1	0	141	0	0	302	0	302	445
8:15 AM	0	1	1	0	2	0	161	0	0	161	0	0	276	0	276	439
8:30 AM	0	0	3	0	3	0	146	0	0	146	0	0	269	0	269	418
8:45 AM	0	0	3	0	3	0	179	0	0	179	0	1	284	0	285	467
Hourly Total	0	1	9	0	10	0	626	1	0	627	0	1	1131	0	1132	1769
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	1	1	0	313	1	0	314	0	0	176	0	176	491
4:15 PM	0	0	4	0	4	0	333	1	0	334	0	1	222	0	223	561
4:30 PM	0	0	4	0	4	0	353	0	0	353	0	1	215	0	216	573
4:45 PM	0	0	2	0	2	0	274	2	0	276	0	1	254	0	255	533
Hourly Total	0	0	11	1	11	0	1273	4	0	1277	0	3	867	0	870	2158
5:00 PM	0	0	5	0	5	0	339	2	0	341	0	0	286	0	286	632
5:15 PM	0	0	3	0	3	0	374	2	0	376	1	2	253	0	256	635
5:30 PM	0	0	9	0	9	0	342	3	0	345	0	2	238	0	240	594
5:45 PM	0	0	6	0	6	0	317	1	0	318	0	1	203	0	204	528
Hourly Total	0	0	23	0	23	0	1372	8	0	1380	1	5	980	0	986	2389
6:00 PM	0	0	2	0	2	0	301	3	0	304	0	0	210	0	210	516
6:15 PM	0	0	2	0	2	0	292	0	0	292	0	1	183	0	184	478
6:30 PM	0	0	2	0	2	0	237	1	0	238	0	0	180	0	180	420
6:45 PM	0	0	1	0	1	0	206	0	0	206	0	0	195	0	195	402
Hourly Total	0	0	7	0	7	0	1036	4	0	1040	0	1	768	0	769	1816
Grand Total	0	3	70	2	73	2	5244	18	0	5264	1	10	5800	0	5811	11148
Approach %	0.0	4.1	95.9	-	-	0.0	99.6	0.3	-	-	0.0	0.2	99.8	-	-	-
Total %	0.0	0.0	0.6	-	0.7	0.0	47.0	0.2	-	47.2	0.0	0.1	52.0	-	52.1	-
Lights	0	3	69	-	72	1	5099	18	-	5118	1	10	5657	-	5668	10858
% Lights	-	100.0	98.6	-	98.6	50.0	97.2	100.0	-	97.2	100.0	100.0	97.5	-	97.5	97.4
Mediums	0	0	1	-	1	0	67	0	-	67	0	0	74	-	74	142
% Mediums	-	0.0	1.4	-	1.4	0.0	1.3	0.0	-	1.3	0.0	0.0	1.3	-	1.3	1.3
Articulated Trucks	0	0	0	-	0	1	78	0	-	79	0	0	69	-	69	148

% Articulated Trucks	-	0.0	0.0	-	0.0	50.0	1.5	0.0	-	1.5	0.0	0.0	1.2	-	1.2	1.3
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Location Info	
Location ID	016 4252_NB
Type	LINK
Class	7
Located On	Quentin Rd
Between	Euclid Ave AND Algonquin Rd
Direction	NB
Community	ROLLING MEADOWS
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	7/26/2018
End Date	7/27/2018
Start Time	12:00 AM
End Time	12:00 AM
Direction	NB
Notes	
Source	QUENTIN RD
File Name	D1Submittal18e-016.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	37
01:00 - 02:00	18
02:00 - 03:00	9
03:00 - 04:00	6
04:00 - 05:00	15
05:00 - 06:00	59
06:00 - 07:00	115
07:00 - 08:00	186
08:00 - 09:00	204
09:00 - 10:00	203
10:00 - 11:00	190
11:00 - 12:00	229
12:00 - 13:00	291
13:00 - 14:00	304
14:00 - 15:00	306
15:00 - 16:00	344
16:00 - 17:00	585
17:00 - 18:00	711
18:00 - 19:00	460
19:00 - 20:00	306
20:00 - 21:00	279
21:00 - 22:00	197
22:00 - 23:00	141
23:00 - 24:00	72
TOTAL	5267

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Location Info	
Location ID	016 4252_SB
Type	LINK
Class	7
Located On	Quentin Rd
Between	Euclid Ave AND Algonquin Rd
Direction	SB
Community	ROLLING MEADOWS
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	7/26/2018
End Date	7/27/2018
Start Time	12:00 AM
End Time	12:00 AM
Direction	SB
Notes	
Source	QUENTIN RD
File Name	D1Submittal18e-016.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	19
01:00 - 02:00	13
02:00 - 03:00	8
03:00 - 04:00	5
04:00 - 05:00	24
05:00 - 06:00	96
06:00 - 07:00	229
07:00 - 08:00	513
08:00 - 09:00	579
09:00 - 10:00	295
10:00 - 11:00	258
11:00 - 12:00	285
12:00 - 13:00	298
13:00 - 14:00	293
14:00 - 15:00	227
15:00 - 16:00	226
16:00 - 17:00	301
17:00 - 18:00	330
18:00 - 19:00	290
19:00 - 20:00	204
20:00 - 21:00	130
21:00 - 22:00	87
22:00 - 23:00	69
23:00 - 24:00	27
TOTAL	4806

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Location Info	
Location ID	016 0238_EB
Type	LINK
Functional Class	3
Located On	Algonquin Rd
Between	Roselle Rd AND Quentin Rd
Direction	EB
Community	PALATINE
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	8/19/2019
End Date	8/20/2019
Start Time	12:00 PM
End Time	12:00 PM
Direction	EB
Notes	
Source	IL 62
File Name	D1Submittal20c-016-045-049-056.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	55
01:00 - 02:00	36
02:00 - 03:00	37
03:00 - 04:00	58
04:00 - 05:00	260
05:00 - 06:00	664
06:00 - 07:00	1277
07:00 - 08:00	2334
08:00 - 09:00	1905
09:00 - 10:00	1448
10:00 - 11:00	1072
11:00 - 12:00	836
12:00 - 13:00	932
13:00 - 14:00	933
14:00 - 15:00	754
15:00 - 16:00	819
16:00 - 17:00	861
17:00 - 18:00	1049
18:00 - 19:00	774
19:00 - 20:00	531
20:00 - 21:00	395
21:00 - 22:00	300
22:00 - 23:00	202
23:00 - 24:00	103
TOTAL	17635

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Location Info	
Location ID	016 0238_WB
Type	LINK
Functional Class	3
Located On	Algonquin Rd
Between	Roselle Rd AND Quentin Rd
Direction	WB
Community	PALATINE
MPO_ID	
HPMS ID	
Agency	Illinois DOT

Count Data Info	
Start Date	8/19/2019
End Date	8/20/2019
Start Time	12:00 PM
End Time	12:00 PM
Direction	WB
Notes	
Source	IL 62
File Name	D1Submittal20c-016-045-049-056.mdb
Weather	
Study	
Owner	idotco
QC Status	Accepted

Interval: 60 mins	
Time	**Hourly Count**
00:00 - 01:00	69
01:00 - 02:00	45
02:00 - 03:00	38
03:00 - 04:00	23
04:00 - 05:00	54
05:00 - 06:00	161
06:00 - 07:00	359
07:00 - 08:00	598
08:00 - 09:00	583
09:00 - 10:00	637
10:00 - 11:00	662
11:00 - 12:00	811
12:00 - 13:00	1074
13:00 - 14:00	1130
14:00 - 15:00	1246
15:00 - 16:00	1587
16:00 - 17:00	1871
17:00 - 18:00	1756
18:00 - 19:00	1179
19:00 - 20:00	924
20:00 - 21:00	777
21:00 - 22:00	623
22:00 - 23:00	299
23:00 - 24:00	190
TOTAL	16696

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX C

Crash Summary Map

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

N

1 inch = 640 Feet

Map Center: 88.06742°W 42.07458°N

Appendix C - IDOT Crash Data (2016-2020)

Proposed Logistics Facility
Palatine, IL

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX D

CMAP Traffic Projections

GHA GEWALT HAMILTON ASSOCIATES, INC.

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

August 27, 2021

Daniel P. Brinkman, P.E., PTOE
Assistant Director of Transportation Services
Gewalt Hamilton Associates
625 Forest Edge Drive
Vernon Hills, IL 60061

Subject: ***Algonquin Road (IL 62) @ Quentin Road***
IDOT

Dear Mr. Brinkman:

In response to a request made on your behalf and dated August 26, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
E. Algonquin Rd west of Quentin Rd	31,000	39,200
E. Algonquin Rd east of Quentin Rd	31,900	40,300
Quentin Rd north of E. Algonquin Rd	8,450	10,700

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

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

Sincerely,

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

cc: Rios (IDOT)
2021_CY_TrafficForecast\Palatine\ck-108-21\ck-108-21.docx

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

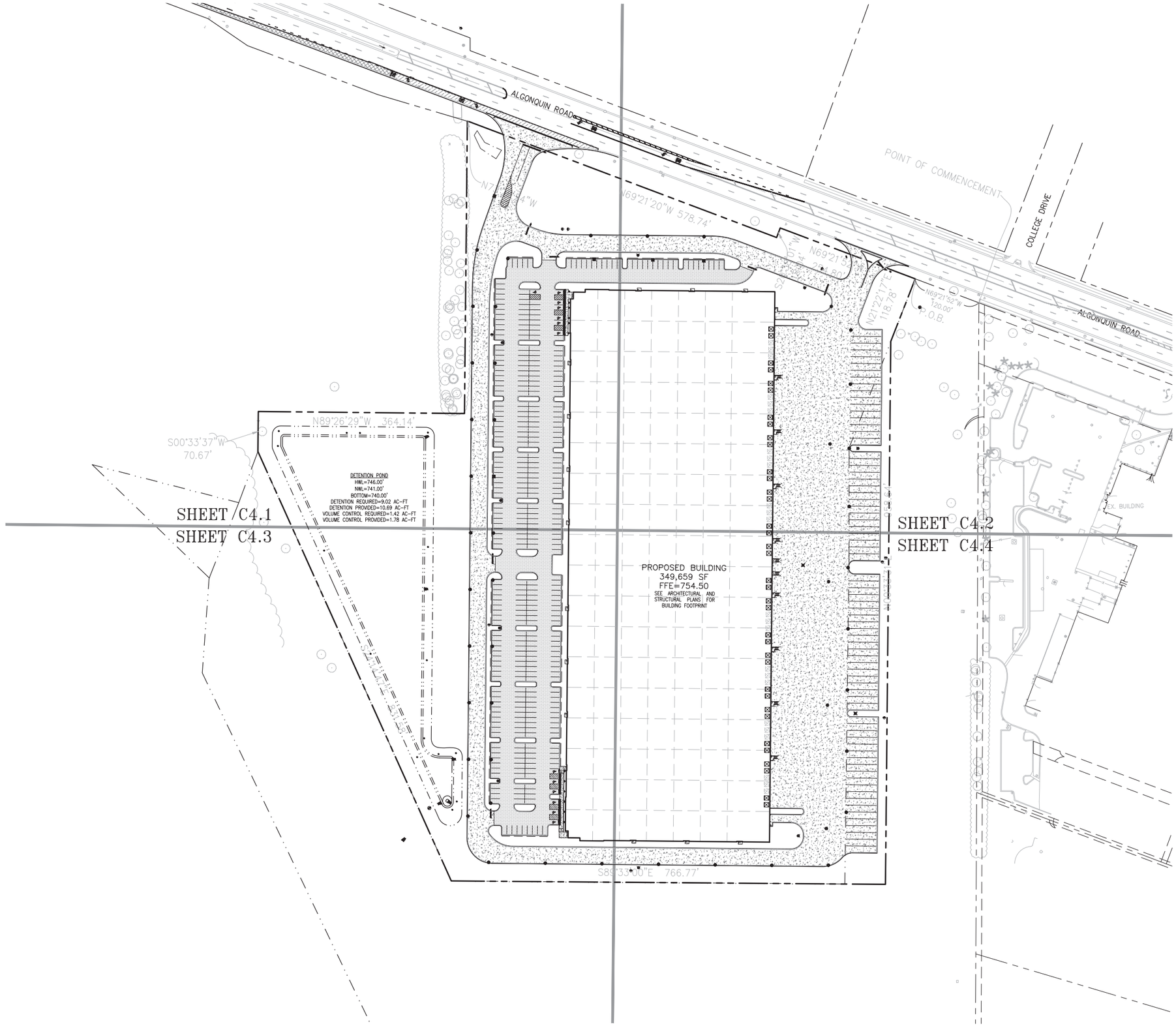
LPC Acquisitions, LLC
623 E. Algonquin Road
Palatine, Illinois

APPENDIX E

September 21, 2021 Site Plan

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



PAVEMENT HATCH LEGEND:

- DUCTLECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ALGONQUIN ROAD ASPHALT PAVEMENT
- ALGONQUIN ROAD CONCRETE PAVEMENT

CURB LEGEND:

- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY TESTING SERVICE CORPORATION DATED JUNE 25, 2014 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

1. ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR CENTER OF PAVEMENT MARKING UNLESS OTHERWISE NOTED.
2. ALL CURB RADII ARE 3' UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE 4" UNLESS OTHERWISE NOTED. PAVEMENT MARKINGS SHALL CONFORM TO ARTICLE 1095.02 OF THE I.D.O.T. STANDARD SPECIFICATIONS.
5. BUILDING DIMENSIONS AND DOORWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
6. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. SEE LANDSCAPE PLANS FOR PROPOSED TREE AND PLANTING REQUIREMENTS.
8. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SITE DATA TABLE:

PROPERTY AREA:	24.80 ACRES
PROPOSED BUILDING AREA:	349,659 SQ. FT.
TOTAL CAR PARKING:	391 STALLS
STANDARD PARKING:	378 STALLS
HANDICAP ACCESSIBLE PARKING:	13 STALLS
TOTAL TRAILER PARKING:	73 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS:	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

Appendix E

OVERALL DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	6/1/21

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

1" = 80'

C4.0

Copyright © 2021 Jacob & Hefner Associates, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX F

ITE Trip Generation Manual Excerpts

GEWALT HAMILTON ASSOCIATES, INC.

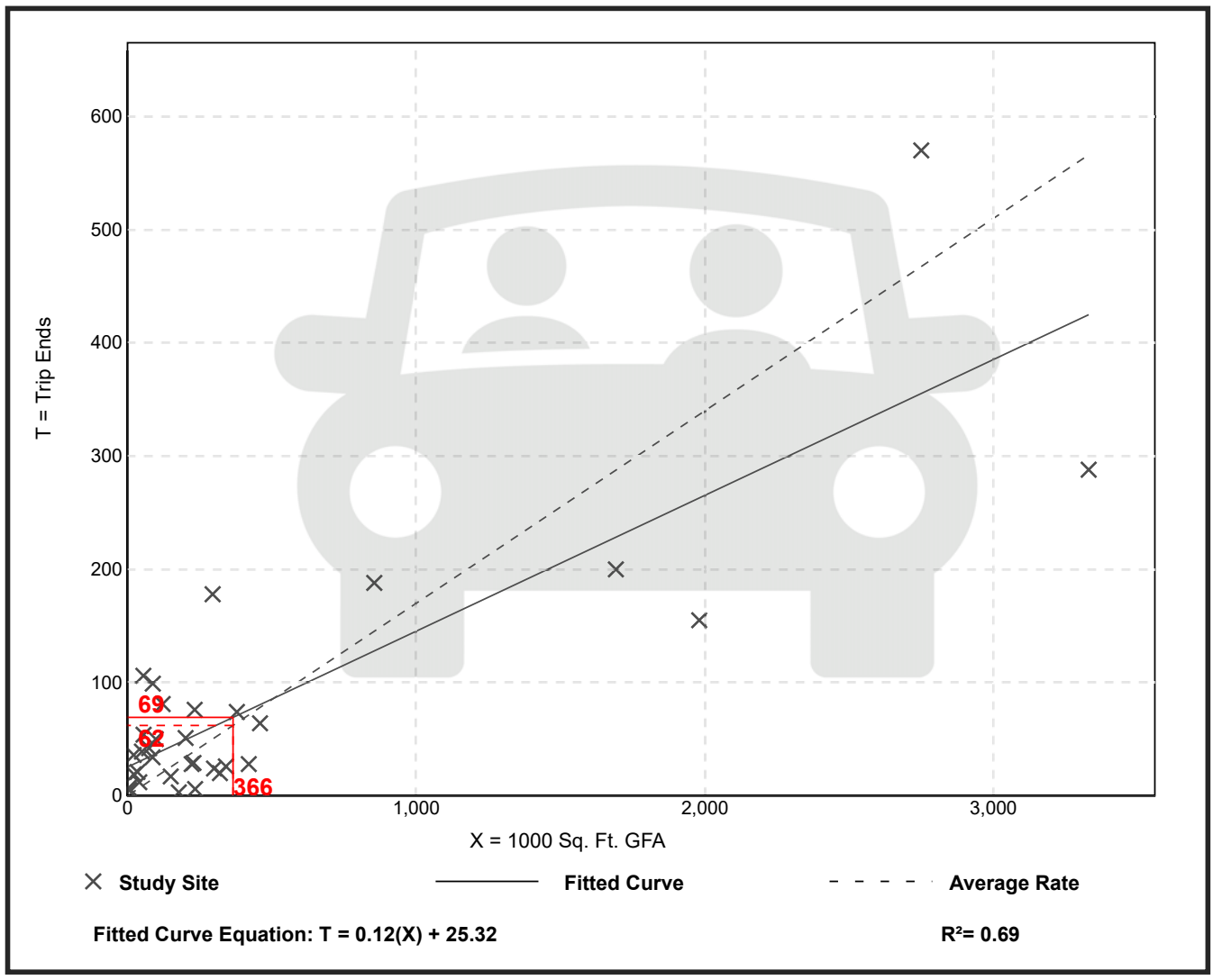
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 451
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

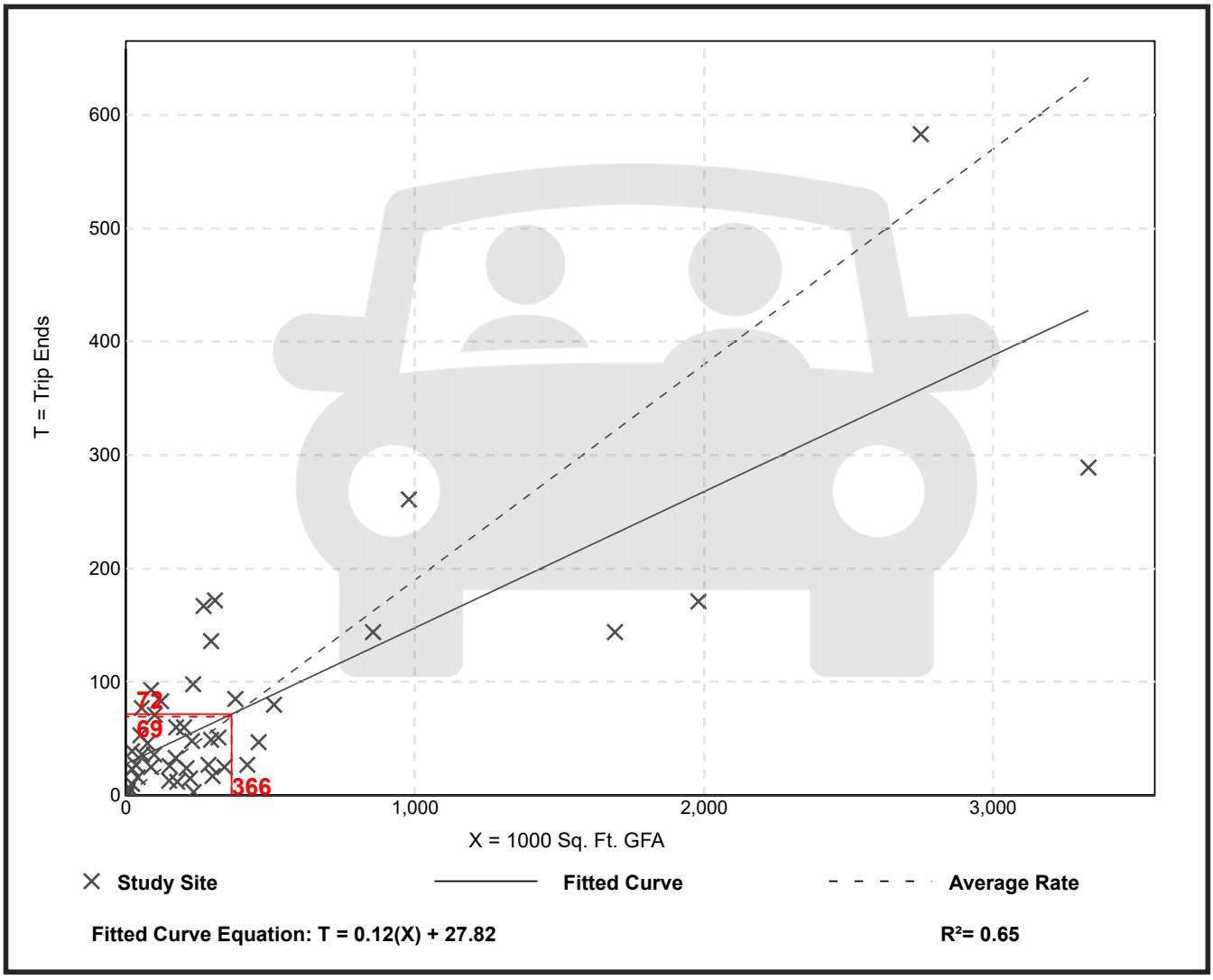
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
Avg. 1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 27.82

R^2= 0.65

Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Warehousing
(150)

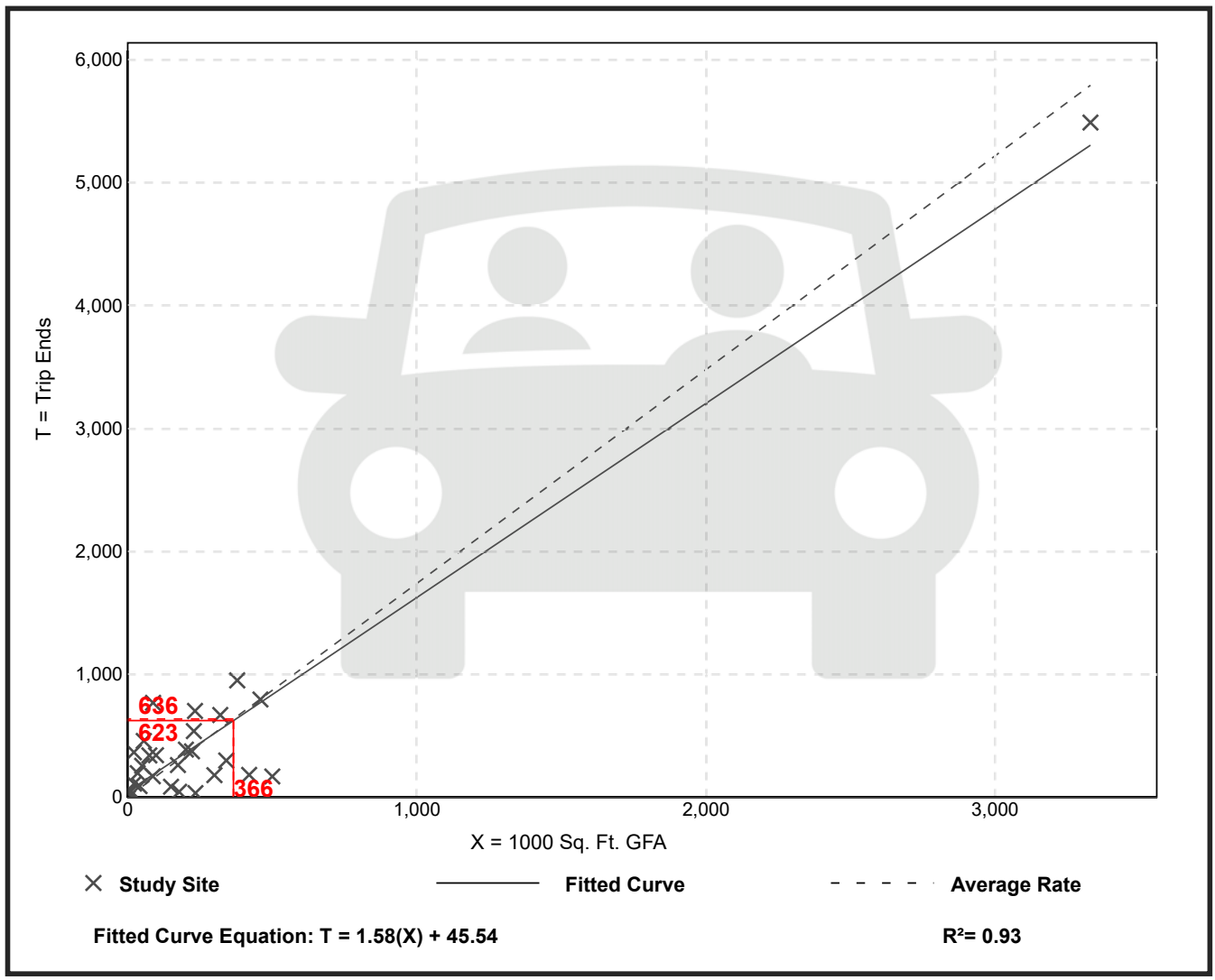
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LPC Acquisitions, LLC
623 E. Algonquin Road
Palatine, Illinois

APPENDIX G

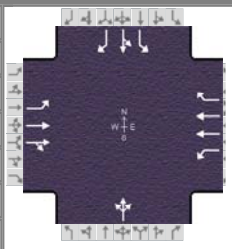
Capacity Analysis Worksheets

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

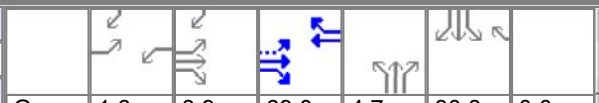
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT AM.xus		
Project Description	LPC PALATINE				

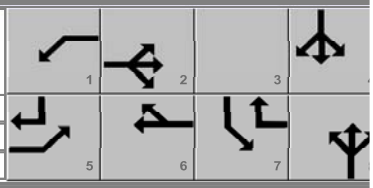


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	1992	50	16	446	124	20	4	13	342	15	156

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.6	8.9		69.0	4.7	30.8	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	1992	50	16	446	124	20	4	13	342	15	156
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.5	65.8	12.6	52.9		22.4	39.2	39.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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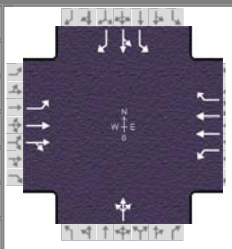
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

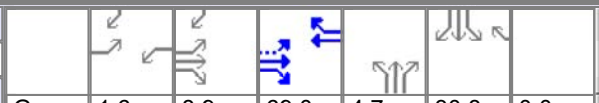
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT AM.xus		
Project Description	LPC PALATINE				

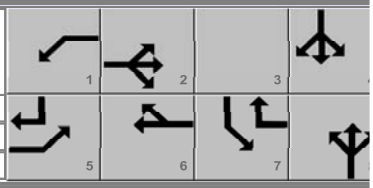


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	1992	50	16	446	124	20	4	13	342	15	156

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.6	8.9	69.0	4.7	30.8	0.0
Yellow	3.5	3.5	4.5	4.5	4.5	0.0
Red	0.0	0.0	1.5	1.5	1.5	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	17.5	87.5	5.1	75.0		10.7		36.8
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	13.4		3.3			5.1		29.7
Green Extension Time (*g e*), s	0.7	0.0	0.0	0.0		0.1		1.1
Phase Call Probability	1.00		0.48			0.78		1.00
Max Out Probability	0.07		0.04			0.00		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	303	1075	1075	17	469	131		39		360	16	164
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1839	1781	1770	1510		1716		1781	1870	1547
Queue Service Time (*g s*), s	11.4	79.8	81.5	1.3	7.7	3.8		3.1		27.7	0.9	11.3
Cycle Queue Clearance Time (*g c*), s	11.4	79.8	81.5	1.3	7.7	3.8		3.1		27.7	0.9	11.3
Green Ratio (*g/C*)	0.61	0.58	0.58	0.01	0.49	0.71		0.03		0.22	0.22	0.32
Capacity (*c*), veh/h	630	1080	1070	20	1746	1076		57		391	411	495
Volume-to-Capacity Ratio (*X*)	0.481	0.995	1.004	0.828	0.269	0.121		0.679		0.920	0.038	0.332
Back of Queue (*Q*), ft/ln (95 th percentile)	199.3	898.9	939.2	41.1	140	55.2		76.9		542.1	20.1	202.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	35.1	37.6	1.6	5.2	2.1		3.0		21.3	0.8	7.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.59	0.00	0.00	0.41	0.00	0.00		0.00		2.05	0.00	0.81
Uniform Delay (*d 1*), s/veh	13.5	15.5	16.4	69.1	13.5	6.3		66.9		53.4	43.0	36.2
Incremental Delay (*d 2*), s/veh	0.6	26.3	28.5	54.1	0.4	0.2		18.2		24.9	0.1	0.6
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	14.1	41.8	44.9	123.2	13.9	6.6		85.1		78.3	43.0	36.8
Level of Service (LOS)	B	D	F	F	B	A		F		E	D	D
Approach Delay, s/veh / LOS	39.7	D		15.3	B		85.1	F		64.6	E	
Intersection Delay, s/veh / LOS	39.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	2.10	B	2.48	B	2.31	B
Bicycle LOS Score / LOS	2.51	C	1.00	A	0.55	A	1.38	A

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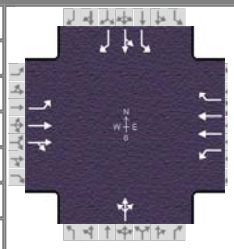
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

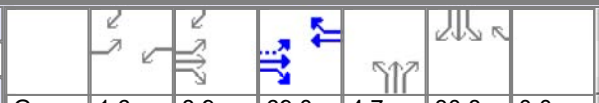
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT AM.xus		
Project Description	LPC PALATINE				

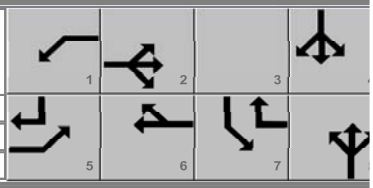


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	1992	50	16	446	124	20	4	13	342	15	156

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.6	8.9		69.0	4.7	30.8	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.917	0.917		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3605	90	1781	3541	1510	927	185	603	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.10	0.78	0.58	0.01	0.66	0.49	0.03	0.03	0.03	0.22	0.22	0.22
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50		0.15		0.40	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.61	0.58	0.01	0.49		0.03		0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	916	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	71.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	61.3	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	4.8							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				30.8				14.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.100	0.000	0.116	0.000	0.174	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1163.76	12.24	986.15	17.99		77.18	439.38	42.62
Bicycle F_w / F_v	-3.64	2.02	-3.64	0.51	-3.64	0.06	-3.64	0.89

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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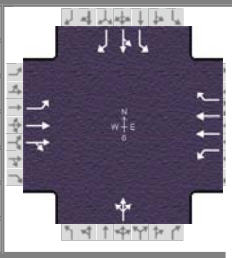
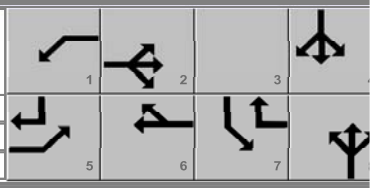
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT AM.xus		
Project Description	LPC PALATINE				

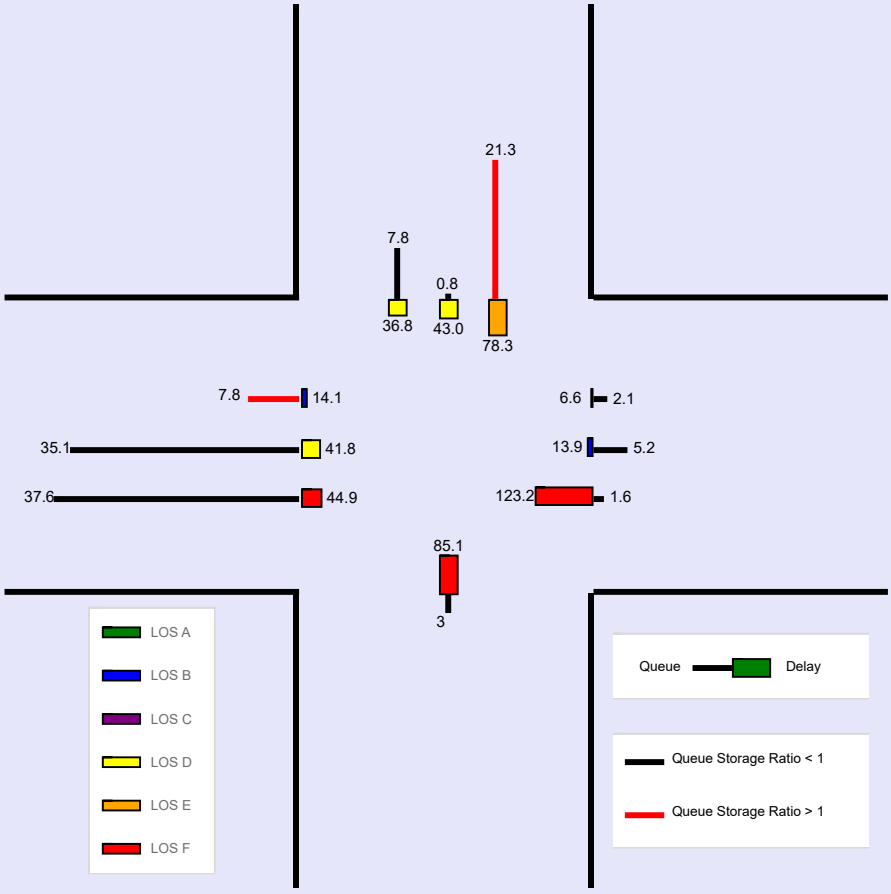


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	288	1992	50	16	446	124	20	4	13	342	15	156

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	1.6	8.9	69.0	4.7	30.8	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.5	3.5	4.5	4.5	4.5	0.0		
Force Mode	Float	Simult. Gap N/S	On	Red	0.0	0.0	1.5	1.5	1.5	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	199.3	898.9	939.2	41.1	140	55.2		76.9		542.1	20.1	202.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	35.1	37.6	1.6	5.2	2.1		3.0		21.3	0.8	7.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.59	0.00	0.00	0.41	0.00	0.00		0.00		2.05	0.00	0.81
Control Delay (*d*), s/veh	14.1	41.8	44.9	123.2	13.9	6.6		85.1		78.3	43.0	36.8
Level of Service (LOS)	B	D	F	F	B	A		F		E	D	D
Approach Delay, s/veh / LOS	39.7	D		15.3	B		85.1	F		64.6	E	
Intersection Delay, s/veh / LOS	39.8						D					



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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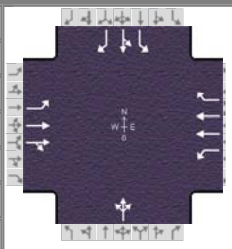
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Signalized Intersection Input Data

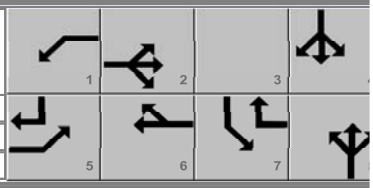
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT AM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	2100	53	17	470	131	20	4	13	361	16	165

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	1.7	9.9		66.8	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	2100	53	17	470	131	20	4	13	361	16	165
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.5	65.8	12.6	52.9		22.4	39.2	39.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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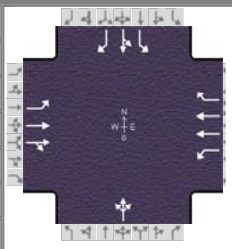
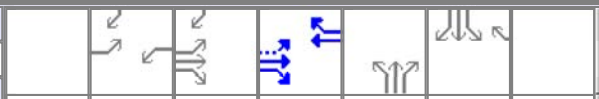
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT AM.xus		
Project Description	LPC PALATINE				

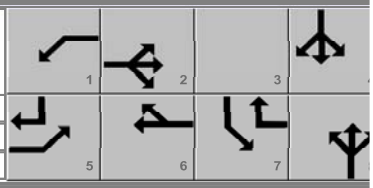


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	2100	53	17	470	131	20	4	13	361	16	165

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.7	9.9		66.8	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	18.6	86.1	5.2	72.8		10.7		38.0
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	14.4		3.4			5.1		31.3
Green Extension Time (*g e*), s	0.7	0.0	0.0	0.0		0.1		0.7
Phase Call Probability	1.00		0.50			0.78		1.00
Max Out Probability	0.13		0.05			0.00		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	320	1133	1133	18	495	138		39		380	17	174
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1839	1781	1770	1510		1716		1781	1870	1547
Queue Service Time (*g s*), s	12.4	80.1	80.1	1.4	8.8	4.1		3.1		29.3	1.0	11.8
Cycle Queue Clearance Time (*g c*), s	12.4	80.1	80.1	1.4	8.8	4.1		3.1		29.3	1.0	11.8
Green Ratio (*g/C*)	0.60	0.57	0.57	0.01	0.48	0.71		0.03		0.23	0.23	0.34
Capacity (*c*), veh/h	613	1062	1053	22	1689	1065		57		407	427	520
Volume-to-Capacity Ratio (*X*)	0.522	1.067	1.076	0.823	0.293	0.129		0.679		0.934	0.039	0.334
Back of Queue (*Q*), ft/ln (95 th percentile)	215.3	1176.1	1208.7	42.8	159.3	60.8		76.9		577.4	21.2	208.1
Back of Queue (*Q*), veh/ln (95 th percentile)	8.4	45.9	48.3	1.7	5.9	2.3		3.0		22.7	0.8	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.00	0.43	0.00	0.00		0.00		2.18	0.00	0.83
Uniform Delay (*d 1*), s/veh	14.4	16.6	17.2	69.0	14.9	6.7		66.9		53.0	42.1	34.8
Incremental Delay (*d 2*), s/veh	0.7	47.3	50.7	50.7	0.4	0.3		18.2		27.9	0.1	0.5
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	15.1	63.9	67.9	119.7	15.4	6.9		85.1		80.9	42.1	35.3
Level of Service (LOS)	B	F	F	F	B	A		F		F	D	D
Approach Delay, s/veh / LOS	59.6	E		16.4	B		85.1	F		65.8	E	
Intersection Delay, s/veh / LOS	53.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	2.11	B	2.48	B	2.31	B
Bicycle LOS Score / LOS	2.62	C	1.02	A	0.55	A	1.43	A

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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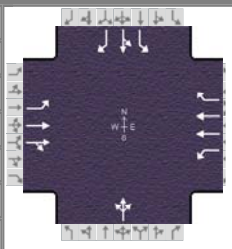
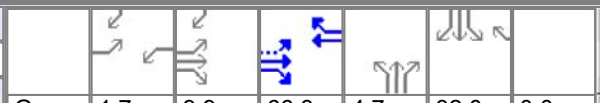
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT AM.xus		
Project Description	LPC PALATINE				

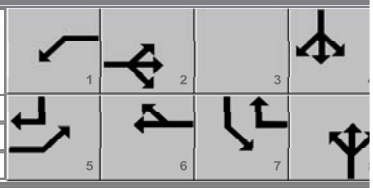


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	2100	53	17	470	131	20	4	13	361	16	165

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.7	9.9	66.8	4.7	32.0	0.0
Yellow	3.5	3.5	4.5	4.5	4.5	0.0
Red	0.0	0.0	1.5	1.5	1.5	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.917	0.917		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3604	91	1781	3541	1510	927	185	603	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.11	0.76	0.57	0.01	0.64	0.48	0.03	0.03	0.03	0.23	0.23	0.23
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50		0.15		0.43	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.60	0.57	0.01	0.48		0.03		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	895	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	68.8	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	58.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	6.0							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				32.0				15.1

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.102	0.000	0.118	0.000	0.174	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1144.86	12.80	954.04	19.15		77.18	456.70	41.68
Bicycle F_w / F_v	-3.64	2.13	-3.64	0.54	-3.64	0.06	-3.64	0.94

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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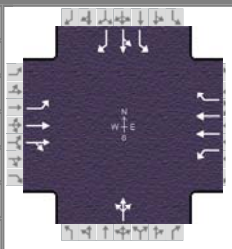
HCS7 Signalized Intersection Results Graphical Summary

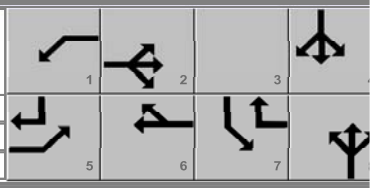
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT AM.xus		
Project Description	LPC PALATINE				



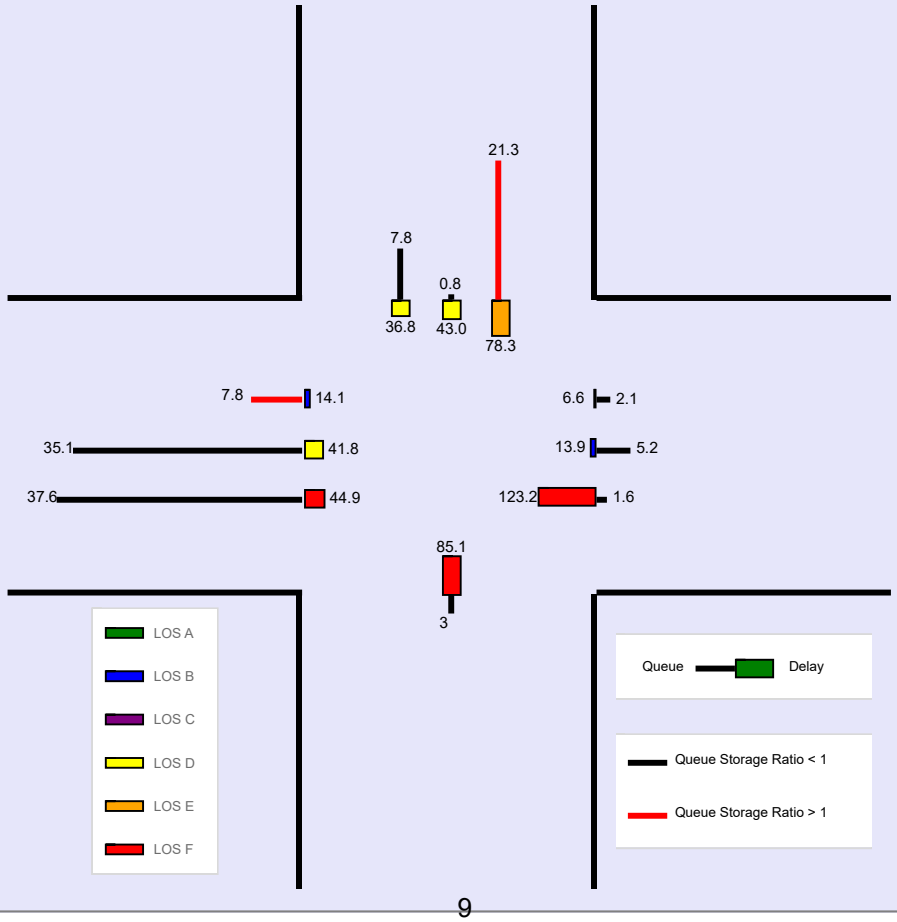
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	304	2100	53	17	470	131	20	4	13	361	16	165

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	1.7	9.9		66.8	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	215.3	1176.1	1208.7	42.8	159.3	60.8		76.9		577.4	21.2	208.1
Back of Queue (*Q*), veh/ln (95 th percentile)	8.4	45.9	48.3	1.7	5.9	2.3		3.0		22.7	0.8	8.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.00	0.43	0.00	0.00		0.00		2.18	0.00	0.83
Control Delay (*d*), s/veh	15.1	63.9	67.9	119.7	15.4	6.9		85.1		80.9	42.1	35.3
Level of Service (LOS)	B	F	F	F	B	A		F		F	D	D
Approach Delay, s/veh / LOS	59.6	E		16.4	B		85.1	F		65.8	E	
Intersection Delay, s/veh / LOS	53.5	D										



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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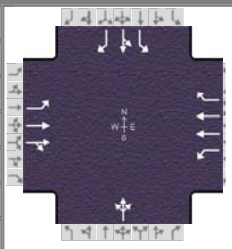
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

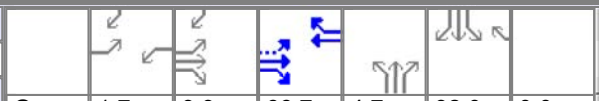
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT AM.xus		
Project Description	LPC PALATINE				

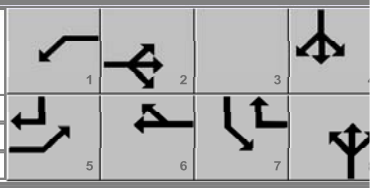


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	305	2108	53	17	499	131	20	4	13	361	16	168

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.7	9.9		66.7	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	305	2108	53	17	499	131	20	4	13	361	16	168
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.5	65.8	12.6	52.9		22.4	39.2	39.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

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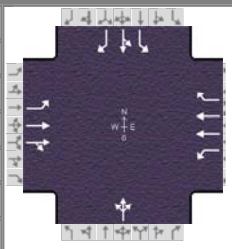
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

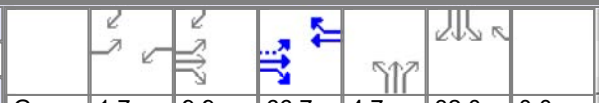
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT AM.xus		
Project Description	LPC PALATINE				

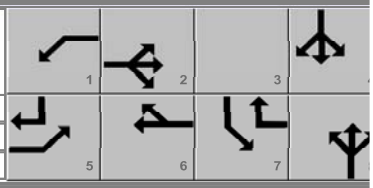


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	305	2108	53	17	499	131	20	4	13	361	16	168

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.7	9.9		66.7	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	18.6	86.1	5.2	72.7		10.7		38.0
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	14.5		3.4			5.1		31.3
Green Extension Time (*g e*), s	0.7	0.0	0.0	0.0		0.1		0.7
Phase Call Probability	1.00		0.50			0.78		1.00
Max Out Probability	0.13		0.05			0.00		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	321	1137	1137	18	525	138		39		380	17	177
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1839	1781	1770	1510		1716		1781	1870	1547
Queue Service Time (*g s*), s	12.5	80.1	80.1	1.4	9.4	4.2		3.1		29.3	1.0	12.0
Cycle Queue Clearance Time (*g c*), s	12.5	80.1	80.1	1.4	9.4	4.2		3.1		29.3	1.0	12.0
Green Ratio (*g/C*)	0.60	0.57	0.57	0.01	0.48	0.71		0.03		0.23	0.23	0.34
Capacity (*c*), veh/h	598	1062	1053	22	1688	1064		57		407	427	520
Volume-to-Capacity Ratio (*X*)	0.537	1.071	1.080	0.823	0.311	0.130		0.679		0.934	0.039	0.340
Back of Queue (*Q*), ft/ln (95 th percentile)	215.7	1192.1	1224.8	42.8	170.4	61		76.9		577.3	21.2	211.4
Back of Queue (*Q*), veh/ln (95 th percentile)	8.4	46.6	49.0	1.7	6.4	2.3		3.0		22.7	0.8	8.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.73	0.00	0.00	0.43	0.00	0.00		0.00		2.18	0.00	0.85
Uniform Delay (*d 1*), s/veh	14.5	16.6	17.2	69.0	15.1	6.7		66.9		53.0	42.1	34.8
Incremental Delay (*d 2*), s/veh	0.7	48.7	52.1	50.7	0.5	0.3		18.2		27.9	0.1	0.5
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	15.3	65.2	69.3	119.7	15.6	7.0		85.1		80.8	42.1	35.4
Level of Service (LOS)	B	F	F	F	B	A		F		F	D	D
Approach Delay, s/veh / LOS	60.8	E		16.6	B		85.1	F		65.7	E	
Intersection Delay, s/veh / LOS	54.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	2.11	B	2.48	B	2.31	B
Bicycle LOS Score / LOS	2.63	C	1.05	A	0.55	A	1.43	A

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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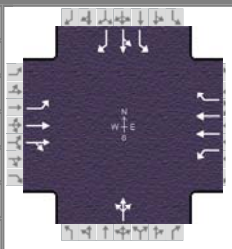
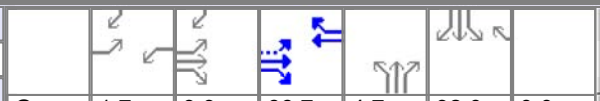
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT AM.xus		
Project Description	LPC PALATINE				

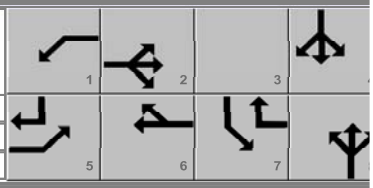


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	305	2108	53	17	499	131	20	4	13	361	16	168

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	1.7	9.9		66.7	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.917	0.917		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3605	90	1781	3541	1510	927	185	603	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.11	0.76	0.57	0.01	0.64	0.48	0.03	0.03	0.03	0.23	0.23	0.23
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50		0.15		0.43	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.60	0.57	0.01	0.48		0.03		0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	870	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	68.7	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	57.3	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	6.7							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				32.0				15.1

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.102	0.000	0.118	0.000	0.174	0.000	0.150
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1144.82	12.80	953.26	19.17		77.18	456.74	41.68
Bicycle F_w / F_v	-3.64	2.14	-3.64	0.56	-3.64	0.06	-3.64	0.95

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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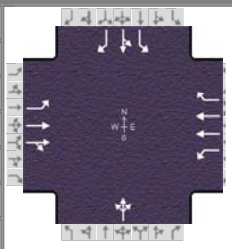
HCS7 Signalized Intersection Results Graphical Summary

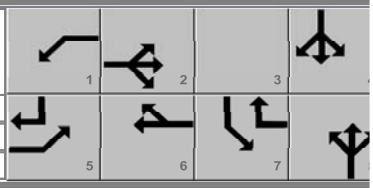
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT AM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT AM.xus		
Project Description	LPC PALATINE				



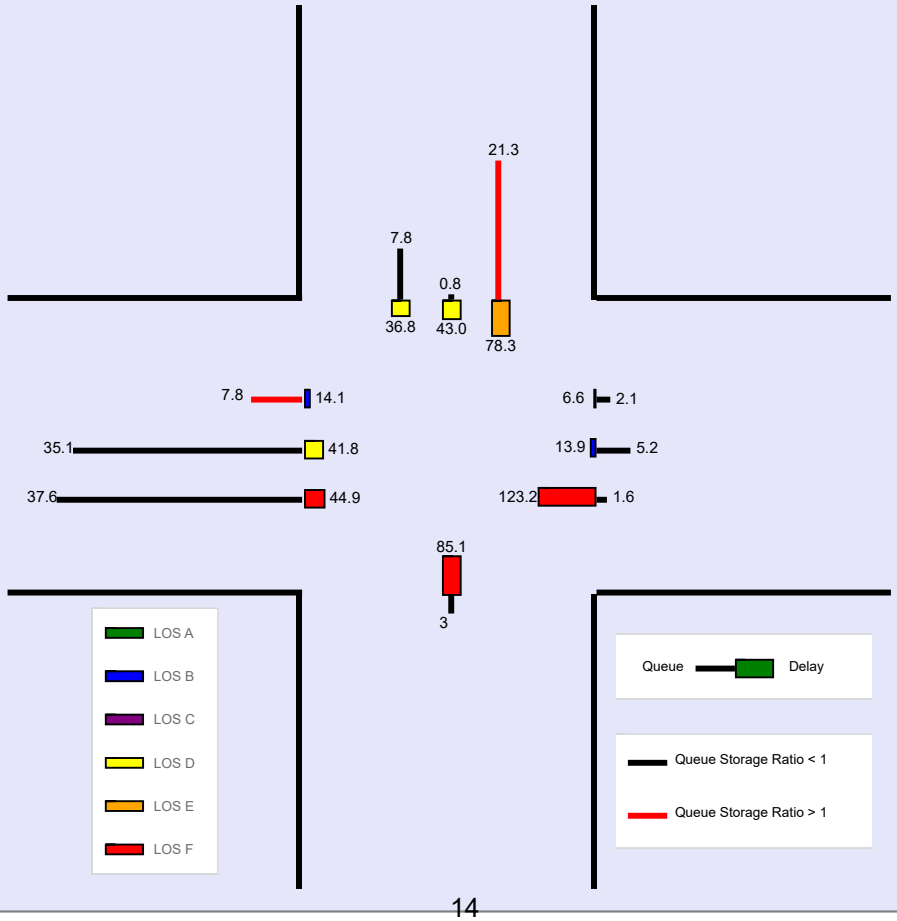
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	305	2108	53	17	499	131	20	4	13	361	16	168

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	1.7	9.9		66.7	4.7	32.0	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (Q), ft/ln (95 th percentile)	215.7	1192.1	1224.8	42.8	170.4	61		76.9		577.3	21.2	211.4
Back of Queue (Q), veh/ln (95 th percentile)	8.4	46.6	49.0	1.7	6.4	2.3		3.0		22.7	0.8	8.1
Queue Storage Ratio (RQ) (95 th percentile)	1.73	0.00	0.00	0.43	0.00	0.00		0.00		2.18	0.00	0.85
Control Delay (d), s/veh	15.3	65.2	69.3	119.7	15.6	7.0		85.1		80.8	42.1	35.4
Level of Service (LOS)	B	F	F	F	B	A		F		F	D	D
Approach Delay, s/veh / LOS	60.8	E		16.6	B		85.1	F		65.7	E	
Intersection Delay, s/veh / LOS	54.0						D					



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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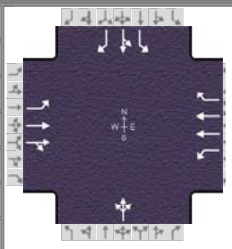
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

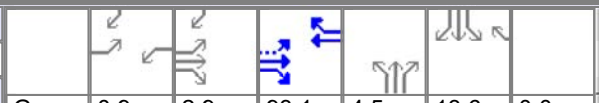
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT PM.xus		
Project Description	LPC PALATINE				

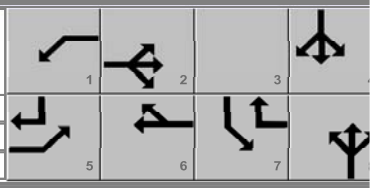


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	823	8	9	1560	300	22	5	7	213	5	134

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	2.9	93.1	4.5	13.6	0.0						
Yellow	3.5	3.5	4.5	4.5	4.5	0.0						
Red	0.0	0.0	1.5	1.5	1.5	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	823	8	9	1560	300	22	5	7	213	5	134
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	21.0	85.4	12.6	77.0		22.4	19.6	19.6
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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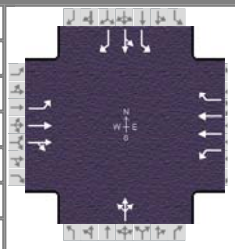
HCS7 Signalized Intersection Results Summary

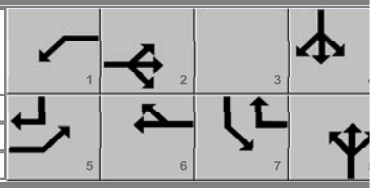
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT PM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	823	8	9	1560	300	22	5	7	213	5	134

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	2.9	93.1	4.5	13.6	0.0	
Yellow	3.5	3.5	4.5	4.5	4.5	0.0	
Red	0.0	0.0	1.5	1.5	1.5	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	10.8	105.5	4.4	99.1		10.5		19.6
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	6.9		2.7			4.8		15.6
Green Extension Time (*g e*), s	0.4	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		0.31			0.75		1.00
Max Out Probability	0.01		0.01			0.00		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	203	438	437	9	1642	316		36		224	5	141
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1849	1781	1770	1510		1749		1781	1870	1547
Queue Service Time (*g s*), s	4.9	2.5	2.8	0.7	19.3	8.8		2.8		13.6	0.4	11.9
Cycle Queue Clearance Time (*g c*), s	4.9	2.5	2.8	0.7	19.3	8.8		2.8		13.6	0.4	11.9
Green Ratio (*g/C*)	0.73	0.71	0.71	0.01	0.66	0.76		0.03		0.10	0.10	0.15
Capacity (*c*), veh/h	303	1318	1314	12	2354	1150		56		173	182	231
Volume-to-Capacity Ratio (*X*)	0.670	0.332	0.332	0.805	0.698	0.275		0.635		1.296	0.029	0.610
Back of Queue (*Q*), ft/ln (95 th percentile)	82.5	40.9	42.5	26.3	178.1	117.8		69.6		569.8	7.9	225.3
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	1.6	1.7	1.0	6.6	4.4		2.7		22.4	0.3	8.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.00	0.26	0.00	0.00		0.00		2.15	0.00	0.90
Uniform Delay (*d 1*), s/veh	10.7	1.1	1.2	69.4	3.8	5.0		66.9		63.2	57.2	55.7
Incremental Delay (*d 2*), s/veh	2.6	0.7	0.7	74.0	1.7	0.6		15.7		169.0	0.1	5.4
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	13.2	1.8	1.9	143.4	5.5	5.6		82.6		232.2	57.3	61.2
Level of Service (LOS)	B	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	4.0	A		6.2	A		82.6	F		164.6	F	
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	2.07	B	2.48	B	2.32	B
Bicycle LOS Score / LOS	1.38	A	2.11	B	0.55	A	1.10	A

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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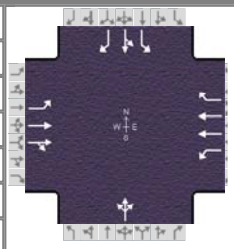
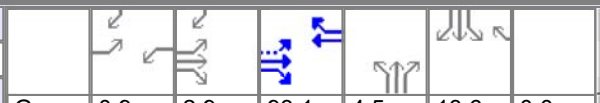
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT PM.xus		
Project Description	LPC PALATINE				

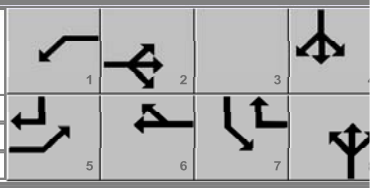


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	823	8	9	1560	300	22	5	7	213	5	134

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	2.9	93.1	4.5	13.6	0.0
Yellow	3.5	3.5	4.5	4.5	4.5	0.0
Red	0.0	0.0	1.5	1.5	1.5	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.935	0.935		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3669	36	1781	3541	1510	1132	257	360	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.05	0.95	0.71	0.01	0.89	0.66	0.03	0.03	0.03	0.10	0.10	0.10
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50		0.15		0.50	0.15	0.23

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.73	0.71	0.01	0.66		0.03		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	303	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	95.1	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	73.7	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	43.7							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				13.6				7.3

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.071	0.000	0.083	0.000	0.174	0.000	0.162
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1420.95	5.87	1329.62	7.86		77.18	194.29	57.06
Bicycle F_w / F_v	-3.64	0.89	-3.64	1.62	-3.64	0.06	-3.64	0.61

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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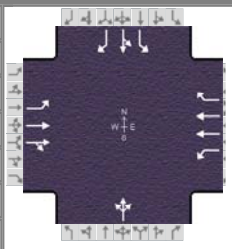
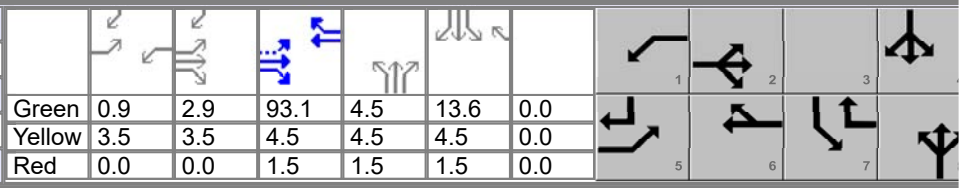
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2021	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	21 EX 62-QNT PM.xus		
Project Description	LPC PALATINE				



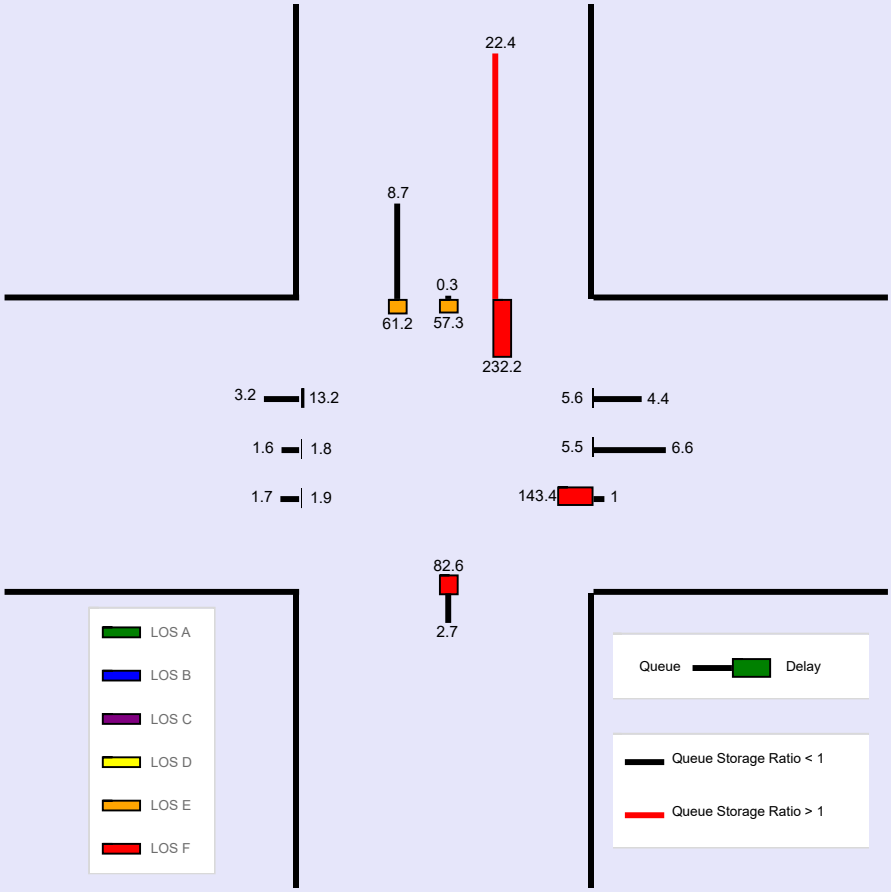
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	193	823	8	9	1560	300	22	5	7	213	5	134

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	2.9		93.1	4.5	13.6	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	82.5	40.9	42.5	26.3	178.1	117.8		69.6		569.8	7.9	225.3
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	1.6	1.7	1.0	6.6	4.4		2.7		22.4	0.3	8.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.00	0.26	0.00	0.00		0.00		2.15	0.00	0.90
Control Delay (*d*), s/veh	13.2	1.8	1.9	143.4	5.5	5.6		82.6		232.2	57.3	61.2
Level of Service (LOS)	B	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	4.0	A		6.2	A		82.6	F		164.6	F	
Intersection Delay, s/veh / LOS	23.3						C					



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

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

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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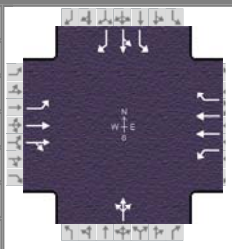
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Signalized Intersection Input Data

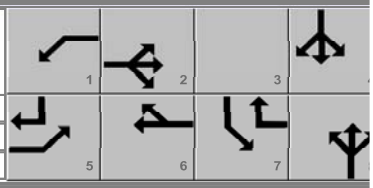
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT PM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	868	8	9	1645	316	22	5	7	225	5	141

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	3.2		92.7	4.5	13.6	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	868	8	9	1645	316	22	5	7	225	5	141
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	21.0	85.4	12.6	77.0		22.4	19.6	19.6
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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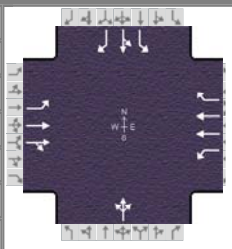
HCS7 Signalized Intersection Results Summary

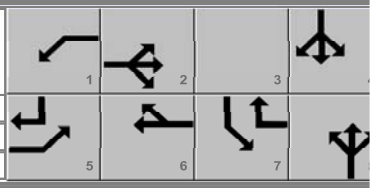
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT PM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	868	8	9	1645	316	22	5	7	225	5	141

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	3.2	92.7	4.5	13.6	0.0	
Yellow	3.5	3.5	4.5	4.5	4.5	0.0	
Red	0.0	0.0	1.5	1.5	1.5	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	11.2	105.5	4.4	98.7		10.5		19.6
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	7.2		2.7			4.8		15.6
Green Extension Time (*g e*), s	0.5	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		0.31			0.75		1.00
Max Out Probability	0.01		0.01			0.00		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	215	462	460	9	1732	333		36		237	5	148
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1849	1781	1770	1510		1749		1781	1870	1547
Queue Service Time (*g s*), s	5.2	2.7	3.0	0.7	23.0	9.5		2.8		13.6	0.4	12.6
Cycle Queue Clearance Time (*g c*), s	5.2	2.7	3.0	0.7	23.0	9.5		2.8		13.6	0.4	12.6
Green Ratio (*g/C*)	0.73	0.71	0.71	0.01	0.66	0.76		0.03		0.10	0.10	0.15
Capacity (*c*), veh/h	286	1318	1314	12	2345	1147		56		173	182	235
Volume-to-Capacity Ratio (*X*)	0.750	0.350	0.350	0.805	0.738	0.290		0.635		1.369	0.029	0.632
Back of Queue (*Q*), ft/ln (95 th percentile)	167.4	43.6	45.1	26.3	199.7	127.4		69.6		627.5	7.9	236.3
Back of Queue (*Q*), veh/ln (95 th percentile)	6.5	1.7	1.8	1.0	7.5	4.8		2.7		24.7	0.3	9.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.34	0.00	0.00	0.26	0.00	0.00		0.00		2.37	0.00	0.95
Uniform Delay (*d 1*), s/veh	15.4	1.1	1.2	69.4	4.1	5.2		66.9		63.2	57.2	55.7
Incremental Delay (*d 2*), s/veh	4.6	0.7	0.7	74.0	2.1	0.6		15.7		198.2	0.1	6.2
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	20.0	1.9	2.0	143.4	6.2	5.8		82.6		261.4	57.3	61.9
Level of Service (LOS)	C	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	5.3	A		6.8	A		82.6	F		182.8	F	
Intersection Delay, s/veh / LOS	26.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	2.07	B	2.48	B	2.32	B
Bicycle LOS Score / LOS	1.43	A	2.20	B	0.55	A	1.13	A

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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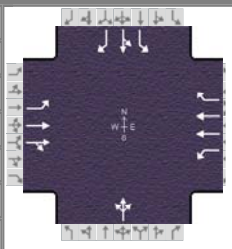
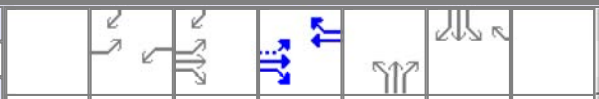
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT PM.xus		
Project Description	LPC PALATINE				

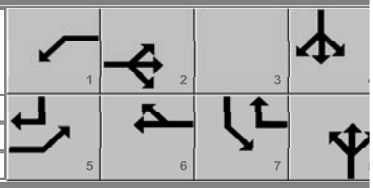


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	868	8	9	1645	316	22	5	7	225	5	141

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	3.2	92.7	4.5	13.6	0.0
Yellow	3.5	3.5	4.5	4.5	4.5	0.0
Red	0.0	0.0	1.5	1.5	1.5	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.935	0.935		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3671	34	1781	3541	1510	1132	257	360	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.05	0.95	0.71	0.01	0.88	0.66	0.03	0.03	0.03	0.10	0.10	0.10
Incremental Delay Factor (k)	0.13	0.50	0.50	0.11	0.50	0.50		0.15		0.50	0.15	0.24

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.73	0.71	0.01	0.66		0.03		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	278	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	94.7	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	69.6	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	69.6							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				13.6				7.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.071	0.000	0.083	0.000	0.174	0.000	0.162
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1420.95	5.87	1324.70	7.98		77.18	194.29	57.06
Bicycle F_w / F_v	-3.64	0.94	-3.64	1.71	-3.64	0.06	-3.64	0.64

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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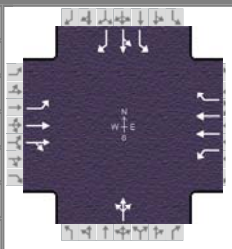
HCS7 Signalized Intersection Results Graphical Summary

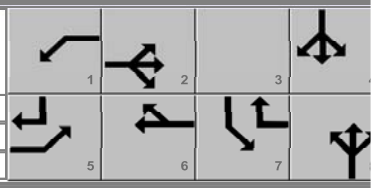
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	NB PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 NB 62-QNT PM.xus		
Project Description	LPC PALATINE				



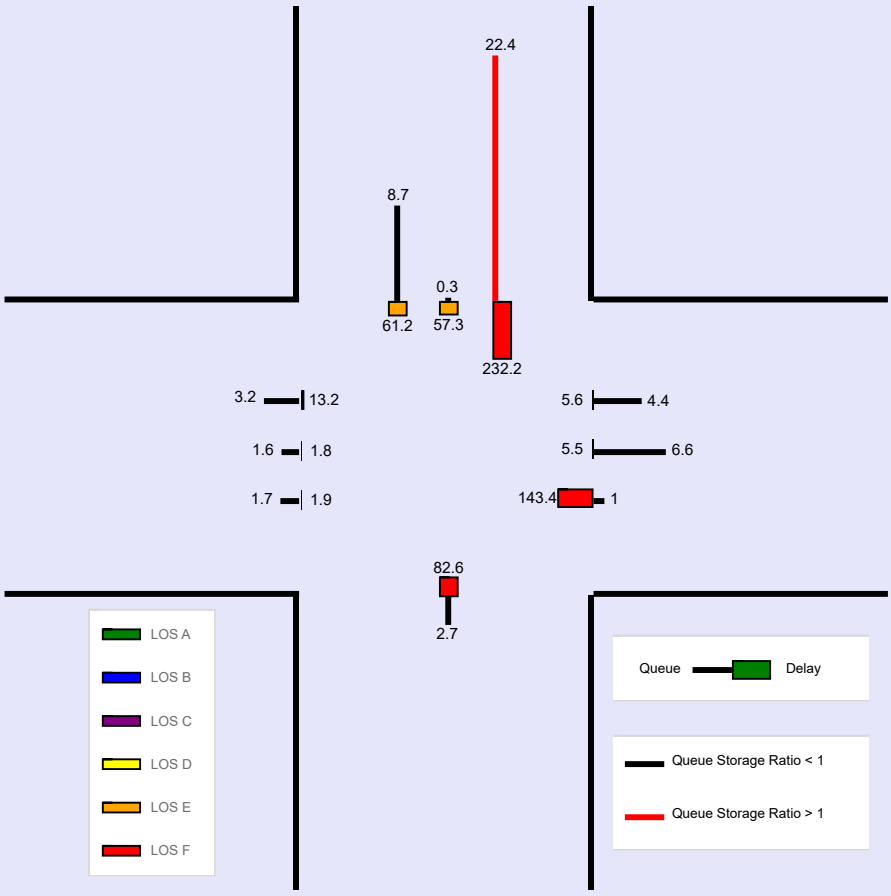
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	204	868	8	9	1645	316	22	5	7	225	5	141

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	3.2	92.7	4.5	13.6	0.0	
Yellow	3.5	3.5	4.5	4.5	4.5	0.0	
Red	0.0	0.0	1.5	1.5	1.5	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	167.4	43.6	45.1	26.3	199.7	127.4		69.6		627.5	7.9	236.3
Back of Queue (*Q*), veh/ln (95 th percentile)	6.5	1.7	1.8	1.0	7.5	4.8		2.7		24.7	0.3	9.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.34	0.00	0.00	0.26	0.00	0.00		0.00		2.37	0.00	0.95
Control Delay (*d*), s/veh	20.0	1.9	2.0	143.4	6.2	5.8		82.6		261.4	57.3	61.9
Level of Service (LOS)	C	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	5.3	A		6.8	A		82.6	F		182.8	F	
Intersection Delay, s/veh / LOS	26.0						C					



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

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

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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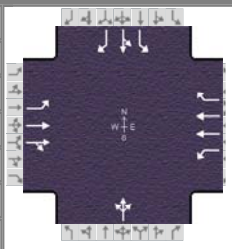
Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Signalized Intersection Input Data

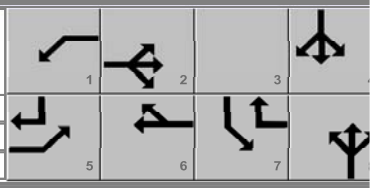
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT PM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	896	8	9	1656	316	22	5	7	225	5	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	3.3	92.6	4.5	13.6	0.0	
Yellow	3.5	3.5	4.5	4.5	4.5	0.0	
Red	0.0	0.0	1.5	1.5	1.5	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	896	8	9	1656	316	22	5	7	225	5	142
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		2	9	8		2		2	2	5
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	12.0
Turn Bay Length, ft	125	0		100	0	0		0		265	0	250
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	25	25	25	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	21.0	85.4	12.6	77.0		22.4	19.6	19.6
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5		4.5	4.0	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5		1.5	1.5	1.5
Minimum Green (G_{min}), s	3	8	3	8		6	3	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	3.0	7.0	3.0	7.0		4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min		Off	Off	Off
Dual Entry	No	Yes	No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

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

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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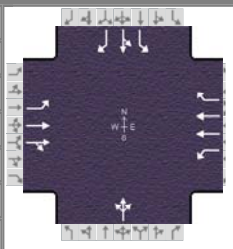
HCS7 Signalized Intersection Results Summary

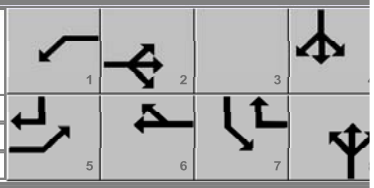
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT PM.xus		
Project Description	LPC PALATINE				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	896	8	9	1656	316	22	5	7	225	5	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On

Green	0.9	3.3	92.6	4.5	13.6	0.0	
Yellow	3.5	3.5	4.5	4.5	4.5	0.0	
Red	0.0	0.0	1.5	1.5	1.5	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	1.1	4.0	2.0	3.0		12.0		9.0
Phase Duration, s	11.3	105.5	4.4	98.6		10.5		19.6
Change Period, (*Y+R c*), s	3.5	6.0	3.5	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	4.0	0.0	4.0	0.0		5.2		5.2
Queue Clearance Time (*g s*), s	7.3		2.7			4.8		15.6
Green Extension Time (*g e*), s	0.5	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		0.31			0.75		1.00
Max Out Probability	0.01		0.01			0.00		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	218	477	475	9	1743	333		36		237	5	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1767	1856	1850	1781	1770	1510		1749		1781	1870	1547
Queue Service Time (*g s*), s	5.3	2.9	3.1	0.7	23.6	9.5		2.8		13.6	0.4	12.7
Cycle Queue Clearance Time (*g c*), s	5.3	2.9	3.1	0.7	23.6	9.5		2.8		13.6	0.4	12.7
Green Ratio (*g/C*)	0.73	0.71	0.71	0.01	0.66	0.76		0.03		0.10	0.10	0.15
Capacity (*c*), veh/h	284	1318	1314	12	2343	1146		56		173	182	236
Volume-to-Capacity Ratio (*X*)	0.766	0.361	0.361	0.805	0.744	0.290		0.635		1.369	0.029	0.633
Back of Queue (*Q*), ft/ln (95 th percentile)	195	45.2	46.7	26.3	203.4	128.3		69.6		627.5	7.9	237.5
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	1.8	1.9	1.0	7.6	4.8		2.7		24.7	0.3	9.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.56	0.00	0.00	0.26	0.00	0.00		0.00		2.37	0.00	0.95
Uniform Delay (*d 1*), s/veh	16.4	1.1	1.2	69.4	4.2	5.2		66.9		63.2	57.2	55.6
Incremental Delay (*d 2*), s/veh	5.3	0.8	0.8	74.0	2.2	0.6		15.7		198.2	0.1	6.2
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	21.8	1.9	2.0	143.4	6.4	5.9		82.6		261.4	57.3	61.9
Level of Service (LOS)	C	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	5.7	A		6.9	A		82.6	F		182.5	F	
Intersection Delay, s/veh / LOS	25.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	2.07	B	2.48	B	2.32	B
Bicycle LOS Score / LOS	1.45	A	2.21	B	0.55	A	1.13	A

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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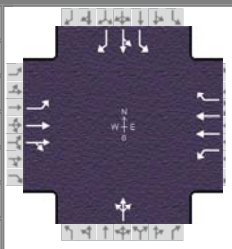
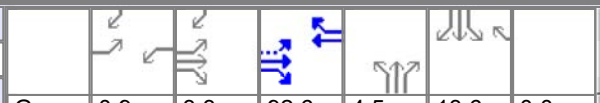
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT PM.xus		
Project Description	LPC PALATINE				

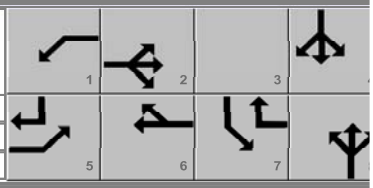


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	896	8	9	1656	316	22	5	7	225	5	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	3.3	92.6	4.5	13.6	0.0
Yellow	3.5	3.5	4.5	4.5	4.5	0.0
Red	0.0	0.0	1.5	1.5	1.5	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.977	0.977	1.000	0.984	0.930	0.938	1.000	0.984	1.000	0.984	0.984	0.961
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.935	0.935		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.000	0.847		0.000	0.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1767	3672	33	1781	3541	1510	1132	257	360	1781	1870	1547
Proportion of Vehicles Arriving on Green (P)	0.06	0.95	0.71	0.01	0.88	0.66	0.03	0.03	0.03	0.10	0.10	0.10
Incremental Delay Factor (k)	0.14	0.50	0.50	0.11	0.50	0.50		0.15		0.50	0.15	0.25

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	3.5	6.0	3.5	6.0		4.0		6.0
Green Ratio (g/C)	0.73	0.71	0.01	0.66		0.03		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	274	0	0	0		0		1781
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	94.6	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	68.9	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	68.9							
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1510				1547
Protected Right Effective Green Time (g_R), s				13.6				7.8

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.000	1.389	0.000	1.710	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.071	0.000	0.083	0.000	0.174	0.000	0.162
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1420.95	5.87	1323.35	8.01		77.18	194.29	57.06
Bicycle F_w / F_v	-3.64	0.96	-3.64	1.72	-3.64	0.06	-3.64	0.65

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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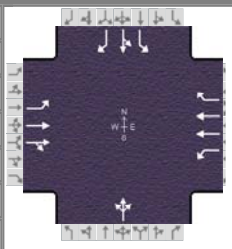
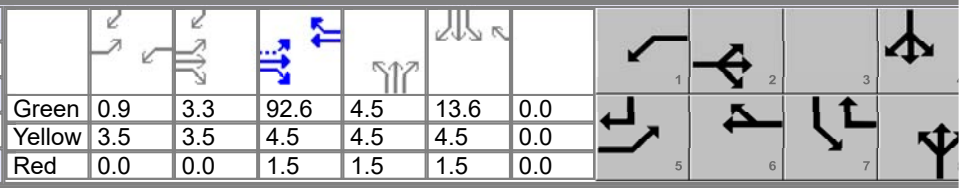
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	DB	Analysis Date	Sep 17, 2021	Area Type	Other
Jurisdiction	IDOT	Time Period	TOT PM PEAK	PHF	0.95
Urban Street	IL RTE 62	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	IL 62 @ QUENTIN	File Name	28 TOT 62-QNT PM.xus		
Project Description	LPC PALATINE				



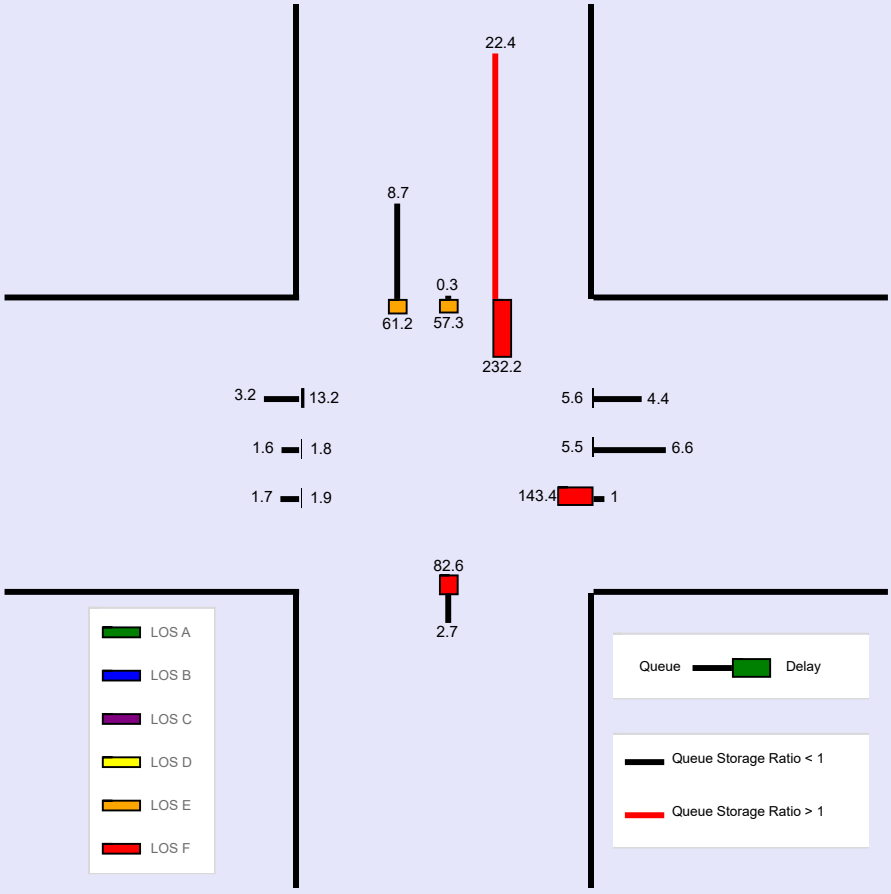
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	207	896	8	9	1656	316	22	5	7	225	5	142

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Float	Simult. Gap N/S	On



Green	0.9	3.3		92.6	4.5	13.6	0.0					
Yellow	3.5	3.5		4.5	4.5	4.5	0.0					
Red	0.0	0.0		1.5	1.5	1.5	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	195	45.2	46.7	26.3	203.4	128.3		69.6		627.5	7.9	237.5
Back of Queue (*Q*), veh/ln (95 th percentile)	7.6	1.8	1.9	1.0	7.6	4.8		2.7		24.7	0.3	9.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.56	0.00	0.00	0.26	0.00	0.00		0.00		2.37	0.00	0.95
Control Delay (*d*), s/veh	21.8	1.9	2.0	143.4	6.4	5.9		82.6		261.4	57.3	61.9
Level of Service (LOS)	C	A	A	F	A	A		F		F	E	E
Approach Delay, s/veh / LOS	5.7	A		6.9	A		82.6	F		182.5	F	
Intersection Delay, s/veh / LOS	25.9						C					



Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is nc accounted for in the HCM procedures, use of a simulation tool may be advised in situations where th Queue Storage Ratio exceeds 1.0.

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

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, becaus more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane ar used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

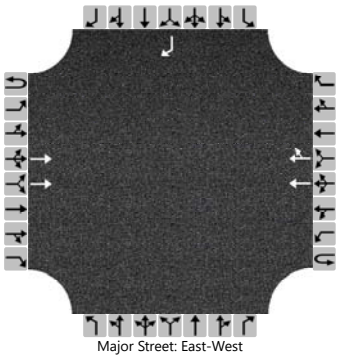
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2021
Time Analyzed	EX AM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			2330				621	1								10
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																11
Capacity, c (veh/h)																655
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.6
Level of Service (LOS)																B
Approach Delay (s/veh)													10.6			
Approach LOS													B			

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

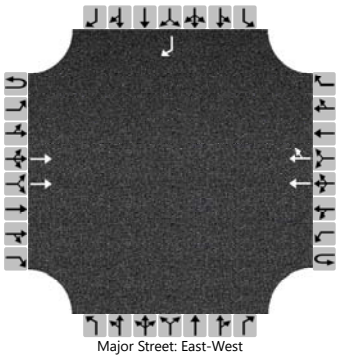
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	NB AM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			2457				653	2								12
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																13
Capacity, c (veh/h)																638
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.8
Level of Service (LOS)																B
Approach Delay (s/veh)													10.8			
Approach LOS													B			

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

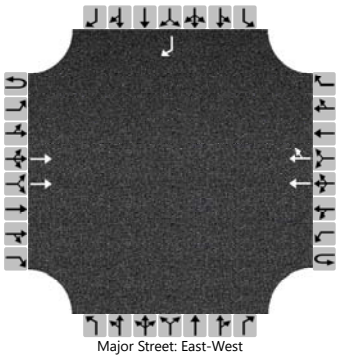
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT AM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			2466				685	2								12
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																13
Capacity, c (veh/h)																621
v/c Ratio																0.02
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																10.9
Level of Service (LOS)																B
Approach Delay (s/veh)													10.9			
Approach LOS													B			

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

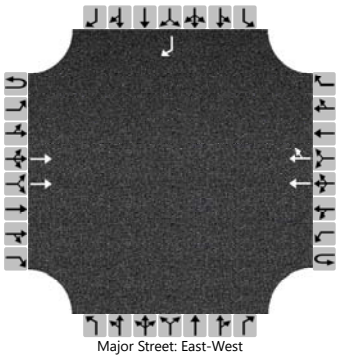
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2021
Time Analyzed	EX PM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1024				1707	9								19
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																21
Capacity, c (veh/h)																266
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																19.7
Level of Service (LOS)																C
Approach Delay (s/veh)													19.7			
Approach LOS													C			

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HCS7 Two-Way Stop-Control Report

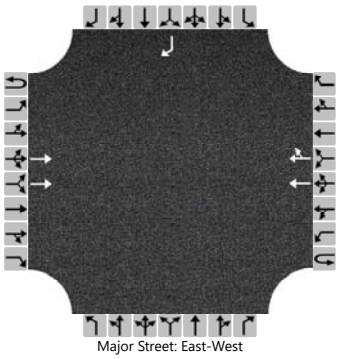
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	NB PM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1024				1798	10								19
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																21
Capacity, c (veh/h)																246
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																21.0
Level of Service (LOS)																C
Approach Delay (s/veh)													21.0			
Approach LOS													C			

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

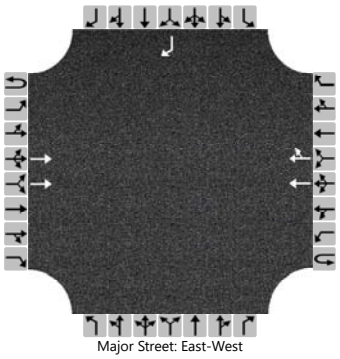
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT PM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ COLLEGE
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	COLLEGE DRIVE
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	0	1
Configuration			T				T	TR								R
Volume (veh/h)			1111				1810	10								19
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																21
Capacity, c (veh/h)																244
v/c Ratio																0.08
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																21.1
Level of Service (LOS)																C
Approach Delay (s/veh)													21.1			
Approach LOS													C			

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

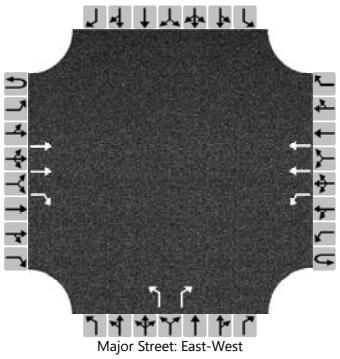
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT AM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ SITE FULL
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	SITE FULL
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			2459	19	0	32	665			7		2				
Percent Heavy Vehicles (%)					3	5				5		5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.90		7.00				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.55		3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35				8		2				
Capacity, c (veh/h)						143				36		140				
v/c Ratio						0.24				0.21		0.02				
95% Queue Length, Q_{95} (veh)						0.9				0.7		0.0				
Control Delay (s/veh)						38.1				130.8		31.2				
Level of Service (LOS)						E				F		D				
Approach Delay (s/veh)						1.8				108.7						
Approach LOS										F						

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

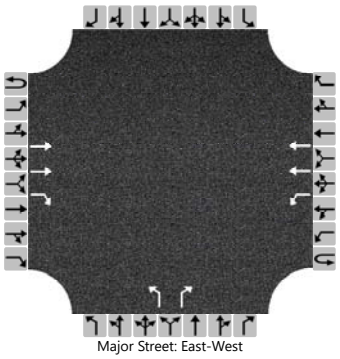
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT PM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ SITE FULL
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	SITE FULL
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			2459	7	0	12	1827			21		7				
Percent Heavy Vehicles (%)					3	5				5		5				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Left Only							9						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.90		7.00				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.55		3.35				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						13				23		8				
Capacity, c (veh/h)						145						140				
v/c Ratio						0.09						0.05				
95% Queue Length, Q_{95} (veh)						0.3						0.2				
Control Delay (s/veh)						32.4						32.3				
Level of Service (LOS)						D						D				
Approach Delay (s/veh)						0.2										
Approach LOS																

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

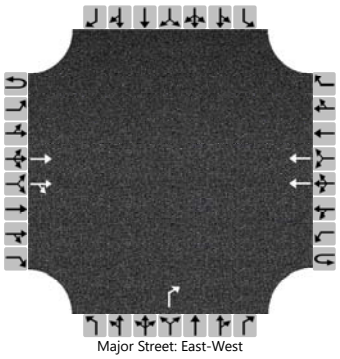
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT AM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ SITE RIRO
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	SITE RIRO
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			2459	2			697					7				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												8				
Capacity, c (veh/h)												142				
v/c Ratio												0.05				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												31.8				
Level of Service (LOS)												D				
Approach Delay (s/veh)										31.8						
Approach LOS										D						

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

HCS7 Two-Way Stop-Control Report

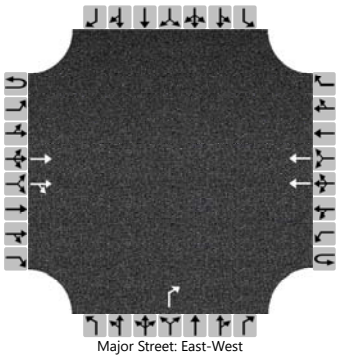
General Information

Analyst	DB
Agency/Co.	GHA
Date Performed	9/17/2021
Analysis Year	2028
Time Analyzed	TOT PM PEAK
Intersection Orientation	East-West
Project Description	LPC PALATINE

Site Information

Intersection	IL 62 @ SITE RIRO
Jurisdiction	IDOT
East/West Street	IL RTE 62
North/South Street	SITE RIRO
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			1087	1			1839					24				
Percent Heavy Vehicles (%)												10				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												7.10				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.40				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												26				
Capacity, c (veh/h)												431				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
Control Delay (s/veh)												13.9				
Level of Service (LOS)												B				
Approach Delay (s/veh)										13.9						
Approach LOS										B						

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Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LPC Acquisitions, LLC
623 E. Algonquin Road
Palatine, Illinois

APPENDIX H

December 1998 SRA Report Excerpt

GEWALT HAMILTON ASSOCIATES, INC.

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PROPOSED LANE CONFIGURATION

SIGNAL SPACING

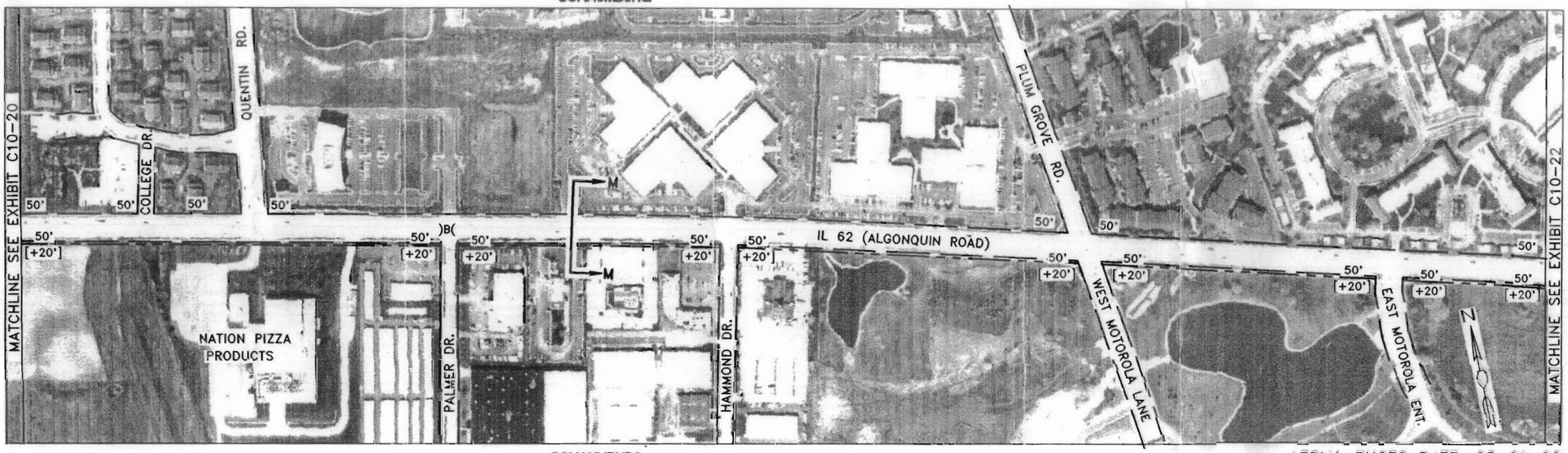
PROPOSED R.O.W. [ADDITIONAL R.O.W. REQUIRED]

0.53 MILES | 0.31 MILES | 0.22 MILES | 0.21 MILES | 0.37 MILES

50' / 70' [+20']

50' / [+20'] 70'

SCHAUMBURG

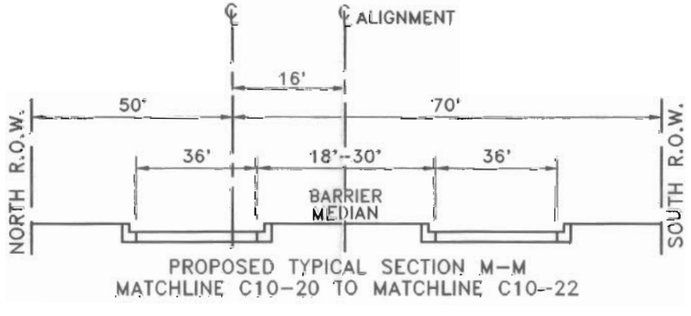


SCHAUMBURG

AERIAL PHOTO DATE: 05-01-92

DESCRIPTION OF PROPOSED CONDITIONS:

* Provide median break and left turn lane at Palmer Drive.
* Provide a closed loop signal system from Roselle Road to Illinois Route 58.



PROPOSED TYPICAL SECTION M-M
MATCHLINE C10-20 TO MATCHLINE C10-22

LEGEND

- = EXISTING RIGHT OF WAY
- = PROPOSED RIGHT OF WAY
- = EXISTING TRAFFIC SIGNAL
-)B(= MEDIAN BREAK
- 00' = EXISTING RIGHT OF WAY DISTANCE
- [+00'] = PROPOSED ADDITIONAL RIGHT OF WAY
- = EXISTING TRAFFIC LANE CONFIGURATION
- = PROPOSED TRAFFIC LANE CONFIGURATION

ALGONQUIN ROAD/IL 62/IL 58 (GOLF ROAD) - PROPOSED CONDITIONS

STRATEGIC REGIONAL ARTERIAL PLANNING STUDY

Prepared by DAMES & MOORE/MCE in association with METRO Transportation Group and BOYER Engineering, Ltd. for the

Illinois Department of Transportation

Scale In Feet

0 200 400 800

EXHIBIT C10-21

Attachment: EXHIBIT - Traffic Impact Study - LPC 623 Algonquin Road (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701
www.gha-engineers.com

Memorandum

To: Mr. Ben Fish- LPC Acquisition Company, LLC

Copy: Mr. Wil Freve – LPC Acquisition Company, LLC

From: Dan Brinkman, P.E., PTOE

Date: October 25, 2021

Subject: Proposed Warehouse Development
623 E Algonquin Road
Palatine, Illinois

At the direction of the Village of Palatine and per your request, *Gewalt Hamilton Associates, Inc.* (GHA) has prepared the following brief review of the traffic impacts of the revised site plan when compared to the analyses and findings detailed in our previous Traffic Impact Study for the above referenced site. We offer the following for your consideration:

- The subject property was originally analyzed in a Traffic Impact Study completed by GHA and dated September 24, 2021.
- The September 24, 2021 study included a September 21, 2021 site plan with a proposed building of 349,659 square feet, but the study considered a potential expansion to 365,700 square feet.
- LPC Acquisition Company, LLC has prepared a new site plan, dated October 14, 2021 with a proposed building of 367,696 square feet.
- The following table compares the anticipated Peak Hour and Daily traffic volumes of the two plans based on trip generation calculations and rate information published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the manual *Trip Generation*. (See attached).

Land Use	Size		ITE Code	Weekday Peak Hours						Daily		
				Morning 7:00-8:00 AM			Evening 4:15-5:15 PM					
				In	Out	Sum	In	Out	Sum	In	Out	Sum
Warehouse												
September Study	365.7	KSF	150	53	16	69	20	52	72	318	318	636
New Trips				53	16	69	20	52	72	318	318	636
October Plan	367.7	KSF	150	53	16	69	20	52	72	320	320	640
New Trips				53	16	69	20	52	72	320	320	640
Net Increase =				0	0	0	0	0	0	+2	+2	+4

- As can be seen, the increase in building size from the 365,700 square foot building considered in the Traffic Impact Study and the 367,700 square foot building currently proposed, results in an estimate of an additional four (4) trips on a daily basis and no net increase during the Peak Hours.
- Based on the above, it can be concluded that the methodology, analyses, findings, and recommendations contained within our September 24, 2021 study remain valid for the slightly larger building.

I hope that you find these comments helpful. Should you have any questions, please do not hesitate to contact me at 847-821-6222.

5841.910 LPC Algonquin Traffic Update 102521.doc

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

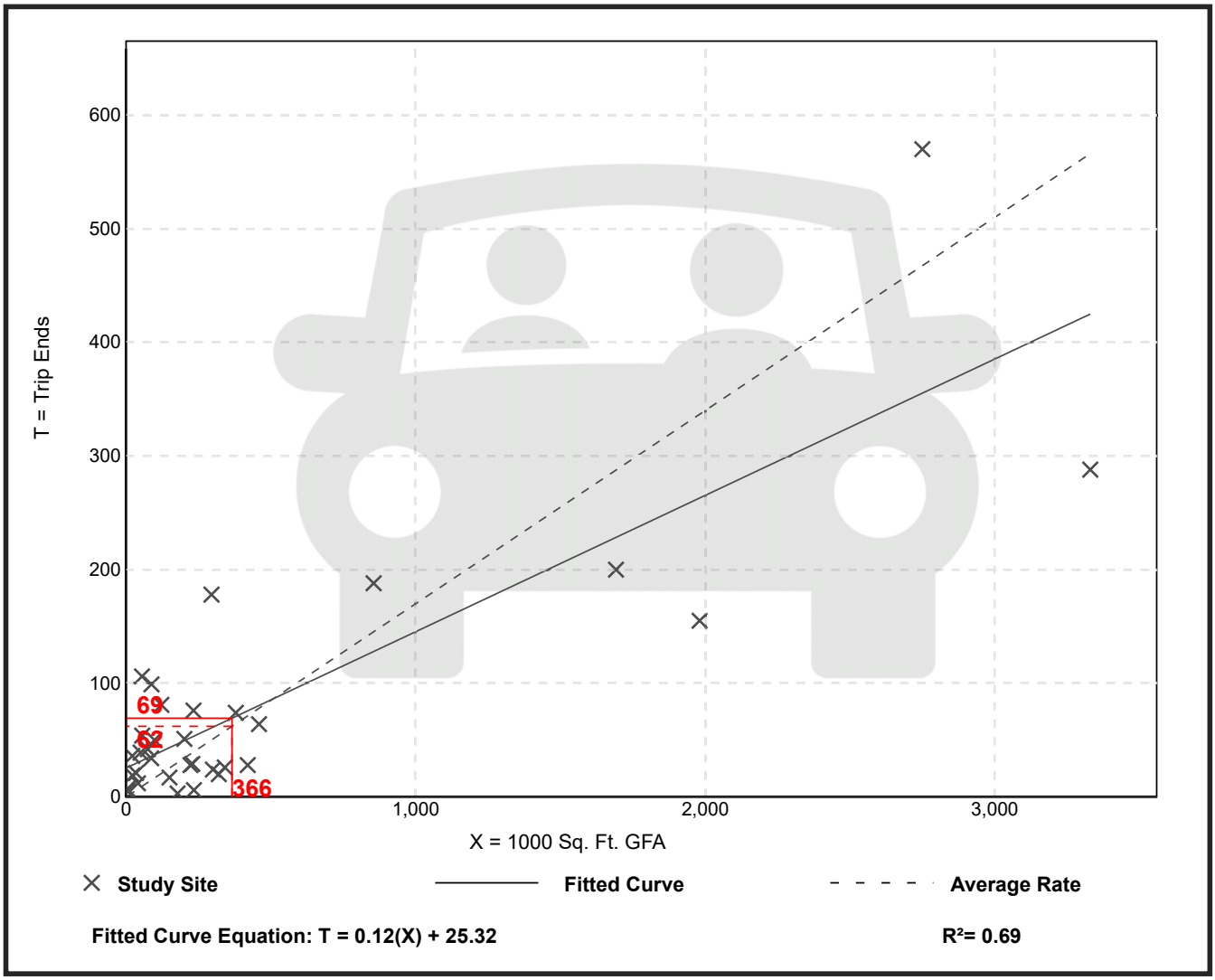
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 451
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

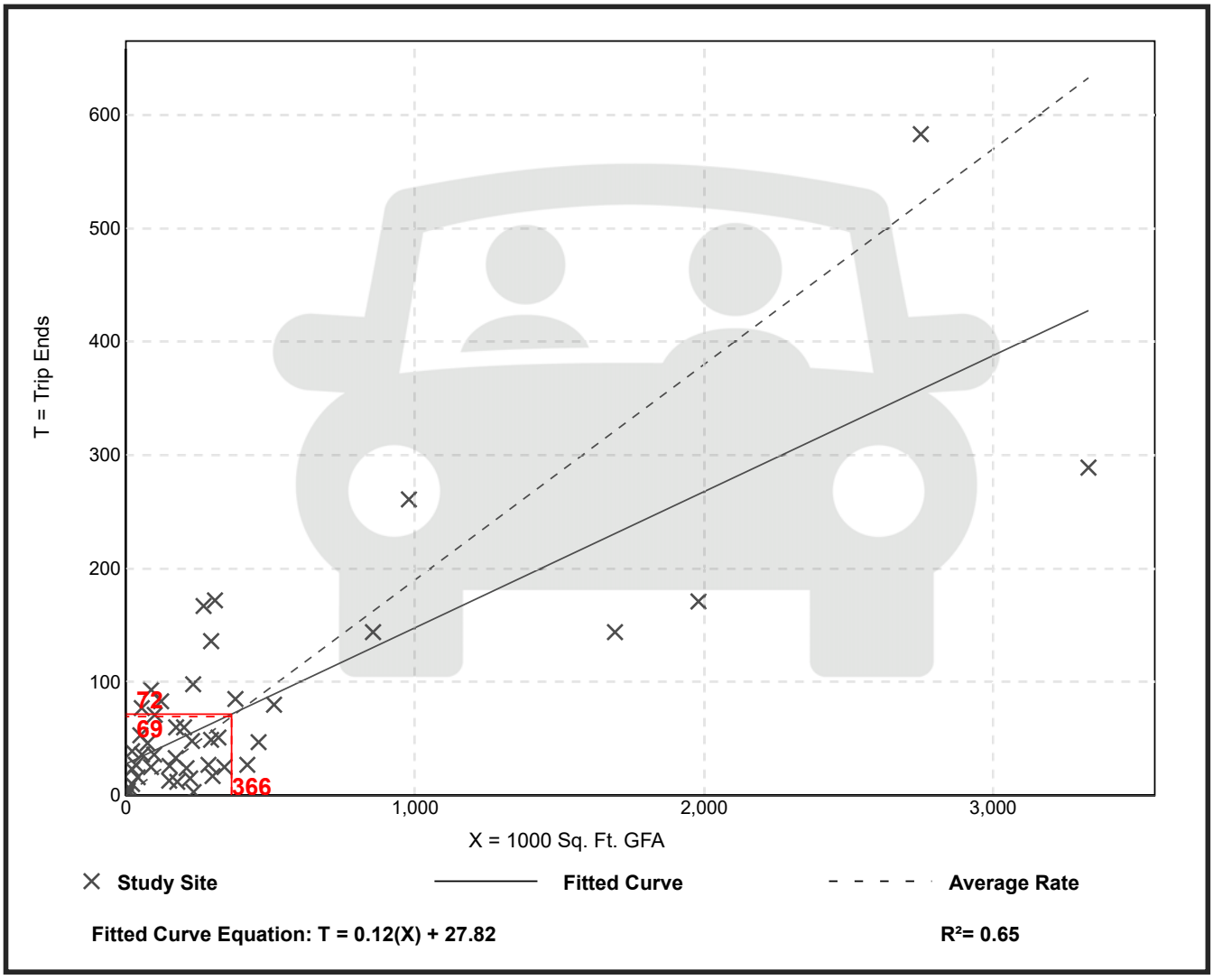
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
Avg. 1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 27.82

R^2= 0.65

Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Warehousing
(150)

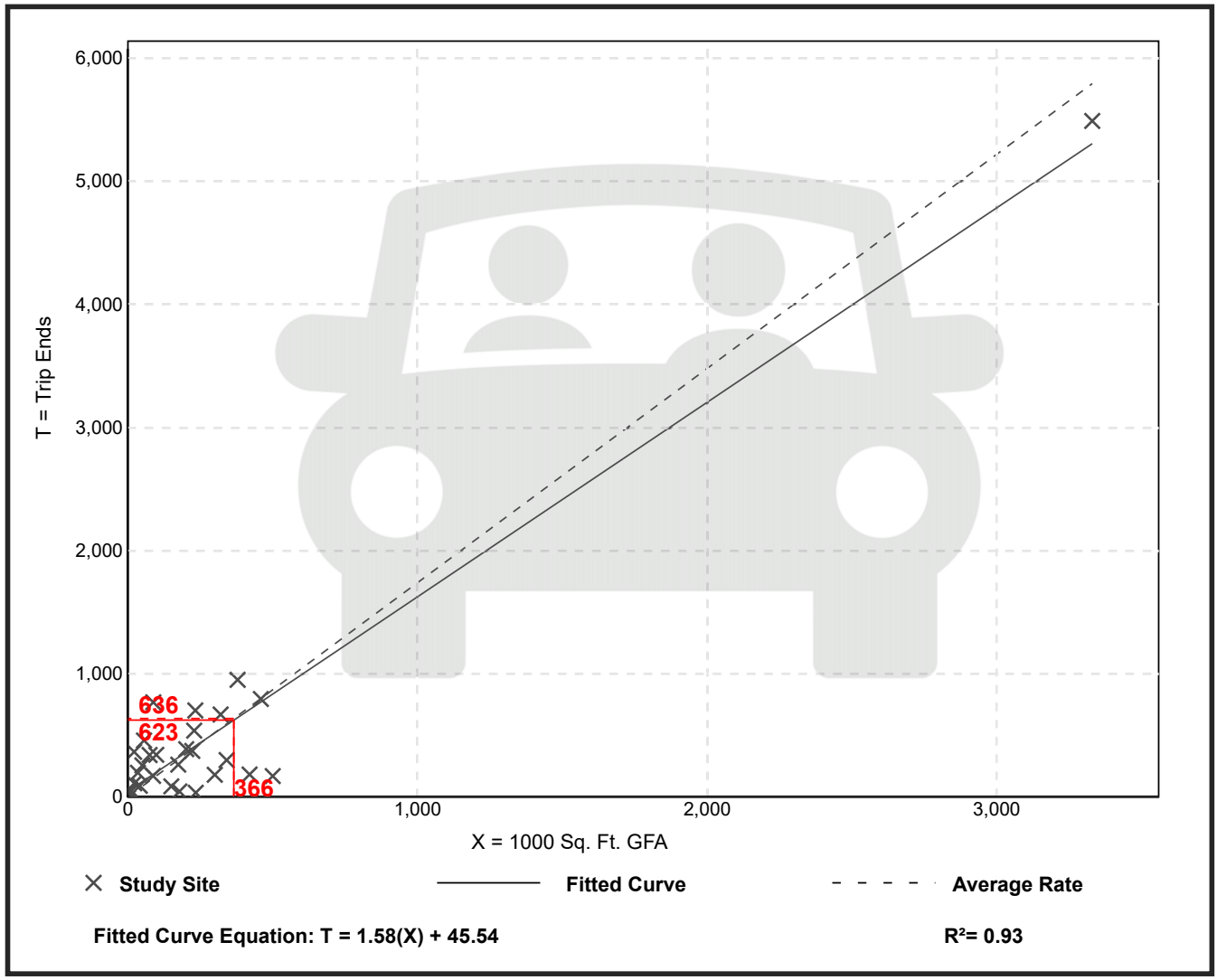
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

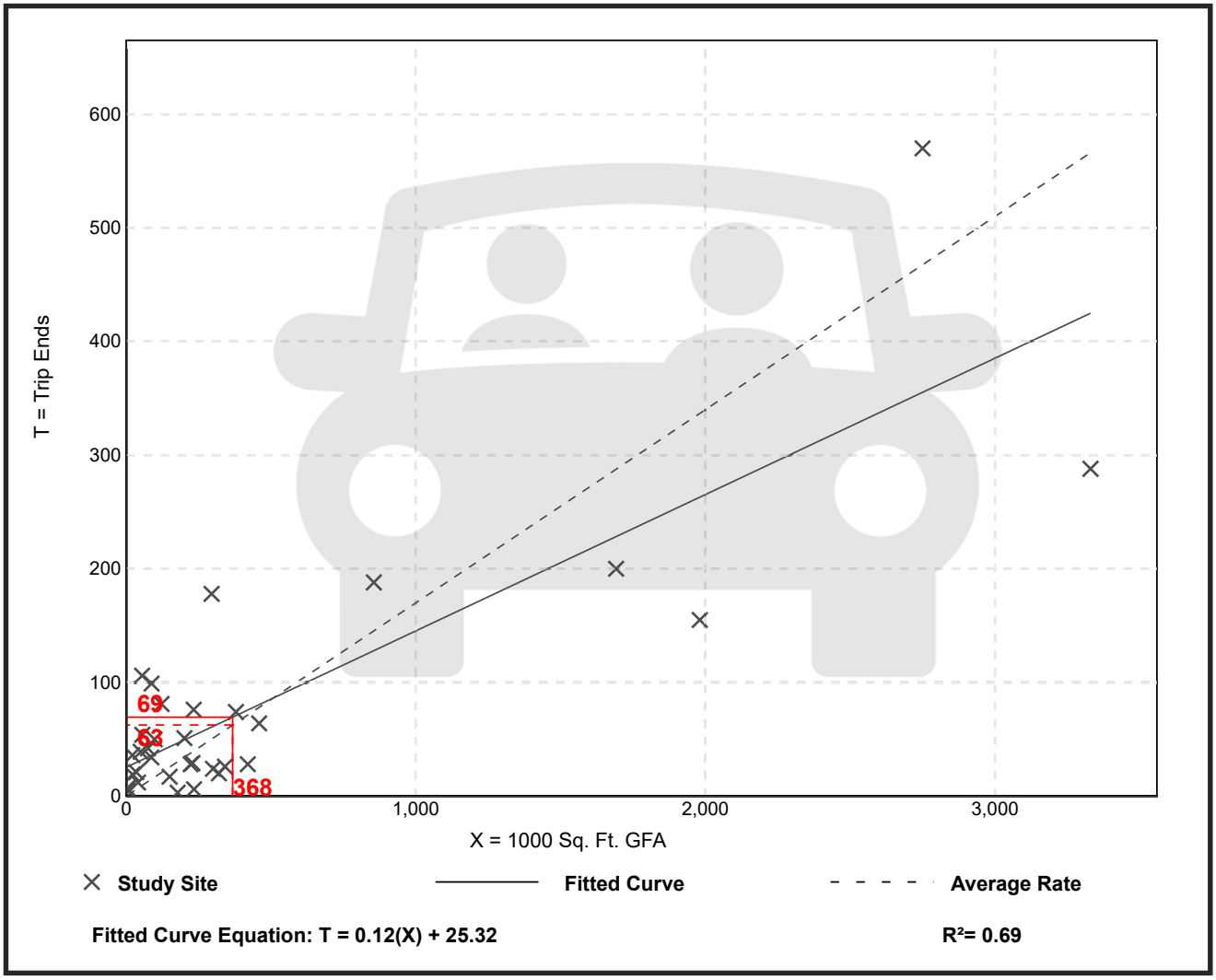
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 451
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

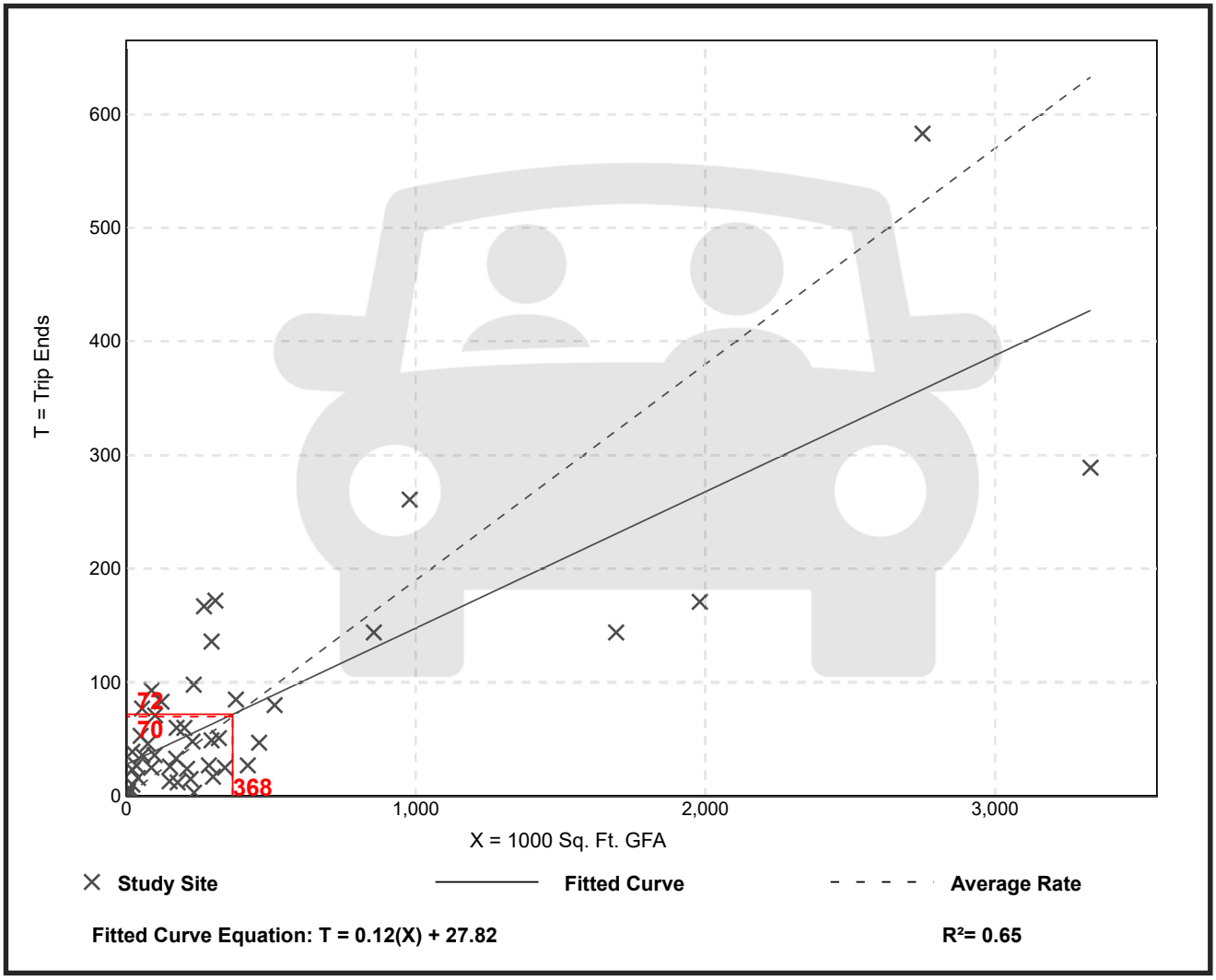
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 47
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Warehousing
(150)

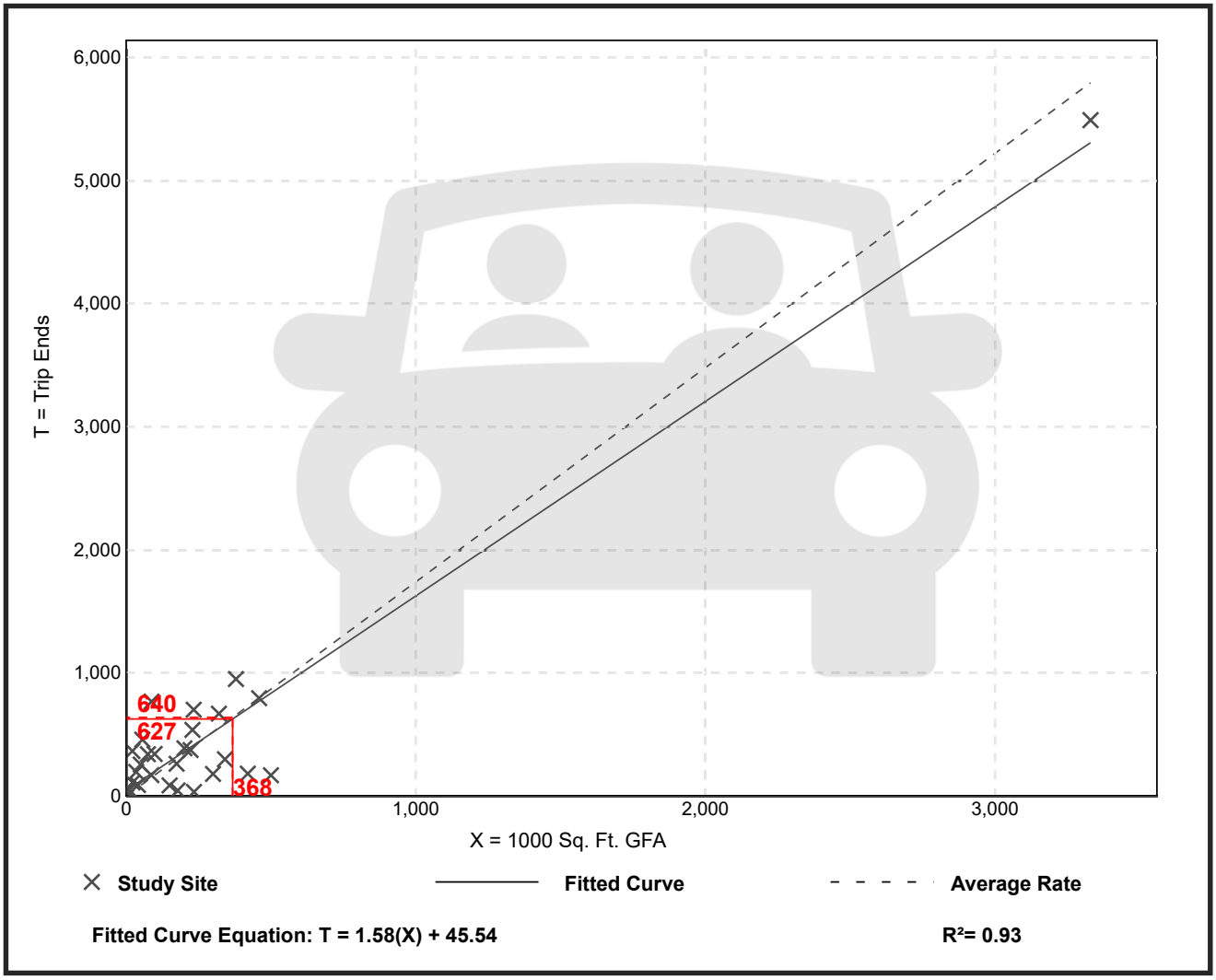
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Attachment: EXHIBIT - Traffic Impact Study - LPC - Updated (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

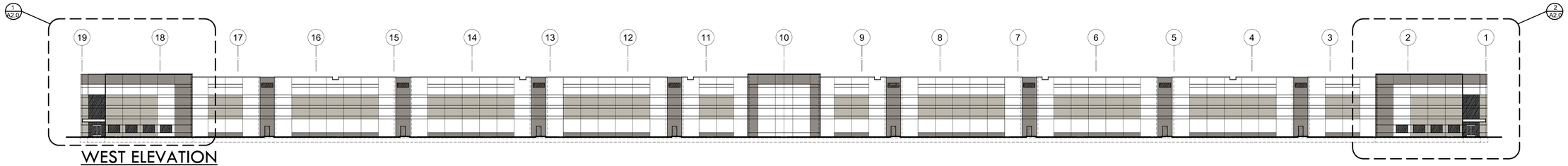
Architects plus designstudio, PLLC

LOGISTICS® PROPERTY CO

DESIGN CONCEPT A

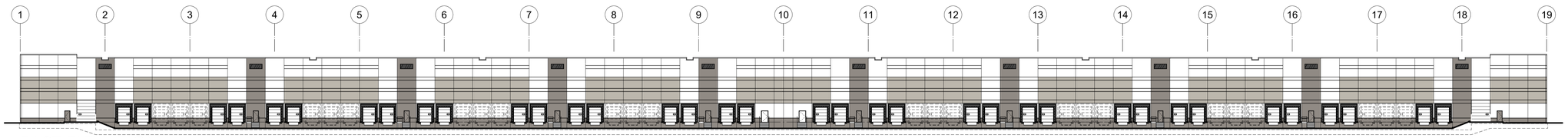
ALGONQUIN R(
PALATINE, ILLI

9.22.2021



WEST ELEVATION

SCALE: 1" = 30'-0"



EAST ELEVATION

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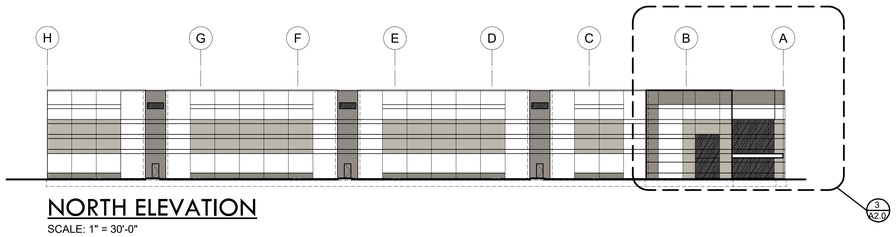

NORTH ELEVATION

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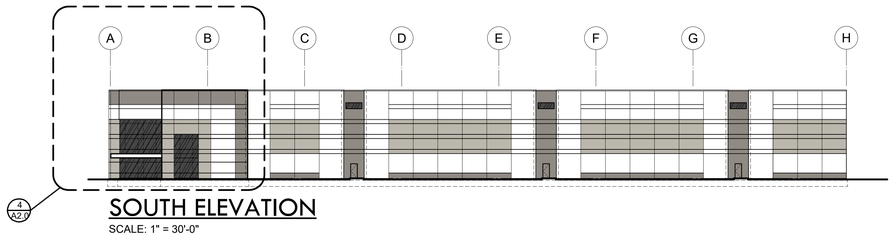
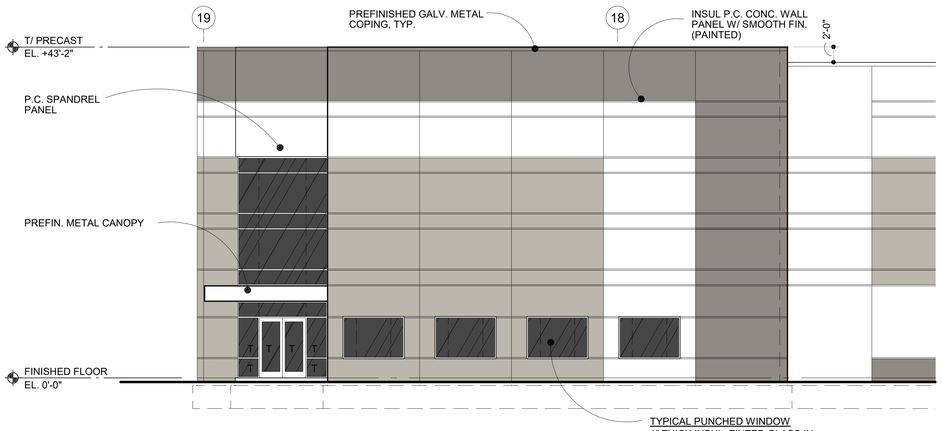


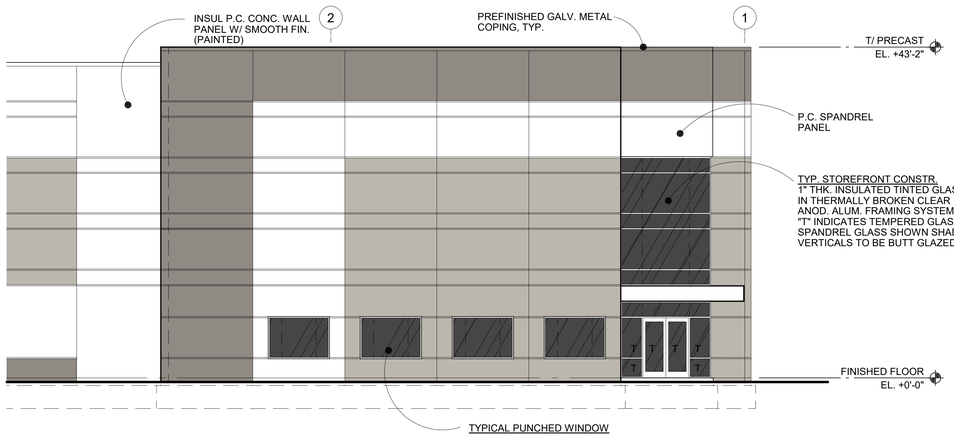
SOUTH ELEVATION

SCALE: 1" = 30'-0"



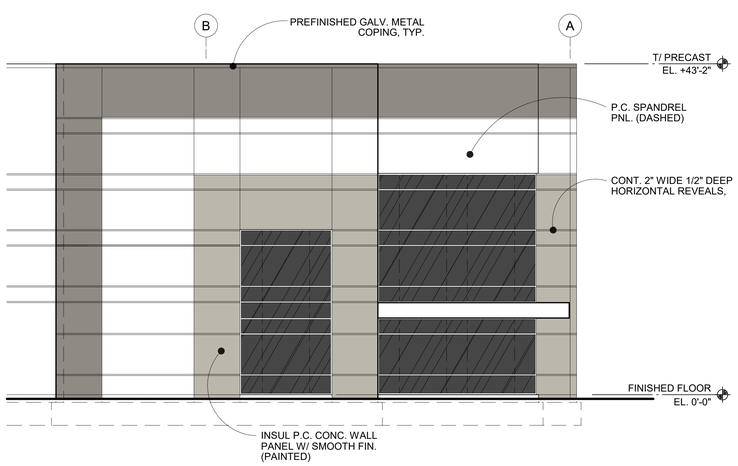
1 A2.0 ENLARGED ENTRY ELEVATION

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



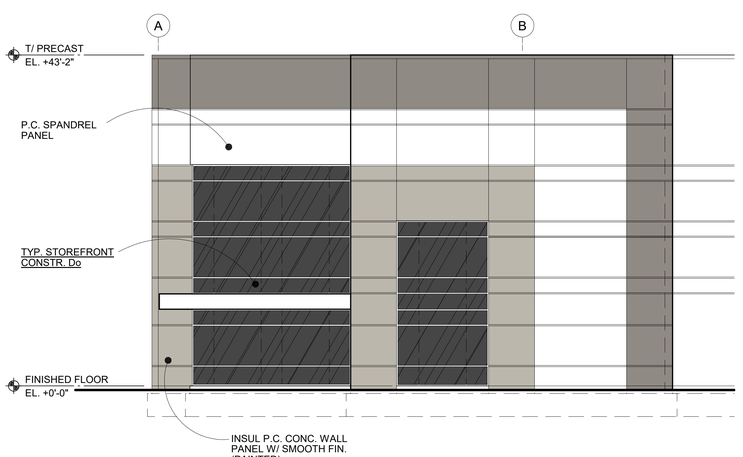
2 A2.0 ENLARGED ENTRY ELEVATION

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



3 A2.0 ENLARGED ENTRY ELEVATION

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



4 A2.0 ENLARGED ENTRY ELEVATION

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

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH SUPER PAINT BY SHERWIN WILLIAMS.
G.C. TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW

- EIDER WHITE - SW 7014 SHERWIN WILLIAMS
- MINDFUL GRAY - SW 7016 SHERWIN WILLIAMS
- DOVETAIL - SW 7018 SHERWIN WILLIAMS

FASCIA & GRAVEL STOP @ ENTRY
PAC-CLAD SLATE GRAY

FASCIA & GRAVEL STOP @ MAIN BUILDING
PAC-CLAD BONE WHITE

STOREFRONT SYSTEM
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

PUNCHED WINDOWS
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORS/FRAMES
FRAME - PAINTED TO MATCH PRECAST
DOOR -PAINTED TO MATCH PRECAST

OVERHEAD DOORS
DRIVE-IN DOORS - PREFINISHED WHITE
DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS
SAFETY YELLOW

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

ARCHITECT

DESIGN FIRM 184.008507; EXPIRATION 4.30.2023

Architects plus designstudio, LLC
1320 NELSON CIRCLE
WHEATON, ILLINOIS 60189 - 847.624.4425

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NEW OFFICE WAREHOUSE FOR:

WEST ALGONQUIN ROAD

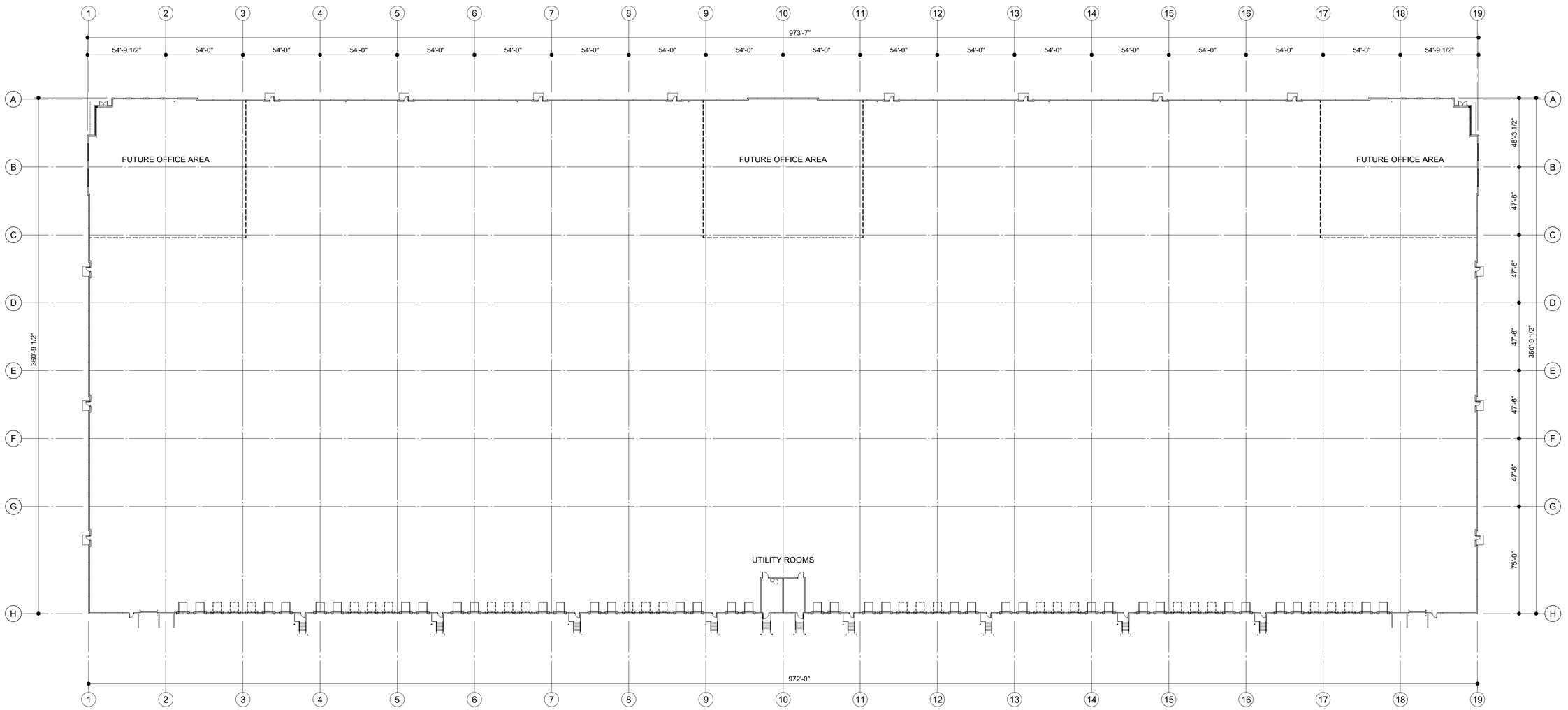
PALATINE, ILLINOIS

DATE	DESCRIPTION
9.22.2021	ISSUED FOR PLANNING

PROJECT NUMBER	2021.014
DATABASE	FLOORDB
DRAWN BY	JMW
CHECKED BY	JMW

A-2.0C

Attachment: EXHIBIT - ARCH plans - elevations (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"

NORTH

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

ARCHITECT

DESIGN FIRM 184.008507; EXPIRATION 4.30.2023

Architects plus designstudio, LLC

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NEW OFFICE WAREHOUSE FOR:

WEST ALGONQUIN ROAD

PALATINE, ILLINOIS

DATE	DESCRIPTION
9.22.2021	ISSUED FOR PLANNING

PROJECT NUMBER	2021.014
DATABASE	FLOOR.DB
DRAWN BY	JMJ
CHECKED BY	JMJ

A-3.0

Attachment: EXHIBIT - ARCH Plans - floorplan (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Preliminary Landscape Plan

LOGISTICS PROPERTY COMPANY

Palatine, Illinois

September 17, 2021

CONSULTANTS:

LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOCATION MAP

SCALE: 1"=400'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
0	COVER SHEET
1	OVERALL LANDSCAPE PLAN
2	PRELIMINARY LANDSCAPE PLAN
3	PRELIMINARY LANDSCAPE PLAN

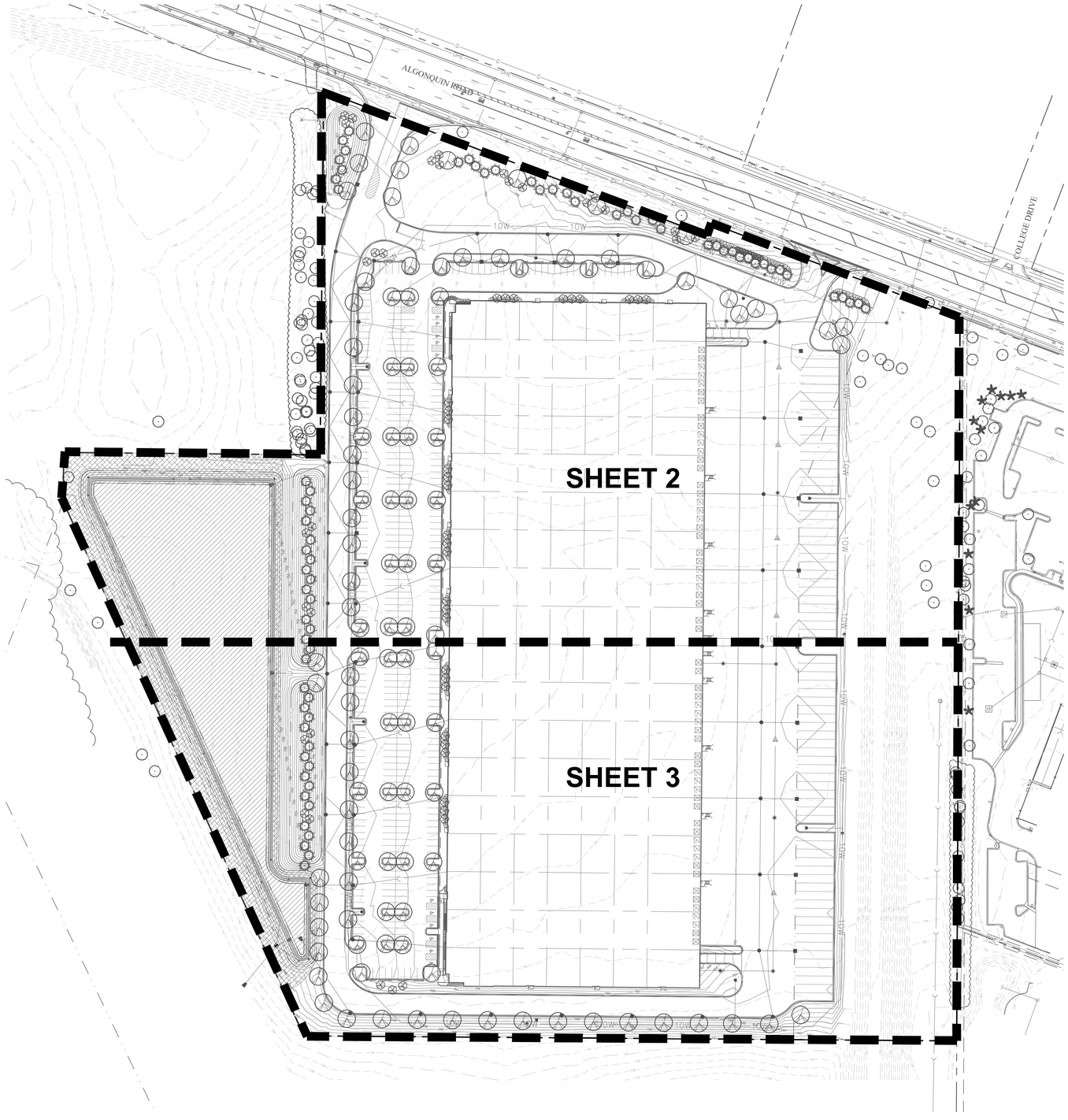
Attachment: EXHIBIT - LPC - Landscaping plans (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii AUTUMN BLAZE MAPLE	2 1/2" Cal.	
	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	
	Gleditsia triacanthos inermis 'Skyline' SKYLINE HONEYLOCUST	2 1/2" Cal.	
	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
	Tilia americana 'McKSentry' SENTRY AMERICAN LINDEN	2 1/2" Cal.	
	Ulmus carpinifolia 'Regal' REGAL SMOOTHLEAF ELM	2 1/2" Cal.	
	ORNAMENTAL TREES		
	Amelanchier grandiflora APPLE SERVICEBERRY	6' Tall	Multi-stem
	Betula nigra RIVER BIRCH	6' Tall	Multi-stem
	Cercis canadensis EASTERN REDBUD	6' Tall	Multi-stem
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Tall	Multi-stem
	Malus 'Prairifire' PRAIRIFIRE CRABAPPLE	6' Tall	Multi-stem
	EVERGREEN TREES		
	Abies concolor WHITE FIR	6' Tall	
	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Tall	
	Picea pungens GREEN COLORADO SPRUCE	6' Tall	
	Thuja occidentalis 'Techny' MISSION ARBORVITAE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Baileyi' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Cotoneaster acutifolia PEKING COTONEASTER	36" Tall	4' O.C.
	Spiraea betulifolia 'Tor' BIRCHLEAF SPIREA	24" Tall	3' O.C.
	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	24" Tall	4' O.C.
	Viburnum dentatum ARROWWOOD VIBURNUM	36" Tall	5' O.C.
	Viburnum trilobum 'Hah's' HAH'S CRANBERRYBUSH VIBURNUM	36" Tall	4' O.C.
	EVERGREEN SHRUBS		
	Juniperus chinensis v. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	5' O.C.
	Juniperus chinensis 'Seagreen' SEA GREEN JUNIPER	24" Wide	4' O.C.
	Juniperus chinensis 'Kallays Compact' KALLAY COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Coreopsis verticillata 'Zagreb' ZAGREB COREOPSIS	#1	18" O.C.
	Hosta sieboldiana 'Frances Williams' FRANCES WILLIAMS HOSTA	#1	24" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Liatris spicata 'Kobold' BLAZING STAR	#1	18" O.C.
	Pennisetum alopecuroides 'Hameln' DWARF FOUNTAIN GRASS	#2	24" O.C.
	Rudbeckia fulgida 'Goldsturm' BLACK-EYED SUSAN	#1	18" O.C.
	Salvia nemorosa 'East Friesland' EAST FRIESLAND SALVIA	#1	18" O.C.
	Sporobolus heterolepis PRAIRIE DROPSEED	#1	18" O.C.
	GROUNDCOVERS		
	Euonymous fortunei var. 'Coloratus' PURPLELEAF WINTERCREEPER	#SP4	12" O.C.
	Vinca minor 'Dart's Blue' DART'S BLUE PERIWINKLE	#SP4	12" O.C.



GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

OVERALL LANDSCAPE PLAN

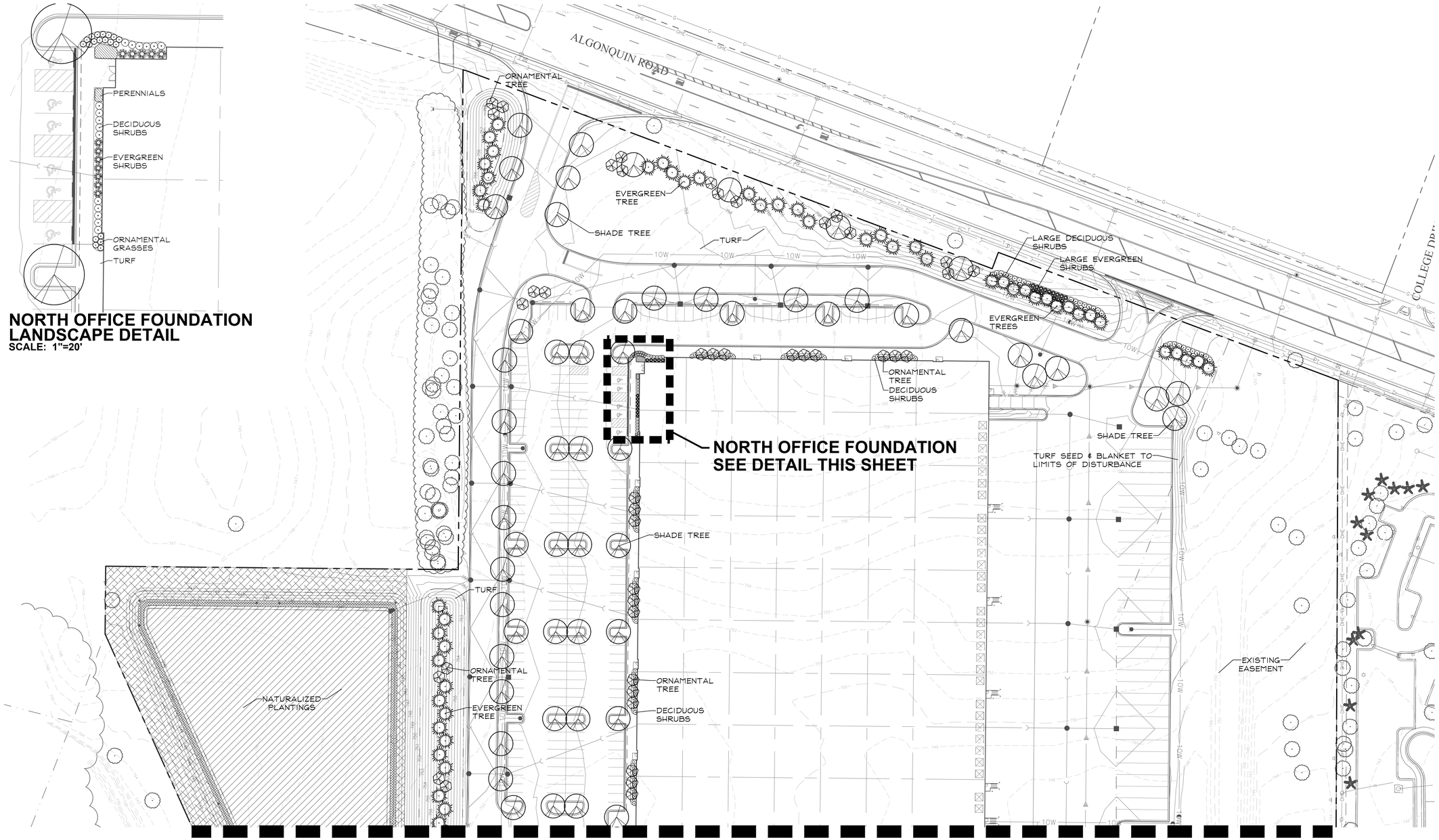
REVISIONS

DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	1 OF 6

811 Know what's below. Call before you dig.

Attachment: EXHIBIT - LPC - Landscaping plans (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

NORTH OFFICE FOUNDATION LANDSCAPE DETAIL
SCALE: 1"=20'



0' 25' 50' 100' 150'
SCALE: 1"=50'

NORTH

Know what's below. Call before you dig.

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LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

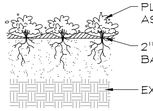
PRELIMINARY LANDSCAPE PLAN

REVISIONS

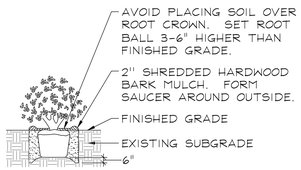
DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	2 OF 6

Attachment: EXHIBIT - LPC - Landscaping plans (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

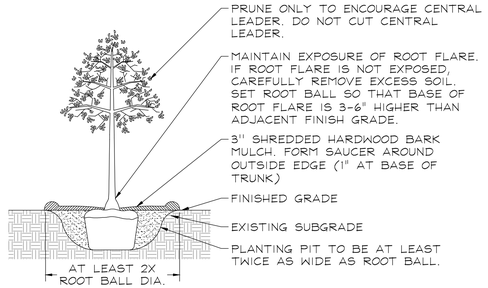
PLANTING DETAILS



PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



DECIDUOUS TREES
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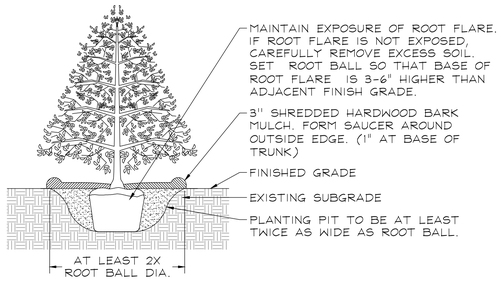

EVERGREEN TREES
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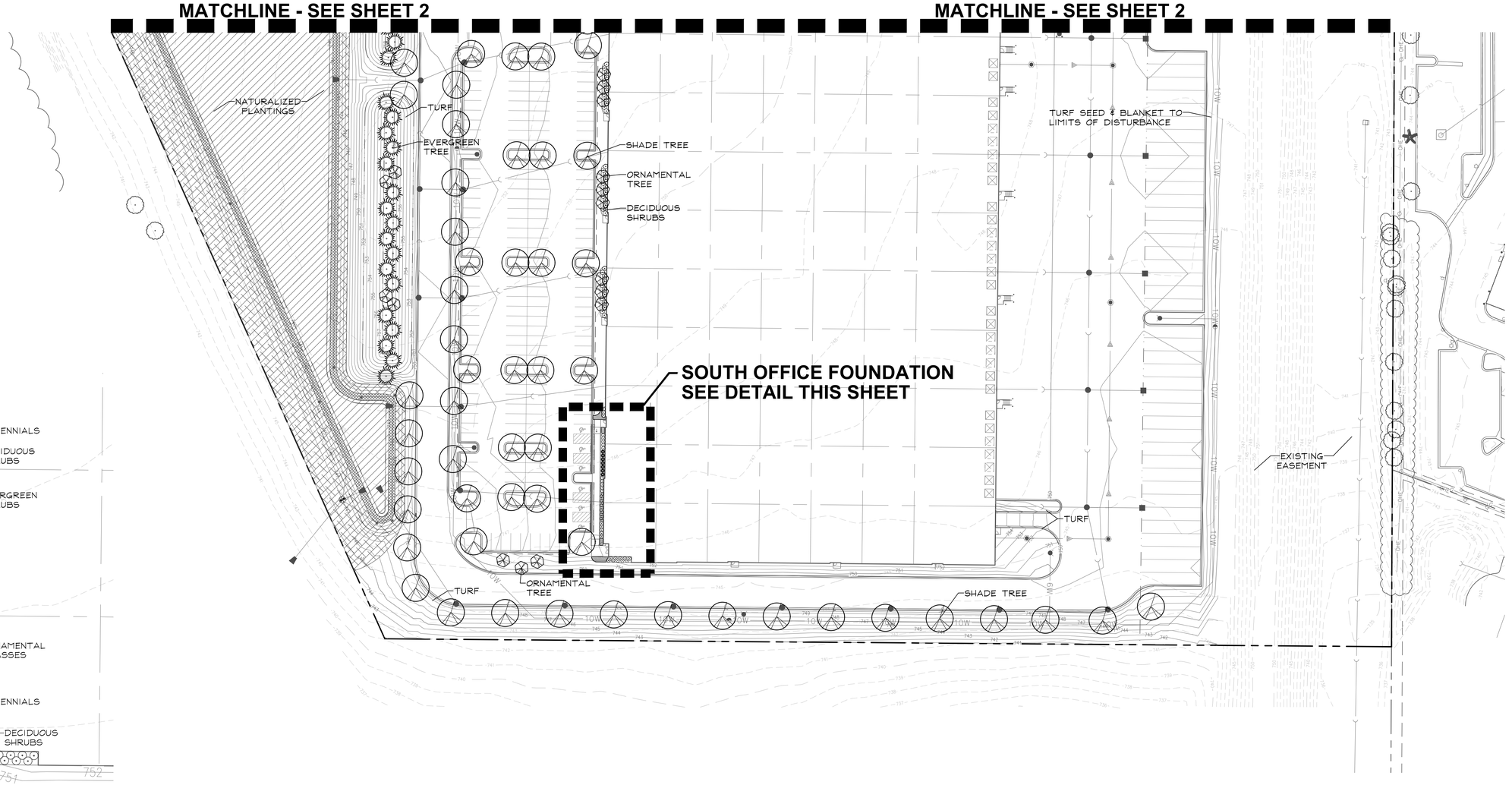
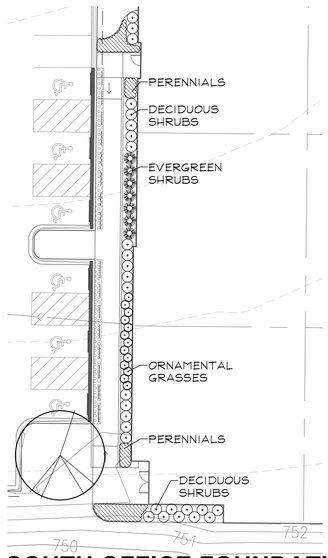




SOUTH OFFICE FOUNDATION LANDSCAPE DETAIL
SCALE: 1"=20'

0' 25' 50' 100' 150'
SCALE: 1"=50'

NORTH

Know what's below. Call before you dig.

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

REVISIONS

DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	3 OF 6

Attachment: EXHIBIT - LPC - Landscaping plans (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

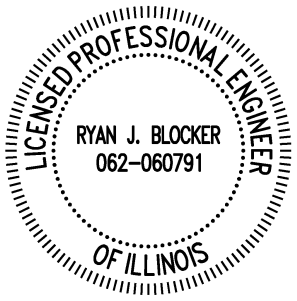
Stormwater Management Report
623 E. Algonquin Road
Palatine, Illinois
JHA Project No. F076a
September 21, 2021

Prepared By:
Jacob and Hefner Associates, Inc.
1333 Butterfield Road, Suite 300
Downers Grove, Illinois 60515

Prepared For:
Logistics Property Company, LLC
One North Wacker Drive, Suite 1925
Chicago, IL 60606

_____ _____

Engineer Date
Ryan J. Blocker
Illinois Registration No. 062-060791
Expires 11/30/2021



JACOB & HEFNER ASSOCIATES

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300
Downers Grove, IL 60515
P 630-652-4600
F 630-652-4601

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  - National Wetlands Inventory Map
  - NRCS Soils Map
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  - MWRD Drainage Exhibit – C12
  - Runoff Curve Number Calculations
  - Stormwater Detention and Volume Control Storage Calculations
    - MWRD Runoff Curve Number Adjustment Calculator
    - MWRD WMO Schedule D
    - Detention Nomograph
  - Overflow Weir Exhibit – OW-1
  - Overland Flow Weir Calculation
  - Overflow Weir Critical Duration Hydrograph
- Storm Sewer Sizing Calculations
  - Storm Sewer Tributary Area Exhibit – ST-1
  - Runoff Coefficient Calculations
  - 10-yr Inlet Capacity Calculations
  - Storm Sewer Calculations and Profiles

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Project Narrative

Project Description

On behalf of our client, Logistics Property Company, LLC , Jacob and Hefner Associates (JHA) is proposing site improvements at an existing 24.80 acre property located at 623 E. Algonquin Road in Palatine, Illinois. The site improvements include the construction of a new industrial warehouse building, associated vehicle parking areas and access drives, depressed truck docks, and trailer parking. Proposed stormwater detention facilities are being proposed to accommodate the detention storage needed.

Existing Conditions

In the existing conditions, the site is undeveloped with mostly grass cover. Stormwater in existing conditions within the project area sheet flows to the south and west to an existing wetland to the southwest of the site. Per the Floodway elevations provided on the FEMA Firm Map, and the site topographic information, any BFE and Regulator Floodway falls outside of the proposed site property area. An existing berm to the east of the site separates the proposed site from an existing MWRD drainageway.

Proposed Conditions

In the proposed conditions, the site will be developed with an industrial warehouse with all associated site improvements. To address the stormwater management requirements of the *MWRD Watershed Management Ordinance*, a new interior storm sewer system will be constructed to collect and convey the runoff from the proposed improvements to a proposed detention pond. The storm sewers are sized for the 10-year stormwater runoff flows. The stormwater detention required was calculated through the Bulletin 75 nomograph. Additionally, the bottom of the proposed detention system will provide the necessary volume control storage required by the ordinance. The stormwater detention outfall pipe will be routed southwest through a restrictor catch basin structure to maintain the allowable site release rate. The restricted runoff continues southwest, as in existing conditions, into an existing wetland and unnamed creek which then flows to Salt Creek that is ultimately tributary to the Des Plaines River.

A stormwater management summary table for the proposed drainage improvements is provided on the following page and is supported by the calculations and exhibits contained within this report.

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Stormwater Management Summary

Property Area:	**24.80 Acres**
Restricted Drainage Area:	**24.80 Acres**
Impervious Area: *(CN=98)*	17.09 Acres
Pervious Area: *(CN=74)*	5.87 Acres
Pond Area: *(CN=70-Native Plantings)*	1.84 Acres
Composite Runoff Curve Number:	90.24
Adjusted Runoff Curve Number *(Volume Control Adjustment)*	83.10
Unrestricted Drainage Area:	**1.22 Acres**
Impervious Area: *(CN=98)*	0.00 Acres
Pervious Area: *(CN=74)*	1.22 Acres
Composite Unrestricted Runoff Curve Number:	74.00
Allowable Release Rate: *(24.80 Acres * 0.2 cfs/Acre)*	4.96 cfs
Actual Release Rate: *(8-3/4" Restrictor at HWL=746.00')*	4.85 cfs
Stormwater Detention Volume Required:	9.02 Acre-feet
Stormwater Detention Volume Provided: *(HWL = 746.00')*	10.69 Acre-feet
Volume Control Storage Required:	1.42 Acre-feet
Volume Control Storage Provided:	1.78 Acre-feet

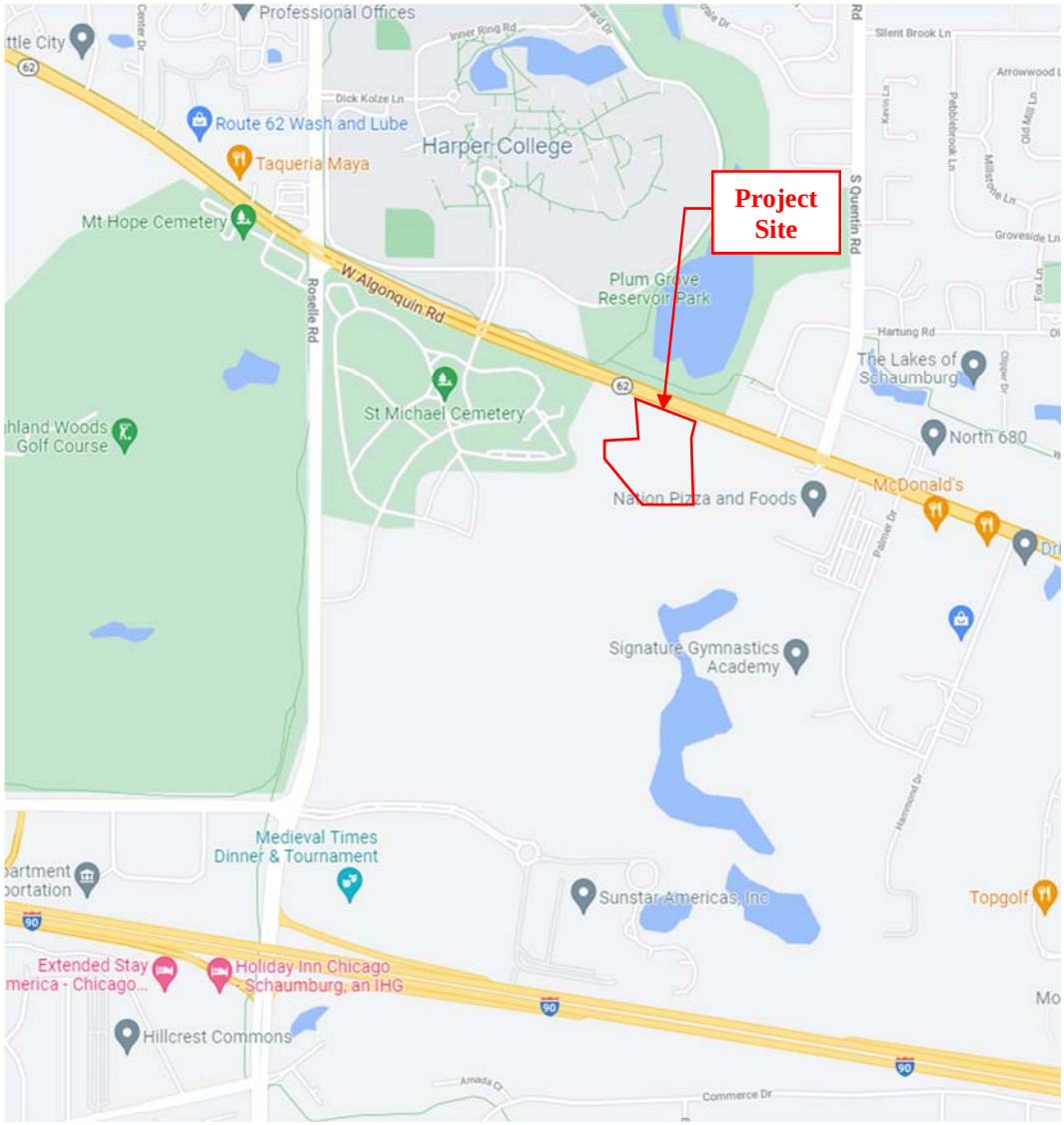
Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Project Maps

- Location Map
- Aerial Map
- FEMA Firm Map
- Wetlands Map
- NRCS Soils Map

Location Map

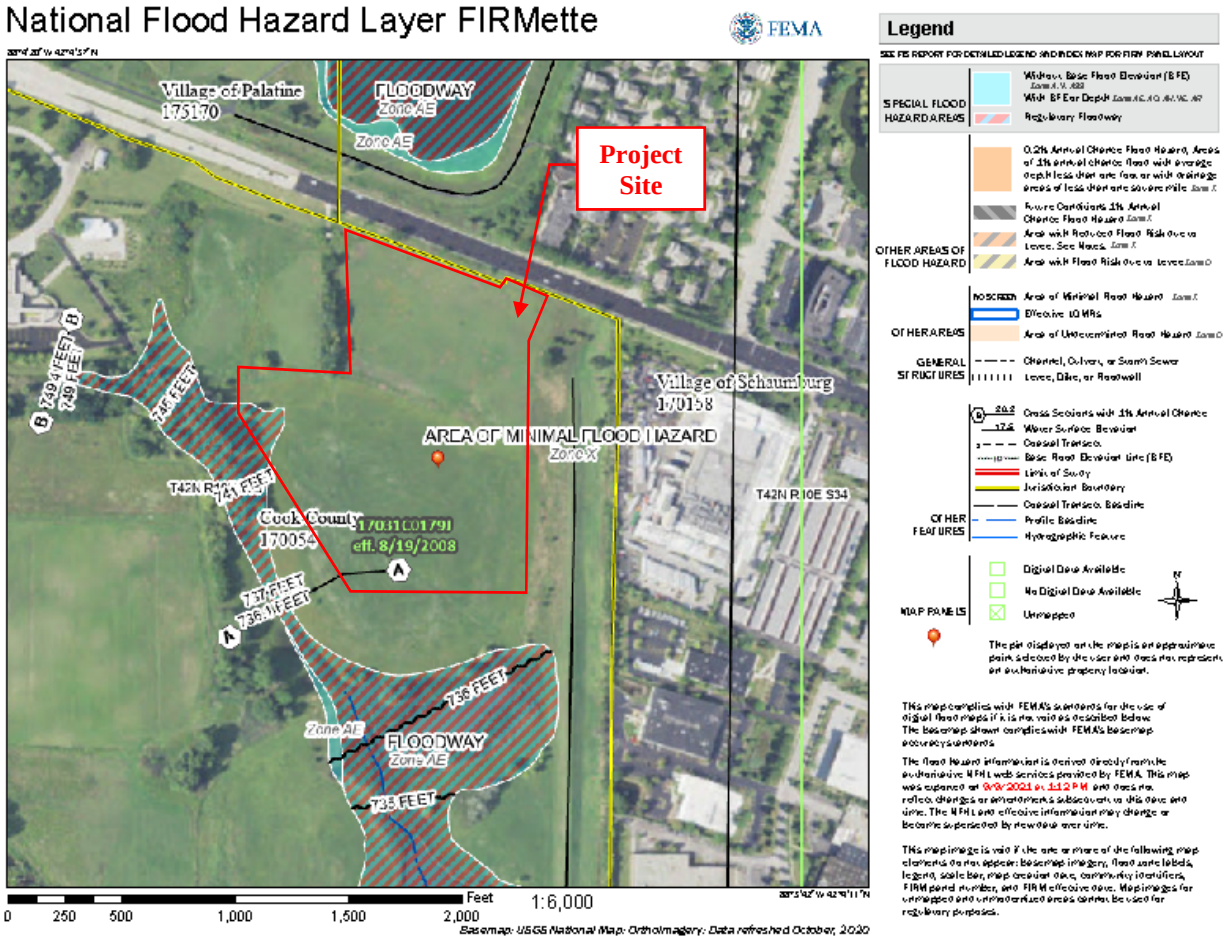


Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Aerial Map

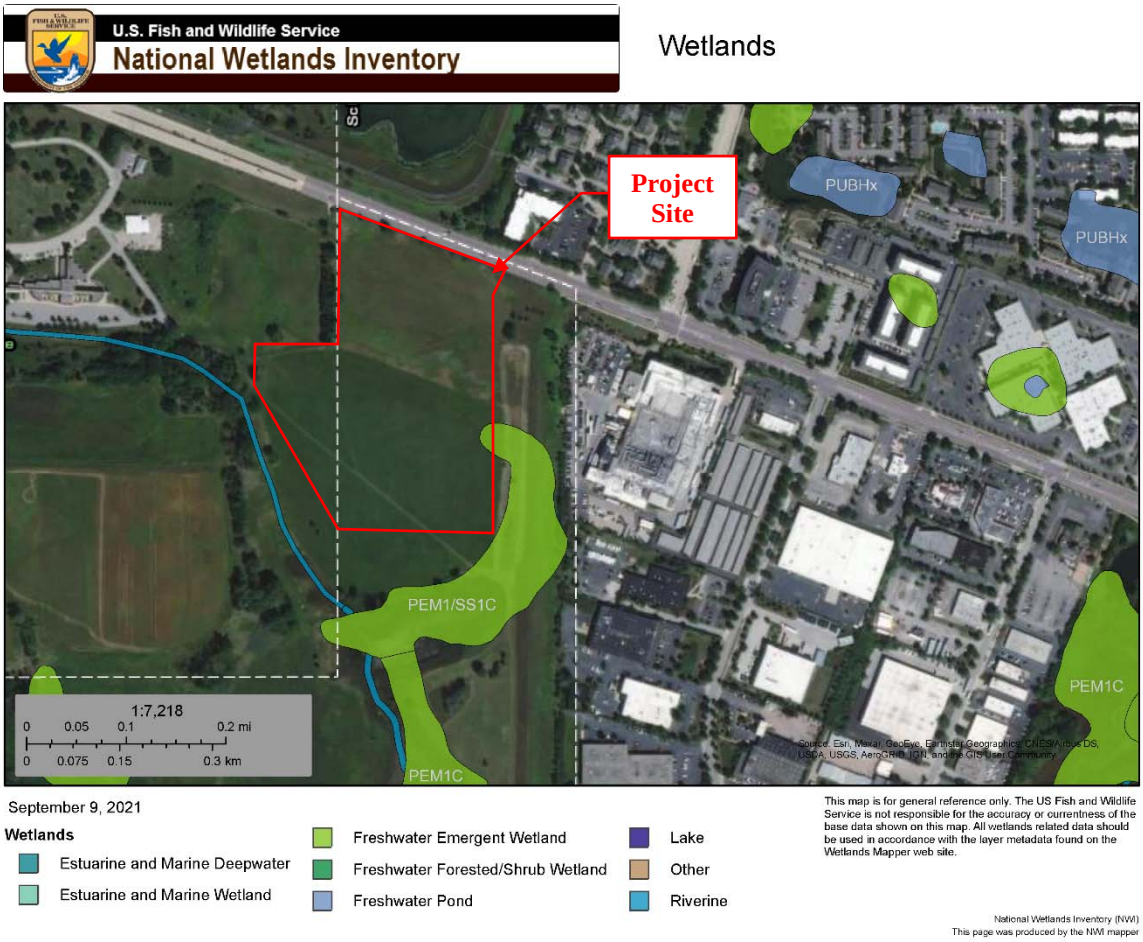
Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

FEMA Firm Map



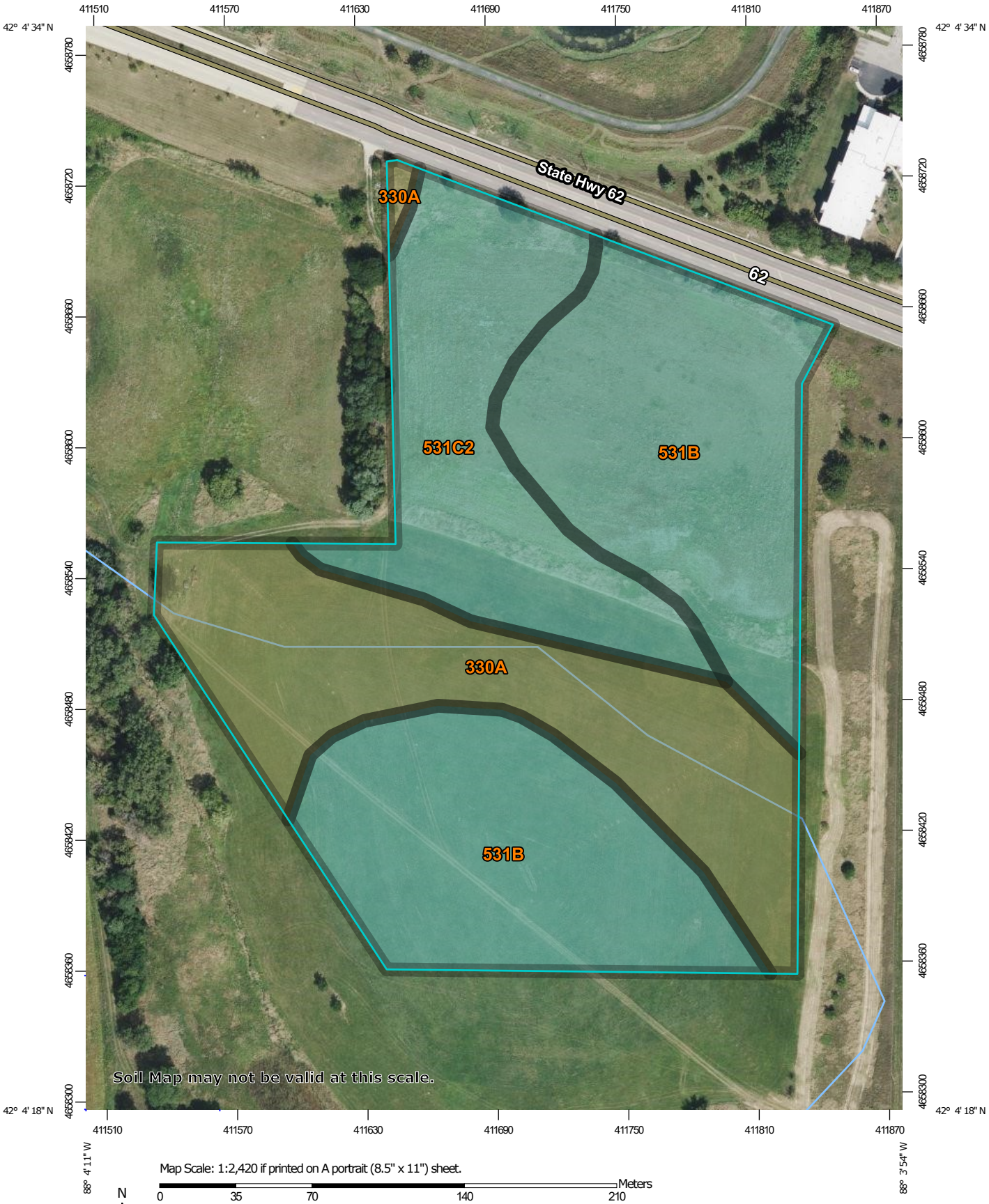
Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

U.S. Fish & Wildlife Wetlands Map



Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Hydrologic Soil Group—Cook County, Illinois
(623 E. Algonquin Road)



Map Scale: 1:2,420 if printed on A portrait (8.5" x 11") sheet.

N

0 35 70 140 210 Meters

0 100 200 400 600 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cook County, Illinois
Survey Area Data: Version 14, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 15, 2020—Sep 19, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Packet Pg. 192
6.B.1.n
Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
330A	Peotone silty clay loam, 0 to 2 percent slopes	C/D	5.3	27.9%
531B	Markham silt loam, 2 to 4 percent slopes	C	9.5	50.1%
531C2	Markham silt loam, 4 to 6 percent slopes, eroded	C	4.2	22.1%
Totals for Area of Interest			**19.0**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

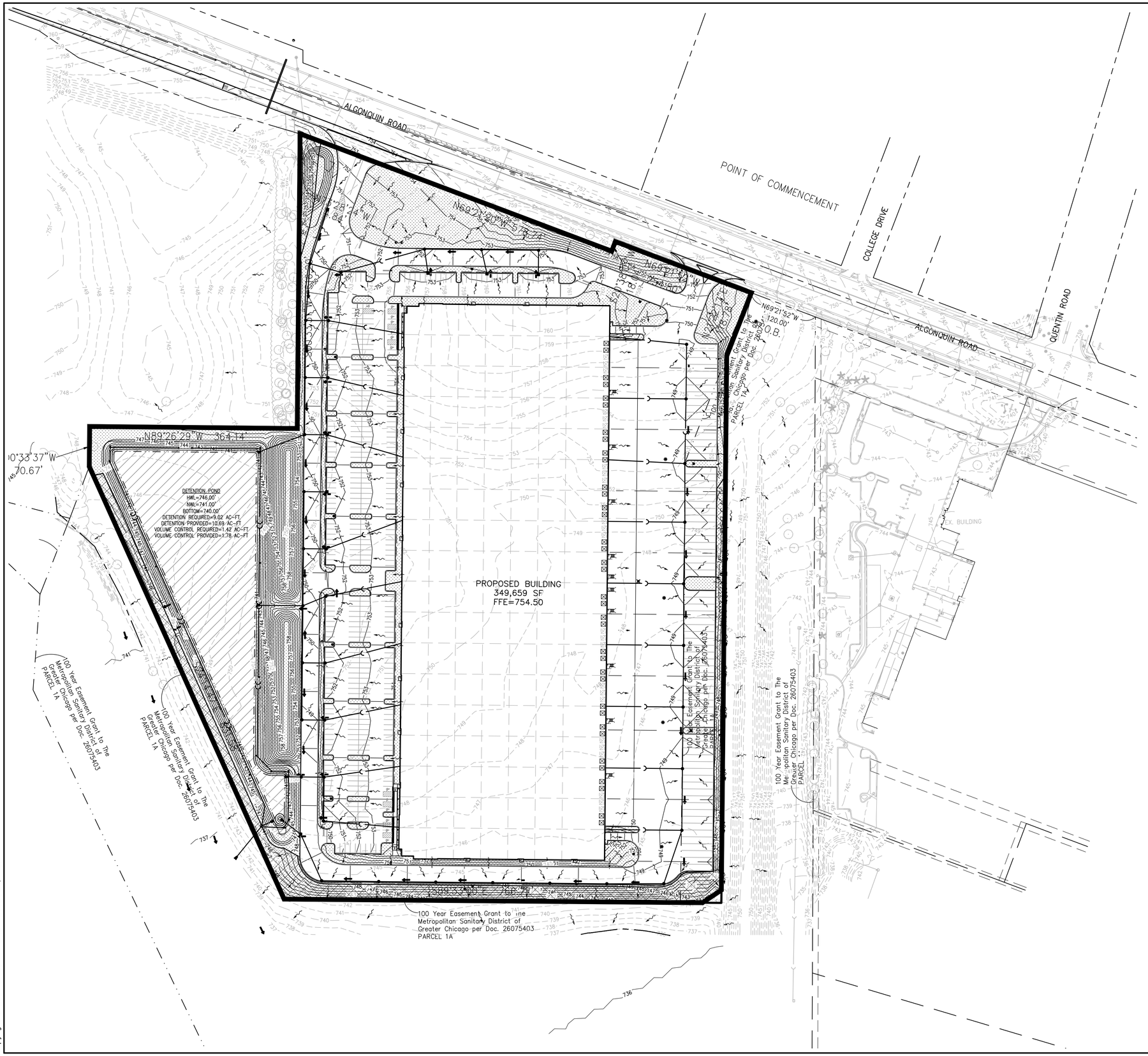
Tie-break Rule: Higher

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Stormwater Detention Calculations

- MWRD Drainage Exhibit – C12
- Runoff Curve Number Calculations
- Stormwater Detention and Volume Control Storage Calculations
  - MWRD Runoff Curve Number Adjustment Calculator
  - MWRD WMO Schedule D
  - Detention Nomograph
- Overflow Weir Exhibit – OW-1
- Overland Flow Weir Calculations
- Overflow Weir Critical Duration Hydrograph



N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

PROPOSED DRAINAGE EXHIBIT LEGEND:

PROJECT AREA
24.80 ACRES

IMPERVIOUS AREA
17.09 ACRES
(CN=98)

PERVIOUS AREA
5.87 ACRES
(CN=74)

POND AREA
1.84 ACRES
(CN=70-NATIVE PLANTINGS)

UNRESTRICTED AREA
1.22 ACRES
(4.9%)

EXISTING CONTOUR — 700 —

PROPOSED CONTOUR —700—

PROPOSED DRAINAGE DIVIDE

DRAINAGE DIRECTION

OVERFLOW ROUTE

EXISTING STORM SEWER

PROPOSED STORM SEWER

STORMWATER MANAGEMENT SUMMARY TABLE:

DEVELOPMENT AREA	24.80 ACRES
PROPOSED IMPERVIOUS AREA (CN=98)	17.09 ACRES
PROPOSED PERVIOUS AREA (CN=74)	5.87 ACRES
PROPOSED POND AREA (CN=70-NATIVE PLANTINGS)	1.84 ACRES
COMPOSITE RUNOFF CURVE NUMBER	90.24
ADJUSTED RUNOFF CURVE NUMBER	83.10
ALLOWABLE RELEASE RATE	4.96 CFS
ACTUAL RELEASE RATE (8-3/4" RESTRICTOR AT HWL=740.00)	4.85 CFS
UNRESTRICTED AREA (4.9%)	1.22 ACRES
DETENTION VOLUME REQUIRED	9.02 ACRE-FEET
DETENTION VOLUME PROVIDED (HWL=746.00')	10.69 ACRE-FEET
VOLUME CONTROL REQUIRED	1.42 ACRE-FEET
VOLUME CONTROL PROVIDED	1.78 ACRE-FEET

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21

MWRD DRAINAGE EXHIBIT

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

1"=80'

C12

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Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: **623 E. Algonquin Road** **PERMIT NUMBER:**

LOCATION: **Palatine, IL** **DATE:** 9/21/2021

TYPE OF AREA (SELECT WITH DROP-DOWN)

- **X** DETAINED AREA
- ___ UNRESTRICTED AREA
- ___ UPSTREAM AREA
- ___ MAJOR STORMWATER SYSTEM
- ___ OTHER:

CONDITION (SELECT WITH DROP-DOWN)

- **X** PROPOSED CONDITION
- ___ EXISTING CONDITION

RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
Impervious Area	C	98	17.09	1674.82
Pervious Area	C	74	5.87	434.38
Native Plantings	C	70	1.84	128.80
		TOTALS:	24.80	2238.00

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{2238.00}{24.80} \rightarrow \textbf{Composite CN} = \textbf{90.24}$$

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: 623 E. Algonquin Road **PERMIT NUMBER:**

LOCATION: Palatine, IL **DATE:** 9/21/2021

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	24.800	acres
2.	Total Impervious Area	17.090	acres
3.	Composite CN	90.24	
4.	Volume Control Storage Provided, VC_P	1.780	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	1.08	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	7.40	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	15.29	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	1.424	ac-ft
10.	Additional Volume Control Storage Provided	0.356	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	13.505	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		6.53	inches
13.	Adjusted Maximum Retention, S_{ADJ}		2.03	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	83.10	

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SCHEDULE D
STORMWATER MANAGEMENT FACILITIES

WMO Permit Number: _____

NAME OF PROJECT: 623 E. Algonquin Road

(Submit a separate Schedule D for each stormwater facility, as needed)

1. RUNOFF REQUIREMENTS: Submit calculations and an exhibit that delineates the 100-year critical storm conveyed by the major stormwater system including cross-sections indicating the HGL at critical points (e.g. overflow weirs)

A. Method used to calculate the 100-year peak design runoff rate:
☒ Hydrologic model ☐ Rational Method → $i_{100\text{-}year}$ _____ in/hr

B. Onsite tributary area to the major stormwater system ..... *C* or *CN* 90.24 , 24.80 acres

C. Offsite tributary area to the major stormwater system ..... *C* or *CN* _____ , 0.00 acres

D. Total tributary area to the major stormwater system ..... *C* or *CN* 90.24 , 24.80 acres

E. Ratio of offsite to onsite tributary area ..... _____

F. Time-of-concentration ..... 17.4 minutes

G. 100-year peak design runoff rate ..... 95.14 cfs

H. Capacity of major stormwater system discharging offsite ..... 156.00 cfs

I. Offsite discharge location of the major stormwater system:
☐ ROW/drainage easement ☒ Adjacent property *(submit calculations to comply with §502.3.B)*

J. Type and location of major stormwater system: Weir between SW property line and pond

K. Building lowest entry elevation(s) are located at least 1 foot above the adjacent HGL:
(Submit calculations and cross-sections showing the lowest entry elevation(s) and adjacent HGL)
☒ Yes ☐ No *(for existing buildings located within the property holdings, submit acknowledgment)*

2. VOLUME CONTROL REQUIREMENTS: Submit calculations and a detail for the volume control facility including a cross-section indicating relevant elevations and the seasonal high groundwater table (SHGWT).

A. Does the site have any restrictive covenants related to environmental conditions (e.g., NFR letter)?
☒ No ☐ Yes → Explain: _____

B. Site constraint(s) that precludes the use of onsite retention-based practices *(submit documentation)*:
☒ None ☐ SHGWT ☐ Contaminated Soil ☐ Other: _____

C. Proposed impervious area of development ..... 17.09 acres

D. Gross volume control storage *(2.C / 12)* ..... 1.42 ac-ft

E. The onsite gross volume control storage may be reduced when a site constraint is present:
1. Existing impervious area within development ..... _____ acres
2. VC storage reduction *(5)(2.D)[1 – (2.C / 2.E.1)]* ..... _____ ac-ft

F. Required volume control storage *(2.D – 2.E.2)* ..... 1.42 ac-ft

G. Provided volume within retention-based practice ..... 1.78 ac-ft

H. Volume control facility *(*only when a site constraint is present)*
☒ Retention-based practice → Type of practice: Bottom of Detention Pond
☐ Flow-through practice* → Type of practice: _____
☐ Detention Storage* → Type of facility: _____
☐ Offsite retention-based practice* → WMO Permit Number: _____

I. Designed as an offsite retention-based practice:
☒ No ☐ Yes → Impervious runoff volume tributary to facility ..... _____ ac-ft

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SCHEDULE D

WMO Permit Number: _____

STORMWATER MANAGEMENT FACILITIES

3. DETENTION REQUIREMENTS: Submit calculations and an exhibit that includes a cross-section of the detention facility and a detail of the control structure, and delineates the tributary, unrestricted, depressional storage, and bypass areas with the acreage and curve number indicated.

A. Watershed specific release rate (*Appendix B*) ..... 0.20 cfs/ac

B. Detention service area ..... 24.80 acres

C. Gross allowable release rate ..... 4.96 cfs

D. Unrestricted area (Less than 5% Incidental Unrestricted Area) ..... *CN* _____ , _____ acres

E. Unrestricted release rate *(100-year, 24-hour storm)* ..... _____ cfs

F. Depressional storage release rate adjustment *(100-year, 24-hour storm)* ..... _____ cfs

G. Net allowable release rate *(3.C – 3.E – 3.F)* ..... 4.96 cfs

H. Control structure (restrictor) information:

1. Diameter ..... 8.75 in
2. Actual Release Rate ..... 4.85 cfs
3. C_d 0.61
4. HWL ..... 746.00 ft
5. Type ..... Plate Restrictor
6. Invert elevation ..... 740.00 ft

I. Method used to determine the required detention volume:

☐ Hydrologic Model ■ Nomograph

J. Time-of-concentration ..... 10 minutes

K. Area detained *(include trade areas)* ..... *CN* 90.24 , 24.80 acres

L. Adjusted CN *(when onsite retention-based practices are provided)* 83.10

M. Required detention volume at actual release rate *(3.H.2)* ..... 9.02 ac-ft

N. Provided detention volume at HWL *(3.H.4)* ..... 10.69 ac-ft

O. Drawdown time ..... 48 hours

P. Type of stormwater detention facility: Detention Basin

Q. Designed as an offsite detention facility:

■ No ☐ Yes → Runoff volume tributary to facility ..... _____ ac-ft

4. OFFSITE DETENTION REQUIREMENTS: This item is only applicable when the development utilizes an offsite detention facility to comply with the detention requirements.

A. Site limitation(s) that precludes the use of an onsite detention facility *(submit justification)*:

☐ Floodway ☐ Shallow Bedrock ☐ Other: _____

B. Area requiring detention ..... *CN* _____ , _____ acres

C. Runoff volume from area to be detained offsite ..... _____ ac-ft

D. WMO Permit Number for offsite detention facility ..... _____

Engineering Firm: Jacob & Hefner Associates, Inc.

P.E. SEAL

Name: Ryan J. Blocker, P.E. **Phone:** 630-652-4630

Title: Senior Project Manager **Email:** rblocker@jacobandhefner.com

Signature: _____ **Date:** _____

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

ORIFICE DISCHARGE RATE

PROJECT: 623 E. Algonquin Road **PERMIT NUMBER:**

LOCATION: Palatine, IL **DATE:** 9/21/2021

RESTRICTOR INFORMTION

1.	Orifice Number			
2.	Orifice diameter, *d*	8.75	in	
3.	Discharge Coefficient, C_d	0.61		
4.	Invert Elevation	740.00	ft	
5.	High Water Elevation, HWL	746.00	ft	
6.	Tail Water Elevation		ft	

ACTUAL RELEASE RATE

6.	Free Flow Actual Release Rate at HWL	4.85	cfs	
7.	Submerged Actual Release Rate at HWL		cfs	

STAGE-DISCHARGE TABLE CONDITION (SELECT FROM DROP-DOWN)

Free-flow

STAGE-DISCHARGE TABLE

Elevation (ft)	Orifice 1 (cfs)	Orifice 2 (cfs)	Total (cfs)	
740.00	0.00		0.00	
740.50	0.75		0.75	
741.00	1.63		1.63	
741.50	2.18		2.18	
742.00	2.61		2.61	
742.50	2.99		2.99	
743.00	3.32		3.32	
743.50	3.62		3.62	
744.00	3.90		3.90	
744.50	4.16		4.16	
745.00	4.40		4.40	
745.50	4.63		4.63	
746.00	4.85		4.85	HWL

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: 623 E. Algonquin Road **PERMIT NUMBER:**

LOCATION: Palatine, IL **DATE:** 9/21/2021

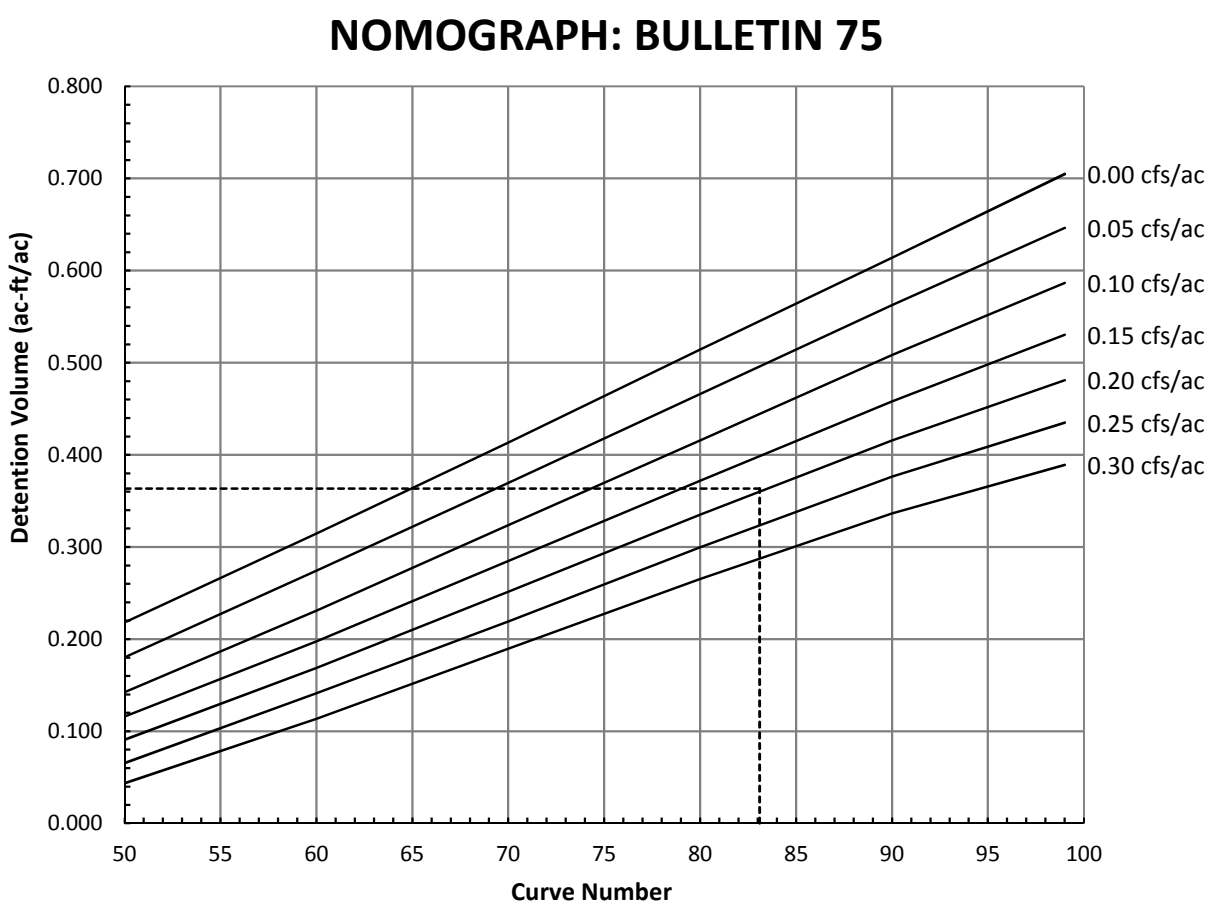
DEVELOPMENT INFORMATION

1. Detained Area	24.800	acres
2. Curve Number	83.10	
3. Actual Release Rate	4.850	cfs

REQUIRED DETENTION VOLUME

4. Required Detention Volume	9.015	ac-ft

NOMOGRAPH



Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

DETENTION VOLUME PROVIDED

PROJECT: 623 E. Algonquin Road **PERMIT NUMBER:**

LOCATION: Palatine, IL **DATE:** 21-Sep

AREA UNITS (CHOOSE WITH DROP-DOWN)

Units: ft²

POND / VAULT / SURFACE DETENTION VOLUME

Elevation (ft)	Area (ft²)	Average Area (ft²)	Increment Volume (ac-ft)	Cumulative Volume (ac-ft)
741.00	80108.00			0.00
		82684.00	1.90	
742.00	85260.00			1.90
		87864.50	2.02	
743.00	90469.00			3.92
		93102.00	2.14	
744.00	95735.00			6.05
		98396.00	2.26	
745.00	101057.00			8.31
		103816.00	2.38	
746.00	106575.00			10.69

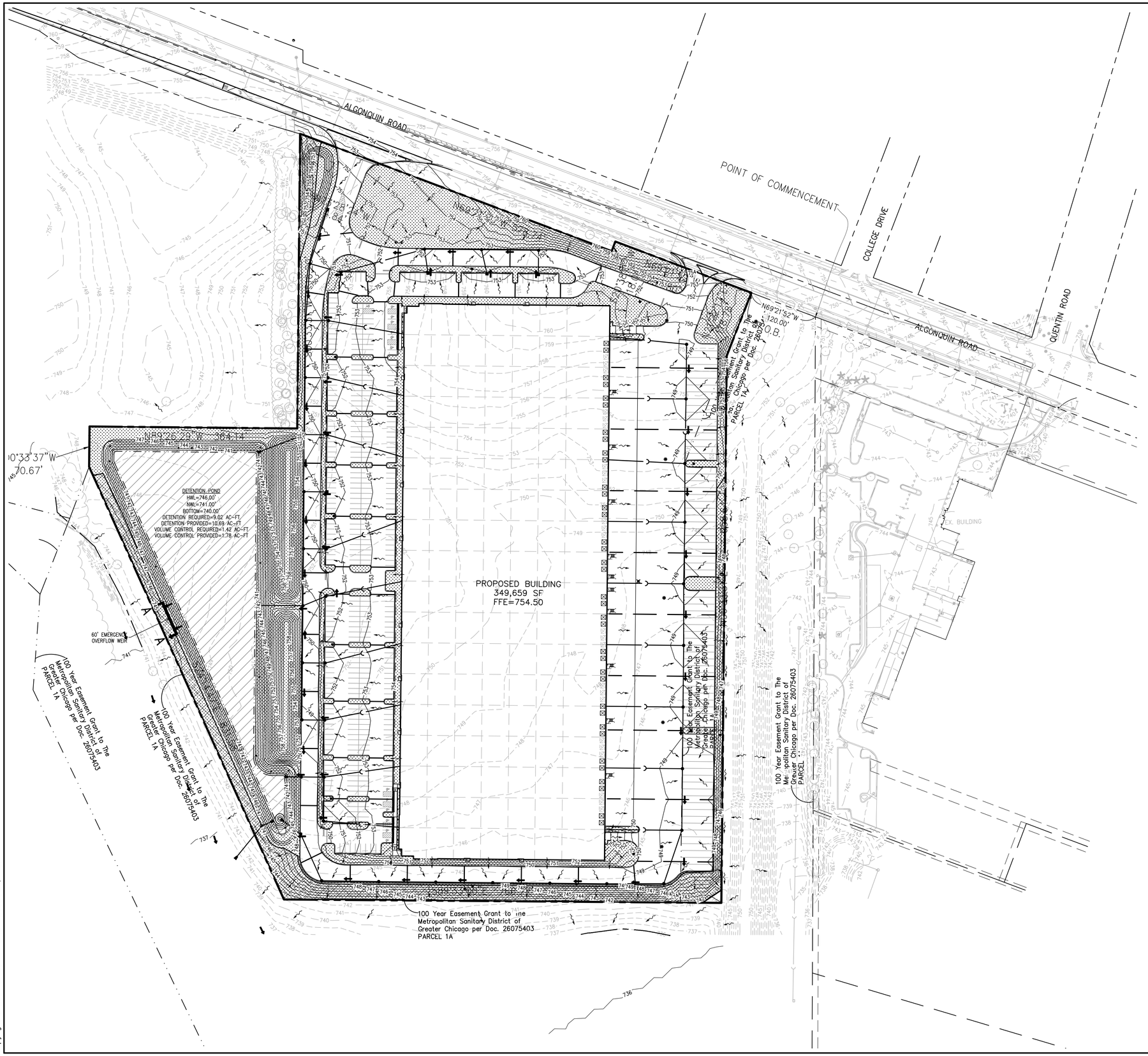
STORM SEWER DETENTION VOLUME

Diameter (in)	Length (ft)	Volume (ac-ft)

TOTAL DETENTION VOLUME

Pond / Vault / Surface Detention Volume (ac-ft)	10.69
Storm Sewer Detention Volume (ac-ft)	0.00
Total Detention Volume (ac-ft)	**10.69**

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

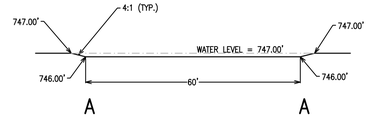


GRAPHIC SCALE 1" = 80'
0 40' 80' 160'

OVERFLOW WEIR EXHIBIT LEGEND:

- TRIBUTARY DRAINAGE AREA 24.80 ACRES
- IMPERVIOUS AREA 17.09 ACRES (CN=98)
- PERVIOUS AREA 5.87 ACRES (CN=74)
- POND AREA 1.84 ACRES (CN=70-NATIVE PLANTINGS)
- UNRESTRICTED AREA 1.22 ACRES
- EXISTING CONTOUR 700
- PROPOSED CONTOUR 700
- PROPOSED DRAINAGE DIVIDE
- DRAINAGE DIRECTION
- OVERFLOW ROUTE
- OVERFLOW WEIR CROSS SECTION A A

POND OVERFLOW WEIR CROSS SECTION



No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21

OVERFLOW WEIR EXHIBIT

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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1"=80'

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Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Hydrograph Report

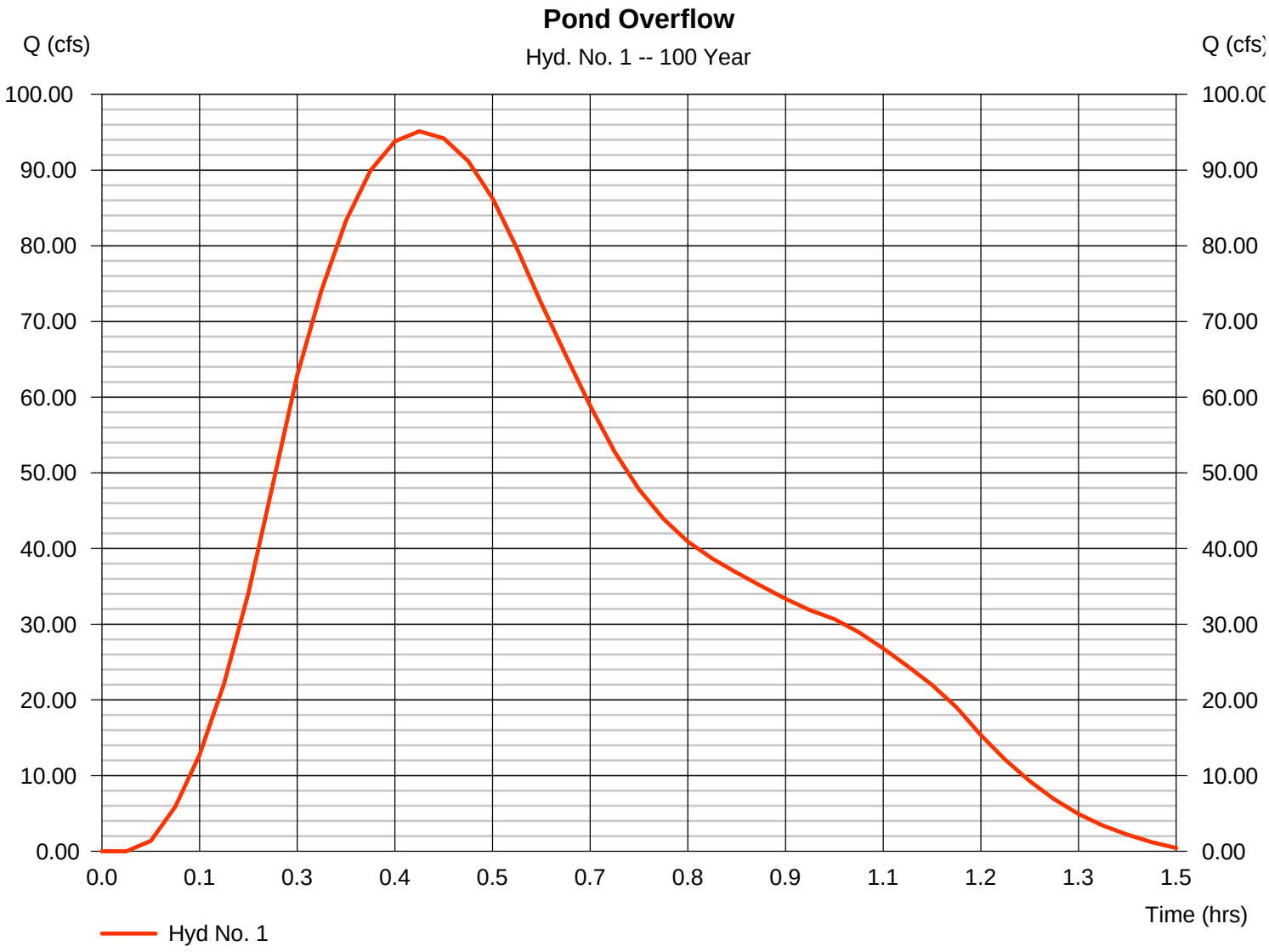
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2020 Monday, 09 / 20 / 2021

Hyd. No. 1

Pond Overflow

Hydrograph type	=	SCS Runoff	Peak discharge	=	95.14 cfs
Storm frequency	=	100 yrs	Time to peak	=	0.43 hrs
Time interval	=	2 min	Hyd. volume	=	208,918 cuft
Drainage area	=	24.800 ac	Curve number	=	83.1*
Basin Slope	=	0.0 %	Hydraulic length	=	0 ft
Tc method	=	User	Time of conc. (Tc)	=	17.40 min
Total precip.	=	4.03 in	Distribution	=	Huff-1st
Storm duration	=	1.00 hrs	Shape factor	=	484

* Composite (Area/CN) = [(17.000 x 97) + (54.000 x 94)] / 24.800



Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Weir Report

Pond Overflow Weir

Rectangular Weir

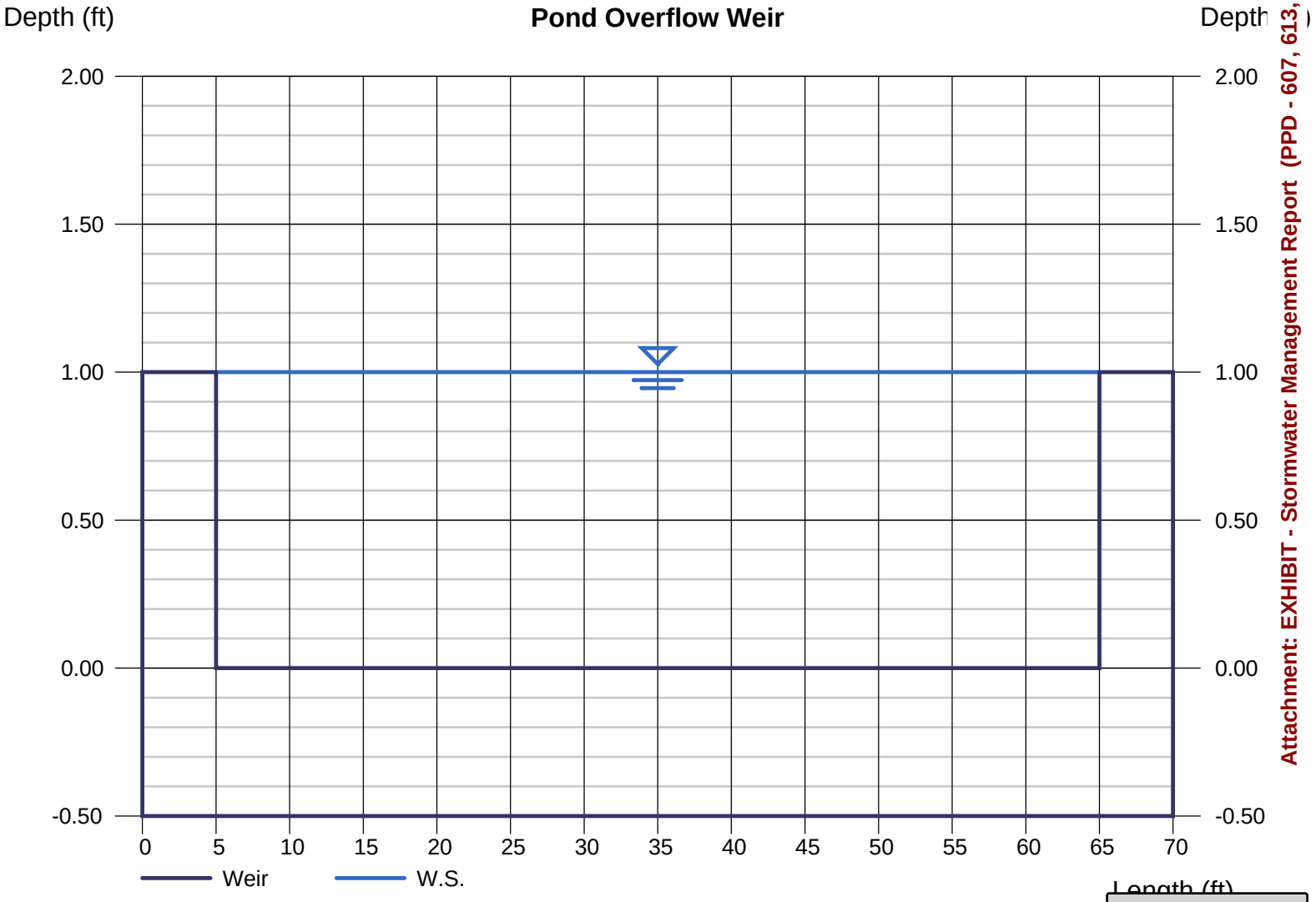
Crest	= Broad
Bottom Length (ft)	= 60.00
Total Depth (ft)	= 1.00

Calculations

Weir Coeff. Cw	= 2.60
Compute by:	Q vs Depth
No. Increments	= 1

Highlighted

Depth (ft)	= 1.00
Q (cfs)	= 156.00
Area (sqft)	= 60.00
Velocity (ft/s)	= 2.60
Top Width (ft)	= 60.00

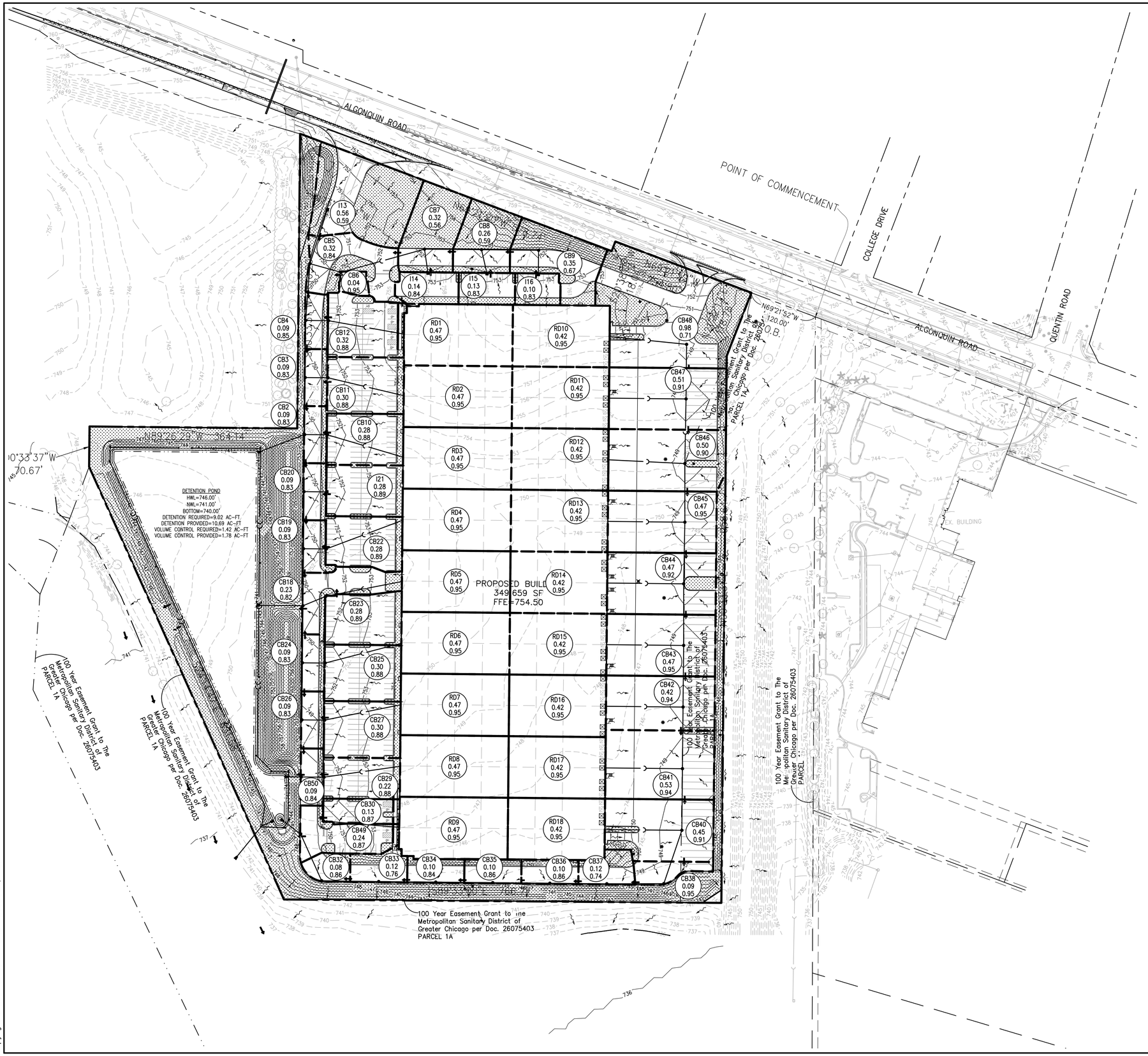


Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Storm Sewer Sizing Calculations

- Storm Sewer Tributary Area Exhibit – ST-1
- Runoff Coefficient Calculations
- Inlet Capacity Calculations
- Storm Sewer Calculations and Profiles



GRAPHIC SCALE 1"= 80'
0 40' 80' 160'

PROPOSED STORM SEWER EXHIBIT LEGEND:

- TRIBUTARY DRAINAGE AREA
- STORM SEWER TRIBUTARY AREA (ACRES)
- STORM SEWER RUNOFF COEFFICIENT (X.XX / X.XX)
- IMPERVIOUS AREA (C=0.90)
- PERVIOUS AREA (C=0.45)
- EXISTING CONTOUR — 700 —
- PROPOSED CONTOUR — 700 —
- OVERFLOW ROUTE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER

NOTE:

SEE STORM SEWER RUNOFF COEFFICIENT CALCULATIONS FOR TOTAL IMPERVIOUS AND PERVIOUS AREAS WITHIN EACH DRAINAGE DIVIDE.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21

STORM SEWER TRIBUTARY AREA EXHIBIT

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a
1"=80'
ST-1

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Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300
Downers Grove, IL 60515
P 630-652-4600
F 630-652-4601

Runoff Coefficient (RC) Calculations

Project: *623 E. Algonquin Road* By: *DRM* Date: *9/21/2021*
Location: *Palatine, Illinois* Checked: *RJB* Date: *9/21/2021*
Project #: *F076a*

PROPOSED STORM SEWER SYSTEM

Sub Basin	A_i	A_p	A_T	RC
	(Acre)	(Acre)	(Acre)	
CB2	0.07	0.02	0.09	0.83
CB3	0.07	0.02	0.09	0.83
CB4	0.07	0.02	0.09	0.85
CB5	0.25	0.07	0.32	0.84
CB6	0.04	0.00	0.04	0.95
CB7	0.07	0.25	0.32	0.56
CB8	0.07	0.19	0.26	0.59
CB9	0.15	0.20	0.35	0.67
CB10	0.24	0.04	0.28	0.88
CB11	0.26	0.04	0.30	0.88
CB12	0.28	0.04	0.32	0.88
I13	0.16	0.40	0.56	0.59
I14	0.11	0.03	0.14	0.84
I15	0.10	0.03	0.13	0.83
I16	0.08	0.02	0.10	0.83
CB18	0.17	0.06	0.23	0.82
CB19	0.07	0.02	0.09	0.83
CB20	0.07	0.02	0.09	0.83
I21	0.24	0.04	0.28	0.88
CB22	0.25	0.03	0.28	0.89
CB23	0.25	0.03	0.28	0.89
CB24	0.07	0.02	0.09	0.83
CB25	0.26	0.04	0.30	0.88
CB26	0.07	0.02	0.09	0.83
CB27	0.26	0.04	0.30	0.88
CB29	0.19	0.03	0.22	0.88
CB30	0.11	0.02	0.13	0.87
CB32	0.07	0.01	0.08	0.86
CB33	0.07	0.05	0.12	0.76
CB34	0.08	0.02	0.10	0.84
CB35	0.08	0.02	0.10	0.86
CB36	0.08	0.02	0.10	0.86
CB37	0.07	0.05	0.12	0.74
CB38	0.09	0.00	0.09	0.95
CB40	0.41	0.04	0.45	0.91
CB41	0.52	0.01	0.53	0.94
CB42	0.41	0.01	0.42	0.94
CB43	0.47	0.00	0.47	0.95
CB44	0.44	0.03	0.47	0.92
CB45	0.47	0.00	0.47	0.95
CB46	0.45	0.05	0.50	0.90
CB47	0.47	0.04	0.51	0.91
CB48	0.50	0.48	0.98	0.71
CB49	0.20	0.04	0.24	0.87
CB50	0.07	0.02	0.09	0.84

A_T = Total Area

Ap = Pervious Area
CB = Catch Basin
MH = Manhole
I = Inlet
RD = Roof Drain
CC=Curb Cut
R-Riser Grate

Notes
1) Impervious Runoff Coefficient = 0.95
2) Pervious Runoff Coefficient = 0.45

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300
Downers Grove, IL 60515
P 630-652-4600
F 630-652-4601

10-YEAR INLET CAPACITY CALCULATIONS

Project: 623 E. Algonquin Road
Location: Palatine, Illinois
Project #: F076a

By: DRM
Checked: RJB

Date: 9/21/2021
Plan Date: 9/21/2021

STRUCTURE #	DRAINAGE AREA (AC)	RUNOFF COEFFICIENT	FLOW (CFS)	PONDING DEPTH (ft)	PERIMETER OF GRATE (FT)	OPEN AREA OF GRATE (S.F.)	WEIR FLOW CAPACITY (CFS)	ORIFICE FLOW CAPACITY (CFS)	GRATE TYPE
CB2	0.09	0.83	0.49	0.50	4.3	1.00	NA	3.40	11P
CB3	0.09	0.83	0.49	0.50	4.3	1.00	NA	3.40	11P
CB4	0.09	0.85	0.49	0.50	4.3	1.00	NA	3.40	11P
CB5	0.32	0.84	1.74	0.50	4.3	1.00	NA	3.40	11P
CB6	0.04	0.95	0.25	0.50	4.3	1.00	NA	3.40	11P
CB7	0.32	0.56	1.17	0.50	4.3	1.00	NA	3.40	11P
CB8	0.26	0.59	1.00	0.50	4.3	1.00	NA	3.40	11P
CB9	0.35	0.67	1.51	0.50	4.3	1.00	NA	3.40	11P
CB10	0.28	0.88	1.60	0.50	4.3	1.00	NA	3.40	11P
CB11	0.30	0.88	1.72	0.50	4.3	1.00	NA	3.40	11P
CB12	0.32	0.88	1.83	0.50	4.3	1.00	NA	3.40	11P
I13	0.56	0.59	2.15	0.50	4.3	1.00	NA	3.40	11P
I14	0.14	0.84	0.76	0.50	4.3	1.00	NA	3.40	11P
I15	0.13	0.83	0.70	0.50	4.3	1.00	NA	3.40	11P
I16	0.10	0.83	0.54	0.50	4.3	1.00	NA	3.40	11P
CB18	0.23	0.82	1.23	0.50	4.3	1.00	NA	3.40	11P
CB19	0.09	0.83	0.48	0.50	4.3	1.00	NA	3.40	11P
CB20	0.09	0.83	0.49	0.50	4.3	1.00	NA	3.40	11P
I21	0.28	0.88	1.60	0.50	4.3	1.00	NA	3.40	11P
CB22	0.28	0.89	1.61	0.50	4.3	1.00	NA	3.40	11P
CB23	0.28	0.89	1.61	0.50	4.3	1.00	NA	3.40	11P
CB24	0.09	0.83	0.49	0.50	4.3	1.00	NA	3.40	11P
CB25	0.30	0.88	1.72	0.50	4.3	1.00	NA	3.40	11P
CB26	0.09	0.83	0.49	0.50	4.3	1.00	NA	3.40	11P
CB27	0.30	0.88	1.72	0.50	4.3	1.00	NA	3.40	11P
CB29	0.22	0.88	1.25	0.50	4.3	1.00	NA	3.40	11P
CB30	0.13	0.87	0.74	0.50	4.3	1.00	NA	3.40	11P
CB32	0.08	0.86	0.45	0.50	4.3	1.00	NA	3.40	11P
CB33	0.12	0.76	0.59	0.50	4.3	1.00	NA	3.40	11P
CB34	0.10	0.84	0.55	0.50	4.3	1.00	NA	3.40	11P
CB35	0.10	0.86	0.56	0.50	4.3	1.00	NA	3.40	11P
CB36	0.10	0.86	0.56	0.50	4.3	1.00	NA	3.40	11P
CB37	0.12	0.74	0.58	0.50	4.3	1.00	NA	3.40	11P
CB38	0.09	0.95	0.55	0.50	4.3	1.00	NA	3.40	11P
CB40	0.45	0.91	2.64	0.50	6.0	0.90	NA	3.06	1P
CB41	0.53	0.94	3.23	0.50	6.0	1.20	NA	4.09	2P
CB42	0.42	0.94	2.55	0.50	6.0	0.90	NA	3.06	1P
CB43	0.47	0.95	2.89	0.50	6.0	0.90	NA	3.06	1P
CB44	0.47	0.92	2.80	0.50	4.3	1.00	NA	3.40	11P
CB45	0.47	0.95	2.89	0.50	6.0	0.90	NA	3.06	1P
CB46	0.50	0.90	2.92	0.50	4.3	1.00	NA	3.40	11P
CB47	0.51	0.91	3.01	0.50	6.0	0.90	NA	3.06	1P
CB48	0.98	0.71	4.48	0.50	6.0	1.50	NA	5.11	3P
CB49	0.24	0.87	1.35	0.50	4.3	1.00	NA	3.40	11P
CB50	0.09	0.84	0.49	0.50	4.3	1.00	NA	3.40	11P

flow
Q=cia

weir flow
Q=3.3 P (h)^1.5

orifice flow
Q=CA(2gh)^½

c = Runoff Coefficient
i = Intensity (in./hr),

6.48

Recurrence Interval (years)
10

a = Drainage Area (acres)
C = 0.6
A = Open Area of Grate (SF)
g = 32.2 ft/s/s
h = Ponding Above Rim (feet)
P = Perimeter of grate (feet)

Grate Geometry

1P - IDOT Type 1 (Neenah R2504-D) = 0.90-SF
Perimeter = 6.0 LF

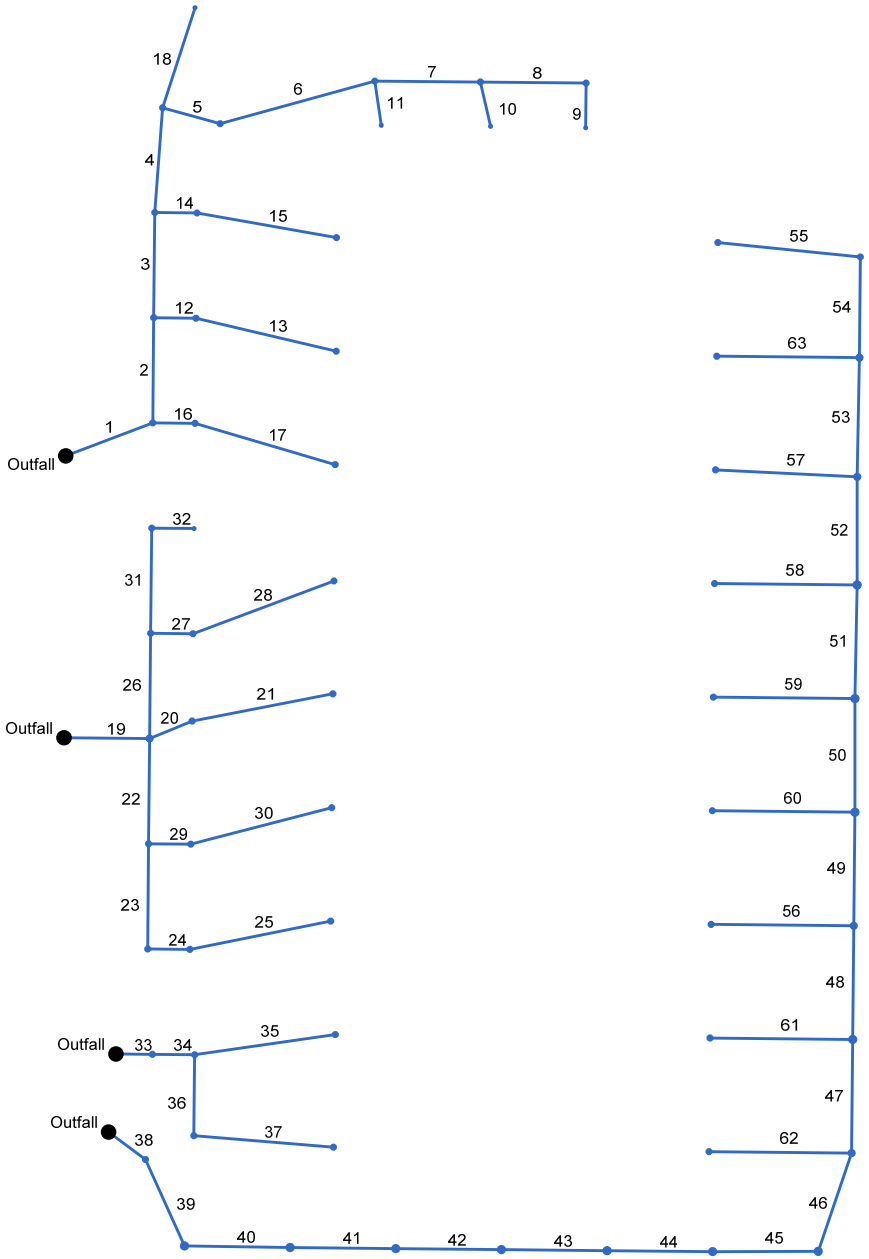
2P - IDOT Type 1 (Neenah R-2504-C) = 1.2-SF
Perimeter = 6.0 LF

3P - IDOT Type 1 (Neenah R-2502-E) = 1.5-SF
Perimeter = 6.0 LF

11P - IDOT Type 11 (Neenah R3281-A) = 1.00-SF
Perimeter = 4.3 LF

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

Project File: F076a-Storm Sewer Model.stm	Number of lines: 63	Date: 9/21/2021

Storm Sewer Tabulation

Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	88.067	0.09	4.81	0.83	0.08	3.87	10.0	14.1	5.6	21.88	39.53	10.35	24	3.05	741.00	743.69	742.06	745.36	743.33	749.50	Pipe 31
2	1	100.000	0.09	3.97	0.83	0.08	3.11	10.0	13.8	5.7	17.70	18.92	6.62	24	0.70	743.69	744.39	745.36	745.91	749.50	749.50	Pipe 30
3	2	100.000	0.09	3.10	0.85	0.08	2.32	10.0	13.4	5.8	13.36	15.99	4.25	24	0.50	744.39	744.89	746.65	747.00	749.50	749.50	Pipe 29
4	3	99.836	0.32	2.21	0.84	0.27	1.51	10.0	13.1	5.8	8.78	9.96	4.97	18	0.90	744.89	745.79	747.28	747.98	749.50	749.50	Pipe 28
5	4	56.500	0.04	1.33	0.95	0.04	0.91	10.0	12.8	5.9	5.33	6.54	4.34	15	1.03	745.79	746.37	748.37	748.75	749.50	751.69	Pipe 27
6	5	151.921	0.32	1.29	0.56	0.18	0.87	10.0	12.3	6.0	5.20	6.00	4.24	15	0.86	746.37	747.68	748.92	749.90	751.69	751.85	Pipe 26
7	6	100.000	0.26	0.84	0.59	0.15	0.58	10.0	11.7	6.1	3.51	4.57	2.86	15	0.50	747.68	748.18	750.18	750.48	751.85	751.85	Pipe 25
8	7	100.000	0.35	0.45	0.67	0.23	0.32	10.0	11.1	6.2	1.97	2.52	2.51	12	0.50	748.18	748.68	750.60	750.91	751.85	751.85	Pipe 24
9	8	42.500	0.10	0.10	0.83	0.08	0.08	10.0	10.0	6.5	0.54	4.30	0.68	12	1.46	748.68	749.30	751.01	751.02	751.85	752.69	Pipe 23
10	7	43.174	0.13	0.13	0.83	0.10	0.10	10.0	10.0	6.5	0.68	5.20	0.86	12	2.13	748.38	749.30	750.60	750.62	751.85	752.58	Pipe 33
11	6	42.500	0.14	0.14	0.84	0.12	0.12	10.0	10.0	6.5	0.75	5.52	0.98	12	2.40	748.28	749.30	750.18	750.20	751.85	752.50	Pipe 34
12	2	40.000	0.30	0.78	0.88	0.27	0.72	10.0	10.6	6.3	4.52	5.04	6.69	12	2.00	746.33	747.13	747.07	748.02	749.50	751.35	Pipe 38
13	12	136.358	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.33	5.82	12	2.24	748.15	751.20	748.68	751.93	751.35	754.50	Pipe 37
14	3	40.000	0.32	0.79	0.88	0.28	0.73	10.0	10.6	6.3	4.63	5.04	6.12	12	2.00	746.33	747.13	747.28	748.02	749.50	751.35	Pipe 35
15	14	134.056	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.37	5.84	12	2.28	748.15	751.20	748.67	751.93	751.35	754.50	Pipe 36
16	1	40.000	0.28	0.75	0.88	0.24	0.69	10.0	10.6	6.3	4.37	5.04	6.60	12	2.00	746.33	747.13	747.05	748.01	749.50	751.35	Pipe 48
17	16	138.283	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.29	5.80	12	2.21	748.15	751.20	748.68	751.93	751.35	754.50	Pipe 47
18	4	99.957	0.56	0.56	0.59	0.33	0.33	10.0	10.0	6.5	2.15	2.76	2.74	12	0.60	746.23	746.83	748.37	748.73	749.50	750.00	Pipe 32
19	End	81.000	0.23	3.92	0.82	0.19	3.56	10.0	11.5	6.1	21.85	38.36	10.20	24	2.88	741.00	743.33	742.08	745.00	738.08	749.50	Pipe 52
20	19	43.463	0.28	0.75	0.89	0.25	0.69	10.0	10.6	6.3	4.38	5.04	6.61	12	2.00	746.33	747.20	747.05	748.08	749.50	751.52	Pipe 60
21	20	135.745	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.21	5.76	12	2.14	748.30	751.20	748.83	751.93	751.52	754.50	Pipe 59
22	19	100.000	0.09	1.73	0.83	0.08	1.58	10.0	11.2	6.2	9.82	10.50	6.04	18	1.00	743.56	744.56	745.00	745.77	749.50	749.00	Pipe 63

Project File: F076a-Storm Sewer Model.stm | Number of lines: 63 | Run Date: 9/21/2021

NOTES:Intensity = 113.76 / (Inlet time + 14.90) ^ 0.89; Return period =Yrs. 10 ; c = cir e = ellip b = box

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

Storm Sewer Tabulation

Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
23	22	100.000	0.09	0.87	0.83	0.08	0.79	10.0	10.8	6.3	4.98	5.40	4.43	15	0.70	744.56	745.26	745.77	746.25	749.00	748.50	Pipe 66
24	23	39.878	0.30	0.78	0.88	0.27	0.72	10.0	10.6	6.3	4.52	5.04	5.76	12	2.00	745.33	746.13	746.61	747.25	748.50	751.35	Pipe 65
25	24	135.946	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.33	5.82	12	2.24	748.15	751.20	748.67	751.93	751.35	754.50	Pipe 64
26	19	100.000	0.09	1.21	0.83	0.07	1.09	10.0	11.0	6.2	6.82	7.43	4.77	18	0.50	745.29	745.79	746.42	746.92	749.50	749.50	Pipe 51
27	26	40.003	0.28	0.75	0.89	0.25	0.70	10.0	10.7	6.3	4.39	5.04	5.86	12	2.00	746.33	747.13	747.28	748.01	749.50	751.35	Pipe 58
28	27	142.605	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.21	5.76	12	2.14	748.15	751.20	748.68	751.93	751.35	754.50	Pipe 57
29	22	40.000	0.30	0.78	0.88	0.27	0.72	10.0	10.6	6.3	4.52	5.04	6.69	12	2.00	745.83	746.63	746.57	747.52	749.00	751.35	Pipe 62
30	29	137.765	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.30	5.80	12	2.21	748.15	751.20	748.68	751.93	751.35	754.50	Pipe 61
31	26	100.000	0.09	0.37	0.83	0.08	0.32	10.0	10.3	6.4	2.06	2.52	2.62	12	0.50	745.83	746.33	747.28	747.61	749.50	749.50	Pipe 50
32	31	40.000	0.28	0.28	0.89	0.25	0.25	10.0	10.0	6.5	1.59	5.04	2.56	12	2.00	746.33	747.13	747.72	747.75	749.50	751.35	Pipe 49
33	End	34.500	0.09	1.38	0.84	0.08	1.28	10.0	11.2	6.2	7.93	13.32	9.10	15	3.62	741.00	742.25	741.69	743.36	736.44	748.00	Pipe 55
34	33	40.000	0.22	1.29	0.88	0.19	1.20	10.0	11.1	6.2	7.49	12.29	6.35	15	3.63	742.05	743.50	743.36	744.59	748.00	751.35	Pipe 55(2)
35	34	134.551	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.89	5.36	5.84	12	2.27	748.15	751.20	748.67	751.93	751.35	754.50	Pipe 56
36	34	76.988	0.13	0.60	0.87	0.12	0.56	10.0	10.6	6.3	3.55	4.08	3.75	15	0.40	746.55	746.86	747.45	747.76	751.35	750.17	Pipe 54
37	36	132.560	0.47	0.47	0.95	0.45	0.45	10.0	10.0	6.5	2.88	6.38	4.19	12	3.21	746.95	751.20	747.97	751.93	750.17	754.50	Pipe 53
38	End	43.729	0.24	9.54	0.87	0.21	8.64	10.0	17.8	5.1	43.77	78.04	4.87	48	0.25	738.27	738.38	741.00	741.04	742.77	748.00	Pipe 17
39	38	90.000	0.08	9.30	0.86	0.07	8.43	10.0	17.4	5.1	43.26	72.61	4.64	48	0.26	738.38	738.61	741.24	741.32	748.00	748.00	Pipe 17(2)
40	39	100.028	0.12	9.22	0.76	0.09	8.36	10.0	17.0	5.2	43.37	59.52	5.06	42	0.35	738.61	738.96	741.65	741.77	748.00	748.00	Pipe 16
41	40	100.000	0.10	9.10	0.84	0.08	8.27	10.0	16.6	5.2	43.37	59.52	5.33	42	0.35	738.96	739.31	741.84	741.97	748.00	748.00	Pipe 15
42	41	99.973	0.10	9.00	0.86	0.08	8.19	10.0	16.2	5.3	43.42	55.10	5.53	42	0.30	739.31	739.61	742.04	742.21	748.00	748.00	Pipe 14
43	42	100.027	0.10	8.91	0.86	0.08	8.11	10.0	15.8	5.4	43.46	55.10	5.64	42	0.30	739.61	739.91	742.29	742.47	748.00	748.00	Pipe 13
44	43	100.000	0.12	8.81	0.74	0.09	8.02	10.0	15.4	5.4	43.50	55.11	5.73	42	0.30	739.91	740.21	742.54	742.74	748.00	748.00	Pipe 12

Project File: F076a-Storm Sewer Model.stm | Number of lines: 63 | Run Date: 9/21/2021

NOTES:Intensity = 113.76 / (Inlet time + 14.90) ^ 0.89; Return period =Yrs. 10 ; c = cir e = ellip b = box

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

Storm Sewer Tabulation

Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
45	44	99.904	0.09	8.70	0.95	0.09	7.94	10.0	15.1	5.5	43.52	55.10	5.79	42	0.30	740.21	740.51	742.82	743.01	748.00	748.00	Pipe 11
46	45	98.646	0.45	8.60	0.91	0.41	7.85	10.0	14.7	5.5	43.52	55.11	5.05	42	0.30	740.51	740.81	743.53	743.67	748.00	748.00	Pipe 10
47	46	107.987	0.53	7.73	0.94	0.50	7.04	10.0	14.2	5.6	39.54	55.11	4.32	42	0.30	740.81	741.13	744.09	744.21	748.00	748.00	Pipe 9
48	47	108.013	0.42	6.78	0.94	0.39	6.14	10.0	13.9	5.7	34.90	42.18	4.94	36	0.40	741.13	741.56	744.51	744.81	748.00	748.60	Pipe 8
49	48	108.000	0.47	5.94	0.95	0.45	5.35	10.0	13.4	5.8	30.79	42.18	4.36	36	0.40	741.56	741.99	745.19	745.42	748.60	748.60	Pipe 7
50	49	108.005	0.47	5.05	0.92	0.43	4.50	10.0	13.0	5.8	26.31	42.18	3.72	36	0.40	741.99	742.42	745.71	745.88	748.60	748.60	Pipe 6
51	50	108.005	0.47	4.15	0.95	0.45	3.66	10.0	12.4	6.0	21.84	42.18	3.09	36	0.40	742.42	742.85	746.09	746.21	748.60	748.60	Pipe 5
52	51	102.713	0.50	3.26	0.90	0.45	2.82	10.0	11.9	6.1	17.05	26.58	3.47	30	0.42	742.85	743.28	746.36	746.54	748.60	748.60	Pipe 4
53	52	113.296	0.51	2.33	0.91	0.46	1.96	10.0	11.1	6.2	12.19	27.82	2.48	30	0.46	743.28	743.80	746.72	746.82	748.60	748.60	Pipe 3
54	53	95.708	0.98	1.40	0.71	0.70	1.10	10.0	10.7	6.3	6.92	7.79	3.91	18	0.55	744.47	745.00	746.92	747.34	748.60	748.70	Pipe 2
55	54	135.558	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	5.72	3.89	12	2.58	745.50	749.00	747.57	749.69	748.70	753.20	Pipe 1
56	48	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	4.88	12	1.19	745.40	747.00	746.00	747.69	748.60	750.50	Pipe 44
57	52	134.104	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.89	3.89	12	1.19	745.40	747.00	746.72	747.69	748.60	750.50	Pipe 40
58	51	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	3.91	12	1.19	745.40	747.00	746.36	747.69	748.60	750.50	Pipe 41
59	50	134.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.58	4.46	4.46	12	1.57	745.40	747.50	746.09	748.19	748.60	750.50	Pipe 42
60	49	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	4.88	12	1.19	745.40	747.00	746.00	747.69	748.60	750.50	Pipe 43
61	47	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	4.88	12	1.19	745.40	747.00	746.00	747.69	748.00	750.50	Pipe 45
62	46	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	4.88	12	1.19	745.40	747.00	746.00	747.69	748.00	753.20	Pipe 46
63	53	135.000	0.42	0.42	0.95	0.40	0.40	10.0	10.0	6.5	2.59	3.88	3.88	12	1.19	745.40	747.00	746.92	747.69	748.60	750.50	Pipe 39

Project File: F076a-Storm Sewer Model.stm | Number of lines: 63 | Run Date: 9/21/2021

NOTES:Intensity = 113.76 / (Inlet time + 14.90) ^ 0.89; Return period =Yrs. 10 ; c = cir e = ellip b = box

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

Hydraulic Grade Line Computations

Line	Size	Q	Downstream								Len	Upstream								Check		JL coeff	Minor l
			Invert elev	HGL elev	Depth	Area	Vel	Vel head	EGL elev	Sf		Invert elev	HGL elev	Depth	Area	Vel	Vel head	EGL elev	Sf	Ave Sf	Enrgy loss		
	(in)	(cfs)	(ft)	(ft)	(ft)	(sqft)	(ft/s)	(ft)	(ft)	(%)	(ft)	(ft)	(ft)	(ft)	(sqft)	(ft/s)	(ft)	(ft)	(%)	(%)	(ft)	(K)	(
1	24	21.88	741.00	742.06	1.06	1.70	12.90	0.95	743.01	0.000	88.067	743.69	745.36	1.67**	2.80	7.81	0.95	746.31	0.000	0.000	n/a	0.94	
2	24	17.70	743.69	745.36	1.67	2.55	6.32	0.62	745.98	0.593	100.000	744.39	745.91	1.52**	2.56	6.92	0.74	746.65	0.716	0.655	0.655	1.00	
3	24	13.36	744.39	746.65	2.00	3.14	4.25	0.28	746.93	0.349	100.000	744.89	747.00	2.00	3.14	4.25	0.28	747.28	0.349	0.349	0.349	1.00	
4	18	8.78	744.89	747.28	1.50	1.77	4.97	0.38	747.67	0.700	99.836	745.79	747.98	1.50	1.77	4.97	0.38	748.37	0.700	0.700	0.699	1.00	
5	15	5.33	745.79	748.37	1.25	1.23	4.34	0.29	748.66	0.682	56.500	746.37	748.75	1.25	1.23	4.34	0.29	749.04	0.681	0.681	0.385	0.57	
6	15	5.20	746.37	748.92	1.25	1.23	4.24	0.28	749.20	0.650	151.921	747.68	749.90	1.25	1.23	4.24	0.28	750.18	0.649	0.650	0.987	1.00	
7	15	3.51	747.68	750.18	1.25	1.23	2.86	0.13	750.31	0.295	100.000	748.18	750.48	1.25	1.23	2.86	0.13	750.61	0.295	0.295	0.295	0.98	
8	12	1.97	748.18	750.60	1.00	0.79	2.51	0.10	750.70	0.306	100.000	748.68	750.91	1.00	0.79	2.51	0.10	751.01	0.306	0.306	0.306	1.00	
9	12	0.54	748.68	751.01	1.00	0.79	0.68	0.01	751.01	0.023	42.500	749.30	751.02	1.00	0.79	0.68	0.01	751.02	0.023	0.023	0.010	1.00	
10	12	0.68	748.38	750.60	1.00	0.79	0.86	0.01	750.62	0.036	43.174	749.30	750.62	1.00	0.79	0.86	0.01	750.63	0.036	0.036	0.016	1.00	
11	12	0.75	748.28	750.18	1.00	0.79	0.95	0.01	750.20	0.044	42.500	749.30	750.20	0.90	0.74	1.00	0.02	750.22	0.039	0.041	0.018	1.00	
12	12	4.52	746.33	747.07	0.74*	0.62	7.25	0.59	747.66	0.000	40.000	747.13	748.02	0.89**	0.74	6.14	0.59	748.60	0.000	0.000	n/a	0.26	
13	12	2.89	748.15	748.68	0.53*	0.42	6.92	0.35	749.02	0.000	136.358	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
14	12	4.63	746.33	747.28	0.95	0.74	6.00	0.61	747.89	0.000	40.000	747.13	748.02 j	0.89**	0.74	6.24	0.61	748.63	0.000	0.000	n/a	0.20	
15	12	2.89	748.15	748.67	0.52*	0.42	6.96	0.35	749.02	0.000	134.056	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
16	12	4.37	746.33	747.05	0.72*	0.60	7.22	0.56	747.61	0.000	40.000	747.13	748.01	0.88**	0.73	5.98	0.56	748.56	0.000	0.000	n/a	0.32	
17	12	2.89	748.15	748.68	0.53*	0.42	6.88	0.35	749.02	0.000	138.283	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
18	12	2.15	746.23	748.37	1.00	0.79	2.74	0.12	748.48	0.364	99.957	746.83	748.73	1.00	0.79	2.74	0.12	748.85	0.364	0.364	0.364	1.00	
19	24	21.85	741.00	742.08	1.08*	1.73	12.60	0.95	743.03	0.000	81.000	743.33	745.00	1.67**	2.80	7.80	0.95	745.95	0.000	0.000	n/a	1.00	
20	12	4.38	746.33	747.05	0.72*	0.61	7.22	0.56	747.61	0.000	43.463	747.20	748.08	0.88**	0.73	5.99	0.56	748.63	0.000	0.000	n/a	0.24	
21	12	2.89	748.30	748.83	0.53*	0.42	6.80	0.35	749.18	0.000	135.745	751.20	751.93	0.73**	0.61	4.71	0.35	752.27	0.000	0.000	n/a	1.00	
22	18	9.82	743.56	745.00	1.44	1.53	5.64	0.65	745.64	0.000	100.000	744.56	745.77 j	1.21**	1.53	6.44	0.65	746.41	0.000	0.000	n/a	1.00	

Project File: F076a-Storm Sewer Model.stm | Number of lines: 63 | Run Date: 9/21/2021

Notes: * depth assumed; ** Critical depth.; j-Line contains hyd. jump ; c = cir e = ellip b = box

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Hydraulic Grade Line Computations

Line	Size	Q	Downstream								Len	Upstream								Check		JL coeff	Minor l
	(in)	(cfs)	Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	(ft)	Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	Ave Sf (%)	Enrgy loss (ft)	(K)	(
23	15	4.98	744.56	745.77	1.21	1.21	4.10	0.26	746.03	0.522	100.000	745.26	746.25	0.99	1.05	4.76	0.35	746.61	0.630	0.576	0.576	1.00	
24	12	4.52	745.33	746.61	1.00	0.79	5.76	0.52	747.12	1.613	39.878	746.13	747.25	1.00	0.79	5.76	0.52	747.77	1.612	1.612	0.643	0.25	
25	12	2.89	748.15	748.67	0.52*	0.42	6.93	0.35	749.02	0.000	135.946	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
26	18	6.82	745.29	746.42	1.13*	1.43	4.77	0.35	746.78	0.500	100.000	745.79	746.92	1.13	1.43	4.77	0.35	747.28	0.500	0.500	0.500	1.00	
27	12	4.39	746.33	747.28	0.95	0.73	5.71	0.56	747.84	0.000	40.003	747.13	748.01 j	0.88**	0.73	6.01	0.56	748.57	0.000	0.000	n/a	0.42	
28	12	2.89	748.15	748.68	0.53*	0.42	6.80	0.35	749.03	0.000	142.605	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
29	12	4.52	745.83	746.57	0.74*	0.62	7.25	0.59	747.16	0.000	40.000	746.63	747.52	0.89**	0.74	6.14	0.59	748.10	0.000	0.000	n/a	0.31	
30	12	2.89	748.15	748.68	0.53*	0.42	6.89	0.35	749.02	0.000	137.765	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
31	12	2.06	745.83	747.28	1.00	0.79	2.62	0.11	747.38	0.335	100.000	746.33	747.61	1.00	0.79	2.62	0.11	747.72	0.334	0.334	0.334	1.00	
32	12	1.59	746.33	747.72	1.00	0.79	2.03	0.06	747.78	0.200	40.000	747.13	747.75	0.62	0.51	3.10	0.15	747.90	0.398	0.299	0.120	1.00	
33	15	7.93	741.00	741.69	0.69*	0.70	11.32	0.74	742.43	0.000	34.500	742.25	743.36	1.11**	1.15	6.88	0.74	744.10	0.000	0.000	n/a	0.15	
34	15	7.49	742.05	743.36	1.25	1.13	6.10	0.58	743.94	1.346	40.000	743.50	744.59 j	1.09**	1.13	6.60	0.68	745.27	1.226	1.286	n/a	1.00	
35	12	2.89	748.15	748.67	0.52*	0.42	6.95	0.35	749.02	0.000	134.551	751.20	751.93	0.73**	0.61	4.72	0.35	752.27	0.000	0.000	n/a	1.00	
36	15	3.55	746.55	747.45	0.90*	0.95	3.75	0.22	747.67	0.400	76.988	746.86	747.76	0.90	0.95	3.75	0.22	747.97	0.400	0.400	0.308	1.00	
37	12	2.88	746.95	747.97	1.00	0.61	3.67	0.21	748.18	0.656	132.560	751.20	751.93 j	0.73**	0.61	4.71	0.34	752.27	0.848	0.752	n/a	1.00	
38	48	43.77	738.27	741.00	2.73	9.14	4.79	0.36	741.36	0.121	43.729	738.38	741.04	2.66	8.86	4.94	0.38	741.41	0.130	0.126	0.055	0.54	
39	48	43.26	738.38	741.24	2.86	9.61	4.50	0.31	741.55	0.122	90.000	738.61	741.32	2.71	9.06	4.77	0.35	741.67	0.141	0.132	0.119	0.92	
40	42	43.37	738.61	741.65	3.04	8.86	4.89	0.37	742.02	0.170	100.028	738.96	741.77	2.81	8.29	5.23	0.43	742.20	0.193	0.181	0.182	0.15	
41	42	43.37	738.96	741.84	2.88	8.46	5.13	0.41	742.25	0.185	100.000	739.31	741.97	2.66	7.85	5.53	0.47	742.45	0.217	0.201	0.201	0.15	
42	42	43.42	739.31	742.04	2.73	8.06	5.39	0.45	742.49	0.205	99.973	739.61	742.21	2.60	7.67	5.66	0.50	742.71	0.229	0.217	0.217	0.15	
43	42	43.46	739.61	742.29	2.68	7.89	5.51	0.47	742.76	0.215	100.027	739.91	742.47	2.56	7.53	5.77	0.52	742.98	0.239	0.227	0.227	0.15	
44	42	43.50	739.91	742.54	2.63	7.77	5.60	0.49	743.03	0.223	100.000	740.21	742.74	2.53	7.43	5.85	0.53	743.27	0.247	0.235	0.235	0.15	

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Notes: * depth assumed; ** Critical depth.; j-Line contains hyd. jump ; c = cir e = ellip b = box

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Hydraulic Grade Line Computations

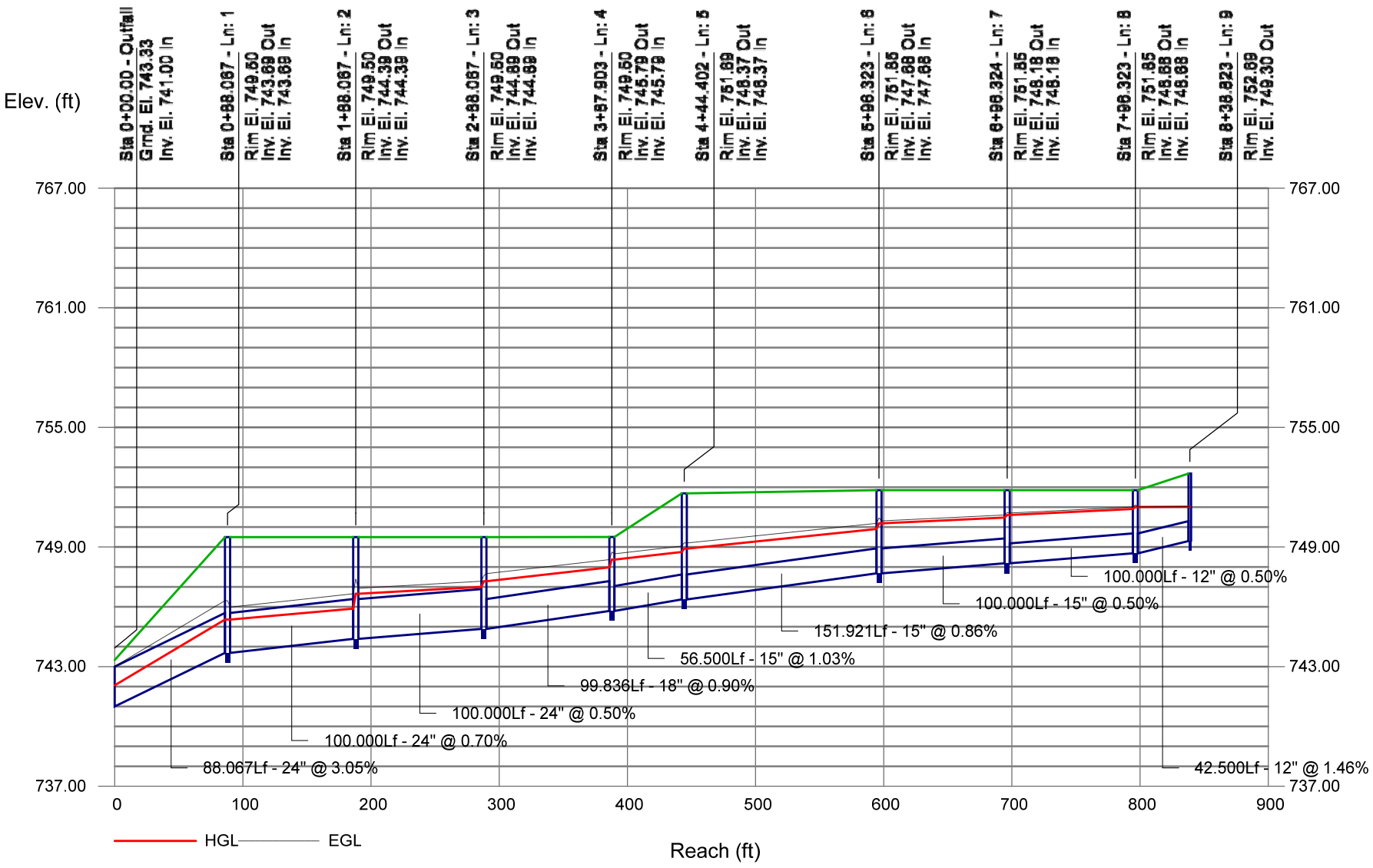
Line	Size	Q	Downstream								Len	Upstream								Check		JL coeff	Minor l
	(in)	(cfs)	Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	(ft)	Invert elev (ft)	HGL elev (ft)	Depth (ft)	Area (sqft)	Vel (ft/s)	Vel head (ft)	EGL elev (ft)	Sf (%)	Ave Sf (%)	Enrgy loss (ft)	(K)	(
45	42	43.52	740.21	742.82	2.61	7.68	5.67	0.50	743.31	0.229	99.904	740.51	743.01	2.50	7.36	5.91	0.54	743.56	0.253	0.241	0.241	0.96	
46	42	43.52	740.51	743.53	3.02	8.83	4.93	0.38	743.91	0.172	98.646	740.81	743.67	2.86	8.43	5.17	0.41	744.09	0.188	0.180	0.178	1.00	
47	42	39.54	740.81	744.09	3.28	9.37	4.22	0.28	744.37	0.133	107.987	741.13	744.21	3.08	8.96	4.41	0.30	744.51	0.139	0.136	0.147	1.00	
48	36	34.90	741.13	744.51	3.00	7.07	4.94	0.38	744.89	0.274	108.013	741.56	744.81	3.00	7.07	4.94	0.38	745.19	0.274	0.274	0.296	1.00	
49	36	30.79	741.56	745.19	3.00	7.07	4.36	0.30	745.48	0.213	108.000	741.99	745.42	3.00	7.07	4.36	0.30	745.71	0.213	0.213	0.230	1.00	
50	36	26.31	741.99	745.71	3.00	7.07	3.72	0.22	745.93	0.156	108.005	742.42	745.88	3.00	7.07	3.72	0.22	746.09	0.156	0.156	0.168	1.00	
51	36	21.84	742.42	746.09	3.00	7.07	3.09	0.15	746.24	0.107	108.005	742.85	746.21	3.00	7.07	3.09	0.15	746.36	0.107	0.107	0.116	1.00	
52	30	17.05	742.85	746.36	2.50	4.91	3.47	0.19	746.55	0.173	102.713	743.28	746.54	2.50	4.91	3.47	0.19	746.72	0.173	0.173	0.178	1.00	
53	30	12.19	743.28	746.72	2.50	4.91	2.48	0.10	746.82	0.088	113.296	743.80	746.82	2.50	4.91	2.48	0.10	746.92	0.088	0.088	0.100	1.00	
54	18	6.92	744.47	746.92	1.50	1.77	3.91	0.24	747.16	0.434	95.708	745.00	747.34	1.50	1.77	3.91	0.24	747.57	0.434	0.434	0.415	1.00	
55	12	2.59	745.50	747.57	1.00	0.58	3.29	0.17	747.74	0.528	135.558	749.00	749.69 j	0.69**	0.58	4.48	0.31	750.00	0.786	0.657	n/a	1.00	
56	12	2.59	745.40	746.00	0.60*	0.49	5.28	0.31	746.31	0.000	135.000	747.00	747.69	0.69**	0.58	4.48	0.31	748.00	0.000	0.000	n/a	1.00	
57	12	2.59	745.40	746.72	1.00	0.58	3.29	0.17	746.89	0.528	134.104	747.00	747.69 j	0.69**	0.58	4.49	0.31	748.00	0.786	0.657	n/a	1.00	
58	12	2.59	745.40	746.36	0.96	0.58	3.34	0.31	746.67	0.000	135.000	747.00	747.69 j	0.69**	0.58	4.48	0.31	748.00	0.000	0.000	n/a	1.00	
59	12	2.58	745.40	746.09	0.69	0.58	4.44	0.31	746.41	0.000	134.000	747.50	748.19 j	0.69**	0.58	4.48	0.31	748.50	0.000	0.000	n/a	1.00	
60	12	2.59	745.40	746.00	0.60*	0.49	5.28	0.31	746.31	0.000	135.000	747.00	747.69	0.69**	0.58	4.49	0.31	748.00	0.000	0.000	n/a	1.00	
61	12	2.59	745.40	746.00	0.60*	0.49	5.28	0.31	746.31	0.000	135.000	747.00	747.69	0.69**	0.58	4.48	0.31	748.00	0.000	0.000	n/a	1.00	
62	12	2.59	745.40	746.00	0.60*	0.49	5.28	0.31	746.31	0.000	135.000	747.00	747.69	0.69**	0.58	4.48	0.31	748.00	0.000	0.000	n/a	1.00	
63	12	2.59	745.40	746.92	1.00	0.58	3.29	0.17	747.09	0.528	135.000	747.00	747.69 j	0.69**	0.58	4.47	0.31	748.00	0.779	0.653	0.882	1.00	

Project File: F076a-Storm Sewer Model.stm | Number of lines: 63 | Run Date: 9/21/2021

Notes: * depth assumed; ** Critical depth.; j-Line contains hyd. jump ; c = cir e = ellip b = box

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

Storm Sewer Profile



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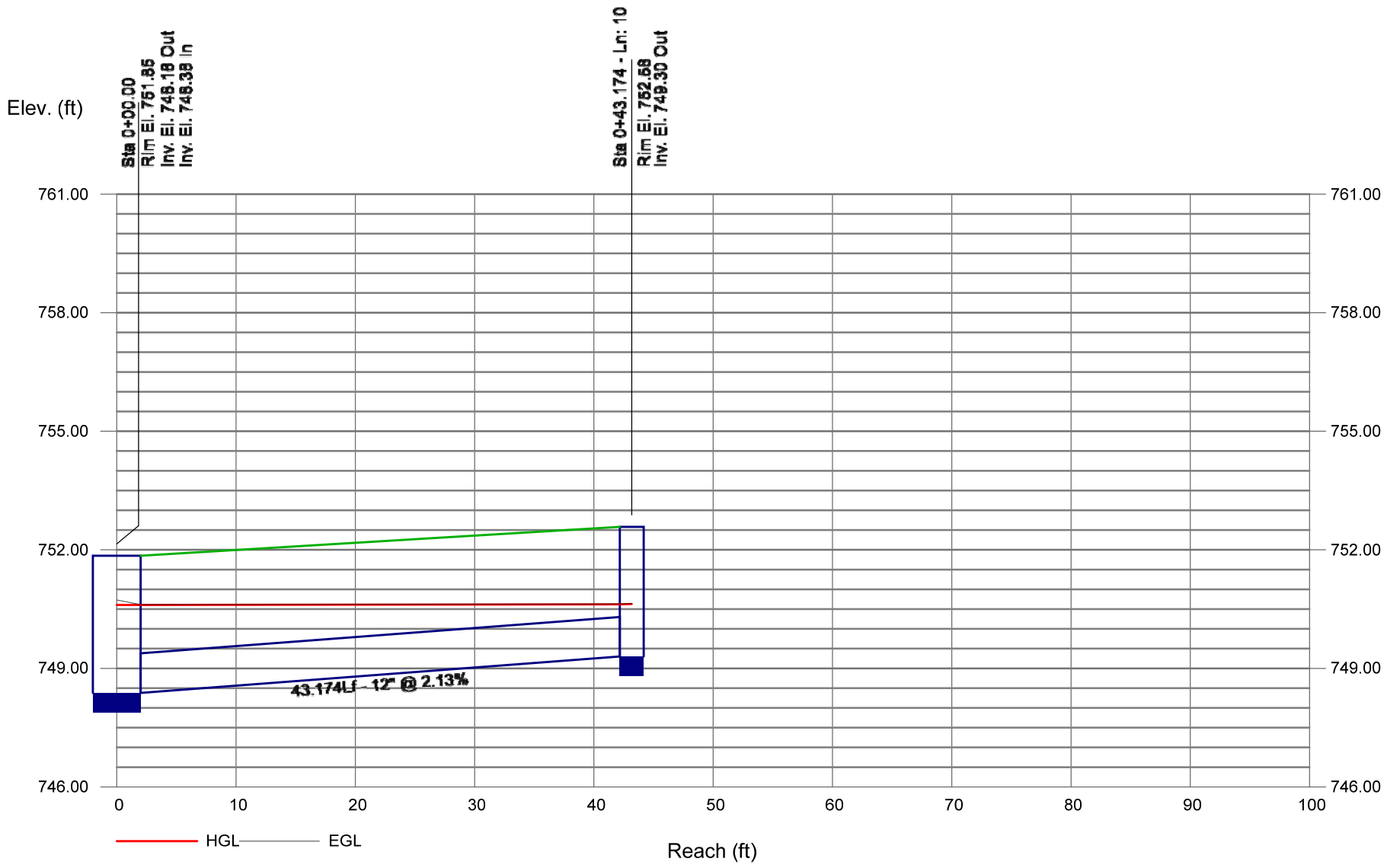

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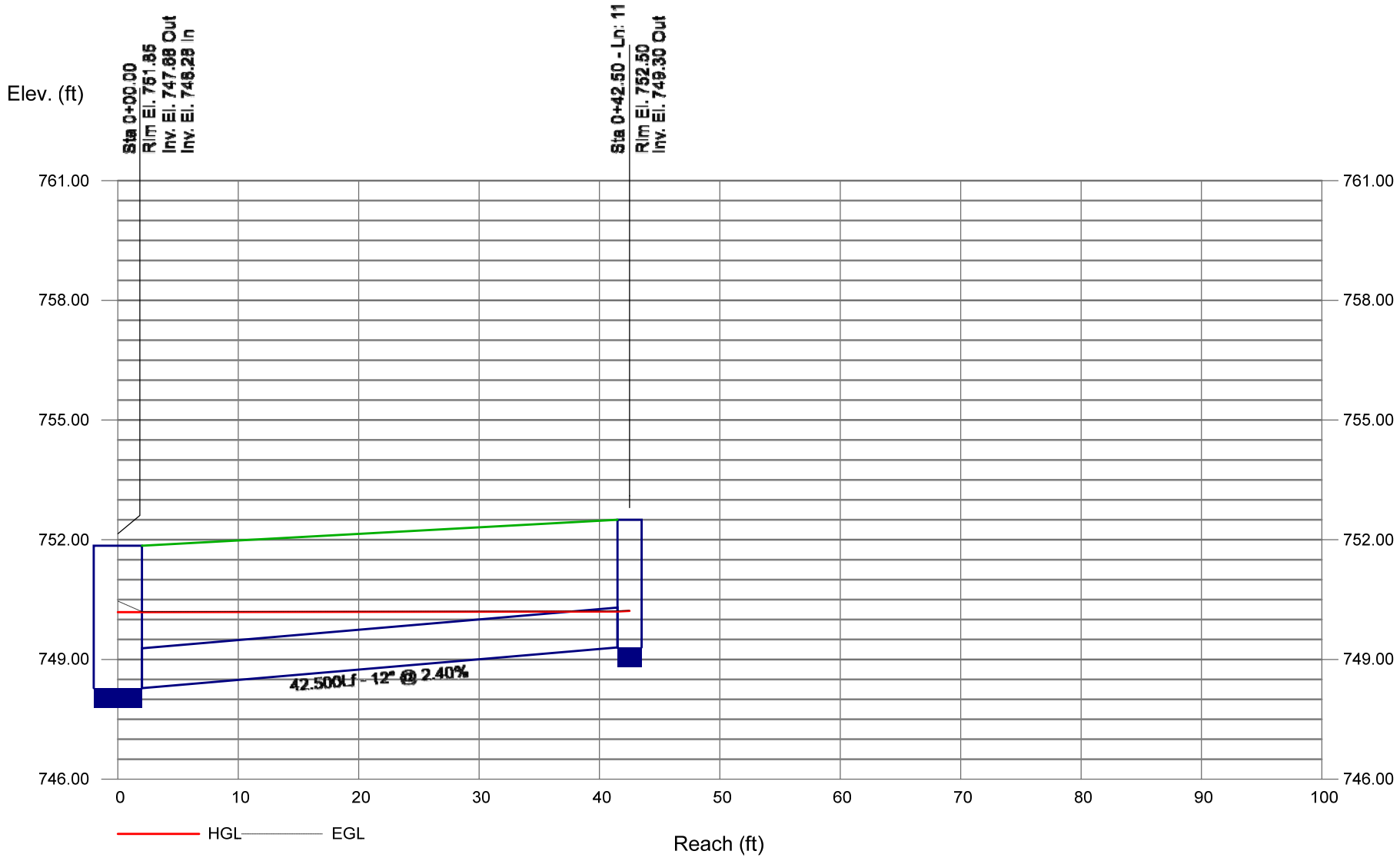

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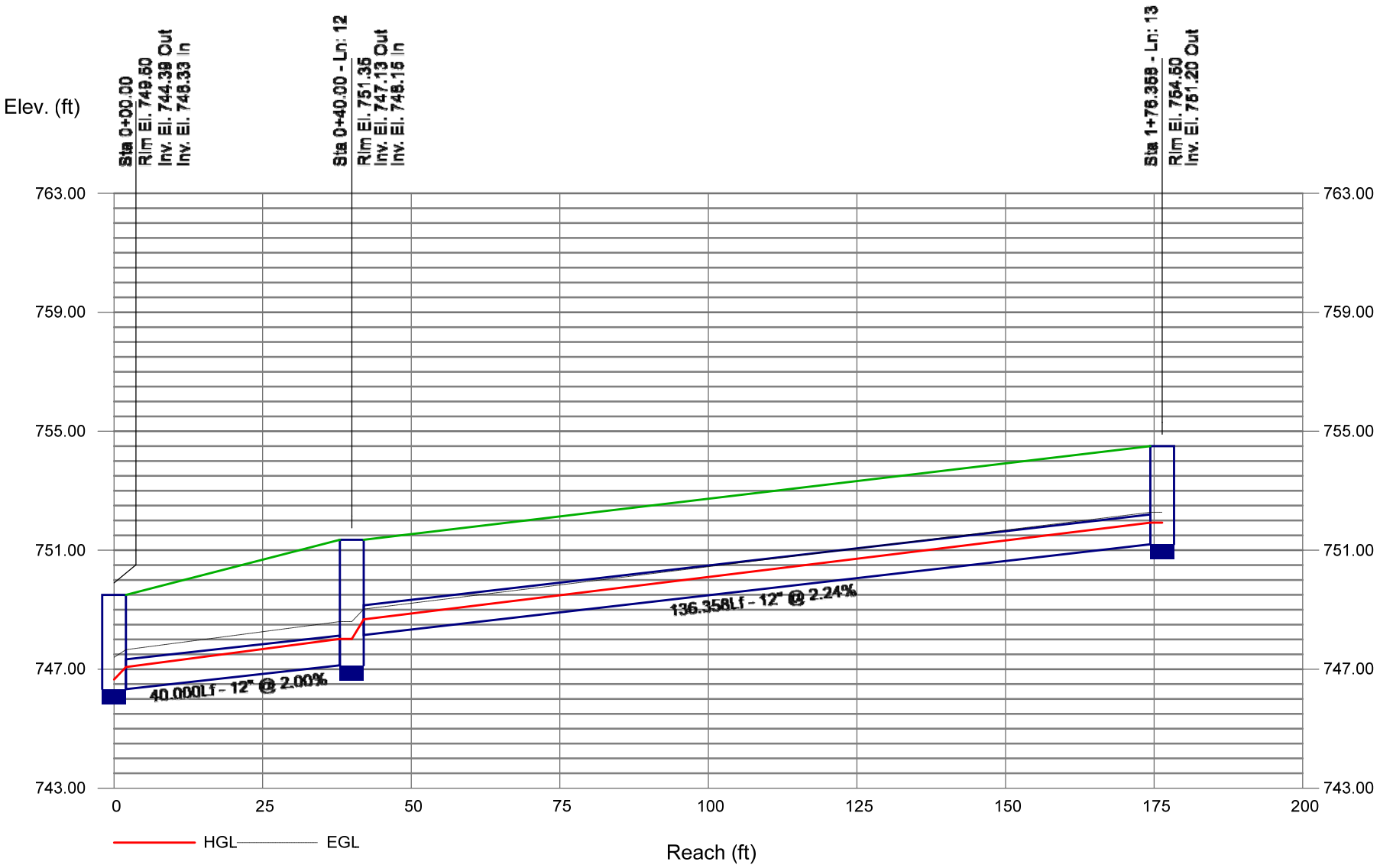

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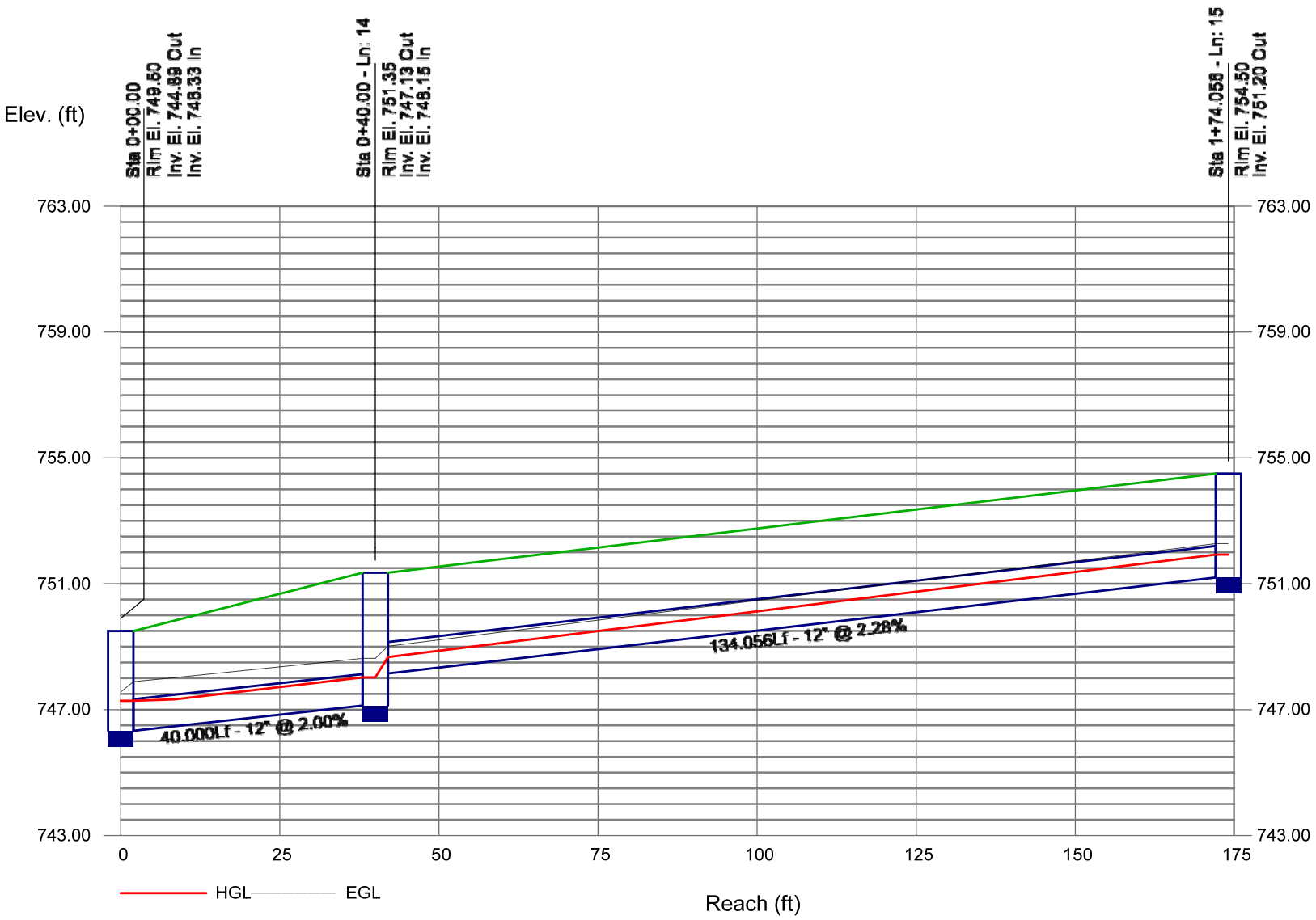

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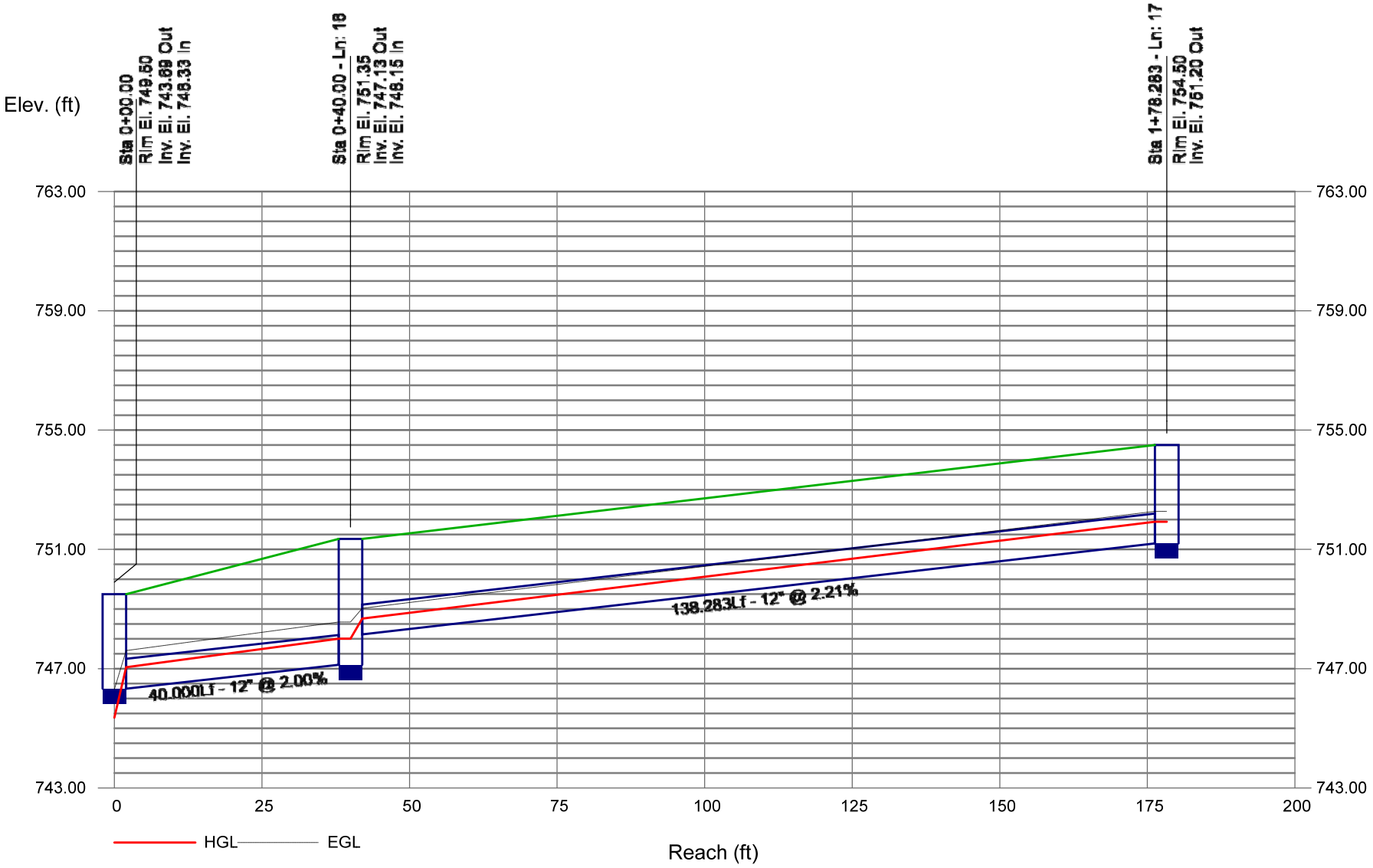

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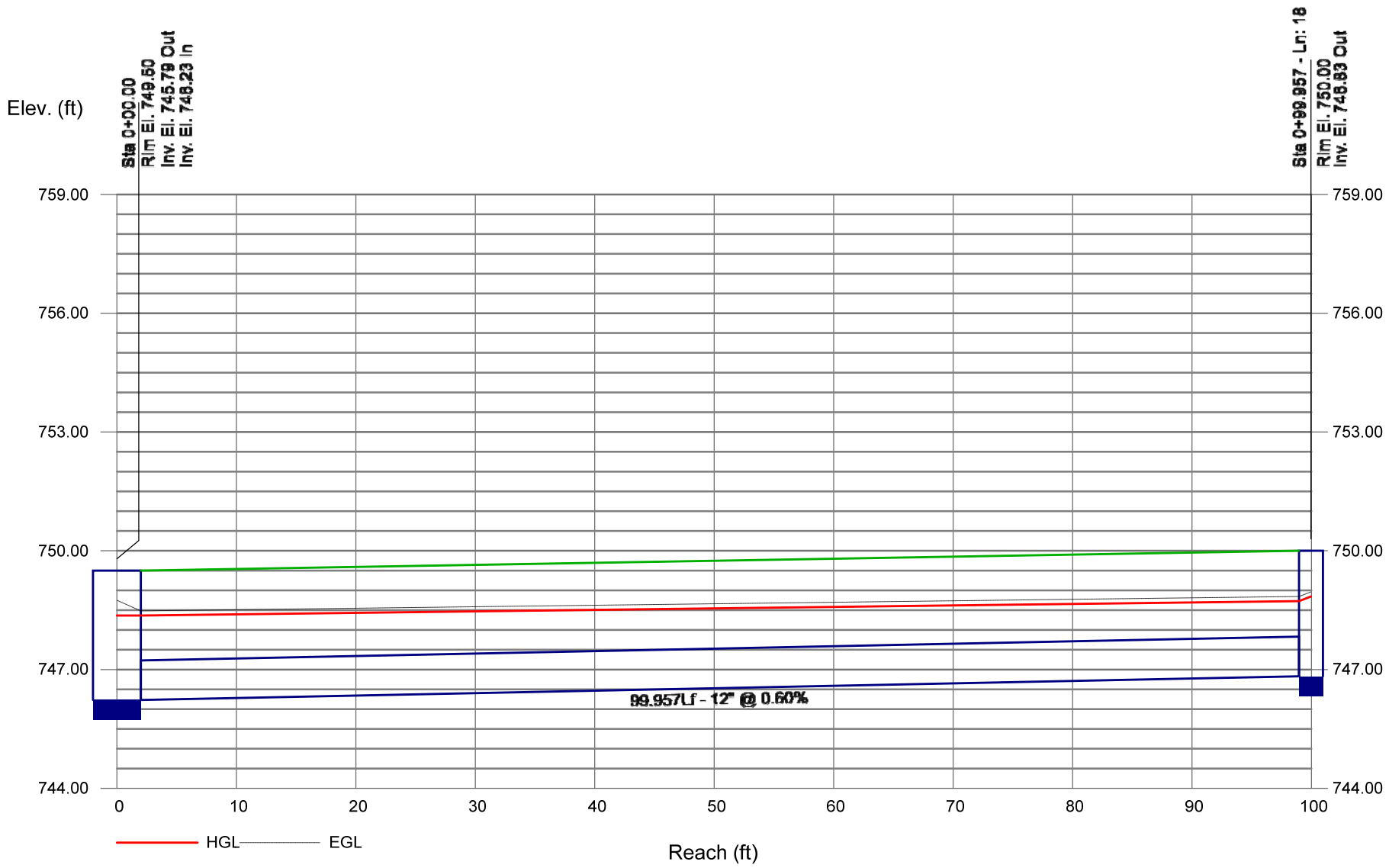

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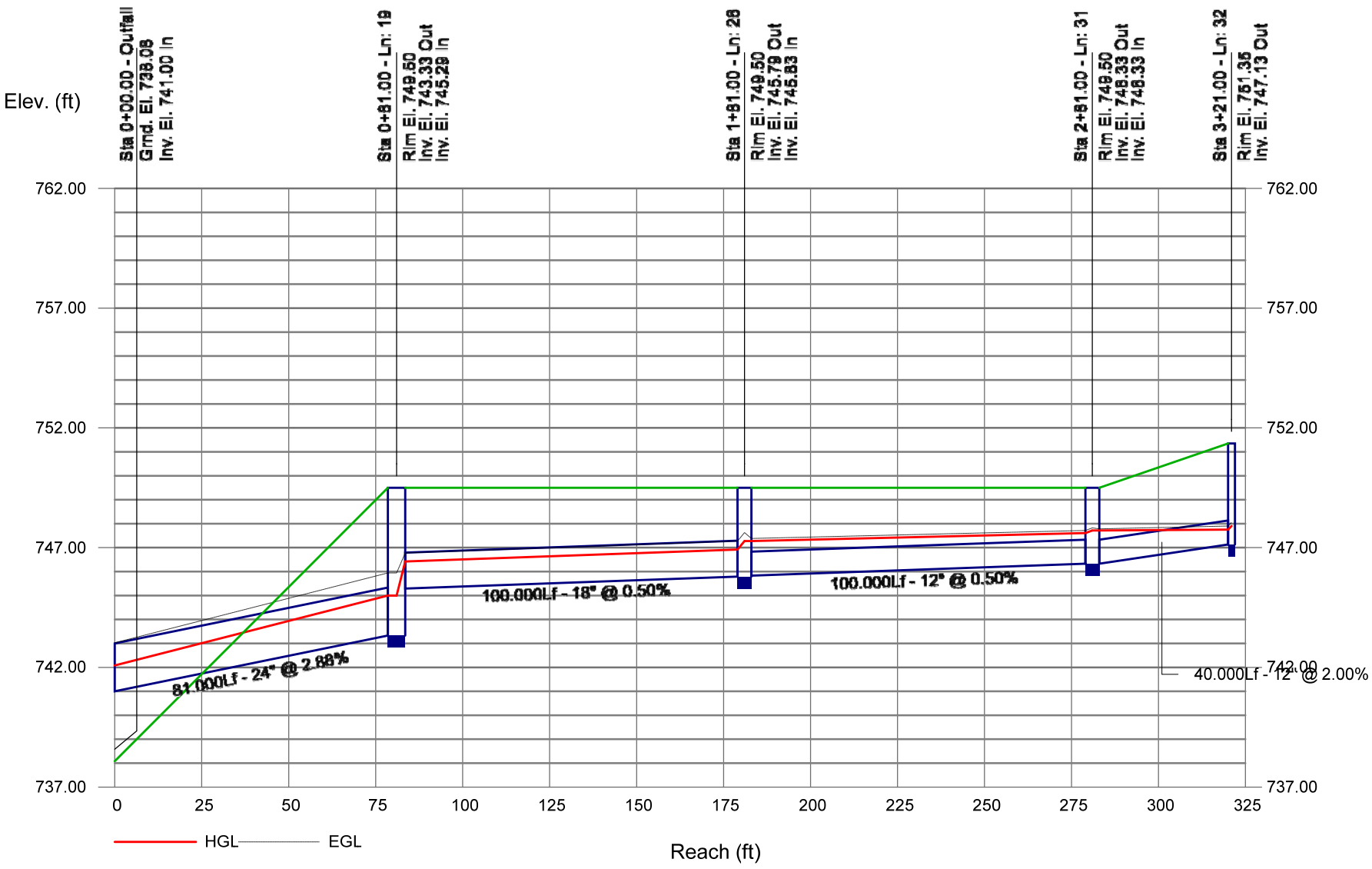

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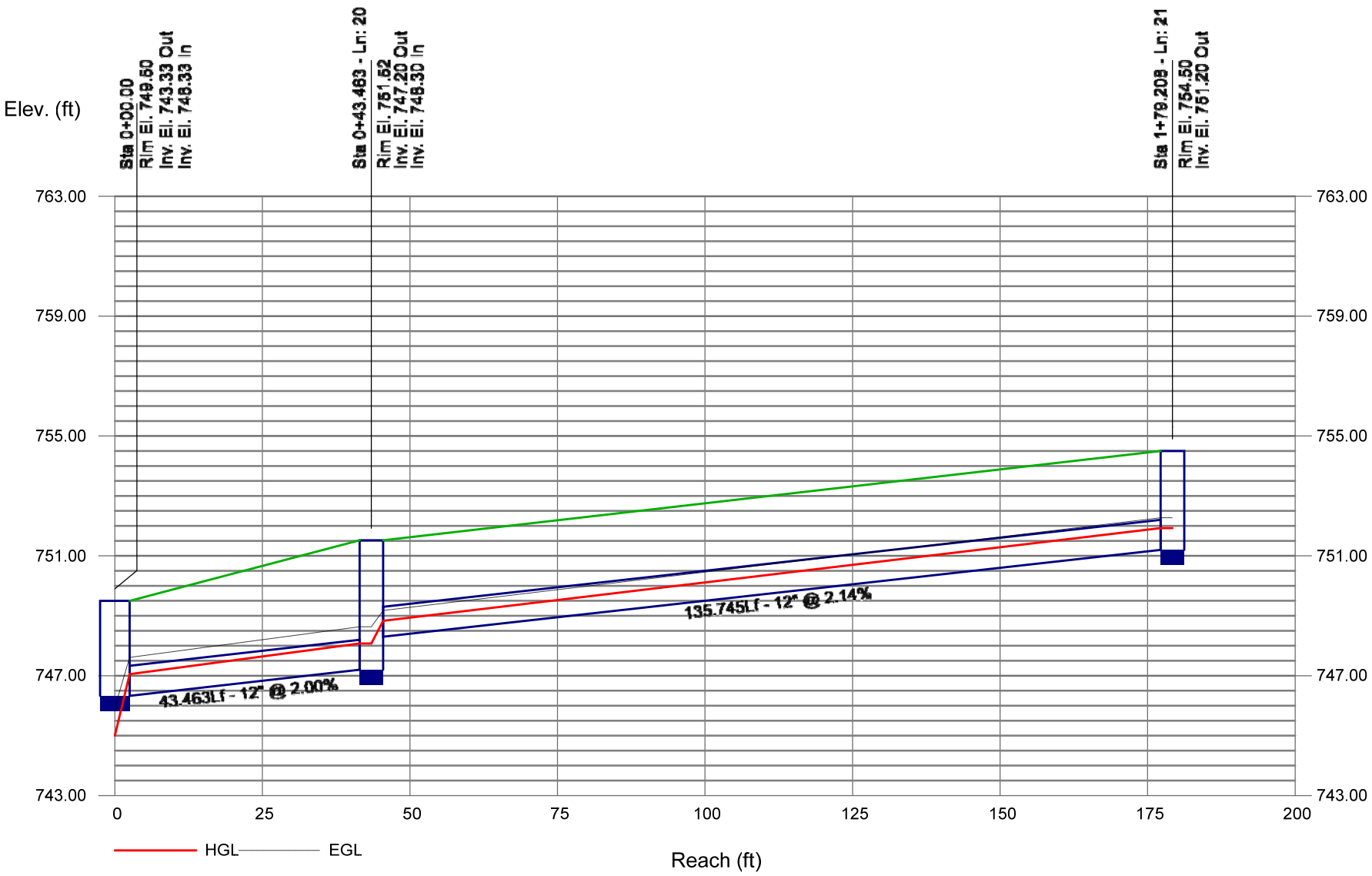

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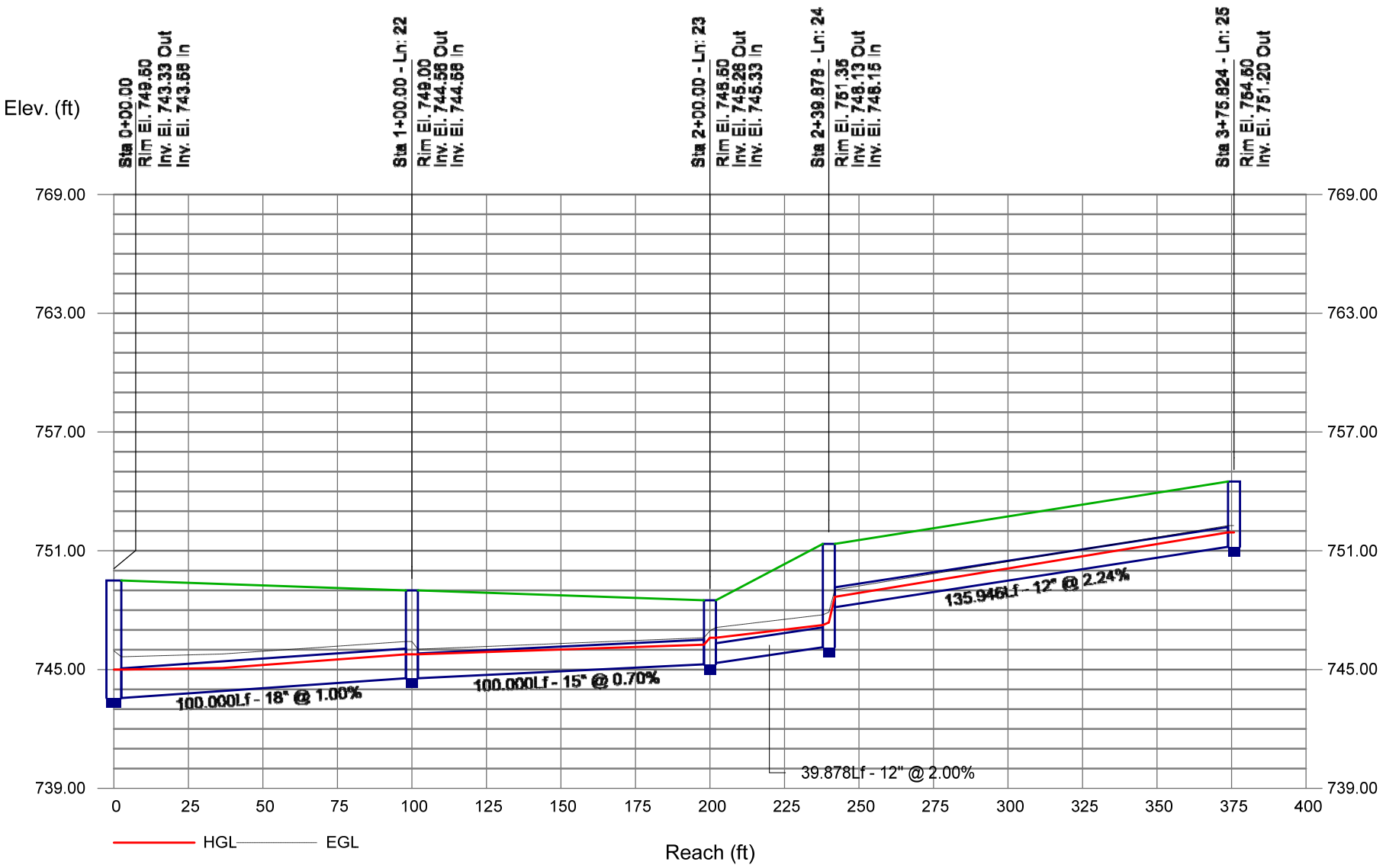

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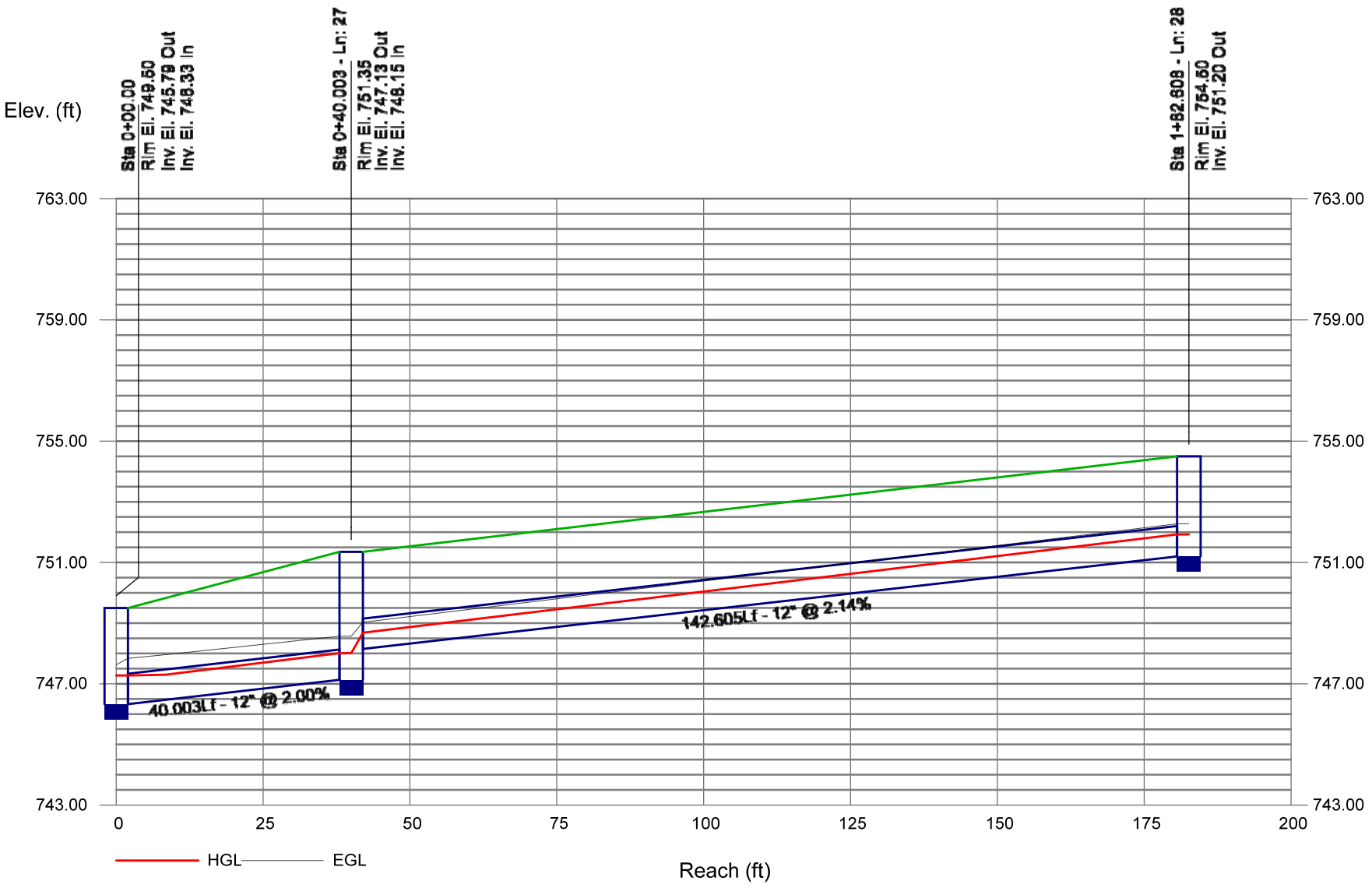

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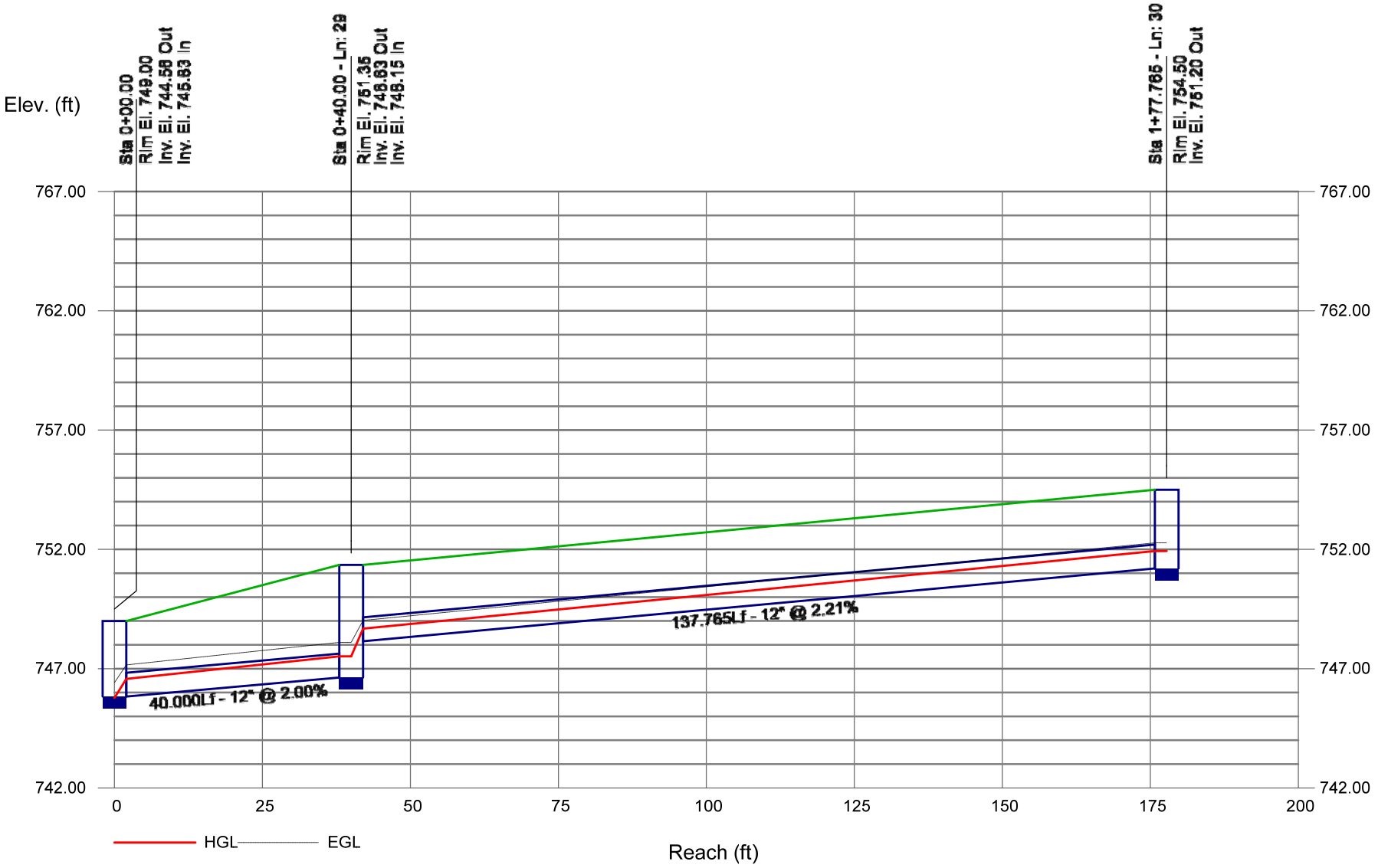

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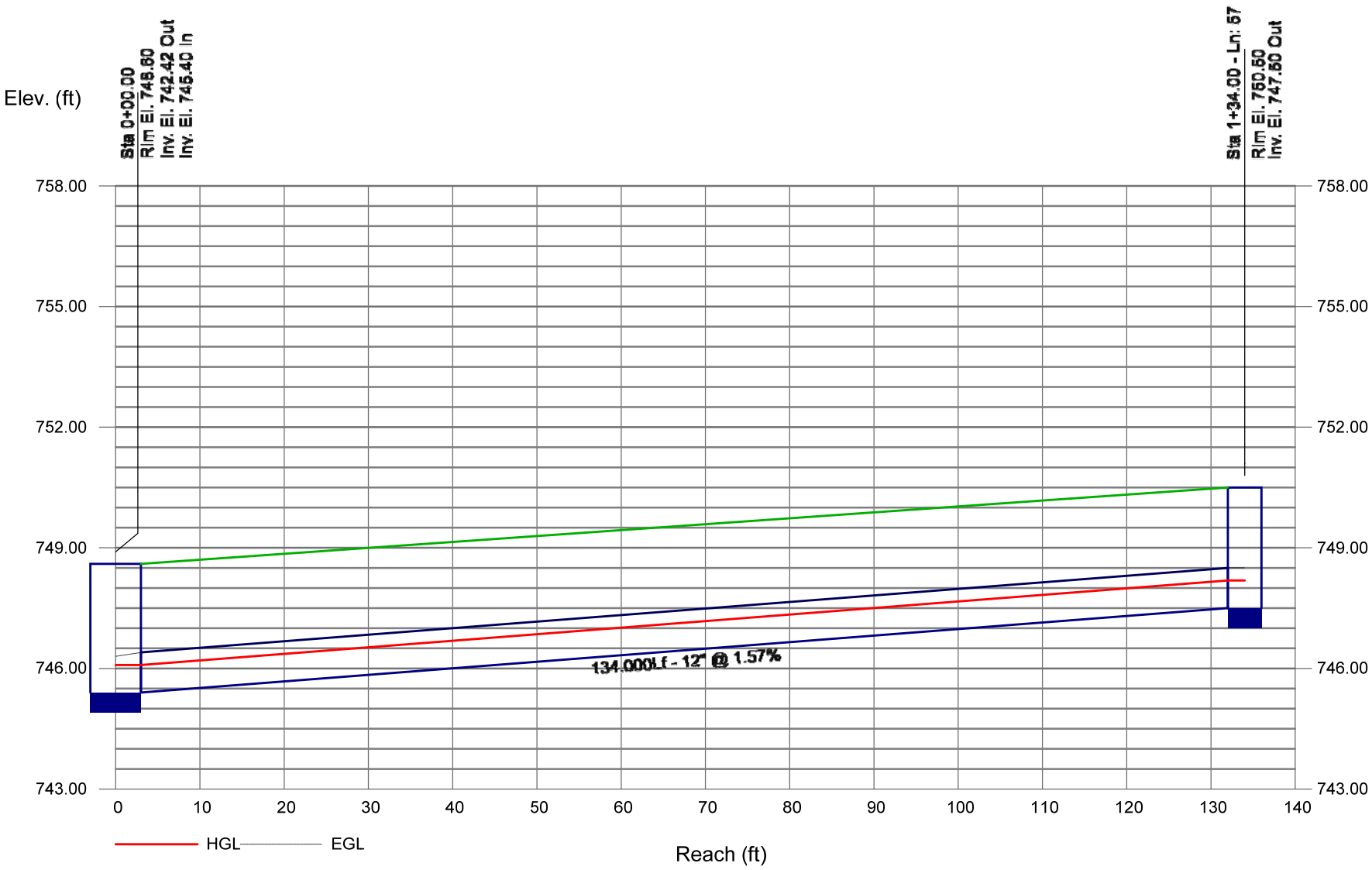

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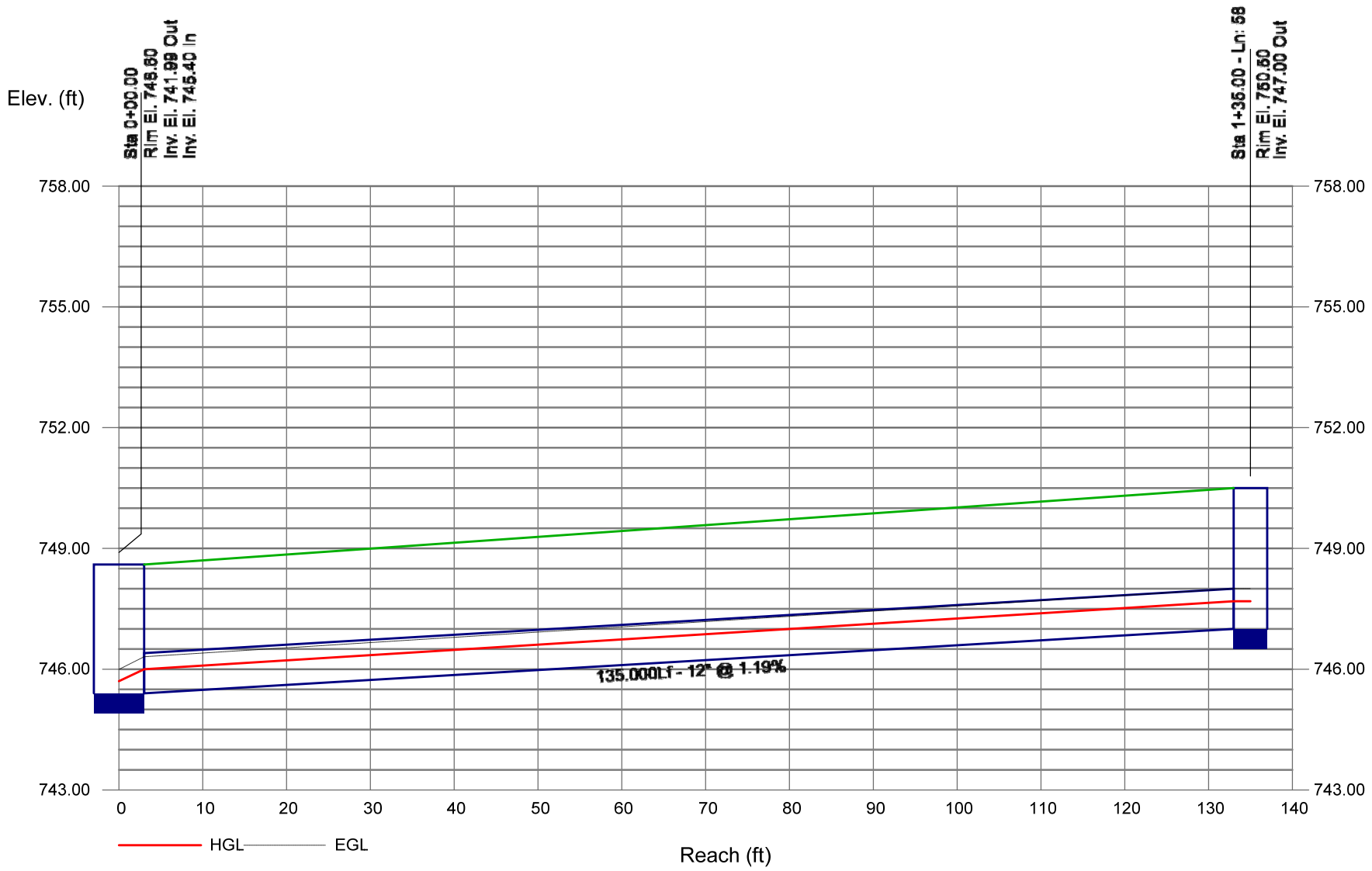

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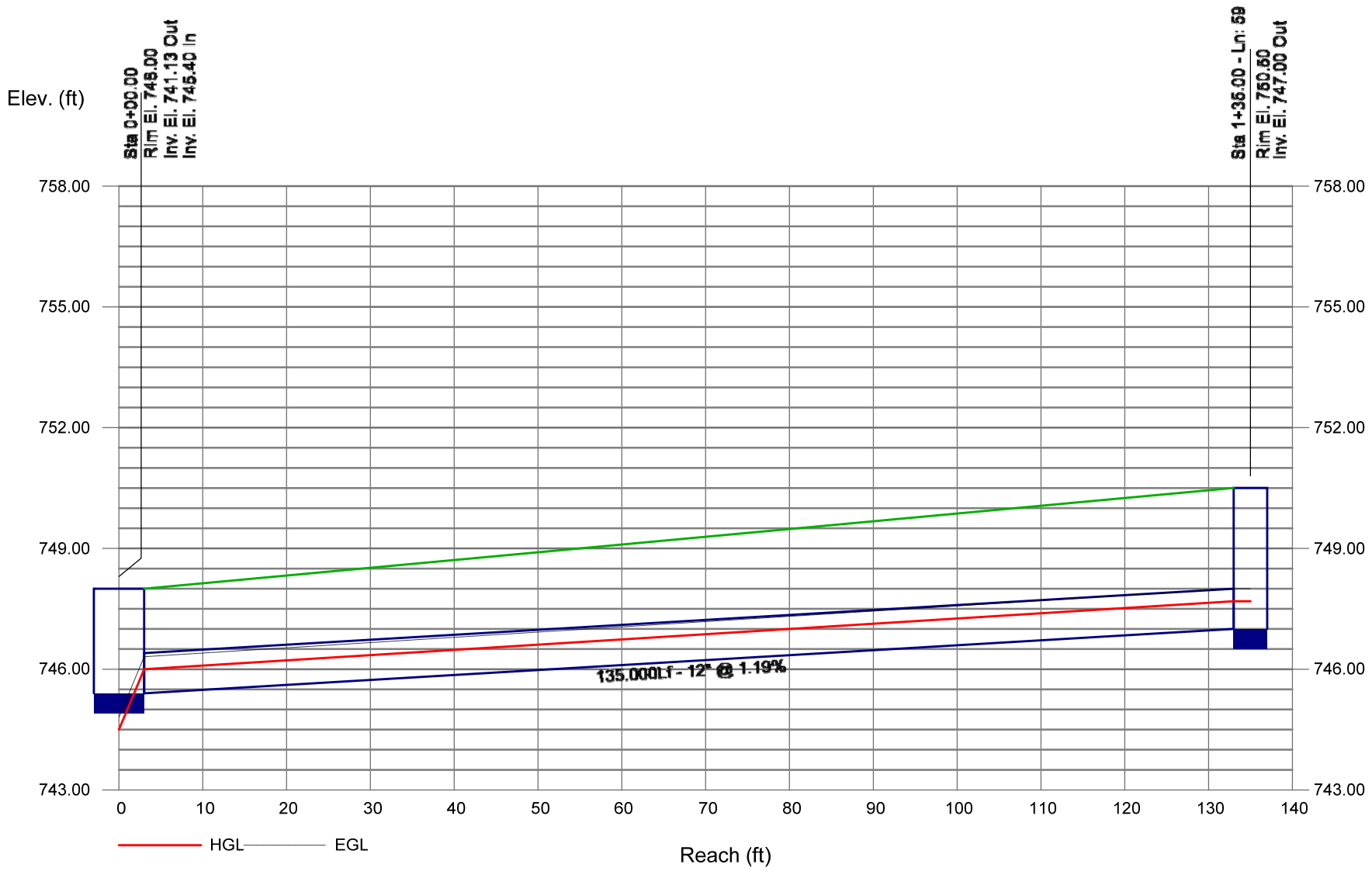

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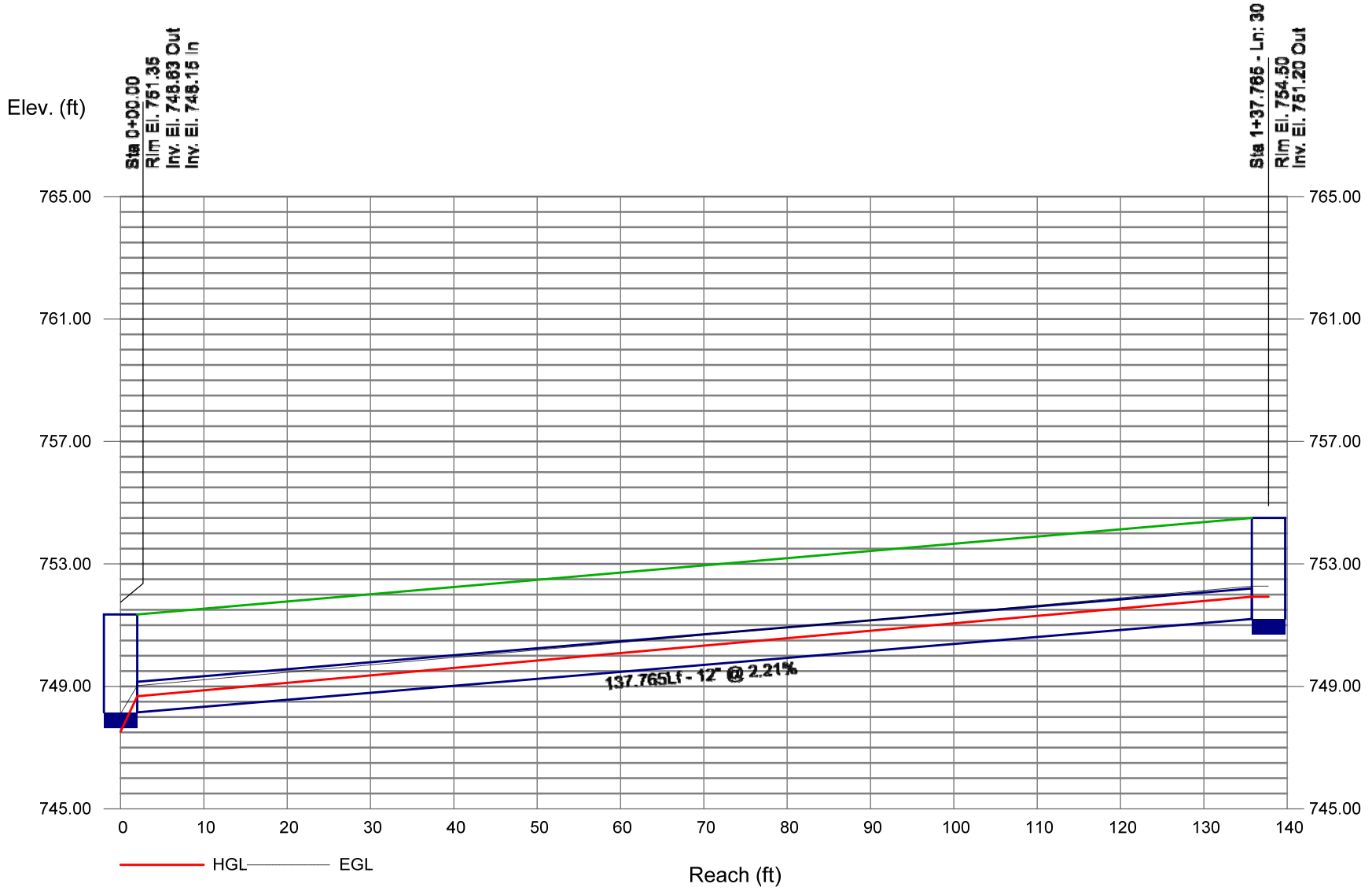

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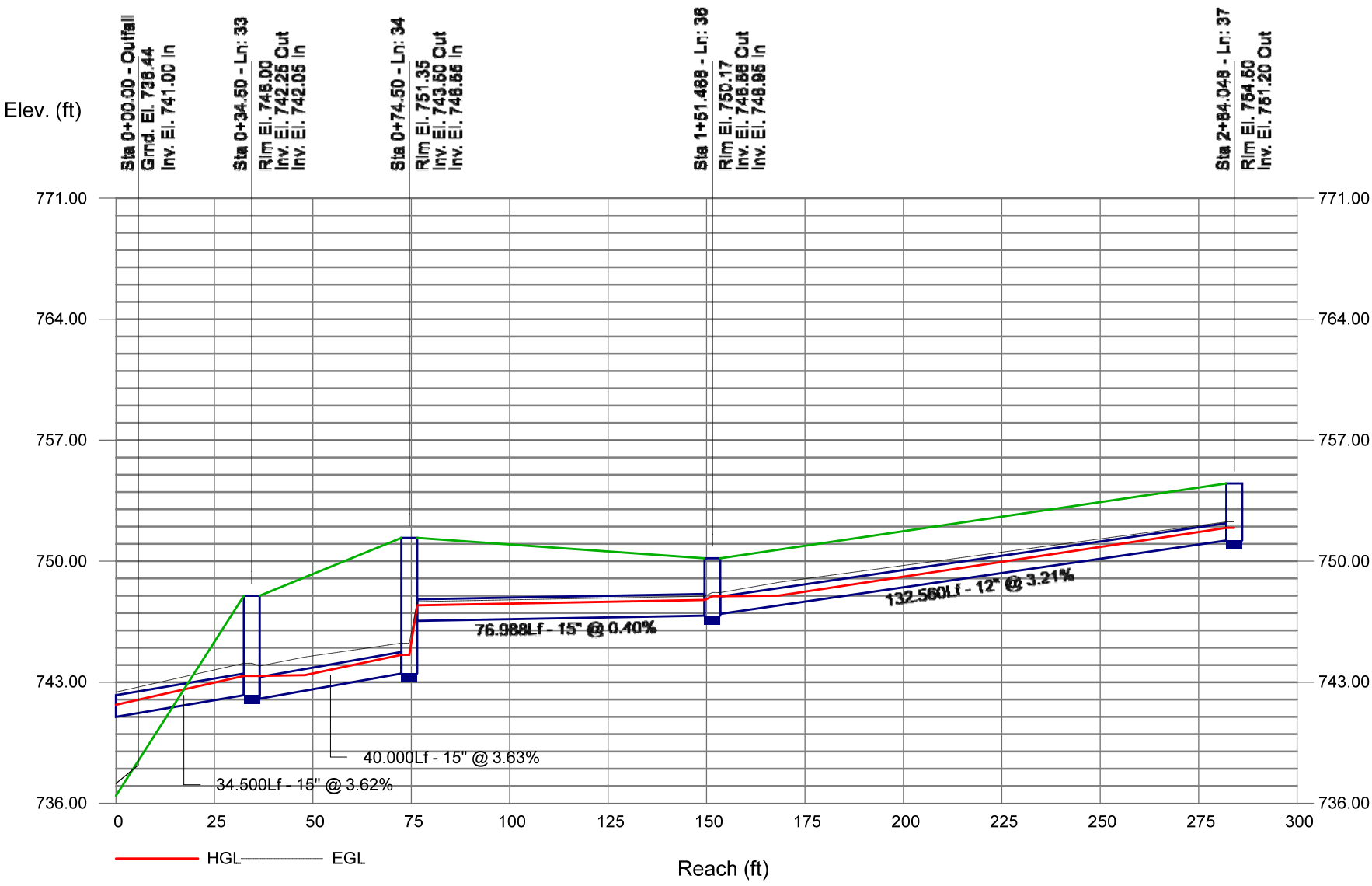

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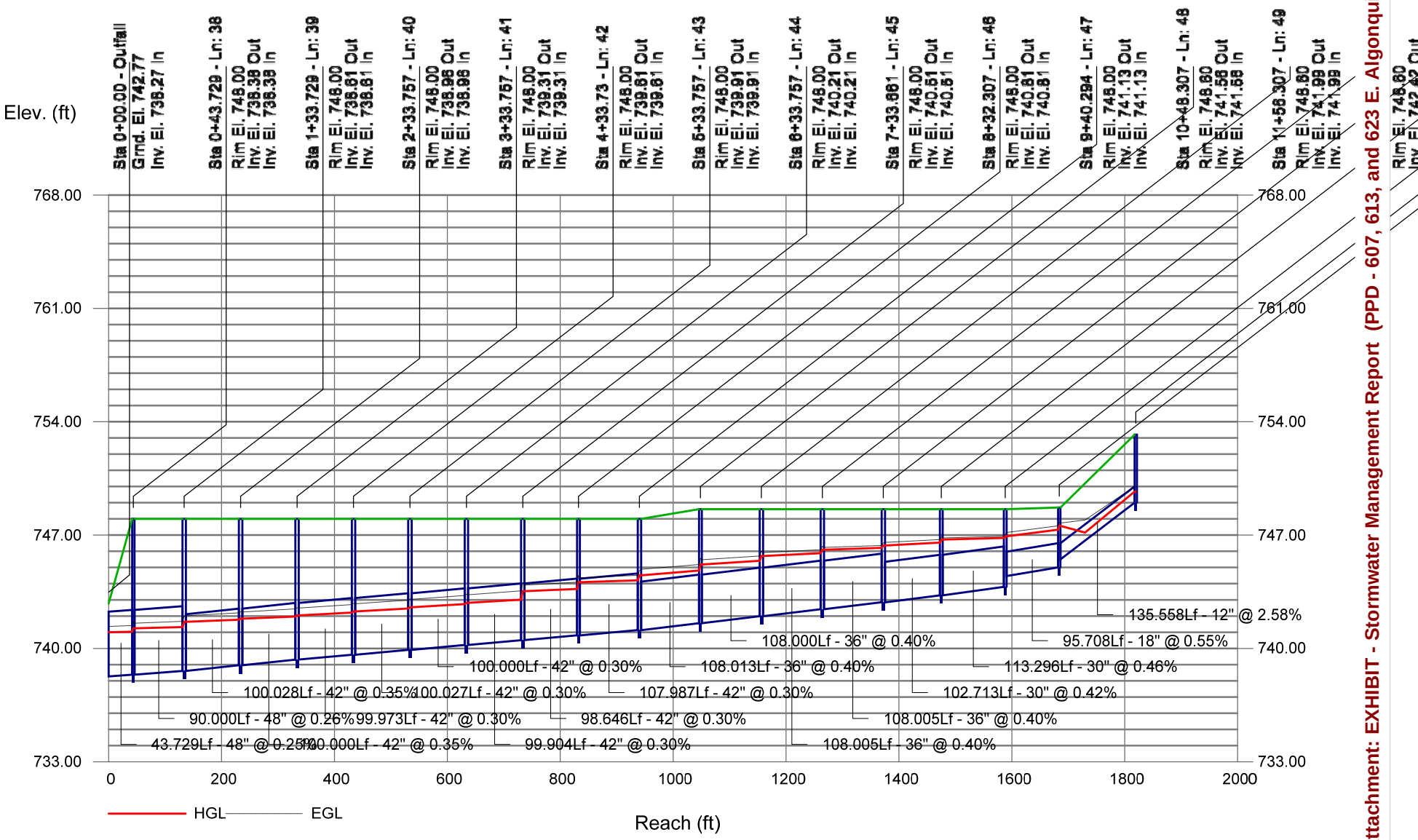

Attachment: EXHIBIT - Stormwater Management Report (PPD - 607, 613, and 623 E. Algonquin Road and

WETLAND DELINEATION AND ASSESSMENT REPORT

PROJECT SITE:

623 E. Algonquin Road

Palatine, Cook County, Illinois

PREPARED FOR:

Logistics Property Company, LLC
One N. Wacker Drive, Suite 1925
Chicago, Illinois 60606

PREPARED BY:

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630-724-9200

September 20, 2021

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

We hereby certify that this Wetland Delineation and Assessment Report has been prepared by V3 Companies for use by Logistics Property Company, LLC, their affiliates, lenders, and assignees.

Project Staff:

Alicia Metzger, CPSC, PWS
Soil Scientist

Daniel Jablonski
Wetland Scientist

Approved by:

Scott J. Brejcha, PWS
Wetland Consulting Group Leader
Natural Resources Division

Thomas E. Slowinski, PWS
Technical Director, Wetlands and Ecology
Natural Resources Division

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

EXECUTIVE SUMMARY

The approximately 22-acre subject property was investigated by V3 Companies (V3) on September 9, 2021 to determine the presence, extent and quality of any wetlands or other areas under U.S. Army Corps of Engineers (USACE) and/or Metropolitan Water Reclamation District (MWRD) jurisdiction.

Delineation Summary

One isolated emergent wetland (Area 1) was delineated in the northwest corner of the subject property. Area 1 (0.03 acres on-site; 0.001 acres off-site) is an isolated emergent wetland connected to an agricultural access road with a culvert. The area terminates in an agricultural field on the west side of the access road and was dry at the time of the site visit. No other wetlands were identified on the subject property. A wetland was observed south of the subject property but was not located within 100 feet of the subject property. A summary of the identified area is provided in Table 1 and a summary of the data points is provided in Table 2.

In V3's professional opinion, Area 1 is an isolated wetland subject to MWRD jurisdiction. V3 recommends a jurisdictional determination be conducted by USACE to confirm this designation.

Table 1. Wetland Summary Table

Area	On-Site Size (Acres)	Off-Site Size (Acres)	Native Mean Conservatism (NMC)*	Floristic Quality Index (FQI)*	Quality**	USACE Jurisdiction	Buffer Required
1	0.03	0.001	1.50	4.24	SIW	No	N/A
Total	**0.03**	**0.001**					

* Based on the Floristic Quality Assessment (FQA) methodology in Plants of the Chicago Region (Swink and Wilhelm, 1994).

** **SIW** = Standard Isolated Wetland (NMC ≤ 3.5 and FQI ≤ 20, MWRD jurisdiction); **HQIW** = High Quality Isolated Wetland (NMC ≥ 3.5 or FQI ≥ 20, MWRD jurisdiction); **Non-HQAR** = Non- High Quality Aquatic Resource (NMC ≤ 3.5 and FQI ≤ 20, USACE jurisdiction); **HQAR** = High Quality Aquatic Resource (NMC ≥ 3.5 or FQI ≥ 20, USACE jurisdiction); **WOUS** = Waters of the United States (USACE jurisdiction)

Table 2. Data Point Summary Table

Area	Data Point	Hydrophytic Vegetation?	Hydric Soils?	Wetland Hydrology?	Wetland (Y/N)
1	X03	Y	Y	Y	Y
2	X01	N	N	N	N
	X02	Y	N	N	N
	X04	Y	N	N	N
	X05	N	N	N	N

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Regulatory Summary

Pursuant to Section 404 of the Clean Water Act, the U. S. Army Corps of Engineers (USACE) has jurisdiction over the placement of fill or dredged material in all jurisdictional waters of the United States. As of September 10, 2021 USACE jurisdictional determinations are being conducted in accordance with the 2008 USACE Guidance "Clean Water Act Jurisdiction Following the U.S. Supreme Court Decision in *Rapanos v. United States & Carabell v. United States"* (Rapanos Guidance). Under the Rapanos Guidance, the following areas qualify as "Waters of the US" subject to USACE jurisdiction:

- Traditional navigable waters (TNW);
- Wetlands adjacent to traditional navigable waters;
- Non-navigable tributaries of traditional navigable waters that are relatively permanent (RPW), (i.e., tributaries that flow year round of have continuous flow at least seasonally);
- Wetlands that directly abut such tributaries;

Jurisdiction over the following areas will be based on a fact-specific analysis to determine whether they have a "significant nexus" with a traditional navigable water:

- Non-navigable tributaries that do not typically flow year-round or have continuous flow at least seasonally;
- Wetlands adjacent to such tributaries;
- Wetlands adjacent to but that do not directly abut a relatively permanent non-navigable tributary.

A significant nexus evaluation assesses the flow characteristics and functions of the tributary itself and the functions performed by all wetlands adjacent to the tributary to determine, if in combination, they significantly affect the chemical, physical and biological integrity of downstream traditional navigable waters, considering both hydrologic and ecologic factors.

Areas which generally do not qualify as jurisdictional "Waters of the United States" include:

- Swales or erosional feature;
- Ditches, including roadside ditches, excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water.

A Section 404 permit must be obtained before placing any fill material within a jurisdictional area. General permits, including nationwide and regional permits, are designed to expedite the processing of permits for minor non-controversial projects that are similar in nature and of minimal environmental impact. 52 nationwide permits (NWPs) became effective on March 19, 2017, and will expire on March 18, 2022. On January 13, 2021, the USACE reissued and modified 12 previous NWPs, issued 4 new NWPs, and reissued general conditions and definitions. The 16 NWPs went into effect on March 15, 2021 and will expire on March 14, 2026.

Within the boundaries of the Chicago District, USACE, 20 NWPs were revoked and replaced with the Regional Permit Program (RPP), which were reissued on April 1, 2017 and revised on January 10, 2020. The current Regional Permits will expire on April 1, 2022. Category I RPPs will generally authorize impacts of 0.50 acres or less. Category II RPPs will authorize impacts of between 0.50 acres and 1.0 acre. Any

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

projects proposing impacts to High Quality Aquatic Resources will be processed under Category II. Compensatory wetland mitigation, at a ratio of 1.5:1, is required for all projects that impact more than 0.10 acre. Mitigation for impacts to High Quality Aquatic Resources typically is required at a higher ratio (generally 3:1 or greater).

On May 7, 2020, the Metropolitan Water Reclamation District (MWRD) implemented the Cook County Watershed Management Ordinance (WMO) which regulates isolated wetlands and isolated "waters" within Cook County. The Cook County WMO requires a Watershed Management Permit for any proposed impacts to isolated wetlands and/or isolated "waters" of Cook County resulting from regulated development activities. Impacts to isolated wetlands/waters of Cook County that are equal to or exceed 0.10 acre will require compensatory mitigation based on the quality of the area. Mitigation at a ratio of 1.5:1 is required for impacts to Standard Isolated Wetlands (SIW) which are defined as isolated wetlands and "waters" of Cook County that have a NMC less than 3.5 and an FQI less than 20. Mitigation at a ratio of 3:1 is required for impacts to High Quality Isolated Wetlands (HQIW) which are defined as isolated wetlands and "waters" of Cook County that have a NMC of 3.5 or greater and/or an FQI of 20 or greater. Buffer requirements, which are dependent on the quality and size of the wetland, are shown in Table 1.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

INTRODUCTION AND BACKGROUND

The approximately 22-acre subject property was investigated by V3 Companies (V3) on September 9, 2021 to determine the presence, extent and quality of any wetlands or other areas under U.S. Army Corps of Engineers (USACE) and/or Metropolitan Water Reclamation District (MWRD) jurisdiction. Identified wetland boundaries are marked in the field using pink wire flags labeled "Wetland Delineation". This report summarizes the results of the field investigation and provides technical documentation for all investigated areas.

The subject property is located north of Interstate 90, south of Algonquin Road, east of Roselle Road and west of Meacham Road in Palatine, Cook County, Illinois (Section 33, T42N, R10E; 42.073700°N, –88.067100°W; Palatine Quadrangle, Figure 1).

One wetland is mapped in the eastern portion of the subject property on the National Wetlands Inventory (NWI) Map (Figure 2). The wetland is classified as palustrine, emergent, persistent/broad-leaved deciduous scrub-shrub, seasonally flooded (PEM1/SS1C).

The USGS Hydrologic Atlas (Figure 3) shows Tributary to Salt Creek through the subject property.

The 12-Digit Hydrologic Unit Code (HUC) Map (Figure 4) shows the subject property is in the Upper Salt Creek subwatershed (Hydrologic Unit 071200040401) which is within the larger Des Plaines River watershed.

The FEMA Flood Insurance Rate Map (FIRM) (Figure 5) shows flood zone AE in the western portion of the subject property associated with Unnamed Tributary to Salt Creek Tributary D.

The Flood Zones of Cook County, Illinois Map (2020) (Figure 6) shows flood zone AE, Floodway in the western portion of the subject property.

The two soil series mapped on the subject property on the Soil Survey of Cook County, Illinois Map (Figure 7) are listed below.

Table 3. Soils Information

Soil Map Unit	Soil Name	Hydric?
330A	Peotone silty clay loam	Yes
531B/531C2	Markham silt loam	No

The Wetland Delineation Map (Figure 8) shows the location of all data points and the locations of the identified areas as collected via a handheld GPS unit.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Wetland Delineation Methods

Wetland delineations are conducted following the methods given in the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region*. Under the delineation procedures in this manual, an area must exhibit characteristic hydrophytic vegetation, hydric soils, and wetland hydrology to be considered a wetland. If field investigation determines that any of the three parameters are not satisfied, the area usually does not qualify as wetland. Moreover, drainage ditches excavated in dry land are generally not considered jurisdictional waters of the United States by the Corps of Engineers (preamble to 33 CFR Parts 320 through 330, *Federal Register* Vol. 56, No. 219, 41217).

As part of a delineation report, data forms and technical information are required by the U.S. Army Corps of Engineers, to document the three parameters for any area determined to be wetland. Data forms for wetlands identified at the subject property are provided in Appendix I. The vegetation data calculated on the data forms reflects the changes made to the National Wetland Plant List as of May 1, 2016. Representative photographs of delineated wetlands are provided in Appendix II. A brief description of the field methods used and a description of the three wetland parameters are provided in Appendix IV.

Plant species lists are compiled for each area identified, focusing on the plant communities within each identified wetland area. This accumulated floristic data is analyzed using the Floristic Quality Assessment (FQA) methodology, which is an assessment technique for a rapid quality evaluation of vegetation in a defined area. Technical names in the FQA and this report follow the nomenclature of *The National Wetland Plant List: 2014 Update of Wetland Ratings* (Lichvar *et. al.,* 2014). A detailed explanation of the Floristic Quality Assessment method is provided in Appendix IV.

As part of the wetland delineation assessment, Illinois Department of Natural Resources (IDNR) and US Fish and Wildlife Service (USFSW) threatened and endangered species evaluations were conducted (Appendix V).

The IDNR EcoCAT report shows the following protected resources may be within the vicinity of the subject property:

- Northern Harrier (*Circus cyaneus*)
- Short-Eared Owl (*Asio flammeus*)
- Yellow-Headed Blackbird (*Xanthocephalus xanthocephalus*)

IDNR confirmed adverse effects to these species is unlikely and have terminated consultation in a letter dated September 17, 2021. Refer to Appendix V for further information.

The USFWS Section 7 consultation did not find species or critical habitat present on the subject property. A copy of the USFWS Section 7 consultation is included in Appendix V.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

RESULTS OF THE FIELD INVESTIGATION

JURISDICTIONAL AREAS

Area 1 – Isolated Emergent Wetland

Data Point X03

Area 1 (0.03 acres on-site; 0.001 acres off-site) is an isolated emergent wetland connected to an agricultural access road with a culvert. The area terminates in an agricultural field on the west side of the access road and was dry at the time of the site visit.

Summary:

- Isolated Emergent Wetland
- Jurisdiction: MWRD
- Quality: SIW
- Vegetated Buffer Required: N/A (<0.10 acres in size)

Vegetation: The dominant plant species at Data Point X03 are reed canary grass (*Phalaris arundinacea*) and cut-leaved teasel (*Dipsacus laciniatus*). 100% of the dominant species are hydrophytic, so the vegetation criterion is satisfied. The floristic quality data and plant species inventory for Area 1 are provided below.

Conservatism-Based Metrics		**Additional Metrics**	
Mean C (native species)	**1.50**	Species Richness (all)	11
Mean C (all species)	1.09	Species Richness (native)	8
Mean C (native trees)	n/a	% Non-native	27%
Mean C (native shrubs)	n/a	Wet Indicator (all)	0.09
Mean C (native herbaceous)	1.50	Wet Indicator (native)	-0.13
FQAI (native species)	**4.24**	% hydrophyte (Midwest)	55%
FQAI (all species)	3.62	% native perennial	36%
Adjusted FQAI	12.79	% native annual	27%
% C value 0	55%	% annual	27%
% C Value 1-3	36%	% perennial	55%
% C value 4-6	9%		
% C value 7-10	0%		

Species Acronym	Species Name (NWPL/Mohlenbrock)	Species(Synonym)	Common Name	C Value	Midwest WET indicator	WET indicator (numeric)	Habit	Duration	Nativity
ambart	*Ambrosia artemisiifolia*	*Ambrosia artemisiifolia elatior*	Annual Ragweed	0	FACU	1	Forb	Annual	Native
ambtri	*Ambrosia trifida*	*Ambrosia trifida*	Great Ragweed	0	FAC	0	Forb	Annual	Native
bidfro	*Bidens frondosa*	*Bidens frondosa*	Devil's-Pitchfork	1	FACW	-1	Forb	Annual	Native
cirarv	*Cirsium arvense*	*CIRSIUM ARVENSE*	Canadian Thistle	0	FACU	1	Forb	Perennial	Adventive
diplac	*Dipsacus laciniatus*	*DIPSACUS LACINIATUS*	Cut-Leaf Teasel	0	UPL	2	Forb	Biennial	Adventive

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

epicol	*Epilobium coloratum*	*Epilobium coloratum*	Purple-Leaf Willowherb	3	OBL	-2	Forb	Perennial	Native
eriann	*Erigeron annuus*	*Erigeron annuus*	Eastern Daisy Fleabane	0	FACU	1	Forb	Biennial	Native
helgro	*Helianthus grosseserratus*	*Helianthus grosseserratus*	Saw-Tooth Sunflower	4	FACW	-1	Forb	Perennial	Native
phaaru	*Phalaris arundinacea*	*PHALARIS ARUNDINACEA*	Reed Canary Grass	0	FACW	-1	Grass	Perennial	Adventive
solalt	*Solidago altissima*	*Solidago altissima*	Tall Goldenrod	1	FACU	1	Forb	Perennial	Native
astsim	*Symphyotrichum lanceolatum*	*Aster simplex*	White Panicled American-Aster	3	FAC	0	Forb	Perennial	Native

Soils: The soil profile at Data Point X03 consisted of 0-18 inches of black (10YR 2/1) silt loam with 10% dark yellowish brown (10YR 4/6) redoximorphic concentrations. Below that, from 18 to 20 inches below the surface the soil profile was gray (10YR 5/1 silty clay loam with 5% dark yellowish brown (10YR 4/6) redoximorphic concentrations. This profile exhibits hydric soil field indicator F6, Redox Dark Surface, and satisfies the soils criterion.

Hydrology: The presence of two secondary wetland hydrology indicators D2, Geomorphic Position, and D5, FAC-neutral Test, satisfies the hydrology criterion at Data Point X03.

Conclusion: Data Point X03 satisfies all three criteria; therefore Area 1 qualifies as wetland.

Additional Areas Investigated

Area 2 – Upland

Data Points X01, X02, X04 and X05

Area 2 represents the upland located throughout the subject property. These areas were historically located near a stream that was rerouted into the off-site wetland south of the subject property as seen on historical aerial imagery (Appendix VI).

Vegetation:

- The dominant plant species at Data Point X01 are reed canary grass (*Phalaris arundinacea*) and giant foxtail (*Setaria faberi*). Only 50% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied.
- The dominant plant species at Data Point X02 is reed canary grass (*Phalaris arundinacea*). The dominant species is hydrophytic, so the vegetation criterion is satisfied.
- The dominant plant species at Data Point X04 is reed canary grass (*Phalaris arundinacea*). The dominant species is hydrophytic, so the vegetation criterion is satisfied.
- The dominant plant species at Data Point X05 are reed canary grass (*Phalaris arundinacea*), Bicknell's sedge (*Carex bicknelli*) and giant foxtail (*Setaria faberi*). Only 33.3% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Soils:

- The soil profile at Data Point X01 consisted of 0-12 inches of very dark grayish brown (10YR 3/2) silt loam. The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

- The soil profile at Data Point X02 consisted of 0-12 inches of very dark grayish brown (10YR 3/20 silty clay loam underlain by 6 inches, to a depth of 18 inches below the surface, of brown (10YR 4/4) silty clay loam. The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

- The soil profile at Data Point X04 consisted of 0-11 inches of black (10YR 2/1) silty clay loam. The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

- The soil at Data Point X05 was too saturated to retrieve and could not be classified. Based on this information and the vegetation and hydrology indicators, this soil does not satisfy the soils criterion.

Hydrology:

- The presence of one secondary wetland hydrology indicator D5, FAC-neutral Test, is not enough to satisfy the hydrology criterion at Data Point X01.

- The presence of one secondary wetland hydrology indicator D5, FAC-neutral Test, is not enough to satisfy the hydrology criterion at Data Point X02.

- The presence of one secondary wetland hydrology indicator D5, FAC-neutral Test, is not enough to satisfy the hydrology criterion at Data Point X04.

- Neither primary nor secondary wetland hydrology indicators were observed at Data Point X05, so the hydrology criterion is not satisfied.

Conclusion: Data Points X01 and X05 fail to satisfy all three criteria and Data Points X02 and X04 fail to satisfy the soils and hydrology criterion; therefore Area 2 does not qualify as wetland.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX I

WETLAND DELINEATION DATA FORMS

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 623 E. Algonquin Road | City/County: Palatine/Cook | Sampling Date: 09-Sep-21

Applicant/Owner: Logistics Property Company LLC | State: IL | Sampling Point: **X01**

Investigator(s): Alicia Metzger & Daniel Jablonski | Section, Township, Range: S 33 T 42 R 10

Landform (hillslope, terrace, etc.): Flat | Local relief (concave, convex, none): flat

Slope: 0.0% / 0.0 ° | Lat.: 42.072481 | Long.: -88.06645 | Datum: NAD 1983

Soil Map Unit Name: Markham silt loam (531B) | NWI classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ◉ No ○

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ○	No ◉	
Hydric Soil Present?	Yes ○	No ◉	**Is the Sampled Area within a Wetland?** Yes ○ No ◉
Wetland Hydrology Present?	Yes ○	No ◉	

Remarks:
This location fails all three criteria and does not qualify as wetland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Herb Stratum (Plot size: 5')			
1. Phalaris arundinacea	40	☑ 50.0%	FACW
2. Carex tribuloides	10	☐ 12.5%	OBL
3. Setaria faberi	30	☑ 37.5%	FACU
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
6.	0	☐ 0.0%	
7.	0	☐ 0.0%	
8.	0	☐ 0.0%	
9.	0	☐ 0.0%	
10.	0	☐ 0.0%	
	80	= Total Cover	
Woody Vine Stratu (Plot size: 5')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	10	x 1 =	10
FACW species	40	x 2 =	80
FAC species	0	x 3 =	0
FACU species	30	x 4 =	120
UPL species	0	x 5 =	0
Column Totals:	80 (A)		210 (B)

Prevalence Index = B/A = 2.625

Hydrophytic Vegetation Indicators:

- ☐ **1 - Rapid Test for Hydrophytic Vegetation**
- ☐ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **4 - Morphological Adaptations** [1] **(Provide supporting data in Remarks or on a separate sheet)**
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Hydrophytic Vegetation Present? Yes ○ No ◉

Remarks: (Include photo numbers here or on a separate sheet.)
Only 50% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SOIL

Sampling Point: X01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR 3/2	100					Silt Loam	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining. M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ○ No ◉

Remarks:

The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ○ No ◉ Depth (inches): _____

Water Table Present? Yes ○ No ◉ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ○ No ◉ Depth (inches): _____

Wetland Hydrology Present? Yes ○ No ◉

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

The presence of one secondary wetland hydrology indicator is not enough to satisfy the hydrology criterion.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 623 E. Algonquin Road | City/County: Palatine/Cook | Sampling Date: 09-Sep-21

Applicant/Owner: Logistics Property Company LLC | State: IL | Sampling Point: **X02**

Investigator(s): Alicia Metzger & Daniel Jablonski | Section, Township, Range: S 33 T 42 R 10

Landform (hillslope, terrace, etc.): Flat | Local relief (concave, convex, none): flat

Slope: 0.0% / 0.0 ° | Lat.: 42.074193 | Long.: -88.06794 | Datum: NAD 1983

Soil Map Unit Name: Markham silt loam (531C2) | NWI classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? | Are "Normal Circumstances" present? Yes ◉ No ○

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? | (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉	No ○	
Hydric Soil Present?	Yes ○	No ◉	**Is the Sampled Area within a Wetland?** Yes ○ No ◉
Wetland Hydrology Present?	Yes ○	No ◉	

Remarks:
This location fails the soils and hydrology criteria and does not qualify as wetland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Herb Stratum (Plot size: 5')			
1. Phalaris arundinacea	80	☑ 80.0%	FACW
2. Lythrum salicaria	10	☐ 10.0%	OBL
3. Erechtites hieraciifolia	10	☐ 10.0%	FACU
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
6.	0	☐ 0.0%	
7.	0	☐ 0.0%	
8.	0	☐ 0.0%	
9.	0	☐ 0.0%	
10.	0	☐ 0.0%	
	100	= Total Cover	
Woody Vine Stratu (Plot size: 5')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	10	x 1 =	10
FACW species	80	x 2 =	160
FAC species	0	x 3 =	0
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	100 (A)		210 (B)

Prevalence Index = B/A = 2.100

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **4 - Morphological Adaptations** [1] **(Provide supporting data in Remarks or on a separate sheet)**
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (Include photo numbers here or on a separate sheet.)
The dominant species is hydrophytic, so the vegetation criterion is satisfied.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SOIL

Sampling Point: X02

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)		%	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR	3/2	100						Silty Clay Loam	
12-18	10YR	4/4	100						Silty Clay Loam	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining. M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ○ No ◉

Remarks:

The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ○ No ◉ Depth (inches): _____

Water Table Present? Yes ○ No ◉ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ○ No ◉ Depth (inches): _____

Wetland Hydrology Present? Yes ○ No ◉

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

The presence of one secondary wetland hydrology indicator is not enough to satisfy the hydrology criterion.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 623 E. Algonquin Road | City/County: Palatine/Cook | Sampling Date: 09-Sep-21

Applicant/Owner: Logistics Property Company LLC | State: IL | Sampling Point: **X03**

Investigator(s): Enter Investigator | Section, Township, Range: S 33 T 42 R 10

Landform (hillslope, terrace, etc.): Lowland | Local relief (concave, convex, none): flat

Slope: 0.0% / 0.0 ° | Lat.: 42.075488 | Long.: -88.068004 | Datum: NAD 1983

Soil Map Unit Name: Peotone silty clay loam (360A) | NWI classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ◉ No ○

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉	No ○	
Hydric Soil Present?	Yes ◉	No ○	**Is the Sampled Area within a Wetland?** Yes ◉ No ○
Wetland Hydrology Present?	Yes ◉	No ○	

Remarks:
This location satisfies all three criteria and qualifies as wetland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Herb Stratum (Plot size: 5')			
1. Phalaris arundinacea	90	☑ 90.0%	FACW
2. Dipsacus laciniatus	10	☐ 10.0%	UPL
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
6.	0	☐ 0.0%	
7.	0	☐ 0.0%	
8.	0	☐ 0.0%	
9.	0	☐ 0.0%	
10.	0	☐ 0.0%	
	100	= Total Cover	
Woody Vine Stratu (Plot size: 5')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	90	x 2 =	180
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	10	x 5 =	50
Column Totals:	100 (A)		230 (B)

Prevalence Index = B/A = 2.300

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **4 - Morphological Adaptations** [1] **(Provide supporting data in Remarks or on a separate sheet)**
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (Include photo numbers here or on a separate sheet.)
The dominant species is hydrophytic, so the vegetation criterion is satisfied.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SOIL

Sampling Point: X03

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)		%	Redox Features Color (moist)		%	Type[1]	Loc[2]	Texture	Remarks
0-18	10YR	2/1	90	10YR	4/6	10			Silt Loam	
18-20	10YR	5/1	95	10YR	4/6	5			Silty Clay Loam	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining. M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☑ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☑ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ◉ No ○

Remarks:

This profile exhibits hydric soil field indicator F6, Redox Dark Surface, and satisfies the soils criterion.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ○ No ◉ Depth (inches): _____

Water Table Present? Yes ○ No ◉ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ○ No ◉ Depth (inches): _____

Wetland Hydrology Present? Yes ◉ No ○

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

The presence of two secondary wetland hydrology indicators satisfies the hydrology criterion.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 623 E. Algonquin Road | City/County: Palatine/Cook | Sampling Date: 09-Sep-21

Applicant/Owner: Logistics Property Company LLC | State: IL | Sampling Point: **X04**

Investigator(s): Alicia Metzger & Daniel Jablonski | Section, Township, Range: S 33 T 42 R 10

Landform (hillslope, terrace, etc.): Flat | Local relief (concave, convex, none): flat

Slope: 0.0% / 0.0 ° | Lat.: 42.073474 | Long.: -88.065739 | Datum: NAD 1983

Soil Map Unit Name: Markham silt loam (531B) | NWI classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ◉ No ○

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ◉	No ○	
Hydric Soil Present?	Yes ○	No ◉	**Is the Sampled Area within a Wetland?** Yes ○ No ◉
Wetland Hydrology Present?	Yes ○	No ◉	

Remarks:

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30')				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
	0	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15')				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
	0	= Total Cover		
Herb Stratum (Plot size: 5')				
1. Phalaris arundinacea	90	☑	100.0%	FACW
2.	0	☐	0.0%	
3.	0	☐	0.0%	
4.	0	☐	0.0%	
5.	0	☐	0.0%	
6.	0	☐	0.0%	
7.	0	☐	0.0%	
8.	0	☐	0.0%	
9.	0	☐	0.0%	
10.	0	☐	0.0%	
	90	= Total Cover		
Woody Vine Stratu (Plot size: 5')				
1.	0	☐	0.0%	
2.	0	☐	0.0%	
	0	= Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	90	x 2 =	180
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	90 (A)		180 (B)

Prevalence Index = B/A = 2.000

Hydrophytic Vegetation Indicators:

- ☑ **1 - Rapid Test for Hydrophytic Vegetation**
- ☑ **2 - Dominance Test is > 50%**
- ☑ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **4 - Morphological Adaptations** [1] **(Provide supporting data in Remarks or on a separate sheet)**
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Hydrophytic Vegetation Present? Yes ◉ No ○

Remarks: (Include photo numbers here or on a separate sheet.)

The dominant species is hydrophytic, so the vegetation criterion is satisfied.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SOIL

Sampling Point: X04

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-11	10YR 2/1	100					Silty Clay Loam	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining. M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type:

Depth (inches):

Hydric Soil Present? Yes ○ No ◉

Remarks:

The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ○ No ◉ Depth (inches):

Water Table Present? Yes ○ No ◉ Depth (inches):

Saturation Present? (includes capillary fringe) Yes ○ No ◉ Depth (inches):

Wetland Hydrology Present? Yes ○ No ◉

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

The presence of one secondary wetland hydrology indicator is not enough to satisfy the hydrology criterion.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: 623 E. Algonquin Road | City/County: Palatine/Cook | Sampling Date: 02-Sep-21

Applicant/Owner: Logistics Property Company LLC | State: IL | Sampling Point: **X05**

Investigator(s): Alicia Metzger & Daniel Jablonski | Section, Township, Range: S 33 T 42 R 10

Landform (hillslope, terrace, etc.): Flat | Local relief (concave, convex, none): flat

Slope: 0.0% / 0.0 ° | Lat.: 42.072665 | Long.: -88.065847 | Datum: NAD 1983

Soil Map Unit Name: Peotone silty clay loam (330A) | NWI classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes ◉ No ○ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? | Are "Normal Circumstances" present? Yes ◉ No ○

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? | (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ○ No ◉	**Is the Sampled Area within a Wetland?** Yes ○ No ◉
Hydric Soil Present?	Yes ○ No ◉	
Wetland Hydrology Present?	Yes ○ No ◉	

Remarks:
This location fails all three criteria and does not qualify as wetland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species? Rel.Strat. Cover	Indicator Status
Tree Stratum (Plot size: 30')			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Sapling/Shrub Stratum (Plot size:)			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
3.	0	☐ 0.0%	
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
	0	= Total Cover	
Herb Stratum (Plot size:)			
1. Phalaris arundinacea	40	☑ 40.0%	FACW
2. Carex bicknellii	40	☑ 40.0%	FACU
3. Setaria faberi	20	☑ 20.0%	FACU
4.	0	☐ 0.0%	
5.	0	☐ 0.0%	
6.	0	☐ 0.0%	
7.	0	☐ 0.0%	
8.	0	☐ 0.0%	
9.	0	☐ 0.0%	
10.	0	☐ 0.0%	
	100	= Total Cover	
Woody Vine Stratu (Plot size:)			
1.	0	☐ 0.0%	
2.	0	☐ 0.0%	
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of dominant Species That Are OBL, FACW, or FAC: 33.3% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	40	x 2 =	80
FAC species	0	x 3 =	0
FACU species	60	x 4 =	240
UPL species	0	x 5 =	0
Column Totals:	100 (A)		320 (B)

Prevalence Index = B/A = 3.200

Hydrophytic Vegetation Indicators:

- ☐ **1 - Rapid Test for Hydrophytic Vegetation**
- ☐ **2 - Dominance Test is > 50%**
- ☐ **3 - Prevalence Index is ≤3.0** [1]
- ☐ **4 - Morphological Adaptations** [1] **(Provide supporting data in Remarks or on a separate sheet)**
- ☐ **Problematic Hydrophytic Vegetation** [1] **(Explain)**

[1] **Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.**

Hydrophytic Vegetation Present? Yes ○ No ◉

Remarks: (Include photo numbers here or on a separate sheet.)
Less than 50% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied.

*Indicator suffix = National status or professional decision assigned because Regional status not defined by FWS.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SOIL

Sampling Point: X05

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0+								

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining. M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Muck Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils [3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ○ No ◉

Remarks:

The soil in this location was too dry to retrieve and could not be classified. Based on this information and the vegetation and hydrology indicators, this soil does not satisfy the soils criterion.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ○ No ◉ Depth (inches): _____

Water Table Present? Yes ○ No ◉ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ○ No ◉ Depth (inches): _____

Wetland Hydrology Present? Yes ○ No ◉

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Neither primary nor secondary wetland hydrology indicators were observed, so the hydrology criterion is not satisfied.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX II

REPRESENTATIVE PHOTOGRAPHS

PHOTO 1

09/09/2021

View of Area 1 from Data Point X03 facing northwest.

PHOTO 2

09/09/2021

View of Area 1 facing southeast.

PHOTO 3

09/09/2021

View of Area 1 facing northwest.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PHOTO 4

09/09/2021

View of the area at Data Point X01 facing south.

PHOTO 5

09/09/2021

View of the area at Data Point X02 facing east.

PHOTO 6

09/09/2021

View of the area at Data Point X04 facing south.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PHOTO 7

09/09/2021

View of the area at Data Point X05 facing north.

PHOTO 8

09/09/2021

View of the subject property from the east property boundary facing west.

PHOTO 9

09/09/2021

View of the subject property from the southeast corner of the site facing northwest.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PHOTO 10

09/09/2021

View of the off-site wetland south of the subject property facing west.

PHOTO 11

09/09/2021

View of the off-site wetland south of the subject property facing south.

PHOTO 12

09/09/2021

View of the subject property and the off-site wetland to the south facing west.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX III

REGULATORY INFORMATION

REGULATORY REQUIREMENTS

U.S. ARMY CORPS OF ENGINEERS

Pursuant to Section 404 of the Clean Water Act, the U. S. Army Corps of Engineers (USACE) has jurisdiction over the placement of fill or dredged material in all jurisdictional waters of the United States. As of September 10, 2021 USACE jurisdictional determinations are being conducted in accordance with the 2008 USACE Guidance "Clean Water Act Jurisdiction Following the U.S. Supreme Court Decision in *Rapanos v. United States & Carabell v. United States"* (Rapanos Guidance). Under the Rapanos Guidance, the following areas qualify as "Waters of the US" subject to USACE jurisdiction:

- Traditional navigable waters (TNW);
- Wetlands adjacent to traditional navigable waters;
- Non-navigable tributaries of traditional navigable waters that are relatively permanent (RPW), (i.e., tributaries that flow year round of have continuous flow at least seasonally);
- Wetlands that directly abut such tributaries;

Jurisdiction over the following areas will be based on a fact-specific analysis to determine whether they have a "significant nexus" with a traditional navigable water:

- Non-navigable tributaries that do not typically flow year-round or have continuous flow at least seasonally;
- Wetlands adjacent to such tributaries;
- Wetlands adjacent to but that do not directly abut a relatively permanent non-navigable tributary.

A significant nexus evaluation assesses the flow characteristics and functions of the tributary itself and the functions performed by all wetlands adjacent to the tributary to determine, if in combination, they significantly affect the chemical, physical and biological integrity of downstream traditional navigable waters, considering both hydrologic and ecologic factors.

Areas which generally do not qualify as jurisdictional "Waters of the United States" include:

- Swales or erosional feature;
- Ditches, including roadside ditches, excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water.

A Section 404 permit must be obtained before placing any fill material within a jurisdictional area. General permits, including nationwide and regional permits, are designed to expedite the processing of permits for minor non-controversial projects that are similar in nature and of minimal environmental impact. 52 nationwide permits (NWPs) became effective on March 19, 2017, and will expire on March 18, 2022. On January 13, 2021, the USACE reissued and modified 12 previous NWPs, issued 4 new NWPs, and reissued general conditions and definitions. The 16 NWPs went into effect on March 15, 2021 and will expire on March 14, 2026.

Within the boundaries of the Chicago District, USACE, 20 NWPs were revoked and replaced with the Regional Permit Program (RPP), which were reissued on April 1, 2017 and revised on January 10, 2020.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

The current Regional Permits will expire on April 1, 2022. Category I RPPs will generally authorize impacts of 0.50 acres or less. Category II RPPs will authorize impacts of between 0.50 acres and 1.0 acre. Any projects proposing impacts to High Quality Aquatic Resources will be processed under Category II. Compensatory wetland mitigation, at a ratio of 1.5:1, is required for all projects that impact more than 0.10 acre. Mitigation for impacts to High Quality Aquatic Resources typically is required at a higher ratio (generally 3:1 or greater).

High Quality Aquatic Resources (HQARs) are aquatic areas considered to be regionally critical due to their uniqueness, scarcity, and/or value, and other wetlands considered to perform functions important to the public interest, as defined in 33 CFR 320.4(b)(2). These resources include Advanced Identification (ADID) sites, bogs, ephemeral pools, fens, forested wetlands, sedge meadows, seeps, streams rated Class A or B in the Illinois Biological Stream Characterization study, streamside marshes, wet prairies, wetlands supporting Federal or Illinois endangered or threatened species, and wetlands with a floristic quality index of 20 or greater, or mean C-value of 3.5 or greater. These areas generally are regarded as unsuitable for dredge or fill activities. See Appendix IV for definitions of the wetland types, and criteria used to evaluate the presence of HQARs during wetland delineations.

Wetland impacts greater than 1.0 acre will require authorization under an individual permit (IP), which requires greater scrutiny of the proposed project by the USACE and other concerned government agencies, and a comment period from the general public.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Cook County Requirements

On May 7, 2020, the Metropolitan Water Reclamation District (MWRD) amended the Watershed Management Ordinance (WMO) which will regulate isolated wetlands and isolated "waters" within Cook County. The WMO requires a Watershed Management Permit from MWRD or an authorized municipality for any proposed impacts to isolated wetlands, wetland buffers and/or riparian environments resulting from regulated development activities.

Isolated Wetlands

Impacts to isolated wetlands of Cook County that are equal to or exceed 0.10 acre will require compensatory mitigation based on the quality of the area. Mitigation at a ratio of 1.5:1 is required for impacts to Standard Isolated Wetlands (SIW) and mitigation at a ratio of 3:1 is required for impacts to High Quality Isolated Wetlands (HQIW).

The following isolated wetland areas are exempt from the wetland requirements of the WMO:

A) Wetlands in roadside ditches created by excavation in upland areas;

B) Wetlands created by excavation or by other unfinished development activities in upland areas;

C) Wetlands created by artificial hydrology including, but not limited to, irrigation or detention facility outlets which would revert to upland areas if irrigation were to cease;

D) Wetlands created by the construction of stormwater facilities in upland areas, provided that the facility was not created for the purpose of wetland mitigation; and

E) Wetlands created by the construction of ponds in upland areas.

Wetland delineation reports and investigations that identify isolated wetlands or waters of Cook County will require an on-site field verification by MWRD or an authorized municipality. A list of Authorized Municipalities will be provided by MWRD when the list is completed.

Buffers

Wetland buffers for isolated wetlands of Cook County shall be determined according to the functions of the wetland. Minimum isolated wetland buffer widths shall be as follows:

A) Thirty (30) feet from the boundary of standard isolated wetlands greater than or equal to one-tenth of an acre (0.10 acre) and less than one-half of an acre (0.5 acre) in area;

B) Fifty (50) feet from the boundary of standard isolated wetlands greater than or equal to one-half of an acre (0.5 acre) in area; or

C) One-hundred (100) feet from the boundary of high quality isolated wetlands.

The wetland buffer width for isolated wetlands of Cook County may be varied to a minimum of the greater of one-half the required buffer width or 30 feet, upon approval of either MWRD or an authorized

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

municipality. Impacts to buffer areas shall be mitigated through the replacement or enhancement of impacted buffer functions.

Riparian Environments

Based on the WMO, a riparian environment is defined as:

"The vegetated area between aquatic and upland ecosystems adjacent to a waterway or body of water that provides flood management, habitat, and water quality enhancement or other amenities dependent upon the proximity to water."

Any developments involving riparian environments shall identify the boundaries of those riparian environments. The Riparian Environment Determination is as follows:

A) For any Jurisdictional Waters of the U.S. that does not qualify as a wetland, the riparian environment shall be fifty (50) feet from the Ordinary High Water Mark (OHWM).

B) For any isolated Waters that do not qualify as a wetland, the riparian environment shall be thirty (30) feet from the Ordinary High Water Mark (OHWM).

C) For any Jurisdictional Waters of the U.S. or for any Isolated Waters that does not qualify as a wetland identified as a Biologically Significant Stream (BSS), the riparian environment shall be one-hundred (100) feet from the Ordinary High Water Mark (OHWM).

The following Isolated Waters of Cook County are not considered to be riparian environments and shall be exempt from the riparian environment requirements of the WMO:

A) Roadside ditches created by excavation for the purposes of stormwater conveyance;

B) Channels or bodies of water created by unfinished development activities; or,

C) Channels or bodies of water created by the construction of stormwater facilities for the purposes of stormwater management.

Proposed adverse impacts to a riparian environment will require approval from MWRD or an authorized municipality. Mitigation will also be required for adverse impacts or modification to the existing functions of a riparian environment.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX IV

DELINEATION METHODS AND FLORISTIC ANALYSIS

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

WETLAND DELINEATION METHODS

The site was field-inspected and plant species lists were recorded to document the vegetation types present. A wetland indicator status is assigned to each plant species based on a regional list published by the U.S. Army Corps of Engineers in 2016. The categories are based on the estimated probability that a species would be naturally encountered in a wetland. Under the *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region*, the area is considered to be dominated by hydrophytic vegetation and representative of a wetland plant community by one of two methods, the dominance test or the prevalence index. The dominance test is satisfied if greater than 50% of the dominant plant species in a given area have a wetland indicator status of FAC, FACW, or OBL. The prevalence index assigns a numeric value to the wetland indicator status, and uses a weighted-average of the wetland indicator status of all plant species present in the sampling area. A wetland plant community is present if the prevalence index is less than 3.0.

Plant Wetland Indicator Status Categories

Indicator Category	Symbol	Indicator Definition
Obligate Wetland Plants	OBL	Plants that occur almost always (estimated probability greater than 99%) in wetlands under natural conditions, but which may also occur rarely in non-wetlands.
Facultative Wetland Plants	FACW	Plants that usually occur in wetlands (estimated probability 67% to 99%), but occasionally are found in non-wetlands.
Facultative Plants	FAC	Plants with a similar likelihood (estimated probability 33% to 67%) of occurring in both wetlands and non-wetlands.
Facultative Upland Plants	FACU	Plants that usually occur in non-wetlands (estimated probability 67% to 99%) but occasionally are found in wetlands.
Obligate Upland Plants	UPL	Plants that occur almost always (estimated probability greater than 99%) in non-wetlands under natural conditions, but which may also occur rarely in wetlands.

In addition to being dominated by hydrophytic vegetation, each suspect wetland must also exhibit hydric soils and wetland hydrology. As defined in the Federal Register (*Federal Register, Volume 59*: July 13, 1994), "A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part." According to the National Technical Committee for Hydric Soils, documentation of the presence or absence of a hydric soil can only be determined through on-site investigation, not strictly by its classification of an area on soil survey maps. Soils are identified as hydric in the field if they possess certain indicators, as defined in the *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region.* These field indicators are a regionally specific subset of the field indicators described in the *Field Indicators of Hydric Soils in the United States* (Version 8.0; NRCS, 2016). The absence of a field indicator in a soil does not exclude that soil from being classified as hydric. Soil series, soil color, the presence of mottling or gleying, and depth to water table are

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

determined and recorded in the field. These features, when present, may indicate a hydric soil when hydric soil field indicators are absent.

Determinations of hydrology are based on observations wetland hydrology indicators. There are two types of indicators, primary indicators and secondary indicators. A determination of wetland hydrology requires the presence of one primary indicator or two secondary indicators. Hydrology indicators are placed into four groups, these being observations of surface water or saturated soils, evidence of recent inundation, evidence of recent soil saturation, or evidence of other site conditions or data. A listing of the wetland hydrology indicators is provided in the table below.

Indicator	Category	
	Primary	Secondary
Group A – Observation of Surface Water or Saturated Soils		
A1 – Surface water	X	
A2 – High water table	X	
A3 – Saturation	X	
Group B – Evidence of Recent Inundation		
B1 – Water marks	X	
B2 – Sediment deposits	X	
B3 – Drift deposits	X	
B4 – Algal mat or crust	X	
B5 – Iron deposits	X	
B7 – Inundation visible on aerial imagery	X	
B8 – Sparsely vegetated concave surface	X	
B9 – Water-stained leaves	X	
B13 – Aquatic fauna	X	
B14 – True aquatic plants	X	
B6 – Surface soil cracks		X
B10 – Drainage patterns		X
Group C – Evidence of Current or Recent Soil Saturation		
C1 – Hydrogen sulfide odor	X	
C3 – Oxidized rhizospheres along living roots	X	
C4 – Presence of reduced iron	X	
C6 – Recent iron reduction in tilled soils	X	
C7 – Thin muck surface	X	
C2 – Dry-season water table		X
C8 – Crayfish burrows		X
C9 – Saturation visible on aerial imagery		X
Group D – Evidence from Other Site Conditions or Data		
D9 – Gauge or well data	X	
D1 – Stunted or stressed plants		X
D2 – Geomorphic position		X
D5 – FAC-neutral test		X

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

FLORISTIC QUALITY ASSESSMENT

Plant communities of the site were evaluated with the Floristic Quality Assessment (FQA) methodology, a widely-used technique used for rapid assessment of the floristic quality in a defined area or plant community. In using FQA, the presence of each plant species is recorded, generating a species inventory. This inventory is entered into computer software that was used to generate the species lists used in this report. Floristic quality calculations are also generated that provides a compilation of various floristic quality data, resulting in a determination of the floristic quality of the subject area.

The floristic quality data for an area partially indicates its quality as a natural area (i.e., relative to known or perceived pre-settlement or disturbance conditions). One indicator of the degree of disturbance or floristic quality in an area is the calculated Native Floristic Quality Index (Native FQI). A high Native FQI value indicates a high-quality natural area, but how high the Native FQI must be for an area to be of high quality is a subjective determination. In general, a wetland (or other defined area) with a Native FQI greater than 20.00 from a single observation may be considered a moderately high quality plant community. These areas have a high potential for containing more conservative or high-quality plant species. Therefore, adverse impacts to such areas, especially wetlands and subsequent proposals for compensatory mitigation, may be scrutinized carefully by the regulatory agencies.

A high number of native species with high coefficients of conservatism "C" (a subjective measure of quality based on habitat specificity and relative tolerance to disturbance; weedy species are highly disturbance tolerant, and are ranked lower) will result in a high Native FQI. The C value is based on the relative rarity of a species and/or the resiliency of a species following disturbance. Coefficients of conservatism for native plant species range from 0 for common, weedy species to 10 for rare, highly conservative species. Adventive species are not assigned a C value. Adventive species are non-native species that have entered the Chicago region since European settlement. These species generally do not lend themselves to increased floristic quality, but instead appear after a disturbance. Thus, a high proportion of these species in a given area or community may be an indication of a lower quality plant community.

The wetness coefficient (W, ranging from -5 to +5) refers to the corresponding wetland indicator status (e.g., OBL = obligate wetland species, -5; FAC = facultative species, 0; UPL = upland species, +5) for U.S. Fish and Wildlife Service Region 3 (Illinois, Michigan, Indiana, Missouri, Iowa, Wisconsin, and Minnesota). A wetland indicator status noted in brackets (e.g., [FACW]) is a modification of the Region 3 indicator status to apply locally in the 22-county Chicago region covered by *Plants of the Chicago Region*. The Wetness coefficient is useful in evaluating the general "wetness" affinity of a sampled plant community. If the average indicator status among all species present is in the FAC, FACW, or OBL classes, then the plant community may be considered hydrophytic.

HIGH QUALITY AQUATIC RESOURCES

U.S. Army Corps of Engineers, Chicago District Regional Permit Program

High Quality Aquatic Resources (HQARs) include Advanced Identification (ADID) sites (mapped in Kane, Lake and McHenry Counties), bogs, dune and swale complexes, ephemeral pools, fens, forested wetlands, sedge meadows, seeps, streams rated Class A or B in the Illinois Biological Stream Characterization study, wet prairies, wetlands supporting Federal or Illinois endangered or threatened species, and wetlands with a floristic quality index of 20 or greater, or mean C-value of 3.5 or greater. These definitions are listed below. If a given wetland meets one or more of these definitions, that wetland is considered a HQAR and a Category II Regional Permit or Individual Permit is required.

Advanced Identification (ADID) sites: Aquatic sites that have been identified by the Chicago District and U.S. Environmental Protection Agency, in advance of specific permit requests, as areas generally unsuitable for the disposal of dredged or fill material, because of a variety of factors, including high floristic values, water quality or storage functions, or similar wetland functions performed at elevated levels. ADID sites include various Waters of the U.S., including wetlands. An ADID map for the subject property is included with this report as Figure 3.

Bog: A low nutrient peatland, usually in a glacial depression, that is acidic in the surface stratum and often dominated at least in part by the genus *Sphagnum*.

Dune and Swale Complex: Areas usually parallel to the Lake Michigan shoreline and typified by sandy, linear, upland ridges alternating with low-relief wetland created over time during changes in the Lake Michigan's water levels.

Ephemeral pool: A seasonally inundated depression within a forested wetland or upland community, usually located on a moraine, glacial outwash plain, or in an area shallow to bedrock; also known locally as a "vernal pool." These areas may not be permanently vegetated.

Fen: A peatland, herbaceous (including calcareous floating mats) or wooded, with calcareous groundwater flow.

Forested wetland: A wetland dominated by native woody vegetation with at least one of the following species or genera present: *Carya* spp., *Cephalanthus occidentalis*, *Cornus alternifolia*, *Fraxinus nigra*, *Juglans cinerea*, *Nyssa sylvatica*, *Quercus* spp., *Thuja occidentalis, Betula nigra, Betula alleghaniensis, Betula papyrifera, Fagus grandifolia.*.

Sedge meadow: A wetland dominated by at least one of the following genera: *Carex*, *Calamagrostis*, *Cladium*, *Deschampsia*, *Eleocharis*, *Rynchospora*, *Scleria*, or *Eriophorum*.

Seep: A wetland, herbaceous or wooded, with saturated soil or inundation resulting from the diffuse flow of groundwater to the surface stratum. [Seeps typically occur on slopes because of blocked vertical infiltration.]

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Streams rated A or B in the Illinois Biological Stream Characterization study: The historical Class A and B rating system was replaced with the new Illinois Department of Natural Resources stream classification system that can be found at:
https://www.dnr.illinois.gov/conservation/BiologicalStreamratings/Pages/default.aspx

Wet prairie: A wetland dominated by native graminoid species with a diverse indigenous forb component that is seasonally saturated and/or temporarily inundated and may resemble a fen in its best development. Species found in a high quality wet prairie include at least one of the following: *Calamagrostis canadensis*, *Spartina pectinata*, *Aster puniceus firmus*, *Beckmannia syzigachne*, *Chelone glabra*, *Eleocharis wolfii*, *Lysimachia quadrifolia*, *Oenothera perennis*, *Oenothera pilosella*, *Pedicularis lanceolata*, and *Solidago ohioensis*.

Wetlands Supporting Federal or Illinois Endangered or Threatened Species: An Agency Action Report is routinely requested from the Illinois Department of Natural Resources (IDNR) and from the U.S. Fish and Wildlife Service (USFWS) for wetland delineations. These reports indicate the likelihood of listed species (that is, those species considered legally protected as threatened or endangered) being found near or on a subject property, or possible encroachment into protected natural area reserves. If a listed species record is indicated for the site, an endangered and threatened species investigation may be required to evaluate the actual presence or absence of the species in question. This inquiry is preliminary and does not preclude the presence of otherwise unrecorded listed species.

Wetlands with a Floristic Quality Index of 20 or greater or a mean C-value of 3.5 or greater: Plant species inventories collected during wetland delineations are used to generate floristic quality values using the Floristic Quality Assessment method published in *Plants of the Chicago Region* (Swink and Wilhelm, 1994). These tables are included in this report for each of the areas identified as wetland.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

STREAM CLASSIFICATION
WITHIN THE CHICAGO DISTRICT

The historical Class A and B rating system was replaced with the new Illinois Department of Natural Resources stream classification system that can be found at:

https://www.dnr.illinois.gov/conservation/BiologicalStreamratings/Pages/default.aspx

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX V

THREATENED & ENDANGERED SPECIES INFORMATION

EcoCAT
Ecological Compliance Assessment Tool

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Applicant: V3 Companies
Contact: Alicia Metzger
Address: 7325 Janes Ave.
Woodridge, IL 60517

IDNR Project Number: 2205228
Date: 09/16/2021
Alternate Number: 210682

Project: 623 E. Algonquin Road
Address: 623 E. Algonquin Road, Palatine

Description: The project proposes to develop the parcel with a commercial building.

Natural Resource Review Results

Consultation for Endangered Species Protection and Natural Areas Preservation (Part 1075)

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Northern Harrier *(Circus cyaneus)*
Short-Eared Owl *(Asio flammeus)*
Yellow-Headed Blackbird *(Xanthocephalus xanthocephalus)*

An IDNR staff member will evaluate this information and contact you to request additional information or to terminate consultation if adverse effects are unlikely.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:
42N, 10E, 33

IL Department of Natural Resources Contact
Adam Rawe
217-785-5500
Division of Ecosystems & Environment

Government Jurisdiction
IL Environmental Protection Agency
Bureau of Water Quality
1021 N Grand Ave East PO Box 19276
Springfield, Illinois 62794

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

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Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

JB Pritzker, Governor
Colleen Callahan, Director

September 17, 2021

Alicia Metzger
V3 Companies
7325 Janes Ave.
Woodridge, IL 60517

RE: 623 E. Algonquin Road
Project Number(s): 2205228 [210682]
County: Cook

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Adam Rawe

Adam Rawe
Division of Ecosystems and Environment
217-785-5500

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

U.S. FISH AND WILDLIFE SERVICE: SECTION 7 CONSULTATION

Project: 623 E. Algonquin Road, Palatine, Cook County, Illinois (#210682)

Analysis conducted by: Alicia Metzger, V3 Companies, September 16, 2021

Site Description: The subject property consists of mowed turf grass.

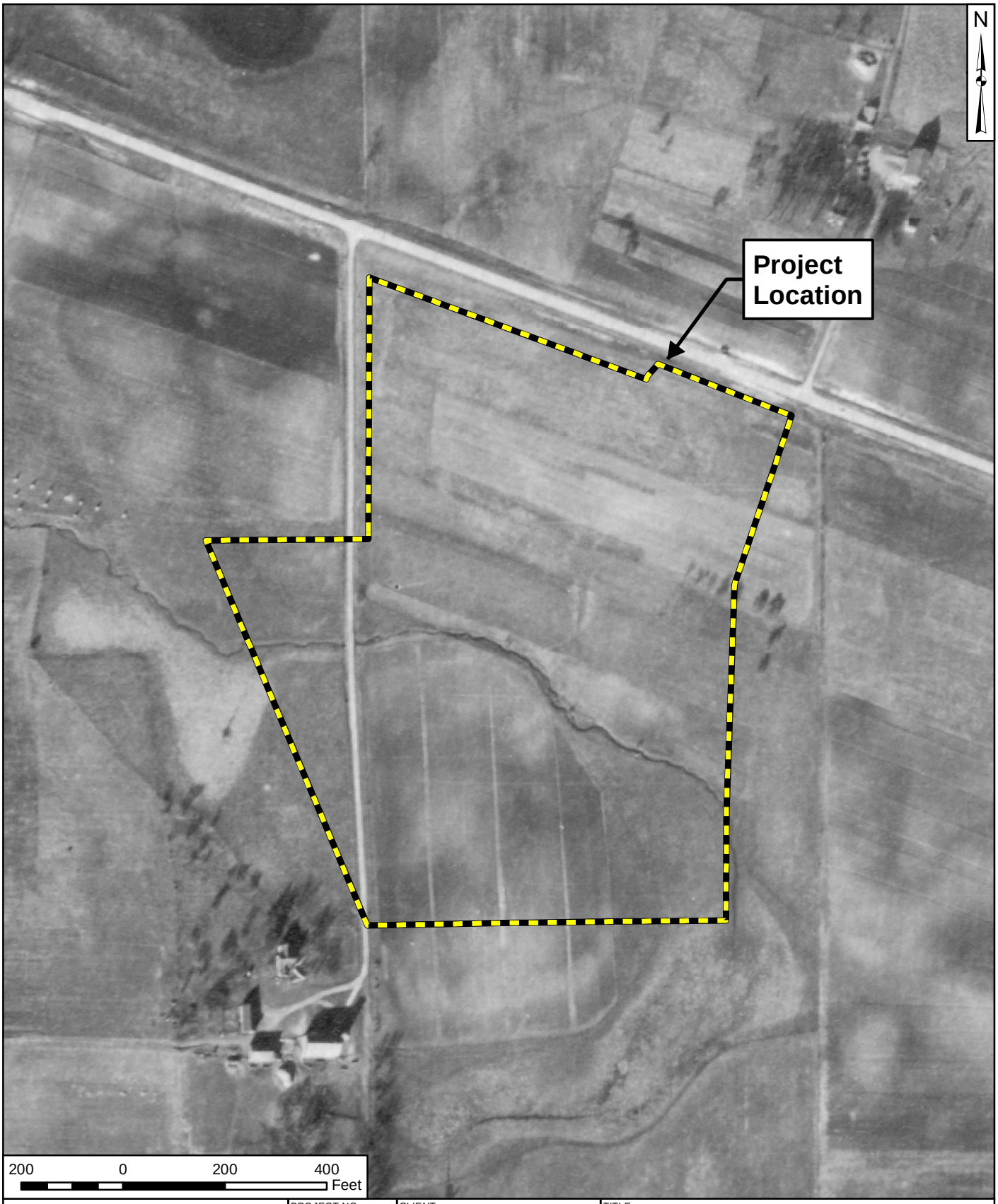
SPECIES	STATUS	HABITAT	SUITABLE HABITAT PRESENT?	CONCLUSION
Rattlesnake-master borer moth (*Papaipema eryngii*)	Candidate	Undisturbed prairie and woodland openings containing their only food source, rattlesnake-master (*Eryngium yuccifolium*).	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Eastern massasauga (*Sistrurus catenatus*)	Threatened	Wet areas including wet prairies, fens, sedge meadows, peatlands, open woodlands, shrublands, marshes, and low areas along rivers and lakes.	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Eastern prairie fringed orchid (*Platanthera leucophaea*)	Threatened	Moderate to high quality wetlands, sedge meadows, marsh and mesic to wet prairie communities	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Mead's milkweed (*Asclepias meadii*)	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow and glades or barrens with thin soil	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Prairie bush clover (*Lespedeza leptostachya*)	Threatened	Dry to mesic prairies with gravelly soils.	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Rufa Red knot (*Calidris canutus rufa)*	Threatened	Coastal areas and large wetland complexes during migratory window of May 1-September 30	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Northern long-eared bat (*Myotis septentrionalis*)	Threatened Key to 4(d) Rule	Small crevices and cavities in caves, mines, and under the bark of dead and live trees.	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Piping plover (*Charadrius melodus*)	Endangered	Lakeshore beaches along Lake Michigan.	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Hine's emerald dragonfly (*Somatochlora hineana*)	Endangered	Spring fed wetlands, wet meadows, and marshes within the Designated Critical Habitat areas.	No, suitable habitat is not present. The subject property consists of mowed turf grass not within Designated Critical Habitat.	Species and habitat not present. No further consultation is required.
Leafy-prairie clover (*Dalea foliosa*)	Endangered	Prairie remnants with thin soil over limestone along the Des Plaines River.	No, suitable habitat is not present. The subject property consists of mowed turf grass.	Species and habitat not present. No further consultation is required.
Rusty patched bumble bee (*Bombus affinis*)	Endangered	Grasslands with flowering plants from April – October, underground rodent cavities or clumps of grasses above ground as nesting sites and undisturbed soil for hibernating queens to overwinter; High Potential Zones	No, suitable habitat is not present. The subject property consists of mowed turf grass and is not within High Potential Zone.	Species and habitat not present. No further consultation is required.

Conclusion: Species and critical habitat are not present. No further consultation is required.

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

APPENDIX VI

HISTORICAL SITE INFORMATION



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

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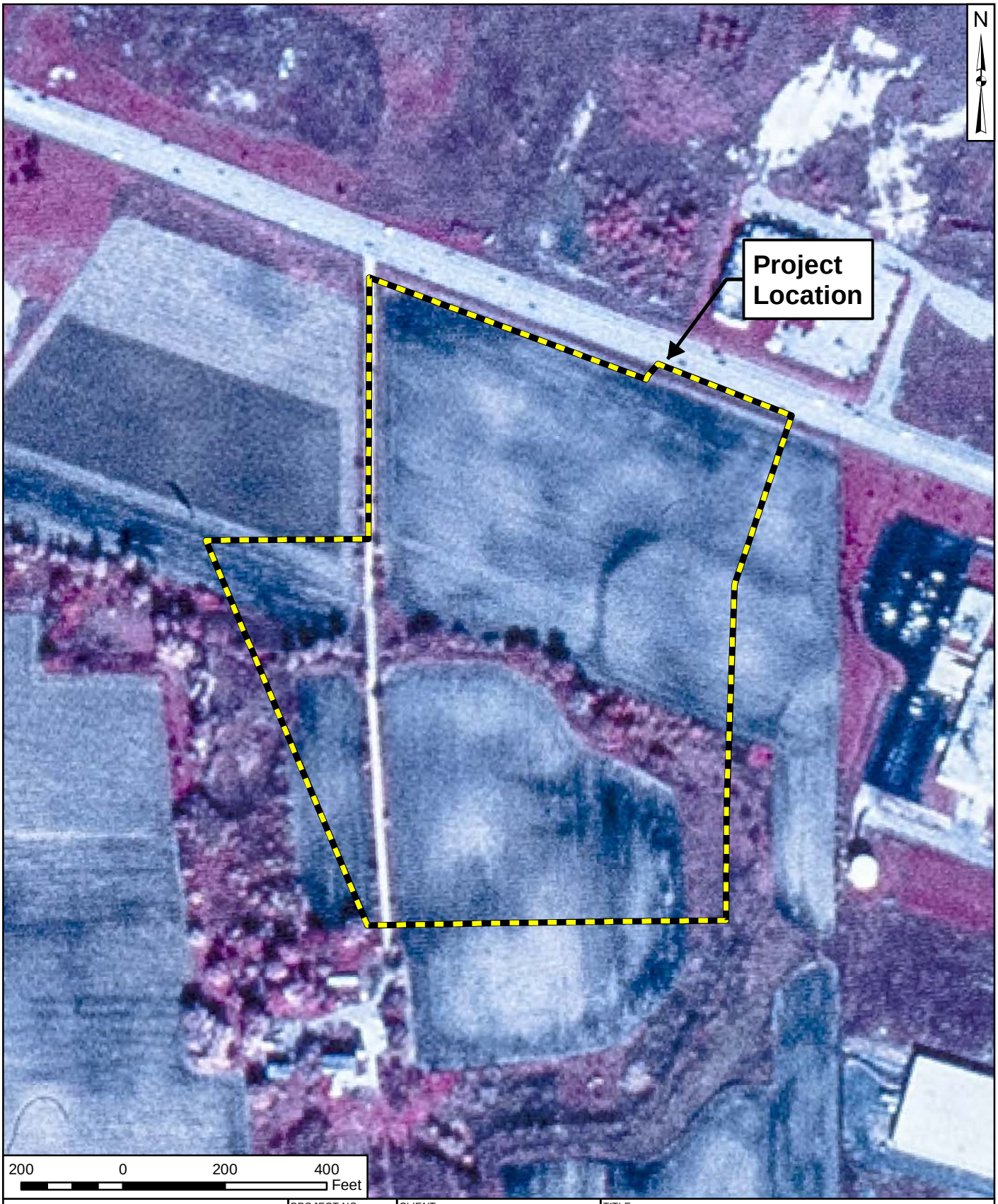
PROJECT NO.:	210682
CREATED BY:	AMM
DATE:	09/09/2021
SCALE:	See Scale Bar
CLIENT:	Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606
BASE LAYER:	ISGS Historical Aerial Imagery (1939)
TITLE:	**HISTORICAL AERIAL IMAGERY (1939)**
SITE:	623 E. Algonquin Road Palatine, Illinois
FIGURE:	A

J:\2021\210682\NR\Historical\FIGAhist210682.mxd

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 210682 CREATED BY: AMM	CLIENT: Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606	TITLE: **HISTORICAL AERIAL IMAGERY (1980)**	
	DATE: 09/09/2021	BASE LAYER: NAPP Historical Aerial Imagery (1980)	SITE: 623 E. Algonquin Road Palatine, Illinois	FIGURE: B
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC, One N. Wacker Dr., Ste 1925, Chicago, Illinois 60606	TITLE: **HISTORICAL AERIAL IMAGERY (1988)**	
CREATED BY: AMM			
DATE: 09/09/2021	BASE LAYER: NAPP Historical Aerial Imagery (1988)	SITE: 623 E. Algonquin Road, Palatine, Illinois	FIGURE: C
SCALE: See Scale Bar			

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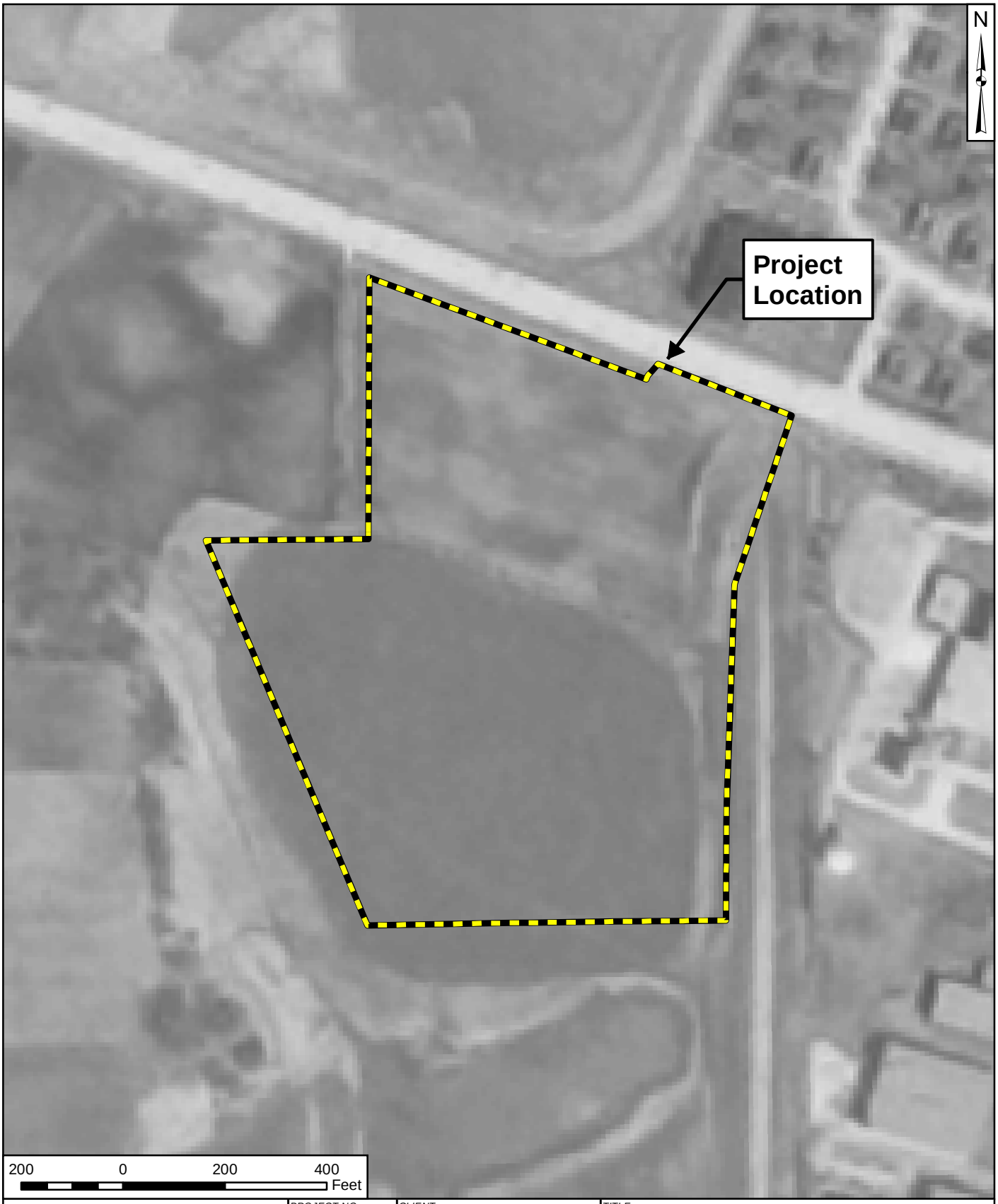
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC, One N. Wacker Dr., Ste 1925, Chicago, Illinois 60606	TITLE: **HISTORICAL AERIAL IMAGERY (1993)**	
CREATED BY: AMM			
DATE: 09/09/2021	BASE LAYER: NAPP Historical Aerial Imagery (1993)	SITE: 623 E. Algonquin Road, Palatine, Illinois	FIGURE: D
SCALE: See Scale Bar			

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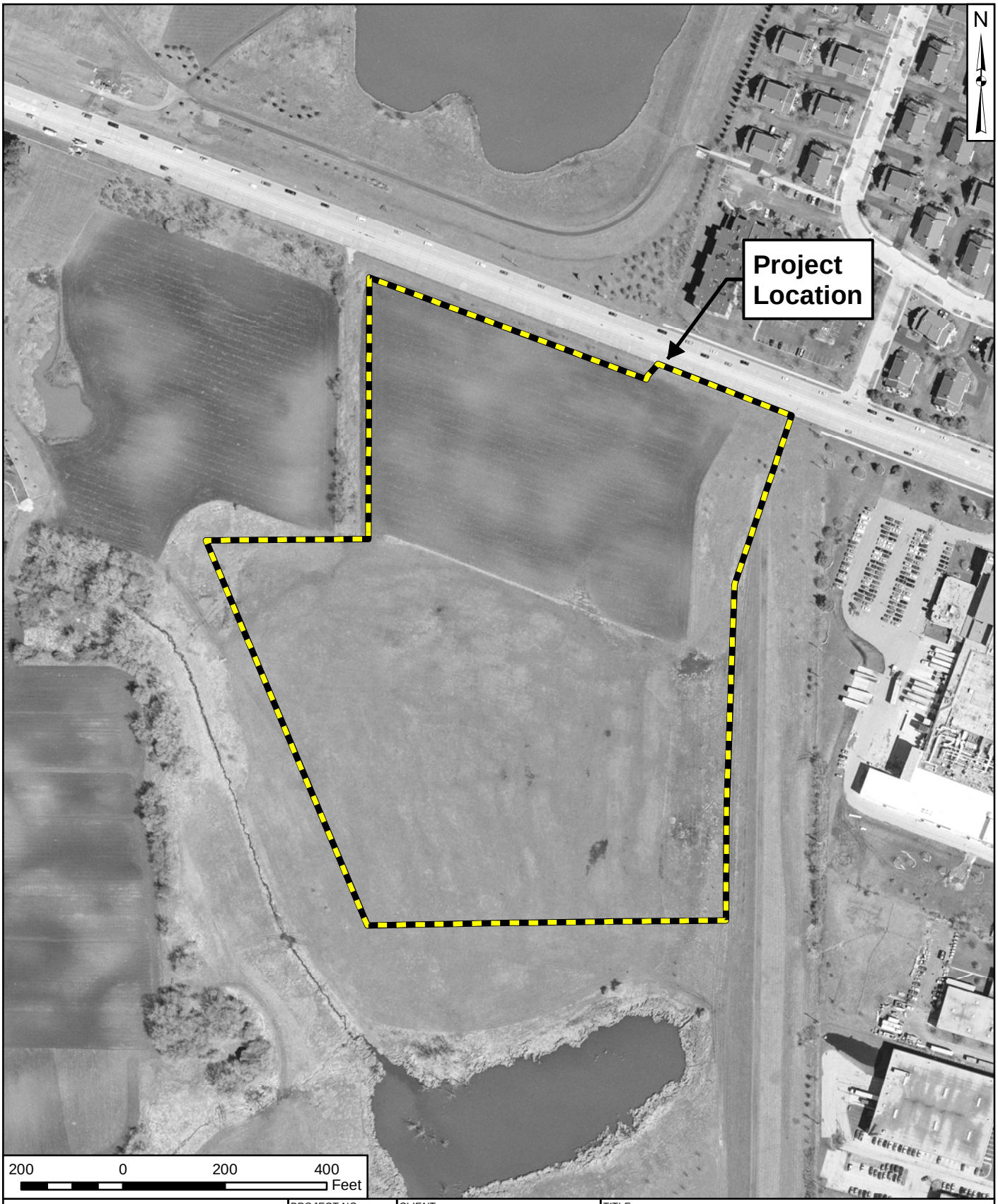

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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PROJECT NO.:	210682
CREATED BY:	AMM
DATE:	09/09/2021
SCALE:	See Scale Bar
CLIENT:	Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606
BASE LAYER:	Cook County Aerial Imagery (1998)
TITLE:	**HISTORICAL AERIAL IMAGERY (1998)**
SITE:	623 E. Algonquin Road Palatine, Illinois
FIGURE:	E

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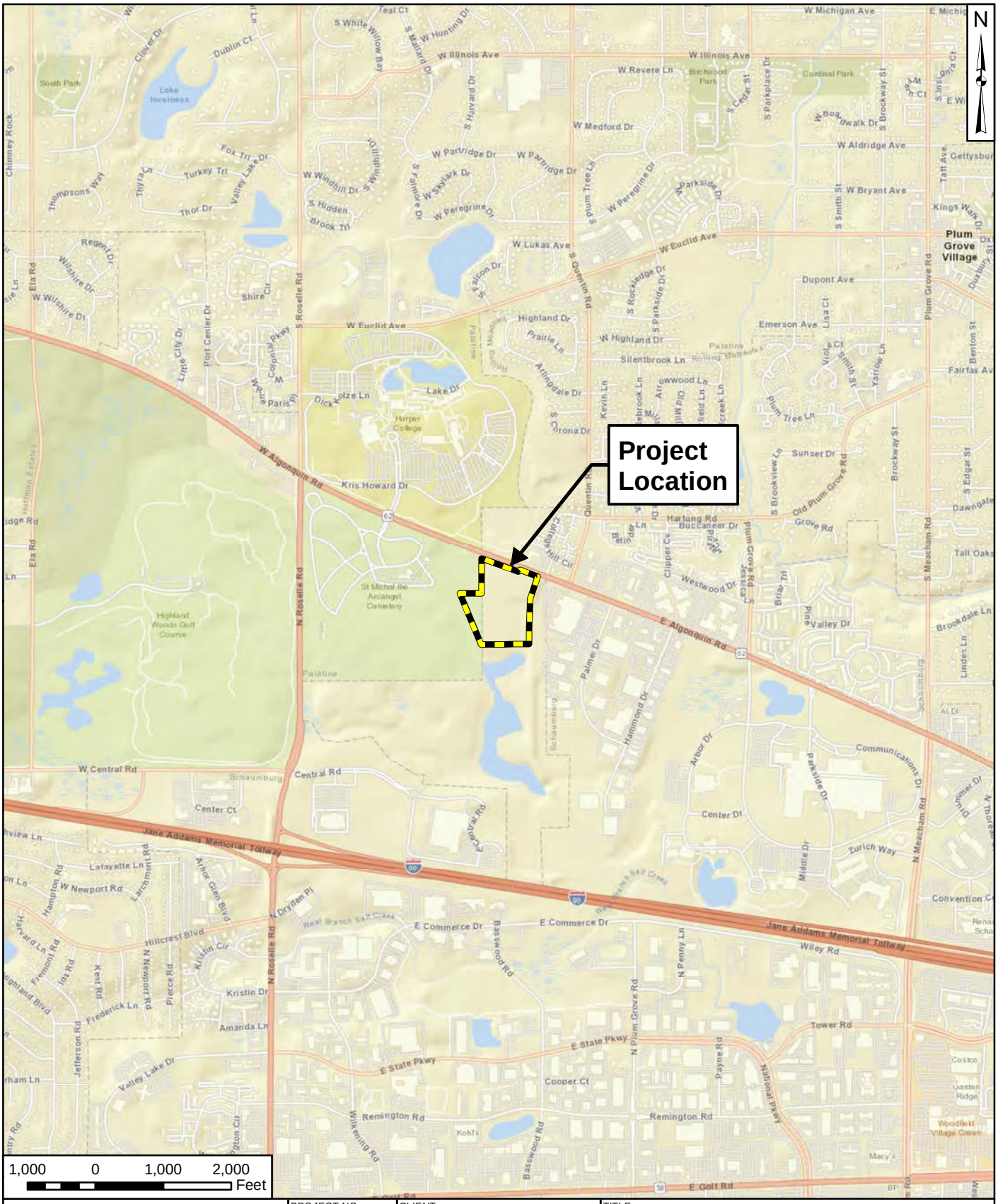
FIGURES



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606	TITLE: **PROJECT LOCATION**	
	CREATED BY: AMM			
	DATE: 09/08/2021	BASE LAYER: ESRI World Street Map	SITE: 623 E. Algonquin Road Palatine, Illinois	FIGURE: 1
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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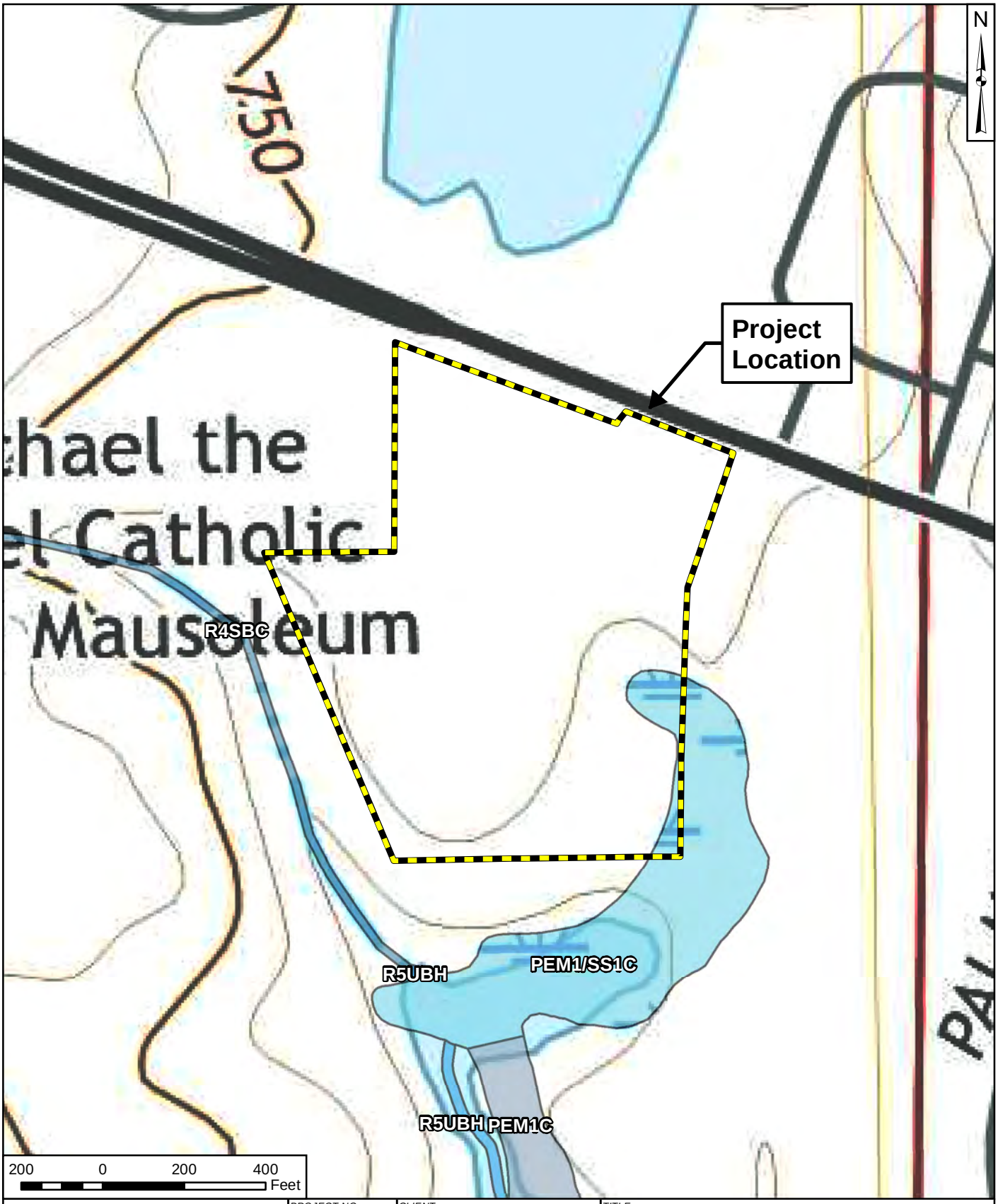
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606	TITLE: **NATIONAL WETLANDS INVENTORY (NWI)**	
	CREATED BY: AMM			
	DATE: 09/08/2021	BASE LAYER: USGS Topographic Map Palatine Quadrangle (2021)	SITE: 623 E. Algonquin Road Palatine, Illinois	FIGURE: 2
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	SCALE: See Scale Bar			

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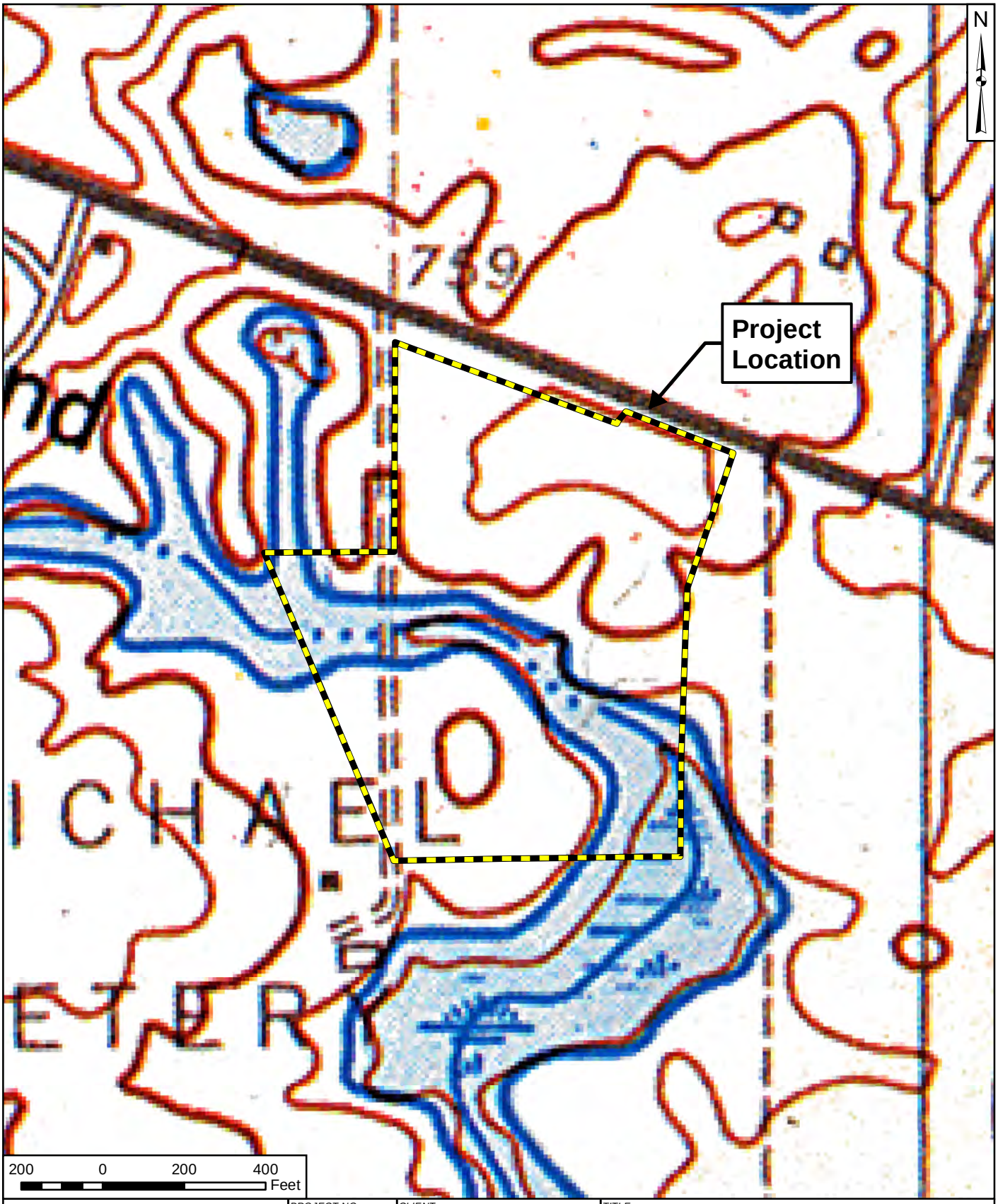
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



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PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC, One N. Wacker Dr., Ste 1925, Chicago, Illinois 60606	TITLE: **USGS HYDROLOGIC ATLAS**	
CREATED BY: AMM			
DATE: 09/08/2021	BASE LAYER: USGS Hydrologic Atlas Palatine Quadrangle (1965)	SITE: 623 E. Algonquin Road, Palatine, Illinois	FIGURE: 3
SCALE: See Scale Bar			

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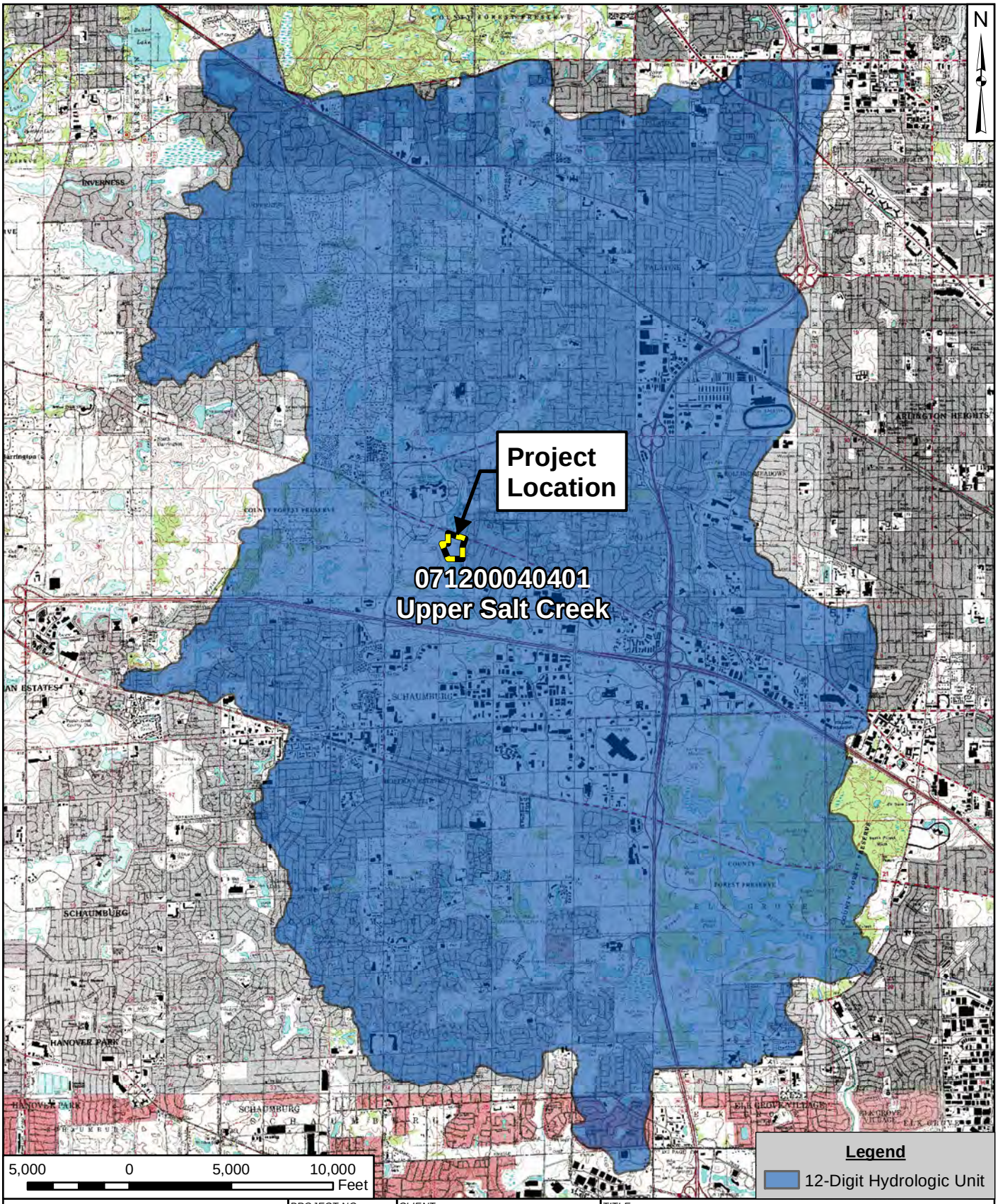
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



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PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC, One N. Wacker Dr., Ste 1925, Chicago, Illinois 60606	TITLE: **12-DIGIT HYDROLOGIC UNIT CODE (HUC)**	
CREATED BY: AMM			
DATE: 09/08/2021	BASE LAYER: USGS Topographic Map Cook County, Illinois	SITE: 623 E. Algonquin Road Palatine, Illinois	FIGURE: 4
SCALE: See Scale Bar			

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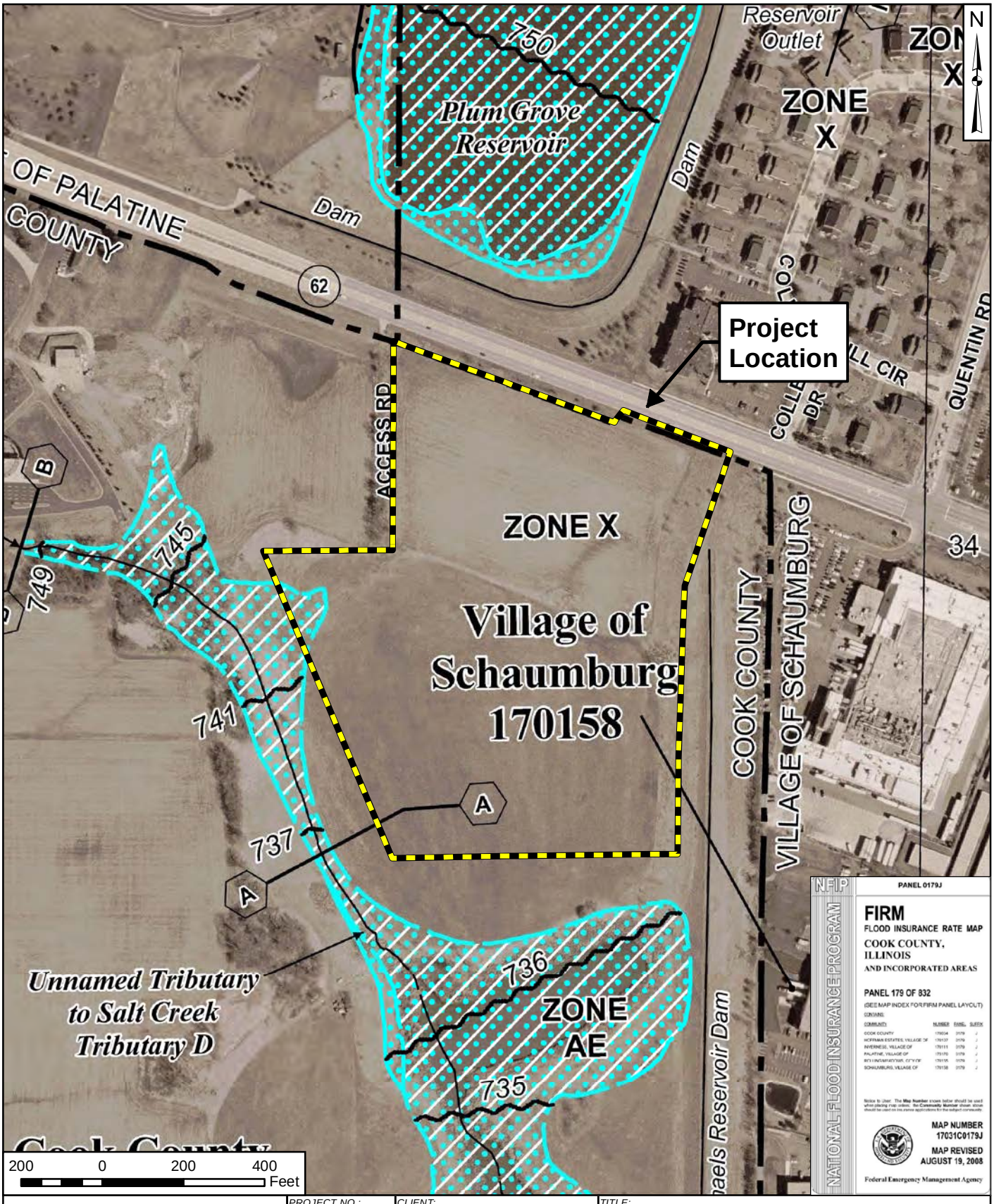
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 210682 CREATED BY: AMM	CLIENT: Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606	TITLE: **FEMA FLOOD INSURANCE RATE MAP (FIRM)**
Visio, Vertere, Virtute... *"The Vision To Transform with Excellence"*	DATE: 09/08/2021 SCALE: See Scale Bar	BASE LAYER: FEMA FIRM Panel 17031C0179J	SITE: 623 E. Algonquin Road Palatine, Illinois FIGURE: 5

J:\2021\210682\NP\FIGS\fig_210682.mxd

Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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PROJECT NO.:	210682
CREATED BY:	AMM
DATE:	09/08/2021
SCALE:	See Scale Bar
CLIENT:	Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606
BASE LAYER:	Cook County Aerial Imagery (2020)
TITLE:	**FLOOD ZONES OF COOK COUNTY, ILLINOIS (2020)**
SITE:	623 E. Algonquin Road Palatine, Illinois
FIGURE:	6

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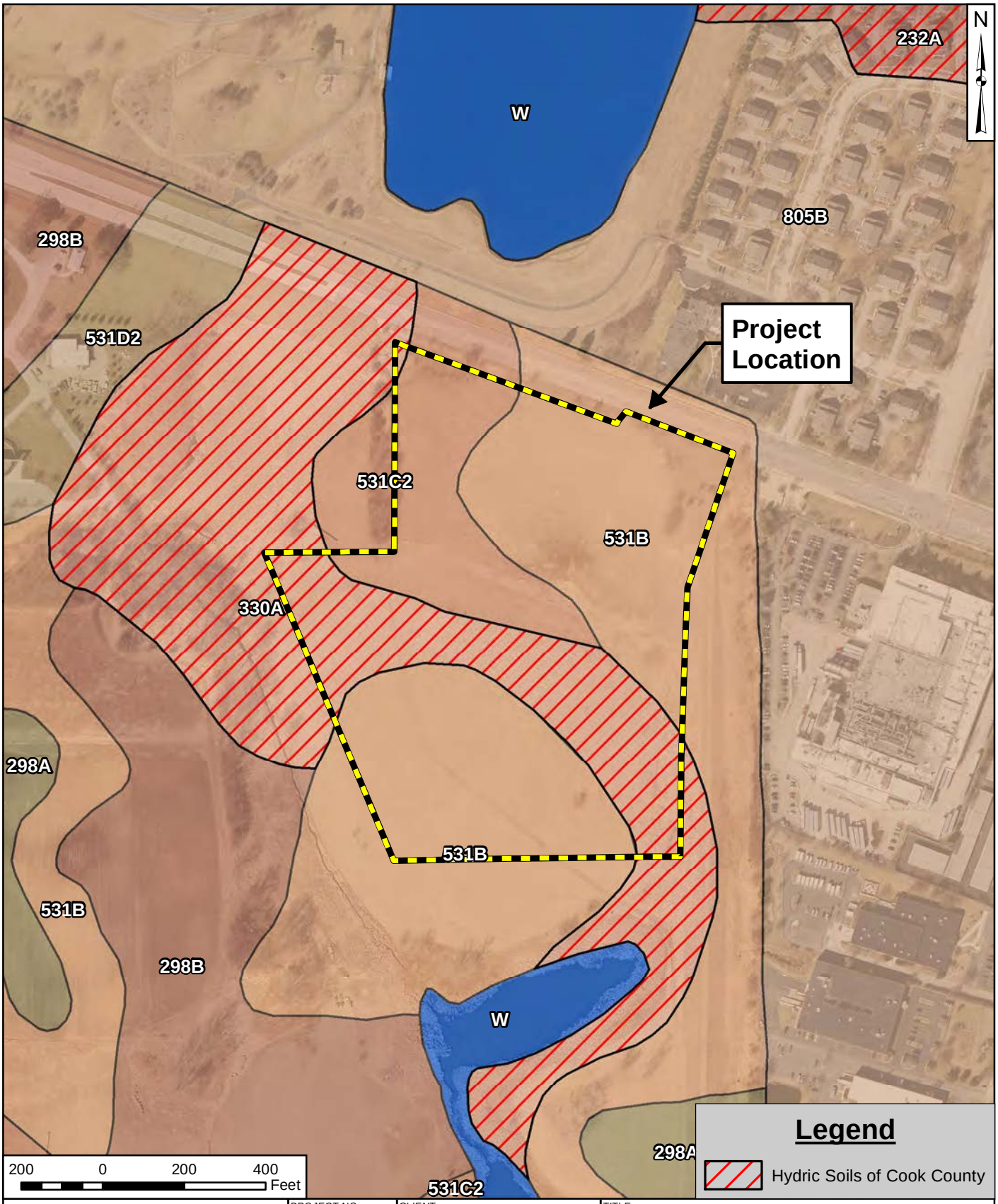
Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



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PROJECT NO.: 210682	CLIENT: Logistics Property Company, LLC, One N. Wacker Dr., Ste 1925, Chicago, Illinois 60606	TITLE: **SOIL SURVEY OF COOK COUNTY, ILLINOIS**	
CREATED BY: AMM			
DATE: 09/08/2021	BASE LAYER: Cook County Aerial Imagery (2020)	SITE: 623 E. Algonquin Road, Palatine, Illinois	FIGURE: 7
SCALE: See Scale Bar			

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Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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PROJECT NO.:	210682
CREATED BY:	AMM
DATE:	09/16/2021
SCALE:	See Scale Bar
CLIENT:	Logistics Property Company, LLC One N. Wacker Dr., Ste 1925 Chicago, Illinois 60606
BASE LAYER:	Cook County Aerial Imagery (2020)
TITLE:	**WETLAND DELINEATION**
SITE:	623 E. Algonquin Road Palatine, Illinois
FIGURE:	8

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Attachment: EXHIBIT - Wetland Delienation Rerport (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

RESOLUTION NO. _____

A RESOLUTION GRANTING PRELIMINARY PLAT OF SUBDIVISION APPROVAL 607, 613, AND 623 E. ALGONQUIN ROAD AND 1825 S. ROSELLE ROAD

WHEREAS, the Palatine Subdivision Ordinance provides qualifications governing final approval of a Subdivision Plat in Article III PRELIMINARY PLAT; and

WHEREAS, 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road has complied with all the provisions of the Subdivision Ordinance, including a public review before the Plan Commission of the Village of Palatine at the November 16, 2021 meeting.

NOW THEREFORE, BE IT RESOLVED by the Mayor and the Village Council of the Village of Palatine, that the Mayor and the Village Clerk be and are hereby directed and authorized to execute a Preliminary Plat of Subdivision "LPC Palatine I Subdivision" pursuant to the Palatine Subdivision Ordinance Article III, Sec. 3.01 (d) and subject to the following condition(s):

1. **The development shall substantially conform to the Engineering plans prepared by Jacob & Hefner Associates dated 09/21/2021 last revised 10/28/2021, except as such plans shall be revised to conform to Village Codes and Ordinances.**
2. **The Final Engineering Plans shall be revised in a manner acceptable to the Village Engineer.**
4. **The Final Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer.**
5. **The Final Plat of Subdivision shall be submitted on Mylar with all required signatures.**
6. **A Public Improvement Letter of Credit shall be submitted to insure the completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.**
7. **The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.**

Attachment: RES LPC PPS (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

8. **The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and charge the property owner for the repair costs.**

DATED: This _____day of _____, 2021

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

APPROVED by me this _____day of _____, 2021

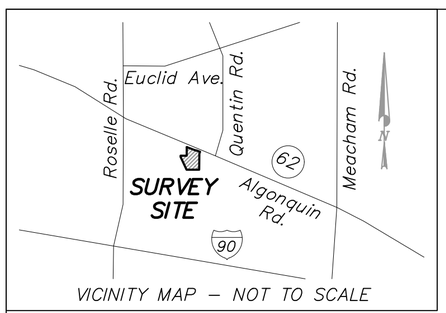
_____
Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk
this _____ day of _____, 2021

_____
Village Clerk

_____
Village Clerk

Attachment: RES LPC PPS (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

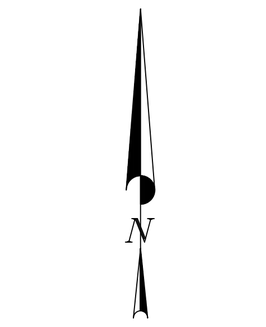


VICINITY MAP – NOT TO SCALE

PRELIMINARY PLAT OF SUBDIVISION
OF
LPC PALATINE I SUBDIVISION

THAT PART OF THE SOUTHEAST QUARTER AND THAT PART OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS, BEING BOUNDED AS FOLLOWS:

BEGINNING AT A DISK IN CONCRETE AT THE NORTHWESTERN CORNER OF LOT 1 OF NATION PIZZA PRODUCTS CONSOLIDATION PLAT OF SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 22, 2005, AS DOCUMENT NUMBER 0526545054 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LOCATED AT THE INTERSECTION OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD PER TRACT NO. 5 RECORDED FEBRUARY 2, 1933, AS DOCUMENT NUMBER 11195798 IN THE OFFICE OF THE COOK COUNTY RECORDER AND A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 69 DEGREES 21 MINUTES 52 SECONDS WEST (BASIS OF BEARINGS – ILLINOIS STATE PLANE COORDINATES EAST ZONE NAD83) ALONG SAID SOUTHERN RIGHT OF WAY OF ALGONQUIN ROAD, AS MONUMENTED, 374.80 FEET TO THE NORTHEASTERN CORNER OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED, PER FINAL JUDGMENT ORDER ON SETTLEMENT ENTERED AND DATED AUGUST 19, 1999, PER CONDEMNATION FILE NUMBER 99 L 50148 AND AS DEPICTED AS PARCEL 0032 IN DOCUMENT NUMBER 00154964 IN THE OFFICE OF THE COOK COUNTY RECORDER (THE FOLLOWING THREE (3) COURSES ARE ALONG THE SAID MONUMENTED SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD; 1) THENCE SOUTH 20 DEGREES 38 MINUTES 01 SECONDS WEST 18.04 FEET TO A 1/2 INCH IRON PIPE FOUND AT THE SOUTHEASTERN CORNER OF THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 2) THENCE NORTH 69 DEGREES 21 MINUTES 20 SECONDS WEST 578.74 FEET TO AN IDOT DISK FOUND AT A BEND IN THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 3) THENCE NORTH 73 DEGREES 28 MINUTES 24 SECONDS WEST 4.84 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 31 SECONDS WEST 516.20 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 29 SECONDS WEST 364.14 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 37 SECONDS WEST 70.67 FEET; THENCE SOUTH 24 DEGREES 14 MINUTES 47 SECONDS EAST 831.58 FEET; THENCE SOUTH 89 DEGREES 33 MINUTES 00 SECONDS EAST 926.96 FEET TO A POINT ON THE WESTERN LINE OF LOT 1 IN BRIESKE'S RESUBDIVISION IN SCHAUMBURG ACCORDING TO THE PLAT THEREOF RECORDED MAY 16, 1978, AS DOCUMENT NUMBER 24449403 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LYING ON A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 00 DEGREES 15 MINUTES 52 SECONDS EAST ALONG THE WESTERN LINE OF LOT 1 IN SAID BRIESKE'S RESUBDIVISION AND ALSO ALONG THE WESTERN LINE OF LOT 1 IN THE AFORESAID NATION PIZZA SUBDIVISION 1,028.18 FEET TO THE POINT OF BEGINNING, CONTAINING 28.557 ACRES, MORE OR LESS.



Scale 1" = 80'

BASIS OF BEARINGS

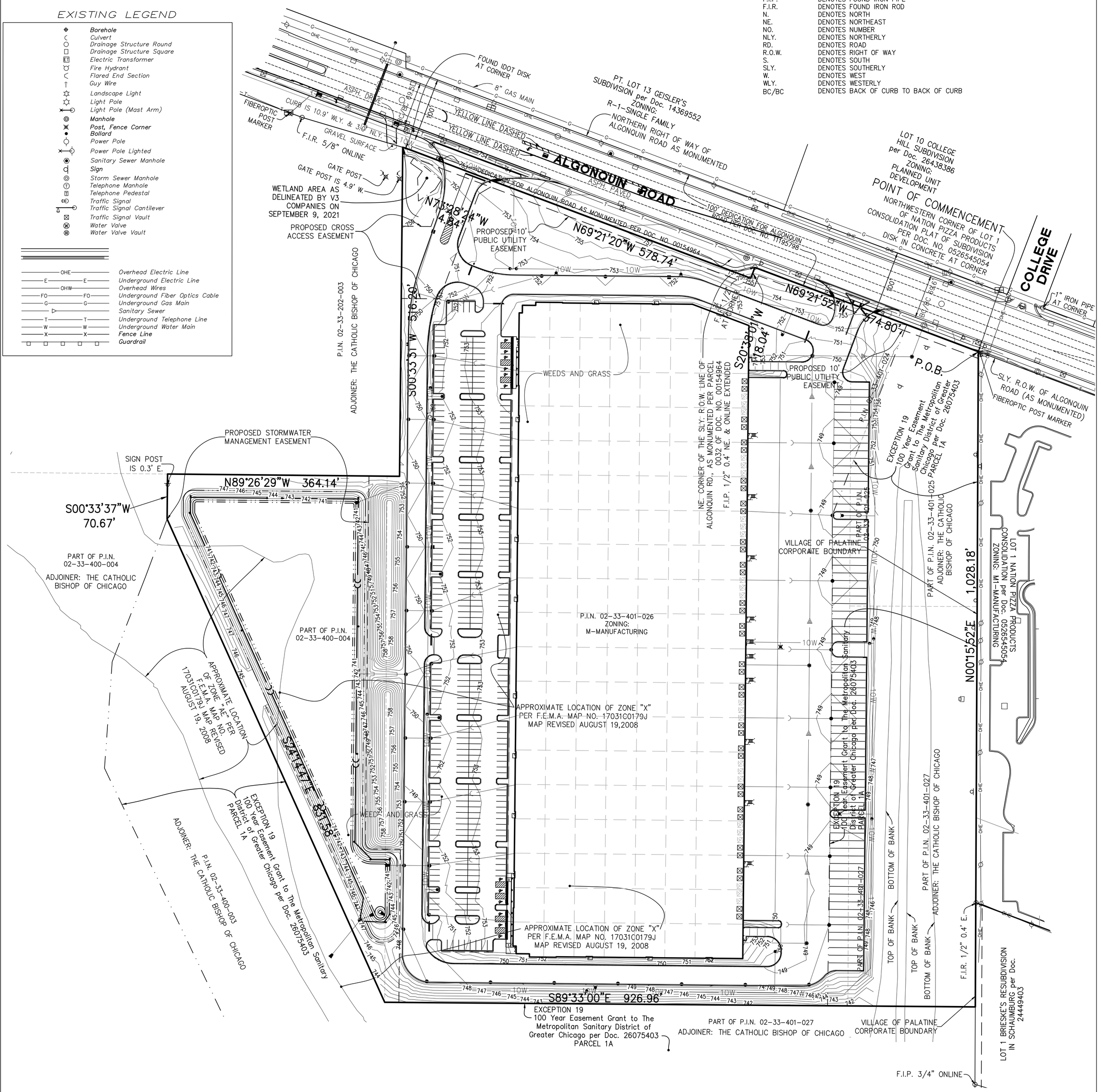
ILLINOIS STATE PLANE COORDINATES EAST ZONE (NAD 83)

ASPH.	DENOTES ASPHALT
DOC.	DENOTES DOCUMENT
E.	DENOTES EAST
P.O.B.	DENOTES POINT OF BEGINNING
F.I.P.	DENOTES FOUND IRON PIPE
F.I.R.	DENOTES FOUND IRON ROD
N.	DENOTES NORTH
NE.	DENOTES NORTHEAST
NO.	DENOTES NUMBER
NLY.	DENOTES NORTHERLY
RD.	DENOTES ROAD
R.O.W.	DENOTES RIGHT OF WAY
S.	DENOTES SOUTH
SLY.	DENOTES SOUTHERLY
W.	DENOTES WEST
WLY.	DENOTES WESTERLY
BC/BC	DENOTES BACK OF CURB TO BACK OF CURB

EXISTING LEGEND

- Borehole
- Culvert
- Drainage Structure Round
- Drainage Structure Square
- Electric Transformer
- Fire Hydrant
- Flared End Section
- Guy Wire
- Landscape Light
- Light Pole
- Light Pole (Mast Arm)
- Manhole
- Post, Fence Corner
- Bollard
- Power Pole
- Power Pole Lighted
- Sanitary Sewer Manhole
- Sign
- Storm Sewer Manhole
- Telephone Manhole
- Telephone Pedestal
- Traffic Signal
- Traffic Signal Cantilever
- Traffic Signal Vault
- Water Valve
- Water Valve Vault

- OHE — Overhead Electric Line
- E — E — Underground Electric Line
- OHW — Overhead Wires
- FO — FO — Underground Fiber Optics Cable
- G — G — Underground Gas Main
- Sanitary Sewer
- T — T — Underground Telephone Line
- W — W — Underground Water Main
- X — X — Fence Line
- Guardrail



SITE DATA TABLE:

PROPERTY AREA: 28.55 ACRES

NOTE: ALL SITE UTILITIES SHALL BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER.

PROPOSED LEGEND

SYMBOL	DESCRIPTION
C — C	STORM SEWER
8W	WATER MAIN (WITH SIZE)
◄ — ◄	SANITARY SEWER
700	CONTOUR
HWL/NWL	HIGH/NORMAL WATER LEVEL
	RIGHT-OF-WAY
	CURB
◉	SANITARY MANHOLE
◉	STORM MANHOLE
■	STORM INLET
●	STORM CATCH BASIN
●	FIRE HYDRANT
◓	GATE VALVE AND VAULT
●	SIGN

Survey No.:	F 0 7 6 a		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	Preliminary Plat of Subdivision		
Date Prepared:	September 20, 2021		
Scale:	1" = 80'	Field Work:	MB/KW/SC/ES
		Prepared By:	DRM

REVISED: 10-29-21 – PER REVISED TITLE COMMITMENT

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/23

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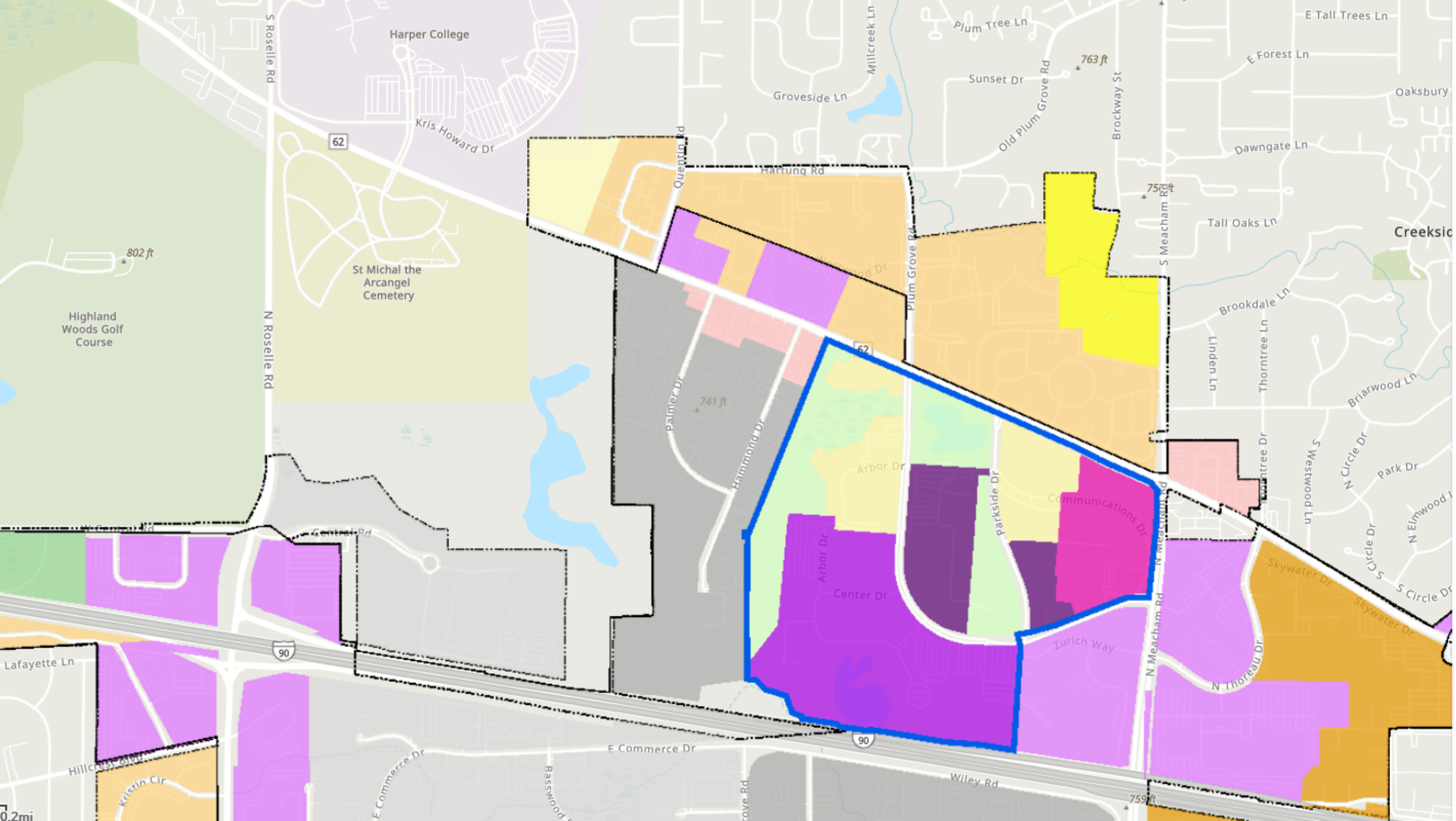
Attachment: EXHIBIT - Preliminary Plat of Subdivision (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



Zoning

Overlay Districts

- ND West
- Olde Schaumburg Centre
- Woodfield Regional Center

Zoning

- A - Agricultural
- R-1 - Single Family (2.5 Acres)
- R-4 - Single Family (20,000 sq ft)
- R-6 - Single Family (10,000 sq ft)
- R-7 - Single Family (10,000 sq ft)
- R-6C - Cluster (8,750 sq ft)
- B-1 - Limited Office
- B-2 - General Businesses
- B-3 - Planned Office Business
- B-4 - Retail, Service, Motor Vehicle
- B-5 - Planned Regional Center
- M-1 - Manufacturing
- M-P - Planned Manufacturing
- North District West
- Sub District A (Office Core)
- Sub District B (Mixed-Use)
- Sub District C (Flex Office)
- Sub District D (Neighborhoods)
- Sub District E (Public Open Space)
- Planned Unit Development
- Mixed Use Planned Unit Devel.
- Olde Schaumburg Center District
- Woodfield Regional Center

Attachment: Schaumburg Zoning Map - directly east of LPC property (PPD - 607, 613, and 623 E.

VILLAGE OF PALATINE

VILLAGE OF PALATINE
Plan Commission

SCHEDULED 11/16/21 07:00 PM

CASE STAFF STATEMENT (ID # 7190)

Logistics Property Company - Preliminary Planned Development - Preliminary Plat of Subdivision - 607 E. Algonquin Road; 613 E. Algonquin Road; 623 E. Algonquin Road; and 1825 S. Roselle Road

CASE NUMBER: 21-83

PETITIONER: Logistics Property Company
(Aaron Martell - www.logisticspropco.com)

LOCATION: 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road.

PROPOSAL: The Petitioner is requesting a Preliminary Planned Development and a Preliminary Plat of Subdivision. As part of the application and submitted plans, the Petitioner proposes to redevelop the Subject Property into an approximately 365,000 square foot warehouse distribution use, with associated vehicle and trailer parking and an stormwater detention basin. The building is being developed to accommodate one to three tenants, ranging in size from 115,000 to 365,000 square feet.

ZONING AND LAND USE: R-1 single-family residential, resulting from the September 14, 2020 annexation into the Village. The annexation incorporated approximately 300 acres of diocesan property into the Village. The Subject Property represents a portion of the St. Michael's cemetery property and the Petitioner has a contract to purchase the property from the Archdiocese. In its existing condition, the property is vacant and undeveloped.

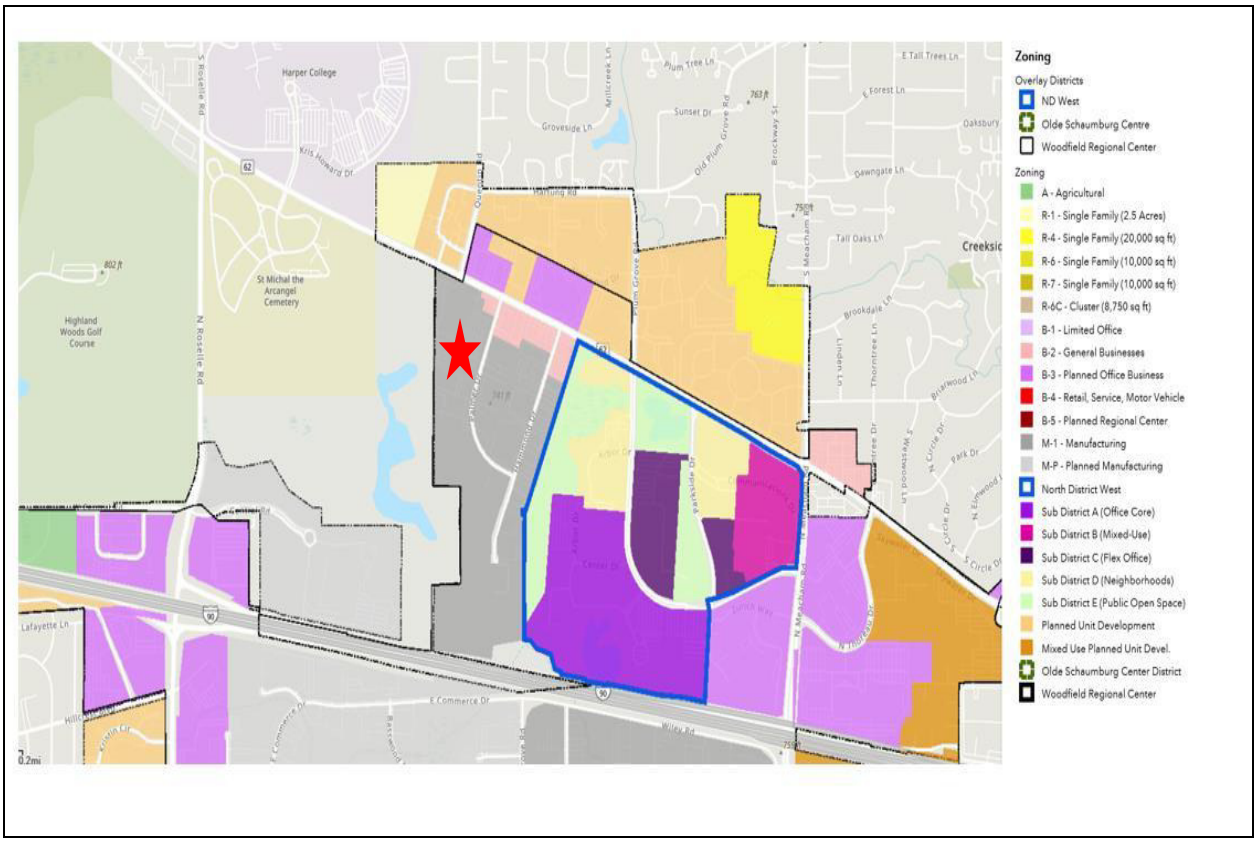
SURROUNDING CONDITIONS:

North:	R-1 Single-family residential (2.5 acres) (3-story multi-family development (Geisler's Subdivision) and Planned Unit Development – College Hill Subdivision
South:	Archdiocese property and MWRD wetlands
East:	Nation Pizza and Foods (USDA inspected bakery, plant, and distribution use), Public Storage, Gonnella Foods Distribution – zoned Planned Manufacturing.
West:	St. Michael the Archangel Catholic Cemetery and Mausoleum – R-1

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

COMPREHENSIVE PLAN:

The Subject Property was located in unincorporated Cook County until September 2020. Within unincorporated Cook County, the property maintained an Open Land District designation, which was appropriate for the use as a cemetery. As the property was not previously incorporated within the Village boundaries, it was not considered within the Comprehensive Plan.



SCHAUMBURG ZONING MAP

BACKGROUND:

The developer of the property, Logistic Property Company (LPC), has a contract to purchase 28.55-acres to develop a new warehouse distribution building, with associated vehicle and trailer parking and loading dock access on the eastern side of the building. LPC is planning to develop the property on a speculative basis, although the anticipated

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

uses include; distribution, warehousing, manufacturing, light assembly, and corporate headquarters. LPC is an industrial real estate company focused on the management and development of logistics' properties throughout the United States.

ANALYSIS:

Site Design and Engineering –

The proposed approximately 368,000 square foot warehouse/distribution building is accessed by a full-access entrance on the western side of the property. There is also a right-in, right-out access point on the eastern side of the property, which is approximately 180-feet from the northeastern property corner. The building maintains a north-south orientation and is surrounded on the west side of the building by vehicle parking and the detention basin on the west side of the property. In an existing condition, the property grades down approximately 15 feet (756-741) from north to south.

Utility access exists in the area and the site would receive sanitary sewer services through an MWRD line along Algonquin Road. Water access would come through a new Village of Palatine water line to be installed within the area and could serve both St. Michael's and the Subject Property.

A new stormwater detention basin is proposed for the west edge of the property. It will provide 10.69 acre-feet of detention (9.02 acre-feet is required – providing an additional 18.5% capacity). This would also provide 1.78 acre-feet of volume control (1.42 acre-feet is required – providing 25.3% additional capacity). The wetland delineation report identifies an isolated emergent wetland (.03-acres) on the northwest corner of the site. This is under the jurisdiction of MWRD and would be addressed as a component of the required MWRD permit.

Access through the site is provided by a 30-foot wide access drive, which begins at the full access point to the site and continues to transition around the building to the eastern loading and trailer parking area.

Parking for 363 vehicles is provided within the site plan and there are 73 trailer parking stalls on the east side of the property, adjacent to the Nation Pizza food distribution building in Schaumburg. There are 36-truck docks initially proposed, with 24 future docks anticipated.

An 80-foot wide cross access point, located south of the full-access point from Algonquin Road, is a component of the Plat of Subdivision. This would be available if

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

there was ever a need for access to the west of the Subject Property.

The Village Engineer has conditionally accepted the engineering plans.

Architecture and Landscaping

The proposed elevations include precast concrete, galvanized metal coping, and painted precast concrete wall. Additional elements include prefinished metal canopies, tinted windows with a clear anodized aluminum framing system.

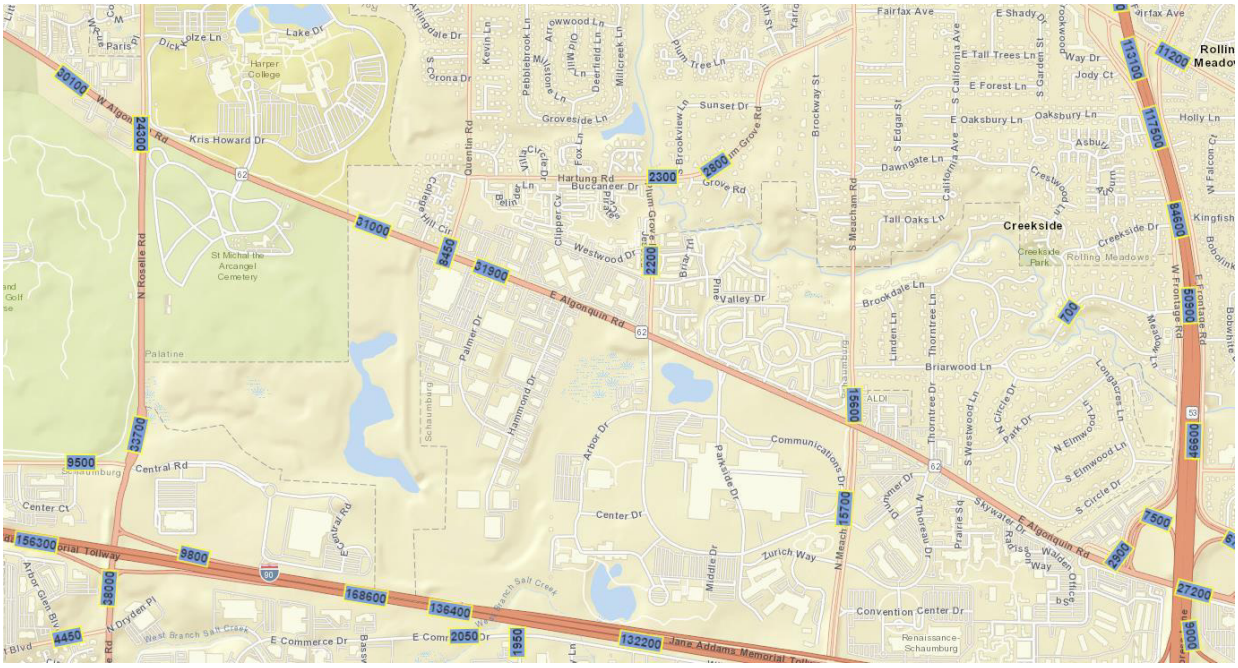
The proposed 368,000 square foot building has a peak height of 43 feet 2 inches.

The landscaping plans identify landscaping throughout the site, including front yard landscaping, detention basin landscaping (evergreens, shade trees, and bushes), and berming with landscaping (evergreens, shade trees, and bushes) on the front corners of the property. There is also parking lot landscaping along the access drive and along the southern border of the property.

Traffic Analysis and Parking

The Subject Property derives access from Algonquin Road. Algonquin Road (Illinois Route 62) is an IDOT controlled east-west Principal Arterial. It is designated as a Strategic Regional Arterial (SRA) and designated as a Class II Truck Route (State designated with at least 11-foot lanes). Along the frontage of the property, there are two travel lanes bifurcated by an approximately 18-foot flush median. Algonquin Road widens to three through lanes toward the intersection of Roselle Road and Harper College. The posted speed limit is 45 miles per hour. Per IDOT and the Traffic Impact Study (Gewalt Hamilton Associates), the Annual Average Daily Traffic (AADT) for 2019, on Algonquin Road was 31,000 vehicles/day.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



Quentin Road is located east of the Subject Property and provides a stop light controlled intersection into a private drive into the Nation Pizza and food distribution facility. There are two travel lanes in either direction, north of Algonquin Road, which are separated by a 16-foot mountable median. Quentin Road is under the jurisdiction of the Cook County Highway Department and has a posted 35 miles per hour speed limit. The AADT on Quentin Road was 8,450 vehicles north of Algonquin Road.

College Drive is a local roadway with right-in right-out traffic movement serving the residential properties north of Algonquin Road in Schaumburg (College Hill Subdivision) and located northeast of the site. It is located approximately 350 feet west of the Quentin Road intersection.

Based upon the Institute of Transportation Engineers 10th Edition of the Manual Trip Generation, the Traffic Impact Study (TIS) anticipated anticipates 70 trips (inbound and outbound total during the AM/PM Peak Hours. This equates to approximately 640 trips in a 24-hour period:

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Table 2: Trip Generation Calculations

Land Use	Size	ITE Code	Weekday Peak Hours						Daily		
			Morning 7:00-8:00 AM			Evening 4:15-5:15 PM					
			In	Out	Sum	In	Out	Sum	In	Out	Sum
Delivery Station											
Warehouse	365.7 KSF	150	53	16	69	20	52	72	318	318	636
New Trips			**53**	**16**	**69**	**20**	**52**	**72**	**318**	**318**	**636**

Sources:ITE Trip Generation Manual, 10th Edition - See Appendix F

The TIS also reviewed the anticipated trip distribution from the site, taking into account the adjacent street system and proximity to I-90 (west of site) and IL53/290 (east of site). The majority (55%) of trips are anticipated heading east versus west (40%), with the remaining 5% moving north of IL-62 on Quentin Road.

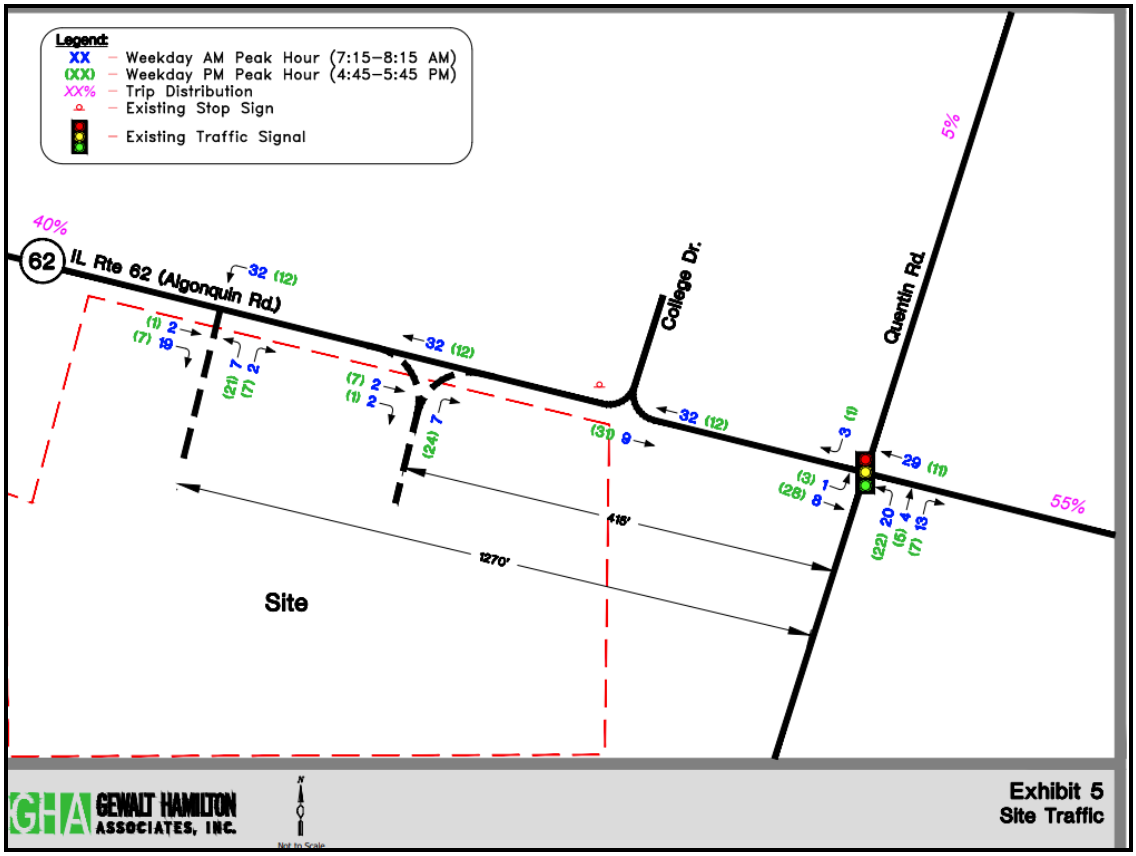
Table 3: Trip Distribution

Route & Direction	Percent Route To/From Site
IL Rte 62	
West of Site	40%
East of Quentin Road	55%
Quentin Road	
North of IL Rte 62	5%
Totals =	***100%***

The overall site traffic identifies the overall site traffic and its distribution to and from the site. In its conclusion, the traffic study determines that there is both capacity within IL-State Route 62 and that the site traffic generated will have no effect upon the Peak Hour operations of the road network. This conclusion comes with the following recommendations:

1. The western full access will be located approximately 1,270 feet west of the signalized Quentin Road intersection.

2. An eastbound right turn lane and westbound left turn lane will be provided at the full access.
3. Existing traffic at the full access will have separate left and right turn lanes, under stop sign control.
4. The proposed location of the RI/RO site access is approximately 415 feet west of the signalized Quentin Road intersection.
5. Existing traffic at the RI/RO access will operate under stop sign control.



Zoning and Uses

Within the Petition for Preliminary Planned Development, the proposed site and engineering plans are being evaluated under the manufacturing district bulk standards. The proposed setbacks are as follow:

Front yard – 60-70 feet

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Side yard (west) – 500 feet

Side yard (east) – 360 feet

Rear yard – 70 feet

The proposed 43' 2" height complies with the maximum building height in the manufacturing district of 60 feet.

In the project narrative, the Petitioner identified several deviations from the Zoning Ordinance:

1. A portion of the parking stalls on the west side of the property will overhang the adjacent landscaped area by 2 feet; thus reducing the stall depth to 17 feet.
2. The plans would allow a sidewalk adjacent to the accessible parking area to allow access to the accessible parking spaces.
3. The manufacturing district requires a 50-foot buffer yard along common boundaries with residential properties. Two sides of the subject property abut residential properties. To the south is the MWRD flood control basin and to the west is the St. Michael cemetery property. The proposed plan does not provide a 50-foot landscaped buffer for the entire common boundary and the deviation is noted in the application.

Staff does not object to the noted deviations for the parking stall and accessible spaces. The landscaping plans identify plantings on the west side of the property and there is an existing tree line on the St. Michael's property. The MWRD property is under flood control basin limitations and not ever likely developable. The required buffer would be for properties zoned residential, but without residential uses. Also, there is a significant setback provided with the detention basin and landscaping and plantings therein. Therefore, Staff does not object to this deviation either.

RECOMMENDATION:

The Subject Property is a vacant and undeveloped portion of the cemetery property. It was previously located in unincorporated Cook County and annexed into the Village of Palatine in September 2020. The owner of the property entered into a contract to sell 28.55-acre property to the Petitioner. Although the Subject Property is vacant and unimproved, it is immediately adjacent (east) to property in Schaumburg, which is zoned for Planned Manufacturing uses. Those uses include several food development and distribution facilities, with associated truck and trailer parking. There is also a self-

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

storage facility and other associated similar uses on the south side of Algonquin Road in Schaumburg. As noted, IL-Route 62 is designated as a Strategic Regional Arterial (SRA) and is also designated as a Class II Truck Route (State designated with at least 11-foot lanes). The TIS was reviewed and its conclusions accepted by the Village Engineer. The anticipated traffic generated from the site will not have any affect upon the Peak Hour operations of the road network in the area. The site plan complies with the bulk standard requirements in the manufacturing district and the engineering plans and TIS have been conditionally accepted by the Village.

As a condition of review, Staff is recommending additional/enhanced landscaping and the inclusion of additional screening along the north/east side of the property.

Therefore, Staff recommends approval of the Preliminary Planned Development, subject to the following conditions:

1. **The Final Engineering Plans shall be revised in a manner acceptable to the Village Engineer, including the following:**
    a. **All watermain, regardless of pipe material shall have a #10 tracing wire taped or tied to the top of the pipe and a whip end brought to the surface at all valve vaults and fire hydrants.**
    b. **MWRD/WMO permit – as discharge is shown into an MWRD easement, this shall be clearly identified in the WMO permit and indicated on the plans.**

2. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**

3. **Uses shall be governed by the Manufacturing district use lists in the Village of Palatine Zoning Ordinance (note – this includes all of the required performance standards). Sign plans shall follow the Manufacturing district sign regulations.**

4. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**

5. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be submitted in a manner acceptable to the Director of Planning and Zoning.**

6. **A Public Improvement Letter of Credit shall be submitted to insure the**

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.

7. **The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include additional landscaping to screen the truck activities. All evergreen trees shall be installed at a minimum height of 8 feet.**

8. **The final landscaping/screening plan along the northern and eastern property lines (proximate to the truck docks) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks traffic and headlight sweeps. As part of these revisions, the front yard landscaped area north of the building, should provide an additional berm, to further provide additional landscaping and screening. The use of an additional screening could also be a component of the revisions on the northeast and eastern sides of the property.**

9. **The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer. The use of pole mounted fixtures should also be evaluated on the north side of the property to ensure the appropriate cut-off from any additional light spillage.**

10. **The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.**

11. **MWRD/WMO, IEPA water permit, and NPDES (National Pollutant Discharge Elimination System) shall be submitted in a manner acceptable to the Village Engineer.**

13. **The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.**

14. **The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and change the property owner for the repair costs.**

15. **Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of**

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.

16. **The monotony code shall apply to all building elevations:**
Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

18. **The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a)**

Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned Development application process. The final locations could also require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

19. **All rooftop equipment shall be screened in compliance with Code:**
(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and acoustically screened on all sides. Design and detail of such screening on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.

20. **All of the loading docks shall utilize a dock seal mounting to the exterior of the building, in a manner acceptable to the Community Development Director. The dock seals would then allow for the trailers to connect and provide interior loading and unloading activities and thereby reduce exterior noises.**

21. **As part of the Final Planned Development and pursuant to the revised project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards.**

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

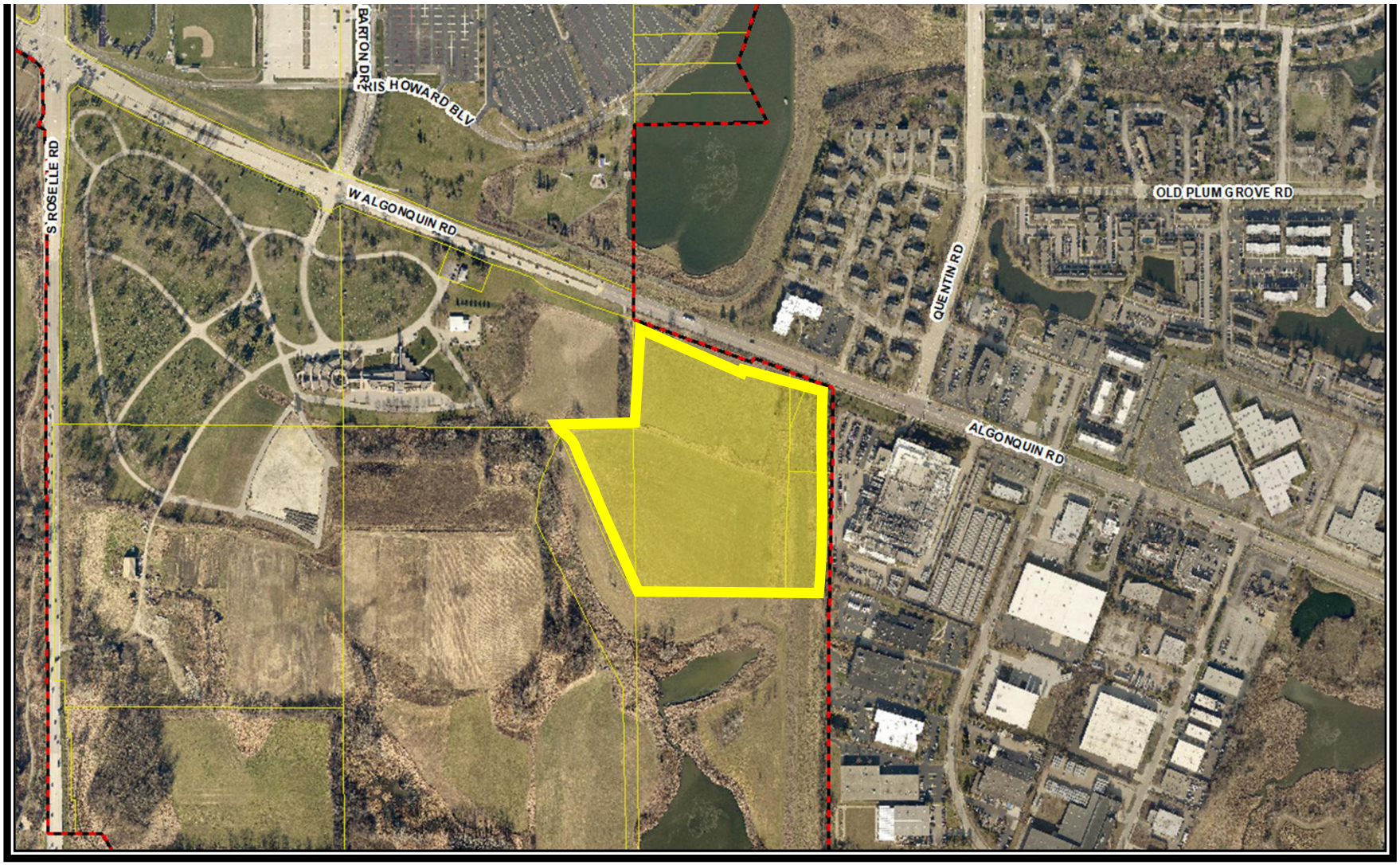
ATTACHMENTS:

- Area Map
- LPC - Palatine - Project Narrative - 09-22-21
- Engineering plans - 623 E. Algonquin Road Revised Set
- Traffic Impact Study - LPC 623 Algonquin TIS 092421
- 5841.910 LPC Algonquin Traffic Update 102521
- Architectural Rendering - 13.3 Palatine_Rendering_092221
- Architecture Plans - Elevations
- 13.2 Palatine_A30_092221 Floorplan
- Site Plan - LPC - Palatine - Updated Site Plan - 10-15-21
- Preliminary Lanscaping Plan - 15. JH21117_A01_Prelim Landscape Plan (9.17.2021)
- Preliminary Plat of Subdivision - LPC 1
- Stormwater Management Report
- V3_WetlandDelinReport210682 (1)
- UPDATED - LPC - Palatine - ALTA Survey - 10-21-21
- Schaumburg - Zoning Map - Algonquin Road - Capture
- Village of Palatine 2020 Annexation
- Preliminary Planned Development application
- Preliminary Plat of Subdivision application
- Roddel Objection
- Kirsten Objection
- Lee Objection
- O'Reilly Objection letter
- Bentz Objection
- Roddell objection #2
- Horn objection
- Rogozinski objection
- Kraska objection
- McArdle objection
- Lig objection
- Magbanua objection
- Shah objection
- Kristen objection
- Dan objection
- Myers objection

- Legal notice

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

607, 613, 623 E. Algonquin Road & 1825 S. Roselle Road.



LOGISTICS PROPERTY CO

1 N. Wacker
Suite 1925
Chicago, IL 60606

September 22, 2021

Ben Vyverberg – Director of Planning & Zoning
Village of Palatine

RE: PALATINE LOGISTICS CENTER PROJECT NARRATIVE

Ben:

Logistics Property Company, LLC ("LPC") is excited to present the development of the former vacant land owned by the Catholic Bishop of Chicago located at the Southwest Corner of E. Algonquin Road and S. Quentin Road, to the Village of Palatine for preliminary plan approval. The total site, as depicted on the ALTA Survey, consists of 24.8 acres.

The plan is to build one (1) Class A modern logistics facility that is in high demand in the market. This single load facility will be developed on a speculative basis by LPC per the proposed site plan included with the submittal. The building will total approximately 350,000 SF and will be designed with maximum flexibility to accommodate one to three tenants, ranging in size from 115,000 to 365,000 SF.

The building will be high image and feature precast concrete panels, glass office entrances located at the northwest and southwest corners. The building has ample car and trailer parking, up to three office entrances (including one in the middle) and truck loading. We have designed the facility in such a way to avoid any car and truck comingling. All docks and truck traffic will be on the east side of the site, away from the Cemetery. Additional design features including berms and additional landscaping have also been included as part of the design to help with screening of onsite car and truck traffic. We will be a long-term holder of this facility. We take great pride in the product we build and use above standard materials and design to deliver state-of-the-art facilities.

The new development will be marketed to a wide range of potential users including, but not limited to distribution, manufacturing, light assembly and corporate headquarters. Not only will this Project bring many quality jobs to the Palatine Community (estimated between 150-200 full time jobs and 200-250 construction jobs) but the state-of-the-art logistics facility will generate significant tax revenue over the coming years. We plan to break ground in the spring of 2022 with completion set for end of 2022 / early 2023.

Logistics Property Company, LLC (LPC) is an industrial real estate company focused on the acquisition, development and management of modern logistics properties in key North American markets. The management team of LPC partnered with MIRA Real Estate – part of Macquarie Infrastructure and Real Assets (MIRA) – on the formation of the platform. LPC is developing properties in key logistics markets including Atlanta, Chicago, Dallas, Houston, Kenosha, Mount Pocono, Philadelphia, New Jersey and Seattle-Tacoma with an estimated end value of more than $2 billion. Headquartered in Chicago, LPC has offices in Atlanta, Baltimore-Washington, Dallas, Houston, Los Angeles and Seattle.

Sincerely,

Logistics Property Company, LLC

Aaron Martell
Executive Vice President

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SITE IMPROVEMENT PLANS

FOR

623 E. ALGONQUIN ROAD

PALATINE, ILLINOIS

LOGISTICS PROPERTY COMPANY

F076a
623 E. ALGONQUIN ROAD
10/28/2021

LOGISTICS PROPERTY CO

LEGEND

PROPOSED	DESCRIPTION	EXISTING
C C	STORM SEWER	C C
SW	WATER MAIN (WITH SIZE)	W
S S	SANITARY SEWER	S S
FM	FORCE MAIN	FM
E	UNDERGROUND ELECTRIC	E
OHE	OVERHEAD ELECTRIC	OHE
T	UNDERGROUND TELEPHONE	T
G	UNDERGROUND GAS	G
700	CONTOUR	700
HWL/NWL	HIGH/NORMAL WATER LEVEL	
XX	SILT FENCE	
	RIGHT-OF-WAY	
	CURB	
	DEPRESSED CURB FOR RAMP/DRIVEWAY	
	REVERSE PITCH CURB	
X	FENCE LINE	X
	GUARD RAIL	
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM INLET	
	STORM CATCH BASIN	
	CLEAN OUT	
	FIRE HYDRANT	
	GATE VALVE AND VAULT	
	STREET LIGHT	
	STREET LIGHT WITH MAST	
T	TRANSFORMER	T
	UTILITY POLE	
	SIGN	
	DRAINAGE DIRECTION	
	OVERFLOW ROUTE	
700.50	SPOT GRADE	701.30
FF	FINISHED FLOOR	
TF	TOP OF FOUNDATION	
G	GROUND	
EP	EDGE OF PAVEMENT	
BC	BACK/TOP OF CURB	
W	TOP OF SIDEWALK	
TW	TOP OF RETAINING WALL	
BW	BOTTOM OF RETAINING WALL	
R=	RIM FOR STRUCTURES	
R	RISER FOR SANITARY SERVICE	
I=	INVERT FOR SEWERS	

WARNING

CALL J.U.L.I.E. TOLL FREE 1-800-892-0123

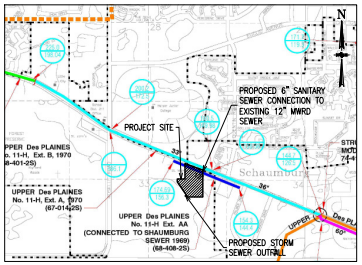
CALL BEFORE YOU DIG

(48 HOURS NOTICE REQUIRED PRIOR TO DIGGING)

811

Know what's **below.**
Call before you dig.

Municipality: PALATINE
County: COOK
Section: 33
Township: 42N
Range: 10E



LOCATION AND MWRD SEWER ROUTING MAP

1" = 2,000'

SURVEY REFERENCE NOTE:

EXISTING CONDITIONS AND TOPOGRAPHY ARE SHOWN PER "TOPOGRAPHIC SURVEY," DATED JUNE 24, 2014 AS PREPARED BY JACOB & HEFNER ASSOCIATES, INC.

CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS AND ELEVATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR OMISSIONS.

BENCHMARK AND LOCATIONS:

ELEVATIONS ARE BASED ON THE VILLAGE OF SCHAUMBURG VERTICAL DATUM (NGVD).

REFERENCE BENCHMARKS:

BENCHMARK 1 – STATION NAME: VILLAGE OF SCHAUMBURG STATION 2008 – MONUMENT IS A 2" ALUMINUM CAP SET IN 6" X 36" CONCRETE FILLED PVC PIPE, MARKED '2008'. MONUMENT IS LOCATED ON THE EASTERLY SIDE OF HAMMOND DRIVE, APPROXIMATELY 270 FEET SOUTHWESTERLY OF ALGONQUIN ROAD.

ELEVATION=733.54

BENCHMARK 2 – STATION NAME: VILLAGE OF SCHAUMBURG STATION 1002 – MONUMENT IS A 2" ALUMINUM CAP GROUTED IN CONCRETE, MARKED '1002'. MONUMENT IS LOCATED IN THE CENTER MEDIAN OF QUENTIN ROAD, APPROXIMATELY 0.2 MILES NORTHEASTERLY OF ALGONQUIN ROAD.

ELEVATION=736.13

SITE BENCHMARKS:

BENCHMARK NO. 1 CUT CROSS IN EASTERN END OF CONCRETE MEDIAN IN ALGONQUIN ROAD APPROXIMATELY 1550 FEET NORTHWESTERLY OF QUENTIN ROAD. CUR CROSS IS IN CONCRETE AND 1 FOOT SOUTHEASTERLY OF THE EDGE OF GRASS IN THE MEDIAN.

ELEVATION=755.69

BENCHMARK NO. 2 CUT SQUARE IN NORTHWEST CORNER OF CONCRETE TRAFFIC SIGNAL VAULT LOCATED AT THE SOUTHEASTERN CORNER OF ALGONQUIN ROAD AND QUENTIN ROAD.

ELEVATION=739.51

NO.	DESCRIPTION	DATE
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

REVISIONS

DRAWING INDEX

SHEET	TITLE
C1	COVER SHEET
C2	OVERALL SITE PLAN
C3.0–C3.4	EXISTING CONDITIONS AND DEMOLITION PLAN
C4.0–C4.4	DIMENSIONAL CONTROL AND PAVING PLAN
C5.0–C5.4	GRADING PLAN
C6.0–C6.4	UTILITY PLAN
C7.0–C7.4	EROSION CONTROL PLAN
C8.0–C8.1	STORMWATER POLLUTION PREVENTION PLAN
C9.0–C9.4	DETAILS
C10	GENERAL NOTES AND SPECIFICATIONS
C11	MWRD GENERAL NOTES AND SPECIFICATIONS
C12	MWRD DRAINAGE EXHIBIT

CONTACTS

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: RYAN J. BLOCKER, P.E.
RBLOCKER@JACOBANDHEFNER.COM
(630) 652-4630

DEVELOPER
LOGISTICS PROPERTY COMPANY
ONE NORTH WACKER DRIVE, SUITE 1925
CHICAGO, IL, 60606
CONTACT: WIL FREVE
WFREVE@LOGISTICSPROPCO.COM
(630) 452-9516

LANDSCAPE ARCHITECT
GARY R. WEBER ASSOCIATES, INC.
402 WEST LIBERTY DRIVE
WHEATON, IL 60187
CONTACT: GAGE BERGER, P.L.A.
GBERGER@GRWAINC.COM
(630) 668-7197

SURVEYOR
JACOB & HEFNER ASSOCIATES, INC
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: TIM WOLFE, P.L.S.
TWOLFE@JACOBANDHEFNER.COM
(630) 652-4664

ARCHITECT
ARCHITECTS PLUS DESIGN STUDIO
1320 NELSON CIRCLE
WHEATON, ILLINOIS, 60189
CONTACT: JOHN WHITE
JWHITE@ARCHITECTSPLUSDESIGN.COM
(847) 624-4425

DRAINAGE CERTIFICATE

I, RYAN J. BLOCKER, HEREBY CERTIFY THAT ADEQUATE STORM WATER STORAGE AND DRAINAGE CAPACITY HAS BEEN PROVIDED FOR THIS DEVELOPMENT, SUCH THAT SURFACE WATER FROM THIS DEVELOPMENT WILL NOT BE DIVERTED ONTO AND CAUSE DAMAGE TO ADJACENT PROPERTY FOR STORMS UP TO AND INCLUDING THE ONE HUNDRED (100) YEAR EVENT, AND THAT THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE STATE, COUNTY, AND VILLAGE ORDINANCES.

ENGINEER _____ DATE _____
RYAN J. BLOCKER
RBLOCKER@JACOBANDHEFNER.COM

ILLINOIS REGISTRATION NO. 062-060791
EXPIRES 11/30/2021

ENGINEER ONLY CERTIFIES SHEETS: C1-C12

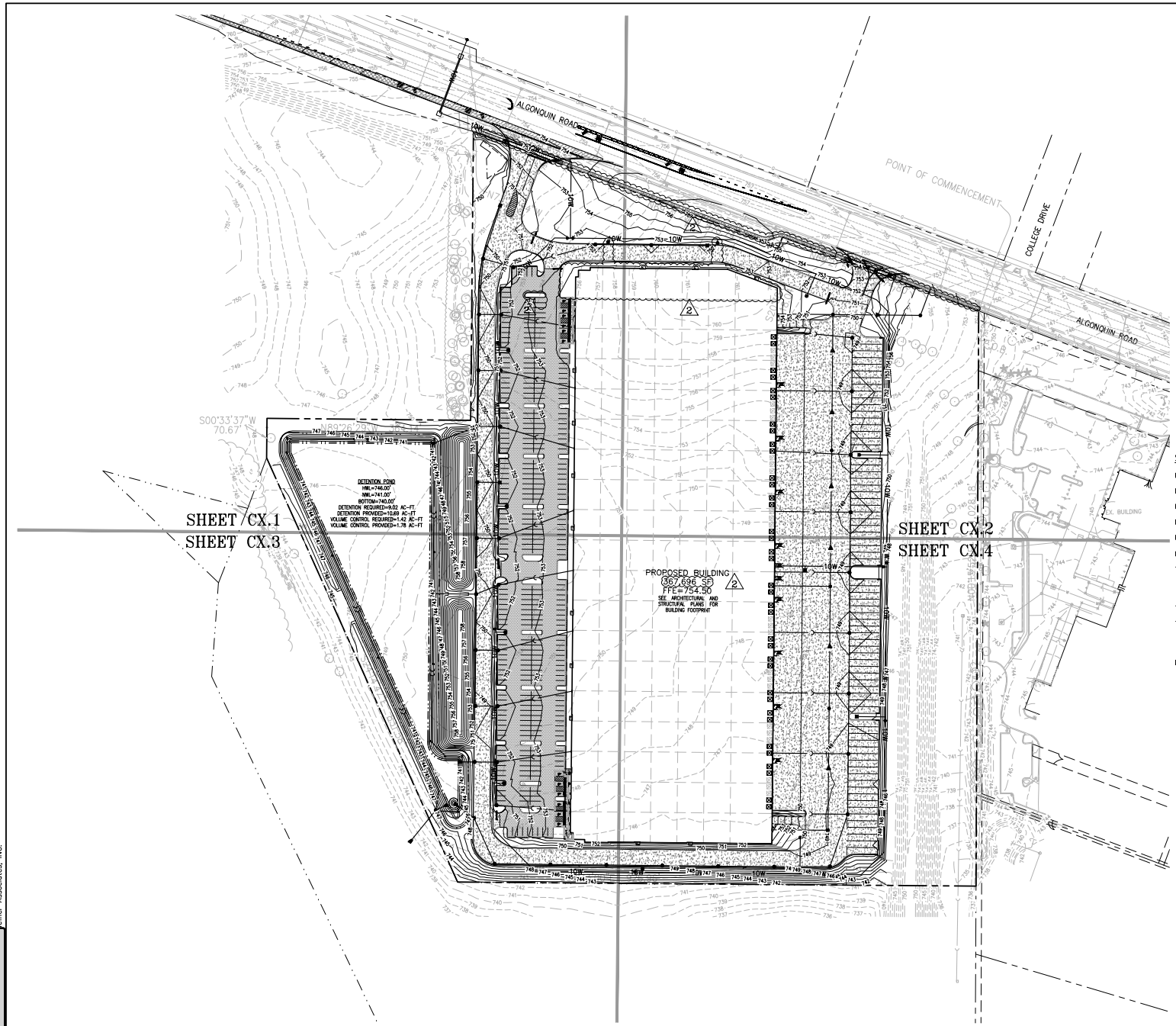
THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE ORIGINAL SIGNATURE, IMPRESSED SEAL, EXPIRATION DATE OF SEAL OF THE ENGINEER AND MARKED "FOR CONSTRUCTION"

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

FOR REVIEW PURPOSES ONLY

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



PAVEMENT HATCH LEGEND:

- DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ALGONQUIN ROAD ASPHALT PAVEMENT
- ALGONQUIN ROAD CONCRETE PAVEMENT

SITE DATA TABLE:

PROPERTY AREA:	28.55 ACRES
DEVELOPMENT AREA:	24.80 ACRES
PROPOSED BUILDING AREA:	367,696 SQ. FT. (2)
EXISTING ZONING:	COOK COUNTY RESIDENTIAL
PROPOSED ZONING:	M-MANUFACTURING
INTENDED USE:	OFFICE/WAREHOUSE
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS (2)
TOTAL TRAILER PARKING:	73 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS:	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL SITE PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

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F076a

1" = 80'

C

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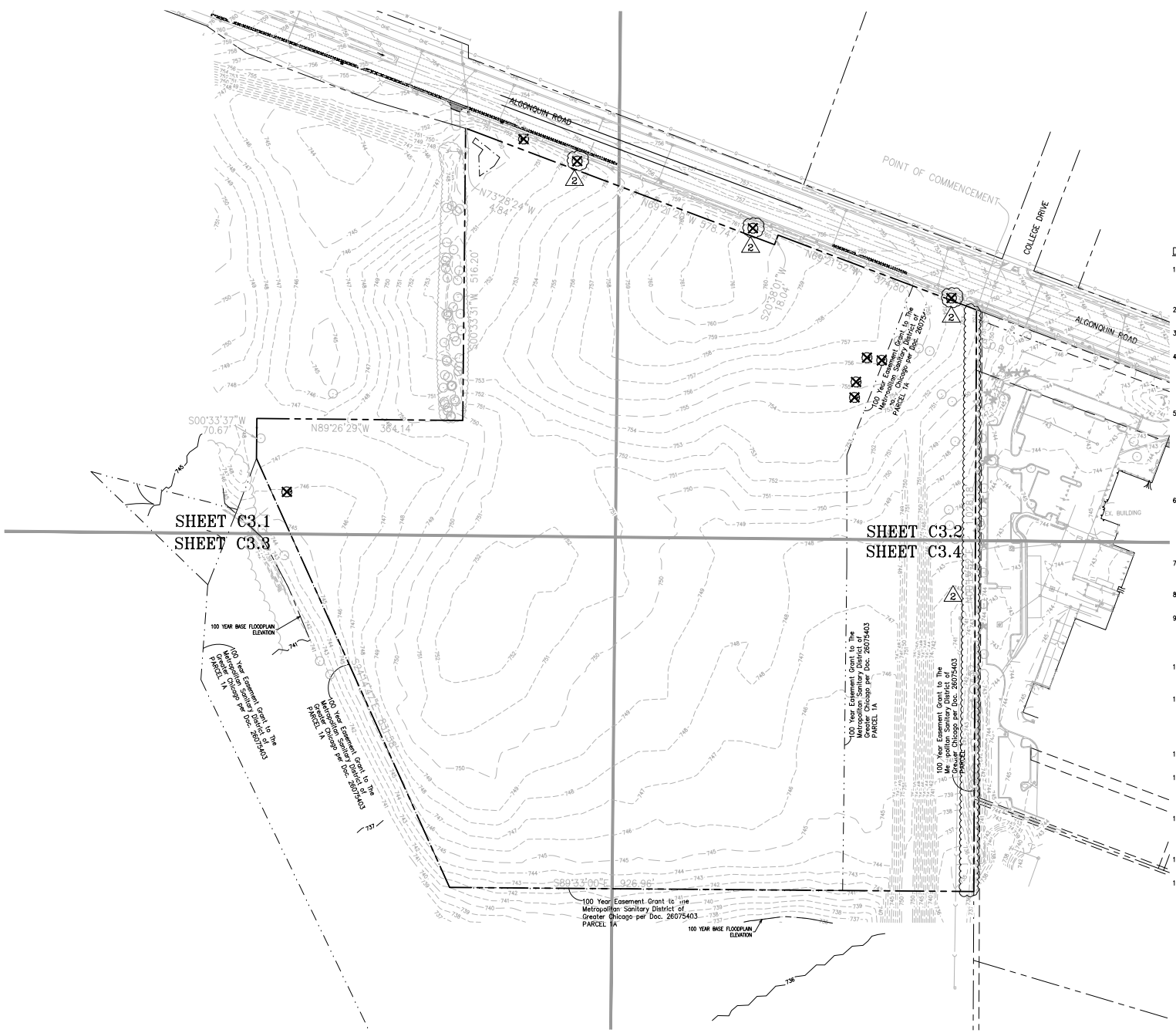

DEMOLITION HATCH LEGEND

EXISTING GRAVEL PAVEMENT TO BE REMOVED

EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:

1. CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-832-0123 OR 811) AND/OR PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
2. CONTRACTOR SHALL PERFORM ALL DEMOLITION WORK IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REQUIREMENTS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY DEMOLITION PERMITS AND COORDINATE ALL DEMOLITION WORK WITH THE MUNICIPALITY AND OWNERS REPRESENTATIVE.
4. ALL EROSION AND SEDIMENTATION CONTROL MEASURES AND DEVICES SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE SITE IS OTHERWISE DISTURBED. THEY SHALL BE KEPT OPERATIONAL AND CONTINUOUSLY MAINTAINED THROUGHOUT ALL CONSTRUCTION UNTIL PERMANENT SITE STABILIZATION HAS BEEN ACHIEVED (SEE EROSION CONTROL AND STORMWATER POLLUTION PREVENTION PLANS FOR ADDITIONAL INFORMATION AND DETAILS).
5. THE PURPOSE OF THIS DRAWING IS TO CONVEY THE OVERALL SCOPE OF DEMOLITION WORK AND IT IS NOT INTENDED TO COVER ALL DETAILS OR SPECIFICATIONS REQUIRED TO COMPLY WITH GENERALLY ACCEPTED DEMOLITION PRACTICES. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH THE SITE, SCOPE OF WORK, AND ALL EXISTING CONDITIONS AT THE JOB SITE PRIOR TO BIDDING AND COMMENCING THE WORK. THE DEMOLITION CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MEANS, METHODS, TECHNIQUES, OR PROCEDURES USED TO COMPLETE THE WORK IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS AND IS LIABLE FOR THE SAFETY OF THE PUBLIC AND CONTRACTOR'S EMPLOYEES DURING THE COURSE OF THE PROJECT.
6. THE DEMOLITION PLAN IS INTENDED TO SHOW REMOVAL OF KNOWN SITE FEATURES AND UTILITIES AS SHOWN ON THE SURVEY PROVIDED TO THE ENGINEER FOR DESIGN. THERE MAY BE OTHER SITE FEATURES, UTILITIES, STRUCTURES, AND MISCELLANEOUS ITEMS BOTH BURIED AND ABOVE GROUND THAT ARE WITHIN THE LIMITS OF WORK THAT MAY REQUIRE REMOVAL FOR THE PROPOSED SITE IMPROVEMENTS BUT THAT ARE NOT SHOWN HEREON. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF SUCH ITEMS.
7. CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES PRIOR TO COMMENCING ANY SITE DEMOLITION OPERATIONS TO COORDINATE ANY DISCONNECTION OR REMOVAL OF EXISTING UTILITIES WITHIN THE PROPOSED AREA OF WORK.
8. CONTRACTOR SHALL COORDINATE ANY SHUT DOWNS OF EXISTING ROADWAYS AND UTILITIES WITH THE NECESSARY GOVERNING AUTHORITIES.
9. ALL EXISTING BUILDINGS, FOUNDATIONS, CONCRETE OR ASPHALT PAVEMENT OR WALKS, CURB AND GUTTER AND MISCELLANEOUS STRUCTURES (INCLUDING, BUT NOT LIMITED TO FENCES, POLES, YARD LIGHTS, ELECTRICAL PANELS, WHEEL STOPS AND MISCELLANEOUS DEBRIS) NOTED TO BE REMOVED SHALL BE DEMOLISHED, REMOVED FROM THE SITE AND LEGALLY DISPOSED OF BY THE CONTRACTOR.
10. VOIDS LEFT BY ANY ITEM REMOVED UNDER ANY PROPOSED BUILDINGS, PAVEMENTS, OR WALKS OR WITHIN 24" THEREOF SHALL BE BACKFILLED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS AND GEOTECHNICAL REPORT.
11. AS SOON AS DEMOLITION WORK HAS BEEN COMPLETED, FINAL GRADE OF BACKFILL IN DEMOLITION AREAS SHALL BE COMPACTED PER THE GEOTECHNICAL REPORT TO PRESENT A NEAT, WELL DRAINED APPEARANCE, AND TO PREVENT WATER FROM DRAINING UNNECESSARILY ONTO ADJACENT PROPERTIES. CONTRACTOR SHALL PROVIDE TEMPORARY DIVERSION SWALES OR OTHER MEANS OF MAINTAINING ADEQUATE SITE DRAINAGE.
12. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. CONTRACTOR SHALL COORDINATE ALL TREE REMOVALS WITH THE PROJECT LANDSCAPE PLANS.
13. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
14. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
15. ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.
16. SEE GENERAL NOTES AND SPECIFICATIONS SHEETS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

1" = 80'

C3

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

© Jacob & Hefner Associates, INC.

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EXISTING CONDITIONS AND DEMOLITION PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

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F076a
1" = 40'
C3.1

GRAPHIC SCALE 1"=40'
0 20' 40' 80'
N

DEMOLITION HATCH LEGEND
EXISTING GRAVEL PAVEMENT TO BE REMOVED
EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:
SEE SHEET C3.0 FOR ALL DEMOLITION NOTES

MATCH LINE – SEE SHEET C3.2

MATCH LINE – SEE SHEET C3.3

ALGONQUIN ROAD

REMOVE EXISTING PAVEMENT MARKINGS

SAW CUT AND REMOVE CURB AND GUTTER FOR NEW DRIVEWAY

RELOCATE EXISTING TRAFFIC STRUCTURE

REMOVE EXISTING SIGN

REMOVE AND REPLACE FRAME AND GRATE WITH 1P (SEE UTILITY PLAN)

EXISTING TREE TO BE PROTECTED (SEE LANDSCAPE PLANS)

WETLAND AREA AS DELINEATED BY V3 COMPANIES ON SEPTEMBER 9, 2021

Site BMP

100 YEAR BASE FLOODPLAIN ELEVATION

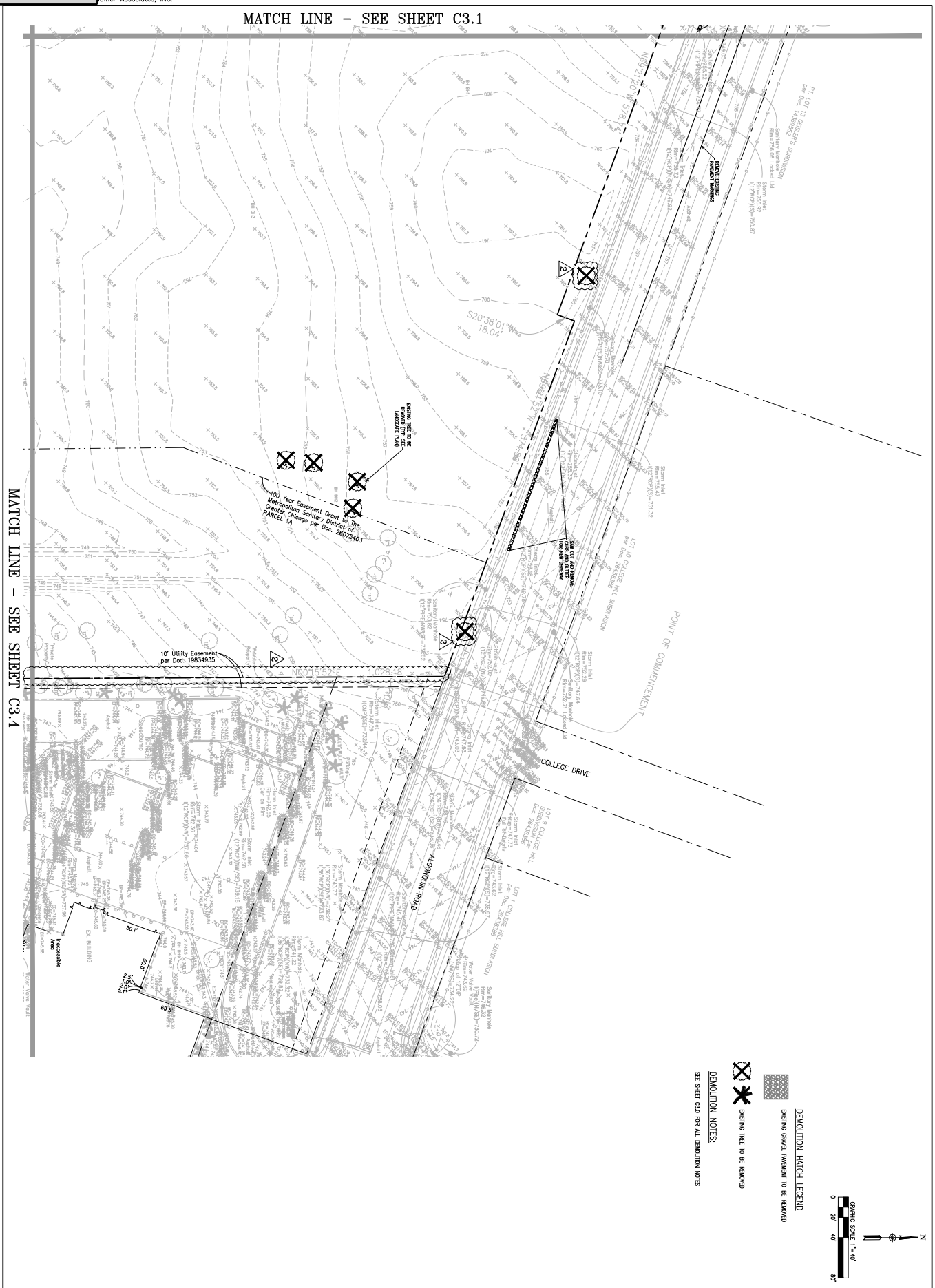
100 Year Easement Grant to The Metropolitan Sanitary District of Greater Chicago per Doc. 26072402 PARCEL 1C

N00°21'20"W 576.74'
N73°28'24"W 4.94'
S00°33'37"E 516.20'
N89°26'29"W 364.14'
S24°14'42"E 83.58'
S00°33'37"W 70.67'

Jacob & Hefner Associates, INC.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Jacob & Hefner Associates, INC.



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EXISTING CONDITIONS AND DEMOLITION PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
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F076a

1" = 40'

C3.1

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EXISTING CONDITIONS AND DEMOLITION PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
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F076a
1" = 40'
C3.2

DEMOLITION HATCH LEGEND
EXISTING GRAVEL PAVEMENT TO BE REMOVED
EXISTING TREE TO BE REMOVED

DEMOLITION NOTES:
SEE SHEET C3.0 FOR ALL DEMOLITION NOTES

GRAPHIC SCALE 1"= 40'
0 20' 40' 80'

MATCH LINE - SEE SHEET C3.4

MATCH LINE - SEE SHEET C3.1

S24°44'47"E 831.58'

S89°33'00"E 926.96'

100 Year Easement Grant to The Metropolitan Sanitary District of Greater Chicago per Doc. 26075403 PARCEL 1A

100 YEAR BASE FLOODPLAIN ELEVATION

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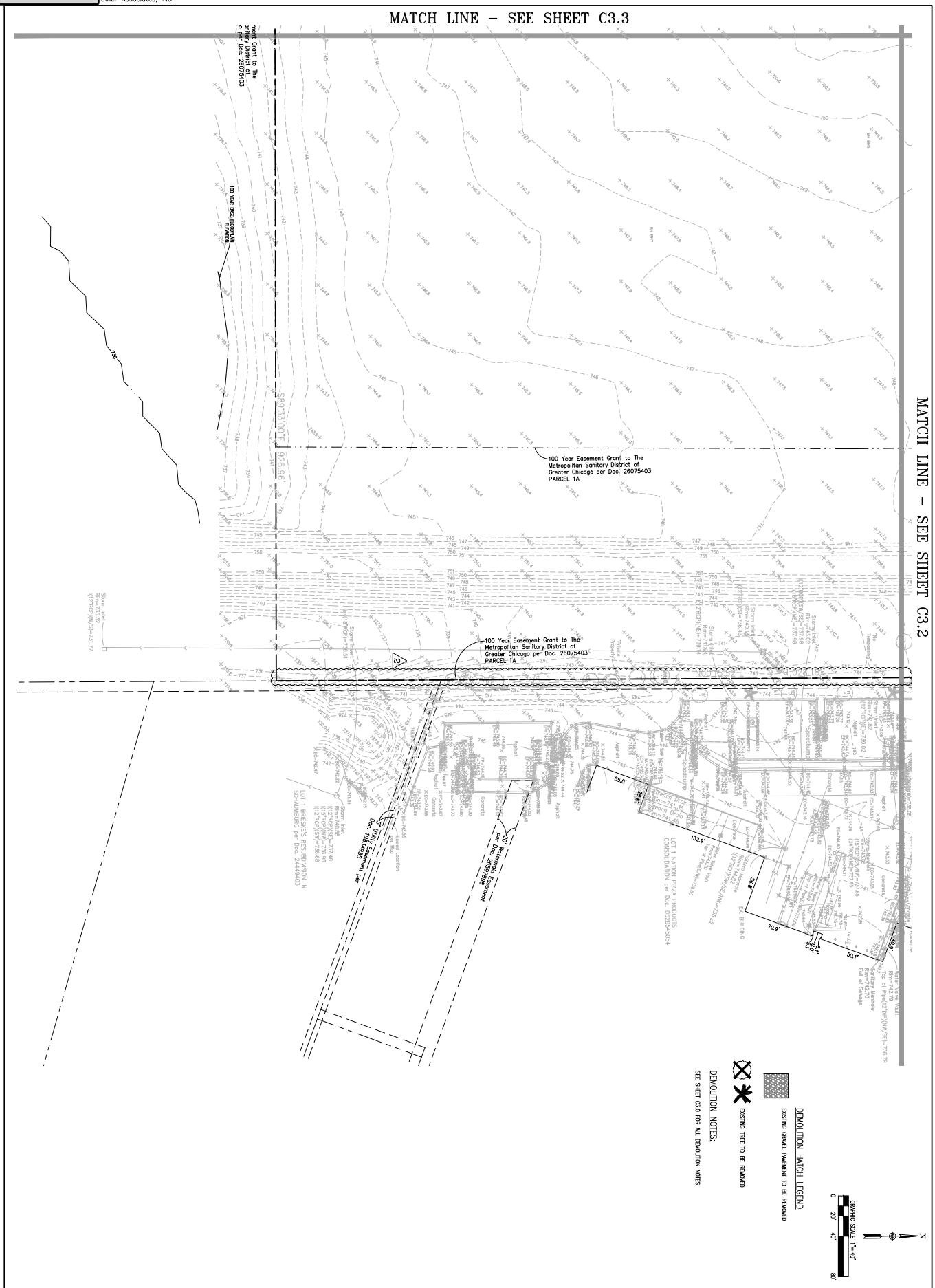

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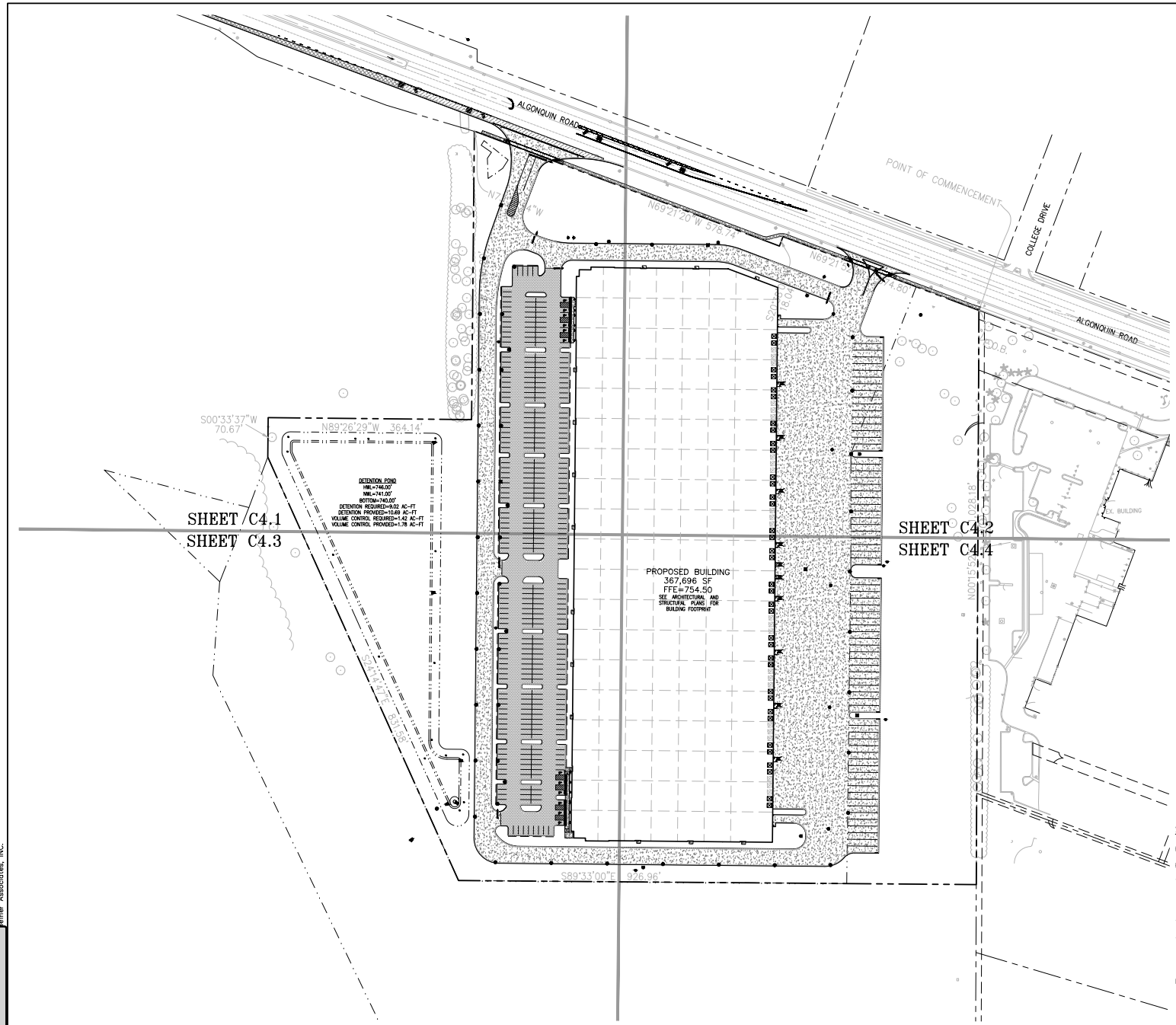
F076a

1" = 40'

C3.1c



PAVEMENT HATCH LEGEND:

- DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- ALGONQUIN ROAD ASPHALT PAVEMENT
- ALGONQUIN ROAD CONCRETE PAVEMENT

CURB LEGEND:

- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS. 2

GEOMETRIC NOTES:

1. ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR CENTER OF PAVEMENT MARKING UNLESS OTHERWISE NOTED.
2. ALL CURB RADII ARE 3' UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE 4" UNLESS OTHERWISE NOTED. PAVEMENT MARKINGS SHALL CONFORM TO ARTICLE 1095.02 OF THE I.D.O.T. STANDARD SPECIFICATIONS.
5. BUILDING DIMENSIONS AND DOORWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
6. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. SEE LANDSCAPE PLANS FOR PROPOSED TREE AND PLANTING REQUIREMENTS.
8. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

SITE DATA TABLE:

PROPERTY AREA:	28.55 ACRES
PROPOSED BUILDING AREA:	367,696 SQ. FT.
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS
TOTAL TRAILER PARKING:	73 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS:	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

2

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

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F076a

1" = 80'

C4

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DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

No.	Description	Date
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F076a
1" = 40'
C4.2

GRAPHIC SCALE 1"= 40'
0 20' 40' 80'

PAVEMENT HATCH LEGEND:
- DUCTILECRETE CONCRETE PAVEMENT 4-1/2" DUCTILECRETE PAVEMENT 6" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT 6" DUCTILECRETE PAVEMENT 6" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- CONCRETE SIDEWALK 5" PORTLAND CEMENT CONCRETE 4,000 PSI, A/E 4" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- ALGONQUIN ROAD ASPHALT PAVEMENT MATCH EXISTING ROADWAY SECTION
- ALGONQUIN ROAD CONCRETE PAVEMENT MATCH EXISTING ROADWAY SECTION

CURB LEGEND:
- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:
2. REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:
SEE SHEET CAD FOR ALL GEOMETRIC NOTES

MATCH LINE – SEE SHEET C4.2

MATCH LINE – SEE SHEET C4.3

PROPOSED BUILDING
367,696 SF
FFE=754.50
SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING FOOTPRINT

ALGONQUIN ROAD

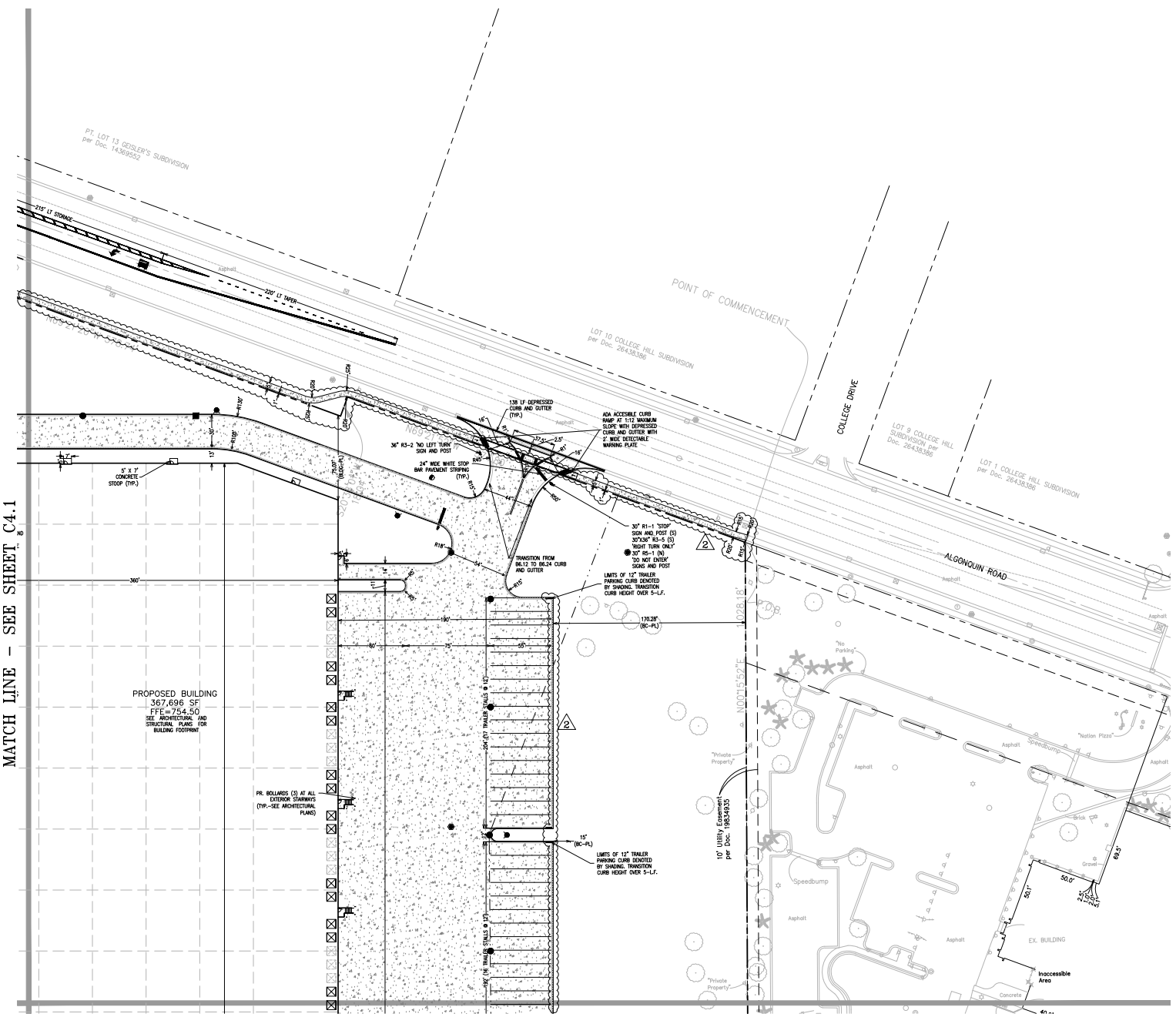
Site BMP

WETLAND AREA AS DELINEATED BY ECO COMPANIES ON SEPTEMBER 9, 2021

DETENTION ROAD
HWL=744.00
BWL=741.00
DETENTION REQUIRED=3.05 AC-FT
DETENTION PROVIDED=3.48 AC-FT
VOLUME CONTROL REQUIRED=1.42 AC-FT
VOLUME CONTROL PROVIDED=1.78 AC-FT

S00°33'37"W 516.20'
N89°26'29"W 364.14'
S24°14'47"E 831.58'
S00°33'37"W 70.67'

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



PAVEMENT HATCH LEGEND:

- DUCTILECRETE CONCRETE PAVEMENT
  4-1/2" DUCTILECRETE PAVEMENT
  6" CA-6 CRUSHED STONE
  COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
  (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
  6" DUCTILECRETE PAVEMENT
  6" CA-6 CRUSHED STONE
  COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
  (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- CONCRETE SIDEWALK
  5" PORTLAND CEMENT CONCRETE
  4,000 PSI, A/E
  4" CA-6 CRUSHED STONE
  COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- ALGONQUIN ROAD ASPHALT PAVEMENT
  MATCH EXISTING ROADWAY SECTION
- ALGONQUIN ROAD CONCRETE PAVEMENT
  MATCH EXISTING ROADWAY SECTION

CURB LEGEND:

- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

SEE SHEET C4.0 FOR ALL GEOMETRIC NOTES

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

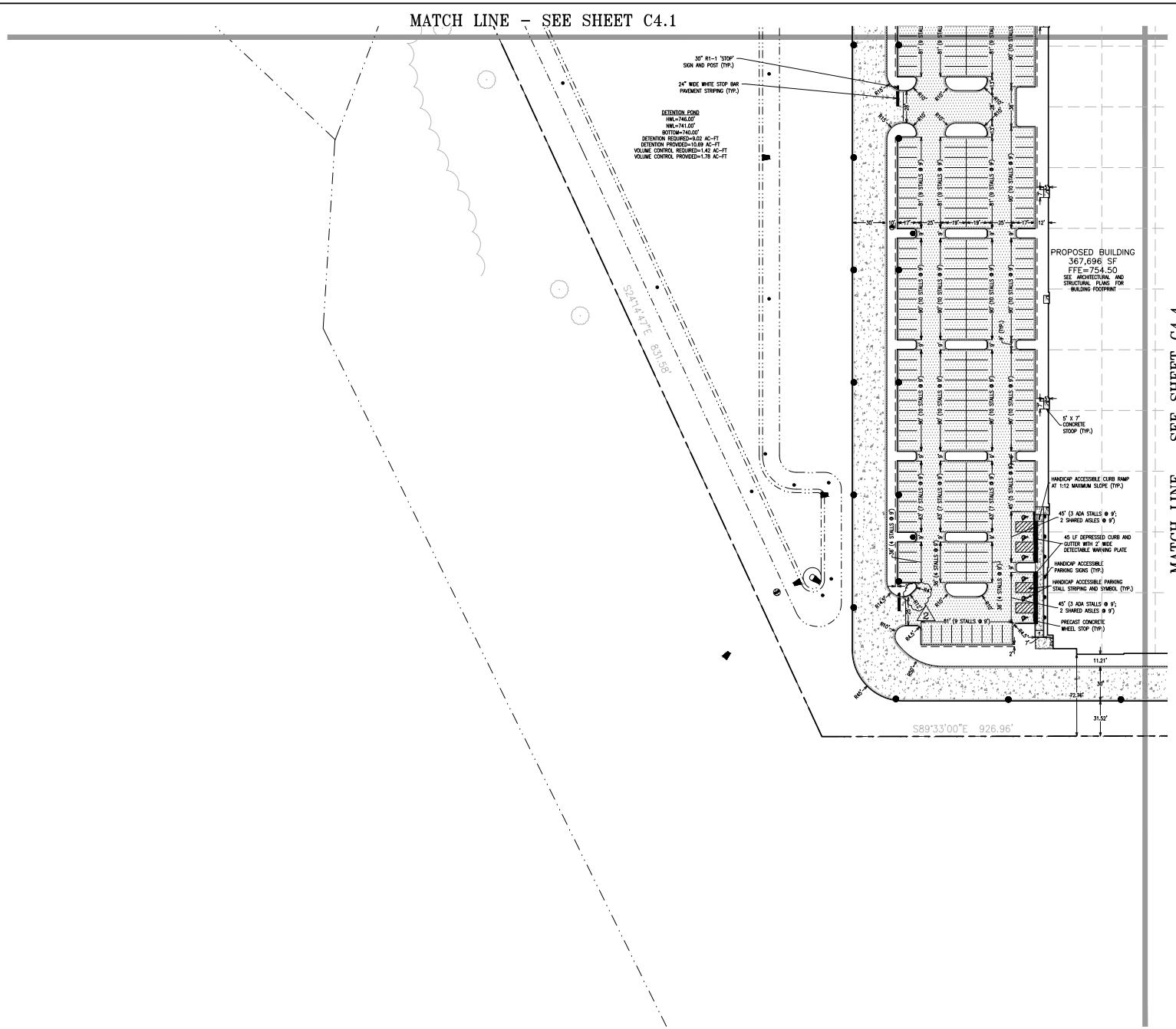
F076a

1" = 40'

C4

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Jacob & Hefner Associates, INC.



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CURB LEGEND:

- B6.12 CURB AND GUTTER
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NOTE:

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DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

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DIMENSIONAL CONTROL AND PAVING PLAN

623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
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F076a
1" = 40'
C4.2

GRAPHIC SCALE 1"= 40'
0 20' 40' 80'

PAVEMENT HATCH LEGEND:
- DUCTILECRETE CONCRETE PAVEMENT 4-1/2" DUCTILECRETE PAVEMENT 6" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT 6" DUCTILECRETE PAVEMENT 6" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR (REINFORCING AS RECOMMENDED BY DUCTILECRETE)
- CONCRETE SIDEWALK 5" PORTLAND CEMENT CONCRETE 4,000 PSI, A/E 4" CA-6 CRUSHED STONE COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
- ALGONQUIN ROAD ASPHALT PAVEMENT MATCH EXISTING ROADWAY SECTION
- ALGONQUIN ROAD CONCRETE PAVEMENT MATCH EXISTING ROADWAY SECTION

CURB LEGEND:
- B6.12 CURB AND GUTTER
- REVERSE PITCH B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:
REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:
SEE SHEET C4.0 FOR ALL GEOMETRIC NOTES

MATCH LINE - SEE SHEET C4.2

MATCH LINE - SEE SHEET C4.3

PROPOSED BUILDING
367,696 SF
FF=754.45
SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR BUILDING FOOTPRINT

LIMITS OF 12' TRAILER PARKING CURB DEPOTED BY HASHED LINE WITH CURB HEIGHT OVER 5-1/2".

PAINTED CROSSWALK (TYP.)

PROPERTY LINE

S89°33'00"E 926.96'

N00°15'52"E 1,028.18'

LOT 1 NATION PIZZA PRODUCTS CONSOLIDATION per Doc. 0526545054

LOT 1 BRIESKE'S RESUBDIVISION IN SCHAUMBURG per Doc. 24444403

20' Watermain Easement Per Doc. 2005978898

15' Utility Easement Per Doc. 1863435

Soaked Location Map

Concrete
Asphalt
Ramp
Speedbump
Bollards
Grass
Trees
Fence
Gate
Light Pole
Sign
Curb Inlet
Manhole
Hydrant
Valve
Gas Meter
Electric Box
Transformer
Telephone Box
Cable Box
Mailbox
Flagpole
Bench
Trash Can
Bike Rack
Bollard
Retaining Wall
Guardrail
Fence
Gate
Light Pole
Sign
Curb Inlet
Manhole
Hydrant
Valve
Gas Meter
Electric Box
Transformer
Telephone Box
Cable Box
Mailbox
Flagpole
Bench
Trash Can
Bike Rack
Bollard
Retaining Wall
Guardrail

Jacob & Hefner Associates, INC.

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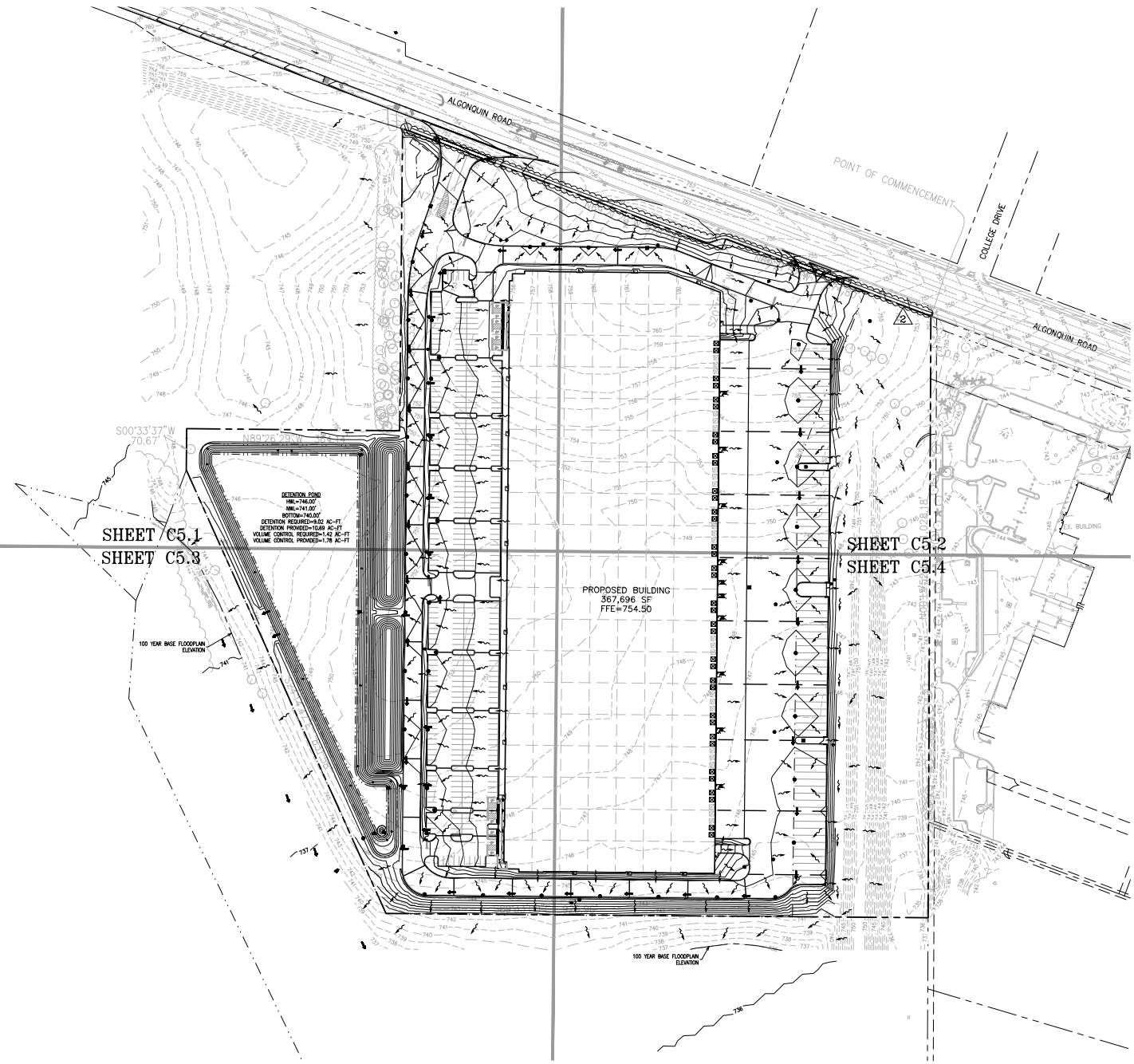

N

GRAPHIC SCALE 1"=80'

0 40' 80' 160'

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	—700—
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G=XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W=XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL=XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL=XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL=XXX.XX
PROPOSED DRAINAGE DIVIDE	— —
DRAINAGE DIRECTION	~→
OVERFLOW ROUTE	➡

STORMWATER MANAGEMENT SUMMARY TABLE:

DETENTION VOLUME REQUIRED	9.02 ACRE-FEET
DETENTION VOLUME PROVIDED (HWL=746.00)	10.69 ACRE-FEET
VOLUME CONTROL VOLUME REQUIRED	1.42 ACRE-FEET
VOLUME CONTROL VOLUME PROVIDED	1.78 ACRE-FEET

GRADING NOTES:

1. ALL PROPOSED SPOT ELEVATIONS ARE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS UNLESS OTHERWISE NOTED.
2. REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 5, 2021 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.
3. CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCEMENT OF SITE GRADING OPERATIONS.
4. ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, SIDEWALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
5. MAXIMUM CROSS SLOPES AND LONGITUDINAL SLOPES FOR ALL CONCRETE SIDEWALKS AND HANDICAP ACCESSIBLE ROUTES SHALL NOT EXCEED 2% AND 5%, RESPECTIVELY.
6. MAXIMUM SLOPES WITHIN THE HANDICAP ACCESSIBLE PARKING AREAS AND ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 2% IN ANY DIRECTION. HANDICAP ACCESSIBLE ROUTE DENOTED BY:
7. MAXIMUM GRADE DIFFERENCE BETWEEN PAVEMENT SURFACES AND ADJACENT CONCRETE SIDEWALKS FOR THE HANDICAP ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 1/4" VERTICAL OR 1/2" WHEN BEVELED.
8. CONTRACTOR SHALL COORDINATE EXTERIOR DOORWAY AND FINISHED GRADE ELEVATIONS WITH ARCHITECTURAL AND STRUCTURAL PLANS. ALL HANDICAP ACCESSIBLE DOORWAY LOCATIONS REQUIRE AN EXTERIOR LANDING THAT IS A MINIMUM OF FIVE (5) FEET IN LENGTH WITH A SLOPE NOT EXCEEDING 2% IN ANY DIRECTION.
9. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
10. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING STORM SEWERS WITHIN THE PROJECT AREA DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.
11. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL GRADING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-6600, FAX: (630) 652-6601
www.jacobandhefner.com

F076a

1" = 80'

C5

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

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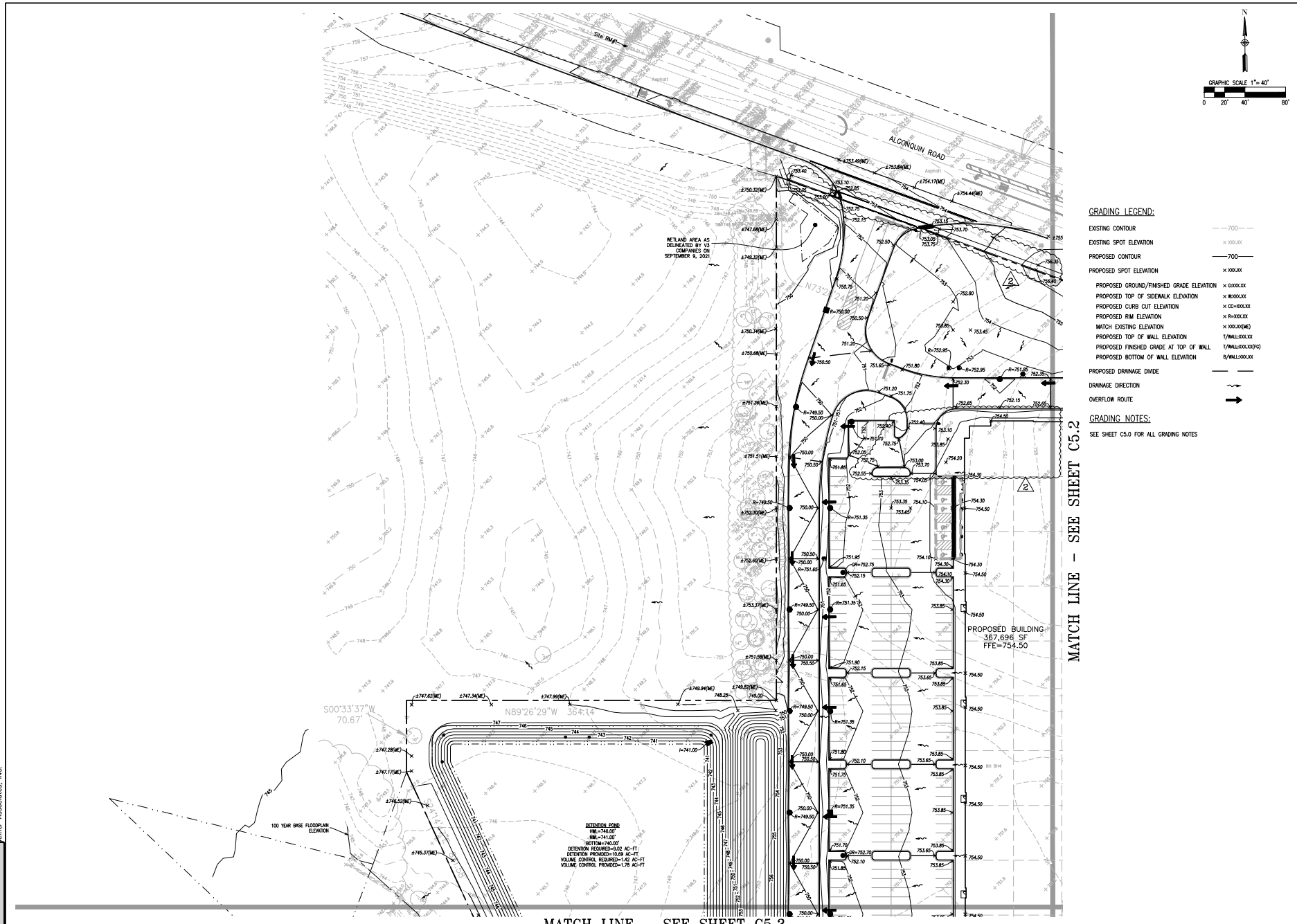

GRADING LEGEND:

EXISTING CONTOUR	700
EXISTING SPOT ELEVATION	XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	W:XXX.XX
PROPOSED CURB CUT ELEVATION	CC=XXX.XX
PROPOSED RIM ELEVATION	R=XXX.XX
MATCH EXISTING ELEVATION	XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

SEE SHEET C5.0 FOR ALL GRADING NOTES

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

GRADING PLAN

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
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F076a

1" = 40'

C5

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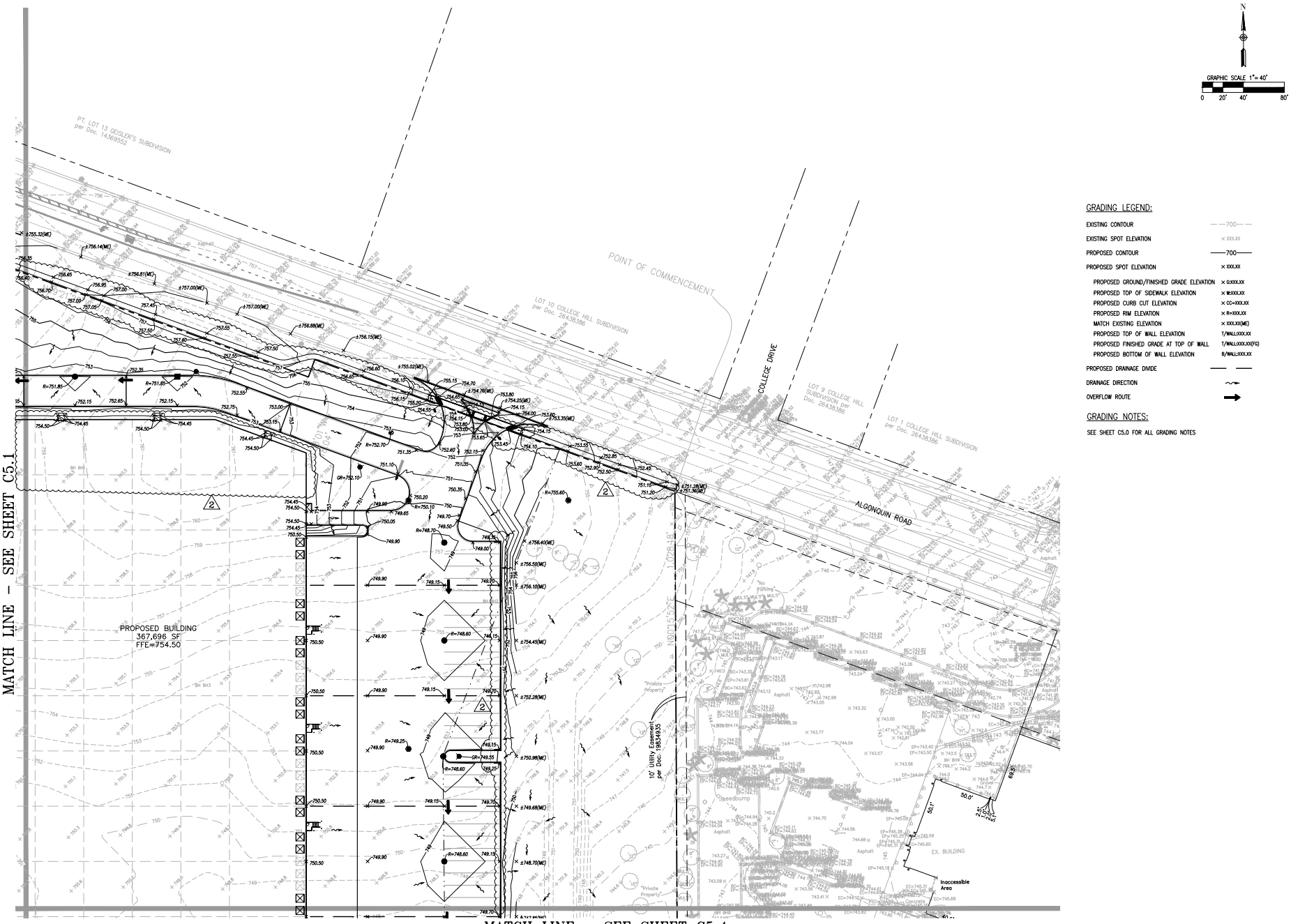

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

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F076a

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C5

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GRADING PLAN

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PALATINE, ILLINOIS

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F076a

1" = 40'

C5.1

GRAPHIC SCALE 1"=40'

GRADING LEGEND:

EXISTING CONTOUR — 700 —

EXISTING SPOT ELEVATION x XXX.XX

PROPOSED CONTOUR — 700 —

PROPOSED SPOT ELEVATION x XXX.XX

PROPOSED GROUND/FINISHED GRADE ELEVATION x XXXX.XX

PROPOSED TOP OF SIDEWALK ELEVATION x TCXXXX.XX

PROPOSED CURB CUT ELEVATION x CCXXXX.XX

PROPOSED RIM ELEVATION x RXXXX.XX

MATCH EXISTING ELEVATION x XXX.XX(ME)

PROPOSED TOP OF WALL ELEVATION T/WALLXXXX.XX

PROPOSED FINISHED GRADE AT TOP OF WALL T/WALLXXXX.XX(FG)

PROPOSED BOTTOM OF WALL ELEVATION B/WALLXXXX.XX

PROPOSED DRAINAGE DIVIDE

DRAINAGE DIRECTION

OVERFLOW ROUTE

GRADING NOTES:

SEE SHEET C5.0 FOR ALL GRADING NOTES

MATCH LINE – SEE SHEET C5.4

PROPOSED BUILDING
367,696 SF
754.50 FFE=754.50

MATCH LINE – SEE SHEET C5.1

DETENTION ZONE
MIN. BOTTOM
MIN.=741.00'
ATTENUATION REQUIRED=10.68 AC-FT
DETENTION PROVIDED=10.68 AC-FT
VOLUME CONTROL REQUIRED=1.78 AC-FT
VOLUME CONTROL PROVIDED=1.78 AC-FT

60' EMERGENCY OVERFLOW WEIR

100 YEAR BASE FLOODPLAIN ELEVATION

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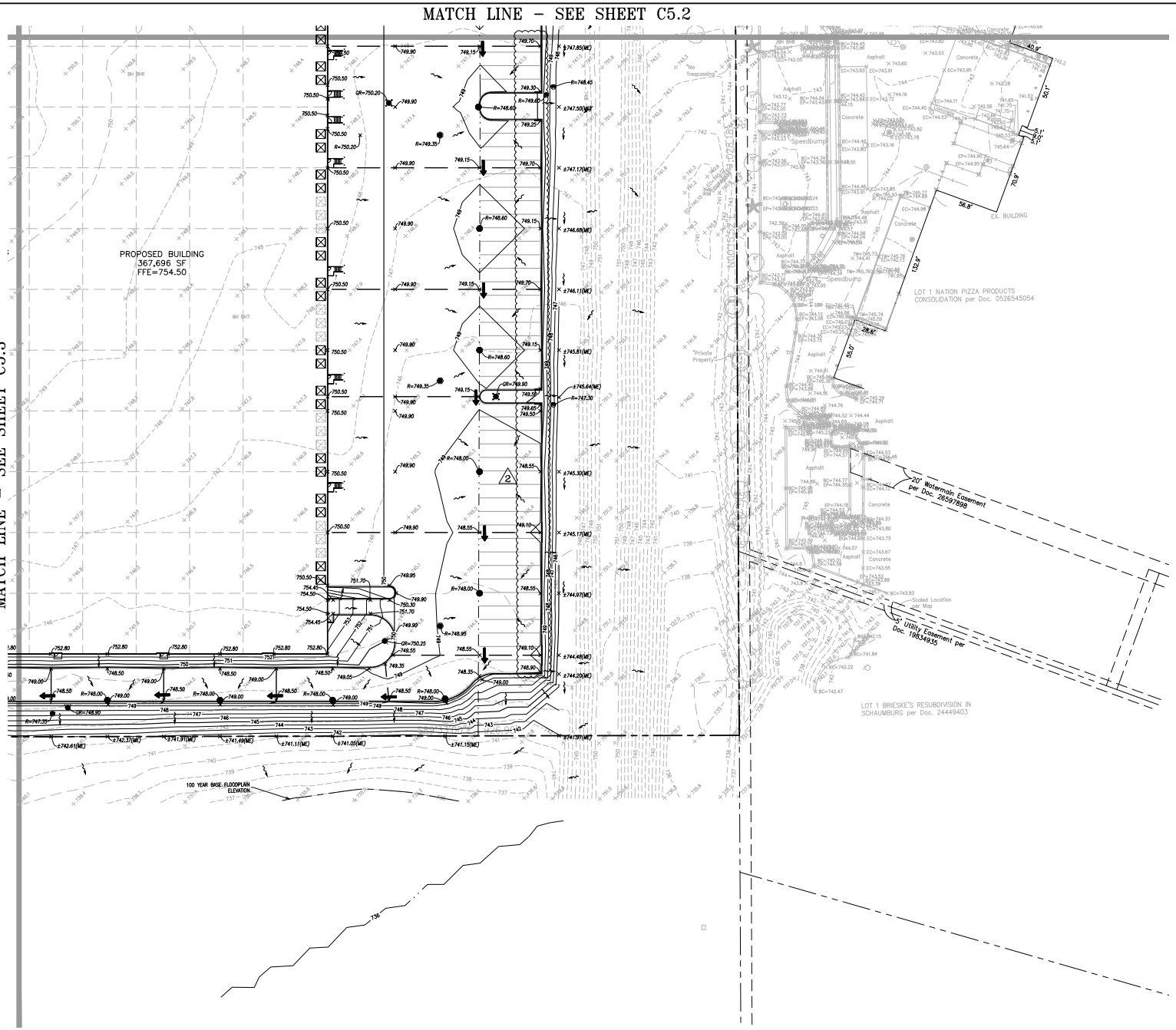

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

SEE SHEET C5.0 FOR ALL GRADING NOTES

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GRADING PLAN

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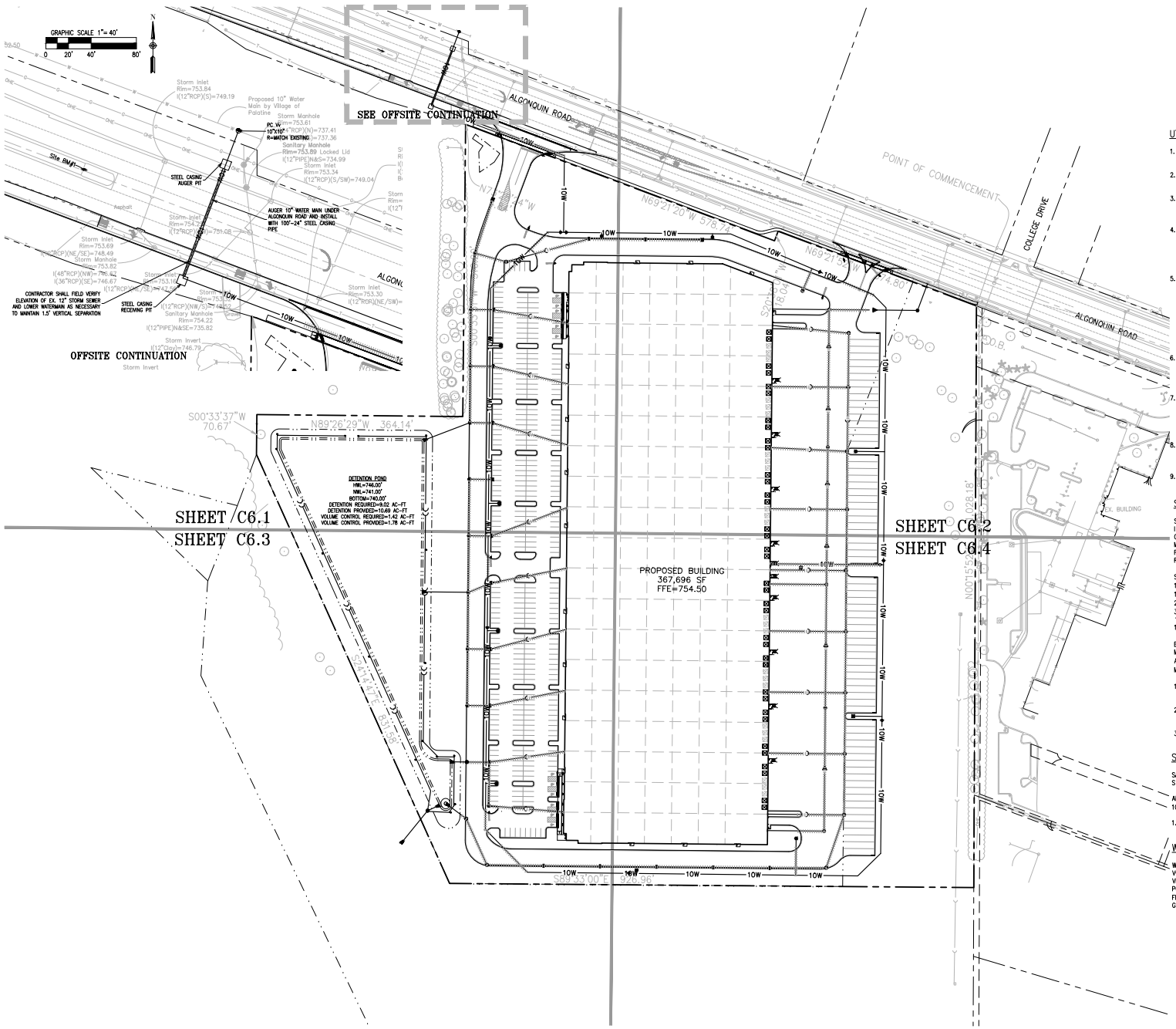

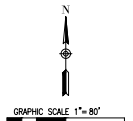

UTILITY NOTES:

1. ALL UTILITY LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURES IN LINEAR FEET.
2. ALL EXISTING UTILITY RIMS, GRADE RINGS, PEDESTALS, ETC. SHALL BE RAISED OR LOWERED AS REQUIRED TO MEET PROPOSED FINISHED GRADE.
3. ALL PROPOSED CONNECTIONS TO EXISTING UTILITY STRUCTURES OR PIPING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE GOVERNING AUTHORITY REQUIREMENTS AND SPECIFICATIONS.
4. GRANULAR TRENCH BACKFILL MATERIAL, IDOT GRADATION CA-7, SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR DENSITY, PER ASTM D1557, OVER ALL UTILITIES WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS, SIDEWALKS, ETC. GRANULAR TRENCH BACKFILL NOTED ON THE PLANS BY: ||||||||||||||||
5. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST FORTY-EIGHT (48) HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED SITE IMPROVEMENTS SHOWN ON THE PLANS.
6. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. CONTRACTOR SHALL EXCAVATE AND FIELD VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO COMMENCING ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
8. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING SEWER SYSTEMS DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.
9. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS INCLUDING ALL PIPE MATERIAL AND JOINT SPECIFICATIONS.

STORM SEWER NOTES:

STORM SEWER STRUCTURE SYMBOL LEGEND:
I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 102223
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
2P: IDOT TYPE 1 (OPEN), NEENAH R-2504-C
3P: IDOT TYPE 1 (OPEN), NEENAH R-2502-E
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210
11V: IDOT TYPE 11V, NEENAH R3281-AL, EJIW 7210V

EXAMPLE:
MH3
A48,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY WITH BOLLARDS (SEE DETAIL)
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

OVERALL UTILITY PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER Associates
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PHONE: (630) 652-4600, FAX: (630) 652-4601
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F076a
1" = 80'
C6

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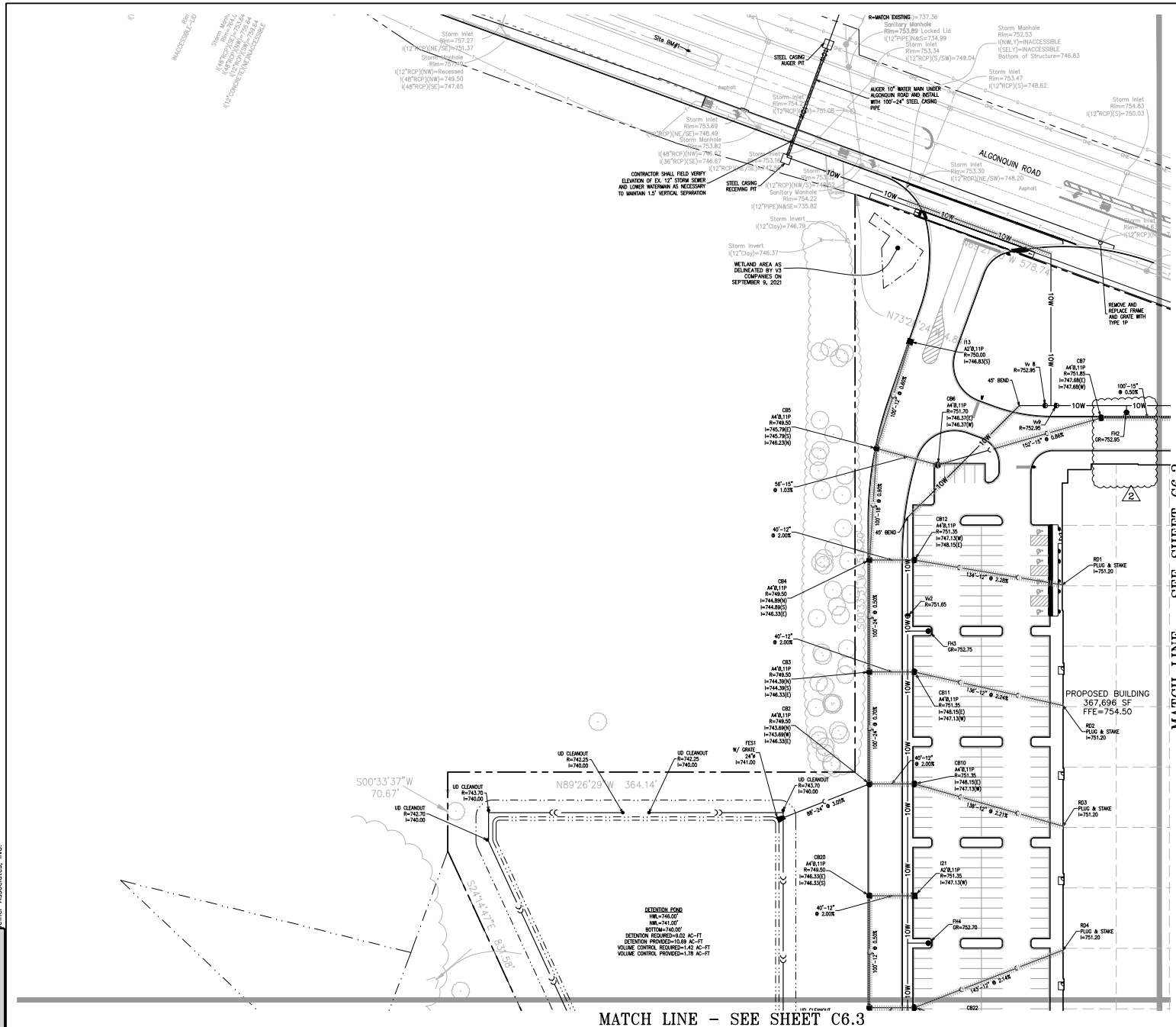

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SEE SHEET C6.0 FOR ALL UTILITY NOTES

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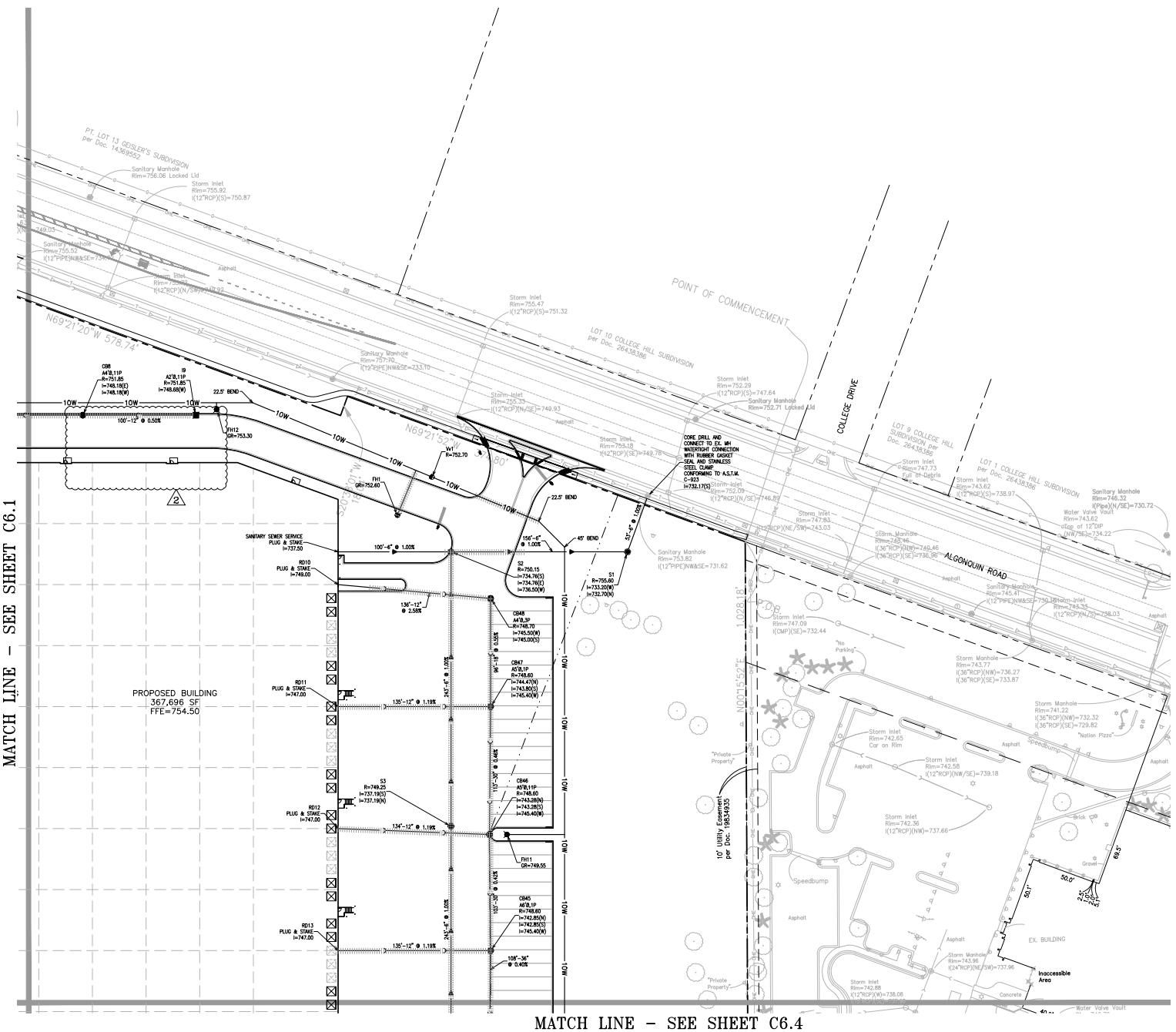

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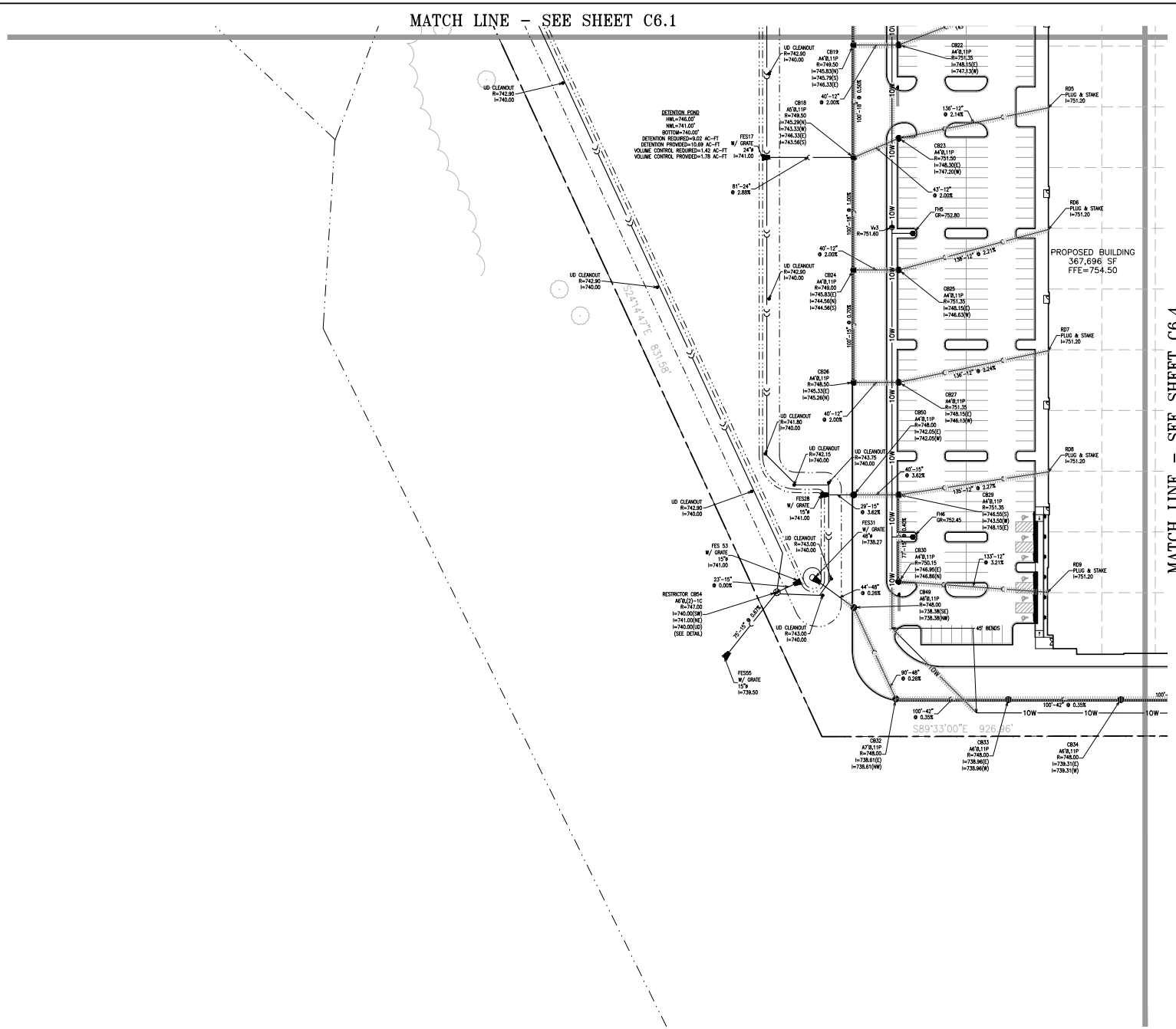

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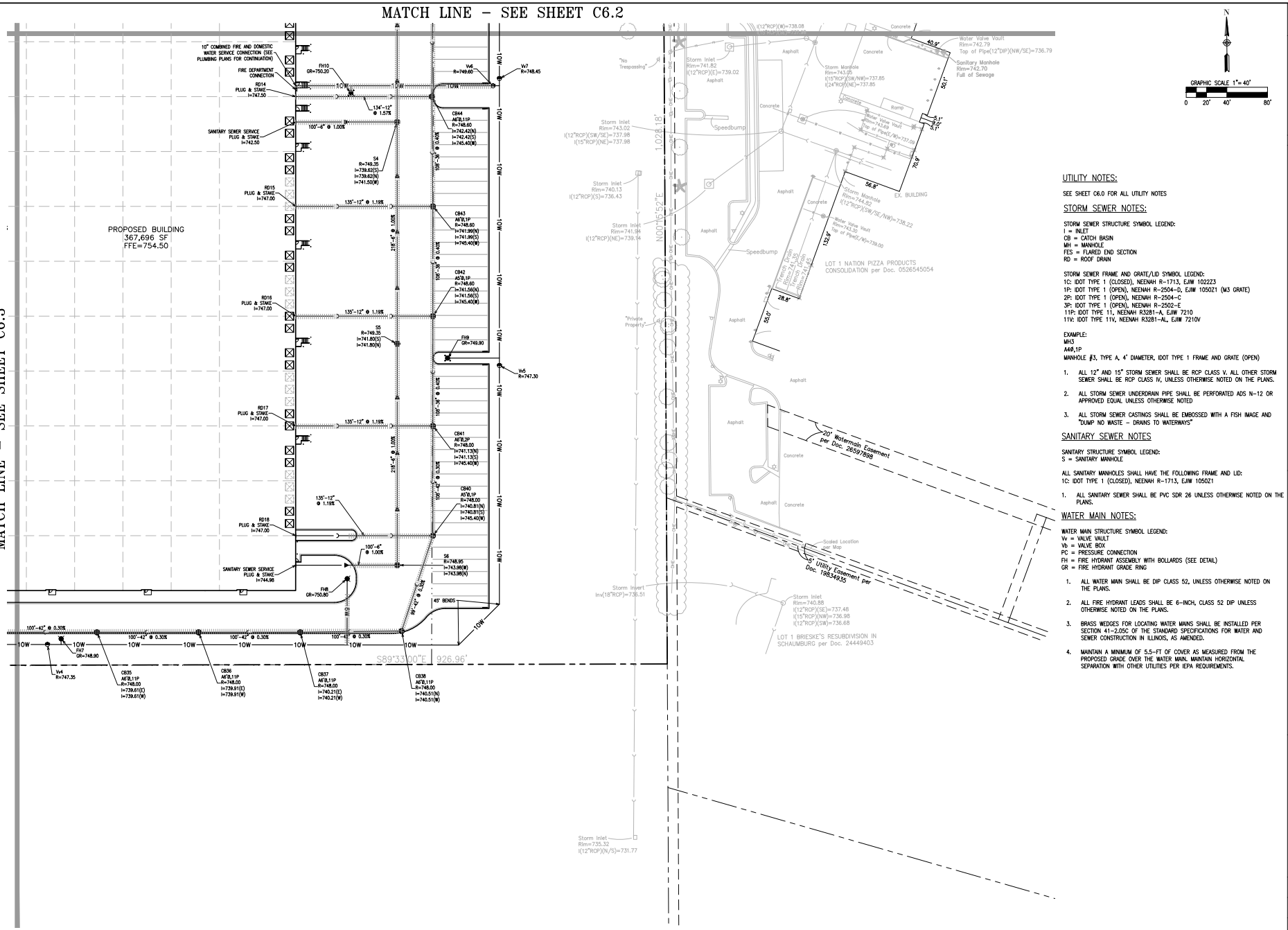

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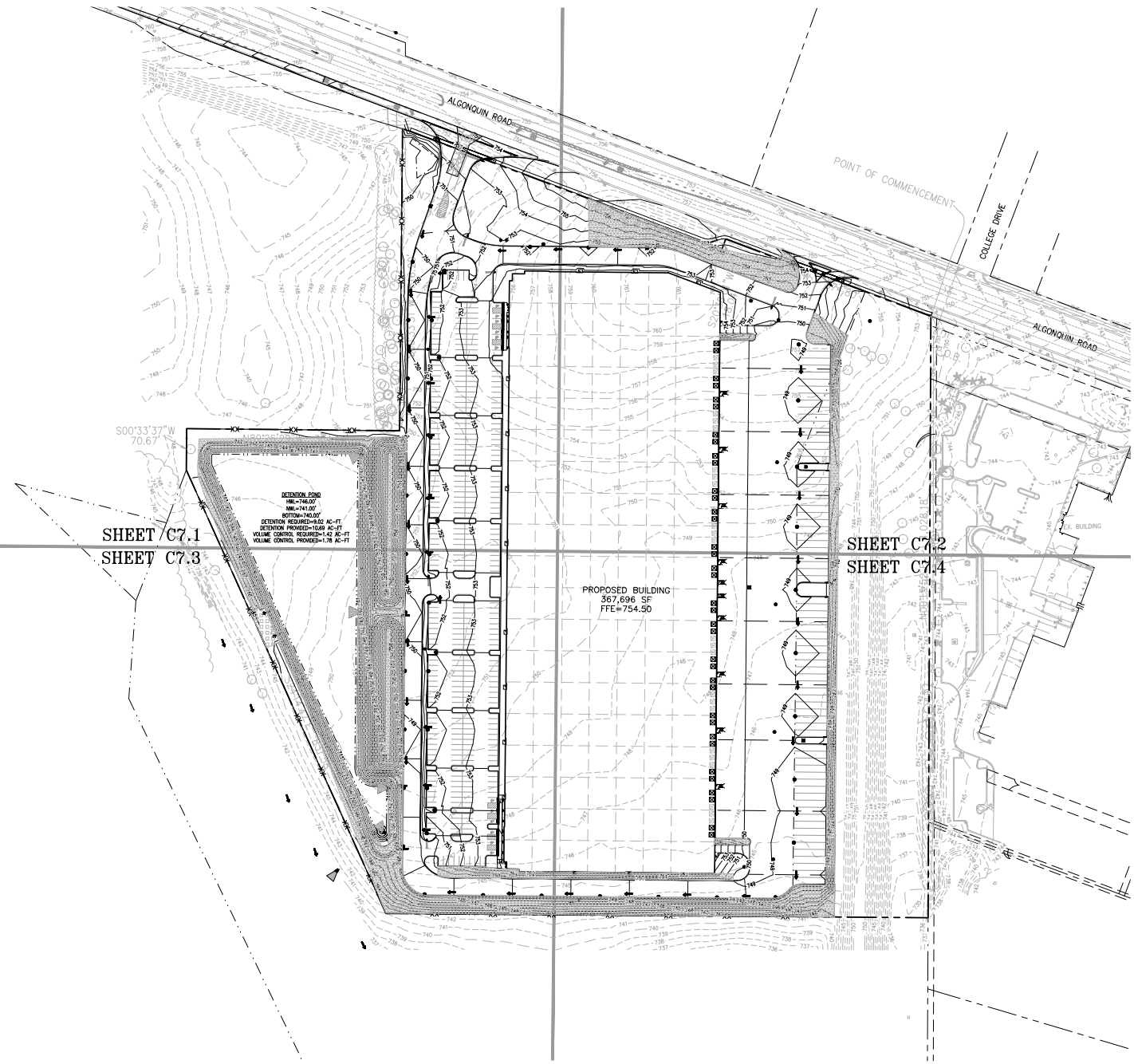

SWPPP CONSTRUCTION SCHEDULE:

1. OBTAIN ALL APPLICABLE SITE PERMITS AND THOROUGHLY REVIEW PROJECT'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND EROSION CONTROL PLANS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND UPDATING THE SWPPP THROUGHOUT THE DURATION OF CONSTRUCTION AS NECESSARY UNTIL FINAL SITE STABILIZATION IS ACHIEVED.
2. INSTALL PERIMETER SEDIMENT CONTROL MEASURES (I.E. SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCE).
3. INSTALL INLET PROTECTION DEVICES FOR EXISTING STORM SEWER INLETS AND DRAINAGE STRUCTURES.
4. PERFORM STORMWATER POLLUTION PREVENTION SITE INSPECTIONS ON A WEEKLY BASIS AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A RAINFALL EVENT THAT IS 0.5 INCH OR GREATER (OR EQUIVALENT SNOWFALL). AT A MINIMUM, THE INSPECTIONS SHALL INCLUDE THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, ALL STRUCTURAL CONTROL MEASURES, LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE, AND ANY ADDITIONAL BEST MANAGEMENT PRACTICES IDENTIFIED IN THE SWPPP.
   - 4.1. ALL SITE EROSION AND SEDIMENT CONTROL MEASURES AND BEST MANAGEMENT PRACTICES SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND SHALL BE CONTINUOUSLY MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION. CONTRACTOR SHALL MAKE AND COMPLETE THE REQUIRED REPAIRS WITHIN FORTY-EIGHT (48) HOURS OF THE INSPECTION.
   - 4.2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL STRUCTURAL CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE SITE INSPECTIONS.
   - 4.3. COPIES OF THE WEEKLY INSPECTION REPORT SHALL BE SUBMITTED TO THE PUBLIC WORKS SUPERINTENDENT AND THE VILLAGE ENGINEER.
5. BEGIN SITE CLEARING AND GRADING OPERATIONS.
6. PROVIDE TEMPORARY SEEDING AND/OR MULCHING FOR ALL DISTURBED SITE AREAS THAT WILL NOT BE WORKED ON FOR MORE THAN SEVEN (7) DAYS.
7. INSTALL NEW STORM SEWERS AND OTHER SITE UTILITIES AS INDICATED ON THE PLANS.
8. INSTALL TEMPORARY CONCRETE WASHOUT PRIOR TO COMMENCEMENT OF ANY CONCRETE WORK ON SITE.
9. BEGIN SITE PAVING OPERATIONS (I.E. DRIVES, PARKING LOTS, ETC.)
10. PERFORM STREET CLEANING OPERATIONS AND OTHER BEST MANAGEMENT PRACTICES AS NEEDED FOR AREAS ADJACENT TO THE PROJECT SITE.
11. INSTALL BUILDING FOUNDATIONS AND COMPLETE BUILDING CONSTRUCTION AND REMAINING SITE IMPROVEMENTS INDICATED ON THE PLANS.
12. PERFORM FINAL GRADING OPERATIONS AND ESTABLISH PERMANENT VEGETATIVE COVER IN ALL LANDSCAPED AREAS.
13. REMOVE ALL TEMPORARY SITE EROSION AND SEDIMENT CONTROL MEASURES WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

EROSION CONTROL NOTES:

1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF SITE GRADING OR DEMOLITION OPERATIONS.
2. CONTRACTOR SHALL IMPLEMENT APPROPRIATE DUST CONTROL MEASURES AS NECESSARY.
   - 2.1. DUST SHALL BE CONTROLLED MANUALLY OR BY USING A MOBILE PRESSURE-TYPE DISTRIBUTOR TRUCK TO APPLY POTABLE WATER TO DISTURBED AREAS. THE MOBILE UNIT SHALL APPLY WATER AT A RATE OF THREE-HUNDRED (300) GALLONS PER ACRE AND MINIMIZE AS NECESSARY TO PREVENT RUNOFF AND SURFACE WATER PONDING.
3. EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS ANTICIPATED BY THE ENGINEER. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION AS WARRANTED BY SITE CONDITIONS OR AS DIRECTED BY THE ENGINEER AND/OR PROJECT GOVERNING AUTHORITIES.
4. SEE LANDSCAPE PLANS FOR ALL DETENTION POND PLANTING REQUIREMENTS
5. SEE GENERAL NOTES AND SPECIFICATIONS SHEETS AND STORMWATER POLLUTION PREVENTION PLANS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

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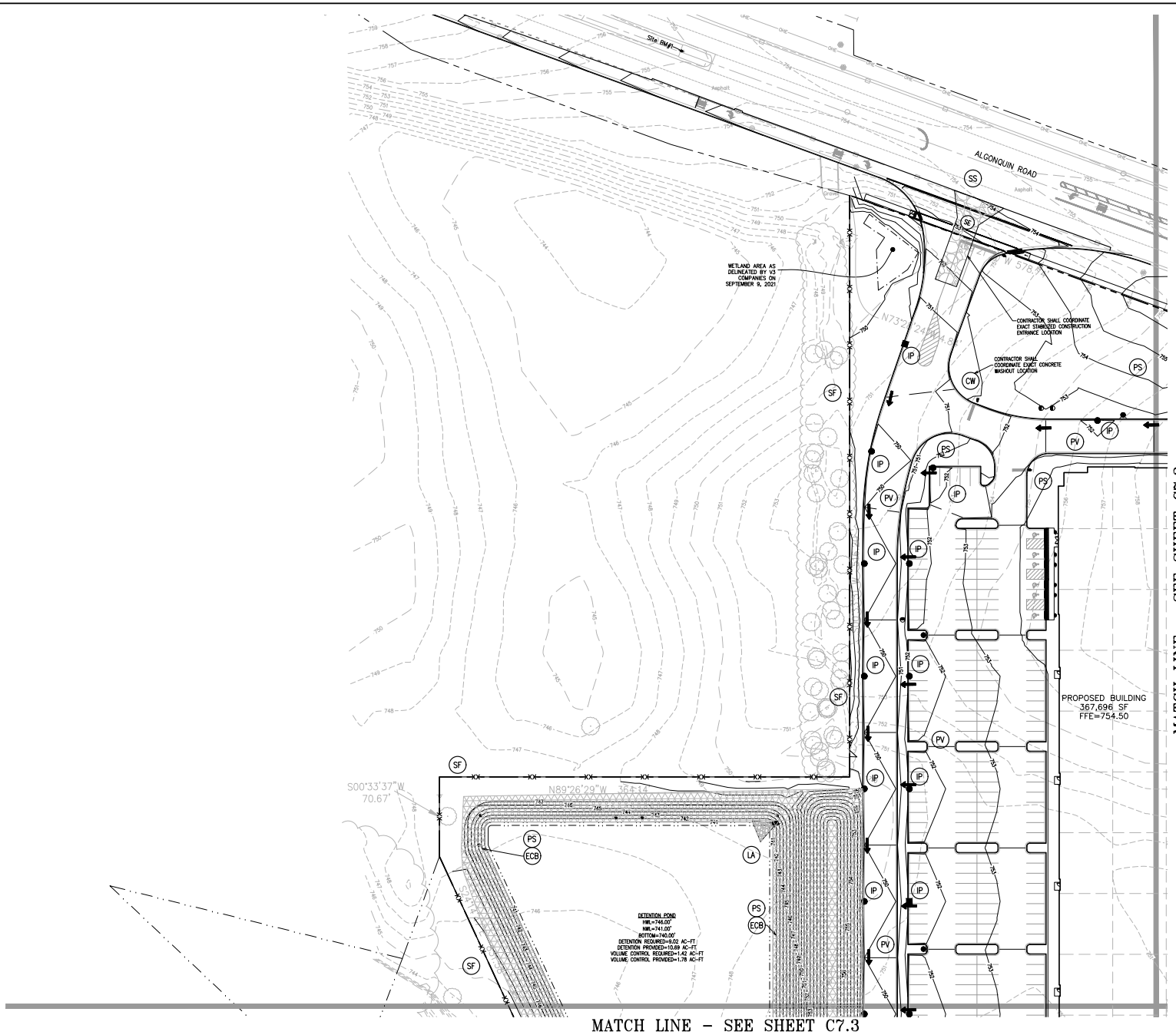

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GRAPHIC SCALE 1" = 40'
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EROSION CONTROL LEGEND:

- IP — INLET PROTECTION
- SF — SILT FENCE
- SE — STABILIZED CONSTRUCTION ENTRANCE
- CW — CONCRETE WASHOUT
- ECB — EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S75)
- TRM — PERMANENT TURF REINFORCEMENT MAT (NORTH AMERICAN GREEN VMAX SC250)
- PS — PERMANENT SEEDING (SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- SS — STREET SWEEPING
- PV — PAVEMENT
- LA — LINED APRON

EROSION CONTROL NOTES:

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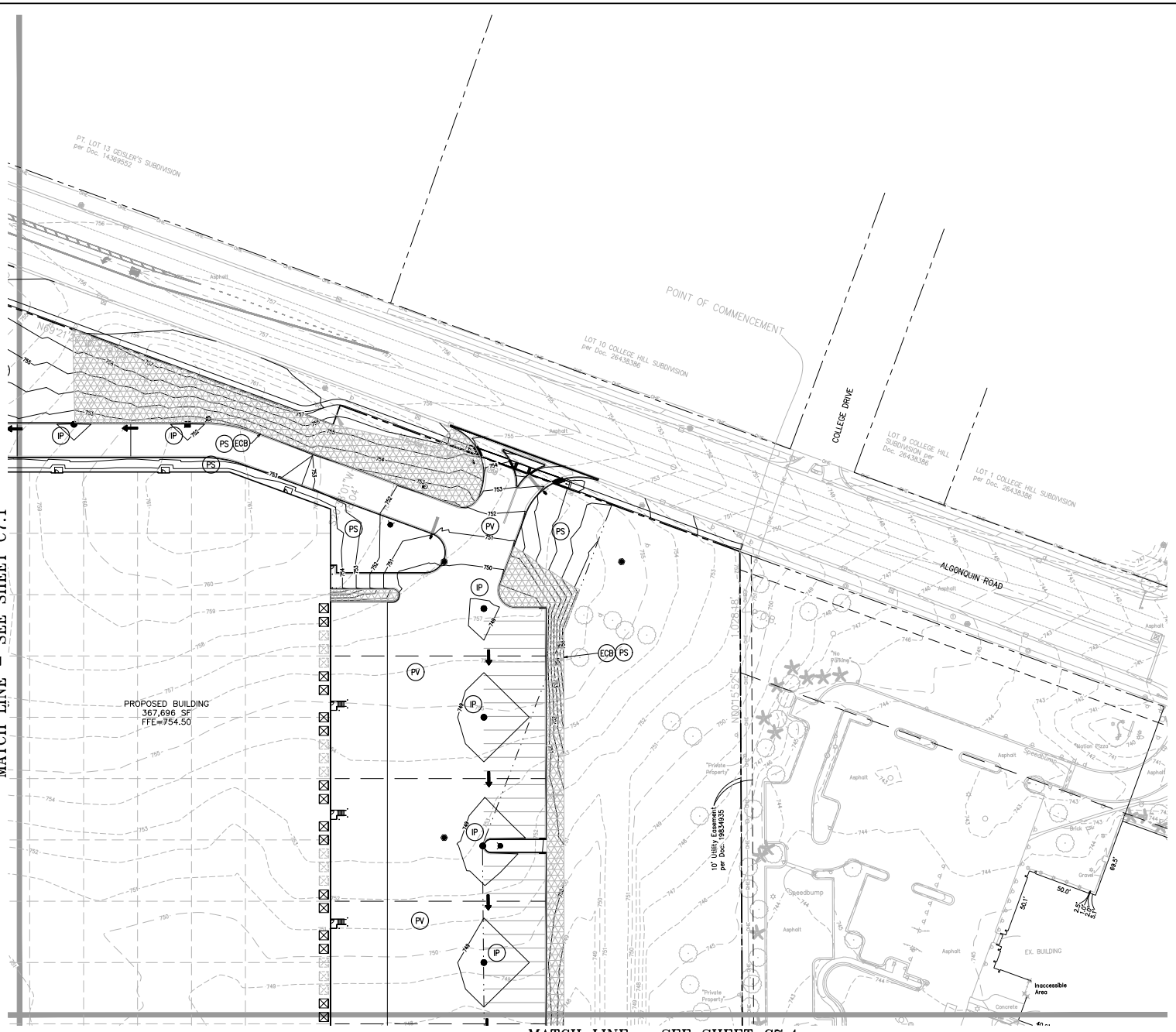

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0 20' 40' 80'

EROSION CONTROL LEGEND:

- IP — INLET PROTECTION
- SF — SILT FENCE
- SE — STABILIZED CONSTRUCTION ENTRANCE
- CW — CONCRETE WASHOUT
- ECB — EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S75)
- TRM — PERMANENT TURF REINFORCEMENT MAT (NORTH AMERICAN GREEN VMAX SC250)
- PS — PERMANENT SEEDING (SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION AND DETAILS)
- SS — STREET SWEEPING
- PV — PAVEMENT
- LA — LINED APRON

EROSION CONTROL NOTES:

SEE SHEET C7.0 FOR ALL EROSION CONTROL NOTES

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

EROSION CONTROL PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a
1" = 40'
C7

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)
Jacob & Hefner Associates, INC.
Packet Pg. 339
6.B.1.s
Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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F076a
1" = 40'
C7.2

GRAPHIC SCALE 1"=40'
0 20' 40' 80'
N

EROSION CONTROL LEGEND:
- IP INLET PROTECTION
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EROSION CONTROL NOTES:
SEE SHEET C7.0 FOR ALL EROSION CONTROL NOTES

MATCH LINE – SEE SHEET C7.4

PROPOSED BUILDING
367,696 SF
FFE=754.50

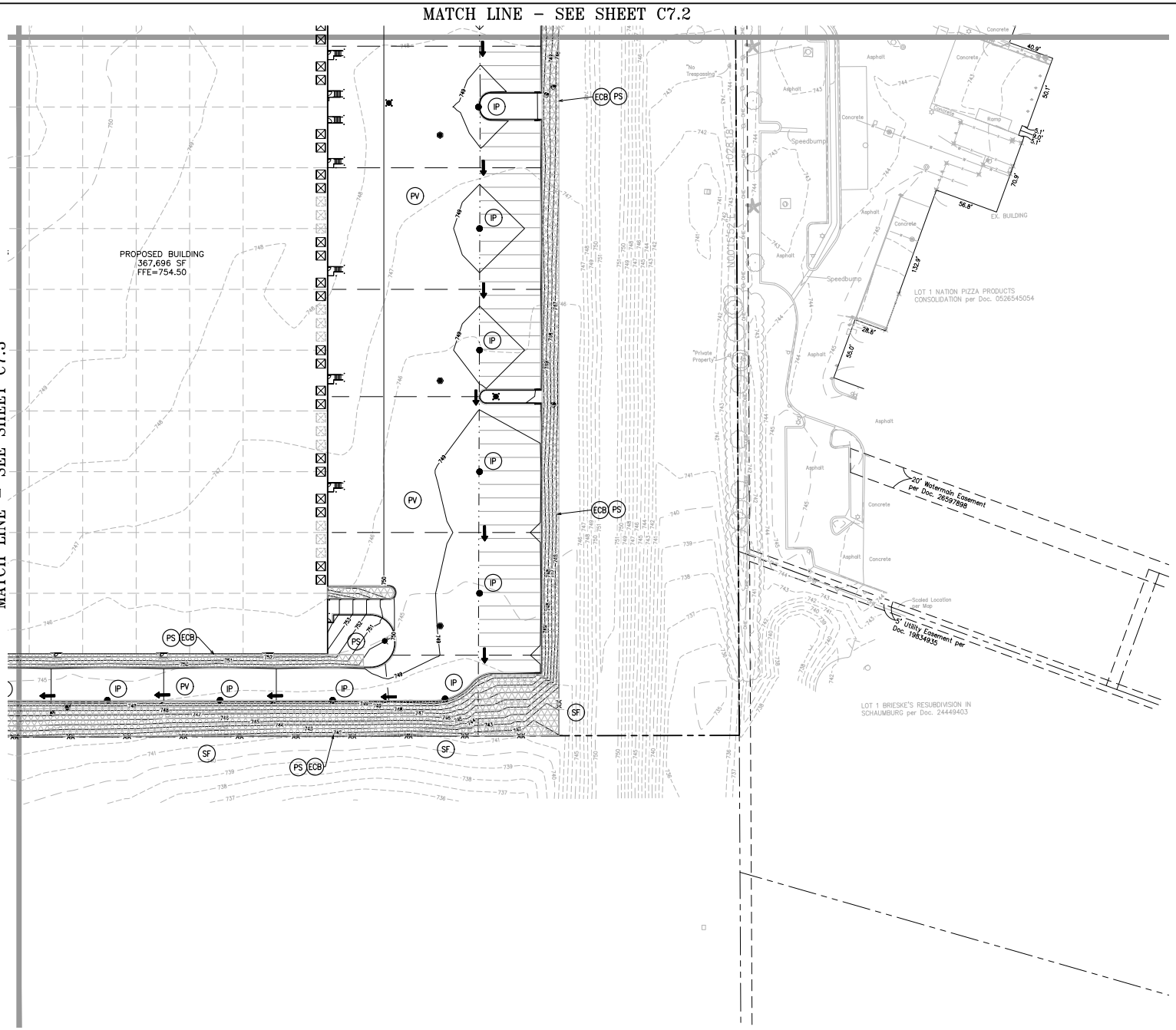
DETENTION ZONE
HWL=743.00'
WM=741.00'
DETENTION REQUIRED=0.22 AC-FT
DETENTION PROVIDED=0.68 AC-FT
VOLUME CONTROL REQUIRED=1.78 AC-FT
VOLUME CONTROL PROVIDED=1.78 AC-FT

S74°44'47"E 831.58'

MATCH LINE – SEE SHEET C7.1

Jacob & Herrner Associates, INC.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



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SEE SHEET C7.0 FOR ALL EROSION CONTROL NOTES

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CONTROL MEASURE GROUP	CONTROL MEASURE	APPLICABLE	SYMBOL	CONTROL MEASURE CHARACTERISTICS	TEMPORARY	PERMANENT	REQUIRED MAINTENANCE
VEGETATIVE SOIL COVER	TEMPORARY SEEDING		(TS)	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE	X		RESEED ANY FAILING AREAS
	PERMANENT SEEDING	X	(PS)	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION AND FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN		X	RESEED ANY FAILING AREAS
	DORMANT SEEDING		(DS)	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED	X	X	RESEED AS NEEDED
	SODDING		(SO)	QUICK PERMANENT VEGETATIVE COVER USED TO CONTROL EROSION AND ESTABLISH VEGETATIVE FILTER STRIP, CAN BE USED ON STEEP SLOPES OR IN DRAINAGE WAYS OR OTHER AREAS WHERE SEEDING MAY BE DIFFICULT	X	X	N/A
NON VEGETATIVE SOIL COVER	MACHINE TRACKING		(GC)	PROVIDES SOIL ROUGHING TO PREVENT EROSION		X	N/A
	POLYMER		(P)	USED AS ADDED INSURANCE IN CONJUNCTION WITH TEMPORARY OR PERMANENT SEEDING. PROVIDES TEMPORARY COVER WHERE VEGETATION CANNOT BE ESTABLISHED	X	X	REAPPLY EVERY 1-1/2 MONTHS
	AGGREGATE COVER		(AG)	PROVIDES SOIL COVER ON ROADS, PARKING LOTS AND OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND CARRIED OFF-SITE	X	X	CLEAN DIRT AND SEDIMENT FROM STONE AS NEEDED
	PAVING	X	(PV)	PROVIDES PERMANENT COVER ON ROADS, PARKING LOTS AND OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED		X	N/A
DIVERSIONS	RIDGE DIVERSION		(RD)	TYPICALLY USED ABOVE SLOPES TO COLLECT RUNOFF AND TRANSFER DOWNSTREAM	X	X	CLEAN OUT SILT WHEN HALF FULL
	CHANNEL DIVERSION		(CD)	TYPICALLY USED TO DIVERT RUNOFF TO PREVENT EROSION	X	X	REPLACE PROTECTION AS NEEDED
	COMBINATION DIVERSION		(DC)	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF A CHANNEL IS USED TO BUILD THE RIDGE	X	X	REPLACE PROTECTION AS NEEDED
	CURB AND GUTTER		(CG)	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A ROAD TO DIVERT RUNOFF FROM AN AREA NEEDING EROSION PROTECTION		X	N/A
	BENCHES		(B)	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND PROVIDE SLOPE STABILITY	X	X	N/A
WATERWAYS	VEGETATIVE CHANNEL		(VC)	PROVIDES ADDITIONAL STABILITY TO CHANNEL AND USED WITH RELATIVELY LOW FLOW VELOCITIES	X	X	REDO ANY FAILING AREAS
	LINED CHANNEL		(LC)	USED WHEN VEGETATION IS INADEQUATE TO PROTECT A CHANNEL FROM HIGH FLOW VELOCITIES OR WHERE VEGETATION CANNOT BE ESTABLISHED	X	X	REPLACE PROTECTION AS NEEDED
ENCLOSED DRAINAGE	STORM SEWER	X	(STM)	CAN BE USED TO CONVEY SEDIMENT LADEN RUNOFF TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY	X	X	CLEAN OUT SEDIMENT AS NEEDED
	UNDER DRAIN	X	(UD)	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X	N/A
SPILLWAYS	STRAIGHT PIPE SPILLWAY		(SPS)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER		X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	DROP INLET PIPE SPILLWAY		(DIS)	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED		X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	WEIR SPILLWAY		(W)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS IN EXCESS OF THE STORM SEWER SYSTEM	X	X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
	BOX INLET WEIR SPILLWAY		(BS)	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED DUE TO LOWER WEIR LENGTH	X	X	CLEAN OUT CONSTRUCTION DEBRIS AS NEEDED
OUTLETS	LINED APRON	X	(LA)	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM FLARED END SECTIONS OR OTHER OUTLET STRUCTURES	X	X	REPAIR DISLODGED STONES AND EROSION UNDER RIP-RAP AS NEEDED
SEDIMENT BASINS	SEDIMENT BASIN		(SB)	USED TO COLLECT SMALLER PARTICLES AND TO DETAIN WATER WITH A CONTROLLED RELEASE	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
	SEDIMENT TRAP		(ST)	USED TO COLLECT LARGER PARTICLES AND TO DETAIN WATER WITH A CONTROLLED RELEASE	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
SEDIMENT FILTERS	SILT FENCE	X	(SF)	USED TO FILTER SEDIMENT FROM RUNOFF	X		CLEAN OUT SEDIMENT WHEN HALF FULL AND REPAIR AS NEEDED
	VEGETATIVE FILTER		(VF)	USED ALONG DRAINAGE WAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF	X	X	REDO ANY FAILING AREAS
MUD AND DUST CONTROL	STABILIZED CONSTRUCTION ENTRANCE	X	(SE)	PREVENTS MUD AND SEDIMENT FROM BEING PICKED UP AND CARRIED OFF-SITE	X		SCRAPE MUD AND REPLACE STONE AS NEEDED
	DUST CONTROL	X	(DT)	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE	X		REAPPLY AS NEEDED
EROSION CONTROL	EROSION CONTROL BLANKET	X	(ECB)	PROTECTS SOIL, PREVENTS SEED WASHOUT AND HELPS GROW VEGETATION	X		REPLACE AS NEEDED
	TURF REINFORCEMENT MAT	X	(TRM)	REINFORCES TURF IN CHANNELS, SHORELINES AND HIGH FLOW AREAS		X	REPLACE AS NEEDED
	CELLULAR CONFINEMENT		(CF)	USED FOR SOIL STABILIZATION	X	X	REPLACE AS NEEDED
	GABIONS		(GA)	USED TO PREVENT EROSION IN HIGH FLOW AREAS	X	X	REPLACE AS NEEDED
	GEOTEXTILE FABRIC		(GF)	USED FOR EROSION AND SEDIMENT CONTROL, SOIL SEPARATION AND SOIL STABILIZATION	X	X	REPLACE AS NEEDED
	GEOBLOCK POROUS PAVEMENT		(PP)	USED FOR FIRE LANE ACCESS OR VEGETATIVE PAVEMENT	X	X	REPLACE AS NEEDED
SEDIMENT CONTROL	INLET PROTECTION	X	(IP)	USED TO PREVENT SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM	X		REPLACE OR CLEAN WHEN CLOGGED
	SLOPE INTERRUPT		(SI)	USED TO BREAK UP RUNOFF FLOW ON A SLOPE	X		CLEAN OUT SEDIMENT WHEN HALF FULL
	DITCH CHECK	X	(DIC)	USED FOR SEDIMENT FLOW CONTROL IN SWALES AND CHANNELS	X	X	CLEAN OUT SEDIMENT WHEN HALF FULL
	FLOC LOG		(FL)	USED TO CLARIFY WATER THAT HAS SEDIMENT IN THE WATERY COLUMN	X	X	REPLACE WHEN HALF DISSOLVED
	SILT CURTAIN		(SC)	USED FOR SEDIMENT CONTROL IN STREAMS, PONDS, ETC.	X	X	REPLACE WHEN FABRIC IS TORN OR HOLES BEGIN TO FORM
	PUMPING DISCHARGE BAG	X	(PB)	USED FOR PUMP DISCHARGE LINES	X		REPLACE WHEN HALF FULL, FABRIC IS TORN OR HOLES BEGIN TO FORM
	CONCRETE WASHOUT	X	(CW)	USED TO WASH OUT CONCRETE TRUCKS	X		CLEAN OUT WHEN HALF FULL AND CLEAN WASHOUT GRAVEL AREA AS NEEDED
	STREET SWEEPING	X	(SS)	USED TO PREVENT SILT BUILD UP IN STREETS	X	X	CLEAN ONCE A WEEK OR AS NEEDED TO KEEP STREET CLEAN

SWPPP NOTES:

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, WHICH AUTHORIZES STORMWATER DISCHARGES RESULTING FROM CONSTRUCTION SITE ACTIVITIES AND THE SOIL EROSION AND SEDIMENT CONTROL ORDINANCES AND REQUIREMENTS OF THE LOCAL GOVERNING AUTHORITIES.

1. SITE DESCRIPTION

A. THE FOLLOWING IS A DESCRIPTION OF THE PROPOSED CONSTRUCTION ACTIVITIES THAT ARE THE SUBJECT OF THIS PLAN:

THE SITE IMPROVEMENTS ASSOCIATED WITH THE PROPOSED INDUSTRIAL DEVELOPMENT WILL INCLUDE THE FOLLOWING: DEMOLITION, MASS GRADING, PAVEMENT CONSTRUCTION, INSTALLATION OF UTILITIES INCLUDING STORM SEWERS, SANITARY SEWERS AND WATERMAIN AND SOIL EROSION AND SEDIMENTATION CONTROL MEASURES.

B. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION, AND GRADING:

THE SEQUENCE OF THE CONSTRUCTION ACTIVITIES MAY BE AS FOLLOWS: 1) INSTALL PERIMETER CONTROLS INCLUDING SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCE, 2) SITE DEMOLITION, 3) MASS GRADING, 4) UNDERGROUND UTILITIES INSTALLATION, 5) BUILDING FOUNDATIONS, 6) FINE GRADING IN PAVEMENT AREAS AND 7) PAVEMENT AND BUILDING CONSTRUCTION. THE SOIL EROSION AND SEDIMENTATION CONTROL ITEMS WILL BE CONSTRUCTED AND MAINTAINED AS NEEDED DURING THE ABOVE CONSTRUCTION ACTIVITIES.

C. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 24.80 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER CONSTRUCTION ACTIVITIES IS 24.80 ACRES.

D. THE ESTIMATED RUNOFF COEFFICIENTS OF THE VARIOUS AREAS OF THE SITE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED ARE CONTAINED IN THE PROJECT DRAINAGE STUDY, TITLED STORMWATER MANAGEMENT REPORT FOR 623 E. ALGONQUIN ROAD, AS PREPARED BY JACOB & HEFNER ASSOCIATES, INC. WHICH IS HEREBY INCORPORATED BY REFERENCE IN THIS PLAN.

THE ESTIMATED PROPOSED OVERALL SITE RUNOFF COEFFICIENT IS 0.86.

E. EXISTING DATA DESCRIBING SOILS OR QUALITY OF DISCHARGE (SEE SOILS REPORT IF AVAILABLE) POOR/FAIR/GOOD/NOT AVAILABLE: GOOD

F. NAME OF RECEIVING WATER(S): SALT CREEK
NAME OF ULTIMATE RECEIVING WATER(S): DES PLAINES RIVER

G. EXISTING AREAS EXHIBITING WETLAND CHARACTERISTICS: 0.02 ACRES

2. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE VARIOUS CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN 1.B ABOVE. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR(S) SHALL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH ARE ATTACHED TO, AND ARE A PART OF, THIS PLAN.

A. EROSION AND SEDIMENT CONTROLS

(I) STABILIZATION PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BY INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING INTERIM AND PERMANENT STABILIZATION PRACTICES, AS A MINIMUM, WILL BE IMPLEMENTED TO STABILIZE THE DISTURBED AREA OF THE SITE:

1. PERMANENT SEEDING
2. SILT FENCE
3. VEGETATIVE FILTER
4. STABILIZED CONSTRUCTION ENTRANCE
5. BARRIER FILTER

(II) STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

1. DETENTION/RETENTION POND(S)
2. STORM SEWER SYSTEM
3. RIP-RAP OUTLET PROTECTION
4. PERMANENT SEEDING

(III) DUST CONTROL: DUST CONTROL SHALL BE PROVIDED PER STANDARD 825 OF ILLINOIS URBAN MANUAL. THE FOLLOWING DUST CONTROL METHODS CAN BE USED:

1. IRRIGATION
2. SPRAY ON ADHESIVE
3. VEGETATIVE COVER
4. MULCHING

B. STORMWATER MANAGEMENT

(I) PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORMWATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE CONTAINED IN IEPA'S STANDARD SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND OTHER ORDINANCES LISTED IN THE SPECIFICATIONS.

THE STORMWATER POLLUTANT CONTROL MEASURES SHALL INCLUDE:

1. SILT FENCE
2. BARRIER FILTERS
3. STORM SEWER SYSTEM
4. DETENTION/RETENTION POND(S)

(II) VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G., MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

STORMWATER MANAGEMENT CONTROL INCLUDES:

1. RIP-RAP FOR OUTLET PROTECTION
2. DITCH CHECKS

C. OTHER CONTROLS

(I) WASTE DISPOSAL: THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIALS, MACHINERY, TOOLS AND OTHER ITEMS WILL BE COLLECTED AND DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE TO ACQUIRE ANY PERMIT REQUIRED FOR SUCH DISPOSAL. BURNING ON THE SITE WILL NOT BE PERMITTED. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

(II) THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

ANY AND ALL SANITARY SEWAGE SHALL BE DISCHARGED TO THE EXISTING AND/OR PROPOSED SANITARY SEWER SYSTEM CONSTRUCTED PER IEPA AND LOCAL STANDARDS.

D. APPROVED STATE OR LOCAL PLANS

(I) THE MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS CONTAINED IN THIS PLAN ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL DATED OCTOBER 1987, ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL PLAN, AND THE MUNICIPAL SUBDIVISION ORDINANCE. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION CONTROL SITE PLANS, STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER THIS PERMIT, INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

3. MAINTENANCE

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND THE STANDARD SPECIFICATIONS.

A. STABILIZED CONSTRUCTION ENTRANCE: THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC STREETS. THIS WILL BE DONE BY TOP DRESSING WITH ADDITIONAL STONES, REMOVING AND REPLACING TOP LAYER OF STONES OR WASHING THE ENTRANCE. THE SEDIMENT WASHED ON THE PUBLIC RIGHT-OF-WAY WILL BE REMOVED IMMEDIATELY.

B. VEGETATIVE EROSION CONTROL MEASURES: THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTER, ETC. SHALL BE MAINTAINED PERIODICALLY AND SUPPLIED WITH ADEQUATE WATERING AND FERTILIZER. THE VEGETATIVE COVER SHALL BE REMOVED AND RESEEDED AS NECESSARY.

C. SEDIMENTATION BASINS/TRAPS: SEDIMENT SHALL BE REMOVED WHEN 40-50 PERCENT OF THE TOTAL ORIGINAL CAPACITY OF THE SEDIMENT BASIN/TRAP IS FILLED WITH SEDIMENT. IN NO CASE SHALL THE SEDIMENT BE BUILT UP TO MORE THAN 1 FOOT BELOW THE CREST ELEVATION. AT THIS STAGE, THE BASIN SHALL BE CLEANED OUT TO RESTORE ITS ORIGINAL VOLUME.

D. SILT FENCE: THE DAMAGED SILT FENCE SHALL BE RESTORED TO MEET THE STANDARDS OR REMOVED AND REPLACED AS NEEDED.

E. STRAW BALE BARRIER FILTERS: THE STRAW BALE BARRIER FILTER SHALL BE INSPECTED FREQUENTLY AND SHALL BE REPAIRED OR REMOVED AND REPLACED AS NEEDED.

F. RIP-RAP OUTLET PROTECTION: RIP-RAP OUTLET PROTECTION SHALL BE INSPECTED AFTER HIGH FLOWS FOR ANY SCOUR BENEATH THE RIP-RAP OR FOR STONES THAT HAVE BEEN DISLODGED. IT SHALL BE REPAIRED IMMEDIATELY AS NEEDED.

4. INSPECTIONS

THE OWNER OR OWNER'S REPRESENTATIVE SHALL PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

A. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION 1 ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION 2 ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION 4.B. SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI.G OF THE GENERAL NPDES PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER OR RESIDENT TECHNICIAN SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL NPDES PERMIT. THE REPORT OF NONCOMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ALL PACKAGES:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE, EAST
SPRINGFIELD, IL 62794

ALL LETTERS:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
POST OFFICE BOX 19276
SPRINGFIELD, IL 62794-9276

5. NON-STORMWATER DISCHARGE

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORMWATER THAT MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY ADDRESSED IN THIS PLAN ARE DESCRIBED BELOW:

1. WATER MAIN FLUSHING
2. FIRE HYDRANT FLUSHING
3. WATERING FOR DUST CONTROL
4. IRRIGATION DRAINAGE FOR VEGETATIVE GROWTH FOR SEEDING, ETC.

THE FIRE HYDRANT AND WATER MAIN SHALL NOT BE FLUSHED DIRECTLY ONTO ANY EXPOSED PAVEMENT AREA OR SUBGRADE. HOSES SHALL BE USED TO DIRECT THE FLOW INTO THE STORM SEWER SYSTEM.

NPDES GENERAL CONTRACTOR CERTIFICATION

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW, IN ACCORDANCE WITH NPDES GENERAL PERMIT NO. ILR10 AS ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY:

PROJECT TITLE: 623 E. ALGONQUIN ROAD

PROJECT LOCATION: PALATINE (MUNICIPALITY) COOK (COUNTY) ILLINOIS (STATE)

CONTRACTOR: ______

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. ILR10 THAT AUTHORIZES STORMWATER DISCHARGES RESULTING FROM CONSTRUCTION ACTIVITIES AND THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP).

SIGNATURE ______ DATE ______

NPDES SUBCONTRACTOR CERTIFICATIONS

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE READ AND UNDERSTAND THE TERMS AND CONDITIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT NO. ILR10 AND THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND AGREE TO FOLLOW THE BEST MANAGEMENT PRACTICES DESCRIBED THEREIN FOR ANY WORK PERFORMED ON SITE.

SUBCONTRACTOR: ______
SCOPE OF WORK: ______
SIGNATURE ______ DATE ______

SUBCONTRACTOR: ______
SCOPE OF WORK: ______
SIGNATURE ______ DATE ______

SUBCONTRACTOR: ______
SCOPE OF WORK: ______
SIGNATURE ______ DATE ______

SUBCONTRACTOR: ______
SCOPE OF WORK: ______
SIGNATURE ______ DATE ______

SUBCONTRACTOR: ______
SCOPE OF WORK: ______
SIGNATURE ______ DATE ______

STORMWATER POLLUTION PREVENTION CONSTRUCTION AND MAINTENANCE SCHEDULE

EROSION/SEDIMENT CONTROL MEASURE	INSTALLATION SEQUENCE	MAINTENANCE FREQUENCY
TEMPORARY DIVERSION SWALE AND SILT TRAPS	PRIOR TO CLEARING AND GRADING	AS NEEDED
STONE STABILIZED CONSTRUCTION ENTRANCE	PRIOR TO CLEARING AND GRADING	AS NEEDED
SILT FENCE	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
EXISTING INLET PROTECTION	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TREE PROTECTION	PRIOR TO CLEARING AND GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TEMPORARY DIVERSIONS	ALONG WITH ROUGH GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
TEMPORARY SEEDING	AFTER ROUGH GRADING	WATER AS NEEDED
PERMANENT SEEDING, SOD, LANDSCAPING	AFTER FINISH GRADING	WATER AS NEEDED
EROSION CONTROL MATTING	AFTER FINISH GRADING	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
INLET PROTECTION	AFTER EACH INLET IS CONSTRUCTED	WEEKLY, AFTER STORM EVENTS AND AS NEEDED
REMOVAL OF EROSION/SEDIMENT CONTROL MEASURES	AFTER ALL DISTURBED AREAS ARE STABILIZED	N/A

SEEDING CHART

STABILIZATION TYPE	JAN.	FEB.	MARCH	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING			A →	→	→	* →	* →	→	→			
DORMANT SEEDING	B →	→	→								B →	→
TEMPORARY SEEDING			C →	→	→	→	D →	→	→			
SODDING			E ** →	→	→	→	→	→	→			
MULCHING	F →	→	→	→	→	→	→	→	→	→	→	→

A. KENTUCKY BLUEGRASS 90 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 30 LBS/ACRE
B. KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYEGRASS 45 LBS/ACRE + 2 TONS STRAW MULCH/ACRE
C. SPRING OATS 100 LBS/ACRE
D. WHEAT OR CEREAL RYE 150 LBS/ACRE
E. SOD
F. STRAW MULCH 2 TONS/ACRE

* IRRIGATION NEEDED DURING JUNE AND JULY
** IRRIGATION NEEDED FOR 2 TO 3 WEEKS AFTER APPLYING SOD

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

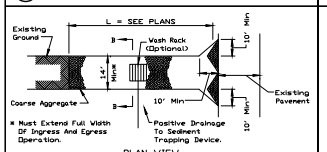
STORMWATER POLLUTION PREVENTION PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

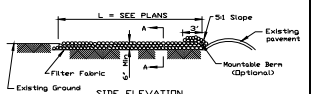
F076a
N.T.S.
C8

...efner Associates, INC.

SE STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



SIDE ELEVATION

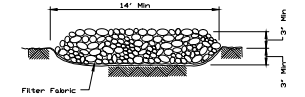
NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class 1, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2,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

REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

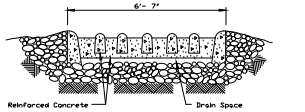
NRCS

STANDARD DWG. NO. IL-630
SHEET 1 OF 2
DATE 9-28-94

SE STABILIZED CONSTRUCTION ENTRANCE PLAN



SECTION A-A



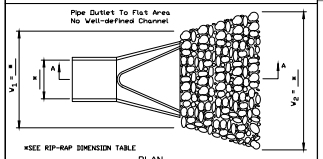
SECTION B-B

REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

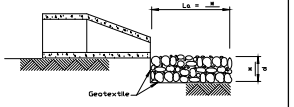
NRCS

STANDARD DWG. NO. IL-630
SHEET 2 OF 2
DATE 9-28-94

LA PIPE OUTLET TO FLAT AREA



PLAN



SECTION A-A

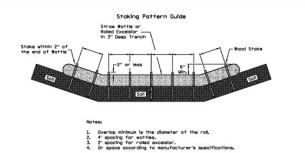
NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class 1, II or III.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation RR ___ a ___ Quality
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

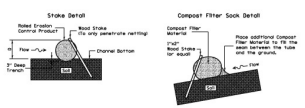
REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

NRCS

STANDARD DWG. NO. IL-610
SHEET 1 OF 1
DATE 9-25-90

DIC ROLLED EROSION CONTROL PRODUCTS



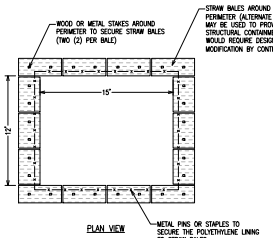


Notes
1. Drawings are not to scale.
2. Ends of matting or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1-1/4" wide x 1-1/4" thick x 30" long.
4. Stakes shall be driven flush with the soil surface.
5. Spacing: The row of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see ESA 805). A trench is not required.

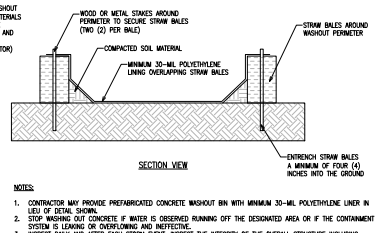
REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

IUM-514
SHEET 1 OF 1
DATE 8-19-11

CW CONCRETE WASHOUT DETAIL



PLAN VIEW



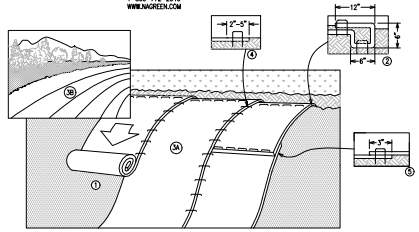
SECTION VIEW

NOTES:
1. CONTRACTOR MAY PROVIDE PREFABRICATED CONCRETE WASHOUT BIN WITH MINIMUM 30-MIL POLYETHYLENE LINER IN LIEU OF DETAIL SHOWN.
2. STOP WASHING OUT CONCRETE IF WATER IS OBSERVED RUNNING OFF THE DESIGNATED AREA OR IF THE CONTAINMENT SYSTEM IS LEAKING OR OVERFLOWING AND INEFFECTIVE.
3. INSPECT DAILY AND AFTER EACH STORM EVENT. INSPECT THE INTEGRITY OF THE OVERALL STRUCTURE INCLUDING, WHERE APPLICABLE, THE CONTAINMENT SYSTEM.
4. THE CONCRETE WASHOUT SYSTEM SHOULD BE REPAIRED OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR ALL CONCRETE WASTE.

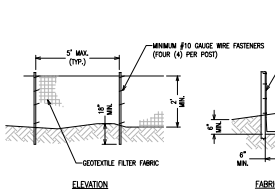
ECB EROSION CONTROL BLANKET DETAIL

NOTES:
1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP's), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED (NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN).
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP's IN A 6" (15 CM) DEEP X 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF RECP's EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP's WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING RECP'S. SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECP's BACK OVER SEED AND COMPACTED SOIL. SECURE RECP's OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE RECP's.
3. ROLL THE RECP's (A) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP's WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP's MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP's MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM-12.5 CM) OVERLAP DEPENDING ON RECP's TYPE.
5. CONSECUTIVE RECP's SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE RECP's WIDTH.
6. ONLY BIODEGRADABLE STAPLES SHALL BE USED (NOTE: IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECP's).

NORTH AMERICAN GREEN
1-800-772-2040
WWW.NAGREEN.COM

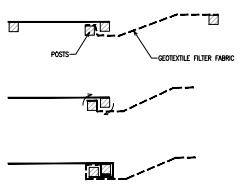


SF SILT FENCE DETAIL



ELEVATION

FABRIC ANCHOR DETAIL



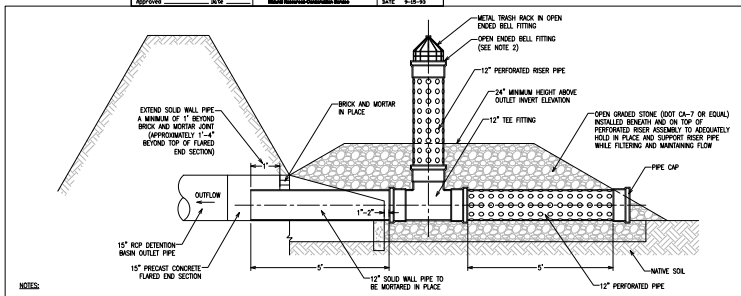
ATTACHING TWO SILT FENCES

NOTES:
1. TEMPORARY SILT FENCE SHALL BE INSTALLED AROUND PROJECT PERIMETER PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. GEOTEXTILE FILTER FABRIC SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
3. FENCE POSTS SHALL BE EITHER STANDARD STEEL OR WOOD POSTS WITH A MINIMUM CROSS SECTIONAL AREA OF THREE (3) SQUARE INCHES.

NOTES:
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS A MINIMUM OF EIGHTEEN (18) INCHES INTO THE GROUND AND BURY THE FLAP.

RIP-RAP DIMENSION TABLE

PIPE DIAMETER (IN)	LENGTH OF APRON La (FT)	WIDTH OF APRON W1 (FT)	WIDTH OF APRON W2 (FT)	DEPTH OF RIP-RAP d (IN)	IDOT GRADATION RR-	VOLUME OF RIP-RAP (CYD)
12	10	3	13	15	3	3.7
15	10	3.75	13.75	15	3	4.1
18	15	4.5	19.5	20	4	11.1
24	18	6	24	20	4	16.7
30	20	7.5	27.5	20	4	21.6
36	24	9	33	28	5	43.6
42	27	10.5	37.5	30	5	60.0
48	27	12	39	32	6	68.0
54	27	13.5	40.5	32	6	72.0
60	36	15	51	32	6	118.0
72	44	18	62	32	6	174.0

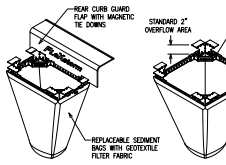


NOTES:
1. ALL PIPES AND FITTINGS SHALL BE P.V.C. OR H.D.P.E UNLESS OTHERWISE NOTED.
2. TOP OF PERFORATED RISER PIPE SHALL BE SET 1'-0" BELOW DETENTION BASIN EMERGENCY OVERFLOW ELEVATION INDICATED ON THE PLANS.
3. TEMPORARY SEDIMENT BASIN AND RISER PIPE ASSEMBLY SHALL BE CONTINUOUSLY MAINTAINED DURING CONSTRUCTION OPERATIONS TO ENSURE PROPER FUNCTIONALITY. AT A MINIMUM, THE SEDIMENT BASIN AND RISER PIPE ASSEMBLY SHALL BE INSPECTED PRIOR TO FORECASTED RAIN EVENTS, AFTER EACH RAINFALL EVENT OF 0.5" OR GREATER AND DAILY DURING EXTENDED RAIN EVENTS. ACCUMULATED SEDIMENT AND DEBRIS SHALL BE REMOVED PERIODICALLY AS WARRANTED BY SITE CONDITIONS.

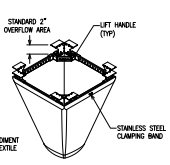
TEMPORARY SEDIMENT BASIN OUTLET DETAIL

FLEXSTORM
1-866-287-8655
WWW.INLETFILTERS.COM.COM

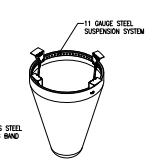
IPP Flex Katorm Inlet Filter Specifications			
Material Property	Test Method	Value (min ave)	
> Inner Filter Bag Specs (2 ft² min out)		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0/sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sq/ft	145 gpm/sq/ft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel, 11 Gauge, Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi, Yield Strength > 36,000 psi	



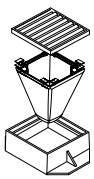
TYPICAL COMBINATION INLET FILTER

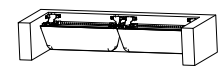


TYPICAL RECTANGULAR INLET FILTER



TYPICAL ROUND INLET FILTER





WALL MOUNT INLET FILTERS FOR OPEN THROAT GUTTERS

INSTALLATION PROCEDURE:
1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

IP INLET PROTECTION DETAIL

No.	Description	Date
2	REVISED PER VILLAGE	10/28/21
1	PRELIMINARY PD SUBMITTAL	9/21/21

STORMWATER POLLUTION PREVENTION PLAN
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
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Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

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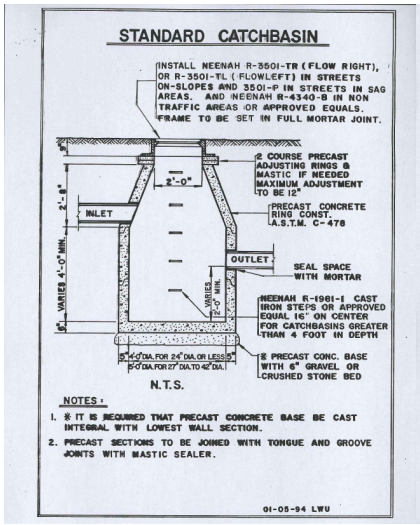

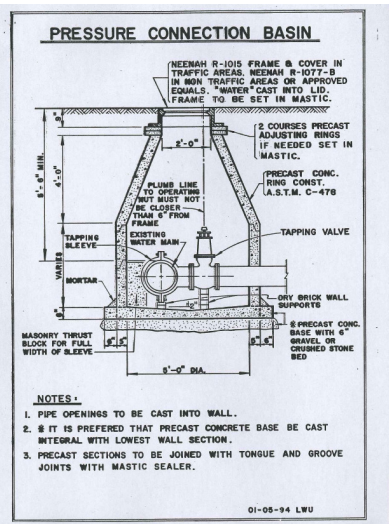

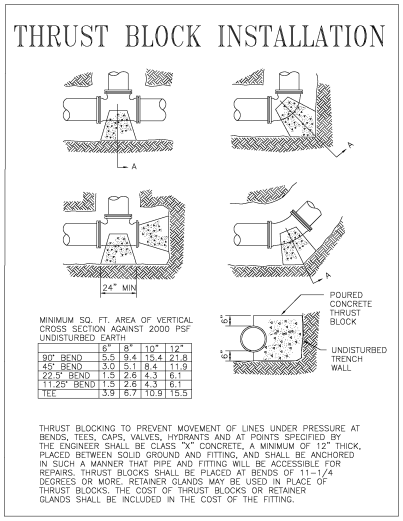

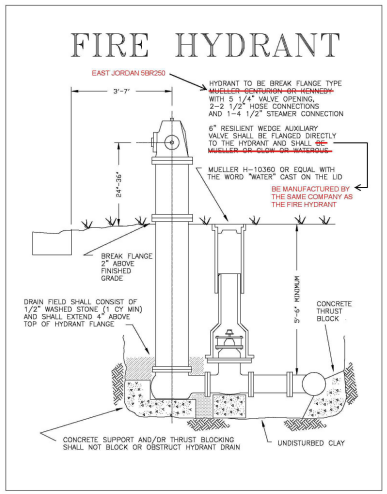

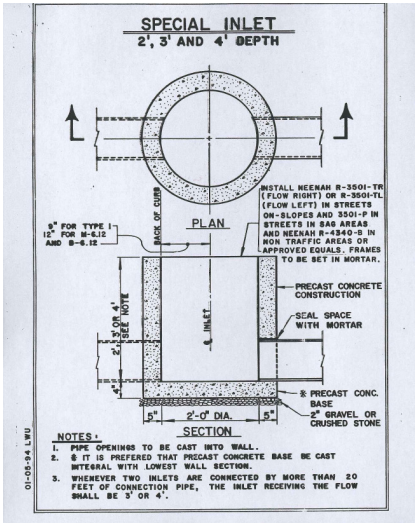

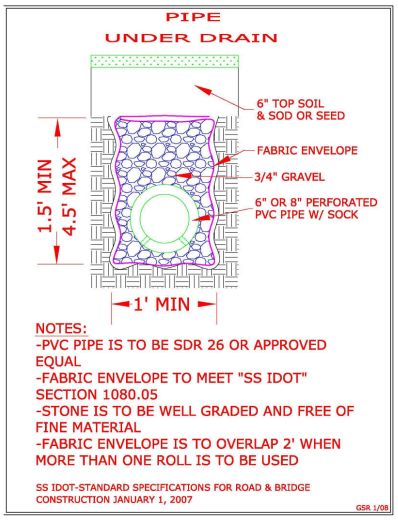

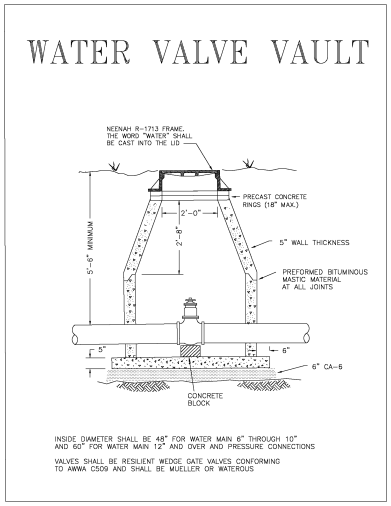

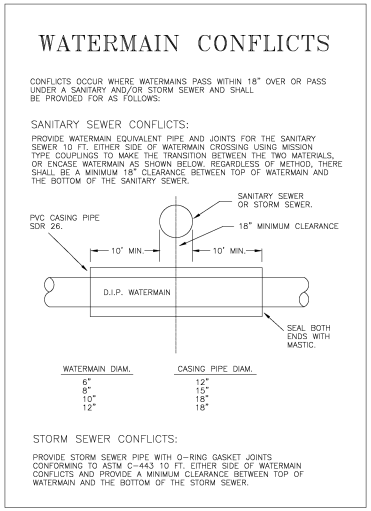

DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

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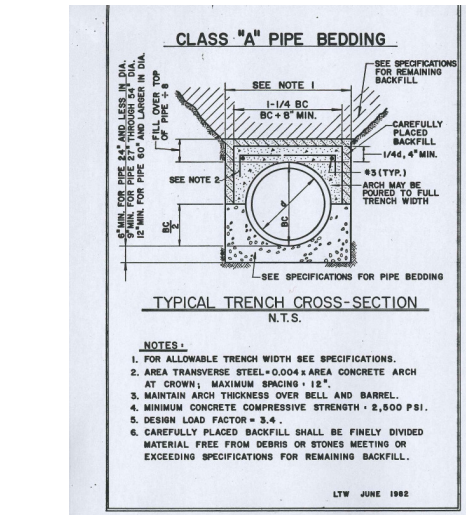

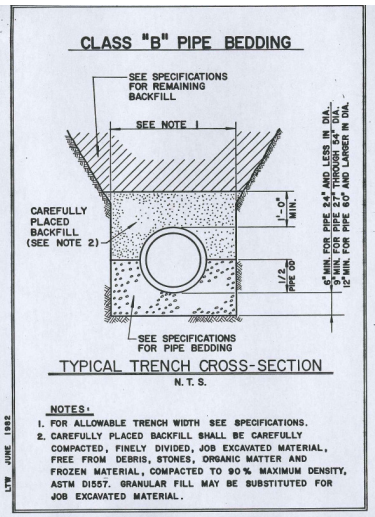

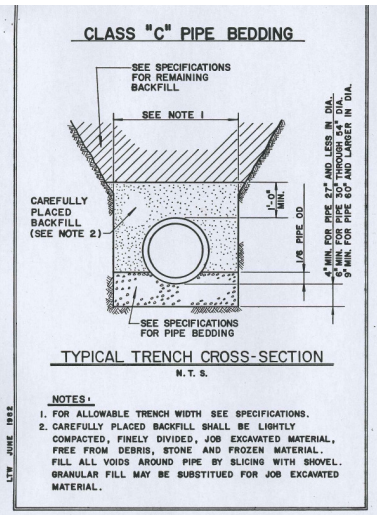

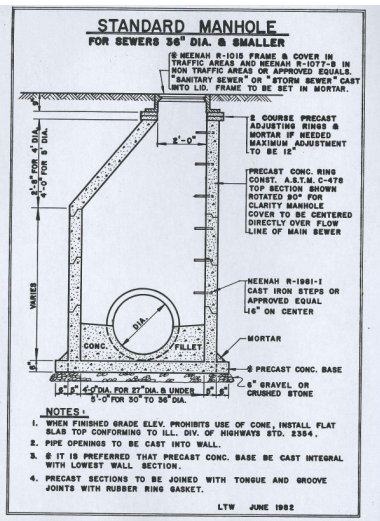

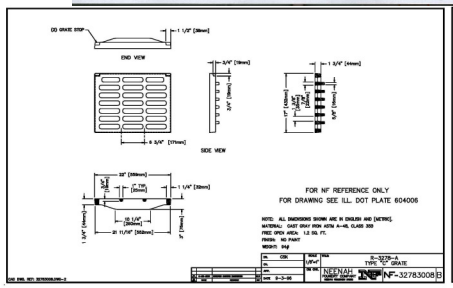

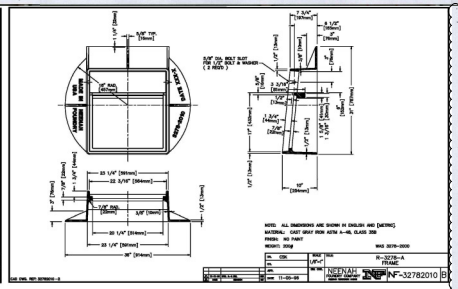

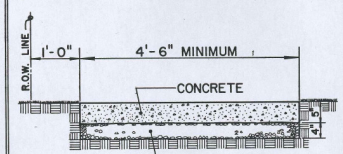

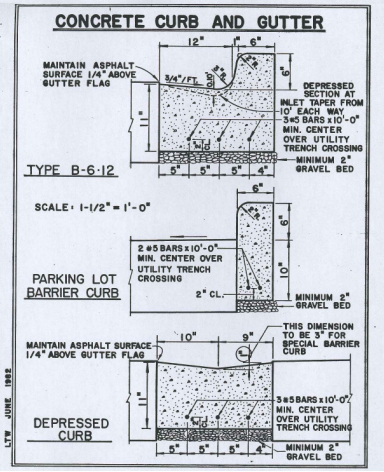

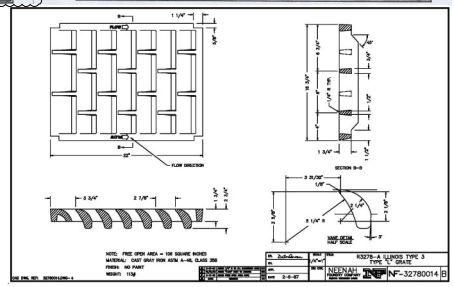

DETAILS

623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
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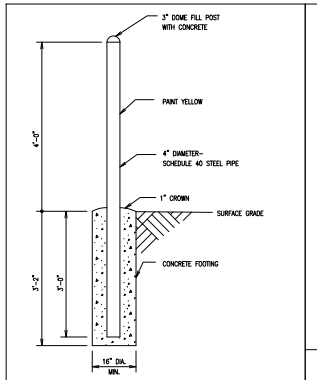
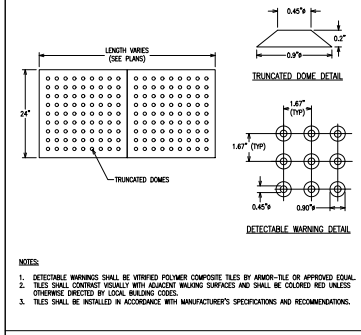
Jacob & Hefner Associates, INC.

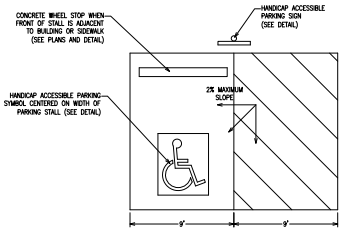


BOLLARD DETAIL



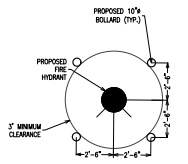
NOTES:
1. DETECTABLE WARNINGS SHALL BE VITRIFIED POLYMER COMPOSITE TILES BY ARMOR-TILE OR APPROVED EQUAL.
2. TILES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES AND SHALL BE COLORED RED UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
3. TILES SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

DETECTABLE WARNING DETAIL

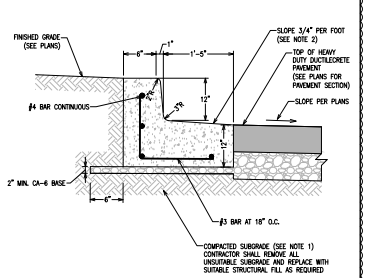


NOTES:
1. ALL PAVEMENT STRIPING SHALL BE WHITE UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. MAXIMUM SLOPE WITHIN ALL HANDICAP ACCESSIBLE PARKING STALLS SHALL NOT EXCEED 2% IN ANY DIRECTION.

HANDICAP ACCESSIBLE PARKING STALL DETAIL

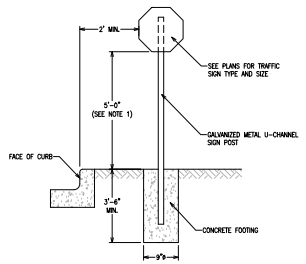


BOLLARD PLACEMENT ADJACENT TO FIRE HYDRANT



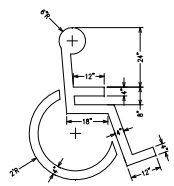
NOTES:
1. SEE GEOTECHNICAL ENGINEERING REPORT FOR SUBGRADE COMPACTION AND PREPARATION REQUIREMENTS.
2. SEE GRADING PLANS FOR PROPOSED GUTTER SLOPE DIRECTION.
3. BASE COURSE SHALL BE IDOT CA-6 CRUSHED STONE.
4. CONTROL JOINTS SHALL BE INSTALLED AT TEN (10) FEET ON CENTER UNLESS OTHERWISE NOTED.
5. EXPANSION JOINTS SHALL BE INSTALLED AT FIFTY (50) FEET ON CENTER, CURB RADIUS POINTS, ALL LOCATIONS WHERE NEW CONCRETE CURBS ADJOIN EXISTING CONCRETE AND FIVE (5) FEET ON EACH SIDE OF ALL UTILITY CASTINGS ADJACENT TO NEW CONCRETE.

2 12" TRAILER PARKING CURB DETAIL



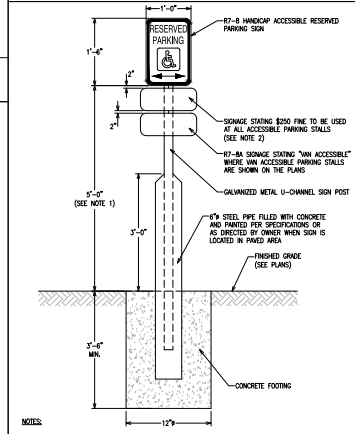
NOTES:
1. TRAFFIC SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2' FROM FACE OF CURB AND SIGNS SHALL BE INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. TRAFFIC SIGNS SHALL BE IN FURNISHED IN ACCORDANCE WITH THE LATEST U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

TRAFFIC SIGN DETAIL – GRASS AREA



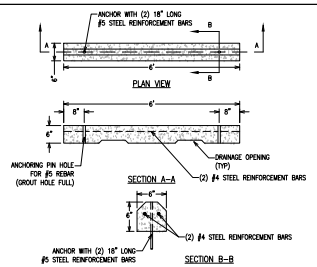
NOTE:
1. SYMBOL SHALL BE CENTERED ON WIDTH OF PARKING STALL AND PAINTED WHITE ON BLUE BACKGROUND UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.

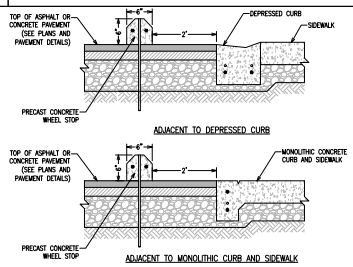
HANDICAP ACCESSIBLE PARKING SYMBOL DETAIL



NOTES:
1. ACCESSIBLE PARKING SIGNS SHALL BE CENTERED AT THE FRONT OF EACH PARKING STALL AND INSTALLED WITH A MINIMUM HEIGHT OF FIVE (5) FEET ABOVE FINISHED PAVEMENT OR GRADE ELEVATION UNLESS OTHERWISE DIRECTED BY LOCAL BUILDING CODES.
2. CONTRACTOR SHALL VERIFY FINE AMOUNT WITH LOCAL BUILDING CODES PRIOR TO INSTALLATION.

HANDICAP ACCESSIBLE PARKING SIGN DETAIL





CONCRETE WHEEL STOP DETAIL

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

DETAILS

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PALATINE, ILLINOIS

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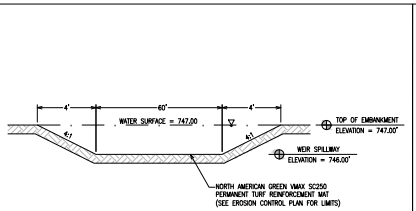
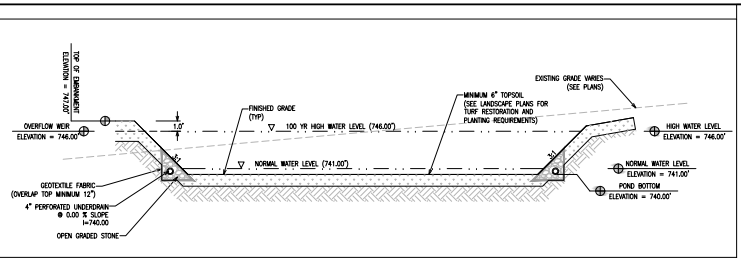
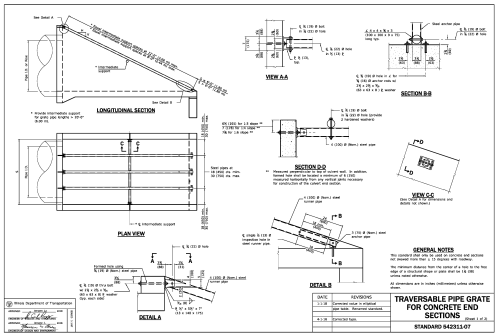


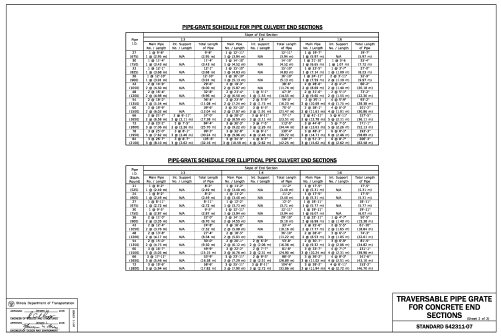
DETENTION POND OVERFLOW WEIR DETAIL



DETENTION BASIN CROSS SECTION DETAIL



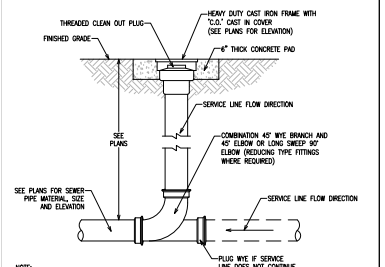
TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
STANDARD 542311-07



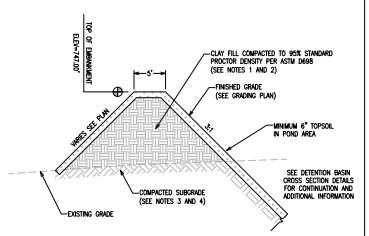
PIPE-GRATE SCHEDULE FOR PIPE CULVERT END SECTIONS

PIPE-GRATE SCHEDULE FOR ELLIPTICAL PIPE CULVERT END SECTIONS

TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
STANDARD 542311-07

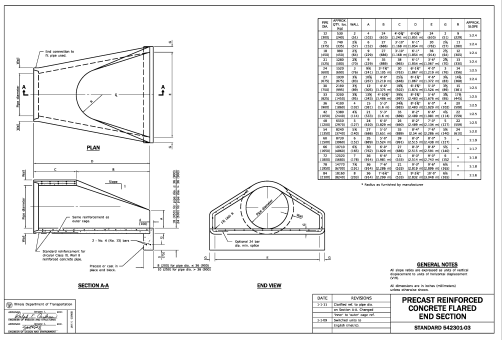


STORM SEWER CLEAN OUT DETAIL

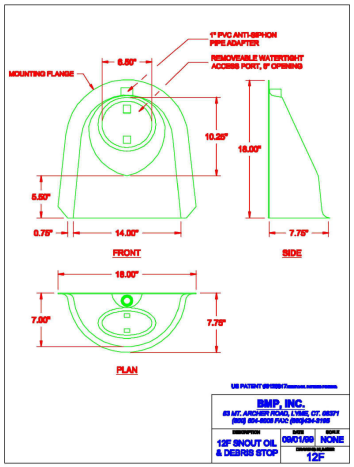


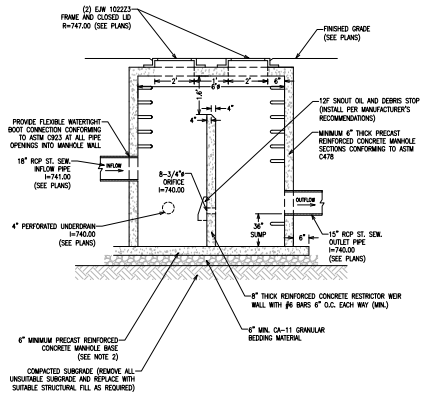
NOTES:
1. EMBANKMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 205 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION (IDOT STANDARD SPECIFICATIONS).
2. CLAY FILL MATERIALS REQUIRED FOR THE EMBANKMENT SHALL BE PLACED IN 8" MAXIMUM LIFTS OR AS OTHERWISE DIRECTED BY A LICENSED GEOTECHNICAL ENGINEER.
3. REMOVE ALL UNSUITABLE MATERIALS BELOW EMBANKMENT AND SCARIFY EXISTING SOIL PRIOR TO EMBANKMENT CONSTRUCTION.
4. POROSITY OF EXISTING SUBGRADE SOILS AND REMOVAL OF ANY UNSUITABLE MATERIALS SHALL BE WITNESSED AND APPROVED BY A LICENSED GEOTECHNICAL ENGINEER PRIOR TO EMBANKMENT CONSTRUCTION. ALL PERMEABLE SUBGRADE SOILS ENCOUNTERED SHALL BE REMOVED AND REPLACED WITH CLAY FILL MATERIALS COMPACTED TO 90% MODIFIED PROCTOR DENSITY PER ASTM D1557.

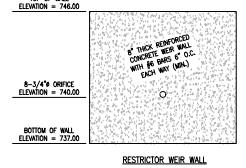
COMPACTED CLAY EMBANKMENT DETAIL



PRECAST REINFORCED CONCRETE FLARED END SECTION
STANDARD 942301-03







NOTES:
1. SEE PLANS FOR OUTLET CONTROL STRUCTURE LOCATION AND ORIENTATION.
2. PRECAST REINFORCED MONOLITHIC CONCRETE MANHOLE BOTTOM WITH INTEGRAL SIDEWALLS CAN BE SUBSTITUTED IN PLACE OF THE CONCRETE BOTTOM SLAB DESIGN SHOWN.
3. MANHOLE BARREL SECTIONS SHALL BE TONGUE AND GROOVE TYPE.
4. CONTINUOUS LAYER OF NON-HARDENING, PREFORMED, BITUMINOUS, MASTIC MATERIAL (RAMNEX OR APPROVED EQUAL) SHALL BE APPLIED TO EACH MANHOLE JOINT TO PREVENT INFLOW.
5. ALL INTERIOR MANHOLE JOINTS SHALL BE MORTARED WITH HYDRAULIC CEMENT.
6. FLAT-TOP REINFORCED CONCRETE SLAB SHALL BE DESIGNED FOR HS-20 TRAFFIC LOADING.
7. PRECAST CONCRETE ADJUSTING RINGS SHALL CONFORM TO ASTM C39 (COMPRESSIVE STRENGTH TEST). MAXIMUM ALLOWABLE HEIGHT FOR ADJUSTING RINGS SHALL BE 8".

6'ø RESTRICTOR CATCH BASIN #54 DETAIL

No.	Description	Date
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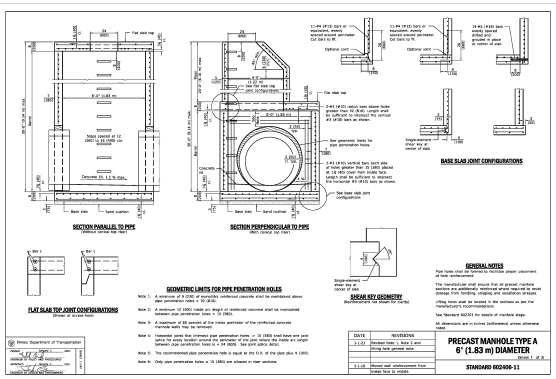

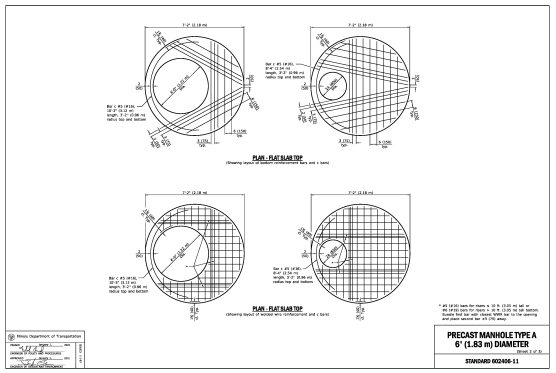

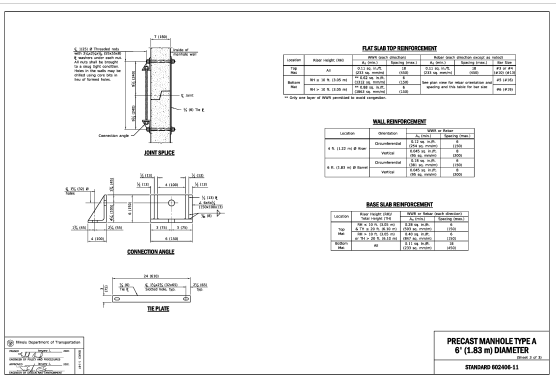

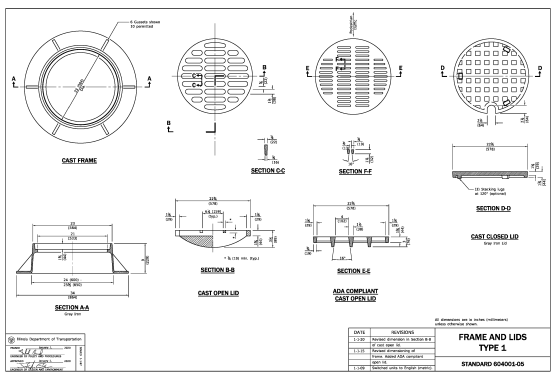

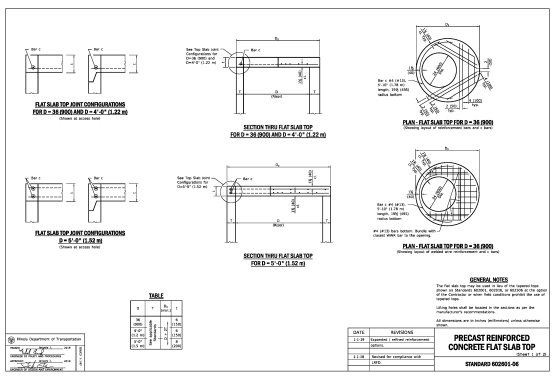

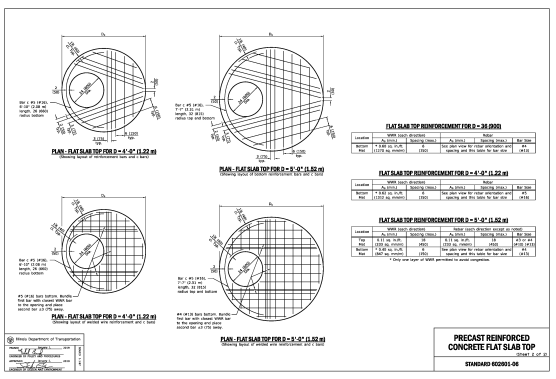

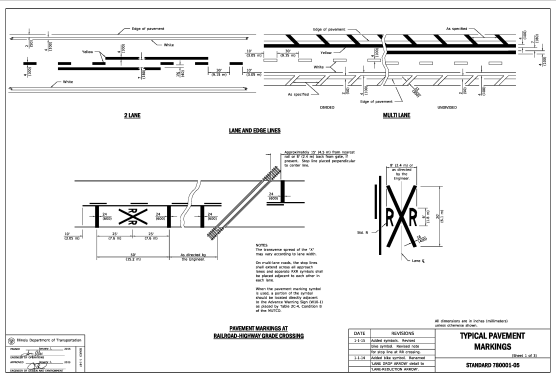

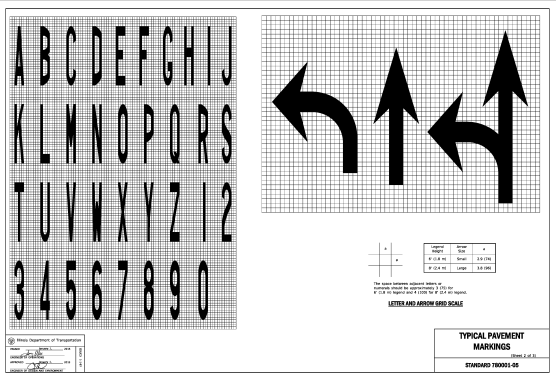

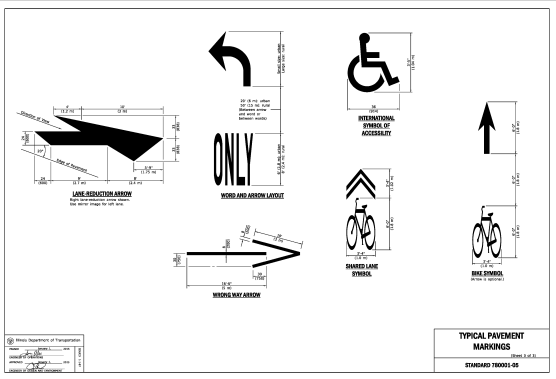

DETAILS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

JACOB & HEFNER Associates
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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N.T.S.

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Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

© Jacob & Hefner Associates, INC.

3.1.c

6.B.1.s

GENERAL NOTES

1. ALL PAVING AND RELATED CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERETO AND IN ACCORDANCE WITH THE LATEST EDITION OF THE SUBDIVISION REGULATIONS OF THE MUNICIPALITY. IN CASE OF CONFLICT, THE MORE STRINGENT CODE SHALL TAKE PRECEDENCE.

2. ALL STORM SEWER, SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION, AND IN ACCORDANCE WITH THE CURRENT SUBDIVISION REGULATIONS OF THE MUNICIPALITY UNLESS OTHERWISE NOTED ON THE PLANS.

3. STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123, AND THE MUNICIPALITY FOR UTILITY LOCATIONS.

5. NO CONSTRUCTION PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION." PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

6. NOTIFICATION OF COMMENCING CONSTRUCTION

6.1. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE VILLAGE AND ENGINEER PRIOR TO THE START OF CONSTRUCTION.

6.2. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.

7. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO PROPERTIES SURROUNDING THE SITE.

8. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

9. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET AT CONTRACTOR'S COST.

10. ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWER STRUCTURES ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE VILLAGE UPON FINAL INSPECTION OF THE PROJECT. FINAL GRADES TO BE DETERMINED BY THE VILLAGE AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.

11. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

12. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.

13. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BY THE OWNER AND/OR PROJECT GOVERNING AUTHORITY.

14. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF 12 MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD.

15. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED BY THE OWNER AND MUNICIPALITY.

16. UPON AWARDING OF THE CONTRACT AND WHEN REQUIRED BY THE MUNICIPALITY, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND AND INSURANCE IN THE AMOUNT REQUIRED BY THE MUNICIPALITY GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY.

17. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO KNOWN AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, JACOB AND HEFNER ASSOCIATES, INC. IS RESPONSIBLE TO RESOLVE THE CONFLICT. JACOB AND HEFNER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE COST OF CONSTRUCTION.

18. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.

19. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK.

20. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB IN ACCORDANCE WITH OSHA REGULATIONS.

21. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, STAKES OR LATH SET BY SURVEYORS FOR CONSTRUCTION, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

22. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND THE SAFE MANAGEMENT OF TRAFFIC AND PEDESTRIANS WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS, LATEST EDITION AND IN CONFORMANCE WITH REGULATIONS OF THE MUNICIPALITY OR D.O.T.

23. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE VILLAGE. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE VILLAGE PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET.

24. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION.

25. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

26. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

27. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

28. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE.

29. ALL CUTS OVER ONE-INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER ONE-INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

30. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER AND WATER MAIN CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF AT LEAST ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

31. CONTRACTOR SHALL RECORD VIDEO OF THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS. A COPY OF THE VIDEO SHALL BE PROVIDED TO THE VILLAGE.

32. TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE ALL UNDERGROUND UTILITIES WITHIN TWO FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, BUILDINGS, AND SIDEWALKS. THE TRENCH BACKFILL SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS. THE TRENCH BACKFILL MATERIAL SHALL CONSIST OF CRUSHED GRAVEL CONFORMING TO IDOT GRADATION CA-7.

33. WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE.

GENERAL NOTES (CONT.)

34. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHEREVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO STORM SEWERS. DAMAGE TO THE ROAD SUBGRADE OR LOT AREAS DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR FLUSHING OR USING THE HYDRANT TO MAKE ALL NECESSARY REPAIRS AT HIS EXPENSE. THE CONTRACTOR SHALL PROVIDE ALL CONSTRUCTION WATER AT HIS EXPENSE.

35. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED THE CONTRACTOR SHALL PLACE EROSION CONTROL AT LOCATIONS SHOWN ON THE PLANS OR AS SELECTED IN THE FIELD BY THE ENGINEER. INLET PROTECTION (INLET BASKETS) SHALL BE INSTALLED IN EACH STRUCTURE AS SOON AS THE STRUCTURE INSTALLATION IS COMPLETE. THE PURPOSE OF THE EROSION CONTROL WILL BE TO MINIMIZE THE AMOUNT OF SILTATION, WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM FROM ADJACENT AND/OR UPSTREAM DRAINAGE AREAS.

36. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH ILLINOIS URBAN MANUAL AND SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS ACCEPTABLE TO THE ENGINEER HAS BEEN DEVELOPED.

37. UPON PROJECT COMPLETION, THE CONTRACTOR SHALL PROVIDE FINAL RECORD DRAWINGS TO THE OWNER AND ENGINEER FOR REVIEW PRIOR TO ANY REQUEST FOR FINAL INSPECTION. AT A MINIMUM, THE RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL SITE IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO, VERIFICATION OF ALL BUILDING PAD AND FINISHED FLOOR ELEVATIONS, UTILITY RIM AND INVERT ELEVATIONS, SPOT GRADE ELEVATIONS, LOCATIONS OF ALL WATER SERVICE B-BOXES, SANITARY SEWER SERVICES, AND STORM SEWER SERVICES AND SHALL INCORPORATE ALL FIELD DESIGN CHANGES INCLUDING THOSE APPROVED BY THE OWNER, ENGINEER AND/OR PROJECT GOVERNING AUTHORITY. RECORD DRAWINGS SHALL BE PREPARED BY OR UNDER THE DIRECT SUPERVISION OF A LICENSED PROFESSIONAL LAND SURVEYOR.

38. RECORD DRAWINGS SHALL BE SUBMITTED TO THE VILLAGE AT THE COMPLETION OF THE PROJECT AND PRIOR TO ACCEPTING THE IMPROVEMENTS.

EARTHWORK

1. TOPSOIL EXCAVATION

A. TOPSOIL, ORGANIC MATERIAL, OR ANY OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM AREAS REQUIRING STRUCTURAL FILL.

B. PLACEMENT OF EXCAVATED MATERIAL SHALL BE DESIGNATED BY THE OWNER FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED OR AS FILL IN THE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL.

C. EXCESS MATERIALS NOT UTILIZED AS FILL OR NOT STOCKPILED FOR FUTURE LANDSCAPING, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.

2. EARTH EXCAVATION

A. EXCAVATION OF EARTH AND OTHER MATERIALS, WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL SHALL BE WITHIN A TOLERANCE OF 0.05 FEET FOR PADS AND PAVEMENT, AT 0.1 FEET +/- OF THE PLAN SUBGRADE ELEVATIONS. THE +/- TOLERANCE WITHIN PAVEMENT AREAS UTILIZING EARTH MATERIALS SHALL "BALANCE" AS PART OF THE FINE GRADING OPERATION.

B. PLACEMENT OF EARTH AND OTHER SUITABLE MATERIALS SHALL BE PLACED WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS WITHIN A TOLERANCE OF 0.1 FEET +/-. THE FILL MATERIAL SHALL BE PLACED IN LOOSE LIFTS, NOT EXCEED EIGHT INCHES IN THICKNESS. THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE THE REQUIRED COMPACTION. EARTH MATERIAL MAY BE PLACED WITHIN THOSE AREAS OF THE SITE NOT REQUIRING STRUCTURAL FILL, WITHIN THE PLAN SUBGRADE ELEVATION. IN AREAS REQUIRING STRUCTURAL FILL, THE EARTH MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS. THE STRUCTURAL SUBGRADE AREA SHALL EXTEND TO THE ZONE OF INFLUENCE IN ALL FILL AREAS.

C. COMPACTION OF THE EARTH AND OTHER SUITABLE MATERIALS SHALL BE TO A MINIMUM OF 95% OF THE MODIFIED PROCTOR DRY DENSITY. THIS INCLUDES AREAS WITHIN PROPOSED PAVEMENT AND BUILDING PAD LOCATIONS, SIDEWALKS, ETC. IN NON-STRUCTURAL FILL AREAS, 90% TO 95% OF THE MODIFIED PROCTOR DRY DENSITY IS REQUIRED.

3. UNSUITABLE MATERIAL

A. UNSUITABLE MATERIAL SHALL BE CONSIDERED AS MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION. IF IT IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION, IT SHALL BE REMOVED AND REPLACED WITH SELECT GRANULAR MATERIAL APPROVED BY THE SOILS ENGINEER. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT, SHALL BE MADE BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.

4. THE GRADING CONTRACTORS RESPONSIBILITIES

A. MAINTAIN POSITIVE DRAINAGE AT ALL TIMES DURING THE COURSE OF CONSTRUCTION AND PREVENT STORM WATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS.

B. SPREAD AND COMPACT UNIFORMLY ALL EXCESS TRENCH SPOIL, AS SPECIFIED, AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.

C. SCARIFY AND COMPACT THE UPPER 12 INCHES OF THE SUITABLE SUBGRADE MATERIAL, AS SPECIFIED, IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.

D. PROVIDE ADDITIONAL WATER TO DRY MATERIAL TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.

E. BACKFILL THE CURB AND GUTTER AFTER CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.

F. ACCOUNTABLE FOR IMPLEMENTATION OF THE "SOIL EROSION AND SEDIMENTATION CONTROL MEASURES" AS DESCRIBED ON THE PLANS. ALL CONTRACTORS SHALL COMPLY WITH THE SWPPP AND NPDES REQUIREMENTS.

G. PERFORM LIME STABILIZATION OF THE SUBGRADE MATERIAL IF REQUIRED BY THE SOILS ENGINEER.

5. TESTING AND FINAL ACCEPTANCE

A. THE CONTRACTOR SHALL PROVIDE, AS A MINIMUM, A TANDEM AXLE TRUCK LOADED TO 14 TONS FOR PROOF ROLLING THE PAVEMENT SUBGRADE. PROOF ROLLING SHALL BE PERFORMED PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND BASE MATERIAL. THIS SHALL BE WITNESSED AND APPROVED BY THE MUNICIPAL ENGINEER AND OWNER.

B. ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING, SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL APPROVED BY THE SOILS CONSULTANT. PROOF ROLLING SHALL BE PERFORMED UNTIL THE SUBGRADE IS APPROVED BY THE MUNICIPAL ENGINEER, OWNER AND SOILS ENGINEER.

C. THE WORK AREAS SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION AND TRAFFIC.

PAVEMENT

1. FINE GRADING

A. PRIOR TO THE CONSTRUCTION OF CURB AND GUTTER AND PLACEMENT OF THE BASE MATERIAL, THE STREETS SHALL BE FINE GRADED TO WITHIN 0.05 FEET OF FINAL SUBGRADE ELEVATION, TO A POINT TWO FEET BEYOND THE BACK OF CURB.

2. CURB AND GUTTER

A. THE TYPE OF THE CURB AND GUTTER SHALL BE AS DETAILED ON THE ENGINEERING PLANS.

B. THE CURBS SHALL BE BACKFILLED AFTER CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.

C. THE STONE COST UNDER THE CURB AND GUTTER SHALL BE CONSIDERED INCIDENTAL.

D. DEPRESSED CURBS FOR DRIVEWAYS AND HANDICAPPED RAMPS SHALL BE INSTALLED PER THE PLANS AND IDOT STANDARDS.

3. PAVEMENT

A. THE PAVEMENT MATERIALS SHALL BE AS DETAILED ON THE ENGINEERING PLANS. DEPTHS SPECIFIED SHALL BE CONSIDERED THE MINIMUM COMPACTED THICKNESS.

4. GENERAL

THE PAVING CONTRACTOR SHALL:

A. REPAIR ANY BASE COURSE AND BINDER COURSE FAILURES PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE.

B. SWEEP CLEAN THE BINDER COURSE PRIOR TO THE INSTALLATION OF THE FINAL BITUMINOUS CONCRETE SURFACE COURSE. ANY DAMAGE TO THE BINDER COURSE SHALL BE REPAIRED BY THE CONTRACTORS AT NO ADDITIONAL COST TO THE OWNER.

D. PROVIDE CONSTRUCTION, EXPANSION AND CONTRACTION JOINTS FOR CURB AND GUTTER AND P.C.C. SIDEWALK PER IDOT STANDARDS AND MUNICIPAL STANDARDS.

E. REMOVE ALL EXCESS MATERIALS AND DEBRIS. DISPOSE OF MATERIALS OFF-SITE AT NO ADDITIONAL COST TO THE OWNER.

5. TESTING AND FINAL ACCEPTANCE

A. PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF ROLLED AND INSPECTED FOR UNSUITABLE LOCATIONS. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE REMOVED AND REPLACED WITH GRANULAR MATERIAL APPROVED BY THE OWNER OR HIS REPRESENTATIVE. THE SUBGRADE SHALL HAVE A MINIMUM IBR VALUE OF 3.0.

B. PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED AND AS REQUIRED. THICKNESS VERIFICATION WILL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."

C. FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND VERIFICATION REQUIREMENTS CITED ABOVE.

6. METHOD OF MEASUREMENT

A. CURB AND GUTTER AND BASE COURSE SHALL BE MEASURED IN THE FIELD BY THE CONTRACTOR. THE QUANTITIES SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION WHEN REQUESTED BY THE OWNER.

B. WHEN REQUESTED BY THE OWNER, DOCUMENTATION FOR THE INSTALLED BASE COURSE, BITUMINOUS CONCRETE BINDER AND SURFACE COURSE, SHALL BE SUBMITTED TO THE ENGINEER FOR VERIFICATION AS REQUIRED BY THE MUNICIPALITY. WHERE DIRECTED, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE BITUMINOUS CONCRETE WITH A CORE DRILL TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED BY THE METHOD DESCRIBED IN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."

7. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING, WARNING DEVICES AND SAFE TRAFFIC MANAGEMENT WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION. THIS SHALL BE IN ACCORDANCE WITH THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY.

8. LONGITUDINAL JOINT CONSTRUCTION

A. AS MANY LONGITUDINAL JOINTS AS PRACTICAL SHALL BE CLOSED AT THE END OF EACH DAY OF PAVING. A TACK COAT SHALL BE APPLIED TO THE "COLD" SIDE OF THE LONGITUDINAL JOINT PRIOR TO THE PLACEMENT OF THE HOT SIDE MAT.

B. LONGITUDINAL JOINT CONSTRUCTION SHALL BE COMPLETED BEFORE THE "COLD" SIDE OF THE JOINT FALLS BELOW 200°F.

C. IN THE EVENT THE TEMPERATURE OF THE "COLD" SIDE OF A JOINT FALLS BELOW 200°F PRIOR TO JOINT CONSTRUCTION COMPLETION, THE CONTRACTOR SHALL PERFORM THE FOLLOWING:
   1. HEAT THE COLD SIDE JOINT TO 200°F EITHER BY MEANS OF A HAND TORCH OR AN INFRARED HEATER. THE CONTRACTOR SHALL AVOID BURNING THE ASPHALT DURING REHEATING.
   2. APPLY TACK COAT TO THE REHEATED JOINT PRIOR TO ASPHALT PLACEMENT.

D. THE CONTRACTOR SHALL OFFSET SURFACE COURSE JOINTS FROM BINDER COURSE JOINTS, WHEREVER PRACTICABLE.

9. LONGITUDINAL JOINT DENSITY SPECIFICATIONS

A. COMPLETED LONGITUDINAL JOINTS SHALL BE ASSESSED BASED ON SECTION 1030 OF THE STANDARD SPECIFICATIONS AND THE "HOT MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS" (BDE) AS FOLLOWS:

LONGITUDINAL JOINT DENSITY TESTING SHALL BE PERFORMED AT EACH RANDOM DENSITY TEST LOCATION. LONGITUDINAL JOINT TESTING SHALL BE LOCATED AT A DISTANCE EQUAL TO THE LIFT THICKNESS OR A MINIMUM OF TWO INCHES FROM EACH PAVEMENT EDGE; I.E. FOR A FOUR INCH LIFT, THE NEAR EDGE OF THE DENSITY GAUGE OR CORE BARREL SHALL BE WITHIN FOUR INCHES FROM THE EDGE OF PAVEMENT. LONGITUDINAL JOINT DENSITY TESTING SHALL BE PERFORMED USING EITHER A CORRELATED NUCLEAR GAUGE OR CORES.

1. CONFINED EDGE: EACH CONFINED EDGE DENSITY TEST SHALL BE REPRESENTED BY A ONE MINUTE NUCLEAR DENSITY READING OR A CORE DENSITY. THE TESTING SHALL BE INCLUDED IN THE AVERAGE OF DENSITY READINGS OR CORE DENSITIES TAKEN ACROSS THE MAT, WHICH REPRESENTS THE INDIVIDUAL TEST.

2. UNCONFINED EDGE: EACH UNCONFINED EDGE JOINT DENSITY TEST SHALL BE REPRESENTED BY AN AVERAGE OF THREE, ONE MINUTE DENSITY READINGS OR A SINGLE CORE DENSITY AT THE GIVEN DENSITY TEST LOCATION. THE TESTING SHALL MEET THE DENSITY REQUIREMENTS SPECIFIED HEREIN. THE THREE, ONE MINUTE READINGS SHALL BE SPACED TEN FEET APART LONGITUDINALLY ALONG THE UNCONFINED PAVEMENT EDGE AND CENTERED AT THE RANDOM DENSITY TEST LOCATION.

DENSITY CONTROL LIMITS TABLE

MIXTURE COMPOSITION	PARAMETER	INDIVIDUAL TEST (INCLUDES CONFINED EDGES)	UNCONFINED EDGE JOINT DENSITY MINIMUM
IL-9.5, IL12.5	Ndesign >= 90	92.0-96.0%	90%
IL-9.5, IL9.5L, IL-12.5	Ndesign < 90	92.5-97.4%	90%
IL-19.0, IL-25.0	Ndesign >= 90	93.0-96.0%	90%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0-97.4%	90%
SMA	Ndesign = 50 & 80	93.5-97.4%	91%
ALL OTHER	Ndesign = 30	93.0-97.4%	90%

SANITARY SEWER

1. UNLESS OTHERWISE NOTED ON THE PLANS, ALL SANITARY SEWER SHALL BE RING-TITE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE. ALL PIPE SHALL CONFORM TO ASTM D-3034 WITH ELASTOMERIC RUBBER RING GASKET JOINTS CONFORMING TO ASTM D-3212. THE STANDARD DIMENSION RATIO (SDR) FOR SANITARY PIPE SHALL BE 26. WHERE SPECIFIED, PVC SDR 21 SANITARY SEWER SHALL BE RING-TITE PVC (POLYVINYL CHLORIDE) PLASTIC PIPE, CONFORMING TO ASTM D-2241 WITH ELASTOMERIC RUBBER RING GASKET JOINTS CONFORMING TO ASTM D3139. THE PVC DR18 SANITARY SEWER SHALL CONFORM TO AWWA C900/C905, WITH RUBBER GASKET JOINTS CONFORMING TO AWWA C900/C905.

2. WHERE SANITARY SEWER PIPE IS NOTED AS PVC C900, THE PIPE SHALL BE IN ACCORDANCE WITH AMERICAN WATER WORKS ASSOCIATION (AWWA) C900 WITH WATERTIGHT, PRESSURE RATED JOINTS CONFORMING TO ASTM D3139.

3. CONNECTING SEWER PIPE OF DISSIMILAR MATERIAL IS NOT PERMITTED.

4. ALL FLOOR DRAINS SHALL CONNECT TO THE SANITARY SEWER. CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE COMPLETED UNTIL AUTHORIZED BY THE MUNICIPALITY.

5. ALL UNSUITABLE MATERIAL SHALL BE REMOVED BELOW THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CRUSHED GRAVEL, CONFORMING TO ASTM D-2321, CL I.

6. COST FOR PIPE BEDDING SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER.

7. PIPE BEDDING SHALL CONSIST OF A MINIMUM OF SIX INCHES OF COMPACTED CRUSHED GRAVEL, IDOT GRADATION CA-7, FOR ALL SANITARY SEWERS. SANITARY SEWER PIPE SHALL HAVE TAMPED CRUSHED GRAVEL, IDOT GRADATION CA-7, COVER ABOVE THE TOP OF PIPE, TO A MINIMUM OF 12 INCHES. THE BEDDING AND TRENCH BACKFILL MATERIAL SHALL CONFORM TO IDOT GRADATION CA-7 AND INSTALLED PER ASTM D-2321 CLASS I.

8. WATER MAINS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH IEPA REQUIREMENTS AS SPECIFIED IN THE "WATER MAIN" SECTION.

9. NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE.

10. THE TESTING OF THE PIPE STRAIGHTNESS AND FIELD TESTING, SHALL BE IN ACCORDANCE WITH THE DEVELOPMENT CODE OF THE MUNICIPALITY.

11. SANITARY SEWER MANHOLES SHALL BE FOUR FOOT INNER DIAMETER, PRECAST REINFORCED CONCRETE RINGS OR MONOLITHIC CONCRETE, CONFORMING TO ASTM C 478. MANHOLES SHALL HAVE PRECAST FILLETS. THE STRUCTURE SHALL HAVE AN ECCENTRIC CONE INSTALLED, LINING UP WITH THE MANHOLE STEPS. ALL MANHOLE STEPS SHALL BE NEENAH R-1981-I, NEOPRENE/FIBERGLASS COATED, AT 16 INCHES ON-CENTER.

12. ALL SANITARY SEWER MANHOLE LIDS SHALL BE NEENAH R-1550-A OR EAST JORDAN 1050/APPROVED EQUAL. THE LIDS SHALL HAVE RECESSED (CONCEALED) PICK HOLE AND BE SELF SEALING WITH "O" RING GASKET. THE LIDS SHALL HAVE THE WORD "SANITARY" AND THE MUNICIPALITY NAME EMBOSSED ON THE LID.

13. ALL MANHOLE JOINTS SHALL BE SEALED WITH "O" RING JOINTS. ADDITIONALLY, MANHOLES SHALL HAVE AN INTERNAL OR EXTERNAL SEALING SYSTEMS SUCH AS CANUSA WRAPIDSEAL, CRETEX CHIMNEY SEAL OR ADAPTER, INC. NO MORE THAN EIGHT INCHES OF PRECAST CONCRETE ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. FRAMES SHALL BE SET ON BITUMINOUS MASTIC. MANHOLE SECTIONS SHALL HAVE GASKETED COUPLINGS, "A-LOK" OR APPROVED EQUAL.

14. DROP MANHOLE ASSEMBLIES SHALL BE PROVIDED AT THE JUNCTION OF SANITARY SEWERS WHERE THE DIFFERENCE IN INVERT GRADES EXCEEDS TWO FEET OR AT LOCATIONS SHOWN ON THE PLANS. THE ENTIRE DROP ASSEMBLY SHALL BE CAST IN CONCRETE MONOLITHICALLY WITH THE MANHOLE BARREL.

15. INSPECTION OF MANHOLES: ALL MANHOLES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS. ALL VISIBLE LEAKAGE SHALL BE ELIMINATED BEFORE FINAL INSPECTION AND ACCEPTANCE.

16. TESTING FOR ACCEPTANCE OF SANITARY SEWERS AND MANHOLES, INCLUDING SERVICE LINES, SHALL INCLUDE LOW PRESSURE AIR TEST AND DEFLECTION TEST PER STANDARD SPECIFICATIONS AND SUBDIVISION REGULATIONS OF THE MUNICIPALITY. THE TESTS SHALL BE APPROVED BY THE MUNICIPALITY BEFORE ACCEPTANCE. ALL SANITARY MANHOLES SHALL BE VACUUM TESTED FOR LEAKAGE IN ACCORDANCE WITH MUNICIPAL STANDARDS AND ASTM C 1244-02.

17. ALL SANITARY SEWERS SHALL BE TELEVISED. A COPY OF THE RECORDING AND A WRITTEN REPORT SHALL BE SUBMITTED TO THE MUNICIPALITY FOR APPROVAL. THE REPORT SHALL INCLUDE STUB LOCATIONS, A DESCRIPTION OF ALL DEFECTS, WATER LEVEL, LEAKS AND IDENTIFICATION OF LENGTH FROM THE MANHOLE NUMBER SPECIFIED ON THE APPROVED PLANS. ALL COSTS SHALL BE INCIDENTAL TO THE WORK. TESTING SHALL BE WITNESSED AND APPROVED BY THE MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE LOCATION OF TELEVISION INSPECTION SHALL BE DESIGNATED BY THE MUNICIPAL ENGINEER.

18. IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT. AT HIS OWN EXPENSE, THE CONTRACTOR SHALL REPAIR OR REPLACE ALL MATERIALS AND WORKMANSHIP AS NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS.

19. THE CERTIFICATION CONTRACTOR SHALL SUBMIT CERTIFIED COPIES OF ALL REPORTS OF THE TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH THE STANDARD METHOD OF TESTING FOR "EXTERNAL LOADING PROPERTIES OF PLASTIC PIPE BY PARALLEL PLATE LOADING," ASTM STANDARD D-2412. TESTS SHALL ALSO BE CONDUCTED IN ACCORDANCE WITH ASTM D-3212, TO DEMONSTRATE JOINT PERFORMANCE AT 5% MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT, AS SPECIFIED IN ASTM D-3212 SPECIFICATIONS.

SOIL EROSION AND SEDIMENT CONTROL

1. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY, AND THE ILLINOIS URBAN MANUAL.

2. BEFORE STARTING CLEARING AND SITE GRADING WORK, A CONSTRUCTION ENTRANCE AND SILT FENCE SHALL BE INSTALLED AS SHOWN ON THE PLANS.

3. THE CONSTRUCTION ENTRANCE TO THE SITE SHALL BE STABILIZED WITH GRAVEL PRIOR TO BEGINNING ANY WORK ON THE SITE. THE ENTRANCE SHALL BE MAINTAINED PERIODICALLY FOR ITS EFFECTIVENESS TO REMOVE DIRT WHICH COULD LEAVE THE SITE BY CONSTRUCTION VEHICLES.

4. SILT FILTER FENCE SHALL BE PLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE MUNICIPALITY'S ENGINEERING INSPECTOR TO PREVENT SEDIMENT FROM LEAVING THE SITE.

5. STAKED SILT FENCE SHALL BE INSTALLED AND MAINTAINED AROUND THE INLETS AND CATCH BASINS AS SHOWN ON THE PLANS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

7. THE CONTRACTOR SHALL INSPECT EROSION CONTROL MEASURES WEEKLY AND AFTER ANY STORM EVENT IN EXCESS OF 1/2". AN INSPECTION REPORT SHALL BE FILLED OUT EACH TIME AND SHALL BE KEPT IN A BINDER AT JOB SITE AT ALL TIMES ALONG WITH NOI, NPDES PERMIT & SWPPP PLAN.

8. AT THE COMPLETION OF THE PROJECT, ALL STORM SEWER PIPES AND STRUCTURES SHALL BE CLEANED AND FREE OF DIRT AND DEBRIS. THE SEDIMENTATION SHALL BE REMOVED FROM THE STORM SEWER SYSTEM AND SHALL NOT BE WASHED OUT IN THE STORM SEWER SYSTEM.

9. THE TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE EFFECTIVELY UNTIL ALL THE PERMANENT EROSION CONTROL ITEMS ARE FULLY FUNCTIONAL.

10. THE GUARANTEE PERIOD SHALL START AFTER ALL THE PERMANENT EROSION CONTROL MEASURES ARE FULLY FUNCTIONAL AND ACCEPTABLE TO OWNER OR HIS REPRESENTATIVE.

11. A. STOCKPILES OF ANY KIND SHALL NOT BE PLACED IN SPECIAL MANAGEMENT AREAS.

B. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN SEVEN DAYS, THEN SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED FOR SUCH STOCKPILE.

12. IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATES OF STORM WATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.

13. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.

14. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED UNLESS A ½" OR GREATER RAINFALL EVENT IS FORECAST PRIOR TO 7 DAYS. IN THAT CASE THE PROPER SOIL PROTECTION SHALL BE INSTALLED IMMEDIATELY. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION UNLESS GRADING ACTIVITIES ARE RESUMED WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

15. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, IRRIGATION, OR FIRE HYDRANT FLUSHING SHALL BE FILTERED PRIOR TO LEAVING PROJECT SITE.

16. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASHDOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED CONTINUOUSLY.

17. ALL CONTRACTORS SHALL COMPLY WITH SWPPP PLAN AND NPDES REQUIREMENT & SHALL SIGN SWPPP ON FILE WITH OWNER OR GENERAL CONTRACTOR.

WATER MAIN AND WATER SERVICES

1. WATER MAINS SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP), CLASS 52, CONFORMING TO AWWA C-151 (ANSI A-21.51) WITH CEMENT MORTAR LINING AND BITUMINOUS SEAL COATING, CONFORMING TO ANSI-A-21.4 (AWWA C-104). ALL WATER MAIN SHALL BE ENCASED WITH 8-MIL POLYETHYLENE WRAP. THE POLYETHYLENE MATERIAL SHALL BE IN CONFORMANCE WITH THE MUNICIPAL REGULATIONS.

2. THE JOINTS SHALL BE PUSH-ON JOINTS CONFORMING TO ANSI A-21.11 (AWWA C-111) AND ALL RETAINING GLANDS SHALL BE SET SCREW OR MEGA-LUG TYPE. WATER MAIN FITTINGS SHALL BE OF DUCTILE IRON WITH CEMENT MORTAR LINING AND SEAL COATING WITH PUSH-ON JOINTS, CONFORMING TO ANSI A21.10 (AWWA C-110). ALL TEE BOLTS SHALL BE STAINLESS STEEL, XYLAN COATED.

3. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON ALL WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC.

4. DISTRIBUTION SYSTEM VALVES SHALL BE RESILIENT SEAT VALVE, CONFORMING TO AWWA C-509, LATEST STANDARDS AND SHALL BE APPROVED BY THE MUNICIPALITY. EACH VALVE SHALL BE INSTALLED IN A VALVE VAULT OR BOX OF SIZE SHOWN ON THE PLANS. THE LIDS SHALL BE NEENAH R-1713-B OR APPROVED EQUAL. LETTERING ON THE CAST IRON FRAME AND LID SHALL INDICATE "WATER" AND THE MUNICIPALITY NAME.

5. A MINIMUM DEPTH OF COVER OF 5'-6" SHALL BE MAINTAINED OVER THE WATER LINES.

6. ALL WATER MAINS SHALL BE PRESSURE TESTED, FLUSHED AND DISINFECTED IN ACCORDANCE WITH AWWA SPECIFICATIONS. EACH VALVE SECTION SHALL BE PRESSURE TESTED FOR A MINIMUM OF FOUR HOURS. THE ONLY ALLOWABLE LEAKAGE IS AS PREDETERMINED BY THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS. AT NO TIME IS THERE TO BE ANY VISIBLE LEAKAGE FROM THE MAIN.

7. FIRE HYDRANTS SHALL BE INSTALLED WITH AN AUXILIARY VALVE WITH CAST IRON VALVE BOX. FIRE HYDRANTS SHALL CONFORM TO MEET ALL REQUIREMENTS DESCRIBED IN THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY. THE HYDRANT SHALL FACE THE ROADWAY. THE FIRE HYDRANTS SHALL BE PAINTED PER THE MUNICIPALITY. THE VALVE BOX LID SHALL HAVE WORD "WATER" EMBOSSED ON THE LID.

8. MAXIMUM DEFLECTION AT PIPE JOINTS SHALL BE IN ACCORDANCE WITH CURRENT MANUFACTURER'S RECOMMENDATIONS AND AWWA SPECIFICATIONS.

9. WATER SERVICE LINES 2" IN DIAMETER OR SMALLER SHALL BE TYPE 'K' COPPER TUBING CONFORMING TO ASTM B88-58. NO COUPLINGS SHALL BE PERMITTED BETWEEN THE CORPORATION AND CURB STOPS OR BETWEEN THE CURB STOP AND THE BUILDING.

10. WATER SERVICE BOXES SHALL BE OF SUFFICIENT LENGTH TO PERMIT THE TOP TO BE INSTALLED FLUSH WITH THE FINISHED GRADE. EACH SERVICE BOX SHALL BE PROVIDED WITH A CAP WITH THE WORD "WATER" CAST IN THE TOP.

11. CATALOG CUTS OR SHOP DRAWINGS SHALL BE SUBMITTED TO THE VILLAGE OF MINOOKA PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION. INSTALLATION OF COMPONENTS NOT APPROVED BY THE VILLAGE WILL BE CAUSE FOR REMOVAL AND/OR REPLACEMENT.

12. IEPA WATER MAIN PROTECTION

A. WATER MAINS:

1. HORIZONTAL SEPARATION:
   a) WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICES CONNECTION.
   b) WATER MAINS MAY BE LAID CLOSER THAN 10 FEET TO A SEWER LINE WHEN:
      1) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF 10 FEET
      2) THE WATER MAIN INVERT IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER
      3) THE WATER MAIN IS IN A SEPARATE TRENCH.
   c) BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN IT IS IMPOSSIBLE TO MEET CONDITION (a) OR (b) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2. VERTICAL SEPARATION:
   a) A WATER MAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER, WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN 10 FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.
   b) IF IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (a) OR THE WATER MAIN PASSES UNDER A SEWER OR DRAIN, THEN ONE OF THE FOLLOWING METHODS SHALL BE FOLLOWED:
      1) THE STORM DRAIN SHALL BE CONSTRUCTED OF "O" RING JOINTS AND SANITARY SEWER SHALL BE CONSTRUCTED WITH PIPE EQUIVALENT TO WATER MAIN STANDARDS.
      2) THE WATER MAIN MAY BE ENCASED IN A WATERTIGHT CARRIER PIPE AS INDICATED ON THE PLANS AND AS PER THE SPECIAL CROSSING DETAIL SHOWN ON THE DETAIL SHEET.
   c) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE A WATER MAIN CROSSES UNDER SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN.
   d) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST 10 FEET.

13. ALL WATERMAIN SHALL HAVE A #10 TRACER WIRE TAPED OR TIED TO THE TOP OF THE PIPE AND A WHIP END BROUGHT TO THE SURFACE AT ALL VALVE VAULTS AND FIRE HYDRANTS. (2)

STORM SEWER

1. ALL STORM SEWER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, IN ADDITION TO THE SUBDIVISION CONTROL ORDINANCE OF THE MUNICIPALITY.

2. UNLESS OTHERWISE NOTED ON THE PLANS, ALL STORM SEWERS SHALL BE REINFORCED CONCRETE CULVERT PIPE (RCP), ASTM C 76, WITH "O" RING RUBBER GASKET JOINTS CONFORMING TO ASTM C-443.

3. HDPE STORM SEWER PIPE SHALL BE HIGH DENSITY POLYETHYLENE PIPE PER ASTM F-2306 WITH WATERTIGHT JOINTS CONFORMING TO ASTM D-3212.

4. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL, UNLESS OTHERWISE NOTED.

5. ALL DOWNSPOUT AND FOOTING DRAINS SHALL BE DISCHARGED TO THE STORM SEWER SYSTEM OR ONTO THE GROUND.

6. MANHOLE, CATCH BASIN AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE FOUR FEET IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. MANHOLE JOINTS SHALL BE "O" RING GASKET JOINTS. A MAXIMUM OF SIX INCHES OF ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. THE ADJUSTING RINGS SHALL BE SET WITHIN A FULL MORTAR BED.

7. ALL STORM SEWERS SHALL BE INSTALLED ON TYPE "A" BEDDING, 1/4 TO 3/4 INCH IN SIZE, WITH A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR INCHES. USING BLOCKS OF ANY KIND FOR GRADE IS NOT PERMITTED. THE GRANULAR MATERIAL FOR BEDDING AND TRENCH BACKFILL MATERIAL SHALL CONFORM TO IDOT GRADATION CA-6. THE GRANULAR MATERIAL FOR BEDDING AND INITIAL BACKFILL OF FLEXIBLE PIPE SHALL BE NON-ANGULAR GRAVEL MATERIAL CONFORMING TO ASTM D-2321, CLASS I. THE COST OF BEDDING MATERIAL SHALL BE MERGED WITH THE UNIT PRICE BID FOR THE SEWER. THE BEDDING MATERIALS SHALL BE COMPACTED TO 95% OF THE MODIFIED PROCTOR DENSITY.

8. THE FRAME AND GRATE OR CLOSED LID TYPE SHALL BE AS SPECIFIED ON THE UTILITY PLAN. THE MANHOLE LIDS SHALL BE A MACHINE SURFACED, NON-ROCKING DESIGN. ALL CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE-DRAINS TO WATERWAYS" MESSAGE. THE CLOSED LIDS SHALL HAVE THE WORD "STORM" AND THE MUNICIPALITY NAME EMBOSSED ON THE LID. THE JOINT BETWEEN THE CONCRETE SECTION AND FRAME SHALL BE SEALED WITH A MASTIC COMPOUND.

9. ALL STORM SEWERS SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.

10. AFTER THE STORM SEWER STRUCTURE HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT LOCATIONS SHOWN ON THE PLANS OR AS SELECTED IN THE FIELD BY THE ENGINEER. THE PURPOSE OF THE EROSION CONTROL WILL BE TO MINIMIZE THE AMOUNT OF SILTATION NORMALLY ENTERING THE STORM SEWER SYSTEM FROM ADJECENT AND/OR UPSTREAM DRAINAGE AREAS.

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

GENERAL NOTES AND SPECIFICATIONS
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

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Hefner Associates, INC.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

1.1. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;

1.2. STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;

1.3. VILLAGE OF PALATINE MUNICIPAL CODES;

1.4. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;

1.5. IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

2. THE VILLAGE OF PALATINE ENGINEERING DEPARTMENTS AND PUBLIC WORKS DEPARTMENTS MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE VILLAGE OF SCHAUMBURG VERTICAL DATUM (NGVD).

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENTED TO THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46	 ASTM D-3034 ASTM F-679	 ASTM D-3212 ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261, F-2620 (HEAT FUSION) ASTM D-3212, F-477 (GASKETED)
WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH	 ASTM D-2241 AWWA C900 AWWA C905	 ASTM D-3139 ASTM D-3219 ASTM D-3219

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	ASTM D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	ASTM D-3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

11.a. A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.

11.b. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.

11.c. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATERMAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCE SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:

5.a. UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.

5.b. ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

MWRD GENERAL NOTES AND SPECIFICATIONS

623 E. ALGONQUIN ROAD

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
2	REVISED PER VILLAGE	10/28/21

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

F076a

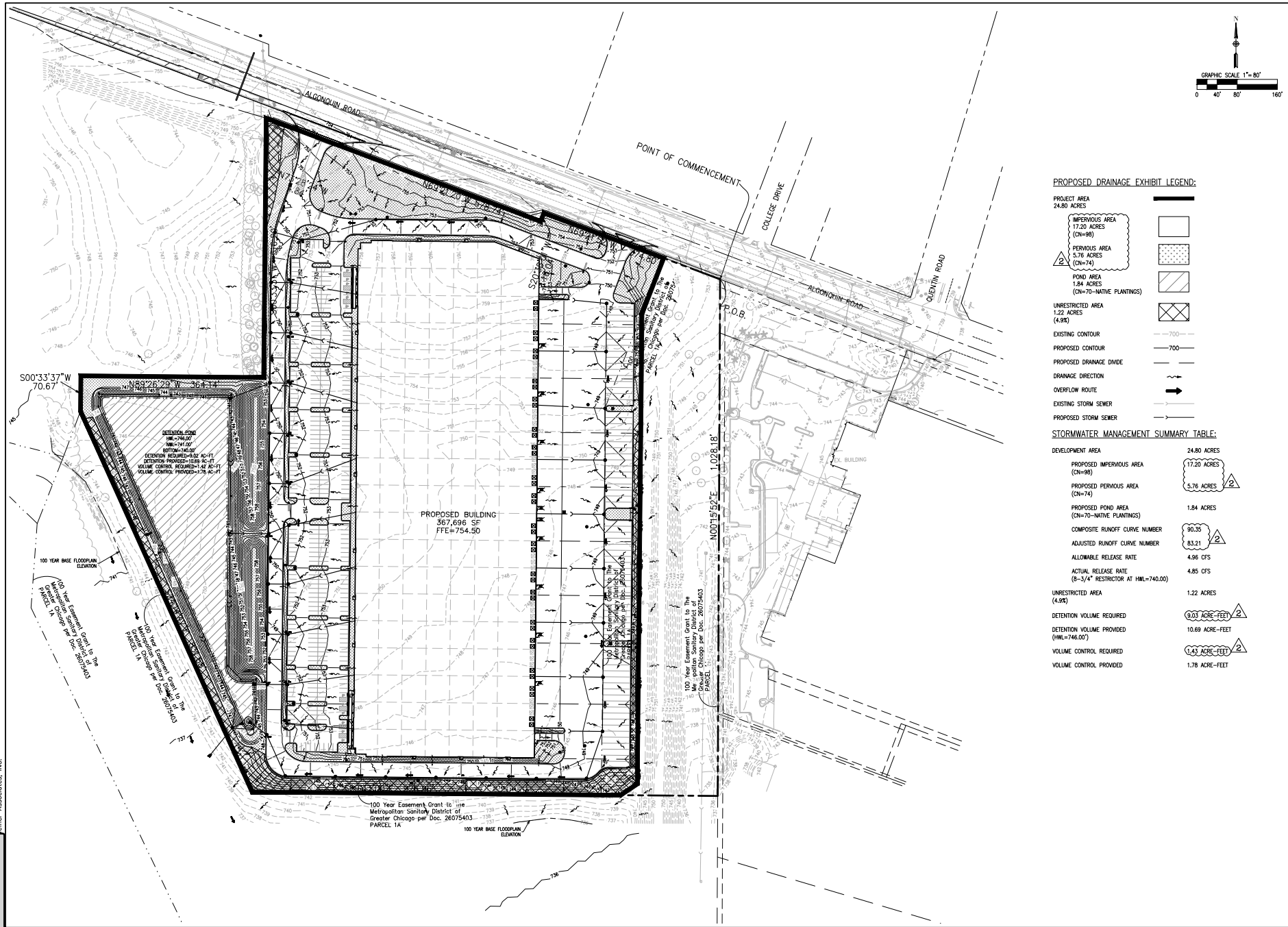
N.T.S.

C1

Hefner Associates, INC.

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



PROPOSED DRAINAGE EXHIBIT LEGEND:

- PROJECT AREA 24.80 ACRES
- IMPERVIOUS AREA 17.20 ACRES (CN=98)
- PERVIOUS AREA 5.76 ACRES (CN=74)
- POND AREA 1.84 ACRES (CN=70-NATIVE PLANTINGS)
- UNRESTRICTED AREA 1.22 ACRES (4.9%)
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED DRAINAGE DIVIDE
- DRAINAGE DIRECTION
- OVERFLOW ROUTE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER

STORMWATER MANAGEMENT SUMMARY TABLE:

DEVELOPMENT AREA	24.80 ACRES
PROPOSED IMPERVIOUS AREA (CN=98)	17.20 ACRES
PROPOSED PERVIOUS AREA (CN=74)	5.76 ACRES
PROPOSED POND AREA (CN=70-NATIVE PLANTINGS)	1.84 ACRES
COMPOSITE RUNOFF CURVE NUMBER	90.35
ADJUSTED RUNOFF CURVE NUMBER	83.21
ALLOWABLE RELEASE RATE	4.96 CFS
ACTUAL RELEASE RATE (8-3/4" RESTRICTOR AT HWL=740.00)	4.85 CFS
UNRESTRICTED AREA (4.9%)	1.22 ACRES
DETENTION VOLUME REQUIRED	9.03 ACRE-FEET
DETENTION VOLUME PROVIDED (HWL=746.00')	10.69 ACRE-FEET
VOLUME CONTROL REQUIRED	1.43 ACRE-FEET
VOLUME CONTROL PROVIDED	1.78 ACRE-FEET

MWRD DRAINAGE EXHIBIT
623 E. ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

No.	Description	Date
1	PRELIMINARY PD SUBMITTAL	9/21/21
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1"=80'
C1

Attachment: Engineering plans - 623 E. Algonquin Road Revised Set (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Jacob & Hefner Associates, INC.

rchitects
lus designstudio, PLLC

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ALGONQUIN R
PALATINE, ILLI

9.22.2021

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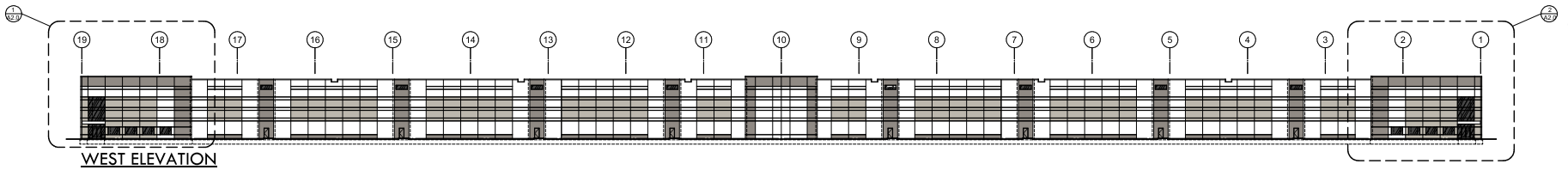
Attach



WEST ELEVATION

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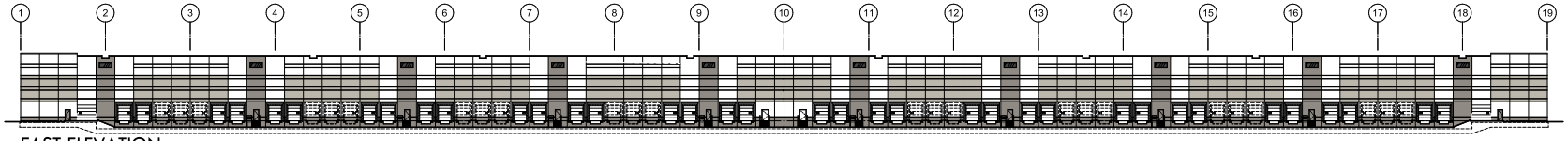

EAST ELEVATION

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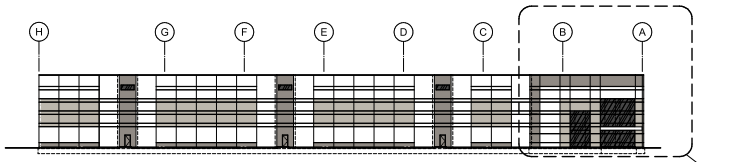

NORTH ELEVATION

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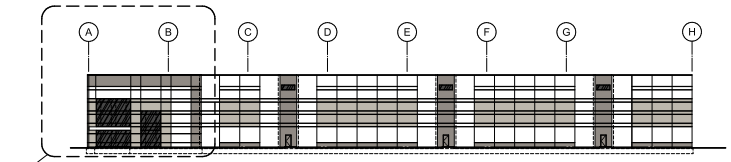

SOUTH ELEVATION

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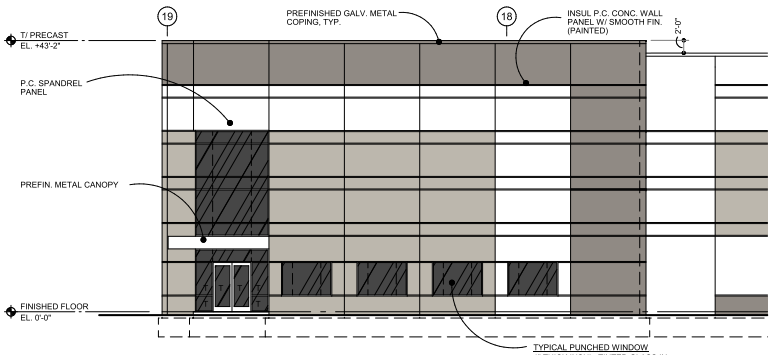
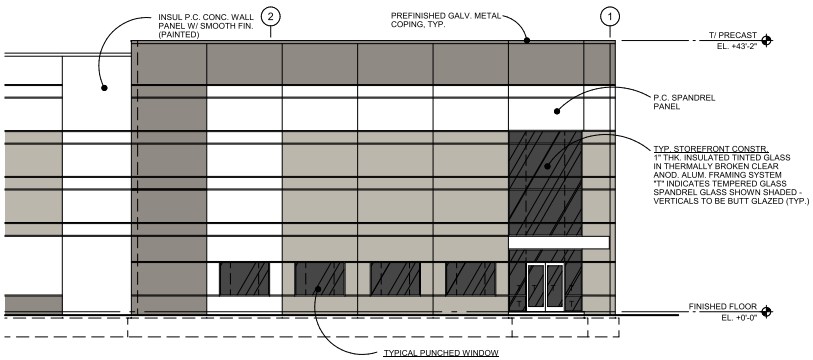


1 A2.0 ENLARGED ENTRY ELEVATION

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



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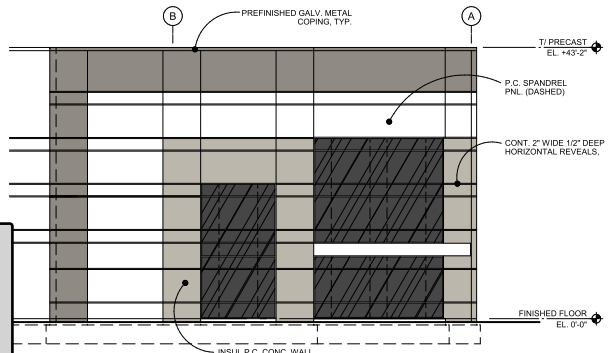
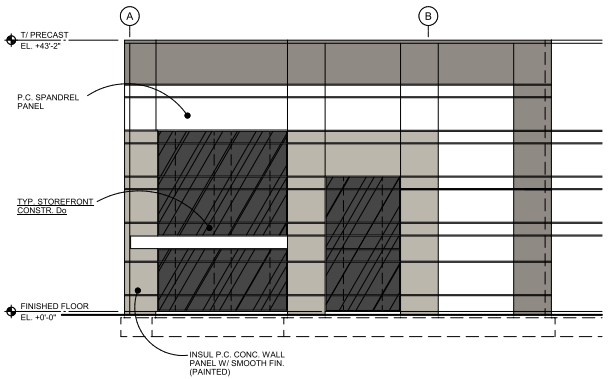


3 A2.0 ENLARGED ENTRY ELEVATION

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



4 A2.0 ENLARGED ENTRY ELEVATION

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

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH SUPER PAINT BY SHERWIN WILLIAMS. G.C. TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW

- EIDER WHITE - SW 7014 SHERWIN WILLIAMS
- MINDFUL GRAY - SW 7016 SHERWIN WILLIAMS
- DOVETAIL - SW 7018 SHERWIN WILLIAMS

FASCIA & GRAVEL STOP @ ENTRY: PAC-CLAD SLATE GRAY

FASCIA & GRAVEL STOP @ MAIN BUILDING: PAC-CLAD BONE WHITE

STOREFRONT SYSTEM: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

PUNCHED WINDOWS: FRAMES - CLEAR ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORS/FRAMES: FRAME - PAINTED TO MATCH PRECAST; DOOR -PAINTED TO MATCH PRECAST

OVERHEAD DOORS: DRIVE-IN DOORS - PREFINISHED WHITE; DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS: SAFETY YELLOW

3.1.g

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

ARCHITECT

DESIGN FIRM 184.008507; EXPIRATION 4.30.2023

Architects plus designstudio, LLC

1320 NELSON CIRCLE
WHEATON, ILLINOIS 60189 - 847.624.4425

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NEW OFFICE WAREHOUSE FOR:

WEST ALGONQUIN ROAD

PALATINE, ILLINOIS

DATE	DESCRIPTION
9.22.2021	ISSUED FOR PLANNING

PROJECT NUMBER 2021.04

DATABASE

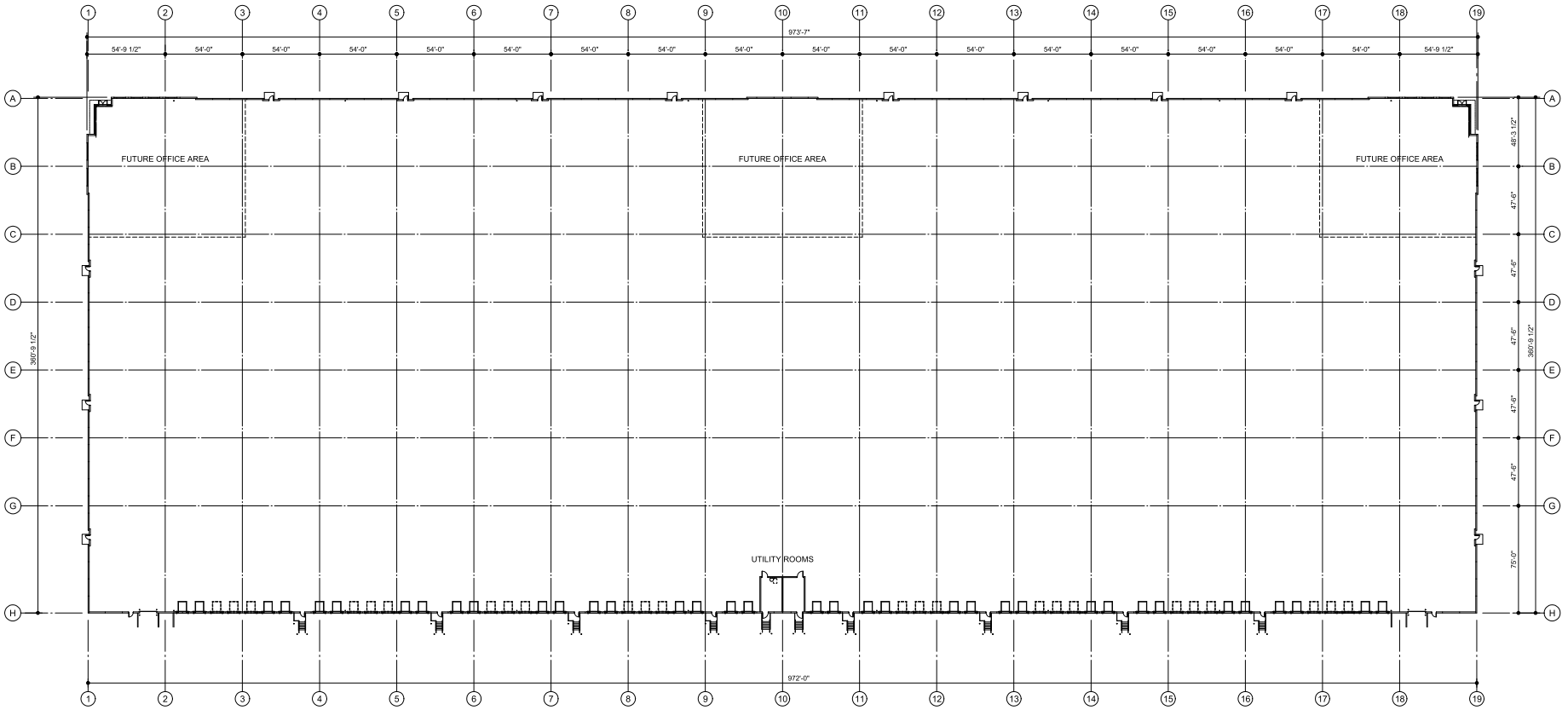
DRAWN BY

CHECKED BY

A-2.

Attachment: Architecture Plans - Elevations (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



OVERALL FLOOR PLAN

SCALE: 1" = 30'-0"

NORTH

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

ARCHITECT

DESIGN FIRM: 184.008507; EXPIRATION 4.30.2023

Architects plus designstudio, LLC

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NEW OFFICE WAREHOUSE FOR:

WEST ALGONQUIN ROAD

PALATINE, ILLINOIS

DATE	DESCRIPTION
9.22.2021	ISSUED FOR PLANNING

PROJECT NUMBER 2021.04

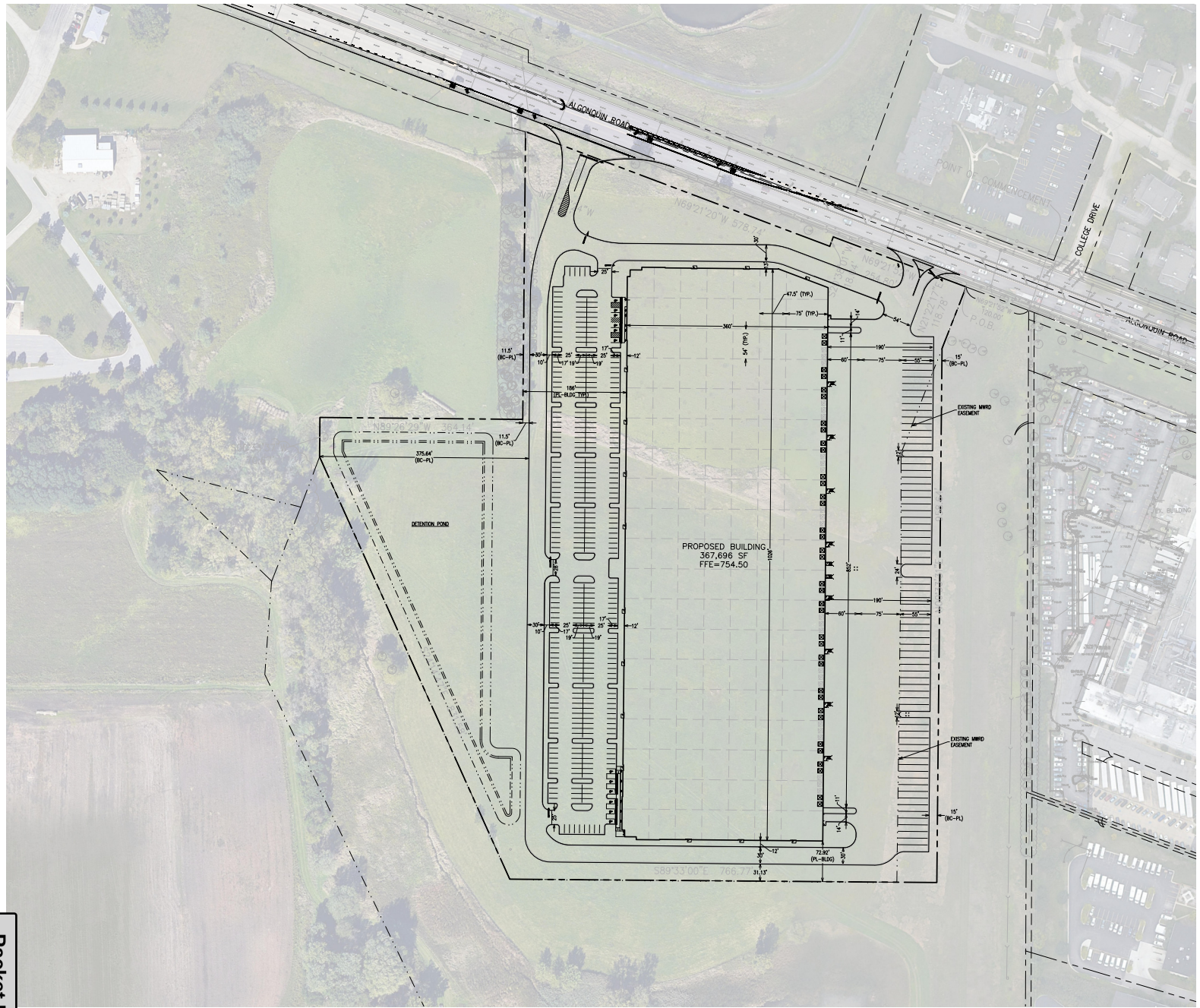
DATABASE

DRAWN BY

CHECKED BY

A-3

Attachment: 13.2 Palatine_A30_092221 Floorplan (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)



GRAPHIC SCALE 1"= 80'
0 40' 80' 160'

SITE DATA TABLE:

PROPERTY AREA:	24.80 ACRES
TOTAL CAR PARKING:	363 STALLS
STANDARD PARKING:	351 STALLS
HANDICAP ACCESSIBLE PARKING:	12 STALLS
TRUCK DOCKS:	60 DOCKS
PROPOSED DOCKS:	36 DOCKS
FUTURE DOCKS	24 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS
TRAILER PARKING:	73 STALLS

NOTE:

ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

No.	Description	Date
1	ORIGINAL EXHIBIT DATE	10/14/21

OVERALL SITE PLAN
623 E.ALGONQUIN ROAD
LOGISTICS PROPERTY COMPANY
PALATINE, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

1"=80'
F076a
SP

Attachment: Site Plan - LPC - Palatine - Updated Site Plan - 10-15-21 (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Preliminary Landscape Plan

LOGISTICS PROPERTY COMPANY

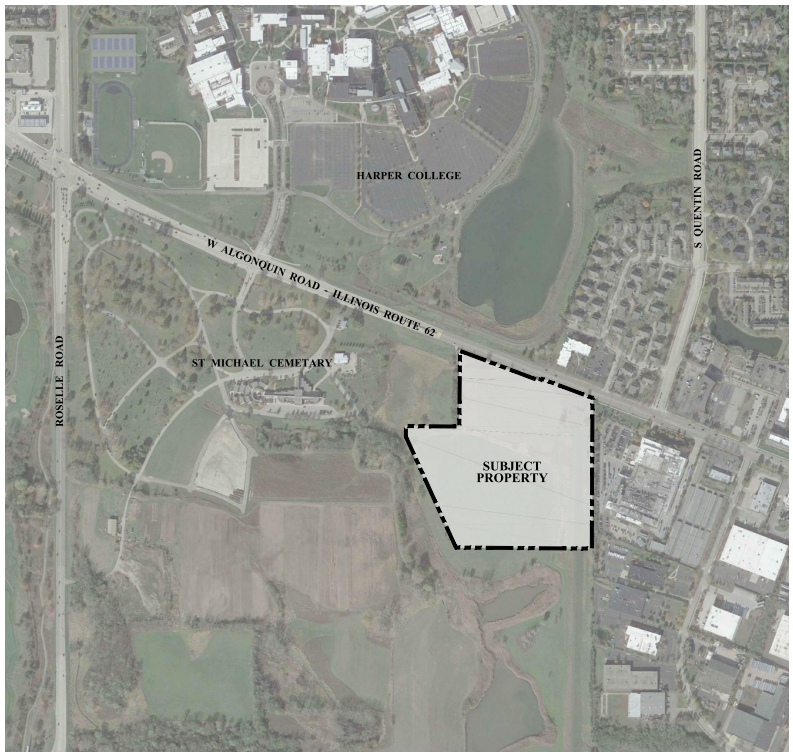
Palatine, Illinois

September 17, 2021

CONSULTANTS:

LANDSCAPE ARCHITECT:
GARY R. WEBER ASSOCIATES, INC
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515



LOCATION MAP
SCALE: 1"=400'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
0	COVER SHEET
1	OVERALL LANDSCAPE PLAN
2	PRELIMINARY LANDSCAPE PLAN
3	PRELIMINARY LANDSCAPE PLAN

Attachment: Preliminary Lanscaping Plan -15. JH21117_A01_Prelim Landscape Plan (9.17.2021) (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

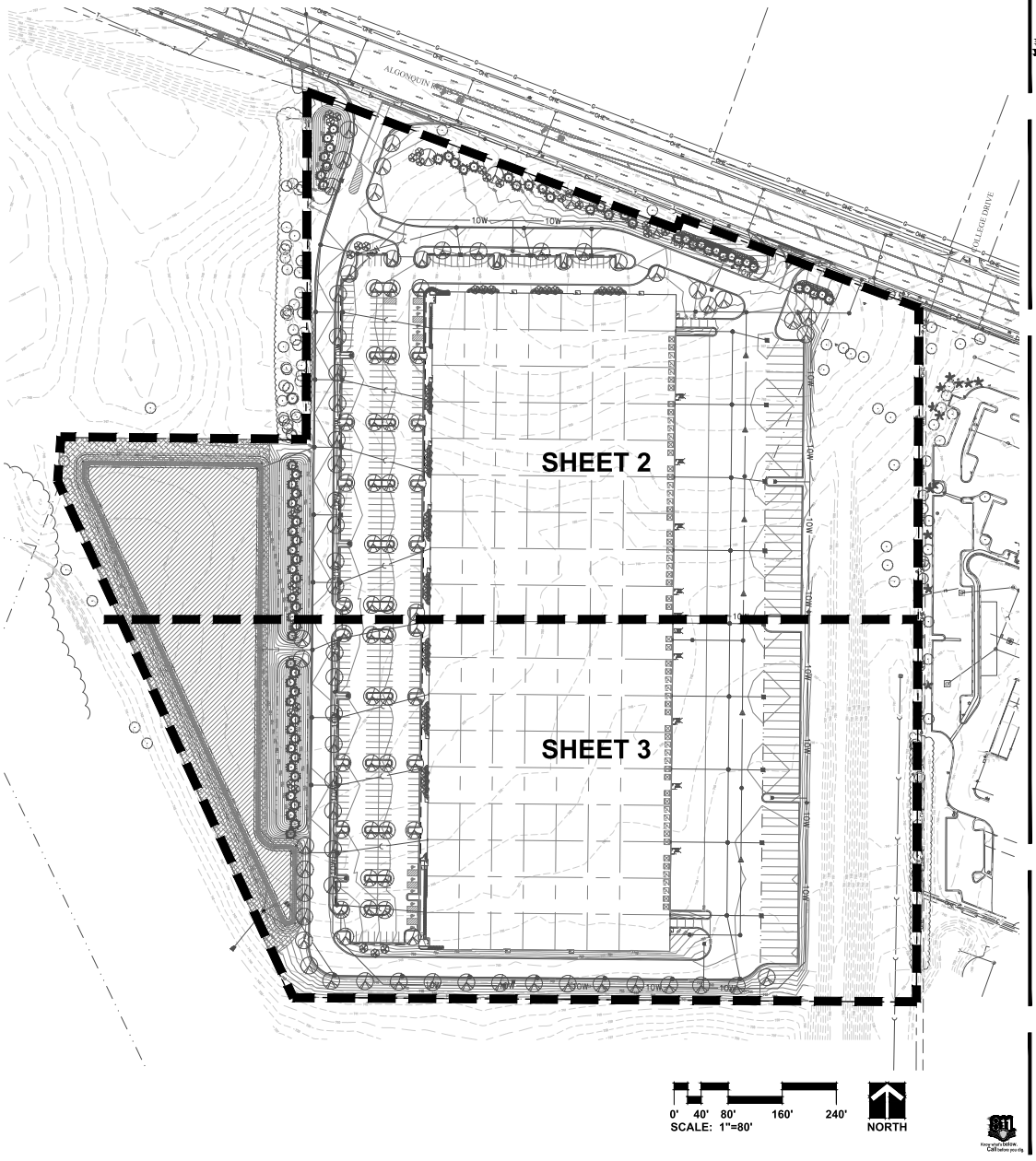
Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii AUTUMN BLAZE MAPLE	2 1/2" Cal.	
	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	
	Gleditsia triacanthos inermis 'Skyline' SKYLINE HONEYLOCUST	2 1/2" Cal.	
	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
	Tilia americana 'McKSentry' SENTRY AMERICAN LINDEN	2 1/2" Cal.	
	Ulmus carpinifolia 'Regal' REGAL SMOOTHLEAF ELM	2 1/2" Cal.	
	ORNAMENTAL TREES		
	Amelanchier grandiflora APPLE SERVICEBERRY	6' Tall	Multi-stem
	Betula nigra RIVER BIRCH	6' Tall	Multi-stem
	Cercis canadensis EASTERN REDBUD	6' Tall	Multi-stem
	Cornus mas CORNELIANCHERRY DOGWOOD	6' Tall	Multi-stem
	Malus 'Prairifire' PRAIRIFIRE CRABAPPLE	6' Tall	Multi-stem
	EVERGREEN TREES		
	Abies concolor WHITE FIR	6' Tall	
	Picea glauca 'Densata' BLACK HILLS SPRUCE	6' Tall	
	Picea pungens GREEN COLORADO SPRUCE	6' Tall	
	Thuja occidentalis 'Techny' MISSION ARBORVITAE	6' Tall	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Bailey' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Cotoneaster acutifolia PEKING COTONEASTER	36" Tall	4' O.C.
	Spiraea betulifolia 'Tor' BIRCHLEAF SPIREA	24" Tall	3' O.C.
	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	24" Tall	4' O.C.
	Viburnum dentatum ARROWWOOD VIBURNUM	36" Tall	5' O.C.
	Viburnum trilobum 'Hahs' HAH'S CRANBERRYBUSH VIBURNUM	36" Tall	4' O.C.
	EVERGREEN SHRUBS		
	Juniperus chinensis v. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	5' O.C.
	Juniperus chinensis 'Seagreen' SEA GREEN JUNIPER	24" Wide	4' O.C.
	Juniperus chinensis 'Kallaye Compact' KALLAY COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Coreopsis verticillata 'Zagreb' ZAGREB COREOPSIS	#1	18" O.C.
	Hosta sieboldiana 'Frances Williams' FRANCES WILLIAMS HOSTA	#1	24" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Liatris spicata 'Kobold' BLAZING STAR	#1	18" O.C.
	Pennisetum alopecuroides 'Hameln' DWARF FOUNTAIN GRASS	#2	24" O.C.
	Rudbeckia fulgida 'Goldsturm' BLACK-EYED SUSAN	#1	18" O.C.
	Salvia nemorosa 'East Friesland' EAST FRIESLAND SALVIA	#1	18" O.C.
	Sporobolus heterolepis PRAIRIE DROPSEED	#1	18" O.C.
	GROUNDCOVERS		
	Euonymous fortunei var. 'Coloratus' PURPLELEAF WINTERCREEPER	#SP4	12" O.C.
	Vinca minor 'Dart's Blue' DART'S BLUE PERIWINKLE	#SP4	12" O.C.



GARY R. WEBER ASSOCIATES, INC.
LAND PLANNERS
PROFESSIONAL CONSULTING
LANDSCAPE ARCHITECTS

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

OVERALL LANDSCAPE PLAN

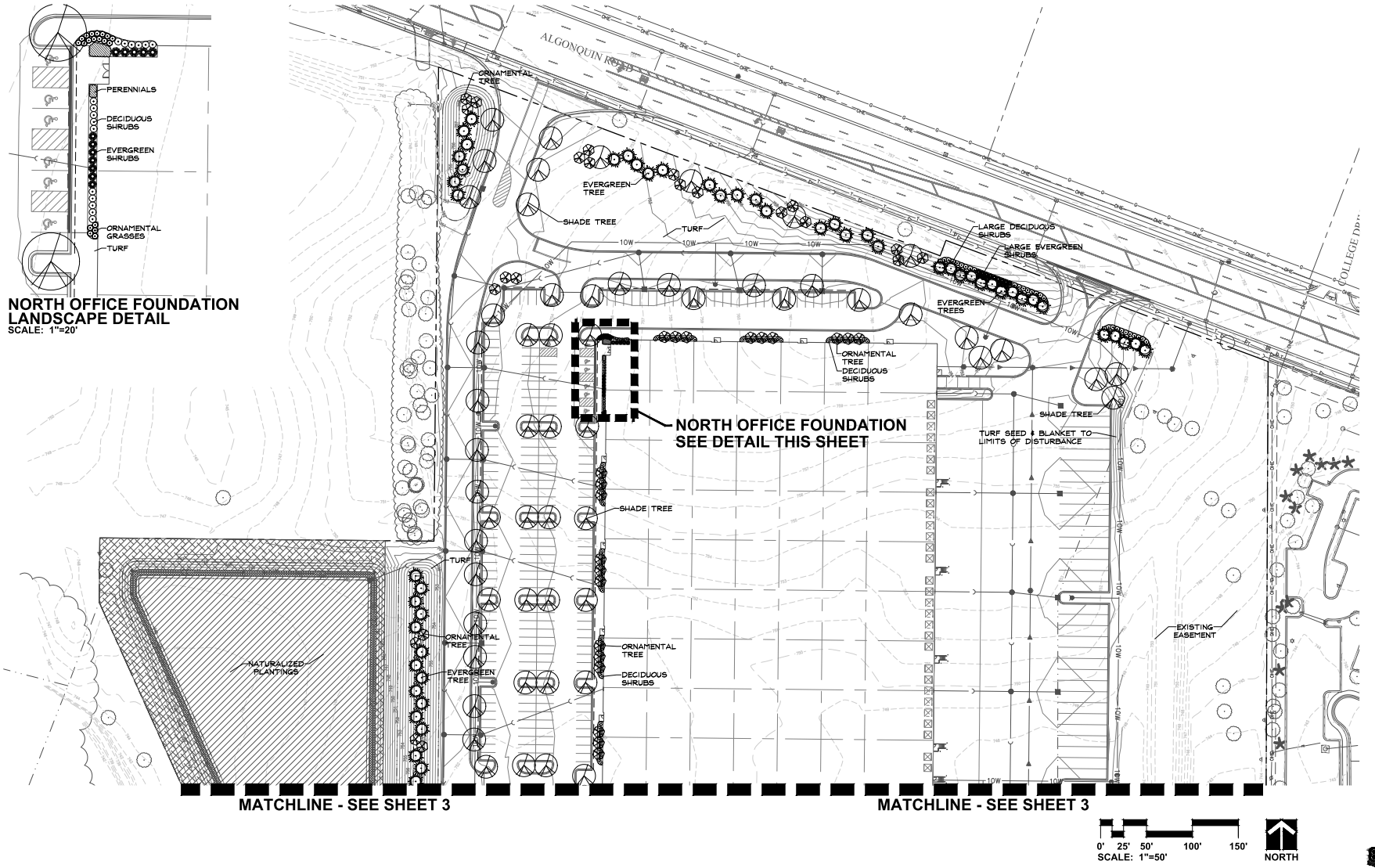
REVISIONS

DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	1 OF

Know what's below. Call before you dig.

Attachment: Preliminary Lanscaping Plan - 15...JH21117_A01_Prelim Landscape Plan (9.17.2021) (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)



GARY R. WEBER ASSOCIATES, INC.
LAND PLANNERS
PROFESSIONAL CONSULTING LANDSCAPE ARCHITECTS
402 WILMOT RD.
WHEATON, ILLINOIS
PHONE: (630)668-7197

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

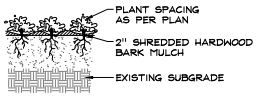
REVISIONS

DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	2 OF

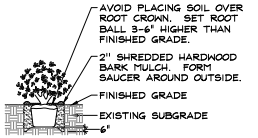
Attachment: Preliminary Lanscaping Plan - 15...JH21117_A01_Prelim Landscape Plan (9.17.2021) (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

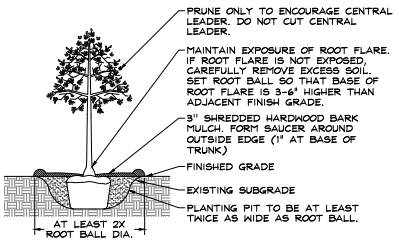
PLANTING DETAILS



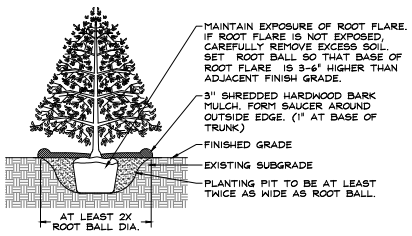
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



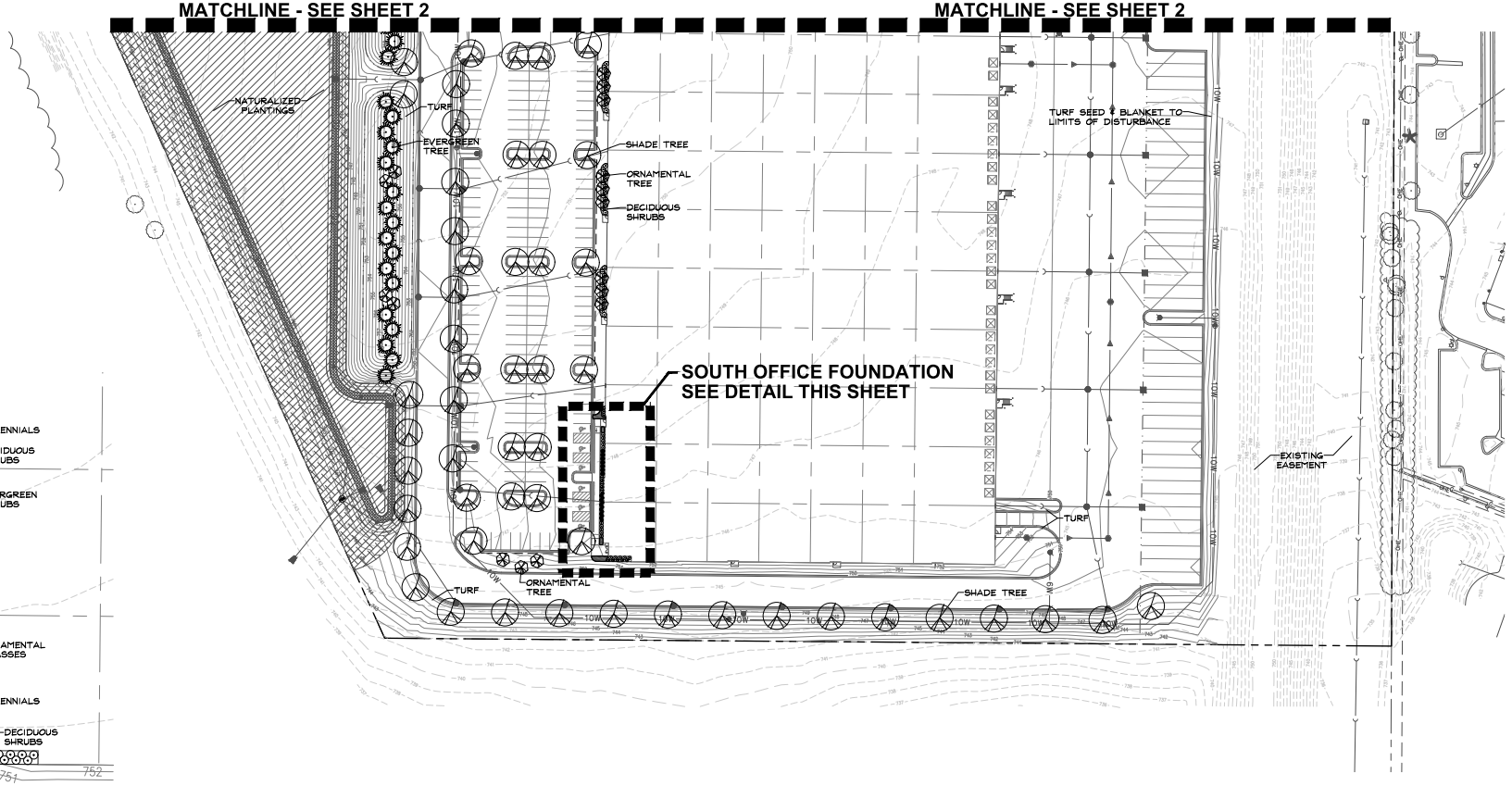
DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE

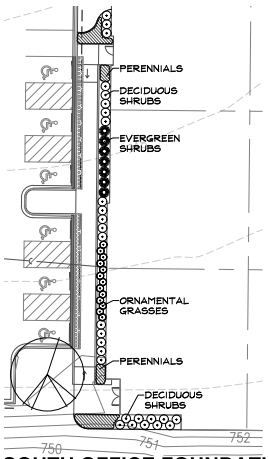


DECIDUOUS TREES
NOT TO SCALE



EVERGREEN TREES
NOT TO SCALE





SOUTH OFFICE FOUNDATION
LANDSCAPE DETAIL
SCALE: 1"=20'

0' 25' 50' 100' 150'
SCALE: 1"=50'

NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNERS
PROFESSIONAL CONSULTING LANDSCAPE ARCHITECTS
411 WILMOT RD.
WHEATON, ILLINOIS
PHONE: 630/668-7197

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

PALATINE, ILLINOIS

PRELIMINARY LANDSCAPE PLAN

REVISIONS

DATE	9.17.2021
PROJECT NO.	JH21117
DRAWN	TRC
CHECKED	GFB
SHEET NO.	3 OF

Know what's below. Call before you dig.

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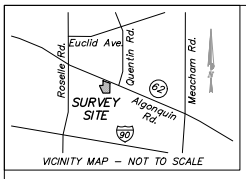
Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PRELIMINARY PLAT OF SUBDIVISION
OF
LPC PALATINE I SUBDIVISION



VICINITY MAP – NOT TO SCALE

THAT PART OF THE SOUTHEAST QUARTER AND THAT PART OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS, BEING BOUNDED AS FOLLOWS:

BEGINNING AT A DISK IN CONCRETE AT THE NORTHWESTERN CORNER OF LOT 1 OF NATION PIZZA PRODUCTS CONSOLIDATION PLAT OF SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 22, 2005, AS DOCUMENT NUMBER 0526545054 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LOCATED AT THE INTERSECTION OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD PER TRACT NO. 5 RECORDED FEBRUARY 2, 1933, AS DOCUMENT NUMBER 11195798 IN THE OFFICE OF THE COOK COUNTY RECORDER AND A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 69 DEGREES 21 MINUTES 52 SECONDS WEST (BASIS OF BEARINGS – ILLINOIS STATE PLANE COORDINATES EAST ZONE NAD83) ALONG SAID SOUTHERN RIGHT OF WAY OF ALGONQUIN ROAD, AS MONUMENTED, 374.80 FEET TO THE NORTHEASTERN CORNER OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED, PER FINAL JUDGMENT ORDER ON SETTLEMENT ENTERED AND DATED AUGUST 19, 1999, PER CONDEMNATION FILE NUMBER 99 L 50148 AND AS DEPICTED AS PARCEL 0032 IN DOCUMENT NUMBER 00154964 IN THE OFFICE OF THE COOK COUNTY RECORDER (THE FOLLOWING THREE (3) COURSES ARE ALONG THE SAID MONUMENTED SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD; 1) THENCE SOUTH 20 DEGREES 38 MINUTES 01 SECONDS WEST 18.04 FEET TO A 1/2 INCH IRON PIPE FOUND AT THE SOUTHEASTERN CORNER OF THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 2) THENCE NORTH 69 DEGREES 21 MINUTES 20 SECONDS WEST 578.74 FEET TO AN IDOT DISK FOUND AT A BEND IN THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 3) THENCE NORTH 73 DEGREES 28 MINUTES 24 SECONDS WEST 4.84 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 31 SECONDS WEST 516.20 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 29 SECONDS WEST 364.14 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 37 SECONDS WEST 70.67 FEET; THENCE SOUTH 24 DEGREES 14 MINUTES 47 SECONDS EAST 831.58 FEET; THENCE SOUTH 89 DEGREES 33 MINUTES 00 SECONDS EAST 926.96 FEET TO A POINT ON THE WESTERN LINE OF LOT 1 IN BRIESKE'S RESUBDIVISION IN SCHAUMBURG ACCORDING TO THE PLAT THEREOF RECORDED MAY 16, 1978, AS DOCUMENT NUMBER 24449403 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LYING ON A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 00 DEGREES 15 MINUTES 52 SECONDS EAST ALONG THE WESTERN LINE OF LOT 1 IN SAID BRIESKE'S RESUBDIVISION AND ALSO ALONG THE WESTERN LINE OF LOT 1 IN THE AFORESAID NATION PIZZA SUBDIVISION 1,028.18 FEET TO THE POINT OF BEGINNING, CONTAINING 28.557 ACRES, MORE OR LESS.

N

0 40' 80' 160'

Scale 1" = 80'

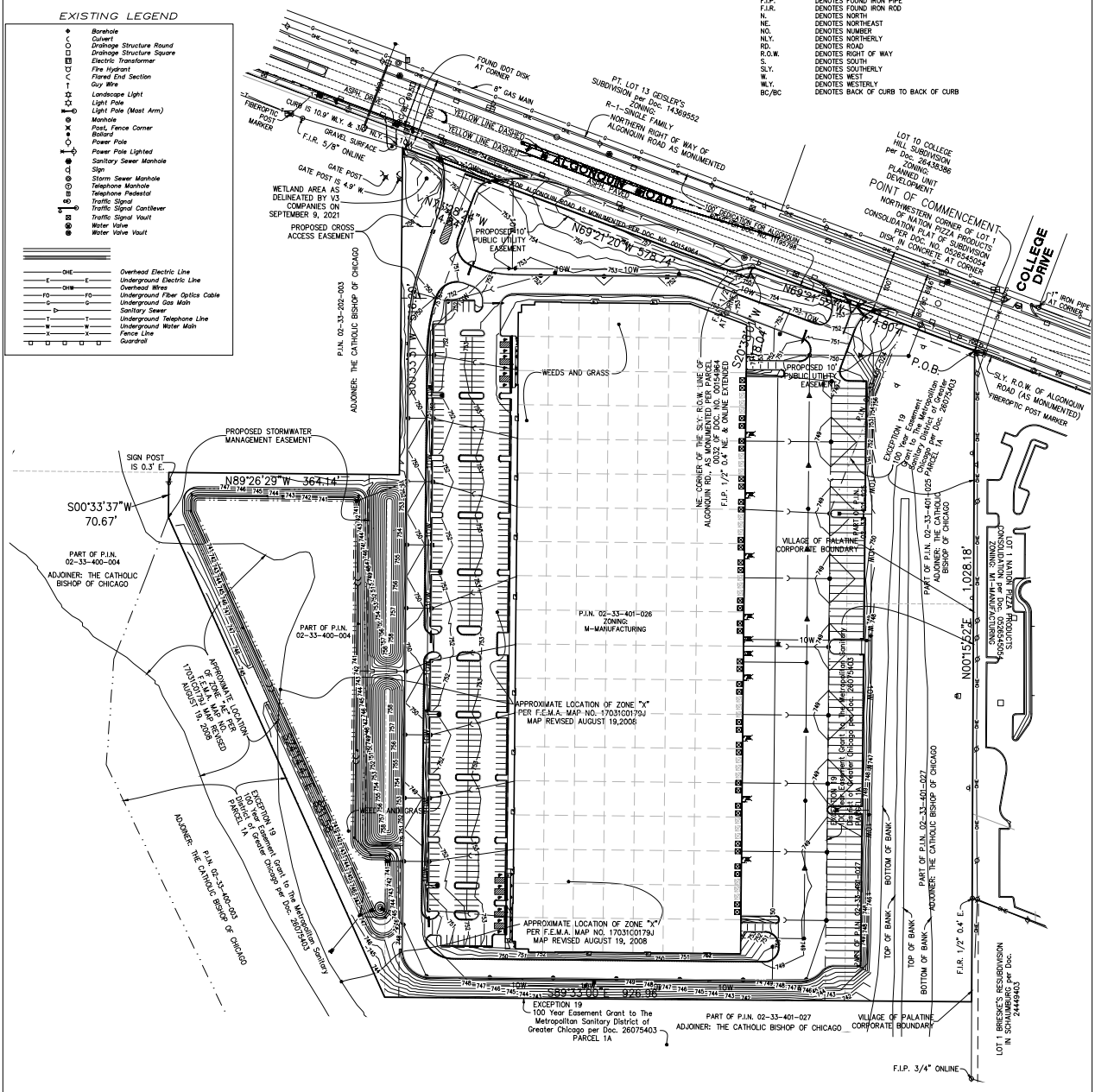
BASIS OF BEARINGS

ILLINOIS STATE PLANE COORDINATES EAST ZONE (NAD 83)

ASPH.	DENOTES ASPHALT
DOC.	DENOTES DOCUMENT
E.	DENOTES EAST
P.O.B.	DENOTES POINT OF BEGINNING
F.I.P.	DENOTES FOUND IRON PIPE
F.I.R.	DENOTES FOUND IRON ROD
N.	DENOTES NORTH
NE.	DENOTES NORTHEAST
NO.	DENOTES NUMBER
NLY.	DENOTES NORTHERLY
RD.	DENOTES ROAD
R.O.W.	DENOTES RIGHT OF WAY
S.	DENOTES SOUTH
SLY.	DENOTES SOUTHERLY
W.	DENOTES WEST
WLY.	DENOTES WESTERLY
BC/BC	DENOTES BACK OF CURB TO BACK OF CURB

EXISTING LEGEND

- Borehole
- Culvert
- Drainage Structure Round
- Drainage Structure Square
- Electric Transformer
- Fire Hydrant
- Flared End Section
- Guy Wire
- Landscape Light
- Light Pole
- Light Pole (Mast Arm)
- Manhole
- Post, Fence Corner
- Bollard
- Power Pole
- Power Pole Lighted
- Sanitary Sewer Manhole
- Sign
- Storm Sewer Manhole
- Telephone Manhole
- Telephone Pedestal
- Traffic Signal
- Traffic Signal Cantilever
- Traffic Signal Vault
- Water Valve
- Water Valve Vault
- Overhead Electric Line
- Underground Electric Line
- Overhead Wires
- Underground Fiber Optics Cable
- Underground Gas Main
- Sanitary Sewer
- Underground Telephone Line
- Underground Water Main
- Fence Line
- Guardrail



SITE DATA TABLE:

PROPERTY AREA: 28.55 ACRES

NOTE: ALL SITE UTILITIES SHALL BE PRIVATELY MAINTAINED BY THE PROPERTY OWNER.

PROPOSED LEGEND

SYMBOL	DESCRIPTION
—S—	STORM SEWER
—SW—	WATER MAIN (WITH SIZE)
—S—	SANITARY SEWER
—700—	CONTOUR
HWL/NWL	HIGH/NORMAL WATER LEVEL
	RIGHT-OF-WAY
	CURB
	SANITARY MANHOLE
	STORM MANHOLE
	STORM INLET
	STORM CATCH BASIN
	FIRE HYDRANT
	GATE VALVE AND VAULT
	SIGN

Survey No.:	F 0 7 6 a
Ordered By.:	LOGISTICS PROPERTY COMPANY
Description:	Preliminary Plat of Subdivision
Date Prepared:	September 20, 2021
Scale: 1" = 80'	Field Work: MB/KW/SC/BS; Prepared By: DRM

REVISED: 10-29-21 – PER REVISED TITLE COMMITMENT

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-001

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Attachment: Preliminary Plat of Subdivision - LPC 1 (LPC - Preliminary Planned Development - Preliminary Plat of Subdivision)

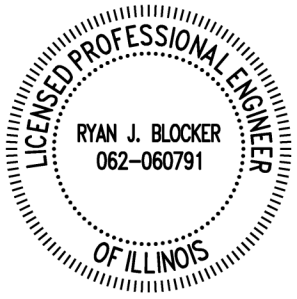
Stormwater Management Report
623 E. Algonquin Road
Palatine, Illinois
JHA Project No. F076a
September 21, 2021

Prepared By:
Jacob and Hefner Associates, Inc.
1333 Butterfield Road, Suite 300
Downers Grove, Illinois 60515

Prepared For:
Logistics Property Company, LLC
One North Wacker Drive, Suite 1925
Chicago, IL 60606

_____ _____

Engineer Date
Ryan J. Blocker
Illinois Registration No. 062-060791
Expires 11/30/2021



JACOB & HEFNER ASSOCIATES

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

VILLAGE OF PALATINE

PRELIMINARY PLANNED DEVELOPMENT

Department of Planning & Zoning
200 E. Wood Street · Palatine, IL · 60067-5339
Telephone: (847) 359-9047 · Fax (847) 963-6247
www.palatine.il.us

Office Use Only		
	Project Planner	Zoning Case #
	Filing Fee	Notification Deadline
	PC Public Hearing Date	Village Council Date

date received

PLEASE TYPE OR PRINT IN INK:

1. Name of Petitioner(s): LPC Acquisition Company, LLC (Contact: Aaron Martell)
2. Authorized Agent of Petitioner (if different):

   Name: _____

   Address: _____

   Telephone No. _____ Business No. _____

   Email: _____

   Relationship to Petitioner: _____

3. Property Interest of Petitioner(s): Contract Purchaser
   Owner, Lessee, Contract Purchaser, etc.
4. Address of the property for which this application is being filed:

   623 Algonquin Road; Palatine, IL 60067
5. All existing land use(s) on the property are: Vacant
6. Current zoning of property: R-1 - Single Family Size of the property: 24.8 Acres acres
7. Briefly describe the proposed Planned Development with regards to types of uses proposed, number and types of units, development mix, amenities to be provided, etc.:

Petitioner proposes to construct a single story warehouse, approximately 350,000 square feet in size. The project also includes employee parking, trailer parking, loading docks, truck maneuvering areas, storm-water detention facilities, and onsite landscaping.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

8. Describe any Variations from the Village Ordinances which would be required if the proposed Planned Development ere to be developed as a traditionally zoned project (if any):

1. Deviation requested from section 7.04 (d) (3) of the Zoning Ordinance to allow a two (2) foot overhang when a parking stall is adjacent to a landscaped area and thus reduce the length of a parking stalls from nineteen (19) feet to seventeen (17) feet.

2. Deviation requested from section 7.04 (d) (5) (1) of the zoning ordinance to allow sidewalk adjacent to the parking area when adjacent to accessible parking stalls. This is required to allow wheelchair / ADA access to the accessible parking stalls.

3. Deviation requested from section 12.02 (b) (1) of the Zoning Ordinance to waive the buffer requirement when adjacent to residential property. The subject site is surrounded on three sides by residentially zoned land, but the actual uses are an MWRD easement and flood control dike (east), MWRD flood control basin (south) and St. Michael the Archangel Cemetery (west). These uses provide permanent buffers for the proposed project.

9. The attached Checklist of Documents outlines all required submittals before a project may be scheduled for the required public hearing before the Plan Commission. All required documents must be submitted with this Petition.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

10. The petitioner's signature below indicates that the information contained in this application and on any accompanying documents is true and correct to the best of his/her knowledge.

Signature: Aaron Martell Date: 9.22.21

State of Illinois

County of Cook

This instrument was acknowledged before me on Sept 22, 20 21 by Aaron Martell.

JEANNE SOK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
September 30, 2024

Jeanne Sok
Notary Public

(Seal)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

VILLAGE OF PALATINE

PRELIMINARY PLAT OF SUBDIVISION

Department of Planning & Zoning
200 E. Wood Street · Palatine, IL · 60067-5339
Telephone: (847) 359-9047 · Fax (847) 963-6247
www.palatine.il.us

Office Use Only		
	Project Planner	Zoning Case #
	Filing Fee	Notification Deadline
	PC Public Hearing Date	Village Council Date

date received

PLEASE TYPE OR PRINT IN INK:

1. Name of Petitioner(s): LPC Acquisition Company, LLC (Contact: Aaron Martell)
2. Authorized Agent of Petitioner (if different):
   - Name: _____
   - Address: _____
   - Telephone No. _____ Business No. _____
   - Email: _____
   - Relationship to Petitioner: _____
3. Property Interest of Petitioner(s): Contract Purchaser
   Owner, Lessee, Contract Purchaser, etc.
4. Address of the property for which this application is being filed:
   623 Algonquin Road, Palatine, IL 60067
5. All existing land use(s) on the property are:
6. Current zoning of property: R-1 - Single Family Size of the property: 24.8 acres
7. State the specific action requested.
   The petitioner is proposing to rezone the property from R-1 Single Family to M-Manufacturing. We are proposing to construct a single story warehouse, approximately 350,000 square feet in size. The project also includes employee parking, trailer parking, loading docks, truck maneuvering areas, storm-water detention facilities, and onsite landscaping.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

8. The petitioner's signature below indicates that the information contained in this application and on any accompanying documents is true and correct to the best of his/her knowledge.

Signature: Aaron Mackell Date: 9.22.21

State of Illinois County
of Cook

This instrument was acknowledged before me on Sept. 22, 2021 by
Aaron Mackell

JEANNE SOK
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
September 30, 2024

Jeanne Sok
Notary Public

(Seal)

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: contact information and Plan Commission packet link

From: Diana Roddel <>
Sent: Tuesday, November 9, 2021 3:36 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: contact information and Plan Commission packet link

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Ben,
Thank you for the information. I forwarded this to our Board of directors in the building and to our Management Company so they have the information and can discuss this with our building residents at the next condo board meeting which is November 30th. My mom and I will be attending the public hearing on Nov 16th along with many other residents in the building.
I'm opposed to this proposed warehouse distribution center across the street on Algonquin Rd. since from what I've learned it will have a negative impact on our condo building community.
Sound and industrial noise, large semi truck traffic, how this impacts our property value and our scenic views outside our window all would have a very negative impact on our peaceful residential community. One especially being the proximity of this facility being 80 feet off Algonquin Rd and the exit of large semi trucks right outside our window.
We will lose our beautiful nature view we've enjoyed for many years to an giant industrial center loaded with semi trucks and all the sights, sounds and smells that comes along with that not to mention what we will have to deal with on an environmental level (dust, dirt, air quality and noise since we are in close proximity to the site) if and when they start the construction process. Please consider this in the zoning decision process and how it will impact our community.

Thank you,
Diana Roddel

Sent from my iPhone

> On Nov 5, 2021, at 4:12 PM, Ben Vyverberg <BVyverberg@palatine.il.us> wrote:
>
> Good afternoon Maryanna and Diane –
>
> Per our conversation at Village Hall, please see my contact information below. Also, the link to the Plan Commission packet is highlighted below.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

As indicated, the packet will not be posted until likely toward the end of next week. As we discussed, the subject property is 28-acres and the proposed building is approximately 365,000 square feet. The building setback from the Algonquin Road property line ranges from 70-90 feet. In addition to the building and parking lot, the development will provide significant landscaping and a bermed (4-7 feet) area in the northeast corner of the property.

For reference, the following items are attached for review:

1. Project narrative and general description of the property;
2. Current site plan
3. Rendering of the proposed Class A warehouse distribution/ office building. NOTE – the elevations indicate the use of precast cement board, glassed windows/metal canopy, and metal coping within the ARCH plans.

The overall height of the building is 43 feet 2inches. As we indicated, if you have any questions or require additional information, please contact me to further discuss.

Thank you,

Ben

Ben Vyverberg
Director of Planning and Zoning
Village of Palatine
200 E. Wood Street
Palatine, IL 60067

847-359-9048 (direct)
bvyverberg@palatine.il.us
<image001.png>

Plan Commission packet link for next week:

http://palatinevillageil.iqm2.com/Citizens/default.aspx
<LPC - Palatine - Project Narrative - 09-22-21.pdf>
<LPC - Palatine - Updated Site Plan - 10-15-21.pdf>
<13.3 Palatine_Rendering_092221.pdf>

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Property at 523 e. Algonquin ...

From: Jim Netsrik <>
Sent: Tuesday, November 9, 2021 3:25 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Property at 523 e. Algonquin ...

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Sir, My name is James Kirsten,I live at 522 E. Algonquin,unit #30,Schaumburg.. I am concerned about the plan to build on the empty space at the 523 E. Algonquin,location. I've lived here since 2003 and I believe increased traffic,including truck traffic will be very hard to deal with. I am disabled and occasionally need fire fighter assistance,increased traffic would mean the firemen might get to me a lot later. In closing I ask that you reconsider letting this construction,proceed. James Kirsten

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Regarding zoning 607, 613 and 623 E Algonquin Rd

From: David Lee <>
Sent: Tuesday, November 9, 2021 8:01 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Regarding zoning 607, 613 and 623 E Algonquin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mr. Vyverberg

My name is David Lee and I have lived on 522 E Algonquin Rd Unit 201, Schaumburg, IL Condominium since 2007. I love my place and also the surrounding area, a peaceful and quiet place. That was the main reason I purchased this property; however I did not know the noise in the night time from the pizza factory place because the time I checked this place was day time. But I still like this place so far without any big complaints.

Few days ago, I received a letter regarding a public hearing for zoning change in the area of 607, 613 & 623 which is right before my unit and I started to worry about it. There will be so much noise if the zoning change really happens because it is right before my bed and plus noise from the pizza factory. I am not sure I can keep my normal sleep. Also the view that I love will be terrifying but instead I would see a big warehouse building with so many trucks with lots of air pollution. And also I worry that I can open my windows since there will be lots of people going around in that place. And more and more....

It has been a good place with or without issues since 2007 but now I am facing a big change and it would interrupt my peaceful normal life in a bad way. I really do not want this huge change and I do not want zoning changes. Please consider this and protect my living place.

Thank you for your time and please let me know if there are any important changes.

Thank you again for your help.

-David

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

November 10, 2021

Village of Palatine
Attn: Ben Vyverberg
200 E. Wood Street
Palatine, IL 60067

Re: Public Hearings – 607,613, and 623 E. Algonquin Road and S. Roselle Road File No. 21-83

Dear Mr. Vyverberg:

I have received your letter dated 11-1-21 in regards to the above referenced public hearings. I am informing the Village of Palatine that I am against the planned development.

Having a new warehouse/distribution/light assembly/manufacturing building with office use and vehicle and trailer parking will increase the noise disturbance and lower property values in the residential area across the street from the proposed site. The residences in this area have to deal with the noise disturbances from Nation Pizza and Foods located at 601 E. Algonquin Rd, Schaumburg, IL. We hear metal banging on metal, trucks beeping while backing up and trucks engine braking during the day and night. I hear these noises even the hours after midnight. This disrupts my sleep and affects my health. I have called the Village of Schaumburg to complain, but was told to call 911 when it happens. That is how the complaint is recorded. So that is what I have done it the past to call 911 to file the complaint. At one point Nation Pizza and Foods had an outdoor PA system they used at all hours of the day and night. It was so loud I could hear it clearly with my windows closed. It took a while with several complaints before they stopped using the system. Unfortunately, we still have to deal with the other noise disturbances.

One of the entrance/exit to the new proposed site is directly across the street from 600 East Condominium's courtyard at 522 E. Algonquin Road, Schaumburg, IL. The residences will constantly hear the trucks and other vehicles accessing this business. If this will be a warehouse/manufacturing building then I and other residences will be constantly hearing trucks entering the proposed site to load or unload materials from the trucks and hear the beeping of the trucks as they are backing up to load or unload their goods. We would have to deal with other manufacturing noises as well, just like that of Nation Pizza and Foods but directly across the street from our home. This would also will lower our property value. Who would want to purchase a home directly across a street from a manufacturing company?

The residences across the street from the proposed site is part of the Village of Schaumburg, but we are part of the Palatine Township. Please don't disregard our complaints because we have a Schaumburg address. This proposed site will have a negative effect on our health and our property values to the residences across the street.

Again, I am AGAINST this proposed development.

Sincerely,

Kolleen O'Reilley
522 E. Algonquin Rd, Unit 204
Schaumburg, IL 60173

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Purposed zoning of 607, 613, 623 E Algonquin Rd
Attachments: Palatine.pdf

From: Eric Bentz <>
Sent: Wednesday, November 10, 2021 10:08 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: Eric Bentz <pastorccc@live.com>
Subject: Purposed zoning of 607, 613, 623 E Algonquin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mr. Ben Vyverberg,

My Name is Eric Bentz I live at 522 E Algonquin Rd Unit 202 Schaumburg IL 60173. I have been resistant here for 27 years.

I am writing you concerning the purposed building located on the portion of land across the street from my home. 607, 613, 623 E Algonquin Rd.

I have several concerns about the proposal and ask that you vote against its zoning use for a 367696 sq ft building.

First, the number of proposed docks would indicate that truck traffic would dramatically increase on an already heavily congested area of Algonquin Rd. We have already had issues with truck braking noise that required a sign placed on Algonquin rd. Also, the number of trucks that enter and exit the company next door to this land, Nations Pizza and Food, already creates considerable traffic issues in this area.

Second, according to the image enclosed with your letter (Please see attached), One of the entrances will be directly across from our building, adding further noise issues within this area. We have had several noise problems with Nations Pizza and Food that required us to call the police to address the issue.

Third, with the loading docks being on the east side of the building, the trucks will be in the direct line of sight of our building units.

Fourth, If a left-hand turn lane or stoplight is installed for eastbound traffic to enter and exit the facility, it will cause further congestion on Algonquin Rd. within this area.

I would request that you reject the rezoning of this land for this proposed facility.

I appreciate your consideration of this email.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Thank you,

Eric Bentz

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Proposed Zoning of property east of St Michael's Cemetery

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

-----Original Message-----
From: Maryanna Roddel < >
Sent: Wednesday, November 10, 2021 4:23 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Proposed Zoning of property east of St Michael's Cemetery

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Hi Ben,

Thank you so much for your presentation to myself and my daughter of the development and zoning of the property across the street from our condo building…522 East Algonquin Rd . Schaumburg, Illinois 60173

Just some background on myself. I purchased my unit in 1973, one of the original owners and served on the Board of Directors for about 25 years, till 2010.

We were here before the reservoir was built. That area plus across the street was part of the water reclamation project. It was presented to us as condemned property, only to be used for water retention , farming and nature. … It was indicated at that time that nothing could be built on the property because of the water level was deemed unsafe for development. Till now … Don't know when it changed.

Since my home is right over the truck exit/ entrance on the east side, I will be negatively impacted by the noise, pollution and traffic 24 hours a day..
Plus the view of this huge building right outside my window which will decrease the value of my home..My unit was one if the larger prime 2 bedroom units.

We already have to contend with a commercial property east of us that operates 24 hours a day. Factory noise continually day and night.

I am requesting that the committee decline the developers proposition to zone that property commercial…

Maryanna Roddel

Sent from my iPhone

Ben Vyverberg

Subject: FW: File 21-83

From: nancy horn <>
Sent: Wednesday, November 10, 2021 1:55 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: File 21-83

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Ben,

I am a resident of the 600 E Condominium building which is located at 522 E Algonquin Road. My unit number is 308. My 2 bedroom unit faces south. I'm contacting you to voice my concern over the Petition for Preliminary Plat of Subdivision and Preliminary Planned development of the land located at 607,613 and 623 E Algonquin Road and 1825 S Roselle Road.

For the past 24 years, I have enjoyed residing in my home and I fear that the proposed warehouse/distribution/light assembly /manufacturing building if approved would have a negative impact on the area for many reasons.

Noise factor. The increase in noise from the proposed manufacturing and distribution center would greatly harm the area. It is currently quite loud with the Nations Pizza which is located just east of the proposed location. Due to the noise created by Nations Pizza, there are many evenings where I cannot leave my windows open, and I find it difficult to sleep because of the noise through closed windows. Adding a new distribution center would only increase the noise level.

The traffic noise is a separate matter. In additional to the increase in semi-trailer traffic on Algonquin Road, the noise would definitely increase. It is difficult to hear over the semi-trailers as they break at the light at Quentin and adding 2 entrances directly west of Nations Pizza would only increase the noise.

The additional traffic for workers in the proposed distribution center would increase congestion in the area.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

I fear the property value of our condo units would drastically decrease due to proposed distribution center. The noise and possible odors from such a place would adversely affect property values.

Not only would a proposed distribution center negatively impact residents of our condo building, the wildlife in the land would be displaced.

I trust that consideration will be given to current residents in the area in your review.

Cordially,

Nancy Horn

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Zoning to commercial property east of St Michaels cemetery

From: Andrew Rogozinski <>
Sent: Wednesday, November 10, 2021 6:37 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Zoning to commercial property east of St Michaels cemetery

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Ben , I just purchased my condo and I'm concerned that the project proposed would negatively impact the value of my investment… plus the peace and quite of my home…my unit is right over the east entrance/ exit …

I'm sorry I cannot be at the meeting next week but
I hope you consider my objection to this project when you make your decision to change the zoning to commercial..

This is a residential area and we are already impacted negatively with the noise 24 hours a day from the other commercial property next to the proposed project..

Andrei Rahazinski 522 e Algonquin rd apt 300 Schaumburg IL 60173◦

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Zoning plans

From: Kristen Kraska <>
Sent: Wednesday, November 10, 2021 7:53 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Zoning plans

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello Ben Vyverberg,

My name is Kristen Kraska and I am one of the unit owners in the 600 E Condominium. I am writing this letter to you in regards of potential zoning plans. I am not interested in the plans of construction to build an industrial warehouse across the street. My thoughts are plain and simple for being opposed to this development because of noise obstruction and scenery. The reason I live in this Condominium is because of the lesser buildings and stores around the area. Also I take into consideration the air pollutants the factory can produce while operating and I value air quality more than ever. I appreciate you taking this time to read this letter.

Sincerely,
Kristen Kraska
Unit owner in the 600 E Condominium

Sent from Yahoo Mail on Android

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: letter of concern - from unit 306 - 522 E. Algonquin Road

From: Joyce McArdle <>
Sent: Thursday, November 11, 2021 8:08 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: letter of concern - from unit 306 - 522 E. Algonquin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello Ben,

I am not in agreement with changing the zoning for the potential development of the properties 607, 613, and 623 E. Algonquin Road, Schaumburg, IL. These three parcels are zoned as farm and tax exempt. We would prefer that it remains this way. We would like to see the land remain in its current state which includes a wet land in the southern portion. This development could potentially have a negative repercussion on the wet land.

When I purchased my unit last winter one reason was because of the view. If this development takes place that will change everything. It will not only affect the view, but it will increase traffic which will increase the potential for accidents, road deterioration and possibly additional stop lights.

Currently Nation Pizza runs 24/7 next door to these properties. There is a constant hum. A bird in distress sound is emitted 24/7. There are alarms that go off which sound like fire alarms. There is also a beeping (backing up equipment) sound that goes off all the time.

I am sure that when Nation Pizza was built, they had no idea that things would become this noisy. We were not a 24/7 work society at that time. Algonquin Road was only a two-lane road. There is no telling what the long-term affect will be on the land and the surrounding community.

Joyce McArdle

522 E. Algonquin Rd.

Unit 306

Schaumburg, IL 60173

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: The development of warehouses on Algonquin Rd and Quentin Rd.

From: Iga P <>
Sent: Thursday, November 11, 2021 10:23 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: The development of warehouses on Algonquin Rd and Quentin Rd.

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello,

We are writing to let you know that we're vehemently opposed to the plan of building 40 docks for trucks in our family oriented neighborhood! We are living in the condominium right across the street from the planned industrial building. The building and surrounding townhouses are filled with kids! From the plans, you can see that the entryway to the warehouses is right across our building, and offices, conveniently, overlooking the beautiful, green scenery... This whole idea is outrageous! Noise, pollution, traffic are going to be awful! Our property value is going to plummet! Noone will buy houses in this neighborhood, right across the huge warehouse and noisy pizza factory. How many complaints there are about the pizza factory, and now you want to approve this industrial building! This is NOT the industrial area! This is a residential area!
To the people that are responsible for making this decision, please, put yourself into our shoes and imagine living with your family, not even 200 feet from industrial warehouses where 40 trucks coming in and going out around the clock. Build us a nice park we can go to with our kids! How many new apartments are built right now on Algonquin Rd between Quentin and Meachem, around 1000! WE NEED LESS DEVELOPMENT NOT MORE!! AND ON THE TOP OF THAT A HUGE INDUSTRIAL WAREHOUSE!???
We want to believe that you are going to stand with your people, NOT WITH THE DEVELOPER!

See you Tuesday.

Sincerely,
Iga Lig

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: PETITION to approve preliminary plat of subdivision and preliminary planned development

-----Original Message-----
From: Mel Puremag <>
Sent: Thursday, November 11, 2021 10:40 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: mel Puremag <>
Subject: PETITION to approve preliminary plat of subdivision and preliminary planned development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To the Director of Planning and Zoning, Village of Palatine, Ben Vyverberg:

Dear Sir,

I have just purchased my condo at 522 East Algonquin Rd (600 East Condominium) and I am deeply concerned about the proposed project on 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road.

What we currently have is a residential area and have been known to be a great location - peaceful and quiet - an ideal place to live in. However, we have already been negatively impacted by the noise 24 hours a day from the other commercial property nearby that have come up over time. To add another commercial project would create too much traffic, more noise, unwanted strangers that disturb the peace and quiet and the safety we seek after.

Another serious concern is the adverse effect it would have on the value of my investment which is not only detrimental to my personal economy, but to the rest of the residents in the area.

I sincerely hope you hear and understand the objections of the residents in our community and will thoughtfully give it careful consideration before making your decision regarding this project.

Respectfully,

Melita Magbanua

522 East Algonquin Road, #313
Schaumburg, IL 60173

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Department of Planning & Zoning

-----Original Message-----
From: gunjan shah <>
Sent: Thursday, November 11, 2021 11:54 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Department of Planning & Zoning

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello Vyverberg,

With regards to your mail regarding planning and zoning for the huge industrial building to be built across the street from our 522 E building, I strongly believe that this will create a noise pollution throughout the construction process and will affect the nature. Also, this will reduce my property value.

Thanks,
Hardik
522 E Algonquin Rd, Apt 309
Schaumburg - 60173
Illinois

Sent from my iPhone

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: 607, 613, 623 E Algonquin Rd

From: LYNN KIRSTEN <>
Sent: Thursday, November 11, 2021 12:02 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 607, 613, 623 E Algonquin Rd

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Ben Vyverberg
Director of Planning and Zoning
200 E Wood Street
Palatine, IL 60067

RE: 607, 613, 623 E Algonquin Rd

Dear Mr. Vyerberberg:

This letter is to express my extreme opposition of a new warehouse/distribution/light assembly/manufacturing building to be built across the street from my home.This is a nice open field of land that I was told could never be built on when I moved in 18 years ago, and one of the reasons I chose this for my home. This vacant land is also the home to some wildlife I have had the privilege to see roam over to my side of the street from time to time over the years.
The disruption this building will cause is insurmountable to me, my family and my neighbors. The noise from the Pizza Products factory that is east of this land is sometimes overwhelming for the owners living in units facing south. This proposed building that would be directly across the street would not only cause my neighbors to want to sell their units to get away from it, but also drastically lower our property value and make it very difficult to do so.
In conclusion, I urge you to please deny permission for this vacant land to be sold. There are plenty of vacant buildings in and around this area that should be utilized before we build new ones and disrupt a multitude of lives.

Sincerely,
Lynn Kirsten
522 E Algonquin Rd
Unit 303

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: Industrial building

-----Original Message-----
From: Hotmail <>
Sent: Thursday, November 11, 2021 3:15 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Industrial building

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Ben. I am writing this email to inform you of concerns regarding the possible industrial building being built across the street from my condo. I've lived there for 10 yrs now and have had to put up with the noise and the unwanted extra traffic from Nation Pizza which sit across from the complex. Not to mention they park in our lot which makes it difficult to find parking spaces. I would not like another building going up across from us and that's not even mentioning the devaluation it would cause for our condos. Please help in any way with this matter.

Thank you.
Dan

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: File No. 21-83 re: Public Hearings - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road

From: contact.rosalyn <>
Sent: Thursday, November 11, 2021 3:35 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: File No. 21-83 re: Public Hearings - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mr. Ben Vyverberg
Director of Planning and Zoning
Village of Palatine
Department of Planning & Zoning
200 East Wood Street
Palatine, Il. 60067-5339
Email: bvyverberg@palatine.il.us

Re: File No. 21-83 re: Public Hearings - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road

Dear Director Ben Vyverberg,

I am a property owner of a condominium located at 522 East Algonquin Road.

In your letter of November 1, 2021, you state*: "The Subject Property will be zoned Planned Development and subdivided to create a single lot of record, from several existing parcels and portions of existing parcels commonly known as 607, 613, and 623 E. Algonquin Road, and 1825 S. Roselle Road."*

All of the questions, comments and requests below reference this Subject Property as described in File No. 21-83.

Thank you for your consideration and review of this matter. Please see below:

Timeline

- Please provide a timeline of milestones that must be passed before this project is approved or denied.

Zoning History

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

- Has the Village of Palatine Department of Planning, the Plan Commission, the Committee/Village Council or any other relevant agency or government body changed any previous zoning restrictions for the Subject Property?

- Has construction or zoning on this property ever been restricted previously and if so, what has changed to consider approval to build on and subdivide the Subject Property?

Property Use

- What percentage of the proposed 368,000 square foot facility will be dedicated to manufacturing?

- What percentage of the proposed 368,000 square foot facility will be dedicated to offices?

- What percentage of the proposed 368,000 square foot facility will be dedicated to associated vehicle and trailer parking?

- What items will be manufactured at the proposed warehouse/light assembly building?

- Please clarify what is meant by light assembly.

- What will be distributed from this Subject Property?

Traffic

- Has the Village of Palatine Department of Planning and Zoning or other relevant agency or government body evaluated the traffic increase that will result from this proposed development and whether Algonquin Road can handle the increased traffic?

- How will traffic be routed from this warehouse? What percentage of the traffic resulting from this project will be routed to Algonquin Road?

- Can the Village of Palatine Department of Planning and Zoning assure property owners that Algonquin Road will handle demands of increased traffic without requiring additional construction to expand Algonquin Road?

Economy

- How will the Subject Property make a positive contribution to the local economy?

Environment, Health

- How will the Subject Property impact the health and well-being of the community?

- What is the estimated length of time for completion of construction of the Subject Property?

- Has the Village of Palatine Department of Planning & Zoning identified pros and cons to the health and well-being of the community? Are there transcripts available of that discussion?

- What Federal, State and Local regulations have been identified to ensure that if this project is approved that the health and wellbeing of the community is being protected?

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

- Can the Village of Palatine Department of Planning and Zoning ensure that all Federal, State and Local regulations will be enforced regarding air emissions or other environmental impacts that would materially affect our community's health and well-being?

Sincerely,

Rosalyn Meyers

Sent with ProtonMail Secure Email.

Attachment: 11-16-21 Plan Commission materials (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Ben Vyverberg

Subject: FW: contact information

Importance: High

From: OF OF <>
Sent: Tuesday, November 16, 2021 1:43 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; OF OF <fonija@outlook.com>
Subject: Re: contact information
Importance: High

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Greetings,

We are writing to let the Village of Palatine know that we do not want Logistic Property Company LLC/Aaron Martell to build a warehouse at 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road (File No. 21-83). The reason is because as residents of College Hill we are already fighting the noise pollution caused by Nation Pizza and Foods located at 601 E Algonquin Rd, Schaumburg, IL 60173. The Village of Schaumburg and the Police Department receive calls continuously and complaints from the community about the noise pollution and the issue is yet to be addressed in a professional matter so a proper resolution can be put in to place. Therefore, having a warehouse built next to it will be disastrous to our wellbeing. The ongoing construction and semi-tracks going back and forth will only make matters worse for our health. We are already having a hard time sleeping during the night. Please consider the communities concerns and do not allow this warehouse to be built next to our homes.

Thank you for your time and consideration.

Sincerely,

Residents of Town Homes of College Hill

From: Ben Vyverberg <BVyverberg@palatine.il.us>
Sent: Monday, November 15, 2021 10:47
To:
Subject: contact information

Ben Vyverberg
Director of Planning and Zoning
Village of Palatine
200 E. Wood Street
Palatine, IL 60067

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

847-359-9048 (direct)
bvyverberg@palatine.il.us
VILLAGE of PALATINE

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

Ben Vyverberg

Subject: FW: Logistics property co.

From: Yesenia Baltierrez <>
Sent: Tuesday, November 16, 2021 4:38 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Logistics property co.

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To whom.ot may concern,

I'm writing this email to state my opinion on this matter. I know there's planned development across the street from where I live 522 E. Algonquin Rd. I'm in unit 102 I look out into the courtyard and Algonquin Rd.
I recently purchased in April of 2021 precisely at that condo because of the open land. It's quiet and filled with so much nature. It's so peaceful. I moved from Franklin Park a suburb filled with industrial/factories. My daughter and I wanted to get away from that. Now, I'm opposed and disappointed that there's plans on building a big warehouse across the street. Currently there's a Pizza factory across the street as well and I can hear the beeps, alarms, and the smell of pizza. I would hate for a closer factory to do that as well.
If I can suggest for the new building to be built further away from Algonquin st. That way we won't hear or see the huge brick/cement building and see more of nature and less noise.

Thanks so much for your time and to listen to me,

Yesenia Baltierrez.

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

Ben Vyverberg

Subject: FW: Logistics Property Company proposed re-zoning/land development public hearing 11/16/21

From: Phil Strider <>
Sent: Tuesday, November 16, 2021 3:22 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Logistics Property Company proposed re-zoning/land development public hearing 11/16/21

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mr. Vyverberg,
I live on College Hill Circle and will most definitely be affected by this proposed 368,000 square foot warehouse/light manufacturing/distribution campus. I received late notice* of this hearing and may not be able to attend tonight's hearing.
*our H.O.A. just found out this morning, and the public notice sign on the property itself is less than useless. It is leaning back at a 45 degree angle and only "Public Notice" is at all readable, but certainly not whizzing by in a car. Approaching on foot would be suicidal.

I'm not necessarily against more jobs and more tax money for the area, but we need to learn lessons from the past and plan accordingly..

That said, I know you and the commission will do your best to evaluate and create:
-Traffic mitigation. The report estimates additional 636 trips per weekday. I would think a small fraction are employees and the rest are semis. If westbound freight trucks are going to try to turn left off Algonquin into the site, or depart westbound with a left turn out of the facility, there will be accidents, delays and additional air pollution.
If it's 'right turns only' in and out of the facility, that would help.
Sidebar to traffic: There is already a large problem with indiscriminate littering along that stretch of Algonquin. This can't help but increase it. Suggest they 'volunteer' to keep their frontage cleaned up. No one but me seems to clean up the north side at the foot of the Plum Grove Reservoir.

-Noise and air pollution: do I need to elaborate on this? I already hear the constant buzz of traffic on Algonquin, plus the wind is frequently from the south and will carry diesel fumes and large engine noise. Is there a sound mitigation wall/barrier in play?

-Wetlands. I've seen the report. just because they aren't within 100 ft of the wetlands identified doesn't mean they won't have an effect. We're running short of bird and critter habitat, right?

-What is the nature of this "light manufacturing/warehouse" plant? Are there restrictions on materials, hours of operation, etc?

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

I appreciate your time and consideration in this matter.

Sincerely,

Phil Robinson

2680 College Hill Circle
Schaumberg 60173

Sent from Mail for Windows

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

Ben Vyverberg

Subject: FW: For this evenings meeting: Concerns regarding Preliminary Planned Development 607,613,623, E. Algonquin Road & 1825 S. Roselle Road

From: McHale, Karen <McHaleK@cityrm.org>
Sent: Tuesday, November 16, 2021 3:52 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: For this evenings meeting: Concerns regarding Preliminary Planned Development 607,613,623, E. Algonquin Road & 1825 S. Roselle Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To Ben Vyverberg & the Planning and Zoning Commission,

I hope you might read this into the record, as I cannot personally attend your meeting tonight due to the obligation I hold to be at the Rolling Meadows Committee of the Whole meeting.

My name is Karen McHale, I am the current alderman representing the first ward of Rolling Meadows. The first ward encompasses neighborhoods on the east and west sides of Quentin Road and along Hartung/Old Plum Grove Road to Meacham. It has been brought to my attention that there is a piece of property recently annexed into the Village of Palatine from Unincorporated Cook County that is currently undergoing review for a zoning change and the desire for the property is to become a warehouse distribution site. I would like to bring my concerns before this committee on behalf of the residents of Rolling Meadows to ensure that any large development will not have a negative impact.

I see that the property had been annexed into the Village of Palatine in September of 2020 and was not a part of the Village's comprehensive plan. Has the plan been amended to include this proposed development? This leads me to question to what extent does the Village have a plan for this property that is currently undeveloped, previously had an Open Land District designation, and was intended to be a part of a cemetery. Existing infrastructure in place clearly did not anticipate this level of development.

In regards to the traffic study that was included in tonight's agenda packet, does this analysis take into consideration the traffic to be generated by Veridian Development, the housing development at Old Plum Grove Road & Algonquin, and the current vacant Discovery Park property? According to the traffic study, it states that IL Rte 62 at Quentin Road is experiencing longer than desirable and even failing operations. Is there a plan to address this?

I appreciate that there is a request to revise the landscaping plan in an effort to reduce noise impact and headlight sweeps in a manner acceptable to the Director of Planning and Zoning. It would be preferable if these landscape changes could be made and presented to the Planning and Zoning Commission prior to being considered by the Village Council so that everyone is clear what those changes will be, not simply that they are acceptable to the Director.

Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

Are the placement of the proposed docks negotiable? Can they be relocated to the west side of the building to assist in mitigating the sound that reverberates into the surrounding residential area to the northeast? My residents as well as myself routinely hear truck noise from Schaumburg's business located immediately east of the subject property, and believe those negative impacts will increase if the loading docks remain on the east side of the property.

I hope that you will address residents' concerns as this development will have a direct impact on this area.

I thank you for your time.

Sincerely,
Alderman Karen McHale
Rolling Meadows

Karen McHale
1st Ward Alderman

3600 Kirchoff Road
Rolling Meadows, IL 60008
Office: (847) 394-8500 ext.1051

****

This message was sent from the City of Rolling Meadows, Illinois

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Attachment: Additional Public Comments after 11-16-21 Plan Commission packet (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S.

2031516044

Doc# 2031516044 Fee $133.00

RHSP FEE:$9.00 RPRF FEE: $1.00

EDWARD M. MOODY

COOK COUNTY RECORDER OF DEEDS

DATE: 11/10/2020 02:28 PM PG: 1 OF 0

ORDINANCE NO. O-73-20

AN ORDINANCE ANNEXING CERTAIN UNINCORPORATED TERRITORY TO THE VILLAGE OF PALATINE, COOK COUNTY, ILLINOIS 1185 W. ALGONQUIN ROAD

Published in pamphlet form by authority of the
Mayor and Village Council of the Village of Palatine
on September 14, 2020

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

ORDINANCE NO. O-73-20

AN ORDINANCE ANNEXING CERTAIN UNINCORPORATED TERRITORY TO THE VILLAGE OF PALATINE, COOK COUNTY, ILLINOIS 1185 W. ALGONQUIN ROAD

WHEREAS, the corporate authorities of the Village of Palatine (the "Village") desire to annex the territory described below (the "Territory") to the Village, pursuant to 65 ILCS 5/7-1-8;

WHEREAS, the Territory is contiguous to the Village and is not within the corporate limits of any municipality;

WHEREAS, the Territory is located in Cook County, Illinois.

WHEREAS, the Palatine Rural Fire Protection District, the Palatine Township Commissioner of Highways, and the Palatine Township Board of Trustees and Clerk have been duly notified in writing ten (10) days in advance of consideration of this Ordinance, pursuant to statutes;

NOW THEREFORE, BE IT ORDAINED, by the Mayor and Village Council of the Village of Palatine, acting in the exercise of home rule power:

SECTION 1: That the following territory (see attached legal description and PIN listing) and commonly known as 1185 W. Algonquin Road, and as shown on the Plat of Annexation attached hereto and made part of this Ordinance, be and the same is hereby annexed into the Village of Palatine.

SECTION 2: That upon passage of this Ordinance, a copy hereof, including the Plat of Annexation, as certified as correct by the Village Clerk, be filed with the Recorder of Deeds of Cook County, Illinois, in accordance with the 65 ILCS 5/7-1-1 et. Seq.

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

SECTION 3: That all ordinances or parts of ordinances in conflict with this Ordinance, be and the same hereby repealed.

SECTION 4: That this Ordinance shall be in full force and effect upon passage and approval as provided by law

PASSED: This 14 day of September, 2020

AYES: 6 NAYS: 0 ABSENT: 0 PASS: 0

APPROVED by me this 14 day of September, 2020

Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk this 14 day of September, 2020

Village Clerk

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LEGAL DESCRIPTION – 1185 W. Algonquin Road

PART OF THE WEST HALF (W ½) OF FRACTIONAL SECTION 2, ALSO PART OF THE EAST HALF (E ½) OF EAST HALF (E ½) OF FRACTIONAL SECTION 3 AND A PART OF THE NORTHWEST QUARTER (NW ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 11 IN TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN AND PART OF SECTION 33 IN TOWNSHIP 42 NORTH RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 33;

THENCE, SOUTH 0 DEGREES 46 MINUTES 43 SECONDS EAST, 831.25 FEET ALONG THE WEST LINE OF TOLLWAY INDUSTRIAL PARK UNIT NUMBER 2 SUBDIVISION AND NARCO SCHAUMBERG CENTER FOR INDUSTRY SUBDIVISION NUMBER 1 TO THE SOUTH LINE OF THE SOUTHWEST QUARTER (SW ¼) OF SAID SECTION 2;

THENCE, SOUTH 87 DEGREES 08 MINUTES 50 SECONDS WEST, 381.55 FEET ALONG SAID SOUTH LINE TO THE NORTHWEST CORNER OF LOT 12 IN TOLLWAY INDUSTRIAL PARK UNIT NO. 2;

THENCE, SOUTH 00 DEGREES 22 MINTUES 43 SECONDS WEST, 784.24 FEET ALONG SAID WEST LINE TO THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 90 (NORTHWEST TOLLWAY);

THENCE, NORTH 80 DEGREES 50 MINUTES 13 SECONDS WEST, 529.93 FEET ALONG SAID RIGHT OF WAY LINE TO THE EAST LINE OF SUNSTAR BUSINESS PARK SUBDIVISION;

THENCE, NORTH 0 DERGREES 16 MINUTES 04 SECONDS EAST, 1309.05 FEET ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 44 MINTUES 24 SECONDS WEST, 1220.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 0 DEGREES 18 MINUTES 36 SECONDS EAST, 201.79 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 40 MINUTES 57 SECONDS WEST, 130.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 58 DEGREES 04 MINUTES 11 SECONDS WEST, 442.73 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 38 DEGREES 27 MINUTES 34 SECONDS WEST, 430.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, SOUTH 79 DEGREES 57 MINUTES 49 SECONDS WEST, 497.47 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

THENCE, NORTH 81 DEGREES 31 MINUTES 11 SECONDS WEST, 238.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;
THENCE, NORTH 31 DEGREES 20 MINUTES 15 SECONDS WEST, 299.46 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;
THENCE, NORTH 88 DEGREES 47 MINUTES 41 SECONDS WEST, 106.56 FEET TO THE EAST RIGHT OF WAY LINE OF ROSELLE ROAD;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 156.93 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 20.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 300.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 14.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 110.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 16.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 140.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 59 MINUTES 02 SECONDS WEST, 41.89 FEET TO THE WEST LINE OF EAST HALF (E ½) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 33, TOWNSHIP 42 NORTH RANGE 10 EAST OF 3 PRINCIPAL MERIDIAN ALSO BEING THE CENTER LINE OF SAID ROSELLE ROAD;
THENCE, NORTH 00 DEGREES 02 MINUTES 29 SECONDS WEST, 1952.02 FEET ON SAID WEST LINE;
THENCE, NORTH 89 DEGREES 57 MINUTES 09 SECONDS EAST, 33.00 FEET ON TO THE EAST RIGHT OF WAY LINE OF ROSELLE ROAD;
THENCE, NORTH 03 DEGREES 43 MINUTES 52 SECONDS EAST, 486.54 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 01 DEGREE 49 MINUTES 13 SECONDS EAST, 153.03 FEET ALONG SAID EAST RIGHT OF WAY LINE;

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

THENCE, NORTH 00 DEGREES 04 MINUTES 39 SECONDS WEST, 135.07 FEET ALONG SAID EASTRIGHT OF WAY LINE;
THENCE, NORTH 50 DEGREES 17 MINUTES 12 SECONDS EAST, 58.75 FEET ALONG SAID EAST RIGHT OF WAY LINE TO THE SOUTH RIGHT OF WAY LINE OF ALGONQUIN ROAD (IL. ROUTE 62);
THENCE, SOUTH 62 DEGREES 34 MINUTES 29 SECONDS EAST, 249.20 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 63 DEGREES 44 MINUTES 23 SECONDS EAST, 499.88 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 68 DEGREES 09 MINUTES 34 SECONDS EAST, 211.70 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 23 DEGREES 08 MINUTES 19 SECONDS WEST, 9.92 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 67 DEGREES 23 MINUTES 14 SECONDS EAST, 234.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 43 DEGREES 57 MINUTES 09 SECONDS EAST, 54.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 01 MINUTE 41 SECONDS EAST, 65.98 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 66 DEGREES 31 MINUTES 31 SECONDS EAST, 46.89 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 68 DEGREES 57 MINUTES 24 SECONDS EAST, 624.23 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 63 DEGREES 39 MINUTES 50 SECONDS EAST, 49.47 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 72 DEGREES 09 MINUTES 47 SECONDS EAST, 164.24 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 24 MINUTES 43 SECONDS EAST, 82.02 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 55 DEGREES 41 MINUTES 48 SECONDS EAST, 84.42 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 23 MINUTES 02 SECONDS EAST, 246.06 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

THENCE, SOUTH 73 DEGREES 28 MINUTES 12 SECONDS EAST, 169.59 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID RIGHT OF WAY;
THENCE, SOUTH 69 DEGREES 21 MINUTES 48 SECONDS EAST, 578.81 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 16 MINUTES 37 SECONDS EAST, 375.70 FEET ALONG SAID SOUTH RIGHT OF WAY TO THE WEST LINE OF MILES LABORATORIES INC. SUBDIVISION;
THENCESOUTH 00 DEGREES 17 MINUTES 12 SECONDS WEST, 2562.17 FEET ALONG SAID WEST LINE OF MILES LABORATORIES INC. SUBDIVISION, ALSO BEING THE WEST LINE OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG AND THE WEST LINE OF LANGE'S SUBDIVISION OF LOT 4 OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG TO THE NORTH LINE OF THE SOUTH 8.05 ACRES OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHEAST QUARTER (SE ¼) OF SAID SECTION 33;;
THENCE, SOUTH 89 DEGREES 31 MINUTES 48 SECONDS EAST, 420.75 FEET ON SAID NORTH LINE TO THE EAST LINE OF SAID SECTION 33;
THENCE, SOUTH 00 DEGREES 02 MINUTES 43 SECOND EAST, 264.00 FEET ON THE EAST LINE OF SAID SECTION 33 TO THE POINT OF BEGINNING.
THE ABOVE DESCRIBED REAL ESTATE CONTAINS 300.02 ACRES, MORE OR LESS.
BEARINGS FOR THIS DESCRIPTION ARE BASED ON GRID NORTH AS DETERMINED USING THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83 – 2011 adj).

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PIN NUMBERS ASSOCIATED WITH ANNEXATION

FOR 1185 W. ALGONQUIN ROAD, PALATINE, IL

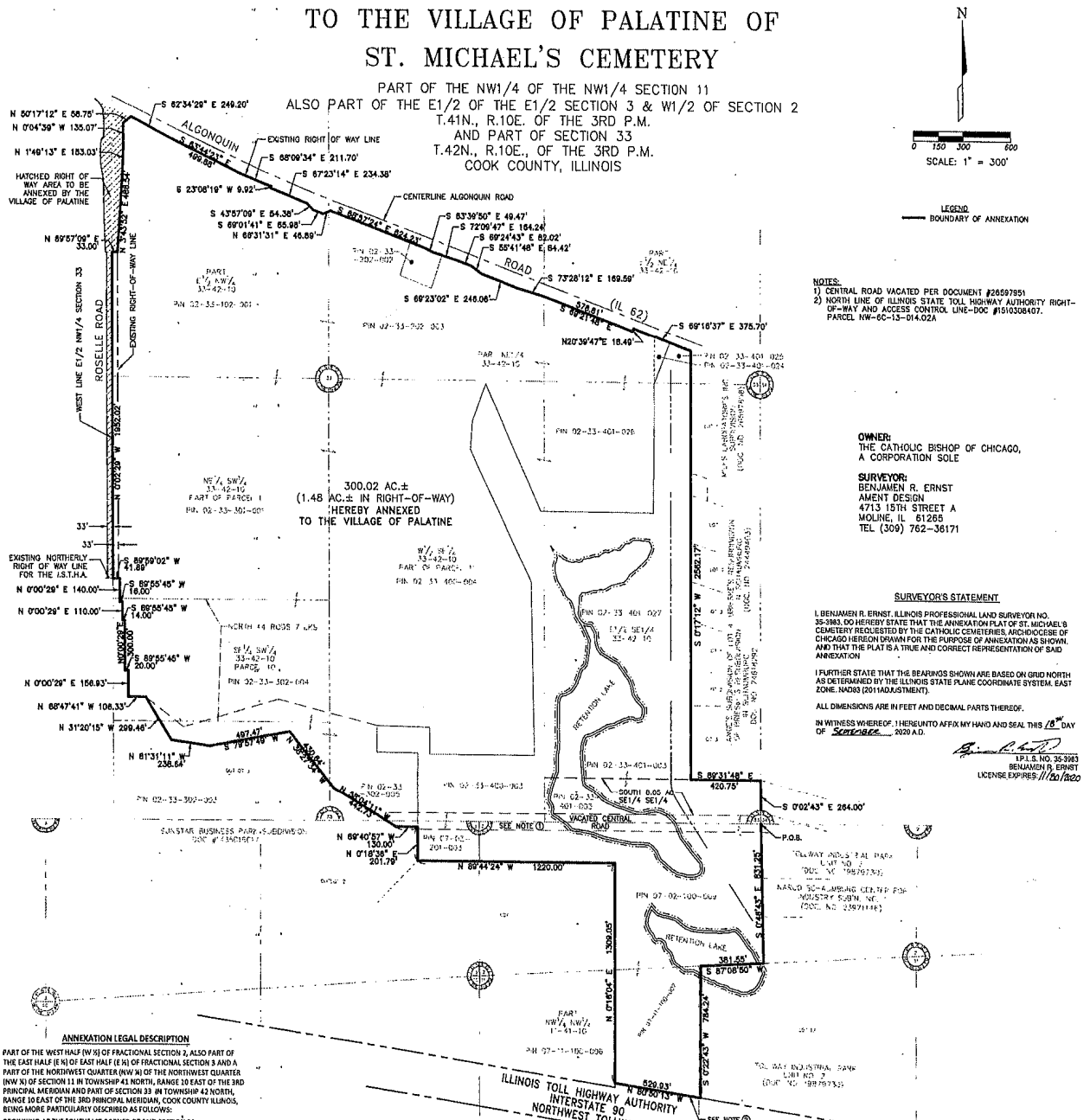
1. 02-33-102-001
2. 02-33-202-002
3. 02-33-202-003
4. 02-33-401-024
5. 02-33-401-025
6. 02-33-401-026
7. 02-33-400-004
8. 02-33-301-001
9. 02-33-302-004
10. 02-33-302-005
11. 02-33-400-003
12. 07-03-201-003
13. 07-02-100-009
14. 07-11-100-007
15. 02-33-401-003
16. 02-33-401-027

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PLAT OF ANNEXATION

TO THE VILLAGE OF PALATINE OF ST. MICHAEL'S CEMETERY

PART OF THE NW1/4 OF THE NW1/4 SECTION 11
ALSO PART OF THE E1/2 OF THE E1/2 SECTION 3 & W1/2 OF SECTION 2
T.41N., R.10E. OF THE 3RD P.M.
AND PART OF SECTION 33
T.42N., R.10E., OF THE 3RD P.M.
COOK COUNTY, ILLINOIS



NOTES:
1) CENTRAL ROAD VACATED PER DOCUMENT #26697851
2) NORTH LINE OF ILLINOIS STATE TOLL HIGHWAY AUTHORITY RIGHT-OF-WAY AND ACCESS CONTROL LINE-DOC #1510308407. PARCEL NW-6C-13-014.02A

OWNER:
THE CATHOLIC BISHOP OF CHICAGO,
A CORPORATION SOLE

SURVEYOR:
BENJAMEN R. ERNST
AMENT DESIGN
4713 15TH STREET A
MOLINE, IL 61265
TEL (309) 762-36171

SURVEYOR'S STATEMENT

I, BENJAMEN R. ERNST, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3983, DO HEREBY STATE THAT THE ANNEXATION PLAT OF ST. MICHAEL'S CEMETERY REQUESTED BY THE CATHOLIC CEMETERIES, ARCHDIOCESE OF CHICAGO HEREON DRAWN FOR THE PURPOSE OF ANNEXATION AS SHOWN. AND THAT THE PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID ANNEXATION

I FURTHER STATE THAT THE BEARINGS SHOWN ARE BASED ON GRID NORTH AS DETERMINED BY THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011ADJUSTMENT).

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

IN WITNESS WHEREOF, I HEREUNTO AFFIX MY HAND AND SEAL THIS 18TH DAY OF SEPTEMBER, 2020 A.D.

I.P.L.S. NO. 35-3983
BENJAMEN R. ERNST
LICENSE EXPIRES 11/30/2020

ANNEXATION LEGAL DESCRIPTION

PART OF THE WEST HALF (W ½) OF FRACTIONAL SECTION 2, ALSO PART OF THE EAST HALF (E ½) OF EAST HALF (E ½) OF FRACTIONAL SECTION 3 AND A PART OF THE NORTHWEST QUARTER (NW ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 11 IN TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN AND PART OF SECTION 33 IN TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 33:

THENCE, SOUTH 0 DEGREES 46 MINUTES 43 SECONDS EAST, 831.25 FEET ALONG THE WEST LINE OF TOLLWAY INDUSTRIAL PARK UNIT NUMBER 2 SUBDIVISION AND NARCO SCHAUMBERG CENTER FOR INDUSTRY SUBDIVISION NUMBER 1 TO THE SOUTH LINE OF THE SOUTHWEST QUARTER (SW ¼) OF SAID SECTION 2;

THENCE, SOUTH 87 DEGREES 08 MINUTES 50 SECONDS WEST, 381.55 FEET ALONG SAID SOUTH LINE TO THE NORTHWEST CORNER OF LOT 12 IN TOLLWAY INDUSTRIAL PARK UNIT NUMBER 2;

THENCE, SOUTH 00 DEGREES 22 MINUTES 43 SECONDS WEST, 784.24 FEET ALONG SAID WEST LINE TO THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 90 (NORTHWEST TOLLWAY);

THENCE, NORTH 80 DEGREES 50 MINUTES 13 SECONDS WEST, 529.93 FEET ALONG SAID RIGHT OF WAY LINE TO THE EAST LINE OF SUNSTAR BUSINESS PARK SUBDIVISION;

THENCE, NORTH 00 DEGREES 16 MINUTES 04 SECONDS EAST, 1309.05 FEET ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 44 MINUTES 24 SECONDS WEST, 1220.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 00 DEGREES 18 MINUTES 36 SECONDS EAST, 201.79 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 40 MINUTES 57 SECONDS WEST, 130.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 58 DEGREES 04 MINUTES 11 SECONDS WEST, 442.73 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 38 DEGREES 27 MINUTES 34 SECONDS WEST, 430.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, SOUTH 79 DEGREES 57 MINUTES 49 SECONDS WEST, 497.47 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 81 DEGREES 31 MINUTES 11 SECONDS WEST, 238.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 31 DEGREES 20 MINUTES 15 SECONDS WEST, 299.46 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 68 DEGREES 47 MINUTES 41 SECONDS WEST, 106.33 FEET TO THE EAST RIGHT OF WAY OF ROSELLE ROAD;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 156.93 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 20.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 300.00 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 14.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 110.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 16.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 140.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 88 DEGREES 59 MINUTES 02 SECONDS WEST, 41.89 FEET TO THE WEST LINE OF EAST HALF (E ½) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 33, TOWNSHIP 42 NORTH RANGE 10 EAST OF 3 PRINCIPAL MERIDIAN ALSO BEING THE CENTER LINE OF SAID ROSELLE ROAD;

THENCE, NORTH 00 DEGREES 02 MINUTES 29 SECONDS WEST, 1952.02 FEET ON SAID WEST LINE;

THENCE, NORTH 89 DEGREES 57 MINUTES 09 SECONDS EAST, 33.00 FEET TO THE EAST RIGHT OF WAY LINE ROSELLE ROAD;

THENCE, NORTH 03 DEGREES 43 MINUTES 52 SECONDS EAST, 486.54 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 01 DEGREE 49 MINUTES 13 SECONDS EAST, 153.03 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 00 DEGREES 04 MINUTES 39 SECONDS WEST, 135.07 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 50 DEGREES 17 MINUTES 12 SECONDS EAST, 58.75 FEET ALONG SAID EAST RIGHT OF WAY LINE TO THE SOUTH RIGHT OF WAY LINE OF ALGONQUIN ROAD (IL. ROUTE 62);

THENCE, SOUTH 62 DEGREES 34 MINUTES 29 SECONDS EAST, 249.20 FEET ALONG SAID SOUTH RIGHT OF WAY;

THENCE, SOUTH 63 DEGREES 44 MINUTES 23 SECONDS EAST, 499.88 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 68 DEGREES 09 MINUTES 34 SECONDS EAST, 211.70 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 23 DEGREES 08 MINUTES 19 SECONDS WEST, 9.92 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 67 DEGREES 23 MINUTES 14 SECONDS EAST, 234.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 43 DEGREES 57 MINUTES 09 SECONDS EAST, 54.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 01 MINUTE 41 SECONDS EAST, 65.98 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, NORTH 66 DEGREES 31 MINUTES 31 SECONDS EAST, 46.89 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 68 DEGREES 57 MINUTES 24 SECONDS EAST, 624.23 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 63 DEGREES 39 MINUTES 50 SECONDS EAST, 49.47 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 72 DEGREES 09 MINUTES 47 SECONDS EAST, 164.24 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 24 MINUTES 43 SECONDS EAST, 82.02 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 55 DEGREES 41 MINUTES 48 SECONDS EAST, 84.42 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 23 MINUTES 02 SECONDS EAST, 246.06 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 73 DEGREES 28 MINUTES 12 SECONDS EAST, 169.59 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 21 MINUTES 48 SECONDS EAST, 578.81 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID SOUTH RIGHT OF WAY;

THENCE, SOUTH 69 DEGREES 16 MINUTES 37 SECONDS EAST, 375.70 FEET ALONG SAID SOUTH RIGHT OF WAY TO THE WEST LINE OF MILES LABORATORIES INC. SUBDIVISION;

THENCE, SOUTH 00 DEGREES 17 MINUTES 12 SECONDS WEST, 2652.17 FEET ALONG SAID WEST LINE OF MILES LABORATORIES INC. SUBDIVISION, ALSO BEING THE WEST LINE OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG AND THE WEST LINE OF LANGE'S SUBDIVISION OF LOT 4 OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG TO THE NORTH LINE OF THE SOUTH 8.05 ACRES OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHEAST QUARTER (SE ¼) OF SAID SECTION 33;

THENCE, SOUTH 89 DEGREES 31 MINUTES 48 SECONDS EAST, 420.75 FEET ON SAID NORTH LINE TO THE EAST LINE OF SAID SECTION 33;

THENCE, SOUTH 00 DEGREES 02 MINUTES 43 SECOND EAST, 264.00 FEET ON THE EAST LINE OF SAID SECTION 33 TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED REAL ESTATE CONTAINS 300.02 ACRES, MORE OR LESS.

ALSO

ALL THAT PART OF THE RIGHT OF WAY OF ROSELLE ROAD LYING ADJACENT TO THE WESTERLY LINE OF THE ABOVE DESCRIBED PARCEL LYING NORTH OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY RIGHT OF WAY TO THE SOUTH RIGHT OF WAY OF ALGONQUIN ROAD PREVIOUSLY ANNEXED TO THE VILLAGE OF PALATINE.

BEARINGS FOR THIS DESCRIPTION ARE BASE ON GRID NORTH AS DETERMINED USING THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83-2011 ADJ.)

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALATINE ILLINOIS, THIS 24 DAY OF SEPT, A.D. 2020

MAYOR

ATTEST, VILLAGE CLERK

SHEET NO. 1 OF 1 SHEETS	ANNEXATION PLAT ST. MICHAEL'S CEMETERY PALATINE, IL	Ament DESIGN	Ament Design 4713 15th Street A Moline, IL 61265 ph. 309-762-3617 fax 309-762-3617 IL Lic. #184.002493	DRAWN BY: BRE APPROVED BY: JDR DATE: 7/29/2020	NO. REVISION

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, MARGARET R. DUER, do hereby certify that I am the duly elected, qualified and acting Clerk of the Village of Palatine, Cook County, Illinois, and that I am the keeper of the records, journals, entries, ordinances and resolutions of the said Village of Palatine.

I do further certify that the foregoing Ordinance is a true and correct copy of an Ordinance passed and adopted by the Village Council of the Village of Palatine at a Regular meeting held on the 14 day of September, 2020, and that said ordinance was deposited and filed in the office of the Village Clerk on the 14 day of September, 2020.

I do further certify that the original of which the foregoing is a true copy, is entrusted to my care for safekeeping and that I am the keeper of the same.

I further certify that the vote of the Village Council on the motion to adopt said ordinance was as follows:

AYES: 6 NAYS: 0 ABSENT: 0 PASS: 0

BY WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Palatine this 14 day of September, 2020.

(S E A L)

Margaret R. Duer
Palatine Village Clerk

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

VILLAGE OF PALATINE
Est. 1866

200 E. Wood Street · Palatine, IL · 60067
Telephone: (847) 359-9050 · Fax (847) 359-9094
www.palatine.il.us

Village Clerk's Office

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

Sharon Langlotz-Johnson
Lisa Moran
Terry Kelly
Aaron Del Mar
Andy-John G. Kalkounos
Ray Kincaid
Susan Kern
Bill Pohlman
Robert McKanna
Matthew Moffitt
Jennifer Pelayo
John Ferraro
Jeannie Dilger
Catholic Bishop of Chicago,
Theodore Ratajczyk, Exec. Dir.
Catholic Cemeteries

TO: The Township Board of Trustees and Clerk
The Township Highway Commissioner
The Trustees of the Palatine Rural Fire District
Palatine Public Library Director
Northwest Central Dispatch
Taxpayer of Record

YOU ARE HEREBY NOTIFIED that the Mayor and Village Council of the Village of Palatine, Cook County, Illinois, will consider an annexation. The land proposed to be annexed is part of the present unincorporated area and is legally described as follows:

SEE ATTACHED LEGAL DESCRIPTION

Commonly known as 1185 W. Algonquin Road
PIN: See attached pin numbers

YOU ARE FURTHER NOTIFIED that the aforesaid ordinance will be submitted to the Village Council at the Regular Meeting on September 14, 2020 at 7:00 PM.

Doris K. Sadik
Deputy Village Clerk
VILLAGE OF PALATINE

Dated: This 27th day of August, 2020

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

LEGAL DESCRIPTION – 1185 W. Algonquin Road

PART OF THE WEST HALF (W ½) OF FRACTIONAL SECTION 2, ALSO PART OF THE EAST HALF (E ½) OF EAST HALF (E ½) OF FRACTIONAL SECTION 3 AND A PART OF THE NORTHWEST QUARTER (NW ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 11 IN TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN AND PART OF SECTION 33 IN TOWNSHIP 42 NORTH RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THENCE, SOUTH 87 DEGREES 08 MINUTES 50 SECONDS WEST, 381.55 FEET ALONG SAID SOUTH LINE TO THE NORTHWEST CORNER OF LOT 12 IN TOLLWAY INDUSTRIAL PARK UNIT NO. 2;

THENCE, SOUTH 00 DEGREES 22 MINTUES 43 SECONDS WEST, 784.24 FEET ALONG SAID WEST LINE TO THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 90 (NORTHWEST TOLLWAY);

THENCE, NORTH 80 DEGREES 50 MINUTES 13 SECONDS WEST, 529.93 FEET ALONG SAID RIGHT OF WAY LINE TO THE EAST LINE OF SUNSTAR BUSINESS PARK SUBDIVISION;

THENCE, NORTH 0 DERGREES 16 MINUTES 04 SECONDS EAST, 1309.05 FEET ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 44 MINTUES 24 SECONDS WEST, 1220.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 0 DEGREES 18 MINUTES 36 SECONDS EAST, 201.79 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 40 MINUTES 57 SECONDS WEST, 130.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 58 DEGREES 04 MINUTES 11 SECONDS WEST, 442.73 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 38 DEGREES 27 MINUTES 34 SECONDS WEST, 430.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, SOUTH 79 DEGREES 57 MINUTES 49 SECONDS WEST, 497.47 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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THENCE, NORTH 88 DEGREES 47 MINUTES 41 SECONDS WEST, 106.56 FEET TO THE EAST RIGHT OF WAY LINE OF ROSELLE ROAD;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 156.93 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 20.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 300.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 14.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 110.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 16.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 140.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;
THENCE, SOUTH 89 DEGREES 59 MINUTES 02 SECONDS WEST, 41.89 FEET TO THE WEST LINE OF EAST HALF (E ½) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 33, TOWNSHIP 42 NORTH RANGE 10 EAST OF 3 PRINCIPAL MERIDIAN ALSO BEING THE CENTER LINE OF SAID ROSELLE ROAD;
THENCE, NORTH 00 DEGREES 02 MINUTES 29 SECONDS WEST, 1952.02 FEET ON SAID WEST LINE;
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Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

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THENCE, SOUTH 68 DEGREES 09 MINUTES 34 SECONDS EAST, 211.70 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 23 DEGREES 08 MINUTES 19 SECONDS WEST, 9.92 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 67 DEGREES 23 MINUTES 14 SECONDS EAST, 234.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 43 DEGREES 57 MINUTES 09 SECONDS EAST, 54.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 01 MINUTE 41 SECONDS EAST, 65.98 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 66 DEGREES 31 MINUTES 31 SECONDS EAST, 46.89 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 68 DEGREES 57 MINUTES 24 SECONDS EAST, 624.23 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 63 DEGREES 39 MINUTES 50 SECONDS EAST, 49.47 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 72 DEGREES 09 MINUTES 47 SECONDS EAST, 164.24 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
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Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

THENCE, SOUTH 73 DEGREES 28 MINUTES 12 SECONDS EAST, 169.59 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID RIGHT OF WAY;
THENCE, SOUTH 69 DEGREES 21 MINUTES 48 SECONDS EAST, 578.81 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;
THENCE, SOUTH 69 DEGREES 16 MINUTES 37 SECONDS EAST, 375.70 FEET ALONG SAID SOUTH RIGHT OF WAY TO THE WEST LINE OF MILES LABORATORIES INC. SUBDIVISION;
THENCESOUTH 00 DEGREES 17 MINUTES 12 SECONDS WEST, 2562.17 FEET ALONG SAID WEST LINE OF MILES LABORATORIES INC. SUBDIVISION, ALSO BEING THE WEST LINE OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG AND THE WEST LINE OF LANGE'S SUBDIVISION OF LOT 4 OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG TO THE NORTH LINE OF THE SOUTH 8.05 ACRES OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHEAST QUARTER (SE ¼) OF SAID SECTION 33;;
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THE ABOVE DESCRIBED REAL ESTATE CONTAINS 300.02 ACRES, MORE OR LESS.
BEARINGS FOR THIS DESCRIPTION ARE BASED ON GRID NORTH AS DETERMINED USING THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83 – 2011 adj).

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PIN NUMBERS ASSOCIATED WITH ANNEXATION

FOR 1185 W. ALGONQUIN ROAD, PALATINE, IL

1. 02-33-102-001
2. 02-33-202-002
3. 02-33-202-003
4. 02-33-401-024
5. 02-33-401-025
6. 02-33-401-026
7. 02-33-400-004
8. 02-33-301-001
9. 02-33-302-004
10. 02-33-302-005
11. 02-33-400-003
12. 07-03-201-003
13. 07-02-100-009
14. 07-11-100-007
15. 02-33-401-003
16. 02-33-401-027

Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

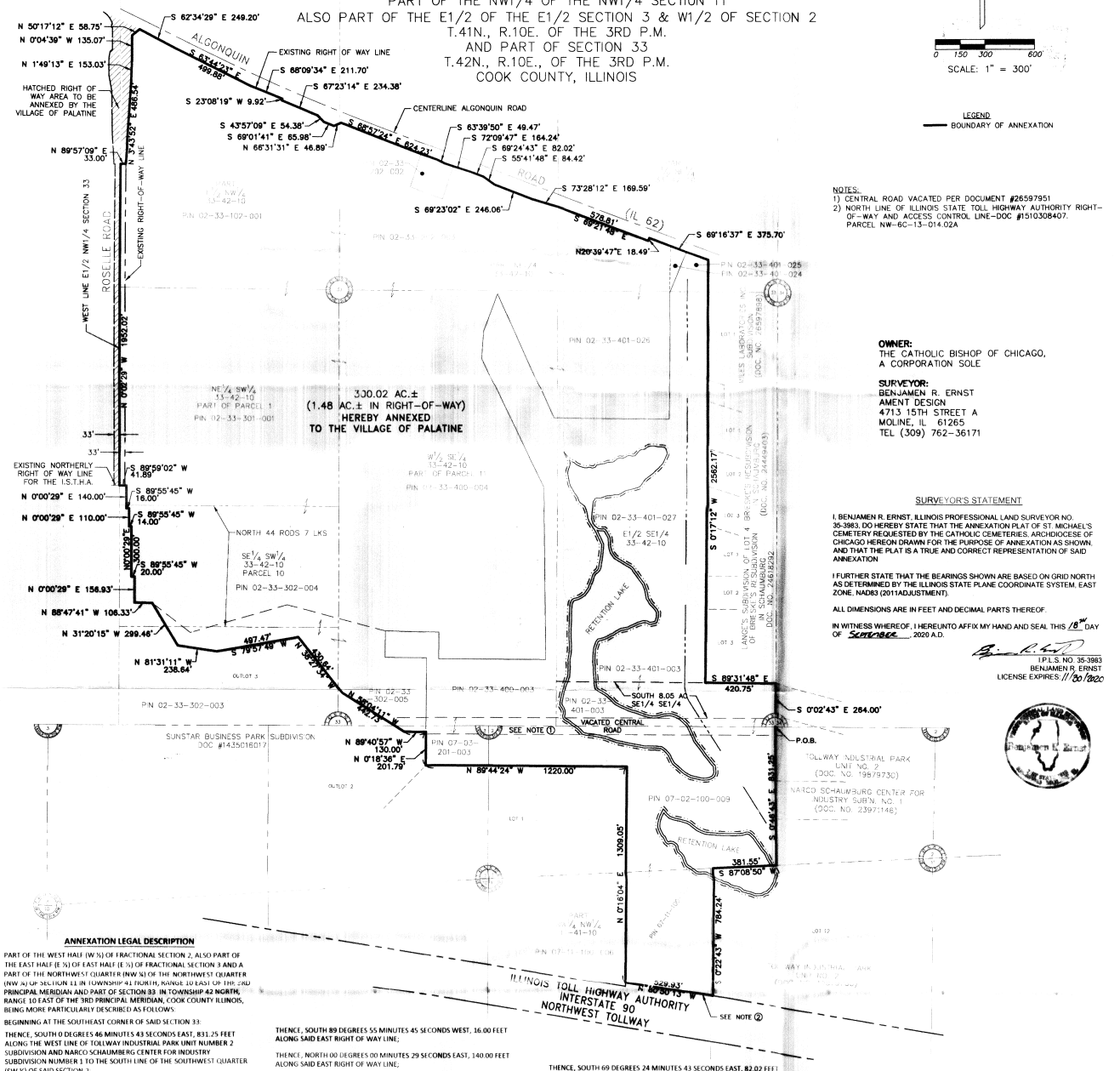
PLAT OF ANNEXATION

TO THE VILLAGE OF PALATINE OF

ST. MICHAEL'S CEMETERY

PART OF THE NW1/4 OF THE NW1/4 SECTION 11
ALSO PART OF THE E1/2 OF THE E1/2 SECTION 3 & W1/2 OF SECTION 2
T.41N., R.10E. OF THE 3RD P.M.
AND PART OF SECTION 33
T.42N., R.10E., OF THE 3RD P.M.
COOK COUNTY, ILLINOIS

Village of Palatine
Village Clerk's Office
200 E. Wood Street
Palatine, IL 60067



NOTES:
1) CENTRAL ROAD VACATED PER DOCUMENT #26597951
2) NORTH LINE OF ILLINOIS STATE TOLL HIGHWAY AUTHORITY RIGHT-OF-WAY AND ACCESS CONTROL LINE-DOC #1510308407. PARCEL NW-6C-13-014.02A

OWNER:
THE CATHOLIC BISHOP OF CHICAGO,
A CORPORATION SOLE

SURVEYOR:
BENJAMEN R. ERNST
AMENT DESIGN
4713 15TH STREET A
MOLINE, IL 61265
TEL (309) 762-36171

SURVEYOR'S STATEMENT

I, BENJAMEN R. ERNST, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3983, DO HEREBY STATE THAT THE ANNEXATION PLAT OF ST. MICHAEL'S CEMETERY REQUESTED BY THE CATHOLIC CEMETERIES, ARCHDIOCESE OF CHICAGO HEREON DRAWN FOR THE PURPOSE OF ANNEXATION AS SHOWN, AND THAT THE PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID ANNEXATION

I FURTHER STATE THAT THE BEARINGS SHOWN ARE BASED ON GRID NORTH AS DETERMINED BY THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83 (2011ADJUSTMENT).

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

IN WITNESS WHEREOF, I HEREUNTO AFFIX MY HAND AND SEAL THIS 18TH DAY OF SEPTEMBER, 2020 A.D.

I.P.L.S. NO. 35-3983
BENJAMEN R. ERNST
LICENSE EXPIRES: 11/30/2020

ANNEXATION LEGAL DESCRIPTION

PART OF THE WEST HALF (W ½) OF FRACTIONAL SECTION 2, ALSO PART OF THE EAST HALF (E ½) OF EAST HALF (E ½) OF FRACTIONAL SECTION 3 AND A PART OF THE NORTHWEST QUARTER (NW ¼) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 11 IN TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE 2ND PRINCIPAL MERIDIAN AND PART OF SECTION 33, IN TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE 3RD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

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THENCE, NORTH 00 DEGREES 16 MINUTES 04 SECONDS EAST, 1309.05 FEET ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID SUBDIVISION;

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THENCE, NORTH 00 DEGREES 18 MINUTES 36 SECONDS EAST, 201.79 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 89 DEGREES 40 MINUTES 57 SECONDS WEST, 130.00 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 58 DEGREES 04 MINUTES 11 SECONDS WEST, 442.73 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 38 DEGREES 27 MINUTES 34 SECONDS WEST, 430.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, SOUTH 79 DEGREES 57 MINUTES 49 SECONDS WEST, 497.47 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 81 DEGREES 31 MINUTES 11 SECONDS WEST, 238.64 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 31 DEGREES 20 MINUTES 15 SECONDS WEST, 299.46 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION;

THENCE, NORTH 88 DEGREES 47 MINUTES 41 SECONDS WEST, 106.33 FEET TO THE EAST RIGHT OF WAY OF ROSELLE ROAD;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 156.93 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 20.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 300.00 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 14.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 110.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, SOUTH 89 DEGREES 55 MINUTES 45 SECONDS WEST, 16.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST, 140.00 FEET ALONG SAID EAST RIGHT OF WAY LINE;

THENCE, SOUTH 89 DEGREES 59 MINUTES 02 SECONDS WEST, 41.89 FEET TO THE WEST LINE OF EAST HALF (E ½) OF THE NORTHWEST QUARTER (NW ¼) OF SECTION 33, TOWNSHIP 42 NORTH RANGE 10 EAST OF 3 PRINCIPAL MERIDIAN ALSO BEING THE CENTER LINE OF SAID ROSELLE ROAD;

THENCE, NORTH 00 DEGREES 02 MINUTES 29 SECONDS WEST, 1952.02 FEET ON SAID WEST LINE;

THENCE, NORTH 89 DEGREES 57 MINUTES 09 SECONDS EAST, 33.00 FEET TO THE EAST RIGHT OF WAY LINE ROSELLE ROAD;

THENCE, NORTH 03 DEGREES 43 MINUTES 52 SECONDS EAST, 486.54 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 01 DEGREE 49 MINUTES 13 SECONDS EAST, 153.03 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 00 DEGREES 04 MINUTES 39 SECONDS WEST, 135.07 FEET ALONG SAID EAST RIGHT OF WAY;

THENCE, NORTH 50 DEGREES 17 MINUTES 12 SECONDS EAST, 58.75 FEET ALONG SAID EAST RIGHT OF WAY LINE TO THE SOUTH RIGHT OF WAY LINE OF ALGONQUIN ROAD (IL ROUTE 62);

THENCE, SOUTH 62 DEGREES 34 MINUTES 29 SECONDS EAST, 249.20 FEET ALONG SAID SOUTH RIGHT OF WAY;

THENCE, SOUTH 63 DEGREES 44 MINUTES 23 SECONDS EAST, 499.88 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 68 DEGREES 09 MINUTES 34 SECONDS EAST, 211.70 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 23 DEGREES 08 MINUTES 19 SECONDS WEST, 9.92 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 67 DEGREES 23 MINUTES 14 SECONDS EAST, 234.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 43 DEGREES 57 MINUTES 09 SECONDS EAST, 54.38 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 01 MINUTE 41 SECONDS EAST, 65.98 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, NORTH 66 DEGREES 31 MINUTES 31 SECONDS EAST, 46.89 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 68 DEGREES 57 MINUTES 24 SECONDS EAST, 624.23 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 63 DEGREES 39 MINUTES 50 SECONDS EAST, 49.47 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 72 DEGREES 09 MINUTES 47 SECONDS EAST, 164.24 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 24 MINUTES 43 SECONDS EAST, 82.02 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 55 DEGREES 41 MINUTES 48 SECONDS EAST, 84.42 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 23 MINUTES 02 SECONDS EAST, 246.06 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 73 DEGREES 28 MINUTES 12 SECONDS EAST, 169.59 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, SOUTH 69 DEGREES 21 MINUTES 48 SECONDS EAST, 578.81 FEET ALONG SAID SOUTH RIGHT OF WAY LINE;

THENCE, NORTH 20 DEGREES 39 MINUTES 47 SECONDS EAST, 18.49 FEET ALONG SAID SOUTH RIGHT OF WAY;

THENCE, SOUTH 69 DEGREES 16 MINUTES 37 SECONDS EAST, 375.70 FEET ALONG SAID SOUTH RIGHT OF WAY TO THE WEST LINE OF MILES LABORATORIES INC. SUBDIVISION;

THENCE, SOUTH 00 DEGREES 17 MINUTES 12 SECONDS WEST, 2562.17 FEET ALONG SAID WEST LINE OF MILES LABORATORIES INC. SUBDIVISION, ALSO BEING THE WEST LINE OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG AND THE WEST LINE OF LANGE'S SUBDIVISION OF LOT 4 OF BRIESKE'S RESUBDIVISION IN SCHAUMBURG TO THE NORTH LINE OF THE SOUTH 8.05 ACRES OF THE SOUTHEAST QUARTER (SE ¼) OF THE SOUTHEAST QUARTER (SE ¼) OF SAID SECTION 33;

THENCE, SOUTH 89 DEGREES 31 MINUTES 48 SECONDS EAST, 420.75 FEET ON SAID NORTH LINE TO THE EAST LINE OF SAID SECTION 33;

THENCE, SOUTH 00 DEGREES 02 MINUTES 43 SECOND EAST, 264.00 FEET ON THE EAST LINE OF SAID SECTION 33 TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED REAL ESTATE CONTAINS 300.02 ACRES, MORE OR LESS.

ALSO

ALL THAT PART OF THE RIGHT OF WAY OF ROSELLE ROAD LYING ADJACENT TO THE WESTERLY LINE OF THE ABOVE DESCRIBED PARCEL LYING NORTH OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY RIGHT OF WAY TO THE SOUTH RIGHT OF WAY OF ALGONQUIN ROAD PREVIOUSLY ANNEXED TO THE VILLAGE OF PALATINE.

BEARINGS FOR THIS DESCRIPTION ARE BASE ON GRID NORTH AS DETERMINED USING THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, (NAD 83-2011 ADJ.)

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALATINE ILLINOIS, THIS ___ DAY OF _____, A.D. 20___.

MAYOR

ATTEST, VILLAGE CLERK

F.I.E. NAME 2020196	SHEET NO. 1 OF 1	ANNEXATION PLAT ST. MICHAEL'S CEMETERY PALATINE, IL	Ament DESIGN	Ament Design 4713 15th Street A Moline, IL 61265 ph. 309-762-3617 fax 309-762-9682 IL Lic. #184.002495	DRAWN BY: BRE APPROVED BY: JDR DATE: 7/29/2020	NO. REVISION DATE

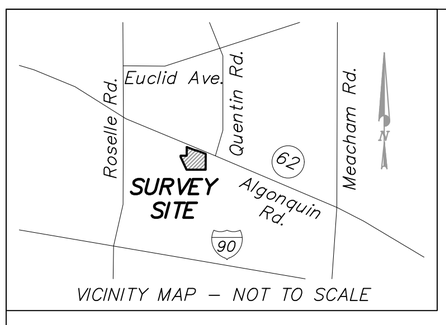
Attachment: 2020 Annexation - St. Michael's Cemetery (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

ALTA/NSPS LAND TITLE SURVEY

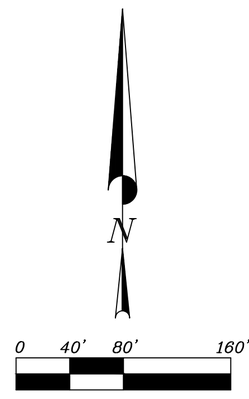
OF

THAT PART OF THE SOUTHEAST QUARTER AND THAT PART OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, ALL IN COOK COUNTY, ILLINOIS, BEING BOUNDED AS FOLLOWS:

BEGINNING AT A DISK IN CONCRETE AT THE NORTHWESTERN CORNER OF LOT 1 OF NATION PIZZA PRODUCTS CONSOLIDATION PLAT OF SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 22, 2005, AS DOCUMENT NUMBER 0526545054 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LOCATED AT THE INTERSECTION OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD PER TRACT NO. 5 RECORDED FEBRUARY 2, 1933, AS DOCUMENT NUMBER 11195798 IN THE OFFICE OF THE COOK COUNTY RECORDER AND A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 69 DEGREES 21 MINUTES 52 SECONDS WEST (BASIS OF BEARINGS – ILLINOIS STATE PLANE COORDINATES EAST ZONE NAD83) ALONG SAID SOUTHERN RIGHT OF WAY OF ALGONQUIN ROAD, AS MONUMENTED, 374.80 FEET TO THE NORTHEASTERN CORNER OF THE SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED, PER FINAL JUDGMENT ORDER ON SETTLEMENT ENTERED AND DATED AUGUST 19, 1999, PER CONDEMNATION FILE NUMBER 99 L 50148 AND AS DEPICTED AS PARCEL 0032 IN DOCUMENT NUMBER 00154964 IN THE OFFICE OF THE COOK COUNTY RECORDER (THE FOLLOWING THREE (3) COURSES ARE ALONG THE SAID MONUMENTED SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD; 1) THENCE SOUTH 20 DEGREES 38 MINUTES 01 SECONDS WEST 18.04 FEET TO A 1/2 INCH IRON PIPE FOUND AT THE SOUTHEASTERN CORNER OF THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 2) THENCE NORTH 69 DEGREES 21 MINUTES 20 SECONDS WEST 578.74 FEET TO AN IDOT DISK FOUND AT A BEND IN THE SAID SOUTHERN RIGHT OF WAY LINE OF ALGONQUIN ROAD, AS MONUMENTED; 3) THENCE NORTH 73 DEGREES 28 MINUTES 24 SECONDS WEST 4.84 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 31 SECONDS WEST 516.20 FEET; THENCE NORTH 89 DEGREES 26 MINUTES 29 SECONDS WEST 364.14 FEET; THENCE SOUTH 00 DEGREES 33 MINUTES 37 SECONDS WEST 70.67 FEET; THENCE SOUTH 24 DEGREES 14 MINUTES 47 SECONDS EAST 831.58 FEET; THENCE SOUTH 89 DEGREES 33 MINUTES 00 SECONDS EAST 926.96 FEET TO A POINT ON THE WESTERN LINE OF LOT 1 IN BRIESKE'S RESUBDIVISION IN SCHAUMBURG ACCORDING TO THE PLAT THEREOF RECORDED MAY 16, 1978, AS DOCUMENT NUMBER 24449403 IN THE OFFICE OF THE COOK COUNTY RECORDER, SAID POINT LYING ON A LINE LYING 420.75 FEET WESTERLY OF (MEASURED PERPENDICULAR TO) THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 33; THENCE NORTH 00 DEGREES 15 MINUTES 52 SECONDS EAST ALONG THE WESTERN LINE OF LOT 1 IN SAID BRIESKE'S RESUBDIVISION AND ALSO ALONG THE WESTERN LINE OF LOT 1 IN THE AFORESAID NATION PIZZA SUBDIVISION 1,028.18 FEET TO THE POINT OF BEGINNING, CONTAINING 28.557 ACRES, MORE OR LESS.



VICINITY MAP – NOT TO SCALE



Scale 1" = 80'

BASIS OF BEARINGS

ILLINOIS STATE PLANE COORDINATES EAST ZONE (NAD 83)

NOTE A: ALGONQUIN ROAD (aka IL ROUTE 62) IS A PUBLIC RIGHT OF WAY AND IS UNDER THE JURISDICTION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ASPH.	DENOTES ASPHALT
DOC.	DENOTES DOCUMENT
E.	DENOTES EAST
P.O.B.	DENOTES POINT OF BEGINNING
F.I.P.	DENOTES FOUND IRON PIPE
F.I.R.	DENOTES FOUND IRON ROD
N.	DENOTES NORTH
NE.	DENOTES NORTHEAST
NO.	DENOTES NUMBER
NLY.	DENOTES NORTHERLY
RD.	DENOTES ROAD
R.O.W.	DENOTES RIGHT OF WAY
S.	DENOTES SOUTH
SLY.	DENOTES SOUTHERLY
W.	DENOTES WEST
WLY.	DENOTES WESTERLY
BC/BC	DENOTES BACK OF CURB TO BACK OF CURB

LEGEND

- Borehole
- Culvert
- Drainage Structure Round
- Drainage Structure Square
- Electric Transformer
- Fire Hydrant
- Flared End Section
- Guy Wire
- Landscape Light
- Light Pole
- Light Pole (Mast Arm)
- Manhole
- Post, Fence Corner
- Bollard
- Power Pole
- Power Pole Lighted
- Sanitary Sewer Manhole
- Sign
- Storm Sewer Manhole
- Telephone Manhole
- Telephone Pedestal
- Traffic Signal
- Traffic Signal Cantilever
- Traffic Signal Vault
- Water Valve
- Water Valve Vault

- OHE — Overhead Electric Line
- E — E — Underground Electric Line
- OHW — Overhead Wires
- FO — FO — Underground Fiber Optics Cable
- G — G — Underground Gas Main
- Sanitary Sewer
- T — T — Underground Telephone Line
- W — W — Underground Water Main
- X — X — Fence Line
- Guardrail

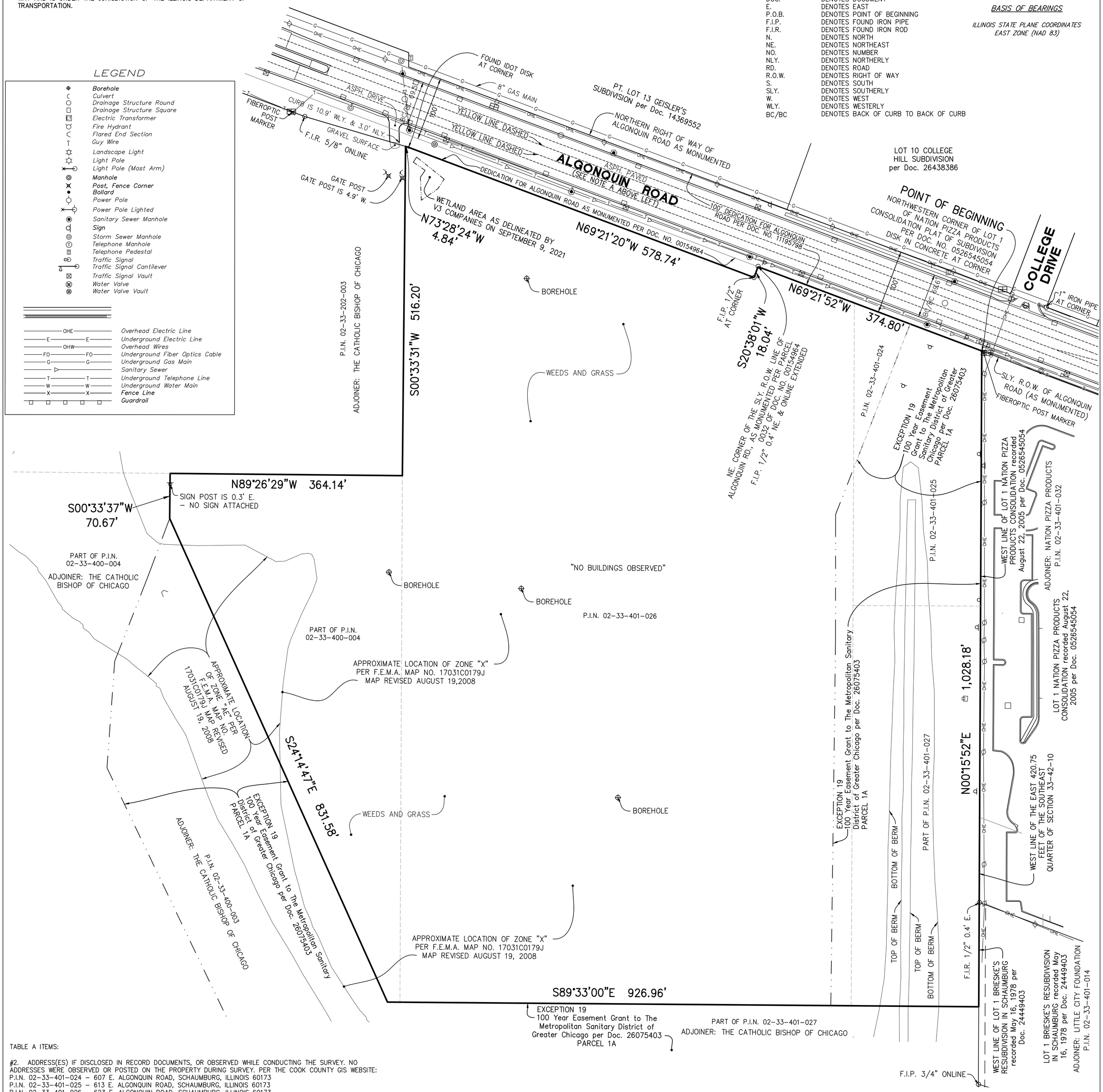


TABLE A ITEMS:

#2. ADDRESS(ES) IF DISCLOSED IN RECORD DOCUMENTS, OR OBSERVED WHILE CONDUCTING THE SURVEY. NO ADDRESSES WERE OBSERVED OR POSTED ON THE PROPERTY DURING SURVEY. PER THE COOK COUNTY GIS WEBSITE:
P.I.N. 02-33-401-024 – 607 E. ALGONQUIN ROAD, SCHAUMBURG, ILLINOIS 60173
P.I.N. 02-33-401-025 – 613 E. ALGONQUIN ROAD, SCHAUMBURG, ILLINOIS 60173
P.I.N. 02-33-401-026 – 623 E. ALGONQUIN ROAD, SCHAUMBURG, ILLINOIS 60173
P.I.N. 02-33-401-027 – NO ADDRESS LISTED
P.I.N. 02-33-400-004 – 1825 S. ROSELLE ROAD, SCHAUMBURG, ILLINOIS 60173.

#3. ACCORDING TO A SCALED INTERPRETATION OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP FOR COOK COUNTY, ILLINOIS, AND INCORPORATED AREAS, HAVING MAP NUMBER 17031C0179J WITH AN EFFECTIVE DATE OF NOVEMBER 6, 2000, AND A MAP REVISED DATE OF AUGUST 19, 2008, THE MAJORITY OF THE SUBJECT PROPERTY APPEARS TO BE LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN), AND A SMALL PORTION IN THE WESTERN PART OF THE SUBJECT TRACT FALLS WITHIN ZONE AE – BASE FLOOD ELEVATIONS DETERMINED (SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD), AS SHOWN.

#4. SUBJECT TRACT = 1,243,953 SQ. FT. OR 28.557 ACRES±.

#6b. NO SITE SPECIFIC ZONING REPORT, STATING BUILDING SETBACK LINES, WAS PROVIDED FOR REVIEW.

#9. MARKED PARKING SPACES: NO VISIBLE MARKED PARKING SPACES WERE OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

#11(a). ABOVE GROUND VISIBLE EVIDENCE OF UNDERGROUND UTILITIES ARE SHOWN ON THE SURVEY. NO UNDERGROUND UTILITY INVESTIGATIONS WERE PERFORMED. THE FOLLOWING PLANS AND/OR REPORTS WERE USED FOR REFERENCE:
1) RESPONSES FROM J.U.L.I.E. LOCATE REQUEST MEMBERS: COMMONWEALTH EDISON, WIDE OPEN WEST, AT&T DISTRIBUTION, COMCAST, NW SUB. MUNIC. J–ACTION WATER, WINDSTREAM KDL/MCLEOD USA, LEVEL 3 (CENTURYLINK), MCI/VERIZON, METROPOLITAN WATER RECLAMATION DISTRICT OF CHICAGO, NICOR GAS, VILLAGE OF SCHAUMBURG, SPRINT, AND USIC LOCATING SERVICES;
2) METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO UTILITY ATLAS, DATED APRIL 2016;
3) VILLAGE OF SCHAUMBURG UTILITY ATLAS, DATED AUGUST 2021.

#14. THE NORTHEAST CORNER OF THE SUBJECT PROPERTY IS APPROXIMATELY 45 FEET WEST OF THE INTERSECTION OF ALGONQUIN ROAD AND COLLEGE DRIVE.

#16. DURING THE PROCESS OF CONDUCTING THE FIELDWORK, THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS.

#17. THE SURVEYOR IS NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES. DURING THE PROCESS OF CONDUCTING THE FIELDWORK, THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

Survey No.:	F 0 7 6 a		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS Land Title Survey		
Date Prepared:	September 20, 2021		
Scale:	1" = 80'	Field Work:	MB/KW/SC/ES
		Prepared By:	LB/TGW

REVISED: 10–21–21 – REVISED SHAPE OF SURVEY
REVISED: 09–29–21 – PER CLIENT COMMENTS

THIS ALTA/NSPS LAND TITLE SURVEY IS BASED ON THE CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE HAVING COMMITMENT NUMBER CCHI2105064LD WITH A COMMITMENT DATE OF SEPTEMBER 9, 2021 AND PRINTED SEPTEMBER 9, 2021. THE METES AND BOUNDS LEGAL DESCRIPTION SHOWN ON THE SURVEY IS A PART OF AND LIES COMPLETELY WITHIN THE LANDS DESCRIBED IN SCHEDULE A OF THE COMMITMENT. THE SUBJECT TRACT IS COMPOSED OF ALL OF P.I.N. 02–33–401–024, ALL OF P.I.N. 02–33–401–025, ALL OF P.I.N. 02–33–401–026, PART OF P.I.N. 02–33–401–027 AND PART OF P.I.N. 02–33–400–004.

EXCEPTION 19: SEE 100 YEAR EASEMENT GRANT RECORDED DECEMBER 2, 1981, AS DOCUMENT NO. 26075403 FOR A FLOOD CONTROL EASEMENT AFFECTING THE EASTERN PORTION OF THE SUBJECT TRACT AND ADDITIONAL LANDS, AS SHOWN. SEE DOCUMENT FOR PARTICULARS.

EXCEPTION 20: SEE RIGHT OF WAY EASEMENT RECORDED OCTOBER 15, 1984, AS DOCUMENT NO. 27293559 FOR A COMMUNICATIONS EASEMENT LYING WITHIN THE SOUTHERN PORTION OF THE RIGHT OF WAY OF ALGONQUIN ROAD. BECAUSE NO PORTION OF THE SUBJECT PROPERTY LIES WITHIN THE RIGHT OF WAY FOR ALGONQUIN ROAD, THE EASEMENT WOULD NOT APPEAR TO BURDEN THE SUBJECT TRACT. NO SPECIFIC EASEMENT WIDTH STRIP IS DESCRIBED, NOT PLOTTABLE.

EXCEPTION 21: SEE ORDINANCE NO. O–73–20 RECORDED NOVEMBER 10, 2020, AS DOCUMENT NO. 2031516044 FOR TERMS AND PROVISIONS REGARDING ANNEXATION OF TERRITORY TO THE VILLAGE OF PALATINE. THE ANNEXED PROPERTY IS ALL OF THE SUBJECT TRACT AND ADDITIONAL LANDS. NOT PLOTTABLE. BLANKET IN NATURE. SEE DOCUMENT FOR PARTICULARS.
SEE AFFIDAVIT OF SERVICE NOVEMBER 10, 2020, AS DOCUMENT NO. 2031516045 FOR TERMS AND PROVISIONS REGARDING THE SUBJECT TRACT AND ADDITIONAL LANDS. THE LEGAL DESCRIPTION CONTAINED THEREIN IS THE SAME AS THE ONE IN THE ORDINANCE ABOVE. NOT PLOTTABLE. BLANKET IN NATURE.

EXCEPTION 22: RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.

EXCEPTION 23: RIGHTS OF ADJOINING AND CONTIGUOUS OWNERS TO HAVE MAINTAINED THE UNINTERRUPTED FLOW OF THE WATERS OF ANY STREAM WHICH MAY FLOW ON OR THROUGH THE LAND.

EXCEPTION 24: RIGHTS OF WAY FOR DRAINAGE TILES, DITCHES, FEEDERS, LATERALS AND UNDERGROUND PIPES, IF ANY.

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO: LPC Acquisition Company, LLC, a Delaware limited liability company; AND
Logistics Property Company, LLC, its successors and assigns; AND
Chicago Title Insurance Company:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(b), 8, 9, 11(a), 13, 14, 16 AND 17 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON SEPTEMBER 10, 2021.

DATED THIS 21st DAY OF OCTOBER IN THE YEAR 2021.

T. TIMOTHY G WOLFE 35–003535 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS DOWNERS GROVE

_____

TIMOTHY G. WOLFE
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35–003535
jacobandhefner.com
twolfe@jacobandhefner.com
My License Expires November 30, 2022

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/23

H:\F\F076\F076a\S\Dwg\ALTA\F076aALTA.dwg

Attachment: LPC - ALTA survey (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS 200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
http://www.palatine.il.us

PLAN COMMISSION

MINUTES ● NOVEMBER 16, 2021

Village Hall - Council Chambers **Regular Meeting** **7:00 PM**

I. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Dennis Dwyer	Chairman	Present	
Patrick Noonan	Plan Commissioner	Present	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Present	
Stephen Fedota	Plan Commissioner	Present	

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Nov 2, 2021 7:00 PM **- Tabled**

RESULT:	**TABLED [UNANIMOUS]**
AYES:	Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

III. PUBLIC HEARING

1. Logistics Property Company - Preliminary Planned Development - Preliminary Plat of Subdivision - 607 E. Algonquin Road; 613 E. Algonquin Road; 623 E. Algonquin Road; and 1825 S. Roselle Road **- Recommended to Approve**

   Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on November 1st, 2021 and mailed to the owners of the surrounding properties.

   The following petitioner's exhibits were introduced:

1. Project narrative
2. Engineer Plans - Jacob Hefner and Associates - last revised on 10/28/21
3. Traffic Impact Study and 10/25/21 update - Gewalt Hamilton and Associates
4. Storm water management report
5. Site Data Site Plan - 11/01/21
6. Preliminary Plat of Subdivision - Jacob & Hefner Associates - revised on 10/29/21
7. ALTA Survey - Jacob & Hefner Associates - revised on 10/29/21
8. Landscaping Plans - Gary Weber and Associates - dated 10/28/21
9. Architectural plans, rendering, and elevations - Architects Plus - dated 9/22/21
10. Preliminary Planned Development and Subdivision applications and Real Estate Disclosure
11. Objections (Roddell, Kirsten, Lee, O'Reilly, Bentz, Roddell, Horn, Bogozinski, Kraska, McCardle, Lig, Megabuna, Shah, Kirsten, Dan, and Myers)
12. Legal notice
13. Revised site plan dated 11/15/21
14. Objection - Yesenia Baltierres
15. Objection - Karen McHale - 1st Ward Alderman - Rolling Meadows
16. Objection - Phil Strider Robinson
17. Objection - Residents of Town Homes of College Hill

Sworn in Petitioner:

Mark Schuster - Attorney - Bazos, Freeman, Schuster & Pope, LLC Law Firm, representing Logistics Property Co., LLC

Mr. Schuster provides introductions to the team that is present tonight which include:

Wil Freve - Logistics Property Co., LLC - Senior Vice President - Midwest Region

Ryan Blocker - Site Engineer

Daniel Brinkman - Traffic Engineer

John White - Architect

Mr. Schuster explained that they will be presenting a Preliminary Plat of

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Subdivision for Lot F and a Preliminary Development Plan for the building, layout, parking and drainage. Mr. Freve is introduced and will provide the presentation.

Mr. Freve provided the background on Logistics Property Co. (will be referred to as "LPC") and explains that their headquarters are located in in Chicago. LPC has had 13 industrial projects in the Chicago market and hopes that this location will be their next project. The plan for the site is to build a 368,000 square foot, Class A Warehouse/Light Industry facility. He states that a tenant has not been secured and this is considered a "speculative" project. The design will have the flexibility and ability to accommodate a single tenant or up to four tenants. He explains that LPC constructs what is considered as "Best in Class" projects. The building design intent is to have 36' interior clear height, extra wide column spacing, best in class truck court depths, pavement sections that would provide exclusive concrete pavement versus asphalt, which would stand the test of time, along with ample car and trailer parking and a top of the line roofing system. He also states that the property is adjacent to a MWRD Flood Control Facility and realizes that the proximity to a flood plain may have drainage issues. Their plan would provide oversized storm water detection and would be at least 20% more than code requirements. He states they would target top of the line tenants and hopes that the project would be received favorably by the marketplace.
Mr. Freve presents site plan drawings and explains that there will be car parking on one side and dock parking on the other side of the structure. This would be a benefit as it would allow for the ability to separate car and truck traffic. He explains that the dock parking is planned to face the existing industrial park to the east. He talks about access points to the facility and explains that there is a 360 degree access around the facility which is a benefit for emergency vehicles, loading dock access, and for multi-tenant usage. He explains that there is also a right-in, right-out access point on the eastern side of the property.

Mr. Freve introduces Mr. Daniel Brinkman to discuss the traffic studies.

Daniel Brinkman, Assistant Director of Transportation for Gewalt Hamilton Associates, Inc.

Mr. Brinkman presented the Traffic Impact Study and provides information on how the studies are prepared and the parameters that were used for the conclusions. The study started with traffic counts from September of this year and also presented the traffic impact charts. He explains that a State requirement is to review the build-out and expected traffic outlook 5 years from the building's anticipated completion date. He states that the Algonquin Rd study projects to have a growth rate of approximately ¾ % per year between now and 2050. Mr. Brinkman states that in 2019 the vehicle count per day between Roselle & Quentin Rd was 31,000 vehicles and it is anticipated that it will increase to 33,000 by 2028. He provides further information on the project impact, relevant to the anticipated traffic changes. He states that the amount of traffic generated during peak hours from a project like this does not move the needle much or have a significant impact.

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Mr. Noonan asks if the traffic study was based on traffic on Algonquin Road between Quentin and Roselle Roads.
Mr. Brinkman confirms that this is correct and also indicates that it is based upon IDOT published information.

Mr. Freve returns to the podium to discuss staff's conditions. He requests that LPC be allowed to revise Condition #7, which states that the landscape plan shall include a minimum 8-foot tall evergreens. He requested a revision to allow the 8' trees along Algonquin Road and 6' trees within the site that is not in public view. He also requests revisions to Condition #8 and would like to submit a revised plan. He explains the revisions and the changes to the screening walls. He explains that the screen walls along with the landscaping would be an additional sound barrier to the proposed project. He states that all other conditions were reviewed and have no additional requests. He is requesting Staff Recommendation for the Preliminary Plat of Subdivision and Preliminary Planned Development.

Mr. Kolososki questions the building design and asks if it could be flipped to allow the docks to face west.
Mr. Freve states that it was considered, but was ultimately ruled out because of conditions stipulated, during the sale of the property. The property purchase was approved by the Archdiocese, the owner of the purchased property and the property adjacent, St. Michaels Cemetery. It was their request to have docks on the eastern side as a courtesy to families that are attending services or visiting loved ones. Therefore, docks facing to the west is not an option.

Mr. Bettenhausen requests clarification of the site traffic study and specifically the access points for truck and car traffic.
Mr. Brinkman states that the intent is to have an eastbound right turn lane and westbound left turn lane which would be provided at the full access. Existing traffic at the full access will have separate left and right turn lanes, under stop sign control.
Mr. Bettenhausen asks if other routes to enter and exit property were considered.
Mr. Freve states that other options are not viable due to the stipulations of the contract.

Mr. Bettenhausen inquires if the hours of operation will be 24/7
Mr. Freve states they would adhere to whatever the Village Code allows.
Mr. Vyverberg clarifies that the Village Code does not have specific hours of operations for the manufacturing facility. He cites the code and conditions. There are not specific hours of limitations for truck driving in the manufacturing district. He also states that once tenants are identified, the village would require a business plan submission and review for compliance.

Staff Statement:

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Mr. Vyverberg states that the petitioner has summarized the plans and confirms the property was annexed into the village in September, 2020. He explains about the surrounding properties and explains the surrounding zoning maps and existing properties. He provides information on the proposed building and states the site area is 28.55 acres, 367,696 square feet with 34 proposed truck docks and 22 future docks. There would be 363 parking spots for cars and provides the building height and set back information.

Commissioner Dwyer inquires if the comprehensive plan consistent with the zoning.
Mr. Vyverberg states that he is not sure what the current comprehensive plan is for the residential to the north of the property. The manufacturing uses east of the subject property is in Schaumburg. He does not know what the Schaumburg comprehensive plan shows for that area.
Commissioner Dwyer talks about zoning and how it determines how a property will be developed. He states that properties annexed into the village are generally zoned R-1 by default.
Mr. Vyverberg confirms that information is correct and is zoned R1 as a holding pattern. The Comprehensive Plan is amended later to show the preferred use for the annexed area.

Mr. Vyverberg continues and provides further information on the overall site plan. He explains the parking, sewer, utility, grading, and engineering plans. He talks about the landscaping plans and traffic plans. He reviews the rendering and site elevations, along with a tentative floor plan. The right-of-way setback from the residential properties is reviewed compared to the Weber. The proposed setback with the right-of-way is 210 feet.

Mr. Fedota questions how noise complaints would be handled since the property is straddled between two municipalities.
Mr. Vyverberg responds that complaints would be referred to the 911 emergency system and then routed to the Village of Palatine. Not aware of any cross agreements between villages.
Mr. Fedota and Commissioner Dwyer state there may be confusion as to who would handle the complaints.

Commissioner Dwyer opens the audience for statements and provides a summary of the concerns from emails that have been submitted. He states that the main concerns notes were noise, view from the residences adjacent to property, property values, traffic, changes to zoning, and location of exits.

Residents providing comments:

Ms. Sylvia Folette
2653 College Hill Circle
Ms. Folette states her concerns regarding emission and air quality.

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Mr. David Niederhorn
522 E Algonquin Road
Mr. Niederhorn states his concerns regarding traffic and the planned developments impact on the residential area

Ms. Iga Pycinska
522 E Algonquin Rd.
States concerns regarding sound, pollution issues, family environment, landscaping and view.

Mr. Allen Miller
2591 College Hill Circle
States concerns about exit area and light spill.

Ms. Jan Albert
2620 College Hill Circle
States her reservations on the validity of the studies. States plans are speculative since tenants have not been identified. Concerns about the studies that are only looking 5 years out and seems short-sighted.

Mr. Bill Horn
895 Harrison
States he believes this type of business should be located off arterial highways and requests the commission listen to the voice of the people

Ms. Joyce McCardle
522 E Algonquin
States the annexation should not be allowed and also spoke to the traffic issues she believes will incur due to this project

Ms. Colleen O'Reilly
522 E Algonquin Rd.
States her traffic concerns and engine breaking noises.

Ms. Michelle Curran
2641 College Hill Drive
States her concerns regarding hours of operation and traffic

Mr. Nico (Unknown)
3605 College Hill Circle
States his concern regarding noise and requested that the access drives take into account the grading, so as not to have the headlights at the same grade as the residential parking lot across the street.

Ms. Marianne Roddell
522 E Algonquin Rd

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States her concerns about the proposed project and the land usage

Mr. Dwyer indicated that many of these have been addressed during the meeting and requested that the petitioner, Mr. Freve, clarify the noise resolutions.

Mr. Freve states that Algonquin Rd is a 5-lane IDOT classified arterial road with a 45 mph speed limit with 31,000 vehicles per day. The chief generator of noise is the traffic that is generated from the project. States the project would increase traffic by 2%, which is not significant. The site plan indicates that the dock plan shows that first dock position is more than 350' feet away from the closest residential building; equivalent to a football field away. The traffic would not be a significant increase. He confirms that the project is warehouse, dry storage and is not a processing or manufacturing plant and the noise generated would be insubstantial.

Commissioner Dwyer requests Mr. Vyverberg address the concerns about the view.
Mr. Vyverberg states that he has viewed the property and explains that the property is not dissimilar to the current adjacent properties in Schaumburg, which are zoned for Planned Manufacturing uses.
Commissioner Dwyer states that the requirements for landscaping and the berm on the west side would provide an impactful solution to the view and noise concerns.
He also talks about property values and states that it is difficult to estimate the property values. He states that this is the job of a licensed appraiser. He addresses the traffic concerns and states that impact on traffic is not a legitimate reason for denying a petition. He also talks about the zoning & comprehensive changes and asks Mr. Vyverberg to clarify.
Mr. Vyverberg states that the property was unincorporated Cook County prior to September 2020. The Archdiocese contacted the village about annexation and access to infrastructure. Per Code, all property is annexed into the Village under an R-1 designation.

The Petitioner, of their own accord, reached a contract agreement to purchase the property from the Archdiocese and approached the Village.
Commissioner Dwyer addresses the concern of the right in and right out access being right across from the condominium building. He states the screen walls would help to mitigate the concern and talks about the possibility of relocation. He request Mr. Freve to clarify or provide any recommendations.
Mr. Freve states that they would work with staff to possibly move the access points to the east but it would need to be evaluated by the traffic study and refers to the traffic engineer, Mr. Brinkman.
Mr. Brinkman provides information about access points and states moving access points have ridged restrictions.

STAFF RECOMMENDATION:

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The Subject Property is a vacant and undeveloped portion of the cemetery property. It was previously located in unincorporated Cook County and annexed into the Village of Palatine in September 2020. The owner of the property entered into a contract to sell 28.55-acre property to the Petitioner. Although the Subject Property is vacant and unimproved, it is immediately adjacent (east) to property in Schaumburg, which is zoned for Planned Manufacturing uses. Those uses include several food development and distribution facilities, with associated truck and trailer parking. There is also a self-storage facility and other associated similar uses on the south side of Algonquin Road in Schaumburg. As noted, IL-Route 62 is designated as a Strategic Regional Arterial (SRA) and is also designated as a Class II Truck Route (State designated with at least 11-foot lanes). The Traffic Impact Study was reviewed and its conclusions accepted by the Village Engineer. The anticipated traffic generated from the site will not have any affect upon the Peak Hour operations of the road network in the area. The site plan complies with the bulk standard requirements in the manufacturing district and the engineering plans and Traffic Impact Study have been conditionally accepted by the Village.

As a condition of review, Staff is recommending additional/enhanced landscaping and the inclusion of additional screening along the north/east side of the property.

Therefore, Staff recommends approval of the Preliminary Planned Development, subject to the following conditions:

1. **The Final Engineering Plans shall be revised in a manner acceptable to the Village Engineer, including the following:**

a. **All watermain, regardless of pipe material shall have a #10 tracing wire taped or tied to the top of the pipe and a whip end brought to the surface at all valve vaults and fire hydrants.**
b. **MWRD/WMO permit - as discharge is shown into an MWRD easement, this shall be clearly identified in the WMO permit and indicated on the plans.**

2. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**

3. **Uses shall be governed by the Manufacturing district use lists in the Village of Palatine Zoning Ordinance (note - this includes all of the required performance standards). Sign plans shall follow the Manufacturing district sign regulations.**

4. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**

5. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be**

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submitted in a manner acceptable to the Director of Planning and Zoning.

6. A Public Improvement Letter of Credit shall be submitted to insure the completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.

7. The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include additional landscaping to screen the truck activities. All evergreen trees shall be installed at a minimum height of 8 feet on the northern side of the property, adjacent to the residential properties across Algonquin Road.

8. The final landscaping/screening plan along the northern and eastern property lines (proximate to the truck docks) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks traffic and headlight sweeps. As part of these revisions, the front yard landscaped area north of the building, should provide an additional berm, to further provide additional landscaping and screening. The use of an additional screening could also be a component of the revisions on the northeast and eastern sides of the property.

9. The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer. The use of pole mounted fixtures should also be evaluated on the north side of the property to ensure the appropriate cut-off from any additional light spillage.

10. The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.

11. MWRD/WMO, IEPA water permit, and NPDES (National Pollutant Discharge Elimination System) shall be submitted in a manner acceptable to the Village Engineer.

12. The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.

13. The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and change the property owner for the repair costs.

14. Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.

15. The monotony code shall apply to all building elevations:
Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

16. The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a)

Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned Development application process. The final locations could also require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

17. All rooftop equipment shall be screened in compliance with Code:
(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and acoustically screened on all sides. Design and detail of such screening on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.

18. All of the loading docks shall utilize a dock seal mounting to the exterior of the building, in a manner acceptable to the Community Development Director. The dock seals would then allow for the trailers to connect and provide interior loading and unloading activities and thereby reduce exterior noises.

19. As part of the Final Planned Development and pursuant to the revised project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards.

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Mr. Friedman inquires if the condition regarding lighting on the north side of the building and the use of light poles.

Mr. Vyverberg states that is correct and the condition was to ensure that in addition to light shields it was to ensure there would be no other light spillage to the residential properties.
Mr. Friedman asks if sidewalks are being considered.
Mr. Vyverberg states that the sidewalk was required and were part of the revised submitted plans.
Mr. Bettenhausen inquires if an IDOT permit will be required.
Mr. Vyverberg states the petitioner is aware it is required and application has been submitted.

Mr. Noonan made a motion to close the public hearing.

DISCUSSION:
Mr. Kolososki states his concerns regarding the size of the building.
Chairman Dwyer notes that traffic increase is inevitable.
Mr. Fedota talks about noise concerns and also states that a residential application would probably not be a solution for this parcel.
Mr. Friedman states that based on the zoning that is already in place he feels that continuing the existing use type for this parcel makes sense to him.

Mr. Fedota makes a motion to approve Case #21-83 with 21 conditions
Motion 2nd by Mr. Noonan
Vote taken
Mr. Friedman - Yes
Mr. Fedota - Yes
Mr. Noonan - Yes
Mr. Bettenhausen - No
Mr. Kolososki - No
Ms. Williams - Yes
Chairman Dwyer - Yes
Motion is approved by a vote of 5-2

Mr. Noonan makes a separate motion to suggest that the Petitioner consider removing (1) structural grid, approximately 54 feet, from the north side of the building.

Motion 2nd by Mr. Friedman

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Vote taken:
Mr. Friedman - Yes
Mr. Fedota - Yes
Mr. Noonan - Yes
Mr. Bettenhausen - Yes
Mr. Kolososki - Yes
Ms. Williams - Yes
Chairman Dwyer - Yes
Motion is approved by a vote of 7-0

Communication:
Mr. Vyverberg states Village Council approved the Final Plan Development for Architects Corner.
Confirmation will be provided regarding the meeting scheduled for 12/7/21 and states the meeting for 12/21 has been cancelled.
Introduces Alex Bradshaw - a welcome addition to the Planning & Zoning Department for the Village of Palatine.
Mr. Friedman made a motion to adjourn; seconded by Mr. Noonan. Unanimously passed.

RESULT:	**RECOMMENDED TO APPROVE [UNANIMOUS]**
AYES:	Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

IV. COMMUNICATIONS

V. ADJOURNMENT

Attachment: 11-16-21 Plan Commission minutes (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

PUBLIC NOTICE

A Public Hearing will be held before the Village of Palatine Plan Commission on Tuesday, November 16, 2021 at 7 PM, in the Village Council Chambers in the Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:

1. Preliminary Plat of Subdivision to permit a single subdivided lot as part of a Preliminary Planned Development; and,

2. Preliminary Planned Development to permit warehouse/distribution, light assembly, manufacturing, and/or corporate headquarters uses in one building.

The Subject Property is currently a vacant zoning lot and is generally located south and west of the intersection of Algonquin Road (IL Route 62) and Quentin Road. The Subject Property will be zoned Planned Development and subdivided to create a single lot of record, from several existing parcels and portions of existing parcels, commonly known as 607, 613, and 623 E. Algonquin Road, and 1825 S. Roselle Road (representing the eastern approximately 365 feet, without frontage along Roselle). PIN #s: (02-33-401-024, 02-33-401-025, 02-33-401-026, 02-33-401-027, 02-33-400-004)

The Petitioner is requesting approval to subdivide the Subject Property to create a single lot of record and approval of a Preliminary Planned Development to allow a new warehouse/distribution/light assembly/manufacturing building (approximately 368,000 square feet, with associated vehicle and trailer parking), and associated office uses, in conjunction with the Preliminary Planned Development review.

The above petition has been filed by Logistics Property Company (Aaron Martell – Logistics Property Company - https://logisticspropco.com/) and is available for examination in the office of the Village Clerk, 200 E. Wood Street.

FILE #: 21-83 VILLAGE OF PALATINE

Dennis Dwyer, Chair, Palatine Plan Commission

DATED: This 1st day of November 2021

Published in Daily Herald November 1, 2021 (4572693)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/01/2021 in said DAILY HERALD.

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

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BY _____
Authorized Agent

Control # 4572693

Attachment: Public Notice (PPD - 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road)

Consider a Motion to Extend the Village's Existing Parkway Tree Trimming Program Contract for 2022

BACKGROUND:
In 2020, the Municipal Partnering Initiative (MPI) solicited bids for parkway tree trimming, tree removals, and stump removals for 2020 - 2022. MPI is a group of local municipalities that have coordinated similar projects to benefit from bulk purchasing, the sharing of best practices, and the sharing of workloads. The MPI bid allowed municipalities to award contracts in part or in whole. Advanced Tree Care, Incorporated of Lincolnshire, Illinois submitted the most favorable pricing for the tree trimming category. Staff recently reached out to them to gauge interest in continuing this arrangement for 2022. Advanced Tree Care offered to extend the current contract and pricing through December 31, 2022.

The areas targeted for trimming in 2022 are roughly from: Quentin Road east to Hicks Road, from the Union Pacific Railroad to the southern Village limits; and Roselle Road east to Quentin Road, from Kenilworth Avenue south to Peregrine Drive.

KEY ISSUES:
- Staff proposes trimming trees 8 inches in diameter or smaller with in-house Forestry crews. Crews have the ability and capacity to trim smaller trees, which will free up funds and allow for a greater number of large diameter trees to be trimmed contractually.
- An estimated 4,460 trees will be trimmed contractually during 2022.
- Based on the estimated quantities of trees by size, the cost will be approximately $219,400 for the 2022 area.
- Work performed by Advanced Tree Care during the 2021 season has been satisfactory.

ALTERNATIVES:
1. Extend the contract with Advanced Tree Care through 2022 for the Parkway Tree Trimming Program.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the contract with Advanced Tree Care be extended through 2022 for the Parkway Tree Trimming Program.

BUDGET IMPACT:
Tree trimming funds suspended during Covid ($65k) and 2021 wood-waste grinding savings ($24k) are to be coupled with 2022 tree trimming operating budget($131k) to support the contractual tree trimming in the planned work area. In the recent past, funding had been only available to conduct trimming on a once every 8 year basis. Appropriating these funds allows the Village to get back down to our targeted 6-year trimming cycle.

ACTION REQUIRED:
Motion to extend the contract with Advanced Tree Care, Incorporated of Lincolnshire,

Illinois through 2022 for the Parkway Tree Trimming Program.

ATTACHMENTS:

- Advanced Tree Care Proposal
- Cost Estimate
- 2022 Tree Trimming Area Map

ADVANCED TREECARE ADVANCED LAWNCARE

PROPOSAL

600 Industrial Dr.
Lincolnshire, IL 60069
Phone # (847) 587-8500
Fax # (847) 973-9484

Date: October 25, 2021
Estimate # 33107
office@advanced-treecare.com
www.advanced-treecare.com

Name / Address	Job Location / Email
Village of Palatine 148 W Illinois Ave Palatine, IL 60067 Customer number : 954697	Village of Palatine 148 W Illinois Ave Palatine, IL 60067 Work: 847-705-5200 Email: jmalik@palatine.il.us

#	Item	Description	Cost
1		**Municipal Partnering Initiative (MPI)** Contract Extension 2022 season: For your consideration: Advanced Tree Care would like to extend the current tree MPI trimming contract to the village of Palatine for the 2022 season. All aspects of the current contract will be extended to the Village of Palatine pertaining to Class 2 parkway tree trimming & Emergency hourly rates pertaining to the Village of Glenview in their bid #RFB 219034 for our 2021 Parkway Tree Trimming Program. Article 9 "Joint Purchasing/Purchasing Extension" of their Terms and Conditions extends the services to other municipalities through the Governmental Joint Purchase Act. Officers of Advanced Tree Excluded from conducting on site physical tree trimming work outside of Supervising project.	
		TOTAL	**$0.00**

Attachment: Advanced Tree Care Proposal (2022 Parkway Tree Trimming Contract Extension)

PROPOSAL

600 Industrial Dr.
Lincolnshire, IL 60069
Phone # (847) 587-8500
Fax # (847) 973-9484

Date: October 25, 2021
Estimate # 33107
office@advanced-treecare.com
www.advanced-treecare.com

ACCEPTENCE OF PROPOSAL- The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment within 10 days of satisfactory completion.

Arborist Signature X Mike Bramucci _____ **Customer Signature X** _____ **Date of Acceptence** _____

Trimming: Pruning of trees & shrubs will be in accordance with the ANSI A300 Standards of pruning as listed by the International Society of Arboriculture.

Wound Dressing: Current research shows that there is no beneficial effect from tree paint, and in some cases it is actually detrimental.

Tree Removal: Trees will be cut as low as possible. Additional charges may be necessary for unseen concrete or metal in the tree, in which case the owner will be notified.

Stump Removal: Grinding of stump to below ground level. Stump hole will be back filled with stump chips and excess chips left on site, unless otherwise stated. These chips are an excellent landscape mulch. Removal of stump chips are generally the same cost as grinding the stump.

Debris Removal: All logs and brush from pruning or removal operations will be hauled from site and area will be completely raked. Stump grindings are excluded.

Permits: When necessary, will be responsibilty of customer unless otherwise agreed too.

Terms: Items billed as completed. Check,Credit within 10 days of completion unless otherwise agreed in writing. 2.5% daily service charge on unpaid overdue accounts.

Cancelation: A written request to cancel must be recieved. Cancellation of work not received before crew arrival will be subject to our current minimun charge of $200.

Insurance: Our workers are fully covered by workman's compensation. Advanced Tree Care also carries personal injury and property damage liability. A certificate of insurance will be sent upon request.

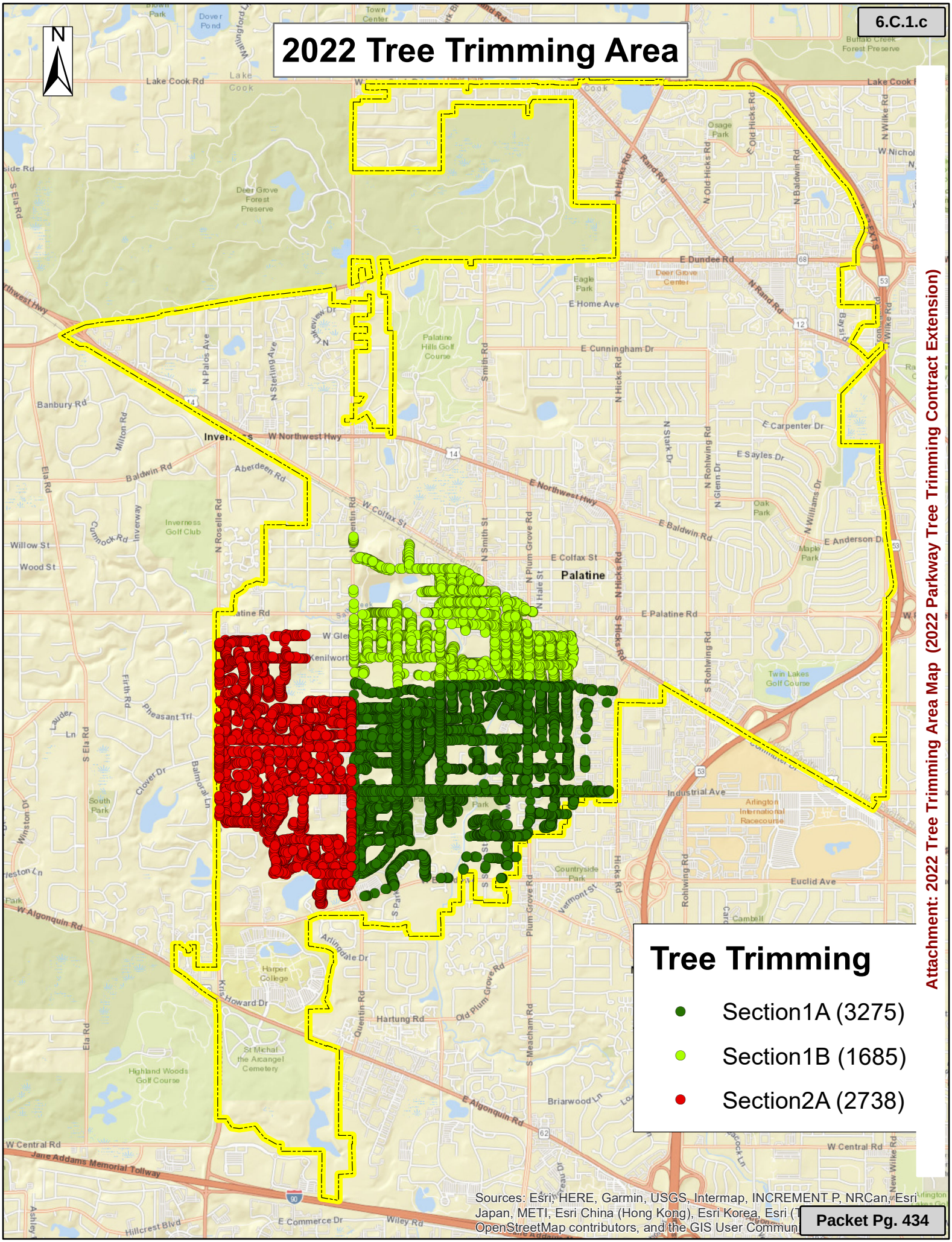
Attachment: Advanced Tree Care Proposal (2022 Parkway Tree Trimming Contract Extension)

Village of Palatine
2022 Parkway Tree Trimming Program Cost Estimate

Tree Diameter (DBH) Classes	Estimated # of Trees	Estimated Total Diameter (in inches)	Unit Price per inch	Extended Annual Total
9-15"	1959	23488	$ 2.50	$ 58,720.00
15"+	2499	55423	$ 2.90	$ 160,726.70
Total Trees	4458		Total Cost	$ 219,446.70

Attachment: Cost Estimate (2022 Parkway Tree Trimming Contract Extension)

2022 Tree Trimming Area



Attachment: 2022 Tree Trimming Area Map (2022 Parkway Tree Trimming Contract Extension)

Document Path: G:\PW\2022 Tree Trimming\2022TreeTrimming.mxd

Consider a Motion Authorizing the Village Manager to Execute Contracts for 2022 Forward Fuel Purchases

BACKGROUND:
The Village Manager was authorized to enter into contracts with Conserv FS for annual forward fuel purchases from 2013 through 2017. The Village opted out of pursuing forward fuel purchasing contracts for 2018, but entered into contracts in 2019 and 2020. Current industry practice is to forward purchase no more than 75% of consumption to protect against an abnormal decline in fuel prices during the next year. Staff recommends monitoring pricing in the coming months and contracting in 2022 if pricing is favorable to protect against adverse market conditions.

KEY ISSUES:
As in past years, Staff's first action was to determine the Village's consumption of gasoline and diesel fuel during our current contract period. The blocks are: March - May, June - August, and September - November.

This leaves December through February as "non-contract" months where fuel will be purchased on the spot market. These three months inherently represent 25% of the fuel purchases out of a 12-month year. Thus, the contract months historically represent 75% of the fuel purchases.

In an effort to make ordering and invoice reconciliation easier, and avoiding premiums for purchasing less than full tanker loads, the purchases will be rounded up or down into full tanker truck loads. The fuel contract prices are based on full tanker truck loads of 7,000 gallons. Staff recommends that the quantities in the following chart be contracted in an amount not to exceed:

2022 Recommended Contract Amounts		
3-Month Block	**Gasoline**	**Diesel Fuel**
March - May	21,000	7,000
June - August	21,000	7,000
September - November	21,000	7,000
Totals	**63,000**	**21,000**

The recommended contract gallon amounts constitute 76% of anticipated gasoline usage and 62% of anticipated diesel fuel usage during the contract period. Using the recommended contract gallon amounts(lower than years past as the Village's use has trended downward), and the forward purchase contract prices available on December 6, 2021, the grand total of the gasoline and diesel contracts would be $249,988 from a 2022 fuel budget of $445,000. This would represent approximately 56% of the budgeted funds over the nine-month block from March 1, 2022 through November 30, 2022.

This calculation was made with contract pricing available on December 6, 2021. As a traded commodity, the pricing varies each day and is expected to move lower into the lowest usage month of January. It should be noted the 2022 budget was developed using diesel prices near $2.94 per gallon and gasoline at $2.60 per gallon.

For the months of December through February, there are no contracts because those

months are typically the lowest for fuel prices. Therefore, fuel would be purchased on the spot market at daily market prices.

In the last five years, one year has found this program to save 1% when compared against what only purchasing on the spot market would have resulted. The other four years resulted in 4.1%, 2.7%, 1.1% and 22% cost increases when compared against what the spot market would have yielded. Purchasing additional forward contracts would provide more predictability in the Village fuel budget for 2022 and control risk in a potential volatile commodity.

Staff has been watching the market over the last few months, spoken with petroleum industry representatives, consulted the Energy Information Administration website, and all indications are that fuel prices will decline slightly from 2021 pricing through most of 2022. Pricing on forward contracts typically are most favorable mid-December through mid-January.

ALTERNATIVES:

1. Authorize the Village Manager to enter into a Forward Fuel Purchasing Contract with Conserv FS.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the Village Manager be authorized to enter into a Forward Fuel Purchasing Contract with Conserv FS to purchase fuel in an amount not to exceed 63,000 gallons of gasoline and 21,000 gallons of diesel fuel for March - November of 2022.

ACTION REQUIRED:
Motion to authorize the Village Manager to enter into a Forward Fuel Purchasing Contract with Conserv FS to purchase fuel in an amount not to exceed 63,000 gallons of gasoline and 21,000 gallons of diesel fuel for March - November of 2022.

Consider a Motion Authorizing the Village Manager to Negotiate, Authorize, and Execute General Liability Policies for 2022

BACKGROUND: Annually, the Village must renew general liability insurance policies. Current policy coverage ends on December 31, 2021. Marsh, the Village's risk broker, manages a competitive renewal process by marketing the Village to a variety of carriers. They have been marketing the Village's program since October 2021, and are close to completion. Due to a variety of poor market conditions, including rampant cyber crime, the program is still under negotiation. Once terms are finalized, the Village must enter into agreements for coverage. This will happen after the last meeting of the year.

KEY ISSUES:
The program for CY2022 is in the final stages, with the exception of one line of coverage, cyber liability. The 2022 program will stay within the proposed budget. Marsh has been warning the Village throughout 2021 of poor market conditions and prepared for a renewal increase of 21% to 26%. As such, at the time the 2022 Budget was prepared and considered by the Council, we had to use the best available information to establish the insurance budget. Fortunately, through the work of Marsh, our insurance consultant Mike Nugent and Village staff, the final renewal rates will be approximately $100,000 less than budgeted.

ALTERNATIVES:

1. Approve the Motion.
2. Do not approve the Motion and send back to Staff for further consideration.

RECOMMENDATION:
Staff recommends approval of the motion authorizing the Village Manager to negotiate, authorize, and execute the Village's general liability policies for 2022.

ACTION REQUIRED:
A motion authorizing the Village Manager to negotiate, authorize, and execute general liability policies for 2022.

ATTACHMENTS:

- Liability Insurance Renewal Costs

VILLAGE OF PALATINE
2022 Renewal
Renewal Costs
12/07/21

			Nugent	Marsh	Final		
Coverage / Service	***2020***	***2021***	***2022 Estimate***	***2022 Estimate***	***2022 (Cyber Est)***	***% Change***	***Provider***
Property	$ 86,363	$ 99,575	$ 120,000	$ 120,000	$ 105,942	6%	Chubb
Primary Liability	$ 197,696	$ 228,304	$ 270,000	$ 260,000	$ 253,359	11%	Safety National
Excess Liability	$ 45,368	$ 65,690	$ 130,000	$ 120,000	$ 86,501	32%	Allied World
Excess WC	$ 158,244	$ 174,055	$ 200,000	$ 185,000	$ 179,684	3%	Safety National
Crime	$ 7,501	$ 7,501	$ 8,500	$ 11,300	$ 7,501	0%	Euclid / Hudson
Broker Fee	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	0%	Marsh USA
Claims Administration	$ 34,542	$ 35,263	$ 34,542	$ 34,542	$ 37,026	5%	CCMSI
Volunteer Accident	$ 1,045	$ 1,045	$ 1,045	$ 1,045	$ 841	-20%	AIG
Underground St Tank	$ 6,980	$ 7,418	$ 8,500	$ 7,800	$ 8,611	16%	Chubb
Consulting	$ 17,640	$ 18,081	$ 18,990	$ 18,990	$ 18,990	5%	Nugent Consulting
Bonds	$ 625	$ 625	$ 625	$ 625	$ 625	0%	Various
Police / Fire Fiduciary	$ 8,578	$ 9,314	$ 10,000	$ 10,600	$ 9,314	0%	Euclid / Hudson
Cyber	$ 14,000	$ 21,001	$ 45,000	$ 45,000	$ 45,000	114%	
Self Insurance Operational	$ 603,582	$ 692,872	$ 872,202	$ 839,902	$ 778,394		
			26%	21%	12%		

Coverage Terms	***2020***	***2021***	***2022 Estimate***	***2022 Estimate***	***Final 2022***
Property Deductible	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Liability Self-insured Retention	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000
WC SIR All Other	$ 550,000	$ 550,000	$ 600,000	$ 600,000	$ 550,000
WC SIR Police & Fire	$ 550,000	$ 550,000	$ 600,000	$ 600,000	$ 550,000
WC Presumptive Cases	$ 550,000	$ 750,000	$ 750,000	$ 750,000	$ 750,000
Boiler Deductible	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000
Crime Deductible	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Cyber Deductible	$ 10,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Auto Limits	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000
General Liability Limits	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000
Public Officials Limits	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000	$ 11,000,000
Law Enforcement Limits	In GL	In GL	In GL	In GL	In GL
EPL Limits	In PO	In PO	In PO	In PO	In PO
Sexual Harassment Limits	In PO	In PO	In PO	In PO	In PO
Employee Benefits Limits	In PO	In PO	In PO	In PO	In PO
Boiler Limit	In Property	In Property	In Property	In Property	In Property
Crime Limit	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000
Over Road Phys Damage Cover SIR	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000
Over Road Phys Damage Valuation	RC Emergency	RC Emergency	RC Emergency	RC Emergency	RC Emergency
Police & Fire Pension Fiduciary	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Police & Fire Pension Fiduciary Ded	$0	$0	$0	$0	$10,000

Attachment: Liability Insurance Renewal Costs (General Liability Insurance Policies)

Consider an Ordinance Transferring Special Use #O-55-71 to Permit the Continued Operation of a Restaurant at 121 W. Palatine Road

BACKGROUND:
Heng Wing restaurant is operating under an existing Special Use. Ken Situ and Ying Cai Ruan are requesting to transfer the existing Special Use to permit the continued operation of the restaurant at 121 W. Palatine Road. Therefore, the Petitioner is requesting approval of the following:

> **Special Use Transfer of Ordinance #O-55-71 to Ken Situ and Ying Cai Ruan to permit the continued operation of a restaurant (Heng Wing).**

KEY ISSUES:

- The original Special Use was approved in 1971 and has remained under the same ownership and continuous operation.
- There are no proposed changes to the building operations or floor plan.
- Any future changes to the floor plan or business operations will require additional Village review.

ALTERNATIVES:

1. Recommend approval of the Special Use Transfer.
2. Do not recommend approval of the Special Use Transfer.

RECOMMENDATION:

Staff recommends approval of the Special Use Transfer at 121 W. Palatine Road.

ACTION REQUIRED:

A motion to approve the Special Use Transfer to Ken Situ and Ying Cai Ruan to permit the continued operation of a restaurant (Heng Wing) at 121 W. Palatine Road.

Consider a Motion Approving a Preliminary Planned Development and a Resolution Approving a Preliminary Plat of Subdivision to allow a Warehouse/Office/Distribution Building at 607, 613, and 623 E. Algonquin Road and 1825 S. Roselle Road

BACKGROUND:

Logistic Property Company (LPC), has a contract to purchase 28.55-acres of the St. Michael's cemetery property for a new warehouse/distribution building. LPC would develop the property speculatively, although the contemplated uses would include; distribution, warehousing, manufacturing, light assembly, and corporate headquarters. Therefore, the Petitioners are requesting:

Preliminary Planned Development and Preliminary Plat of Subdivision to allow for an approximately 365,000 warehouse/distribution use building, with associated vehicle and trailer parking

KEY ISSUES:

- The Petitioner proposes to redevelop the Subject Property into an approximately 365,000 square foot warehouse distribution use, with associated vehicle and trailer parking. The building would accommodate one to three tenants, ranging in size from 115,000 to 365,000 square feet.

- Subsequent to the Public Hearing, and in response to the resident comments made, the Petitioner further evaluated the proposed site plan with the following changes:

    - Relocated the eastern exit (right-out/right in) 65 feet to the east. The approach angle was also rotated several degrees clockwise. These changes will direct the headlights away from the 522 E. Algonquin Road building and into the parking lot.

    - The landscape plans will be revised to include 8-foot tall evergreen trees, within 200 feet of the Algonquin Road and will also increase the number of front yard evergreens by 50%. This adds 13-14 evergreen trees, in addition to the other landscaping and contemplated berming.

    - The Petitioner also provided examples of 12-foot screening walls used at other LPC properties to reduce noise impact and further screen the residential properties. The examples provided would provide additional sound reduction and be of the same architectural material as the building walls. This could be further evaluated through the Final Planned Development review process.

    - Per the discussion at the Public Hearing, the Petitioner also evaluated reducing the building size and determined that reducing the building an

additional 18,000 square feet was not feasible and noted the proposed site plan meets or exceeds the Village minimum bulk standards.

- The Petitioner has indicated they will ultimately be seeking the Village's support for their pursuit of a Cook County 6b classification. They have provided materials indicating their desire to obtain a 6b classification and its related impact on their proposed redevelopment project. A formal request seeking the Council's approval of a 6b resolution of support would be considered in conjunction with their request for Final Planned Development approval.

ALTERNATIVES:

1. Approve the motion for Preliminary Planned Development and Preliminary Plat of Subdivision.

2. Do not approve the motion for Preliminary Planned Development and Preliminary Plat of Subdivision.

RECOMMENDATION:

Public Hearing:	November 16, 2021
Residents testifying:	10 - Noise, traffic, and impact to the residential properties north across Algonquin Road from the Subject Property.
Vote:	The Plan Commission voted 5-2 to recommend approval of the request and Staff concurs with this recommendation. The Plan Commission also made a subsequent motion for the Petitioner to consider reducing the size of the building.

ACTION REQUIRED:
A motion to approve the Preliminary Planned Development and Preliminary Plat of Subdivision, with the proposed conditions.

Consider a Motion to Extend the Village's Existing Parkway Tree Trimming Program Contract for 2022

BACKGROUND:
In 2020, the Municipal Partnering Initiative (MPI) solicited bids for parkway tree trimming, tree removals, and stump removals for 2020 - 2022. MPI is a group of local municipalities that have coordinated similar projects to benefit from bulk purchasing, the sharing of best practices, and the sharing of workloads. The MPI bid allowed municipalities to award contracts in part or in whole. Advanced Tree Care, Incorporated of Lincolnshire, Illinois submitted the most favorable pricing for the tree trimming category. Staff recently reached out to them to gauge interest in continuing this arrangement for 2022. Advanced Tree Care offered to extend the current contract and pricing through December 31, 2022.

The areas targeted for trimming in 2022 are roughly from: Quentin Road east to Hicks Road, from the Union Pacific Railroad to the southern Village limits; and Roselle Road east to Quentin Road, from Kenilworth Avenue south to Peregrine Drive.

KEY ISSUES:
- Staff proposes trimming trees 8 inches in diameter or smaller with in-house Forestry crews. Crews have the ability and capacity to trim smaller trees, which will free up funds and allow for a greater number of large diameter trees to be trimmed contractually.
- An estimated 4,460 trees will be trimmed contractually during 2022.
- Based on the estimated quantities of trees by size, the cost will be approximately $219,400 for the 2022 area.
- Work performed by Advanced Tree Care during the 2021 season has been satisfactory.

ALTERNATIVES:
1. Extend the contract with Advanced Tree Care through 2022 for the Parkway Tree Trimming Program.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the contract with Advanced Tree Care be extended through 2022 for the Parkway Tree Trimming Program.

BUDGET IMPACT:
Tree trimming funds suspended during Covid ($65k) and 2021 wood-waste grinding savings ($24k) are to be coupled with 2022 tree trimming operating budget($131k) to support the contractual tree trimming in the planned work area. In the recent past, funding had been only available to conduct trimming on a once every 8 year basis. Appropriating these funds allows the Village to get back down to our targeted 6-year trimming cycle.

ACTION REQUIRED:
Motion to extend the contract with Advanced Tree Care, Incorporated of Lincolnshire, Illinois through 2022 for the Parkway Tree Trimming Program.

Consider a Motion Authorizing the Village Manager to Execute Contracts for 2022 Forward Fuel Purchases

BACKGROUND:
The Village Manager was authorized to enter into contracts with Conserv FS for annual forward fuel purchases from 2013 through 2017. The Village opted out of pursuing forward fuel purchasing contracts for 2018, but entered into contracts in 2019 and 2020. Current industry practice is to forward purchase no more than 75% of consumption to protect against an abnormal decline in fuel prices during the next year. Staff recommends monitoring pricing in the coming months and contracting in 2022 if pricing is favorable to protect against adverse market conditions.

KEY ISSUES:
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For the months of December through February, there are no contracts because those

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In the last five years, one year has found this program to save 1% when compared against what only purchasing on the spot market would have resulted. The other four years resulted in 4.1%, 2.7%, 1.1% and 22% cost increases when compared against what the spot market would have yielded. Purchasing additional forward contracts would provide more predictability in the Village fuel budget for 2022 and control risk in a potential volatile commodity.

Staff has been watching the market over the last few months, spoken with petroleum industry representatives, consulted the Energy Information Administration website, and all indications are that fuel prices will decline slightly from 2021 pricing through most of 2022. Pricing on forward contracts typically are most favorable mid-December through mid-January.

ALTERNATIVES:

1. Authorize the Village Manager to enter into a Forward Fuel Purchasing Contract with Conserv FS.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the Village Manager be authorized to enter into a Forward Fuel Purchasing Contract with Conserv FS to purchase fuel in an amount not to exceed 63,000 gallons of gasoline and 21,000 gallons of diesel fuel for March - November of 2022.

ACTION REQUIRED:
Motion to authorize the Village Manager to enter into a Forward Fuel Purchasing Contract with Conserv FS to purchase fuel in an amount not to exceed 63,000 gallons of gasoline and 21,000 gallons of diesel fuel for March - November of 2022.

Consider a Motion Authorizing the Village Manager to Negotiate, Authorize, and Execute General Liability Policies for 2022

BACKGROUND: Annually, the Village must renew general liability insurance policies. Current policy coverage ends on December 31, 2021. Marsh, the Village's risk broker, manages a competitive renewal process by marketing the Village to a variety of carriers. They have been marketing the Village's program since October 2021, and are close to completion. Due to a variety of poor market conditions, including rampant cyber crime, the program is still under negotiation. Once terms are finalized, the Village must enter into agreements for coverage. This will happen after the last meeting of the year.

KEY ISSUES:
The program for CY2022 is in the final stages, with the exception of one line of coverage, cyber liability. The 2022 program will stay within the proposed budget. Marsh has been warning the Village throughout 2021 of poor market conditions and prepared for a renewal increase of 21% to 26%. As such, at the time the 2022 Budget was prepared and considered by the Council, we had to use the best available information to establish the insurance budget. Fortunately, through the work of Marsh, our insurance consultant Mike Nugent and Village staff, the final renewal rates will be approximately $100,000 less than budgeted.

ALTERNATIVES:

1. Approve the Motion.
2. Do not approve the Motion and send back to Staff for further consideration.

RECOMMENDATION:
Staff recommends approval of the motion authorizing the Village Manager to negotiate, authorize, and execute the Village's general liability policies for 2022.

ACTION REQUIRED:
A motion authorizing the Village Manager to negotiate, authorize, and execute general liability policies for 2022.

Consider a Motion to Update the Employee Handbook with Change to Sick Leave Language for Command Staff

BACKGROUND:
An update to the Village of Palatine Employee Handbook was approved at the Village Council meeting on December 6. However, one clarification regarding Police Department command staff was inadvertently left off the changes. The Employee Handbook outlines the rules, regulations, benefits, and conditions of employment that apply to Village employees.

KEY ISSUES:
Amend Sick Leave Annual Accrual Maximum language to allow police command staff to conditionally retain the benefit of 20% of their sick leave to the retirement health savings plan at retirement.

ALTERNATIVES:
- Approve the recommended changes.
- Do not approve the recommended changes

RECOMMENDATION:
Staff recommends a motion to amend the Village's Employee Handbook.

ACTION REQUIRED:
Motion to amend the Village's Employee Handbook.

ATTACHMENTS:

- Hdbk Section 7 Change

Section 7.4 Sick Leave Annual Accrual Maximums

Sick Leave Accrual maximums shall be acknowledged and accounted for as follows:

A. **Employees in the Illinois Municipal Retirement Fund (IMRF):** Any days in excess of one hundred (100) days on November 16 (after any sick leave buyback is calculated per Section 7.3) of each calendar year shall be recorded for the purpose of service credit with IMRF. This service credit shall be reported to IMRF upon separation of employment with the Village of Palatine. Service Credit accrual will be subject to compliance with IMRF rules and regulations and modifications may be made for compliance. There shall be no additional cash value of these hours and the hours shall be removed from the accrued sick leave balance.

B. Employees governed by the rules of ~~Palatine Police or~~ Palatine Fire Pension Plans (but not covered by a collective bargaining agreement): such as Fire Division Chief, Fire Deputy Chief, Fire Chief, ~~Police Sergeant, Police Commander, Police Deputy Chief and Police Chief:~~ shall have fifty percent (50%) of the current value of any sick days in excess of one hundred (100) days that remain on November 16 (after any sick leave buyback is calculated per Section 7.3) paid to a Retirement Health Savings account in such manner as directed by the Village Manager. There shall be no additional cash value of these hours and the hours shall be removed from the accrued sick leave balance.

~~B.~~ Employees governed by the rules of Palatine Police Pension Plans (but not covered by a collective bargaining agreement): such as Police Sergeant, Police Commander, Police Deputy Chief and Police Chief: shall have fifty percent (50%) of the current value of any sick days in excess of one hundred (100) days that remain on November 16 (after any sick leave buyback is calculated per Section 7.3) paid to a Retirement Health Savings account in such manner as directed by the Village Manager. In addition, upon separation of employment, an employee who leaves employment with the Village voluntarily with at least twenty (20) years of service and has a minimum of 800 hours accumulated sick leave shall be reimbursed for all accumulated sick leave up to 800 hours at 20% (160 hours maximum reimbursement) at the rate of pay of the then current top step Patrol Officer. Said sum shall be deposited into the Retirement Health Savings Account. There shall be no additional cash value of these hours and the hours shall be removed from the accrued sick leave balance.

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~~D.~~C. **Fire Battalion Chiefs:** shall have fifty percent (50%) of the current value of any sick days in excess of one thousand (1000) hours that remain on November 16 (after any sick leave buyback is calculated per Section 7.3) paid to a Retirement Health Savings account in such manner as directed by the Village Manager. There shall be no additional cash value of these hours and the hours shall be removed from the accrued sick leave balance.

At separation from employment, any new hours in excess of the annual maximum will be applied using these same practices.

Attachment: Hdbk Section 7 Change (Employee Handbook (CA))

Attachment: Hdbk Section 7 Change (Employee Handbook (CA))