AGENDA

Village Board

Tuesday, January 13, 2026
7:00 PM
Temporary Village Hall
1000 E. Woodfield Rd.
Schaumburg, IL 60193

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

A G E N D A

Informational

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Thank you for your interest in Schaumburg Village Board meetings! Regular meetings of the Village Board are held at 7 pm on the second and fourth Tuesday of each month at the Schaumburg Village Hall in the Board Room at 1000 Woodfield Road. Members of the public are welcome to attend.

The Village Board uses a consent agenda for its meetings. The consent agenda is comprised of recommendations that have been advanced by 7 standing committees. These standing committee meetings are open to the public and held at regularly scheduled dates and times. Standing committees review items in detail and allow the members to discuss items, reach consensus, and make non-binding recommendations to the full Village Board. Because the items advanced by standing committees have been fully discussed at the committee level, recommendations are generally not subject to further deliberation at Village Board meetings. Items on the consent agenda may also be recommended by the Zoning Board of Appeals, Plan Commission, or the Village Manager. An elected official, staff member, or member of the general public may request that an item be removed from the consent agenda for further discussion. If there is such a request, the item can be removed from the consent agenda and discussed under committee reports.

PLEASE SILENCE ALL CELL PHONES AND ELECTRONIC DEVICES.

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Approval of Minutes

- A. December 9, 2025
- B. December 9, 2025 (Public Hearing)
- C. December 9, 2025 (Executive Session)

V. Approval of Expenditures

A. $18,690,108.56

VI. Presentations

A. Presentation of 2025 MINA and Full Service Owners Conference Award Winner by Dieter Heigl, General Manager of the Renaissance Schaumburg Hotel and Convention Center

B. Presentation of Digital City Award, by Peter Schaak, Director of Information Technology

VII. Liquor License Requests

A. Request from Mr. Chong Suh for One (1) Class K Liquor License for Chicago Food Corporation - Joong Boo Market located at 1111 E. Golf Road (New Owner).

B. Request from Mr. Sejalben Patel for One (1) Class B Liquor License for Drink Rite Liquor of Schaumburg located at 510 W. Golf Road (New Owner).

VIII. Consent Agenda

The Consent Agenda will be read in its entirety and voted on as one motion to approve. If you wish to discuss an item further, please indicate that when the item is read by the Village Clerk so that it can be removed from the Consent Agenda and discussed further under Committee Reports. Otherwise, all items will be approved as presented on the Consent Agenda.

IX. Liquor License Requests - One (1) Day Liquor License Requests

A. Recommendation to Approve the Request from St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Bingo Event and to Waive the Fee
- [motion] to recommend the Village Board approve the request from Mr. William Solomon of St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Bingo Event on Sunday, January 18, 2026 from 3:30 until 5:30 p.m. at 1451 W. Bode Road (Waived Fee).

B. Recommendation to Ratify the Request from St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Feast Event and to Waive the Fee
- [motion] to recommend the Village Board ratify the request from Mr. William Solomon of St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Feast Event on Saturday, January 10, 2026 from 11:00 a.m. until 3:00 p.m. at 822 Springinsguth Road (Waived Fee).

X. Correspondence

A. Recommendation to Ratify the Request from Japanese Chamber of Commerce and Industry of Chicago to hold a Raffle
- [motion] to recommend the Village Board ratify the request from Japanese Chamber of Commerce and Industry of Chicago (JCCC) to for a raffle held on January 11, 2026 at the Renaissance Schaumburg Hotel and Convention Center located at 1551 Thoreau Drive, to approve a variance to Chapter 117.31 since the retail value is over $1,000 for any one prize and the total retail value of all prizes is estimated to exceed $25,000.

B. Recommendation to Approve the Request from Viper Owners Association of Illinois to hold a Raffle
- [motion] to recommend the Village Board approve the request from Viper Owners Association of Illinois to hold a raffle on February 14, 2026, at the Marriot Hotel located at 50 N. Martingale Road, Schaumburg, IL, to approve a variance to Chapter 117.31 since the ticket price is greater than $5, and to waive the fidelity bond requirement.

XI. Engineering and Public Works Committee

A. Recommendation to Waive Competitive Bidding and Approve the Purchase of One Aerial Truck with Runnion Equipment Company
- [motion] to recommend the Village Board waive competitive bidding and approve the purchase of one (1) Aerial Truck with Runnion Equipment of Hodgkins, IL in the amount of $308,641.

B. Recommendation to Approve Utilization of Illinois Motor Fuel Tax Funds for Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and Weathersfield Way to Wise Road Improvement Project
- [motion] to recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and Weathersfield Way to Wise Road - Improvement Projects, and approve the required Resolutions.

C. Recommendation to Approve Utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road
- [motion] recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road, and approve the required Resolutions.

D. Recommendation to Approve an Intergovernmental Agreement with the Village of Hoffman Estates for an Emergency Water Interconnect
- [motion] to recommend the Village Board authorize the Village President to execute an Intergovernmental Agreement for an Emergency Water Interconnect with the Village of Hoffman Estates, and approve the required Emergency Water Interconnect with the Village of Hoffman Estates, and approve the required Resolution.

E. Recommendation to Authorize Participation in the Sourcewell Cooperative Purchasing Program and Award the Purchase of Fitness Equipment to Life Fitness, LLC
- [motion] to recommend the Village Board authorize participation in the Sourcewell Cooperative Purchasing Contract and award the purchase of Fitness Equipment to Life Fitness, LLC of Chicago, IL in the amount of $109,181.82.

F. Recommendation to Approve Participation in the ISAWWA Water Ambassador Program and Authorize Staff to Pursue Water Ambassador Community Certification for the Village of Schaumburg, including Implementation of Outreach Initiatives and Promotion of the Water 1-2-3 Guide for Elected Officials
- [motion] to recommend the Village Board approve participation in the ISAWWA Water Ambassador Program and authorize staff to pursue Water Ambassador Community certification for the Village of Schaumburg, including implementation of outreach initiatives and promotion of the Water 1-2-3 guide for elected officials.

G. Recommendation to Approve Completion of the Plans and Specifications for Bidding of the FY 26/27 Street Improvement Program
- [motion] to recommend the Village Board approve completion of bidding plans and specifications for the FY 26/27 Street Improvement Program.

H. Recommendation to Approve Ratification of Expenditures for the American Lane and Plaza Drive Improvements with Builders Paving
- [motion] to recommend the Villag Board approve ratification of expenditures for the American Lane and Plaza Drive Improvements with Builders Paving, LLC of Hillside, IL in the amount of $86,880.20.

I. Recommendation to Approve a Code Amendment to Title 15: Land Usage, Chapter 150 Flood Control
- [motion] to recommend the Village Board approve the amendment to the Municipal Code Title 15: Land Usage, Chapter 150 Flood Control.

J. Recommendation to Accept Public Improvements for Experior Property
- [motion] to recommend the Village Board accept the subject improvements as depicted in the Exhibits, waive the requirement for a maintenance bond, and direct staff to obtain a Bill of Sale, at no cost to the Village, from Experior Group, LLC for the subject improvements, and approve the required Resolution.

XII. Committee of the Whole

A. Recommendation to Accept the Multi-Year Capital Improvement Plan for FY 26/27 through FY 30/31
- [motion] to recommend that the Village Board accept the multi-year Capital Improvement Plan and approve the projects for FY 26/27 for incorporation into the budget.

XIII. Transportation Committee

A. Recommendation to Approve an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements
- [motion] to recommend the Village Board authorize the Village President and Village Clerk to execute an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, and approve the required Resolution.

B. Recommendation to Execute an Agreement with Strand Associates, Inc. for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road in the amount of $207,073.70, and approve the required Resolution.

XIV. Zoning Board of Appeals

A. Recommendation to Approve a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc / 1475 Rodenburg Road
- [motion] to recommend the Village Board Approve a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc (1475 Rodenburg Road – Z2502-07).

B. Recommendation to Approve a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean / 680 Mall Drive
- [motion] to recommend the Village Board Approve a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean (680 Mall Drive – Z2511-01).

C. Recommendation to Approve a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare / 129 S. Roselle Road
- [motion] to recommend the Village Board Approve a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare (129 S. Roselle Road – Z2509-02).

D. Recommendation to Approve an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green / 1400-1572 E. Golf Road
- [motion] to recommend the Village Board Approve an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green (1400-1572 E. Golf Road – Z2511-02).

E. Recommendation to Approve a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment / 2014 N. Meacham Road
- [motion] to recommend the Village Board Approve a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment (2014 N. Meacham Road – Z2503-03).

XV. Award of Bid

A. Recommendation to Award a Bid for the Engineering and Public Works Material Storage Bin Rebuild Project to Carmichael Construction
- [motion] to recommend the Village Board award the bid for the Engineering and Public Works Material Storage Bin Rebuild Project to the lowest responsible bidder, Carmichael Construction of Marengo, IL, in the amount of $459,342.

B. Recommendation to Award Bid for the North Braintree and Bode Lift Station Basin Manhole Rehabilitation project to KIM Construction Company
- [motion] to recommend the Village Board award the bid for the North Braintree and Bode Lift Station Basin Manhole Rehabilitation project to the lowest responsible bidder, KIM Construction Co., Inc. of Steger, IL, in the amount of $886,495.

XVI. Traffic Agreements

A. Recommendation to Approve a Traffic Agreement with 100 West Golf, LLC for the property located at 180 W. Higgins Road
- [motion] to recommend the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and 100 West Golf, LLC located at 180 W. Higgins Road.

B. Recommendation to Approve a Traffic Agreement with MRE Schaumburg LLC d/b/a Cloud9 Cannabis for the property located at 1823 W. Wise Road
- [motion] to recommend the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and MRE Schaumburg LLC d/b/a Cloud9 Cannabis located at 1823 W. Wise Road.

C. Recommendation to Approve a Traffic Agreement with Hydac Technologies-Hydraulic Division for the property located at 2050 Mitchell Boulevard
- [motion] to recommend the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and Hydac Technologies-Hydraulic Division located at 2050 Mitchell Boulevard.

XVII. Resolutions (Next Res. R-26-001)

A. Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Schaumburg Road to Bode Road.

B. Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Weathersfield Way to Schaumburg Road.

C. Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Wise to Weathersfield Way.

D. Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax

Funds for the McConnor Parkway Improvement Project from Meacham Road to Roosevelt Boulevard.

E. Resolution No. R-26-_____A Resolution Authorizing Utilization of Motor Fuel Tax Funds for the McConnor Parkway Improvement Project from Roosevelt Boulevard to Golf Road.

F. Resolution No. R-26-_____A Resolution Authorizing the Village President to Execute an Intergovernmental Agreement for an Emergency Water Interconnect with the Village of Hoffman Estates.

G. Resolution No. R-26-_____A Resolution Accepting Public Improvements (Metra Access Roadway, Sidewalks, Street Lights, Water Main and Storm Sewer) for the Experior Development.

H. Resolution No. R-26-_____A Resolution Authorizing the Village President and Village Clerk to Execute an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering for the Higgins Road (IL-72) Bike Path Project from Roselle Road to Glen Lake Road.

I. Resolution No. R-26-_____A Resolution Authorizing the Village Manager and Village Clerk to Execute an Agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road, in the Amount of $207,073.70.

XVIII. Ordinances (Next Ord. 26-001)

A. Ordinance No. 26-____An Ordinance Granting a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc (1475 Rodenburg Road – Z2502-07) [first reading – motion to waive first reading].

B. Ordinance No. 26-____An Ordinance Granting a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean (680 Mall Drive – Z2511-01) [first reading – motion to waive first reading].

C. Ordinance No. 26-____An Ordinance Granting a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare (129 S. Roselle Road – Z2509-02) [first reading – motion to waive first reading].

D. Ordinance No. 26-____An Ordinance Granting an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green (1400-1572 E. Golf Road – Z2511-02) [first reading – motion to waive first reading].

E. Ordinance No. 26-____An Ordinance Granting a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation,

Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment (2014 N. Meacham Road – Z2503-03) [first reading – motion to waive first reading].

F. Ordinance No. 26-____An Ordinance Amending Title 9, Chapter 99, Section 99.02 of the Schaumburg Village Code Relative to Local Amendments to the International Property Maintenance Code Regarding Heat Supply [first reading – motion to waive first reading].

G. Ordinance No. 26-____An Ordinance Amending Title 15, Chapter 150 with regard to Floodplain Regulations [first reading – motion to waive first reading].

XIX. Committee Reports

XX. Comments from the Public

XXI. Counsel Report

XXII. President's Report

A. Resignations and Appointments of Committee Members

XXIII. Manager's Report

XXIV. Trustee Comments

XXV. Adjournment

In compliance with the Americans with Disabilities Act and other applicable Federal and State laws, the meeting will be accessible to individuals with disabilities. Persons requiring auxiliary aids and/or services should contact the Village Manager's Office at 847.923.4705, preferably no later than five days before the meeting.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

December 9, 2025
01/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2025-12-09.docx

VILLAGE OF SCHAUMBURG **"UNAPPROVED"**
VILLAGE BOARD MINUTES
TUESDAY, DECEMBER 9, 2025
PARKER HALL

M I N U T E S

I. CALL TO ORDER: 7:02 PM

II. Roll Call – Trustee LaRosa, Bieschke, Madej, Sullivan, Clar, Patel
President Dailly

STAFF PRESENT: B. Townsend – Village Manager
P. Hewson – Deputy Village Manager
L. Malina – Village Attorney
D. Bourgault – Village Attorney
F. Puccini – Fire Chief
J. Dugan – Deputy Police Chief
L. Petersen – Director/Finance
J. Fitzgerald – Director/Community Development
M. Frank – Director/Economic Development
S. Kenyon – Director/Transportation
M. Hall – Director/Engineering & Public Works
P. Schaak – Director/Information Technology
J. Carey – Director/Human Resources
T. Weiler – Director/Cultural Services
K. Schref – Director/Communications and Outreach

III. PLEDGE OF ALLEGIANCE:

The pledge of allegiance was led by President Dailly.

IV. APPROVAL OF MINUTES:

A. Trustee Madej made a motion to approve the November 11, 2025, Village Board Minutes and Trustee LaRosa seconded the motion. Voice vote – 6-0. Motion carried unanimously.

B. Trustee Bieschke made the motion to approve the November 11, 2025, Public Hearing (Special Service Area 1) minutes and Trustee Madej seconded the motion. Voice vote – 6-0. Motion carried unanimously.

C. Trustee Bieschke made the motion to approve the November 11, 2025, Public Hearing (Proposed 390 Gateway Logistics Tax Increment Financing District) minutes and Trustee Madej seconded the motion. Voice vote – 6-0. Motion carried unanimously

D. Trustee Sullivan made a motion to approve the November 11, 2025, Executive Session Village Board Minutes and Trustee Bieschke seconded the motion. Voice vote – 6-0. Motion carried unanimously.

V. APPROVAL OF EXPENDITURES:

$14,282,951.07 – Trustee Clar made a motion to approve the expenditures as presented and Trustee Patel seconded the motion. Roll Call – Trustee LaRosa, Bieschke, Madej, Sullivan, Clar, Patel voted aye. No Trustee voted nay. Motion carried unanimously.

PRESENTATIONS

A. Presentation of Twenty-Five Year Service Award to Karen McCartney, Police Lieutenant.

No one came forward.

B. Presentation of Service Plaque/Thirty Years of Service to Robert Mamrot, EPW Division Supervisor.

President Dailly thanked Robert Mamrot for his 30 years' service to the Village and presented him with his award.

C. Presentation of Thirty-Five Year Service Award to Anne Famartino, Customer Service Center Representative.

President Dailly thanked Anne Famartino for her 35 years' service to the Village and presented her with her award.

VI. LIQUOR LICENSE REQUESTS:

A. Request from Ms. Jessica Fisher-Comstock for One (1) Class S Liquor License for Casey's Retail Company located at 1601 E. Algonquin Road (New License).

Jessica Fisher-Comstock came forward to answer any questions the Board may have. President Dailly clarified that this was a gas station, and a new license but not a new business. Ms. Fisher-Comstock said that was correct; it was formerly Bucky's, and they were rebuilding. There being no objections from the Board, President Dailly explained the process for the liquor license.

B. Request from Mr. Michael Blankinship for One (1) Class A Liquor License for Andretti Indoor Karting & Games located at 1441 N. Thoreau Drive (New Business).

Michael Blankenship came forward to answer any questions the Board may have. President Dailly asked for clarification as to where alcohol will be served. Mr. Blankenship said there is a full-service kitchen with dine in seating and 2 bars, and the liquor license would be for the

bars. He explained that there is multi-level go-carting, laser tag, virtual reality, and arcade games. President Dailly asked how many locations there are. Mr. Blankenship said there are 14 and the Schaumburg location is the first in Illinois. There being no objections from the Board, President Dailly explained the process for the liquor license.

C. Request from Ms. Kumi Shelton for One (1) Class A Liquor License for Skylark USA Inc dba SHABU-YO located at 1180 N. Plaza Drive (New Owner).

Kumi Shelton came forward to answer any questions the Board may have. President Dailly asked if the business would still function the same. Mr. Shelton said yes. There being no objections from the Board, President Dailly explained the process for the liquor license.

D. Request from Mr. Neel Patel for Four (4) class Q-V Liquor/Videogaming Licenses for Shuffles Cafe & Lounge LLC dba Jenny's located at 1227 N. Roselle Road, 722 E. Schaumburg Road, 2327 W. Schaumburg Road, and 13 Weathersfield Way (Changes in ownership).

President Dailly said this item is being deferred.

VII. CONSENT AGENDA:

President Dailly stated the consent Agenda will be read in its entirety and voted on as one motion to approve. If you wish to discuss an item further, please indicate that when the item is read by the Village Clerk so it can be removed from the Consent Agenda and discussed further under Committee Reports. Otherwise, all items will be approved as presented on the Consent Agenda.

Jane Lentino, Village Clerk, read the Consent Agenda.

IX. Finance, Legal, and General Government Committee

A. Recommendation to Approve the Finance Department Monthly Report for October 2025
- [motion] to recommend the Village Board approve the Finance Department Monthly Report for October 2025.

B. Recommendation to Accept the Septemberfest 2025 Final Report
- [motion] to recommend the Village Board accept the 2025 Septemberfest final report.

C. Recommendation to Approve the Illinois Municipal League Membership Dues
- [motion] to recommend to the Village Board to approve membership in the Illinois Municipal League, and that membership dues in the amount of $5,000 be paid.

D. Recommendation to Approve a TIF Redevelopment Agreement between the Village of Schaumburg and LPC Acquisition Company, LLC for the Long Avenue Redevelopment
- [motion] to recommend the Village Board adopt an Ordinance approving a TIF Redevelopment Agreement between the Village of Schaumburg and LPC Acquisition Company, LLC, and authorize execution of the TIF Redevelopment Agreement by the Village Manager and Village Clerk.

E. Recommendation to Approve a Cook County Class 6B Request for LPC Acquisition Company, LLC, for the Long Avenue Redevelopment
- [motion] to recommend the Village Board approve a Class 6B tax incentive for LPC Acquisition Company, LLC on Long Avenue, and approve the required Resolution.

F. Recommendation to Approve the TIF Term Sheet between the Village of Schaumburg and Nitti Group, LLC, for the Loeber Farm Development
- [motion] to recommend the Village Board approve the TIF Term Sheet regarding the preparation of a TIF Redevelopment Agreement between the Village of Schaumburg and Nitti Group, LLC, and authorize execution of the TIF Term Sheet by the Village Manager and Village Clerk, and approve the required Resolution.

G. Recommendation to Approve a Class 7B Property Tax Incentive for 1821 W. Irving Park Road (Bruster's Real Ice Cream)
- [motion] to recommend the Village Board approve authorizing a Class 7B property tax incentive for B N Estate LLC at 1821 W. Irving Park Road, and approve the required Resolution.

H. Recommendation to Approve a Fourth Amendment to the Redevelopment Agreement for the Towne Center at Veridian Development
- [motion] to recommend the Village Board adopt an Ordinance authorizing the Village Manager and Village Clerk to execute the Fourth Amendment to the Redevelopment Agreement between the Village of Schaumburg, TUF Properties, LLC, and TUF Partners, LLC for the Towne Center at Veridian Development.

I. Recommendation to Approve a Second Amendment to the Redevelopment Agreement between the Village of Schaumburg and TUF Partners, LLC and DST Veridian, LLC and DST Commercial, LLC and DST Retail, LLC for The District at Veridian Development Phase 1

- [motion] to recommend the Village Board adopt an Ordinance authorizing the Village Manager and Village Clerk to execute the Second Amendment to the Redevelopment Agreement between the Village of Schaumburg, and TUF Partners, LLC and DST Veridian, LLC and DST Commercial, LLC and DST Retail, LLC for The District at Veridian Development Phase 1.

J. Recommendation to Approve the Second Amendment to the FY25-26 Budget - Mid-Year Amendment

- [motion] to recommend the Village Board adopt an Ordinance making the second amendment to the Fiscal Year 25/26 annual budget.

X. Health and Human Services Committee

A. Recommendation to Approve the Draft Community Development Block Grant (CDBG)
2024 Consolidated Annual Performance and Evaluation Report (CAPER)
- [motion] to recommend the Village Board approve the 2024 CDBG Consolidated Annual Performance and Evaluation Report (CAPER) and direct staff to prepare the submittal to the U.S. Department of Housing & Urban Development (HUD).

XI. Public Safety Committee

A. Recommendation to Approve an Agreement with Motorola Solutions (BRINC) for a Drone as a First Responder Program
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk execute an agreement for the implementation of a Drone as a First Responder Program with Motorola Solutions of Chicago, IL, and approve the required Resolution.

B. Recommendation to Approve an Intergovernmental Agreement with the Schaumburg Township District Library for Access to Video Cameras
- [motion] to recommend the Village Board approve an Intergovernmental Agreement between the Village of Schaumburg and the Schaumburg Township District Library and approve the required Resolution.

XII. Transportation Committee

A. Recommendation to Execute an Agreement with Civiltech Engineering, Inc. for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, Roselle Road to Glen Lake Road
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement with Civiltech Engineering, Inc. of Itasca, IL for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, Roselle Road to Glen Lake Road in the amount of $427,378.89, and approve the required Resolution.

B. Recommendation to Execute a Service Agreement with Pace for Route 905 (Woodfield Trolley)
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute a Service Agreement with Pace, the Suburban Bus Division of the Regional Transportation Authority, for Route 905 for an amount not to exceed $401,314.51, and approve the required Resolution.

C. Recommendation to Expand the Dial-A-Ride Transportation (DART) Service Area
- [motion] to recommend the Village Board direct staff to implement the DART service area expansion.

D. Recommendation to Approve the Intergovernmental Agreement Relating to the O'Hare Noise Compatibility Commission (ONCC)
- [motion] to recommend the Village Board authorize the Village President and Village Clerk to execute the Intergovernmental Agreement Relating to the O'Hare Noise Compatibility Commission, and approve the required Resolution.

XIII. Plan Commission

A. Recommendation to Approve a Variation to Allow a Patio in the Side Yard for Porter Residence / 33 Wareham Lane
- [motion] to recommend the Village Board Approve a Variation to Allow a Patio in the Side Yard for Porter Residence (33 Wareham Lane - P2510-03)

XIV. Zoning Board of Appeals

A. Recommendation to Approve a Special Use for a Pickleball Facility for Dill Dinkers / 895 American Lane
- [motion] to recommend the Village Board Approve a Special Use for a Pickleball Facility for Dill Dinkers (895 American Lane – Z2510-03).

B. Recommendation to Approve a Special Use for a Health Recreation Facility, Site Plan Amendment and Sign Variations for Golden Corridor YMCA / 101 Barrington Road
- [motion] to recommend the Village Board Approve a Special Use for a Health Recreation Facility, Site Plan Amendment and Sign Variations for Golden Corridor YMCA (101 Barrington Road – Z2509-01).

C. Recommendation to Approve a Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence for Experior Transport, LLC / 1001 W. Irving Park Road
- [motion] to recommend the Village Board Approve a Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence for Experior Transport, LLC (1001 W. Irving Park Road – Z2508-05).

D. Recommendation to Approve a Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Dedication, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence for Long Avenue Development / 1001 W. Irving Park Road

- [motion] to recommend the Village Board Approve a Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Dedication, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence for Long Avenue Development (1001 W. Irving Park Road – Z2508-04).

XV. Award of Bid

A. Recommendation to Award Bid for the Sanitary and Storm Sewer Televising and Cleaning Services to National Power Rodding Corporation

- [motion] to recommend the Village Board award the bid for the Sanitary and Storm Sewer Televising and Cleaning Services to National Power Rodding Corporation of Chicago, IL in the amount of $144,577.50.

XVI. Resolutions (Next Res. R-25-072)

A. Resolution No. R-25-072 A Resolution Approving and Authorizing the Execution of an Intergovernmental Agreement between the Village of Schaumburg and the Schaumburg Township District Library.

B. Resolution No. R-25-073 A Resolution Approving a Products Agreement between the Village of Schaumburg and Motorola Solutions, Inc, for the Installation, Maintenance and Use of A Drone As First Responder Program for the Village of Schaumburg Police Department.

C. Resolution No. R-25-074 A Resolution Approving and Authorizing a 6B Classification for Long Avenue, Schaumburg, Illinois (LPC Acquisition Company, LLC).

D. Resolution No. R-25-075 A Resolution Authorizing the Village Manager and Village Clerk to Execute a Term Sheet between the Village of Schaumburg and Nitti Group, LLC.

E. Resolution No. R-25-076 A Resolution Designating an Area in the Village of Schaumburg, Cook County, Illinois, Consisting of Property Index Number 07-32-100-30-0000 as a Blighted Area.

F. Resolution No. R-25-077 A Resolution Approving and Authorizing a 7B Classification for 1821 W. Irving Park Road, Schaumburg, Illinois (B N Estate LLC).

G. Resolution No. R-25-078 A Resolution Authorizing the Village Manager and Village Clerk to Execute an Agreement with Civiltech Engineering, Inc. of Itasca, IL for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, Roselle Road to Glen Lake Road, in the amount of $427,378.89.

H. Resolution No. R-25-079 A Resolution Authorizing the Village President to Execute a Service Agreement with Pace for Route 905.

I. Resolution No. R-25-080 A Resolution Authorizing the Village President and Village Clerk to Execute an Intergovernmental Agreement between the Village of Schaumburg and the O'Hare Noise Compatibility Commission for Reaffirming Participation Effective January 1, 2026, through December 31, 2030.

XVII. Ordinances (Next Ord. 25-101)

A. Ordinance No. 25-101 An Ordinance Authorizing the Levy and Collection of Taxes for the Corporate and Municipal Purposes of the Village of Schaumburg for the Fiscal Year Beginning May 1, 2025, and Ending April 30, 2026 [first reading - motion to waive first reading].

B. Ordinance No. 25-102 An Ordinance Authorizing the Levy and Collection of Taxes for the Fiscal Year Beginning May 1, 2025, and Ending April 30, 2026, in Special Service Area Number Sixteen in the Village of Schaumburg [first reading - motion to waive first reading].

C. Ordinance No. 25-103 An Ordinance Correcting a Scrivener's Error in Ordinance No. 25-066 Adopted July 8, 2025, Amending Section 154.128(D)(1) of the Schaumburg Village Code (Electric Vehicle Parking Requirements) [first reading - motion to waive first reading].

D. Ordinance No. 25-104 An Ordinance Establishing the Schaumburg Development Special Service Area 18 (Wise Commons Residential Subdivision) in the Village of Schaumburg, Cook and DuPage Counties, Illinois. [first reading - motion to waive first reading].

E. Ordinance No. 25-105 An Ordinance Granting a Variation to Allow a Patio in the Side Yard for Porter Residence (33 Wareham Lane – P2510-03) [first reading - motion to waive first reading].

F. Ordinance No. 25-106 An Ordinance Authorizing a Redevelopment Agreement by and between the Village of Schaumburg, Cook and DuPage Counties, Illinois, an Illinois Municipal Corporation, and LPC Acquisition Company, LLC, an Illinois Limited Liability Company [first reading - motion to waive first reading].

G. Ordinance No. 25-107 An Ordinance Authorizing a Fourth Amendment to the Redevelopment Agreement for the Towne Center at Veridian Development Comprising a Part of the North Schaumburg TIF District of the Village of Schaumburg, Illinois [first reading - motion to waive first reading].

H. Ordinance No. 25-108 An Ordinance Authorizing a Second Amendment to the Redevelopment Agreement for the District at Veridian Phase 1 Comprising a Part of the North Schaumburg TIF District of the Village of Schaumburg, Illinois [first reading - motion to waive first reading].

I. Ordinance No. 25-109 An Ordinance Making the Second Amendment to the Annual Budget for the Village of Schaumburg for the Fiscal Year Commencing May 1, 2025, and Ending April 30, 2026 [first reading - motion to waive first reading].

J. Ordinance No. 25-110 An Ordinance Correcting a Scrivener's Error in Ordinance No. 17-070 Adopted July 26, 2017, Amending Chapter 154 of the Schaumburg Village Code [first reading - motion to waive first reading].

K. Ordinance No. 25111 An Ordinance Granting a Special Use for a Pickleball Facility for Dill Dinkers (895 American Lane – Z2510-03) [first reading – motion to waive first reading].

L. Ordinance No. 25-112 An Ordinance Granting a Special Use for a Health Recreation Facility, Site Plan Amendment and Sign Variations for Golden Corridor YMCA (101 Barrington Road – Z2509-01) [first reading – motion to waive first reading].

M. Ordinance No. 25-113 An Ordinance Granting a Plat of Subdivision and Consolidation, Plat of Easement, Site Plan Amendment, Variations: Landscape, Parking Setback and Fence for Experior Transport, LLC (1001 W. Irving Park Road – Z2508-05) [first reading – motion to waive first reading].

N. Ordinance No. 25-114 An Ordinance Granting a Plat of Annexation, Plat of Consolidation, Plat of Vacation, Plat of Dedication, Plat of Easement, Rezone from A (Agricultural) to M-1 (Manufacturing) Upon Annexation, Site Plan Approval, Variations: Landscape, Parking Setback, Building Setback, Building Height, Sign and Fence for Long Avenue Development (1001 W. Irving Park Road – Z2508-04) [first reading – motion to waive first reading].

O. Ordinance No. 25-115 An Ordinance Annexing Certain Real Property into the Village of Schaumburg Pursuant to 65 ILCS 5/7-1-8 (Long Avenue Properties) [first reading - motion to waive first reading].

P. Ordinance No. 25-116 An Ordinance Designating the Village of Schaumburg 390 Gateway Logistics Tax Increment Financing District Redevelopment Project Area [first reading - motion to waive first reading].

Q. Ordinance No. 25-117 An Ordinance Approving the Village of Schaumburg 390 Gateway Logistics Tax Increment Financing District Redevelopment Project Area Redevelopment Plan and Project [first reading - motion to waive first reading].

R. Ordinance No. 25-118 An Ordinance Adopting Tax Increment Allocation Financing for the 390 Gateway Logistics Tax Increment Financing District in the Village of Schaumburg, Illinois. [first reading - motion to waive first reading].

Trustee Madej made a motion to approve the Consent Agenda and Trustee Sullivan seconded the motion. Roll Call – Trustee LaRosa, Bieschke, Madej, Sullivan, Clar, Patel voted aye. No Trustee voted nay. Motion carried unanimously

XVIII. COMMITTEE REPORTS:

No Committee Reports.

XIX. COMMENTS FROM THE AUDIENCE:

No Comments from the Audience.

XX. COUNSEL REPORT:

Attorney Malina said the meeting will adjourn to Executive Session and will not be reconvened to open session.

XXI. PRESIDENT'S REPORT:

President Dailly asked for concurrence in the appointments/resignations on the following committee/commissions at the December 9, 2025, Board meeting.

Blood Program Committee (all terms end 04/30/2026):
Appointment(s): Regis J. O'Rourke Jr.
Cheryl Tigerman Reinwald

Cultural Commission (all terms end 04/30/2026):
Appointment(s): Michael Mach

Septemberfest Committee (all terms end 04/30/2026):
Appointment(s): Olivia Frullani (Sponsorship & Marketing Co-Chair)
Eric Engelson

Trustee Bieschke made a motion to approve the Resignations and Appointments of Committee Members and Trustee LaRosa seconded the motion. Voice vote – 6-0. Motion carried unanimously.

President Dailly said this was the only meeting for December and the last Village Board meeting of the year and wished everyone Happy Holidays and safe travels.

XXII. MANAGER'S REPORT:

No Manager's Report.

XXIII. TRUSTEE COMMENTS/MENTIONS:

No Trustee Comments/Mentions

XXIV. ADJOURNMENT:

Trustee Bieschke made a motion to adjourn the Village Board meeting at 7:32 PM and go into Executive Session

A. In accordance with Section 2(c)(5) of the Open Meetings Act, (Land Acquisition). The purchase or lease of real property for the use of the public body, including meetings held for the purpose of discussing whether a particular parcel should be acquired.

B. In accordance with Section 2(c)(2) of the Open Meetings Act, (Collective Bargaining). Collective negotiating matters between the public body and its employees or their representatives, or deliberations concerning salary schedules for one or more classes of employees.

And Trustee Sullivan seconded the motion. Roll Call – Trustee LaRosa, Bieschke, Madej, Sullivan, Clar, Patel voted aye. No Trustee voted nay. Motion carried unanimously.

_____ _____

Jane Lentino
Village Clerk

Date Approved

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

December 9, 2025 (Public Hearing)
01/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2025-12-09 PH.doc

MINUTES

CALL TO ORDER 7:00 PM

ROLL CALL: Trustee LaRosa, Bieschke, Madej, Sullivan, Clar, Patel
President Dailly

STAFF PRESENT: B. Townsend – Village Manager
P. Hewson – Deputy Village Manager
L. Malina – Village Attorney
D. Bourgault – Village Attorney
F. Puccini – Fire Chief
J. Dugan – Deputy Police Chief
L. Petersen – Director/Finance
J. Fitzgerald – Director/Community Development
M. Frank – Director/Economic Development
S. Kenyon – Director/Transportation
M. Hall – Director/Engineering & Public Works
P. Schaak – Director/Information Technology
J. Carey – Director/Human Resources
T. Weiler – Director/Cultural Services
K. Schref – Director/Communications and Outreach

NEW BUSINESS:

1. Public Hearing Relative to the Annexation of Long Avenue.

   A. President Dailly stated the purpose for tonight's Public Hearing and asked Julie Fitzgerald, Director of Community Development, to come forward.

   Ms. Fitzgerald stated that Long Avenue is currently improved with 20 homes in unincorporated Cook County and is just under 23 acres. She said there are development projects on the agenda related to the redevelopment of the site that have been recommended by the Zoning Board of Appeals. She said all of the lots are owned by single family homeowners and that the Village owns some properties as well.

   Ms. Fitzgerald said this Public Hearing is for annexation of the property and there are applications from all of the current property owners to consider annexation of the property and offered to answer any questions.

   President Dailly asked for questions from the Board. There were none.

B. Comments from the Public

President Dailly asked for comments from the Public. There were none.

C. Adjournment of Hearing.

President Dailly asked for a motion to adjourn Public Hearing.

ADJOURNMENT:

Trustee Madej made a motion to adjourn the public hearing at 7:02 PM and Trustee Sullivan seconded the motion. Voice vote – 6-0. No nay votes. Motion carried unanimously.

_____ _____ _____

Jane Lentino Date Approved
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

December 9, 2025 (Executive Session)
01/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

$18,690,108.56
01/13/26
Village Board

Presenter:
Lead Department: Finance

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2026-01-13 Bills List Approval.pdf

VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: January 9, 2026

TO: President, Village Board, Village Clerk

FROM: Director of Finance

SUBJECT: Approval of Disbursements

Attached is a summary of bills to be presented for approval at the January 13, 2026 meeting of the Village Board of Trustees. The bills list amount for approval is $10,390,835.96. These bills lists are dated December 6, 2025 through January 9, 2026.

Also for approval are the payrolls dated December 12, 2025 through January 9, 2026 for a total amount of $8,299,272.60.

The total amount of disbursements for approval is $18,690,108.56.

Lisa Petersen
Director of Finance

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
A. Epstein and Sons International Inc.	January 2026	$5,447.25	90N Mobility Study
Accurate Translation Bureau	January 2026	$412.70	Language Services
Action Lock & Key Inc	January 2026	$16.00	Keys and Lock Service
Adam Michael Sielig	January 2026	$149.80	Mileage Reimbursement
Adan Perez Jr	January 2026	$424.20	Mileage Reimbursement
Adrian Steel of Idaho	January 2026	$8,846.00	Extendo Bed for Police Tahoe
Air One Equipment Inc	January 2026	$455.00	Firefighting Boot
	January 2026	$135.00	Meter Calibration
		$590.00	
Alexandra Moss	January 2026	$129.50	Mileage Reimbursement
All-Star Talent Inc.	January 2026	$20,000.00	Advertising Campaign Management
Alliance Risk Control Services LLC	January 2026	$9,354.53	Onsite Safety Consulting
Alvarez and Associates	January 2026	$4,000.00	Professional Lobbying Services
Amperage Electrical Supply	January 2026	$34,233.85	Baseball Stadium - New Ballpark Lighting
Andrew Russell Luzwick	January 2026	$1,750.00	SYJO Music Director
Animal Trackers Wildlife Co	January 2026	$175.00	Skunk Removal
Arein Kalic	January 2026	$120.00	Travel Reimbursement
	January 2026	$120.00	Travel Reimbursement
		$240.00	
Asset Protection Unit, LCC	January 2026	$100.03	Ambulance Refund
AT&T	January 2026	$25.94	Telephone Service
	January 2026	$53.93	Telephone Service
	January 2026	$58.24	Telephone Service
	January 2026	$129.68	Telephone Service
	January 2026	$419.62	Telephone Service
		$687.41	
Avia Partners, Inc.	January 2026	$129.66	Prisoner Prescriptions
	January 2026	$339.11	Prisoner Prescriptions
		$468.77	
Axon Enterprise, Inc	January 2026	$374,999.96	Axon Body Camera and Taser Program Charges
Baxter & Woodman Inc	January 2026	$1,738.80	MS4 Engineering Consulting
	January 2026	$4,614.75	Risk & Resiliency Assessment
	January 2026	$1,201.25	SCADA Maintenance & Support

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
		$7,554.80	
Belmonte Printing Company	January 2026	$1,011.00	Water Bill Insert
	January 2026	$81.00	Website Business Cards
		$1,092.00	
Bernard Mukes	January 2026	$173.60	Mileage Reimbursement
Betsy Thomas	January 2026	$75.00	Partial Refund For Nutcracker School Show
BLA Inc	January 2026	$13,956.14	Salem Dr Reconstruction
Blue Cross Blue Shield of Illinois	January 2026	$1,625.67	Ambulance Refund
Blue Peak Tents, Inc.	January 2026	$4,855.50	Tent Rental for Topping Out Ceremony
Bonnell Industries Inc	January 2026	$324,830.78	Chassis and Upfit of Truck 96
	January 2026	$324,830.78	Chassis and Upfit of Truck 98
		$649,661.56	
BOS of Illinois, Inc	January 2026	$11,565.67	Furniture at the PCA
Brian Bieschke	January 2026	$974.85	Travel Reimbursement
Builders Asphalt LLC	January 2026	$2,116.36	UPM Cold Patch
C3 Education and Research, Inc.	January 2026	$12,400.00	Education Presentations
Camosy Incorporated	January 2026	$7,475.00	Preconstruction Service for PD
CDWG LLC	January 2026	$255.85	PCA Replacement Battery
	January 2026	$1,997.58	PCA UPS Replacement
		$2,253.43	
Charles Tragus	January 2026	$1,500.00	Custom Fire Riding Assignment Board
Chastain & Associates LLC	January 2026	$16,102.00	Facilities - Supplemental Project Management
	January 2026	$45,067.09	Street Improvement Program
	January 2026	$28,616.00	Supplemental Engineering Services
	January 2026	$1,715.00	Transportation Supplemental Engineering Svcs
		$91,500.09	
Christopher B Burke Engineering Ltd	January 2026	$2,090.00	90N Dist Garage Consulting
	January 2026	$19,610.00	Professional Services
		$21,700.00	
Ciorba Group Inc	January 2026	$11,757.75	Meacham and Remington Pedestrian Signal
	January 2026	$14,366.18	Meacham Ped Bridge Preliminary Design Eng Svcs
	January 2026	$11,313.15	Walnut Lane Lift Station Rehabilitation
		$37,437.08	
Circle K Stores Inc.	January 2026	$651.00	Car Washes and Detailing

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Clark Baird Smith LLP	January 2026	$4,632.50	Professional Services
Clark Hill PLC	January 2026	$1,309.00	OPS Services
	January 2026	$269.50	Professional Services
		$1,578.50	
Comcast Cable Communications	January 2026	$36.42	Cable for EOC
	January 2026	$24.55	Cable for PSB
		$60.97	
Commercial Tire Services Inc	January 2026	$3,750.51	Tire Purchases
Commonwealth Edison	January 2026	$83.47	Utility Service
	January 2026	$118.66	Utility Service
	January 2026	$151.37	Utility Service
	January 2026	$236.93	Utility Service
	January 2026	$287.53	Utility Service
	January 2026	$349.23	Utility Service
	January 2026	$418.49	Utility Service
	January 2026	$541.44	Utility Service
	January 2026	$612.51	Utility Service
	January 2026	$942.67	Utility Service
	January 2026	$1,099.94	Utility Service
	January 2026	$1,360.90	Utility Service
	January 2026	$2,735.85	Utility Service
	January 2026	$13,624.33	Utility Service
		$22,563.32	
Compass Minerals America Inc	January 2026	$12,202.78	Bulk Salt Purchase
	January 2026	$59,068.59	Bulk Salt Purchase
		$71,271.37	
Compassion Funeral Services Inc	January 2026	$338.00	Transport of Deceased
Conklin & Conklin, LLC	January 2026	$1,345.00	Meacham & Golf Road Bike Path
Connie Porters-Irsay	January 2026	$2,866.20	Tuition Reimbursement
Constellation Energy Services - Natural G	January 2026	$9,510.49	Utility Service
Cory Ball	January 2026	$4,225.50	Tuition Reimbursement
Crowne Industries, Ltd.	January 2026	$26,172.00	Underground Storage Tank/Fuel Island Project
	January 2026	$237,800.00	Underground Storage Tank/Fuel Island Project
		$263,972.00	
DACRA Adjudication Systems LLC	January 2026	$3,769.00	Monthly Service Fee
Daniel Frances Fromm	January 2026	$423.70	Travel Reimbursement
Daniel Richards	January 2026	$45.00	Employee Reimbursement EMT License
	January 2026	$104.00	Employee Reimbursement National Exam

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
		$149.00	
David Carlson	January 2026	$315.70	Mileage Reimbursement
DCG Roofing Solutions Inc	January 2026	$555.50	Roof Repair Airport Hanger
Deborah Parran	January 2026	$19.60	Travel Reimbursement
Dianna Carlson	January 2026	$4,626.00	Tuition Reimbursement
Divine Signs Inc	January 2026	$6,232.00	70th Anniversary Gateway Signs
DJ's Scuba Locker Inc	January 2026	$1,927.05	Ice Diving Equipment
	January 2026	$60.00	Scuba Repairs
	January 2026	$388.00	Scuba Repairs
		$2,375.05	
Don Bruggema	January 2026	$1,075.56	Field Directory 2026
Don Kaderabek	January 2026	$1,500.00	Evaluation of Lieutenant Candidates
Durabilt Fence	January 2026	$8,245.00	EPW Security Gate Installs
Duraclean International, Inc.	January 2026	$7,740.00	Professional Services
DVM Insurance Agency	January 2026	$1,282.85	Pet Insurance - Employee Paid
Elevated Safety LLC	January 2026	$2,600.00	Training
Elizabeth DeChant	January 2026	$69.37	Mileage Reimbursement
Emiliano Corral	January 2026	$345.60	Ambulance Refund
ENGIE North America Inc	January 2026	$270.72	Utility Service
	January 2026	$952.24	Utility Service
	January 2026	$1,083.70	Utility Service
	January 2026	$2,294.14	Utility Service
	January 2026	$4,580.72	Utility Service
		$9,181.52	
Eric Wang	January 2026	$1,511.67	Travel Reimbursement
Ferguson US Holdings, Inc	January 2026	$11,176.40	Potable Water Meters
Fox Valley Fire & Safety Company Inc	January 2026	$713.10	Fire Extinguisher Service
Fox Valley Glass Inc	January 2026	$1,500.00	Window Repair Boomers Stadium
H & H Electric Company	January 2026	$1,921.09	Street Light Maintenance
	January 2026	$2,372.04	Street Light Maintenance
	January 2026	$1,905.53	Traffic Signal/Opticom & Street Light Maintenance
	January 2026	$10,919.79	Traffic Signal/Opticom Maintenance
		$17,118.45	

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Haiges Machinery Inc	January 2026	$397.41	Gear Wash
Heather Anderson	January 2026	$192.50	Mileage Reimbursement
Hiroshi Witt	January 2026	$59.00	Travel Reimbursement
Home Depot Inc	January 2026	$195.81	Operating Supplies
Ian Salzman	January 2026	$2.45	Mileage Reimbursement
iHeartMedia Entertainment Inc	January 2026	$2,200.00	Advertising for Schaumburg Trolley Svcs
	January 2026	$4,400.00	Advertising for Schaumburg Trolley Svcs
		$6,600.00	
Illinois Dept of Healthcare and Family Ser	January 2026	$444,896.20	GEMT Q1 Payments
Illinois Fire Inspectors Association	January 2026	$350.00	Training
Illinois State Police	January 2026	$27.00	Liquor License Background Processing
	January 2026	$135.00	Liquor License Background Processing
		$162.00	
Illinois State Police	January 2026	$3,661.00	Seizure Fund Transfer
Jack Naughton	January 2026	$789.98	Tire Reimbursement
James Drive Safety Lane, LLC	January 2026	$123.00	Safety Lane Inspections
James Nicolussi	January 2026	$20.58	Travel Reimbursement
Jenn Sales Corporation	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
	January 2026	$300.00	Basic Academy Uniform
		$2,100.00	
Jessica K. Crowley	January 2026	$2,400.00	Public Safety Wellness Coordinator
Johnson Controls Inc	January 2026	$5,415.00	Building Automation System Upgrades
Joseana Goncalves Quaresma Ripari	January 2026	$45.00	Zumba at The Barn
Joseph Brindise	January 2026	$923.03	Tire Reimbursement
Joy Riot, LLC	January 2026	$4,113.50	Rebranding Campaign For Prairie Center
Kane County Excavating, Inc.	January 2026	$588.33	Water Meter Rental Reimbursement
Kathleen Henkelman	January 2026	$157.50	Mileage Reimbursement
Kevin Chandler	January 2026	$145.00	Travel Reimbursement

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Kimco USA, Inc	January 2026	$7,000.00	EPW Salt Conveyor Design
Kimley-Horn & Associates Inc	January 2026	$2,483.05	Utility Undergrounding
Kone Inc	January 2026	$465.30	Elevator Maintenance
	January 2026	$465.30	Elevator Maintenance
	January 2026	$930.60	Elevator Maintenance
	January 2026	$3,551.91	Elevator Maintenance
		$5,413.11	
Laura Trujillo	January 2026	$90.00	Yoga at The Barn
Law Office of Elizabeth Hantzos Finn, P.C	January 2026	$2,000.00	Prosecution Services
Life Fitness	January 2026	$9,224.00	New Treadmill-Fire
LiftOff LLC	January 2026	$10,592.40	O365 Government Cloud Licenses Subscription
Linda Young	January 2026	$15.50	Mileage Reimbursement
LRS Holdings LLC	January 2026	$438,729.03	Refuse and Recycling
	January 2026	$14,109.00	Village Street Sweeping
	January 2026	$14,109.00	Village Street Sweeping
	January 2026	$14,109.00	Village Street Sweeping
		$481,056.03	
Luis Enrique Baez Jr	January 2026	$150.00	Travel Reimbursement
LYTX Inc	January 2026	$151.00	Vehicle Cable Interface
M.J. Taylor Law, LLC	January 2026	$2,000.00	Prosecution Services
MacQueen Equipment LLC	January 2026	$79.15	Purchase of Pierce Fire Apparatus Parts
	January 2026	$358.14	Purchase of Pierce Fire Apparatus Parts
	January 2026	$395.23	Purchase of Pierce Fire Apparatus Parts
	January 2026	$1,178.08	Purchase of Pierce Fire Apparatus Parts
	January 2026	$3,797.45	Purchase of Pierce Fire Apparatus Parts
	January 2026	$4,279.22	Purchase of Pierce Fire Apparatus Parts
	January 2026	$10,087.27	Purchase of Pierce Fire Apparatus Parts
		$20,174.54	
Marissa Stanley	January 2026	$252.70	Mileage Reimbursement
Mark Madej	January 2026	$1,943.83	Travel Reimbursement
Martin Rafacz	January 2026	$1,500.00	Evaluation of Lieutenant Candidates
Matthew Liberio	January 2026	$2,891.25	Tuition Reimbursement
Maurice Proffit	January 2026	$1,000.00	Producer For Black History Month Program
Metiri Analytical Group Inc	January 2026	$1,335.00	IEPA Mandated Water Samples
Metropolitan Water Reclamation District	January 2026	$10,247.28	Sewer Service Charges

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Michael Baker International Inc.	January 2026	$27,663.28	Walnut Lane Resurfacing
Michael C. Drugan	January 2026	$2,000.00	Training
Michael LaRosa	January 2026	$415.14	Travel Reimbursement
Monica Gomez	January 2026	$94.65	Ambulance Refund
Mr Duct Inc	January 2026	$395.00	Duct Cleaning Boomers Dryer Vent
Municipal Clerks of DuPage County	January 2026	$76.00	Meeting Fee
Nachurs Alpine Solutions Corp	January 2026	$4,232.83	Liquid Totes and Super Sacks
National Testing Network Inc	January 2026	$2,175.00	Firefighter Candidate Background
	January 2026	$2,930.00	Firefighter Candidate Background
	January 2026	$2,690.00	Police Candidate Background
	January 2026	$3,015.00	Police Candidate Background
		$10,810.00	
New Tradition Funeral Services, LLC	January 2026	$800.00	Transport of Deceased
Nicholas Gountanis	January 2026	$241.67	Employee Reimbursement
Nicholas Kamba	January 2026	$104.00	National EMT Exam Reimbursement
Northeastern Illinois Public Safety	January 2026	$1,675.00	Training
Northern Illinois Gas Company	January 2026	$261.24	Utility Service
	January 2026	$487.85	Utility Service
	January 2026	$595.15	Utility Service
	January 2026	$1,240.14	Utility Service
		$2,584.38	
Northwest Central Dispatch System	January 2026	$1,484.83	Portable Radio Repair
Northwest Community Hospital	January 2026	$4,399.00	Fire Department Physicals
	January 2026	$160.00	OSHA Questionnaire Physical Exams
		$4,559.00	
Northwest Police Academy	January 2026	$75.00	Training
Om Shree Narandas Maharaj LLC	January 2026	$91.15	Car Washes and Detailing
Patson Inc	January 2026	$6,295.51	Purchase of Freightliner and Cummins Parts
Pentegra Systems LLC	January 2026	$510.00	TVH Camera Repair
	January 2026	$340.00	Water Tower Camera Repair
		$850.00	
Petroleum Traders Corporation	January 2026	$18,285.86	Unleaded Fuel
Petty Cash (Prairie Center)	January 2026	$200.00	Dinner Buyout For Holly Jolly Christmas

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Plote Construction Inc	January 2026	$109,250.00	Snow Removal in Cul-de-Sacs
Police Law Institute	January 2026	$10,640.00	Annual Subscription
Pre-Paid Legal Services Inc	January 2026	$417.00	Employee Paid Legal Services
Proven Business Systems	January 2026	$318.27	Copier Usage Costs
	January 2026	$1,243.59	Copier Usage Costs
		$1,561.86	
Pulse Technology of Illinois Inc	January 2026	$999.99	Printer Maintenance Service
Quadient Inc	January 2026	$491.70	Postage Machine Maintenance
Quality Truck & Equipment Co.	January 2026	$22,788.53	Poly Combo Salt Spreader with Spray Bar
R H Donnelley	January 2026	$58.10	Advertising Charges
Rachel Applegate	January 2026	$66.85	Mileage Reimbursement
Rano Mariotti	January 2026	$193.49	Employee Reimbursement
Reliable Landscaping, Inc	January 2026	$1,500.00	Water Meter Rental Reimbursement
Revv Aviation	January 2026	$3,505.83	Hangar Deposit Reimbursement
Robert Jozwiak	January 2026	$405.00	Transfer Stamp Rebate
Robert W. Kryder	January 2026	$3.15	Mileage Reimbursement
Ruth Ann Marselle	January 2026	$59.51	Ambulance Refund
Ryan Rivard	January 2026	$1,280.25	Tuition Reimbursement
S B Friedman & Company	January 2026	$40,761.91	On Call Services
Salvatore F. Molinaro	January 2026	$1,500.00	Evaluation of Lieutenant Candidates
Schaumburg Consolidated School	January 2026	$19,920.00	Developer Donations
Schaumburg Park District	January 2026	$500.00	Developer Donations
	January 2026	$25,296.00	Developer Donations
		$25,796.00	
Schroeder & Schroeder Inc	January 2026	$429,138.38	Concrete Repair Program
SESAC Inc	January 2026	$2,081.00	Licensing Fees
Shoeshine Boy Productions, Inc.	January 2026	$1,125.00	Payment For Thursday Night Laughs
Siemens Industry Inc	January 2026	$605.00	Life Safety Maintenance
	January 2026	$725.00	Life Safety Maintenance
	January 2026	$6,729.68	Life Safety Maintenance
		$8,059.68	

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Sierra Systems Inc	January 2026	$1,440.00	IT Technical Staffing Services
	January 2026	$1,540.00	IT Technical Staffing Services
	January 2026	$1,560.00	IT Technical Staffing Services
	January 2026	$2,100.00	IT Technical Staffing Services
	January 2026	$2,625.00	IT Technical Staffing Services
	January 2026	$2,800.00	IT Technical Staffing Services
	January 2026	$150.00	Website Coordinator
	January 2026	$1,100.00	Website Coordinator
		$13,315.00	
Snow Systems	January 2026	$684.00	Snow Removal Village Lots and Sidewalks
	January 2026	$2,555.50	Snow Removal Village Lots and Sidewalks
	January 2026	$2,555.50	Snow Removal Village Lots and Sidewalks
	January 2026	$3,709.75	Snow Removal Village Lots and Sidewalks
	January 2026	$4,393.75	Snow Removal Village Lots and Sidewalks
	January 2026	$5,111.00	Snow Removal Village Lots and Sidewalks
	January 2026	$5,985.00	Snow Removal Village Lots and Sidewalks
	January 2026	$5,985.00	Snow Removal Village Lots and Sidewalks
	January 2026	$30,922.50	Snow Removal Village Lots and Sidewalks
		$61,902.00	
Speer Financial Inc	January 2026	$150.00	Professional Services for Disclosure
SSM Health Care Group	January 2026	$456.30	Toxicology Services
St. Andrews Lutheran Church and School	January 2026	$30.00	Partial Refund For Nutcracker School Show
Strand Associates Incorporated	January 2026	$21,147.07	Weathersfield Resurfacing
Suburban Dispatch LLC	January 2026	$5.94	Senior Taxi
T-Mobile USA, Inc.	January 2026	$4,275.54	Cellular Service
	January 2026	$2,083.20	Mobile Broadband Services
		$6,358.74	
Tamika L. Nittel-Morales	January 2026	$1,000.00	The Autism Hero Project
	January 2026	$1,000.00	The Autism Hero Project
		$2,000.00	
Terry's Ford Lincoln-Mercury of Peotone, I	January 2026	$67,013.70	One Ford F-150 Lightning
The Cubala Group Psychological Services	January 2026	$3,000.00	Public Safety Psychologist Services
The Doo Wop Project	January 2026	$540.00	Hotel Buyout For Doo Wop Project
TheaterMania.com Inc	January 2026	$836.00	Prairie Center Ticket Scanner
Thomas Selch	January 2026	$862.37	Retiree IMRF Refund
Thomas Engineering Group LLC	January 2026	$24,779.49	Meacham Streetscape Improvement Project
	January 2026	$28,143.89	Meacham Streetscape Improvement Project
		$52,923.38	

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Thomas Wisniewski	January 2026	$163.10	Mileage Reimbursement
Thomson Weir LLC	January 2026	$25,500.00	Legislative Consulting Services
Tony Abel	January 2026	$20.72	Travel Reimbursement
Town Square Owners Association	January 2026	$1,654.81	Town Square Association Dues
TPI Building Code Consultants Inc	January 2026	$58,858.66	Inspections and Plan Review
Treasurer of State of Illinois	January 2026	$2,177.94	Traffic Signal Maintenance
	January 2026	$3,798.72	Traffic Signal Maintenance
		$5,976.66	
Tyler Technologies Inc	January 2026	$914.70	Year End Tax Forms and A/P Check Stock
	January 2026	$960.00	Year End Tax Forms and A/P Check Stock
		$1,874.70	
Ultra Strobe Communications Inc	January 2026	$1,151.76	Regular Parts
	January 2026	$1,289.48	Regular Parts
	January 2026	$6,907.06	Upfit Parts
	January 2026	$6,940.89	Upfit Parts
		$16,289.19	
United Door and Dock LLC	January 2026	$463.00	Overhead Doors Maintenance and Repairs
	January 2026	$900.54	Overhead Doors Maintenance and Repairs
	January 2026	$1,490.00	Overhead Doors Maintenance and Repairs
	January 2026	$2,580.00	Overhead Doors Maintenance and Repairs
	January 2026	$14,443.11	Overhead Doors Maintenance and Repairs
		$19,876.65	
University of Illinois	January 2026	$8,177.00	Basic Academy Training
Urban SDK, Inc.	January 2026	$23,650.00	Software Subscription
US Postal Service	January 2026	$5,000.00	Prepaid Postage - PD Meter
Usona Development, LLC	January 2026	$3,000.00	Professional Services
Utility Transport Service	January 2026	$1,164.83	Gravel Delivery & Debris Hauling
	January 2026	$2,935.42	Gravel Delivery & Debris Hauling
	January 2026	$3,168.15	Gravel Delivery & Debris Hauling
		$7,268.40	
Verizon Wireless	January 2026	$540.17	Water Meter Data Collection
Victoria Corral	January 2026	$182.60	Ambulance Refund
Village of Hoffman Estates	January 2026	$46.09	Water Purchase
Visionmetric Ltd	January 2026	$2,599.00	EFIT License
Water Services Company	January 2026	$4,312.50	Large Water Meter Testing and Repair Program

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Water Services Company	January 2026	$7,557.76	Large Water Meter Testing and Repair Program
		$11,870.26	
Wex Bank	January 2026	$83.81	WEX Charges
William Rainey Harper College	January 2026	$14,157.00	EMT and Paramedic Training
	January 2026	$395.00	Training
		$14,552.00	
William Wallrich	January 2026	$394.80	Mileage Reimbursement
Williams Associates Architects Ltd	January 2026	$39,755.01	Design - New Police Facility
	January 2026	$536,265.17	Design - New Village Hall Facility
		$576,020.18	
	GRAND TOTAL	**$4,610,764.99**	

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Action Lock & Key Inc	December 2025	$400.00	Door Lock and Repairs
Adan Perez Jr	December 2025	$450.10	Mileage Reimbursement
Advanced Tree Care	December 2025	$17,107.00	Tree Maintenance Services
Aero Removals - Tri Sons Crematory Ser	December 2025	$425.00	Transport of Deceased
AFLAC Inc - American Family Life Insuran	December 2025	$4,289.82	Employee Paid Voluntary Insurance
Alvarez and Associates	December 2025	$4,000.00	Professional Lobbying Services
Alvarez, Inc.	December 2025	$970.00	Weed Abatement Program
Amanda Martin	December 2025	$2,875.00	SYSE Music Director
American Society of Composers	December 2025	$917.00	Music Licensing Fees
Amperage Electrical Supply	December 2025	$21,972.30	Baseball Stadium New Ballpark Lighting
Anchor Mechanical Inc	December 2025	$3,510.64	Annual Plumbing and Maintenance
	December 2025	$5,308.62	Annual Plumbing and Maintenance
		$8,819.26	
Andy Frain Services	December 2025	$10,916.78	Crossing Guard Services
Arcon Associates Inc	December 2025	$3,187.50	EPW Material Storage Bin Rebuild
AT&T	December 2025	$52.77	Telephone Service
	December 2025	$57.08	Telephone Service
	December 2025	$63.67	Telephone Service
	December 2025	$242.39	Telephone Service
	December 2025	$679.25	Telephone Service
	December 2025	$937.26	Telephone Service
	December 2025	$5,234.73	Telephone Service
		$7,267.15	
Autumn Ridge Townhome Association	December 2025	$889.92	Snow & Ice Reimbursement
Barbeck Communications Group, Inc.	December 2025	$30,582.83	Panel Scout Customer Trailer
Bear Construction Company	December 2025	$78,192.19	ComEd Dual Feed Advanced Throw Switches St 20 & 21
	December 2025	$168,061.42	Emergency Backup Generators
	December 2025	$31,192.04	Masonry Repair at FS 52
		$277,445.65	
Belmonte Printing Company	December 2025	$95.00	Business Cards
	December 2025	$351.00	Printing Patch Books
		$446.00	
BLA Inc	December 2025	$6,532.50	CMP Condition Assessment and Rehab

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Boller Construction Company	December 2025	$439,880.23	90 North Park
Brookstone Condo Assoc	December 2025	$999.36	Snow & Ice Reimbursement
Camosy Incorporated	December 2025	$2,402,007.20	Construction - New Village Hall Facility
Cannon Cochran Management Services Ir	December 2025	$7,875.00	Worker's Compensation Claims
Carlisle Cove Association	December 2025	$297.09	Snow & Ice Reimbursement
Carriage Homes of Summit Place	December 2025	$3,787.88	Snow & Ice Reimbursement
Carriage Homes of Windsong Condo Assc	December 2025	$1,716.30	Snow & Ice Reimbursement
CDWG LLC	December 2025	$79,630.65	Desktops and Laptops
	December 2025	$9,300.00	Lenovo Server
	December 2025	$1,410.88	Lenovo Server Add On
		$90,341.53	
Central Lawn Sprinklers Inc	December 2025	$302,207.07	90 North Park Irrigation System
Central Square Technologies LLC	December 2025	$4,419.16	Alarm Billing Outsource Services
Chastain & Associates LLC	December 2025	$12,533.00	Facilities Supplemental Project Management
	December 2025	$28,322.00	Supplemental Engineering Services
		$40,855.00	
Cherry Hill Homeowners Association	December 2025	$328.97	Snow & Ice Reimbursement
Chicago Communications LLC	December 2025	$5,420.00	Mobile Radio
Christine Lee	December 2025	$600.00	Graphic Design
Christopher B Burke Engineering Ltd	December 2025	$32,501.05	Preliminary Engineering Thoreau Drive
Cintas Corporation No 2	December 2025	$786.33	Replacement and Maintenance of Floor Mats
Citywide Elevator Inspection Services Inc	December 2025	$2,624.00	Elevator Inspection Services
CivicPlus, LLC	December 2025	$630.00	Municipal Code
	December 2025	$1,508.08	Municipal Code
		$2,138.08	
Civiltech Engineering Inc	December 2025	$56,510.83	90 North Park
	December 2025	$76,336.67	Braintree Drive Reconstruction
	December 2025	$1,896.77	McConnor Parkway Construction Admin
	December 2025	$2,629.38	Small Cell Permit Assistance
		$137,373.65	
Clair Global Integration LLC	December 2025	$380.00	Repair Services For Stage Lighting
Cloisters Townhouse Association	December 2025	$592.53	Snow & Ice Reimbursement
Comcast Cable Communications	December 2025	$21.42	Cable for PSB

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Comcast Cable Communications	December 2025	$19,019.90	MetroE Network & Internet
		$19,041.32	
Commercial Tire Services Inc	December 2025	$10,128.54	Tire Purchases
Commonwealth Edison	December 2025	$232.83	Utility Service
	December 2025	$849.75	Utility Service
	December 2025	$3,482.09	Utility Service
		$4,564.67	
Compassion Funeral Services Inc	December 2025	$406.00	Transport of Deceased
ComPsych Employee Assistance Program	December 2025	$840.00	DOT Evaluation
Computershare Trust Company, N.A.	December 2025	$1,000.00	Administration Charges
Conklin & Conklin, LLC	December 2025	$250.00	Meacham and Golf Rd Bike Path Legal Fees
	December 2025	$1,521.00	Meacham and Golf Rd Bike Path Legal Fees
		$1,771.00	
Costar Realty Information Inc	December 2025	$815.74	Monthly Subscription
David G Eterno	December 2025	$525.00	Professional Services
	December 2025	$525.00	Professional Services
		$1,050.00	
Divine Signs Inc	December 2025	$1,705.00	70th Anniversary Logo Prints
Dunbar Lakes Community Association	December 2025	$1,413.78	Snow & Ice Reimbursement
Dupage Water Commission	December 2025	$13,233.16	Water Purchase
Edward Scheid	December 2025	$228.90	Mileage Reimbursement
Elevated Safety LLC	December 2025	$1,400.00	Training
	December 2025	$2,016.04	TRT Equipment
	December 2025	$572.04	TRT Rope and Supplies
	December 2025	$158.39	Webbing
		$4,146.47	
EMS Management & Consultants, Inc.	December 2025	$8,247.15	Ambulance Billing Fees Nov
	December 2025	$9,972.04	Ambulance Billing Fees Oct
		$18,219.19	
ENGIE North America Inc	December 2025	$236.59	Utility Service
	December 2025	$1,643.23	Utility Service
	December 2025	$2,434.51	Utility Service
	December 2025	$2,437.04	Utility Service
	December 2025	$3,405.09	Utility Service
	December 2025	$8,429.73	Utility Service
		$18,586.19	

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Engineering Resource Associates Inc	December 2025	$6,309.32	Gray Marsh Farm Storm Sewer Improvements
Erik Scheele	December 2025	$3,900.00	Accompanist For Schaumburg Choral Program
Erin Rebecca Kozakis	December 2025	$3,500.00	Music Director For Choral Program
Every Creative Graphics Inc	December 2025	$747.50	Graphic Design
Experior	December 2025	$666.71	Water Meter Reimbursement
Exterior Restoration Services LLC	December 2025	$1,075.00	Animal Trapping
	December 2025	$1,170.00	Animal Trapping
		$2,245.00	
Ferguson US Holdings, Inc	December 2025	$1,506.90	Potable Water Meters
FH Paschen SN Nielsen & Assoc LLC	December 2025	$43,807.40	Repair Broken Bar Joist in EPW Yard Storage Bin
	December 2025	$21,154.60	VMF Bay 13 Lift Removal & Restoration
		$64,962.00	
Finer Line Inc	December 2025	$90.63	Employee Service Awards
Flowpoint Environmental Systems Inc	December 2025	$109.30	Software License for Bulk Water Filling Station
Friendly and Feral Cat Rescue	December 2025	$28.75	Stray Animal Fee
Fun Services	December 2025	$250.00	Refund for Amusement License
Gatewood Condominium Association Inc	December 2025	$2,315.52	Snow & Ice Reimbursement
Hampton, Lenzini and Renwick Inc	December 2025	$829.89	Meacham Road Resurfacing
Haverford at Schaumburg Master	December 2025	$1,273.20	Snow & Ice Reimbursement
Hayes Commercial LLC	December 2025	$4,473.16	HVAC Repair & Maintenance of Buildings
Heather Anderson	December 2025	$220.50	Mileage Reimbursement
Heatherwood Estates Condo Association	December 2025	$2,204.50	Snow & Ice Reimbursement
Heatherwood North Association	December 2025	$655.77	Snow & Ice Reimbursement
Heatherwood West Condominium Associa	December 2025	$1,521.50	Snow & Ice Reimbursement
Home Depot Inc	December 2025	$307.60	Operating Supplies
IL Department of Innovation &Technology	December 2025	$72.79	Communication Charges
Illinois City/County Mgmt Assoc	December 2025	$500.00	Job Advertising
Illinois Municipal League	December 2025	$5,000.00	Membership Dues
Iteris Inc	December 2025	$2,282.50	On-Call Engineering Services
James Drive Safety Lane, LLC	December 2025	$143.00	Safety Lane Inspections

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Janelle Dougherty	December 2025	$20.30	Mileage Reimbursement
	December 2025	$107.59	Mileage Reimbursement
	December 2025	$110.60	Mileage Reimbursement
		$238.49	
Janet L Spees	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Jessica Brtva	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Jim Estep	December 2025	$63.64	Mailbox Reimbursement
Johnson Controls Inc	December 2025	$2,400.00	Building Automation System Upgrades
	December 2025	$5,625.00	Building Automation System Upgrades
	December 2025	$31,680.00	Building Automation System Upgrades
		$39,705.00	
Joseana Goncalves Quaresma Ripari	December 2025	$90.00	Zumba at The Barn
Joseph D Davito	December 2025	$8,637.50	Professional Services
Jude R. Vickery	December 2025	$4,040.00	Tank Exterior Inspections/Aviation Light Replace
Julia Summers Fitzgerald	December 2025	$119.76	Travel Reimbursement
Justifacts Credential Verification, Inc	December 2025	$320.46	Background Checks
Kathleen Henkelman	December 2025	$179.20	Mileage Reimbursement
Kevan Kosobayashi	December 2025	$3,925.00	SYSO Music Director
Kimley-Horn & Associates Inc	December 2025	$49,669.29	Springinsguth Rd Design Eng Svcs
Kingsport Estates Condo Association	December 2025	$1,294.62	Snow & Ice Reimbursement
Kone Inc	December 2025	$465.30	Elevator Maintenance
	December 2025	$537.18	Elevator Maintenance
	December 2025	$14,673.68	Elevator Maintenance
	December 2025	$26,237.85	Elevator Maintenance
		$41,914.01	
Lamar Carey Curtis	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Lauterbach & Amen LLP	December 2025	$2,000.00	NTD Procedures
	December 2025	$5,700.00	Single Audit
		$7,700.00	
Lexington Green Condominium Associatio	December 2025	$2,970.00	Snow & Ice Reimbursement
Lexington Green II Condominium Assoc	December 2025	$2,323.22	Snow & Ice Reimbursement
Lexington Lane Condo Association	December 2025	$807.39	Snow & Ice Reimbursement
Lexington Village Coach House	December 2025	$2,310.75	Snow & Ice Reimbursement

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
LRS Holdings LLC	December 2025	$438,729.03	Refuse and Recycling
Luis Pasko	December 2025	$131.60	Mileage Reimbursement
Lund Industries Inc	December 2025	$1,559.66	Dash Mounts
M E Simpson Inc	December 2025	$2,922.00	Valve Exercising & Leak Detection
M.J. Taylor Law, LLC	December 2025	$2,000.00	Prosecution Services
Macauley B Manzano	December 2025	$350.00	Guest Musician For Presto Holiday Concert
MacQueen Equipment LLC	December 2025	$74.50	Purchase of Pierce Fire Apparatus Parts
	December 2025	$241.07	Purchase of Pierce Fire Apparatus Parts
	December 2025	$4,105.83	Purchase of Pierce Fire Apparatus Parts
		$4,421.40	
Marisa Krawiec	December 2025	$32.20	Mileage Reimbursement
	December 2025	$150.50	Mileage Reimbursement
		$182.70	
Marissa Stanley	December 2025	$229.60	Mileage Reimbursement
Mark Hamada	December 2025	$3,750.00	SYSS Music Director
Mckinstry Essention, LLC	December 2025	$58,000.00	Facility Condition Assessment - Village Wide
Meade Inc	December 2025	$16,849.86	Traffic Signal Painting
Meagan Zahora	December 2025	$3,375.00	Music Director For Choral Program
Meet Chicago Northwest	December 2025	$115,285.42	Annual Funding Support
Meribel Condominium	December 2025	$1,340.30	Snow & Ice Reimbursement
Michael Kozakis	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Microsoft Corporation	December 2025	$15,580.36	Microsoft Subscription
Midway Building Services	December 2025	$37,572.92	Custodial Services
Midwest Veterinary Company LLC	December 2025	$2,189.85	Stray Animal Lodge and Hospital Fee
Morrison Associates Ltd	December 2025	$6,000.00	Executive Leadership Retreat Speaker
Mosca Design, Inc	December 2025	$986.19	Rope Lights For Tree Lighting
Mount Prospect School District 57	December 2025	$90.00	Partial Refund For Nutcracker School Show
Murnane Paper Company	December 2025	$2,755.00	Copy Paper PSB
	December 2025	$2,967.00	Copy Paper Village Hall
		$5,722.00	
MV Public Transportation, Inc.	December 2025	$138,928.00	Dial-a-Ride Transportation Services

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Northeastern Illinois Public Safety	December 2025	$3,350.00	Training
Northern Illinois Gas Company	December 2025	$220.54	Utility Service
	December 2025	$258.02	Utility Service
	December 2025	$339.14	Utility Service
	December 2025	$345.10	Utility Service
	December 2025	$370.54	Utility Service
	December 2025	$685.92	Utility Service
	December 2025	$693.54	Utility Service
		$2,912.80	
Northwest Central Dispatch System	December 2025	$14,256.20	Assessment Fees - Fire
	December 2025	$42,768.60	Assessment Fees - Police
	December 2025	$33,857.58	JEMS Subscription Fee
		$90,882.38	
Northwest Community Hospital	December 2025	$645.00	Pre-Employment Drug and Physical Testing
Otava, LLC	December 2025	$952.55	VDI Cloud Migration
Pace Suburban Bus Division of RTA	December 2025	$33,094.67	Pace Route 905 - Trolley Service
Paddock Publications Inc	December 2025	$1,550.00	Ads Promoting 2025-26 Season
	December 2025	$1,200.00	Ads Promoting October Shows
	December 2025	$256.50	Legal Notices
	December 2025	$1,323.00	Print Ads In Holiday Guide
		$4,329.50	
Parvin-Clauss Sign Co., Inc.	December 2025	$9,727.00	Signs for 90N Parking Garage
	December 2025	$19,725.50	Signs for 90N Parking Garage
		$29,452.50	
Patson Inc	December 2025	$2,864.63	Purchase of Freightliner and Cummins Parts
Paulson Press Inc	December 2025	$8,900.00	Winter Cracker Barrel
Payton Pugliese	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Petroleum Traders Corporation	December 2025	$20,974.12	Diesel Fuel
	December 2025	$18,970.79	Unleaded Fuel
		$39,944.91	
Pleasant Square Community Assoc LLC	December 2025	$972.00	Snow & Ice Reimbursement
Rachel Applegate	December 2025	$125.65	Mileage Reimbursement
Radiate Holdings, LP	December 2025	$234.81	Cable Internet/Phone Service at Schweikher House
Ray O'Herron Company Inc	December 2025	$1,813.11	Avon Filter
Red Rock Condominium Association	December 2025	$597.69	Snow & Ice Reimbursement
RJN Group	December 2025	$2,669.60	MWRD IICP

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
RJN Group	December 2025	$9,279.50	MWRD IICP
		$11,949.10	
Robert W. Kryder	December 2025	$18.34	Mileage Reimbursement
Ron Polomchak	December 2025	$3,925.00	SYCO Music Director
Sadlick, William	December 2025	$205.80	Mileage Reimbursement
Saitech Inc.	December 2025	$9,100.00	Fortinet Rugged Switch
Sarah Inendino	December 2025	$3,625.00	Choral Program Director
Schaumburg CCSD 54	December 2025	$195.00	Partial Refund For Nutcracker School Show
Sean O'Connell	December 2025	$450.00	Appraisal for 218 W Schaumburg Rd
Sebert Landscaping	December 2025	$87,214.38	Full Landscape Maintenance
Sebis Direct Inc	December 2025	$2,879.90	Water Bill Print
Sewertech LLC	December 2025	$3,250.00	National Parkway Sinkhole
Sheffield Manor Condominium Associatior	December 2025	$544.70	Snow & Ice Reimbursement
Sheffield Towne Association	December 2025	$3,271.21	Snow & Ice Reimbursement
Sierra Systems Inc	December 2025	$1,440.00	IT Technical Staffing Services
	December 2025	$1,645.00	IT Technical Staffing Services
	December 2025	$2,400.00	IT Technical Staffing Services
	December 2025	$2,800.00	IT Technical Staffing Services
	December 2025	$150.00	Website Coordinator
	December 2025	$400.00	Website Coordinator
		$8,835.00	
Site Design Group Ltd	December 2025	$11,227.50	Public Improvements
SRC Electric LLC	December 2025	$3,100.00	Final Connections New Generator & ATS Schweikher
Stefano Mercurio	December 2025	$115.36	Tire Reimbursement
Sutton Ford Inc	December 2025	$51,286.00	Purchase of Ford F-350
	December 2025	$51,506.00	Purchase of Ford F-350
		$102,792.00	
Tallgrass Restoration LLC	December 2025	$19,109.00	Maintenance of Natural Areas
Tariq Dandan	December 2025	$2,120.00	Rental Inspections
	December 2025	$2,320.00	Rental Inspections
	December 2025	$5,600.00	Rental Inspections
		$10,040.00	
Terrace Supply Company	December 2025	$178.52	Oxygen for Ambulances

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Testing for Public Safety LLC	December 2025	$13,600.00	Lieutenant Promotion Process
The Display Company	December 2025	$45,267.00	Newly Designed Banners
The Doo Wop Project	December 2025	$7,800.00	Payment Balance For Doo Wop Project
TheaterMania.com Inc	December 2025	$7,893.07	Ticketing System Licensing Fees
Thomas J Kordus	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Timothy Koll	December 2025	$3,500.00	Choral Artists Director
Tori Marchi	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Towne Place Condo Association	December 2025	$3,027.78	Snow & Ice Reimbursement
Towne Place West Condominium Associat	December 2025	$6,482.58	Snow & Ice Reimbursement
Tuscany on the Pond Homeowners Assn	December 2025	$266.55	Snow & Ice Reimbursement
Ultra Strobe Communications Inc	December 2025	$110.50	Regular Parts
	December 2025	$225.07	Regular Parts
	December 2025	$402.35	Regular Parts
	December 2025	$1,090.00	Regular Parts
	December 2025	$5,180.40	Upfit Labor & Regular Parts
	December 2025	$4,507.84	Upfit Parts
		$11,516.16	
Underground Pipe & Valve Co	December 2025	$14,547.00	Fire Hydrants for Stock
United Door and Dock LLC	December 2025	$6,742.34	Gate Repair 301 E Central Rd
Uno Mas Landscaping Inc	December 2025	$6,525.00	Landscape Plant Installation
	December 2025	$6,933.00	Landscape Plant Installation
	December 2025	$2,903.33	Turf and Parkway Restoration
	December 2025	$5,358.00	Turf and Parkway Restoration
		$21,719.33	
US Postal Service	December 2025	$3,000.00	VOS Postage
Verizon Wireless	December 2025	$920.28	SCADA Services
Victoria A. Hicks	December 2025	$350.00	Guest Musician For Presto Holiday Concert
Village of Hoffman Estates	December 2025	$3,334.81	Water Purchase
Village of Itasca	December 2025	$940.69	CP/KCS Merger
Village of Romeoville	December 2025	$500.00	Training
	December 2025	$1,300.00	Training
	December 2025	$2,175.00	Training
		$3,975.00	
Village of Roselle	December 2025	$77.86	Water Purchase

VENDOR/PAYEE NAME	CHECK DATE	CHECK AMOUNT	DESCRIPTION
Vital Records Holdings LLC	December 2025	$95.71	Monthly Shredding Services
W S Darley & Company	December 2025	$756.16	Hose
Warehouse Direct, Inc.	December 2025	$4,042.99	Janitorial Supplies
Weathersfield Commons Quadro-Homes	December 2025	$1,747.62	Snow & Ice Reimbursement
Weathersfield Lake Condominium Associa	December 2025	$4,224.92	Snow & Ice Reimbursement
Weathersfield North Townhome Associatic	December 2025	$575.76	Snow & Ice Reimbursement
Weathersfield South Homeowners Assoc	December 2025	$1,237.26	Snow & Ice Reimbursement
Wellington Court Townhome Association	December 2025	$282.35	Snow & Ice Reimbursement
Westgate Elementary School	December 2025	$105.00	Partial Refund For Nutcracker School Show
Willow Pond at Bar Harbour	December 2025	$1,147.36	Snow & Ice Reimbursement
Wyndham Cove Homeowners Association	December 2025	$403.92	Snow & Ice Reimbursement
Zoho Corporation	December 2025	$2,549.00	Manage Engine Self Service Plus Renewal
	GRAND TOTAL	**$5,780,070.97**	

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Presentation of 2025 MINA and Full Service Owners Conference Award Winner by Dieter Heigl, General Manager of the Renaissance Schaumburg Hotel and Convention Center
01/13/26
Village Board

Presenter:

Lead Department: General Government

Executive Summary:

Recommended Action:

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Presentation of Digital City Award, by Peter Schaak, Director of Information Technology
01/13/26
Village Board

Presenter: Peter Schaak
Lead Department: Information Technology

Executive Summary:

Recommended Action:

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Request from Mr. Chong Suh for One (1) Class K Liquor License for Chicago Food Corporation - Joong Boo Market located at 1111 E. Golf Road (New Owner).
01/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Chicago Food Corporation - Joong Boo Market.pdf

VBM 01/13/2026

CHICAGO FOOD CORP.
FOOD & SEAFOOD IMPORTER • WHOLESALER & RETAILER
7007 N. AUSTIN AVE. NILES, IL 60714 TEL) 847-745-5656 FAX) 847-745-5657

liquor license Class "K"

Request for New Liquor License Approval – Joong Boo Market

December 19, 2025

To: Village of Schaumburg
Attn: Liquor License Processing Department

Dear Liquor Commissioner and Team,

We respectfully request approval of a new liquor license for Joong Boo Market, located at 1111 E. Golf Rd., Schaumburg, Illinois. We understand that the Village requires a new license approval when a business's legal entity changes, and therefore we are submitting this application under the new entity listed below:

- **New Entity Name: Chicago Food Corporation**
- Address: 7007 N Austin Ave. Niles, IL 60714
- Officers: Ki Pyo Hong (President) & Sung Ye Hong (Secretary)
- EIN: 36-3490397
- Illinois Resale ID number: 2412-1711
- Effective Date of Change: January 1, 2026

We note that the liquor license for "Joong Boo Market" at 1111 E. Golf Rd. has already been renewed for the 2026 license year under the current entity, Joong Boo Market Schaumburg LLC (No. LIQL-24-207). While the business name, location, and operations will remain unchanged, we acknowledge that the Village requires a new license approval when the legal entity changes. Accordingly, we are submitting this request for approval under Chicago Food Corporation.

All state and local licenses, permits, and tax reporting on and after January 1, 2026 will be processed under Chicago Food Corporation. Enclosed please find supporting documentation for the new entity. We appreciate your guidance and look forward to working with the Village to ensure full compliance.

Sincerely,

Chong Suh
President, Chicago Food Corporation

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Request from Mr. Sejalben Patel for One (1) Class B Liquor License for Drink Rite Liquor of Schaumburg located at 510 W. Golf Road (New Owner).
01/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Drink Rite Liquor of Schaumburg.pdf

VBM 01/13/2026

liquor license class "B" (New Owner)

LETTER OF INTENT – LIQUOR LICENSE TRANSFER

Business: Golf Liquor
Business Address: 510 W Golf Road, Schaumburg, IL 60195
Proposed Licensee: Jay Shree 24 Inc.
DBA: Drink Rite Liquor of Schaumburg
Illinois Liquor License Class: Class B

This Letter of Intent is submitted in connection with the application for the issuance and/or transfer of a **Class B retail liquor license** by the Village of Schaumburg for the business known as **Golf Liquor**, located at 510 W Golf Road, Schaumburg, Illinois.

Ownership:
Jay Shree 24 Inc. is an Illinois corporation that will acquire the business assets of Golf Liquor. The corporation is **100% owned by Sejalben Patel**. There are no other owners or beneficial interest holders.

Nature of Business:
The business will continue to operate as a retail liquor store selling packaged alcoholic beverages for off■premises consumption only, consistent with a Class B liquor license and all applicable laws.

Closing Date:
The anticipated closing date for the purchase of Golf Liquor is **January 16, 2026**, subject to approval of the liquor license transfer and all required governmental approvals.

Compliance:
Jay Shree 24 Inc. affirms its commitment to comply with all federal, state, and local laws governing the sale of alcoholic liquor and all Village of Schaumburg Liquor Control Ordinances.

Jay Shree 24 Inc.
DBA Drink Rite Liquor of Schaumburg

By: _____
Name: Sejalben Patel
Title: Owner

Home Address: 856 Dugout Trail, Carol Stream, IL 60188
Phone: 331■666■4386
Email: sejal@drinkriteliquor.com

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve the Request from St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Bingo Event and to Waive the Fee
01/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- St Gregory 01-18-2026.pdf

VBM 01/13/26

ST GREGORY of NYSSA PARISH

1451 W BODE RD
SCHAUMBURG, IL 60194
847-882-7580
www.saintgregoryofnyssaparish.org

1 Day Liquor License

January 5, 2026

Village of Schaumburg
Villag President's Office
101 Schaumburg Court
Schaumburg, IL 60193

Liquor License Class D Waiver Request

To Whom it May Concern

This letter is to formally apply for a Class D Liquor License for St Gregory of Nyssa Parish.

The event will be on Sunday, January 18, 2026, from 3:30 to 5:30 PM at our parish campus located at 1451 W. Bode Rd, Schaumburg, IL 60193

The event is Bingo.

In addition to this letter, the following documents are included in the application:

1. Certificate of Insurance
2. Driver's License for William L Solomon, III
3. State of Illinois Tax Exempt Certificate
4. St Gregory of Nyssa – Fed ID – IRS Letter

Items "3" and "4" are included for the purpose of requesting that the $40 fee be waived since St Gregory of Nyssa Parish is a tax-exempt not for profit organization.

Your help in this matter is greatly appreciated. Feel free to contact me if there are any questions.

Best regards,

William Solomon

William Solomon
Director of Operations
St Gregory of Nyssa Parish
913-481-9182 – Cell
wsolomon@archchicago.org

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Ratify the Request from St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for the Feast Event and to Waive the Fee
01/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- St Gregory 01-10-2026.pdf

ST GREGORY of NYSSA PARISH

1451 W BODE RD
SCHAUMBURG, IL 60194
847-882-7580

www.saintgregoryofnyssaparish.org

VBM 01/13/26

December 12, 2025

Village of Schaumburg
Villag President's Office
101 Schaumburg Court
Schaumburg, IL 60193

1 Day Liquor Licence Fee
Waive Request
"Class D" One Day waived Fee

To Whom it May Concern

This letter is to formally apply for a Class D Liquor License for St Gregory of Nyssa Parish.

The event will be on Saturday, January 10, 2026, from 11:00 to 3:00 PM at our parish campus located at 822 Springinsguth Rd, Schaumburg, IL 60193

The event is to celebrate the Feast of St Gregory of Nyssa.

In addition to this letter, the following documents are included in the application:

1. Certificate of Insurance
2. Driver's License for William L Solomon, III
3. State of Illinois Tax Exempt Certificate
4. St Gregory of Nyssa – Fed ID – IRS Letter

Items "3" and "4" are included for the purpose of requesting that the $40 fee be waived since St Gregory of Nyssa Parish is a tax-exempt not for profit organization.

Your help in this matter is greatly appreciated. Feel free to contact me if there are any questions.

Best regards,

William Solomon

William Solomon
Director of Operations
St Gregory of Nyssa Parish
913-481-9182 – Cell
wsolomon@archchicago.org

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Ratify the Request from Japanese Chamber of Commerce and Industry of Chicago to hold a Raffle
01/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Request from Japanese Chamber of Commerce and Industry of Chicago (JCCC) to ratify a raffle held on January 11, 2026 at Renaissance Schaumburg Hotel and Convention Center located at 1551 Thoreau Dr, Schaumburg, IL 60173. Tickets sold for 1 for $5 and 5 tickets for $20. The total dollar amount of prizes awarded was estimated to be over $25,000. Since the retail value is over $1,000 for any one prize and the total retail value of all prizes exceeds $25,000 they are requesting a variance to Chapter 117.31 of the Schaumburg Municipal Code.

Recommended Action:

The Village Manager recommends the Village Board approve the request from the Japanese Chamber of Commerce and Industry of Chicago (JCCC) to ratify a raffle held on January 11, 2026 at Renaissance Schaumburg Hotel and Convention Center located at 1551 Thoreau Dr, Schaumburg, IL 60173. Since the retail value is over $1,000 for any one prize and the total retail value exceeds $25,000 they are requesting a variance to Chapter 117.31 of the Schaumburg Municipal Code.

ATTACHMENTS:

- Raffle Application
- NFP

Raffle License Application

Village of Schaumburg / 101 Schaumburg Court / Schaumburg, IL 60193
Phone (847) 923-4537 / rafflelicenses@schaumburg.com

Please Print or Type

******Please note applications must be received at least 30 days in advance of the event or a $50 fee will be charged.******

Date of Application: 11/21/2025

Organization Name: Japanese Chamber of Commerce and Industry of Chicago (JCCC)

Type of Organization: Nonprofit
(i.e. - Charitable, Educational, Fraternal, Nonprofit, Religious, Veterans)

Applicant Name: Masako Okuda

Organization Address: 1501 E Woodfield Rd, Suite 201N, Schaumburg, IL 60173

Business Phone: 312-245-8344 Business Fax: 312-245-8355

E-mail Address: okuda@jccc-chi.org

Purpose of raffle: Fundraising

How many days will the chances be issued or sold? 1 Days

If the number of days is over 90, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes _____ No X

Please specify the time or determination of winning chances and the location or locations at which winning chances will be determined:
Dates (Start—End): 01/11/2026 Raffle Event Date: 01/11/2026

Location(s): Renaissance Schaumburg Convention

Will the organization rent premises on which to determine the winning chance or chances in a raffle? Yes _____ No X

Please specify the area or areas within the Village in which raffle chances will be sold or issued:

Renaissance Schaumburg Convention Center Hotel (1551 N. Thoreau Dr., Schaumburg, IL 60173)

What is the price charged for each raffle chance issued or sold? $5

Is the price charged for each raffle chance issued or sold different based on the amount sold? Yes x No _____
If yes, please describe (i.e. - 1 for $5.00, 3 for $10.00):
1 Ticket for $5, 5 Tickets for $20

If the price is over $5.00, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes _____ No x

What are the retail value(s) of each prize awarded by a licensee in a single raffle? Please list out each prize with the associated retail value: (i.e. – Cash Prize | 50/50 Raffle | Television $500)

The raffle list will be finalized in the end of December, so we will submit the list after the event.

We usually receive the similar prizes every year, please let us know if the previous year's list is necessary.

What is the total raffle award price(s) or retail value of merchandise? $30,000

If the retail value is over $1,000 for any one prize, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes X No _____

If the total awarded prices or retail value exceeds $25,000, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes X No _____

The following are ineligible for any raffle license:

(1) Any person who has been convicted of a felony;

(2) Any person who is or has been a professional gambler or gambling promoter;

(3) Any person who is not of good moral character

(4) Any firm or corporation in which a person defined in division (1), (2) or (3) above has a proprietary, equitable or credit interest, or in which such a person is active or employed;

(5) Any organization in which a person defined in division (1) (2) or (3) above, is an officer, director, or employee, whether compensated or not;

(6) Any organization in which a person defined in division (1), (2) or (3) above is to participate in the management or operation of a raffle as defined in this subchapter.

Does any of the above ineligible cases for a raffle license apply to the organization? Yes _____ No X
If yes, please briefly describe:

Has the organization been in existence for a period of five years immediately before the application date?
Yes X No _____

Does the organization have the proper paperwork on file with the State of Illinois to be considered not-for-profit?
(i.e. - Charitable, Educational, Fraternal, Nonprofit, Religious, Veterans) Yes X No _____

Has the organization filed the required annual statements with the State of Illinois as a not-for-profit? Yes X No _____

Does the organization have any outstanding amounts owed the State? Yes _____ No X

Are the entire net proceeds of the raffle exclusively devoted to the lawful purposes of the organization permitted to conduct that game? Yes X No _____

Is any person receiving any remuneration or profit for participating in the management or operation of the raffle? Yes ___ No X

What bona fide member of the sponsoring organization will participate in the management or operation of the raffle:

Name: Masako Okuda Title: General Affairs & Accounting

Each organization licensed to conduct raffles and chances shall keep records of its gross receipts, expenses and net proceeds for each single gathering or occasion at which winning chances are determined. All deductions from gross receipts for each single gathering or occasion shall be documented with receipts or other records indicating the amount, a description of the purchased item or service or other reason for the deduction, and the recipient. The distribution of net proceeds shall be itemized as to payee, purpose, amount and date of payment.

Does the organization keep such records? Yes X No _____

Gross receipts from the operation of raffles programs shall be segregated from other revenues of the organization, including bingo gross receipts, if bingo games are also conducted by the same nonprofit organization pursuant to license therefor issued by the Department of Revenue of the State of Illinois, and placed in a separate account. Each organization shall have separate records of its raffles. The person who accounts for gross receipts, expenses and net proceeds from the operation of raffles shall not be the same person who accounts for other revenues of the organization.

Does the organization have appropriate controls in place to segregate raffle revenues from other revenues generated from the organizations operations? Yes X No _____

Are raffle proceeds placed in a separate account? Yes X No _____

Is there appropriate segregation of duties that allows a different individual from the organization to account for raffle proceeds versus the individual that accounts for all other revenues of the organization? Yes X No _____

Each organization licensed to conduct raffles shall report promptly after the conclusion of each raffle to its membership, and to the Village Board, its gross receipts, expenses and net proceeds from raffles, and the distribution of net proceeds itemized.

At what date will the organization have the raffle report prepared and mailed to the Village Board?

Date: 02/28/2026

The manager of the organization shall give a fidelity bond in the sum of an amount determined by the licensing authority in favor of the organization conditioned upon his honesty in the performance of his duties. Terms of the bond shall provide that notice shall be given in writing to the licensing authority not less than 30 days prior to its cancellation. The Village Board may waive this bond requirement by including a waiver provision in the license issued to an organization, provided that a license containing such waiver provision shall be granted only by unanimous vote of the members of the licensed organization.

Does the organization have a fidelity bond(s) on individual management members? Yes X No _____
If not, is the organization requesting the Village Board to waive the bond requirement? Yes _____ No _____
Please include letter voting for the fidelity bond waiver.

(230 ILCS 15/5) (from Ch. 85, par. 2305)

Sec. 5. Raffles - manager - bond. All operation of and the conduct of raffles shall be under the supervision of a single raffles manager designated by the organization. The manager shall give a fidelity bond in an amount determined by the licensing authority in favor of the organization conditioned upon his honesty in the performance of his duties. Terms of the bond shall provide that notice shall be given in writing to the licensing authority not less than 30 days prior to its cancellation. The governing body of a local unit of government may waive this bond requirement by including a waiver provision in the license issued to an organization under this Act, provided that a license containing such waiver provision shall be granted only by unanimous vote of the members of the licensed organization.

I/We understand the issuance of a raffle license is conditional upon compliance with all Village Ordinances and State Law. I/We hereby authorize the Village of Schaumburg to make inquiries into our character, background, and any other inquiries as necessary based on the information contained in the application, in order to approve or deny this raffle license application. I have read this application and answered all questions fully, the information I/We have submitted in this application is complete and truthful to the best of my/our knowledge. In addition, I/We attest to the not-for-profit character of the prospective license organization.

Presiding officer name: Masako Okuda Date: 11/21/2025

Secretary name: Tetsuro Mitani Date: 11/21/2025

FOR OFFICE USE ONLY

( ) Approved ( ) Not Approved

Signature: _____

Title: _____

Date: _____

Business Entity Search

Entity Information

Entity Name	JAPANESE CHAMBER OF COMMERCE AND INDUSTRY OF CHICAGO		
File Number	46078730	**Status**	ACTIVE
Entity Type	CORPORATION	**Type of Corp**	NOT-FOR-PROFIT
Incorporation Date (Domestic)	12-28-1965	**State**	ILLINOIS
Duration Date	PERPETUAL		
Annual Report Filing Date	12-09-2025	**Annual Report Year**	2025
Agent Information	MFEM REGISTERED AGENT, LLC 203 N LA SALLE ST STE 1700 CHICAGO ,IL 60601-1265	**Agent Change Date**	10-17-2025

Services and More Information

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve the Request from Viper Owners Association of Illinois to hold a Raffle
01/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Request from Viper Owners Association of Illinois to hold a raffle on February 14, 2026 at the Marriott Hotel located at 50 N Martingale Rd, Schaumburg, IL. Tickets will sell for $10 each. The total dollar amount of prizes awarded is a 50/50 split the pot. Their board voted unanimously to waive the fidelity bond requirement and requests the same from the Village Board. Since the price per raffle ticket is over $5.00 they are requesting a variance to Chapter 117.31 of the Schaumburg Municipal Code.

Recommended Action:

The Village Manager recommends the Village Board approve the request from Viper Owners Association of Illinois to hold a raffle on February 14, 2026, at the Schaumburg Marriot Hotel located at 50 N Martingale Road, to approve a variance to Chapter 117.31 since ticket price is over $5, and to waive the fidelity bond requirement.

ATTACHMENTS:

- Raffle Application
- VOA Fidelity Bond Waiver
- NFP

Raffle License Application

Village of Schaumburg / 101 Schaumburg Court / Schaumburg, IL 60193
Phone (847) 923-4537 / rafflelicenses@schaumburg.com

Please Print or Type

******Please note applications must be received at least 30 days in advance of the event or a $50 fee will be charged.******

Date of Application: 01-06-26

Organization Name: Viper Owners Assoc. of IL. (VOA)

Type of Organization: Non profit car club 501C7
(i.e. - Charitable, Educational, Fraternal, Nonprofit, Religious, Veterans)

Applicant Name: Rob Buckman

Organization Address: 2 Ridgecroft Ln Barrington,IL

Business Phone: 309-657-3686 Business Fax: _____

E-mail Address: robbuckman10@gmail.com

Purpose of raffle: 50/50 tickets for club general fund

How many days will the chances be issued or sold? 1 Days

If the number of days is over 90, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes _____ No x

Please specify the time or determination of winning chances and the location or locations at which winning chances will be determined:
Dates (Start—End): 2-14-26 Raffle Event Date: 2-14-26

Location(s): Marriott Hotel, Schaumburg,IL

Will the organization rent premises on which to determine the winning chance or chances in a raffle? Yes x No _____

Please specify the area or areas within the Village in which raffle chances will be sold or issued:

Ballroom of hotel sold only to members at the Winterfest Party Feb 14,2026

What is the price charged for each raffle chance issued or sold? $10.00

Is the price charged for each raffle chance issued or sold different based on the amount sold? Yes _____ No x
If yes, please describe (i.e. - 1 for $5.00, 3 for $10.00):

_____

_____

If the price is over $5.00, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes x No _____

What are the retail value(s) of each prize awarded by a licensee in a single raffle? Please list out each prize with the associated retail value: (i.e. – Cash Prize | 50/50 Raffle | Television $500)

50/50 Raffle

What is the total raffle award price(s) or retail value of merchandise? $_____

If the retail value is over $1,000 for any one prize, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes _____ No X

If the total awarded prices or retail value exceeds $25,000, a variation to Chapter 117.31 of the Village of Schaumburg Municipal Code is required. Is the organization requesting a variance? Yes _____ No X

The following are ineligible for any raffle license:

(1) Any person who has been convicted of a felony;

(2) Any person who is or has been a professional gambler or gambling promoter;

(3) Any person who is not of good moral character

(4) Any firm or corporation in which a person defined in division (1), (2) or (3) above has a proprietary, equitable or credit interest, or in which such a person is active or employed;

(5) Any organization in which a person defined in division (1) (2) or (3) above, is an officer, director, or employee, whether compensated or not;

(6) Any organization in which a person defined in division (1), (2) or (3) above is to participate in the management or operation of a raffle as defined in this subchapter.

Does any of the above ineligible cases for a raffle license apply to the organization? Yes _____ No X
If yes, please briefly describe:

Has the organization been in existence for a period of five years immediately before the application date?
Yes X_____ No _____

Does the organization have the proper paperwork on file with the State of Illinois to be considered not-for-profit?
(i.e. - Charitable, Educational, Fraternal, Nonprofit, Religious, Veterans) Yes X_____ No _____

Has the organization filed the required annual statements with the State of Illinois as a not-for-profit? Yes X_____ No _____

Does the organization have any outstanding amounts owed the State? Yes _____ No X_____

Are the entire net proceeds of the raffle exclusively devoted to the lawful purposes of the organization permitted to conduct that game? Yes X_____ No _____

Is any person receiving any remuneration or profit for participating in the management or operation of the raffle? Yes ___ No X___

What bona fide member of the sponsoring organization will participate in the management or operation of the raffle:

Name: Rob Buckman Title: President

Each organization licensed to conduct raffles and chances shall keep records of its gross receipts, expenses and net proceeds for each single gathering or occasion at which winning chances are determined. All deductions from gross receipts for each single gathering or occasion shall be documented with receipts or other records indicating the amount, a description of the purchased item or service or other reason for the deduction, and the recipient. The distribution of net proceeds shall be itemized as to payee, purpose, amount and date of payment.

Does the organization keep such records? Yes X_____ No _____

Gross receipts from the operation of raffles programs shall be segregated from other revenues of the organization, including bingo gross receipts, if bingo games are also conducted by the same nonprofit organization pursuant to license therefor issued by the Department of Revenue of the State of Illinois, and placed in a separate account. Each organization shall have separate records of its raffles. The person who accounts for gross receipts, expenses and net proceeds from the operation of raffles shall not be the same person who accounts for other revenues of the organization.

Does the organization have appropriate controls in place to segregate raffle revenues from other revenues generated from the organizations operations? Yes X_____ No _____

Are raffle proceeds placed in a separate account? Yes _____ No X_____

Is there appropriate segregation of duties that allows a different individual from the organization to account for raffle proceeds versus the individual that accounts for all other revenues of the organization? Yes X_____ No _____

Each organization licensed to conduct raffles shall report promptly after the conclusion of each raffle to its membership, and to the Village Board, its gross receipts, expenses and net proceeds from raffles, and the distribution of net proceeds itemized.

At what date will the organization have the raffle report prepared and mailed to the Village Board?

Date: 2-21-26

The manager of the organization shall give a fidelity bond in the sum of an amount determined by the licensing authority in favor of the organization conditioned upon his honesty in the performance of his duties. Terms of the bond shall provide that notice shall be given in writing to the licensing authority not less than 30 days prior to its cancellation. The Village Board may waive this bond requirement by including a waiver provision in the license issued to an organization, provided that a license containing such waiver provision shall be granted only by unanimous vote of the members of the licensed organization.

Does the organization have a fidelity bond(s) on individual management members? Yes _____ No X_____
If not, is the organization requesting the Village Board to waive the bond requirement? Yes X_____ No _____
Please include letter voting for the fidelity bond waiver.

(230 ILCS 15/5) (from Ch. 85, par. 2305)

Sec. 5. Raffles - manager - bond. All operation of and the conduct of raffles shall be under the supervision of a single raffles manager designated by the organization. The manager shall give a fidelity bond in an amount determined by the licensing authority in favor of the organization conditioned upon his honesty in the performance of his duties. Terms of the bond shall provide that notice shall be given in writing to the licensing authority not less than 30 days prior to its cancellation. The governing body of a local unit of government may waive this bond requirement by including a waiver provision in the license issued to an organization under this Act, provided that a license containing such waiver provision shall be granted only by unanimous vote of the members of the licensed organization.

I/We understand the issuance of a raffle license is conditional upon compliance with all Village Ordinances and State Law. I/We hereby authorize the Village of Schaumburg to make inquiries into our character, background, and any other inquiries as necessary based on the information contained in the application, in order to approve or deny this raffle license application. I have read this application and answered all questions fully, the information I/We have submitted in this application is complete and truthful to the best of my/our knowledge. In addition, I/We attest to the not-for-profit character of the prospective license organization.

Presiding officer name: Rob Buckman Date: 01-05-2026

Secretary name: Matt Schutte Date: 01-05-2026

FOR OFFICE USE ONLY

( ) Approved ( ) Not Approved

Signature: _____

Title: _____

Date: _____

Hi Olivia
It is that time of year for our party at the Marriott in Schaumburg. You had me do this last year so you would have all the documents from 2025. Do I need to fill out another form? If so, can you email it to me?
Thanks so much
Rob Buckman

City of Schaumburg

VOA of Illinois board voted unanimously to waive the fidelity bond requirement for the 50/50 Raffle that will be on February 14th, 2026.

Thank you

Rob Buckman

--
Rob Buckman
President
VOA of Illinois
robb@illinoisvipers.com
illinoisvipers.com
516 Stoneway Dr.
Morton, IL 61550
309.657.3686

DocuSign Envelope ID: E8D7174B-C1E1-4715-ACB0-F4BA83624F19

P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: JAN 30 2015

VIPER OWNERS ASSOCIATION OF ILLINOIS
C/O GARY GRUBE
2 RIDGECROFT LANE
BARRINGTON, IL 60010-9677

Employer Identification Number:
46-3893879
DLN:
17053301310034
Contact Person:
DONALD G HERRING ID# 31171
Contact Telephone Number:
(877) 829-5500

Accounting Period Ending:
December 31
Form 990 Required:
Yes
Effective Date of Exemption:
November 22, 2013
Contribution Deductibility:
No
Addendum Applies:
No

Dear Applicant:

We are pleased to inform you that upon review of your application for tax-exempt status we have determined that you are exempt from Federal income tax under section 501(c)(7) of the Internal Revenue Code. Because this letter could help resolve any questions regarding your exempt status, you should keep it in your permanent records.

For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-NC" in the search bar to view Publication 4221-NC, Compliance Guide for Tax-Exempt Organizations (Other than 501(c)(3) Public Charities and Private Foundations), which describes your recordkeeping, reporting, and disclosure requirements.

A section 501(c)(7) organization is permitted to receive up to 35 percent of its gross receipts, including investment income, from sources outside of its membership without losing its tax-exempt status. Of the 35 percent, not more than 15 percent of the gross receipts may be derived from the use of the club's facilities or services by the general public. Income in excess of these limits may jeopardize your continued tax-exempt status.

Sincerely,

Tamera Ripperda

Director, Exempt Organizations

Letter 948

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Waive Competitive Bidding and Approve the Purchase of One Aerial Truck with Runnion Equipment Company
01/13/26
Village Board

Presenter: Brian Rafferty, Fleet Division Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
6779010-7407	$310,419	$308,641

The budget status for this request is: Under Budget

Amount Under Budget: $1,778

Executive Summary:

The Village Board approved the purchase of one aerial truck (Truck 4) from USSI Rentals, Inc. (USSI) on May 13, 2025. At the time, staff was still waiting for the final quote. After approval by the Village Board, staff received the quote from USSI, which was $339,816, or $29,397 over the budgeted amount.

Staff began looking at other options. Staff obtained a quote to purchase a chassis from Transchicago and upfit from Runnion Equipment Company (Runnion) for $315,591 through the Sourcewell purchasing cooperative or purchasing both the chassis and upfit from Runnion for $308,641.

Runnion's quote is for a Duralift, as opposed to USSI's quote for a Versalift. Village staff tested one of Runnion's Duralift aerials and approved this model as an alternative to Versalift.

Purchasing through Sourcewell would meet the Village's procurement policy but would not be the least expensive method. Instead, staff recommends purchasing this aerial truck and upfit directly from Runnion. This vehicle will be budgeted to be delivered and paid in FY 26/27. Upon receiving the new unit, the old aerial truck will be auctioned through the Public Surplus Auction website. Staff estimates being able to recoup between $10,000-$20,000 for this unit.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board waive competitive bidding and approve the purchase of one Aerial Truck with Runnion Equipment of Hodgkins, IL, in the amount of $308,641.

ATTACHMENTS:

- Budget Table
- Quote
- Scorecard

VEHICLE/UNIT REPLACEMENTS - 6779010-7407

FY26 Requests					
Unit	**Vendor**	**Budget Request**	**Expense Request**	**FY Expected**	**Status**
Purchase of one Aerial Truck (10004)	**Runnion**	**$ 310,419**	**$ 308,641**	**FY27**	**December EPW Committee**
Purchase of one Freightliner Truck (10005)	Transchicago	$ 160,000	$ 160,000	FY26	August EPW Committee
Upfit of one Freightliner Truck (10005)	Bonnell	$ 259,661	$ 160,000	FY27	September EPW Committee
Purchase of two F-350's (10029 & 10037)	Sutton Ford	$ 103,000	$ 103,000	FY26	August EPW Committee
Upfit of two F-350's (10029 & 10037)	Monroe	$ 91,688	$ 91,688	FY26	VM AIS
Purchase of one F-150 Lightning (10086)	Friendly Ford	$ 74,120	$ 68,629	FY26	VM AIS Submitted
Upfit of one F-150 Lightning (10086)	Monroe	$ 7,000	$ 7,000	FY26	Department Req Submitted
Purchase of one patrol Squads (141), two auxiliary vehicles (157 & 158) & one Explorer (971)	Currie Motors	$ 223,840	$ 223,840	FY26	May EPW Committee
Upfit parts for 141, 157, 158, & 971	Ultra Strobe	$ 20,600	$ 20,600		July EPW Committee
Purchase of one ambulance (10955)	Foster Coach	$ 486,720	$ 486,720	FY26	April EPW Committee
Purchase of one Attenuator (E24)	Street Smart Rental	$ 36,565	$ 29,750	FY26	VM AIS Pending
Purchase of one airport push plow (E332)	Knapheide	$ 17,625	$ 14,765	FY26	Department Req Submitted
Purchase of one Brush Chipper (E366)	Alexander	$ 103,834	$ 146,408	FY26	September EPW Committee
Purchase of one Trailered Arrowboard (E415)	Roadsafe	$ 7,355	$ 5,085	FY26	Department Req Submitted
TOTALS:		**$ 1,902,427**	**$ 1,826,126**		

Carryover Expenses from FY25 and Prior					
Unit	**Vendor**	**Expense Request**		**FY Expected**	**Status**
Purchase of 9 Chassis (31, 32, 92, 94, 95,96, 97, 98, & 99)	Transchicago	$ 1,120,902		FY26	Delivered to Upfitter
Upfit of two Peterbilts & two Freightliners (91, 93, 96, 98)	Bonnell	$ 887,572		FY26	Approved/Ordered
Asphalt Reclaimer (E361)	MPE	$ 39,303		FY26	Arrived/In Service
Purchase of one F350 (66)	Sutton Ford	$ 51,000		FY26	Arrived/In Service
Upfit of one F350 (66)	Monroe	$ 34,579		FY26	Arrived/In Service
Purchase of Paver Trailer (E18)	McCann	$ 41,908		FY26	Arrived/In Service
Purchase of two Chevy Tahoes (102 & 112)	Miles Chevrolet	$ 146,640		FY26	Delivered
Purchase of one ambulance (966)	Foster Coach	$ 433,683		FY26	Arrived/In Service
One Pierce Ladder Truck (935)	MacQueen	$ 1,930,721		FY26	Arrived/In Service
Upfit parts for 119, 124, 130, 131, 133, & 973	Ultra Strobe	$ 80,000		FY26	Pending
TOTALS:		$ 4,766,308			

RUNNION EQUIPMENT COMPANY
6201 East Ave Hodgkins, IL 60525 (708) 447-3169
1-800-824-6704 FAX (708) 447-3730 www.runnionequipment.com

Schaumburg Public Works
714 S. Plum Grove Road
Schaumburg, IL 60193
Ph: 847-895-7100

November 17, 2025

Quote # JP853

We are pleased to offer the following quotation for your consideration:

One (1) **Dur-A-Lift DLT2-60DU** equipped as follows:

- Category 'D' insulation
- 67' working height with basket elevator
- 39'-2" side reach
- Extension travel – 134"
- Chassis isolator
- Articulating boom insert
- Curbside basket mounting
- Top mounted hydraulic tilt jib, winch and extension
- Continuous rotation
- Mid-mount outriggers and A-frame rear outriggers
- Four (4) 24" x 24" composite outriggers pads with holders
- Double outrigger interlock
- 24" x 42" x 42" fiberglass with step, liner, and cover
- Tool tray, 9 x 14 x 18
- 180° basket rotator
- Power stow at basket
- Non-HERC single hand control
- Proportional controls
- Start/stop from the basket
- Hydraulic tool circuit at basket
- Lower controls with override located at the turntable
- 12V DC backup system
- Two (2) mini-bare dome strobe lights on aluminum headache rack
- Six (6) flat LED strobe lights on front grille, rear tail shelf, and rear fenders
- One (1) GO Light, Stryker ST Halogen with remote, mounted CS top of cab
- Two (2) LED flood lights, 4" square, CS under V1 and V3
- LED directional arrow bar
- 30" x 94" aluminum tail shelf and through box. With arrowbar cutout
- C shaped grounding lug
- Belting step and aluminum pool handle for easy access to tail shelf
- Safety harness and lanyard

Continued on next page

REC SALES SIGNATURE DATE PURCHASER SIGNATURE DATE

Schaumburg Public Works
714 S. Plum Grove Road
Schaumburg, IL 60193
Ph: 847-895-7100

November 17, 2025

Quote # JP853

- Inclinometer
- 2” combo pintle ball/ball hitch
- 7 pin spade trailer plug
- Back up alarm
- Painted Red

One (1) **BrandFX 150” body** equipped as follows:

- Overall line body dimensions: 150” L x 94” W x 50” H
- Side compartment depth: 18”
- 3/16” aluminum treadplate floor
- Aluminum treadplate compartment tops
- Wheel chock holders, 1 each side. Two (2) wheel chocks
- Aluminum rock guards
- **Streetside compartmentation:**
  1V = 25.75” W x 48” H
  2V = 19.25” W x 48” H
  3V = 27.25” W x 48” H – CTECH drawer set – 18”w, 22” h, 15” d. Color: Fire Engine Red. 4 drawers. Reference quote 9884.
  H = 53.5” W
  4V = 24.5” W x 48” H - CTECH drawer set – 12”w, 28.5” h, 15” d. Color: Fire Engine Red. 4 drawers. Reference quote 9886.
  Curbside Compartmentation:
  1V = 24” W x 48” H
  - CTECH drawer set – 12”w, 28.5” h, 15” d. Color: Fire Engine Red. 4 drawers. Reference quote 9886.
  - 2000 w inverter with dual deep cycle batteries in bed

  2V = Walk Up
  3V = 21.25” W x 48” H
  H = 53.5” W - 6 drawer vertical cabinet, 18 drawer cabinet. Mounted side by side
  4V = 24.25” W x 48” H - CTECH drawer set – 12”w, 25” h, 15” d. Color: Fire Engine Red. 4 drawers. Reference quote 9888.

Continued on next page

Schaumburg Public Works
714 S. Plum Grove Road
Schaumburg, IL 60193
Ph: 847-895-7100

November 17, 2025

Quote # JP853

- Non-slip coating applied to body floor and tailshelf top
- LED compartment lighting
- 10 lb fire extinguisher
- Cone holder
- 110V electrical cord reel
- Rear view camera
- Ladder/pole rack assembly – passenger side
- Space Saver Fold-Out and Cab Desk

One (1) **2027 Freightliner M2 106 Plus** equipped as follows:

- Cummins B6.7 diesel engine – 280HP @ 2400RPM, 660lb/ft@ 1600RPM
- Engine block heater
- Allison 2500 RDS automatic transmission
- Front axle 12,000# with Taperleaf suspension
- Front wheels – Alcoa aluminum, 22.5x8.25, polished outside
- Rear axle 21,000# with multi-leaf spring suspension
- Tires 11R22.5
- Rear wheels – Alcoa aluminum, 22.5x8.25, polished outside of outer wheels
- 7-way primary trailer cable receptacle
- Dual West Coast Mirrors
- RH down view mirror
- Chromed steel bumper
- Front tow hooks
- Air brakes
- Air dryer with heater
- Air cab
- High back, air ride driver's seat- vinyl
- Two-person bench seat - vinyl
- 50 gallon fuel tank and 6 gallon DEF tank

Continued on next page

REC SALES SIGNATURE DATE PURCHASER SIGNATURE DATE

RUNNION EQUIPMENT COMPANY
6201 East Ave Hodgkins, IL 60525 (708) 447-3169
1-800-824-6704 FAX (708) 447-3730 www.runnionequipment.com

Schaumburg Public Works
714 S. Plum Grove Road
Schaumburg, IL 60193
Ph: 847-895-7100

November 17, 2025

Quote # JP853

- Backup alarm
- 7" B-panel interactive touchscreen display radio w/ USB-C, Apple Carplay, Android auto, BLUETOOTH/AM/FM/SXM/WB, with microphone
- Painted Viper Red Elite

Price: $ 308,641.00

Surcharges: Due to supply chain constraints, Dur-A-Lift does not lock in pricing until 30 days prior to completion. Any price increases that may occur will be passed along to the customer.

All prices F.O.B. Hodgkins, IL and subject to all applicable tax.
Quote valid for 30 days. Due to market volatility any future manufacturer surcharges and tariffs will be added to price above. Unit subject to prior sale – 10% deposit at time of order.
Balance due upon notification that unit is ready for delivery

Continued on next page

REC SALES SIGNATURE DATE PURCHASER SIGNATURE DATE

RUNNION EQUIPMENT COMPANY
6201 East Ave Hodgkins, IL 60525 (708) 447-3169
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Schaumburg Public Works
714 S. Plum Grove Road
Schaumburg, IL 60193
Ph: 847-895-7100

November 17, 2025

Quote # JP853

SALES ORDER – TERMS AND CONDITIONS OF SALE

This document contains the terms of sale. The entire contract between Seller and Buyer is contained in this Sales Order; no alleged oral promises or conditions not set forth herein shall be binding upon Seller or Buyer, and any prior negotiations between the parties are merged into the terms of this document.
Prices quoted are subject to change without notice inconformity with the Manufacturer's Price List effective at the time of delivery. Prices do not include taxes. Any tax, impost, levy, duty or other charge hereinafter imposed by any government or other authority on this sale will be added to the purchase price as herein noted or any later revision of the purchase price, and will be paid by Buyer unless Buyer provides Seller with a proper tax exemption certificate.

Upon acceptance of this order by Seller, if Buyer fails to perform the terms and conditions hereof, or refuses to accept delivery of the equipment accessories or other items ordered within ten (10) days after notification that same are ready for delivery, the Seller, at its option may retain as liquidated damages all money, trade-ins or other property delivered to Seller by Buyer as down payment hereunder. Buyer will pay any cost of collection for any amount owed to Sellers, including, without limitation, reasonable attorney's fees, court costs and interest in the amount of 1% per month (12% per annum), from the date the amount is due.

Payment is due Seller from the date when Seller is prepared to make delivery. All equipment and material is delivered FOB Seller's plant and title and liability for loss or damage passes to Buyer upon Seller's delivery of the goods to a carrier or shipment to Buyer and any loss or damage thereafter shall not relieve Buyer from any obligation hereunder. Risk of loss for goods shall pass to the Buyer once payment is received by Seller.

Buyer may terminate this contract in whole upon thirty (30) days advance written notice to Seller. In such event, Buyer shall be liable for termination charges. If goods ordered are a standard, manufactured catalog item, Buyer will pay a cancellation charge for each unit cancelled equal the greater of 20% of the purchase order item price or forfeiture of down payment/trade in. If goods are non-standard items built to the Buyer's custom order, Buyer will pay for all cost, direct and indirect incurred and committed for this contract, together with a reasonable allowance for prorated expenses and anticipated profits.

Buyer agrees to comply fully and with all laws and regulation concerning the purchase and sale of goods. In particular, Buyer agrees to comply with all applicable export administration regulations of the United States, including, but not limited to, the Export Administration Act, insofar as they apply to the sale of products.

Buyer shall indemnify and hold harmless Seller, its employees, officers and directors and the respective successors and assigns, from and against any and all liability, damages, claims, causes of actions, losses, costs and expenses (including attorney's fees) of any kind arising out of injuries to any person (including death) or damage to any property caused by or related to the goods or any negligent act or omission of Buyer, its employees and agents.

The validity, performance and construction of this Sales Order, shall be governed by the laws of the State of Illinois, of the United States of America.

Seller shall not be liable, and shall be free from any potential liability for delay in delivery or non-delivery or any failure in shipment caused in whole, or in part, by the occurrence of any contingency beyond control of either Seller or Seller's suppliers including, but not limited to act of war (whether an actual declaration thereof is made or not) act of any government or any agency or subdivision thereof, judicial action, sabotage, insurrection, terrorism, riot or other act of civil disobedience, act of public enemy, failure or delay in transportation, strikes, lockouts, shortage of labor or labor troubles of any kind, accidents, explosion, perils of the sea, fire, earthquake, flood, storm or any other act of God, restrictions or requisitions, shortage of labor, fuel, raw material or machinery or technical failure where Seller has exercised ordinary care in the prevention thereof, failure of manufacturers to deliver, bankruptcy or insolvency of manufacturers or suppliers, suspension of shipping facilities, act or default of any carrier or any other contingency of whatsoever nature beyond Seller's control affecting production, transportation to boarding point, loading, forwarding or unloading in such a situation at destination of the goods covered by this contract including disturbances existing at the time this contract was made. In such a situation, if shipments or delivery is not made during the period contracted for, Buyer shall accept delivery under this contract when shipment is made; provided, however, Buyer shall not be obligated to accept delivery if shipment is not made within a reasonable time after the cessation of the aforementioned impediments or causes. Seller may allocate delivery among Seller's customers.

This order shall not be binding upon Seller until accepted by Seller in writing hereon and when so accepted, the original order with original signatures as given Seller and in Seller's possession shall be conclusive and binding upon the parties hereto.

The Buyer hereby acknowledges receipt of a copy of this Sales Order and Terms and Conditions.

REC SALES SIGNATURE DATE PURCHASER SIGNATURE DATE

Unit:			
10004			
Department :	Fund:		
EPW	101		
Division:	Est. Price:		
STREETS	$310,419		
Description:			
65' AERIAL BUCKET TR			
Replacement Type:			
Like Kind			
Unit's Primary Use:			
Used for repair and maintenance of street lighting, installation and removal of street light poles.			

Needs Immediate Consideration		
Make	Year	Service
FREIGHTLIN	2009	FRONT-LINE
Model	Class	Count of RO's Last 365 Days
M2CLASS	28	(Blank)
Full Depreciation Date	Replacement Age (Months)	Vehicle Age (Months)
7/1/2019	120	187
Fuel Type	Replacement Meter	Current Meter
DIESL	6000	3936
Original Purchase Price	Maintenance Cost (LTD)	Maintenance %
$167,585	$109,475	65%
Condition:		
Normal wear and tear		

Total Points
28
Points for Service
5
Points for Reliability
0
Points for Age
16
Points for Usage
3
Points for M&R
3
Points for Condition
1



Front View



Corrosion



Suspension view



Suspension Rust

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Utilization of Illinois Motor Fuel Tax Funds for Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and Weathersfield Way to Wise Road Improvement Project
01/13/26
Village Board

Presenter: Mateusz Pec, Senior Civil Engineer
Lead Department: Engineering and Public Works

Executive Summary:

Braintree Drive is a north/south collector road located between Salem Drive to the east and Springinsguth Road to the west. The Village is planning pavement improvements along Braintree Drive, from Wise Road to Bode Road. This corridor has an average pavement condition index (PCI) of 47 (out of 100), indicating a need for improvement. Due to the length of the corridor, the improvements have been divided into three projects (Wise Road to Weathersfield Way, Weathersfield Way to Schaumburg Road, and Schaumburg Road to Bode Road).

The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the construction of the proposed improvements. Last month, the Engineering and Public Works Committee approved the Joint Funding Agreements for Federally Funded Construction for each of the three projects. The agreements detailed the expected federal funding and local share based on current estimates. The Village intends to utilize Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

As shown in the Joint Funding Agreements passed last month, the expected Village share of participating construction costs is $4,175,254 for the improvements from Wise Road to Weathersfield Way, $477,714 for the improvements from Weathersfield Way to Schaumburg Road, and $800,724 for the improvements from Schaumburg Road to Bode Road. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for

Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and Weathersfield Way to Wise Road - Improvement Projects, and approve the required Resolutions.

ATTACHMENTS:

- Resolution - Schaumburg to Bode-MFT
- IDOT Agreement - Schaumburg to Bode
- Resolution - Weathersfield to Schaumburg-MFT
- IDOT Agreement - Weathersfield to Schaumburg
- Resolution - Wise-Weathersfield-MFT
- IDOT Agreement - Wise to Weathersfield

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM SCHAUMBURG ROAD TO BODE ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Schaumburg Road to Bode Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of eight hundred thousand seven hundred twenty-four dollars ($800,724) from the Village's allotment of Motor Fuel Tax funds for the resurfacing of Braintree Drive from Schaumburg Road to Bode Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		25-00149-02-RS

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)
of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive- Schaumburg to Bode	0.89	MUN 4029	0.00	0.89

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

pavement patching and resurfacing with HMA binder and surface courses, curb and gutter and driveway replacement, construction of a PCC shared use path, ADA curb ramp construction, watermain installation, drainage structure adjustment and replacement, storm sewer replacement, traffic signal modification, street lighting relocation, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of eight hundred thousand seven hundred twenty four Dollars ($800,724.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)
of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by
Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Instructions for BLR 09110 - Page 1 of 2

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM FROM WEATHERSFIELD WAY TO SCHAUMBURG ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Weathersfield Way to Schaumburg Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of four hundred seventy-seven thousand seven hundred fourteen ($477,714) from the Village's allotment of Motor Fuel Tax funds for the resurfacing of Braintree Drive from Weathersfield Way to Schaumburg Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		25-00149-01-RS

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive - Weathersfield to Schaumburg	0.51	MUN 4029	0.90	1.41

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

pavement patching and resurfacing with HMA binder and surface courses, curb and gutter and driveway replacement, construction of a PCC shared use path, ADA curb ramp construction, watermain installation, drainage structure adjustment and replacement, storm sewer replacement, street lighting relocation, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of four hundred seventy-seven thousand seven hundred fourteen Dollars ($477,714.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

Instructions for BLR 09110 - Page 1 of 2

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM FROM WISE ROAD TO WEATHERSFIELD WAY

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Wise Road to Weathersfield Way in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of four million, one hundred seventy-five thousand, two hundred fifty-four dollars ($4,175,254) from the Village's allotment of Motor Fuel Tax funds for the reconstruction of Braintree Drive from Wise Road to Weathersfield Way

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		23-00146-00-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive - Wise to Weathersfield	1.14	MUN 4029	1.41	2.55

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

earth excavation, pavement removal, watermain installation, construction of storm sewers and drainage structures, HMA binder and surface courses, construction of a roundabout at Weathersfield Way, combination concrete curb and gutter and driveway replacement, construction of a concrete shared use path, ADA curb ramp construction, street lighting, traffic signal loop replacement, landscaping, erosion control, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of Four million one hundred seventy-five thousand two hundred fifty four Dollars ($4,175,254.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

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When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road
01/13/26
Village Board

Presenter: Tyler Quattrocchi, Engineering Project Manager
Lead Department: Engineering and Public Works

Executive Summary:

McConnor Parkway serves numerous large businesses in the northeastern corner of the Village of Schaumburg, connecting Tower Road to W. Frontage Road. The section of McConnor Parkway from Meacham Road to Golf Road (spanning 1.1 miles) has reached the end of its useful life and requires reconstruction. Due to the length of the corridor, the reconstruction of this section of McConnor Parkway was split into two projects – Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road.

The proposed projects were included on the August 2025 Illinois Department of Transportation (IDOT) letting. The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the projects, which contributes 80% of participating construction costs. Based on the accepted bid amounts, STP funding will fund a total of $9,422,673.20 for the two projects, while the Village share totals $2,355,668.30 ($1,152,217.18 for Meacham Road to Roosevelt Boulevard and $1,203,451.12 for Roosevelt Boulevard to Golf Road). The Village intends to utilize Illinois Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

The Village has budgeted funds in its Vital Streets fund for FY 25/26 and FY 26/27 to pay for the local share of the proposed improvements. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board to authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road, and approve the required Resolutions.

ATTACHMENTS:

- Resolution - McConnor Meacham to Roosevelt
- Agreement - McConnor-Meacham to Roosevelt
- Resolution - McConnor-Roosevelt to Golf
- Agreement - McConnor-Roosevelt to Golf

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE MCCONNOR PARKWAY IMPROVEMENT PROJECT FROM MEACHAM ROAD TO ROOSEVELT BOULEVARD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to appropriate Motor Fuel Tax Funds for the purpose of reconstructing McConnor Parkway from Meacham Road to Roosevelt Boulevard in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees

SECTION TWO: That there is hereby appropriated the sum of one million one hundred and fifty-two thousand two hundred seventeen ($1,152,217.18) of the Village's allotment of Motor Fuel Tax funds for the reconstruction of McConnor Parkway from Meacham Road to Roosevelt Boulevard.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation.

SECTION FIVE: That this Resolution shall be in full force and effect of this passage and approval by required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original	R-26-	22-00142-01-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
McConnor Parkway	0.49	FAU 7008	Meacham Road	Roosevelt Boulevard

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed
NA				

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Reconstruction of McConnor Pkwy from Meacham Rd to Roosevelt Blvd. The existing HMA roadway will be reconstructed in place with new full depth HMA pavement and new curb and gutter, increased median left turn lane storage and tapers, replacement of sidewalk on north side of road, replacement of multi-use on south side of road, replace existing storm sewer. Traffic signal modernization at Roosevelt Blvd. Project will also include corridor lighting replacement.

2. That there is hereby appropriated the sum of One million, one hundred and fifty two thousand two hundred and seventeen dollars and eighteen cents Dollars ($1,152,217.18) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

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Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
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Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
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Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
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Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
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Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE MCCONNOR PARKWAY IMPROVEMENT PROJECT FROM ROOSEVELT BOULEVARD TO GOLF ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to appropriate Motor Fuel Tax Funds for the purpose of reconstructing McConnor Parkway from Roosevelt Boulevard to Golf Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees

SECTION TWO: That there is hereby appropriated the sum of one million two hundred and three thousand four hundred fifty-one ($1,203,451.12) of the Village's allotment of the Motor Fuel Tax funds for the reconstruction of McConnor Parkway from Roosevelt Boulevard to Golf Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation.

SECTION FIVE: That this Resolution shall be in full force and effect of this passage and approval by required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original	R-26-	22-00142-02-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
McConnor Parkway	0.51	FAU 7008	Roosevelt Boulevard	Golf Road

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed
NA				

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Reconstruction of McConnor Pkwy from Roosevelt Blvd to Golf Rd. The existing HMA roadway will be reconstructed in place with new full depth HMA pavement and new curb and gutter, increased median left turn lane storage and tapers, replacement of sidewalk on north side of road, replacement of multi-use on south side of road, replace existing storm sewer. Traffic signal modernization at Golf Rd and the addition of east bound dual left turn lanes on Golf Rd at McConnor Pkwy. Project will also include corridor lighting replacement.

2. That there is hereby appropriated the sum of One million, two hundred and three thousand four hundred and fifty one dollars and twelve cents Dollars ($1,203,451.12) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve an Intergovernmental Agreement with the Village of Hoffman Estates for an Emergency Water Interconnect
01/13/26
Village Board

Presenter: Ryan Rivard, Superintendent of Utility Services
Lead Department: Engineering and Public Works

Executive Summary:

The Village of Schaumburg and the Village of Hoffman Estates have drafted a Water Service Interconnect Agreement to formalize a cooperative framework for emergency water supply between the two municipalities. The existing interconnect, installed on an emergency basis in early 2024 due to an impending shutdown from the Northern Suburban Municipal Joint Action Water Agency (NSMJAWA), is currently limited in functionality and does not adequately serve the needs of either community.

At that time, both Villages mutually agreed to construct a temporary emergency connection consisting of a water main and valve located at the intersection of Lincoln Drive and Thacker Street. While this measure provided short-term operational resilience, it was not intended to serve as a long-term solution.

The proposed agreement develops a fully functional, permanent interconnect capable of supporting both communities during emergency conditions. The enhanced interconnect will improve operational efficiency, reliability, and regional resiliency.

The agreement further defines the roles, responsibilities, and cost-sharing framework associated with the design, construction, equipping, ownership, maintenance, and operation of the interconnect facility.

Key Provisions Include:

- **Purpose:** The agreement establishes a cooperative arrangement for emergency water supply through a shared interconnect facility, allowing mutual aid between Schaumburg and Hoffman Estates.
- **Cost Sharing:** Both parties will share equally (50/50) in the cost of design, construction, and maintenance for shared infrastructure, while each municipality will be responsible for 100% of costs related to its dedicated equipment.
- **Fiscal Agent:** Hoffman Estates will serve as the fiscal agent for the facility, responsible for processing payments and reimbursements between the parties.
- **Facility Ownership:** Hoffman Estates maintains ownership of the eight-inch interconnect water main section within its jurisdiction, while Schaumburg assumes responsibility for facilities on its side of the connection.
- **Operations and Maintenance:** Each municipality will perform maintenance within its respective limits, following all local, state, and federal safety guidelines.
- **Activation Procedure:** The interconnect may only be activated during an emergency, such as a pump failure, main break, or disruption in normal supply. Activation requires mutual approval,

coordinated site presence, and continuous communication. Billing for emergency water use will be based on wholesale water rates and flow duration.

- **Response Time:** Both municipalities must respond within two hours of notification during an emergency.
- **Duration and Termination:** The agreement remains in effect for 20 years and may be modified or terminated only by mutual written consent.
- **Compliance:** Both parties agree to comply with all federal, state, and local regulations, including the Illinois Intergovernmental Cooperation Act and applicable human rights, prevailing wage, and public record laws.

This partnership exemplifies intergovernmental collaboration that strengthens emergency preparedness, promotes efficiency, and enhances service reliability for both communities. The agreement serves as a proactive measure ensuring that Schaumburg and Hoffman Estates can maintain water service during critical events or system failures.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village President to execute an Intergovernmental Agreement for an Emergency Water Interconnect with the Village of Hoffman Estates, and approve the required Resolution.

ATTACHMENTS:

- Resolution
- Agreement

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT FOR AN EMERGENCY WATER INTERCONNECT WITH THE VILLAGE OF HOFFMAN ESTATES

WHEREAS, the President and Board of Trustees wish to execute an agreement with the Village of Hoffman Estates, IL for an Emergency Water Interconnect; and

WHEREAS, it would be in the best interests of the citizens of Schaumburg to execute the attached Agreement, Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village President is hereby authorized and directed to execute the attached Agreement, Exhibit "A", between the Village of Schaumburg and Village of Hoffman Estates, IL**.**

SECTION TWO: That the Village President is hereby authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

WATER SERVICE
INTERCONNECT AGREEMENT
BETWEEN THE VILLAGE OF HOFFMAN ESTATES
AND THE
VILLAGE OF SCHAUMBURG

This agreement, entered into this _____ day of _____, 202_, between the Village of Hoffman Estates ("Hoffman Estates") and Village of Schaumburg ("Schaumburg"), the (hereinafter collectively "Parties" and individually "Party"), provides as follows:

Section 1: **Recitals**

Section 2: **Purpose**

Section 3: **Definitions**

Section 4: **Allocations and Cost Sharing**

Section 5: **Cooperation and Facility Ownership**

Section 6: **Maintenance/Service**

Section 7: **Communication**

Section 8: **Billing**

Section 9: **Regulatory Compliance**

Section 10: **Response Times**

Section 11: **Activation of the Interconnect (Water Flow and Water Rates)**

Section 12: **Rights of Amendment and Termination**

Section 13: **Miscellaneous**

Appendix A: **Facility**
Appendix B: **Contact List**

Section 1: Recitals

A. The Parties are units of local government of the State of Illinois serving the health, welfare, and safety needs of the residents of the Village of Hoffman Estates and the Village of Schaumburg.

B. Each of the Parties desires to enter a cooperative effort in the design, construction, equipping, furnishing, ownership, maintenance, and operation of a water service interconnect to serve both communities, including related improvements, which will enable the Parties to provide emergency water supply to each other.

C. The Illinois Constitution, Article VII "Local Government", Section 10 "Intergovernmental Cooperation", states "Units of local government and school districts may contract or otherwise associate among themselves, with the State, with other states and their units of local government, and with the United States to obtain or share services and to exercise, combine, or transfer any power or function, in any manner not prohibited by law or by ordinance. Units of local government may contract and otherwise associate with individuals, associations, and corporations in any manner not prohibited by law or by ordinance. Participating units of government may use their credit, revenues, and other resources to pay costs and to service debt related to intergovernmental activities."

D. The Illinois Compiled Statutes (5 ILCS 220/1 *et seq*., as amended) titled "Intergovernmental Cooperation Act" includes Section 3 (5 ILCS 220/3) titled "Intergovernmental Cooperation" which states "Any power or powers, privileges, functions, or authority exercised or which may be exercised by a public agency of this State may be exercised, combined, transferred, and enjoyed jointly with any other public agency of this State and jointly with any public agency of any other state or of the United States to the extent that laws of such other state or of the United States do not prohibit joint exercise or enjoyment and except where specifically and expressly prohibited by law."

E. Each of the Parties has individual statutory power and authority to design, construct, equip, furnish, own, maintain, and operate a water main interconnect and to contract with other persons for that purpose and accordingly the power and authority to do so jointly by virtue of the authorities cites herein.

F. Each of the Parties, by proper authorization of its governing body, has approved such Party's entry into this Water Service Interconnect Agreement ("Agreement").

Section 2: Purpose

The Village of Hoffman Estates and the Village of Schaumburg have a long tradition of providing outstanding services to customers. To continue to provide excellent municipal services, it is essential the cooperative spirit between agencies remains strong. The stakeholders and leaders within the Parties' communities have an expectation that the Parties work together to find the most economical, efficient, and equitable solutions. This unique opportunity proves an example of both units of local government working together to maximize their investments and offer their employees and customers a functional and professional facility to provide critical water service backups. The purpose of this Agreement is to clarify and define the cooperative efforts toward an emergency water interconnect system as the Parties are publicly responsible to the residents and businesses of Hoffman Estates and Schaumburg.

This Agreement was made in recognition of the fact that there may potentially be cost savings, as well as increased efficiencies and critical backup water service to both governmental bodies by entering into this Agreement. In adopting this Agreement, each Party expresses its intent to recognize its own responsibilities in the operation of this water service interconnect.

Accordingly, the Parties acknowledge that each Village's Department of Public Works is accountable to a different authority, and at times, there may be competing or even conflicting goals. With that in mind, the following guidelines have been developed to maintain a level of professionalism and to provide the infrastructure and Facility with an effective working agreement.

Section 3: Definitions

In consideration of the foregoing preambles (which are incorporated in this Agreement by reference) and the mutual covenants hereinafter contained, the Parties agree as follows:

1. This Agreement hereafter may be referred to and cited as the "Water Service Interconnect Agreement between the Village of Hoffman Estates and the Village of Schaumburg".

2. The Parties acting jointly shall themselves and through contracts with third parties, as appropriate, design, construct, equip, furnish, own, maintain, and operate an Emergency Interconnection Service Pipeline and related improvements (collectively, the "Facility").
3. "Water rate" means the unit cost of water consistent with the wholesale water rates paid by the community providing water. Monthly service fees and sewer rates shall not be included in the calculation of the customer water rate.
4. The term "emergency" means any temporary and unexpected disruption of the designed and established manner of public water supply production and distribution within ones community's water system, including without limitation an act of God, a catastrophe, disruption in normal delivery of source water, and any electrical and mechanical or other system failures. By illustration, examples of an emergency would include a sudden main break or a pump failure or an electrical power failure that prevents the community from being able to adequately convey its water through its water supply distribution system. "Emergency" does not include the inability of the designed production capacity of the community's water system to meet peak water use demands nor leaks in the water supply distribution system due to a general deterioration or failure to maintain a water supply distribution system. Notwithstanding the foregoing: (a) the Parties may agree, from time to time, on a case-by-case basis, whether a particular circumstance constitutes an emergency; and (b) any and all water furnished under this Agreement is deemed to have been used for emergency purposes only. As soon as convenient, the community requesting water through the interconnect shall provide the other community with all pertinent facts involved in the emergency and will, during the period of the emergency, keep the other community fully informed of the situation and the progress of corrective actions.

5. All Parties agree to comply with all applicable laws regulating public contracts.

Section 4: Allocations and Cost Sharing

The allocation of cost for and the provisions for acquiring service regarding all improvements and/or repairs to equipment, facilities, supplies, accessories, or infrastructure are as follows:

All shared cost items must be reviewed and mutually approved by both parties before any design work begins or any work commences.

Areas identified as dedicated equipment will be improved, repaired, and maintained at 100% cost to the Party identified as maintaining said equipment.

The cost for additions, repairs, improvements, other work to or on the Facility, and for the purpose of water transfer that is not identified as dedicated equipment shall be paid for by the Village of Hoffman Estates with reimbursement from Schaumburg of fifty percent (50%) of the total invoiced cost.

For the purposes connected with the Facility, Hoffman Estates is hereby designated as the "Fiscal Agent". In that capacity, subject to the terms and conditions provided in this Agreement, Hoffman Estates shall pay for the cost of designing, constructing, equipping, furnishing, maintaining, and operating the Facility for which it shall receive contributions or reimbursement from Schaumburg in accordance with the following cost-sharing percentages or breakdowns:

A. For the cost of architect and engineer services in the design, construction, and equipping the Facility, the Parties will contribute as follows:

Hoffman Estates	50%
Schaumburg	50%

B. For the cost of Facility equipment and infrastructure, the Parties will contribute as follows:

1. Equipment and infrastructure located in and solely serving Hoffman Estates' use exclusively:

Hoffman Estates	100%
Schaumburg	0%

2. Equipment and infrastructure located in and solely serving Schaumburg's use exclusively:

Hoffman Estates	0%
Schaumburg	100%

3. Equipment and infrastructure located in and/or serving shared use by both parties:

Hoffman Estates	50%
Schaumburg	50%

Section 5: Cooperation and Facility Ownership

A. Ownership of the eight-inch water main depicted between STA 1+65L and STA 1+64R on "Exhibit A" shall be the Village of Hoffman Estates.

B. The Parties agree to work in good faith to mutually resolve any disputes occurring or arising out of the performance of this Agreement. The Parties agree to do all things reasonably necessary or appropriate to carry out the terms, provisions and objectives of this Agreement. It is the intent of the Parties, as reflected by the terms of this Agreement, to ensure compliance and fulfillment with the terms and provisions of this Agreement as may be necessary to give effect to the objectives of this Agreement. Should problems between the Parties occurring or arising out of the performance of this Agreement be unable to be resolved in a mutually agreeable way, the Parties agree that claims against the other relating to the performance of this Agreement may be brought in a civil action. The laws of the State of Illinois shall govern all questions and interpretations concerning the validity, construction

and enforcement of this Agreement, and the legal relations between the Parties and performance under it. The Parties agree that, for the purpose of any litigation relative to this Agreement and its enforcement, venue shall be in the Circuit Court of Cook County, Illinois, or the United States District Court, Northern District of Illinois (Chicago), and the Parties consent to the *in personam* jurisdiction of said Courts for any such action or proceeding.

C. For all purposes relating to this Agreement, the Village Manager of each Party or its designee shall be the designated representative of Hoffman Estates and Schaumburg, respectively.

D. Should either Party desire to add or otherwise further improve the Facility beyond the scope or the original construction, the cost responsibilities and all other factors shall be determined in accordance with the terms of the Agreement and by whether the addition or improvement is for exclusive use or common. All such additions and/or improvements shall be made with the mutual consent and approval of both Parties in writing. If the addition or improvement is for the exclusive use of one Party, then the cost of the addition or improvement shall be the sole responsibility of the Party desiring the addition or improvement. If the addition or improvement is for the common use of both Parties, then the cost of the addition or improvement shall be the joint responsibility of both Parties. All such improvements, whether for exclusive or common use, shall be subject to the terms and conditions of this Agreement upon completion of such additions or improvements.

E. Nothing in this Agreement or otherwise shall limit or shall be construed to limit the Parties' right to mutually change, modify, amend, or terminate this Agreement. This Agreement shall be in full force and effect and binding equally upon both Parties until such time as it is changed, modified, amended, or terminated by mutual consent and Agreement in writing and signed by both of the herein defined Parties' authorized representatives.

Section 6: Maintenance/Service

All general in-house maintenance on-site at the Facility within the Village of Hoffman Estates will be performed by Hoffman Estates, and all general in-house maintenance on-site at the Facility within the Village of Schaumburg will be performed by Schaumburg, with both exercising a minimum service level to keep the Facility and its equipment in service. All maintenance and service will comply with all local, state, and federal safety guidelines. Maintenance costs shall be subject to Section 4 above.

Section 7: Communication

Both Parties will designate representatives to meet at least twice annually to review the Agreement, budgetary items that impact both Parties, and/or any items either Party has a need to discuss with the opposite Party. The meetings shall be in April and October of each year.

This section shall not limit the ability of either Party to call a meeting for any reason at any point during the calendar year.

Section 8: Billing

This section does not waive either Party's duty to send, receive, or pay bills or invoices if timely invoices or billing are not available each month. A missed invoice or bill by either Party does not excuse the other Party from reimbursing said Party.

Section 9: Regulatory Compliance

Both Parties agree to abide by all federal, state, and local statutes, regulations, and ordinances.

Section 10: Response Times

If the need arises to flow water to either community in a time of emergency need, a call-out list will be furnished, listing the names and contact numbers during normal work hours and after hours of normal operation. As personnel changes, an updated list should be provided to each Party's Public Works Director.

At any time during routine scheduled inspections or others, if a problem is noted that needs attention, a repair request will be dated and forwarded to both Parties. If the repair is considered an emergency, the site will be monitored by whoever came upon the situation until a qualified individual responsible for the repair arrives. All Parties shall keep open communication of the process during and after the repair has been completed. Repairs will be made in a timely manner unless parts and materials are not readily available. At that time, a mutually agreed upon direction will be made between the Parties. If a mutually agreed upon time frame is not able to be reached, Hoffman Estates, as Fiscal Agent, shall proceed to rectify the issue and proceed with the administration and processing of all related billing or invoices per this Agreement.

All emergencies shall be responded to by Hoffman Estates and Schaumburg within a two-hour time frame, or less, from the time of notification. All matters related to this Facility and its operational impacts will hold the utmost urgency in Hoffman Estates and Schaumburg response times.

Section 11: Activation of the Interconnect (Water Flow and Water Rates)

Below is the protocol/procedure if and when the interconnect is requested to be activated:

A. A callout to the other community representative requesting to activate the interconnect water source.

B. Receive appropriate approvals from both communities prior to the activation of the interconnect water system.

C. Upon approval, both community representatives shall be on-site to activate the interconnect water system.

D. . Water billing will be based on time of interconnect activation and established flow rates. Flow rates to be mutually agreed upon during time of use and based on theoretical hydraulic flow rates established through water modeling. If future improvements are completed and a water meter installed, billing will be based on the reading of that meter. The community in receipt of the activation request shall take an opening read of the meter associated with the interconnection system. Prior to the operation of the interconnect, the requesting community shall be notified of the reading and offered the opportunity to verify the reading by accompanying personnel from the community providing the emergency water for another reading, to take place within two (2) hours of such a request for verification. Upon receipt of a written request from the requesting community to end operation of the interconnect system, the community providing emergency water shall end emergency interconnect operation and take a closing reading of the meter

associated with interconnection system. The community receiving emergency water shall be notified of the closing read within twenty four (24) hours of it being taken and shall be offered the opportunity to verify the reading by accompanying personnel from the community providing the water for another reading to take place within twenty four (24) hours of such request for verification.

E. Both communities shall maintain continuous communications and monitoring of the interconnect water flow during the activation period.

F. If any unusual circumstances arise during the interconnect water flow period, either Party may exercise its right to cease the interconnect water flow. This request shall be communicated to the other Party prior to taking any action. If the other Party is not responsive, the requesting Party will take appropriate action as deemed necessary.

G. Water rates will be consistent with the wholesale water rates paid by the community providing water. Water usage shall be billed according to the system water meter or estimated water supplied and mutually agreed upon.

H. Upon activation of the interconnect, the Party providing the water will execute any water bills as a result of the activation of the interconnect system. The Party providing water shall present the invoice for said work to the other within thirty days of concluding the activation. Payment shall be made within 30 days of invoice receipt and approval, unless otherwise agreed upon. This section does not waive either Party's duty to send, receive, or pay bills or invoices if timely invoices or billing are not available each month. A missed invoice or bill by either Party does not excuse the other Party from reimbursing said Party.

Section 12: Rights of Amendment and Termination

Nothing in this Agreement or otherwise shall or shall be construed to limit each Party's rights to mutually change, modify, amend, or terminate this Agreement. This Agreement shall be in full force and effect and binding equally upon both Parties for a period of at least 20 years or until such time as it is changed, modified, amended, or terminated by mutual consent and agreement in writing and signed by each Party's authorized representative, whichever is later.

In witness whereof, the Parties hereto have caused this Agreement to be executed by their respective authorized representatives pursuant to Resolutions duly and properly adopted by the governing bodies of the respective Parties hereto.

Section 13: Miscellaneous

To the fullest extent permitted by law, the Parties shall indemnify, protect, defend and hold harmless each other and its and their past and present appointed and elected officials, commissioners, presidents/mayors and trustees, directors, agents, officers, representatives, attorneys, engineers, contractors, volunteers, successors or predecessors, and each Party's respective interest in any property, from and against any and all claims, obligations, liens, encumbrances, demands, liabilities, penalties, causes of action, and costs and expenses of any kind, including, without limitation, orders, damages, judgments, fines, forfeitures, amounts paid in settlement, and attorneys' fees and litigation costs relating to, arising out of or alleged to have occurred in whole or in part in connection with this Agreement or the Interconnection or sought by or brought by persons or other third parties against

either Party or both Parties relative to any matters covered by or arising out of this Agreement, except for any claims, obligations, liens, encumbrances, demands, liabilities, penalties, causes of action, and costs and expenses of any kind that arise solely from the negligent or willful acts or omissions of one Party.

The Parties to this Agreement shall comply with all applicable federal, state and local laws, rules and regulations in carrying out the terms and conditions of this Agreement, including the following:

A. Certification. Each Party and its officers, corporate authorities, employees and agents certify that they are not barred from entering into this Agreement as a result of a violation of 720 ILCS 5/33E-3 or 5/33E-4 (bid rigging or bid rotating) or 5/33E-6 (interference with contract submission and award by public official) or as a result of a violation of 820 ILCS 130/1 et seq. (the Illinois Prevailing Wage Act) or as a result of: (1) a delinquency in the payment of any tax administered by the Illinois Department of Revenue or any fee required by any unit of local government or the State, unless the Party is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax or the fee, as set forth in Section 11-42.1-1 et seq. of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 et seq. Each Party and its officers, corporate authorities, employees and agents further certify, by signing this Agreement, that the Party and its officers, corporate authorities, employees and agents have not been convicted of or are not barred for attempting to rig bids, price-fixing or attempting to fix prices as defined in the Sherman Anti-Trust Act and Clayton Act. 15 U.S.C. § 1 et seq.; and has not been convicted of or barred for bribery or attempting to bribe an officer or employee of a unit of state or local government or school district in the State of Illinois in that officer's or employee's official capacity. Nor has either of the Parties and their officers, corporate authorities, employees and agents made admission of guilt of such conduct which is a matter of record, nor has any official, officer, agent or employee of the Parties been so convicted nor made such an admission.

B. Non-Discrimination. Each Party and its officers, corporate authorities, employees and agents agree not to commit unlawful discrimination and agree to comply with all applicable provisions of the Illinois Human Rights Act, Title VII of the Civil Rights Act of 1964, as amended, the Americans with Disabilities Act, the Age Discrimination in Employment Act, Section 504 of the Federal Rehabilitation Act, and all applicable rules and regulations. Each Party maintains a written Sexual Harassment Policy in compliance with Section 2-105 of the Illinois Human Rights Act (775 ILCS 5/2-105(A)(4)). Each Party certifies that it is an "Equal Opportunity Employer" as defined by Federal and State laws and regulations, and agrees to comply with the Illinois Department of Human Rights ("IDHR") Equal Opportunity Employment clause as required by the IDHR's Regulations (44 III. Admin. Code, 750.10). As required by Illinois law and IDHR Regulation, the Equal Opportunity Employment clause is incorporated by reference in its entirety as though fully set forth herein. Each Party certifies that it agrees to comply with the Prohibition of Segregated Facilities clause, which is incorporated by reference in its entirety as though fully set forth herein. See, Illinois Human Rights Act (775 ILCS 5/2-105). See also, Illinois Department of Human Rights Rules and Regulations (44 Ill. Admin. Code 750.10).

C. Illinois Freedom of Information Act. The definition of a public record in the Freedom of Information Act (5 ILCS 140/1 et seq.) ("FOIA") includes a "public record that is not in the possession of a public body but is in the possession of a party with whom the agency has contracted to perform a governmental function on behalf of the public body and that directly relates to the governmental function and is not otherwise exempt under this Act." (5 ILCS 140/7(2). Consequently, each Party must maintain and make available to the other Party, upon request, their public records

relating to the performance of this Agreement in compliance with the requirements of the Local Records Act (50 ILCS 205/1 et seq.) and FOIA.

Nothing in this Agreement is intended or shall be construed as establishing a relationship of agency, partnership or joint venture between the Parties hereto. Each Party hereto shall retain the sole right to control its own employees.

Neither Party shall be liable for damages for any delay or default in performing its respective obligations under this Agreement, if the delay or default is caused by conditions beyond its control. Such conditions include, but are not limited to, acts of God, government restrictions, strikes, fires, floods or work stoppages, or acts or failures to act of third parties, excluding acts or failures to act by the Parties or their respective employees, contractors or agents. So long as any such delay or default continues, the Party affected by the conditions shall keep the other Party at all times fully informed concerning the matters causing the delay or default and the prospects of their ending.

This Agreement may be executed in any number of counterparts, with each counterpart deemed to be an original. This Agreement shall be effective on the date that the last signatory executes this Agreement.

Village of Hoffman Estates

William D. McLeod, Village President

Village of Schaumburg

Tom Daily, Village President

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
AT OF WAY CHECKED
CADFILE NAME
NOTE BOOK
NO.

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
SHOWN/NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

DATE
BY
DATE

EX. SAN MH
RIM 100.00
W –E INV 12" VCP – 84.80

STA 1+65L, 27' LT
8" PRESSURE CONNECTION
VALVE IN BOX
RIM 99.81

200 190 180

GAS

24'

10" AC (VOHE)

C

8" DI B/P – 92.40
12" VCP T/P – 84.60

12" VCP (VOHE)

27'

60 LF – 8" CL 52 DI
50 CY TBF

30' E–E

3+00

2+00

1+00

80' ROW

4'

SAWCUT EX. 11" HMA PAV'T

35'

34' E–E

BM #1 – 100.00

8" AC (VOHE)

8" PVC (VOS)

135

145

10" DI (VOS)

380

STA 1+64R, 35' RT.
8" PRESSURE CONNECTION
VALVE IN BOX
RIM 97.46

EX. VALVE VAULT (VOS)
RIM 98.07
10" DI – T/P 92.27

LINCOLN STREET

N

NOTES:
1. SAWCUT EXISTGIN PAVEMENT, CURB & GUTTER, AND SIDEWALK PRIOR TO REMOVAL.
2. PAVEMENT, SIDEWALK, CURB & GUTTER, AND PARKWAY RESTORATION TO BE COMPLETED BY OTHERS.
3. MAINTAIN 6 FOOT MINIMUM BURY DEPTH TO TOP OF PROPOSED WATER MAIN.

FILE NAME = Schaumburg Water Interconnect – Thacker.dwg		DESIGNED – AJW	REVISED –		VILLAGE OF HOFFMAN ESTATES 1900 Hassell Road, Hoffman Estates, IL 60169 Phone Number: 847 252–5800	Schaumburg Water Interconnect Thacker Street	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN – AJW	REVISED –						Cook		
		CHECKED –	REVISED –								
		DATE – 12–20–23	REVISED –			SCALE: 1" = 10' SHEET NO. 1 OF 2 SHEETS STA. X+XX TO STA X+XX	ILLINOIS FED. AID PROJECT				

Emergency Phone Call List for the Village of Schaumburg- Interconnect

NAME	POSITION	PHONE #
Ryan Rivard	Superintendent of Utility Services	630-417-2591
Josh Orin	Water Division Supervisor	847-627-6811
Duty Supervisor	Duty Supervisor for the Week	847-857-1091
Dan Randolph	Assistant Director of Engineering and Public Works	847-254-8249
Michael Hall	Director of Engineering and Public Works	847-687-9633

Emergency Phone Call List for the Village of Schaumburg- Interconnect

NAME	POSITION	PHONE #
Ryan Christensen	Superintendent of Water and Sewer	224-828-3856
Jeremy Jahnke	Supervisor Water Operations	224-281-8636
Joseph Nebel	Director of Public Works	847-815-3878
Bryan Ackerlund	Assistant Director of Public Works	847-370-0401

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Authorize Participation in the Sourcewell Cooperative Purchasing Program and Award the Purchase of Fitness Equipment to Life Fitness, LLC
01/13/26
Village Board

Presenter: Mark Rysavy, Facilities Division Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
6809010-7401 (25004-20-230)	$150,000.00	$109,181.82

The budget status for this request is: Under Budget

Amount Under Budget: $40,818.18

Executive Summary:

The new Village Hall project includes a fitness room for staff use. This is a new function for the Village Hall that will require all new fitness equipment. A survey was released to Village Hall employees asking what types of equipment they would use most in a new fitness room. The responses were numerous and included cardio-based items like treadmills, ellipticals, bikes, and stair climbing machines. From a weight standpoint, staff requested a mix of cable equipment with multiple positions, some free weights with a Smith Rack, and dumbbells. From a core fitness standpoint, other staff requested rubber band resistance systems, yoga mats, and kettle bells.

The fitness room plan includes equipment that will satisfy most of the survey requests from staff. The cardio equipment is located along the north wall to allow for a view of the pond. The muscle isolation machines for chest, arms, and legs take up the middle of the room. The core equipment is in the lower right, with the free weights in the lower left of the room.

Facilities staff reached out to the industry leader in fitness equipment, Life Fitness. Based on previous purchase experience, Life Fitness offers free space design, durable equipment with good warranties, deep discounts for public safety staff fitness areas, and is part of the Sourcewell government purchasing cooperative. The goal is to standardize all fitness equipment purchases moving forward with Life Fitness across all Village Facilities. Staff was able to leverage the upcoming police headquarters project and convince Life Fitness to extend those same discounts to the Village Hall. Overall, they provided a 36% discount on the equipment, saving over $53,000. Additionally, the final price includes three years of service for the cable-based and cardio equipment. The proposed cost from Life Fitness is $109,181.82. Staff had originally budgeted $150,000 for fitness equipment out of the overall $50,000,000 project budget.

With the history of Life Fitness as a supplier of high quality and durable fitness equipment, the use of the Sourcewell purchasing cooperative, and the inclusion of the public safety discount, staff recommends approval to purchase fitness equipment for the new Village Hall.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize participation in the Sourcewell Cooperative Purchasing Program #052324-LFF and award the purchase of Fitness Equipment to Life Fitness, LLC of Chicago, IL, in the amount of $109,181.82.

ATTACHMENTS:

- Fitness Village Hall Equipment
- Village Hall Presentation
- Life Fitness Contract



POWERMILL

INTEGRITY+
TREADMILL



INTEGRITY+
CROSS-TRAINER





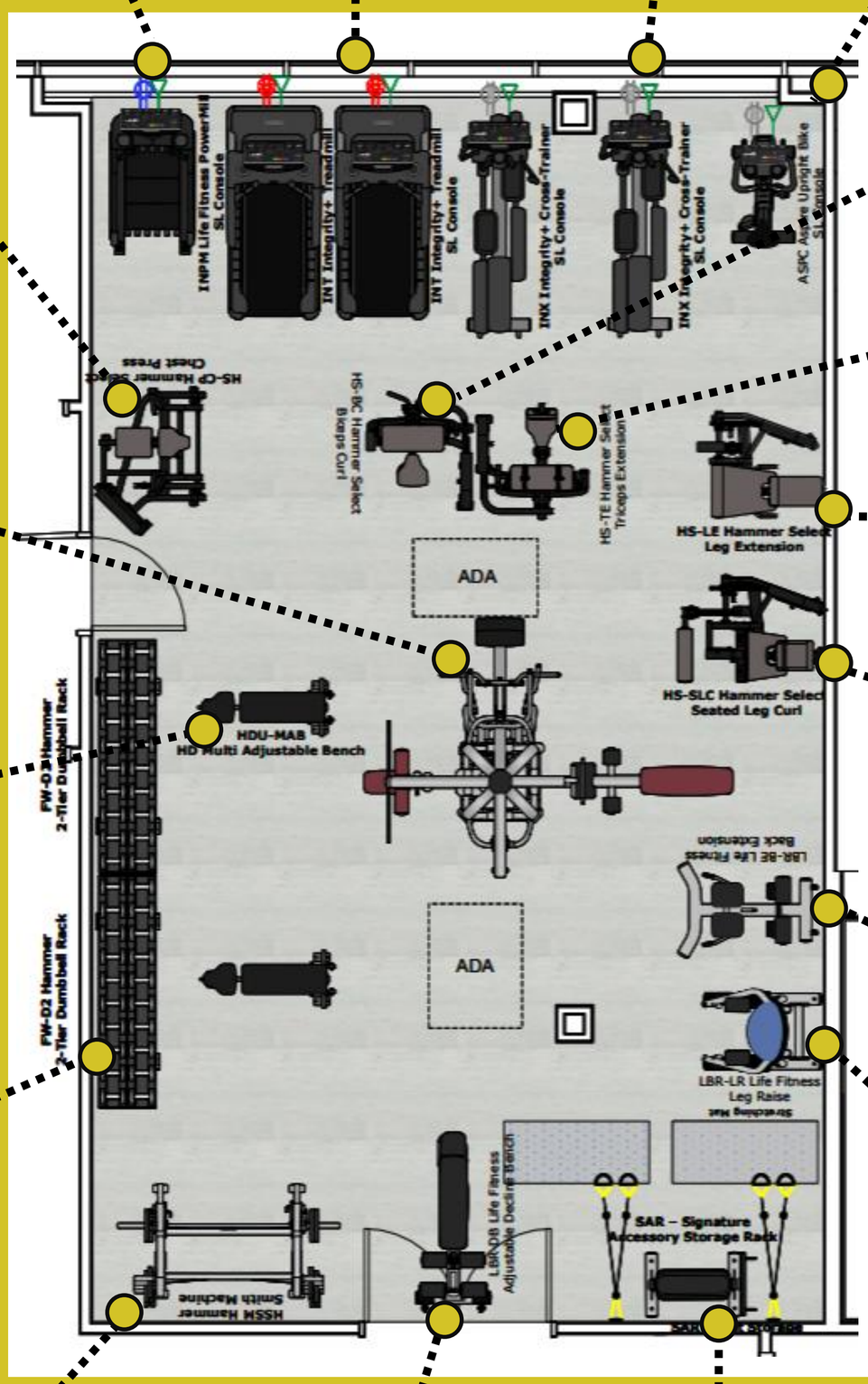
UPRIGHT BIKE



CHEST PRESS



BICEP CURL

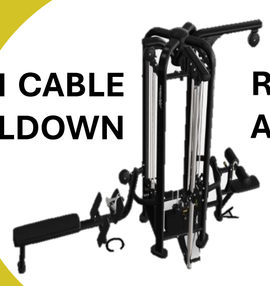


TRICEP
EXTENSION



2:1 CABLE
PULLDOWN

ROW
ASSIST CHIN DIP





LEG
EXTENSION



MULTI-ADJUSTABLE
BENCH

SEATED LEG
CURL





2-TIER DUMBBELL
RACK



BACK
EXTENSION



SMITH
MACHINE



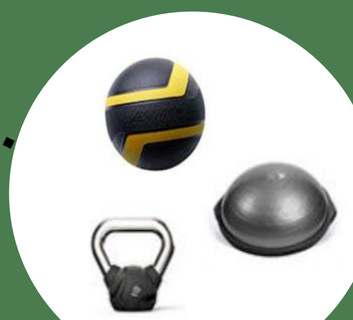
LEG RAISE



ADJUSTABLE
DECLINE BENCH



ACCESSORY
STORAGE RACK



VILLAGE HALL
FITNESS ROOM EQUIPMENT

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

QUOTE : CPQ-31144

DATE : 12-16-2025

BILL TO : VILLAGE OF SCHAUMBURG
101 SCHAUMBURG CT
SCHAUMBURG
IL 60193-1899
US

SHIP TO : VILLAGE OF SCHAUMBURG
101 SCHAUMBURG CT
SCHAUMBURG
IL 60193-1899
US

Thank you for the opportunity to present a comprehensive equipment recommendation. It is an honor to be considered and we hope you will select us to partner with you to create a premier fitness facility for your organization.

Choosing the right fitness equipment can be daunting. The products you select must be easy to use and inviting for a variety of exercisers. They must be durable and reliable -- capable of standing up to the rigors of continued daily use. That is why partnering with an industry-leading manufacturer uniquely qualified to guide you through the process is so important.

Life Fitness has over 30 years' experience helping facilities select their fitness equipment and create customized fitness environments that encourage exercisers to work out more often and lead healthier lives. We offer the largest breadth of cardio, strength and performance-training equipment, value-added services, and ongoing support to ensure that your facilities' needs will be met in the years to come.

If you have any questions or comments regarding our proposal, please contact us as indicated below. The Life Fitness team looks forward to supporting you in the future.

Sincerely,

LIFE FITNESS

#	DESCRIPTION		CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Cardio							
3	LIFE FITNESS POWERMILL w/SL INPM-SL-XF-13		PowerMill Base Handlebar Smooth Charcoal Kit SL English Imperial Power Cord DOM Low Volt Straight	1	$12,359.00	$7,415.40	$7,415.40
	Preventive Maintenance, 2PM Per Year- 3 Year, Powermill and Stair Climber EW-STAIRCLIMB-2PM-3YR			1	$415.00	$290.50	$290.50
1	INTEGRITY+ CROSS-TRAINER w/SL INX-SL-XF-13		Int Plus Cross Trainer SL Smooth Charcoal Base SL English Imperial	2	$8,239.00	$4,943.40	$9,886.80
	Preventive Maintenance, 2PM Per Year- 3 Year, Crosstrainer EW-CROSSTRAIN-2PM-3YR			2	$415.00	$290.50	$581.00
2	INTEGRITY+ TREADMILL w/SL INT-SL-XF-14		Int Plus Tread SL Smooth Charcoal Low Volt Base SL English Imperial Power Cord DOM Low Volt Straight 96 IN	2	$10,299.00	$6,179.40	$12,358.80
	Preventive Maintenance, 2PM Per Year- 3 Year, Treadmill EW-TREAD-2PM-3YR			2	$573.00	$401.10	$802.20
4	INTEGRITY+ UPRIGHT BIKE w/SL INC-SL-XF-13		Int Plus Upright SL Smooth Charcoal Base SL English Imperial	1	$5,149.00	$3,089.40	$3,089.40
	Preventive Maintenance, 2PM Per Year- 3 Year, Upright and Recumbent Bike EW-BIKE-2PM-3YR			1	$415.00	$290.50	$290.50
Strength							
1	HAMMER STRENGTH DUMBBELL RACK TWO TIER FW-D2		Platinum Frame Dumbbell Tray	2	$1,672.00	$1,086.80	$2,173.60
2	LF B&R ADJUSTABLE DECLINE BENCH LBR-DB		Platinum Frame Black Single Stitch Upholstery	1	$1,835.00	$1,192.75	$1,192.75
9	MULTI ADJUSTABLE BENCH HDU-MAB		Platinum Frame Black Upholstery	2	$1,224.00	$795.60	$1,591.20
11	LF B&R ACCESSORY STORAGE RACK SAR		Platinum Frame English Mat & Rollers Vertical BOSU	1	$2,479.00	$1,611.35	$1,611.35

IMAGES DISPLAYED ARE STOCK IMAGES ONLY

THIS IS A DRAFT QUOTE AND NOT A CONTRACT - SUBJECT TO MANAGEMENT APPROVAL

#	DESCRIPTION		CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Strength							
16	LIFE FITNESS BACK EXTENSION LBR-BE		Platinum Frame Black Single Stitch Upholstery	1	$1,845.00	$1,199.25	$1,199.25
17	LIFE FITNESS LEG RAISE LBR-LR		Platinum Frame Black Single Stitch Upholstery	1	$2,164.00	$1,406.60	$1,406.60
3	LF PWR PLAY CORE LPP-CORE		Platinum Frame English	1	$2,309.00	$1,500.85	$1,500.85
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
4	LF PWR PLAY ADJUSTABLE 2:1 CABLE LPP-AC		Platinum Frame English LB Weight Stack No Shroud	1	$3,149.00	$2,046.85	$2,046.85
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
5	LF PWR PLAY PULLDOWN LPP-PD		Platinum Frame Black Upholstery LB Weight Stack No Shroud	1	$3,464.00	$2,251.60	$2,251.60
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
6	LF PWR PLAY ROW LPP-RW		Platinum Frame Black Upholstery LB Weight Stack No Shroud	1	$3,464.00	$2,251.60	$2,251.60
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
7	LF PWR PLAY ASSIST DIP CHIN LPP-DC		Platinum Frame LB Weight Stack	1	$5,249.00	$3,411.85	$3,411.85
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30

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#	DESCRIPTION		CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Strength							
8	7 DEGREE SMITH MACHINE HSSM		Platinum Frame LANG.ENG	1	$7,088.00	$4,607.20	$4,607.20
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
10	HAMMER STRENGTH SELECT LEG EXTENSION HS-LE		Platinum Frame Platinum Workarm Black Upholstery English LB SE Rear Shroud	1	$6,165.00	$4,007.25	$4,007.25
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
12	HAMMER STRENGTH SELECT CHEST PRESS HS-CP		Platinum Frame Platinum Workarm Black Upholstery English LB SE Rear Shroud	1	$5,716.00	$3,715.40	$3,715.40
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
13	HAMMER STRENGTH SELECT BICEPS CURL HS-BC		Platinum Frame Platinum Workarm Black Upholstery English LB SE Rear Shroud	1	$5,275.00	$3,428.75	$3,428.75
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
14	HAMMER STRENGTH SELECT TRICEPS EXTENSION HS-TE		Platinum Frame Platinum Workarm Black Upholstery English LB SE Rear Shroud	1	$5,275.00	$3,428.75	$3,428.75
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR			1	$279.00	$195.30	$195.30
15	HAMMER STRENGTH SELECT SEATED LEG CURL HS-SLC		Platinum Frame Platinum Workarm Black Upholstery English	1	$6,449.00	$4,191.85	$4,191.85

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#	DESCRIPTION	CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Strength						
		LB SE Rear Shroud				
	Preventive Maintenance, 2PM Per Year- 3 Year, Strength Plate Loaded and Selectorized EW-STR-PLSELECT-2PM-3YR		1	$279.00	$195.30	$195.30
Accessories						
1	BOSU PRO BALANCE TRAINER, GRAY ACC-BSU-1000-01		1	$307.00	$214.90	$214.90
2	TRX SUSPENSION TRAINER ACC-TRX-1000-01		2	$425.00	$297.50	$595.00
3	HAMMER DUMBBELL SET 5-50LB,URETHANE,4sided HS-DB-2100-02		1	$5,006.00	$3,504.20	$3,504.20
4	LIFE FITNESS VINYL JUMP ROPE - 8FT - RED LF-JR8-72145		1	$20.00	$14.00	$14.00
5	LF JUMP ROPE, VINYL, BEARINGS, 3.05M/10FT, BLUE LF-JR10-72149		1	$23.00	$16.10	$16.10
6	LF KETTLEBELL, 10LB, RUBBER, STAINLESS HANDLE LF-KB-1120-01		1	$98.00	$68.60	$68.60
7	LF KETTLEBELL, 15LB, RUBBER, STAINLESS HANDLE LF-KB-1122-01		1	$110.00	$77.00	$77.00
8	LF KETTLEBELL, 20LB, RUBBER, STAINLESS HANDLE LF-KB-1124-01		1	$127.00	$88.90	$88.90
9	LF KETTLEBELL, 25LB, RUBBER, STAINLESS HANDLE LF-KB-1125-01		1	$141.00	$98.70	$98.70
10	LF KETTLEBELL, 30LB, RUBBER, STAINLESS HANDLE LF-KB-1126-01		1	$157.00	$109.90	$109.90
11	LF, CORE MAT,55Lx24Wx0.39in(139x61cm x 10mm),BLK		4	$63.00	$44.10	$176.40

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#	DESCRIPTION	CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Accessories						
	LF-CM-1000-01					
12	LIFE FITNESS MEDICINE BALL,4LB,YELLOW LF-MB-1130-01		1	$53.00	$37.10	$37.10
13	LIFE FITNESS MEDICINE BALL,8LB,ORANGE LF-MB-1132-01		1	$86.00	$60.20	$60.20
14	LIFE FITNESS MEDICINE BALL,10LB,RED LF-MB-1133-01		1	$100.00	$70.00	$70.00
15	Power Band,41x0.25in(104x0.6cm)x4.5MM Thick,Orange ACC-BD-1000-02		1	$16.00	$11.20	$11.20
16	Power Band,41x0.5in(104x1.3cm)x4.5MM Thick,Red ACC-BD-1001-02		1	$21.00	$14.70	$14.70
17	Power Band,41x0.75in(104x1.9cm)x4.5MM Thick,Blue ACC-BD-1002-02		1	$31.00	$21.70	$21.70
18	Power Band,41x1.25in(104x3.2cm)x4.5MM Thick,Green ACC-BD-1003-02		1	$39.00	$27.30	$27.30
19	LIFE FITNESS COVERED RESISTANCE TUBE, EXTRA LIGHT LF-RTB-1000-01		1	$23.00	$16.10	$16.10
20	LIFE FITNESS COVERED RESISTANCE TUBE, LIGHT LF-RTB-1001-01		1	$24.00	$16.80	$16.80
21	LIFE FITNESS COVERED RESISTANCE TUBE, MEDIUM LF-RTB-1002-01		1	$26.00	$18.20	$18.20
22	LIFE FITNESS COVERED RESISTANCE TUBE, HEAVY LF-RTB-1003-01		1	$27.00	$18.90	$18.90
23	Hammer Olympic Plate 45LB,Rubber,RndX HS-OP-3000-01		6	$166.00	$116.20	$697.20

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#	DESCRIPTION	CONFIGURATION DETAILS	QTY	MSRP	UNIT PRICE	TOTAL PRICE
Accessories						
24	Hammer Olympic Plate 25LB,Rubber,RndX HS-OP-3002-01		6	$93.00	$65.10	$390.60
25	Hammer Olympic Plate 10LB,Rubber,RndX HS-OP-3003-01		8	$38.00	$26.60	$212.80
26	Hammer Olympic Plate 5LB,Rubber,RndX HS-OP-3004-01		4	$19.00	$13.30	$53.20
27	Hammer Olympic Plate 2.5LB,Rubber,RndX HS-OP-3005-01		4	$12.00	$8.40	$33.60
28	HAMMER DUMBBELL SET 55-75LB,URETHANE,4sided HS-DB-2100-03		1	$4,899.00	$3,429.30	$3,429.30
29	HAMMER DUMBBELL SET 80-100LB,URETHANE,4sided HS-DB-2100-04		1	$5,964.00	$4,174.80	$4,174.80
30	LIFE FITNESS FOAM ROLLER, GRAY, SOFT, 36IN LF-FR-1000-01		1	$56.00	$39.20	$39.20
31	LF FOAM ROLLER, BLACK, MED FIRM, 18IN/46CM LF-FR-1002-01		1	$39.00	$27.30	$27.30
32	LF FOAM ROLLER, GRAY, SOFT, 18IN/46CM LF-FR-1001-01		1	$37.00	$25.90	$25.90

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QUOTE : CPQ-31144 **DATE :** 12-16-2025

BILL TO : VILLAGE OF SCHAUMBURG **SHIP TO :** VILLAGE OF SCHAUMBURG

SHIPMENT : STANDARD
FREIGHT TERMS : Prepaid
FOB : Shipping Point
PAYMENT TERM : NET 30

TOTAL MSRP	:	$148,691.00
CUSTOMER DISCOUNT	:	- $53,451.60
SELLING PRICE	:	$95,239.40
TARIFF SURCHARGE	:	$1,822.54
FREIGHT / FUEL/ INSTALLATION	:	$12,119.88
ESTIMATED SALES TAX	:	AS APPLICABLE
TOTAL (USD)	:	$109,181.82

REMITTANCE ADDRESS
2716 NETWORK PLACE
CHICAGO, IL 60673
USA

THIS IS A DRAFT QUOTE AND NOT A CONTRACT - SUBJECT TO MANAGEMENT APPROVAL

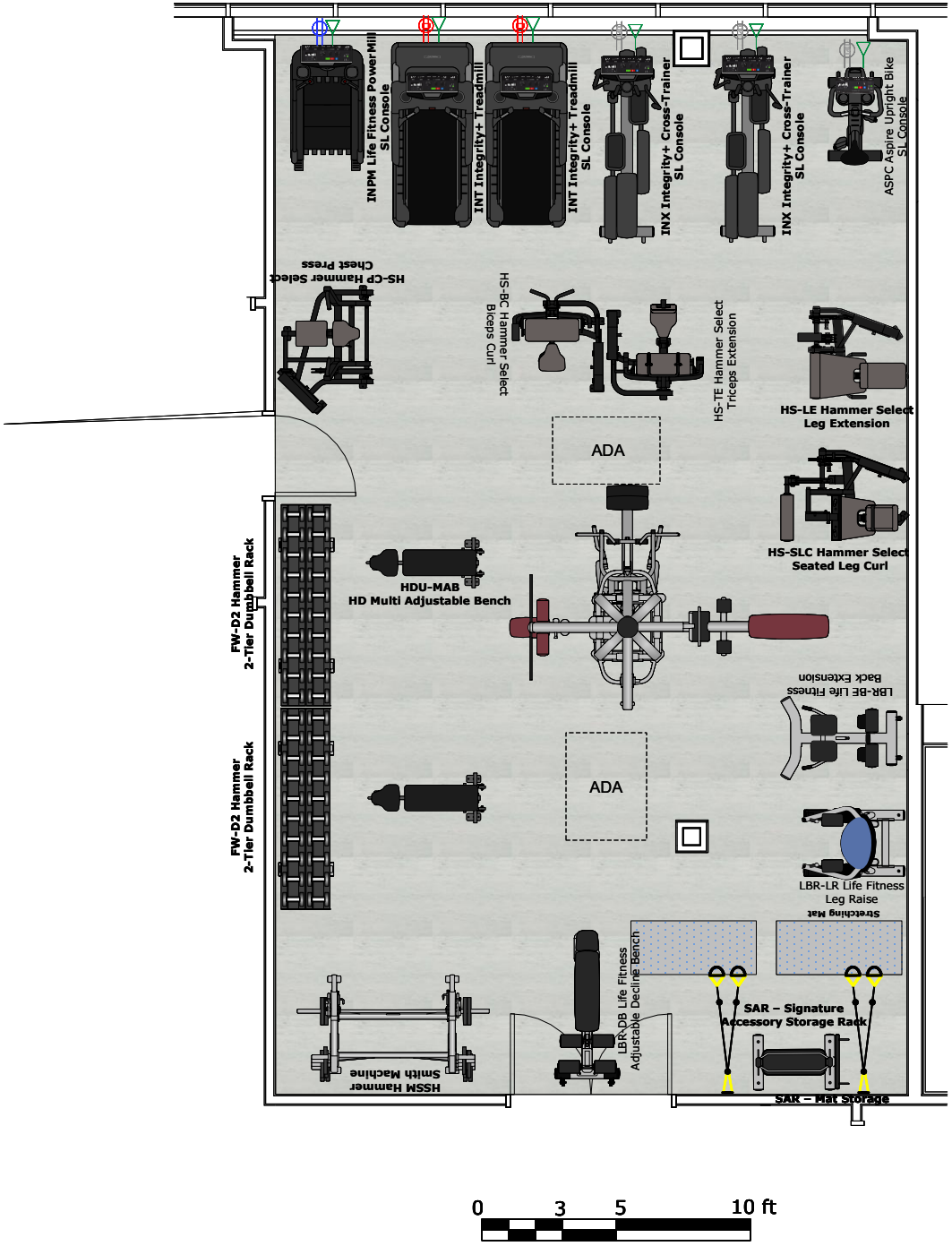
TERMS & CONDITIONS

This order quote is valid for 30 days. Buyer may accept by either (1) returning this quote with Buyer's signature or (2) by Buyer issuing a Purchase Order against this quote to Life Fitness. In all cases, this order quote and its acceptance are subject to the Life Fitness Commercial Terms & Conditions of Sale posted online at www.lifefitness.com/en-us/legal/terms-conditions which supersede any terms in Buyer's purchase orders, policies, vendor guidelines and any other documents that pre-date or post-date this purchase. Any inconsistent terms in Buyer's documents are deemed to have been rejected. Upon acceptance by Buyer and then Life Fitness, this Agreement shall become legally binding and constitutes the sole and complete agreement of the parties.

For avoidance of doubt, if Buyer and Life Fitness executed an active Master Agreement, the applicable Master Agreement will govern this Agreement and the Life Fitness Standard Terms and Conditions will supplement.

Village of Schaumburg

101 Schaumburg CT. Schuamburg, IL



Danielle Pitzulo
631-901-7403
Danielle.Pitzulo@lifefitness.com

Date: 05/30/25

Version: 1.01

Scale: 5/32"=1'-0"

Ceiling Ht.: XX'-X"

SQ.FT.: X,XXX

Refresh: ☐ **New Build**: ☐

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POWER, DATA, AND TV REQUIREMENTS VARY BASED ON OPTIONS SELECTED.

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Solicitation Number: RFP #052324

CONTRACT

This Contract is between Sourcewell, 202 12th Street Northeast, P.O. Box 219, Staples, MN 56479 (Sourcewell) and Life Fitness, LLC, 9525 Bryn Mawr Ave., Rosemount, IL 60018 (Supplier).

Sourcewell is a State of Minnesota local government unit and service cooperative created under the laws of the State of Minnesota (Minnesota Statutes Section 123A.21) that offers cooperative procurement solutions to government entities. Participation is open to eligible federal, state/province, and municipal governmental entities, higher education, K-12 education, nonprofit, tribal government, and other public entities located in the United States and Canada. Sourcewell issued a public solicitation for Fitness Equipment with Related Accessories and Services from which Supplier was awarded a contract.

Supplier desires to contract with Sourcewell to provide equipment, products, or services to Sourcewell and the entities that access Sourcewell's cooperative purchasing contracts (Participating Entities).

1. TERM OF CONTRACT

A. EFFECTIVE DATE. This Contract is effective upon the date of the final signature below.

EXPIRATION DATE AND EXTENSION. This Contract expires July 29, 2028, unless it is cancelled sooner pursuant to Article 22. This Contract allows up to three additional one-year extensions upon the request of Sourcewell and written agreement by Supplier. Sourcewell retains the right to consider additional extensions beyond seven years as required under exceptional circumstances.

B. SURVIVAL OF TERMS. Notwithstanding any expiration or termination of this Contract, all payment obligations incurred prior to expiration or termination will survive, as will the following: Articles 11 through 14 survive the expiration or cancellation of this Contract. All other rights will cease upon expiration or termination of this Contract.

2. EQUIPMENT, PRODUCTS, OR SERVICES

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R. U.S. EXECUTIVE ORDER 13224. The Supplier, and its subcontractors, must comply with U.S. Executive Order 13224 and U.S. Laws that prohibit transactions with and provision of resources and support to individuals and organizations associated with terrorism.

S. PROHIBITION ON CERTAIN TELECOMMUNICATIONS AND VIDEO SURVEILLANCE SERVICES OR EQUIPMENT. To the extent applicable, Supplier certifies that during the term of this Contract it will comply with applicable requirements of 2 C.F.R. § 200.216.

T. DOMESTIC PREFERENCES FOR PROCUREMENTS. To the extent applicable, Supplier certifies that during the term of this Contract will comply with applicable requirements of 2 C.F.R. § 200.322.

22. CANCELLATION

Sourcewell or Supplier may cancel this Contract at any time, with or without cause, upon 60 days' written notice to the other party. However, Sourcewell may cancel this Contract immediately upon discovery of a material defect in any certification made in Supplier's Proposal. Cancellation of this Contract does not relieve either party of financial, product, or service obligations incurred or accrued prior to cancellation.

Sourcewell	Life Fitness, LLC
DocuSigned by: Jeremy Schwartz C0FD2A139D06489...	DocuSigned by: Amber Roberson BF0DA2247AA94AC...
By: _____	By: _____
Jeremy Schwartz	Amber Roberson
Title: Chief Procurement Officer	Title: VP & MD North America
Date: 7/29/2024 | 2:54 PM CDT	Date: 7/29/2024 | 2:25 PM CDT

RFP 052324 - Fitness Equipment with Related Accessories and Services

Vendor Details

Company Name:	Life Fitness, LLC
Does your company conduct business under any other name? If yes, please state:	Lumos Holdings US Acquisition Co
Address:	9525 Bryn Mawr Ave. Rosemont, Illinois 60018
Contact:	Robyn Stewart
Email:	Robyn.stewart@lifefitness.com
Phone:	503-891-8034
Fax:	954-301-0932
HST#:	84-1741454

Submission Details

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Participation in the ISAWWA Water Ambassador Program and Authorize Staff to Pursue Water Ambassador Community Certification for the Village of Schaumburg, including Implementation of Outreach Initiatives and Promotion of the Water 1-2-3 Guide for Elected Officials
01/13/26
Village Board

Presenter: Ryan Rivard, Superintendent of Utility Services
Lead Department: Engineering and Public Works

Executive Summary:

Last month, staff presented an overview of the Illinois Section American Water Works Association (ISAWWA) Water Ambassador Award program, which recognizes individuals and organizations demonstrating exemplary leadership, education, and advocacy in water stewardship. Staff also delivered a condensed presentation on Water 1-2-3: A Guide for Local Officials and Community Leaders, providing the Committee with essential water system fundamentals and further supporting the Village's commitment to informed and transparent decision-making.

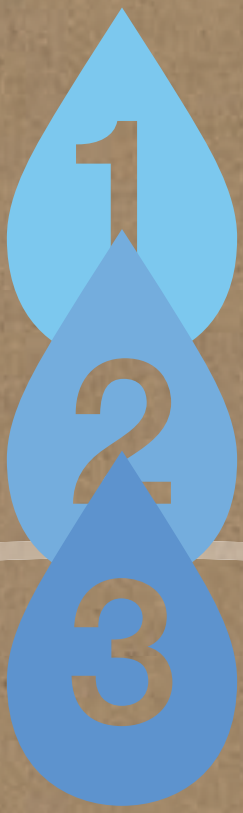
With the continued support and approval of the Engineering and Public Works Committee and the Village Board, the Village will have completed all required components to achieve the program's highest recognition, the Gold Level designation. This effort does not result in a direct financial impact to the Village, as it is supported through existing staff resources and standard communication channels.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve participation in the ISAWWA Water Ambassador Program and authorize staff to pursue Water Ambassador Community certification for the Village of Schaumburg, including implementation of outreach initiatives and promotion of the Water 1-2-3 guide for elected officials.

ATTACHMENTS:
- Water 1-2-3 A Guide for Local Officials & Community Leaders

Drinking Water



A Guide for Local Officials
and Community Leaders

Drinking Water 1-2-3 is the fourth in a series of how-to guides developed by the Metropolitan Planning Council (MPC) and partners to assist elected and appointed officials and others in making important policy decisions. With assistance from national, regional and local experts from the public, private and non-profit sectors, this series creates a valuable toolkit that provides key questions, useful resources and case studies for communities grappling with economic development, housing, water resource management and public safety improvement.



Planning 1-2-3
metroplanning.org/planning123



Retail 1-2-3
metroplanning.org/retail123



Housing 1-2-3
metroplanning.org/housing123

Acknowledgements

The Metropolitan Planning Council is grateful to The Joyce Foundation for its generous support of our water programs. MPC would also like to thank the following sponsors for making Drinking Water 1-2-3 possible.

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Since 1934, the Metropolitan Planning Council (MPC) has worked to make the Chicago region a better place to live and work by partnering with businesses, communities and governments to address the area's toughest planning and development challenges. MPC is dedicated to achieving a resilient, thriving, equitable and healthy region. Join us in implementing our 10-point action agenda to ensure our region's drinking water systems and supplies remain sustainable.

The **Chicago Metropolitan Agency for Planning (CMAP)** is our region's comprehensive planning organization. The agency and its partners are developing OnTo 2050, a new long-range plan to help the seven counties and 284 communities of Northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

The **Illinois Section of the American Water Works Association (ISAWWA)** is part of the national American Water Works Association. Its mission is to provide resources for the management and advocacy of safe and sustainable drinking water for Illinois.

The **Metropolitan Mayors Caucus** provides a forum through which elected officials of the region cooperatively develop consensus on common public policy issues and multi-jurisdictional challenges. With a foundation of collaboration and consensus-based decision making, it serves a number of functions for its partner organizations and local governments.

The **Northwest Water Planning Alliance (NWPA)**, formed by intergovernmental agreement, seeks to collaboratively plan for and steward its region's shared river and groundwater resources to ensure a sustainable water supply for the people, economy, environment, and future generations.

Welcome/About This Guide

Water. H2O. Most of us in Northeastern Illinois don't pay much attention to our drinking water. We turn on faucets dozens of times a day without pausing to consider the questions that millions of people around the world worry about on a regular basis: Do we have enough? Is it clean? Will it endure?

We are lucky: In Northeastern Illinois, our proximity to a Great Lake means we generally enjoy ample water. But that good fortune has lulled us into complacency, and our drinking water systems have been neglected. Our proverbial glass is half empty.

What's at stake? Public health and safety, including contamination and service disruptions due to crumbling infrastructure and aging water treatment systems. Our ability to attract jobs and drive regional economic growth—since every company needs water. Vital, yet fragile, ecosystems. Municipalities and their residents, who find themselves hard-pressed to pay the escalating costs of collecting, treating and delivering drinking water. And, yes, some groundwater sources may be unusable in less than 15-20 years.

While our water supply issues are significant, they are fixable.



Photo Credit Biswarp Ganguly

You can help

As a local leader, you set the tone for the rest of your community. What decisions will you make and actions will you take to ensure your community has safe and reliable drinking water now and into the future? What best practices will provide sustainable drinking water service for the communities you serve? Informing yourself about the systems and processes that convey safe drinking water to your municipality's residents, businesses and institutions is vital.

Elected officials often enter office without prior experience in water resource management or running a water utility. **This guide is designed to support you—our leaders—in understanding the key aspects of water management and critical questions to discuss with your water system managers and engineers, municipal planners, public works officials, finance directors, developers, residents and businesses.** What practices are important today? What do other communities often forget? How can you best serve your community and support sustainable water service? Find answers to these questions—and more—here.

Water Systems Are Connected
There are three components to water service infrastructure drinking water, wastewater and stormwater. While this guide is focused on drinking water, it is important to understand that these systems are ultimately interconnected.

Drinking Water 1-2-3 is a call to action and an educational tool for local officials and community leaders to better understand and proactively address their area's drinking water needs.

This guide is a manual that provides information about water resource management, service, infrastructure and planning. It helps you identify important strategies and actions for you and your community to take today.

It takes strong leadership from community officials to marshal political will, head off calamities and create a sustainable water future for our region.

1 2 3 GO

Meet Your Water: An Introduction
Understanding Drinking Water in Northeastern Illinois

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- Treatment
- Infrastructure

Your Water's Keeper: Utilities and Regulators
Understanding Drinking Water Management and Laws

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- Regulation

Murky Waters: The Challenges We Face
Understanding Drinking Water Issues In Our Region

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- Pollution
- Crumbling Infrastructure
- Fragmented Systems
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Taking Action: Your Guide to Important Practices
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- Maintain Your Infrastructure
- Finance Your System
- Plan and Coordinate With Your Neighbors
- Engage Your Community

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- References

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Meet Your Water: An Introduction

Understanding Drinking Water in Northeastern Illinois

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Where does our water come from?

Northeastern Illinois' drinking water comes from surface water sources—like Lake Michigan and the Fox and Kankakee Rivers—as well as groundwater from aquifers. About 20 percent of Northeastern Illinois' population relies on a water source other than Lake Michigan, and about 78 percent of that population relies solely on groundwater.

Surface Water Sources

Lake Michigan

The Great Lakes system is the largest source (approximately 22%) of available fresh surface water in the world, and Lake Michigan is the second largest of the Great Lakes by volume. Northeastern Illinois borders the shores of this Great Lake, which is the largest public drinking water supply in the state, serving approximately 6.6 million residents.[1] However, Illinois' use of Lake Michigan water is limited. Since the reversal of the Calumet and Chicago Rivers away from Lake Michigan, most of Illinois is no longer in the Great Lakes watershed. The water we pump out of the lake now flows west and south and ultimately to the Gulf of Mexico.

Surface Water
Surface water includes lakes, ponds, rivers and reservoirs.

Due to this diversion of water out of the Great Lakes, the State of Illinois is under a U.S. Supreme Court Decree that limits the amount of water it can use. Communities in Illinois that seek to use Lake Michigan as a drinking water source must apply to the Illinois Department of Natural Resources (IDNR), which is the state agency that governs permits for Lake Michigan water and oversees the state's compliance with the decree. Recent Illinois usage of its water allocation from Lake Michigan has reached about 76 percent of the allowed total.[2] While we may think our region enjoys an unlimited amount of freshwater, that is not true.

Lake Michigan Water Diversion
Illinois' Lake Michigan diversion amount can change significantly based on the amount of rainfall our region has each year. If the amount of rain increases substantially in any given year, less drinking water is available since it is counted as part of our diversion.



One of Chicago's water cribs, where water is pumped from Lake Michigan to supply parts of our region with drinking water.
Photo Credit Eric Allix Rogers

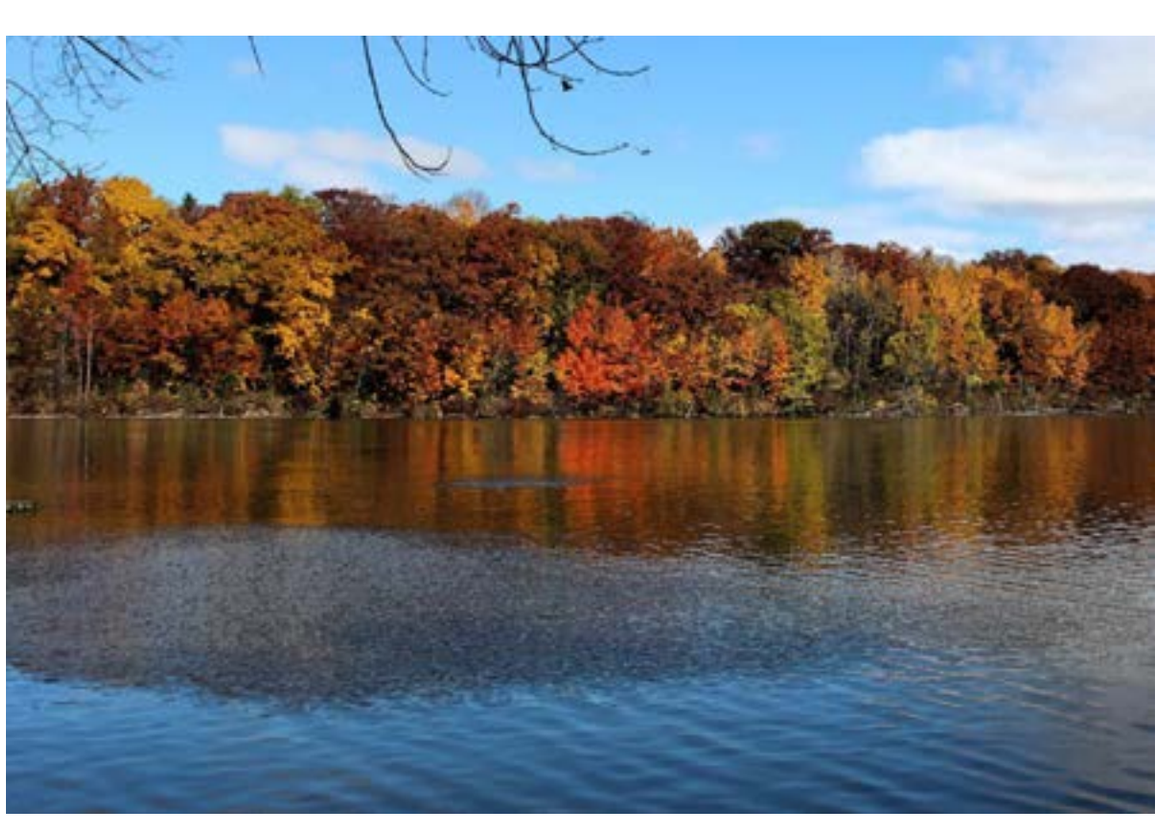
Fox and Kankakee Rivers

In addition to Lake Michigan, Northeastern Illinois also has two rivers that communities use for drinking water: the Fox and the Kankakee Rivers.

The Fox River flows 70 miles, beginning near Menominee Falls, Wisconsin, and continues on until it reaches Illinois and flows for 115 miles through the Chicago metropolitan area, before it finally converges with the Illinois River in Ottawa, Illinois. In our region, the Fox River is a partial drinking water source for Aurora and Elgin, Illinois, which represent over 300,000 people in our region.

The Kankakee River is approximately 90 miles long, flowing westward from the rural outskirts of South Bend, Indiana to western Will County, where it joins the Des Plaines River and eventually flows into the Illinois River. In our region, the Kankakee River is a drinking water source for Wilmington and Kankakee, Illinois, which represents a population of more than 32,000.

Additional communities in our region are exploring the use of these two rivers as drinking water sources for the future.



The Fox River is another surface water source that provides drinking water for communities in Northeastern Illinois.

Groundwater Sources

Groundwater is underground, held in soil or in the pores and crevices of rock. Most communities around the world get their drinking water from beneath the earth's surface. Here in Illinois, there are two main types of aquifer: shallow and deep. Shallow aquifers lie within 500 feet of land surface, while deep aquifers are located at depths of at least 500 feet below the surface. Deep bedrock aquifers supply the majority of drinking water for groundwater-dependent communities in Northeastern Illinois.

Groundwater is the water beneath the surface of the earth, consisting largely of water that has seeped down into the ground over time. Groundwater feeds springs and wells.

Both shallow and deep aquifers have different challenges that need to be addressed. The more minerals—such as saline water, barium, radium or other elements—that need to be removed from a groundwater source, the higher the treatment costs.

Groundwater recharge is an important part of the hydrologic cycle. When there's precipitation, water moves through the surface of the earth to natural storage areas below the ground, which "recharge," or refill, these water sources. The more impervious the land cover—such as buildings, pavement and concrete—the less water reaches these water sources to recharge. A deep bedrock aquifer can take many decades to recharge through rain and snowmelt. While shallow limestone, or sand and gravel aquifers in Northeastern Illinois recharge faster than deep bedrock aquifers, they are more susceptible to contamination and can be depleted faster when used for drinking water. And shallow aquifers can impact surface water and wetlands since they are interconnected and often exist directly above or near these resources.

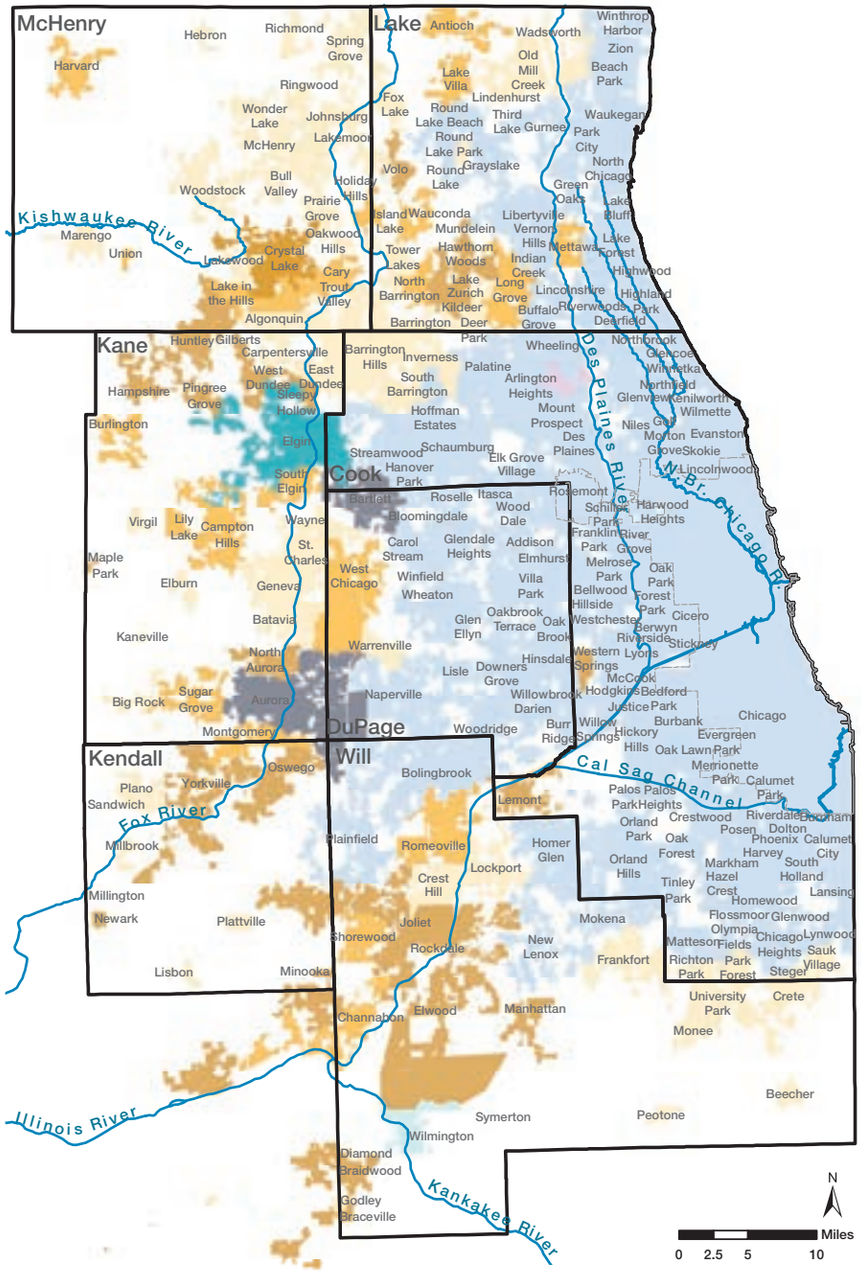
What is a watershed? A watershed is the specific land area that drains to a lake, river or stream. Watershed boundaries often overlap with multiple municipal, county and state lines, which means strong coordination between these governance boundaries is needed.

The depletion of aquifers reduces both water supply availability and quality. The consequences of over-pumping water include potential contamination and increased energy usage, both of which lead to increased treatment costs, before, eventually, wells become unusable.



The Hydrologic Cycle
Water is in constant flux and change. The hydrologic cycle is the continuous movement of water above, below and along the earth's surface. This cycle affects the availability of water supply, which is why planning for the impact of climate variations on drinking water is critical for local communities.

Northeastern Illinois drinking water sources



Sources of drinking water for Northeastern Illinois communities

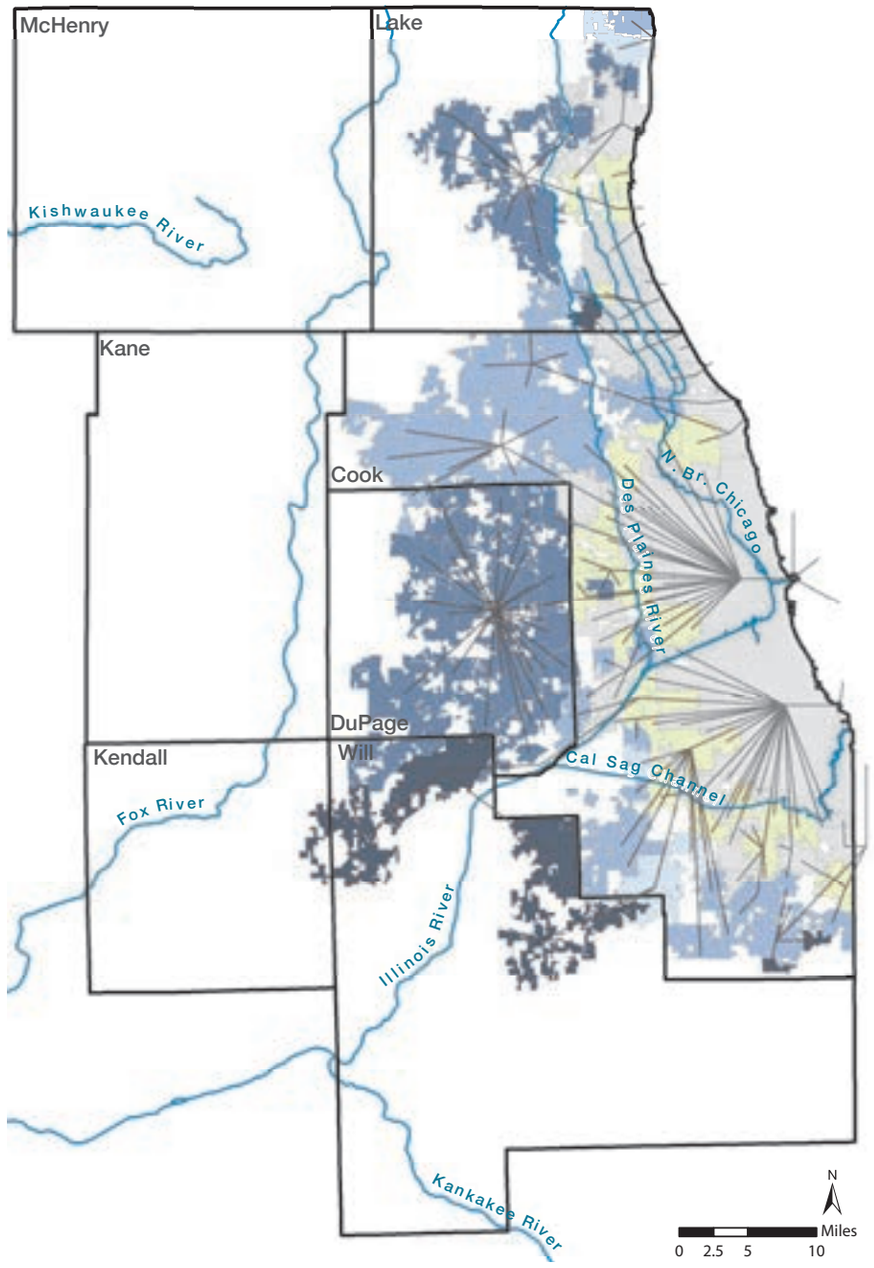
- Groundwater, Shallow Bedrock/Glacial
- Mixed Groundwater Sources, Shallow/Sandstone
- Groundwater, Sandstone
- Surface Water, Lake Michigan
- Surface Water, Kankakee River
- Surface Water, Fox River
- Mixed Sources, Fox River/Groundwater
- Mixed Sources, Lake Michigan/Groundwater

N

0 2.5 5 10 Miles

Source Illinois State Water Survey and Chicago Metropolitan Agency for Planning

Illinois' Lake Michigan drinking water permittees and suppliers



Year Switched to Lake Michigan

- Before 1970s
- 1970s
- 1980s
- 1990s
- 2000s
- Lake Michigan (no switch)
- Water Distribution Direction*

*Water distribution direction is illustrative. Source Illinois State Water Survey, 2014.

N

0 2.5 5 10 Miles

Source Illinois State Water Survey and Chicago Metropolitan Agency for Planning

It's complicated
This image demonstrates how complex the system of Lake Michigan water use is. Most communities purchase their Lake Michigan drinking water from other communities, resulting in a complicated system of governance and infrastructure.



There is a lot of effort and resources that go into providing safe, clean drinking water.

Making Water Drinkable

Potable water (or drinking water) is water that is safe to drink or to use for food preparation without risk of health problems. It is the product of taking raw water—from surface or groundwater sources—and treating it to regulatory standards.

Every time we turn on the faucet, we expect clean, safe water. Making water potable isn't easy: Technically trained operators and engineers carefully track and monitor the treatment process to ensure our communities enjoy safe drinking water.

One of the most important actions a community can take to protect its water supply is to keep its water source clean. At a municipal level, this means putting restrictions on industrial waste disposal, implementing pharmaceutical drop-off programs and reducing overuse of fertilizers, road salt, sanitary sewer overflows and septic tank malfunctions, which can pollute drinking water sources.

Once source water reaches a treatment plant, several processes make it potable. The primary reasons for treating water are:[3]

- Complying with state and federal regulations to ensure it is safe for consumption
- Removing taste and odor to reduce consumer dissatisfaction and complaints

The quality, characteristics and challenges of a water source define the best treatment option. Challenges can include noxious gases, dangerous chemicals, minerals, bacteria, microorganisms, viruses, suspended solids and sediments.

Did you know?
The largest water treatment plant in the world is right here in Illinois. It's the James W. Jardine Water Purification Plant in Chicago. Between this plant and the Eugene Sawyer Plant, Chicago can process almost one billion gallons of water a day for our region.[4]

Photo Credit Jaysin Trevino

Infrastructure: Delivering water to the tap

It is important to understand the extensive infrastructure that delivers drinking water to our homes, businesses and schools. Wells or intake pipes collect water, treatment plants acquire and purify water, water mains, pumps and pipes transport water and towers and reservoirs store and pressurize water.

Collect the water

First, water is collected from the source, either groundwater or surface water. Water from groundwater aquifers is pumped using wells. Surface water is obtained through an intake pipe. This source water is then piped into a water treatment facility.

Water utilities require high-capacity wells or intakes, powerful pumps, large pipes, as well as a power source (electricity) to drive the pumps and obtain source water. Groundwater sources generally require more electricity due to the increased need for pumping the water up from the wells to the treatment plant.

Filter and treat the water

Once source water is collected, treatment processes produce potable water. Treatment plant infrastructure—such as the facility itself, which includes a lab for testing—requires chemicals, screens, tanks and settling ponds, which are designed to meet the specific needs of the water source conditions and quality.

Store the water

After water leaves the treatment plant, it must be safely stored until it is needed. The water distribution system should have enough storage capacity to meet all expected needs. Storing treated water serves multiple purposes:

- Provides a reserve of treated water that will minimize interruptions in supply due to failures of mains, pumps or other plant equipment
- Helps maintain uniform pressure
- Ensures a reserve of water for firefighting and other emergencies
- Allows pumping at an average rate

We have all seen the municipal water towers throughout our communities. A water tower is an elevated structure supporting a water tank constructed at a height sufficient to pressurize a drinking water system in order to distribute drinking water, meet peak demands and provide emergency storage for fire protection.

Deliver the water

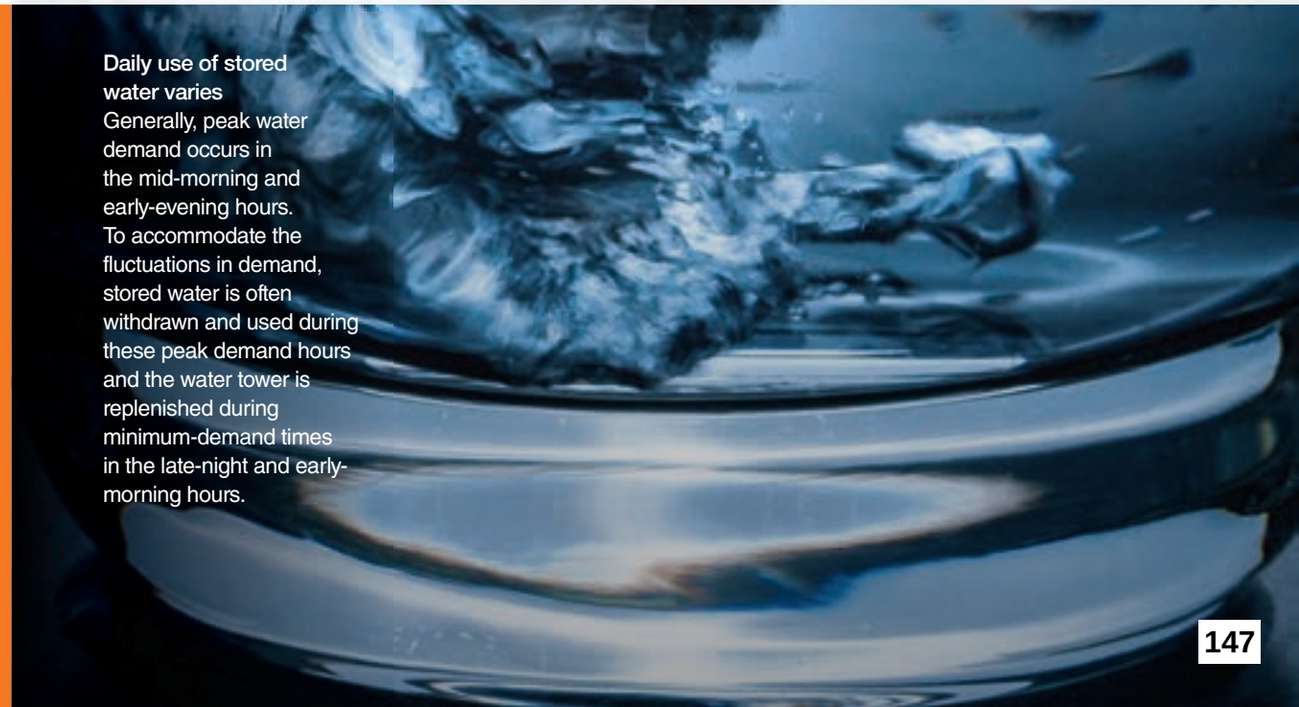
Once needed, potable water is pumped to users via a complex network of underground pipes. Pressurized pipes deliver water to schools, homes, commercial buildings and industry. The pipe networks also contain many valves throughout the system to control location, pressure and water flow. These materials deteriorate over time. Old pipes require replacement to avoid unnecessary leakage (waste of drinking water) or corrosion, which can release harmful or unwanted chemicals into the water.

Consume the water

Water is delivered to our homes, businesses, schools and organizations for us to use and enjoy through a complex web of pipes. The main line pipes are owned and maintained by our water utilities. However, often times the water pipes that run from under the street to individual buildings are the responsibility of the property owner. Maintaining this infrastructure is important for public health, so that we can continue to consume safe water, which is then sent down another set of pipes to be treated by our wastewater utilities.

Questions for your staff: Drinking water service

- What is our municipality's drinking water source(s)—where does our drinking water come from?
- Do we produce (treat) our drinking water, or do we purchase drinking water from another community?
  - If you produce: What treatment processes do we employ at our plant to ensure our water meets regulated potable (drinking water) standards?
  - If you purchase: Who do we purchase our drinking water from?
- How are we storing or otherwise ensuring we have enough drinking water supply for peak demand in our community?



Daily use of stored water varies
Generally, peak water demand occurs in the mid-morning and early-evening hours. To accommodate the fluctuations in demand, stored water is often withdrawn and used during these peak demand hours and the water tower is replenished during minimum-demand times in the late-night and early-morning hours.

2

Your Water's Keeper: Utilities and Regulators

Understanding Drinking Water Management and Laws

Utility Management
P 25

Regulation
P 27

How does operation and regulation work?

Water is an ordinary and everyday part of our lives, yet it requires much effort to deliver it to us. Understanding the systems, operations and regulations required to provide community's with safe, drinkable water is part of your responsibility as a community official.

Utilities: The managers behind your water[5]

In the United States, there are over 151,000 public water systems in operation.[6] The U.S. Environmental Protection Agency (EPA) classifies these systems according to the number of people they serve, the source of their water and whether they serve the same customers year-round or on an occasional basis.

Most public water systems are owned by the municipality they serve or a regional consortium of communities such as a Water Commission or Joint Action Water Authority (JAWA), but they can also be owned by private companies, nonprofit corporations or individuals.

Public water systems deliver a public service and charge a fee for this service in much the same way as energy or telecommunication utilities. They are responsible for operating the necessary treatment and distribution systems to reliably deliver safe drinking water.

A public water system is so named because water is delivered to the public, however, this utility may be publicly or privately owned. There are two forms of private sector participation in public water systems: If a water system is fully privatized, assets are owned and operated by a private company. The company charges fees to water consumers to recoup capital and operational expenses. If there is a public-private partnership, ownership of assets remains public and certain functions (e.g., operation of the drinking water treatment plant) are assigned to a private company for a specific period. In Illinois the majority of public water systems are publicly owned.

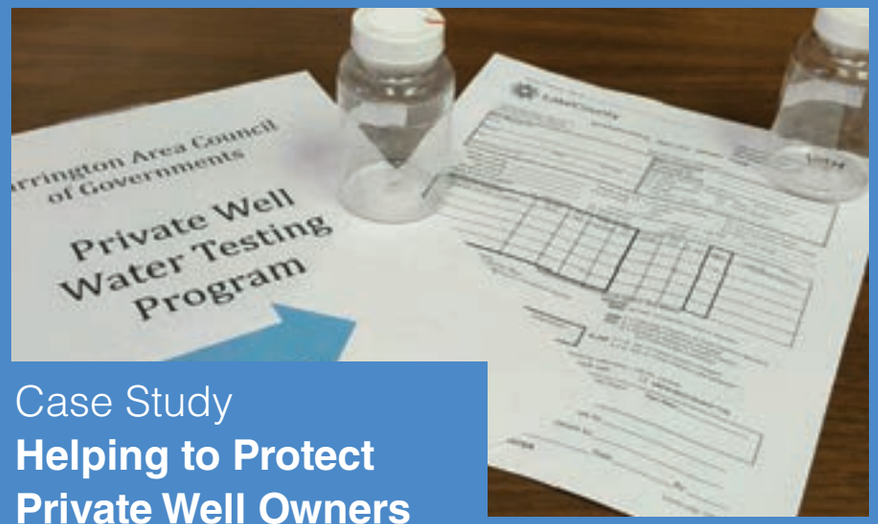
Public water systems consist of three elements:

1. The source water (surface water or groundwater)
2. The drinking water treatment plant (treatment facilities and labs)
3. The distribution system (mains, pumps and storage)

Public Water Systems
Local officials must account for everything from ensuring enough supply, to water-quality monitoring and treatment, to service operations and infrastructure maintenance, to ensuring regulatory compliance.



Photo Credit Goatling



Case Study

Helping to Protect Private Well Owners

The Barrington Area Council of Governments (BACOG) has approximately 7,800 private wells in an 80-square-mile area. In order to help its residents better manage their private wells, BACOG provides educational materials and facilitates regular testing. In partnership with Lake County Health Department, BACOG offers local purchase of bacteria/nitrate test kits at village and township offices plus central local collection and delivery of water samples—all at reduced rates for residents. Lake County's laboratory conducts the tests, and residents benefit from the education provided by this program. By proactively providing education and testing, BACOG is helping to ensure its residents have safe drinking water when using private wells.

Photo Credit BACOG

Private Wells

There are also many people in rural and unincorporated areas of Northeastern Illinois who supply their own drinking water via private wells on their property instead of being connected to a public water system. The sole party responsible for providing the drinking water, maintaining the infrastructure and testing for water quality is the private property owner. The U.S. Environmental Protection Agency and other federal and state agencies recommend annual testing of private well water for bacteria and nitrates. Bacteria can enter a well or household plumbing system through contaminated stormwater flowing over a weak well cap, seepage through a cracked well column or the opening of the indoor plumbing system for repair or replacement of equipment. Bacteria are mostly invisible and odorless but they can make people sick. Unfortunately, not every well owner knows that he/she is solely responsible, or how to keep water clean and safe for their family or business.

Drinking Water Regulation

Federal Regulation: The Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was enacted by Congress in 1974 to ensure water supply systems in the U.S. are providing good quality water to consumers.[7] The Act authorizes the U.S. Environmental Protection Agency (EPA) to establish minimum standards for drinking water and requires all owners or operators of public water systems to comply with these health-related standards.

Maximum Contaminant Levels (MCLs) are standards set by the United States Environmental Protection Agency (EPA) for drinking water quality. An MCL is the legal threshold limit on the amount of a substance that is allowed in public water systems under the Safe Drinking Water Act.

The SDWA's program to regulate drinking water quality is called the Public Water System Supervision program. Utilities are responsible for regularly testing the quality of drinking water and comparing the test results to the health-based standards, known as Maximum Contaminant Levels or MCLs. There are MCLs for bacteria, metals such as chromium and lead, inorganic chemicals such as arsenic and nitrate, and organic chemicals including pesticides. All these contaminants can cause serious health concerns if they are present in excessive levels in drinking water. For example, high levels of bacteria in drinking water can cause gastrointestinal problems.

If a utility violates an MCL requirement, it can be fined up to $25,000 per day until the violation is resolved. In addition, the water system must provide public notification which explains the nature of the violation, the health implications and steps consumers should take. All violations by a utility are listed online at the EPA's Drinking Water Watch website where communities, consumers and interested parties can view them.

Reporting Back: Keeping Consumers Informed
The EPA requires every community water system to deliver a Consumer Confidence Report (CCR), also known as an annual drinking water quality report, to their customers each year. These reports provide information about local drinking water quality. CCRs dictate what a utility must report to its customers, including:

- their source of drinking water
- a brief summary of any contamination risks to local drinking water sources
- any regulated contaminant found in local drinking water
- the potential health effects of any contaminant detected in violation of an EPA health standard
- an accounting of the system's actions to restore safe drinking water
- educational information on nitrate, arsenic or lead in areas where these contaminants may be a concern
- phone numbers of additional sources of information, including the water system and the EPA's Safe Drinking Water Hotline



Providing an annual, comprehensive consumer confidence report is not only required, but it can greatly assist your community in keeping customers informed and confident that their utility is providing them with quality service. CCRs also provide a useful opportunity for utilities to communicate with their customers about water rates, billing information and infrastructure conditions. For more information on CCRs, please see the EPA's website: https://www.epa.gov/ccr.

State Regulation: Drinking Water Quality Requirements

The Safe Drinking Water Act provides State governments primary authority for implementation, as is the case in Illinois. While the EPA establishes health-based standards at a national level, the Illinois EPA is responsible for the day-to-day implementation of the drinking water program, among other things.

In addition to the federal requirements of the SDWA, there are State of Illinois requirements that apply to community public water systems. State requirements can be found in Subtitle F of **Title 35 of the Illinois Administrative Code** and are implemented by the Illinois EPA. The Maximum Contaminant Levels and monitoring requirements generally mirror the Federal requirements. However, Illinois established additional programs and requirements to strengthen public health protection.

Our state's drinking water program also includes requirements for permitting, including construction and operating permits for community water supply systems. Construction permits are issued for new or modified water supply systems—for example, when a community is planning to change its drinking water treatment facilities. Operating permits are issued after construction projects are completed and the new or modified system will be going into operation. The permits program ensures that system components are properly sized, designed and operated so that the system will reliably provide safe water. The State of Illinois can issue emergency permits whenever emergency conditions require immediate action.

Illinois also has requirements to ensure groundwater is of good quality when it's being used as a source of drinking water. The fundamental requirement is "No person shall cause, threaten or allow the release of any contaminant to groundwater so as to cause a groundwater quality standard set forth in this Subpart to be exceeded." (Section 620.405 of the Administrative Code)

There are Illinois-specific requirements for regulated recharge areas which protect water sources in areas where the groundwater is susceptible to contamination. For example, facilities or operations that could pose a risk to the groundwater (e.g., a municipal solid waste landfill) cannot be located within a delineated, regulated recharge area. Additionally, counties and municipalities utilizing a community water supply are authorized to establish maximum setback zones, up to 1,000 feet, around their well(s). Setback zones—as the name implies—are areas where certain operations are restricted, facilities and activities that could pose a risk to the groundwater being used as a source of drinking water.

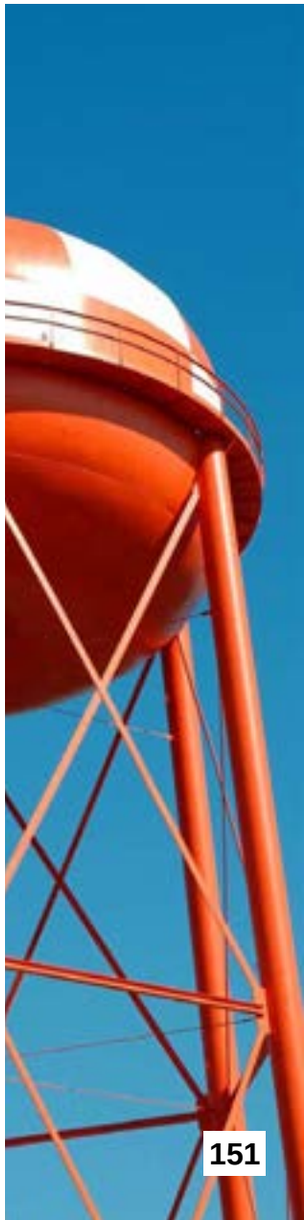
Illinois EPA also operates the State Revolving Fund low-interest loan program. More information on this program is provided in section GO of this guide.

Other State Regulators

As mentioned above, the US EPA is the ultimate regulator on safe drinking water for communities. And Illinois EPA is the state enforcement agency for these safe drinking water standards. However, there are a number of other governmental units that have roles related to safe drinking water. The following highlights these various agencies and their regulatory jurisdictions.

Illinois Department of Public Health (IDPH)

The IDPH creates and regulates standards for and provides oversight of non-community water systems. A community water system provides daily water to residents and businesses through a distribution system. A non-community system is a stand-alone business or institution that has its own well and provides drinking water to people at that location.



Schools, day care centers, factories and restaurants that have their own wells and supply water to people are examples of non-community water systems. IDPH also provides information to private well owners.

There are also requirements for entities that wish to drill their own drinking water wells. To ensure the safety of these water supplies, the IDPH and local health departments review well installation plans, issue permits for new construction and inspect wells. IDPH is also responsible for reviewing and approving plumbing code related standards that impact drinking water utilities.

Illinois Commerce Commission

As mentioned previously, a small percentage of communities are provided drinking water from a privately owned utility. These utilities have an additional layer of regulatory oversight, administered by the Illinois Commerce Commission (ICC), which oversees rate setting and utility organization, such as a merger of two or more utilities, both of which must go through due process and be approved by the ICC.

Illinois Department of Natural Resources

Illinois has a limit on how much water it can withdraw from Lake Michigan, a quantity which was set by a U.S. Supreme Court Decree. The State of Illinois' Lake Michigan Water Allocation is overseen by the Illinois Department of Natural Resources (IDNR). Illinois' Lake Michigan Diversion is made up of three components: domestic water supply, direct diversion and stormwater runoff. Domestic water supply is used to serve communities and industries within our region.

Any use of water from Lake Michigan within the State of Illinois is authorized by, and requires a permit from, the IDNR. All domestic water allocation permittees (drinking water utilities) are required to submit an annual water audit form. IDNR uses these forms to track individual users' compliance with the conditions of their allocation permits. Additionally, all utilities that produce drinking water from Lake Michigan must submit a monthly form which shows daily water usage numbers and the amount of water sold to other permitted drinking water utilities.

IDNR also regulates water withdrawals from other surface water such as the Fox and Kankakee River. These regulations enable IDNR to permit and limit water withdrawals based on required flow rates in order to protect these water sources from overuse and environment damage.

Illinois State Water Survey

Another state agency that plays a role related to drinking water systems is the Illinois State Water Survey (ISWS). ISWS is responsible for the Illinois Water Inventory Program. This program compiles and maintains records on annual water withdrawals and water use information, which helps the region and your community understand current water demand compared to available supply. Reporting to ISWS on water withdrawals and water use is mandatory for public water suppliers, industries that withdraw and use water as well as irrigation water users.

Questions for your staff: Regulation and operations

- Is our drinking water utility publically or privately owned?
- Do we have any private well owners in our municipal boundary? If so, do we know who they are and how much they are pumping? Do we provide any educational assistance to ensure they have safe drinking water?
- Do we have any current or recent drinking water violations or compliance issues we need to attend to?
- Is an annual Consumer Confidence Report (CCR) going out to our customers?
- Are we keeping up with the requirement to annually submit our water withdrawals and usage information to the Illinois State Water Survey?
- What is the process for quality control on the accuracy and recording of all our water reporting requirements?
- If your water comes from Lake Michigan: Are we submitting our LMO-2 Forms on time every year?

3

Murky Waters: The Challenges We Face

Understanding Drinking Water Issues in Our Region

Supply Constraints
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Crumbling Infrastructure
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Fragmented Systems
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What are the issues we face?

While our region generally enjoys an ample amount of freshwater, we are not without critical challenges—issues that need to be addressed today. These challenges include increasing pollution, old infrastructure, fragmented service and, yes, some communities face wells running dry.

Do we have enough?

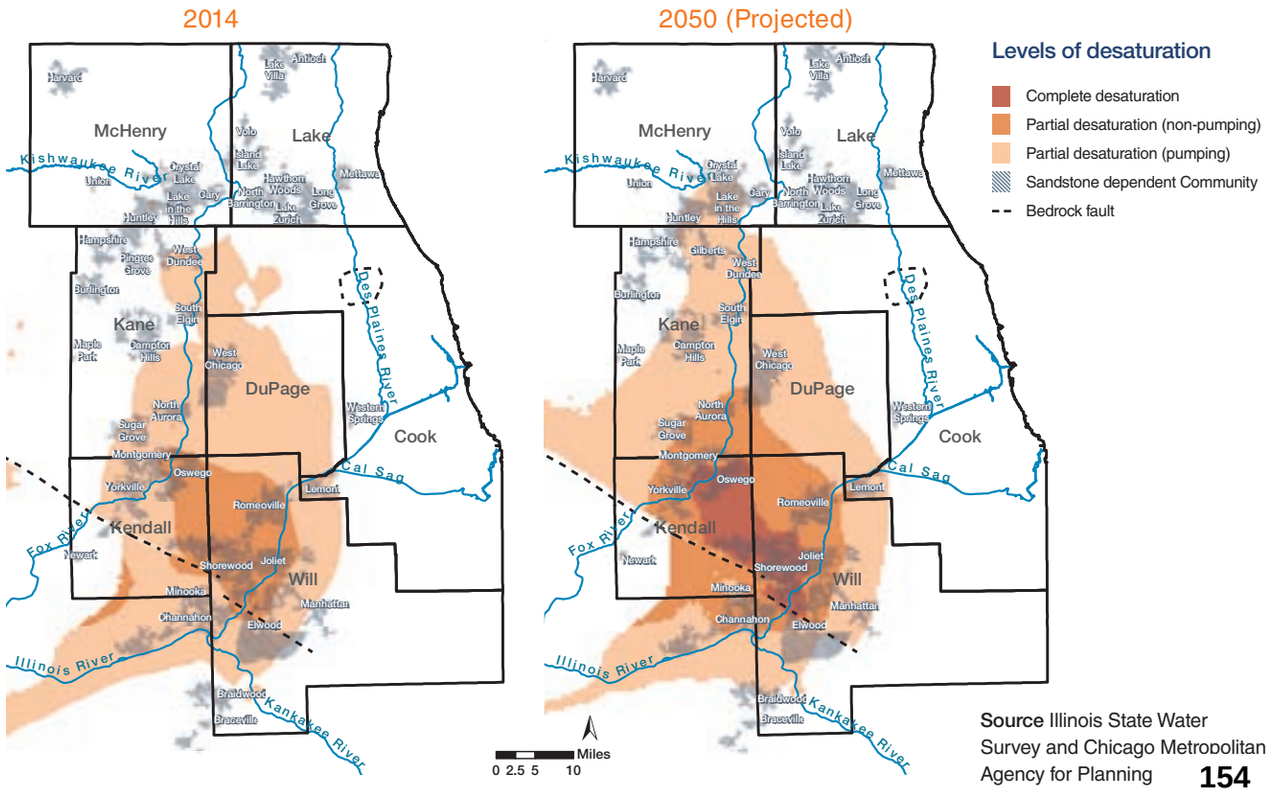
In 2015, the Illinois State Water Survey, which has been monitoring and modeling our water resources for more than a century, released a seminal report about the groundwater levels in wells. **The report sounded an alarm about how much groundwater we really have:**

- Our deep sandstone aquifers are being depleted unsustainably.
- High-capacity wells could be unusable in as little as 15 years.
- Many more wells could be dry by 2050.[8]

If current practices continue, some groundwater-dependent community and industrial wells could be unusable within 15 years, and even more will be at risk by 2050.

Why does this matter? About 20 percent of Northeastern Illinois' population—including people in the outer-ring suburbs of Chicago—rely on water sources other than Lake Michigan, and about 78 percent of that population relies solely on groundwater. To serve those communites, some 90 million gallons per day are being withdrawn from the deep sandstone aquifers—a withdrawal rate at least twice as high as what experts say is sustainable. Some areas are already experiencing significant depletion and some shallower, private wells are already going dry.

Progression of groundwater depletion over time with continued well pumping



Source Illinois State Water Survey and Chicago Metropolitan Agency for Planning

Some might think the easy answer to this issue is for more communities to tap into Lake Michigan as a source for drinking water. However, Illinois' allotted diversion of Lake Michigan water is limited by a U.S. Supreme Court decree. So while we may think our region enjoys an unlimited amount of fresh water, that's simply not the case. Lake Michigan is not a solution for all communities.

A dwindling water supply has the potential to harm our regional economy, costing local jobs if businesses relocate due to water-shortage concerns. The good news is that this is preventable if groundwater users—including municipalities, self-supplied commercial and industrial facilities and irrigators—plan and work together. Best practices in water reporting and demand management must be widely adopted by all communities to protect current and future populations.

Is it clean?

Northeastern Illinois' water supply faces increasing pollution from a variety of sources, including:

- Chlorides from salting our roads and sidewalks, as well as water softeners.
- Fertilizers from lawns and agriculture.
- Organic matter (such as human waste) and inorganic matter (such as pharmaceuticals) from sanitary sewer overflows and leaking septic systems.
- Toxins from industrial processes.

Clean water should be top of mind for community officials like you because it's critical to our health and well-being. Increases in water pollution in our local water sources—lakes, rivers and underground aquifers—ultimately raise the cost of drinking water. The more pollution we have in our drinking water sources, the more we'll spend in additional filtration and treatment processes, the more we'll ultimately have to charge the consumer to cover these costs.

Increasingly, water pollution is a costly issue in Northeastern Illinois.

In March 2016, the Illinois State Water Survey released a report on the shallow groundwater quality in Kane County.[9] The greatest concern identified is chloride: Two-thirds of water samples taken from eastern Kane County between 2003 and 2015 had chloride concentrations above safe levels. Road salt is one of the most likely sources of this contamination, and the unfortunate result can be increased water treatment costs.

A Note on Lead Pipes and Fixtures
Another known toxin is lead. Lead poisoning is a serious health condition, and eliminating exposure to lead in drinking water is important. Lead can enter drinking water when service pipes or fixtures that contain lead corrode. These pipes can be owned by a utility or a private property owner and should be updated to reduce public health risks.



Road salt (chloride) is polluting our drinking water sources. **Photo Credit** Stolborsky

Algae blooms are the result of an excess of nutrients, such as fertilizers, that enter water sources through stormwater runoff. **Photo Credit** NOAA Great Lakes Environmental Research Laboratory

Another type of pollutant that is negatively impacting our water quality are nutrients. This group of pollutants includes phosphorus and nitrogen, two ingredients typically included in fertilizers. When nutrient levels in surface waters are excessive, one result is algae blooms. Nutrients get into the water from a variety of sources including fertilizings crops and lawns.

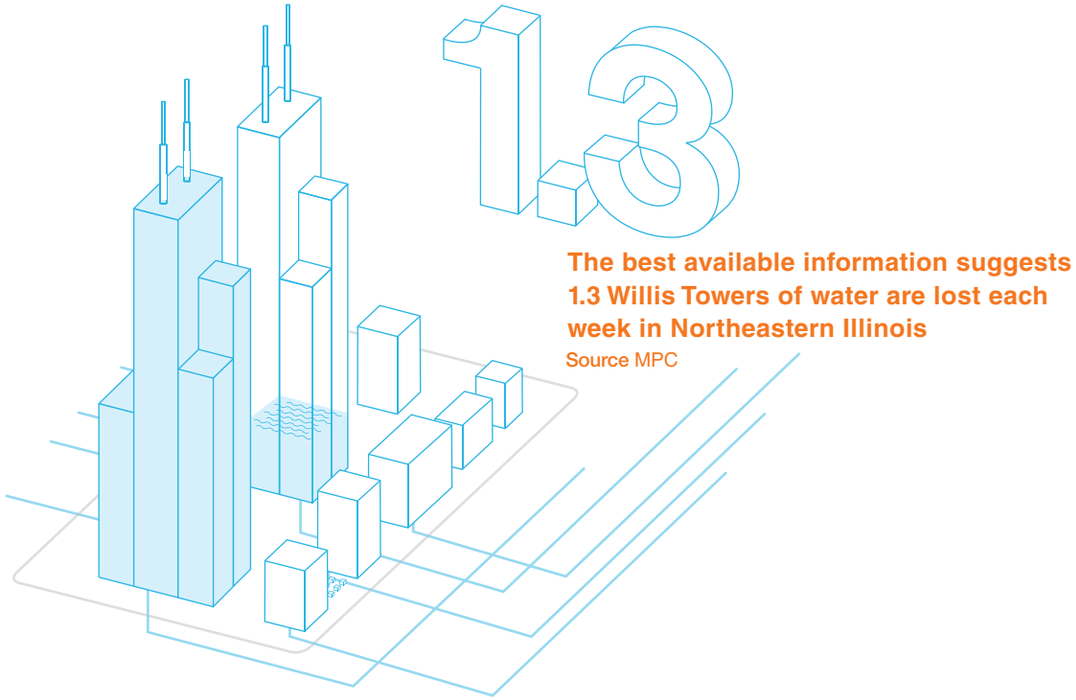
Past and current land uses can also pose contamination threats to drinking water supplies. For example, toxins leached from landfills and industrial complexes that discharge into local waterways can pollute our water sources as well. Implementing source water protection practices, such as reducing nutrients and practicing sensible salting, are necessary to ensure your community's water source remains clean.

Will the system endure?

Much of Northeastern Illinois' water infrastructure—treatment plants, pumps and pipes—built to collect, treat and deliver round-the-clock drinking water to our homes and businesses is coming to the end of its useful life. Plainly put, the infrastructure is old—anywhere from 50 to 100 years old—and in dire need of repair and replacement. It is fact, not hyperbole, to say that if we fail to act, we face catastrophes such as water main breaks, collapsing infrastructure and drinking water contamination. If we don't act, the question isn't whether disaster will strike, but when.



Leaking or broken water pipes and mains can cause significant damage in our communities if not properly maintained.
Photo Credit Thee Erin



The best available information suggests 1.3 Willis Towers of water are lost each week in Northeastern Illinois
Source MPC

What's more, our pipe network is buried out-of-sight, so it is also out-of-mind. Practically speaking, it's challenging to know the condition of buried pipes—but we know there are areas of grave concern: Estimates suggest that we lose 26 billion gallons each year due to deteriorating infrastructure—enough water to fill more than one Willis Tower every week.[10] Without a clear understanding of our water infrastructure conditions, we'll continue to see utilities across Northeastern Illinois waste money on drinking water that never gets to consumers.

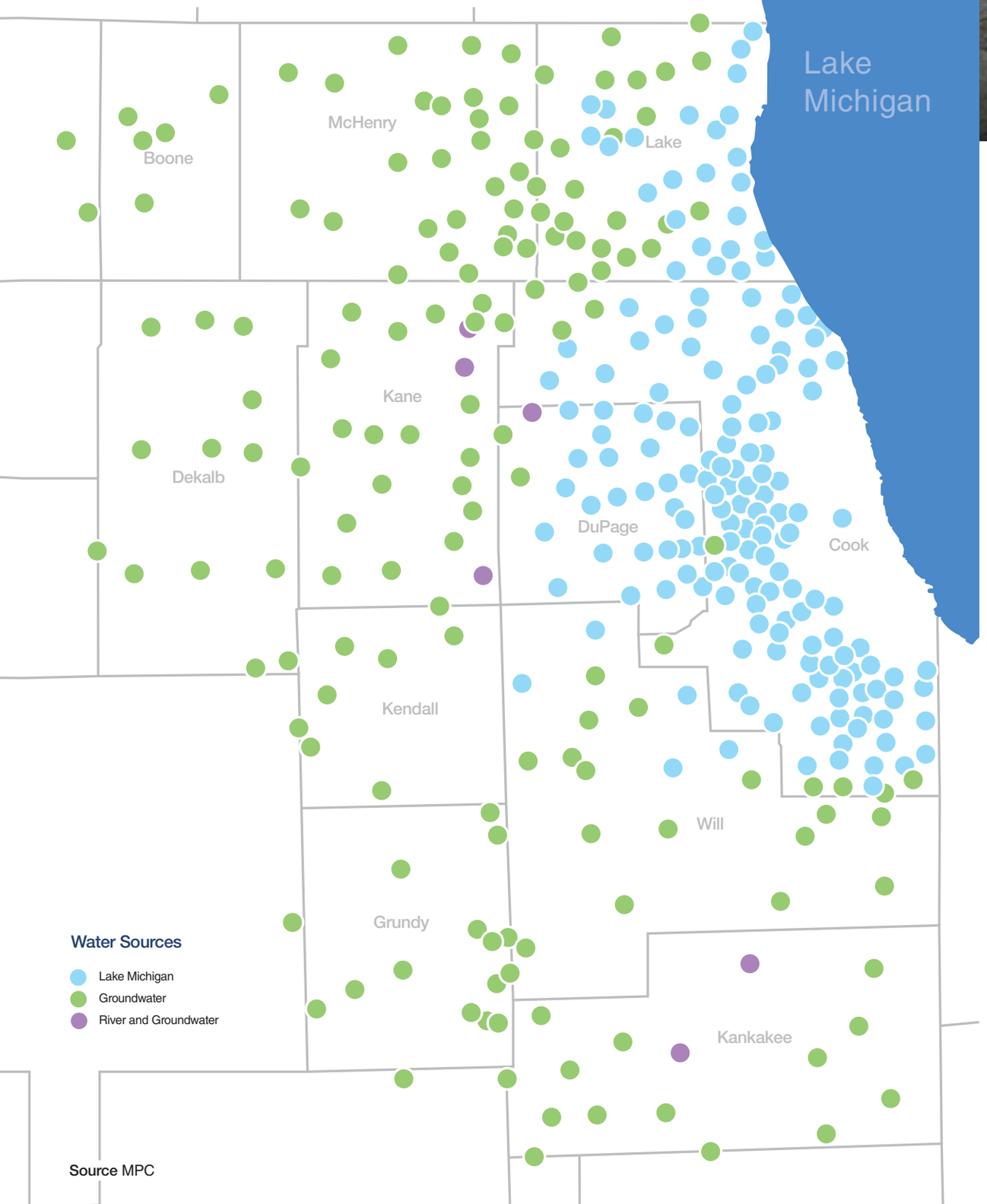
Addressing our aging water infrastructure in Illinois is estimated to cost around $21.5 billion through 2030.[11] Our local water utilities need viable funding and financing streams in order to make this huge investment. At the same time, equitable water rate practices need to be employed to ensure everyone in our communities has access to clean drinking water. Now more than ever, industry standards in auditing and reporting the condition of our systems, establishing asset management programs and identifying investment needs are imperative.



The Water Energy Nexus

Ensuring our systems are in good condition also reduces energy consumption. Water and energy are interdependent—water is required to generate energy—and energy is required to generate and deliver drinking water. In fact, as much as 40 percent of operating costs for drinking water systems can be for energy.[12] A survey done by the Illinois Section of the American Water Works Association found that energy costs on average ranged between 8-15 percent of a drinking water utility's operating budget, with the maximum reported at 38 percent.[13] Crumbling infrastructure not only wastes water, it wastes energy.

Our region shares water sources. Collaboration across communities is important.



Source MPC



Overwatering our lawns depletes water supply. **Photo Credit** Cary Bass-Deschenes

Fragmented system, disconnected users

Northeastern Illinois has more than 400 community water supply systems in operation. Most of these utilities are owned and managed by a municipality, which means decisions about water utility operations, infrastructure investment, future planning and service rates are made at the local level by elected officials, like you, who may or may not have prior expertise in managing a water utility.

Inefficiencies in water service delivery add unnecessary costs to our community members. Given the increasing challenges of supply constraints, water pollution and infrastructure reinvestment needs, our region needs to explore economies of scale and service sharing between utilities.

Northeastern Illinois also lacks a well-adopted system for tracking water usage from each utility. As a result, we don't have a clear understanding of current demand for drinking water. While communities that use Lake Michigan water must report usage and infrastructure conditions, the rest of the region—particularly those communities who are facing water shortages—are not held to the same standard. Because of these factors, **our region is extremely fragmented in our approach to managing a shared, vital resource**. The action of one community can impact another, which is why we need more coordinated, regional water supply planning.

Another fundamental challenge is that **we, as consumers, are very disconnected from the complex system that provides us with water** to drink, bathe and survive. Our region's collective lack of awareness about our drinking water may stem from historically ample supplies, the buried nature of water infrastructure and the subsidized costs we have enjoyed for water service. We haven't needed to give a second thought to the infrastructure and operations it takes to deliver water to our homes and businesses. However, as outlined above, conditions related to our drinking water have changed and communities need to be engaged and coordinate across municipal boundaries in order to address the above water resource challenges.



Drastic weather change patterns greatly impact water resources. Too little or too much water puts stress on our drinking water systems.

Climate change stresses our water systems

The latest climate models predict that Illinois' temperatures will increase an average of 2.1-3.0 degrees Fahrenheit by 2035 and precipitation will increase between 1-5% with much of that rainfall happening in spring months.[14] This will lead to drier, hotter summers and wetter, springs. This change will significantly impact our water supplies. If precipitation is more intense, increased flooding can overwhelm wastewater treatment facilities, sending large amounts of pollution—during a combined sewer overflow—into drinking water sources. On the other hand, having longer periods of drought will reduce the amount and availability of drinking water. So both weather patterns greatly impact the availability of clean and plentiful drinking water supplies.

Surface water impacts from drought

Decreased water levels and higher water temperatures produce algae blooms that reduce water quality and make it more expensive to treat drinking water. These conditions also affect local ecosystems including aquatic life, which impacts the health of a water source and the ability for recreation including fishing and swimming.

Groundwater impacts from drought

Given the current over-pumping of our groundwater, drought will further threaten supply. Likewise, during drought conditions, groundwater pumping can reduce the natural flow of water that would otherwise recharge lakes, streams and rivers.

Developing and continuously revising an adaptive and collaborative approach to water supply planning and management is imperative to dealing with the effects of a changing climate. Addressing and planning for these impacts is important to help mitigate future supply constraints and increasing costs for treatment.

Questions for your staff: Drinking water challenges

- If your community uses groundwater: Are we facing drinking water shortages?
- What current or emerging water pollution issues do we have in our drinking water source(s)?
- How are we keeping track of our drinking water infrastructure conditions to ensure our system remains safe and sustainable?
- Do we partner with our neighboring communities on drinking water issues? What opportunities do you suggest we look into for improved coordination between our municipalities?
- How are we adapting our drinking water system and infrastructure to remain viable with increasingly severe weather patterns?

GO

Taking Action: Your Guide to Important Practices

Understanding the Actions You Need to Take

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Ensure You Have Enough
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Maintain Your Infrastructure
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Finance Your System
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Plan and Coordinate With Your Neighbors
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Engage Your Community
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Water practices for every community

Making decisions about your community's drinking water system is part of your job. You, along with other leaders, need to understand and oversee our drinking water systems from an overall operational and managerial perspective. This section outlines the specific practices you should take to ensure your community has safe and reliable drinking water.

Protect Your Source

1

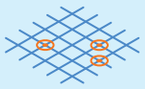
Protecting and preventing your community's water source from pollution reduces risks to public health, utility treatment costs and service disruptions. So what can you do to reduce pollution?

GO Conduct source water assessments

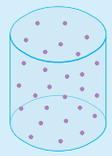
Regardless of where your drinking water comes from, and whether it is produced or purchased, source water assessments provide communities with information needed to protect drinking water sources. A source water assessment is extremely valuable to determine risks and possible protective measures. Following are some typical steps, as outlined by the Environmental Protection Agency,[15] in producing a source water assessment:



Step 1 Delineate the source water protection area. Create a boundary line based on where your water utility draws its drinking water supplies. For example, the delineated area may be a certain radius surrounding the location of your drinking water wells or intake pipes.



Step 2 Inventory sources of contamination. The contaminant source inventory identifies documented and potential contaminant sources or activities of concern.



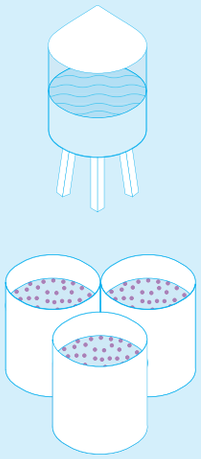
Step 3 Determine the susceptibility of your water supply to contaminants within the source water protection area. Assess the nature, severity and likelihood of risks. For example, tanks storing harmful materials within your source water protection area would likely be considered a susceptibility.



Step 4 Inform businesses and residents about the inventory and the susceptibility of your system. Notifying businesses and households they are in a source water protection area and identifying local support for voluntary source water protection is a great way to build trust and partnership with your community. You want an informed public to prevent contamination.



Step 5 Implement management or policy measures to prevent, reduce or eliminate risks to your drinking water supply. Management options might involve ordinance provisions prohibiting or restricting land uses that could release contaminants to critical source water areas—including sensitive groundwater recharge areas. Examples include, prohibiting gas stations in source water protection areas or restricting the application of pesticides.



Step 6 Develop contingency strategies that address water supply contamination or service interruption emergencies. This may involve an assessment of available water storage and/or an identification of alternative sources of water.

Step 7 Implement an industrial pretreatment program. Pollutants in industrial wastewater may compromise municipal treatment plant processes or contaminate drinking water. To protect municipal treatment plants and the environment, a pretreatment program—as part of the U.S. Clean Water Act's National Pollutant Discharge Elimination System (NPDES)—requires industrial dischargers to use treatment techniques and management practices to reduce or eliminate the discharge of harmful pollutants to sanitary sewers.

GO Support regulatory compliance + utility staff

You and your water system have a responsibility to the public to provide clean and safe drinking water to homes and businesses. Customers may take their water for granted… until they don't have it. If service is interrupted or if the water becomes unsafe, you can be assured you will hear about it from your constituents.

Water utility systems are subject to Federal and State regulations. These regulations require that water delivered to customers meets established safety standards and that water quality test results are reported to the State. Violations can result in fines of up to $25,000 per day. Another regulatory requirement is Consumer Confidence Reports about local water quality and any violations or identified contamination. These annual reports must be distributed annually to homes and businesses in your utility service area. As an elected official, you must ensure that budgets include sufficient funding for operating and maintaining the system, as well as for regularly testing water quality and meeting regulatory requirements.



Water Utility Staff
Water utility staff are on the frontlines of ensuring we all have safe, clean drinking water at our tap 24/7. Just like police and fire service workers, water utility staff provide a service critical for the life and health of people every day. Supporting utility workers' participation in trainings that bring the best practices in water resource management to your community should be a priority. Is your utility a member of the American Water Works Association? Encourage cross-industry learning and expertise building—your community will directly benefit.

Photo Credit Emily Cikanek

Water utility staff are trained managers, technicians and operators certified to operate water utility services. Ensuring your water utility has trained and qualified operators for the water system is paramount. Illinois maintains Operator Certification requirements for different classifications of water systems. For example, if you have a Class B system, it is required that you have a Class B certified operator. Operators must pass an exam, have the requisite operational experience and certifications must be renewed every three years, which requires continuing education training. You will want to ensure you have certified operators for your water utility system, as well as back-up operators.

Like many industries today, the water industry is seeing a significant number of water utility operators retire. It is recommended that water utilities consider an operator-in-training program, such an apprentice operator, to ensure a smooth transition of leadership as staff retire.

GO Practice sensible salting

Removal of snow and ice from pavement is essential for public safety. During winter storms, the use of deicing chemicals is a widely accepted and generally essential means of keeping pavements safe and passable. Sodium chloride—common salt—is by far the most popular roadway deicing chemical. However, salt is corrosive to vehicles, roadway surfaces, parking lots, driveways and bridges and has been found to have adverse effects on the environment including flora, fauna and water quality. Salt pollutes—when snow and ice melt, the salt goes with it—washing into our lakes, rivers, streams, wetlands and groundwater. It takes only one teaspoon of road salt to permanently pollute 5 gallons of water. If too high a concentration of chloride gets into a water source, that source can harm fish and plant life, and become unusable as drinking water.

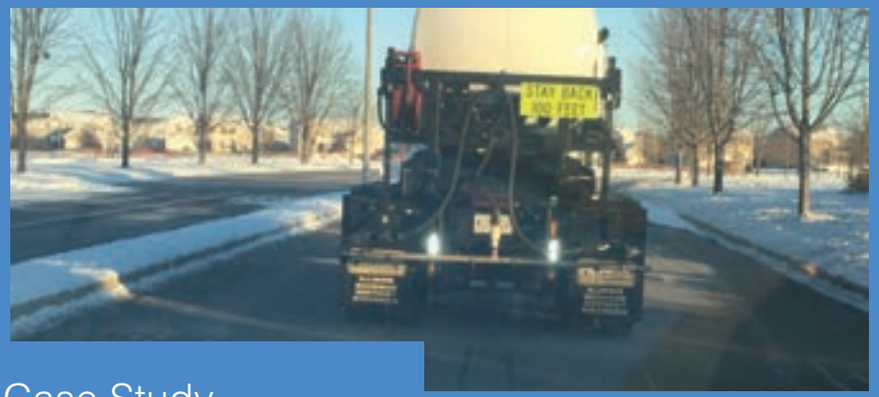
So what can you do to reduce the negative impacts of chlorides in our water? Practice sensible salting. The following actions reduce the negative effects of salt in our water sources:[16–19]

- Plow, shovel and blow the snow. Use mechanical means to remove snow, not salt or other deicing chemicals to "burn-off" snow and ice.
- Calibrate your equipment. Knowing that your equipment is calibrated and the application rate is accurate will save chemical costs and reduce environmental impacts. Make these calibrations annually, and keep a record in the vehicle for appropriate spreader settings.



Photo Credit SDOT Photos

Increasing Chlorine Levels In Water
In Northeastern Illinois, 2016 monitoring by the Illinois State Water Survey has shown chloride levels in surface water and groundwater are increasing, and that use of salt for pavement deicing is the primary source of these increases. Staying ahead of this issue is important to maintaining healthy water sources for drinking water.



Case Study
Benefits of Sensible Salting

The Villages of Montgomery and Oswego in Chicago's southwest suburbs have partnered together to implement a sensible salting program. In 2014, the Village of Oswego began investing in a sophisticated brine-making system capable of mixing different anti-icing agents that could be applied to the roadways both before and during a snow storm to reduce the department's dependency on calcium chloride (rock salt). In 2015, the Village of Montgomery built its own homemade brine maker and truck-mounted sprayer skid for applying product to roadways. The application's success propelled Montgomery's village board to invest in a new truck capable of applying product at a more efficient rate.

The two communities then began working together to maximize the strongest parts of both programs—Oswego's brine making system and Montgomery's application ability. During 2016-2017, Oswego produced product for both communities, which Montgomery picked up with its new truck, and applied to major roads in both communities. The communities have discovered that applying the liquids to the rock salt prior to salting the roads activates the rock salt for quicker results, and that pre-treatment of roadways can be accomplished up to 48 hours in advance of a storm, which has reduced overtime costs for staff.

These efforts combined with other changes in Montgomery's policies—such as only salting the center of the road on streets with lower traffic volumes and speeds and only salting cul-de-sacs after the storm is over—have earned the village savings of 30-50% of its historical annual salt consumption. This alone can save the village's road budget $75,000-$150,000 annually, depending on the current cost-per-ton for salt. Additionally, this new shared services program has reduced staff needs from 5-6 down to 2-3, which allows village leaders to reassign employees to other priority areas. The staff deploy the new tools in their arsenal, and many of them enjoy more rest and time with loved ones as well as fewer laps around the block.

Photo Credit Todd Hoppenstedt, Village of Montgomery

- Choose the right material and apply the correct amount. Know the limits of deicing chemicals. For example, rock salt is not effective at temperatures below 15°F no matter how much is applied. Align application rates with current weather conditions.
- Use ground speed controls on your spreader. Application rates should correspond with the vehicle's speed.
- Pre-wet the salt. Adding brine to salt before it is applied will jump start the melting process and help keep the salt in place by reducing bounce and scatter. Pre-wetting salt can reduce application rates by 20 percent.
- Use anti-icing. Be proactive by applying deicing chemicals prior to snow and ice accumulation. This practice can reduce the amount of chemical needed by 30 percent.
- Don't mix salt and sand. Salt is for melting and sand is for traction on top of the ice, they work against each other.
- Consider possible alternatives to salt. For example, beet juice is a deicer.
- Be familiar with sensitive areas, such as your source water protection areas. Consider designating reduced-salt areas or identifying safe alternatives to road salt in these areas.
- Have your Department of Public Works staff attend training workshops and stay up to date with new technologies and practices.

GO Encourage sensible fertilizing + landscaping

Another pollutant that affects water sources is nutrients—often phosphorus and nitrogen—two ingredients typically included in fertilizers. When nutrient levels in surface waters are excessive, one result is algae blooms. Nutrients enter the water from a variety of sources including fertilizing agriculture and turf grass. As a community leader, you are in a position to ensure that staff incorporate best practices in fertilizing at parks and other public spaces. Your community can also encourage or require homeowners and businesses to practice sensible fertilizing through educational efforts, or by ordinance. Some cities and even states have banned the use of fertilizers which contain phosphorus: Winnetka, Illinois now has a working ban on phosphorus-containing fertilizer, which its village council approved through a reworked ordinance in 2017.



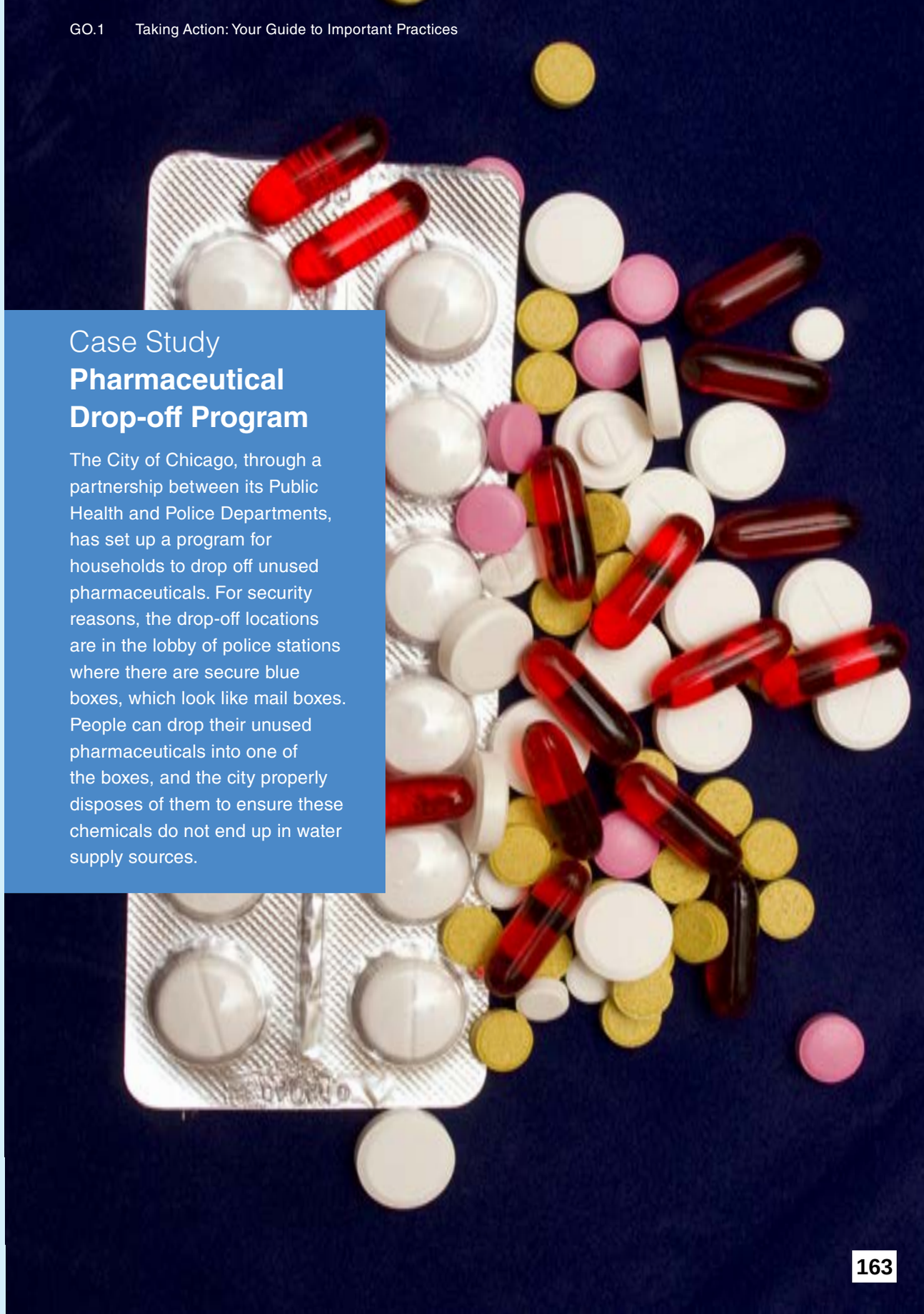
Algae Blooms Can Disrupt Water Service
Toledo, Ohio gets its water supply from Lake Erie. In 2014 the city's water service was disrupted after chemical tests confirmed the presence of unsafe levels of the algae toxin Microcystin in the drinking water plant's finished water. The ban on drinking and cooking using tap water for more than 400,000 residents (as well as 30,000 residents of southeast Michigan) lasted two days and caused emergency measures at the state level.

What actions can your community take to reduce the threat of algae blooms in drinking water? Reduce the amount of nutrients applied for lawn care. This can include enacting an ordinance to limit the use of phosphorus-containing fertilizers like Winnetka, Illinois did. Communities can also provide educational outreach and training programs such as those offered through the Illinois-Indiana Sea Grant, which promote switching to landscape practices that reduce pollution. Called Lawn to Lake, this collaborative program promotes healthy lawn and landscape practices such as building healthy soil, being water smart and taking an integrated approach to pest management. Host workshops and provide educational materials about these best practices in your community to reduce the negative impacts of nutrients in local water sources.

GO Improve hazardous waste + pharmaceutical disposal

Hazardous wastes such as paint, motor oil, gasoline, antifreeze, cleaning products, lawn care chemicals, solvents, mercury, batteries, medicines and pharmaceuticals are harmful to local water sources. Medicine should not be flushed down the toilet, as most municipal treatment systems are not designed to remove pharmaceuticals, so these waste products pass through a treatment plant and are released to a nearby lake or river—most likely a drinking water source. Monitoring of rivers and lakes near metropolitan areas has revealed trace amounts of pharmaceuticals in the water and in fish. Like pharmaceuticals, it is problematic for other hazardous wastes to be put into toilets or sewers, and they should not be poured out onto the ground. Proper disposal of these products is important to ensuring safe drinking water for our communities.

Fortunately, many state and local law enforcement agencies, communities and organizations have established different options for hazardous waste collection. In Illinois, the Environmental Protection Agency (IEPA) coordinates one-day household hazardous waste collections each year in the spring and fall. The IEPA encourages communities or organizations to co-sponsor household hazardous collection events, which you can do by filling out an application and contacting its Waste Reduction Unit. There are also take-back events, mail-back and other collection programs that communities can organize to collect old, expired or unwanted prescription and over-the-counter pharmaceuticals from households.



Case Study
Pharmaceutical Drop-off Program

The City of Chicago, through a partnership between its Public Health and Police Departments, has set up a program for households to drop off unused pharmaceuticals. For security reasons, the drop-off locations are in the lobby of police stations where there are secure blue boxes, which look like mail boxes. People can drop their unused pharmaceuticals into one of the boxes, and the city properly disposes of them to ensure these chemicals do not end up in water supply sources.

Questions for your staff: Protecting your water

- What are our community's risks for source water contamination?
- Have we developed a source water assessment and plan?
- Do we have any current or recent drinking water violations we need to attend to?
- If on deep aquifer water: What treatment practices do we use to eliminate any naturally occurring barium or radium? How are we communicating these practices to our customers to build public trust?
- What is the classification of our drinking water treatment facility?
- Are our operators appropriately certified?
- Are we involved in the American Water Works Association?
- What is our policy and practice regarding sensible salting?
- How are we making sure to not over-salt in order to protect our water supplies?
- Do we have any programs, policies or educational materials available for our community members on best practices in lawn care to reduce nutrients in water sources?
- Do we have a pharmaceutical drop-off program?
- Have we ever sponsored a household hazardous waste collection event in partnership with the IEPA?

Ensure You Have Enough

2

It is important to ensure your community not only has enough drinking water, but that it is also conserving precious resources like water, energy and municipal funds. So what can you do to be a steward in your community? There are a number of practices communities can implement to balance supply with demand and avoid water waste.

GO Track water usage

Measuring community water use and collecting data on a regular basis is critical to making informed decisions about managing your utility, infrastructure and general drinking water service. The State of Illinois requires water suppliers to report annual water withdrawals and water use information. The Illinois State Water Survey (ISWS) is the agency responsible for managing the Illinois Water Inventory Program. The purpose of this program is to compile and maintain records on these withdrawals and usage data in order to glean an accurate understanding of water demand. Reporting to ISWS on water withdrawals and water use is mandatory for public water suppliers, industries that withdraw and use water as well as irrigation water users. This data is useful for you and for your water supply system operations to gauge per-capita water consumption and determine how much water is needed to supply your community. This is the first step in ensuring your utility can meet the needs of its customers.



Lake Michigan Water Users

The amount of water Illinois can withdraw from Lake Michigan every year is limited by a U.S. Supreme Court decree. Any use of water from Lake Michigan within the State of Illinois is authorized by, and requires a permit from, the Illinois Department of Natural Resources (IDNR). Drinking water utilities are required to submit an annual water audit form called LMO-2 to IDNR and must also submit a monthly form which shows daily water usage numbers and the amount of water sold to other permitted drinking water utilities. These practices are important for every water utility that uses Lake Michigan as its drinking water source to ensure Illinois is complying with federal regulations.

GO Conduct annual water loss audits

Wasting water wastes money, which is why controlling water loss in your drinking water distribution system is important. Water loss reduces your utility's revenues, distorts data on customer usage, inflates production costs and stresses resources.



Case Study
Reducing Leaks Saves Money

The City of Evanston invested in leak-detection equipment to proactively address water loss in its distribution system. Between 2013-2015 the City surveyed 314 miles of pipe and located five main breaks and eight service leaks. The savings from eliminating these leaks was estimated at 143 million gallons of water per year. All of these leaks were found to be discharging directly into sewer laterals or mains, or into the ground. Without a leak-detection program, these leaks may never have been found. Additional benefits of reducing non-revenue water for the City of Evanston include cost savings from more accurate leak locating, avoidance of emergency repairs, the ability of city staff to survey all 160 miles of water mains annually without any increase to operating costs and a proactive approach to coming into compliance with the Illinois Department of Natural Resources (IDNR) rules on allowable water loss for communities that use Lake Michigan water.

Annual water loss audits are an invaluable practice in controlling water waste and reducing lost revenue. In basic terms: Knowing the amount of water produced and sent out into your distribution system, minus the amount of water used by your customers (known through metering), equals the amount of water not billed for. This water was somehow used or leaked within the distribution system—non-revenue water. The American Water Works Association (AWWA) has established a standard method as well as free software for utilities to use in conducting robust, annual water loss audits.

Conducting annual water loss audits, validating the findings, implementing plans to ensure accurate meter readings and locating and repairing leaks are important to maintaining a viable, responsible and healthy water system. To keep track of infrastructure conditions and ensure your community is not paying for wasted water due to a leaky system, make sure your utility is using the latest practices and free resources to conduct annual water loss audits and reduce your system's non-revenue water waste today.

GO Analyze supply + demand

Knowing how much water your community uses, and understanding where improvements in your system should be made to reduce water waste, are both important steps. It is also necessary to analyze and understand how much water is available for future demand.



Understanding demands of water will help ensure thoughtful planning for future availability.



Case Study

Monitoring Groundwater Levels

The Barrington Area Council of Governments (BACOG) operates a groundwater monitoring program that measures, maps and analyzes water levels and conditions in the region's shallow aquifer system on a long-term basis. With regular data collection and analysis every five years, the program identifies trends in groundwater levels and describes where and how much water levels are changing.

To achieve ongoing monitoring, BACOG collaborates with the Illinois State Geological Survey (ISGS), U.S. Geological Survey (USGS), the Flint Creek Watershed Partnership and 13 municipalities to obtain data from their respective wells and gauges on an ongoing basis. The BACOG office also relies on both the Illinois State Water Survey (ISWS) and ISGS for guidance and technical support.

While dire conditions are not predicted, water levels in the BACOG area are expected to decline over the next few decades. This monitoring program will determine changes and produce data and reports to inform local government officials, providing the rationale and facts to enable action. The monitoring program and other groundwater efforts at BACOG are also expected to generate community awareness and support for groundwater protection. This proactive initiative for a small region of highly cooperative governments recognizes the critical value of data for addressing any future water supply challenges.

Photo Credit BACOG

While communities in Northeastern Illinois that have permits to use Lake Michigan water already have a set amount of supply, it is still important to analyze future demand to ensure your water allotment is sufficient for future population projections. If your community's water source is not Lake Michigan, understanding how much groundwater or river water is available for your usage (and for the use of communities that share the same source) is imperative to ensuring ample supply now and into the future. As a leader, making sure your utility is conducting regular analysis on the supply and demand for drinking water in your community is important. Bringing new or alternative water sources online takes many years to design, permit and build. Don't wait until it is too late to safeguard the community you serve.

GO Designate groundwater recharge areas

The primary reason for groundwater aquifer depletion is unsustainable withdrawal by communities, private well users and agriculture. Depending on the type of aquifer your community uses for drinking water, you may be able to identify and designate groundwater recharge areas. These are land areas where rainfall is able to seep into the ground and help refill the aquifer. The Illinois State Water Survey or the U.S. Geological Survey are two agencies that can help communities identify groundwater recharge areas. If a particularly useful recharge area is identified, your municipality should take steps via a policy or ordinance to protect that area—for example, by not paving over it or approving uses that pollute the land—in order for clean rainwater to infiltrate those aquifers for future drinking water use.

Groundwater Communities Need to Be on Alert
The Illinois State Water Survey has been monitoring and modeling Illinois' water resources for more than a century. Its current projections for certain groundwater supplies in Northeastern Illinois is quite worrisome, stating that some high-capacity wells could be unusable in as little as 15 years.

GO Reduce Drinking Water Demand

The least expensive guarantee of future drinking water is conservation and efficiency today. Managing demand helps ensure enough drinking water for your community. Following are strategies that help preserve precious water supplies for the future.

Capture and reuse water Rainwater is a great source of water for outdoor irrigation and other purposes. Rainwater catchment systems, which can include cisterns and rain barrels, can be designed and installed on both small- and large-scales. On average, outdoor water use accounts for more than 30 percent of total household water use[20] —that is a lot of drinking water! By promoting the capture and use of rainwater for outdoor irrigation, your community can reduce unnecessary demand on drinking water supplies. Reusing rainwater has the added benefit of reducing the amount of water entering your sewer system, which can help prevent sewer overflows and urban flooding in your region.

Include information about cisterns and rain barrels in your community outreach and education programs, and collaborate with local organizations—such as the Metropolitan Water Reclamation District of Greater Chicago or the Conservation Foundation—to help homeowners purchase and use rain barrels. Consider how the municipality can reduce demand on drinking water for irrigation, perhaps by installing cisterns at public buildings and locations. Or you might install underground cisterns at schools or parks to provide flood relief and water for irrigating turf and other plants in the summer.

Adopt WaterSense and other ways to conserve water Implementing water-conservation programs not only preserves water, but helps your community members save money.

The Environmental Protection Agency's WaterSense program provides tools and products for municipalities, businesses and consumers so they can be smarter about water use and saving money. One component of the EPA's WaterSense program is the certification of WaterSense-labeled products, such as showerheads, toilets and bathroom faucets. These products use at least 20 percent less water than conventionals. By implementing WaterSense products in all municipal buildings, you can save water and money, and set an example to residents in your community.

The Alliance for Water Efficiency (AWE) is a national stakeholder-based nonprofit organization dedicated to the efficient and sustainable use of water. Headquartered in Chicago, AWE advocates for water-efficient products and programs, and provides information and assistance on water conservation efforts. AWE offers resources including a Water Conservation Tracking Tool. This tool uses your community's usage data and system costs to evaluate the potential water savings, expenses and benefits of various conservation programs for your water system.

In addition to the steps outlined above, there are useful guides and handbooks that outline the basics and best practices for tracking water usage, conducting water-loss audits, analyzing available supply and utilizing demand management to help ensure your community has sustainable water service. References and links to these helpful resources can be found in the resource section of this guide at **metroplanning.org/DrinkingWater123**.



Case Study

Protecting Drinking Water While Reducing Urban Flooding

The Village of Northbrook, Illinois recently constructed a new storm sewer and stormwater chamber underneath the northern half of the Village's Wescott Park, a project undertaken in cooperation with the Metropolitan Water Reclamation District of Greater Chicago (MWRD), Northbrook Park District and Northbrook/Glenview School District 30. This 7.5-million-gallon chamber includes a rainwater harvesting system, which enables the Village and the Park District to reuse water captured during rainstorms, thus reducing the amount of drinking water used for irrigation purposes—a win-win.

Photo Credit Metropolitan Water Reclamation District of Greater Chicago

Questions for your staff: Ensuring quantity and reducing waste

- How are we keeping track of water usage? How are we recording that data on a regular basis for our community in order to ensure ample supply?
- Are we keeping up with the requirement to annually submit our water withdrawals and usage information to the Illinois State Water Survey?
- If your water comes from Lake Michigan: Are we submitting our LMO-2 Forms on time every year?
- Do we conduct annual water loss audits? Are we using the approved methodology and free software from the American Water Works Association (AWWA) to conduct those audits? What steps are we taking after an audit to validate the findings?
- How are results from the audit being considered within our water utility budget in order to fix and repair leaks, or invest in updated metering technology?
- Are we coordinating with our neighboring water supply utilities that use the same water sources we do? How?
- What kinds of demand-management programs is our community engaged in? Do we have a program that supports rainwater reuse in our community?
- Where can we implement rainwater reuse on our municipal properties to reduce demand for drinking water for outdoor irrigation purposes?
- Are we a member of the EPA WaterSense Program?
- Are we a member of the Alliance for Water Efficiency (AWE)? How can we utilize the tools provided by AWE to reduce drinking water demand?

Maintain Your Infrastructure

3

Maintaining your drinking water system ensures public health and quality of life for your community members. So what can you do to protect your community? There are a number of practices utilities can implement to responsibly plan and maintain our drinking water systems.

GO Practice asset management

Your water utility is responsible for making sure its infrastructure system stays in good working order to ensure public health and cost efficiency. Asset management is a planning process water utilities use to ensure that infrastructure assets (plants, pumps, pipes, etc.) are being repaired, replaced or upgraded with adequate funding at the right time. **Following are some of the benefits asset management provides a utility**:[21]

- Extended life of infrastructure
- Rate setting based on sound operational and financial planning
- Appropriate budgeting for sustained performance
- Satisfied customers and regulatory compliance
- Improved emergency response, security and safety of assets
- Reduced overall costs for both operations and capital expenditure



Photo Credit Doran

Making sure your utility is implementing best practices for operating an asset management program is key to ensuring your drinking water system remains in good working order. **Following are fundamental steps for operating an asset management program:**

Step 1 Prepare an asset inventory and system map

Step 2 Develop a condition assessment and rating system

Step 3 Assess the remaining useful life of existing infrastructure

GO Be smart about planning for capital improvement projects

Part of a robust asset management program is regular capital improvement planning; these two practices should be interlinked. A Capital Improvement Plan (CIP) provides a mechanism for decision making, a link to long-range plans, a financial management tool and a reporting document.



Case Study
Managing Assets Responsibly

Incorporated in 1921, the Village of Westmont, Illinois' original water mains were constructed of sand cast iron. By the 1970s Westmont, located in DuPage County, Illinois was seeing a large increase in water main breaks, averaging 150 per year by 1990. In 1991, knowing it was going to switch to Lake Michigan for water supply, the Village decided to start an aggressive water main replacement program. This was a good idea: Within the first five minutes of receiving its new water source, the Village had eight water main breaks throughout town, 40 within the first week and 120 after the first month. By the end of the year Westmont had 246 water main breaks—which further confirmed its new water main replacement program was necessary.

From 1991 to 2016, the Village replaced over 18 miles of water main, 300 fire hydrants and 250 valves. This $15 million program was funded through the Water Enterprise Fund, federal grant money during the American Recovery and Reinvestment Act (ARRA) in 2009 and a low-interest loan from the State Revolving Fund (SRF). Westmont has seen a drop in annual water main breaks from a high of 246 in 1992 to just 18 in 2016. The savings to the community since starting the program is just over $11 million, based on avoided overtime, materials, equipment and lost revenue. When this program is completed in 2021, Westmont will have no sand cast iron water mains in its system, and no fire hydrants or valves older than 1975. Through this long-term water main replacement program, Westmont learned that an expensive investment will pay for itself over time and reduce unnecessary drinking water waste in the process.

Photo Credit Mike Ramsey, Village of Westmont

A CIP is not a static document. It should be reviewed every year to reflect the changing priorities, unexpected events and opportunities your community identifies for its drinking water system. **There are multiple benefits to maintaining an up-to-date CIP including**:[22]

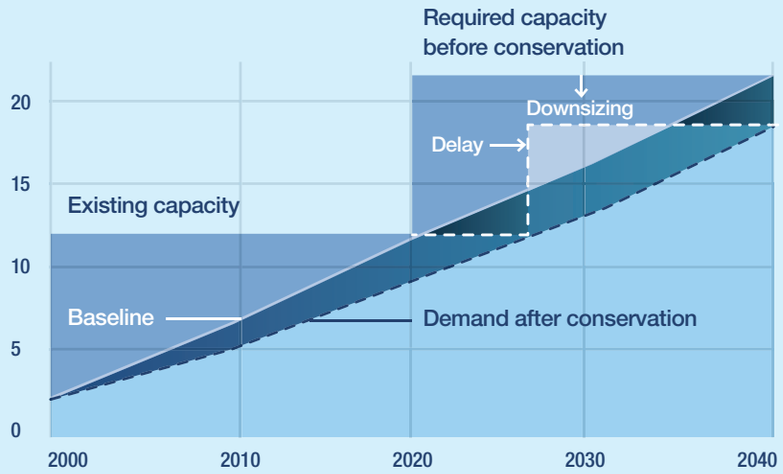
- Focuses attention on community goals, needs and financial capabilities
- Helps build public consensus for, and awareness of, projects
- Allows for improved intergovernmental/departmental cooperation and communication
- Helps ensure efficient use of resources
- Promotes financial stability through infrastructure maintenance, long-term planning of resources and needs, and detailed impacts of capital funding on operating budgets and debt servicing

Capital Improvement Plans
A capital improvement plan (CIP) is a multi-year plan identifying capital projects to be funded during that time. These plans identify each proposed project, its start year, expected expenditures and the means of funding those expenditures.

Important Note: Nearly everything about drinking water production and infrastructure sizing is based upon "Peak Day Demand," which is the capacity required for producing and distributing water during the highest collective demand—often during the hottest, driest days of the year.

When considering what capital improvement projects are necessary for your community, it is also important to evaluate how managing demand can delay or even avoid the expensive buildout of new infrastructure for supplying drinking water to your community.

Managing Demand = Saving Money
Peak demand/capacity in million gallons per day



Source American Water Works Association, 2006. AWWA Manual M52, First Edition, page 75 and Chicago Metropolitan Agency for Planning



Case Study

Managing Demand to Avoid Expensive Capital Projects

In order to save on long-term infrastructure costs for drinking water, the City of Aurora, Illinois approved a water conservation ordinance in 2006. This has resulted in a water demand reduction of 20 gallons per person, per day, and has allowed the City to maintain a much lower than anticipated "Peak Day Demand", even as its population has continued to grow.

This reduced demand has reaped huge overall savings for the municipality's taxpayers by eliminating expensive capital improvement needs. These previously planned infrastructure projects included drilling new deep sandstone wells, the building of required well houses and the construction of collector pipelines to the treatment plant. These capital improvement projects—deferred as a direct result of the City's water conservation ordinance—saved Aurora taxpayers an estimated $7,500,000 over the past 10 years. As Aurora has demonstrated, saving finite water resources for our grandchildren and saving precious dollars for current taxpayers can both be accomplished through a strong water conservation ordinance.

GO Support replacement of old, crumbling infrastructure

Much of our drinking water pipes in the United States were laid in the early to mid-20th Century with a lifespan of 75-100 years. Some of our older urban areas have water infrastructure that's been in the ground for a century or longer. While much of this infrastructure is beneath the ground—out of sight, out of mind—we can't ignore it, not when public health is at stake. Water infrastructure does not exist by itself. It involves people: the people who build it, operate it, maintain it, finance it and ultimately use it. The extensive nature of this infrastructure is important, and supporting the reinvestment in this critical utility service is paramount to ensuring your community is safe, and our infrastructure systems are sound.

A Note on Lead Pipes and Fixtures: As community officials, public health and safety is a number one priority. Lead is a known toxin and lead poisoning is a serious health condition. Communities have taken action to eliminate lead paint in homes and businesses—the same should be done for lead pipes and fixtures.

Water itself does not naturally contain lead. Lead can enter drinking water when old service pipes or fixtures (either owned by the utility or the private property owner) corrode[23]—particularly where the water has high acidity or low mineral content. Conducting an assessment of old lead pipes and fixtures within your community's water system is a first step—and is required by Illinois state law. Likewise, all municipalities should support private property owners in understanding whether they have lead pipes or fixtures and how to test for lead in water. The American Water Works Association (AWWA) has a guide for communicating about lead service lines with your community. Taking a proactive approach in assisting your community's residents, schools and businesses in testing and taking a proactive approach to replacing lead pipes and fixtures is of utmost importance today.

In addition to the steps above, there are a number of useful guides and handbooks available that outline the basics and best practices for implementing asset management programs, creating capital improvement plans and reinvesting in our drinking water infrastructure to ensure community health and well-being. References and links to these helpful resources can be found in the resource section of this guide at metroplanning.org/DrinkingWater123.

Did you know

North America has more than **1 million miles of pipes** beneath our streets designed to bring drinking water to our homes and businesses. What does 1 million miles even look like? Well, the circumference of Earth at the equator is about 24,902 miles, so one million miles of pipe would wrap around our planet 40 times. Chicago alone has over 4,400 miles of water mains. That's a lot of pipe to maintain!





Case Study

Investing in Your Infrastructure Saves Money

The Village of Lansing is located in southeast Cook County, Illinois. The Village purchases its Lake Michigan drinking water from the City of Hammond, Indiana, and has almost 9,400 billed customers—the majority of which are residential, with approximately 650 commercial customers as well. Annual auditing demonstrated increasing water loss in its distribution system, which was due to water meters that were anywhere between 20-23 years old—long past their typical life span. The meters were no longer accurately measuring water usage, which was resulting in non-revenue water for Lansing.

In 2014, the Village identified the need for a community wide water meter replacement initiative to reduce its non-revenue water issue. The upfront capital for this infrastructure improvement project is funded through a State Revolving Fund (SRF) loan, and is estimated to cost about 4.9 million dollars, which includes engineering and construction. Lansing is also installing a fixed network radio frequency automatic meter reading system that will allow them to more efficiently collect meter readings and automatically print water bills—both of which will lead to cost savings. The return on investment is calculated to be less than nine years, with annual savings from more accurate meter readings and reduced operational costs covering the current debt. Construction began in 2017, with the new meter system scheduled to be fully operational in 2018. By investing in necessary capital improvement projects, the Village of Lansing is demonstrating that being a good steward of water can go hand-in-hand with saving money on your utility operations.

Questions for your staff: Maintaining your infrastructure

- What is our asset management program, and what kind of tools do we use?
- How often are our system conditions and future needs updated?
- How are we practicing operational and cost efficiency in our drinking water system?
- What can we implement or do better to ensure our systems assets remain in good working order?
- Do we have a capital improvement plan (CIP) for our drinking water system?
- How often is this CIP updated?
- How are projects outlined in the CIP incorporated into annual budgets and financing plans?
- As required by Illinois state law, have we completed a system-wide assessment of the lead pipes or fixtures within our system?
- What are we doing to replace any identified lead service lines or fixtures owned by our municipality?
- How are we assisting our community members in testing for and replacing lead pipes and fixtures on private property?

4 Finance Your System

Local governments are the primary investors in water infrastructure. Operating water utilities as financially independent enterprises ensures this extensive and critical system has the appropriate resources available to repair and replace infrastructure in a timely and cost-effective manner. The following section outlines best practices in setting fair and viable water rates, and options for utilities to finance capital improvement projects to ensure your community's drinking water system remains safe and sustainable.

GO Set appropriate water rates based on cost of service

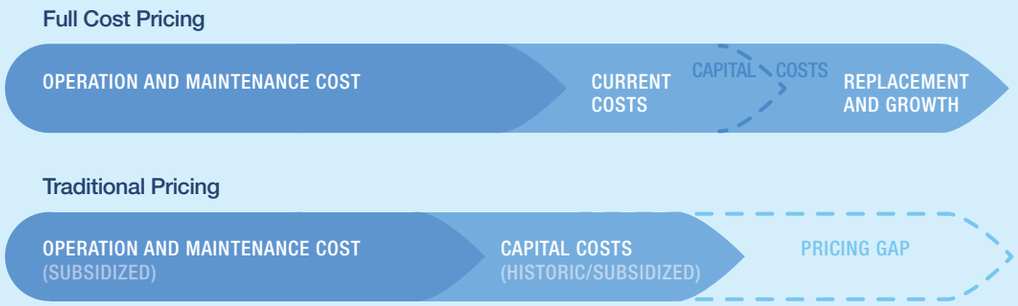
Unlike water pulled right from a lake or river, treated drinking water provided on demand is a utility service—just like energy and telecommunication. Utilities add value to drinking water through treatment, storage and daily distribution directly to customers in their homes, schools and businesses. Treating and delivering water requires both capital and operating expenditures. As such, pricing this service to ensure the long-term viability of the system and sustainability of the water resource is critically important.

Revenues generated by water rates are, and will continue to be, the primary source of funding for drinking water utilities. Water rates must recover the full cost of operations as well as maintenance and capital costs. Rates should also consider resource depletion (scarcity) and environmental costs. Setting water rates at an appropriate price, and creating an enterprise fund so that water utility revenues are used only for utility operation and maintenance, helps ensure sustainable water service and availability for your community now and into the future.

The Illinois-Indiana Sea Grant Program in partnership with the Chicago Metropolitan Agency for Planning and the University of Illinois Extension, developed a Full-Cost Water Pricing Guidebook specifically for community water systems in Northeastern Illinois. The guide is intended to assist local decision makers in setting appropriate water rates to ensure sustainable water service now and into the future.

The Need for Full Cost Pricing

Adjusting water rates to match costs



Source Illinois Indiana Sea Grant and Chicago Metropolitan Agency for Planning

Rate setting is the process through which a water system ensures revenue adequacy. Water suppliers face several decisions about what rate to charge for drinking water service. **Rate setting involves conducting a cost-of-service rate study, and should include the following steps:**

Step 1 Determine cost of service
(including operation, maintenance and capital investment)

Step 2 Project revenue based on future demand

Step 3 Design rate structure

But how do I know what to charge?

Following are key considerations each utility/community should consider throughout the rate-setting process:[24]

- Rates must be set at a level that covers all of the costs to finance, produce, treat, store and distribute water to customers as well as provide capital for investment in the water utility system
- Rates must be fair and equitable
- A water system's revenues should not be used to pay for other municipal services or needs
- Customers should easily understand their water rate
- The rate structure should be easy to administer and be reviewed once a year
- Good rate structures are based on accurate financial information and customer records
- Affordability programs for economically disadvantaged customers need to be established

No elected official wants to raise rates. However, the long-term viability of a community's drinking water system is essential to its sustainability. If rates are reviewed annually as part of the budgeting process, they can be adjusted in small, annual increments instead of infrequent, but large, increases. This is much more palatable for customers over time. A hallmark of sound ratemaking includes basic principles of transparency[25]—customers should easily understand the intent and purpose of a good rate. Given the extent of infrastructure requiring repair and replacement today and in the near future, putting off setting appropriate water rates puts a community in jeopardy.

The Alliance for Water Efficiency (AWE) is a stakeholder-based nonprofit organization dedicated to the efficient and sustainable use of water. AWE operates Financing Sustainable Water, a website which includes guidance, tools and other resources to assist water utilities in ensuring responsible, viable and sustainable water rates and services, now and into the future.



Case Study
Water Rates that Work

The Village of Algonquin, Illinois has been a leader in water conservation. However, reduced consumption has also reduced revenue. The decrease in revenue, plus the fact the Village had not raised rates in a few years, led the Village to conduct a water/sewer rate study. In January 2016, Algonquin approved an increase in water and sewer utility rates, effective November 2016.

A comprehensive water and sewer rate study evaluated capital infrastructure needs (supply, treatment, storage, distribution and control), decreases in usage and funding and increased regulations. The new rate includes a fixed fee of $10 per billing cycle and an increase in consumption charges each year. The new fee structure also retained a water conservation measure, which triples the rate if consumption is over 20,000 gallons. The decision was to charge a flat fee to ensure enough revenue to help cover general maintenance and operations costs of the system while also maintaining water conservation efforts to ensure that water is available for many years to come.

Photo Credit Village of Algonquin

A Note on Water Rates and Affordability: Water rates are on the rise; many customers are seeing increases in their water rates. The reasons are many—water system infrastructure reinvestment needs, the increased costs of treatment and pumping, demand outstripping supply, regulation, etc. What we pay for drinking water is significantly less than what the average consumer pays monthly for cable television, cell phones or even coffee. However, it is important to address emerging affordability issues for vulnerable populations in your community.

Low-income households may face affordability problems if prices continue to rise. In order to avoid and alleviate these hardships, communities can offer equitable pricing structures that mitigate impacts on low-income households such as tiered rates and affordability programs for those demonstrating need. Your utility should be implementing best practices to ensure everyone in your community is appropriately provided for.

GO Finance your capital improvement needs

Without reliable drinking water infrastructure, communities cannot maintain quality of life, economic vitality or a healthy ecosystem. Feasible funding streams to replace and upgrade outdated public water systems are critically needed. Good asset management, regularly updated capital improvement plans and appropriate water rates are critical to understanding what investments your drinking water infrastructure may require in any given year.

But where will the money come from to finance the upfront costs of infrastructure investments? To be sure, there is no one-stop shop for financing our water infrastructure needs. However, there are a variety of options for municipalities to finance drinking water infrastructure upgrades or replacement. The following options are viable ways to finance drinking water infrastructure investments; it is important to note that revenue will still need to be generated from local water rates in order to leverage and eventually pay off these financing options.



Municipal Bonds A municipal bond is a bond issued by a local unit of government to pay for public projects such as roads, schools, and water, wastewater and stormwater infrastructure. Bonds are not a revenue source; they are a means of borrowing money. Bonds allow expenditures—such as capital improvement projects for drinking water systems—that exceed a local government's annual resources.

If a community is considering issuing bonds to pay for drinking water infrastructure projects, it must evaluate how much money is needed over what time period, and identify how the bond holders will be paid. Municipal bonds may be set up as general obligations of the issuer or secured by specified revenues. Either way, the community must have a reliable stream of future incoming funds to demonstrate its ability to pay back its investors.

In Illinois, additional state tax advantages may be available by issuing municipal bonds through the Illinois Finance Authority's "Local Government Revenue Bond Program." The Illinois Finance Authority also offers a municipal program for non-home rule units seeking to borrow up to $1.5 million for essential purpose public projects through its "Local Government Direct Bond Purchase Program."

State Revolving Fund The State Revolving Fund (SRF) is a federal, low-interest loan program designed to support water service infrastructure repair and replacement. Each year, Congress appropriates funds to the SRF, and the U.S. Environmental Protection Agency (USEPA) proportionally distributes these funds to each state based on a regular Needs Assessment. Illinois combines these federal dollars with required state matching funds, program repayments, bond proceeds (generated via the Clean Water Initiative bond sales administered by the Illinois Finance Authority and the Illinois Environmental Protection Agency) and interest on loans to generate a perpetual source of loan money for water infrastructure, which the Illinois Environmental Protection Agency (IEPA) administers.

With these SRF funds, the IEPA provides loans for drinking water mains, water meters, pump stations, storage facilities, treatment plants and just about any infrastructure related to a public water supply system through its Public Water Supply Loan Program (PWSLP). During fiscal year 2016-2017, the PWSLP provided just under $500 million in loans to municipal drinking water systems.



Photo Credit Abby Crisostomo



Reduce Costs by Partnering with Your Neighbors
Given the rising costs of infrastructure and drinking water service, communities can benefit from partnering through service sharing, joint procurement of goods or services and even consolidation of services. While not a new concept, exploring ways to save your community dollars on drinking water service costs by partnering with your municipal neighbors demonstrates effective governance in a time of scarce resources.

If a community in Illinois wishes to apply for a SRF loan, the Illinois Environmental Protection Agency requires the submission and approval of a complete financial package, including a dedicated revenue stream that is adequate to assure loan repayment. Thus, similar to municipal bonds, having a dedicated, established revenue stream is necessary for a community considering an SRF loan to raise capital for crucial infrastructure projects. For more information on how to apply for a State Revolving Fund loan, please see the program webpage on the IEPA's website.

Public-private partnerships In addition to bonds and loans, communities can also establish public-private partnerships (P3s) to finance needed drinking water infrastructure improvements. This approach engages the private sector in funding infrastructure projects to meet public service needs. P3s involve the private sector in financing, planning, design, construction, operation, maintenance and/or rehabilitation and replacement of publicly owned infrastructure.

With P3s, a community typically maintains ownership and ultimate responsibility of any infrastructure. The private sector helps finance projects and/or improve cost efficiencies for construction and/or operation and maintenance. P3s may allow for increasing the ability to leverage public funds while minimizing impacts to a municipality's debt capacity. Like the other financing tools described, P3s require a dedicated revenue stream for repayment.

While there are a number of different ways a municipality can finance its drinking water system, the best approach will vary from community to community. Sound asset management, water rate setting and regularly updated capital improvement plans will allow your community to identify what investments are needed when, and what financing options are the most appropriate.

A number of guides and handbooks outline the basics and best practices for implementing good and equitable water rates as well as guidance on appropriate and advantageous financing for drinking water investment needs. References and links to these helpful resources can be found in the resource section of this guide at **metroplanning.org/DrinkingWater123**.

Questions for your staff: Appropriately financing your water system

- When was our last rate study conducted? Was the community involved in the process?
- Are we considering the full costs of service (operations, maintenance, infrastructure renewal, etc.) in our water rates today?
- Are the revenues from our water services put into a separate enterprise fund reserved for water services and maintenance only?
- Do we have an affordability program for low-income households?
- How are we ensuring sustainable use and equity for customers within our water rate structure?
- What is our current municipal debt load/capacity?
- Do we have any outstanding bonds for drinking water infrastructure repairs?
- Have we ever utilized the State Revolving Fund to finance our drinking water investment needs?
- What drinking water investment needs might a P3 financing option be possible?
- Have we ever tried coordinating joint procurement or purchasing with our neighboring communities? What drinking water investment needs might lend themselves to that type of coordinated approach that could save us money?

5 Plan and Coordinate With Your Neighbors

Drinking water is an integral aspect of planning for municipalities. Without ample water, communities are unable to thrive, let alone exist. Integrating water resources and utility service considerations into your community's current and future plans, policies and ordinances is essential. Following are actions your municipality can take to integrate water more holistically into community planning.

GO Include water in your community comprehensive plans

Land use decisions and future planned development directly impact local water quality, quantity and future usage. They also influence long-term infrastructure maintenance costs. Which is why incorporating water resource and service considerations within community comprehensive plans or land use plans is important. For example, large parking lots next to surface water will impact water quality as stormwater runoff that contains salt, oil, gas and litter can flow directly into drinking water sources. Likewise, different types of housing and landscaping have different impacts on drinking water usage in a community.

The scale at which community planning evaluates the approval of a development proposal must be larger than the development itself. Development generates development—once a new housing development is approved, it attracts other developments such as retail, gas stations, schools, etc. All of these will require more drinking water and more water infrastructure that needs to be maintained over time by the municipality. Incorporating these considerations and calculating the water demand impact is important to ensuring sustainable service and supplies today and in the future.



Many communities now include details about drinking water service and source water protection within comprehensive plans. Whole chapters that address water are showing up in these plans. **Following are beneficial topics to address within your community's comprehensive plans:**

- Overview of the water supply system
  - History of water service in the community
  - Water source
  - Water infrastructure
- Information on water consumption and future forecasting
  - Data on current drinking water usage (total and per capita)
  - Future projected water usage needs
- Water supply challenges and plans to address those challenges (current or future)
  - Supply constraints based on data usage
  - Water pollution challenges
  - Infrastructure condition issues
- Water-wise programs and initiatives
  - Public education initiatives, and customer rebate or incentive programs
  - Outdoor watering restrictions
  - Landscape ordinances
- Drinking water goals for the community
  - Demand management goals
  - Land use and density goals based on average water consumption
  - Emergency management and back-up plans

Is Your Community Water-Wise?
The International Water Association has developed Principles for Water-Wise Cities in order to assist leaders in developing and implementing resilient urban water planning and design. These principles encourage collaboration between local government and the communities they represent. Cities around the world are embracing a new way of incorporating water into future planning—will your community join in being a water-wise city too?



Holistic Water Management—the One Water Approach:
Many leading water management agencies, communities and organizations nationwide are embracing a holistic approach to managing water resources. As defined by the U.S. Water Alliance, One Water is the concept by which all water resources are managed in a sustainable, inclusive and integrated way. One Water encourages coordination across previously siloed industries—drinking water, wastewater, stormwater, planning, architecture, transportation, energy, etc. All of these fields must work together to address how we improve our approach to managing water resources more sustainably.



Photo Credit MPC

Ensure your community planners and water utility managers are coordinating and incorporating important drinking water considerations within the larger planning picture for your community. Here in Northeastern Illinois the Chicago Metropolitan Agency for Planning (CMAP) produced a regional water supply/demand plan in 2010 called Water 2050. The plan includes population forecasting, water demand scenario modeling, impacts on available supply as well as demand management strategies for addressing potential shortages.

GO Plan for droughts

What is a drought?
Drought occurs when there is a prolonged period of little to no rainfall, which can occur at different durations, timing and intensity. The National Drought Mitigation Center (NDMC) has defined drought as "a period of excessive dryness long or intense enough to affect agriculture, habitats or people… (and) are difficult to define because it often develops slowly over months or years…"[26]

Variability in climate can cause drought, which can lead to water shortages. Drought diminishes precipitation, which reduces water levels in surface and groundwater sources. Drought also causes water-quality concerns as contaminants and algae blooms make it harder to treat this water to drinking standards. Given drought's implications for public health, communities and utilities must prepare for these conditions through contingency plans that mitigate water quantity and quality concerns.

Drought doesn't only affect arid regions of the U.S. In the summer of 2012, Illinois experienced a significant drought (as did the rest of the country), which raised concerns of having enough water supply to meet demand. The Illinois State Water Survey (ISWS) monitors drought conditions for groundwater and surface water, and there were noticeable impacts on water levels, mainly in shallow groundwater wells, which caused several water supply systems to be "at risk."

Preparing for drought requires both planning and action. Make sure your community is protected by establishing a drought plan based on sound scientific analysis. In Illinois, the State Water Plan Task Force published "State of Illinois: Drought Preparedness and Response Plan." **This plan includes recommendations on how communities can prepare for drought and guidance for government officials on how to protect their community water systems from drought**:[27]

- Quantify existing water supply resources
- Assess drought vulnerability
- Identify expected changes in future water needs
- Adopt drought preparation plans to address vulnerabilities and potential damages
- Act on those plans when needed



Additional drought risks
include damages or threats to agriculture, the environment, navigation, energy production and recreation. Drought also has economic impacts:

- Increased food prices
- Increased water costs
- Reduced income and spending
- Potential loss of manufacturing and jobs
- Delayed transit of goods (barges that cannot operate due to reduced flow in waterways

Make sure your community is continuously monitoring its drought conditions by tracking Illinois' precipitation levels and drought alerts by the U.S. Drought Monitor, updated weekly by the National Drought Mitigation Center.

The most effective drought plans involve coordination and communication between municipalities, water suppliers and land use planners. Combining the skills, knowledge and responsibilities of these sectors helps ensure drought preparedness and successful mitigation of impacts. Additionally, transparent communication with the public about the effects drought can have on their water supply helps catalyze needed water conservation at the right time. Providing information on local municipal websites, flyers defining outdoor watering restrictions and legal notices can help get the word out and change behavior patterns when it matters most.

GO Be prepared for emergencies

Emergencies are, by definition, unpredictable. Source water contamination and service disruption are the most common emergencies that impact drinking water service in addition to drought. Unplanned drinking water service disruptions can include main or service line breaks, contamination and security breaches. Being prepared is the best approach for dealing with these unplanned emergencies.

An Emergency-Response Plan (ERP) is a written document that details a drinking water system's plan of action for responding to emergencies, disasters and other unforeseen events. The ERP may include detailed steps the public water system will take to respond to potential or actual emergencies including, but not limited to, the following: loss of water supply from a source, loss of water supply due to a major infrastructure failure, damage to power supply equipment or loss of power, or contamination of water in the distribution system from backflow or other causes.



Bioterrorism

Although water utilities might be the last place one would think of as a target for terrorism, contamination of drinking water through intentional means could have catastrophic consequences. The Bioterrorism Act of 2002 requires that drinking water utilities serving more than 3,300 people conduct vulnerability assessments and develop emergency response plans.

Working with your utility managers and developing plans for storage, demand management and alternate sources of drinking water reduces the risk of being unprepared for when an emergency happens. The U.S. Environmental Protection Agency has a guidance manual for communities and their utilities to develop emergency drinking water plans, and details the important questions and information needed to ensure continuous, safe and reliable drinking water service.

The Illinois Environmental Protection Agency regulates pollutant releases to surface waters. However, your community should be proactive in preventing accidents. For example, if there are major facilities that discharge waste into a water source, or have the potential for a spill of a harmful material upstream of your water supply intake, the facilities should have contingency plans for an accidental release. Similarly, groundwater can become contaminated by activities or incidents in the area. For example, if material from a tanker truck spill infiltrates the ground, the groundwater could become unusable. Due to the importance of groundwater quality, many communities implement programs designed specifically to protect groundwater. Procedures should be put in place for your water system to be notified immediately if there is an accidental release, and your water utility should have a response plan if there is an emergency.

The American Water Works Association has an Emergency Preparedness Resource Community to help support utilities in responding to emergencies, as well as a guidance manual, titled Emergency Planning for Water Utilities, that outlines what steps to take to help ensure your community has access to clean and safe water, even in times of emergency. Additionally, developing a communications plan that includes communication with employees, critical facilities in your community, consumers and media is an important part of being prepared for emergencies.

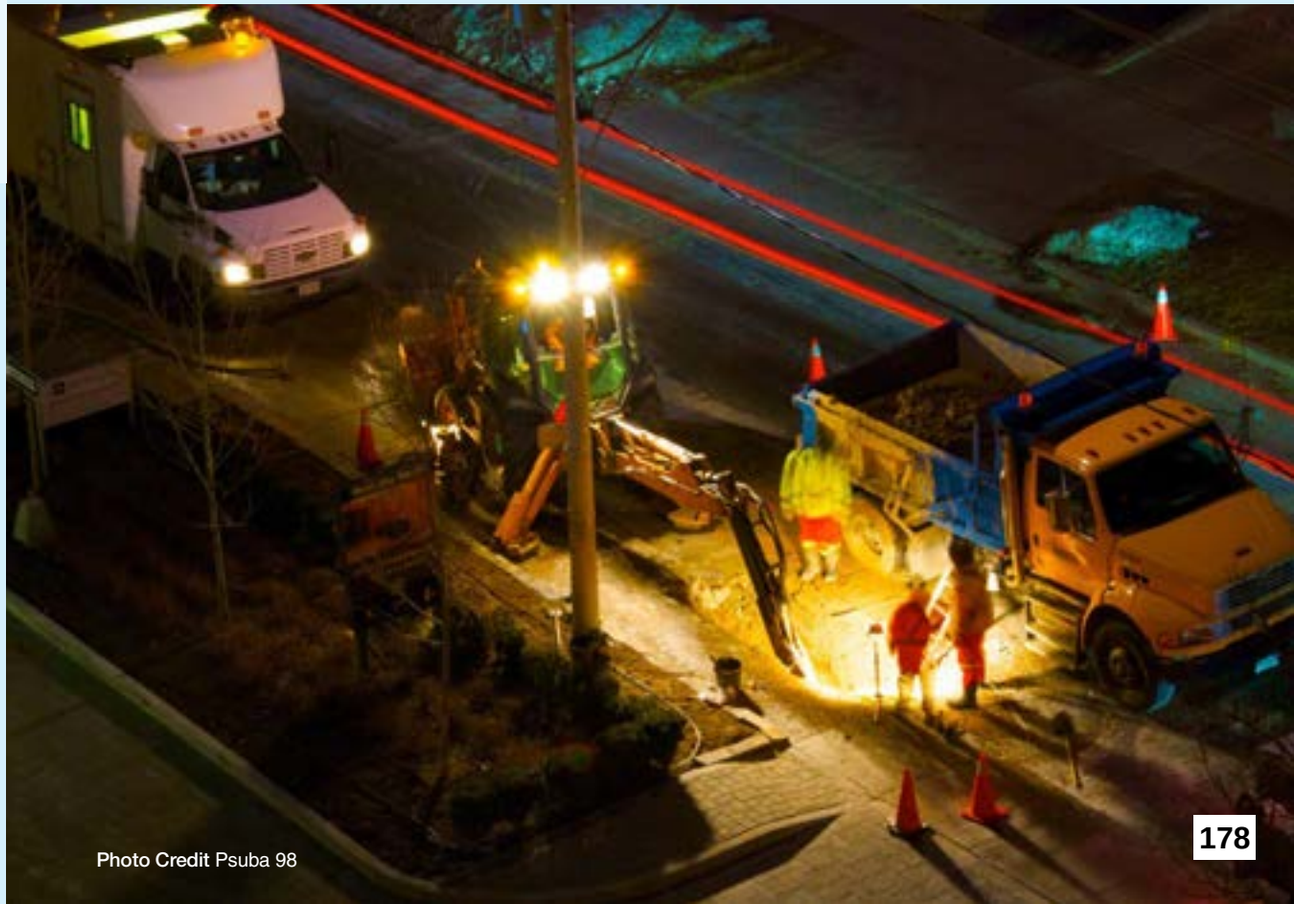


Photo Credit Psuba 98

GO Embrace regional water supply coordination + service sharing

There are more than 400 community water supply systems operating in Northeastern Illinois. Yet our water sources are shared. Our collective impact on water resources is significant and coordinating and communicating across municipal and utility boundaries is imperative.

Transform Illinois
Government effectiveness is imperative. Transform Illinois was created to improve the delivery of public services and infrastructure in Northeastern Illinois. This coalition of local elected officials, civic organizations and research institutions is dedicated to promoting and supporting local government efficiency efforts.

Each utility collects and treats, or purchases, drinking water, and distributes it through a system of pipes and pumps that it maintains. Most of these utilities are owned and managed by a municipality, which means that costs associated with operating and maintaining the system over time are borne by one community. By forming partnerships across municipal and utility boundaries, there are many opportunities to reduce costs for providing water service. Given the rising costs of operating and maintaining sustainable drinking water service, by embracing collaboration, shared services and, in some cases, regionalization, there is potential to save your community significant costs.

The Northwest Planning Alliance (NWPA) is a good example of coordinated communication on regional water supply right here in Northeastern Illinois. The NWPA was formed as a voluntary partnership to address the issues of water supply planning and management within the non-Lake Michigan service area of our region. NWPA seeks to collaboratively plan for and steward its shared river and groundwater resources to ensure a sustainable water supply for the people, economy, environment and future generations. Formed by intergovernmental agreement, NWPA brings together five councils of government (COGs) representing approximately 80 municipalities and five counties: DeKalb, Kane, Kendall, Lake and McHenry. This Alliance has developed numerous free and helpful resources for the region.

Regional coordination and service sharing is imperative to protecting communities and water resources into the future. Some communities have partnered together to supply water service—often through legal structures such as Water Commissions and Joint Action Water Authority's (JAWAs)—in order to save costs and improve system efficiencies. Exploring ways to partner with neighboring municipalities to save water and reduce costs for your community is important.

In addition to the steps outlined above, a number of guides and handbooks outline best practices for incorporating water resources into community planning and regional coordination. References and links to these helpful resources can be found in the resource section of this guide at **metroplanning.org/DrinkingWater123**.





Case Study

Collaboration + Service Sharing In Action

The Carpentersville and West Dundee Water Interconnect demonstrates two communities working together for the benefit of both. The water system interconnection between the Villages of Carpentersville and West Dundee was the result of an intergovernmental agreement to assist in sharing water during emergencies and for planned water system needs. While the Interconnect provides emergency use service, it was primarily designed to allow the high pressure zone of one community to maintain adequate pressure and fire suppression flow rates while the other community's elevated tank was removed from service for maintenance.

The removal of an elevated water tank for maintenance can require up to six months. During this time, a community may have sufficient capacity to meet average and maximum daily demand but then lose the capability to meet instantaneous peak demands and fire suppression. So by interconnecting the two systems, one elevated tank can maintain pressure and provide fire protection for both communities, thereby continuing to protect the health and safety of residents.

Both Carpentersville and West Dundee have recognized the mutual benefit of an emergency water supply and improved operational flexibility during elevated tank maintenance, and the interconnect has been used successfully on multiple occasions to help both communities.

Photo Credit Baxter & Woodman

Questions for your staff: Water planning and regional coordination

- How are we coordinating land-use decisions with drinking water management needs?
- Have we integrated water resource management within our community comprehensive plans?
- Are we incorporating the Chicago Metropolitan Agency for Planning's regional data, information and recommendations on water resources into our community plans?
- Are we monitoring drought conditions on a regular basis?
- Do we have a drought preparedness and response plan? Are we coordinated across departments on these plans?
- How are we prepared to take action to conserve water resources in the event of a drought?
- Does our community have an emergency-response plan (ERP) for drinking water service?
- What contingency plans do we have set up to handle a drinking water emergency?
- Have we done an assessment of possible pollution or contamination risks for our drinking water source(s)?
- Have we coordinated with our neighboring communities to plan collaboratively about drinking water management and service?
- What actions could we take to improve our collaboration with neighboring communities?
- How might we consider service sharing or joint procurement to save our community and citizens money?

Engage Your Community

6

As community leaders, it is important to engage your public in how they can participate and make a difference in protecting water resources and reducing costs. Consumers are often willing to do their part and participate in sound water management practices if given accurate and helpful information. The following section provides guidance on how you can best develop an effective water ethic in your community based on transparency and demonstrated stewardship.

GO Implement water conservation + demand management

Living in a water-rich region like ours, it is easy to question water conservation. Beyond reducing unnecessary water waste to avoid supply constraints, other benefits include extending the life of existing infrastructure, slowing down or avoiding the need for expensive, additional water sources, saving on energy and chemical costs for pumping and treating drinking water and providing the opportunity for economic development by having enough supply for additional industry and population growth.

Water conservation should not be something we think about only during times of drought. Water efficiency is a way of life and a method to ensure water is available at a reasonable cost for future generations. **Water conservation is any action, program or technology that**:

- reduces the amount of water withdrawn from a water supply source
- reduces consumer water use (indoor and outdoor)
- reduces water loss or waste
- improves the efficiency of water use
- increases water recycling and reuse
- prevents water pollution

The adoption of water-efficient practices such as conservation is seen as an important step to reducing peak demand for drinking water, getting more service out of existing systems and delaying the construction of new, expensive sources.



Case Study

Population Growth + Water Conservation Go Together

The Village of Algonquin, Illinois implemented a Water Conservation Plan in 2003 to address concerns about the quality and pressure of its water sources, which are shallow aquifers and one deep well. Under the constant threat of shortages, the Village established a Water Conservation Committee to annually implement and revise the goals of the local Water Conservation Plan—a document which includes both water conservation and increased resident awareness goals. While Algonquin has taken several measures to meet its goals, one of the most successful is water system status alerts—which address restrictions on landscape irrigation. Color-coded alerts are placed around the village to inform residents and businesses of outside water restrictions. If residents or businesses are found to have violated these restrictions, they are fined $100.

From 2003-2009, the Village has added 800 households and 300,000 sq. ft. of commercial space. Despite this growth, Algonquin's summer pumping volumes have decreased from 6 million gallons per day to 3 or 4 million gallons per day. Further progress has also been made in continuing to reduce pumping volumes: From 2007-2016 the average pumping rate has decreased approximately 500,000 gallons per day. And the summer average pumping rates have decreased approximately 700,000 gallons per day. During this time, the Village added approximately 300 residential units and approximately 250,000 square feet of commercial space. Algonquin has proved that communities can grow and thrive without putting unnecessary demand on precious drinking water supplies.

Photo Credit Village of Algonquin

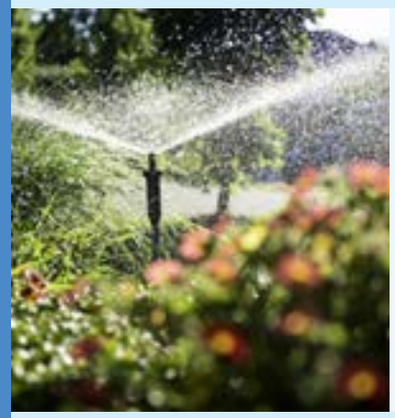
Water demand management involves the adoption of practices, policies or investments by a water utility to achieve efficient water use by all members of the community. **These practices help support water conservation, and include a wide range of measures to help consumers become better stewards of their drinking water**:

- Rebate programs for customers who install water efficient appliances and fixtures
- Outdoor watering restrictions
- The promotion of rainwater for outdoor watering purposes

These measures can be short- or long-term depending on the needs of the community. Strategic planning is a key aspect of a successful conservation program. This means analyzing how much water is used, when, by whom, for what purpose and at what level of efficiency. Based on this detailed data, a community can determine what the potential reduction in water use could be through conservation approaches to achieve improved water use efficiency.

GO Provide community education + engagement programs

Long-term solutions for conserving, protecting and managing our water resources will require that everyone understands the importance of drinking water, and are provided the programs and tools to help. Citizen education campaigns help highlight the importance of water issues and empower individuals to take action. Media, educational materials, schools and incentive programs help to ensure your community is appropriately informed.



Saving finite water resources
for our grandchildren and saving precious dollars for current taxpayers can both be accomplished through a strong water conservation ordinance. Peak demand management is especially important during the summer months when outdoor irrigation use of drinking water spikes and puts extreme pressure on water systems. In our region, the Northwest Water Planning Alliance (NWPA) developed an Outdoor Water Conservation Manual and Model Lawn Watering Ordinance, which has been used by a number of municipalities, and which can easily be adapted for your community to help reduce outdoor watering that puts pressure on drinking water operations.

Education may be the key to getting public support for a utility's water conservation efforts. Outreach should include the costs involved in supplying drinking water and detail how water conservation practices will provide long-term savings. **Opportunities to provide this information can include**:

- An understandable and informative, monthly water bill. Customers should be able to read and understand their water bills, which should include:
  - How much water they used
  - What their water rate is
  - How much they are being charged for their current bill
  - A usage comparison to their previous bill
  - Any information or tips on how they can conserve water
- Educational materials, bill inserts, informational pamphlets and brochures can be made available for customers by mail and at their local stores, libraries, schools, etc. This information can help consumers make informed choices about water use, and helps build trust in their community's local water utility operations.

There are a number of guides and handbooks that outline best practices for engaging your community in water efficiency practices. References and links to these helpful resources can be found in the resource section of this guide at **metroplanning.org/DrinkingWater123**.



The Environmental Protection Agency's WaterSense-labeled products such as showerheads, toilets and bathroom faucets all conserve water, provide savings on water bills and use at least 20 percent less water than conventional products. In 2008, WaterSense products saved consumers 9.3 billion gallons of water and $55 billion on utility bills. Nationwide, dozens of cities, counties and utilities use rebates to spur residents and businesses to purchase these water-efficient products. The WaterSense program also provides free brochures for distribution to customers about landscaping tips and other water conservation practices and facts. It's free to be a community partner and be a part of a brand that symbolizes water efficiency.

Photo Credit EPA WaterSense Program

Questions for your staff: Engaging your community in water efficiency

- What conservation practices have we enacted to reduce unnecessary water consumption?
- Do we have an outdoor watering restriction ordinance?
- How can we improve our water utility bills to provide clear information about usage and rates as well as tips about conservation practices for our customers?
- What community education materials do we have available for residents and businesses? Where?
- What programs have we implemented to help reduce peak demand on drinking water with our customers?

As a local leader, you hold the key to making sure your community has a safe and sustainable drinking water system now and into the future. The decisions you make, the actions you take (or do not take) regarding drinking water will impact the people, businesses and ecosystems in your region for decades.

As this guide has outlined, we have significant challenges to overcome, but they are fixable. The actions in *Drinking Water 1-2-3* will help, but it takes strong leadership from you.

MPC has created an interactive, online version of *Drinking Water 1-2-3* which contains a **Resource Guide** that provides additional handbooks, reports and websites categorized for your use. We encourage you and your staff to use these helpful resources to employ the practices outlined in this guide. Access the website at: metroplanning.org/DrinkingWater123.

Appendices

Glossary of Terms

Aquifer An underground layer of rock, can be shallow or deep, that can hold or transfer water.

Aquifer desaturation The over pumping or depletion of a groundwater source.

Cistern or Rain barrel A waterproof repository used to collect and store rain water runoff to prevent flooding and water quality issues.

Consumer Confidence Report (CCR) A required, annual drinking water quality report produced and distributed by a community water system to all its customers.

Contaminant A substance that may be found in drinking water which would produce nuisance or negative health consequences.

Drought A period of excessive dryness long enough to affect agriculture, habitats or people.

Groundwater The water beneath the surface of the ground, consisting largely of surface water that has seeped down. It is the source of water in springs and wells.

Groundwater recharge area Identified land where rainfall is able to seep into the ground and help refill an aquifer.

Hydrologic cycle The continuous movement of water from oceans, lakes, rivers and other water sources to air and land, and then back into these water bodies through rain and snow. It is a cyclical cycle.

Impervious surface A hard material such as concrete and asphalt that prevents water from seeping into the ground.

Maximum Contaminant Level (MCL) The maximum concentration of a contaminant that may be present in drinking water. Utilities are required to test their drinking water regularly and the concentration of a contaminant must not exceed the applicable MCL.

Non-revenue water The water loss in a drinking water distribution system due to leaking infrastructure, faulty meters or theft. These losses result in lost revenue and wasted water.

Potable water or drinking water Water that is safe to drink or use for food preparation without risk of health problems.

Private well An access point to groundwater in underground aquifers on private property.

Public water system A utility that delivers water to the public and charges a fee for this service—these systems can be publicly or privately owned.

Recharge An increase in the amount of water in a given water source from precipitation, infiltration or human activity.

Safe Drinking Water Act (SDWA) A law by Congress in 1974 which authorizes the establishment of minimum standards for drinking water and requires all owners or operators of public water systems to comply with these standards.

Stormwater runoff The rain or snow melt that is not absorbed into the ground, but, instead, flows over various surfaces, picking up pollutants, before draining into a local surface water source.

Surface water A water source on the surface, which includes lakes, ponds, rivers and reservoirs.

Water conservation Practices that promote the efficient use of water, such as minimizing losses, reducing wasteful use and protecting availability for future use.

Water demand An amount of water desired for use by a public water system's customers.

Watershed The specific land area that drains to a lake, river or stream.

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Drinking Water 1-2-3

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Completion of the Plans and Specifications for Bidding of the FY 26/27 Street Improvement Program
01/13/26
Village Board

Presenter: Joe Velna, Engineering Inspector
Lead Department: Engineering and Public Works

Executive Summary:

Staff annually proposes a list of streets which are recommended for improvements for the upcoming construction year to the Engineering and Public Works Committee. After receiving Village Board approval, the team will proceed with the development of plans and specifications for bidding. The approval allows the Village to secure bids early in the construction season.

The proposed FY 26/27 Street Improvement Program is comprised of the following:

- 18.45 miles of Preventative Maintenance
- 3.52 miles of Corrective Resurfacing
- 3.18 miles of Modified Reconstruction
- 1.03 Miles of Reconstruction

The estimated costs depicted in the included memorandum are based on historical square foot costs tracked by our PAVER software program. Actual costs will be dependent upon bids.

The FY 26/27 Street Improvement Program includes improvements to the Wingate area, Cedarcrest area, Aimtree area, and others. The selection of streets for improvement has been coordinated with the upcoming Watermain Replacement with the Street Program for 2026 and includes streets for the CDBG Resurfacing project.

The program includes the reconstruction of approximately 2.51 miles of bike paths. The planned bike path improvements include improvements to bike paths along Wise Road, Bode Road, at Basswood Road, and Commerce Drive, among others.

The final scope of the FY 26/27 Street Improvement Program, including professional engineering services for construction and design, will be based on the approved funding. The scope includes:

- FY 26/27 Reconstruction, Modified Reconstruction, and Corrective Resurfacing
- FY 26/27 Preventative Maintenance Improvements
- FY 26/27 Parking Lot Rehabilitation
- FY 26/27 Bike Path Improvements
- FY 26/27 Pedestrian Enhancement Maintenance and Replacement

- FY 26/27 Concrete Repair Program, including:
    - FY 26/27 Curb Replacement Program
    - FY 26/27 Sidewalk Replacement Program
    - FY 26/27 Utility Dig Up Program
    - FY 26/27 Town Square Sidewalk Repair Program

Recommended Action:

The Village Manager recommends that the Engineering & Public Works Committee recommend the Village Board approve completion of bidding plans and specifications for the FY 26/27 Street Improvement Program.

ATTACHMENTS:
- Memo
- Street Program List
- Streets Program Map
- Bike Path List
- Bike Path Map

VILLAGE OF SCHAUMBURG
--- PROGRESSTHROUGHTHOUGHTFULPLANNING ---

Date: December 30, 2025

To: Brian Townsend, Village Manager

From: Joseph Velna, Engineering Inspector

Subject: Recommendation to Approve Completion of Plans and Specifications for Bidding of the FY 26/27 Street Improvement Program (SIP)

For: Engineering & Public Works Committee

Introduction:
The Village of Schaumburg owns and maintains approximately 211.1 centerline miles of streets. These streets are categorized into two networks:

- **Local Street Network:** consisting of residential streets, residential collectors, business, industrial and frontage roads.
- **Vital Street Network:** consisting of FAU eligible routes that allow for funding assistance.

The streets, in total, comprise the Village Street Network and are summarized in Table 1 below.

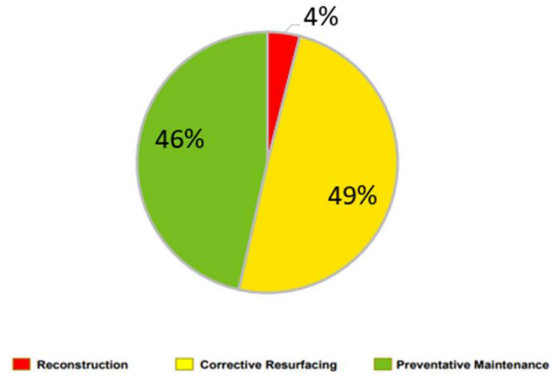
Village of Schaumburg Street Network

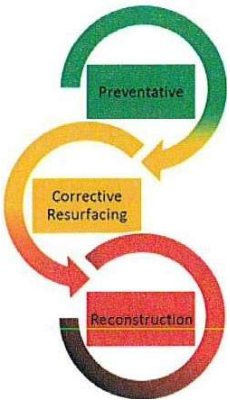
Local Street Network		
Classification	Centerline Miles	Percentage of Total Miles
Residential	136.7	65%
Residential Collectors	14.8	7%
Business, Industrial, and Frontage Roads	18.4	9%
Sub-Total	169.9	81%
Vital Street Network		
Classification	Centerline Miles	Percentage of Total Miles
FAU / TIF	41.2	19%
Total Centerline Miles		
211.1		

The network consists of three material types: flexible, rigid, and composite pavements. Flexible pavements are constructed with an asphalt surface on a gravel, asphalt or pozzolanic material base. Rigid pavements are constructed of concrete placed on a gravel or asphalt base. Composite pavements consist of asphalt surface material placed over a concrete base. The Village of Schaumburg Street Network consists of 203.5 centerline miles of streets that are the flexible type, 6.5 centerline miles are rigid pavements, and 1.1 miles being composite pavements.

Discussion:
Upon completion of the FY 26/27 Street Improvements, the following pie chart illustrates the percentage breakdown of the Local Network based upon our Pavement Management Plan (PMP) that categorizes our network into three categories (Preventative Maintenance, Corrective Resurfacing, and Reconstruction). The PCI thresholds for the three categories are 70 and above for preventative maintenance, 69 to 30 for corrective resurfacing, and 29 to 0 for reconstruction.

Pavement Condition following FY 26/27 Street Program





The scope of the FY 26/27 SIP reflects the Village's PMP utilizing data from the last comprehensive street network evaluation gathered in 2024. Collective pavement patching efforts completed both contractually and by the Street Division will continue in FY 26/27. Staff has seen significant increases in the streets Pavement Condition Index (PCI) where these patching efforts have been completed.

The FY 26/27 SIP of $8 million consists of the following amounts based upon historical square foot costs tracked by our PAVER software program. Actual amounts will be dependent upon bids.

Street Repair Program:

Improvement Category	Amount
Preventative Maintenance (Crack Sealing/Reclamite)	$240,000
Corrective Resurfacing	$2,299,949
Modified Reconstruction	$3,710,253
Reconstruction	$1,287,544
Total Construction Dollars	**$7,537,746**

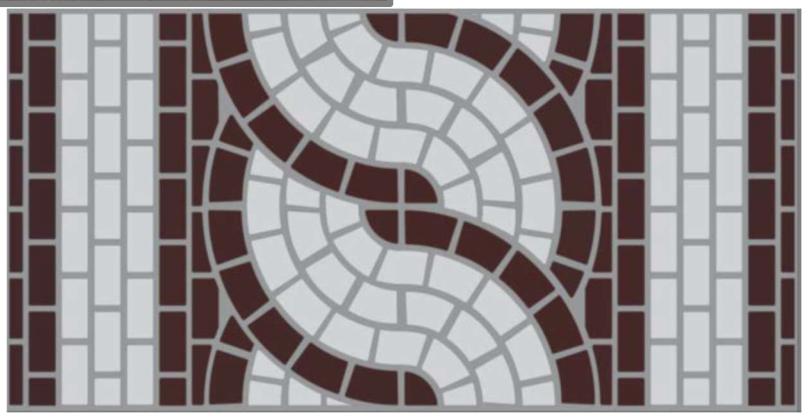
The recommended FY 26/27 Street Improvement Program includes 18.45 miles of preventative maintenance, 3.52 miles of corrective resurfacing, 3.18 miles of modified reconstruction, and 1.03 miles of reconstruction. Pavement cores and bores are typically completed while the plans and specifications are being completed for these improvements. Based upon data received from the pavement cores and borings treatment changes may be recommended to the presented repair strategies.

The improvements for FY 26/27 are estimated to be consistent with the allotted budget. Should the bid results be less than the allotted budget, staff would make a recommendation to add streets to these improvements as funding and timing allows. However, if the bids exceed the allotted budget, staff will make a recommendation to omit streets within the improvements when awarded.

Pedestrian Enhancements:
Staff is also recommending continuing Enhanced Pedestrian Crossing Maintenance and Replacement. This program replaces decorative crosswalks that have exceeded their useful life around the Village. The CIP program currently includes $75,000 for FY 26/27. All four legs of the Woodfield Road and Mall Drive intersection are scheduled for replacement in FY 26/27.

Pedestrian Enhancement illustration and pattern utilized in Residential areas:





Bike Path Reconstruction and Resurfacing Program:
The FY 26/27 Bike Path program will restore about 2.51 miles of off-street bike paths. The total cost is estimated at around $460,000. The list of the locations planned for work is attached.

Parking Lot Rehabilitation and Resurfacing:
The FY 26/27 Parking Lot Rehabilitation will include the parking lots listed below with their recommended maintenance activity.

FY 26/27 Parking Lot Rehabilitation

Location	Pavement Maintenance Activity
Parking Lot Condition Survey	Study
Fire 51,52,53,54	Seal Coat
Public Safety Front and Rear lot	Seal Coat
Trickster Lot	Seal Coat
Public Work Employee Lot	Seal Coat

Concrete Repair Program:
The 26/27 Concrete Repair Program will include the following work.

- **Curb Replacement Program:** This is an annual program consisting of replacing deteriorated curbs and gutter on village streets. Recommended locations are based upon Customer Service Request's (CSR) called in and evaluated by Engineering and Public Works staff to determine if replacement is warranted.
- **Sidewalk Replacement Program:** This is an annual program consisting of replacing deteriorated sidewalks on Village streets. Recommended replacement locations are based upon Customer Service Request's (CSR) called in and evaluated by Engineering and Public Works staff to determine if replacement is warranted.
- **Utility Dig Up Program:** This is an annual program that restores concrete and any adjacent asphalt restoration as a result of dig up repairs.
- **Town Square Sidewalk Repair Program:** This annual program completes minor sidewalk repairs in Town Square such as broken vertically displaced sidewalk.

Funding Summary:
The funding indicated in this report will be proposed in the FY 26/27 budget CIP and subject to Village Board approval. The proposed funding summary chart is illustrated below:

Proposed FY 26/27 Funding for the 2026 Street Improvement Program and 2026 Concrete Repair Program		
Account	**Program**	**Amount**
4409010-7454	Street Repair and Reconstruction	$7,255,760
4409010-7454	Street Repair and Reconstruction - Phase II Design Services	$177,200
4409010-7454	Street Repair and Reconstruction - Phase III Construction Services	$567,040
Street Improvement Program FY 26/27 Total		**$8,000,000**
5729020-7455	Parking Lot Rehabilitation – Old Schaumburg Center	$2,000
6809010-7453	Parking Lot Rehabilitation – Building Replacement	$48,000
4409010-7453	Parking Lot Rehabilitation – Capital Improvements - Study	$53,000
Parking Lot Maintenance Funding FY 26/27 Total		**$103,000**
4409010-7451	Bike Path Rehabilitation	$450,000
4409010-7451	Bike Path Rehabilitation - Phase II Design Services	$25,000
4409010-7451	Bike Path Rehabilitation - Phase III Construction Services	$25,000
Bike Path Rehabilitation Funding FY 26/27 Total		**$500,000**
4409010-7454	Curb Replacement Program	$577,500
4409010-7456	Sidewalk Repair Program	$550,000
5724060-7260	Utility Dig Up Repairs	$265,000
5724060-7247	Utility Dig Up Landscaping	$60,000
5729020-7457	Utility Dig Up Repairs - Phase III Construction Services	$32,500
2389010-7453	Town Square Sidewalk Repairs	$55,000
2026 Concrete Program Funding FY 26/27 Total		**$1,540,000**
Proposed Funding Total for FY 26/27		**$10,143,000**

Proposed FY26/27 Street Program List

Street Name	From	To	SectionID	Surface Type	Predicted PCI	Length (ft)	Area (sf)	Treatment	Cost / sf	Estimated Budget
CORRECTIVE RESURFACING										
BEECH DR FRONTAGE	BEECH DR	BEECH DR	2324	AC	60.68	595	*17,250*	CR1	$4.17	$71,933
BRISTOL LANE	PARKER DR	SOUTH END	1044	APZ	63.97	745	*21,609*	CR1	$4.17	$90,108
CHILMARK LN	STARFIRE DRIVE	MENDON LANE	2452	AC	71.4	836	24265	CR1	$4.17	$101,185
COLWYN DRIVE	IVERSON LN	BRAINTREE DR	489	AAC	63.51	1196	*34,689*	CR1	$4.17	$144,652
COVEHILL COURT	NORTH END	SAGAMORE DR	379	AAC	65.35	385	*9,241*	CR1	$4.17	$38,534
IVERSON LANE	ALLISON LN	ELMHURST LN	491	AC	66.50	244	*7,073*	CR1	$4.17	$29,494
MENDON LANE	CHILMARK LN	SHERBORN LN	2451	AC	63.06	372	*10,777*	CR1	$4.17	$44,940
QUANSET COURT	SAGAMORE DR	EAST END	1283	AAC	65.07	318	*9,212*	CR1	$4.17	$38,415
SHERBORN LANE	MENDON LN	CARYVILLE LN	1522	AAC	65.99	294	*8,527*	CR1	$4.17	$35,558
SHERBORN LANE	STAFFIRE DR	MILLIS LN	2454	AAC	67.92	323	*9,362*	CR1	$4.17	$39,041
SHERBORN LANE	HAVERHILL LN	STAFFIRE DR	284	AAC	66.54	292	*8,472*	CR1	$4.17	$35,328
SHERBORN LANE	MILLIS LN	GLENRIDGE LN	285	AAC	67.82	327	*9,475*	CR1	$4.17	$39,511
SHERBORN LANE	GLENRIDGE LN	KNOLLWOOD DR	286	AAC	69.94	318	*9,216*	CR1	$4.17	$38,429
SHERBORN LANE	WALNUT LN	LYNNFIELD LN	428	AAC	69.11	328	*9,519*	CR1	$4.17	$39,693
SHERBORN LANE	LYNNFIELD LN	MENDON LN	429	AAC	65.07	321	*9,320*	CR1	$4.17	$38,863
STAFFIRE DRIVE	CHILMARK LN	SHERBORN LN	282	AC	72.90	308	*8,949*	CR1	$4.17	$37,317
STAFFIRE DRIVE	SCHAUMBURG RD	CHILMARK LN	2453	AC	78.50	206	*5,979*	CR1	$4.17	$24,932
STAFFIRE DRIVE	TIFFANY DR	SCHAUMBURG RD	1365	AC	65.16	325	*9,421*	CR1	$4.17	$39,287
AIMTREE PLACE	SAGAMORE DR	WIANNO LN	132	AAC	55.57	571	*16,572*	CR2	$4.50	$74,573
AIMTREE PLACE	TRURO CT	RUGBY PL	140	AAC	55.12	272	*7,902*	CR2	$4.50	$35,557
AIMTREE PLACE	SALEM DR	MASHPEE LN	142	AAC	51.14	643	*18,652*	CR2	$4.50	$83,935
AIMTREE PLACE	RUGBY PL	SAGAMORE DR	150	AAC	54.03	150	*4,341*	CR2	$4.50	$19,535
ALLISON LANE	SELKIRK DR	ELMHURST LN	2273	AC	51.68	836	*24,235*	CR2	$4.50	$109,060
COLWYN DRIVE	SPRINGINSGUTH R	IVERSON LN	488	AAC	54.58	831	*24,105*	CR2	$4.50	$108,474
ELMHURST LANE	IVERSON LN	ALLISON LN	2272	AC	54.39	1062	*30,801*	CR2	$4.50	$138,605
IVERSON LANE	CHALFONT DR	ALLISON LN	490	AC	56.03	289	*8,394*	CR2	$4.50	$37,773
IVY COURT	LINSEY AVE	EAST END	27	AAC	54.03	388	*9,310*	CR2	$4.50	$41,895
LINSEY AVENUE	MELODY CT	IVY CT	2534	AAC	51.23	1291	*37,439*	CR2	$4.50	$168,476
MELODY COURT	LINSEY AVE	EAST END	2063	APZ	55.76	122	*3,529*	CR2	$4.50	$15,881
PATUXET COURT	NORTH END	PERTH DR	1444	AAC	55.03	297	*7,122*	CR2	$4.50	$32,047
ROSE COURT	LESLIE LN	EAST END	2525	APZ	57.30	256	*6,146*	CR2	$4.50	$27,655
SELKIRK DRIVE	CHALFONT DR	ELMHURST LN	1960	AC	55.30	136	*3,937*	CR2	$4.50	$17,717

Street Name	From	To	SectionID	Surface Type	Predicted PCI	Length (ft)	Area (sf)	Treatment	Cost / sf	Estimated Budget
SHATTUCK COURT	NORTH END	SHATTUCK LN	1447	AAC	55.85	208	*4,991*	CR2	$4.50	$22,458
SHERBORN LANE	CARYVILLE LN	HAVERHILL LN	283	AAC	69.94	303	*8,781*	CR2	$4.50	$39,517
SKYVUE LANE	HITCHING POST L	WALNUT LN	399	AC	55.21	433	*12,565*	CR2	$4.50	$56,543
STAFFIRE DRIVE	WALNUT LN	TIFFANY DR	395	AC	52.95	642	*18,609*	CR2	$4.50	$83,742
STOUGHTON COURT	WEST END	SAGAMORE DR	1285	AAC	51.86	430	*10,313*	CR2	$4.50	$46,407
TIFFANY DRIVE	WALNUT LN	YARDLEY LN	397	AAC	55.30	845	*24,498*	CR2	$4.50	$110,240
TOBEY COURT	WEST END	SAGAMORE DR	380	AAC	52.04	468	*13,566*	CR2	$4.50	$61,046
WHIDAH COURT	NORTH END	SAGAMORE DR	326	AAC	54.21	385	*9,243*	CR2	$4.50	$41,595
					Totals	**18,590**		**3.52**	**miles**	**$2,299,949**

Street Name	From	To	SectionID	Surface Type	Predicted PCI	Length (ft)	Area (sf)	Treatment	Cost / sf	Estimated Budget
MODIFIED RECONSTRUCTION - HEAVY PATCHING										
AIMTREE PLACE	MASHPEE LN	ALDEN LN	129	AAC	50.87	319	*9,241*	MR1	$7.20	$66,535
AIMTREE PLACE	WICKHAM DR	BRAINTREE DR	151	AAC	47.74	264	*7,647*	MR1	$7.20	$55,061
AIMTREE PLACE	WIANNO LN	WICKHAM DR	1638	AAC	41.51	272	*7,899*	MR1	$7.20	$56,876
ALLISON LANE	BRAINTREE DR	SELKIRK DR	1455	AC	48.99	296	*8,581*	MR1	$7.20	$61,787
ALLISON LANE	ELMHURST LN	IVERSON LN	1716	AC	42.74	1103	*31,994*	MR1	$7.20	$230,354
BARCLIFFE LANE	SAGAMORE DR	NORTH END	1443	AAC	49.43	222	*6,430*	MR1	$7.20	$46,298
BEECH DRIVE	SUMMIT DR	FAIRFIELD CT	2735	AC	41.25	1770	*60,182*	MR1	$7.20	$433,308
BRISTOL LANE	NORTH END	SOUTH END	1995	APZ	44.75	288	*8,353*	MR1	$7.20	$60,141
CEDARCREST DRIVE	SAMOSET LN	CEDAR CT	2485	AAC	43.91	740	*21,448*	MR1	$7.20	$154,425
CEDARCREST DRIVE	CEDAR CT	HILLTOP DR	2499	AAC	47.20	334	*9,673*	MR1	$7.20	$69,645
CHALFONT DRIVE	IVERSON LN	SELKIRK DR	328	AC	50.51	1201	*34,820*	MR1	$7.20	$250,707
ELMHURST LANE	ALLISON LN	SELKIRK DR	32	AC	49.16	290	*8,398*	MR1	$7.20	$60,468
GROEN COURT	WEST END	GROEN LN	1352	AC	43.75	372	*8,936*	MR1	$7.20	$64,337
HYANNIS COURT	SALEM DR	EAST END	920	AAC	50.60	285	*6,835*	MR1	$7.20	$49,214
IVERSON LANE	COLWYN DR	CHALFONT DR	1636	AC	48.36	256	*7,438*	MR1	$7.20	$53,557
LINCOLNSHIRE COURT	WEST END	STOCK PORT LN	2279	AAC	49.07	243	*5,832*	MR1	$7.20	$41,992
LINSEY AVENUE	LAWSON RD	MELODY CT	2579	AAC	41.57	558	*16,168*	MR1	$7.20	$116,409
PARKER DRIVE	JONES RD	BRISTOL LN	2209	AAC	50.78	340	*9,860*	MR1	$7.20	$70,993
QUANSET COURT	WEST END	SAGAMORE DR	2253	AAC	49.70	389	*11,273*	MR1	$7.20	$81,164
ROMM COURT	WALNUT LN	EAST END	2539	AC	47.47	292	*7,008*	MR1	$7.20	$50,455
VIOLA COURT	WALNUT LN	SOUTH END	24	AC	48.63	147	*3,531*	MR1	$7.20	$25,421
WAPOOS COURT	NORTH END	SAGAMORE DR	1442	AAC	49.34	245	*5,885*	MR1	$7.20	$42,369
WINGATE DRIVE	BERKSHIRE LN	GROEN LN	390	AC	43.54	437	*12,668*	MR1	$7.20	$91,211
WYOMA LANE	WARWICK LN	WEATHERSFIELD W	2194	APZ	48.36	1014	*29,401*	MR1	$7.20	$211,689
ARLEEN COURT	WALNUT LN	EAST END	2538	AAC	36.60	324	*7,784*	MR2	$8.85	$68,887
BERWICK COURT	WEST END	HAZEL DR	1426	AC	39.40	177	*4,239*	MR2	$8.85	$37,514
CEDAR COURT	NORTH END	CEDARCREST DR	188	AAC	34.10	159	*3,819*	MR2	$8.85	$33,794
CEDARCREST DRIVE	HILLTOP DR	BRANCHWOOD DR	1578	AAC	31.60	238	*6,903*	MR2	$8.85	$61,091
CEDARCREST DRIVE	BRANCHWOOD DR	LINWOOD CT	1579	AAC	39.50	486	*14,088*	MR2	$8.85	$124,676
GROEN LANE	GROEN CT	WEATHERSFIELD W	1351	AC	31.10	372	*10,779*	MR2	$8.85	$95,390
LEEDS PASS	CHALFONT DR	BRAINTREE DR	1019	AAC	39.60	295	*8,548*	MR2	$8.85	$75,647
LINSEY AVENUE	IVY CT	WALNUT LN	1628	AAC	38.40	235	*6,818*	MR2	$8.85	$60,341
MILTON LN 2	BRISTOL LN	VILLAGE LIMITS	6083	AAC	37.90	142	*4,118*	MR2	$8.85	$36,444
OSAGE LANE	SALEM DR	EAST END	921	AAC	33.20	294	*8,514*	MR2	$8.85	$75,349
ROCKNE COURT	WALNUT LN	SOUTH END	1634	AC	34.60	170	*4,075*	MR2	$8.85	$36,061

Street Name	From	To	SectionID	Surface Type	Predicted PCI	Length (ft)	Area (sf)	Treatment	Cost / sf	Estimated Budget
SANTUIT COURT	WEST END	SALEM DR	2206	AAC	30.00	212	*5,078*	MR2	$8.85	$44,936
SELKIRK DRIVE	ELMHURST LN	ALLISON LN	1635	AC	37.90	843	*24,453*	MR2	$8.85	$216,412
TIFFANY DRIVE	YARDLEY LN	STAFFIRE DR	396	AAC	35.90	619	*17,963*	MR2	$8.85	$158,969
WINGATE DRIVE	PRESTON LN	WEATHERSFIELD W	2309	AC	32.70	547	*15,856*	MR2	$8.85	$140,324
					Totals	**16,787**		**3.18**	**miles**	**$3,710,253**

RECONSTRUCTION										
BEECH DRIVE	FAIRFIELD CT	BEECH DR FRONTAGE	412	APZ	25.40	141	*4,101*	RCN	$9.15	$37,523
BEECH DRIVE	BEECH DR FRONTAGE	BEECH DR FRONTAGE	1963	APZ	20.30	488	*14,150*	RCN	$9.15	$129,477
BEECH DRIVE	BEECH DR FRONTAGE	JULI DR	2326	APZ	21.07	131	*3,813*	RCN	$9.15	$34,886
BEECH DRIVE	JULI DR	ROSELLE RD	411	APZ	19.30	445	*12,892*	RCN	$9.15	$117,962
BERRY COURT	WEST END	WALNUT LN	2526	AC	26.90	211	*5,075*	RCN	$9.15	$46,433
GROEN LANE	WINGATE DR	GROEN CT	1350	AC	23.60	928	*26,903*	RCN	$9.15	$246,163
HILLTOP DRIVE	CEDARCREST DR	SOUTH END	1576	APZ	23.70	290	*8,404*	RCN	$9.15	$76,898
KNOLLWOOD COURT	WEST END	KNOLLWOOD DR	1993	AC	20.80	139	*3,342*	RCN	$9.15	$30,576
PRESTON LANE	WEATHERSFIELD W	WINGATE DR	388	APZ	25.70	914	*26,519*	RCN	$9.15	$242,652
TRURO COURT	NORTH END	AIMTREE PL	2543	AAC	24.00	149	*3,587*	RCN	$9.15	$32,825
WINGATE DRIVE	GROEN LN	PRESTON LN	2308	AC	26.70	316	*9,175*	RCN	$9.15	$83,950
YARDLEY LANE	WALNUT LN	TIFFANY DR	1366	AAC	25.60	785	*22,754*	RCN	$9.15	$208,199
					Totals	**4,938**		**0.94**	**miles**	**$1,287,544**

Contract Total		$7,297,746
7.64	miles	

CDBG										
WINFIELD CT	HEATHERWOOD DR	SOUTH END	203	AAC	20.70	216	*6,278*	RCN	$9.15	$57,446
ODLUM CT	NORTH END	ODLUM DR	2518	AAC	24.70	259	*7,506*	RCN	$9.15	$68,684
					Totals	**475**		**0.09**	**miles**	**$126,130**

CHASTAIN
CONSULTING ENGINEERS

90
HIGGINS ROAD
GOLF ROAD
ROSELLE ROAD
ALGONQUIN ROAD
62
53
90
72
BARRINGTON ROAD
PLUM GROVE ROAD
290
IRVING PARK ROAD
390
19

N
W E
S

Legend

- 2026 Street Program
- 2026 Street Program CDBG
- Schaumburg Limits
- Schaumburg Centerline

0 0.38 0.75 1.5 2.25 3 Miles

Proposed 2026 Streets Program

VILLAGE OF SCHAUMBURG

12/16/2025

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2026 - BIKE PATH LIST							
ID	**Location**	**From**	**To**	**Width**	**Length**	**Area**	**Estimated Cost**
100344	Basswood Rd & Plum Grove Rd	Basswood Rd	Midpoint	8	659.63	5,277.04	$ 42,216.00
104313	Basswood Rd & Plum Grove Rd	Midpoint	Plum Grove Rd	8	637.97	5,103.76	$ 40,830.00
100525	Bode Rd	Walnut Ln	Apple Dr	8	1,608.32	12,866.56	$ 51,466.00
100526	Bode Rd	Apple Dr	Harmon Blvd	8	343.92	2,751.36	$ 11,005.00
104326	Bode Rd	Driveway	Braintree Dr	8	999.60	7,996.80	$ 31,987.00
100255	Bode Rd	CRC Eastern Boarder	Driveway	8	999.89	7,999.12	$ 31,996.00
104123	Commerce Dr to Basswood Rd	Corner	Intersection	8	752.36	6,018.88	$ 24,076.00
104124	Commerce Dr to Basswood Rd	Corner	Corner	8	422.98	3,383.84	$ 13,535.00
104125	Commerce Dr to Basswood Rd	Commerce Dr	Corner	8	838.27	6,706.16	$ 26,825.00
100497	IL 390 South Frontage Rd	Springinsguth Rd	Driveway	8	1,183.87	9,470.96	$ 37,884.00
100498	IL 390 South Frontage Rd	Driveway	Il 19/Irving Park Rd	8	342.02	2,736.16	$ 10,945.00
100297	Roosevelt Blvd	McConnor Pkwy	Two Century Driveway	8	824.30	6,594.40	$ 26,378.00
104105	Roosevelt Blvd	Two Century Driveway	Walter Payton Dr	8	621.59	4,972.72	$ 19,891.00
100346	State Pkwy	Driveway	Plum Grove Rd	8	727.13	5,817.04	$ 23,268.00
100454	Whitman Dr	Azalea Dr	Burberry Ln	8	334.23	2,673.84	$ 10,695.00
100329	Wise Rd	Dickens Way	Shopping Plaza	8	950.46	7,603.65	$ 30,415.00
100441	Woodfield Rd to Higgins Rd	Corner	Il 72/Higgins Rd	8	456.60	3,652.80	$ 14,611.00
104163	Woodfield Rd to Higgins Rd	Woodfield Rd	Corner	8	564.55	4,516.40	$ 18,066.00
				TOTAL	**13,267.69**	**106,141.49**	**$ 466,089.00**

2.51 Miles

CHASTAIN
CONSULTING ENGINEERS

HIGGINS ROAD
GOLF ROAD
ROSELLE ROAD
ALGONQUIN ROAD
BARRINGTON ROAD
IRVING PARK ROAD
PLUM GROVE ROAD

90
62
53
72
290
390
19

N
W E
S

Legend

- Schaumburg Limits
- Schaumburg Centerline
- 2026 Bike Path Program

0 0.38 0.75 1.5 2.25 3 Miles

Proposed 2026 Bike Path Program

VILLAGE OF SCHAUMBURG

12/17/2025

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Ratification of Expenditures for the American Lane and Plaza Drive Improvements with Builders Paving
01/13/26
Village Board

Presenter: Joe Velna, Engineering Inspector
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
4409010-7454 (26004 20-230)	$0.00	$86,880.20

The budget status for this request is: Over Budget

Amount Over Budget: $86,880.20

Executive Summary:

In June of 2025, the Village Board approved a resolution to utilize Rebuild Illinois (RBI) funds to complete improvements on Plaza Drive from Golf Road to Woodfield Road and American Lane from Plaza Drive to National Parkway. This resolution authorized the allocation of $940,028.09, the remaining balance of the Village's RBI funds.

In August of 2025, the Village Board awarded the American Lane and Plaza Drive improvements to Builders Paving, LLC (Builders) in the amount of $940,028.09. This award was $13,220.09 over Builders low bid amount of $926,808.00. Staff recommended the awarded amount to ensure that the Village's remaining RBI funds would be expended.

Bid quantities for sidewalk removal and replacement, curb and gutter removal and replacement, and commercial driveway replacement were estimated based on preliminary analysis by the design engineer. During construction, additional curb and gutter, sidewalk, and driveways were determined to require replacement. Although other cost savings were realized throughout the duration of construction, these reductions did not fully offset the additional work. As a result, construction costs totaled $1,026,908.29, or $86,880.20 above the awarded amount.

Staff proposes an internal budget transfer from the Street Recon and Repair program to cover the overage. Due to rollover from FY 24/25 and favorable bid prices, there are sufficient unencumbered funds available in 4409010-7454 (23029 20-230) to cover these additional expenditures.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve ratification of expenditures for the American Lane and Plaza Drive Improvements with Builders Paving, LLC of Hillside, IL, in the amount of $86,880.20.

ATTACHMENTS:

- Pay Estimate
- Invoice

PAYABLE TO: BUILDERS PAVING, LLC
ADDRESS: 4401 ROOSEVELT ROAD
HILLSIDE, IL, 60162

ENGINEERS PAYMENT ESTIMATE NO. 3
2025 AMERICAN LANE AND PLAZA DRIVE IMPROVEMENTS
VILLAGE OF SCHAUMBURG

PAY PERIOD
FROM: 11/13/2025 **TO:** 12/3/2025

ITEM NO.	ITEMS	UNIT	QUANTITY	AWARDED VALUE	ADDED QUANTITY	DEDUCTED QUANTITY	UNIT PRICE	COMPLETED QUANTITY THIS PAY PERIOD	COMPLETED VALUE THIS PAY PERIOD	TOTAL COMPLETED QUANTITY	TOTAL COMPLETED VALUE
44201721	CLASS D PATCHES, 6 INCH, TYPE III	SQ YD	447.0	$ 19,668.00			$ 44.00	0.00	$ -	0.00	$ -
44201723	CLASS D PATCHES, 6 INCH, TYPE IV	SQ YD	1042.0	$ 29,176.00			$ 28.00	0.00	$ -	626.10	$ 17,530.80
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"	SQ YD	14885.0	$ 126,522.50			$ 8.50	0.00	$ -	14885.00	$ 126,522.50
40600985	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	124.0	$ 1,860.00			$ 15.00	0.00	$ -	124.00	$ 1,860.00
X0300003	BITUMINOUS MATERIALS - TRACKLESS TACK COAT	POUND	40230.0	$ 402.30			$ 0.01	0.00	$ -	14660.00	$ 146.60
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	3819.0	$ 295,972.50			$ 77.50	0.00	$ -	3696.47	$ 286,476.43
40604062	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1273.0	$ 112,660.50			$ 88.50	0.00	$ -	1315.09	$ 116,385.47
X4400503	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2311.0	$ 85,507.00			$ 37.00	666.70	$ 24,667.90	4166.70	$ 154,167.90
44000600	SIDEWALK REMOVAL	SQ FT	370.0	$ 2,220.00			$ 6.00	1790.50	$ 10,743.00	4635.90	$ 27,815.40
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	2716.0	$ 21,728.00			$ 8.00	3257.00	$ 26,056.00	6557.00	$ 52,456.00
42400800	DETECTABLE WARNINGS	SQ FT	274.0	$ 8,220.00			$ 30.00	0.00	$ -	597.00	$ 17,910.00
60260100	INLETS TO BE ADJUSTED	EACH	23.0	$ 9,200.00			$ 400.00	0.00	$ -	21.00	$ 8,400.00
60261300	INLETS TO BE ADJUSTED W/ NEW TYPE 11 FRAME AND GRATE	EACH	1.0	$ 1,285.00			$ 1,285.00	0.00	$ -	1.00	$ 1,285.00
VS602003	DRAINAGE STRUCTURE TO BE RECONSTRUCTED	EACH	2.0	$ 2,570.00			$ 1,285.00	0.00	$ -	6.00	$ 7,710.00
VSX62003	DRAINAGE STRUCTURE TO BE RECONSTRUCTED W/ NEW TYPE 11 FRAME AND GRATE	EACH	2.0	$ 4,000.00			$ 2,000.00	0.00	$ -	2.00	$ 4,000.00
VSX62004	DRAINAGE STRUCTURE TO BE RECONSTRUCTED W/ NEW FLAT TOP, SPECIAL	EACH	3.0	$ 7,095.00			$ 2,365.00	0.00	$ -	1.00	$ 2,365.00
60500060	INLET REMOVAL	EACH	1.0	$ 250.00			$ 250.00	0.00	$ -	1.00	$ 250.00
60202405	CATCH BASIN TYPE A WITH TYPE 11 FRAME AND GRATE	EACH	1.0	$ 8,850.00			$ 8,850.00	0.00	$ -	1.00	$ 8,850.00
VS602001	MANHOLE TO BE ADJUSTED	EACH	4.0	$ 4,000.00			$ 1,000.00	0.00	$ -	4.00	$ 4,000.00
60406100	MANHOLE TO BE ADJUSTED W/ NEW TYPE 1 FRAME CLOSED LID	EACH	1.0	$ 1,525.00			$ 1,525.00	0.00	$ -	1.00	$ 1,525.00
VSX46021	HOT-MIX ASPHALT BIKE PATH REMOVAL AND REPLACEMENT	SQ YD	153.0	$ 12,546.00			$ 82.00	0.00	$ -	139.00	$ 11,398.00
X0327036	HOT-MIX ASPHALT BIKE PATH REMOVAL	SQ YD	261.0	$ 2,871.00			$ 11.00	0.00	$ -	213.50	$ 2,348.50
42400800	PORTLAND CEMENT CONCRETE MEDIAN REMOVAL AND REPLACEMENT	SQ FT	250.0	$ 4,500.00			$ 18.00	0.00	$ -	285.80	$ 5,144.40
VSX42340	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	153.0	$ 15,147.00			$ 99.00	0.00	$ -	227.30	$ 22,502.70
VSX46001	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	102.0	$ 7,956.00			$ 78.00	3.90	$ 304.20	270.00	$ 21,060.00
78000200	THERMOPLASTIC PAVEMENT MARKING LINE - 4"	FOOT	8674.0	$ 8,240.30			$ 0.95	0.00	$ -	8692.00	$ 8,257.40
78000400	THERMOPLASTIC PAVEMENT MARKING LINE - 6"	FOOT	1047.0	$ 1,361.10			$ 1.30	0.00	$ -	1000.00	$ 1,300.00
78000600	THERMOPLASTIC PAVEMENT MARKING LINE - 12"	FOOT	81.0	$ 243.00			$ 3.00	0.00	$ -	90.00	$ 270.00
78000650	THERMOPLASTIC PAVEMENT MARKING LINE - 24"	FOOT	126.0	$ 661.50			$ 5.25	0.00	$ -	129.00	$ 677.25
78001100	THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS	SQ FT	488.8	$ 2,566.20			$ 5.25	0.00	$ -	509.60	$ 2,675.40
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3287.0	$ 4,930.50			$ 1.50	0.00	$ -	3287.00	$ 4,930.50
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	FOOT	3287.0	$ 1,643.50			$ 0.50	0.00	$ -	3287.00	$ 1,643.50
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	22.0	$ 1,100.00			$ 50.00	0.00	$ -	22.00	$ 1,100.00
X4023000	TEMPORARY ACCESS (ROAD)	EACH	5.0	$ 5,000.00			$ 1,000.00	0.00	$ -	5.00	$ 5,000.00
88600600	DETECTOR LOOP REPLACEMENT	FOOT	549.0	$ 16,470.00			$ 30.00	0.00	$ -	0.00	$ -
X2520700	SODDING, SPECIAL	SQ YD	975.0	$ 24,375.00			$ 25.00	885.60	$ 22,140.00	885.60	$ 22,140.00
20101700	SUPPLEMENTAL WATERING	EACH	10.0	$ 650.00			$ 65.00	0.00	$ -	0.00	$ -
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.0	$ 73,585.10			$ 73,585.10	0.00	$ -	1.00	$ 73,585.10
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.0	$ 250.00			$ 250.00	0.00	$ -	1.00	$ 250.00
		BID VALUE AWARDED:		**$ 926,808.00**			**VALUE COMPLETED - THIS REQUEST:**		**$ 83,911.10**	**- TO DATE:**	**$ 1,023,938.85**

ITEM NO.	ITEMS	UNIT	QUANTITY	AWARDED VALUE	ADDED QUANTITY	DEDUCTED QUANTITY	UNIT PRICE	COMPLETED QUANTITY THIS PAY PERIOD	COMPLETED VALUE THIS PAY PERIOD	TOTAL COMPLETED QUANTITY	TOTAL COMPLETED VALUE

MISCELLANEOUS ADDITIONS		**QUANTITY**	**UNIT PRICE**		**VALUES**
1	AUP #1 - IRRIGATION REPAIR	1	$ 2,969.44	$	2,969.44
2				$	-
3				$	-
4					
5					

DEBITS			**VALUES**
1	PAY ESTIMATE NO. 1	$	842,959.73
2	PAY ESTIMATE NO. 2	$	87,667.74
3			
4			
5			

SUMMARY		
TOTAL COMPLETED CONSTRUCTION COSTS	$	1,026,908.29
DEDUCT RETAINAGE (1%)	$	10,269.08
TOTAL AMOUNT DUE TO CONTRACTOR	$	1,016,639.21
TOTAL DEBITS	$	930,627.47
NET AMOUNT DUE - THIS PAYMENT	**$**	**86,011.73**

PREPARED BY: _____

APPROVED BY: _____

ENGINEERING ENTERPRISES, INC.
52 WHEELER ROAD
SUGAR GROVE, ILLINOIS 60554

Builders Paving, LLC
4401 West Roosevelt Road
Hillside, IL 60162

INVOICE

To : **Village of Schaumburg**
101 Schaumburg Rd
Schaumburg, IL 60193

Invoice #: **2514903**
Date: **12/04/25**
Application #: **3**
Customer Reference: **9025149**
Invoice Due Date: **01/03/26**
Payment Terms: **Net 30 Days**

Contract : 90.25149. Schaumburg American & Plaza Drive Imp

Contract Item	Quantity JTD	Unit Price	U/M	Total To Date
01 CLASS D PATCHES 6 INCH TY III {SY}	0.000	44.00000	SY	0.00
02 CLASS D PATCHES 6 INCH TY IV {SY}	626.100	28.00000	SY	17,530.80
03 HMA SURFACE REM 6" {SY}	14,885.000	8.50000	SY	126,522.50
04 HMA SURFACE REM BUTT JOINT {SY}	124.000	15.00000	SY	1,860.00
05 BIT MATLS TRACKLESS TACK COAT {LB}	14,660.000	0.01000	LB	146.60
06 HMA BINDER CSE IL-19.0 N70 {TN}	3,696.470	77.50000	TN	286,476.43
07 HMA SURFACE CSE MIX D N70 {TN}	1,315.090	88.50000	TN	116,385.47
08 COMB CONC C&G REM & REPL	4,166.700	37.00000	FT	154,167.90
09 SIDEWALK REMOVAL	4,635.900	6.00000	SF	27,815.40
10 PCC SIDEWALK 5"	6,557.000	8.00000	SF	52,456.00
11 DETECTABLE WARNINGS	597.000	30.00000	SF	17,910.00
12 INLETS TO BE ADJUSTED	21.000	400.00000	EA	8,400.00
13 INLETS TO BE ADJ W/ NEW TY 11 F&G	1.000	1,285.00000	EA	1,285.00
14 DRAIN STRUCTURE TO BE RECON	6.000	1,285.00000	EA	7,710.00
15 DRAIN STR RECON W/ NEW TY 11 F&G	2.000	2,000.00000	EA	4,000.00
16 DRAIN STR RECON W/ NEW FLAT TOP SPCL	1.000	2,365.00000	EA	2,365.00
17 INLET REMOVAL	1.000	250.00000	EA	250.00
18 CATCH BASIN TY A W/ TY 11 F&G	1.000	8,850.00000	EA	8,850.00
19 MANHOLE TO BE ADJUSTED	4.000	1,000.00000	EA	4,000.00
20 MH ADJ W/ NEW TY 1 FRAME CL	1.000	1,525.00000	EA	1,525.00
21 HMA BIKE PATH REM & REPL {SY}	139.000	82.00000	SY	11,398.00
22 HMA BIKE PATH REMOVAL	213.500	11.00000	SY	2,348.50
23 PCC MED REM & REPL	285.800	18.00000	SF	5,144.40
24 PCC DRIVEWAY REM & REPL	227.300	99.00000	SY	22,502.70
25 HMA DRIVEWAY REM & REPL {SY}	270.000	78.00000	SY	21,060.00
26 THERMO PVMT MARK LINE 4"	8,692.000	0.95000	FT	8,257.40
27 THERMO PVMT MARK LINE 6"	1,000.000	1.30000	FT	1,300.00
28 THERMO PVMT MARK LINE 12"	90.000	3.00000	FT	270.00
29 THERMO PVMT MARK LINE 24"	129.000	5.25000	FT	677.25
30 THERMO PVMT MARK LINE L&S	509.600	5.25000	SF	2,675.40
31 SHORT TERM PVMT MARK {FT}	3,287.000	1.50000	FT	4,930.50
32 SHORT TERM PVMT MARK REM {FT}	3,287.000	0.50000	FT	1,643.50
33 TEMPORARY ACCESS (COMMERCIAL)	22.000	50.00000	EA	1,100.00
34 TEMPORARY ACCESS (ROAD) {EA}	5.000	1,000.00000	EA	5,000.00
35 DETECTOR LOOP REPLACEMENT	0.000	30.00000	FT	0.00
36 SODDING SPECIAL	885.600	25.00000	SY	22,140.00
37 SUPPLEMENTAL WATERING	0.000	65.00000	EA	0.00
38 TC&P STANDARD 701501	1.000	73,585.10000	LSU	73,585.10
39 TC&P STANDARD 701801	1.000	250.00000	LSU	250.00
999 HMA QC/QA Material Testing	0.000	0.00000	DY	0.00
CO01.01 IRRIGATION REPAIR	1.000	2,969.44000	LSU	2,969.44

Builders Paving, LLC
4401 West Roosevelt Road
Hillside, IL 60162

INVOICE

To : **Village of Schaumburg**
101 Schaumburg Rd
Schaumburg, IL 60193

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Date: **12/04/25**
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Invoice Due Date: **01/03/26**
Payment Terms: **Net 30 Days**

Contract : 90.25149. Schaumburg American & Plaza Drive Imp

Contract Item	Quantity JTD	Unit Price	U/M	Total To Date

Total To Date :	1,026,908.29
Plus Previous Tax :	0.00
Plus Tax This Invoice :	0.00
Less Retainage :	10,269.08
Less Previous Applications :	930,627.48
Total Due This Invoice :	**86,011.73**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Code Amendment to Title 15: Land Usage, Chapter 150 Flood Control
01/13/26
Village Board

Presenter: Ryan Franklin, Assistant Director, Community Development Department
Lead Department: Community Development

Executive Summary:

Schaumburg participates in the National Flood Insurance Program (NFIP). Participation in the program offers financial protection for property owners by providing coverage for flood damage. Some federally backed mortgages for homes in high-risk areas require participation in NFIP. Communities must also participate in the NFIP for residents to be eligible for some federal disaster assistance and grants.

The Village's Floodplain Ordinance is being revised to adopt the Federal Emergency Management Agency (FEMA) approved revised floodplain maps for Cook County, effective January 23, 2026. The ordinance is being updated to reference the new adoption date of the Flood Insurance Rate Maps (FIRMs). Being in this program requires the village to adopt the most current maps.

Currently, the Floodplain Ordinance contains references to Cook County FIRMs from 2008 and a couple of DuPage FIRM panels from 2019. With these new maps coming out, the Village Code will have to include references to: (1) Cook County FIRM panels from 2008, (2) the Cook County FIRM panels that will be updated effective 2026, and (3) the couple of DuPage FIRM panels from 2019. And to further clarify, only 3 of the Cook County FIRM panels within the Village are being updated; all others will keep their effective date of 2008.

In conjunction with updating the Code to match the upcoming FIRM effective dates, Illinois Department of Natural Resources is also requesting updates to the floodplain regulations based on their newest model language. Our engineering consultant, Christopher Burke Engineering, has reviewed the IDNR model ordinance. They have redlined our existing ordinance to identify which areas will need to be amended. The redline and proposed ordinance are attached for review.

The map update impacts three FIRM panels within the Village of Schaumburg limits. The floodplain boundary shown on the three panels largely remains unchanged. However, some buildings that were previously depicted outside the floodplain limits on the 2008 panels are now identified within the 100-year floodplain on the updated panels. This change is due to increases in the flood elevation based on updated stormwater studies. There are mechanisms in place from FEMA for the property owner to appeal / contest the need for flood insurance through the preparation of a certified survey and filing the appropriate paperwork.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve the amendment to the municipal code Title 15: Land Usage, Chapter 150 Flood Control.

ATTACHMENTS:

- Schaumburg - Ordinance re_ Floodplain Regulations - final draftrf.docx
- CHAPTER_150____FLOOD_CONTROL_CBBEL121625 (3)rf1finalredlinepdf.pdf
- 2008-2026 FIRM Comparison - Schaumburg-F (1)rf.pdf

PUBLICATION OF:

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

ADOPTED: _____, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

_____, 2026

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

WHEREAS, the Village of Schaumburg, as a home rule unit of local government as provided by Article VII, Section 6 of the Illinois Constitution of 1970, has the authority to exercise any power and perform any function pertaining to its government and affairs except as limited by Article VII, Section 6 of the Illinois Constitution of 1970; and

WHEREAS, the Village pursuant to the police powers granted to by the Illinois Municipal Code (65 ILCS 5/1-2-1, 5/11-12-12, 5/11-30-2, 5/11-30-8 and 5/11-31-2), wishes to establish eligibility in the National Flood Insurance Program and in order to do so must meet the requirements of Title 44 of the Code of Federal Regulations (CFR) Sections 59 to 79 of the National Flood Insurance Program Regulations, necessary for such participation; and

WHEREAS, the President and Board of Trustees of the Village of Schaumburg find it to be in the best interest of the Village to establish rules and regulations for floodplain management throughout the Village and superseding any less restrictive municipal rules and regulations therein.

NOW THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: The recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION TWO: Title 15, Chapter 150 of the Schaumburg Village Code is hereby amended to read in its entirety as follows:

§ 150.01 PURPOSE.

This floodplain ordinance is enacted pursuant to the police powers granted to the village by 65 Illinois Compiled Statutes 5/2-21, 5/11-30-8, 5/11-31-2 and its home rule powers. The purpose of this chapter is to maintain this village's eligibility in the national flood insurance program; to minimize potential losses due to periodic flooding including loss of life, loss of property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and to preserve and enhance the quality of surface waters, conserve economic and natural values and provide for the wise utilization of water and related land resources. The ordinance codified herein is adopted in order to accomplish the following specific purposes:

(A) To meet the requirements of 615 Illinois Compiled Statutes 5/4.9 of the Rivers, Lakes and Streams Act of the State of Illinois, approved September 6, 1990, as amended;

(B) To assure that new development does not increase the flood or drainage hazards to others, or create unstable conditions susceptible to erosion;

(C) To protect new buildings and major improvements to buildings from flood damage;

(D) To protect human life and health from the hazards of flooding;

(E) To lessen the burden on the taxpayer for flood control projects, repairs to flood damaged public facilities and utilities, and flood rescue and relief operations;

(F) To make federally subsidized flood insurance available for property in the village by fulfilling the requirements of the national flood insurance program;

(G) To comply with the rules and regulations of the national flood insurance program codified as 44 CFR 59-79, as amended;

(H) To protect, conserve, and promote the orderly development of land and water resources;

(I) To preserve the natural hydrologic and hydraulic functions of watercourses and floodplains and to protect water quality and aquatic habitats;

(J) To preserve the natural characteristics of stream corridors in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

§ 150.02 DEFINITIONS.

For the purposes of this chapter, the following definitions are adopted:

ACT: The Rivers, Lakes and Streams Act, 615 ILCS 5/4.9, September 6, 1990.

APPLICANT: Any person, firm, corporation or agency which submits an application.

APPROPRIATE USE: Only uses of the designated floodway that are permissible and will be considered for permit issuance. The only uses that will be allowed are as specified in subsection 150.07(B)(1) of this chapter.

BASE FLOOD: The flood having a one percent (1%) probability of being equaled or exceeded in any given year. The base flood is also known as the 100-year frequency flood event. Application of the base flood elevation at any location is as defined in section 150.05 of this chapter.

BASE FLOOD ELEVATION (BFE): The height in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified) of the crest of the base flood.

BUILDING: A structure that is principally aboveground and is enclosed by walls and a roof. The term includes a gas or liquid storage tank, a manufactured home, mobile home or a prefabricated building. This term also includes recreational vehicles and travel trailers to be installed on a site for more than one hundred eighty (180) days.

CHANNEL: Any river, stream, creek, brook, branch, natural or artificial depression, ponded area, flowage, slough, ditch, conduit, culvert, gully, ravine, wash, or natural or manmade drainageway, which has a definite bed and banks or shoreline, in or into which surface or groundwater flows, either perennially or intermittently.

CHANNEL MODIFICATION: Alteration of a channel by changing the physical dimensions or materials of its bed or banks. Channel modification includes: damming, riprapping (or other armoring), widening, deepening, straightening, relocating, lining and significant removal of bottom or woody vegetation. Channel modification does not include the clearing of dead or dying vegetation, debris, or trash from the channel. Channelization is a severe form of channel modification involving a significant change in the channel cross section and typically involving relocation of the existing channel (e.g., straightening).

COMPENSATORY STORAGE: An artificially excavated, hydraulically equivalent volume of storage within the SFHA used to balance the loss of natural flood storage capacity when artificial fill or structures are placed within the floodplain. The uncompensated loss of natural floodplain storage can increase off-site floodwater elevations and flows.

CONDITIONAL APPROVAL OF A DESIGNATED FLOODWAY MAP CHANGE: Preconstruction approval by IDNR/OWR and the Federal Emergency Management Agency of a proposed change to the floodway map. This preconstruction approval, pursuant to this title, gives assurances to the property owner that once an appropriate use is constructed according to permitted plans, the floodway map can be changed, as previously agreed, upon review and acceptance of as built plans.

CONDITIONAL LETTER OF MAP REVISION (CLOMR): A letter which indicates that the Federal Emergency Management Agency will revise base flood elevations, flood insurance rate zones, flood boundaries or floodway as shown on an effective flood hazard boundary map or Flood Insurance Rate Map, once the as built plans are submitted and approved.

CONTROL STRUCTURE: A structure designed to control the rate of flow that passes through the structure, given a specific upstream and downstream water surface elevation.

DAM: All obstructions, wall embankments or barriers, together with their abutments and appurtenant works, if any, constructed for the purpose of storing or diverting water or creating a pool. Undergroundwater storage tanks are not included.

DESIGNATED FLOODWAY: Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. In no case shall the designated height be more than 0.1 foot at any point within the community. The floodway for the floodplains shall be as delineated on the FIRM prepared by FEMA. For other areas, the entire floodplain shall be considered to be the floodway unless an analysis is approved by the IDNR/OWR demonstrating that a project site is outside of the floodway. If an floodway analysis is not required by IDNR/OWR under 17 ILL. ADM. Code 3700, the floodways shall be according to the best data available from the Federal, State, or other sources.

(A) The floodways are designated on panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J,

17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by FEMA. When two (2) floodway maps exist for a waterway, the more restrictive floodway limit shall prevail.

(B) The floodways for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.

(C) To locate the designated floodway boundary on any site, the designated floodway boundary should be scaled off the designated floodway map and located on a site plan, using reference marks common to both maps. Where interpretation is needed to determine the exact location of the designated floodway boundary, IDNR/OWR should be contacted for the interpretation.

DEVELOPMENT: Any manmade change to real estate, including:

(A) Construction, reconstruction, repair, or placement of a building or any addition to a building;

(B) Drilling, mining, installing utilities, construction of roads, bridges, or similar projects;

(C) Demolition of a structure or redevelopment of a site;

(D) Clearing of land as an adjunct of construction;

(E) Construction or erection of levees, walls, fences, dams, or culverts; channel modification; filling, dredging, grading, excavating, paving, or other nonagricultural alterations of the ground surface; storage of materials;

(F) Any other activity of man that might change the direction, height, or velocity of flood or surface water, including extensive vegetation removal.

DIRECTOR OF ENGINEERING AND PUBLIC WORKS: The duly appointed head of the department of engineering and public works or his or her designee.

ELEVATION CERTIFICATES: A form published by the federal emergency management agency that is used to certify the elevation to which a building has been elevated.

EROSION: The general process whereby soils are moved by flowing water or wave action.

EXEMPT ORGANIZATIONS: Organizations which are exempt from this chapter per the Illinois Compiled Statutes including state, federal or local units of government.

***EXISTING MANUFACTURED HOME PARK OR SUBDIVISION*:** A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

EXPANSION TO AN EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

FEMA: Federal Emergency Management Agency and its regulations at 44 CFR 59-79, as amended.

FLOOD: A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal waves, or the unusual and rapid accumulation or runoff of surface waters from any source.

FLOOD FREQUENCY: A period of years, based on a statistical analysis, during which a flood of a stated magnitude may be expected to be equaled or exceeded.

FLOOD FRINGE: That portion of the floodplain outside of the designated floodway.

FLOOD INSURANCE RATE MAPS (FIRM): A map prepared by the Federal Emergency Management Agency that depicts the special flood hazard area (SFHA) within a community. This map includes insurance rate zones and floodplains and may or may not depict floodways.

FLOOD INSURANCE STUDY (FIS): An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

FLOOD PROTECTION ELEVATION (FPE): The elevation of the base flood or 100-year frequency flood plus two feet (2') of freeboard at any given location in the SFHA.

FLOODPLAIN AND SPECIAL FLOOD HAZARD AREA (SFHA) : These two terms are synonymous. SFHA is the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. Those lands within the jurisdiction of the community and the extraterritorial jurisdiction of the community, or that may be annexed into the community, that are subject to inundation by the base flood. The floodplains of the community are identified as such on panel number(s) of the countywide FIRM prepared by the FEMA. The area may be designated as Zone A on the FHBM. After detailed ratemaking has

been completed in preparation for publication of the Flood Insurance Rate Map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V. SFHA may also refer to areas identified by the community that are flood prone and designated from other federal state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood prone soils associated with a watercourse.

(A) The floodplains are those lands within the jurisdiction of the village that are subject to inundation by the base flood or 100-year frequency flood. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of Cook County prepared by FEMA and dated January 23, 2026. Flood Insurance Rate Map (FIRM) panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026 and Flood Insurance Rate Map (FIRM) panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of DuPage County prepared by FEMA and dated August 1, 2019. Flood Insurance Rate Map (FIRM) panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019.

(B) The SFHAs of those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.

(C) USGS-NIPC hydrologic investigation atlases (floods of record) if included as best available data in the Illinois State Water Survey Floodplain Information Repository.

FLOODPROOFING: Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODPROOFING CERTIFICATE: A form published by the Federal Emergency Management Agency that is used to certify that a building has been designed and constructed to be structurally dry floodproofed to the flood protection elevation.

FLOODWAY: See definition of Designated Floodway.

FREEBOARD: An increment of elevation added to the base flood elevation to provide a factor of safety for uncertainties in calculations, unknown localized conditions, wave actions and unpredictable effects such as those caused by ice or debris jams.

HISTORIC STRUCTURE: Any structure that is:

(A) Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register.

(B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.

(C) Individually listed on the state inventory of historic places by the Illinois Historic Preservation Agency.

(D) Individually listed on a local inventory of historic places that has been certified by the Illinois Historic Preservation Agency.

HYDROLOGIC AND HYDRAULIC CALCULATIONS: Engineering analyses which determine expected flood flows and flood elevations based on land characteristics and rainfall events.

IDNR/OWR: Illinois Department of Natural Resources, Office of Water Resources.

LETTER OF MAP AMENDMENT (LOMA): Official determination by FEMA that a specific structure is not in a 100-year flood zone; amends the effective flood hazard boundary map or FIRM.

LETTER OF MAP REVISION (LOMR): Letter that revises base flood or 100-year frequency flood elevations, flood insurance rate zones, flood boundaries or floodways as shown on an effective FHBM or FIRM.

LOWEST FLOOR: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area is not considered a building's lowest floor. Provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Section 6 of this ordinance.

MANUFACTURED HOME: A building, transportable in one or more sections that is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities.

MANUFACTURED HOME PARK OR SUBDIVISION: A parcel (or contiguous parcels) of land divided into two or more lots for rent or sale.

MITIGATION: Includes those measures necessary to minimize the negative effects which floodplain development activities might have on the public health, safety and welfare. Examples of mitigation include: compensatory storage, soil erosion and sedimentation control, and channel restoration.

NATURAL: When used in reference to channels means those channels formed by the existing surface topography of the earth prior to changes made by man. A natural stream tends to follow a meandering path; its floodplain is not constrained by levees; the area near the bank has not been cleared, mowed or cultivated; the stream flows over soil and geologic materials typical of the area with no substantial alteration of the course or cross section of the stream caused by filling or excavating. A modified channel may regain some natural characteristics over time as the channel meanders and vegetation is reestablished. Similarly, a modified channel may be restored to more natural conditions by man through regrading and revegetation.

NAVD: North American Vertical Datum of 1988. The vertical datum for orthometric heights established for vertical control surveying in the United States.

NEW CONSTRUCTION: Structures for which the start of construction commenced on or after the effective date of floodplain management regulations adopted by a community and includes any subsequent improvements of such structures.

NEW MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of the floodplain management regulations adopted by a community.

NFIP: National Flood Insurance Program.

NGVD: National geodetic vertical datum of 1929. Reference surface set by the national geodetic survey deduced from a continental adjustment of all existing adjustments in 1929.

ORDINARY HIGH WATER MARK (OHWM): The point on the bank or shore up to which the presence and action of surface water is so continuous so as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation or other easily recognized characteristics.

PUBLIC FLOOD CONTROL PROJECT: A flood control project which will be operated and maintained by a public agency to reduce flood damages to existing buildings and structures which includes a hydrologic and hydraulic study of the existing and proposed conditions of the watershed. Nothing in this definition shall preclude the design, engineering, construction or financing, in whole or in part, of a flood control project by persons or parties who are not public agencies.

PUBLICLY NAVIGABLE WATERS: All streams and lakes capable of being navigated by watercraft.

RECREATIONAL VEHICLE OR TRAVEL TRAILER: A vehicle which is:

(A) Built on a single chassis;

(B) Four hundred (400) square feet or less in size, when measured at the largest horizontal projection;

(C) Designed to be self-propelled or permanently towable by a light duty truck; and

(D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

REGISTERED LAND SURVEYOR: A land surveyor registered in the State of Illinois, under the Illinois Professional Land Surveyors Act of 1989.

REGISTERED PROFESSIONAL ENGINEER: An engineer registered in the State of Illinois, under the Illinois Professional Engineering Act of 1989.

State law reference(s)—225 ILCS 330 et seq.

REPETITIVE LOSS: Flood-related damages sustained by a structure on two separate occasions during a ten year period for which the cost of repairs at the time of each such flood event on the average equals or exceeds twenty-five percent (25%) of the market value of the structure before the damage occurred.

RETENTION/DETENTION FACILITY: A retention facility stores stormwater runoff without a gravity release. A detention facility provides for storage of stormwater runoff and controlled release of this runoff during and after a flood or storm.

RIVERINE SFHA: Any SFHA subject to flooding from a river, creek, intermittent stream, ditch, on stream lake system or any other identified channel. This term does not include areas subject to flooding from lakes, ponding areas, areas of sheet flow, or other areas not subject to overbank flooding.

RUNOFF: The water derived from melting snow or rain falling on the land surface, flowing over the surface of the ground or collected in channels or conduits.

SEDIMENTATION: The processes that deposit soils, debris, and other materials either on other ground surfaces or in bodies of water or watercourses.

START OF CONSTRUCTION: Includes substantial improvement and means the date the building permit was issued. This, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement or other improvement, was within one hundred eighty (180) days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns or any work beyond the stage of excavation or placement of a manufactured home on a foundation. For a substantial improvement, actual start of construction means the first alteration of any wall, ceiling, floor or other structural part of a building whether or not that alteration affects the external dimensions of the building.

STRUCTURE: The results of a manmade change to the land constructed on or below the ground, including the construction, reconstruction or placement of a building or any addition to a building.

SUBSTANTIAL DAMAGE: Damage of any origin sustained by a structure whereby the (cumulative) percentage of damage during a ten (10) year period equals or exceeds fifty percent (50%) of the market value of the structure before the damage occurred regardless of actual repair work performed. Volunteer labor and materials must be included in this determination. The term includes “Repetitive Loss Buildings” (see definition).

SUBSTANTIAL IMPROVEMENT Any reconstruction, rehabilitation, repair, addition or improvement of a structure taking place during a ten (10) year period in which the (cumulative) percentage of improvements equals or exceeds fifty percent (50%) of the market value of the structure before the improvement or repair is started and/or increases the floor area by more than twenty percent (20%).

TRANSITION SECTION: Reaches of the stream or floodway where water flows from a narrow cross section to a wide cross section or vice versa.

VARIANCE: A grant of relief by a community from the terms of a flood plain management regulation.

VILLAGE: The Village of Schaumburg, a home rule municipality located in Cook and DuPage Counties.

VIOLATION: The failure of a structure or other development to be fully compliant with this ordinance.

§ 150.03 USE OF THIS CHAPTER.

The director of engineering and public works shall be responsible for fulfilling all of the duties listed in section 150.04 of this chapter. To fulfill those duties, the director of engineering and public works first should use the criteria listed in section 150.05, "Base Flood Elevation", of this chapter, to help determine to the best of his knowledge whether the development site is located within a floodplain. In the event the director of engineering and public works deems it necessary, he may require verification be supplied by the applicant, from IDNR/OWR, FEMA or the corps of engineers to determine whether the area is in a designated floodplain. Once it has been determined that a site is located within a floodplain, a detailed engineering study must be submitted to the director of engineering and public works to determine whether the development site is within a flood fringe, a designated floodway, or within a SFHA or floodplain on which no floodway has been identified. If the site is within a flood fringe, the director of engineering and public works shall require that the minimum requirements of section 150.06 of this chapter be met. If the site is within a floodway, the director of engineering and public works shall require that the minimum requirements of section 150.07 of this chapter be met. If the site is located

within a SFHA or floodplain for which no detailed study has been completed and approved, the director of engineering and public works shall require that the minimum requirements of section 150.08 of this chapter be met. In addition, the general requirements of section 150.09 of this chapter shall be met for all developments meeting the requirements of sections 150.06, 150.07 or 150.08 of this chapter. The director of engineering and public works shall assure that all subdivision proposals shall meet the requirements of section 150.10 of this chapter. If a variance is to be granted for a proposal, the director of engineering and public works shall review the requirements of section 150.11 of this chapter to make sure they are met. In addition, the director of engineering and public works shall complete all notification requirements.

In order to assure that property owners obtain permits as required in this chapter, the director of engineering and public works may take any and all actions as outlined in section 150.13 of this chapter.

§ 150.04 DUTIES OF THE ENFORCEMENT OFFICIAL(S).

The director of engineering and public works shall be responsible for the general administration and enforcement of this chapter which shall include the following:

(A) Floodplain Designation: In the event the director of engineering and public works deems it necessary, he may require that verification be supplied by the applicant, from IDNR/OWR, FEMA, or the army corps of engineers to determine whether the development site is in an SFHA. A detailed engineering study may be required by the director of engineering and public works to determine whether the development is within an SFHA. If the development sites are in an SFHA, determine whether they are in a floodway, flood fringe or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile.

(B) Professional Engineer Review: If the development site is within a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile then the permit shall be referred to a registered professional engineer (PE) under the employ or contract of the village, or approved by the director of engineering and public works, for review to ensure that the development meets the requirements of section 150.07 of this chapter. In the case of an appropriate use, the PE shall state in writing that the development meets the requirements of section 150.07 of this chapter.

(C): Substantial Damage/Substantial Improvement Requirements: Establish procedures for administering and documenting determinations, as outlined below, of substantial improvement and substantial damage:

(1) Determine the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building before the start of construction of the proposed work. In the case of repair, the market value of the building shall be the market value before the damage occurred and before any repairs are made.

(2) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building. Substantial damage determinations take into account all damage sustained to the structure regardless if the structure is repair or not.

(3) Determine and document whether the proposed work constitutes substantial improvement or substantial damage.

(4) Notify property owner of all determinations and responsibilities for permitting and mitigation of the structure.

(D) Dam Safety Requirements: Ensure that an IDNR/OWR dam safety permit has been issued or a letter indicating no dam safety permit is required, if the proposed development activity includes construction of a "dam" as defined in section 150.02 of this chapter. Regulated dams may include weirs, restrictive culverts or impoundment structures.

(E) Other Permit Requirements: Ensure that any and all required federal, state and local permits are received prior to the issuance of a land development permit.

(F) Plan Review and Permit Issuance: Ensure that all development activities within the SFHAs of the jurisdiction of the village meet the requirements of this chapter and issue a land development permit in accordance with the provisions of this chapter and other regulations of this community when the development meets the conditions of this chapter.

(G) Inspection Review: Inspect all development projects before, during and after construction to assure proper elevation of the structure and to ensure that they comply with the provisions of this chapter.

(H) Elevation and Floodproofing Certificates: Maintain in the permit files an elevation certificate certifying the elevation of the lowest floor (including basement) of a residential or non-residential building or the elevation to which a non-residential building has been floodproofed, using a floodproofing certificate, for all buildings subject to section 150.09 of this chapter for public inspection and provide copies of same. No certificate of occupancy shall be issued without a floodproofing certificate or elevation certificate being on file with the village engineering and public works department, if required.

(I) Records for Public Inspection: Maintain for public inspection and furnish upon request base flood data, SFHA and designated floodway maps, copies of federal or state permit documents, variance documentation, conditional letter of map revision, letter of map revision, letter of map amendment and "as built" elevation and floodproofing or elevation and floodproofing certificates for all buildings constructed subject to this chapter.

(J) State Permits: Ensure that construction authorization has been granted by the Illinois Department of Natural Resources, for all development projects subject to sections 150.07,

"Occupation and Use of Identified Floodways", and 150.08, "Occupation and Use of SFHA Areas Where Floodways Are Not Identified, Draining More Than One Square Mile", of this chapter, unless enforcement responsibility has been delegated to the village. Upon acceptance of this chapter by IDNR/OWR and FEMA, responsibility is hereby delegated to the village as per 92 Illinois Administrative Code 708, for construction in the designated floodway and floodplain when floodways have not been defined in sections 150.07 and 150.08 of this chapter. However, the following review approvals are not delegated to the village and shall require review or permits from IDNR/OWR:

(1) Organizations which are exempt from this chapter, as per the Illinois Compiled Statutes;

(2) Department of transportation projects, dams or impoundment structures as defined in section 150.02 of this chapter and all other state, federal or local unit of government projects, including projects of the village and county, except for those projects meeting the requirements of subsection 150.07(B)(6) of this chapter;

(3) An engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, per subsection 150.07(B)(2)(e) of this chapter;

(4) An engineer's analysis of the flood profile due to subsection 150.07(B)(2)(d) of this chapter;

(5) Alternative transition sections and hydraulically equivalent compensatory storage as indicated in subsections 150.07(B)(2)(a), (B)(2)(b) and (B)(2)(h) of this chapter;

(6) Permit issuance of structures within or over publicly navigable rivers, lakes and streams;

(7) Any changes in the base flood elevation or floodway locations; and

(8) Base flood elevation determinations where none now exist.

(K) Cooperation With Other Agencies: Cooperate with state and federal floodplain management agencies to improve base flood or 100-year frequency flood and floodway data and to improve the administration of this chapter. Submit data to IDNR/OWR and the Federal Emergency Management Agency for proposed revisions of a designated map. Submit reports as required for the national flood insurance program. Notify the Federal Emergency Management Agency of any proposed amendments to this chapter.

(L) Letters of Map Revision. The director of engineering and public works shall require a CLOMR prior to issuance of a development permit for:

(1) Proposed floodway encroachments that will cause an increase in the BFE; and

(2) Proposed development which will increase the BFE by more than 0.1 feet in riverine area where FEMA has provided a BFE but no floodway.

Once a CLOMR has been issued by FEMA, the development permit may be issued for site grading and structures necessary in the area of the map change to achieve the final LOMR. Upon completion, the applicant shall submit as-built certifications, as required by FEMA, to achieve a final LOMR prior to the release of final development permits.

§ 150.05 BASE FLOOD ELEVATION.

This section's protection standard is based on the countywide flood insurance study for Cook and DuPage Counties and those additional designated floodways noted in section 150.02 of this chapter. If a base flood elevation or 100-year frequency flood elevation is not available for a particular site, then the protection standard shall be according to the best existing data available in the Illinois State Water Survey's Floodplain Information Repository. When a party disagrees with the best available data, he/she may finance the detailed engineering study needed to replace existing data with better data and submit it to IDNR/OWR and FEMA.

(A) The BFE for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study of Cook and DuPage Counties, prepared by FEMA dated January 23, 2026, and August 1, 2019, respectively, and such amendments to such study and maps as may be prepared from time to time. Flood Insurance Rate Map (FIRM) map numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and map numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and map numbers 17043C0051J and 17043C0052J dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by the Federal Emergency Management Agency.

(B) The base flood or 100-year frequency flood elevation for the SFHAs of those parts of unincorporated Cook and DuPage Counties that are within the extraterritorial jurisdiction of the Village of Schaumburg or that may be annexed into the village are noted in subsection (B) of the definition of "designated floodway", section 150.02 of this chapter.

(C) The base flood or 100-year frequency flood elevation for each SFHA delineated as an "AH zone" or "AO zone" shall be that elevation (or depth) delineated on the Flood Insurance Rate Map.

(D) The base flood or 100-year frequency flood elevation for each of the remaining SFHAs delineated as an "A zone" on the maps listed in section 150.02 of this chapter shall be according to the best existing data available in the Illinois State Water Survey Floodplain Information Repository. When no base flood or 100-year frequency flood elevation exists, the base flood or 100-year frequency flood elevation for a riverine SFHA shall be determined from a backwater model, such as HEC-II, WSP-2, or a dynamic model such as HIP. The flood flows used in the hydraulic models shall be obtained from a hydrologic

model, such as HEC-I TR-20, or HIP, or by techniques presented in various publications prepared by the United States geological survey for estimating peak flood discharges. Flood flows should be based on anticipated future land use conditions in the watershed as determined from adopted local and regional land use plans. Along any watercourses draining more than one (1) square mile, the above analyses shall be submitted to IDNR/OWR for approval, once approved it must be submitted to the Illinois State Water Survey Floodplain Information Repository for filing. For a non-riverine SFHA, the base flood elevation shall be the historic flood of record plus three feet (3'), unless calculated by a detailed engineering study and approved by the Illinois State Water Survey.

(E) Establishing a BFE is required in a Zone A for all new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or 5 acres, whichever is the lesser.

(F) The BFE for each of the remaining floodplains delineated as an "A Zone" on the FIRM shall be according to the best data available from federal, state, or other sources. Should no other data exist, an engineering study must be financed by the applicant to determine BFEs.

§ 150.06 OCCUPATION AND USE OF FLOOD FRINGE AREAS.

Development in and/or filling of the flood fringe will be permitted if protection is provided against the base flood or 100-year frequency flood by proper elevation, and compensatory storage and other provisions of this chapter are met. No use will be permitted which adversely affects the capacity of drainage facilities or systems. Developments located within the flood fringe shall meet the requirements of this section, along with the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation, or governmental body not exempted by state law shall commence any development in the SFHA without first obtaining a land development permit from the village.

(1) Application for a land development permit, as required in section 151.17 of this title, shall be made on a form provided by the village. The application shall be accompanied by drawings of the site, drawn to scale, showing property line dimensions and legal description for the property and sealed by a licensed engineer, architect or land surveyor; existing grade elevations in MSL, 1988 datum or NAVD and all changes in grade resulting from excavation or filling; the location and dimensions of all buildings and additions to buildings. For all proposed buildings, the elevation of the lowest floor (including basement) and lowest adjacent grade shall be shown on the submitted plans and the development will be subject to the requirements of section 150.09 of this chapter.

(2) Upon receipt of a land development permit application, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood. Any development located on land that can be shown to have been

higher than the base flood elevation as of the site's first Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this chapter. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first Flood Insurance Rate Map identification.

(3) A soil erosion and sedimentation control plan for disturbed areas shall be submitted, as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(4) The director of engineering and public works shall ensure all other local state and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters or approvals.

(B) Preventing Increased Damages: No development in the flood fringe shall create a threat to public health and safety.

(1) Elevation of Site: If fill is being used to elevate the site above the base flood or 100-year frequency flood elevation, the applicant shall submit sufficient data and obtain a letter of map revision (LOMR) from FEMA for the purpose of removing the site from the floodplain.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

§ 150.07 OCCUPATION AND USE OF IDENTIFIED FLOODWAYS.

This section applies to proposed development, redevelopment, site modification or building modification within a designated floodway. The designated floodway for those streams listed in

section 150.02 of this chapter shall be as delineated on the designated floodway maps designated by IDNR/OWR and referenced in section 150.02 of this chapter. Only those uses and structures will be permitted which meet the criteria in this section. All floodway modifications shall be the minimum necessary to accomplish the purpose of the project. The development shall also meet the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation or governmental body not exempted by state law shall commence any development in a floodway without first obtaining a land development permit from the director of engineering and public works.

(1) Application for a land development permit shall be made on a form provided by the director of engineering and public works. The application shall include the following information:

(a) Name and address of applicant;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway map;

(c) Name of stream or body of water affected;

(d) Description of proposed activity;

(e) Statement of purpose of proposed activity;

(f) Anticipated dates of initiation and completion of activity;

(g) Name and mailing address of the owner of the subject property if different from the applicant;

(h) Signature of applicant or the applicant's agent;

(i) If the applicant is a corporation, the president or other authorized officer shall sign the application form;

(j) If the applicant is a partnership, each partner shall sign the application form;

(k) If the applicant is a land trust, the trust officer shall sign the name of the trustee by him (her) as trust officer. A disclosure affidavit shall be filed with the application, identifying each beneficiary of the trust by name and address and defining the respective interests therein;

(l) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work,

elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, location of any channels and any existing or future access roads, designated floodway limit, floodplain limit, specifications and dimensions of any proposed channel modifications, locations and orientation of cross sections, north arrow, and a graphic or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in plan view existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphic or numerical scales (horizontal and vertical),
4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance,
5. A copy of the designated floodway map, marked to reflect any proposed change in the designated floodway location.

(m) Any and all other local, state and federal permits or approval letters that may be required for this type of development;

(n) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the permit criteria of subsection (B) of this section;

(o) If the designated floodway delineation, base flood or 100-year frequency flood elevation will change due to the proposed project, the application will not be considered complete until IDNR/OWR has indicated conditional approval of the designated floodway map change. No structures may be built until a letter of map revision has been approved by FEMA;

(p) The application for a structure shall be accompanied by drawings of the site, drawn to scale showing property line dimensions and existing ground elevations and all changes in grade resulting from any proposed excavation or filling, and floodplain and floodway limits; sealed by a registered professional engineer; the location and dimensions of all buildings and additions to buildings; and the elevation of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter;

(q) If the proposed project involves a channel modification, the applicant shall submit the following information:

1. A discussion of the purpose of and need for the proposed work,
2. A discussion of the feasibility of using alternative locations or methods to accomplish the purpose of the proposed work,
3. An analysis of the extent and permanence of the impacts the project would have on the physical and biological conditions of the body of water affected,
4. An analysis of the extent and permanence of the impacts each feasible alternative identified in subsection (B)(2)(d)1 of this section would have on the physical and biological conditions of the body of water affected,
5. An analysis of the impacts of the proposed project, considering cumulative effects on the physical and biological conditions of the body of water affected.

(2) The director of engineering and public works shall ensure all other local, state and federal permits and approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. A registered professional engineer, under the employ or contract of the village shall review and approve applications reviewed under this chapter.

(B) Preventing Increased Damages and a List of Appropriate Uses: The only development in a floodway which will be allowed are appropriate uses, which will not cause a rise in the base flood elevation, and which will not create a damaging or potentially damaging increase in flood heights or velocity or be a threat to public health and safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or permanently impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter. Only those appropriate uses listed in 92 Illinois Administrative Code 708 will be allowed. Appropriate uses do not include the construction or placement of any new structures, fill, building additions, buildings on stilts, excavation or channel modifications done to accommodate otherwise nonappropriate uses in the floodway, fencing (including landscaping or planting designed to act as a fence) and storage of materials except as specifically defined above as an appropriate use.

(1) Approved Uses: The approved appropriate uses are as follows:

(a) Flood control structures, dikes, dams and other public works or private improvements relating to the control of drainage, flooding, erosion, or water quality or habitat for fish and wildlife;

(b) Structures or facilities relating to the use of, or requiring access to, the water or shoreline, such as pumping and treatment facilities, and facilities and

improvements related to recreational boating, and other functionally water dependant uses;

(c) Storm and sanitary sewer outfalls;

(d) Underground and overhead utilities;

(e) Recreational facilities such as playing fields and trail systems including any related fencing (at least fifty percent (50%) open when viewed from any one direction) built parallel to the direction flood flows, and including open air pavilions;

(f) Bridges, culverts, roadways, sidewalks, railways, runways and taxiways and any modification thereto;

(g) Parking lots and any modifications thereto (where depth of flooding at the 100-year frequency flood event will not exceed 1.0 foot) and aircraft parking aprons built at or below ground elevation;

(h) Designated floodway regrading, without fill, to create a positive nonerosive slope toward a watercourse;

(i) Floodproofing activities to protect previously existing lawful structures including the construction of watertight window wells, elevating structures, or construction of floodwalls around residential, commercial or industrial principal structures where the outside toe of the floodwall shall be no more than ten feet (10') away from the exterior wall of the existing structure, and which are not considered substantial improvements to the structure;

(j) In the case of damaged or replacement buildings, reconstruction or repairs made to a building that are valued at less than fifty percent (50%) of the market value of the building before it was damaged or replaced, and which do not increase the outside dimensions of the building;

(k) Additions to existing buildings above the BFE that do not increase the building's footprint and are valued at less than fifty percent (50%) of the market value of the building.

(2) Engineering and Mitigation Criteria: Within the designated floodway as identified on the designated floodway maps designated by IDNR/OWR, the construction of an appropriate use, will be considered permissible provided that the proposed project meets the following engineering and mitigation criteria and is so stated in writing with supporting plans, calculations and data by a registered professional engineer and provided that any structure meets the protection requirements of section 150.09 of this chapter:

(a) Preservation of Flood Conveyance, so as not to Increase Flood Stages Upstream: For appropriate uses other than bridge or culvert crossings, on stream structures or

dams, all effective designated floodway conveyance lost due to the project will be replaced for all flood events up to and including the 100-year frequency flood. In calculating effective designated floodway conveyance, the following factors shall be taken into consideration:

1. Designated floodway conveyance,

$$K = \frac{1.486 \times AR^{2/3}}{n}$$

Where:

"n" is Manning's roughness factor,

"A" is the effective area of the cross section,

"R" is the ratio of the area to the wetted perimeter.

(See "Open Channel Hydraulics", Ven Te Chow, 1959, McGraw-Hill Book Company, New York)

2. The same Manning's "n" value shall be used for both existing and proposed conditions unless a recorded maintenance agreement with a federal, state, or local unit of government can assure the proposed conditions will be maintained or the land cover is changing from a vegetative to a nonvegetative land cover.

3. Transition sections shall be provided and used in calculations of effective designated floodway conveyance. The following expansion and contraction ratios shall be used unless applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

    A. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length.

    B. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length.

    C. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used.

D. Transition sections shall be provided between cross sections with rapid expansions and contractions and when meeting the designated floodway delineation on adjacent properties.

E. All cross sections used in the calculations shall be located perpendicular to flood flows.

(b) Preservation of Floodway Storage so as not to Increase Downstream Flooding: Compensatory storage shall be provided for any designated floodway storage lost due to the proposed work from the volume of fill or structures placed and the impact of any related flood control projects. Compensatory storage for fill or structures shall be equal to at least 1.25 times the volume of floodplain storage lost. Artificially created storage lost due to a reduction in head loss behind a bridge shall not be required to be replaced. The compensatory designated floodway storage shall be placed between the proposed normal water elevation and the proposed 100-year flood elevation. All designated floodway storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All designated floodway storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse. If the compensatory storage will not be placed at the location of the proposed construction, the applicant's engineer shall demonstrate to IDNR/OWR through a determination of flood discharges and water surface elevations that the compensatory storage is hydraulically equivalent. Finally, there shall be no reduction in floodway surface area as a result of a floodway modification, unless such modification is necessary to reduce flooding at the existing structure.

(c) Preservation of Floodway Velocities SO AS NOT To Increase Stream Erosion or Flood Heights: For all appropriate uses, except bridges or culverts or on stream structures, the proposed work will not result in an increase in the average channel or designated floodway velocities or stage, for all flood events up to and including the 100-year frequency event. However, in the case of bridges or culverts or on stream structures built for the purpose of backing up water in the stream during normal or flood flows, velocities may be increased at the structure site if scour, erosion and sedimentation will be avoided by the use of riprap or other design measures.

(d) Construction of New Bridges or Culvert Crossings and Roadway Approaches: The proposed structure shall not result in an increase of upstream flood stages greater than 0.1 foot when compared to the existing conditions for all flood events up to and including the 100-year frequency event; or the upstream flood stage increases will be contained within the channel banks (or within existing vertical extensions of the banks) such as within the design protection grade of existing

levees or flood walls or within recorded flood easements. If the proposed construction will increase upstream flood stages greater than 0.1 foot the developer must contact IDNR/OWR, dam safety section, for a dam safety permit or waiver.

1. The engineering analysis of upstream flood stages must be calculated using the flood study flows, and corresponding flood elevations for tailwater conditions for the flood study specified in section 150.05 of this chapter. Culverts must be analyzed using the U.S. DOT, FHWA hydraulic chart for the selection of highway culverts. Bridges must be analyzed using the U.S. DOT/federal highway administration hydraulics of bridge waterways calculation procedures.
2. Lost floodway storage must be compensated for per subsection (B)(2)(b) of this section.
3. Velocity increases must be mitigated per subsection (B)(2)(c) of this section.
4. If the crossing is proposed over a public water that is used for recreational or commercial navigation, a department of transportation permit must be received.
5. The hydraulic analysis for the backwater caused by the bridge showing the existing condition and proposed designated profile must be submitted to IDNR/OWR for concurrence that a LOMR is not required by subsection 150.06(B) of this chapter.
6. All excavations for the construction of the crossing shall be designed per subsection (B)(2)(h) of this section.

(e) Reconstruction or Modification of Existing Bridges, Culverts, and Approach Roads:

1. The bridge or culvert and roadway approach reconstruction or modification shall be constructed with no more than 0.1 foot increase in backwater over the existing flood profile for all flood frequencies up to and including the 100-year event, if the existing structure is not a source of flood damage.
2. If the existing bridge or culvert and roadway approach is a source of flood damage to buildings or structures in the upstream floodplain, the applicant's engineer shall evaluate the feasibility of redesigning the structure to reduce the existing backwater, taking into consideration the effects on flood stages on upstream and downstream properties.
3. The determination as to whether or not the existing crossing is a source of flood damage and should be redesigned must be prepared in accordance with the department of transportation rules 92 Illinois Administrative Code 708

(floodway construction in northeastern Illinois) and submitted to the division for review and concurrence before a permit is issued.

(f) On Stream Structures Built for the Purpose of Backing Up Water: Any increase in upstream flood stages greater than 0.0 foot when compared to the existing conditions, for all flood events up to and including the 100-year frequency event shall be contained within the channel banks (or within existing vertical extensions of the channel banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. A permit or letter indicating a permit is not required must be obtained from IDNR/OWR, dam safety section, for a dam safety permit or waiver for any structure built for the purpose of backing up water in the stream during normal or flood flow. All dams and impoundment structures as defined in section 150.02 of this chapter shall meet the permitting requirements of 92 Illinois Administrative Code 702 (construction and maintenance of dams). If the proposed activity involves a modification of the channel or floodway to accommodate an impoundment, it shall be demonstrated that:

1. The impoundment is determined to be in the public interest by providing flood control, public recreation, or regional stormwater detention;
2. The impoundment will not prevent the migration of indigenous fish species, which require access to upstream areas as part of their life cycle, such as for spawning;
3. The impoundment will not cause or contribute to degraded water quality or habitat conditions. Impoundment design should include gradual bank slopes, appropriate bank stabilization measures, and a presedimentation basin;
4. A nonpoint source control plan has been implemented in the upstream watershed to control the effects of sediment runoff as well as minimize the input of nutrients, oil and grease, metals, and other pollutants. If there is more than one municipality in the upstream watershed, the municipality in which the impoundment is constructed should coordinate with upstream municipalities to ensure comprehensive watershed control;
5. The project otherwise complies with the requirements of this section.

(g) Floodproofing of Existing Habitable, Residential and Commercial Structures: If construction is required beyond the outside dimensions of the existing building, the outside perimeter of the floodproofing construction shall be placed no further than ten feet (10') from the outside of the building. Compensation of lost storage and conveyance will not be required for floodproofing activities.

(h) Excavation in the Floodway: When excavation is proposed in the design of bridges and culvert openings including the modifications to and replacement of

existing bridge and culvert structures, or to compensate for lost conveyance for other appropriate uses, transition section shall be provided for the excavation. The following expansion and contraction ratios shall be used unless an applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

1. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length;
2. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length;
3. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used;
4. Erosion/scour protection shall be provided inland upstream and downstream of the transition sections.

(i) Channel Modification: If the proposed activity involves a channel modification, it shall be demonstrated that:

1. There are no practicable alternatives to the activity which would accomplish its purpose with less impact to the natural conditions of the body of water affected. Possible alternatives include levees, bank stabilization, flood proofing of existing structures, removal of structures from the floodplain, clearing the channel, high flow channel, or the establishment of a stream side buffer strip or greenbelt. Channel modification is acceptable if the purpose is to restore natural conditions and improve water quality and fish and wildlife habitat.
2. Water quality, habitat, and other natural functions would be significantly improved by the modification and no significant habitat area may be destroyed, or the impacts are offset by the replacement of an equivalent degree of natural resource values.
3. The activity has been planned and designed and will be constructed in a way which will minimize its adverse impacts on the natural conditions of the body of water affected, consistent with the following criteria:
    A. The physical characteristics of the modified channel shall match as closely as possible those of the existing channel in length, cross section, slope and sinuosity. If the existing channel has been previously modified, restoration of more natural physical

conditions should be incorporated into channel modification design, where practical.

B. Hydraulically effective transitions shall be provided at both the upstream and downstream ends of the project, designed such that they will prevent erosion.

C. One sided construction of a channel shall be used when feasible. Removal of streamside (riparian) vegetation should be limited to one (1) side of the channel, where possible, to preserve the shading and stabilization effects of the vegetation.

D. Clearing of vegetation shall be limited to that which is essential for construction of the channel.

E. Channel banks shall be constructed with a side slope no steeper than three to one (3:1) horizontal to vertical, wherever practicable. Natural vegetation and gradual side slopes are the preferred methods for bank stabilization. Where high velocities or sharp bends necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, gabions, or construction rubble should be avoided unless there are no practicable alternatives.

F. All disturbed areas associated with the modification shall be seeded or otherwise stabilized as soon as possible upon completion of construction. Erosion blanket or an equivalent material shall be required to stabilize disturbed channel banks prior to establishment of the vegetative cover.

G. If the existing channel contains considerable bottom diversity such as deep pools, riffles, and other similar features, such features shall be provided in the new channel. Spawning and nesting areas and flow characteristics compatible with fish habitat shall also be established, where appropriate.

H. A sediment basin shall be installed at the downstream end of the modification to reduce sedimentation and degradation of downstream water quality.

I. New or relocated channels should be built in the dry and all items of construction, including vegetation, should be completed prior to diversion of water into the new channel.

J. There shall be no increases in stage or velocity as the channel enters or leaves the project site for any frequency flood unless

necessitated by a public flood control project or unless such an increase is justified as part of a habitat improvement or erosion control project.

K. Unless the modification is for a public flood control project, there shall be no reduction in the volume of floodwater storage outside the floodway as a result of the modification.

4. The project otherwise complies with the requirements of this section.

(j) Seeding and Stabilization Plan: For all activities located in a floodway, a seeding and stabilization plan shall be submitted by the applicant.

(k) Soil Erosion and Sedimentation Measures: For all activities in the floodway, including grading, filling and excavation, in which there is potential for erosion of exposed soil, soil erosion and sedimentation control measures shall be employed consistent with the following criteria and in accordance with section 151.09 of this title:

1. The construction area shall be minimized to preserve the maximum vegetation possible. Construction shall be scheduled to minimize the time soil is exposed and unprotected. In no case shall the existing natural vegetation be destroyed, removed, or disturbed more than fifteen (15) days prior to the initiation of improvements.

2. Temporary and/or permanent soil stabilization shall be applied to denuded areas as soon as possible. As a minimum, soil stabilization shall be provided within fifteen (15) days after final grade is reached on any portion of the site, and within fifteen (15) days to denuded areas which may not be at final grade but will remain undisturbed for longer than sixty (60) days.

3. Sedimentation control measures shall be installed before any significant grading or filling is initiated on the site to prevent the movement of eroded sediments off site or into the channel. Potential sediment control devices include filter fences, straw bale fences, check dams, diversion ditches, and sediment basins.

4. A vegetated buffer strip of at least twenty-five feet (25') in width shall be preserved and/or reestablished, where possible, along existing channels (see subsection (B)(2)(p) of this section). Construction vehicle use of channels shall be minimized. Temporary stream crossings shall be constructed, where necessary, to minimize erosion. Necessary construction in or along channels shall be restabilized immediately.

5. Soil erosion and sedimentation control measures shall be designed and implemented consistent with "Procedures and Standards For Urban Soil

Erosion and Sedimentation Control in Illinois" (1988) also known as the "Green Book" and "Standards And Specifications For Soil Erosion And Sediment Control" (IEPA, 1987).

(l) Public Flood Control Projects: For public flood control projects, the permitting requirements of this section will be considered met if the applicant can demonstrate to IDNR/OWR through hydraulic and hydrologic calculations that the proposed project will not singularly or cumulatively result in increased flood heights outside the project right-of-way or easements for all flood events up to and including the 100-year frequency event.

(m) General Criteria for Analysis of Flood Elevations:

1. The flood profiles, flows and floodway data in the designated floodway study, referenced in section 150.05 of this chapter, must be used for analysis of the base conditions. If the study data appears to be in error or conditions have changed, IDNR/OWR shall be contacted for approval and concurrence on the appropriate base conditions data to use.

2. If the 100-year designated floodway elevation at the site of the proposed construction is affected by backwater from a downstream receiving stream with a larger drainage area, the proposed construction shall be shown to meet the requirements of this section for the 100-year frequency flood elevations of the designated floodway conditions and conditions with the receiving stream at normal water elevations.

3. If the applicant learns from IDNR/OWR, local governments, or a private owner that a downstream restrictive bridge or culvert is scheduled to be removed, reconstructed, modified, or a regional flood control project is scheduled to be built, removed, constructed or modified within the next five (5) years, the proposed construction shall be analyzed and shown to meet the requirements of this section for both the existing conditions and the expected flood profile conditions when the bridge, culvert or flood control project is built.

(n) Conditional Letter of Map Revision: If the appropriate use would result in a change in the designated floodway location or the 100-year frequency flood elevation, the applicant shall submit to IDNR/OWR and to FEMA all the information, calculations and documents necessary to be issued a conditional designated floodway map revision and receive from IDNR/OWR a conditional approval of the designated floodway change before a permit is issued. However, the final designated floodway map will not be changed by IDNR/OWR until as built plans or record drawings are submitted and accepted by FEMA and IDNR/OWR. In the case of nongovernment projects, the municipality in incorporated areas and the county in unincorporated areas shall concur with the

proposed conditional designated floodway map revision before IDNR/OWR approval can be given. No filling, grading, dredging or excavating shall take place until a conditional approval is issued. No further development activities shall take place until a final letter of map revision (LOMR) is issued by FEMA and IDNR/OWR. Within six (6) months, FEMA shall be notified of physical changes in the Base Flood Elevation (increases or decreases) by submitting technical or scientific data through the Letter of Map Change (LOMC) process, so that insurance rates and floodplain management requirements will be based on current data.

(o) Professional Engineer's Supervision: All engineering analyses shall be performed by or under the supervision of a registered professional engineer.

(p) Construction Near Channel: For all activities in the floodway involving construction within twenty-five feet (25') of the channel, the following criteria shall be met:

1. A natural vegetation buffer strip shall be preserved within at least twenty-five feet (25') of the ordinary high water mark of the channel.
2. Where it is impossible to protect this buffer strip during the construction of an appropriate use, a vegetated buffer strip shall be established upon completion of construction.
3. The use of native riparian vegetation is preferred in the buffer strip. Access through this buffer strip shall be provided, when necessary, for stream maintenance purposes.

(q) Designated Floodway Designation Change: After receipt of conditional approval of the designated floodway change and issuance of a permit and a conditional letter of map revision, construction as necessary to change the designated floodway designation may proceed but no buildings or structures or other construction that is not an appropriate use may be placed in that area until the designated floodway map is changed and a final letter of map revision is received. The designated floodway map will be revised upon acceptance and concurrence by IDNR/OWR and FEMA of the "as built" plans.

(3) State Review: For those projects listed below located in a designated floodway, the following criteria shall be submitted to IDNR/OWR for their review and concurrence prior to the issuance of a permit:

(a) IDNR/OWR will review an engineer's analysis of the flood profile due to a proposed bridge pursuant to subsection (B)(2)(d) of this section.

(b) IDNR/OWR will review an engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, pursuant to subsection (B)(2)(e) of this section.

(c) The IDNR/OWR will review alternative transition sections and hydraulically equivalent storage pursuant to subsections (B)(2)(a), (B)(2)(b) and (B)(2)(h) of this section.

(d) The IDNR/OWR will review and approve prior to the start of construction any department projects, dams (as defined in section 150.02 of this chapter) and all other state, federal or local units of government projects, including projects of the municipality or county.

(4) Other Permits: In addition to the other requirements of this chapter, a development permit for a site located in a floodway shall not be issued unless the applicant first obtains a permit or written documentation that a permit is not required from IDNR/OWR, issued pursuant to 615 ILCS 5/5 et seq. No permit from IDNR/OWR shall be required if the division has delegated this responsibility to the village, and has been accepted by the Village of Schaumburg.

(5) Dam Safety Permits: Any work involving the construction, modification or removal of a "dam" as defined in section 150.02 of this chapter per 92 Illinois Administrative Code 702 (rules for construction of dams) shall obtain an IDNR/OWR dam safety permit prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, the director of engineering and public works shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, the director of engineering and public works shall immediately notify the owner of the dam, IDNR/OWR, dam safety section in Springfield and the Illinois Emergency Services and Disaster Agency (ESDA).

(6) Activities That Do Not Require a Registered Professional Engineer's Review: The following activities may be permitted without a registered professional engineer's review, unless otherwise required by Village of Schaumburg ordinance or other governmental laws. Such activities shall still meet the other requirements of this chapter, including the mitigation requirements.

(a) Underground and overhead utilities that:

1. Do not result in any increase in existing ground elevations; or

2. Do not require the placement of above ground structures in the floodway; or

3. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed; and

4. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris.

(b) Storm and sanitary sewer outfalls that:

1. Do not extend riverward or lakeward of the existing adjacent natural bank slope; and
2. Do not result in an increase in ground elevation; and
3. Are designed so as not to cause stream erosion at the outfall location.

(c) Construction of sidewalks, athletic fields (excluding fences), properly anchored playground equipment and patios at grade.

(d) Construction of shoreline and stream bank protection that:

1. Does not exceed one thousand feet (1,000') in length;
2. Materials are not placed higher than the existing top of bank;
3. Materials are placed so as not to reduce the cross sectional area of the stream channel or bank of the lake;
4. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

(e) Temporary stream crossings in which:

1. The approach roads will be one-half foot or less above natural grade.
2. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert.
3. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel.
4. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction.
5. The access road and temporary crossings will be removed within one year after authorization.

§ 150.08 OCCUPATION AND USE OF SFHA AREAS WHERE FLOODWAYS ARE NOT IDENTIFIED, DRAINING MORE THAN ONE SQUARE MILE.

(A) Development Not to Worsen Flooding: In SFHA or floodplains, where no floodways have been identified and no base flood or 100-year frequency flood elevations have been established by FEMA, and draining more than a square mile, no development shall be permitted unless the cumulative effect of the proposals, when combined with all other existing and anticipated uses and structures, shall not significantly impede or increase the flow and passage of the floodwaters nor significantly increase the base flood or 100-year frequency flood elevation.

(1) Land Development Permit: No person, firm, corporation, or governmental body, not exempted by state law, shall commence any development in a SFHA or floodplain without first obtaining a land development permit from the director of engineering and public works. Application for a land development permit shall be made on a form provided by the Village of Schaumburg. The application shall be accompanied by drawings of the site, drawn to scale showing property line dimensions; and existing grade elevations and all changes in grade resulting from excavation or filling, sealed by a licensed engineer, the location and dimensions of all buildings and additions to buildings; and the elevations of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter. The application for a land development permit shall also include the following information:

(a) A detailed description of the proposed activity, its purpose, and intended use;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway maps;

(c) Anticipated dates of initiation and completion of activity;

(d) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, floodplain limit, location and orientation of cross sections, north arrow, and a graphical or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in "plan view," existing and proposed elevations, normal water

elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphical or numerical scales (horizontal and vertical), and

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(e) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the criteria of subsection (B) of this section;

(f) Any and all other local, state and federal permits or approvals that may be required for this type of development.

(2) Elevation: Based on the best available existing data according to the Illinois State Water Survey's Floodplain Information Repository, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood elevation. Should no elevation information exist for the site, the developer's engineer shall calculate the elevation according to subsection 150.05(D) of this chapter. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this section. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first Flood Insurance Rate Map identification.

(3) Federal Permits: The director of engineering and public works shall ensure that copies of all other local, state, and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. The director of engineering and public works shall not issue the development permit unless all required local, state and federal permits have been obtained.

(B) Preventing Increased Damages: No development in the SFHA, where a floodway has not been determined shall create a damaging or potentially damaging increase in flood heights or velocity or threat to public health, safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter.

(1) Floodway Not Determined: Within all riverine SFHAs where the floodway has not been determined, the following standards shall apply:

(a) The developer shall have a registered professional engineer state in writing and show through supporting plans, calculations, and data that the project meets the engineering requirements of subsections 150.07(B)(2)(a) through (B)(2)(l) of this chapter for the entire floodplain as calculated under the provisions of subsection 150.05(D) of this chapter. As an alternative, the developer should have an engineering study performed to determine a floodway and submit that engineering study to IDNR/OWR for acceptance as a designated floodway. Upon acceptance of the floodway by the department, the developer shall then demonstrate that the project meets the requirements of section 150.07 of this chapter for the designated floodway. The "floodway" shall be defined according to the definition in section 150.02 of this chapter.

(b) A land development permit shall not be issued unless the applicant first obtains a permit from IDNR/OWR or written documentation that a permit is not required from IDNR/OWR.

(c) No permit from IDNR/OWR shall be required if the division has delegated permit responsibility to the village per 92 Illinois Administrative Code, part 708 for designated floodways, per IDNR/OWR's state-wide permit entitled "Construction in Floodplains With No Designated Floodways in Northeastern Illinois".

(d) Any work involving the construction, modification or removal of a "dam" or an on stream "structure" to impound water as defined in section 150.02 of this chapter shall obtain an Illinois Division of Water Resources dam safety permit or letter indicating a permit is not required prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, then he or she shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, then he or she shall immediately notify the owner of the dam and the Illinois Emergency Services and Disaster Agency (ESDA), IDNR/OWR, dam safety section in Springfield.

(e) The following activities may be permitted without a registered professional engineer's review or calculation of a base flood elevation and designated floodway. Such activities shall still meet the other requirements of this chapter, other village ordinances or other governmental laws:

1. Underground and overhead utilities that:

A. Do not result in any increase in existing ground elevations, or

B. Do not require the placement of above ground structures in the floodway, or

C. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed, and

D. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris;

2. Storm and sanitary sewer outfalls that:

A. Do not extend riverward or lakeward of the existing adjacent natural bank slope, and

B. Do not result in an increase in ground elevation, and

C. Are designed so as not to cause stream bank erosion at the outfall location;

3. Construction of shoreline and streambed protection that:

A. Does not exceed one thousand feet (1,000') in length or two (2) cubic yards per linear foot of streambed;

B. Materials are not placed higher than the existing top of bank;

C. Materials are placed so as not to reduce the cross sectional area of the stream channel by more than ten percent (10%);

D. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

4. Temporary stream crossings in which:

A. The approach roads will be one-half foot or less above natural grade,

B. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert,

C. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel,

D. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction,

E. The access road and temporary crossings will be removed within one (1) year after authorization;

5. The construction of light poles, signposts and similar structures;

6. The construction of sidewalks, driveways, athletic fields (excluding fences), patios and similar surfaces which are built at grade;

7. The construction of properly anchored, unwalled, open structures such as playground equipment, pavilions, and carports built at or below existing grade that would not obstruct the flow of floodwaters;

8. Minor maintenance dredging of a stream channel where:

A. The affected length of stream is less than one thousand feet (1,000'),

B. The work is confined to reestablishing flows in natural stream channels, or

C. The cross sectional area of the dredged channel conforms to that of the natural channel upstream and downstream of the site.

(f) The flood-carrying capacity within any altered or relocated watercourse shall be maintained.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

§ 150.09 PERMITTING REQUIREMENTS APPLICABLE TO ALL FLOODPLAIN AREAS.

In addition to the requirements found in sections 150.06, 150.07 and 150.08 of this chapter for development in flood fringes, designated floodways, and SFHA or floodplains where no floodways have been identified (zones A, AO, AH, AE, A99, VE, V, X or D), the following requirements shall be met:

(A) Public Health Standards:

(1) No developments in the SFHA shall include locating or storing chemicals, explosives, buoyant materials, animal wastes, fertilizers, flammable liquids, pollutants, or other hazardous or toxic materials below the floodplain elevation, and/or as otherwise provided in this code.

(2) New and replacement water supply systems, wells, sanitary sewer lines and on site waste disposal systems may be permitted providing all manholes or other above ground openings located below the FPE are watertight.

(B) Carrying Capacity And Notification: For all projects involving channel modification, fill, or stream maintenance (including levees), the flood-carrying capacity of the watercourse shall be maintained. In addition, the village shall notify adjacent communities in writing thirty (30) days prior to the issuance of a permit for the alteration or relocation of the watercourse.

(C) Protecting Buildings: All buildings located within a 100-year floodplain also known as an SFHA, shall be protected from flood damage below the flood protection elevation.

(1) However, existing buildings located within a designated floodway shall also meet the more restrictive appropriate use standards included in section 150.07 of this chapter. This building protection criteria applies to the following situations:

(a) Construction or placement of a new building.

(b) A structural alteration to an existing building that either increases the first floor area by more than twenty percent (20%) and/or the building's market value by more than fifty percent (50%).

(2) A residential, substantially improved, or non-residential building, when allowed, may be constructed on permanent land fill in accordance with the following:

(a) The lowest floor (including basement) shall be at or above the flood protection elevation. See definition of Flood Protection Elevation in section 150.02 of this chapter.

(b) The fill shall be placed in layers no greater than one foot (1') deep before compaction and should extend at least ten feet (10') beyond the foundation of the building before sloping below the flood protection elevation. The top of the fill

shall be above the flood protection elevation. However, the ten foot (10') minimum may be waived if a structural engineer certifies an alternative method to protect the building from damages due to hydrostatic pressures. The fill shall be protected against erosion and scour. The fill shall not adversely effect the flow or surface drainage from or onto neighboring properties.

(3) A residential (including manufactured homes) or non-residential building may be elevated in accordance with the following:

(a) The building or improvements shall be elevated on crawl space, piles, walls, or other foundation that is permanently open to floodwaters and not subject to damage by hydrostatic pressures of the base flood or 100-year frequency flood. The permanent openings shall be no more than one foot (1') above grade, and consists of a minimum of two (2) openings. The openings must have a total net area of not less than one (1) square inch for every one (1) square foot of enclosed area subject to flooding below the base flood elevation.

(b) The foundation and supporting members shall be anchored and aligned in relation to flood flows and adjoining structures so as to minimize exposure to known hydrodynamic forces such as current, waves, ice and floating debris.

(c) All areas below the flood protection elevation shall be constructed of materials resistant to flood damage. The lowest floor (including basement) and all electrical, heating, ventilating, plumbing, and air conditioning equipment and utility meters shall be located at or above the flood protection elevation. Water and sewer pipes, electrical and telephone lines, submersible pumps, and other waterproofed service facilities may be located below the flood protection elevation.

(d) No area below the flood protection elevation shall be used for storage of items or materials.

(4) Only a non-residential building may be structurally dry floodproofed (in lieu of elevation) provided that a registered professional engineer shall certify that the building has been structurally dry floodproofed below the flood protection elevation, the structure and attendant utility facilities are watertight and capable of resisting the effects of the base flood or 100-year frequency flood. The building design shall take into account flood velocities, duration, rate of rise, hydrostatic and hydrodynamic forces, the effects of buoyancy, and impacts from debris or ice. Floodproofing measures shall be operable without human intervention and without an outside source of electricity (levees, berms, floodwalls and similar works are not considered floodproofing for the purpose of this subsection).

(5) Nonconforming structures located in a designated floodway may remain in use, but may not be enlarged, replaced or structurally altered. A nonconforming structure damaged by flood, fire, wind or other natural or manmade disaster may be restored

unless the damage exceeds fifty percent (50%) of its market value before it was damaged, in which case it shall conform to this chapter.

(6) All new construction and substantial improvements shall:

(a) Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,

(b) Be constructed with materials resistant to flood damage, and

(c) Be constructed by methods and practices that minimize flood damages.

(7) All manufactured homes are to be elevated and anchored to resist flotation, collapse, or lateral movement.

(8) Recreational vehicles are not permitted in the floodplain.

§ 150.10 OTHER DEVELOPMENT REQUIREMENTS.

The board of trustees shall take into account flood hazards, to the extent that they are known in all official actions related to land management, use and development.

(A) New subdivisions, annexation agreements, and planned unit developments (PUDs) within the SFHA shall be reviewed to assure that the proposed developments are consistent with sections 150.06, 150.07, 150.08 and 150.09 of this chapter and be reasonably safe from flooding and public utilities and facilities are constructed so as to minimize flood damage. Plats or plans for new subdivisions, and planned unit developments (PUDs) shall include a signed statement by a registered professional engineer that the plat accounts for changes in the drainage of surface waters in accordance with the Plat Act, that the plat must contain a certificate from a registered land surveyor that the property is situated within five hundred feet (500') of a watercourse serving or not serving a tributary area of six hundred forty (640) acres or more. See chapter 151, "Subdivision and Land Development", of this title for detailed requirements.

State law reference(s) 765 ILCS 205/2.

(B) Proposals for new subdivisions, planned unit developments (PUDs) and additions to subdivisions shall include base flood or 100-year frequency flood elevation data and floodway delineations. Where this information is not available from an existing study filed with the Illinois state water survey, the applicant's engineer shall be responsible for calculating the base flood or 100-year frequency flood elevation per subsection 150.05(D) of this chapter and the floodway delineation per section 150.02 of this chapter and submitting it to the state water survey and IDNR/OWR for review and approval as best available designated data.

(C) Streets, blocks, lots, parks and other public grounds shall be located and laid out in such a manner as to preserve and utilize natural streams and channels. Wherever possible, the floodplains shall be included within parks or other public grounds.

(D) The board of trustees shall not approve any planned unit development (PUD) or plat of subdivision located outside the corporate limits unless such agreement or plat is in accordance with the provisions of this chapter.

§ 150.11 VARIANCES.

No variances shall be granted to any development located in "designated floodway" as defined in section 150.02 of this chapter. However, when a development proposal is located outside of a designated floodway, and whenever the standards of this chapter place undue hardship on a specific development proposal, the applicant may apply to the director of engineering and public works for a variance. The director of engineering and public works shall review the applicant's request for a variance and shall submit its recommendation to the board of trustees.

(A) No variance shall be granted unless the applicant demonstrates that:

(1) The development activity cannot be located outside the SFHA;

(2) An exceptional hardship would result if the variance were not granted;

(3) The relief requested is the minimum necessary;

(4) There will be no additional threat to public health, safety, beneficial stream uses and functions, especially aquatic habitat, or creation of a nuisance;

(5) There will be no additional public expense for flood protection, lost environmental stream uses and functions, rescue or relief operations, policing, or repairs to streambeds and banks, roads, utilities, or other public facilities;

(6) The provisions of subsections 150.06(B) and 150.08(B) of this chapter shall still be met;

(7) The activity is not in a designated floodway;

(8) The applicant's circumstances are unique and do not represent a general problem; and

(9) The granting of the variance will not alter the essential character of the area involved including existing stream uses.

(B) The director of engineering and public works shall notify an applicant in writing that a variance from the requirements of section 150.09 of this chapter that would lessen the degree of protection to a building will:

(1) Result in increased premium rates for flood insurance up to amounts as high as twenty-five dollars ($25.00) for one hundred dollars ($100.00) of insurance coverage;

(2) Increase the risks to life and property; and

(3) Require that the applicant proceed with knowledge of these risks and that he will acknowledge in writing that he assumes the risk and liability.

(C) Variances requested in connection with restoration of a site or building listed on the National Register of Historical Places or documented as worthy of preservation by the Illinois Historic Preservation Agency may be granted using criteria more permissive than the requirements of subsections (A) and (B) of this section.

§ 150.12 DISCLAIMER OF LIABILITY.

The degree of flood protection required by this chapter is considered reasonable for designated purposes and is based on available information derived from engineering and scientific methods of study. Larger floods may occur or flood heights may be increased by manmade or natural causes. This chapter does not imply that development, either inside or outside of the SFHA, will be free from flooding or damage. This chapter does not create liability on the part of the village or any officer or employee thereof for any flood damage that results from reliance on this chapter or any administrative decision made lawfully thereunder.

§ 150.13 PENALTY.

Failure to comply with the requirements of a permit or conditions of a variance resolution shall be deemed to be a violation of this chapter. Upon due investigation, the director of engineering and public works may determine that a violation of the minimum standards of this chapter exist. The director of engineering and public works shall notify the owner in writing of such violation.

(A) If such owner fails after ten (10) days' notice to correct the violation:

(1) The village may make application to the circuit court for an injunction requiring conformance with this chapter or make such other order as the court deems necessary to secure compliance with the chapter.

(2) Any person who violates this chapter shall, upon conviction thereof, be fined as required in an amount not less than one hundred dollars ($100.00) nor more than one thousand dollars ($1,000.00) per day for each violation of this chapter.

(B) The director of engineering and public works shall inform the owner that any such violation is considered a wilful act to increase flood damages and, therefore, may cause coverage by a standard flood insurance policy to be suspended.

(C) Nothing herein shall prevent the village from taking such other lawful action to prevent or remedy any violation. All costs connected therewith shall accrue to the person or persons responsible.

§ 150.14 ABROGATION AND GREATER RESTRICTIONS.

This chapter is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. Where this chapter and other ordinance, easements, covenants, or deed restrictions conflict or overlap, whichever imposes the more stringent restrictions shall prevail. The ordinance codified in this chapter is intended to repeal the original ordinance or resolution which was adopted to meet the national flood insurance program regulations, but is not intended to repeal the resolution which the village passed in order to establish initial eligibility for the program.

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

§ 150.15 SEPARABILITY.

The provisions and sections of this chapter shall be deemed separable and the invalidity of any portion of this chapter shall not affect the validity of the remainder.

SECTION THREE: That this Ordinance shall be in full force and effect after passage, approval and publication as required by law.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____day of _____, 2026.

_____
Tom Dailly, Village President

ATTEST:

_____
Jane Lentino, Village Clerk

CHAPTER 150: FLOOD CONTROL

Section

§ 150.01 PURPOSE.

This floodplain ordinance is enacted pursuant to the police powers granted to the village by 65 Illinois Compiled Statutes 5/2-21, 5/11-30-8, 5/11-31-2 and its home rule powers. The purpose of this chapter is to maintain this village's eligibility in the national flood insurance program; to minimize potential losses due to periodic flooding including loss of life, loss of property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and to preserve and enhance the quality of surface waters, conserve economic and natural values and provide for the wise utilization of water and related land resources. The ordinance codified herein is adopted in order to accomplish the following specific purposes:

(A) To meet the requirements of 615 Illinois Compiled Statutes 5/4.9 of the Rivers, Lakes and Streams Act of the State of Illinois, approved September 6, 1990, as amended;

(B) To assure that new development does not increase the flood or drainage hazards to others, or create unstable conditions susceptible to erosion;

(C) To protect new buildings and major improvements to buildings from flood damage;

(D) To protect human life and health from the hazards of flooding;

(E) To lessen the burden on the taxpayer for flood control projects, repairs to flood damaged public facilities and utilities, and flood rescue and relief operations;

(F) To make federally subsidized flood insurance available for property in the village by fulfilling the requirements of the national flood insurance program;

(G) To comply with the rules and regulations of the national flood insurance program codified as 44 CFR 59-79, as amended;

(H) To protect, conserve, and promote the orderly development of land and water resources;

(I) To preserve the natural hydrologic and hydraulic functions of watercourses and floodplains and to protect water quality and aquatic habitats;

(J) To preserve the natural characteristics of stream corridors in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.02 DEFINITIONS.

For the purposes of this chapter, the following definitions are adopted:

ACT: The Rivers, Lakes and Streams Act, 615 ILCS 5/4.9, September 6, 1990.

APPLICANT: Any person, firm, corporation or agency which submits an application.

APPROPRIATE USE: Only uses of the designated floodway that are permissible and will be considered for permit issuance. The only uses that will be allowed are as specified in subsection 150.07(B)(1) of this chapter.

BASE FLOOD: The flood having a one percent (1%) probability of being equaled or exceeded in any given year. The base flood is also known as the 100-year frequency flood event. Application of the base flood elevation at any location is as defined in section 150.05 of this chapter.

BASE FLOOD ELEVATION (BFE): The height in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified) of the crest of the base flood.

BUILDING: A structure that is principally aboveground and is enclosed by walls and a roof. The term includes a gas or liquid storage tank, a manufactured home, mobile home or a prefabricated building. This term also includes recreational vehicles and travel trailers to be installed on a site for more than one hundred eighty (180) days.

CHANNEL: Any river, stream, creek, brook, branch, natural or artificial depression, ponded area, flowage, slough, ditch, conduit, culvert, gully, ravine, wash, or natural or manmade drainageway, which has a definite bed and banks or shoreline, in or into which surface or groundwater flows, either perennially or intermittently.

CHANNEL MODIFICATION: Alteration of a channel by changing the physical dimensions or materials of its bed or banks. Channel modification includes: damming, riprapping (or other armoring), widening, deepening, straightening, relocating, lining and significant removal of bottom or woody vegetation. Channel modification does not include the clearing of dead or dying vegetation, debris, or trash from the channel. Channelization is a severe form of channel modification involving a significant change in the channel cross section and typically involving relocation of the existing channel (e.g., straightening).

COMPENSATORY STORAGE: An artificially excavated, hydraulically equivalent volume of storage within the SFHA used to balance the loss of natural flood storage capacity when artificial fill or structures are placed within the floodplain. The uncompensated loss of natural floodplain storage can increase off-site floodwater elevations and flows.

CONDITIONAL APPROVAL OF A DESIGNATED FLOODWAY MAP CHANGE: Preconstruction approval by IDNR/OWR and the Federal Emergency Management Agency of a proposed change to the floodway map. This preconstruction approval, pursuant to this title, gives assurances to the property owner that once an appropriate use is constructed according to permitted plans, the floodway map can be changed, as previously agreed, upon review and acceptance of as built plans.

CONDITIONAL LETTER OF MAP REVISION (CLOMR): A letter which indicates that the Federal Emergency Management Agency will revise base flood elevations, flood insurance rate zones, flood boundaries or floodway as shown on an effective flood hazard boundary map or ~~flood insurance rate map~~Flood Insurance Rate Map, once the as built plans are submitted and approved.

CONTROL STRUCTURE: A structure designed to control the rate of flow that passes through the structure, given a specific upstream and downstream water surface elevation.

DAM: All obstructions, wall embankments or barriers, together with their abutments and appurtenant works, if any, constructed for the purpose of storing or diverting water or creating a pool. Undergroundwater storage tanks are not included.

DESIGNATED FLOODWAY: Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. In no case shall the designated height be more than 0.1 foot at any point within the community. The floodway for the floodplains shall be as delineated on the FIRM prepared by FEMA. For other areas, the entire floodplain shall be considered to be the floodway unless an analysis is approved by the IDNR/OWR demonstrating that a project site is outside of the floodway. If an floodway analysis is not required by IDNR/OWR under 17 ILL. ADM. Code 3700, the floodways shall be according to the best data available

from the Federal, State, or other sources. ~~The channel, including on stream lakes, and that portion of the floodplain adjacent to a stream or watercourse as designated by FEMA, which is needed to store and convey the existing 100-year frequency flood discharge with no more than a 0.1 foot increase in stage due to the loss of flood conveyance or storage, and no more than a ten percent (10%) increase in velocity.~~

(A) ~~—~~The floodways are designated on ~~the following map~~panel ~~number 17031C and panel~~ numbers ~~0167J, 0169J,~~ 17031C0179J, 17031C0183J, 17031C0184J, ~~0186J,~~ 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026,~~ of the countywide ~~f~~Flood ~~i~~Insurance ~~r~~Rate M~~m~~aps for Cook County, Illinois, and ~~map~~ panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide ~~f~~Flood ~~i~~Insurance R~~r~~ate ~~m~~Maps for DuPage County, prepared by ~~the Federal Emergency Management Agency~~FEMA. When two (2) floodway maps exist for a waterway, the more restrictive floodway limit shall prevail.

(B) The floodways ~~for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.~~ ~~for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the Village of Schaumburg and may be annexed into the village are designated for Poplar Creek tributary, Salt Creek and various tributaries of, on the following map number 17031C, dated August 19, 2008, of the countywide flood insurance rate map for Cook County prepared by the Federal Emergency Management Agency.~~

(C) To locate the designated floodway boundary on any site, the designated floodway boundary should be scaled off the designated floodway map and located on a site plan, using reference marks common to both maps. Where interpretation is needed to determine the exact location of the designated floodway boundary, IDNR/OWR should be contacted for the interpretation.

DEVELOPMENT: Any manmade change to real estate, including:

(A) Construction, reconstruction, repair, or placement of a building or any addition to a building;

(B) Drilling, mining, installing utilities, construction of roads, bridges, or similar projects;

(C) Demolition of a structure or redevelopment of a site;

(D) Clearing of land as an adjunct of construction;

(E) Construction or erection of levees, walls, fences, dams, or culverts; channel modification; filling, dredging, grading, excavating, paving, or other nonagricultural alterations of the ground surface; storage of materials;

(F) Any other activity of man that might change the direction, height, or velocity of flood or surface water, including extensive vegetation removal.

~~"Development" does not include maintenance of existing buildings and facilities such as reroofing or resurfacing of roads when there is no increase in elevation, or gardening, plowing, and similar agricultural practices that do not involve filling, grading, or construction of levees.~~

DIRECTOR OF ENGINEERING AND PUBLIC WORKS: The duly appointed head of the department of engineering and public works or his or her designee.

ELEVATION CERTIFICATES: A form published by the federal emergency management agency that is used to certify the elevation to which a building has been elevated.

EROSION: The general process whereby soils are moved by flowing water or wave action.

EXEMPT ORGANIZATIONS: Organizations which are exempt from this chapter per the Illinois Compiled Statutes including state, federal or local units of government.

EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

EXPANSION TO AN EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

FEMA: Federal Emergency Management Agency and its regulations at 44 CFR 59-79, as amended. ~~effective as of October 1, 1988. This incorporation does not include any later editions or amendments.~~

FLOOD: A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal waves, or the unusual and rapid accumulation or runoff of surface waters from any source.

FLOOD FREQUENCY: A period of years, based on a statistical analysis, during which a flood of a stated magnitude may be expected to be equaled or exceeded.

FLOOD FRINGE: That portion of the floodplain outside of the designated floodway.

FLOOD INSURANCE RATE MAPS (FIRM): A map prepared by the Federal Emergency Management Agency that depicts the special flood hazard area (SFHA) within a community. This map includes insurance rate zones and floodplains and may or may not depict floodways.

FLOOD INSURANCE STUDY (FIS): An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

FLOOD PROTECTION ELEVATION (FPE): The elevation of the base flood or 100-year frequency flood plus two feet (2') of freeboard at any given location in the SFHA.

FLOODPLAIN AND SPECIAL FLOOD HAZARD AREA (SFHA) : These two terms are synonymous. SFHA is the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. Those lands within the jurisdiction of the community and the extraterritorial jurisdiction of the community, or that may be annexed into the community, that are subject to inundation by the base flood. The floodplains of the community are identified as such on panel number(s) of the countywide FIRM prepared by the FEMA. The area may be designated as Zone A on the FHBM. After detailed ratemaking has been completed in preparation for publication of the Flood Insurance Rate Map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V. SFHA may also refer to areas identified by the community that are flood prone and designated from other federal state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood

prone soils associated with a watercourse.~~That land typically adjacent to a body of water with ground surface elevations at or below the base flood or the 100-year frequency flood elevation. Floodplains may also include special flood hazard areas, ponding areas, etc. The floodplain is also known as the special flood hazard area (SFHA).~~

(A) The floodplains are those lands within the jurisdiction of the village that are subject to inundation by the base flood or 100-year frequency flood. ~~The SFHAs~~The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of Cook County prepared by FEMA and dated January 23, 2026. ~~of the Village of Schaumburg are generally identified as~~ Flood Insurance Rate Map (FIRM) panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026 and Flood Insurance Rate Map (FIRM) panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of DuPage County prepared by FEMA and dated August 1, 2019. Flood Insurance Rate Map (FIRM) panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019. ~~such on the following map number 17031C, panels 0167J, 0169J, 0179J, 0183J, 0184J, 0186J, 0187J, 0188J, 0189J, 0191J, 0192J, 0193J, 0194J, 0307J, and 0330J, dated August 19, 2008, of the countywide flood insurance rate map for Cook County, and also map numbers 17043C0051J and 17043C0052J on the countywide flood insurance rate maps for DuPage County, dated August 1, 2019, prepared by the Federal Emergency Management Agency (FEMA).~~

(B) The SFHAs of those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on ~~map~~ panel number~~s 17019717031C, panels 0156J~~ 0156K and 17031C~~0178J~~0178K, dated ~~August 19, 2008~~January 23, 2026, of the countywide ~~flood insurance rate map~~Flood Insurance Rate Maps for Cook County prepared by FEMA, and ~~map~~ panel numbers 17043C0051J and 17043C0052J~~ for DuPage County~~, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by ~~the Federal Emergency Management Agency (~~FEMA~~)~~.

(C) USGS-NIPC hydrologic investigation atlases (floods of record) if included as best available data in the Illinois State Water Survey Floodplain Information Repository.

FLOODPROOFING: Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODPROOFING CERTIFICATE: A form published by the Federal Emergency Management Agency that is used to certify that a building has been designed and constructed to be structurally dry floodproofed to the flood protection elevation.

FLOODWAY: See definition of Designated Floodway.

FREEBOARD: An increment of elevation added to the base flood elevation to provide a factor of safety for uncertainties in calculations, unknown localized conditions, wave actions and unpredictable effects such as those caused by ice or debris jams.

HISTORIC STRUCTURE: Any structure that is:

(A) Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register.

(B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.

(C) Individually listed on the state inventory of historic places by the Illinois Historic Preservation Agency.

(D) Individually listed on a local inventory of historic places that has been certified by the Illinois Historic Preservation Agency.

HYDROLOGIC AND HYDRAULIC CALCULATIONS: Engineering analyses which determine expected flood flows and flood elevations based on land characteristics and rainfall events.

IDNR/OWR: Illinois Department of Natural Resources, Office of Water Resources.

LETTER OF MAP AMENDMENT (LOMA): Official determination by FEMA that a specific structure is not in a 100-year flood zone; amends the effective flood hazard boundary map or FIRM.

LETTER OF MAP REVISION (LOMR): Letter that revises base flood or 100-year frequency flood elevations, flood insurance rate zones, flood boundaries or floodways as shown on an effective FHBM or FIRM.

LOWEST FLOOR: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area is not considered a building's lowest floor. Provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Section 6 of this ordinance.

MANUFACTURED HOME: A building, transportable in one or more sections that is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities.

MANUFACTURED HOME PARK OR SUBDIVISION: A parcel (or contiguous parcels) of land divided into two or more lots for rent or sale.

MITIGATION: Includes those measures necessary to minimize the negative effects which floodplain development activities might have on the public health, safety and welfare. Examples of mitigation include: compensatory storage, soil erosion and sedimentation control, and channel restoration.

NATURAL: When used in reference to channels means those channels formed by the existing surface topography of the earth prior to changes made by man. A natural stream tends to follow a meandering path; its floodplain is not constrained by levees; the area near the bank has not been cleared, mowed or cultivated; the stream flows over soil and geologic materials typical of the area with no substantial alteration of the course or cross section of the stream caused by filling or excavating. A modified channel may regain some natural characteristics over time as the channel meanders and vegetation is reestablished. Similarly, a modified channel may be restored to more natural conditions by man through regrading and revegetation.

NAVD: North American Vertical Datum of 1988. The vertical datum for orthometric heights established for vertical control surveying in the United States.

NEW CONSTRUCTION: Structures for which the start of construction commenced on or after the effective date of floodplain management regulations adopted by a community and includes any subsequent improvements of such structures.

NEW MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of the floodplain management regulations adopted by a community.

NFIP: National Flood Insurance Program.

NGVD: National geodetic vertical datum of 1929. Reference surface set by the national geodetic survey deduced from a continental adjustment of all existing adjustments in 1929.

ORDINARY HIGH WATER MARK (OHWM): The point on the bank or shore up to which the presence and action of surface water is so continuous so as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation or other easily recognized characteristics.

PUBLIC FLOOD CONTROL PROJECT: A flood control project which will be operated and maintained by a public agency to reduce flood damages to existing buildings and structures which includes a hydrologic and hydraulic study of the existing and proposed conditions of the watershed. Nothing in this definition shall preclude the design, engineering, construction or financing, in whole or in part, of a flood control project by persons or parties who are not public agencies.

PUBLICLY NAVIGABLE WATERS: All streams and lakes capable of being navigated by watercraft.

RECREATIONAL VEHICLE OR TRAVEL TRAILER: A vehicle which is:

(A) Built on a single chassis;

(B) Four hundred (400) square feet or less in size, when measured at the largest horizontal projection;

(C) Designed to be self-propelled or permanently towable by a light duty truck; and

(D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

REGISTERED LAND SURVEYOR: A land surveyor registered in the State of Illinois, under the Illinois Professional Land Surveyors Act of 1989.

REGISTERED PROFESSIONAL ENGINEER: An engineer registered in the State of Illinois, under the Illinois Professional Engineering Act of 1989.

State law reference(s)—225 ILCS 330 et seq.

REPETITIVE LOSS: Flood-related damages sustained by a structure on two separate occasions during a ten year period for which the cost of repairs at the time of each such flood event on the average equals or exceeds twenty-five percent (25%) of the market value of the structure before the damage occurred.

~~***REPAIR, REMODELING OR MAINTENANCE***: Development activities which do not result in any increases in the outside dimensions of a building or any changes to the dimensions of a structure.~~

RETENTION/DETENTION FACILITY: A retention facility stores stormwater runoff without a gravity release. A detention facility provides for storage of stormwater runoff and controlled release of this runoff during and after a flood or storm.

RIVERINE SFHA: Any SFHA subject to flooding from a river, creek, intermittent stream, ditch, on stream lake system or any other identified channel. This term does not include areas subject to flooding from lakes, ponding areas, areas of sheet flow, or other areas not subject to overbank flooding.

RUNOFF: The water derived from melting snow or rain falling on the land surface, flowing over the surface of the ground or collected in channels or conduits.

SEDIMENTATION: The processes that deposit soils, debris, and other materials either on other ground surfaces or in bodies of water or watercourses.

~~***SPECIAL FLOOD HAZARD AREA (SFHA)***: Any base flood area subject to flooding from a river, creek, intermittent stream, ditch, or any other identified channel or ponding and shown on a flood hazard boundary map or flood insurance rate map as zone A, AO, AE, A99, AH, X or D.~~***START OF CONSTRUCTION***: Includes substantial improvement and means the date the building permit was issued. This, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement or other improvement, was within one hundred eighty (180) days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns or

any work beyond the stage of excavation or placement of a manufactured home on a foundation. For a substantial improvement, actual start of construction means the first alteration of any wall, ceiling, floor or other structural part of a building whether or not that alteration affects the external dimensions of the building.

STRUCTURE: The results of a manmade change to the land constructed on or below the ground, including the construction, reconstruction or placement of a building or any addition to a building.

SUBSTANTIAL DAMAGE: Damage of any origin sustained by a structure whereby the (cumulative) percentage of damage during a ten (10) year period equals or exceeds fifty percent (50%) of the market value of the structure before the damage occurred regardless of actual repair work performed. Volunteer labor and materials must be included in this determination. The term includes "Repetitive Loss Buildings" (see definition).

SUBSTANTIAL IMPROVEMENT Any reconstruction, rehabilitation, repair, addition or improvement of a structure taking place during a ten (10) year period in which the (cumulative) percentage of improvements equals or exceeds fifty percent (50%) of the market value of the structure before the improvement or repair is started and/or increases the floor area by more than twenty percent (20%). ~~: Any repair, reconstruction or improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure either: a) before the improvement or repair is started, or b) if the structure has been damaged, and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either: a) any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions; or b) any alteration of a structure listed on the National Register of Historic Places or a state inventory of historic places.~~

TRANSITION SECTION: Reaches of the stream or floodway where water flows from a narrow cross section to a wide cross section or vice versa.

VARIANCE: A grant of relief by a community from the terms of a flood plain management regulation.

VILLAGE: The Village of Schaumburg, a home rule municipality located in Cook and DuPage Counties.

VIOLATION: The failure of a structure or other development to be fully compliant with this ordinance.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 04-02, passed 1-13-2004; Am. Ord. 05-214, passed 12-13-2005; Am. Ord. 07-110, passed 7-24-2007; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 08-090, passed 6-24-2008; Am. Ord. 19-061, passed 7-9-2019)

§ 150.03 USE OF THIS CHAPTER.

The director of engineering and public works shall be responsible for fulfilling all of the duties listed in section 150.04 of this chapter. To fulfill those duties, the director of engineering and public works first should use the criteria listed in section 150.05, "Base Flood Elevation", of this chapter, to help determine to the best of his knowledge whether the development site is located within a floodplain. In the event the director of engineering and public works deems it necessary, he may require verification be supplied by the applicant, from IDNR/OWR, FEMA or the corps of engineers to determine whether the area is in a designated floodplain. Once it has been determined that a site is located within a floodplain, a detailed engineering study must be submitted to the director of engineering and public works to determine whether the development site is within a flood fringe, a designated floodway, or within a SFHA or floodplain on which no floodway has been identified. If the site is within a flood fringe, the director of engineering and public works shall require that the minimum requirements of section 150.06 of this chapter be met. If the site is within a floodway, the director of engineering and public works shall

require that the minimum requirements of section 150.07 of this chapter be met. If the site is located within a SFHA or floodplain for which no detailed study has been completed and approved, the director of engineering and public works shall require that the minimum requirements of section 150.08 of this chapter be met. In addition, the general requirements of section 150.09 of this chapter shall be met for all developments meeting the requirements of sections 150.06, 150.07 or 150.08 of this chapter. The director of engineering and public works shall assure that all subdivision proposals shall meet the requirements of section 150.10 of this chapter. If a variance is to be granted for a proposal, the director of engineering and public works shall review the requirements of section 150.11 of this chapter to make sure they are met. In addition, the director of engineering and public works shall complete all notification requirements.

In order to assure that property owners obtain permits as required in this chapter, the director of engineering and public works may take any and all actions as outlined in section 150.13 of this chapter.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.04 DUTIES OF THE ENFORCEMENT OFFICIAL(S).

The director of engineering and public works shall be responsible for the general administration and enforcement of this chapter which shall include the following:

(A) Floodplain Designation: In the event the director of engineering and public works deems it necessary, he may require that verification be supplied by the applicant, from IDNR/OWR, FEMA, or the army corps of engineers to determine whether the development site is in an SFHA. A detailed engineering study may be required by the director of engineering and public works to determine whether the development is within an SFHA. If the development sites are in an SFHA, determine whether they are in a floodway, flood fringe or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile.

(B) Professional Engineer Review: If the development site is within a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile then the permit shall be referred to a registered professional engineer (PE) under the employ or contract of the village, or approved by the director of engineering and public works, for review to ensure that the development meets the requirements of section 150.07 of this chapter. In the case of an appropriate use, the PE shall state in writing that the development meets the requirements of section 150.07 of this chapter.

(C): Substantial Damage/Substantial Improvement Requirements: Establish procedures for administering and documenting determinations, as outlined below, of substantial improvement and substantial damage:

(1) Determine the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building before the start of construction of the proposed work. In the case of repair, the market value of the building shall be the market value before the damage occurred and before any repairs are made.

(2) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building. Substantial damage determinations take into account all damage sustained to the structure regardless if the structure is repair or not.

(3) Determine and document whether the proposed work constitutes substantial improvement or substantial damage.

(4) Notify property owner of all determinations and responsibilities for permitting and mitigation of the structure.

(~~C~~D) Dam Safety Requirements: Ensure that an IDNR/OWR dam safety permit has been issued or a letter indicating no dam safety permit is required, if the proposed development activity includes construction of a "dam" as defined in section 150.02 of this chapter. Regulated dams may include weirs, restrictive culverts or impoundment structures.

(E~~D~~) Other Permit Requirements: Ensure that any and all required federal, state and local permits are received prior to the issuance of a land development permit.

(F~~E~~) Plan Review and Permit Issuance: Ensure that all development activities within the SFHAs of the jurisdiction of the village meet the requirements of this chapter and issue a land development permit in accordance with the provisions of this chapter and other regulations of this community when the development meets the conditions of this chapter.

(~~F~~G) Inspection Review: Inspect all development projects before, during and after construction to assure proper elevation of the structure and to ensure that they comply with the provisions of this chapter.

(H~~G~~) Elevation and Floodproofing Certificates: Maintain in the permit files an elevation certificate certifying the elevation of the lowest floor (including basement) of a residential or ~~nonresidential~~non-residential building or the elevation to which a ~~nonresidential~~non-residential building has been floodproofed, using a floodproofing certificate, for all buildings subject to section 150.09 of this chapter for public inspection and provide copies of same. No certificate of occupancy shall be issued without a floodproofing certificate or elevation certificate being on file with the village engineering and public works department, if required.

(I~~H~~) Records for Public Inspection: Maintain for public inspection and furnish upon request base flood data, SFHA and designated floodway maps, copies of federal or state permit documents, variance documentation, conditional letter of map revision, letter of map revision, letter of map amendment and "as built" elevation and floodproofing or elevation and floodproofing certificates for all buildings constructed subject to this chapter.

(~~I~~J) State Permits: Ensure that construction authorization has been granted by the Illinois ~~d~~Department of ~~n~~Natural ~~r~~Resources, for all development projects subject to sections 150.07, "Occupation and Use of Identified Floodways", and 150.08, "Occupation and Use of SFHA Areas Where Floodways Are Not Identified, Draining More Than One Square Mile", of this chapter, unless enforcement responsibility has been delegated to the village. Upon acceptance of this chapter by IDNR/OWR and FEMA, responsibility is hereby delegated to the village as per 92 Illinois Administrative Code 708, for construction in the designated floodway and floodplain when floodways have not been defined in sections 150.07 and 150.08 of this chapter. However, the following review approvals are not delegated to the village and shall require review or permits from IDNR/OWR:

(1) Organizations which are exempt from this chapter, as per the Illinois Compiled Statutes;

(2) Department of transportation projects, dams or impoundment structures as defined in section 150.02 of this chapter and all other state, federal or local unit of government projects, including projects of the village and county, except for those projects meeting the requirements of subsection 150.07(B)(6) of this chapter;

(3) An engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, per subsection 150.07(B)(2)(e) of this chapter;

(4) An engineer's analysis of the flood profile due to subsection 150.07(B)(2)(d) of this chapter;

(5) Alternative transition sections and hydraulically equivalent compensatory storage as indicated in subsections 150.07(B)(2)(a), (B)(2)(b) and (B)(2)(h) of this chapter;

(6) Permit issuance of structures within or over publicly navigable rivers, lakes and streams;

(7) Any changes in the base flood elevation or floodway locations; and

(8) Base flood elevation determinations where none now exist.

(K~~J~~) Cooperation With Other Agencies: Cooperate with state and federal floodplain management agencies to improve base flood or 100-year frequency flood and floodway data and to improve the administration of this chapter. Submit data to IDNR/OWR and the Federal Emergency Management Agency for proposed revisions of a designated map. Submit reports as required for the national flood insurance program. Notify the Federal Emergency Management Agency of any proposed amendments to this chapter.

(L) Letters of Map Revision. The director of engineering and public works shall require a CLOMR prior to issuance of a development permit for:

(1) Proposed floodway encroachments that will cause an increase in the BFE; and

(2) Proposed development which will increase the BFE by more than 0.1 feet in riverine area where FEMA has provided a BFE but no floodway.

Once a CLOMR has been issued by FEMA, the development permit may be issued for site grading and structures necessary in the area of the map change to achieve the final LOMR. Upon completion, the applicant shall submit as-built certifications, as required by FEMA, to achieve a final LOMR prior to the release of final development permits.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-110, passed 7-24-2007; Am. Ord. 07-198, passed 12-11-2007)

§ 150.05 BASE FLOOD ELEVATION.

This section's protection standard is based on the countywide flood insurance study for Cook and DuPage Counties and those additional designated floodways noted in section 150.02 of this chapter. If a base flood elevation or 100-year frequency flood elevation is not available for a particular site, then the protection standard shall be according to the best existing data available in the Illinois State Water Survey's Floodplain Information Repository. When a party disagrees with the best available data, he/she may finance the detailed engineering study needed to replace existing data with better data and submit it to IDNR/OWR and FEMA.

(A) The ~~base flood or 100-year frequency flood elevation for the SFHAs of streams listed in section 150.02 of this chapter shall be as delineated on the 100-year~~BFE for the floodplains shall be as delineated on the base flood profiles in the countywide F~~f~~lood ~~i~~Insurance S~~s~~tudy of Cook and DuPage Counties, prepared by FEMA dated ~~August 19, 2008~~January 23, 2026, and August 1, 2019, respectively, and such amendments to such study and maps as may be prepared from time to time. Flood Insurance Rate Map (FIRM) map numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and map numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and map numbers 17043C0051J and 17043C0052J dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by the Federal Emergency Management Agency.

(B) The base flood or 100-year frequency flood elevation for the SFHAs of those parts of unincorporated Cook and DuPage Counties that are within the extraterritorial jurisdiction of the Village of Schaumburg or that may be annexed into the village are noted in subsection (B) of the definition of "designated floodway", section 150.02 of this chapter.

(C) The base flood or 100-year frequency flood elevation for each SFHA delineated as an "AH zone" or "AO zone" shall be that elevation (or depth) delineated on the ~~flood insurance rate map~~Flood Insurance Rate Map.

(D) The base flood or 100-year frequency flood elevation for each of the remaining SFHAs delineated as an "A zone" on the maps listed in section 150.02 of this chapter shall be according to the best existing data available in the Illinois State Water Survey Floodplain Information Repository. When no base flood or 100-year frequency flood elevation exists, the base flood or 100-year frequency flood elevation for a riverine SFHA shall be determined from a backwater model, such as HEC-II, WSP-2, or a dynamic model such as HIP. The flood flows used in the hydraulic models shall be obtained from a hydrologic model, such as HEC-I TR-20, or HIP, or by techniques presented in various publications prepared by the United States geological survey for estimating peak flood discharges. Flood flows should be based on anticipated future land use conditions in the watershed as determined from adopted local and regional land use plans. Along any watercourses draining more than one (1) square mile, the above analyses shall be submitted to IDNR/OWR for approval, once approved it must be submitted to the Illinois State Water Survey Floodplain Information Repository for filing. For a non-riverine SFHA, the base flood elevation shall be the historic flood of record plus three feet (3'), unless calculated by a detailed engineering study and approved by the Illinois State Water Survey.

(E) Establishing a BFE is required in a Zone A for all new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or 5 acres, whichever is the lesser.

(F) The BFE for each of the remaining floodplains delineated as an “A Zone” on the FIRM shall be according to the best data available from federal, state, or other sources. Should no other data exist, an engineering study must be financed by the applicant to determine BFEs.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 08-090, passed 6-24-2008; Am. Ord. 19-061, passed 7-9-2019)

§ 150.06 OCCUPATION AND USE OF FLOOD FRINGE AREAS.

Development in and/or filling of the flood fringe will be permitted if protection is provided against the base flood or 100-year frequency flood by proper elevation, and compensatory storage and other provisions of this chapter are met. No use will be permitted which adversely affects the capacity of drainage facilities or systems. Developments located within the flood fringe shall meet the requirements of this section, along with the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation, or governmental body not exempted by state law shall commence any development in the SFHA without first obtaining a land development permit from the village.

(1) Application for a land development permit, as required in section 151.17 of this title, shall be made on a form provided by the village. The application shall be accompanied by drawings of the site, drawn to scale, showing property line dimensions and legal description for the property and sealed by a licensed engineer, architect or land surveyor; existing grade elevations in MSL, 1988 datum or NAVD and all changes in grade resulting from excavation or filling; the location and dimensions of all buildings and additions to buildings. For all proposed buildings, the elevation of the lowest floor (including basement) and lowest adjacent grade shall be shown on the submitted plans and the development will be subject to the requirements of section 150.09 of this chapter.

(2) Upon receipt of a land development permit application, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this chapter. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that

this ground elevation existed prior to the date of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification.

(3) A soil erosion and sedimentation control plan for disturbed areas shall be submitted, as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(4) The director of engineering and public works shall ensure all other local state and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters or approvals.

(B) Preventing Increased Damages: No development in the flood fringe shall create a threat to public health and safety.

(1) Elevation of Site: If fill is being used to elevate the site above the base flood or 100-year frequency flood elevation, the applicant shall submit sufficient data and obtain a letter of map revision (LOMR) from FEMA for the purpose of removing the site from the floodplain.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.07 OCCUPATION AND USE OF IDENTIFIED FLOODWAYS.

This section applies to proposed development, redevelopment, site modification or building modification within a designated floodway. The designated floodway for those streams listed in section 150.02 of this chapter shall be as delineated on the designated floodway maps designated by IDNR/OWR and referenced in section 150.02 of this chapter. Only those uses and structures will be permitted which meet the criteria in this section. All floodway modifications shall be the minimum necessary to accomplish the purpose of the project. The development shall also meet the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation or governmental body not exempted by state law shall commence any development in a floodway without first obtaining a land development permit from the director of engineering and public works.

(1) Application for a land development permit shall be made on a form provided by the director of engineering and public works. The application shall include the following information:

(a) Name and address of applicant;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway map;

(c) Name of stream or body of water affected;

(d) Description of proposed activity;

(e) Statement of purpose of proposed activity;

(f) Anticipated dates of initiation and completion of activity;

(g) Name and mailing address of the owner of the subject property if different from the applicant;

(h) Signature of applicant or the applicant's agent;

(i) If the applicant is a corporation, the president or other authorized officer shall sign the application form;

(j) If the applicant is a partnership, each partner shall sign the application form;

(k) If the applicant is a land trust, the trust officer shall sign the name of the trustee by him (her) as trust officer. A disclosure affidavit shall be filed with the application, identifying each beneficiary of the trust by name and address and defining the respective interests therein;

(l) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, location of any channels and any existing or future access roads, designated floodway limit, floodplain limit, specifications and dimensions of any proposed channel modifications, locations and orientation of cross sections, north arrow, and a graphic or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in plan view existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphic or numerical scales (horizontal and vertical),

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance,

5. A copy of the designated floodway map, marked to reflect any proposed change in the designated floodway location.

(m) Any and all other local, state and federal permits or approval letters that may be required for this type of development;

(n) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the permit criteria of subsection (B) of this section;

(o) If the designated floodway delineation, base flood or 100-year frequency flood elevation will change due to the proposed project, the application will not be considered complete until

IDNR/OWR has indicated conditional approval of the designated floodway map change. No structures may be built until a letter of map revision has been approved by FEMA;

(p) The application for a structure shall be accompanied by drawings of the site, drawn to scale showing property line dimensions and existing ground elevations and all changes in grade resulting from any proposed excavation or filling, and floodplain and floodway limits; sealed by a registered professional engineer; the location and dimensions of all buildings and additions to buildings; and the elevation of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter;

(q) If the proposed project involves a channel modification, the applicant shall submit the following information:

1. A discussion of the purpose of and need for the proposed work,
2. A discussion of the feasibility of using alternative locations or methods to accomplish the purpose of the proposed work,
3. An analysis of the extent and permanence of the impacts the project would have on the physical and biological conditions of the body of water affected,
4. An analysis of the extent and permanence of the impacts each feasible alternative identified in subsection (B)(2)(d)1 of this section would have on the physical and biological conditions of the body of water affected,
5. An analysis of the impacts of the proposed project, considering cumulative effects on the physical and biological conditions of the body of water affected.

(2) The director of engineering and public works shall ensure all other local, state and federal permits and approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. A registered professional engineer, under the employ or contract of the village shall review and approve applications reviewed under this chapter.

(B) Preventing Increased Damages and a List of Appropriate Uses: The only development in a floodway which will be allowed are appropriate uses, which will not cause a rise in the base flood elevation, and which will not create a damaging or potentially damaging increase in flood heights or velocity or be a threat to public health and safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or permanently impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter. Only those appropriate uses listed in 92 Illinois Administrative Code 708 will be allowed. Appropriate uses do not include the construction or placement of any new structures, fill, building additions, buildings on stilts, excavation or channel modifications done to accommodate otherwise nonappropriate uses in the floodway, fencing (including landscaping or planting designed to act as a fence) and storage of materials except as specifically defined above as an appropriate use.

(1) Approved Uses: The approved appropriate uses are as follows:

(a) Flood control structures, dikes, dams and other public works or private improvements relating to the control of drainage, flooding, erosion, or water quality or habitat for fish and wildlife;

(b) Structures or facilities relating to the use of, or requiring access to, the water or shoreline, such as pumping and treatment facilities, and facilities and improvements related to recreational boating, and other functionally water dependant uses;

(c) Storm and sanitary sewer outfalls;

(d) Underground and overhead utilities;

(e) Recreational facilities such as playing fields and trail systems including any related fencing (at least fifty percent (50%) open when viewed from any one direction) built parallel to the direction flood flows, and including open air pavilions;

(f) Bridges, culverts, roadways, sidewalks, railways, runways and taxiways and any modification thereto;

(g) Parking lots and any modifications thereto (where depth of flooding at the 100-year frequency flood event will not exceed 1.0 foot) and aircraft parking aprons built at or below ground elevation;

(h) Designated floodway regrading, without fill, to create a positive nonerosive slope toward a watercourse;

(i) Floodproofing activities to protect previously existing lawful structures including the construction of watertight window wells, elevating structures, or construction of floodwalls around residential, commercial or industrial principal structures where the outside toe of the floodwall shall be no more than ten feet (10') away from the exterior wall of the existing structure, and which are not considered substantial improvements to the structure;

(j) In the case of damaged or replacement buildings, reconstruction or repairs made to a building that are valued at less than fifty percent (50%) of the market value of the building before it was damaged or replaced, and which do not increase the outside dimensions of the building;

(k) Additions to existing buildings above the BFE that do not increase the building's footprint and are valued at less than fifty percent (50%) of the market value of the building.

(2) Engineering and Mitigation Criteria: Within the designated floodway as identified on the designated floodway maps designated by IDNR/OWR, the construction of an appropriate use, will be considered permissible provided that the proposed project meets the following engineering and mitigation criteria and is so stated in writing with supporting plans, calculations and data by a registered professional engineer and provided that any structure meets the protection requirements of section 150.09 of this chapter:

(a) Preservation of Flood Conveyance, so as not to Increase Flood Stages Upstream: For appropriate uses other than bridge or culvert crossings, on stream structures or dams, all effective designated floodway conveyance lost due to the project will be replaced for all flood events up to and including the 100-year frequency flood. In calculating effective designated floodway conveyance, the following factors shall be taken into consideration:

1. Designated floodway conveyance,

$$"K" = \frac{1.486}{n} \times AR^{2/3}$$

Where:

"n" is Manning's roughness factor,

"A" is the effective area of the cross section,

"R" is the ratio of the area to the wetted perimeter.

(See "Open Channel Hydraulics", Ven Te Chow, 1959, McGraw-Hill Book Company, New York)

2. The same Manning's "n" value shall be used for both existing and proposed conditions unless a recorded maintenance agreement with a federal, state, or local unit of government can assure the proposed conditions will be maintained or the land cover is changing from a vegetative to a nonvegetative land cover.

3. Transition sections shall be provided and used in calculations of effective designated floodway conveyance. The following expansion and contraction ratios shall be used unless applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

    A. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length.

    B. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length.

    C. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used.

    D. Transition sections shall be provided between cross sections with rapid expansions and contractions and when meeting the designated floodway delineation on adjacent properties.

    E. All cross sections used in the calculations shall be located perpendicular to flood flows.

(b) Preservation of Floodway Storage so as not to Increase Downstream Flooding: Compensatory storage shall be provided for any designated floodway storage lost due to the proposed work from the volume of fill or structures placed and the impact of any related flood control projects. Compensatory storage for fill or structures shall be equal to at least 1.25 times the volume of floodplain storage lost. Artificially created storage lost due to a reduction in head loss behind a bridge shall not be required to be replaced. The compensatory designated floodway storage shall be placed between the proposed normal water elevation and the proposed 100-year flood elevation. All designated floodway storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All designated floodway storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse. If the compensatory storage will not be placed at the location of the proposed construction, the applicant's engineer shall demonstrate to IDNR/OWR through a determination of flood discharges and water surface elevations that the compensatory storage is hydraulically equivalent. Finally, there shall be no reduction in floodway surface area as a result of a floodway modification, unless such modification is necessary to reduce flooding at the existing structure.

(c) Preservation of Floodway Velocities SO AS NOT To Increase Stream Erosion or Flood Heights: For all appropriate uses, except bridges or culverts or on stream structures, the proposed work will not result in an increase in the average channel or designated floodway velocities or stage, for all flood events up to and including the 100-year frequency event. However, in the case of bridges or culverts or on stream structures built for the purpose of backing up water in the stream during normal or flood flows, velocities may be increased at the structure site if scour, erosion and sedimentation will be avoided by the use of riprap or other design measures.

(d) Construction of New Bridges or Culvert Crossings and Roadway Approaches: The proposed structure shall not result in an increase of upstream flood stages greater than 0.1 foot when compared to the existing conditions for all flood events up to and including the 100-year frequency event; or the upstream flood stage increases will be contained within the channel banks (or within existing vertical extensions of the banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. If the proposed construction will increase upstream flood stages greater than 0.1 foot the developer must contact IDNR/OWR, dam safety section, for a dam safety permit or waiver.

1. The engineering analysis of upstream flood stages must be calculated using the flood study flows, and corresponding flood elevations for tailwater conditions for the flood study specified in section 150.05 of this chapter. Culverts must be analyzed using the U.S. DOT, FHWA hydraulic chart for the selection of highway culverts. Bridges must be analyzed using the U.S. DOT/federal highway administration hydraulics of bridge waterways calculation procedures.
2. Lost floodway storage must be compensated for per subsection (B)(2)(b) of this section.
3. Velocity increases must be mitigated per subsection (B)(2)(c) of this section.
4. If the crossing is proposed over a public water that is used for recreational or commercial navigation, a department of transportation permit must be received.
5. The hydraulic analysis for the backwater caused by the bridge showing the existing condition and proposed designated profile must be submitted to IDNR/OWR for concurrence that a LOMR is not required by subsection 150.06(B) of this chapter.
6. All excavations for the construction of the crossing shall be designed per subsection (B)(2)(h) of this section.

(e) Reconstruction or Modification of Existing Bridges, Culverts, and Approach Roads:

1. The bridge or culvert and roadway approach reconstruction or modification shall be constructed with no more than 0.1 foot increase in backwater over the existing flood profile for all flood frequencies up to and including the 100-year event, if the existing structure is not a source of flood damage.
2. If the existing bridge or culvert and roadway approach is a source of flood damage to buildings or structures in the upstream floodplain, the applicant's engineer shall evaluate the feasibility of redesigning the structure to reduce the existing backwater, taking into consideration the effects on flood stages on upstream and downstream properties.
3. The determination as to whether or not the existing crossing is a source of flood damage and should be redesigned must be prepared in accordance with the department of transportation rules 92 Illinois Administrative Code 708 (floodway construction in northeastern Illinois) and submitted to the division for review and concurrence before a permit is issued.

(f) On Stream Structures Built for the Purpose of Backing Up Water: Any increase in upstream flood stages greater than 0.0 foot when compared to the existing conditions, for all flood events up to and including the 100-year frequency event shall be contained within the channel banks (or within existing vertical extensions of the channel banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. A permit or letter indicating a permit is not required must be obtained from IDNR/OWR, dam safety section, for a dam safety permit or waiver for any structure built for the purpose of backing up water in the stream during normal or flood flow. All dams and impoundment structures as defined in section

150.02 of this chapter shall meet the permitting requirements of 92 Illinois Administrative Code 702 (construction and maintenance of dams). If the proposed activity involves a modification of the channel or floodway to accommodate an impoundment, it shall be demonstrated that:

1. The impoundment is determined to be in the public interest by providing flood control, public recreation, or regional stormwater detention;
2. The impoundment will not prevent the migration of indigenous fish species, which require access to upstream areas as part of their life cycle, such as for spawning;
3. The impoundment will not cause or contribute to degraded water quality or habitat conditions. Impoundment design should include gradual bank slopes, appropriate bank stabilization measures, and a presedimentation basin;
4. A nonpoint source control plan has been implemented in the upstream watershed to control the effects of sediment runoff as well as minimize the input of nutrients, oil and grease, metals, and other pollutants. If there is more than one municipality in the upstream watershed, the municipality in which the impoundment is constructed should coordinate with upstream municipalities to ensure comprehensive watershed control;
5. The project otherwise complies with the requirements of this section.

(g) Floodproofing of Existing Habitable, Residential and Commercial Structures: If construction is required beyond the outside dimensions of the existing building, the outside perimeter of the floodproofing construction shall be placed no further than ten feet (10') from the outside of the building. Compensation of lost storage and conveyance will not be required for floodproofing activities.

(h) Excavation in the Floodway: When excavation is proposed in the design of bridges and culvert openings including the modifications to and replacement of existing bridge and culvert structures, or to compensate for lost conveyance for other appropriate uses, transition section shall be provided for the excavation. The following expansion and contraction ratios shall be used unless an applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

1. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length;
2. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length;
3. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used;
4. Erosion/scour protection shall be provided inland upstream and downstream of the transition sections.

(i) Channel Modification: If the proposed activity involves a channel modification, it shall be demonstrated that:

1. There are no practicable alternatives to the activity which would accomplish its purpose with less impact to the natural conditions of the body of water affected. Possible alternatives include levees, bank stabilization, flood proofing of existing structures, removal of structures from the floodplain, clearing the channel, high flow channel, or the establishment of a stream side buffer strip or greenbelt. Channel modification is acceptable

if the purpose is to restore natural conditions and improve water quality and fish and wildlife habitat.

2. Water quality, habitat, and other natural functions would be significantly improved by the modification and no significant habitat area may be destroyed, or the impacts are offset by the replacement of an equivalent degree of natural resource values.

3. The activity has been planned and designed and will be constructed in a way which will minimize its adverse impacts on the natural conditions of the body of water affected, consistent with the following criteria:

    A. The physical characteristics of the modified channel shall match as closely as possible those of the existing channel in length, cross section, slope and sinuosity. If the existing channel has been previously modified, restoration of more natural physical conditions should be incorporated into channel modification design, where practical.

    B. Hydraulically effective transitions shall be provided at both the upstream and downstream ends of the project, designed such that they will prevent erosion.

    C. One sided construction of a channel shall be used when feasible. Removal of streamside (riparian) vegetation should be limited to one (1) side of the channel, where possible, to preserve the shading and stabilization effects of the vegetation.

    D. Clearing of vegetation shall be limited to that which is essential for construction of the channel.

    E. Channel banks shall be constructed with a side slope no steeper than three to one (3:1) horizontal to vertical, wherever practicable. Natural vegetation and gradual side slopes are the preferred methods for bank stabilization. Where high velocities or sharp bends necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, gabions, or construction rubble should be avoided unless there are no practicable alternatives.

    F. All disturbed areas associated with the modification shall be seeded or otherwise stabilized as soon as possible upon completion of construction. Erosion blanket or an equivalent material shall be required to stabilize disturbed channel banks prior to establishment of the vegetative cover.

    G. If the existing channel contains considerable bottom diversity such as deep pools, riffles, and other similar features, such features shall be provided in the new channel. Spawning and nesting areas and flow characteristics compatible with fish habitat shall also be established, where appropriate.

    H. A sediment basin shall be installed at the downstream end of the modification to reduce sedimentation and degradation of downstream water quality.

    I. New or relocated channels should be built in the dry and all items of construction, including vegetation, should be completed prior to diversion of water into the new channel.

    J. There shall be no increases in stage or velocity as the channel enters or leaves the project site for any frequency flood unless necessitated by a public flood control project or unless such an increase is justified as part of a habitat improvement or erosion control project.

K. Unless the modification is for a public flood control project, there shall be no reduction in the volume of floodwater storage outside the floodway as a result of the modification.

4. The project otherwise complies with the requirements of this section.

(j) Seeding and Stabilization Plan: For all activities located in a floodway, a seeding and stabilization plan shall be submitted by the applicant.

(k) Soil Erosion and Sedimentation Measures: For all activities in the floodway, including grading, filling and excavation, in which there is potential for erosion of exposed soil, soil erosion and sedimentation control measures shall be employed consistent with the following criteria and in accordance with section 151.09 of this title:

1. The construction area shall be minimized to preserve the maximum vegetation possible. Construction shall be scheduled to minimize the time soil is exposed and unprotected. In no case shall the existing natural vegetation be destroyed, removed, or disturbed more than fifteen (15) days prior to the initiation of improvements.

2. Temporary and/or permanent soil stabilization shall be applied to denuded areas as soon as possible. As a minimum, soil stabilization shall be provided within fifteen (15) days after final grade is reached on any portion of the site, and within fifteen (15) days to denuded areas which may not be at final grade but will remain undisturbed for longer than sixty (60) days.

3. Sedimentation control measures shall be installed before any significant grading or filling is initiated on the site to prevent the movement of eroded sediments off site or into the channel. Potential sediment control devices include filter fences, straw bale fences, check dams, diversion ditches, and sediment basins.

4. A vegetated buffer strip of at least twenty-five feet (25') in width shall be preserved and/or reestablished, where possible, along existing channels (see subsection (B)(2)(p) of this section). Construction vehicle use of channels shall be minimized. Temporary stream crossings shall be constructed, where necessary, to minimize erosion. Necessary construction in or along channels shall be restabilized immediately.

5. Soil erosion and sedimentation control measures shall be designed and implemented consistent with "Procedures and Standards For Urban Soil Erosion and Sedimentation Control in Illinois" (1988) also known as the "Green Book" and "Standards And Specifications For Soil Erosion And Sediment Control" (IEPA, 1987).

(l) Public Flood Control Projects: For public flood control projects, the permitting requirements of this section will be considered met if the applicant can demonstrate to IDNR/OWR through hydraulic and hydrologic calculations that the proposed project will not singularly or cumulatively result in increased flood heights outside the project right-of-way or easements for all flood events up to and including the 100-year frequency event.

(m) General Criteria for Analysis of Flood Elevations:

1. The flood profiles, flows and floodway data in the designated floodway study, referenced in section 150.05 of this chapter, must be used for analysis of the base conditions. If the study data appears to be in error or conditions have changed, IDNR/OWR shall be contacted for approval and concurrence on the appropriate base conditions data to use.

2. If the 100-year designated floodway elevation at the site of the proposed construction is affected by backwater from a downstream receiving stream with a larger drainage area, the proposed construction shall be shown to meet the requirements of this section for the

100-year frequency flood elevations of the designated floodway conditions and conditions with the receiving stream at normal water elevations.

3. If the applicant learns from IDNR/OWR, local governments, or a private owner that a downstream restrictive bridge or culvert is scheduled to be removed, reconstructed, modified, or a regional flood control project is scheduled to be built, removed, constructed or modified within the next five (5) years, the proposed construction shall be analyzed and shown to meet the requirements of this section for both the existing conditions and the expected flood profile conditions when the bridge, culvert or flood control project is built.

(n) Conditional Letter of Map Revision: If the appropriate use would result in a change in the designated floodway location or the 100-year frequency flood elevation, the applicant shall submit to IDNR/OWR and to FEMA all the information, calculations and documents necessary to be issued a conditional designated floodway map revision and receive from IDNR/OWR a conditional approval of the designated floodway change before a permit is issued. However, the final designated floodway map will not be changed by IDNR/OWR until as built plans or record drawings are submitted and accepted by FEMA and IDNR/OWR. In the case of nongovernment projects, the municipality in incorporated areas and the county in unincorporated areas shall concur with the proposed conditional designated floodway map revision before IDNR/OWR approval can be given. No filling, grading, dredging or excavating shall take place until a conditional approval is issued. No further development activities shall take place until a final letter of map revision (LOMR) is issued by FEMA and IDNR/OWR. Within six (6) months, FEMA shall be notified of physical changes in the Base Flood Elevation (increases or decreases) by submitting technical or scientific data through the Letter of Map Change (LOMC) process, so that insurance rates and floodplain management requirements will be based on current data.

(o) Professional Engineer's Supervision: All engineering analyses shall be performed by or under the supervision of a registered professional engineer.

(p) Construction Near Channel: For all activities in the floodway involving construction within twenty-five feet (25') of the channel, the following criteria shall be met:

1. A natural vegetation buffer strip shall be preserved within at least twenty-five feet (25') of the ordinary high water mark of the channel.

2. Where it is impossible to protect this buffer strip during the construction of an appropriate use, a vegetated buffer strip shall be established upon completion of construction.

3. The use of native riparian vegetation is preferred in the buffer strip. Access through this buffer strip shall be provided, when necessary, for stream maintenance purposes.

(q) Designated Floodway Designation Change: After receipt of conditional approval of the designated floodway change and issuance of a permit and a conditional letter of map revision, construction as necessary to change the designated floodway designation may proceed but no buildings or structures or other construction that is not an appropriate use may be placed in that area until the designated floodway map is changed and a final letter of map revision is received. The designated floodway map will be revised upon acceptance and concurrence by IDNR/OWR and FEMA of the "as built" plans.

(3) State Review: For those projects listed below located in a designated floodway, the following criteria shall be submitted to IDNR/OWR for their review and concurrence prior to the issuance of a permit:

(a) IDNR/OWR will review an engineer's analysis of the flood profile due to a proposed bridge pursuant to subsection (B)(2)(d) of this section.

(b) IDNR/OWR will review an engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, pursuant to subsection (B)(2)(e) of this section.

(c) The IDNR/OWR will review alternative transition sections and hydraulically equivalent storage pursuant to subsections (B)(2)(a), (B)(2)(b) and (B)(2)(h) of this section.

(d) The IDNR/OWR will review and approve prior to the start of construction any department projects, dams (as defined in section 150.02 of this chapter) and all other state, federal or local units of government projects, including projects of the municipality or county.

(4) Other Permits: In addition to the other requirements of this chapter, a development permit for a site located in a floodway shall not be issued unless the applicant first obtains a permit or written documentation that a permit is not required from IDNR/OWR, issued pursuant to 615 ILCS 5/5 et seq. No permit from IDNR/OWR shall be required if the division has delegated this responsibility to the village, and has been accepted by the Village of Schaumburg.

(5) Dam Safety Permits: Any work involving the construction, modification or removal of a "dam" as defined in section 150.02 of this chapter per 92 Illinois Administrative Code 702 (rules for construction of dams) shall obtain an IDNR/OWR dam safety permit prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, the director of engineering and public works shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, the director of engineering and public works shall immediately notify the owner of the dam, IDNR/OWR, dam safety section in Springfield and the Illinois Emergency Services and Disaster Agency (ESDA).

(6) Activities That Do Not Require a Registered Professional Engineer's Review: The following activities may be permitted without a registered professional engineer's review, unless otherwise required by Village of Schaumburg ordinance or other governmental laws. Such activities shall still meet the other requirements of this chapter, including the mitigation requirements.

(a) Underground and overhead utilities that:

1. Do not result in any increase in existing ground elevations; or

2. Do not require the placement of above ground structures in the floodway; or

3. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed; and

4. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris.

(b) Storm and sanitary sewer outfalls that:

1. Do not extend riverward or lakeward of the existing adjacent natural bank slope; and

2. Do not result in an increase in ground elevation; and

3. Are designed so as not to cause stream erosion at the outfall location.

(c) Construction of sidewalks, athletic fields (excluding fences), properly anchored playground equipment and patios at grade.

(d) Construction of shoreline and stream bank protection that:

1. Does not exceed one thousand feet (1,000') in length;

2. Materials are not placed higher than the existing top of bank;

3. Materials are placed so as not to reduce the cross sectional area of the stream channel or bank of the lake;

4. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

(e) Temporary stream crossings in which:

1. The approach roads will be one-half foot or less above natural grade.

2. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert.

3. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel.

4. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction.

5. The access road and temporary crossings will be removed within one year after authorization.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.08 OCCUPATION AND USE OF SFHA AREAS WHERE FLOODWAYS ARE NOT IDENTIFIED, DRAINING MORE THAN ONE SQUARE MILE.

(A) Development Not to Worsen Flooding: In SFHA or floodplains, where no floodways have been identified and no base flood or 100-year frequency flood elevations have been established by FEMA, and draining more than a square mile, no development shall be permitted unless the cumulative effect of the proposals, when combined with all other existing and anticipated uses and structures, shall not significantly impede or increase the flow and passage of the floodwaters nor significantly increase the base flood or 100-year frequency flood elevation.

(1) Land Development Permit: No person, firm, corporation, or governmental body, not exempted by state law, shall commence any development in a SFHA or floodplain without first obtaining a land development permit from the director of engineering and public works. Application for a land development permit shall be made on a form provided by the Village of Schaumburg. The application shall be accompanied by drawings of the site, drawn to scale showing property line dimensions; and existing grade elevations and all changes in grade resulting from excavation or filling, sealed by a licensed engineer, the location and dimensions of all buildings and additions to buildings; and the elevations of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter. The application for a land development permit shall also include the following information:

(a) A detailed description of the proposed activity, its purpose, and intended use;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway maps;

(c) Anticipated dates of initiation and completion of activity;

(d) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, floodplain limit, location and orientation of cross sections, north arrow, and a graphical or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in "plan view," existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphical or numerical scales (horizontal and vertical), and

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(e) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the criteria of subsection (B) of this section;

(f) Any and all other local, state and federal permits or approvals that may be required for this type of development.

(2) Elevation: Based on the best available existing data according to the Illinois State Water Survey's Floodplain Information Repository, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood elevation. Should no elevation information exist for the site, the developer's engineer shall calculate the elevation according to subsection 150.05(D) of this chapter. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this section. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification.

(3) Federal Permits: The director of engineering and public works shall ensure that copies of all other local, state, and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. The director of engineering and public works shall not issue the development permit unless all required local, state and federal permits have been obtained.

(B) Preventing Increased Damages: No development in the SFHA, where a floodway has not been determined shall create a damaging or potentially damaging increase in flood heights or velocity or threat to public health, safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter.

(1) Floodway Not Determined: Within all riverine SFHAs where the floodway has not been determined, the following standards shall apply:

(a) The developer shall have a registered professional engineer state in writing and show through supporting plans, calculations, and data that the project meets the engineering requirements of subsections 150.07(B)(2)(a) through (B)(2)(l) of this chapter for the entire floodplain as calculated under the provisions of subsection 150.05(D) of this chapter. As an alternative, the developer should have an engineering study performed to determine a floodway and submit that engineering study to IDNR/OWR for acceptance as a designated floodway. Upon acceptance of the floodway by the department, the developer shall then demonstrate that the project meets the requirements of section 150.07 of this chapter for the designated floodway. The "floodway" shall be defined according to the definition in section 150.02 of this chapter.

(b) A land development permit shall not be issued unless the applicant first obtains a permit from IDNR/OWR or written documentation that a permit is not required from IDNR/OWR.

(c) No permit from IDNR/OWR shall be required if the division has delegated permit responsibility to the village per 92 Illinois Administrative Code, part 708 for designated floodways, per IDNR/OWR's state-wide permit entitled "Construction in Floodplains With No Designated Floodways in Northeastern Illinois".

(d) Any work involving the construction, modification or removal of a "dam" or an on stream "structure" to impound water as defined in section 150.02 of this chapter shall obtain an Illinois Division of Water Resources dam safety permit or letter indicating a permit is not required prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, then he or she shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, then he or she shall immediately notify the owner of the dam and the Illinois Emergency Services and Disaster Agency (ESDA), IDNR/OWR, dam safety section in Springfield.

(e) The following activities may be permitted without a registered professional engineer's review or calculation of a base flood elevation and designated floodway. Such activities shall still meet the other requirements of this chapter, other village ordinances or other governmental laws:

1. Underground and overhead utilities that:

    A. Do not result in any increase in existing ground elevations, or

    B. Do not require the placement of above ground structures in the floodway, or

    C. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed, and

    D. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris;

2. Storm and sanitary sewer outfalls that:

    A. Do not extend riverward or lakeward of the existing adjacent natural bank slope, and

    B. Do not result in an increase in ground elevation, and

    C. Are designed so as not to cause stream bank erosion at the outfall location;

3. Construction of shoreline and streambed protection that:

    A. Does not exceed one thousand feet (1,000') in length or two (2) cubic yards per linear foot of streambed;

    B. Materials are not placed higher than the existing top of bank;

C. Materials are placed so as not to reduce the cross sectional area of the stream channel by more than ten percent (10%);

D. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

4. Temporary stream crossings in which:

A. The approach roads will be one-half foot or less above natural grade,

B. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert,

C. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel,

D. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction,

E. The access road and temporary crossings will be removed within one (1) year after authorization;

5. The construction of light poles, signposts and similar structures;

6. The construction of sidewalks, driveways, athletic fields (excluding fences), patios and similar surfaces which are built at grade;

7. The construction of properly anchored, unwalled, open structures such as playground equipment, pavilions, and carports built at or below existing grade that would not obstruct the flow of floodwaters;

8. Minor maintenance dredging of a stream channel where:

A. The affected length of stream is less than one thousand feet (1,000'),

B. The work is confined to reestablishing flows in natural stream channels, or

C. The cross sectional area of the dredged channel conforms to that of the natural channel upstream and downstream of the site.

(f) The flood-carrying capacity within any altered or relocated watercourse shall be maintained.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.09 PERMITTING REQUIREMENTS APPLICABLE TO ALL FLOODPLAIN AREAS.

In addition to the requirements found in sections 150.06, 150.07 and 150.08 of this chapter for development in flood fringes, designated floodways, and SFHA or floodplains where no floodways have been identified (zones A, AO, AH, AE, A99, VE, V, X or D), the following requirements shall be met:

(A) Public Health Standards:

(1) No developments in the SFHA shall include locating or storing chemicals, explosives, buoyant materials, animal wastes, fertilizers, flammable liquids, pollutants, or other hazardous or toxic materials below the floodplain elevation, and/or as otherwise provided in this code.

(2) New and replacement water supply systems, wells, sanitary sewer lines and on site waste disposal systems may be permitted providing all manholes or other above ground openings located below the FPE are watertight.

(B) Carrying Capacity And Notification: For all projects involving channel modification, fill, or stream maintenance (including levees), the flood-carrying capacity of the watercourse shall be maintained. In addition, the village shall notify adjacent communities in writing thirty (30) days prior to the issuance of a permit for the alteration or relocation of the watercourse.

(C) Protecting Buildings: All buildings located within a 100-year floodplain also known as an SFHA, shall be protected from flood damage below the flood protection elevation.

(1) However, existing buildings located within a designated floodway shall also meet the more restrictive appropriate use standards included in section 150.07 of this chapter. This building protection criteria applies to the following situations:

(a) Construction or placement of a new building.

(b) A structural alteration to an existing building that either increases the first floor area by more than twenty percent (20%) and/or the building's market value by more than fifty percent (50%).

(2) A residential, substantially improved, ~~or nonresidential~~non-residential building, when allowed, may be constructed on permanent land fill in accordance with the following:

(a) The lowest floor (including basement) shall be at or above the flood protection elevation. See definition of Flood Protection Elevation in section 150.02 of this chapter.

(b) The fill shall be placed in layers no greater than one foot (1') deep before compaction and should extend at least ten feet (10') beyond the foundation of the building before sloping below the flood protection elevation. The top of the fill shall be above the flood protection elevation. However, the ten foot (10') minimum may be waived if a structural engineer certifies an alternative method to protect the building from damages due to hydrostatic pressures. The fill shall be protected against erosion and scour. The fill shall not adversely effect the flow or surface drainage from or onto neighboring properties.

(3) A residential (including manufactured homes) or ~~nonresidential~~non-residential building may be elevated in accordance with the following:

(a) The building or improvements shall be elevated on crawl space, piles, walls, or other foundation that is permanently open to floodwaters and not subject to damage by hydrostatic pressures of the base flood or 100-year frequency flood. The permanent openings shall be no more than one foot (1') above grade, and consists of a minimum of two (2) openings. The openings must have a

total net area of not less than one (1) square inch for every one (1) square foot of enclosed area subject to flooding below the base flood elevation.

(b) The foundation and supporting members shall be anchored and aligned in relation to flood flows and adjoining structures so as to minimize exposure to known hydrodynamic forces such as current, waves, ice and floating debris.

(c) All areas below the flood protection elevation shall be constructed of materials resistant to flood damage. The lowest floor (including basement) and all electrical, heating, ventilating, plumbing, and air conditioning equipment and utility meters shall be located at or above the flood protection elevation. Water and sewer pipes, electrical and telephone lines, submersible pumps, and other waterproofed service facilities may be located below the flood protection elevation.

(d) No area below the flood protection elevation shall be used for storage of items or materials.

(4) Only a ~~nonresidential~~non-residential building may be structurally dry floodproofed (in lieu of elevation) provided that a registered professional engineer shall certify that the building has been structurally dry floodproofed below the flood protection elevation, the structure and attendant utility facilities are watertight and capable of resisting the effects of the base flood or 100-year frequency flood. The building design shall take into account flood velocities, duration, rate of rise, hydrostatic and hydrodynamic forces, the effects of buoyancy, and impacts from debris or ice. Floodproofing measures shall be operable without human intervention and without an outside source of electricity (levees, berms, floodwalls and similar works are not considered floodproofing for the purpose of this subsection).

(5) Nonconforming structures located in a designated floodway may remain in use, but may not be enlarged, replaced or structurally altered. A nonconforming structure damaged by flood, fire, wind or other natural or manmade disaster may be restored unless the damage exceeds fifty percent (50%) of its market value before it was damaged, in which case it shall conform to this chapter.

(6) All new construction and substantial improvements shall:

(a) Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,

(b) Be constructed with materials resistant to flood damage, and

(c) Be constructed by methods and practices that minimize flood damages.

(7) All manufactured homes are to be elevated and anchored to resist flotation, collapse, or lateral movement.

(8) Recreational vehicles are not permitted in the floodplain.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.10 OTHER DEVELOPMENT REQUIREMENTS.

The board of trustees shall take into account flood hazards, to the extent that they are known in all official actions related to land management, use and development.

(A) New subdivisions, annexation agreements, and planned unit developments (PUDs) within the SFHA shall be reviewed to assure that the proposed developments are consistent with sections 150.06, 150.07, 150.08 and 150.09 of this chapter and ~~the need to minimize flood damage~~be reasonably safe from flooding and public utilities and facilities are constructed so as to minimize flood damage. Plats or plans for new subdivisions, and planned unit developments (PUDs) shall include a signed statement by a registered professional

engineer that the plat accounts for changes in the drainage of surface waters in accordance with the Plat Act, that the plat must contain a certificate from a registered land surveyor that the property is situated within five hundred feet (500') of a watercourse serving or not serving a tributary area of six hundred forty (640) acres or more. See chapter 151, "Subdivision and Land Development", of this title for detailed requirements.

State law reference(s)—765 ILCS 205/2.

(B) Proposals for new subdivisions, planned unit developments (PUDs) and additions to subdivisions shall include base flood or 100-year frequency flood elevation data and floodway delineations. Where this information is not available from an existing study filed with the Illinois state water survey, the applicant's engineer shall be responsible for calculating the base flood or 100-year frequency flood elevation per subsection 150.05(D) of this chapter and the floodway delineation per section 150.02 of this chapter and submitting it to the state water survey and IDNR/OWR for review and approval as best available designated data.

(C) Streets, blocks, lots, parks and other public grounds shall be located and laid out in such a manner as to preserve and utilize natural streams and channels. Wherever possible, the floodplains shall be included within parks or other public grounds.

(D) The board of trustees shall not approve any planned unit development (PUD) or plat of subdivision located outside the corporate limits unless such agreement or plat is in accordance with the provisions of this chapter.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.11 VARIANCES.

No variances shall be granted to any development located in "designated floodway" as defined in section 150.02 of this chapter. However, when a development proposal is located outside of a designated floodway, and whenever the standards of this chapter place undue hardship on a specific development proposal, the applicant may apply to the director of engineering and public works for a variance. The director of engineering and public works shall review the applicant's request for a variance and shall submit its recommendation to the board of trustees.

(A) No variance shall be granted unless the applicant demonstrates that:

(1) The development activity cannot be located outside the SFHA;

(2) An exceptional hardship would result if the variance were not granted;

(3) The relief requested is the minimum necessary;

(4) There will be no additional threat to public health, safety, beneficial stream uses and functions, especially aquatic habitat, or creation of a nuisance;

(5) There will be no additional public expense for flood protection, lost environmental stream uses and functions, rescue or relief operations, policing, or repairs to streambeds and banks, roads, utilities, or other public facilities;

(6) The provisions of subsections 150.06(B) and 150.08(B) of this chapter shall still be met;

(7) The activity is not in a designated floodway;

(8) The applicant's circumstances are unique and do not represent a general problem; and

(9) The granting of the variance will not alter the essential character of the area involved including existing stream uses.

(B) The director of engineering and public works shall notify an applicant in writing that a variance from the requirements of section 150.09 of this chapter that would lessen the degree of protection to a building will:

(1) Result in increased premium rates for flood insurance up to amounts as high as twenty-five dollars ($25.00) for one hundred dollars ($100.00) of insurance coverage;

(2) Increase the risks to life and property; and

(3) Require that the applicant proceed with knowledge of these risks and that he will acknowledge in writing that he assumes the risk and liability.

(C) Variances requested in connection with restoration of a site or building listed on the National Register of Historical Places or documented as worthy of preservation by the Illinois Historic Preservation Agency may be granted using criteria more permissive than the requirements of subsections (A) and (B) of this section.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.12 DISCLAIMER OF LIABILITY.

The degree of flood protection required by this chapter is considered reasonable for designated purposes and is based on available information derived from engineering and scientific methods of study. Larger floods may occur or flood heights may be increased by manmade or natural causes. This chapter does not imply that development, either inside or outside of the SFHA, will be free from flooding or damage. This chapter does not create liability on the part of the village or any officer or employee thereof for any flood damage that results from reliance on this chapter or any administrative decision made lawfully thereunder.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.13 PENALTY.

Failure to comply with the requirements of a permit or conditions of a variance resolution shall be deemed to be a violation of this chapter. Upon due investigation, the director of engineering and public works may determine that a violation of the minimum standards of this chapter exist. The director of engineering and public works shall notify the owner in writing of such violation.

(A) If such owner fails after ten (10) days' notice to correct the violation:

(1) The village may make application to the circuit court for an injunction requiring conformance with this chapter or make such other order as the court deems necessary to secure compliance with the chapter.

(2) Any person who violates this chapter shall, upon conviction thereof, be fined as required in an amount not less than one hundred dollars ($100.00) nor more than one thousand dollars ($1,000.00) per day for each violation of this chapter.

(B) The director of engineering and public works shall inform the owner that any such violation is considered a wilful act to increase flood damages and, therefore, may cause coverage by a standard flood insurance policy to be suspended.

(C) Nothing herein shall prevent the village from taking such other lawful action to prevent or remedy any violation. All costs connected therewith shall accrue to the person or persons responsible.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.14 ABROGATION AND GREATER RESTRICTIONS.

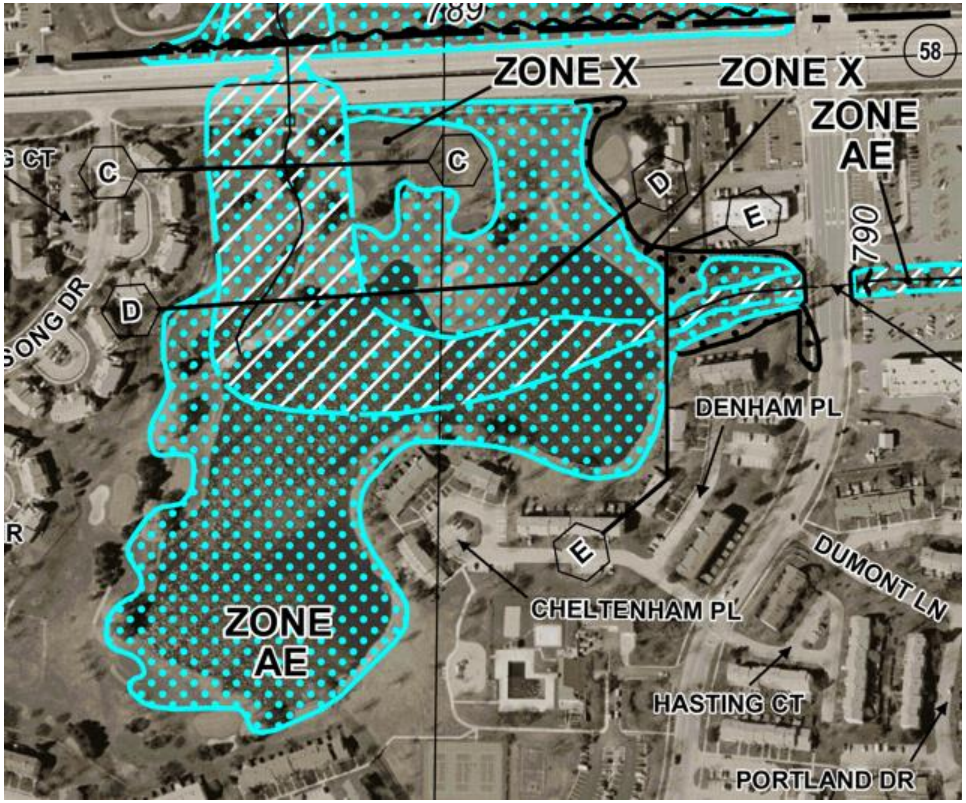
This chapter is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. Where this chapter and other ordinance, easements, covenants, or deed restrictions conflict or overlap, whichever imposes the more stringent restrictions shall prevail. The ordinance codified in this chapter is intended to repeal the original ordinance or resolution which was adopted to meet the national flood insurance program regulations, but is not intended to repeal the resolution which the village passed in order to establish initial eligibility for the program.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.15 SEPARABILITY.

The provisions and sections of this chapter shall be deemed separable and the invalidity of any portion of this chapter shall not affect the validity of the remainder.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)



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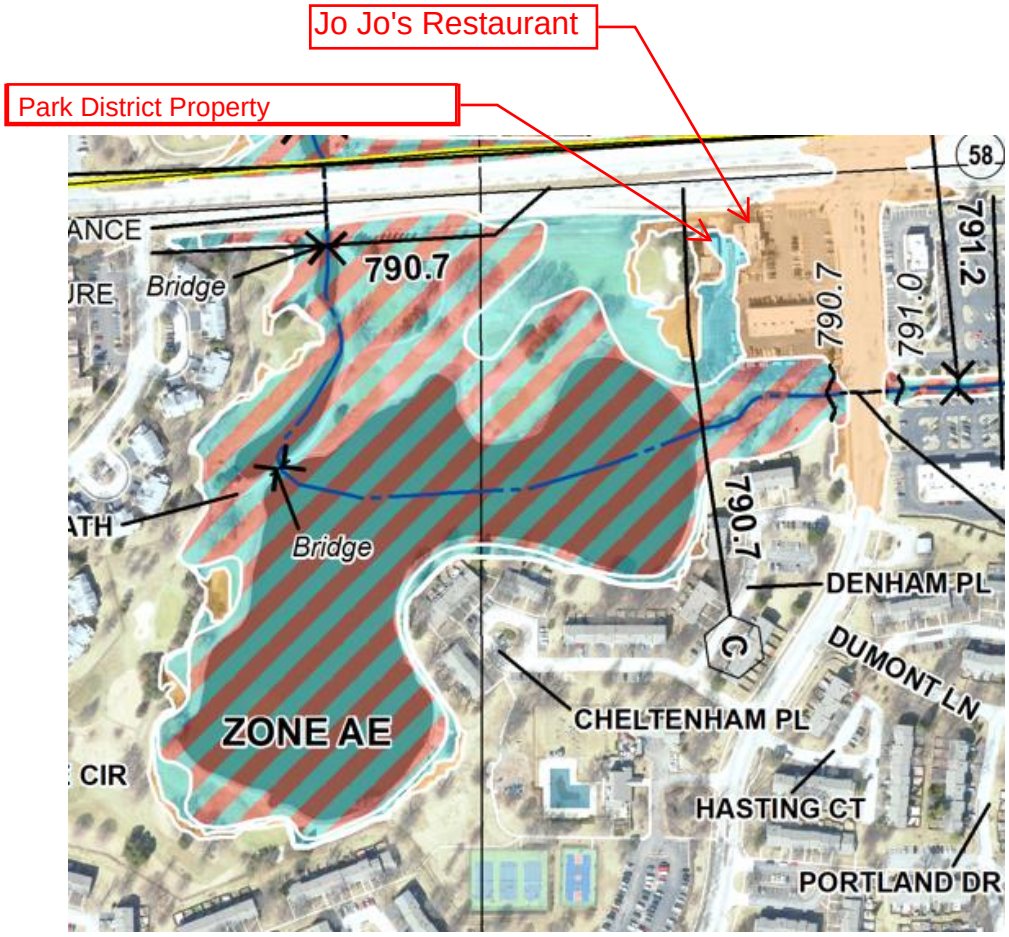

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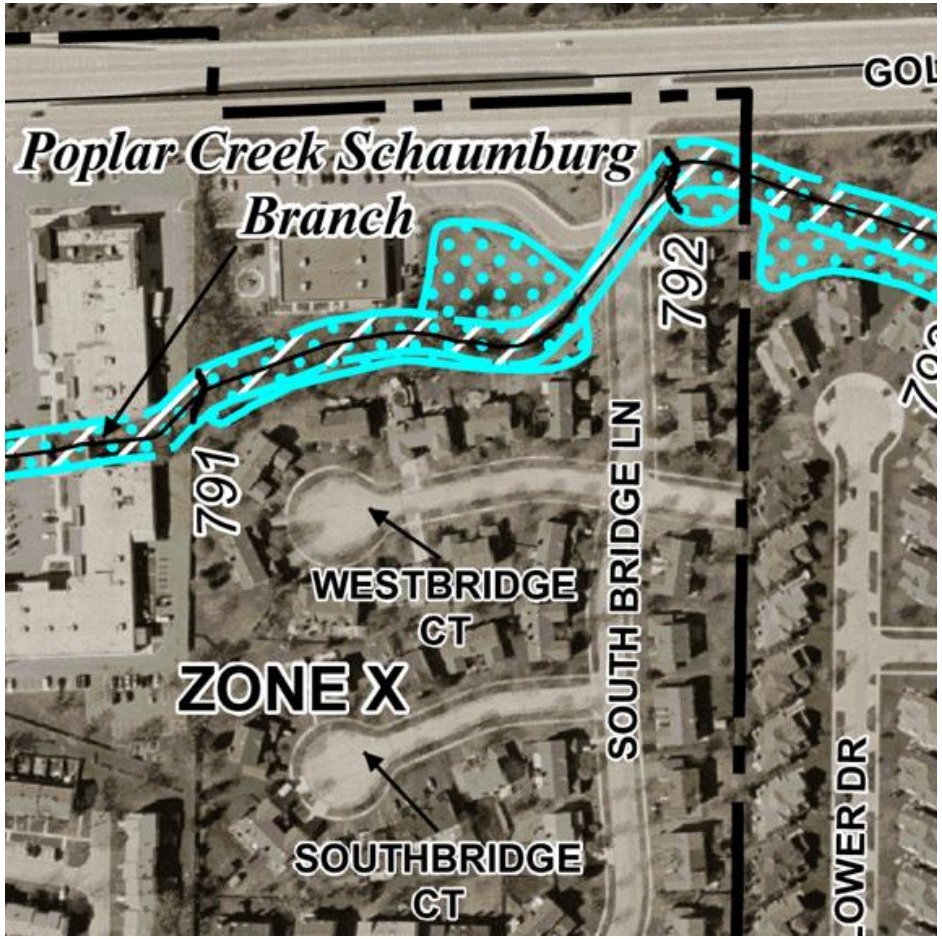
1724/1726 Westbridge Court



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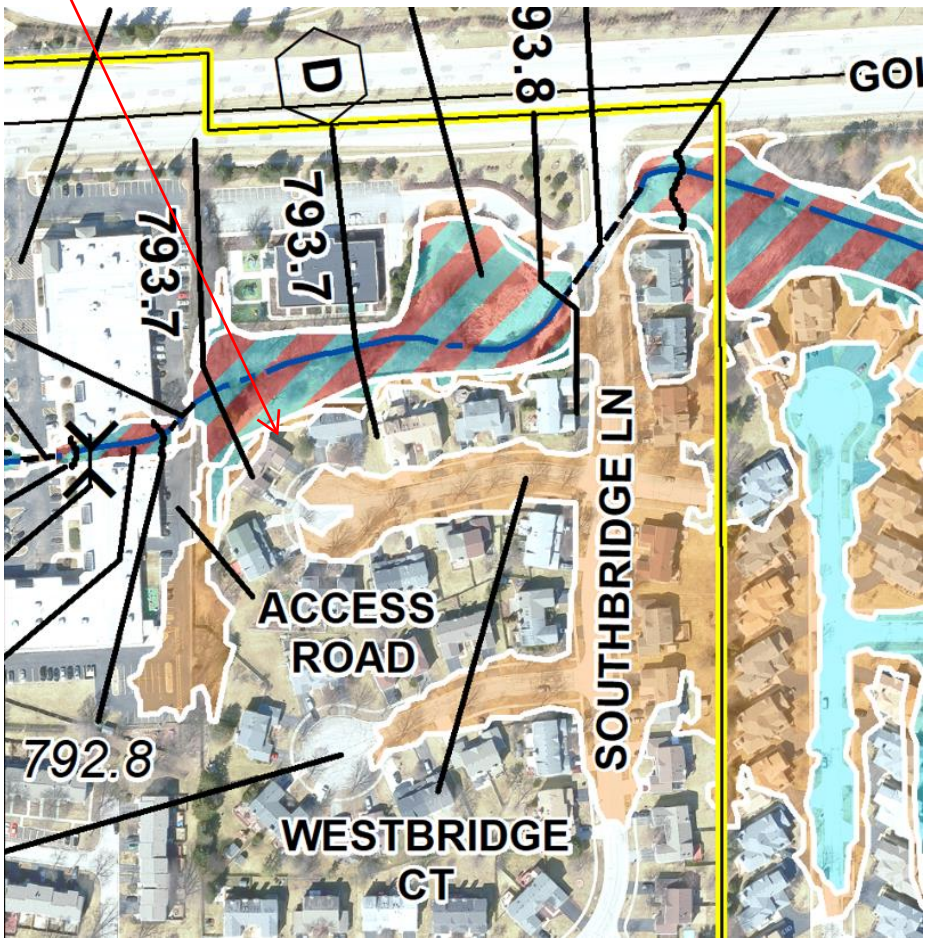
REVISED AUGUST 19, 2008



FIRM MAP NUMBER 17031C0187K
EFFECTIVE JANUARY 23, 2026

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Accept Public Improvements for Experior Property
01/13/26
Village Board

Presenter: Ryan Franklin, Assistant Director of Community Development
Lead Department: Community Development

Executive Summary:

Community Development Department staff are recommending that the following improvements be accepted by the Village. Once accepted by the Village Board, these improvements will be considered public.

1. Metra roadway including street lighting and storm sewer infrastructure
2. Approximately 7,971 feet of 8-inch water main

Project History

The Experior project was approved by the Village Board on April 12, 2022, and a Land Development Permit was issued on June 7, 2023 to the Developer, Experior Group, LLC. The project included construction of a roadway connecting Rodenburg Road to the Metra computer parking lot providing secondary access to the Metra station and Boomers Stadium. The roadway was constructed by Experior, but planned as a public roadway dedicated as village right-of-way.

The new water main serves the adjacent properties, the main is looped and considered a public main under IEPA rules.

Throughout construction, inspections of the Metra roadway improvements were conducted by Community Development. Following completion of the roadway, Engineering and Public Works staff and Community Development staff made multiple inspections of the Metra Road work. Punch list items identified during these inspections have been addressed.

The water main installation was inspected by Community Development Department inspectors. Pressure and chlorination testing was performed and passed. The location of the water main is within the dedicated Metra Road and within utility easements depicted in the recorded Plat.

An MWRD partial inspection passed on January 17, 2025, which covers use of the Metra Road.

Maintenance Bond

Village code Sections 151.16 and 151.17 require a 12-month maintenance bond in the amount of 20% of the Engineer's Opinion of Probable Cost of the accepted improvements. The amount of the maintenance bond will be 20% of the EOPC amount for the Metra Road (including bike path, storm sewer and lights) plus 20% of the EOPC amount for the water main (including appurtenances - hydrants and valves etc). At the time of drafting this memo, staff have made the Developer aware of the maintenance bond requirements; however, to date the Village has not received the requested maintenance bond. Although the developer has agreed to provide the bond, staff has been made aware that obtaining the bond may be difficult.

Staff have thoroughly inspected the infrastructure to be accepted. Ensuring the acceptance of the roadway and infrastructure as soon as possible is a priority for the village. As a result, the Village Manager recommends waiving the maintenance bond requirement, should the developer be unable to obtain the bond before December 31, 2025. The purpose of the bond is to fund repairs should any portion of the infrastructure fail within the first year of acceptance. There is some risk to the village; however, ensuring that the roadway be maintained (including snow plowing) to provide a safe and efficient secondary access to the Metra station is a priority.

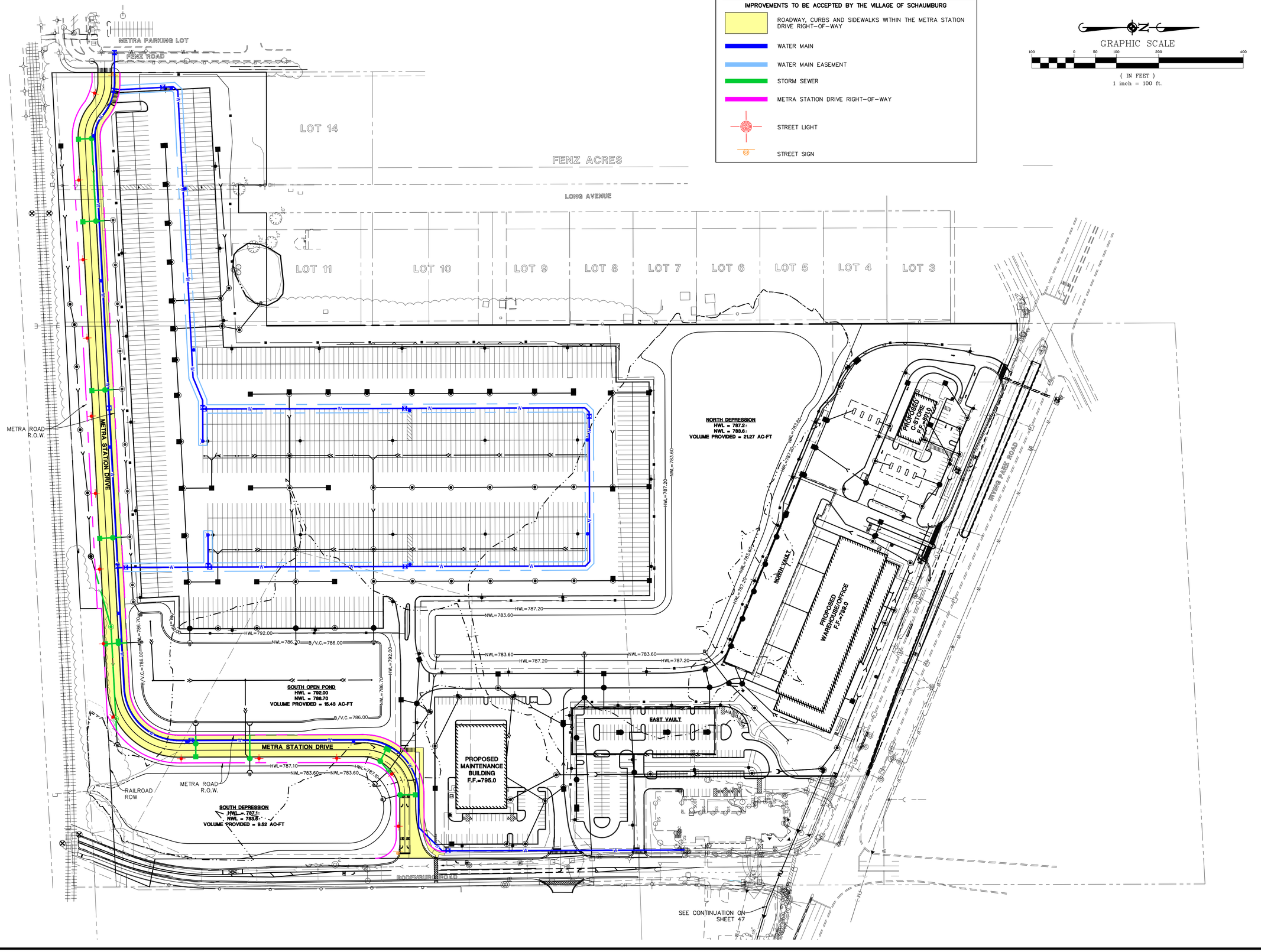
This approach will ensure the road can be accepted and maintained as soon as possible. Requiring a maintenance bond could delay the acceptance of the roadway which is not in the best interest of the Village.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board accept the subject improvements as depicted in the Exhibits, waive the requirement for a maintenance bond, and direct staff to obtain a Bill of Sale, at no cost to the Village, from Experior Group, LLC for the subject improvements.

ATTACHMENTS:

- EXPERIOR Public Dedication Exhibit Nov 18 2025.pdf
- Experior Public Improvement Acceptance Resolution .pdf



DRAWN BY	DATE	REVISIONS
QDH	11-18-25	REVISED PER VILLAGE COMMENTS

Manhard CONSULTING
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EXPERIOR LOGISTICS FACILITY
VILLAGE OF SCHAUMBURG, ILLINOIS
PUBLIC DEDICATION EXHIBIT - METRA STATION DRIVE

PROJ. MGR.:	QDH
PROJ. ASSOC.:	NAH
DRAWN BY:	NAH
DATE:	8/25/2025
SCALE:	1"=100'

SHEET
EXB
EXP.SCIL01

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August 25, 2025 - 15:58 Dwg Name: P:\Projects\Vgra\Engr\Engr Drawings\Exhibits Engr\Metra Road Public Improvements Exhibit.dwg Updated By: hkronkon

RESOLUTION NO. _____

A RESOLUTION ACCEPTING PUBLIC IMPROVEMENTS (METRA ACCESS ROADWAY, SIDEWALKS, STREET LIGHTS, WATER MAIN AND STORM SEWER) FOR THE EXPERIOR DEVELOPMENT

WHEREAS, the Village of Schaumburg required the developer to provide certain public improvements within the Experior Development, such as the installation of the Metra Access Roadway, Public Sidewalks, Public Water Main, Street Lights and Public Storm Sewers (the "Public Improvements"); and

WHEREAS, the approximate limits of the Public Improvements being accepted by the Village is shown on the attached Exhibit "A"; and

WHEREAS, the Village of Schaumburg has inspected the Public Improvements and found them to be in compliance with Village codes; and

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: The Village of Schaumburg hereby accepts the Experior Development Public Improvements, specifically Metra Access Roadway, Public Sidewalks, Public Water Main, Street Lights and Public Storm Sewers upon presentation of a bill of sale in form acceptable to the Village Attorney.

SECTION TWO: This Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED THIS _____ DAY OF _____ , 2026.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Accept the Multi-Year Capital Improvement Plan for FY 26/27 through FY 30/31
01/13/26
Village Board

Presenter: Paula Hewson; Deputy Village Manager
Lead Department: General Government

Executive Summary:

The Capital Improvement Plan (CIP) provides an opportunity to identify, schedule, and plan funding for capital projects over a five-year period. Capital improvements are considered major construction projects or major improvements to the village's infrastructure that have a long useful life. The anticipated total budget expenditures as well as the village's share over the next five years are shown below:

Fiscal Year	Total Cost	Village Share
26/27	$107,766,462	$82,312,730
27/28	$90,503,598	$81,399,998
28/29	$148,057,308	$126,619,378
29/30	$63,557,073	$51,389,438
30/31	$43,097,214	$36,136,214
Total	**$452,981,655**	**$377,857,758**

The attached document outlines the five-year CIP with a focus on the projects that are planned for the coming fiscal year.

Recommended Action:

The Village Manager recommends that the Committee of the Whole recommend that the Village Board accept the multi-year Capital Improvement Plan and approve the projects for FY 26/27 for incorporation into the budget.

ATTACHMENTS:

- FY 27-31 Capital Improvement Plan (Final).pdf

CAPITAL IMPROVEMENT PLAN

FY 2027 - FY 2031



VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

FY 26/27 to FY 30/31 Capital Improvement Plan
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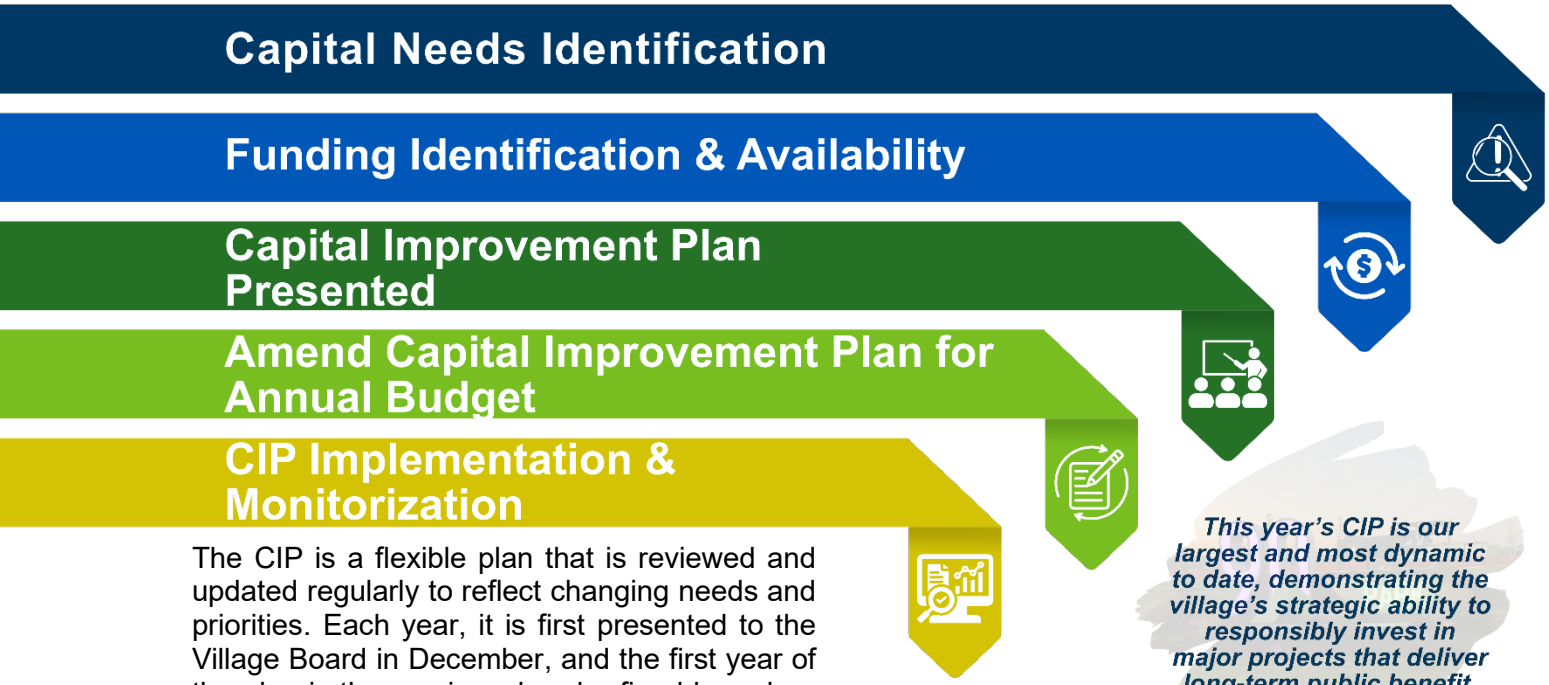
Executive Summary

Please find, for your review and consideration, the proposed Fiscal Year (FY) 26/27–FY 30/31 Capital Improvement Plan (CIP). The CIP is a five-year planning tool that sets the direction and priorities for the village's capital improvement projects and associated funding.

The CIP is a dynamic, annually adopted plan that prioritizes and coordinates capital projects, combining previous initiatives with newly identified high-priority needs. It ensures the village maintains infrastructure, enhances amenities, and advances Village Board priorities while supporting long-term fiscal sustainability.

To evaluate long-term capital investment, staff collaborate in workshops to evaluate capital investment needs, focusing on maintaining, improving, or expanding critical facilities and infrastructure within the village. Projects are then carefully evaluated and prioritized—ranging from repairs to community enhancements—based on their impact, urgency, and alignment with strategic goals.



The CIP is a flexible plan that is reviewed and updated regularly to reflect changing needs and priorities. Each year, it is first presented to the Village Board in December, and the first year of the plan is then reviewed and refined based on the most current status of capital projects before being adopted with the Annual Budget in April.

This year's CIP is our largest and most dynamic to date, demonstrating the village's strategic ability to responsibly invest in major projects that deliver long-term public benefit.

The proposed five-year CIP includes **144 projects** totaling **$452.9 million**, underscoring the village's commitment to advancing key priorities. These focus areas reflect long-standing themes that have guided investment for several years and build on substantial progress already made. Major initiatives include continued residential street repairs; leveraging state and federal grants to modernize major roadways; ongoing upgrades to utility infrastructure; strategic reinvestment in village-owned facilities; and continued revitalization of the North Schaumburg TIF District.

The following sections provide an overview of projected revenues and expenditures across the five-year CIP. They summarize total spending by project type and category, outline the funding sources that support the plan, and highlight key elements of the first year of implementation (FY 26/27).

Overview of the Five-Year Plan

The CIP includes village capital improvements—generally $50,000 or more—that have a long useful life and address ongoing maintenance, replacement, and operational needs. The FY 26/27–FY 30/31 CIP proposes **$452.9 million in total investment**. Of this amount, the village anticipates securing **$75.1 million in grant funding (17%)**, with the remaining $377.8 million to be supported through local revenue sources. The chart below outlines projected grant funding in more detail. Pass-through grants are paid directly by the granting agency, while reimbursement grants require the village to initially fund the project and be reimbursed after completion.

FY 26/27 to FY 30/31 Capital Improvement Plan

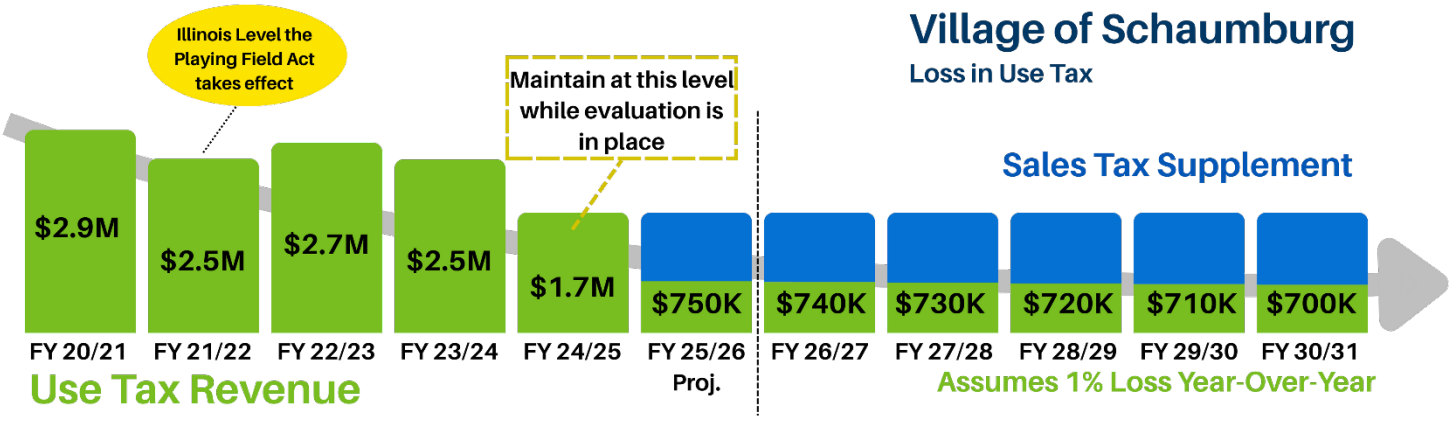
Fiscal Year	Total Cost	Reimbursements	Pass Through Grants	Village
FY 26/27	$107,766,462	$3,568,624	$21,885,108	**$82,312,730**
FY 27/28	$90,503,598	$1,263,100	$7,840,500	**$81,399,998**
FY 28/29	$148,057,308	$4,487,150	$16,950,780	**$126,619,378**
FY 29/30	$63,557,073	$1,407,955	$10,759,680	**$51,389,438**
FY 30/31	$43,097,214	$721,000	$6,240,000	**$36,136,214**
Total	**$452,981,655**	**$11,447,829**	**$63,676,068**	**$377,857,758**

In order to fund this year's CIP, staff have prepared a series of funding strategies that ensure large infrastructure projects are addressed in a fiscally responsible manner.

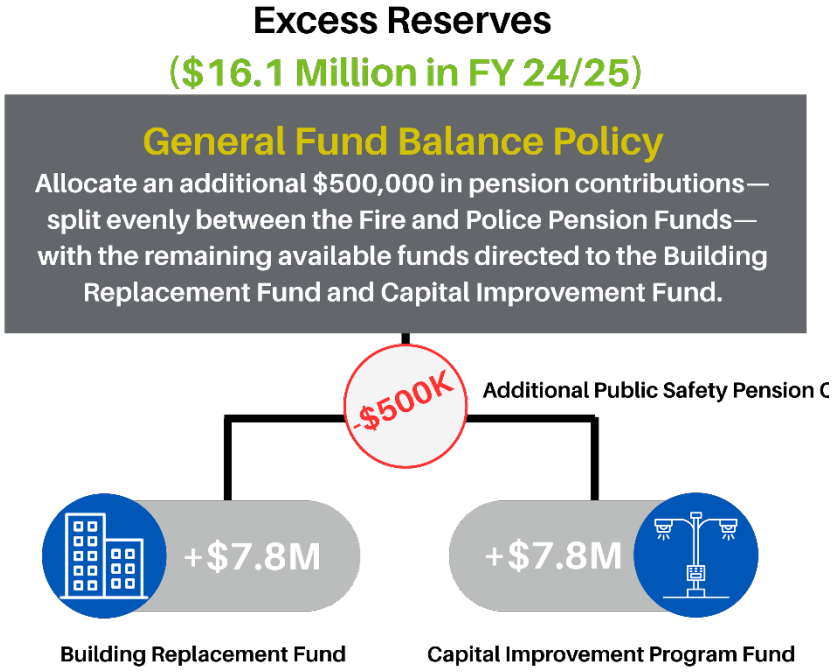
To support a 36.5% increase in Vital Streets Program spending in this year's CIP – an increase driven by advancing several roadway projects so they are positioned to capitalize on future grant opportunities – the village is strategically reallocating how Motor Fuel Tax (MFT) funds are used. The village receives approximately $3.5 million annually in MFT revenue from IDOT; However, due to strict limitations on how MFT dollars can be used—and increasing administrative requirements tied to spending them on operational items such as street reflectors and streetlight maintenance—the village has found it increasingly difficult to apply these funds to day-to-day needs. As a result, MFT reserves have grown over time. The new strategy is to redirect these dollars to capital projects that already meet federal standards, ensuring the funds can be used more effectively with less administrative burden.

With the General Fund resuming responsibility for the operational costs, the available MFT fund balance reserves and future allocations are now available to help deliver construction of 15 Vital Streets roadway projects programmed in the five-year plan. Historically, the General Fund contributed $1.5 million annually to the Capital Improvement Fund, in part because it did not need to cover these operating costs. With the General Fund now absorbing roughly $1 million of operating expenses, its annual transfer has been reduced to $500,000, resulting in no net loss to the General Fund.

The State's Leveling the Playing Field Act shifted many online purchases from Use Tax to local Sales Tax, reducing the Use Tax revenue historically dedicated to the CIP Fund. Because this shift has increased overall Sales Tax collections, the village will begin supplementing declining Use Tax with Sales Tax revenue starting in FY 26/27. Staff is also evaluating a fixed Sales Tax percentage for future CIP allocations to ensure long-term funding stability and capture the benefits of higher Sales Tax rather than treating the change as a revenue loss.



The final key revenue adjustment in this year's CIP is the allocation of $15.7 million in FY 24/25 General Fund excess reserves to support capital needs. Per policy, the declared excess reserves–not including supplemental deposits in the Police and Fire Pension funds–are split evenly between the Capital Improvement Fund and the Building Replacement Fund ($7.8 million each). This infusion is especially beneficial to the Building Replacement Fund given the programming for the new Village Hall and Public Safety Building, helping limit the village's anticipated bond issuance to $60 million in FY 27/28.

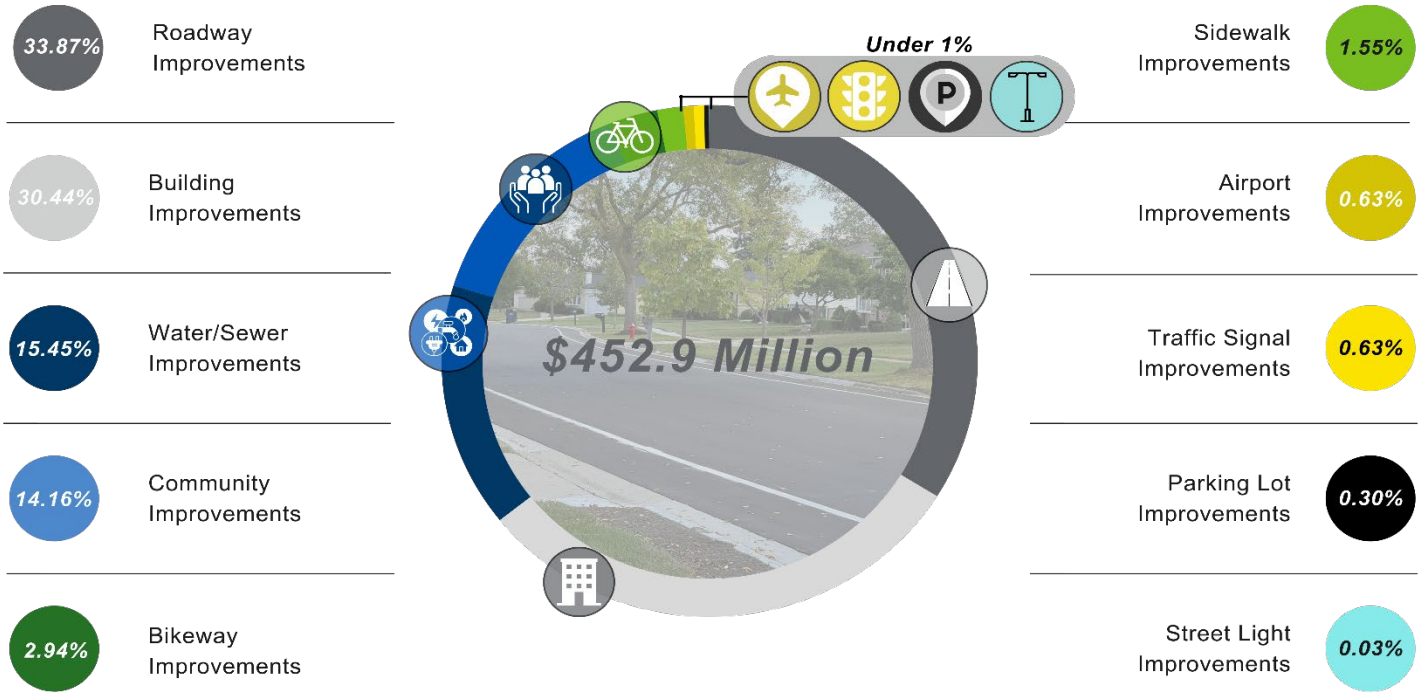


Expenditures

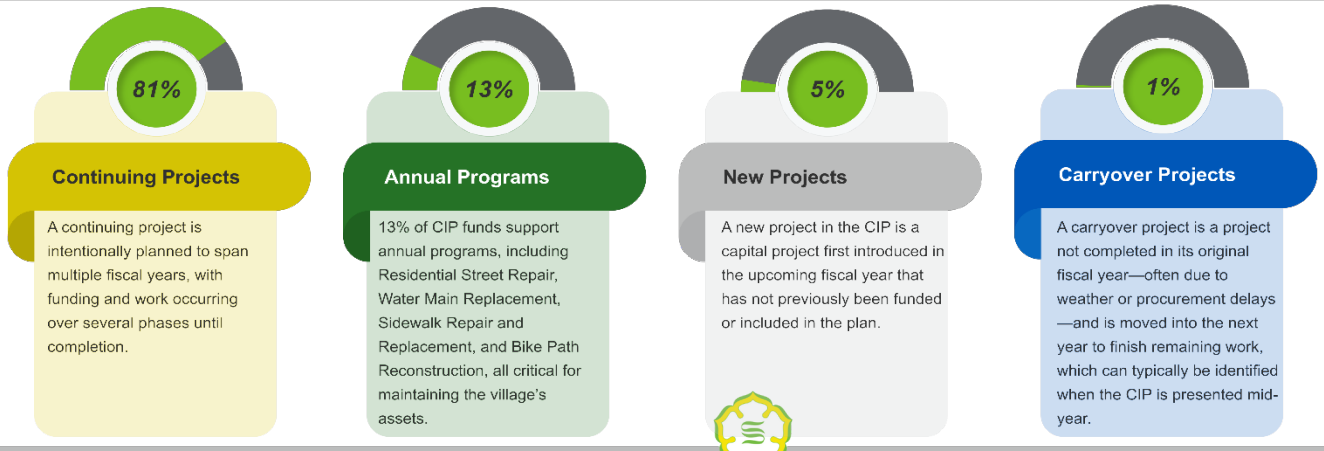
Roadway improvements account for **34%** of the Capital Improvement Plan, reflecting the village's continued commitment to a safe, reliable, and well-connected transportation network. By strategically leveraging Motor Fuel Tax (MFT) funding, the village has positioned **$75.5 million** over the next five years in the Vital Streets Fund alone, including **$37.9 million** in construction planned for FY 26/27.

Building improvements comprise the second-largest category at **30%** of all projects. Of the **$137.9 million** programmed, **$121.4 million** advances construction of the new Village Hall and the final design and construction of the new Public Safety Building—cornerstone investments that will modernize facilities and enhance the delivery of essential municipal services.

The next-largest category is water and sewer improvements at **$69.9 million**, or **15%** of total CIP funding, followed by community improvements and bikeway enhancements. The graphic below illustrates the full breakdown of CIP funding by category over the next five years.



The CIP can also be organized based on project type.
Below is a breakdown of project types within the proposed 5-year plan

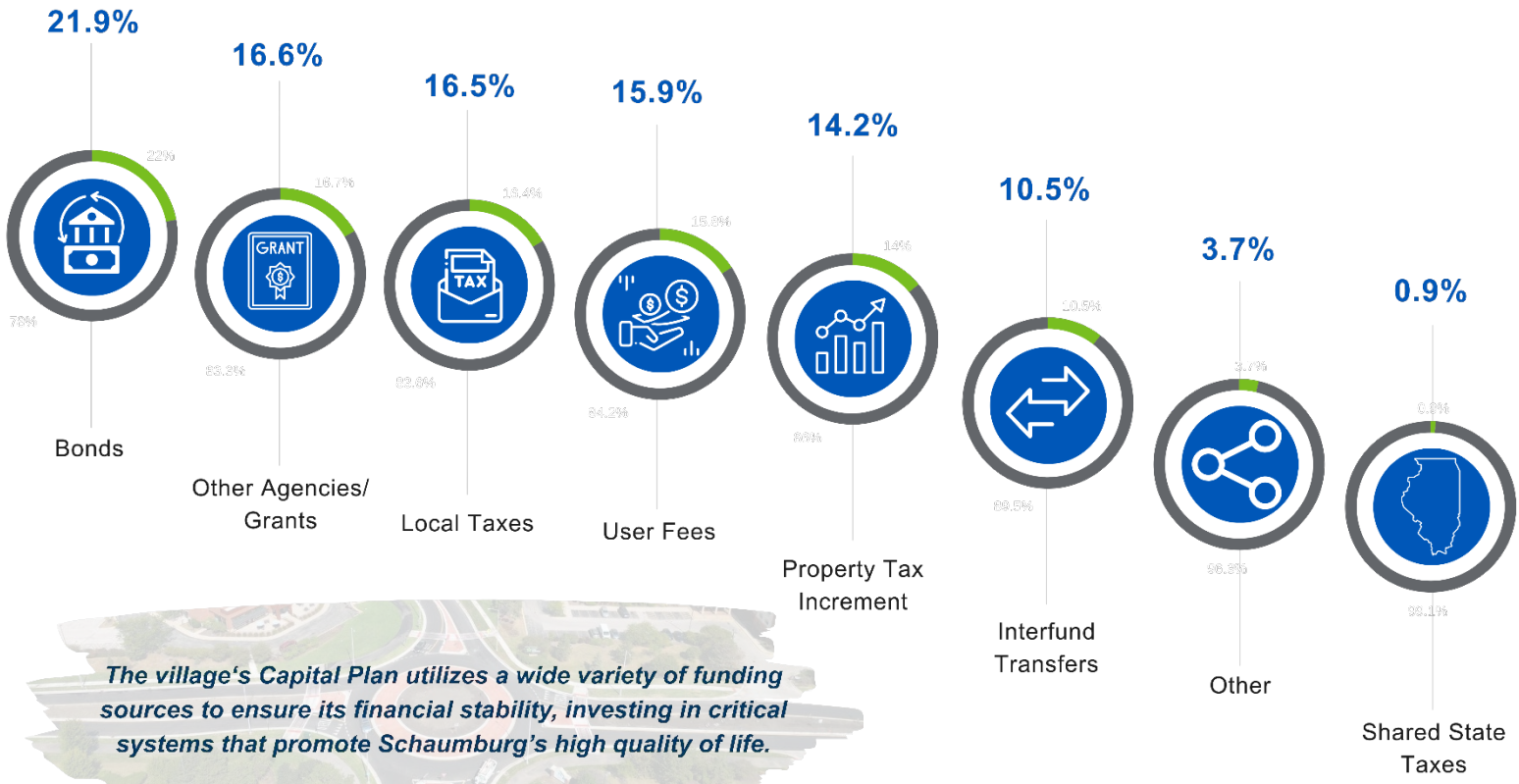


Funding

The village's Capital Improvement Plan consists of capital projects in ten funds, and each utilizes various revenue sources. The chart below provides the CIP expense in each of the ten funds along with the identified funding source.

FY 26/27 to FY 30/31 CIP Funding Source (By Fund)			
Fund	**Total Project Amount**	**Grants**	**Total Village Share**
Building Replacement	$133,840,168	$0	$133,840,168
North Schaumburg TIF	$95,466,956	$18,175,080	$77,291,876
Capital Improvement Plan Total:	$80,834,315	$5,943,650	$74,890,665
Water and Utility Total:	$58,309,419	$1,181,219	$57,128,200
Vital Streets Program Total:	$75,548,247	$47,439,260	$28,108,987
Baseball Stadium Total:	$2,887,250	$0	$2,887,250
CDBG Total:	$1,575,000	$0	$1,575,000
Airport Fund Total:	$3,245,800	$2,384,688	$861,112
OS Hist. District Fund	$704,500	$0	$704,500
MFT Fund Total:	$570,000	$0	$570,000
Total	**$452,981,655**	**$75,123,897**	**$377,857,758**

No single revenue source should be relied upon to fund the capital plan. Rather a variety of revenue sources are needed to diversify and sustain the spending plan. The graphic below shows the variety of revenue sources the village uses to finance the CIP.



The village's Capital Plan utilizes a wide variety of funding sources to ensure its financial stability, investing in critical systems that promote Schaumburg's high quality of life.

1: Bond Funding

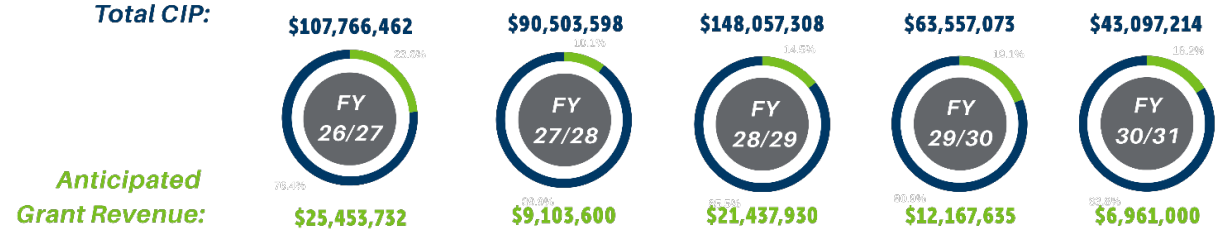
The largest revenue source for the CIP is bond funding, representing **21.9%** of total resources. In FY 25/26, rather than issuing a single $60 million bond as initially planned, the village secured a **$60 million line of credit** with Wintrust Bank to support North Schaumburg TIF projects. This structure allows the village to draw only what is needed, when needed—reducing interest costs and improving cash-flow flexibility. A traditional bond would have required full issuance upfront, along with higher fees and immediate interest on the entire principal.

To continue supporting development and future project needs in the district, the CIP also requires **$32 million** in financed revenue **in FY 27/28** to help fund major utility and roadway improvements, including the Thoreau Drive Realignment, Walden Subdivision Water & Sewer Project, 90 North District Park and the 90 North Pedestrian Bridge.

Lastly, the prior CIP anticipated issuing an **$80 million** bond in the Building Replacement Fund to support construction of the new Village Hall and Public Safety Building. As part of the village's long-term financing strategy, **11% of Food & Beverage Tax** collections, **7.6% of Hotel Tax** collections, and—beginning in FY 25/26—**100% of the Telecommunication Tax** are dedicated to paying the debt service once the financing is **issued in FY 27/28**. These commitments, along with **$7.8 million in FY 24/25 excess reserves**, have strengthened the fund and reduced the projected borrowing requirement to **$60 million**. Because these revenues are reserved specifically for the two facility projects, their stronger-than-anticipated performance has increased the fund balance and generated additional investment income, further reducing the need for borrowing.

2: Grants & Other Agencies

The second largest revenue source for the CIP is from **other agencies (16.6%)**. which are typically in the form of grants. The village diligently seeks and receives a large amount of grant funding to help offset the costs of capital projects. The graphic below illustrates the $75.1 million in grant revenue the village is anticipating over the 5-year plan:



Other forms of revenue in this category include collaborative efforts with neighboring municipalities through intergovernmental agreements. A prime example is the Higgins Road Bike Path project from Roselle Road to Glen Lake Road, where Schaumburg and Hoffman Estates are partnering to construct a **4.25-mile** shared-use path serving residents in both communities and providing a direct connection from Hoffman Estates High School to nearby residential and commercial areas. This corridor is also identified as a regional priority within the NWMC Bicycle Plan, supporting broader regional mobility and connectivity goals.

3: Taxes

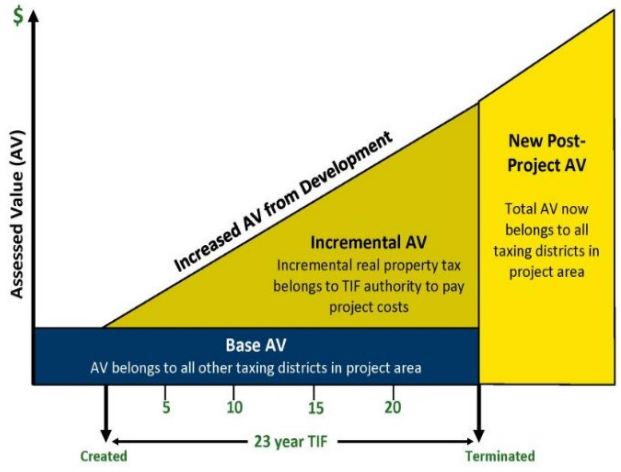
The next largest CIP revenue source is **local taxes**, representing **16.5%** of total funding. Key contributors include the Real Estate Transfer Tax, Local Motor Fuel Tax (MFT), Municipal Utility Tax (MUT), and portions of the Food & Beverage and Hotel Taxes. In addition, 100% of the village's Use Tax is dedicated to the Capital Program; however, under the State's Level the Playing Field Act, much of this revenue has shifted to Sales Tax. To offset this reduction, the FY 26/27–30/31 CIP includes an annual allocation of Sales Tax revenue to make up for the diminishing Use Taxes. Collectively, these local taxes are projected to provide **$49.6 million** over the five-year plan to support priority capital projects.

4: User Fees

Following local taxes, **user fees account for 15.9%** of total CIP revenue. These are charges paid directly by those who use specific infrastructure or services. The **Utility Fund** is the primary example—water and sewer fees make up 99% of its revenue through FY 30/31, supporting ongoing system maintenance and capital improvements.

User fees ensure that those who use a service help support its cost, allowing Schaumburg to maintain high-quality services while keeping overall taxes lower for everyone.

5: Property Tax Increment



Property taxes generated within the **North Schaumburg TIF District** are reinvested exclusively into eligible capital improvements within the district itself. As redevelopment increases assessed value, the resulting tax increment supports infrastructure and public enhancements that further stimulate growth. While these revenues are part of the overall Capital Improvement Plan (CIP), they are legally restricted to projects within the TIF boundaries. Over the next five years, this increment is projected to provide more than **$34.7 million annually, approximately 14.2% of total CIP revenue**—making it a key funding source for the village's largest development area.

6: Transfers

Rounding out the revenue sources that comprise at least 5% of total CIP funding are **interfund transfers**, which account for **10.5%** of all CIP revenue. These transfers allow funds with available resources to support projects budgeted in other funds. For example, 5% of Utility Fund revenues are transferred to the Capital Improvement Fund, with a portion passed through to the Vital Streets Fund to support roadway improvements. In addition, the Utility Fund contributes 10% of the Residential Street Program budget to the Capital Improvement Fund, supporting sewer work associated with street projects.

In summary, the revenues dedicated to the CIP remain diversified, insulating the plan from volatility in any one source and allowing the village to continue maintaining its infrastructure in an appropriate state of repair. The following sections outline the Capital Improvement Plan by fund and detail the financing strategies the village utilizes to pay for capital projects within each fund.

Building Replacement Fund

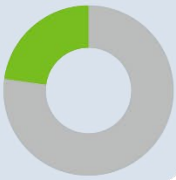
The Building Replacement Fund accounts for the largest share of the capital expense in this five-year Capital Improvement Plan. This fund supports major repairs and improvements to village-owned buildings. Over the next five years, the largest revenue source for this fund is expected to come from financing, including a planned $60 million issuance in FY 27/28 to help finance the construction of the Village Hall and Public Safety Building. The village will evaluate the most appropriate and cost-effective financing mechanism closer to the time the funding is needed.

FY 26/27 - FY 30/31

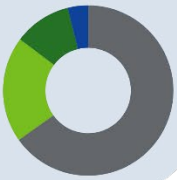
Total Number of Projects
13

Total Cost
$133,840,168

Fund Cost VS. Total CIP
29.5%



Funding Sources
Financing (65.1%)
Taxes (20.1%)
User Fees (10.9%)
Other (3.9%)



Note: *Excludes Grant Funds*

Largest Projects
(throughout the 5-year Plan)

Public Safety Building	$98.7M
Village Hall	$22.7M
Station 51 Headquarters Expansion	$7.8M
Station 54 Training Center Renovation	$2.2M

While $60 million in financing is still planned for FY 27/28, staff continue to monitor revenues and identify opportunities to further reduce this amount while meeting other capital needs. When last year's CIP was presented, the projected financing need for the new Village Hall and Public Safety Building was $80 million. Since then, the village has been able to lower the projected borrowing through:

1. **Transfers from Prior Years' General Fund Excess Reserves:** In accordance with village policy, surplus funds from prior fiscal years have been allocated to support these projects.
2. **Reallocation of Local Tax Revenues:** As older debt has been retired, the local tax dollars previously dedicated to that debt service are now available to support new capital investments. Because these recently allocated revenues have performed stronger than projected, they have helped build a higher fund balance and generate positive investment income, further strengthening the fund's overall capacity.



The village also maintains a Standard & Poor's **AAA credit rating**, which helps reduce borrowing costs for major capital projects. Even with this advantage, the village remains committed to exploring ways to further reduce the total amount borrowed to balance long-term debt obligations and support sustainable financial planning.

North Schaumburg TIF Fund

The second most significant investment within CIP is in the North Schaumburg TIF Fund. The plan appropriately reinvests property tax increment within the district to attract redevelopment. Updated projections anticipate an increase in property tax increment totaling $173.8 million over the course of the 5-year plan.

FY 26/27 - FY 30/31

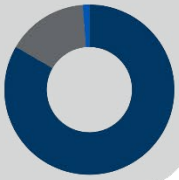
Total Number of Projects
16

Total Cost
$95,466,956

Fund Cost VS. Total CIP
21.1%



Funding Sources
Property Tax Increment (83.4%)
Financing (15.4%)
Other (1.3%)



Note: *Excludes Grant Funds*

Largest Projects
(throughout the 5-year Plan)

Thoreau Dr. Realignment	$32.2M
90 North Ped. Bridge	$22.2M
Walden Water & Sanitary Sewer	$13.8M
90 North Park	$8.1M

While property tax increment in the 90 North TIF District is growing, it takes time to build sufficient revenue for major improvements. As a result, the FY 25/26 plan originally assumed the village would issue a $60 million bond to advance essential infrastructure and redevelopment commitments. Instead, the village strategically secured a $60 million line of credit which allows the village to draw funds only as needed. This approach reduces interest costs and preserves cash flow flexibility.

At the same time, the district's current layout and redevelopment schedule require several capital projects move forward in the proposed FY 26/27 CIP to ensure timely infrastructure delivery and alignment with private development. Major projects can be seen in the visual to the left ("Largest Projects").

To support these improvements, the village anticipates issuing **$32 million in General Obligation Bonds in FY 27/28**. While opportunities to reduce this amount will continue to be evaluated, the planned debt service will be paid using the district's increasing property tax increment. This strategy positions the village to deliver high-quality public amenities, attract investment, and maintain momentum within the 90 North District.

Prioritizing the 90 North District is already elevating the quality of life in our community. Through the village's strategic investment, new homes, amenities, and development partners are choosing Schaumburg as the place to grow.



The village's 90 North Shared Street completed in FY 25/26.

Capital Improvement Fund

The next largest investment in the CIP is the Capital Improvement Fund, which supports non-federally funded roadway projects, as well as bikeway and sidewalk improvements. Key annual programs include the Residential Street Program ($8 million annually), the Sidewalk Repair Program ($550,000), and the Bike Path Program ($500,000).

FY 26/27 - FY 30/31

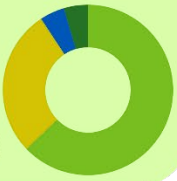
Total Number of Projects
27

Total Cost
$80,834,315

Fund Cost VS. Total CIP
17.8%



Funding Sources
Taxes (62.8%)
Transfers (27.9%)
Other (4.7%)
Shared State (4.6%)



Note: *Excludes Grant Funds*

In addition to annual capital programs, the fund also supports key multi-year initiatives, including overhead utility undergrounding ($14.5 million across two locations) and the Martingale/Higgins Road Bike Path Project ($3.6 million).

Largest Projects:
(throughout the 5-year Plan)

Annual Street Program	$40M
Springinsguth Road Utility Undergrounding	$13.8M
Martingale/Higgins Road Bike Path	$7.3M

The Capital Improvement Fund is supported by several revenue sources, including:

- **100% of the Municipal Utility Tax ($20M),** reserved for overhead utility undergrounding;
- **14% of the Food & Beverage Tax ($8.5M)**;
- **17% of the Hotel Tax ($7.6M)**;
- **Sales Tax ($5.2M),** to offset the annual loss in Use Tax;
- **100% of the Local Motor Fuel Tax ($4.3M)**;
- **Transfers from the Utility Fund,** $5M for capital projects within the right-of-way and $4M for utility work tied to the street program;
- **100% of the Real Estate Transfer Tax ($3.8M)**;
- **100% of the Use Tax ($3.6M)**;
- **Annual General Fund transfer ($2.5M)**.



Residents using the village's Municipal Center Bike Path

Vital Streets Fund

As previously stated, funding for the five-year CIP plan is possible largely due to $75.1 million in awarded and anticipated grant revenue, of which $47.4 million is funding the Vital Streets Program Fund. While the CIP Fund supports residential roadway projects, the Vital Streets Fund contains only road projects eligible for Surface Transportation Program-Local (STP-L) funding and other State and Federal grants.

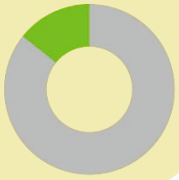
FY 26/27 - FY 30/31

Total Number of Projects
22

Total Cost
$75,548,247

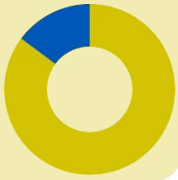
Fund Cost VS. Total CIP

14.3%



Funding Sources

Transfers (85.2%)
Other (14.8%)



Note: *Excludes Grant Funds*

Largest Projects
(throughout the 5-year Plan)

Braintree Dr. (Wise to Weathersfield)	$8.8M
McConnor Pkwy. (Roosevelt to Golf)	$7M
McConnor Pkwy. (Meacham to Roosevelt)	$6.7M

The Northwest Council of Mayors administers STP-L funding for local roadway projects. Schaumburg currently has **11 roadway segments programmed** for funding in the Council's plan. These projects were prioritized based on Pavement Condition Index (PCI) scores and strengthened through the village's proactive approach to completing design and ensuring projects are construction-ready at the time of application.

The next call for projects will be included in the Council's 2027-2031 plan. In preparation, the village has advanced 10 additional roadway segments for consideration in upcoming STP-L funding cycles:

- **Bode Road** – Braintree to Springinsguth
- **Knollwood Drive** – Bode Road to Schaumburg Road
- **Knollwood Drive** – Schaumburg Road to Weathersfield Way
- **National Parkway** – Higgins Road to Schaumburg Road
- **Rodenburg Road** – Wise Road to Irving Park Road
- **Salem Drive** – Parker Road to Schaumburg Road
- **Salem Drive** – Weathersfield Way to Wise Road
- **Springinsguth Road** – Weathersfield Way to Schaumburg Road
- **Spring South** – Wise Road to Irving Park Road
- **Weathersfield Way** – Roselle Road to Plum Grove Road

Several of these segments (shown in yellow above) are currently included on the Council's **contingency list**. The village is **resubmitting these projects** in an effort to move them into the *active* STP-L program and secure federal funding support. One additional roadway—**Wise Road (Roselle Road to Plum Grove Road)**—also appears on the Council's contingency list; however, it is **not being resubmitted** at this time because recent in-house patching has improved pavement conditions enough to defer full reconstruction.

To support these submissions, the village's CIP proposes to draw on available Motor Fuel Tax (MFT) Fund reserves transferred to the Vital Streets Program (VSP) should the segments receive awards. If any segments are not funded in the next cycle, staff will revise the funding plan accordingly to address awarded projects and those placed on the Council's contingency list.

Utility Fund

The Utility Fund supports the operations and capital projects for public utilities. To maintain and enhance the village's high-quality infrastructure, over $58 million is allocated to these systems over the five-year plan.

FY 26/27 - FY 30/31

Total Number of Projects
58

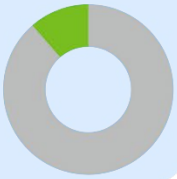
Total Cost
$58,309,419

Largest Projects
(throughout the 5-year Plan)

Braintree Dr. (Wise to Weathersfield	$4.1M
Walnut Lane Lift Station Rehab	$3M
Water Main with the Street Program	$2.2M

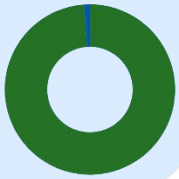
Fund Cost VS. Total CIP

11.4%



Funding Sources

User Fees (99%)
Other (1%)



Note: *Excludes Grant Funds*

Capital projects in the Utility Fund generally involve major infrastructure improvements to ensure reliable water, sewer, and stormwater services for the community. These include:

- **Wastewater and Sewer Systems:**
  Rehabilitation or replacement of sewer lines, upgrades to wastewater collection systems and construction of new infrastructure to meet capacity needs.
- **Water Distribution:**
  Upgrades to water holding facilities, replacement of aging water mains, installation of new meters, and expansion of the distribution network.
- **Stormwater Management:**
  Enhancements to the stormwater system, such as new detention basins, culverts, and drainage improvements to reduce flooding and manage runoff.

The Utility Fund is supported primarily through user fees. In FY 23/24, following water rate increases from the City of Chicago—impacting the village's Northwest Suburban Joint Action Water Agency (JAWA)—the village completed a comprehensive utility rate study to determine long-term revenue needs. Based on this analysis, the Village Board approved 3% annual increases in water and sewer rates through FY 27/28. These incremental adjustments ensure the village can continue to maintain, operate, and reinvest in its critical utility infrastructure.

Other Funds

The village's remaining five capital improvement funds are supported through a mix of grant revenues, user fees, and internal transfers:

- **Motor Fuel Tax (MFT) Fund:**
  Funded primarily through per-capita allocations from the State of Illinois. Schaumburg's annual distribution averages approximately $1.8 million.
- **Baseball Stadium Fund:**
  In the Baseball Stadium, primary revenue sources include an annual contribution of $700,000 from the village's General Fund and local tax revenue brought in from the Schaumburg Boomer's.
- **Airport Fund:**
  Revenue in the Airport Fund includes state grants, user fees, and the Airport Federal Entitlement Allocations, which are used to fund some of the costs of capital projects.
- **Olde Schaumburg Historic District Fund:**
  The Olde Schaumburg Historic District Fund does not have a dedicated revenue source. Capital projects in the fund are paid for through transfers from the village's Capital Improvements Program Fund.
- **Community Development Block Grant (CDBG) Fund:**
  The village receives an average of $350,000 annually from the U.S. Department of Housing and Urban Development. These funds support capital improvements within qualifying low- to moderate-income areas.

Of the **$107.7 million** budgeted for capital spending in the FY 26/27, the CIP is primarily focused on the following five areas:

FY 26/27 Priorities



Revitalize Local Streets

$49.2 million in total Roadway Improvements

- **$37.9 million** for design and construction of streets in the Vital Streets Program.
  - **$21.9 million** in anticipated grant funding.
- **$8 million** for the reconstruction and resurfacing of residential streets.

Facility Improvements

$27.5 million in total expenses for village-owned facilities.

- **$22.7 million** for construction of the new Village Hall.
- **$1.7 million** for design of the new Public Safety Building.

Maintaining and Improving Utility Infrastructure

$18.2 million for repairs to utility infrastructure (water, storm, sanitary, buildings).

- **$7.9 million** for utility work associated with Vital Streets Program projects.

Continued Investment in 90 North

$7.4 million in total investment throughout the 90 North TIF District

- **$4 million** in community improvement projects throughout the district
- **$2.2 million** in design and construction of roadway projects throughout the district

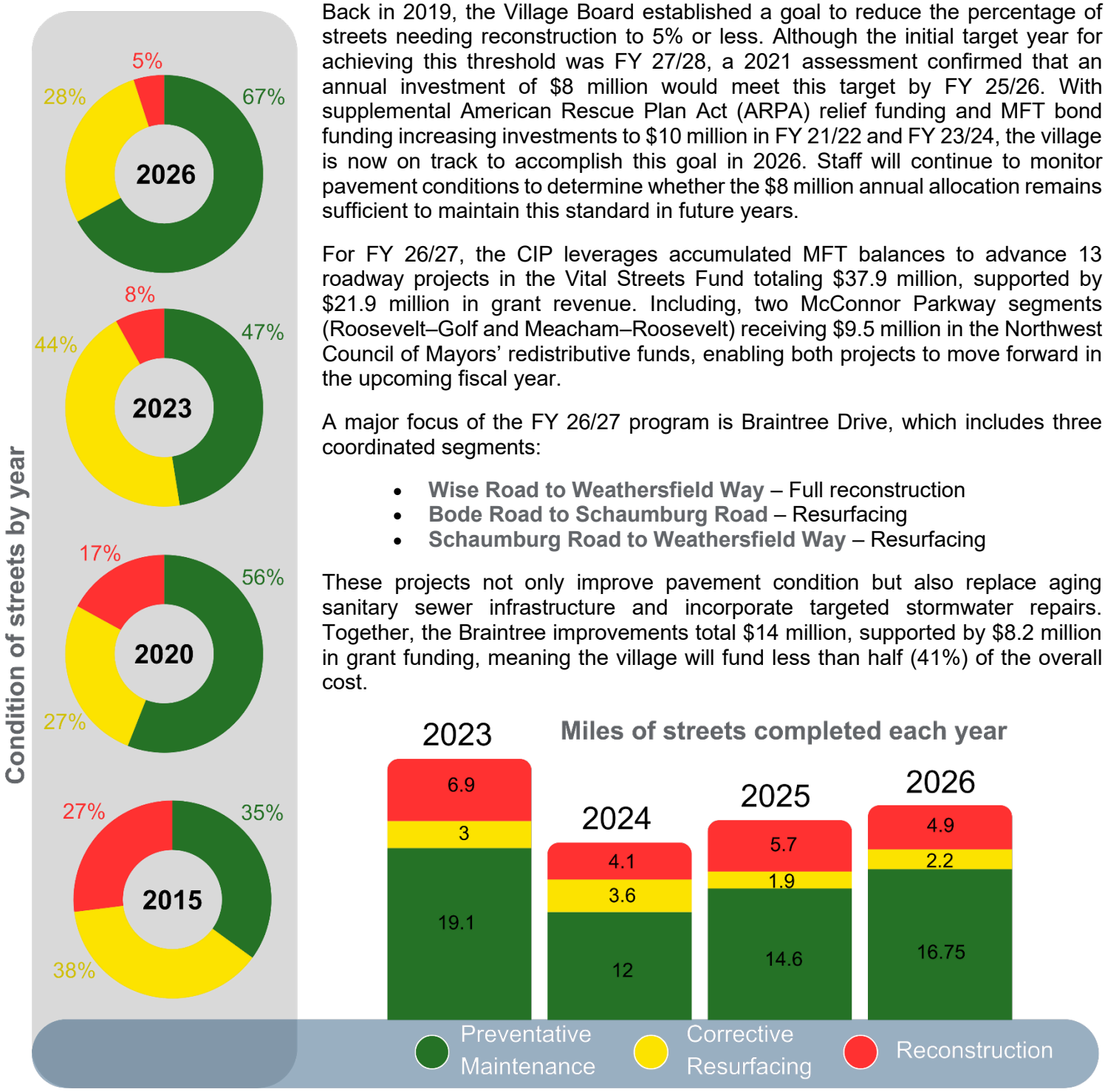
Leveraging Grant Funds

$25.4million in grant funds that reduce the village's local costs.

- **$3.5 million** in reimbursements
- **$21.8 million** in pass-through funds.

Revitalize Local Streets

The proposed CIP includes **$8 million each year** for residential street repairs—**$2 million** dedicated to full reconstruction of streets in the poorest condition and **$6 million** for resurfacing and preventative maintenance guided by the Pavement Management Plan.



Back in 2019, the Village Board established a goal to reduce the percentage of streets needing reconstruction to 5% or less. Although the initial target year for achieving this threshold was FY 27/28, a 2021 assessment confirmed that an annual investment of $8 million would meet this target by FY 25/26. With supplemental American Rescue Plan Act (ARPA) relief funding and MFT bond funding increasing investments to $10 million in FY 21/22 and FY 23/24, the village is now on track to accomplish this goal in 2026. Staff will continue to monitor pavement conditions to determine whether the $8 million annual allocation remains sufficient to maintain this standard in future years.

For FY 26/27, the CIP leverages accumulated MFT balances to advance 13 roadway projects in the Vital Streets Fund totaling $37.9 million, supported by $21.9 million in grant revenue. Including, two McConnor Parkway segments (Roosevelt–Golf and Meacham–Roosevelt) receiving $9.5 million in the Northwest Council of Mayors' redistributive funds, enabling both projects to move forward in the upcoming fiscal year.

A major focus of the FY 26/27 program is Braintree Drive, which includes three coordinated segments:

- **Wise Road to Weathersfield Way** – Full reconstruction
- **Bode Road to Schaumburg Road** – Resurfacing
- **Schaumburg Road to Weathersfield Way** – Resurfacing

These projects not only improve pavement condition but also replace aging sanitary sewer infrastructure and incorporate targeted stormwater repairs. Together, the Braintree improvements total $14 million, supported by $8.2 million in grant funding, meaning the village will fund less than half (41%) of the overall cost.

Facility Improvements

The second priority in the proposed FY 26/27 Capital Improvement Plan (CIP) focuses on continued investment in village-owned facilities.

A major part of this effort is the construction of the new Village Hall and Public Safety Building. In FY 25/26, the village wrapped up demolition and began construction on the new Village Hall. After receiving bids that year, the village dedicated **$5 million** to the project to ensure the project stayed on schedule, keeping the planned late 2026 completion on track.

In parallel, FY 26/27 includes funding to complete the final design of the new Public Safety Building, which will be located at the site of the temporary Village Hall,1000 Woodfield Road. The project is currently anticipated to be completed by the end of FY 28/29.

Additional facility investments planned for FY 26/27 include:

- Completion of the **underground fuel storage tanks** replacement after more than 30 years of service
- Replacement of **Vehicle Maintenance Facility overhead doors**
- Modernization of the **Engineering & Public Works carwash**, which experiences frequent outages due to aging parts and supply chain delays.

In the later years of the CIP, major upgrades to fire facilities are currently programmed. These include the **expansion of Fire Station 51** to address operational and staff space needs and a **renovation of Fire Station 54's training center** to support larger, more comprehensive training sessions. At this stage, these projects are considered placeholders until a full evaluation of facility needs is completed through the Fire Station Location Study and village-wide Facility Condition Assessment. Once the study is finalized, staff will evaluate priorities and refine project scope accordingly for the Village Board to consider.



Village Hall and Public Safety Building Schedule

FY 26/27

Construction of new Village Hall Complete



New Village Hall Rendering

Final Design of Public Safety Building Complete

FY 27/28

Demolition of Temporary Village Hall begins

Construction of new Public Safety Building begins

FY 28/29

Construction of new Public Safety Building Complete

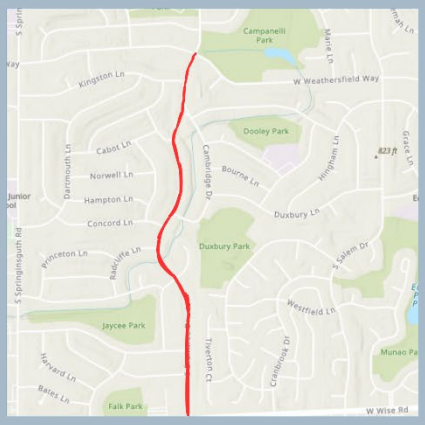


New Public Safety Building Rendering

Maintaining and Improving Utility Infrastructure

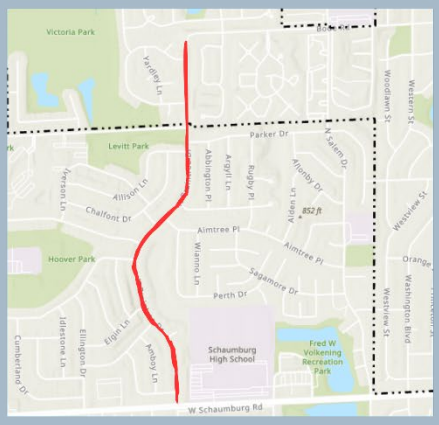
The Utility Fund allocates $58.3 million over five years for improvements to the village's water, storm sewer, sanitary sewer, and utility-related building infrastructure, with $18.2 million budgeted in FY 26/27. The largest effort next year is the utility work associated with the three Braintree Drive reconstruction and resurfacing segments. While the Vital Streets Fund covers the roadway portion, the related utility improvements total $7.6 million—most of which involve water main replacement and upgrades with some targeted stormwater structure repairs.

Braintree Drive Reconstruction
(Wise Road to Weathersfield Way)



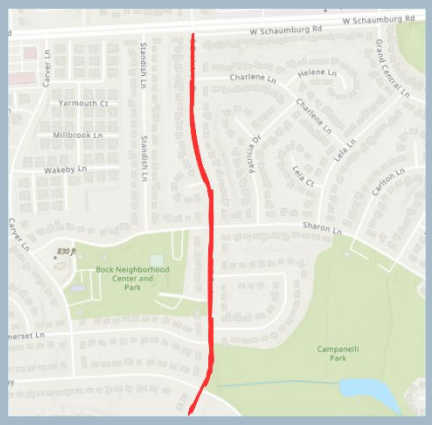
$4.1 million in utility work

Braintree Drive Resurfacing
(Bode Road to Schaumburg Road)



$1.7 million in utility work

Braintree Drive Resurfacing
(Schaumburg Road to Weathersfield Way)



$1.7 million in utility work

The next major project is the **rehabilitation of the Walnut Lane lift station**, a 55-year-old facility that has required extensive temporary repairs to remain operational. Estimated at **$3 million**, the project will fully renovate the lift station, replace aging equipment, and add remote monitoring capabilities for pumps and control allowing staff to adjust operations remotely and reducing long-term maintenance costs.



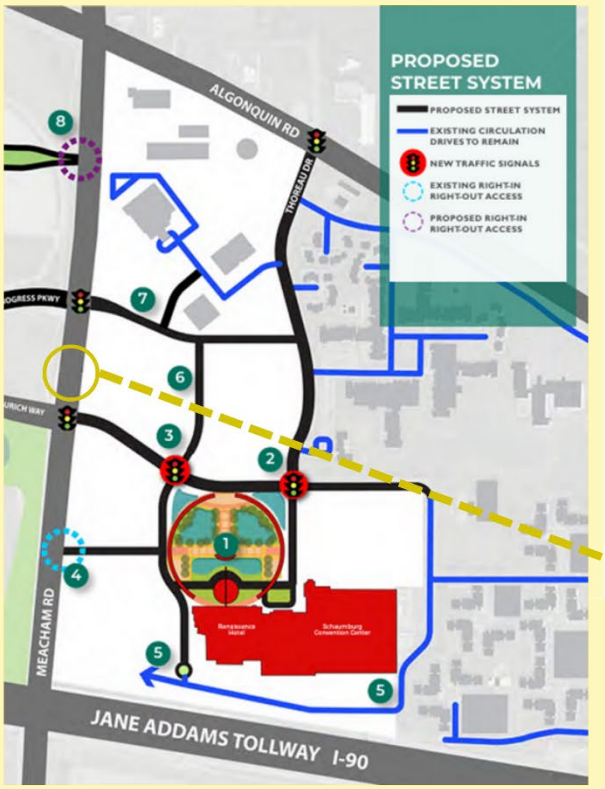


Walnut Lift Station

FY 26/27 also includes continued investment in annual utility programs, such as the village's water main replacement work coordinated with the residential street program and ongoing sanitary sewer assessment and ACP rehabilitation. Together, these efforts account for an additional **$4.1 million** in planned improvements.

North Schaumburg TIF

The proposed FY 26/27 Capital Improvement Plan (CIP) includes **$7.4 million** to support ongoing redevelopment within the 90 North TIF District.



A major portion of this investment ($2 million) supports continued design of the Thoreau Drive realignment. This project is intended to create more attractive parcels for development, provide space for necessary stormwater detention, and improve access to the Convention Center during major events. In the upcoming year, the CIP also includes $900,000 for the Walden Subdivision Water and Sanitary Project, which involves converting private utilities to public systems and constructing new water and sewer infrastructure identified in the 2025 study. Because the planned utility upgrades and easement needs in Walden align with the Thoreau Drive realignment area, advancing these efforts concurrently allows the village to coordinate construction activity, improve project sequencing, and ensure that new utility infrastructure is incorporated into the final roadway and development layout.



Additional planned investments in the district include:

- **$430,000** for design of **Phase III of 90 North Park**, which will include the south gateway garden, central bosque seating and games area, an east–west allée of trees, and new concession and restroom facilities.
- **$362,000** for continued streetscape improvements along the Meacham Road corridor, spanning two project phases.
- **$300,000** for preliminary design of a new **transit facility along I-90**, which would provide convenient and direct access to Pace's express bus service serving the 90 North area.

The CIP also includes **$1.8 million** for the **90 North Pedestrian Bridge**, which will connect the east and west sides of the district across Meacham Road. Funding in FY 26/27 supports ongoing design work and initiates land acquisition. Land acquisition is expected to continue through **FY 27/28**, positioning the project for a **FY 28/29 construction start and completion**.

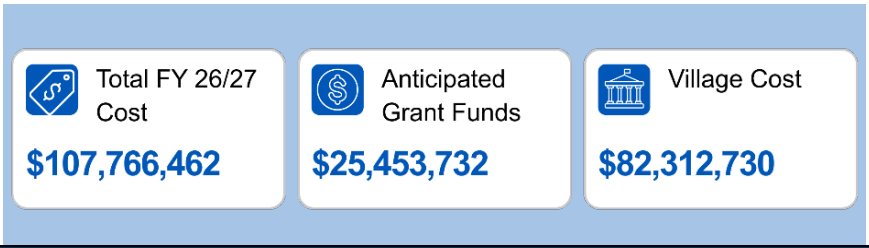
Together, these investments continue building momentum in the district by enhancing infrastructure, improving mobility, and supporting future development opportunities.

Leveraging Grant Funds for Infrastructure Improvements

Staff have actively pursued available grant opportunities to reduce reliance on local funds for capital projects. Of the total **$107.7 million** proposed for capital spending in FY 26/27, **$25.4 million is expected to come from grant funds**.

A prime example of this is the village's continued success in securing federal STP-L (Surface Transportation Program – Local) funds for major roadway repairs under the Vital Streets Program.

The FY 26/27 plan anticipates grant funding for a total of **17 village projects**. Of these, eight are projected to receive more than **$200,000** in external funding, including **seven** projects within the Vital Streets Program. The chart below summarizes these major grant awards.



Significant grants *(≥200,000)*:

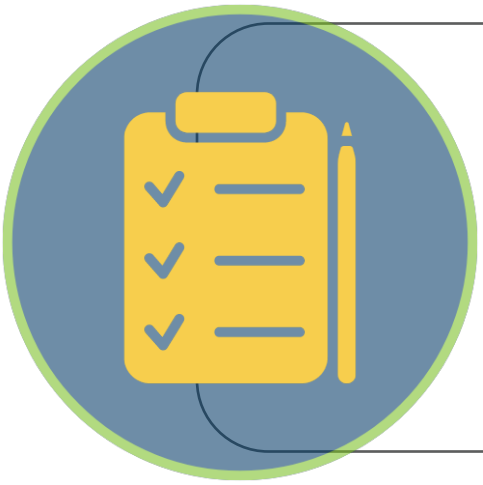
Project	Amount	Agency
McConnor Parkway Reconstruction - Roosevelt Boulevard to Golf Road	$4,880,000	STP-L (Redistributive Funds)
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	$4,875,600	STP-L
McConnor Parkway Reconstruction - Meacham Road to Roosevelt Boulevard	$4,640,000	STP-L (Redistributive Funds)
Braintree Drive Resurfacing - Bode Road to Schaumburg Road	$2,234,250	STP-L
Woodfield Road Resurfacing - Plum Grove Road to Meacham Road	$2,160,548	STP-L
Walnut Lane Resurfacing - Bode Road to Schaumburg Road	$2,070,000	STP-L
Braintree Drive Resurfacing - Schaumburg Road to Weathersfield Way	$1,751,946	STP-L
Meacham Road Bike Path - Higgins Road to American Lane and Golf Road Bike Path - Roosevelt Boulevard to Meacham Road	$912,000	CMAQ
Airfield Lighting Improvements - Phase II	$874,188	IDOT Entitlement Funds
Water Well 11 Rehabilitation	$500,000	DCEO

Conclusion

As presented, the five-year Capital Improvement Plan reflects the Village Board's priorities by directing investment toward roadway improvements, village facilities, utility infrastructure, and the North Schaumburg TIF. These targeted investments address critical infrastructure needs and position Schaumburg to continue enhancing the quality of life for residents and visitors.

CIP Purpose and Process

The Village of Schaumburg, incorporated in 1956, saw rapid expansion in the 1960s and 1970s, with significant infrastructure built during this period. As this infrastructure ages, financial pressures for repairs and replacements grow. The Capital Improvement Plan (CIP) helps the village prioritize and fund necessary infrastructure projects, focusing on roadways, water, and sewer systems. By strategically investing in infrastructure, Schaumburg aims to maintain its status as the largest economic hub in Illinois outside of Chicago.

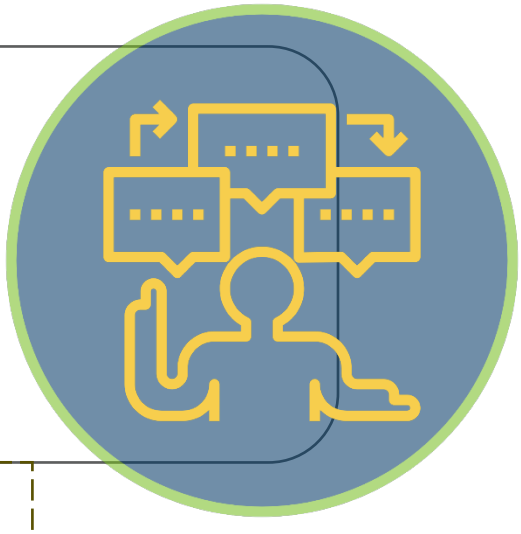


Project Eligibility

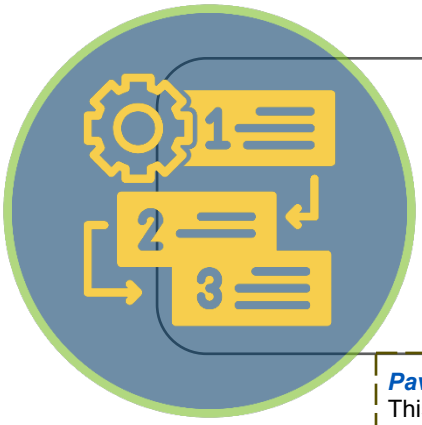
The CIP focuses on village improvements costing $50,000 or more, along with related professional services, to maintain Schaumburg's infrastructure and quality of life. Each August and September, the Village Manager's Office requests project proposals, which must include detailed justifications and cost estimates for projects planned over the next one to ten years. Projects are prioritized based on their potential to boost tax revenue, reduce operating costs, improve services, or replace aging infrastructure. Grant funding is sought whenever possible, and projects with external funding opportunities typically receive higher priority.

CIP Planning Process

The Village Manager's Office leads the development and implementation of the CIP with input from the CIP Review Team, which includes staff from various village departments. Workshops are held with specific work groups to assess long-term needs for buildings, infrastructure, or funds. Each group brings a list of needs and cost estimates, and staff identifies projects that could be coordinated for cost efficiency or reduced public impact. Prioritization occurs during these workshops, and projects are planned over a five-year period. The following are the work groups:



Work Group 1: Roadways & Traffic Signals
Work Group 2: North Schaumburg TIF District
Work Group 3: Storm Water, Sanitary & Water Utilities
Work Group 4: Sidewalks Bike Paths, & Street Lights
Work Group 5: Community Improvements, Reforestation, & Landscaping
Work Group 6: Village Buildings
Work Group 7: Commuter Lot & Schaumburg Regional Airport
Work Group 8: Baseball Stadium
Work Group 9: Grant Opportunities



CIP Project Prioritization

The Village of Schaumburg views its planning and operations in a strategic manner and thus utilizes various formal studies to help assign priorities to the projects included in the five-year plan. Many of the projects in this plan were identified through these studies that have been reviewed and approved by the Village Board. These studies include the following:

Pavement Evaluation (2024)
This study assesses the current Pavement Condition Index of all village operated streets and helps guide street programing for the coming years. Staff is currently analyzing 2024 results and will present results to the Village Board in FY 24/25.

Utility Fund Revenue Study (2023)
This study will assess water and sewer rates and the CIP for the village's infrastructure, identifying current and future expenditures over a 5-year capital plan and a 20-year long-range plan.

Facilities Condition Assessment – Phase II (2023)
Staff assessed space and operational needs at the Atcher Municipal Center (AMC) and Public Safety Building (PSB). Phase II explored options such as expansion, new construction, and leasing/renovating existing spaces, along with cost estimates for each.

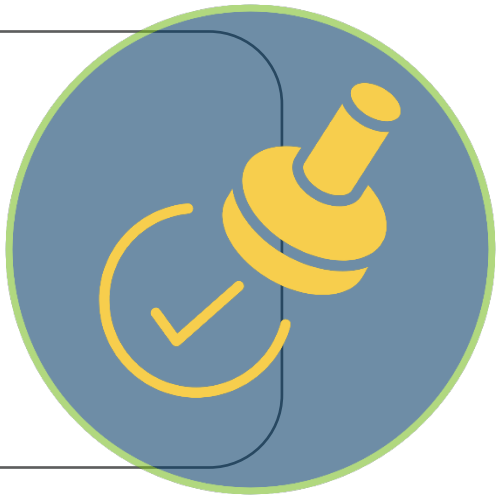
Sanitary Sewer Analysis & Rehabilitation of ACP (2022)
Public works staff completed an assessment of 5.6 miles of Asbestos Cement Pipe (ACP) and will review their condition to recommend rehabilitation or replacement as needed.

Bicycle Gap & Condition Assessment (2022)
The bikeway network assessment identified 19 critical gaps for construction and prioritized them through public workshops. It also evaluated the network's condition, prioritizing resurfacing and reconstruction of paths in poor or fair condition.

Pavement Evaluation Study & State of the Streets Report (2021)
In 2021, the village conducted a pavement condition assessment and presented an updated State of the Streets report in spring 2022. With $2 million in ARPA funds and $4.9 million from MFT Bond funds, the village set an initial goal of keeping pavement needing reconstruction below 5% by FY 27/28. Thanks to the village's sustained annual and targeted investments since 2021, this goal is now expected to be reached in FY 25/26.

CIP Approval and Implementation

After thorough review and prioritization, the CIP Review Team presents a balanced Capital Improvement Plan (CIP) to the Village Manager. Once approved, it is reviewed by the Committee of the Whole, which recommends it to the Village Board for final approval. The CIP serves as a planning tool for future budgets and forecasts capital expenditures. It provides a dynamic short- and long-range assessment of decisions, addressing broad policy questions. The Budget Review Team revises the CIP for inclusion in the annual budget, while the CIP Review Team monitors project completion and fund allocation throughout the year.



FY 26/27

Motor Fuel Tax Fund: 208	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Salt Conveyor and Pit Replacement	570,000	0	0	570,000	Construction	Building Improvement	New Project
CDBG Total:	***570,000***	***0***	***0***	***570,000***			

CDBG Fund: 214	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CDBG Annual Sidewalk Program	150,000	0	0	150,000	Construction	Sidewalk Improvement	Annual Program
CDBG Resurfacing Program	165,000	0	0	165,000	Design/ Construction	Roadway Improvement	New Project
CDBG Total:	***315,000***	***0***	***0***	***315,000***			

Old Schaumburg Center Fund: 238	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
OSC Park Footwalk- Overlook Replacement	136,000	0	0	136,000	Design/ Construction	Community Improvement	New Project
Parking Lot Improvements	2,000	0	0	2,000	Construction	Parking Lot Improvement	Annual Program
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	181,500	0	0	181,500	Construction	Sidewalk Improvement	Annual Program
Town Square Pedestrian Bridge Replacement	165,000	0	0	165,000	Construction	Community Improvement	New Project
Old Schaumburg Center Total:	***484,500***	***0***	***0***	***484,500***			

North Schaumburg TIF: Fund 436	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
2222 Hammond Drive Demolition	285,000	0	0	285,000	Design/ Construction	Community Improvement	Continuing Project
90 North District Roadway Re-alignment - Thoreau	2,094,755	0	0	2,094,755	Design	Roadway Improvement	Continuing Project
90 North Mobility Transit Service	150,000	0	0	150,000	Design	Community Improvement	New Project
90 North Park	430,000	0	0	430,000	Design/ Construction	Community Improvement	Continuing Project
90 North Pedestrian Bridge	1,825,000	0	0	1,825,000	Design/Land Acquisition	Community Improvement	Continuing Project
90 North Transit Facility	300,000	150,000	0	150,000	Design	Community Improvement	Carryover Project
Algonquin Road Bike Path - Meacham Road to IL 53	111,000	68,000	0	43,000	Design/Land Acquisition	Bikeway Improvement	New Project
Central Road Extension	150,000	0	0	150,000	Design	Roadway Improvement	Continuing Project
Meacham Road Fiber Installation and Laterals	253,665	0	0	253,665	Construction	Community Improvement	New Project
North Meacham Road Corridor Streetscape - Stage 2	162,500	0	0	162,500	Design	Community Improvement	Continuing Project
North Meacham Road Corridor Streetscape - Stage 3	200,000	0	0	200,000	Design	Community Improvement	Continuing Project
Project Management for North Schaumburg TIF Infrastructure	550,000	0	0	550,000	Program/ Purchase	Community Improvement	Annual Program
Walden Subdivision Water and Sanitary Sewer	900,000	0	0	900,000	Design	Water/Sewer Improvement	Continuing Project
North Schaumburg TIF Total:	***7,411,920***	***218,000***	***0***	***7,193,920***			

Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bike Path Reconstruction/Resurfacing Program	500,000	0	0	500,000	Design/ Construction	Bikeway Improvement	Annual Program
Commerce Drive Reconstruction - Roselle Road to Amada Court	375,000	0	0	375,000	Design	Roadway Improvement	New Project
Curb Replacement Program	577,500	0	0	577,500	Construction	Roadway Improvement	Annual Program
Enhanced Pedestrian Crossing Maintenance and Replacement	82,500	0	0	82,500	Construction	Sidewalk Improvement	Annual Program
Higgins Road Bike Path Gap - Roselle Road to Glen Lake Road	230,000	72,200	0	157,800	Design	Bikeway Improvement	Carryover Project
Martingale Road/Higgins Road Bike Path Project	1,417,985	0	0	1,417,985	Land Acquisition	Bikeway Improvement	Continuing Project

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Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Meacham Road Bike Path - Higgins Road to American Lane and Golf Road Bike Path - Roosevelt Boulevard to Meacham Road	1,140,000	80,000	832,000	228,000	Construction	Bikeway Improvement	Continuing Project
Municipal Campus Landscape Plan Improvements	200,000	0	0	200,000	Design/ Construction	Community Improvement	Continuing Project
Parking Lot Improvements	53,000	0	0	53,000	Construction	Parking Lot Improvement	Annual Program
Pedestrian Signal Improvements - Meacham Road and Remington Blvd	55,000	40,000	0	15,000	Construction	Traffic Signal Improvement	Continuing Project
Plum Grove Road Pedestrian Crossing - Sherwood Lane (Entrance to Spring Valley Nature Center)	150,000	0	0	150,000	Design	Sidewalk Improvement	Continuing Project
Proactive Sidewalk Evaluation and Repair	332,500	0	0	332,500	Study/ Construction	Sidewalk Improvement	Annual Program
Real-Time Information Center (RTIC) Expansion Project	100,000	100,000	0	0	Construction	Community Improvement	Continuing Project
Safe Routes to School Plan	100,000	100,000	0	0	Study	Community Improvement	New Project
Schaumburg Rd at Prairie Center Dr - New Traffic Signal	66,150	0	0	66,150	Design	Traffic Signal Improvement	New Project
Sidewalk Repair Program	550,000	0	0	550,000	Construction	Sidewalk Improvement	Annual Program
Street Light Gap Program - Customer Service Requests	50,000	0	0	50,000	Program/ Purch	Streetlight Improvement	Continuing Project
Street Reconstruction and Repair Program	8,000,000	0	0	8,000,000	Construction/ Design	Roadway Improvement	Annual Program
Traffic Signal Cabinet and Controller Replacement Program	162,000	0	0	162,000	Construction	Traffic Signal Improvement	Annual Program
Traffic Signal Video Detection Improvement Program	74,000	0	0	74,000	Design	Traffic Signal Improvement	Continuing Project
Utility Undergrounding - Springinsguth Road - Wise Road to Schaumburg Road	1,000,000	0	0	1,000,000	Design	Community Improvement	New Project
Utility Undergrounding Program Management	75,000	0	0	75,000	Program/ Purch	Community Improvement	New Project
Capital Improvement Total:	***15,290,635***	***392,200***	***832,000***	***14,066,435***			

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	8,885,474	730,403	3,797,216	4,357,855	Construction	Roadway Improvement	Continuing project
Braintree Drive Resurfacing - Bode Road to Schaumburg Road	2,975,261	247,058	1,845,126	883,077	Construction	Roadway Improvement	Continuing project
Braintree Drive Resurfacing - Schaumburg Road to Weathersfield Way	2,146,899	177,032	1,433,142	536,725	Construction	Roadway Improvement	Continuing project
McConnor Parkway Reconstruction - Roosevelt Boulevard to Golf Road	7,000,000	0	4,880,000	2,120,000	Construction	Roadway Improvement	Continuing project
McConnor Parkway Reconstruction - Meacham Road to Roosevelt Boulevard	6,700,000	0	4,640,000	2,060,000	Construction	Roadway Improvement	Continuing project
Rodenburg Road Resurfacing - Wise Road to Irving Park Road	350,000	0	0	350,000	Design	Roadway Improvement	New Project
Salem Drive Reconstruction - Schaumburg Road to Parker Drive	200,000	0	0	200,000	Design	Roadway Improvement	Continuing project
Salem Drive Reconstruction - Schaumburg Road to Weathersfield Way	15,000	0	0	15,000	Construction	Roadway Improvement	Continuing project
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	341,000	0	0	341,000	Design	Roadway Improvement	Continuing project
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	193,500	0	0	193,500	Design	Roadway Improvement	Continuing Project
Walnut Lane Resurfacing - Bode Road to Schaumburg Road	2,760,000	270,000	1,800,000	690,000	Construction	Roadway Improvement	Continuing project
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	103,808	0	0	103,808	Design	Roadway Improvement	New Project
Woodfield Road Resurfacing - Plum Grove Road to Meacham Road	6,250,000	337,500	1,823,048	4,089,452	Construction	Roadway Improvement	Continuing project
Vital Streets Program Total:	***37,920,942***	***1,761,993***	***20,218,532***	***15,940,417***			

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Airport Fund: Fund 511	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Airfield Lighting Improvements - Phase II	913,800	39,612	834,576	39,612	Construction	Airport Improvement	Continuing Project
Airport Instrument Approach	100,000	0	0	100,000	Design	Airport Improvement	New Project
Airport Terminal Elevator Modernization Project	10,500	0	0	10,500	Design	Building Improvement	Continuing Project
Hangar Feasibility Study	100,000	0	0	100,000	Study	Airport Improvement	New Project
Schaumburg Airport Bollard Installation	50,000	0	0	50,000	Construction	Airport Improvement	New Project
Airport Fund Total:	***1,174,300***	***39,612***	***834,576***	***300,112***			

Baseball Stadium: Fund 526	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Ballpark Concrete and Railing Repair	100,000	0	0	100,000	Construction	Building Improvement	New Project
Baseball Stadium – Masonry Wall Repairs	85,000	0	0	85,000	Design/ Construction	Building Improvement	Continuing Project
Baseball Stadium - Netting Extension Program	100,000	0	0	100,000	Construction	Building Improvement	New Project
Baseball Stadium - Painting Program	150,000	0	0	150,000	Construction	Building Improvement	Continuing Project
Baseball Stadium - Generator & ATS Replacement	130,000	0	0	130,000	Construction	Building Improvement	New Project
Baseball Stadium Total:	***565,000***	***0***	***0***	***565,000***			

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Braintree Culvert Gabion Wall Repair	100,000	0	0	100,000	Design/ Construction	Water/Sewer Improvement	New Project
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	4,151,741	347,981	0	3,803,760	Construction	Water/Sewer Improvement	Continuing Project
Braintree Drive Resurfacing - Bode Road to Schaumburg Road	1,725,884	142,066	0	1,583,818	Construction	Water/Sewer Improvement	Continuing Project
Braintree Drive Resurfacing - Schaumburg Road to Weathersfield Way	1,724,746	141,772	0	1,582,974	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement / Rehabilitation - 1508 Willow Road	7,000	0	0	7,000	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement / Rehabilitation - 1924 James Court	14,500	0	0	14,500	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement / Rehabilitation - 306 Wickham Drive	16,000	0	0	16,000	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement/Rehabilitation - 416 Tebay Place	33,000	0	0	33,000	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement / Rehabilitation - Slackline Park	32,500	0	0	32,500	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement / Rehabilitation - 595/591 Coveside Lane	25,000	0	0	25,000	Design	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 931 Royal Court	15,500	0	0	15,500	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement/Rehabilitation - Crandon Lane	20,000	0	0	20,000	Design	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - North Braintree	96,000	0	0	96,000	Design	Water/Sewer Improvement	New Project
Engineering and Public Works Carwash Modernization	262,500	0	0	262,500	Construction	Building Improvement	New Project
Gray Farm Marsh - Outfall Dredging Improvements	27,025	25,000	0	2,025	Construction	Water/Sewer Improvement	Continuing Project
Lift Station Rehabilitation - Walnut Lane	3,077,000	0	0	3,077,000	Construction	Water/Sewer Improvement	Carryover Project
New Water Service 17 E. Schaumburg Road	141,500	0	0	141,500	Construction	Water/Sewer Improvement	New Project
Priority Sanitary Sewer Rehabilitation - Cedarcrest	45,000	0	0	45,000	Design	Water/Sewer Improvement	New Project
Priority Sanitary Sewer Rehabilitation - North Braintree	45,000	0	0	45,000	Study	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut & Kessel	70,000	0	0	70,000	Design	Water/Sewer Improvement	New Project

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Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Priority Sanitary Sewer Rehabilitation - Bode Lift Station Basin	50,000	0	0	50,000	Study	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	40,000	0	0	40,000	Study	Water/Sewer Improvement	New Project
Sanitary Sewer Analysis and Rehabilitation - ACP	1,945,000	0	0	1,945,000	Construction	Water/Sewer Improvement	Continuing Project
Sewer Analysis - Vital Streets	146,864	0	0	146,864	Program/ Purchase	Water/Sewer Improvement	Continuing Project
Sidewalk Repair Program	32,500	0	0	32,500	Construction	Sidewalk Improvement	Annual Program
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	91,000	0	0	91,000	Design	Water/Sewer Improvement	Continuing Project
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	286,000	0	0	286,000	Design	Water/Sewer Improvement	Continuing Project
Underground Storage Tank Replacement	348,837	0	0	348,837	Construction	Building Improvement	Continuing Project
VMF Interior Painting Project	100,000	0	0	100,000	Construction	Building Improvement	New Project
Walnut Force Main Improvement	50,000	0	0	50,000	Design	Water/Sewer Improvement	Continuing Project
Water Main Replacement by EPW Campus	60,000	0	0	60,000	Design/ Construction	Water/Sewer Improvement	New Project
Water Main Replacement with the Street Program- 2026	2,200,000	0	0	2,200,000	Construction	Water/Sewer Improvement	Annual Program
Water Valve Replacement Program - Annual	198,000	0	0	198,000	Design/ Construction	Water/Sewer Improvement	Annual Program
Water Well 11 Rehabilitation	504,000	500,000	0	4,000	Construction	Water/Sewer Improvement	Continuing Project
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	577,000	0	0	577,000	Design/ Construction	Water/Sewer Improvement	New Project
Utility Total:	***18,259,097***	***1,156,819***	***0***	***17,102,278***			

Building Replacement: Fund 680	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Engineering and Public Works Carwash Modernization	262,500	0	0	262,500	Construction	Building Improvement	New Project
New Police Station	1,753,500	0	0	1,753,500	Design	Building Improvement	Continuing Project
New Village Hall	22,742,731	0	0	22,742,731	Construction	Building Improvement	Continuing Project
Overhead Door Modernizations	266,000	0	0	266,000	Construction	Building Improvement	New Project
Parking Lot Improvements	48,000	0	0	48,000	Construction	Parking Lot Improvement	Annual Program
Prairie Center Elevator Modernization	220,500	0	0	220,500	Construction	Building Improvement	Continuing Project
Salt Conveyor and Pit Replacement	33,000	0	0	33,000	Construction	Building Improvement	New Project
Underground Storage Tank Replacement	348,837	0	0	348,837	Construction	Building Improvement	Continuing Project
VMF Interior Painting Project	100,000	0	0	100,000	Construction	Building Improvement	New Project
Building Replacement Total:	***25,775,068***	***0***	***0***	***25,775,068***			

	Total Project Amount	Reimbursement	Pass Through	Total Village Share
TOTAL FISCAL YEAR 26/27	107,766,462	3,568,624	21,885,108	82,312,730

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CDBG: Fund 214	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CDBG Annual Sidewalk Program	150,000	0	0	150,000	Construction	Sidewalk Improvement	Annual Program
CDBG Resurfacing	165,000	0	0	165,000	Design/ Construction	Roadway Improvement	New Project
CDBG Total:	***315,000***	***0***	***0***	***315,000***			

Old Schaumburg Center Fund: 238	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	55,000	0	0	55,000	Construction	Sidewalk Improvement	Annual Program
Old Schaumburg Center Total:	***55,000***	***0***	***0***	***55,000***			

North Schaumburg TIF: Fund 436	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
90 North District Re-Alignment - Thoreau Drive	312,000	0	0	312,000	Land Acquisition	Roadway Improvement	Continuing Project
90 North Mobility Transit Service	200,000	0	0	200,000	Design	Community Improvement	New Project
90 North Park	4,755,000	0	0	4,755,000	Construction	Community Improvement	Continuing Project
90 North Pedestrian Bridge	1,433,750	0	0	1,433,750	Design/Land Acquisition	Community Improvement	Continuing Project
Algonquin Road Bike Path - Meacham Road to IL 53	119,000	13,000	0	106,000	Construction	Bikeway Improvement	New Project
Central Road Extension	500,000	0	0	500,000	Design	Roadway Improvement	Continuing Project
Irving Park Rd Bike Path Gap	100,000	0	0	100,000	Design	Bikeway Improvement	New Project
North Meacham Road Corridor Streetscape - Stage 2	4,750,000	0	0	4,750,000	Land Acquistion/ Construction	Community Improvement	Continuing Project
North Meacham Road Corridor Streetscape - Stage 3	250,000	0	0	250,000	Design	Community Improvement	Continuing Project
Project management for North Schaumburg TIF Infrastructure	400,000	0	0	400,000	Program/ Purchase	Community Improvement	Annual Program
Walden Subdivision Water and Sanitary Sewer	1,964,000	0	0	1,964,000	Design/Land Acquisition	Water/Sewer Improvement	Continuing Project
North Schaumburg TIF Total:	***14,783,750***	***13,000***	***0***	***14,770,750***			

Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bike Path Reconstruction/Resurfacing Program	500,000	0	0	500,000	Design/ Construction	Bikeway Improvement	Annual Program
Community Art Program	75,000	0	0	75,000	Program/ Purchase	Community Improvement	Continuing Project
Curb Replacement Program	577,500	0	0	577,500	Construction	Roadway Improvement	Annual Program
Enhanced Pedestrian Crossing Maintenance and Replacement	82,500	0	0	82,500	Construction	Sidewalk Improvement	Annual Program
Higgins Road Bike Path Gap - Roselle Road to Glen Lake Road	480,000	0	0	480,000	Design	Bikeway Improvement	Carryover Project
Martingale Road/Higgins Road Bike Path Project	5,892,600	576,450	3,843,000	1,473,150	Construction	Bikeway Improvement	Continuing Project
Municipal Campus Landscape Plan Improvements	974,580	0	0	974,580	Construction	Community Improvement	Continuing Project
Pavement Evaluation	175,000	0	0	175,000	Study	Roadway Improvement	Continuing Project
Plum Grove Road Pedestrian Crossing - Sherwood Lane (Entrance to Spring Valley Nature Center)	750,000	0	0	750,000	Construction	Sidewalk Improvement	Continuing Project
Proactive Sidewalk Evaluation and Repair	332,500	0	0	332,500	Study/ Construction	Sidewalk Improvement	Annual Program
Real-Time Information Center (RTIC) Expansion Project	100,000	100,000	0	0	Construction	Community Improvement	Continuing Project
Robert Frost Junior High School Bike Path	42,200	0	0	42,200	Design	Bikeway Improvement	New Project
Schaumburg Rd at Prairie Center Dr - New Traffic Signal	699,800	0	0	699,800	Construction	Traffic Signal Improvement	New Project
Sidewalk Repair Program	550,000	0	0	550,000	Construction	Sidewalk Improvement	Annual Program

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Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Street Reconstruction and Repair Programs	8,000,000	0	0	8,000,000	Design/ Construction	Roadway Improvement	Annual Program
Traffic Signal Cabinet and Controller Replacement Program	189,000	0	0	189,000	Construction	Traffic Signal Improvement	Annual Program
Traffic Signal Video Detection Improvement Program	46,200	0	0	46,200	Design	Traffic Signal Improvement	Continuing Project
Utility Underground - Springinsguth Road - Wise Road to Schaumburg Road	1,800,000	0	0	1,800,000	Design/ Land Acquisition	Community Improvement	New Project
Utility Undergrounding Program Management	75,000	0	0	75,000	Program/ Purchase	Community Improvement	New Project
Capital Improvement Total:	***21,341,880***	***676,450***	***3,843,000***	***16,822,430***			

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	100,000	80,000	0	20,000	Construction	Roadway Improvement	Continuing Project
National Parkway Reconstruction - Higgins Road to Schaumburg Road	300,000	0	0	300,000	Design	Roadway Improvement	Continuing Project
Rodenburg Road Resurfacing - Wise Road to Irving Park Road	520,000	0	0	520,000	Design/Land Acquisition	Roadway Improvement	Continuing Project
Salem Drive Reconstruction - Schaumburg Road to Parker Drive	600,000	0	0	600,000	Design/Land Acquisition	Roadway Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield	260,000	0	0	260,000	Design	Roadway Improvement	Continuing Project
Walnut Lane Resurfacing - Bode Road to Schaumburg	1,840,000	180,000	1,200,000	460,000	Construction	Roadway Improvement	Continuing Project
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	3,734,500	269,250	2,437,500	1,027,750	Construction	Roadway Improvement	New Project
Weathersfield Way Resurfacing - Roselle Road to Plum Grove Road	255,000	0	0	255,000	Design	Roadway Improvement	Continuing Project
Weathersfield Way Resurfacing - Salem Drive to Roselle Road	325,000	0	0	325,000	Design	Roadway Improvement	New Project
Wise Road Resurfacing - Roselle Road to Village Limits	310,000	0	0	310,000	Design	Roadway Improvement	New Project
Vital Streets Program Total:	***8,244,500***	***529,250***	***3,637,500***	***4,077,750***			

Airport Fund: Fund 511	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Airport Instrument Approach	100,000	0	0	100,000	Design	Airport Improvement	Continuing Project
Airport Layout Plan (ALP) Update	400,000	20,000	360,000	20,000	Study	Airport Improvement	New Project
Airport Terminal Elevator Modernization Project	220,500	0	0	220,500	Construction	Building Improvement	Continuing Project
Airport Terminal Hangar Epoxy Flooring Replacement	161,000	0	0	161,000	Construction	Building Improvement	Continuing Project
Airport Fund Total:	***881,500***	***20,000***	***360,000***	***501,500***			

Baseball Stadium Fund: 526	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Ballpark Concrete and Railing Repair	100,000	0	0	100,000	Construction	Building Improvement	Continuing Project
Baseball Stadium - Elevator Improvement Project	180,000	0	0	180,000	Design/ Construction	Building Improvement	Continuing Project
Baseball Stadium - Masonry Wall Repairs	65,000	0	0	65,000	Construction	Building Improvement	Continuing Project
Parking Lot Improvements	47,000	0	0	47,000	Design	Parking Lot Improvement	Annual Program
Baseball Stadium Fund Total:	***392,000***	***0***	***0***	***392,000***			

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	30,500	24,400	0	6,100	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 1230 Summit Drive	110,000	0	0	110,000	Construction	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement/Rehabilitation - 1508 Willow Road	77,000	0	0	77,000	Construction	Water/Sewer Improvement	Continuing Project

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Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CMP Storm Sewer Replacement/Rehabilitation - 1924 James Court	159,500	0	0	159,500	Design/ Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 306 Wickham Drive	176,000	0	0	176,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 416 Tebay Place	363,000	0	0	363,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - Slackline Park	357,500	0	0	357,500	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - South Walnut Lane	29,000	0	0	29,000	Design	Water/Sewer Improvement	New Project
CMP Storm Sewer Replacement/Rehabilitation - 595/591 Coveside Lane	110,000	0	0	110,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 931 Royal Court	198,000	0	0	198,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - Crandon Lane	275,000	0	0	275,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - N Braintree Drive	1,056,000	0	0	1,056,000	Construction	Water/Sewer Improvement	Continuing Project
Overhead Door Modernizations	350,000	0	0	350,000	Construction	Building Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Cedarcrest	835,000	0	0	835,000	Design/ Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - South Braintree	30,000	0	0	30,000	Design	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut & Kessel	790,000	0	0	790,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Bode Lift Station Basin	65,000	0	0	65,000	Design	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	40,000	0	0	40,000	Design	Water/Sewer Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield Way	107,000	0	0	107,000	Design	Water/Sewer Improvement	Continuing Project
Sewer Analysis - Vital Streets	54,368	0	0	54,368	Program/ Purchase	Water/Sewer Improvement	Continuing Project
Sidewalk Repair Program	32,500	0	0	32,500	Construction	Sidewalk Improvement	Annual Program
Utility Fund Revenue Study	150,000	0	0	150,000	Study	Water/Sewer Improvement	New Project
VMF Interior Painting Project	30,000	0	0	30,000	Construction	Building Improvement	Continuing Project
Walnut Force Main Improvement	550,000	0	0	550,000	Construction	Water/Sewer Improvement	Continuing Project
Water Station Electrical Improvements - Pump and Motor Replacement - All Stations	580,000	0	0	580,000	Construction	Water/Sewer Improvement	Continuing Project
Water Station Reservoir Alarms	155,000	0	0	155,000	Construction	Building Improvement	Continuing Project
Water Valve Replacement Program - Annual	198,000	0	0	198,000	Design/ Construction	Water/Sewer Improvement	Annual Program
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	552,000	0	0	552,000	Construction	Water/Sewer Improvement	Continuing Project
Utility Total:	***7,460,368***	***24,400***	***0***	***7,435,968***			

Building Replacement: Fund 680	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
New Police Station	36,649,600	0	0	36,649,600	Construction	Building Improvement	Continuing Project
Overhead Door Modernizations	350,000	0	0	350,000	Construction	Building Improvement	Continuing Project
VMF Interior Painting Project	30,000	0	0	30,000	Construction	Building Improvement	Continuing Project
Building Replacement Total:	***37,029,600***	***0***	***0***	***37,029,600***			

	Total Project Amount	Reimbursement	Pass Through	Total Village Share
TOTAL FISCAL YEAR 27/28	90,503,598	1,263,100	7,840,500	81,399,998

FY 28/29

CDBG: Fund 214	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CDBG Annual Sidewalk Program	150,000	0	0	150,000	Construction	Sidewalk Improvement	Annual Program
CDBG Resurfacing	165,000	0	0	165,000	Design/ Construction	Roadway Improvement	Continuing Project
CDBG Total:	***315,000***	***0***	***0***	***315,000***			

Old Schaumburg Center Fund: 238	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	55,000	0	0	55,000	Construction	Sidewalk Improvement	Annual Program
Old Schaumburg Center Total:	***55,000***	***0***	***0***	***55,000***			

North Schaumburg TIF: Fund 436	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
2325 N. Meacham Road Demolition	760,000	0	0	760,000	Design/ Construction	Community Improvement	New Project
90 North District Roadway Re-Alignment - Thoreau Drive	16,211,428	0	0	16,211,428	Construction	Roadway Improvement	Continuing Project
90 North Mobility Transit Service	948,750	0	0	948,750	Construction	Community Improvement	Continuing Project
90 North Transit Facility	1,920,000	1,728,000	0	192,000	Design	Community Improvement	Carryover Project
90 North Pedestrian Bridge	18,981,250	1,980,000	13,205,000	3,796,250	Construction	Community Improvement	Continuing Project
Algonquin Road Bike Path - Meacham Road to IL 53	976,350	0	781,080	195,270	Construction	Bikeway Improvement	Continuing Project
Irving Park Rd Bike Path Gap	290,000	250,000	0	40,000	Construction	Bikeway Improvement	Continuing Project
North Meacham Road Corridor Streetscape - Stage 3	2,750,000	0	0	2,750,000	Land Acquisition/ Construction	Community Improvement	Continuing Project
North Meacham Road Corridor Streetscape - Stage 4	250,000	0	0	250,000	Design	Community Improvement	New Project
Project Management for North Schaumburg TIF Infrastructure	1,100,000	0	0	1,100,000	Program/ Purchase	Community Improvement	Annual Program
Walden Subdivision Water and Sanitary Sewer	4,768,000	0	0	4,768,000	Land Acquisition/ Construction	Water/Sewer Improvement	Continuing Project
North Schaumburg TIF Total:	***48,955,778***	***3,958,000***	***13,986,080***	***31,011,698***			

Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bike Path Reconstruction and Resurfacing Program	500,000	0	0	500,000	Design/ Construction	Bikeway Improvement	Annual Program
Curb Replacement Program	577,500	0	0	577,500	Construction	Roadway Improvement	Annual Program
Enhanced Pedestrian Crossing Maintenance and Replacement	82,500	0	0	82,500	Construction	Sidewalk Improvement	Annual Program
Proactive Sidewalk Evaluation and Repair	332,500	0	0	332,500	Study/ Construction	Sidewalk Improvement	Annual Program
Safe Routes to School Plam	100,000	100,000	0	0	Study	Community Improvement	Continuing Project
Sidewalk Repair Program	550,000	0	0	550,000	Construction	Sidewalk Improvement	Annual Program
Streetlight Gap Program - Customer Service Requests	50,000	0	0	50,000	Program/ Purchase	Streetlight Improvement	Continuing Project
Street Reconstruction and Repair Program	8,000,000	0	0	8,000,000	Design/ Construction	Roadway Improvement	Annual Program
Traffic Signal Cabinet and Controller Replacement Program	180,000	0	0	180,000	Construction	Traffic Signal Improvement	Annual Program
Traffic Signal Installation - Meacham Road and Bank Drive	760,000	0	0	760,000	Construction	Traffic Signal Improvement	Continuing Project
Traffic Signal Video Detection Improvement Program	78,300	0	0	78,300	Construction	Traffic Signal Improvement	Continuing Project
Utility Undergrounding - Springinsguth Road - Wise Road to Schaumburg Road	11,000,000	0	0	11,000,000	Construction	Community Improvement	Continuing Project
Utility Undergrounding Program Management	75,000	0	0	75,000	Program/ Purchase	Community Improvement	Continuing Project
Capital Improvement Total:	***22,285,800***	***100,000***	***0***	***22,185,800***			

FY 28/29

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bode Road Reconstruction - Springinsguth Road to Braintree Drive	400,000	0	0	400,000	Design	Roadway Improvement	Continuing Project
Knollwood Drive Reconstruction - Golf Road to Bode Road	200,000	0	0	200,000	Design	Roadway Improvement	Continuing Project
National Parkway Reconstruction - Higgins Road to Schaumburg Road	300,000	0	0	300,000	Design	Roadway Improvement	Continuing Project
Rodenburg Road Resurfacing - Wise Road to Irving Park Road	4,025,000	420,000	2,800,000	805,000	Construction	Roadway Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield Way	195,000	0	0	195,000	Design	Roadway Improvement	Continuing Project
Spring South Road Reconstruction - Wise Road to Irving Park Road	468,000	0	0	468,000	Design	Roadway Improvement	Continuing Project
Vital Streets Program Total:	***5,588,000***	***420,000***	***2,800,000***	***2,368,000***			

Airport Fund: Fund 511	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Airport East Apron and Airfield Pavement Rehab	183,000	9,150	164,700	9,150	Design	Airport Improvement	New Project
Airport Fund Total:	***183,000***	***9,150***	***164,700***	***9,150***			

Baseball Stadium: Fund 526	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Ballpark Concrete and Railing Repair	100,000	0	0	100,000	Construction	Building Improvement	Continuing Project
Baseball Stadium - Storage Area Concrete/Ventilation Improvements	171,800	0	0	171,800	Design/ Construction	Building Improvement	Continuing Project
Parking Lot Improvements	853,450	0	0	853,450	Construction	Parking Lot Improvement	Annual Program
Baseball Stadium Total:	***1,125,250***	***0***	***0***	***1,125,250***			

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CMP Storm Sewer Replacement/Rehabilitation - 1230 Summit Drive	1,210,000	0	0	1,210,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - South Walnut Lane	319,000	0	0	319,000	Construction	Water/Sewer Improvement	Continuing Project
Fire Hydrant Maintenance and Painting	109,380	0	0	109,380	Construction	Water/Sewer Improvement	New Project
Overhead Door Modernizations	56,000			56,000	Construction	Building Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Cedarcrest	1,600,000	0	0	1,600,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Downstream Walnut	1,305,000	0	0	1,305,000	Design/ Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - East Schaumburg Subbasin 2 & 3	160,000	0	0	160,000	Study	Water/Sewer Improvement	New Project
Priority Sanitary Sewer Rehabilitation - South Braintree	850,000	0	0	850,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut & Kessel	65,000	0	0	65,000	Study	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Bode Lift Station Basin	900,000	0	0	900,000	Design/ Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	565,000	0	0	565,000	Design/ Construction	Water/Sewer Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield Way	80,000	0	0	80,000	Design	Water/Sewer Improvement	Continuing Project
SCADA System Overhaul	75,000	0	0	75,000	Design	Water/Sewer Improvement	New Project
Sewer Analysis - Vital Streets	36,600	0	0	36,600	Program/ Purchase	Water/Sewer Improvement	Continuing Project
Sidewalk Repair Program	32,500	0	0	32,500	Construction	Sidewalk Improvement	Annual Program
VMF Interior Painting Project	35,000	0	0	35,000	Program/ Purchase	Building Improvement	Continuing Project
Water Station Electrical Improvements - Pump and Motor Replacement - All Stations	490,000	0	0	490,000	Construction	Water/Sewer Improvement	Continuing Project
Water Valve Replacement Program - Annual	198,000	0	0	198,000	Design/ Construction	Water/Sewer Improvement	Annual Program

FY 28/29

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Water Well 20 Rehabilitation	60,000	0	0	60,000	Design	Water/Sewer Improvement	New Project
Utility Total:	***8,146,480***	***0***	***0***	***8,146,480***			

Building Replacement: Fund 680	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Fire Station 51- Headquarters Expansion	625,000	0	0	625,000	Design	Building Improvement	Continuing Project
Fire Station 53 Roof Replacement	275,000	0	0	275,000	Construction	Building Improvement	New Project
Fire Station 54 - Training Center Renovation	85,000	0	0	85,000	Design	Building Improvement	Continuing Project
New Police Station	60,327,000	0	0	60,327,000	Construction	Building Improvement	Continuing Project
Overhead Door Modernizations	56,000	0	0	56,000	Construction	Building Improvement	Continuing Project
VMF Interior Painting Project	35,000	0	0	35,000	Construction	Building Improvement	Continuing Project
Building Replacement Total:	***61,403,000***	***0***	***0***	***61,403,000***			

	Total Project Amount	Reimbursement	Pass Through	Total Village Share
TOTAL FISCAL YEAR 28/29	**148,057,308**	**4,487,150**	**16,950,780**	**126,619,378**

FY 29/30

CDBG: Fund 214	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CDBG Annual Sidewalk Program	150,000	0	0	150,000	Construction	Sidewalk Improvement	Annual Program
CDBG Resurfacing	165,000	0	0	165,000	Design/ Construction	Roadway Improvement	Continuing Project
CDBG Total:	***315,000***	***0***	***0***	***315,000***			

Old Schaumburg Center Fund: 238	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	55,000	0	0	55,000	Construction	Sidewalk Improvement	Annual Program
Old Schaumburg Center Total:	***55,000***	***0***	***0***	***55,000***			

North Schaumburg TIF: Fund 436	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
90 North District Roadway Re-Alignment - Thoreau Drive	13,628,258	0	0	13,628,258	Construction	Roadway Improvement	Continuing Project
90 North Mobility Transit Service	431,250	0	0	431,250	Construction	Community Improvement	Continuing Project
90 North Park	175,000	0	0	175,000	Design	Community Improvement	Continuing Project
North Meacham Road Corridor Streetscape - Stage 4	300,000	0	0	300,000	Design	Community Improvement	Continuing Project
Project Management for North Schaumburg TIF Infrastructure	625,000	0	0	625,000	Program/ Purchase	Community Improvement	Annual Program
Walden Subdivision Water and Sanitary Sewer	3,128,000	0	0	3,128,000	Construction	Water/Sewer Improvement	Continuing Project
North Schaumburg TIF Total:	***18,287,508***	***0***	***0***	***18,287,508***			

Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bike Path Reconstruction and Resurfacing Program	500,000	0	0	500,000	Design/ Construction	Bikeway Improvement	Annual Program
Community Art Program	75,000	0	0	75,000	Program/ Purchase	Community Improvement	Continuing Project
Curb Replacement Program	577,500	0	0	577,500	Construction	Roadway Improvement	Annual Program
Enhanced Pedestrian Crossing Maintenance and Replacement	82,500	0	0	82,500	Construction	Sidewalk Improvement	Annual Program
Proactive Sidewalk Evaluation and Repair	332,500	0	0	332,500	Study/ Construction	Sidewalk Improvement	Annual Program
Sidewalk Repair Program	550,000	0	0	550,000	Construction	Sidewalk Improvement	Annual Program
Street Reconstruction and Repair Programs	8,000,000	0	0	8,000,000	Design/ Construction	Roadway Improvement	Annual Program
Traffic Signal Cabinet and Controller Replacement Program	241,500	0	0	241,500	Construction	Traffic Signal Improvement	Annual Program
Traffic Signal Video Detection Improvement Program	304,500	0	0	304,500	Construction	Traffic Signal Improvement	Continuing Project
Utility Undergrounding - Meacham Road - Shady Lane to Willow Road	260,000	0	0	260,000	Design	Community Improvement	New Project
Utility Undergrounding Program Management	75,000	0	0	75,000	Program/ Purchase	Community Improvement	Continuing Project
Capital Improvement Total:	***10,998,500***	***0***	***0***	***10,998,500***			

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bode Road Reconstruction - Springinsguth Road to Braintree Drive	150,555	0	0	150,555	Land Acquisition	Roadway Improvement	Continuing Project
Knollwood Drive Resurfacing - Schaumburg Road to Bode Road	305,000	0	0	305,000	Design	Roadway Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield Way	65,000	0	0	65,000	Design	Roadway Improvement	Continuing Project
Spring South Road Reconstruction - Wise Road to Irving Park Road	4,483,850	448,385	3,587,080	448,385	Construction	Roadway Improvement	Continuing Project
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	4,273,400	445,920	2,972,800	854,680	Construction	Roadway Improvement	Continuing Project
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	2,302,000	194,300	1,501,500	606,200	Construction	Roadway Improvement	Continuing Project

FY 29/30

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Weathersfield Way Resurfacing - Roselle Road to Plum Grove Road	255,000	0	0	255,000	Design	Roadway Improvement	Continuing Project
Weathersfield Way Resurfacing - Salem Drive to Roselle	2,990,000	269,000	1,792,000	929,000	Construction	Roadway Improvement	Continuing Project
Vital Streets Program Total:	***14,824,805***	***1,357,605***	***9,853,380***	***3,613,820***			

Airport Fund: Fund 511	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Airport East Apron and Airfield Pavement Rehab	1,007,000	50,350	906,300	50,350	Construction	Airport Improvement	Continuing Project
Airport Fund Total:	***1,007,000***	***50,350***	***906,300***	***50,350***			

Baseball Stadium: Fund 526	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Parking Lot Improvements	5,000	0	0	5,000	Construction	Parking Lot Improvement	Annual Program
Baseball Stadium Total:	***5,000***	***0***	***0***	***5,000***			

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CMP Storm Sewer Replacement/Rehabilitation - 416 & 417 Weathersfield Way	28,000	0	0	28,000	Design	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 617 Boxwood Drive	165,000	0	0	165,000	Design	Water/Sewer Improvement	New Project
Fire Hydrant Maintenance and Painting	112,660	0	0	112,660	Construction	Water/Sewer Improvement	Continuing Project
Parking Lot Improvements	2,500	0	0	2,500	Construction	Parking Lot Improvement	Annual Program
Priority Sanitary Sewer Rehabilitation - Cedarcrest	75,000	0	0	75,000	Study	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Downstream Walnut	275,000	0	0	275,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - East Schaumburg Subbasin 2 & 3	85,000	0	0	85,000	Design	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Bode Lift Station Basin	380,000	0	0	380,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	380,000	0	0	380,000	Construction	Water/Sewer Improvement	Continuing Project
Salem Drive Resurfacing - Wise Road to Weathersfield Way	27,000	0	0	27,000	Construction	Water/Sewer Improvement	Continuing Project
Sanitary Sewer Analysis & Rehab - ACP	105,000	0	0	105,000	Construction	Water/Sewer Improvement	Continuing Project
SCADA System Replacement	762,500		0	762,500	Construction	Water/Sewer Improvement	Continuing Project
Sewer Analysis - Vital Streets	42,600	0	0	42,600	Program/ Purchase	Water/Sewer Improvement	Continuing Project
Sidewalk Repair Program	32,500	0	0	32,500	Construction	Sidewalk Improvement	Annual Program
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	1,771,000	0	0	1,771,000	Construction	Water/Sewer Improvement	Continuing Project
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	3,795,000	0	0	3,795,000	Construction	Water/Sewer Improvement	Continuing Project
Water Main Replacement with the Street Program - 2030	1,150,000	0	0	1,150,000	Design/ Construction	Water/Sewer Improvement	New Project
Water Station Electrical Improvements - Pump and Motor Replacement - All Stations	550,000	0	0	550,000	Construction	Water/Sewer Improvement	Continuing Project
Water Valve Replacement Program - Annual	198,000	0	0	198,000	Design/ Construction	Water/Sewer Improvement	Annual Program
Water Well 20 Rehabilitation	880,000	0	0	880,000	Construction	Water/Sewer Improvement	Continuing Project
Utility Total:	***10,816,760***	***0***	***0***	***10,816,760***			

FY 29/30

Building Replacement: Fund 680	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Fire Station 51 - Headquarters Expansion Project	7,160,000	0	0	7,160,000	Construction	Building Improvement	Continuing Project
Fire Station 54 - Training Center Renovation	85,000	0	0	85,000	Construction	Building Improvement	Continuing Project
Parking Lot Improvements	2,500	0	0	2,500	Construction	Parking Lot Improvement	Annual Program
Building Replacement Total:	***7,247,500***	***0***	***0***	***7,247,500***			

	Total Project Amount	Reimbursement	Pass Through	Total Village Share
TOTAL FISCAL YEAR 29/30	63,557,073	1,407,955	10,759,680	51,389,438

FY 30/31

CDBG: Fund 214	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CDBG Annual Sidewalk Program	150,000	0	0	150,000	Construction	Sidewalk Improvement	Annual Program
CDBG Resurfacing	165,000	0	0	165,000	Design/ Construction	Roadway Improvement	Annual Program
CDBG Total:	***315,000***	***0***	***0***	***315,000***			

Old Schaumburg Center Fund: 238	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	55,000	0	0	55,000	Construction	Sidewalk Improvement	Annual Program
Old Schaumburg Center Total:	***55,000***	***0***	***0***	***55,000***			

North Schaumburg TIF: Fund 436	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
90 North Park	2,800,000	0	0	2,800,000	Construction	Community Improvement	Continuing Project
Project Management for North Schaumburg TIF Infrastructure	100,000	0	0	100,000	Program/ Purchase	Community Improvement	Annual Program
Walden Subdivision Water and Sanitary Sewer	3,128,000	0	0	3,128,000	Construction	Water/Sewer Improvement	Continuing Project
North Schaumburg TIF Total:	***6,028,000***	***0***	***0***	***6,028,000***			

Capital Improvement: Fund 440	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Bike Path Reconstruction and Resurfacing Program	500,000	0	0	500,000	Design/ Construction	Bikeway Improvement	Annual Program
Curb Replacement Program	577,500	0	0	577,500	Construction	Roadway Improvement	Annual Program
Enhanced Pedestrian Crossing Maintenance and Replacement	82,500	0	0	82,500	Construction	Sidewalk Improvement	Annual Program
Pavement Evaluation	175,000	0	0	175,000	Study	Roadway Improvement	Continuing Project
Proactive Sidewalk Evaluation and Repair	332,500	0	0	332,500	Study/ Construction	Sidewalk Improvement	Annual Program
Safe Routes to School Plan	100,000	100,000	0	0	Study	Community Improvement	Continuing Project
Sidewalk Repair Program	550,000	0	0	550,000	Construction	Sidewalk Improvement	Annual Program
Street Light Gap Program - Customer Service Requests	50,000	0	0	50,000	Program/ Purchase	Streetlight Improvement	Continuing Project
Street Reconstruction and Repair Programs	8,000,000	0	0	8,000,000	Design/ Construction	Roadway Improvement	Annual Program
Utility Undergrounding - Meacham Road - Shady Lane to Willow Road	475,000	0	0	475,000	Land Acquisition	Community Improvement	Continuing Project
Utility Undergrounding Program Management	75,000	0	0	75,000	Program/ Purchase	Community Improvement	Continuing Project
Capital Improvement Total:	***10,917,500***	***100,000***	***0***	***10,817,500***			

Vital Streets Program: Fund 442	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
National Parkway Reconstruction - Higgins Road to Schaumburg Road	4,945,000	516,000	3,440,000	989,000	Construction	Roadway Improvement	Continuing Project
Salem Drive Reconstruction - Schaumburg Road to Parker Drive	4,025,000	105,000	2,800,000	1,120,000	Construction	Roadway Improvement	Continuing Project
Vital Streets Program Total:	***8,970,000***	***621,000***	***6,240,000***	***2,109,000***			

Baseball Stadium: Fund 526	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Baseball Stadium - Stadium Seating Replacement	800,000	0	0	800,000	Construction	Building Improvement	New Project
Baseball Stadium Total:	***800,000***	***0***	***0***	***800,000***			

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
CMP Storm Sewer Replacement/Rehabilitation - 416 & 417 Weathersfield Way	308,000	0	0	308,000	Construction	Water/Sewer Improvement	Continuing Project
CMP Storm Sewer Replacement/Rehabilitation - 617 Boxwood Drive	1,815,000	0	0	1,815,000	Construction	Water/Sewer Improvement	Continuing Project

FY 30/31

Utility: Fund 572	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Fire Hydrant Maintenance and Painting	116,100	0	0	116,100	Construction	Water/Sewer Improvement	Continuing Project
Parking Lot Improvements	165,000	0	0	165,000	Construction	Parking Lot Improvement	Annual Program
Priority Sanitary Sewer Rehabilitation - Downstream Walnut Subbasin 1 & 6, and East Schaumburg Subbasin 1	280,000	0	0	280,000	Construction	Water/Sewer Improvement	New Project
Priority Sanitary Sewer Rehabilitation - East Schaumburg Subbasin 2 & 3	1,690,000	0	0	1,690,000	Construction	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - ESCH-09, ESCH-15, ESCH-17, ESCH-18, ESCH-19	230,000	0	0	230,000	Study/Design	Water/Sewer Improvement	New Project
Priority Sanitary Sewer Rehabilitation - Bode Lift Station Basin	36,000	0	0	36,000	Study	Water/Sewer Improvement	Continuing Project
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	18,000	0	0	18,000	Study	Water/Sewer Improvement	Continuing Project
Sanitary Sewer Analysis & Rehab - ACP	821,000	0	0	821,000	Study/ Design/ Construction	Water/Sewer Improvement	Continuing Project
Sidewalk Repair Program	32,500	0	0	32,500	Construction	Sidewalk Improvement	Annual Program
Toys Lift Station Sanitary Sewer Grinder and Wet Well Liner	20,000	0	0	20,000	Design	Water/Sewer Improvement	New Project
Water Main Replacement with the Street Program - 2030	2,200,000	0	0	2,200,000	Construction	Water/Sewer Improvement	Continuing Project
Water Meter and Transmitter Replacement Program	3,933,114	0	0	3,933,114	Program/ Purchase	Water/Sewer Improvement	Continuing Project
Water Station Building Improvements - Athena Reservoir Rehabilitation	1,430,000	0	0	1,430,000	Construction	Water/Sewer Improvement	Continuing Project
Water Station Electrical Improvements - Pump and Motor Replacement - All Stations	284,000	0	0	284,000	Construction	Water/Sewer Improvement	Continuing Project
Water Tank Painting - Hot and Cold, Station 12	50,000	0	0	50,000	Design	Water/Sewer Improvement	Continuing Project
Water Valve Replacement Program - Annual	198,000	0	0	198,000	Design/ Construction	Water/Sewer Improvement	Annual Program
Utility Total:	***13,626,714***	***0***	***0***	***13,626,714***			

Building Replacement: Fund 680	Total Project Amount	Reimbursement	Pass Through	Total Village Share	Phase	Project Type	Description
Facilities Assessment	200,000	0	0	200,000	Study	Building Improvement	Continuing Project
Fire Station 54 - Training Center Renovation	2,020,000	0	0	2,020,000	Construction	Building Improvement	Continuing Project
Parking Lot Improvements	165,000	0	0	165,000	Construction	Parking Lot Improvements	Annual Program
Building Replacement Total:	***2,385,000***	***0***	***0***	***2,385,000***			

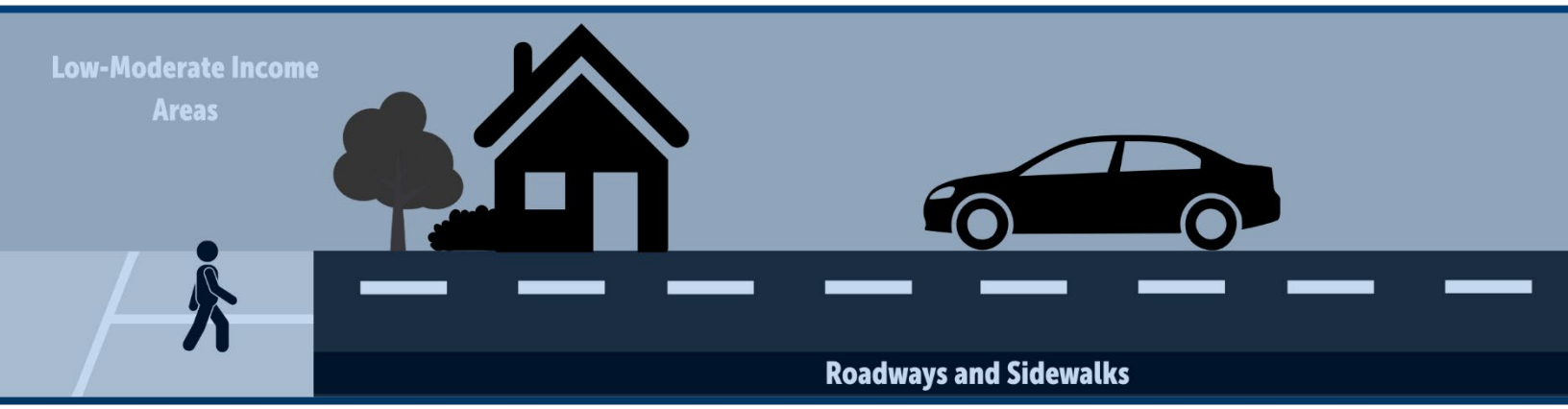
	Total Project Amount	Reimbursement	Pass Through	Total Village Share
TOTAL FISCAL YEAR 30/31	43,097,214	721,000	6,240,000	36,136,214

Community Development Block Grant Fund (214)

The village receives an average of $315,000 in Community Development Block Grant (CDBG) funds on an annual basis from the U.S. Department of Housing and Urban Development. These funds must be utilized to assist low-income and moderate-income residents. In the past, CDBG funds have been used for public service agencies, the Residential Rehabilitation Loan Program, the First Time Buyer's Program, and capital improvement projects. In FY 26/27, CDBG funds will be used to replace sidewalks as part of the annual CDBG sidewalk program, as well as resurfacing in CDBG eligible areas.

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
CDBG Resurfacing	$165,000	$165,000	$165,000	$165,000	$165,000
CDBG Annual Sidewalk Program	$150,000	$150,000	$150,000	$150,000	$150,000
Total	**$315,000**	**$315,000**	**$315,000**	**$315,000**	**$315,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
214 - CDBG Fund	$315,000	$315,000	$315,000	$315,000	$315,000
Total	**$315,000**	**$315,000**	**$315,000**	**$315,000**	**$315,000**



Eligible Uses of CDBG Funds within the CIP

Community Development Block Grant Fund

CDBG Resurfacing

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Joseph Velna

Location
Various locations throughout CDBG eligible areas.

Description
This project will use Community Development Block Grant (CDBG) funds to resurface and otherwise improve CDBG eligible areas to improve the road's condition and safety.

Project Justification
Continuing this project will ensure that CDBG funds are expended and help meet the timeliness requirements HUD imposes.

Operating Impacts
Resurfacing the road will alleviate any need for in-house roadway patching efforts in these areas.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Final Design	$5,000	$5,000	$5,000	$5,000	$5,000	**$25,000**
Construction	$150,000	$150,000	$150,000	$150,000	$150,000	**$750,000**
Construction Administration	$10,000	$10,000	$10,000	$10,000	$10,000	**$50,000**
Total	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$825,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
214 - CDBG	$165,000	$165,000	$165,000	$165,000	$165,000	$165,000
Total	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**	**$165,000**

Community Development Block Grant Fund

CDBG Annual Sidewalk Program

Request Type: Annual Project
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Richard Evans

Location
Various.

Description
Existing sidewalk will be replaced in order to improve concrete condition and comply with requirements of the Americans with Disabilities Act (ADA). Specific project locations will be jointly determined by CDD and EPW based on condition of existing sidewalk and CSRs. Locations must be within eligible CDBG areas. Projects will be concentrated to one CDBG area per year for ease of design and constructability.

Project Justification
These areas will be a low/moderate income census tract and will be eligible for CDBG funds. In order for an area to qualify, the minimum low/moderate percentage, as determined by U.S. Department of Housing and Urban Development (HUD), must be at or above 39.5% in FY 26/27 (this number changes annually). Funds are used to help improve infrastructure and enhance safety in low/moderate income areas. CDBG funds can be used for design, construction costs, and engineering inspections. Areas will be selected based on the existing condition of the sidewalks and the CSRs from this area.

Operating Impacts
Replacement of damaged sidewalk will reduce maintenance costs.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction	$130,000	$130,000	$130,000	$130,000	$130,000	**$650,000**
Construction Administration	$20,000	$20,000	$20,000	$20,000	$20,000	**$100,000**
Total	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$750,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
214 - CDBG	$150,000	$150,000	$150,000	$150,000	$150,000	**$750,000**
Total	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$150,000**	**$750,000**

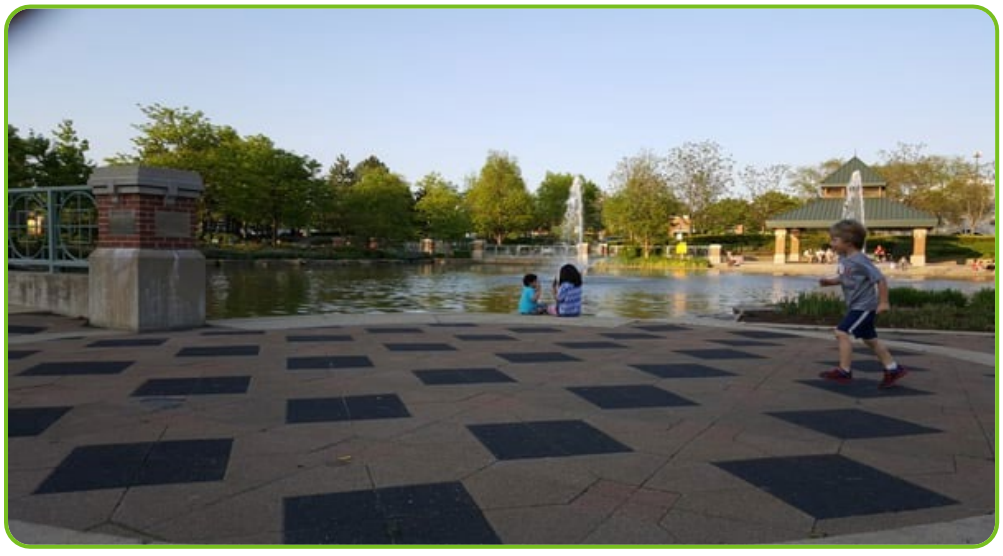
Olde Schaumburg Historic District Fund (238)

The Olde Schaumburg Historic District Fund supports the financial resources needed to maintain the historic district within the village's Town Square. The fund receives an annual transfer from the General Fund for operating needs, while capital improvements are funded through transfers from the Capital Improvement Fund.

In FY 26/27, budgeted projects include the rehabilitation of Town Square's pedestrian bridge, where significant surface-decking failures have begun to compromise safety and usability. The plan also includes replacement of the OSC Park Overlook, which has been closed to the public due to structural integrity concerns. In addition, ongoing maintenance of the brick pavers at Veterans Gateway Park continues to preserve long-term infrastructure condition, ensuring that concrete and paver surfaces throughout Town Square remain safe, functional, and visually consistent.

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Town Square and Veteran's Gateway Park Concrete and Paver Repairs	$181,500	$55,000	$55,000	$55,000	$55,000
Town Square Pedestrian Bridge Replacement	$165,000	$0	$0	$0	$0
OSC Park Footwalk – Overlook Replacement	$136,000	$0	$0	$0	$0
Parking Lot Improvements	$2,000	$0	$0	$0	$0
Total	**$484,500**	**$55,000**	**$55,000**	**$55,000**	**$55,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
238 Old Schaumburg Center Fund	$484,500	$55,000	$55,000	$55,000	$55,000
Total	**$484,500**	**$55,000**	**$55,000**	**$55,000**	**$55,000**



Town Square Brick Pavers

Olde Schaumburg Historic District Fund

Town Square and Veteran's Gateway Park Concrete and Paver Repairs

Request Type: Annual Program
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Richard Evans

Location
Town Square.

Description
This program will serve as a long-term maintenance program for the Town Square site, including VOS maintenance areas and Town Square Owners Association (TSOA) common maintenance areas. Staff will continue to focus on concrete removal and replacements to the walkways and stairways around Town Square. Staff has been made aware of poor soil conditions that require an annual assessment of sidewalks to plan and estimate for concrete replacement due to settlement.

Project Justification
Staff conducts annual inspections of the Town Square area, and regular replacement activities are often warranted. This program is designed to reduce costs by coordinating repairs across the district while establishing a long-term capital plan for future maintenance needs. Several sidewalks and brick pavers are showing signs of settlement and cracking. Within the village-maintained areas, two concrete stairways on the south side of the pond have deteriorated and are scheduled for replacement in FY 26/27, along with typical annual sidewalk repairs to be identified during inspection.

Operating Impacts
This project will reduce maintenance labor hours by repairing and/or replacing necessary items including displaced sections of paver bricks and concrete sidewalks.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction	$165,000	$50,000	$50,000	$50,000	$50,000	**$365,000**
Construction Administration	$16,500	$5,000	$5,000	$5,000	$5,000	**$36,500**
Total	**$181,500**	**$55,000**	**$55,000**	**$55,000**	**$55,000**	**$401,500**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
238 – Old Schaumburg Historic Dist. Fund	$181,500	$55,000	$55,000	$55,000	$55,000	**$401,500**
Total	**$181,500**	**$55,000**	**$55,000**	**$55,000**	**$55,000**	**$401,500**

Olde Schaumburg Historic District Fund

Town Square Pedestrian Bridge Replacement

Request Type: New Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Mateusz Pec

Location
Town Square.

Description
This project involves replacing the existing pedestrian bridge located in Town Square.

Project Justification
The existing pedestrian bridge in Town Square is experiencing failures in the surface decking, compromising safety and usability. Additionally, extensive corrosion has affected the structural beams, which could further impact the bridge's stability and durability over time. These issues highlight the need for a full replacement to ensure long-term safety and reliability for pedestrians.

Operating Impacts
Although staff has implemented a temporary fix, allowing the bridge to remain open to pedestrian traffic for the time being, a complete replacement is essential to address underlying issues such as surface decking failure and beam corrosion. Replacing the bridge will significantly extend its lifespan and reduce the need for frequent maintenance, resulting in long-term cost savings and enhanced safety for all users.

Project Expenses

Phase	FY 26/27	Total
Construction	$150,000	**$150,000**
Construction Administration	$15,000	**$15,000**
Total	**$165,000**	**$165,000**

Project Funding

Source	FY 26/27	Total
238 – Old Schaumburg Historic Dist. Fund	$165,000	**$165,000**
Total	**$165,000**	**$165,000**

Old Schaumburg Historic District Fund

OSC Park Footwalk – Overlook Replacement

Request Type: New Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Mateusz Pec

Location
Olde Schaumburg Centre Park.

Description
This project will replace the overlook portion of the foot walk at Olde Schaumburg Centre Park. In the summer of 2024 it was noticed that one side of the overlook was beginning to sag/settle to a point that the overlook appeared unsafe. Access to the overlook was restricted, and Civiltech was recruited to perform an inspection and provide recommendations on repairs. Civiltech performed their inspection and provided a report that indicated the best approach would be to replace the overlook while reusing as much material as possible from the existing overlook.

Project Justification
The overlook inspection determined settling damages and indicated a full replacement of the overlook is necessary. The structural integrity of the overlook is not deemed suitable for repair. The structure is getting progressively worse as time goes on.

Operating Impacts
The overlook portion of the footwalk is currently closed to the public due to structural concerns. A brief closure of the remaining footwalk is anticipated during construction, which is expected to last approximately two to three months.

Project Expenses

Phase	FY 26/27	Total
Final Design	$10,500	**$10,500**
Construction	$115,000	**$115,000**
Construction Administration	$10,500	**$10,500**
Total	**$136,000**	**$136,000**

Project Funding

Source	FY 26/27	Total
238 – Old Schaumburg Historic Dist. Fund	$136,000	**$136,000**
Total	**$136,000**	**$136,000**

Old Schaumburg Historic District Fund

Parking Lot Improvements

Request Type: Annual Program
Lead Department: EPW
Project Type: Parking Lot Improvement
Project Manager: Joseph Velna

Location
Parking lots at various village facilities.

Description
The village operates 26 facilities with parking lots, and this annual program focuses on preventive and rehabilitation maintenance. It includes resurfacing, crack filling, patching, seal coating, and surface preservation to extend the pavement's life and defer costly reconstruction.

FY 26/27: Well #15 (sealcoat), Fire 51(sealcoat), Fire 52 (sealcoat), Fire 53 (sealcoat), Fire 54 (sealcoat), Public Safety Front Lot (sealcoat), Public Safety Rear Lot (sealcoat), **Trickster Lot (sealcoat),** Public Works-Upper Employee Lot (sealcoat), Parking Lot Condition Assessment.

FY27/28: Sch. Baseball Parking Lot (design), Sch. Baseball Employee Lot (design)

FY28/29: Sch. Baseball Employee Lot (resurfacing), Sch. Baseball Parking Lot (resurfacing)

FY29/30: Sch. Baseball Employee Lot (Reclamite), Sch. Baseball Parking Lot (Reclamite)

FY30/31: EPW Rear Lot

Project Justification
Maintaining village properties to the same standard as other commercial and institutional properties is essential. Without timely upkeep, costly reconstruction may become necessary.

Operating Impacts
These preventative maintenance activities and resurfacings extend the useful life expectancy of the parking lot structure and reduces the operating impacts to the village's in-house staffing.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$48,000	-	-	-	-	**-**
Final Design	-	$47,000	-	-	-	**$47,000**
Construction	$50,000		$845,000	$5,000	$300,000	**$920,000**
Construction Administration	$5,000		$8,450	$5,000	$30,000	**$15,850**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
238 – Old Schaumburg Center	$2,000	-	-	-	-	**$2,000**
440 – General CIP	$53,000	-	-	-	-	**$53,000**
526 – Ballpark Fund	-	$47,000	$853,450	$5,000	-	**$905,450**
572 – Utility Fund	-	-	-	$2,500	$165,000	**$167,500**
680 – Building Replacement Fund	$48,000	-	-	$2,500	$165,000	**$215,500**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

North Schaumburg TIF Fund (436)

The CIP also continues to include projects to support redevelopment of the 90 North District. In FY 26/27, $7.4 million is budgeted for several infrastructure and regionally significant projects in this area.

This year's plan dedicates $2 million to advancing the redesign of Thoreau Drive, a project that reshapes the roadway network to support future development, integrate stormwater management features, and improve circulation around the Convention Center during peak activity. The reconfigured corridor will create more functional development sites and enhance overall mobility within the district.

Included alongside this effort is $900,000 for the Walden Subdivision Water and Sanitary Project, which will replace aging private utilities with publicly owned water and sewer infrastructure outlined in the 2025 assessment. Since the utility corridors and easement needs overlap with the Thoreau Drive project footprint, completing these improvements together allows the village to synchronize construction schedules, avoid duplicative work, and ensure that new utility lines are placed in locations that complement the ultimate roadway design and adjacent redevelopment plans.

Another key investment includes $1.8 million for design and construction of the 90 North Pedestrian Bridge over Meacham Road, connecting the east and west sides of the 90 North area and providing for a safe crossing over Meacham Road.



Families enjoying Hammock Grove (a segment of the village's 90 North Park)

North Schaumburg TIF (FY 26/27 to FY 30/31)

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
90 North District Roadway Re-alignment - Thoreau	$2,094,755	$312,000	$16,211,428	$13,628,258	$0
90 North Pedestrian Bridge	$1,825,000	$1,433,750	$18,981,250	$0	$0
Walden Subdivision Water and Sanitary Sewer	$900,000	$1,964,000	$4,768,000	$3,128,000	$3,128,000
Project Management for North Schaumburg TIF Infrastructure	$550,000	$400,000	$1,100,000	$625,000	$100,000
90 North Park	$430,000	$4,755,000	$0	$175,000	$2,800,000
90 North Transit Facility	$300,000	$0	$1,920,000	$0	$0
2222 Hammond Drive Demolition	$285,000	$0	$0	$0	$0
Meacham Road Fiber Installation and Laterals	$253,665	$0	$0	$0	$0
North Meacham Road Corridor Streetscape - Stage 3	$200,000	$250,000	$2,750,000	$0	$0
North Meacham Road Corridor Streetscape - Stage 2	$162,500	$4,750,000	$0	$0	$0
90 North Mobility Transit Service	$150,000	$200,000	$948,750	$431,250	$0
Central Road Extension	$150,000	$500,000	$0	$0	$0
Algonquin Road Bike Path - Meacham Road to IL 53	$111,000	$119,000	$976,350	$0	$0
2325 N. Meacham Road Demolition	$0	$0	$760,000	$0	$0
Irving Park Rd Bike Path Gap	$0	$100,000	$290,000	$0	$0
North Meacham Road Corridor Streetscape - Stage 4	$0	$0	$250,000	$300,000	$0
Total	**$7,411,920**	**$14,783,750**	**$48,955,778**	**$18,287,508**	**$6,028,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
436 - North Schaumburg TIF Fund	$7,193,920	$14,770,750	$31,011,698	$18,287,508	$6,028,000
Other Reimbursement	$150,000	$0	$442,000	$0	$0
CMAQ Pass Through Grant	$0	$0	$13,986,080	$0	$0
CMAQ Reimbursement	$68,000	$13,000	$3,516,000	$0	$0
Total	**$7,411,920**	**$14,783,750**	**$48,955,778**	**$18,287,508**	**$6,028,000**

North Schaumburg TIF Fund

90 North District Roadway Re-alignment – Thoreau

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Sidney Kenyon

Location

Thoreau Drive, from Meacham Rd to Algonquin Rd (IL 62).

Description

Thoreau Drive will be straightened at the curve to create two new intersections. The intersection at Convention Center Drive will be de-signalized while new traffic control will be installed at the entrance to the Renaissance Hotel and Convention Center. Relocation of water and sewer facilities from private lands to public right of way, and construction of new stormwater facilities. Includes lighting, new traffic signals, streetscape, and bicycle and pedestrian accommodations.

Project Justification

In coordination with 90 North District redevelopment, Thoreau Drive needs to be realigned to provide sufficient acreage for development and detention. Per the 90 North East District Plan, a new north-south street is planned to be constructed to connect to a relocated Drummer Drive and the entrance drive to the Renaissance Hotel and Convention Center. A reconfigured entrance to the Convention Center is needed to accommodate the variable flows of traffic during major events. Utilities that serve the public are located on private lands and need to be relocated within public right of way to be accessible by the village without impacting private properties when maintenance is needed.

Operating Impacts

The Thoreau Drive realignment will result in maintenance of additional roadway surface, new lighting, updated traffic control devices, and expanded bicycle and pedestrian facilities. New stormwater infrastructure will also require periodic inspection and maintenance.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
Preliminary Design	$538,241	-	-	-	-	**$538,241**
Final Design	$500,000	$2,094,755	-	-	-	**$2,594,755**
Land Acquisition	-	-	$312,000	-	-	**$312,000**
Construction	-	-	-	$14,096,894	$11,850,659	**$25,947,553**
Construction Administration	-	-	-	$2,114,534	$1,777,599	**$3,892,133**
Total	**$1,038,241**	**$2,094,755**	**$312,000**	**$16,211,428**	**$13,628,258**	**$33,284,682**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
436 – North Schaumburg TIF Fund	$1,038,241	$2,094,755	$312,000	$16,211,428	$13,628,258	**$33,284,682**
Total	**$1,038,241**	**$2,094,755**	**$312,000**	**$16,211,428**	**$13,628,258**	**$33,284,682**

North Schaumburg TIF Fund

90 North Pedestrian Bridge

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Community Improvement
Project Manager: Sidney Kenyon

Location

Over Meacham Road, north of I-90, between Thoreau Drive and Progress Parkway.

Description

This project includes the design and construction of a pedestrian bridge over Meacham Road, connecting the east and west sides of the 90 North area and providing for a safe crossing over Meacham Road. Coordination with the developments on both sides of Meacham Road will ensure that the pedestrian bridge can be incorporated into any future developments. A study was completed in FY 22/23 as part of the North Meacham Road Corridor Streetscape in order to establish a recommended location and the necessary land required for a pedestrian bridge and to ensure that the bridge remains feasible as both sides of Meacham Road develop in the coming years. Based on the work completed as part of the streetscape project, a concept began in FY 23/24 refining the pedestrian bridge so it can be advanced for engineering. FY 25/26 funds continued to refine this concept identifying appropriate land acquisition scheduled to begin in FY 26/27.

Project Justification

This project is a recommendation from the North Meacham Road Corridor Plan, and is needed to provide safe and efficient pedestrian and bike crossings of Meacham Road. The project will link the east and west sides of Meacham, thereby creating a seamless link between the East and West districts of 90 North.

Operating Impacts

The pedestrian bridge will introduce minor ongoing operating costs related to landscaping, snow removal and regular maintenance.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	Total
Preliminary Design	$302,166	-	-	-	**$302,166**
Final Design	-	$1,000,000	$608,750	-	**$1,608,750**
Land Acquisition	-	$825,000	$825,000	-	**$1,650,000**
Construction	-	-	-	$16,506,250	**$16,506,250**
Construction Administration	-	-	-	$2,475,000	**$2,475,000**
Total	**$302,166**	**$1,825,000**	**$1,433,750**	**$18,981,250**	**$22,542,166**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	Total
436 North Schaumburg TIF	$$302,166	$1,825,000	$1,433,750	$3,796,250	**$7,357,166**
CMAQ Pass Through Grant	-	-	-	$13,205,000	**$13,205,000**
CMAQ Reimbursement Grant	-	-	-	$1,980,000	**$1,980,000**
Total	**$302,166**	**$1,825,000**	**$1,433,750**	**$18,981,250**	**$22,542,166**

North Schaumburg TIF Fund

Walden Subdivision Water and Sanitary Sewer

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Jimmy Samaneigo

Location
Southeast corner of Meacham Road & Algonquin Road from Meacham Road to Arbor Drive.

Description
This project converts private water and sanitary sewer systems in the Walden Subdivision to public infrastructure. The 2025 study identified needed capacity improvements, optimal routing, elimination of the water main dead-end near the I-290 Frontage Road and required easements. Water system upgrades include replacing the Thoreau Drive main, installing new mains along Drummer Drive and connecting streets, and completing additional main replacements on Skywater Drive. Sanitary improvements include constructing a new sewer to the MWRDGC interceptor, rerouting existing lines, adding a Drummer Drive sewer with new manholes, rehabilitating the Renaissance Hotel area sewers, and upgrading sewers in Walden West and East.

Project Justification
Both private sanitary sewer & water are outdated and undersized and have history of water main leaks and sanitary blockage. Replacing them will provide less maintenance cost.

Operating Impacts
The conversion of Walden's private utilities to public systems will increase ongoing operating responsibilities for routine inspections, valve and hydrant maintenance, sewer cleaning, and periodic system repairs. New water mains, manholes, and sewer segments will add to annual maintenance workloads, though improved system reliability and elimination of dead-end mains may reduce emergency response needs over time.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$200,000	-	-	-	-	-	**$200,000**
Final Design	-	$900,000	$324,000	-	-	-	**$1,224,000**
Land Acquisition	-	-	$1,640,000	$1,640,000	-	-	**$3,280,000**
Construction	-	-	-	$2,720,000	$2,720,000	$2,720,000	**$8,160,000**
Construction Administration	-	-	-	$408,000	$408,000	$408,000	**$1,224,000**
Total	**$200,000**	**$900,000**	**$1,964,000**	**$4,768,000**	**$3,128,000**	**$3,128,000**	**$14,088,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
436 – North Schaumburg TIF	$200,000	$900,000	$1,964,000	$4,768,000	$3,128,000	$3,128,000	$14,088,000
Total	**$200,000**	**$900,000**	**$1,964,000**	**$4,768,000**	**$3,128,000**	**$3,128,000**	**$14,088,000**

North Schaumburg TIF Fund

Project Management for North Schaumburg TIF Infrastructure

Request Type: Annual Program
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Brent McQueen

Location
Various locations within the North Schaumburg TIF District.

Description
A contract engineer will be hired to assist with the management of design and construction of projects located within the North Schaumburg TIF.

Project Justification
With the creation of the North Schaumburg TIF District, a significant number of large projects were added to the CIP. Because the majority of the projects associated with the TIF are anticipated to occur within a limited timeframe, staff determined that a contract position, rather than a full time staff person would be the best option to assist with the increased project workload. This TIF Project Manager will act as an extension of village staff and provide project management services on CIP projects within the TIF boundaries. The scope of the services provided by this position will vary based on the projects budgeted in the TIF each year.

Operating Impacts
The contract TIF Project Manager will require ongoing village oversight to coordinate assignments, review work products, and ensure alignment with CIP priorities and TIF objectives. Staff time will be needed to manage the contract, monitor performance, and integrate the consultant's efforts with internal project teams, though the position is expected to reduce overall workload pressures on existing staff.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Program/Purchase	$350,000	$550,000	$400,000	$1,100,000	$625,000	$100,000	**$3,125,000**
Total	**$350,000**	**$550,000**	**$400,000**	**$1,100,000**	**$625,000**	**$100,000**	**$3,125,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
436 – North Schaumburg TIF	$350,000	$550,000	$400,000	$1,100,000	$625,000	$100,000	**$3,125,000**
Total	**$350,000**	**$550,000**	**$400,000**	**$1,100,000**	**$625,000**	**$100,000**	**$3,125,000**

North Schaumburg TIF Fund

90 North Park

Request Type: Continuing Project
Lead Department: Community Development
Project Type: Community Improvement
Project Manager: Todd Wenger

Location

2020 Parkside Drive; 90 North District West.

Description

This project involves the ongoing design and construction of the 12-acre public park in the heart of the 90 North District West development. The initial Stage I construction was completed in fall of 2023 and included mass grading, stormwater control, utilities, sidewalks, bike paths, landscaping, and site amenities. The Stage II construction started in the fall of 2025 and includes walkways, plaza areas, furnishings, tilted lawn panels, west park entrance, and water features along the west side of the park. The Stage III work is anticipated to include the south gateway garden, central bosque seating/games area, east-west pathway/allée of trees, concessions booth, and bathroom facilities. Phase IV of the park's construction is planned for design in FY 29/30 and construction in FY 30/31. This would include flexible parking areas adjacent to the bathrooms and concessions area which could be used for parking or closed for small concerts, markets, and events.

Project Justification

This urban-style park is anticipated to become a regional attraction, benefiting nearby residential and office developments and drawing visitors to adjacent shopping and dining venues. Recognized as a catalyst for high-quality, ongoing development, the park is already encouraging investment in the area. This momentum is underscored by the recent approval of The District at Veridian—the village's largest mixed-use project, encompassing over one million square feet of residential, office, and commercial space adjacent to the future park site. Staff will continue to pursue grant funding to support the construction of future park phases, ensuring the park's ongoing growth and appeal.

Operating Impacts

This project will have significant operating impacts to Engineering & Public Work's budget to cover the maintenance and operation of the park. Staff has found that approximately 7% of the cost of construction is typical of annual maintenance costs for high-level enhancement items.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 29/30	FY 30/31	Future	Total
Final Design	$936,000	$410,000	-	$175,000	-	$1,672,000	**$3,193,000**
Construction	$14,328,000	-	$4,300,000	-	$2,500,000	$8,909,000	**$30,037,000**
Construction Administration	$906,000	$20,000	$455,000	-	$300,000	$950,000	**$2,631,000**
Total	**$16,170,000**	**$430,000**	**$4,755,000**	**$175,000**	**$2,800,000**	**$11,531,000**	**$35,861,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 29/30	FY 30/31	Future	Total
436- North Schaumburg TIF	$16,170,000	$430,000	$4,755,000	$175,000	$2,800,000	$14,156,000	**$35,511,000**
Total	**$16,170,000**	**$430,000**	**$4,755,000**	**$175,000**	**$2,800,000**	**$11,531,000**	**$35,861,000**

North Schaumburg TIF Fund

90 North Transit Facility

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Community Improvement
Project Manager: Marisa Krawiec

Location
I-90 in the 90 North area.

Description
This project will construct a new transit facility along I-90 adjacent to the 90 North area in order to provide the area with easy and direct access to the new Pace express bus service. An IDOT State Planning and Research Grant was used to identify a preferred location and concept, and will serve as the basis for Phase I Engineering. The preferred design includes a westbound station on the Meacham Road exit ramp and an eastbound station in the center of I-90 with a vertical connection to Meacham Road.

Project Justification
With the anticipated development in the 90 North area, constructing a transit facility along I-90 will provide convenient express bus service along I-90 to residents, employees, and visitors. The Meacham Road Corridor Study has indicated that transit services are important for businesses looking to attract young employees who live in Chicago.

Operating Impacts
The village will incur additional maintenance costs associated with any infrastructure constructed.

Project Expenses

Phase	FY 26/27	FY 28/29	Future	Total
Preliminary Design	$300,000	-	-	**$300,000**
Final Design	-	$1,920,000	-	**$1,920,000**
Construction	-	-	$15,000,000	**$15,000,000**
Construction Administration	-	-	$1,000,000	**$1,000,000**
Total	**$300,000**	**$1,920,000**	**$16,000,000**	**$18,220,000**

Project Funding

Source	FY 26/27	FY 28/29	Future	Total
436- North Schaumburg TIF	$150,000	$192,000	$1,700,000	**$2,042,000**
CMAQ Reimbursement	-	$1,536,000	$800,000	**$2,336,000**
Other Reimbursement	$150,000	$192,000	$1,500,000	**$1,842,000**
CMAQ Pass Through	-	-	$12,000,000	**$12,000,000**
Total	**$300,000**	**$1,920,000**	**$16,000,000**	**$18,220,000**

North Schaumburg TIF Fund

2222 Hammond Drive Demolition

Request Type: Continuing Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Mark Rysavy

Location
2222 Hammond Drive.

Description
The village has acquired 2222 Hammond Drive with the intention of demolishing the site to provide a development ready pad for Cook County. The building is roughly 107,000 square feet of high bay industrial use for heavy metals and casting machines. There is a three-story office area at the southeast corner of the building. Rough demolition costs of $685,000 will include all pavement removal.

Project Justification
This project is an enabling project for the eventual acquisition of the current Cook County facility and site at Algonquin and Meacham. By completing this project, it gives Cook County a location to relocate the Algonquin site to. Once relocated, then the village can demolish the facility at Algonquin and offer it for meaningful redevelopment.

Operating Impacts
No operating impacts exist for the village. The building must be torn down to allow the CCHD to relocate. Once the property is development ready, the property will be CCHD's responsibility.

Project Expenses

Phase	Previous	FY 26/27	Total
Construction	$400,000	$285,000	**$685,000**
Total	**$400,000**	**$285,000**	**$685,000**

Project Funding

Source	Previous	FY 26/27	Total
436- North Schaumburg TIF	$400,000	$285,000	**$685,000**
Total	**$400,000**	**$285,000**	**$685,000**

North Schaumburg TIF Fund

Meacham Road Fiber Installation and Laterals

Request Type: New Project
Lead Department: Information Technology
Project Type: Community Improvement
Project Manager: Peter Schaak

Location
Meacham Road from Algonquin Rd. (Rte. 62) to Higgins Road (Rte. 72).

Description
This project will leverage the IDOT signal interconnect fiber installation along Meacham Road from Algonquin Road to Higgins Road to establish a backbone of fiber to key areas of the village. IDOT will purchase and install 144-strand fiber optic cable while they are performing their interconnect cabling project. IDOT will bill VOS for the cost of the fiber optic cable, and the village will be responsible for connecting the fiber optic cable from Meacham/Higgins back to the existing VOS fiber near Village Hall.

Project Justification
Leveraging IDOT construction efforts will minimize costs of installing a fiber backbone connecting the 90 North Entertainment District and the Woodfield Corridor to the village's network via private fiber. Additionally, the project will allow the village to eliminate connectivity fees for village-owned traffic signals.

Operating Impacts
This project will provide robust and scalable connectivity to key village facilities and infrastructure. Estimated to save the village $18,000/year in current connectivity costs.

Project Expenses

Phase	FY 26/27	Total
Construction	$253,665	**$253,665**
Total	**$253,665**	**$253,665**

Project Funding

Source	FY 26/27	Total
436- North Schaumburg TIF	$253,665	**$253,665**
Total	**$253,665**	**$253,665**

North Schaumburg TIF Fund

North Meacham Road Corridor Streetscape – Stage 3

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Community Improvement
Project Manager: Sidney Kenyon

Location
North Meacham Road (west side) between Zurich Way and I-90.

Description
This project will implement recommendations to improve the streetscape along the North Meacham Road corridor including installing multiuse paths, landscaping, pedestrian plazas, identifier signage, and enhanced crosswalks.

Project Justification
The proposed improvements were recommendations from the North Meacham Road Corridor Plan which will help to create a multimodal transportation corridor that connects the east and west sides of the 90 North District. The study was approved by the Village Board and adopted into the Comprehensive Plan in July of 2020. The project will be phased based on the timing of the adjacent developments. The northwest quadrant (west side of Meacham from Algonquin to Progress) was the first stage. The southeast quadrant by the Hotel and Convention Center was the second stage based on the timing of the development west of the hotel. The southwest quadrant between Zurich and I-90 is expected to be the third stage.

Operating Impacts
Increased maintenance costs associated with the enhanced streetscape in the Meacham Road right of way.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Preliminary Design	$200,000	-	-	**$200,000**
Final Design	-	$250,000	-	**$250,000**
Land Acquisition	-	-	$450,000	**$450,000**
Construction	-	-	$2,000,000	**$2,000,000**
Construction Administration	-	-	$300,000	**$300,000**
Total	**$200,000**	**$250,000**	**$2,750,000**	**$3,200,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
436 – North Schaumburg TIF	$200,000	$250,000	$2,750,000	**$3,200,000**
Total	**$200,000**	**$250,000**	**$2,750,000**	**$3,200,000**

North Schaumburg TIF Fund

North Meacham Road Corridor Streetscape – Stage 2

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Community Improvement
Project Manager: Sidney Kenyon

Location
North Meacham Road (east side) between Drummer Drive and I-90.

Description
This project will implement recommendations to improve the streetscape along the North Meacham Road corridor including installing multiuse paths, landscaping, pedestrian plazas, identifier signage, and enhanced crosswalks.

Project Justification
The proposed improvements were recommendations from the North Meacham Road Corridor Plan which will help to create a multimodal transportation corridor that connects the east and west sides of the 90 North District. The study was approved by the Village Board and adopted into the Comprehensive Plan in July of 2020. The project will be phased based on the timing of the adjacent developments. The northwest quadrant (west side of Meacham from Algonquin to Progress) was the first stage. The southeast quadrant by the Hotel and Convention Center is expected to be the second stage based on the timing of the development west of the hotel.

Operating Impacts
Increased maintenance costs associated with the enhanced streetscape in the Meacham Road right of way.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Preliminary Design	$136,809	-	-	**$136,806**
Final Design	$162,500	$162,500	-	**$325,000**
Land Acquisition	-	-	$750,000	**$750,000**
Construction	-	-	$3,500,000	**$3,500,000**
Construction Administration	-	-	$500,000	**$500,000**
Total	**$299,309**	**$162,500**	**$4,750,000**	**$5,211,809**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
436 – North Schaumburg TIF	$299,309	$162,500	$4,750,000	**$5,211,809**
Total	**$299,309**	**$162,500**	**$4,750,000**	**$5,211,809**

North Schaumburg TIF Fund

90 North Mobility Transit Service

Request Type: New Project
Lead Department: Transportation
Project Type: Community Improvement
Project Manager: Marisa Krawiec

Location
Schaumburg's 90 North District.

Description
Building upon the 90 North Mobility Study (initiated in FY 24/25), the village will identify potential locations for mobility infrastructure. Potential transportation infrastructure may include transit stops for bus, circulators, trolley, shuttle service, and rideshare, as well as infrastructure for bikeshare (including e-bikes and scooters).

Project Justification
The 90 North District framework plans noted that, given the size of the District, alternative modes of transportation need to be supported in order to help people move around the District. In order to create the 90 North District as a true multimodal district, microtransit and micromobility options are needed. Existing transportation options to the district include the Woodfield Trolley (Pace fixed Route 905), Pace fixed route 697 (Northwest Transportation Center to Harper College) and the village's Dial-A-Ride Transportation (DART) service. The transit options contemplated will connect both east and west sides of the 90 North District to provide potential connections. The Mobility Study will also provide a project phasing plan to phase in transportation options.

Operating Impacts
The results of the Mobility Study will include service start up costs.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
Preliminary Design	$150,000	-	-		**$150,000**
Final Design	-	$200,000	-		**$200,000**
Construction	-	-	$825,000	$375,000	**$1,200,000**
Construction Administration	-	-	$123,750	$56,250	**$180,000**
Total	**$150,000**	**$200,000**	**$948,750**	**$431,250**	**$1,730,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
436- North Schaumburg TIF Fund	$150,000	$200,000	$948,750	$431,250	**$1,730,000**
Total	**$150,000**	**$200,000**	**$948,750**	**$431,250**	**$1,730,000**

North Schaumburg TIF Fund

Central Road Extension

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Marisa Krawiec

Location
Central Road between Sunstar and Progress Parkway near Top Golf.

Description
This new 1.65 mile roadway project would extend Central Road to the east connecting the 90 North District's Progress Parkway to Roselle Road. The proposed alignment will run south along the Jane Addams (I-90) Tollway before swinging north to connect to the existing public roundabout. Federal funding and coordination with outside agencies, including the Metropolitan Water Reclamation District (MWRD) and Natural Resources Conservation Service (NRCS) is needed to advance the project.

Project Justification
With the anticipated density of 90 North, extending Central Road to Progress Parkway will provide another access point to the area. It will also provide more direct access to the full interchange at Roselle Road and I-90. The roadway will also provide valuable pedestrian and bicycle connectivity to the area. A 2018 Traffic Impact Study for the Veridian Development noted the need for an additional access roadway in/out of the development prior to full build out of the site. ROW has been secured for a future roadway connection. Preferred alternative was presented to Village Board in July 2025 for advancement to Phase I.

Operating Impacts
The roadway will increase operating costs for roadway maintenance, snow removal.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Future	Total
Study	$123,614	-		-	**$123,614**
Preliminary Design	-	$150,000	$500,000	-	**$650,000**
Final Design	-	-	-	$1,500,000	**$1,500,000**
Land Acquisition	-	-	-	$2,181,300	**$2,181,300**
Construction	-	-	-	$19,500,000	**$19,500,000**
Total	**$123,614**	**$150,000**	**$500,000**	**$23,181,300**	**$23,954,914**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Future	Total
436- North Schaumburg TIF Fund	$123,614	$150,000	$500,000	**$21,181,300**	**$21,954,914**
CMAQ Reimbursement Grant	-	-	-	**$2,000,000**	**$2,000,000**
Total	**$123,614**	**$150,000**	**$500,000**	**$23,181,300**	**$23,954,914**

North Schaumburg TIF Fund

Algonquin Road Bike Path – Meacham Road to IL 53

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Bikeway Improvement
Project Manager: Rachel Applegate

Location
Algonquin Road from Meacham Road to IL 53.

Description
This 0.8-mile bike path will run parallel to Algonquin Road. It has not been determined yet if the path would be on the north or south side of the road. The village will need to work with the Village of Rolling Meadows to extend the bike path eastward to connect to existing facilities. The proposed improvement will be designed to meet AASHTO Guide for the Development of Bicycle Facilities, MUTCD, and ADA standards. Additional coordination with IDOT is anticipated for this project.

Project Justification
This bike path segment will fill a gap identified in the village's Bike Path Gap Study. When complete, this bike path will connect to an existing path along Algonquin Road going west and an existing path along Meacham Road going south. Major destinations in the vicinity include 90 North on the west, numerous apartment complexes along the bike path, hotels, restaurants, and other employers. This bike path is also part of a regional corridor identified in the Northwest Municipal Conference's Bike Plan.

Operating Impacts
This project will add 0.8 miles of bike path to Schaumburg Bike Path System that will need to be maintained in future years.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Preliminary Design	$85,000	-	-	**$85,000**
Final Design	-	$93,000	-	**$93,000**
Land Acquisition	$26,000	$26,000	-	**$52,000**
Construction	-	-	$849,000	**$849,000**
Construction Administration	-	-	$127,350	**$127,350**
Total	**$111,000**	**$119,000**	**$976,350**	**$1,206,350**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
436- North Schaumburg TIF Fund	$43,000	$106,000	$195,270	**$344,270**
CMAQ Pass Through	-	-	$781,080	**$781,080**
CMAQ Reimbursement	$68,000	$13,000	-	**$81,000**
Total	**$111,000**	**$119,000**	**$976,350**	**$1,206,350**

Capital Improvement Fund (440)

The Capital Improvement Program Fund is utilized for roadway, bikeway, and sidewalk projects. Roadway projects that are not supported by federal dollars are included in this fund. Major projects in the FY 26/27 CIP include the following annual programs:

- Street Repair Programs ($8 million): The village's three street repair programs provide maintenance and rehabilitation strategies to the roadways to extend their useful life and improve rideability and safety.
  - Street Repair Program ($4 million): Provides rehabilitation and preventative maintenance of local residential, industrial, and commercial in accordance with the village's Pavement Management Plan.
  - Street Reconstruction Program ($2 million): Provides for reconstruction of residential streets in the worst condition.
  - Residential Street Program ($2 million): Allocates additional funds towards local residential streets.

- Curb Replacement Program ($577,500): The funds are crucial for the annual replacement of deteriorated curb and gutter on village streets. By combining recommendations from Engineering and Public Works staff with completed Customer Service Requests (CSRs), the program addresses the most critical needs, improving safety, functionality, and the overall condition of the streets.

- Sidewalk Repair Program ($550,000): Funds will be used as part of this annual program to replace sidewalk trip hazards and sidewalk drainage issues around the village.

- Bike Path Reconstruction/Resurfacing Program ($500,000): Ongoing investment supports continued progress in improving the bike path network over the next five years, enhancing safety, accessibility, and the overall quality of the infrastructure for all users.

In addition to these ongoing investments, the Capital Improvement Program Fund also supports the village's utility undergrounding initiative. This program is funded through the village's Municipal Utility Tax and focuses on relocating overhead electric, cable, and communication facilities underground to improve system reliability, reduce visual clutter, and enhance roadway corridors. Undergrounding work is coordinated closely with roadway and streetscape projects where possible to minimize construction disruptions and ensure that underground utility improvements are completed before surface infrastructure is installed. Over the next several years, this program will continue targeting priority corridors as identified by the Village Board and where undergrounding provides the greatest operational, aesthetic, and safety benefits.

Capital Improvement Fund (FY 26/27 to FY 30/31)

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Street Reconstruction and Repair Programs	$8,000,000	$8,000,000	$8,000,000	$8,000,000	$8,000,000
Martingale Road/Higgins Road Bike Path Project	$1,417,985	$5,892,600	$0	$0	$0
Meacham Road Bike Path - Higgins Road to American Lane and Golf Road Bike Path - Roosevelt Boulevard to Meacham Road	$1,140,000	$0	$0	$0	$0
Utility Undergrounding - Springinsguth Road - Wise Road to Schaumburg Road	$1,000,000	$1,800,000	$11,000,000	$0	$0
Curb Replacement Program	$577,500	$577,500	$577,500	$577,500	$577,500
Sidewalk Repair Program	$550,000	$550,000	$550,000	$550,000	$550,000
Bike Path Reconstruction/Resurfacing Program	$500,000	$500,000	$500,000	$500,000	$500,000
Commerce Drive Reconstruction - Roselle Road to Amada Court	$375,000	$0	$0	$0	$0
Proactive Sidewalk Evaluation and Repair	$332,500	$332,500	$332,500	$332,500	$332,500
Higgins Road Bike Path Gap - Roselle Road to Glen Lake Road	$230,000	$480,000	$0	$0	$0
Municipal Campus Landscape Plan Improvements	$200,000	$974,580	$0	$0	$0
Traffic Signal Cabinet and Controller Replacement Program	$162,000	$189,000	$180,000	$241,500	$0
Plum Grove Road Pedestrian Crossing - Sherwood Lane (Entrance to Spring Valley Nature Center)	$150,000	$750,000	$0	$0	$0
Real-Time Information Center (RTIC) Expansion Project	$100,000	$100,000	$0	$0	$0
Safe Routes to School Plan	$100,000	$0	$100,000	$0	$100,000
Enhanced Pedestrian Crossing Maintenance and Replacement	$82,500	$82,500	$82,500	$82,500	$82,500
Utility Undergrounding Program Management	$75,000	$75,000	$75,000	$75,000	$75,000
Traffic Signal Video Detection Improvement Program	$74,000	$46,200	$78,300	$304,500	$0
Schaumburg Rd at Prairie Center Dr - New Traffic Signal	$66,150	$699,800	$0	$0	$0
Pedestrian Signal Improvements - Meacham Road and Remington Boulevard	$55,000	$0	$0	$0	$0
Parking Lot Improvements	$53,000	$0	$0	$0	$0
Street Light Gap Program - Customer Service Requests	$50,000	$0	$50,000	$0	$50,000
Community Art Program	$0	$75,000	$0	$75,000	$0
Pavement Evaluation	$0	$175,000	$0	$0	$175,000

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Robert Frost Junior High School Bike Path	$0	$42,200	$0	$0	$0
Traffic Signal Installation - Meacham Road and Bank Drive	$0	$0	$760,000	$0	$0
Utility Undergrounding - Meacham Road - Shady Lane to Willow Road	$0	$0	$0	$260,000	$475,000
Total	**$15,290,635**	**$21,341,880**	**$22,285,800**	**$10,998,500**	**$10,917,500**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
440 Capital Improvements Fund	$14,166,435	$16,822,430	$22,285,800	$10,998,500	$10,917,500
CMAQ Pass Through Fund	$832,000	$2,818,200	$0	$0	$0
Other Reimbursement Fund	$212,200	$100,000	$0	$0	$0
CMAQ Reimbursement Fund	$80,000	$422,730	$0	$0	$0
ITEP Reimbursement Fund	$0	$153,720	$0	$0	$0
ITEP Pass Through Fund	$0	$1,024,800	$0	$0	$0
Other Pass Through Fund	$0	$0	$0	$0	$0
Total	**$15,290,635**	**$21,341,880**	**$22,285,800**	**$10,998,500**	**$10,917,500**

Capital Improvement Fund

Street Reconstruction and Repair Program

Request Type: Annual Program
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Joseph Velna

Location
Various streets as identified through the Pavement Evaluation Program.

Description
This project is an annual program in which various streets throughout the village are repaired based on their current condition. In accordance with direction provided by the Village Board, $2 million is dedicated towards reconstruction of village streets that are in the worst condition, $2 million is spent on local residential roadways that need repair, and the remaining $4 million is spent based on guidance from the village's Pavement Management Plan (reconstruction, resurfacing, and preventative maintenance).

Project Justification
This annual program provides maintenance and rehabilitation strategies to the roadways to extend their useful life and improve rideability and safety. The PAVER software program assists in the selection process for these improvements.

Operating Impacts
The continued implementation of the village's Pavement Management Plan continues to extend the useful life expectancy of our roadways and reduces the operating impacts on the EPW Department.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Final Design	$177,200	$177,200	$177,200	$177,200	$177,200	**$886,000**
Construction	$7,255,760	$7,255,760	$7,255,760	$7,255,760	$7,255,760	**$36,278,800**
Construction Administration	$567,040	$567,040	$567,040	$567,040	$567,040	**$2,835,200**
Total	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$40,000,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440- General CIP	$8,000,000	$8,000,000	$8,000,000	$8,000,000	$8,000,000	**$40,000,000**
Total	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$40,000,000**

Capital Improvement Fund

Martingale Road / Higgins Road Bike Path Project

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Bikeway Improvement
Project Manager: Rachel Applegate

Location

The Martingale portion is from Higgins Road to Schaumburg Road, the Corporate Crossing portion is from Martingale Road to Spring Creek Circle, the Schaumburg Road portion is from Martingale Road to Whitman Drive, and the Higgins Road portion is from Martingale Road to National Parkway.

Description

The projects will add over 2.3 miles of new asphalt bike paths. The 0.75-mile Martingale Road segment will connect Higgins Road to Schaumburg Road for cyclists and pedestrians. The 0.1-mile Corporate Crossing link will join existing paths on Martingale Road (north to Woodfield Road) and Spring Creek Circle. The 0.5-mile Schaumburg Road segment will connect Martingale Road to the existing path at Whitman Drive, while the Higgins Road section will extend from Martingale Road to National Parkway. All improvements will meet AASHTO, MUTCD, and ADA standards. Funding has been secured through ITEP and CMAQ programs.

Project Justification

These connector paths have strong public support and rank among the top priorities in the village's Bike Path Gap Study. The Martingale segment will link existing paths to multiple points of interest and businesses. It will provide direct access to Olympic Park to the south and Busse Woods to the northeast. The Schaumburg Road segment will add a new connection to existing western paths. The Higgins Road segment will link the Martingale Road office corridor with key destinations such as Streets of Woodfield, the Northwest Transportation Center (serving 12 Pace routes), Schaumburg Corporate Center, Park St. Claire Shopping Center, Life Time Fitness, and several hotels.

Operating Impacts

The expanded Martingale Road Project is approximately 1.56 miles while the additional Higgins Road portion is 0.76 miles. The total project is approximately 2.3 miles.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Preliminary Design	$234,328	-	-	**$234,328**
Final Design	$813,000	-	-	**$813,000**
Land Acquisition	-	$1,417,985	-	**$1,417,985**
Construction	-	-	$5,124,000	**$5,124,000**
Construction Administration	-	-	$768,600	**$768,600**
Total	**$1,047,328**	**$1,417,895**	**$5,892,600**	**$8,357,913**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
ITEP Pass Through Grant	-	-	$1,024,800	**$1,024,800**
ITEP Reimbursement Grant	$609,750	-	$153,720	**$763,470**
440- General CIP	$437,578	$1,417,985	$1,473,150	**$3,328,713**
CMAQ Pass Through Grant	-	-	$2,818,200	**$2,818,200**
CMAQ Reimbursement Grant	-	-	$422,730	**$422,730**
Total	**$564,881**	**$1,417,985**	**$5,892,600**	**$8,357,913**

Capital Improvement Fund

Meacham Road Bike Path – Higgins Road to American Lane and Golf Road Bike Path – Roosevelt Boulevard to Meacham Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Bikeway Improvement
Project Manager: Jimmy Samaniego

Location

Meacham Road from Higgins Road to American Lane & Golf Road from Meacham Road to Roosevelt Boulevard.

Description

This 1-mile project involves the continuation of a bike path along the north side of Golf Road between Roosevelt Boulevard and Meacham Road and also the continuation of a bike path along the east side of Meacham Road between American Lane and Higgins Road. The proposed improvement will be designed to meet the criteria of the American Association of State Highway & Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the Manual on Uniform Traffic Control Devices (MUTCD), as well as the standards of the Americans with Disabilities Act (ADA).

Project Justification

The proposed Golf Road path is part of the Golf Road Regional Corridor within the Northwest Municipal Conference's (NWMC) bicycle plan. It will connect to the newly constructed bike path along Golf Road from Roosevelt Boulevard to Ring Road in Rolling Meadows and Busse Woods, providing access to key Woodfield area destinations. This project received CMAQ funding, covering most design, ROW, and construction costs. The Meacham Road bike path will be built alongside a resurfacing project in the village's Vital Streets Program, scheduled for completion the same year.

Operating Impacts

This project will add nearly 1 mile of bike path to Schaumburg's bike path system that will need to be maintained in future years.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$59,655	-	**$59,655**
Final Design	$121,431	-	**$121,431**
Land Acquisition	$383,795	-	**$383,795**
Construction	$260,000	$1,040,000	**$1,300,000**
Construction Administration	$110,000	$100,000	**$210,000**
Total	**$934,881**	**$1,140,000**	**$2,074,881**

Project Funding

Source	Previous	FY 26/27	Total
CMAQ Reimbursement Grant	$404,181	-	**$404,181**
440- General CIP	$234,700	$228,000	**$462,700**
CMAQ Reimbursement	$88,000	$80,000	**$168,000**
CMAQ Pass Through	$208,000	$832,000	**$1,040,000**
Total	**$934,881**	**$1,140,000**	**$2,074,881**

Capital Improvement Fund

Utility Undergrounding – Springinsguth Road – Wise Road to Schaumburg Road

Request Type: New Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Brent McQueen

Location
Springinsguth Road - Wise Road to Schaumburg Road.

Description
The project includes the burial of approximately 8,000 linear ft. of overhead communications and electric utility lines along Springinsguth Road. The project includes coordination with ComEd and any other companies also attached to these poles.

Project Justification
The village passed an electric utility tax to help fund this initiative. This location was selected to correspond with proposed roadway improvements scheduled for this corridor.

Operating Impacts
None.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Final Design	$1,000,000	-	-	**$1,000,000**
Land Acquisition	-	$1,800,000	-	**$1,800,000**
Construction	-	-	$10,000,000	**$10,000,000**
Construction Administration	-		$1,000,000	**$1,000,000**
Total	**$1,000,000**	**$1,800,000**	**$11,000,000**	**$13,800,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
440 – General CIP	$1,000,000	$1,800,000	$11,000,000	**$13,800,000**
Total	**$1,000,000**	**$1,800,000**	**$11,000,000**	**$13,800,000**

Capital Improvement Fund

Proactive Sidewalk Evaluation and Repair

Request Type: New Project
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Richard Evans

Location
All Village owned or maintained sidewalks.

Description
This project will assess sidewalk conditions, identify vertical displacements, and evaluate ADA compliance for both sidewalks and pedestrian curb ramps for all village owned and maintained sidewalks. Upon receipt of the study data, engineering staff can effectively and preemptively address hazards in the Village's sidewalk network. This proactive sidewalk assessment would be completed by contracted mobile sidewalk scanning equipment in the Study Phase of the project, with certain deficiencies to be addressed in the Construction Phase by grinding/cutting and sidewalk replacement contracts. This project would take 10 years to assess the entire VOS sidewalk network.

Project Justification
A proactive approach to addressing deficiencies in the network can help reduce incidents that may result in legal action.

Operating Impacts
This study will require staff project management overseeing the study, design, construction, and construction administration.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Future	Total
Study	$45,000	$45,000	$45,000	$45,000	$45,000	$225,000	**$450,000**
Construction	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000	**$2,500,000**
Construction Administration	$37,500	$37,500	$37,500	$37,500	$37,500	$187,500	**$375,000**
Total	**$332,500**	**$332,500**	**$332,500**	**$332,500**	**$332,500**	**$1,662,500**	**$3,325,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Future	Total
440 – General CIP	$332,500	$332,500	$332,500	$332,500	$332,500	**$1,662,500**	**$3,325,000**
Total	**$332,500**	**$332,500**	**$332,500**	**$332,500**	**$332,500**	**$1,662,500**	**$3,325,000**

Capital Improvement Fund

Curb Replacement Program

Request Type: Annual Program
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Richard Evans

Location
Various locations identified through Customer Service Requests.

Description
This is an annual replacement of deteriorated curbs and gutters on village streets. Recommendations from Engineering and Public Works staff, along with completed Customer Service Requests (CSRs), are combined with areas where extensive maintenance is required, determining areas rehabilitated.

Project Justification
This program addresses warranted curb replacement based upon Customer Service Requests (CSRs) and is typically coordinated with the village's street patching program to replace failed curb and gutter to provide positive drainage and extend the useful life of the pavement. These improvements help maintain positive drainage and prevent more extensive concrete and pavement damage due to poor drainage.

Operating Impacts
There may be a decrease to maintenance costs related to minor curb/pavement repairs due to damaged curb or failing drainage structures. Curb replacement helps to extend the life of the adjacent pavement, which may reduce maintenance cost to pavement restoration. This program is required annually to properly maintain the existing curb on local streets.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction	$525,000	$525,000	$525,000	$525,000	$525,000	**$2,625,000**
Construction Administration	$52,500	$52,500	$52,500	$52,500	$52,500	**$262,500**
Total	**$577,500**	**$577,500**	**$577,500**	**$577,500**	**$577,500**	**$2,887,500**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440 – General CIP	$577,500	$577,500	$577,500	$577,500	$577,500	**$2,887,500**
Total	**$577,500**	**$577,500**	**$577,500**	**$577,500**	**$577,500**	**$2,887,500**

Capital Improvement Fund

Sidewalk Repair Program

Request Type: Annual Program
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Richard Evans

Location
Various locations identified through Customer Service Requests.

Description
This is an annual program to replace sidewalk trip hazards and sidewalk drainage issues. With this program, Engineering and Public Works staff will replace the sidewalk in locations that a trip hazard has been reported by a resident or areas selected by village staff.

Project Justification
Sidewalk removal and replacement throughout the village; the locations are CSR based. The amount requested is updated annually based on actual number of CSRs received. Sidewalk replacement activities are not just confined to the Sidewalk Replacement Program; there is also a significant amount of warranted sidewalk replacement on those streets being prioritized for corrective resurfacing and reconstruction.

Operating Impacts
This program will eliminate uneven sidewalk and reduce the village's liability potential for accidents, reducing staff time spent on legal proceedings brought forth over trip and fall cases. In addition, repairing and replacing sidewalk improves drainage, making the sidewalks more accessible.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**
Construction Administration	$50,000	$50,000	$50,000	$50,000	$50,000	**$250,000**
Total	**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$2,750,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440 – General CIP	$550,000	$550,000	$550,000	$550,000	$550,000	**$2,750,000**
Total	**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$550,000**	**$2,750,500**

Capital Improvement Fund

Bike Path Reconstruction/Resurfacing Program

Request Type: Annual Program
Lead Department: EPW
Project Type: Bikeway Improvement
Project Manager: Joseph Velna

Location

Bikeway segments in the poorest condition as identified in the 2021 Bikeway Condition Assessment, supplemented by annual updates from Transportation staff and Customer Service Requests (CSRs).

Description

Bike path reconstruction and resurfacing improvements include crack sealing, full-depth patching, surface patching, resurfacing and total reconstruction of areas within the off-street bike path system. Bike path segments are selected based on consultant recommendation, Transportation Department input, and CSR requests.

Project Justification

The program helps extend the pavement life of the approximately 40 miles of bike path owned and maintained by the village. Staff will be evaluating data gathered by the Transportation Department to develop recommendations for distributing funds for preventative maintenance, resurfacing, and reconstruction. The proposed funding will continue to improve the overall bike path network condition.

Operating Impacts

Improvements may reduce short-term repair needs by addressing underlying defects, though long-term maintenance responsibilities for the expanded resurfaced areas will continue as part of the village's regular bikeway upkeep.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Final Design	$25,000	$25,000	$25,000	$25,000	$25,000	**$125,000**
Construction	$450,000	$450,000	$450,000	$450,000	$450,000	**$2,250,000**
Construction Administration	$25,000	$25,000	$25,000	$25,000	$25,000	**$125,000**
Total	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$2,500,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440 – General CIP	$500,000	$500,000	$500,000	$500,000	$500,000	**$2,500,000**
Total	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$2,500,000**

Capital Improvement Fund

Commerce Drive Reconstruction – Roselle Road to Amada Court

Request Type: New Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Rachel Applegate

Location
Commerce Drive from Roselle Road to Amada Court.

Description
This project consists of full pavement reconstruction of Commerce Drive from Roselle Road to Amada Court including new curb and gutter, drainage, and sidewalk/pedestrian improvements. This section is approximately 0.45 miles. Commerce Drive is a local road adjacent to local office and warehouse. This project will look to install a new sidewalk on the north and west sides of Commerce Drive. Land acquisition is likely needed for the sidewalk connection to Roselle Road.

Project Justification
The roadway pavement are in poor condition based on the 2024 Pavement Evaluation results scoring 46 out of 100. The classification of the roadway is not a Federal Aid Urban (FAU) route; thus, this project is not eligible for STP funding. Staff will monitor other opportunities for grant funds.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	FY 26/27	Future	Total
Preliminary Design	$375,000	-	**$375,000**
Final Design	-	$450,700	**$125,000**
Land Acquisition	-	$10,000	**$10,000**
Construction	-	$3,755,555	**$2,250,000**
Construction Administration	-	$563,300	**$125,000**
Total	**$375,000**	**$4,779,555**	**$5,154,555**

Project Funding

Source	FY 26/27	Future	Total
440 – General CIP	$375,000	$1,324,471	**$1,699,471**
CMAQ Pass Through Grant	-	$3,004,444	**$3,004,444**
CMAQ Reimbursement Grant	-	$450,640	**$450,640**
Total	**$375,000**	**$4,779,555**	**$5,154,555**

Capital Improvement Fund

Higgins Road Bike Path Gap – Roselle Road to Glen Lake Road

Request Type: Carryover Project
Lead Department: Transportation
Project Type: Bikeway Improvement
Project Manager: Rachel Applegate

Location

North and south sides of Higgins Road from Roselle Road to Glen Lake Road.

Description

Covering a total distance of 1.8 miles, this project aims to complete a bike path gap that flows through the Schaumburg and Hoffman Estates jurisdictions from Roselle Road to Glen Lake Road, located just west of Hoffman Estates High School. The proposed improvements will be designed in accordance with the criteria set by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, the Manual on Uniform Traffic Control Devices (MUTCD), and the standards of the Americans with Disabilities Act (ADA). Grant funding will be sought for Phase II and the construction of the project. Additionally, the village partnering with Hoffman Estates to facilitate these improvements.

Project Justification

When completed, this bike path will contribute to a nearly 4.25-mile continuous route, extending from Martingale Road on the east to Glen Lake Road on the west. It will serve as a key connection for Hoffman Estates High School, as well as for the residential and commercial properties along Higgins Road, providing a safe and accessible route for cyclists in the area.

Operating Impacts

This new bike path will be maintained by the village, ensuring ongoing care and upkeep to provide a safe and reliable route for cyclists in the community.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Future	Total
Preliminary Design	$200,000	$230,000	-	-	**$430,000**
Final Design	-	-	$480,000	-	**$480,000**
Construction	-	-	-	$4,000,000	**$4,000,000**
Construction Administration	-	-	-	$600,000	**$600,000**
Total	**$200,000**	**$230,000**	**$480,000**	**$4,600,000**	**$5,510,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Future	Total
440 – General CIP	$137,200	$157,800	$480,000	$800,000	**$1,575,000**
Other Reimbursement	$62,800	$72,200	-	$120,000	**$255,000**
CMAQ Pass Through Grant	-	-	-	$3,200,000	**$3,200,000**
CMAQ Reimbursement Grant	-	-	-	$480,000	**$480,000**
Total	**$200,000**	**$230,000**	**$480,000**	**$4,600,000**	**$5,510,000**

Capital Improvement Fund

Municipal Campus Landscape Plan Improvements

Request Type: Continuing Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Justin Briski

Location

The municipal campus is bordered by Summit Road on the west, Schaumburg Road on the north, Plum Grove on the east, and single-family homes on the south.

Description

These upgrades are divided into two phases. Phase 1 design was completed in FY 24/25 and construction began in FY 25/26. Phase 1 includes streambank stabilization, installation of a new bridge, a new walking path, and planting of historic trees. Phase 2 design starts FY 27/28 with construction starting FY 28/29. Phase 2 includes streambank stabilization, installation of a new bridge, and the artistic log carvings.

Project Justification

The existing stream bank is eroding and has not been maintained. The adjacent Yeargin Field is an underutilized undeveloped property that can accommodate passive recreation at a low cost to the village.

Operating Impacts

Maintenance of the natural path and bridges. Total maintenance cost less than $10,000 annually.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Final Design	$187,159	$106,000	-	**$293,159**
Construction	$862,000	-	$878,000	**$1,740,000**
Construction Administration	-	$94,000	$96,580	**$190,580**
Total	**$1,049,159**	**$200,000**	**$974,580**	**$2,223,739**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
440 – General CIP	$1,049,159	$200,000	$974,580	**$2,223,739**
Total	**$1,049,159**	**$200,000**	**$974,580**	**$2,223,739**

Capital Improvement Fund

Traffic Signal Cabinet and Controller Replacement Program

Request Type: Annual Project
Lead Department: Transportation
Project Type: Traffic Signal Improvement
Project Manager: Marisa Krawiec

Location

Various village-owned signalized intersections including Meacham Road and Woodfield Road corridors.

Description

This project involves replacing outdated traffic signal controllers and cabinets that have exceeded their design lifespan. Funds will be allocated strategically to upgrade traffic signal equipment based on priority and cost-efficiency recommendations provided by the village's signal consultant.

This project involves replacing outdated traffic signal controllers and cabinets that have exceeded their design lifespan. Funds will be used to upgrade signal equipment based on need and cost efficiency, as identified by the Village's signal consultant. The scope of work includes installation of accessible pedestrian signals (APS), countdown pedestrian signal heads, LED signal heads, and battery backup systems, along with replacement of traffic signal cabinets and controllers, and other related signal improvements.

Phased Plan for Design and Improvements:

- FY 26/27: Martingale/Corporate Crossing & Woodfield/National updates
- FY 27/28: Meacham/American, Meacham/Tower, Meacham/Remington updates
- FY 28/29: Roosevelt/McConnor & State/Basswood updates
- FY 29/30: APS installation at various intersections

Project Justification

The village owns 25 signal cabinets, many over 20 years old, with a typical lifespan of 15-30 years. Current cabinets and controllers can't support new technologies like advanced detection. A preemptive replacement plan, informed by the Traffic Signal Optimization plan, will reduce the need for emergency replacements.

Operating Impacts

Newer traffic signal cabinets may be more efficient than the existing outdated cabinets lowering operating costs. However, the additional newer technology and components may require a slight increase in overall operating costs.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
Construction	$140,000	$164,000	$156,000	$210,000	**$670,000**
Construction Administration	$22,000	$25,000	$24,000	$31,500	**$102,500**
Total	**$162,000**	**$189,000**	**$180,000**	**$241,500**	**$772,500**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
440 – General CIP	$162,000	$189,000	$180,000	$241,500	**$772,500**
Total	**$162,000**	**$189,000**	**$180,000**	**$241,500**	**$772,500**

Capital Improvement Fund

Plum Grove Road Pedestrian Crossing – Sherwood Lane (Entrance to Spring Valley Nature Center)

Request Type: Continuing Project
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Scott Shirley

Location

The project area is located on the east side of Plum Grove Road, extending from Sherwood Lane (the entrance to Volkening Heritage Farm and Spring Valley Nature Center) north to the existing sidewalk.

Description

This project includes the installation of a designated pedestrian crossing on Plum Grove Road at Sherwood Lane, near the entrance to Volkening Heritage Farm and Spring Valley Nature Center. The crossing will provide a safer way for residents to access Spring Valley/AMC Sculpture Park while alerting motorists to anticipate pedestrians and cyclists in the area. The Village will also work with Cook County to explore potential cost-sharing or collaboration opportunities in alignment with their proposed roadway improvement project.

Project Justification

An increasing number of pedestrians have been observed crossing Plum Grove Road south of Schaumburg Road to access the western entrance of Spring Valley. The project scope includes the establishment of an uncontrolled pedestrian crossing, featuring ADA-compliant ramps and reflective rapid flashing beacons (RRFBs) on both sides of the roadway.

Operating Impacts

This project is located within the Cook County right-of-way, and the pedestrian crossing will become the village's maintenance responsibility. Operating expenses related to maintenance are based on the assumption of a full sidewalk replacement over a 50-year period. However, no maintenance costs are expected for the first 5 years following the installation of the sidewalks.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Study	$44,568	-	-	**$44,568**
Final Design	-	$150,000	-	**$150,000**
Construction	-	-	$650,000	**$650,000**
Construction Administration	-	-	$100,000	**$100,000**
Total	**$44,568**	**$150,000**	**$750,000**	**$944,568**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
440 – General CIP	$44,568	$150,000	$750,000	**$944,568**
Total	**$44,568**	**$150,000**	**$750,000**	**$944,568**

Capital Improvement Fund

Real-Time Information Center (RTIC) Expansion Project

Request Type: Continuing Project
Lead Department: Police
Project Type: Community Improvement
Project Manager: George (Bill) Wolf

Location

High-priority focus areas include Boomers Stadium/Metra Station, the Schaumburg Road Corridor, the American Lane Hotel Zone, the Irving Park Area, the 90 North District, Village Hall enhancements, and high-density, limited-access residential neighborhoods.

Description

The Police Department and Information Technology Department have now completed the first four phases of the five-year Real-Time Information Center (RTIC) expansion plan, which has added new situational awareness cameras, street-level cameras, and license plate recognition devices throughout the community. The village is currently in year three of the plan, and portions of Phases 5 and 6 have already been implemented. Completion of the remaining work in these phases will proceed as additional grant funding becomes available.

Project Justification

This project will address coverage gaps in the existing system while enhancing situational awareness and extending license plate recognition technology beyond the Woodfield Corridor.

Operating Impacts

Expansion will enable police and other village departments to more effectively identify and respond to emerging incidents in and around key village locations. While ongoing maintenance of the cameras is expected, the enhanced coverage will provide long-term benefits in situational awareness and response capabilities.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Construction	$800,000	$100,000	$100,000	**$1,000,000**
Total	**$800,000**	**$100,000**	**$100,000**	**$1,000,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
440 – General CIP	$150,000	-	-	**$150,000**
Other Reimbursement	$650,000	$100,000	$100,000	**$850,000**
Total	**$800,000**	**$100,000**	**$100,000**	**$1,000,000**

Capital Improvement Fund

Safe Routes to School Plan

Request Type: New Project
Lead Department: Transporation
Project Type: Community Improvement
Project Manager: Rachel Applegate

Location
Village-wide.

Description
This planning project consists of evaluating walking routes for children to and from all 10 Schaumburg elementary schools. To manage costs and workload, a phased approach is proposed over three grant cycles with completion of 6 schools in each of the first two terms and completion of 4 schools in the third term. Staff would engage school staff and PTA to assess the improvements at key crossings, key routes to school, and ultimately recommend infrastructure improvements to enhance safety and promote active transportation. Recommended improvements may include signage, crosswalks, sidewalk, new paths, or traffic calming features. Updates to engineering guidance such as MUTCD, AASHTO, and IDOT guidelines would be incorporated to recommend best-practice safety improvements.

Project Justification
Using Safe Routes to School Funds, this project would develop an Action Plan that recommends improvements to bicycle and pedestrian facilities to provide safer routes for children to get to school. The village is criss-crossed by arterial roadways that may be perceived by students and parents as unsafe to cross. This project would address crossings at key locations while also plan for priority routes for children to safely commute to school.

Operating Impacts
Future improvements, resulting from the study, will need to be maintained and/or replaced at regular intervals.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$100,000	-	$100,000	-	$100,000	**$300,000**
Total	**$100,000**	**-**	**$100,000**	**-**	**$100,000**	**$300,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Other Reimbursement	$100,000	-	$100,000	-	$100,000	**$300,000**
Total	**$100,000**	**-**	**$100,000**	**-**	**$100,000**	**$300,000**

Capital Improvement Fund

Enhanced Pedestrian Crossing Maintenance and Replacement

Request Type: Annual Project
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Joseph Velna

Location
Various locations throughout the village.

Description
This project provides maintenance and replacement of the enhanced (S-Pattern) pedestrian crossings throughout Schaumburg.

Project Justification
Based on staff discussions with the manufacturer and practical experience, enhanced pedestrian crossings tend to wear down and require maintenance as they approach the end of their lifespan, leading to faded and dull markings. This project ensures consistent funding for regular maintenance, preventing deterioration and ensuring crossings remain visible and effective for pedestrian safety.

Operating Impacts
Performing preventative maintenance will extend the lifespan of pedestrian crossings, delaying the need for total replacement and ensuring they remain effective and safe for a longer period.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	**$375,000**
Construction Administration	$7,500	$7,500	$7,500	$7,500	$7,500	$7,500	**$37,500**
Total	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$412,500**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440 – General CIP	$82,500	$82,500	$82,500	$82,500	$82,500	$82,500	**$412,500**
Total	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$82,500**	**$412,500**

Capital Improvement Fund

Utility Undergrounding Program Management

Request Type: New Project
Lead Department: EPW
Project Type: Community Improvement
Project Manager: Brent McQueen

Location
Various locations throughout the village.

Description
This project consists of burying overhead utility lines along major roadway corridors throughout the village. High-priority locations identified for undergrounding include Algonquin Road (Quentin to Thoreau), Meacham Road (Shady to Willow, Higgins to Golf, Golf to I-90, and I-90 to Algonquin), and Plum Grove Road (Golf to Wiley and Higgins to Golf). Village staff will work with ComEd and other communications and electric utility companies to establish the undergrounding process and identify appropriate schedules. To support the increased coordination and technical demands of this program, a contracted firm will assist the village with project management, utility coordination, and implementation oversight.

Project Justification
Undergrounding utilities improves safety, reliability, and the appearance of major roadway corridors by reducing outages, removing visual clutter, and modernizing aging infrastructure. Prioritizing key segments along Algonquin, Meacham, and Plum Grove roads allows the village to coordinate work with future roadway and development projects, minimizing disruptions and supporting long-term corridor reinvestment.

Operating Impacts
This project will require ongoing oversight of the contracted firm that will assist in managing the undergrounding program. Staff time will be required to coordinate activities, review deliverables, and ensure the work aligns with project priorities and schedules.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Program/Purchase	$75,000	$75,000	$75,000	$75,000	$75,000	**$375,000**
Total	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$375,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
440 – General CIP	$75,000	$75,000	$75,000	$75,000	$75,000	**$375,000**
Total	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$75,000**	**$375,000**

Capital Improvement Fund

Traffic Signal Video Detection Improvement Program

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Traffic Signal Improvement
Project Manager: Rachel Applegate

Location

Various village-owned traffic signals where feasible.

Description

This project will complete the installation of video detection technology at all village-owned traffic signals. Design for the State/Basswood and Frontage Road/I-390 intersections is scheduled for FY 26/27 and FY 27/28, with construction and construction administration planned for FY 29/30 and FY 30/31, respectively.

Project Justification

Video detection technology gives the village enhanced control and the ability to collect valuable data at signalized intersections. This technology has also significantly improved traffic flow and responsiveness along village corridors, helping to optimize traffic management and reduce congestion.

Operating Impacts

There will be a slight increase in costs related to maintenance and cellular data charges at intersections where fiber optic cable cannot be used. These costs are necessary to ensure continued operation and data transmission for the video detection technology at these locations.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
Final Design	$20,793	$74,000	$46,200	-	-	**$66,993**
Construction	-	-	-	$67,300	$271,500	**$399,800**
Construction Administration	-	-	-	$11,000	$33,000	**$57,000**
Total	**$20,793**	**$74,000**	**$46,200**	**$78,300**	**$304,500**	**$523,793**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Total
440 – General CIP	$20,793	$74,000	$46,200	$78,300	$304,500	**$523,793**
Total	**$20,793**	**$74,000**	**$46,200**	**$78,300**	**$304,500**	**$523,793**

Capital Improvement Fund

Schaumburg Rd at Prairie Center Dr – New Traffic Signal

Request Type: New Project
Lead Department: Transportation
Project Type: Traffic Signal Improvement
Project Manager: Sidney Kenyon

Location
Schaumburg Road at Prairie Center Drive.

Description
The project would consist of the installation of a new traffic signal at the intersection of Schaumburg Road and Prairie Center Drive. The Signal would be installed under agreement or permit with the Cook County Department of Transportation and Highways. The new signal would also control traffic going in and out of the District 54 lot on the north side of Schaumburg Road.

Project Justification
The high volume of buses going in and out of the District 54 parking lot for school pickup is unable to circulate efficiently, causing buses to have to circle into the adjacent neighborhoods to complete left turn maneuvers; left turns out of the Prairie Center are also difficult to complete. A temporary traffic signal is installed at the intersection during Septemberfest to control high volumes of crossings. A new traffic signal could accommodate the turn movements from both sides of Schaumburg Road and would better accommodate the high volumes of users during Septemberfest.

Operating Impacts
The village will be responsible for the ongoing operation and maintenance of the traffic signal.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$66,150	-	**$66,150**
Construction	-	$607,800	**$607,800**
Construction Administration	-	$92,000	**$92,000**
Total	**$66,150**	**$699,800**	**$765,950**

Project Funding

Source	FY 26/27	FY 27/28	Total
440 – General CIP	$66,150	$699,800	**$765,950**
Total	**$66,150**	**$699,800**	**$765,950**

Capital Improvement Fund

Pedestrian Signal Improvements – Meacham Road and Remington Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Traffic Signal Improvement
Project Manager: Tyler Quattrocchi

Location
Intersection of Meacham Road and Remington Road.

Description
This project will upgrade the pedestrian signals at the intersection of Meacham Road and Remington Road. Work includes LED signal heads, enhanced crosswalks, countdown timers, new push buttons, and ADA compliant ramps.

Project Justification
The existing bike path along the east side of Meacham Road from Golf Road to Algonquin Road provides pedestrian access to and from the new 90 North developments. The increased pedestrian traffic within this area with the proximity to restaurants, hotels, retail, and future entertainment will improve safety for pedestrians and bicyclists.

Operating Impacts
These signals are village-owned and operated so the village will be responsible for maintenance.

Project Expenses

Phase	Previous	FY 26/27	Total
Construction	$300,000	$50,000	**$350,000**
Construction Administration	$50,000	$5,000	**$55,000**
Total	**$350,000**	**$55,000**	**$405,000**

Project Funding

Source	Previous	FY 26/27	Total
440 – Capital Improvements Fund	$350,000	$15,000	**$365,000**
Other Reimbursement Grant	-	$40,000	**$40,000**
Total	**$350,000**	**$55,000**	**$405,000**

Capital Improvement Fund

Parking Lot Improvements

Request Type: Annual Program
Lead Department: EPW
Project Type: Parking Lot Improvement
Project Manager: Joseph Velna

Location
Parking lots at various village facilities.

Description
The village operates 26 facilities with parking lots, and this annual program focuses on preventive and rehabilitation maintenance. It includes resurfacing, crack filling, patching, seal coating, and surface preservation to extend the pavement's life and defer costly reconstruction.

FY 26/27: Well #15 (sealcoat), Fire 51(sealcoat), Fire 52 (sealcoat), Fire 53 (sealcoat), Fire 54 (sealcoat), Public Safety Front Lot (sealcoat), Public Safety Rear Lot (sealcoat), Trickster Lot (sealcoat), Public Works-Upper Employee Lot (sealcoat), Parking Lot Contition Assessment.

FY27/28: Sch. Baseball Parking Lot (design), Sch. Baseball Employee Lot (design)

FY28/29: Sch. Baseball Employee Lot (resurfacing), Sch. Baseball Parking Lot (resurfacing)

FY29/30: Sch. Baseball Employee Lot (Reclamite), Sch. Baseball Parking Lot (Reclamite)

FY30/31: EPW Rear Lot

Project Justification
Maintaining village properties to the same standard as other commercial and institutional properties is essential. Without timely upkeep, costly reconstruction may become necessary.

Operating Impacts
These preventative maintenance activities and resurfacings extend the useful life expectancy of the parking lot structure and reduces the operating impacts to the village's in-house staffing.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$48,000	-	-	-	-	**-**
Final Design	-	$47,000	-	-	-	**$47,000**
Construction	$50,000		$845,000	$5,000	$300,000	**$920,000**
Construction Administration	$5,000		$8,450	$5,000	$30,000	**$15,850**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
238 – Old Schaumburg Center	$2,000	-	-			**$2,000**
440 – General CIP	$53,000	-	-	-		**$53,000**
526 – Ballpark Fund	-	$47,000	$853,450	$5,000		**$905,450**
572 – Utility Fund	-	-	-	$2,500	$165,000	**$167,500**
680 – Building Replacement Fund	$48,000	-	-	$2,500	$165,000	**$215,500**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

Capital Improvement Fund

Street Light Gap Program – Customer Service Requests

Request Type: Continuing Project
Lead Department: EPW
Project Type: Street Light Improvement
Project Manager: Richard Evans

Location
Various locations identified through Customer Service Requests.

Description
This project will include the installation of streetlights along various streets within the village. Streetlights are added bi-annually in residential areas to address resident requests.

Project Justification
To achieve greater consistency in street lighting villagewide, the Village Board has directed staff to implement this program in accordance with Policy Statement 7.46 – Street Light Request Policy.

Operating Impacts
The project will result in new lights to maintain and energy costs associated with new street lighting.

Project Expenses

Phase	FY26/27	FY27/28	FY28/29	FY29/30	FY 30/31	Total
Program/Purchase	$50,000	-	$50,000	-	$50,000	**$150,000**
Total	**$50,000**	**-**	**$50,000**	**-**	**$50,000**	**$150,000**

Project Funding

Source	FY26/27	FY27/28	FY28/29	FY29/30	FY 30/31	Total
440 – General CIP	$50,000	-	$50,000	-	$50,000	**$150,000**
Total	**$50,000**	**-**	**$50,000**	**-**	**$50,000**	**$150,000**

Vital Streets Program Fund (442)

The Vital Streets Program Fund contains only projects eligible for the Surface Transportation Program (STP) funding and other State and Federal grants. To position the village to take advantage of available funding, the CIP proposes to take on the financial responsibility for both Phase I and Phase II design, thus eliminating the need for IDOT review and reducing the time to get to bidding. This strategy allows for several Vital Streets projects to be construction–ready, as future funding becomes available.

Of the $37.9 million that is budgeted for FY 26/27, the village anticipates its local share being $15.9 million for the following 13 roadway projects:

- Reconstruction of Braintree Drive (Wise Road to Weathersfield Way)
- Resurfacing of Woodfield Road (Plum Grove to Meacham Road)
- Reconstruction of McConnor Parkway (Roosevelt Boulevard to Golf Road)
- Reconstruction of McConnor Parkway (Meacham Road to Roosevelt Boulevard)
- Resurfacing of Braintree Drive (Bode Road to Schaumburg Road)
- Resurfacing of Walnut Lane (Bode Road to Schaumburg Road)
- Resurfacing of Braintree Drive (Schaumburg Road to Weathersfield Way)
- Design work for resurfacing of Rodenburg Road (Wise Road to Irving Park Road)
- Design work for reconstruction of Springinsguth Road (Weathersfield Way to Schaumburg Road)
- Design work for reconstruction of Salem Drive (Schaumburg Road to Parker Drive)
- Design work for resurfacing of Springinsguth Road (Wise Road to Weathersfield Way)
- Design work for resurfacing of Weathersfield Way (Barrington Road to Springinsguth Road)
- Reconstruction of Salem Drive (Schaumburg Road to Weathersfield Way)



American Ln. & National Pkwy. Roundabout completed in FY 25/26

Vital Streets Program Fund (FY 26/27 to FY 30/31)

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	$8,885,474	$100,000	$0	$0	$0
McConnor Parkway Reconstruction - Roosevelt Boulevard to Golf Road	$7,000,000	$0	$0	$0	$0
McConnor Parkway Reconstruction - Meacham Road to Roosevelt Boulevard	$6,700,000	$0	$0	$0	$0
Woodfield Road Resurfacing - Plum Grove Road to Meacham Road	$6,250,000	$0	$0	$0	$0
Braintree Drive Resurfacing - Bode Road to Schaumburg Road	$2,975,261	$0	$0	$0	$0
Walnut Lane Resurfacing - Bode Road to Schaumburg Road	$2,760,000	$1,840,000	$0	$0	$0
Braintree Drive Resurfacing - Schaumburg Road to Weathersfield Way	$2,146,899	$0	$0	$0	$0
Rodenburg Road Resurfacing - Wise Road to Irving Park Road	$350,000	$520,000	$4,025,000	$0	$0
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	$341,000	$0	$0	$4,273,400	$0
Salem Drive Reconstruction - Schaumburg Road to Parker Drive	$200,000	$600,000	$0	$0	$4,025,000
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	$193,500	$0	$0	$2,302,000	$0
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	$103,808	$3,734,500	$0	$0	$0
Salem Drive Reconstruction - Schaumburg Road to Weathersfield Way	$15,000	$0	$0	$0	$0
Bode Road Reconstruction - Springinsguth Road to Braintree Drive	$0	$0	$400,000	$150,555	$0
Knollwood Drive Reconstruction - Golf Road to Bode Road	$0	$0	$200,000	$0	$0
Knollwood Drive Resurfacing - Schaumburg Road to Bode Road	$0	$0	$0	$305,000	$0

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
National Parkway Reconstruction - Higgins Road to Schaumburg Road	$0	$300,000	$300,000	$0	$4,945,000
Salem Drive Resurfacing - Wise Road to Weathersfield Way	$0	$260,000	$195,000	$65,000	$0
Spring South Road Reconstruction - Wise Road to Irving Park Road	$0	$0	$468,000	$4,483,850	$0
Weathersfield Way Resurfacing - Roselle Road to Plum Grove Road	$0	$255,000	$0	$255,000	$0
Weathersfield Way Resurfacing - Salem Drive to Roselle Road	$0	$325,000	$0	$2,990,000	$0
Wise Road Resurfacing - Roselle Road to Village Limits	$0	$310,000	$0	$0	$0
Total	**$37,920,942**	**$8,244,500**	**$5,588,000**	**$14,824,805**	**$8,970,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
442 Vital Streets Fund	$15,940,417	$4,077,750	$2,368,000	$3,613,820	$2,109,000
STP Pass Through Fund	$20,218,532	$3,637,500	$2,800,000	$9,853,380	$6,240,000
STP Reimbursement Fund	$1,761,993	$529,250	$420,000	$909,220	$621,000
Other Reimbursement	$0	$0	$0	$448,385	$0
Total	**$37,920,942**	**$8,244,500**	**$5,588,000**	**$14,824,805**	**$8,970,000**

Vital Streets Program Fund

Braintree Drive Reconstruction – Wise Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location
Braintree Drive between Wise Road and Weathersfield Way.

Description
This project consists of pavement reconstruction of Braintree Drive from Wise Road to Weathersfield Way. Braintree Drive is a residential roadway with an existing traffic signal at the south limits of the project. Construction of a new off street bike path and the realignment of Cambridge Drive are included in the scope of the project. The project scope also includes 5,400 feet of watermain. This project will be about 1.1 miles in length.

Project Justification
The roadway pavement is in poor condition and requires replacement. The 2024 Pavement Condition Assessment yielded an average PCI score from Wise to Weathersfield of 32 out of 100, categorizing this segment for reconstruction. The project will include an off-street bike path on the west side of Braintree Dr. and a reconfiguration of the Cambridge Drive intersection to address existing issues along the roadway. Additionally, the Weathersfield Way intersection is part of the Weathersfield resurfacing project. This project has been awarded STP funds for FY 26/27, and staff is working to align the project schedule with other Braintree resurfacing improvements.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Preliminary Design	$314,321	-		**$314,321**
Final Design	$486,339	-		**$486,339**
Construction	-	$7,972,470	-	**$7,972,470**
Construction Administration	$12,500	$913,004	$100,000	**$1,025,504**
Total	**$813,160**	**$8,885,474**	**$100,000**	**$9,798,634**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
442 – Vital Streets Fund	$803,160	$4,357,855	$20,000	**$5,181,015**
STP Pass Through	-	$3,797,216	-	**$3,797,216**
STP Reimbursement	$10,000	$730,403	$80,000	**$820,403**
Total	**$813,160**	**$8,885,474**	**$100,000**	**$9,798,634**

Vital Streets Program Fund

McConnor Parkway Reconstruction – Meacham Road to Roosevelt Boulevard

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Tyler Quattrocchi

Location
McConnor Parkway from Meacham Road to Roosevelt Boulevard.

Description
This project consists of pavement reconstruction of McConnor Parkway from Meacham Road to Roosevelt Blvd. McConnor Parkway is a commercial roadway. This roadway segment is 1.1 miles long and four lanes wide and will include upgrades to replace the traffic signal equipment, install VDI at the Roosevelt intersection, and pedestrian crossing improvements. As of September 2025 this project has been awarded redistributive funds through NWMC. The village sought maximum grant funding however, due to the aggressive bid pricing, $4,640,000 is the projected maximum funding based on bid results. Utility relocations began in early FY 25/26 and construction is anticipated to be complete in FY 26/27.

Project Justification
The roadway pavement is in poor condition and the 2024 Pavement Evaluation rated it a 27 out of 100 (needing reconstruction). The project will utilize available grant funding to minimize the construction cost to the village. This project is part of two separate projects (Meacham to Roosevelt and Roosevelt to Golf) to maximize funding. The village has been awarded this project to use re-distributed funds from NWMC for FY 25/26.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$245,000	-	**$245,000**
Final Design	$515,000	-	**$515,000**
Land Acquisition	$25,000	-	**$25,000**
Construction	$800,000	$5,800,000	**$6,600,000**
Construction Administration	$600,000	$1,050,000	**$1,650,000**
Total	**$2,185,000**	**$6,850,000**	**$9,035,000**

Project Funding

Source	Previous	FY 26/27	Total
442 – Vital Streets Fund	$1,545,000	$2,210,000	**$3,755,000**
STP Pass Through Grant	$640,000	$4,640,000	**$5,280,000**
Total	**$2,185,000**	**$6,850,000**	**$9,035,000**

Vital Streets Program Fund

McConnor Parkway Reconstruction – Roosevelt Boulevard to Golf Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Tyler Quattrocchi

Location
McConnor Parkway from Roosevelt Blvd to Golf Road.

Description
This project involves reconstructing 0.6 miles of McConnor Parkway, a four-lane commercial roadway, from Roosevelt Blvd to Golf Road. The entire segment spans 1.1 miles and includes constructing an eastbound Golf Road to northbound McConnor Parkway connection. As of September 2025 this project has been awarded redistributive funds through NWMC. The village sought maximum grant funding however due to the aggressive bid pricing, $4,880,000 is the projected maximum funding based on bid results. Construction is expected to begin early 2026 and extend into 2027.

Project Justification
The roadway is in poor condition, with a 2024 Pavement Evaluation rating it at 27 out of 100, indicating the need for reconstruction. This project is part of two separate projects (Meacham to Roosevelt and Roosevelt to Golf) to maximize funding.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$245,000	-	**$245,000**
Final Design	$515,000	-	**$515,000**
Land Acquisition	$25,000	-	**$25,000**
Construction	$800,000	$6,100,000	**$6,900,000**
Construction Administration	$450,000	$700,000	**$1,150,000**
Total	**$2,035,000**	**$6,800,000**	**$8,835,000**

Project Funding

Source	Previous	FY 26/27	Total
STP Pass Through	$800,000	$4,880,000	**$5,680,000**
442 – Vital Streets Fund	$1,235,000	$1,920,000	**$3,155,000**
Total	**$2,035,000**	**$6,800,000**	**$8,835,000**

Vital Streets Program Fund

Woodfield Road Resurfacing – Plum Grove Road to Meacham Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Scott Shirley

Location
Woodfield Road from Plum Grove Road to Meacham Road.

Description
This project involves resurfacing Woodfield Road, a commercial roadway, from Plum Grove Road to Meacham Road. Preliminary engineering and final design will cover the entire stretch, including storm sewer upgrades, pedestrian and bike path improvements, and signal upgrades.

Project Justification
With an average PCI of 29 out of 100, the pavement is in poor condition and has been reclassified for resurfacing and patching. The project will leverage available grant funding to reduce costs to the village. It includes replacing the existing bike path on the south side of the road and extending it to Meacham Road. Land acquisition is required on several parcels. Additionally, roadway lighting will be upgraded to LED, matching the new decorative lights along the Woodfield Road corridor to the east.

Operating Impacts
Upon completion, the need for patching operations will significantly decrease. However, the 300-foot bike path extension will result in a slight increase in maintenance costs.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$205,000	-	**$205,000**
Land Acquisition	$294,452	-	**$294,452**
Construction	$1,000,000	$5,800,000	**$6,800,000**
Construction Administration	$150,000	$450,000	**$600,000**
Total	**$1,649,452**	**$6,250,000**	**$7,899,452**

Project Funding

Source	Previous	FY 26/27	Total
442 – Vital Streets Fund	$786,952	$4,112,500	**$4,899,452**
STP Reimbursement	$112,500	$337,500	**$450,000**
STP Pass Through	$750,000	$1,800,000	**$2,550,000**
Total	**$1,649,452**	**$6,250,000**	**$7,899,452**

Vital Streets Program Fund

Braintree Drive Resurfacing – Bode Road to Schaumburg Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location

Braintree Drive from Bode Road to Schaumburg Road.

Description

This project involves resurfacing Braintree Drive from Bode Road to Schaumburg Road, covering approximately 0.8 miles of residential roadway. The project includes the removal of existing on-street bike lanes and plans to expand the sidewalk on one side into an off-street multi-use path, improving safety and accessibility for pedestrians and cyclists. An existing traffic signal at the south limits will remain in place.

Project Justification

STP funding has been secured for construction in FY 26/27. Portions of Braintree Drive are in poor condition, with PCI data averaging a 65 from Bode Road to Schaumburg Road. Most sections only require resurfacing, so this project is recommended for patching and resurfacing based on the 2024 Pavement Evaluation. Additionally, the project will include on-street parking with an off-street bike path running along the west side of Braintree Drive. This will help to resolve conflicts between parking and bike lanes sharing the same roadway space. The southern end of the project is adjacent to Schaumburg High School, which will be factored into planning considerations. Furthermore, the project will include the replacement of 1,700 feet of aging water main from Parker Drive to Colwyn Drive, which has a concerning break history of 4 incidents in 6 years.

Operating Impacts

After completion of this project, the need for patching operations will significantly decrease. The replacement of the aging water main will lead to reduced maintenance costs associated with main breaks, which staff estimates to be at least one per year. This replacement is expected to result in an annual maintenance cost reduction of approximately $10,000 due to fewer main breaks.

Project Expenses

Phase	Previous	FY 26/27	Total
Prelim Design	$82,305	-	**$82,305**
Final Design	$230,515	-	**$230,515**
Construction	-	$2,515,638	**$2,515,638**
Construction Administration	$25,000	$302,032	**$325,032**
Total	**$337,820**	**$2,817,670**	**$3,153,490**

Project Funding

Source	Previous	FY 26/27	Total
442 – Vital Streets Fund	$337,820	$737,921	**$1,075,741**
STP Pass Through	-	$1,875,000	**$1,875,000**
STP Reimbursement	-	$204,750	**$204,750**
Total	**$337,820**	**$2,817,671**	**$3,155,491**

Vital Streets Program Fund

Walnut Lane Resurfacing – Bode Road to Schaumburg Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Jimmy Samaniego

Location
Walnut Lane from Bode Road to Schaumburg Road.

Description
This project involves the resurfacing of Walnut Lane from Bode Road to Schaumburg Road, a 1.4-mile stretch of residential collector roadway. The project will also evaluate the potential for an off-street multi-use path and assess the feasibility of on-street parking. An existing traffic signal at the southern end of the project will remain in place.

Project Justification
This project has secured STP funding for construction in FY 26/27. Based on the 2024 Pavement Evaluation, the roadway pavement is in poor condition, with a weighted PCI of 38.57, and most sections will need patching before resurfacing for added service life. Majority of the the existing sidewalk are in subpar condition and do not meet ADA and PROWAG standards. This will be replaced with 8-foot concrete multi-use path for better pedestrian movement and provides pedestrian safety. The on-street parking will be provided for additional parking needed of this area. Improvement to the mid-block crossing at Blackwell School will be included to enhance pedestrian safety as well.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Final Design	$632,796	-	-	**$632,796**
Construction	-	$2,400,000	$1,600,000	**$4,000,000**
Construction Administration	-	$360,000	$240,000	**$600,000**
Total	**$632,796**	**$2,760,000**	**$1,840,000**	**$5,232,795**

Project Funding

Phase	Previous	FY 26/27	FY 27/28	Total
442 – Vital Streets Fund	$632,796	$690,000	$460,000	**$1,782,796**
STP Pass Through	-	$1,800,000	$1,200,000	**$3,000,000**
STP Reimbursement	-	$270,000	$180,000	**$450,000**
Total	**$632,796**	**$2,760,000**	**$1,840,000**	**$5,232,796**

Vital Streets Program Fund

Braintree Drive Resurfacing – Schaumburg Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location

Braintree Drive from Weathersfield Way to Schaumburg Road.

Description

This project involves resurfacing Braintree Drive from Schaumburg Road to Weathersfield Way, covering approximately 0.5 miles of residential roadway. An existing traffic signal at the project's northern limits will remain. The project aims to remove the current on-street bike lanes and expand the sidewalk on one side into an off-street bike path, enhancing safety for both pedestrians and cyclists. Additionally, ADA-compliant crossing upgrades are planned.

Project Justification

STP funding has been secured for construction in FY 26/27. Portions of Braintree Drive are in poor condition, with a PCI averaging a 46 from Schaumburg Rd to Weathersfield Way. While most areas only require resurfacing, they are nearing reconstruction levels and may need significant patching based on the 2024 Pavement Evaluation. Additionally, the project will include on-street parking with an off-street bike path running along the west side of Braintree Drive. This will help to resolve conflicts between parking and bike lanes sharing the same roadway space. Additionally, construction is coordinated with the Braintree/Weathersfield Drainage Improvements to minimize disruption to residents. The project will also include the replacement of 2,600 linear feet of existing water main, which is 70 years old, undersized, and has a concerning break history.

Operating Impacts

After completing this project, the need for patching operations will significantly decrease. The replacement of the aging water main will also lead to reduced maintenance costs associated with main breaks, enhancing the overall reliability of the water supply infrastructure.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$82,305	-	**$82,305**
Final Design	$147,827	-	**$147,827**
Construction	-	$1,910,856	**$1,910,856**
Construction Administration	$10,750	$236,043	**$246,793**
Total	**$240,882**	**$2,146,899**	**$2,387,781**

Project Funding

Source	Previous	FY 26/27	Total
442 – Vital Streets Fund	$232,819	$536,725	**$769,544**
STP Pass Through	-	$1,433,142	**$1,433,142**
STP Reimbursement	$8,063	$177,032	**$185,095**
Total	**$240,882**	**$2,146,899**	**$2,387,781**

Vital Streets Program Fund

Rodenburg Road Resurfacing – Wise Road to Irving Park Road

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Sidney Kenyon

Location
Rodenburg Road - Wise Road to Irving Park Road.

Description
This project includes the resurfacing of Rodenburg Road from Wise Road to Irving Park Road, approximately 0.7 miles, and bike path throughout the project's limits. Bike path would be installed on the east side of Rodenburg Road and would provide a new connection under the IL 390 Expressway.

Project Justification
The roadway pavement is in poor condition, with an average PCI of 55, based on the 2024 pavement evaluation. This project is planned to be included in the 2026 call for projects for STP funding through NWMC.

Operating Impacts
Upon completion of this work, the need for patching operations will significantly decrease, leading to reduced maintenance efforts and costs.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Preliminary Design	$350,000	-		**$350,000**
Final Design	-	$420,000	-	**$420,000**
Land Acquisition	-	$100,000		**$100,000**
Construction	-	-	$3,500,000	**$3,500,000**
Construction Administration	-	-	$525,000	**$525,000**
Total	**$350,000**	**$520,000**	**$4,025,000**	**$4,895,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
442 – Vital Streets Fund	$350,000	$520,000	$805,000	**$1,675,000**
STP Pass Through	-	-	$2,800,000	**$2,800,000**
STP Reimbursement	-	-	$420,000	**$420,000**
Total	**$350,000**	**$520,000**	**$4,025,000**	**$4,895,000**

Vital Streets Program Fund

Springingsguth Road Reconstruction – Weathersfield Way to Schaumburg Road

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Sidney Kenyon

Location

Springinsguth Road from Weathersfield Way to Schaumburg Road.

Description

This project involves the reconstruction of Springinsguth Road from Weathersfield Way to Schaumburg Road, incorporating a road diet and the construction of a roundabout at the intersection of Springinsguth Road and Weathersfield Way. Additionally, the project will replace 2,600 feet of water main. Currently, this project is listed on NWMC's STP contingency list, but staff is moving forward with preliminary design to better position the project to move into the funded program in the 2026 call for projects. Additionally, the project aims to extend the existing bike path from just north of Revere Circle to Weathersfield Way.

Project Justification

Portions of the roadway are in poor condition, and the intersection of Springinsguth Road and Weathersfield Way has a troubling history of crashes, with at least 30 incidents recorded, including a significant number involving pedestrians. A 2020 intersection study identified a roundabout as the preferred treatment, necessitating a road diet. The PCI for this segment of the roadway is 53.

Operating Impacts

Upon completion of the work, the road and utility improvements will lead to reduced maintenance costs. However, the proposed roundabout may result in increased landscaping expenses, depending on the selected treatments for the center island.

Project Expenses

Phase	Previous	FY 26/27	Future	Total
Preliminary Design	$351,485	-	-	**$351,485**
Final Design	-	$341,000	-	**$341,000**
Construction	-	-	$3,716,000	**$3,716,000**
Construction Administration	-	-	$557,400	**$557,400**
Total	**$351,485**	**$341,000**	**$4,273,400**	**$4,965,885**

Project Funding

Source	Previous	FY 26/27	Future	Total
442 – Vital Streets Fund	$351,485	$341,000	$854,680	**$1,547,165**
STP Pass Through	-	-	$2,972,800	**$2,972,800**
STP Reimbursement	-	-	$445,920	**$445,920**
Total	**$351,485**	**$341,000**	**$4,273,400**	**$4,965,885**

Vital Streets Program Fund

Salem Drive Reconstruction - Schaumburg Road to Parker Drive

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Tyler Quattrocchi

Location
Salem Drive from Schaumburg Road to Parker Drive.

Description
This project involves the reconstruction of Salem Drive from Schaumburg Road to Parker Drive, a residential roadway adjacent to Ender-Salk Elementary School and Salk Park on the east side. The project will explore upgrades to pedestrian facilities and assess the feasibility of on-street parking. An off-street bike path will also be included. Staff is finalizing design work in FY 26/27.

Project Justification
The roadway pavement is in poor condition, with a 2024 PCI score of 22.9. confirmed by additional inspections and evaluations by village staff. This project will explore options for on-street parking and enhance off-street pedestrian facilities to improve accessibility and safety in the area.

Operating Impacts
Upon completion of this work, the need for patching operations will significantly decrease, leading to reduced maintenance efforts and costs.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 30/31	Total
Preliminary Design	$90,145	-	-	-	**$90,145**
Final Design	$322,470	$200,000	$100,000	-	**$622,470**
Land Acquisition	-	-	$500,000	-	**$500,000**
Construction	-	-	-	$3,500,000	**$3,500,000**
Construction Administration	-	-	-	$525,000	**$525,000**
Total	**$412,615**	**$200,000**	**$600,000**	**$4,025,000**	**$5,237,615**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 30/31	Total
442 – Vital Streets Fund	$412,615	$200,000	$600,000	$1,120,000	**$1,324,595**
STP Pass Through	-	-	-	$2,800,000	**$2,707,000**
STP Reimbursement	-	-	-	$105,000	**$406,020**
Total	**$412,615**	**$200,000**	**$600,000**	**$4,025,000**	**$5,237,615**

Vital Streets Program Fund

Springinsguth Road Resurfacing – Wise Road to Weathersfield Way

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Brent McQueen

Location
Spriningsguth Road from Wise Rd. to Weathersfield Way.

Description
This project involves resurfacing Springinsguth Road from Wise Road to Weathersfield Way, potentially incorporating a road diet to align with the new cross-section required for a roundabout at Weathersfield Way, as identified in a 2020 intersection evaluation. The section spans approximately 1 mile and will also include the replacement of 6,000 feet of aging water main from Wise Road to Weathersfield Way. Additionally, the project aims to extend the existing bike path from just north of Revere Circle to Weathersfield Way. During project design, engineering should coordinate with the IT Department regarding a potential fiber run down Springinsguth.

Project Justification
This segment currently has a weighted PCI of 62, highlighting the need for targeted improvements. The project includes replacing 6,000 feet of aging water main, which will reduce maintenance costs and enhance service reliability for residents. Furthermore, extending the existing bike path will create safer and more accessible routes for pedestrians and cyclists, promoting a healthier and more connected community.

Operating Impacts
This project will lower maintenance costs by providing new pavement and replacing undersized and aging water mains, which will reduce expenses related to break repairs.

Project Expenses

Phase	Previous	FY 26/27	FY 29/30	Total
Preliminary Design	$115,869	-	-	**$115,869**
Final Design	-	$193,500	-	**$193,500**
Construction	-	-	$2,002,000	**$2,002,000**
Construction Administration	-	-	$300,000	**$300,000**
Total	**$115,869**	**$193,500**	**$2,302,000**	**$2,611,369**

Project Funding

Source	Previous	FY 26/27	FY 29/30	Total
442 – Vital Streets Fund	$115,869	$193,500	$606,200	**$739,000**
STP Pass Through	-	-	$1,501,500	**$1,429,500**
STP Reimbursement	-	-	$194,300	**$214,500**
Total	**$115,869**	**$193,500**	**$2,302,000**	**$2,611,369**

Vital Streets Program Fund

Weathersfield Way Resurfacing – Barrington Road to Springinsguth Road

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Brent McQueen

Location
Weathersfield Way between Barrington Road and Springinsguth Road.

Description
This project involves pavement patching and resurfacing of Weathersfield Way from Barrington Road to Springinsguth Road, spanning approximately 1.35 miles. As a residential collector adjacent to several Park District facilities, Weathersfield Way currently features a bike path on the north side extending from Barrington Road to the east end of Pembroke Park. A new off-street bike path will be constructed to extend to Springinsguth Road.

Project Justification
STP funding has been secured and is scheduled for FY 26/27. Portions of the roadway pavement are in poor condition, with segment PCI scores ranging from a high of 75 to a low of 31, averaging 63 out of 100. Most sections require only resurfacing; therefore, this project is recommended for patching and resurfacing based on the 2024 Pavement Evaluation. The project will also explore on-street parking options and off-street pedestrian facilities. Additionally, it will include the replacement of an undersized, 70-year-old water main from Whittier to Springinsguth Road, which has experienced nine main breaks over its lifespan, spanning 1,950 feet.

Operating Impacts
Upon completion of this work, the need for patching operations will significantly decrease, resulting in reduced staff time for sewer televising, cleaning, and point repairs. This will also lower maintenance costs associated with main breaks.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Preliminary Design	$90,000	$21,545	-	**$111,545**
Final Design	$253,288	$82,263	-	**$335,551**
Construction	-	-	$3,244,500	**$3,244,500**
Construction Administration	-	-	$490,000	**$490,000**
Total	**$343,288**	**$103,808**	**$3,734,500**	**$4,181,596**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
442 – Vital Streets Fund	$343,288	$103,808	$1,027,750	**$1,474,846**
STP Pass Through	-	-	$2,437,500	**$2,437,500**
STP Reimbursement	-	-	$269,250	**$269,250**
Total	**$343,288**	**$103,808**	**$3,734,750**	**$4,181,596**

Vital Streets Program Fund

Salem Drive Reconstruction - Schaumburg Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Tyler Quattrocchi

Location
Salem Drive from Weathersfield Way to Schaumburg Road.

Description
This project involves reconstructing Salem Drive, a 0.5-mile residential collector roadway, from Weathersfield Way to Schaumburg Road. The project includes the existing traffic signal at the northern limits and will incorporate an off-street bike path.

Project Justification
The roadway pavement is in poor condition, with a weighted PCI of 42 based on the 2024 pavement evaluation and staff inspections. This project has been awarded redistributed funding through the NWMC and began in FY 25/26, with closeout anticipated in FY 26/27.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$166,000	-	**$166,000**
Construction	$2,400,000	-	**$2,400,000**
Construction Administration	$360,000	$15,000	**$375,000**
Total	**$2,926,000**	**$15,000**	**$2,941,000**

Project Funding

Source	Previous	FY 26/27	Total
442 – Vital Streets Fund	$718,000	$15,000	**$733,000**
STP Pass Through	$1,920,000	-	**$1,920,000**
STP Reimbursement	$288,000	-	**$288,000**
Total	**$2,926,000**	**$15,000**	**$2,941,000**

Airport Fund (511)

The Airport Fund accounts for all revenue and expenses related to operations and capital projects at the Schaumburg Regional Airport. The Airport Federal Entitlement Allocations are used to offset some of the capital projects in the Airport Fund.

Of the $1.1 million proposed for airport improvements, $877,188 in anticipated IDOT funding is expected to cover 74% of Airport Fund expenses in FY 26/27. Major projects include Phase II of the Airfield Lighting Improvements and the addition of an instrument approach, which will enable pilots to safely depart and land at Schaumburg Regional Airport under instrument flight rule conditions.

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Airfield Lighting Improvements - Phase II	$913,800	$0	$0	$0	$0
Airport Instrument Approach	$100,000	$100,000	$0	$0	$0
Hangar Feasibility Study	$100,000	$0	$0	$0	$0
Schaumburg Airport Bollard Installation	$50,000	$0	$0	$0	$0
Airport Terminal Elevator Modernization Project	$10,500	$220,500	$0	$0	$0
Airport East Apron and Airfield Pavement Rehabilitation	$0	$0	$183,000	$1,007,000	$0
Airport Layout Plan (ALP) Update	$0	$400,000	$0	$0	$0
Airport Terminal Hangar Epoxy Flooring Replacement	$0	$161,000	$0	$0	$0
Total	**$1,174,300**	**$881,500**	**$183,000**	**$1,007,000**	**$0**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
511 Airport Fund	$291,112	$501,500	$9,150	$50,350	$0
IDOT Pass Through Fund	$843,576	$360,000	$164,700	$906,300	$0
IDOT Reimbursement Fund	$39,612	$20,000	$9,150	$50,350	$0
Other Reimbursement Fund	$0	$0	$0	$0	$0
Total	**$1,174,300**	**$881,500**	**$183,000**	**$1,007,000**	**$0**

Airport Fund

Airfield Lighting Improvements – Phase II

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Airport Improvement
Project Manager: Erik Trydal

Location
Schaumburg Regional Airport (905 Irving Park Road).

Description
Phase II focuses on replacing the existing runway lights and cabling with LED lighting to ensure compliance with Federal Aviation Administration (FAA) standards. Additionally, the project will replace the Airport Precision Approach Path Indicator (PAPI) lights, which are currently experiencing wire issues that lead to premature burnout and malfunction. PAPI lights provide critical guidance to pilots for maintaining the correct glide slope during landing. Compliance with FAA standards is essential for the receipt of Airport Entitlement Funds.

Project Justification
The airport lighting fixtures are nearing the end of their 20-year design life, making it appropriate to replace them proactively to avoid potential failures that could lead to extended airport closures. Upgrading to LED lighting will not only mitigate the risk of outages but also enhance energy efficiency, providing long-term cost savings and sustainability benefits. Timely replacement of these fixtures is essential to ensure the continued safety and operational reliability of the airport.

Operating Impacts
This project is expected to significantly reduce operating costs through the installation of new lighting fixtures, which come with warranties that minimize maintenance requirements. Additionally, the transition to LED technology will further lower energy costs, resulting in a more efficient and cost-effective lighting solution for the airport. Overall, these upgrades will enhance the reliability and sustainability of airport operations.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$71,710	-	**$71,710**
Construction	-	$785,000	**$785,000**
Construction Administration	-	$113,800	**$113,800**
Program/Purchase	-	$15,000	**$15,000**
Total	**$71,710**	**$913,800**	**$985,510**

Project Funding

Source	Previous	FY 26/27	Total
511- Airport Fund	$3,108	$39,612	**$42,720**
IDOT Pass Through	$65,494	$834,576	**$900,070**
IDOT Reimbursement	$3,108	$39,612	**$42,720**
Total	**$71,710**	**$913,800**	**$985,510**

Airport Fund

Airport Instrument Approach

Request Type: New Project
Lead Department: Transportation
Project Type: Airport Improvement
Project Manager: Erik Trydal

Location
Schaumburg Regional Airport (905 Irving Park Road).

Description
A designed and approved instrument approach for aircraft operators at Schaumburg Regional Airport. The instrument approach would allow for pilots to depart and land at Schaumburg Regional Airport when there are instrument flight rules in effect. The airport is only approved for visual flight rules at this time.

Project Justification
This project will allow for aircraft to operate in poor weather conditions. This will benefit businesses who want to ensure they can fly back to the airport in most weather conditions.

Operating Impacts
An instrument approach could help bring new businesses and tenants to the airport. Large turbo prop aircraft and small jets would use the approach and could lead to hangar development and additional fuel revenue.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$100,000	$100,000	**$200,000**
Total	**$100,000**	**$100,000**	**$200,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
511- Airport Fund	$100,000	$100,000	**$200,000**
Total	**$100,000**	**$100,000**	**$200,000**

Airport Fund

Hangar Feasibility Study

Request Type: New Project
Lead Department: Transportation
Project Type: Airport Improvement
Project Manager: Erik Trydal

Location
Schaumburg Regional Airport (905 Irving Park Road).

Description
The Village of Schaumburg recognizes that Schaumburg Regional Airport's rented hangar space is at maximum capacity which has resulted in a hangar waiting list. Hangar Feasibility Study is needed to gain a better understanding of demand and potential opportunities to construct new hangars at Schaumburg Regional Airport.

Project Justification
The purpose of the study is to determine the extent of the demand, the cost effectiveness and feasibility of developing new hangar facilities to accommodate additional hangar tenants.

Operating Impacts
None.

Project Expenses

Phase	FY 26/27	Total
Study	$100,000	**$100,000**
Total	**$100,000**	**$100,000**

Project Funding

Source	FY 26/27	Total
511- Airport Fund	$100,000	**$100,000**
Total	**$100,000**	**$100,000**

Airport Fund

Schaumburg Airport Bollard Installation

Request Type: New Project
Lead Department: EPW
Project Type: Airport Improvement
Project Manager: Mark Rysavy

Location
Northwest corner of parking lot at Schaumburg Airport.

Description
Installation of 28 bollards along the northeast drive aisle of the airport parking lot.

Project Justification
Twice in the past two years vehicles have missed the turn on the northeast corner of the airport parking lot and gone down the hill, through the fence, and onto the airfield. The police, transportation, IT, and EPW all met on site to discuss the need for a guard rail or bollards to be installed in order to prevent this from happening again. Bollards were deemed to be a more attractive and more affordable option. (28) 36" tall steel bollards with plastic covers will be installed.

Operating Impacts
There should not be impacts to operations other than grass cutting. There will be slightly more weed whipping along the bollard area.

Project Expenses

Phase	FY 26/27	Total
Construction	$50,000	**$50,000**
Total	**$50,000**	**$50,000**

Project Funding

Source	FY 26/27	Total
511- Airport Fund	$50,000	**$50,000**
Total	**$50,000**	**$50,000**

Airport Fund

Airport Terminal Elevator Modernization Project

Request Type: New Project
Lead Department: Transportation
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Schaumburg Regional Airport (905 Irving Park Road).

Description
This project consists of undergoing an elevator modernization project to the one elevator at the airport.

Project Justification
The 2019 Facility assessment recommended an elevator modernization project, based on age and use, in 2022. While the elevator is not currently experiencing any consistent issues, a vendor has recently informed staff that the existing elevator is obsolete and that replacement parts are not available. The components in the elevator system should be replaced or refurbished to provide safe conditions and smooth operation for the next 15-20 years.

Operating Impacts
This project will allow staff to get ahead of the potential of not being able to make a repair due to unavailable parts. This project will reduce the cost of repairs to the aging elevator, anticipated at less than $1,000 a year (assuming one minor repair with both contractor and staff time/material costs).

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$10,500	-	**$10,500**
Construction	-	$210,000	**$210,000**
Construction Administration	-	$10,500	**$10,500**
Total	**$10,500**	**$220,500**	**$231,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
511- Airport Fund	$10,500	$220,500	**$231,000**
Total	**$10,500**	**$220,500**	**$231,000**

Baseball Fund (526)

This fund encompasses all expenses related to Wintrust Field. Projects identified as capital projects in the Baseball Stadium Fund are those projects that are too large to be included in the operating budget. The village's Baseball Fund is financed by transfers from the village's General Fund and contractual obligations from the Schaumburg Boomers.

Capital Projects programmed for FY 26/27 include painting and concrete/railing repairs, as well as generator and automatic transfer switch (ATS) replacements.

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Baseball Stadium - Painting Program	$150,000	$0	$0	$0	$0
Baseball Stadium - Generator & ATS Replacement	$130,000	$0	$0	$0	$0
Ballpark Concrete and Railing Repair	$100,000	$100,000	$100,000	$0	$0
Baseball Stadium - Netting Extension Project	$100,000	$0	$0	$0	$0
Baseball Stadium - Masonry Wall	$85,000	$65,000	$0	$0	$0
Baseball Stadium - Elevator Improvement Project	$0	$180,000	$0	$0	$0
Baseball Stadium - Stadium Seating Replacement	$0	$0	$0	$0	$800,000
Baseball Stadium - Storage Area Concrete/Ventilation Improvements	$0	$0	$171,800	$0	$0
Parking Lot Improvements	$0	$47,000	$853,450	$5,000	$0
Total	**$565,000**	**$392,000**	**$1,125,250**	**$5,000**	**$800,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
526 Ballpark Fund	$565,000	$392,000	$1,125,250	$5,000	$800,000
Total	**$565,000**	**$392,000**	**$1,125,250**	**$5,000**	**$800,000**



Installation of the Left Field Party Deck completed in FY 24/25



Outfield Pavillion/Kid area Improvements completed in FY 24/25

Baseball Fund

Baseball Stadium – Painting Program

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Wintrust Field (1999 Springinsguth Road).

Description
This project consists of extensive painting throughout the ballpark. Painting is planned to be phased over several years. The front entrance and other elements outside the stadium were completed in FY 21/22, followed by painting on the exterior components of the suite and concourse level and seating bowl railing in FY 22/23. The main interior stairwells and portions of the suite level structure painting is scheduled for FY 26/27.

Project Justification
In the 2018 facility assessment, a large painting project was forecasted for the Baseball Stadium. Previous painting project in FY 21/22 completed most of the work identified in the assessment. The remaining work includes the main interior stairwells and portions of the suite level structure. This will complete the painting needs identified in the assessment.

Operating Impacts
This project would reduce the cost and need for spot painting to the interior and exterior elements, which could cost between $1,000-$10,000 a year depending on the need and spaces.

Project Expenses

Phase	Previous	FY 26/27	Total
Construction	$466,000	$150,000	**$616,000**
Total	**$466,000**	**$150,000**	**$616,000**

Project Funding

Source	Previous	FY 26/27	Total
526 – Ballpark Fund	$466,000	$150,000	**$616,000**
Total	**$466,000**	**$150,000**	**$616,000**

Baseball Fund

Baseball Stadium – Generator & ATS Replacement

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Wintrust Field (1999 Springinsguth Road).

Description
This project involves replacing the diesel generator and automatic transfer switch at the baseball stadium to ensure more reliable and efficient power backup systems.

Project Justification
Emergency power at the baseball stadium is supplied by an on-site diesel generator, providing 480-volt power with a capacity of 600 kW. This system includes an automatic transfer switch (ATS) for power distribution. Both the generator and ATS, manufactured by Generac, have been in place since the facility's construction. Although the equipment is still functioning as expected, it is approaching the end of its service life. Replacing it preemptively is crucial to avoid potential power loss during events, ensuring the stadium remains operational even during outages.

Operating Impacts
In July 2024, the generator failed to transfer power to the building during an outage, leaving the stadium without electricity. After inspection, no issues were found with the system, but this incident highlights the unreliability of the aging generator and automatic transfer switch (ATS). As they near the end of their service life, they pose a risk of failure without warning, making their replacement a priority to ensure consistent emergency power.

Project Expenses

Phase	Previous	FY 26/27	Total
Construction	$90,709	$130,000	**$220,709**
Total	**$90,709**	**$130,000**	**$220,709**

Project Funding

Source	Previous	FY 26/27	Total
526 – Ballpark Fund	$90,709	$130,000	**$220,709**
Total	**$90,709**	**$130,000**	**$220,709**

Baseball Fund

Ballpark Concrete and Railing Repair

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Wintrust Field (1999 Springinsguth Road), lower bowl seating area.

Description
The concrete steps in the lower bowl seating areas are starting to fail and require patching or restoration. Additionally, the bottom of all the railings are rusting out. In past years, all areas of work have replaced the railing bases and converted them to surface mount instead of recessed posts in the concrete. This project would perform concrete restoration by cutting out bad sections and replacing with new concrete. Additionally, the railings would be removed, modified to have new surface mounted plates, and reinstalled and painted.

Project Justification
As the concrete starts to fail, it needs to be patched to prevent total failure. The railings are becoming a safety issue as the poles bases rust away. This project should extend the life and prevent total replacement.

Operating Impacts
While this will not affect the daily maintenance of the stadium, it will prevent the overall failure of concrete and railings.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Construction	$100,000	$100,000	$100,000	**$300,000**
Total	**$100,000**	**$100,000**	**$100,000**	**$300,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
526 – Ballpark Fund	$100,000	$100,000	$100,000	**$300,000**
Total	**$100,000**	**$100,000**	**$100,000**	**$300,000**

Baseball Fund

Baseball Stadium – Netting Extension Project

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Wintrust Field (1999 Springinsguth Road).

Description
This project consists of extending the netting down the third base line. While the stadium currently meets MLB mandates, the team has expressed urgency due to several close calls with fans and foul balls in recent years. Scope includes new tie-off poles and all necessary cabling and netting. The right field netting was installed in May 2025 as part of a different project.

Project Justification
This project is intended to provide the same level of safety that the right field seating area has after recent upgrades.

Operating Impacts
Operating impacts include routine inspections and occasional repairs to the extended netting.

Project Expenses

Phase	FY 26/27	Total
Construction	$100,000	**$100,000**
Total	**$100,000**	**$100,000**

Project Funding

Source	FY 26/27	Total
526 – Ballpark Fund	$100,000	**$100,000**
Total	**$100,000**	**$100,000**

Baseball Fund

Baseball Stadium – Masonry Wall

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Wintrust Field (1999 Springinsguth Road).

Description
This project would complete masonry wall repairs through entire building.

Project Justification
As identified during the 2019 Facility Assessment, masonry wall systems throughout the entire building have experienced settling and cracking. Some structural repairs were made in 2015 to the Schaumburg Club area but many wall repairs are needed now that the structural issues have been fixed. Additionally, settlement of the third base side of the building has occurred due to its slab on grade construction. Cracking and failing joints are visible in public areas. The facility assessment recommended the repairs be made as soon as possible as it is a corrective action that needs to be addressed to avoid additional deterioration. There are multiple large cracks forming in the concessions areas and stairwells. This is likely due to the movement of the steel structure that supports the suites and the movement of that structure causing the masonry infill walls to crack.

Operating Impacts
This project will reduce the amount of contractor spot repairs needed throughout the facility. If not addressed, further deterioration could lead to pest and environmental control issues. No repairs have been made since FY 18/19, when $6,900 was spent on visible masonry issues on main concourse. Staff continues to monitor other areas for potential spot.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Study	$10,000	-	-	**$10,000**
Final Design	$15,000	$20,000	-	**$35,000**
Construction	$200,000	$60,000	$60,000	**$320,000**
Construction Administration	$10,000	$5,000	$5,000	**$20,000**
Total	**$235,000**	**$85,000**	**$65,000**	**$385,000**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
526 – Ballpark Fund	$235,000	$85,000	$65,000	**$385,000**
Total	**$235,000**	**$85,000**	**$65,000**	**$385,000**

Utility Fund (572)

In the Utility Fund, $18.2 million is budgeted in FY 26/27 for water, storm sewer, sanitary sewer, and building improvements. The largest effort is the multi-segment construction planned for Braintree Drive, which includes full reconstruction from Wise Road to Weathersfield Way ($4.1 million), resurfacing from Bode Road to Schaumburg Road ($1.7 million), and resurfacing from Schaumburg Road to Weathersfield Way ($1.7 million). Additional major projects in FY 26/27 include the rehabilitation of the Walnut Lift Station ($3 million) and the 2026 Water Main Replacement coordinated with the Street Program ($2.2 million).



Walnut Lift Station – Scheduled for rehabilitation in FY 26/27

Utility Fund (FY 26/27 to FY 30/31)

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Braintree Drive Reconstruction - Wise Road to Weathersfield Way	$4,151,741	$30,500	$0	$0	$0
Lift Station Rehabilitation - Walnut Lane	$3,077,000	$0	$0	$0	$0
Water Main Replacement with the Street Program - 2026	$2,200,000	$0	$0	$0	$0
Sanitary Sewer Analysis and Rehabilitation of ACP	$1,945,000	$0	$0	$105,000	$821,000
Braintree Drive Resurfacing - Bode Road to Schaumburg Road	$1,725,884	$0	$0	$0	$0
Braintree Drive Resurfacing - Schaumburg Road to Weathersfield Way	$1,724,746	$0	$0	$0	$0
Weathersfield Way Resurfacing - Barrington Road to Springinsguth Road	$577,000	$552,000	$0	$0	$0
Water Well 11 Rehabilitation	$504,000	$0	$0	$0	$0
Underground Storage Tank Replacement	$348,837	$0	$0	$0	$0
Springinsguth Road Resurfacing - Wise Road to Weathersfield Way	$286,000	$0	$0	$3,795,000	$0
Engineering & Public Works Carwash Modernization	$262,500	$0	$0	$0	$0
Water Valve Replacement Program - Annual	$198,000	$198,000	$198,000	$198,000	$198,000
Sewer Analysis - Vital Streets	$146,864	$54,368	$36,600	$42,600	$0
New Water Service 17 E. Schaumburg Road	$141,500	$0	$0	$0	$0
Braintree Culvert Gabion Wall Repair	$100,000	$0	$0	$0	$0
VMF Interior Painting Projects	$100,000	$30,000	$35,000	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - North Braintree Drive	$96,000	$1,056,000	$0	$0	$0
Springinsguth Road Reconstruction - Weathersfield Way to Schaumburg Road	$91,000	$0	$0	$1,771,000	$0
Priority Sanitary Sewer Rehabilitation - Walnut & Kessel	$70,000	$790,000	$65,000	$0	$0

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Water Main Replacement by EPW Campus	$60,000	$0	$0	$0	$0
Priority Sanitary Sewer Rehabilitation - Bode Lift Station	$50,000	$65,000	$900,000	$380,000	$36,000
Walnut Force Main Improvement	$50,000	$550,000	$0	$0	$0
Priority Sanitary Sewer Rehabilitation - Cedarcrest	$45,000	$835,000	$1,600,000	$75,000	$0
Priority Sanitary Sewer Rehabilitation - North Braintree	$45,000	$0	$0	$0	$0
Priority Sanitary Sewer Rehabilitation - Walnut Lane Subbasin 5	$40,000	$40,000	$565,000	$380,000	$18,000
CMP Storm Sewer Replacement/Rehabilitation - 416 Tebay Place	$33,000	$363,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - Slackline Park	$32,500	$357,500	$0	$0	$0
Sidewalk Repair Program	$32,500	$32,500	$32,500	$32,500	$32,500
Gray Farm Marsh - Outfall Dredging Improvements	$27,025	$0	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 595/591 Coveside Lane	$25,000	$110,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - Crandon Lane	$20,000	$275,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 306 Wickham Drive	$16,000	$176,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 931 Royal Court	$15,500	$198,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 1924 James Court	$14,500	$159,500	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 1508 Willow Road	$7,000	$77,000	$0	$0	$0
CMP Storm Sewer Replacement/Rehabilitation - 1230 Summit Drive	$0	$110,000	$1,210,000	$0	$0

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
CMP Storm Sewer Replacement/Rehabilitation - 416 & 417 Weathersfield Way	$0	$0	$0	$28,000	$308,000
CMP Storm Sewer Replacement/Rehabilitation - 617 Boxwood Drive	$0	$0	$0	$165,000	$1,815,000
CMP Storm Sewer Replacement/Rehabilitation - South Walnut Lane	$0	$29,000	$319,000	$0	$0
Fire Hydrant Maintenance and Painting	$0	$0	$109,380	$112,660	$116,100
Overhead Door Modernizations	$0	$350,000	$56,000	$0	$0
Parking Lot Improvements	$0	$0	$0	$2,500	$165,000
Priority Sanitary Sewer Rehabilitation - Downstream Walnut	$0	$0	$1,305,000	$275,000	$0
Priority Sanitary Sewer Rehabilitation - Downstream Walnut Subbasin 1 & 6, and East Schaumburg Subbasin 1	$0	$0	$0	$0	$280,000
Priority Sanitary Sewer Rehabilitation - East Schaumburg Subbasin 2 & 3	$0	$0	$160,000	$85,000	$1,690,000
Priority Sanitary Sewer Rehabilitation - ESCH-09, ESCH-15, ESCH-17, ESCH-18, ESCH-19	$0	$0	$0	$0	$230,000
Priority Sanitary Sewer Rehabilitation - South Braintree	$0	$30,000	$850,000	$0	$0
Salem Drive Resurfacing - Wise Road to Weathersfield Way	$0	$107,000	$80,000	$27,000	$0
SCADA System Replacement	$0	$0	$75,000	$762,500	$0
Toys Lift Station Sanitary Sewage Grinder and Wet Well Liner	$0	$0	$0	$0	$20,000
Utility Fund Revenue Study	$0	$150,000	$0	$0	$0
Water Main Replacement with the Street Program - 2030	$0	$0	$0	$1,150,000	$2,200,000
Water Meter and Transmitter Replacement Program	$0	$0	$0	$0	$3,933,114
Water Station Building Improvements - Athena Reservoir Rehabilitation	$0	$0	$0	$0	$1,430,000
Water Station Electrical Improvements - Pump and Motor Replacement - All Stations	$0	$580,000	$490,000	$550,000	$284,000

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
Water Station Reservoir Alarms	$0	$155,000	$0	$0	$0
Water Tank Painting - Hot and Cold, Station 12	$0	$0	$0	$0	$50,000
Water Well 20 Rehabilitation	$0	$0	$60,000	$880,000	$0
Total	**$18,259,097**	**$7,460,368**	**$8,146,480**	**$10,816,760**	**$13,626,714**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
572 Utilities Fund	$17,102,278	$7,435,968	$8,146,480	$10,816,760	$13,626,714
STP Reimbursement Grant	$631,819	$24,400	$0	$0	$0
Other Reimbursement Grant	$15,680	$0	$0	$0	$0
Other Reimbursement	$509,320	$0	$0	$0	$0
Total	**$18,259,097**	**$7,460,368**	**$8,146,480**	**$10,816,760**	**$13,626,714**

Utility Fund

Braintree Drive Reconstruction – Wise Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location
Braintree Drive between Wise Road and Weathersfield Way.

Description
This project consists of pavement reconstruction of Braintree Drive from Wise Road to Weathersfield Way. Braintree Drive is a residential roadway with an existing traffic signal at the south limits of the project. Construction of a new off street bike path and the realignment of Cambridge Drive are included in the scope of the project. The project scope also includes 5,400 feet of watermain. This project will be about 1.1 miles in length.

Project Justification
The roadway pavement is in poor condition and requires replacement. The 2024 Pavement Condition Assessment yielded an average PCI score from Wise to Weathersfield of 32 out of 100, categorizing this segment for reconstruction. The project will include an off-street bike path on the west side of Braintree Dr. and a reconfiguration of the Cambridge Drive intersection to address existing issues along the roadway. Additionally, the Weathersfield Way intersection is part of the Weathersfield resurfacing project. This project has been awarded STP funds for FY 26/27, and staff is working to align the project schedule with other Braintree resurfacing improvements.

Operating Impacts
After completion of this work, the need for patching operations will decrease significantly.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Final Design	$111,225	-	-	**$111,225**
Construction	-	$3,716,765	-	**$3,716,765**
Construction Administration	$12,500	$434,976	$30,500	**$477,976**
Total	**$123,725**	**$4,151,741**	**$30,500**	**$4,305,966**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
572 – Utility Fund	$113,725	$3,803,760	$6,100	**$3,923,585**
STP Reimbursement Grant	$10,000	$347,981	24,400	**$382,381**
Total	**$123,725**	**$4,151,741**	**$30,500**	**$4,305,966**

Utility Fund

Lift Station Rehabilitation – Walnut Lane

Request Type: Carryover Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Mateusz Pec

Location

Walnut Lift Station which is located on Walnut Lane, south of Golf Road.

Description

This project will implement remote monitoring for the pumps and controls at the Walnut Lane lift station. The existing site features an above-ground building, along with underground dry and wet wells/tanks, which will be repurposed to provide additional storage during rain events. This enhancement will improve operational efficiency and ensure more effective management of stormwater, helping to mitigate flooding and maintain service reliability.

Project Justification

This project has been deferred for three years and involves equipment that is now over 55 years old and obsolete, making it difficult to obtain replacement parts and address ongoing issues. While temporary patches have been made within the system, the proposed new station aims to increase storage volume and significantly reduce sanitary sewer overflows (SSOs) within this basin. This upgrade is essential for improving system reliability and protecting the community from potential flooding and environmental impacts.

Operating Impacts

Operational costs and time will be significantly reduced by minimizing the need for repairs on outdated equipment. The new systems will feature advanced automation, enabling staff to monitor and adjust settings remotely from a computer. This capability will decrease the necessity for on-site visits to the station, streamlining operations and allowing staff to allocate their time and resources more efficiently.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$40,000	-	**$40,000**
Construction	-	$2,912,000	**$2,912,000**
Construction Administration	$10,000	$165,000	**$175,000**
Total	**$50,000**	**$3,077,000**	**$3,127,000**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$50,000	$3,077,000	**$3,127,000**
Total	**$50,000**	**$3,077,000**	**$3,127,000**

Utility Fund

Water Main Replacement with the Street Program – 2026

Request Type: Annual Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Joseph Velna

Location

Duxbury Ln (Salem-Boxwood), Prince Charles Ln, Churchill Rd, Knightsbridge Ln, Prince Charles Ct, Knightsbridge Ct.

Description

This project will replace water mains within the limits of the annual street program, focusing on those nearing the end of their useful life or with a history of frequent breaks. By completing water main replacement before street resurfacing, the village can prevent the need for patching newly improved roads, ensuring long-lasting infrastructure upgrades.

Project Justification

Replacing the water main before street improvements will allow the village to increase its scale of pavement upgrades and landscaping restoration. This approach benefits residents by minimizing construction disruptions to just one season instead of multiple years. The specific water mains to be replaced will be identified based on the 2024 Water Model results, considering factors such as age, break history, looping, and fire flow requirements. Additionally, new fire hydrant locations, reviewed by the village's Fire Department, will be integrated into the design.

Operating Impacts

Operational costs and time will be reduced by eliminating the need for frequent repairs to water main breaks. However, staff hours will still be required to operate existing valves during the construction process.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$93,295	-	**$93,295**
Construction	$1,641,395	$2,000,000	**$3,641,395**
Construction Administration	$100,000	$200,000	**$300,000**
Total	**$1,834,690**	**$2,200,000**	**$4,034,690**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$1,834,690	$2,200,000	**$4,034,690**
Total	**$1,834,690**	**$2,200,000**	**$4,034,690**

Utility Fund

Sanitary Sewer Analysis and Rehabilitation of ACP

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location
Various Locations.

Description
This project aligns with a proposed departmental goal to evaluate 5.6 miles of aging Asbestos Cement Pipe (ACP) in the sanitary sewer system, complementing the ongoing annual assessment of over 5 miles of Corrugated Metal Pipe (CMP) included in the CIP. Both pipe types have surpassed their expected service life and present a heightened risk of failure. The project will involve a comprehensive effort to locate, assess, and plan for the rehabilitation or replacement of these critical infrastructure components throughout the village. Sanitary sewer televising will be conducted by in-house teams, while contractors will be engaged to support storm sewer televising efforts.

Project Justification
All ACP throughout the village, now nearing 50 years old, is due for inspection, with a heightened risk of failure. This underscores the need for a comprehensive condition assessment and proactive rehabilitation efforts.

Operating Impacts
Proactively assessing and replacing aging ACP sanitary mains will reduce emergency repair costs and improve system reliability. While initial assessments will require staff time and resources, these efforts will help prevent costly and disruptive pipe failures. Addressing issues early will minimize service interruptions, reduce maintenance demands, and ensure more reliable sewer service for the community.

Project Expenses

Phase	FY 26/27	FY 29/30	FY 30/31	Future	Total
Study	-	$30,000	$36,000	-	**$66,000**
Final Design	-	$75,000	$85,000	-	**$160,000**
Construction	$1,800,000	-	$600,000	$750,000	**$3,150,000**
Construction Administration	$145,000	-	$100,000	$130,000	**$375,000**
Total	**$1,945,000**	**$105,000**	**$821,000**	**$880,000**	**$3,751,000**

Project Funding

Phase	FY 26/27	FY 29/30	FY 30/31	Future	Total
572 - Utility Fund	$1,945,000	$105,000	$821,000	$880,000	**$3,751,000**
Total	**$1,945,000**	**$105,000**	**$821,000**	**$880,000**	**$3,751,000**

Utility Fund

Braintree Drive Resurfacing – Schaumburg Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location

Braintree Drive from Weathersfield Way to Schaumburg Road.

Description

This project involves resurfacing Braintree Drive from Schaumburg Road to Weathersfield Way, covering approximately 0.5 miles of residential roadway. An existing traffic signal at the project's northern limits will remain. The project aims to remove the current on-street bike lanes and expand the sidewalk on one side into an off-street bike path, enhancing safety for both pedestrians and cyclists. Additionally, ADA-compliant crossing upgrades are planned.

Project Justification

STP funding has been secured for construction in FY 26/27. Portions of Braintree Drive are in poor condition, with a PCI averaging a 46 from Schaumburg Rd to Weathersfield Way. While most areas only require resurfacing, they are nearing reconstruction levels and may need significant patching based on the 2024 Pavement Evaluation. Additionally, the project will include on-street parking with an off-street bike path running along the west side of Braintree Drive. This will help to resolve conflicts between parking and bike lanes sharing the same roadway space. Additionally, construction will be coordinated with the Braintree/Weathersfield Drainage Improvements to minimize disruption to residents. The project will also include the replacement of 2,600 linear feet of existing water main, which is 70 years old, undersized, and has a concerning break history.

Operating Impacts

After completing this project, the need for patching operations will significantly decrease. The replacement of the aging water main will also lead to reduced maintenance costs associated with main breaks, enhancing the overall reliability of the water supply infrastructure.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$101,550	-	**$101,550**
Construction	-	$1,535,717	**$1,535,717**
Construction Administration	$10,750	$189,029	**$199,779**
Total	**$112,300**	**$1,724,746**	**$1,837,046**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$104,238	$1,582,974	**$1,687,212**
STP Reimbursement Grant	$8,062	$141,772	**$149,834**
Total	**$112,300**	**$1,724,746**	**$1,837,046**

Utility Fund

Braintree Drive Resurfacing – Bode Road to Schaumburg Road

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Mateusz Pec

Location
Braintree Drive from Schaumburg Road to Bode Road.

Description
This project involves resurfacing Braintree Drive from Bode Road to Schaumburg Road, covering approximately 0.8 miles of residential roadway. The project includes the removal of existing on-street bike lanes and plans to expand the sidewalk on one side into an off-street multi-use path, improving safety and accessibility for pedestrians and cyclists. An existing traffic signal at the south limits will remain in place.

Project Justification
STP funding has been secured for construction in FY 26/27. Portions of Braintree Drive are in poor condition, with PCI data averaging a 65 from Bode Road to Schaumburg Road. Most sections only require resurfacing, so this project is recommended for patching and resurfacing based on the 2024 Pavement Evaluation. Additionally, the project will include on-street parking with an off-street bike path running along the west side of Braintree Drive. This will help to resolve conflicts between parking and bike lanes sharing the same roadway space. The southern end of the project is adjacent to Schaumburg High School, which will be factored into planning considerations. Furthermore, the project will include the replacement of 1,700 feet of aging water main from Parker Drive to Colwyn Drive, which has a concerning break history of 4 incidents in 6 years.

Operating Impacts
After completion of this project, the need for patching operations will significantly decrease. The replacement of the aging water main will lead to reduced maintenance costs associated with main breaks, which staff estimates to be at least one per year. This replacement is expected to result in an annual maintenance cost reduction of approximately $10,000 due to fewer main breaks.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$76,500	-	**$76,500**
Construction	-	$1,536,463	**$1,536,463**
Construction Administration	$12,000	$189,421	**$201,421**
Total	**$88,500**	**$1,725,884**	**$1,814,384**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$79,500	$1,583,818	**$1,615,279**
STP Reimbursement Grant	$9,000	$142,066	**$151,066**
Total	**$88,500**	**$1,725,884**	**$1,814,384**

Utility Fund

Weathersfield Way Resurfacing – Barrington Road to Springinsguth Road

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Ogar Somo

Location
Weathersfield Way between Barrington Road and Springinsguth Road.

Description
This project involves pavement patching and resurfacing of Weathersfield Way from Barrington Road to Springinsguth Road, spanning approximately 1.35 miles. As a residential collector adjacent to several Park District facilities, Weathersfield Way currently features a bike path on the north side extending from Barrington Road to the east end of Pembroke Park. A new off-street bike path will be constructed to extend to Springinsguth Road.

Project Justification
STP funding has been secured and is scheduled for FY 26/27. Portions of the roadway pavement are in poor condition, with segment PCI scores ranging from a high of 75 to a low of 31, averaging 63 out of 100. Most sections require only resurfacing; therefore, this project is recommended for patching and resurfacing based on the 2024 Pavement Evaluation. The project will also explore on-street parking options and off-street pedestrian facilities. Additionally, it will include the replacement of an undersized, 70-year-old water main from Whittier to Springinsguth Road, which has experienced nine main breaks over its lifespan, spanning 1,950 feet.

Operating Impacts
Upon completion of this work, the need for patching operations will significantly decrease, resulting in reduced staff time for sewer televising, cleaning, and point repairs. This will also lower maintenance costs associated with main breaks.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	Total
Final Design	$68,500	$25,000	-	**$93,500**
Construction	-	$480,000	$480,000	**$960,000**
Construction Administration	-	$72,000	$72,000	**$144,000**
Total	**$68,500**	**$577,000**	**$552,000**	**$1,197,500**

Project Funding

Source	Previous	FY 26/27	FY 27/28	Total
572 – Utility Fund	$68,500	$577,000	$552,000	**$1,197,500**
Total	**$68,500**	**$577,000**	**$552,000**	**$1,197,500**

Utility Fund

Water Well 11 Rehabilitation

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Ryan Rivard

Location
Woodfield - 900 Perimeter Drive.

Description
This project involves the removal of a submersible well from the ground for necessary repairs to the motor, shaft, and pump. Following these repairs, the well components will be rehabilitated and reinstalled. At only 300 feet deep, this well's configuration makes it more cost-effective to maintain compared to deeper wells. The project aims to ensure the continued functionality and efficiency of the well while minimizing long-term maintenance costs.

Project Justification
The village relies on a primary connection to the Northwest Suburban Municipal Joint Action Water Authority (NSMJAWA) and a secondary connection to the DuPage Water Commission, with the wells serving as a primary water source in the event that Chicago can no longer produce or deliver water. With adequate storage capacity, well production, and an established curtailment plan, Schaumburg can effectively meet its daily water demands. Currently, the wells are being operated to failure, and this project aims to make the necessary repairs to restore them to service. Notably, the electrical wire insulation readings have been trending lower, indicating that they are not suitable for continued long-duration operation. Additionally, the pump and motor were last replaced in 1993, highlighting the need for timely maintenance to ensure reliability and efficiency in the village's water supply system. The well has been recently taken out of service due to inspection by Layne yielding negative results of damaged column pipe, large rocks at the bottom of the well, and the bowl and motor assembly at the end of their usable life.

Operating Impacts
The well will serve as a crucial secondary source of water in the event that Chicago is unable to produce or deliver water. This backup supply ensures that the village has a reliable alternative to meet its water demands, contributing to the overall resilience and sustainability of the community's water infrastructure.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$15,000	-	**$15,000**
Construction	-	$504,000	**$504,000**
Total	**$15,000**	**$504,000**	**$519,000**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$15,000	$4,000	**$19,000**
Other Reimbursement	-	$500,000	**$500,000**
Total	**$15,000**	**$504,000**	**$519,000**

Utility Fund

Underground Storage Tank Replacement

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Brian Rafferty

Location
Fuel Island at Engineering and Public Works 714 S. Plum Grove Road.

Description
The two unleaded underground storage tanks (USTs), each with a 10,000 gallon capacity and built in 1986 and 1990, along with the diesel UST with a 20,000 gallon capacity (also built in 1990), are all over 30 years old and due for replacement.

Project Justification
Insurance premiums increase once tanks exceed 30 years in age. Additionally, older tanks pose a higher risk of issues, potentially leading to costly repairs. Replacing the tanks will mitigate these risks and help control insurance costs.

Operating Impacts
Although monthly inspections and annual line testing by a certified contractor are conducted on the USTs, there are concerns that as the tanks continue to age, they will require more maintenance and repairs. Given that all the tanks are over 30 years old, staff anticipates increased insurance costs and challenges in finding carriers willing to provide coverage.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$10,000	-	**$10,000**
Construction	$112,260	$336,780	**$449,040**
Construction Administration	$4,019	$12,057	**$16,076**
Total	**$126,279**	**$348,837**	**$475,116**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$126,279	$348,837	**$475,116**
Total	**$126,279**	**$348,837**	**$475,116**

Utility Fund

Springinsguth Road Resurfacing – Wise Road to Weathersfield Way

Request Type: Continuing Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Brent McQueen

Location
Spriningsguth Road from Wise Rd to Weathersfield Way.

Description
This project involves resurfacing Springinsguth Road from Wise Road to Weathersfield Way, potentially incorporating a road diet to align with the new cross-section required for a roundabout at Weathersfield Way, as identified in a 2020 intersection evaluation. The section spans approximately 1 mile and will also include the replacement of 6,000 feet of aging water main from Wise Road to Weathersfield Way. Additionally, the project aims to extend the existing bike path from just north of Revere Circle to Weathersfield Way. During project design, engineering will coordinate with the IT Department to explore a potential fiber run down Springinsguth.

Project Justification
This segment currently has a weighted PCI of 62, highlighting the need for targeted improvements. The project includes replacing 6,000 feet of aging water main, which will reduce maintenance costs and enhance service reliability for residents. Furthermore, extending the existing bike path will create safer and more accessible routes for pedestrians and cyclists, promoting a healthier and more connected community.

Operating Impacts
This project will lower maintenance costs by providing new pavement and replacing undersized and aging water mains, which will reduce expenses related to break repairs.

Project Expenses

Phase	FY 26/27	FY 29/30	Total
Final Design	$286,000		**$286,000**
Construction	-	$3,300,000	**$3,300,000**
Construction Administration	-	$495,000	**$495,000**
Total	**$286,000**	**$3,795,000**	**$4,081,000**

Project Funding

Source	FY 26/27	FY 29/30	Total
572 – Utility Fund	$286,000	$3,795,000	**$4,081,000**
Total	**$286,000**	**$3,795,000**	**$4,081,000**

Utility Fund

Engineering & Public Works Carwash Modernization

Request Type: New Project
Lead Department: EPW
Project Type: Roadway Improvement
Project Manager: Mark Rysavy

Location
Engineering and Public Works.

Description
The current car and truck wash at Engineering and Public Works was installed in 2002. Since then, countless repairs have been required to keep the carwash in service. This wash can service vehicles ranging in size from passenger vehicles to the largest of fire trucks. This carwash has spent multiple months out of service in the past several years due to broken parts and supply chain issues. The time has come for a full replacement and modernization. Work would include demolition of all carwash equipment, sandblasting and epoxy painting of the walls, reinstallation of a new automated carwash, and two new high speed overhead doors with full safety features to prevent vehicle strikes.

Project Justification
The carwash is typically out of service for two months of each year due to broken parts that are hard to source. Additionally, with the increasing sizes of vehicles, door impacts are becoming more common due to the lack of door safety features that could prevent these strikes. This project would provide for a modernized car wash system with overhead doors and safety features to protect from unintentional damage in the future. The carwash is not just for dirt, but serves the village plow fleet to remove salt between storms to extend the life of vehicles.

Operating Impacts
A new carwash would provide for less annual maintenance and repairs, and prevent some of the vehicle strikes that have become more common with the increasing sizes of vehicles.

Project Expenses

Phase	FY 26/27	Total
Construction	$262,500	**$262,500**
Total	**$262,500**	**$262,500**

Project Funding

Source	FY 26/27	Total
572 – Utility Fund	$262,500	**$262,500**
Total	**$262,500**	**$262,500**

Utility Fund

Water Valve Replacement Program - Annual

Request Type: Annual Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Ryan Rivard

Location
Various Locations.

Description
This project focuses on replacing broken or non-functioning water valves within the water distribution system. Valve replacements will be included in the annual bidding process alongside the water main replacement program. The exact number of valves replaced each year will depend on unit costs from the bid, with an estimated target of 10–12 valves annually.

Project Justification
The broken or non-functioning valves targeted for replacement are identified through the annual valve exercising program, during which 25% of the water system valves are tested for functionality. This program is essential to ensure that valves operate properly when needed, reducing the impact of water main breaks by limiting the area and number of customers affected. By keeping the valves in optimal condition, the program also minimizes the number of property owners impacted during an outage, as only the necessary valves need to be turned.

Operating Impacts
This approach reduces the time spent locating and turning extra functioning valves, thereby decreasing the number of affected property owners. Although the value of minimizing water outage duration is difficult to quantify, it is a significant benefit, improving service continuity and reducing inconvenience for residents.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Final Design	$11,500	$11,500	$11,500	$11,500	$11,500	**$57,500**
Construction	$175,000	$175,000	$175,000	$175,000	$175,000	**$875,000**
Construction Administration	$11,500	$11,500	$11,500	$11,500	$11,500	**$57,500**
Total	**$198,000**	**$198,000**	**$198,000**	**$198,000**	**$198,000**	**$990,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
572 – Utility Fund	$198,000	$198,000	$198,000	$198,000	$198,000	**$990,000**
Total	**$198,000**	**$198,000**	**$198,000**	**$198,000**	**$198,000**	**$990,000**

Utility Fund

Sewer Analysis – Vital Streets

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location
Various Locations.

Description
This project aims to assess the village's aging storm and sanitary sewer systems, with a focus on corrugated metal pipe (CMP) and asbestos cement pipe (ACP). It will include cleaning and televising pipes to evaluate their condition, followed by necessary rehabilitation or replacement. CMP rehabilitation will depend on the level of deterioration and pipe size. Severely corroded pipes may require full replacement, while sections with point failures can be repaired and lined. The choice of liner type will depend on specific project needs, with certain liners being more suitable based on parameters such as pipe condition and size.

Project Justification
CMP, with a life expectancy of around 35 years, is mostly beyond that limit and shows significant deterioration. ACP, expected to last 50 to 70 years, has also experienced several recent failures, including major repairs at Woodfield Road and Salem Drive. ACP is prone to corrosion from hydrogen sulfide gas, and repairs can be challenging since the pipe becomes brittle, causing failures to extend during repair. The costs of point repairs or replacements are much higher than lining, making it crucial to line segments before they fail.

Operating Impacts
Proactively assessing and rehabilitating sewers will reduce the risk of failures that can lead to flooding or sanitary sewer overflows, including basement backups. Since replacement costs far exceed those of rehabilitation, timely rehabilitation is essential for minimizing capital expenditures.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future	Total
Program/Purchase	$1,090,065	$146,864	$54,368	$36,600	$42,600	$395,400	**$1,765,897**
Total	**$1,090,065**	**$146,864**	**$54,368**	**$36,600**	**$42,600**	**$395,400**	**$1,765,897**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	Future	Total
572 – Utility Fund	$1,090,065	$146,864	$54,368	$36,600	$42,600	$395,400	**$1,765,897**
Total	**$1,090,065**	**$146,864**	**$54,368**	**$36,600**	**$42,600**	**$395,400**	**$1,765,897**

Utility Fund

New Water Service 17 E. Schaumburg Road

Request Type: New Project
Lead Department: EPW

Project Type: Water/Sewer Improvement
Project Manager: Mateusz Pec

Location
17 E. Schaumburg Road, former Family Counseling Center building

Description
This project will replace the water service at the Family Counseling Center. This involves disconnecting the current setup, which is a single tap and service that feeds three buildings: 17 E. Schaumburg Rd. as well as the two buildings to the south that are owned by the Malnati's organization.

Project Justification
The existing water service does not meet current standards. This project will bring the water service up to standards. The new services will also be buried deeper to prevent freezing.

Operating Impacts
Reduce the chances of the water service freezing.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$80,000	-	**$80,000**
Construction	-	$128,500	**$128,500**
Construction Administration	-	$13,000	**$13,000**
Total	**$80,000**	**$141,500**	**$221,500**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$80,000	$141,500	**$221,500**
Total	**$80,000**	**$141,500**	**$221,500**

Utility Fund

Braintree Culvert Gabion Wall Repair

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Mateusz Pec

Location

Braintree Drive Culvert, near 820 S Braintree Drive.

Description

The gabion walls have collapsed into the creek and have remained there. The exposed embankment will continue eroding over time, and so these repairs should be addressed in a timely manner. In addition, the exposed embankment and collapsed gabion walls are located in the back yard of 820 Braintree Drive. They are hazardous when walking by and unsightly.

Operating Impacts

We will be able to remove the barricades within the area, reduce monitoring of the structure, and ensure proper erosion control is present at this creek. If left as is for extended period of time it is possible the adjacent gabion walls will also suffer as a result of nearby erosion and work to remediate them may become necessary.

Project Expenses

Phase	FY 26/27	Total
Final Design	$12,500	**$12,500**
Construction	$75,000	**$75,000**
Construction Administration	$12,500	**$12,500**
Total	**$100,000**	**$100,000**

Project Funding

Source	FY 26/27	Total
572 – Utility Fund	$100,000	**$100,000**
Total	**$100,000**	**$100,000**

Utility Fund

VMF Interior Painting Projects

Request Type: New Project
Lead Department: EPW

Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Vehicle Maintenance Facility at EPW.

Description
The vehicle maintenance facility consists of a large maintenance garage, staff offices and break areas, inventory control and storage, and facilities/building maintenance staff offices and shop. The maintenance garage has been painted once in the past, with paint peeling across the entire ceiling, ductwork and structural members. A few of the offices were painted many years back. Inventory control is all original paint. This facility is in desperate need of interior painting and refresh to meet the Schaumburg standard. A three year phased approach is being proposed as the impact to daily operations will be high during the process. The three phases in order will be the maintenance garage, inventory control offices and storage, and facilities/building maintenance offices and shop.

This building operates with the doors open more than a modern facility because it lacks air conditioning. Operations with open doors makes for more dust, dirt, and debris from outside to come into the building. The building is beyond being able to be cleaned and needs an entire refresh.

Project Justification
Paint is original and peeling - the existing paint is beyond cleaning and requires a refresh.

Operating Impacts
Repainting of the facility will not have an impact on operating costs, but will help with cleaning and the cleanability of the building. Modern epoxy based paint lasts longer and provides a more washable surface.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Construction	$100,000	$30,000	$35,000	**$165,000**
Total	**$100,000**	**$30,000**	**$35,000**	**$165,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
572 – Utility Fund	$100,000	$30,000	$35,000	**$165,000**
Total	**$100,000**	**$30,000**	**$35,000**	**$165,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – N Braintree Drive

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
317 N Braintree Drive.

Description
Replacement of 172 linear foot, 36-inch CMP and use Geopolymer Lining for 823 linear feet of 15-inch CMP.

Project Justification
The closed drainage system at Braintree Drive consists of 172 linear feet of a 36-inch CMP that runs across the east parkway north of 317 North Braintree Drive and discharges into a 4.05-acre freshwater emergent wetland, habit classified as a PEM1C. Then, there is 823 linear feet of a 15-inch CMP that runs south behind the houses from 317 North Braintree Drive to 207 North Braintree Drive, this system connects to a 36-inch RCP that runs perpendicular to the 15-inch CMP and discharges into the freshwater emergent wetland. The overall condition of the 36-inch CMP storm sewer across the east parkway on 317 North Braintree Drive is severe. The invert of the section of CMP from structure MH1070 looking west shows significant flattening. From structure MHG082 looking east, rusting at the waterline was observed along with flattering at the bottom of the pipe. The 15-inch CMP running south behind the houses was found to be in severe condition, as well, with significant corrosion of the pipe, portions of pipe are full of dirt and water with impact damage to pipe wall. Heavy cleaning will be required prior to any rehabilitation method. The pipe was observed to have standing water and debris accounting for approximately 30% of the volume.

Operating Impacts
The recommended improvement is to do full replacement of the 36-inch and use Geopolymer Lining for the 15-inch CMP. The Geopolymer Lining method is the least invasive and disruptive improvement. The 15-inch CMP segment can be accessed through the north side of 317 Braintree Drive and on the end through the south side of 207 Braintree Drive. However, there is a manhole located behind the property of 301 Braintree Drive, which will present access challenges.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$96,000	-	**$96,000**
Construction	-	$960,000	**$960,000**
Construction Administration	-	$96,000	**$96,000**
Total	**$96,000**	**$1,056,000**	**$1,152,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$96,000	$1,056,000	**$1,152,000**
Total	**$96,000**	**$1,056,000**	**$1,152,000**

Utility Fund

Springinsguth Road Reconstruction – Weathersfield Way to Schaumburg Road

Request Type: Continuing Project
Lead Department: Transportation
Project Type: Roadway Improvement
Project Manager: Sidney Kenyon

Location
Springinsguth Road from Weathersfield Way to Schaumburg Road.

Description
This project involves the reconstruction of Springinsguth Road from Weathersfield Way to Schaumburg Road, incorporating a road diet and the construction of a roundabout at the intersection of Springinsguth Road and Weathersfield Way. Additionally, the project will replace 2,800 feet of water main. Currently, this project is listed on NWMC's STP contingency list, but staff is moving forward with preliminary design to better position the project to move into the funded program in the 2026 call for projects. During project design, engineering will coordinate with the IT Department to explore a potential fiber run down Springinsguth.

Project Justification
Portions of the roadway are in poor condition, and the intersection of Springinsguth Road and Weathersfield Way has a troubling history of crashes, with at least 30 incidents recorded, including a significant number involving pedestrians. During Phase I, Staff received concurrence from village Board that a road diet and roundabout were the preferred alternatives for the roadway. The average PCI for this segment of Springinsguth is 53.

Operating Impacts
Upon completion of the work, the road and utility improvements will lead to reduced maintenance costs. The proposed roundabout may result in increased landscaping expenses.

Project Expenses

Phase	FY 26/27	FY 29/30	Total
Final Design	$91,000		**$91,000**
Construction	-	$1,540,000	**$1,540,000**
Construction Administration	-	$231,000	**$231,000**
Total	**$91,000**	**$1,771,000**	**$1,862,000**

Project Funding

Source	FY 26/27	FY 29/30	Total
572 – Utility Fund	$91,000	$1,771,000	**$1,862,000**
Total	**$91,000**	**$1,771,000**	**$1,862,000**

Utility Fund

Priority Sanitary Sewer Rehabilitation – Walnut & Kessel

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location

Walnut (south of Golf Road, west of Barrington Road) Kessel (Jones Road north of Algonquin Road).

Description

This will include flow monitoring, smoke testing, manhole inspection, dyed water flooding, construction design, construction, construction observation, review of CCTV footage, and submittal of the Metropolitan Water Reclamation District (MWRD) annual report to meet the MWRD Inflow and Infiltration Control Program (IICP) requirements.

Project Justification

This program is working toward reducing sanitary sewer overflows (SSOs) and basement backups (BBs). Moving forward, the village will need to continue the same level of investigative and repair efforts at a minimum rate of 2% of the sanitary sewer system (equal to ~5 miles annually).

Operating Impacts

This project will reduce the number of SSOs and BBs during heavy rain events.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Study	-	-	$65,000	**$65,000**
Final Design	$70,000	-	-	**$70,000**
Construction	-	$720,000	-	**$720,000**
Construction Administration	-	$70,000	-	**$70,000**
Total	**$70,000**	**$790,000**	**$65,000**	**$925,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
572 – Utility Fund	$70,000	$790,000	$65,000	**$925,000**
Total	**$70,000**	**$790,000**	**$65,000**	**$925,000**

Utility Fund

Water Main Replacement by EPW Campus

Request Type: New Project
Lead Department: EPW

Project Type: Water/Sewer Improvement
Project Manager: Ogar Somo

Location

Creek west of the Engineering & Public Works Campus.

Description

The project will replace/lower 12" watermain approximately 100 feet at the creek between the EPW campus and Crystal Court. The existing watermain is sitting on grade at the bottom of the creek bed and would need to be lowered approximately 5.5' below grade. The creek would also need to be restored to its original condition once the watermain portion is installed.

Project Justification

The existing location of the water main is not acceptable being at grade and should be replaced/lowered to approximately 5.5' below the creek bed to protect the pipe from freezing temperatures and potential damage.

Operating Impacts

Operational costs and time will be reduced by eliminating the need for frequent repairs to the watermain.

Project Expenses

Phase	FY 26/27	Total
Final Design	$5,000	**$5,000**
Construction	$50,000	**$50,000**
Construction Administration	$5,000	**$5,000**
Total	**$60,000**	**$60,000**

Project Funding

Source	FY 26/27	Total
572 – Utility Fund	$60,000	**$60,000**
Total	**$60,000**	**$60,000**

Utility Fund

Priority Sanitary Sewer Rehabilitation – Bode Lift Station

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location

Subdivisions between Bode Road and Schaumburg Road and just west of Springinsguth east to the subdivision just east of Braintree.

Description

This project will encompass flow monitoring, a Sanitary Sewer Evaluation Study (SSES), construction design, and construction observation, as well as the review and grading of existing Closed-Cricut Television (CCTV) footage. It will also include the submission of annual reports to the Metropolitan Water Reclamation District (MWRD) to comply with the Infiltration and Inflow Control Program (IICP) requirements.

Project Justification

The program aims to reduce sanitary sewer overflows (SSOs) and basement backups (BBs) in compliance with the MWRD Infiltration and Inflow Control Program (IICP). This program mandates that Schaumburg annually review 2% of its 250 miles of sanitary sewer and address any identified deficiencies.

Operating Impacts

This initiative will help reduce the occurrence of sanitary basement backups and sewer overflows during heavy rain events, improving the overall resilience of the sewer system.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$195,280	$50,000	-	-	-	$36,000	**$281,280**
Final Design	$121,250	-	$65,000	$30,000	-	-	**$216,250**
Construction	$1,325,000	-	-	$800,000	$350,000	-	**$2,475,000**
Construction Administration	$104,615	-	-	$70,000	$30,000	-	**$204,615**
Total	**$1,746,145**	**$50,000**	**$65,000**	**$900,000**	**$380,000**	**$36,000**	**$3,177,145**

Project Funding

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
572 – Utility Fund	$1,746,145	$50,000	$65,000	$900,000	$380,000	$36,000	**$3,177,145**
Total	**$1,746,145**	**$50,000**	**$65,000**	**$900,000**	**$380,000**	**$36,000**	**$3,177,145**

Utility Fund

Walnut Force Main Improvement

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Tyler Quattrocchi

Location
Walnut Force Main - From the intersection of Walnut to 725 Ashley Lane (1,050').

Description
The replacement or rehabilitation of sanitary force main to provide continuous sanitary sewer service to all homes upstream of the Walnut lift station basins. The MWRD IICP program of flow metering and remediation has been completed in this area. The IICP program eliminated the most cost effective, largest and most obvious I & I.

Project Justification
In 2013 about 66% of the Walnut force main was replaced during the Walnut Lane Road reconstruction. This final 1,050' of main would complete the force main replacement/rehabilitation for Walnut lift station.

Operating Impacts
This would ensure continuous operation of the lift station without any sewer back-ups due to age and deteriorating pipe.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$50,000	-	**$50,000**
Construction	-	$50,000	**$50,000**
Construction Administration	-	$500,000	**$500,000**
Total	**$50,000**	**$550,000**	**$600,000**

Project Funding

Phase	FY 26/27	FY 27/28	Total
572 – Utility Fund	$50,000	$550,000	**$600,000**
Total	**$50,000**	**$550,000**	**$600,000**

Utility Fund

Priority Sanitary Sewer Rehabilitation – Cedarcrest

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location

This study area is bounded by Aimtree Place to the north, Copperfield Lane to the east, North Braintree Drive to the west, and Wise Road to the south. This area contains 86,091 linear feet of sanitary sewer and 352 sanitary manholes.

Description

This project involves a range of initiatives to fulfill the Metropolitan Water Reclamation District's (MWRD) Inflow and Infiltration Control Program (IICP) requirements. The scope of work includes flow monitoring to track sewer patterns, smoke testing to identify unauthorized stormwater inflow sources, manhole inspections to assess condition and potential inflow points, and dyed water flooding to pinpoint additional inflow sources. The project also encompasses the design and construction of necessary infrastructure improvements, construction observation to ensure quality, a review of closeed circuit television (CCTV) footage for detailed inspections, and the submission of an annual report to MWRD to demonstrate compliance.

Project Justification

This program aims to reduce sanitary sewer overflows (SSOs) and basement backups (BBs) throughout the village. To maintain progress, the village will need to sustain a proactive approach with investigative and repair efforts covering at least 2% of the sanitary sewer system each year, equating to approximately 5 miles annually.

Operating Impacts

This project is designed to reduce the occurrence of sanitary sewer overflows (SSOs) and basement backups (BBs) during heavy rain events.

Project Expenses

Phase	Previous	FY 26/27	FY27/28	FY 28/29	FY 29/30	Total
Study	$180,000	-	-	-	$75,000	**$225,000**
Final Design	-	$45,000	$70,000	-	-	**$115,000**
Construction	-	-	$700,000	$1,500,000	-	**$2,200,000**
Construction Administration	-	-	$65,000	$100,000	-	**$165,000**
Total	**$180,000**	**$45,000**	**$835,000**	**$1,600,000**	**$75,000**	**$2,735,000**

Project Funding

Phase	FY 25/26	FY 26/27	FY27/28	FY 28/29	FY 29/30	Total
572 – Utility Fund	$180,000	$45,000	$835,000	$1,600,000	$75,000	**$2,735,000**
Total	**$180,000**	**$45,000**	**$835,000**	**$1,600,000**	**$75,000**	**$2,735,000**

Utility Fund

Priority Sanitary Sewer Rehabilitation – North Briantree

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location
Braintree Trunk Line - Braintree Drive at Schaumburg Road south to Falmouth Road.

Description
This project encompasses comprehensive efforts to meet the MWRD Inflow and Infiltration Control Program (IICP) requirements. Work includes flow monitoring, smoke testing, manhole inspections, dyed water flooding, construction design, and review of CCTV footage, as well as preparation and submittal of the required annual report to MWRD. Manhole rehabilitation construction and associated engineering are scheduled for completion in FY 25/26, and post-rehabilitation metering is scheduled for FY 26/27.

Project Justification
This program aims to reduce sanitary sewer overflows (SSOs) and basement backups (BBs). To maintain progress, the village will need to continue investigative and repair efforts at a minimum rate of 2% of the sanitary sewer system, which equals approximately 5 miles annually. This ongoing work is essential for addressing infrastructure issues and ensuring reliable service.

Operating Impacts
This project will help reduce the number of sanitary sewer overflows (SSOs) and basement backups (BBs) during heavy rain events, improving system reliability and protecting homes from water damage.

Project Expenses

Phase	Previous	FY 26/27	Total
Study	$60,000	$45,000	**$105,000**
Final Design	$140,000	-	**$140,000**
Construction	$1,543,597	-	**$1,543,597**
Construction Administration	$135,047	-	**$135,047**
Total	**$1,878,644**	**$45,000**	**$1,923,644**

Project Funding

Source	Previous	FY 26/27	Total
572 – Utility Fund	$1,878,644	$45,000	**$1,923,644**
Total	**$1,878,644**	**$45,000**	**$1,923,644**

Utility Fund

Priority Sanitary Sewer Rehabilitation – Walnut Lane Subbasin 5

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Scott Shirley

Location
Subbasin located south of Golf Road, north of Schaumburg Road and east of Barrington Road.

Description
This will include flow monitoring, smoke testing, manhole inspection, dyed water flooding, construction design, construction, construction observation, review of CCTV footage, and submittal of the Metropolitan Water Reclamation District (MWRD) annual report to meet the MWRD Inflow and Infiltration Control Program (IICP) requirements.

Project Justification
This program is working toward reducing sanitary sewer overflows (SSOs) and basement backups (BBs). The South Braintree basin will complete the short-term requirements of the IICP. Moving forward, the village will need to continue the same level of investigative and repair efforts at a minimum rate of 2% of the sanitary sewer system (equal to ~5 miles annually).

Operating Impacts
This will help reduce the number of sanitary basement back-ups and sanitary sewer overflows during heavy rain events.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$40,000	-	-	-	$18,000	**$58,000**
Final Design	-	$40,000	$25,000	-	-	**$65,000**
Construction	-	-	$500,000	$350,000	-	**$850,000**
Construction Administration	-	-	$40,000	$30,000	-	**$70,000**
Total	**$40,000**	**$40,000**	**$565,000**	**$380,000**	**$18,000**	**$1,043,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
572 – Utility Fund	$40,000	$40,000	$565,000	$380,000	$18,000	**$1,043,000**
Total	**$40,000**	**$40,000**	**$565,000**	**$380,000**	**$18,000**	**$1,043,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 416 Tebay Place

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
416 Tebay Place.

Description
This project will focus on addressing 206 linear feet of a 24-inch Corrugated Metal Pipe (CMP) that traverses west across the roadway and continues along the south parkway of 416 Tebay Place. The rehabilitation plan involves the full replacement of the existing 10-inch CMP and the application of Geopolymer lining for the 24-inch CMP. This approach aims to enhance the structural integrity and longevity of the drainage system while minimizing disruption to the surrounding area.

Project Justification
Although not mandated, staff acknowledges that CMP has an estimated useful life of approximately 35 years and should be rehabilitated to ensure effective stormwater conveyance to detention basins, creeks, or rivers within the various watersheds of the village. The overall condition of the 24-inch sewer and the 10-inch sewer at 416 Tebay Place is severely compromised. Inspections reveal significant issues, including extreme pipe corrosion along the waterline, visible pipe damage, minimal deformation, and flattening along the invert. Addressing these problems through rehabilitation is essential to maintaining the integrity of the stormwater management system.

Operating Impacts
The Geopolymer Lining method represents the least invasive and disruptive improvement for this project. Both the 10-inch and 24-inch CMP segments can be easily accessed via the multiuse path at the intersection of Tebay Place and Green River Drive. This access point allows for efficient rehabilitation with minimal disturbance to the surrounding area, ensuring that stormwater management can be restored effectively while minimizing impact on the community.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$33,000	-	**$33,000**
Construction	-	$330,000	**$330,000**
Construction Administration	-	$33,000	**$33,000**
Total	**$33,000**	**$363,000**	**$396,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$33,000	$363,000	**$396,000**
Total	**$33,000**	**$363,000**	**$396,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – Slackline Park

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
Slackline Park is located south of Wise Road and west of South Plum Grove Road.

Description
This project will address the 440 linear feet of the 12-inch CMP segment on Slackline Park located in the parkway and running southeast.

Project Justification
While not mandated, staff recognize that CMP have a useful life of approximately 35 years and should be rehabilitated to ensure storm water is properly conveyed to detention basins, creeks or rivers within the various watersheds located in the village.

Operating Impacts
Rehabilitation of these pipes will improve the conveyance of water leading to a reduction of flooding from failed pipes.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$32,500	-	**$32,500**
Construction	-	$325,000	**$325,000**
Construction Administration	-	$32,500	**$32,500**
Total	**$32,500**	**$357,500**	**$390,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$32,500	$357,500	**$390,000**
Total	**$32,500**	**$357,500**	**$390,000**

Utility Fund

Sidewalk Repair Program

Request Type: Annual Program
Lead Department: EPW
Project Type: Sidewalk Improvement
Project Manager: Richard Evans

Location
Various locations identified through Customer Service Requests.

Description
This is an annual program to replace sidewalk trip hazards and sidewalk drainage issues. With this program, Engineering and Public Works staff will replace the sidewalk in locations that a trip hazard has been reported by a resident or areas selected by village staff.

Project Justification
Sidewalk removal and replacement throughout the village; the locations are CSR based. The amount requested is updated annually based on actual number of CSRs received. Sidewalk replacement activities are not just confined to the Sidewalk Replacement Program; there is also a significant amount of warranted sidewalk replacement on those streets being prioritized for corrective resurfacing and reconstruction.

Operating Impacts
This program will eliminate uneven sidewalk and reduce the village's liability potential for accidents, reducing staff time spent on legal proceedings brought forth over trip and fall cases. In addition, repairing and replacing sidewalk improves drainage, making the sidewalks more accessible.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Construction Administration	$32,500	$32,500	$32,500	$32,500	$32,500	**$162,500**
Total	**$32,500**	**$32,500**	**$32,500**	**$32,500**	**$32,500**	**$162,500**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
572 – Utility Fund	$32,500	$32,500	$32,500	$32,500	$32,500	**$162,500**
Total	**$32,500**	**$32,500**	**$32,500**	**$32,500**	**$32,500**	**$162,500**

Utility Fund

Gray Farm Marsh – Outfall Dredging Improvements

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Tyler Quattrocchi

Location
Gray Farm Marsh.

Description
Gray Farm Marsh, managed by the Schaumburg Park District, is experiencing significant organic material overgrowth, which is obstructing the proper functioning of the village's stormwater system. As a result, street flooding during rain events has become a recurring issue. To address this, the village has dredged the overgrown channels, facilitating improved drainage from the outfalls and reducing the risk of flooding.

Project Justification
The functionality of the village's storm sewers is directly compromised by the organic overgrowth within the marsh. The Schaumburg Park District has expressed that they do not have the funding to maintain this property. Full dredging of the marsh would be extremely expensive. This proposed dredging of channels at the outfall locations would buy time until a more comprehensive rehabilitation of the marsh could be completed.

Operating Impacts
Currently, operating crews visit the outfalls on an annual basis to manually clear some of the organic overgrowth just at the mouth of the outfalls. This project would eliminate this need, saving on labor hours. Additionally, as the flow at the outfall is improved, the sediment buildup within the storm sewers could be addressed. In its current state, the pipes are often filled with water, preventing a thorough cleaning to be completed.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$40,060	-	**$40,060**
Construction	$484,745	$22,725	**$507,470**
Construction Administration	$33,550	$4,300	**$37,850**
Total	**$558,355**	**$27,025**	**$585,280**

Project Funding

Source	Previous	FY 26/27	Total
Other Reimbursement Grant	$558,355	$15,680	**$574,035**
572 – Utility Fund	-	$2,025	**$2,025**
Other Reimbursement	-	$9,320	**$9,320**
Total	**$558,355**	**$27,025**	**$585,380**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 595/591 Coveside Lane

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Mateusz Pec

Location
595/591 Coveside Lane.

Description
An existing storm sewer outfall situated between 595 and 591 Coverside Lane is identified in the GIS as a Reinforced Concrete Pipe (RCP). However, field investigations have confirmed that only a portion of the pipe is RCP, while the remainder is made of Corrugated Metal Pipe (CMP). CCTV inspections reveal that the CMP is in poor condition, exhibiting deterioration and sediment buildup. In response, staff proposes to engage a consultant to conduct a comprehensive condition assessment of this pipe segment. The consultant will be tasked with providing recommendations on whether the 240 feet of pipe should be rehabilitated, replaced, or abandoned in place, with the potential construction of a bypass sewer.

Project Justification
The existing sewer line, which is in poor condition, is situated very close to the foundation of 595 Coverside Lane. There are concerns that if the pipe continues to deteriorate and eventually fails, it could compromise the integrity of the house foundation. This proximity heightens the urgency for assessment and potential remediation to prevent any structural damage to the property.

Operating Impacts
A new or rehabilitated storm sewer will enhance hydraulic performance, significantly reducing the potential for stormwater flooding. Additionally, this improvement will lead to a decrease in the labor hours required from the storm sewer division, allowing for more efficient resource allocation and maintenance activities.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$25,000	-	**$25,000**
Construction	-	$100,000	**$100,000**
Construction Administration	-	$10,000	**$10,000**
Total	**$25,000**	**$110,000**	**$135,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$25,000	$110,000	**$135,000**
Total	**$25,000**	**$110,000**	**$135,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – Crandon Lane

Request Type: Continuing Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Mateusz Pec

Location
Between 1801 and 1805 Crandon Lane.

Description
A storm sewer outfall located between 1801 and 1805 Crandon Lane is in poor condition, with CCTV investigations revealing deteriorating CMP and visible pipe failures. BLA inc was consulted to assess various sections of CMP within the village, including Crandon Drive. The pre-final assessment has determined the CMP is in poor condition and is proposed to be rehabilitated.

Project Justification
The existing sewer line which travels within the property of 1805 Crandon Lane, is in poor condition, raising concerns that further deterioration could lead to pipe failure and potentially compromise the flow and portions of the property. Action is recommended to assess and address the condition to prevent any further damage.

Operating Impacts
A new or rehabilitated storm sewer will improve hydraulic performance, reducing the risk of stormwater flooding. This enhancement will also lower the labor hours required from the storm sewer division for maintenance and emergency repairs.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$20,000	-	**$20,000**
Construction	-	$250,000	**$250,000**
Construction Administration	-	$25,000	**$25,000**
Total	**$20,000**	**$275,000**	**$295,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$20,000	$275,000	**$295,000**
Total	**$20,000**	**$275,000**	**$295,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 306 Wickham Drive

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
306 Wickham Drive.

Description
This project will rehabilitate 135 linear feet of a 15-inch CMP that runs west across the north parkway of 306 Wickham Drive. The rehabilitation method for this storm sewer will be full replacement.

Project Justification
Based on the CMP Assessment completed by BLA, the overall condition of Wickham Drive 15-inch sewer is severe. Excessive corrosion of the pipe material was observed with small dents but appears structurally sound.

Operating Impacts
Rehabilitation of these pipes will improve the conveyance of water leading to a reduction of flooding from failed pipes.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$16,000	-	**$16,000**
Construction	-	$160,000	**$160,000**
Construction Administration	-	$16,000	**$16,000**
Total	**$16,000**	**$176,000**	**$192,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$16,000	$176,000	**$192,000**
Total	**$16,000**	**$176,000**	**$192,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 931 Royal Court

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
931 Royal Court.

Description
Rehabilitate the storm sewer using PVC Segmental Slip lining. This method would reduce the diameter but also reduces the manning friction coefficient allowing it to maintain capacity.

Project Justification
The overall condition of the 12-inch CMP storm sewer across the west parkway and between the two houses is severe. The end section of the storm sewer is missing half the pipe material, allowing for soil and material to be observed. Extreme distortion and extreme impact to pipe wall also exist.

Operating Impacts
Property fence removal and easements will be required to access the location to perform work. However, the Park District will be installing gabion baskets to prevent erosion of the pond bank behind the properties, if installed prior to improvements, access from Park District is feasible and no easements from residential property will be required to access through the private properties.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$15,500	-	**$15,500**
Construction	-	$180,000	**$180,000**
Construction Administration	-	$18,000	**$18,000**
Total	**$15,500**	**$198,000**	**$213,500**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$15,500	$198,000	**$213,500**
Total	**$15,500**	**$198,000**	**$213,500**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 1924 James Court

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
1924 James Court.

Description
This project will rehabilitate 113 linear feet of 10-inch CMP storm sewer that runs south under the existing multiuse path and discharges into a 15.6-acre freshwater emergent wetland.

Project Justification
Per BLA's completed CMP Assessment, the condition of the 10-inch sewer is severe. The storm sewer was found to be full of water, and excessive corrosion of pipe material was observed in the visible section of pipe. The replacement method for this storm sewer will be full replacement.

Operating Impacts
Rehabilitation of these pipes will improve the conveyance of water leading to a reduction of flooding from failed pipes.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$14,500	-	**$14,500**
Construction Administration	-	$14,500	**$14,500**
Construction	-	$145,000	**$145,000**
Total	**$14,500**	**$159,500**	**$174,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 – Utility Fund	$14,500	$159,500	**$174,000**
Total	**$14,500**	**$159,500**	**$174,000**

Utility Fund

CMP Storm Sewer Replacement/Rehabilitation – 1508 Willow Road

Request Type: New Project
Lead Department: EPW
Project Type: Water/Sewer Improvement
Project Manager: Brent McQueen

Location
1508 Willow Road- located east of North Meacham Road and south of East Higgins Road.

Description
This project will focus on the rehabilitation of 66 linear feet of a 24-inch Corrugated Metal Pipe (CMP) that connects to an 18-inch Reinforced Concrete Pipe (RCP) to the north and a 32-inch PVC pipe to the south. The proposed rehabilitation method involves the complete replacement of the existing CMP. This approach is essential to ensure the proper functioning of the storm sewer system and to enhance its capacity for effective stormwater management. Due to size, the project could be combined with other CIP projects to achieve pricing benefits.

Project Justification
The overall condition of the 24-inch sewer at 1508 Willow Road is severe, exhibiting significant corrosion of the pipe material and damage due to abrasion. Additionally, there are concerns regarding the connection between the 24-inch CMP and the 18-inch Reinforced Concrete Pipe (RCP), which may further compromise the stormwater management system. Addressing these issues through rehabilitation is crucial for maintaining the integrity and functionality of the sewer system.

Operating Impacts
This location is situated within an open grass area, allowing for easy access to the site. This accessibility facilitates the rehabilitation process, minimizing disruption to the surrounding environment and ensuring that the necessary repairs can be carried out efficiently and effectively.

Project Expenses

Phase	FY 26/27	FY 27/28	Total
Final Design	$7,000	-	**$7,000**
Construction	-	$70,000	**$70,000**
Construction Administration	-	$7,000	**$7,000**
Total	**$7,000**	**$77,000**	**$84,000**

Project Funding

Source	FY 26/27	FY 27/28	Total
572 - Utility Fund	$7,000	$77,000	**$84,000**
Total	**$7,000**	**$77,000**	**$84,000**

Building Replacement Fund (680)

The Building Replacement Fund supports projects that maintain, upgrade, or replace critical building systems and facility components at village-owned properties. Many of the improvements funded through this program address aging infrastructure that has reached the end of its useful life, ensuring that village facilities remain safe, functional, and efficient.

In FY 26/27, $25.7 million is programmed in the Building Replacement Fund, with the majority of this investment focused on the construction of the new Village Hall and the new Police Station—two cornerstone projects that will significantly improve service delivery. In FY 25/26, the existing Village Hall was demolished and final design for the new facility was completed. During construction, Village Hall operations have temporarily relocated to 1000 Woodfield Road. The new Village Hall is expected to open in Fall 2026, providing a modern and efficient civic facility for both residents and staff.

Once the new Village Hall is complete, operations at 1000 Woodfield Road will conclude, and the building will be demolished to prepare the site for the new Police Station. Final design for the Police Station will take place in FY 26/27, with construction anticipated to begin in FY 27/28. This project represents a significant long-term investment in modernizing and strengthening the village's public safety infrastructure.

In the later years of the Capital Improvement Plan (CIP), the village will also advance design work for the expansion of Fire Station 51 and renovations to the Fire Station 54 Training Center. The timing and scope of these projects may be further refined based on the results of the Fire Station Location Study, which is expected to be completed in FY 25/26.



Construction progress of the New Village Hall as of October 2025

Building Replacement Fund (FY 26/27 – FY 30/31)

Project	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
New Village Hall	$22,742,731	$0	$0	$0	$0
New Police Station	$1,753,500	$36,649,600	$60,327,000	$0	$0
Underground Storage Tank Replacement	$348,837	$0	$0	$0	$0
Overhead Door Modernizations	$266,000	$350,000	$56,000	$0	$0
Engineering and Public Works Carwash Modernization	$262,500	$0	$0	$0	$0
Prairie Center Elevator Modernization	$220,500	$0	$0	$0	$0
VMF Interior Painting Project	$100,000	$30,000	$35,000	$0	$0
Parking Lot Improvements	$48,000	$0	$0	$2,500	$165,000
Salt Conveyor and Pit Replacement	$33,000	$0	$0	$0	$0
Facilities Assessment	$0	$0	$0	$0	$200,000
Fire Station 51 - Headquarters Expansion Project	$0	$0	$625,000	$7,160,000	$0
Fire Station 53 - Roof Replacement	$0	$0	$275,000	$0	$0
Fire Station 54 - Training Center Renovation	$0	$0	$85,000	$85,000	$2,020,000
Total	**$25,775,068**	**$37,029,600**	**$61,403,000**	**$7,247,500**	**$2,385,000**

Funding Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31
680 - Building Replacement	$25,775,068	$37,029,600	$61,403,000	$7,247,500	$2,385,000
Total	**$25,775,068**	**$37,029,600**	**$61,403,000**	**$7,247,500**	**$2,385,000**

Building Replacement Fund

New Village Hall

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
101 Schaumburg Court.

Description
This project involves the construction of a new Village Hall on the existing village municipal grounds, designed to accommodate approximately 80,000 square feet of building space, including the basement. The facility will include dedicated parking for staff members and maintain visitor parking in the existing south parking lot. The new entrance will be on the south and will ensure adequate accessibility and convenience for all users. This new Village Hall aims to enhance the functionality and aesthetic appeal of the municipal grounds while providing improved services to the community.

Project Justification
Currently, Village Hall operations are housed temporarily at 1000 E. Woodfield Road while the new Village Hall is under construction at 101 Schaumburg Court. Construction of the new Village Hall is expected to be completed in late 2026 depending on weather and supply chain factors.

Operating Impacts
The temporary Village Hall has required more maintenance than the old AMC. Once the new Village Hall is completed, staff expects overall building maintenance to be equal to or greater than the old AMC. Newer mechanical, electrical, and plumbing systems require more frequent filter changes and maintenance to ensure they last through the full life cycles.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$1,941,140	-	**$1,941,140**
Construction	$25,000,000	$22,572,500	**$47,572,500**
Construction Administration	$316,129	$170,231	**$486,360**
Total	**$27,257,269**	**$22,742,731**	**$50,000,000**

Project Funding

Phase	Previous	FY 26/27	Total
680 – Building Replacement Fund	$27,257,269	$22,742,731	**$50,000,000**
Total	**$27,257,269**	**$22,742,731**	**$50,000,000**

Building Replacement Fund

New Police Station

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
1000 Woodfield Road.

Description
This project entails the construction of a new Public Safety Facility, designed to encompass approximately 121,000 square feet. The facility will feature secured parking for 138 staff members, as well as provisions for at least 70 indoor parking spaces and 100 visitor spaces. This state-of-the-art facility aims to enhance public safety operations while providing a secure and efficient environment for both staff and the community. The design will prioritize functionality, accessibility, and safety, ensuring that the facility meets the growing needs of public safety services in the area.

Project Justification
Police operations are currently based at the Martin J. Conroy Police Center, located at 1000 W. Schaumburg Road. This facility covers a total area of 74,780 square feet across two levels. Originally constructed in 1976, the building has undergone two significant expansions, one in 1989 and another in 2003, along with various interior renovations and improvements to accommodate the evolving needs of police operations. Despite the village's attentive care and ongoing stewardship, the facility, now 46 years old, faces increasing maintenance challenges and limitations that hinder operational efficiency. As demands on public safety continue to grow, the need for a modern and adequately sized Public Safety Facility has become critical to support effective law enforcement and community safety efforts.

Operating Impacts
The current facility is anticipated to require increasing repair expenditures in the coming years. As the facility ages, the need for maintenance and updates will grow. This underscores the importance of developing a new Public Safety Facility that can adequately meet the needs of the police department and the community it serves.

Project Expenses

Phase	Previous	FY 26/27	FY 27/28	FY 28/29	Total
Preliminary Design	$725,000	-	-	-	**$725,000**
Final Design	$724,800	$1,753,500	-	-	**$2,478,300**
Construction	-	-	$36,249,600	$59,825,000	**$96,074,600**
Construction Administration	-	-	$400,000	$502,000	**$902,000**
Total	**$1,449,800**	**$1,753,500**	**$36,649,600**	**$60,327,000**	**$100,179,900**

Project Funding

Source	Previous	FY 26/27	FY 27/28	FY 28/29	Total
680 – Building Replacement	$725,000	$1,753,500	$36,649,600	$60,372,000	**$100,179,900**
Total	**$1,449,800**	**$1,753,500**	**$36,649,600**	**$60,372,000**	**$100,179,900**

Building Replacement Fund

Underground Storage Tank Replacement

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Brian Rafferty

Location
Fuel Island at Engineering and Public Works 714 S. Plum Grove Road.

Description
The two unleaded underground storage tanks (USTs), each with a 10,000 gallon capacity and built in 1986 and 1990, along with the diesel UST with a 20,000 gallon capacity (also built in 1990), are all over 30 years old and due for replacement.

Project Justification
Insurance premiums increase once tanks exceed 30 years in age. Additionally, older tanks pose a higher risk of issues, potentially leading to costly repairs. Replacing the tanks will mitigate these risks and help control insurance costs.

Operating Impacts
Although monthly inspections and annual line testing by a certified contractor are conducted on the USTs, there are concerns that as the tanks continue to age, they will require more maintenance and repairs. Given that all the tanks are over 30 years old, staff anticipates increased insurance costs and challenges in finding carriers willing to provide coverage.

Project Expenses

Phase	Previous	FY 26/27	Total
Preliminary Design	$10,000	-	**$10,000**
Construction	$112,260	$336,780	**$449,040**
Construction Administration	$4,019	$12,057	**$16,076**
Total	**$126,279**	**$348,837**	**$475,116**

Project Funding

Phase	Previous	FY 26/27	Total
680 – Building Replacement Fund	$126,279	$348,837	**$475,116**
Total	**$126,279**	**$348,837**	**$475,116**

Building Replacement Fund

Overhead Door Modernizations

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Engineering and Public Works, All Fire Departments.

Description
Overhead doors are an annual maintenance item for EPW to complete. As the doors age, they break more frequently, costing more in maintenance. These doors also lack modern safety features to prevent vehicle strikes, like full edge sensors and strip notification lights for safety purposes. This item would upgrade full doors and operators at the VMF with new safety features, sensors and safety lights at EPW Building A, and operators, sensors, and safety lights at all fire stations. The VMF doors are all original to the building and are starting decay, which requires full replacement. The EPW Building A doors and operators were new in 2020, but have outdated technology for sensors and no safety lights. All fire stations have doors in good condition, but require new operators and safety equipment. A three year implementation program is being proposed to address Fire Department doors first (19 doors), the VMF in year 2 (20 doors), and the EPW Building A doors (16 doors) in year 3.

Project Justification
Due to the age of the VMF doors, and lack of safety lights and sensors at all doors, this item aims to modernize the overhead doors that are used for vehicular access throughout the village. These doors are a threat to vehicle strikes due to the unique shape and size of the many vehicles in the village fleet. Full edge sensors will prevent vehicle strikes from all vehicles, while the safety lights will flash red when the door is in motion and green when it is safe to travel.

Operating Impacts
The new safety technology, doors, and operators should reduce the annual replacement costs of the overhead door contract.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Construction	$266,000	$350,000	$56,000	**$672,000**
Total	**$266,000**	**$350,000**	**$56,000**	**$672,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 27/28	Total
680 - Building Replacement Fund	$266,000	$350,000	$56,000	**$672,000**
Total	**$266,000**	**$350,000**	**$56,000**	**$672,000**

Building Replacement Fund

Engineering and Public Works Carwash Modernization

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Engineering and Public Works.

Description
The current car and truck wash at Engineering and Public Works was installed in 2002. Since then, countless repairs have been required to keep the carwash in service. This wash can service vehicles ranging in size from passenger vehicles to the largest of fire trucks. This carwash has spent multiple months out of service in the past several years due to broken parts and supply chain issues. The time has come for a full replacement and modernization. Work would include demolition of all carwash equipment, sandblasting and epoxy painting of the walls, reinstallation of a new automated carwash, and two new high speed overhead doors with full safety features to prevent vehicle strikes.

Project Justification
The carwash is typically out of service for two months of each year due to broken parts that are hard to source. Additionally, with the increasing sizes of vehicles, door impacts are becoming more common due to the lack of door safety features that could prevent these strikes. This project would provide for a modernized car wash system with overhead doors and safety features to protect from unintentional damage in the future. The carwash is not just for dirt, but serves the village plow fleet to remove salt between storms to extend the life of vehicles.

Operating Impacts
A new carwash would provide for less annual maintenance and repairs, and prevent some of the vehicle strikes that have become more common with the increasing sizes of vehicles.

Project Expenses

Phase	FY 26/27	Total
Construction	$262,500	$262,500
Total	**$262,500**	**$262,500**

Project Funding

Source	FY 26/27	Total
680 - Building Replacement Fund	$262,500	$262,500
Total	**$262,500**	**$262,500**

Building Replacement Fund

Prairie Center Elevator Modernization

Request Type: Continuing Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Prairie Center for the Arts (201 Schaumburg Court).

Description
The project involves modernizing the existing elevator at the Prairie Center to enhance its functionality and safety. This upgrade will address outdated components and improve overall performance, ensuring reliable access for all users. The modernization will include updates to the mechanical systems, control panels, and safety features, which will reduce downtime and maintenance costs. Additionally, enhancing the elevator's efficiency and user experience aligns with the village's commitment to providing accessible facilities for the community. This project is essential for maintaining operational standards and ensuring that the Prairie Center remains a welcoming environment for visitors and staff alike.

Project Justification
The existing elevator at the Prairie Center is over 35 years old and has been identified as past its anticipated useful life in the 2019 Facility Assessment. This modernization project is crucial to enhance safety and compliance with current standards, particularly regarding ADA regulations. Key upgrades will include the installation of a compliant hands-free phone and the replacement or refurbishment of essential components to ensure safe conditions and smooth operation. By investing in this project, the village aims to extend the elevator's functionality for an additional 15-20 years, improving accessibility and user experience for all visitors to the Prairie Center.

Operating Impacts
While the existing elevator at the Prairie Center has only faced minor issues in recent years, staff anticipates an increase in problems as components reach the end of their life cycle. This modernization project will proactively address potential failures and significantly reduce repair costs associated with the aging system, which are expected to rise to less than $1,000 annually for minor repairs. By investing in this upgrade now, the village can mitigate future repair expenses and ensure reliable elevator service for the next 15-20 years, enhancing overall operational efficiency and user satisfaction.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$10,500	-	**$10,500**
Construction	-	$220,500	**$220,500**
Total	**$10,500**	**$220,500**	**$231,000**

Project Funding

Source	Previous	FY 26/27	Total
680 - Building Replacement Fund	$10,500	$220,500	**$231,000**
Total	**$10,500**	**$220,500**	**$231,000**

Building Replacement Fund

VMF Interior Painting Project

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Mark Rysavy

Location
Vehicle Maintenance Facility at EPW.

Description
The vehicle maintenance facility consists of a large maintenance garage, staff offices and break areas, inventory control and storage, and facilities/building maintenance staff offices and shop. The maintenance garage has been painted once in the past, with paint peeling across the entire ceiling, ductwork and structural members. A few of the offices were painted many years back. Inventory control is all original paint. This facility is in desperate need of interior painting and refresh to meet the Schaumburg standard. A three year phased approach is being proposed as the impact on daily operations will be high during the process. The three phases in order will be the maintenance garage, inventory control offices and storage, and facilities/building maintenance offices and shop.

This building operates with the doors open more than a modern facility because it lacks air conditioning. Operations with open doors make for more dust, dirt, and debris from outside to come into the building. The building is beyond being able to be cleaned and needs an entire refresh. In comparison to other villages, this facility is well behind the quality and capabilities of others.

Project Justification
Paint is original and peeling - the existing paint is beyond cleaning and requires a refresh.

Operating Impacts
Repainting of the facility will not have an impact on operating costs, but will help with cleaning and the cleanability of the building. Modern epoxy based paint lasts longer and provides a more washable surface.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	Total
Construction	$100,000	$30,000	$35,000	**$165,000**
Total	**$100,000**	**$30,000**	**$35,000**	**$165,000**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	Total
680 - Building Replacement Fund	$100,000	$30,000	$35,000	**$165,000**
Total	**$100,000**	**$30,000**	**$35,000**	**$165,000**

Building Replacement Fund

Parking Lot Improvements

Request Type: Annual Program
Lead Department: EPW
Project Type: Parking Lot Improvement
Project Manager: Joseph Velna

Location
Parking lots at various village facilities.

Description
The village operates 26 facilities with parking lots, and this annual program focuses on preventive and rehabilitation maintenance. It includes resurfacing, crack filling, patching, seal coating, and surface preservation to extend the pavement's life and defer costly reconstruction.

FY 26/27: Well #15 (sealcoat), Fire 51(sealcoat), Fire 52 (sealcoat), Fire 53 (sealcoat), Fire 54 (sealcoat), Public Safety Front Lot (sealcoat), Public Safety Rear Lot (sealcoat), Trickster Lot (sealcoat), Public Works-Upper Employee Lot (sealcoat), Parking Lot Contition Assessment.

FY27/28: Sch. Baseball Parking Lot (design), Sch. Baseball Employee Lot (design)

FY28/29: Sch. Baseball Employee Lot (resurfacing), Sch. Baseball Parking Lot (resurfacing)

FY29/30: Sch. Baseball Employee Lot (Reclamite), Sch. Baseball Parking Lot (Reclamite)

FY30/31: EPW Rear Lot

Project Justification
Maintaining village properties to the same standard as other commercial and institutional properties is essential. Without timely upkeep, costly reconstruction may become necessary.

Operating Impacts
These preventative maintenance activities and resurfacings extend the useful life expectancy of the parking lot structure and reduces the operating impacts to the village's in-house staffing.

Project Expenses

Phase	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
Study	$48,000	-	-	-	-	-
Final Design	-	$47,000	-	-	-	**$47,000**
Construction	$50,000		$845,000	$5,000	$300,000	**$920,000**
Construction Administration	$5,000		$8,450	$5,000	$30,000	**$15,850**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

Project Funding

Source	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	Total
238 – Old Schaumburg Center	$2,000	-	-			**$2,000**
440 – General CIP	$53,000	-	-	-		**$53,000**
526 – Ballpark Fund	-	$47,000	$853,450	$5,000		**$905,450**
572 – Utility Fund	-	-	-	$2,500	$165,000	**$167,500**
680 – Building Replacement Fund	$48,000	-	-	$2,500	$165,000	**$215,500**
Total	**$103,000**	**$47,000**	**$853,450**	**$10,000**	**$330,000**	**$1,343,450**

Building Replacement Fund

Salt Conveyor and Pit Replacement

Request Type: New Project
Lead Department: EPW
Project Type: Building Improvement
Project Manager: Justin Briski

Location
Salt Dome and existing pit behind EPW, 714 S. Plum Grove Road.

Description
The salt conveyor at the EPW yard is in need of replacement. Staff is proposing to replace the existing unit along with the associated pit to ensure reliable, efficient salt handling and maintain safe winter operations.

Project Justification
The current salt conveyor is operable, but in poor condition. Rollers and motors have been repaired as necessary to enable the conveyor to last a few more years, but the conveyor breaks easily and requires replacement.

Operating Impacts
Without a working conveyor, staff needs to store salt in the cold storage area which prevents operations from using these bins. This also creates the need for staff to handle the salt numerous times, causing an increase in time needed to load salt trucks.

Project Expenses

Phase	Previous	FY 26/27	Total
Final Design	$17,000	-	**$17,000**
Construction Administration	-	$33,000	**$33,000**
Total	**$17,000**	**$33,000**	**$50,000**

Project Funding

Source	Previous	FY 26/27	Total
680 - Building Replacement Fund	$17,000	$33,000	**$50,000**
Total	**$17,000**	**$33,000**	**$50,000**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements
01/13/26
Village Board

Presenter: Rachel Applegate, Transportation Planner
Lead Department: Transportation

Account(s):	Budget:	Expense Request:
4409010-7451, 25017 10-110	$150,000 (FY2026)	$427,378.89
4409010-7451, 25017 10-110	$230,000 (FY2027)	
4400165-5452, 24019 10-110	$137,196.97	

Executive Summary:

Project Overview
The Higgins Road Bike Path project spans approximately 1.75 miles between Roselle Road and Glen Lake Road and will replace the existing 5-foot sidewalk on the north side of Higgins Road with a 10-foot multi-use path. The project serves as a key link within the regional bicycle network and is identified as a Priority Corridor in the Northwest Municipal Conference Bicycle Plan. When complete, the improvements will contribute to an approximately 4.25-mile continuous bicycle facility extending from Martingale Road on the east to Glen Lake Road on the west.

In December 2025, the Village Board approved the Phase I Preliminary Engineering professional services agreement for the Higgins Road (IL-72) Bike Path Improvements project in the amount of $427,378.89. As part of this project, staff has been coordinating with the Village of Hoffman Estates to develop an Intergovernmental Agreement (IGA) based on each municipality's proportionate share of the proposed path within their respective municipal boundaries.

IGA Discussion
The project limits extend through both Schaumburg and Hoffman Estates. As a result, the two municipalities have coordinated to ensure continuity of design, jurisdictional clarity, and a consistent approach to achieve the necessary Phase I clearances and obtain design approval. An IGA is necessary to formalize the cost share arrangement and define each municipality's responsibilities for Phase I Preliminary Engineering.

Staff evaluated the distribution of the proposed multi-use path and determined the proportional path length located within each municipality. The attached map illustrates the project corridor with each municipality's jurisdictional share. Of the 9,600 total linear footage of bike path, 6,585 feet are located within the Village of Schaumburg, leaving 3,015 feet within the Village of Hoffman Estates. The

proposed Intergovernmental Agreement establishes a cost share for Phase I Preliminary Engineering commensurate with each municipality's jurisdictional share of the project corridor. Under the agreement, the Village of Hoffman Estates will contribute 31.4% of the total project cost, totaling $137,196.97. The Village of Schaumburg will be responsible for the remaining cost of $293,181.92. The Village of Schaumburg will act as the lead agency for Phase I Preliminary Engineering.

Village of Hoffman Estates staff have reviewed the agreement and communicated that the proposed Intergovernmental Agreement would be scheduled for review by their Transportation and Road Committee and Village Board in January. Hoffman Estates staff have already participated in project meetings with Transportation Department staff and the consultant, and the project team has committed to continued engagement throughout the course of the project.

The proposed Intergovernmental Agreement includes only the Phase I Preliminary Engineering portion of the project. Staff will continue coordination with the Village of Hoffman Estates regarding future phases, including Phase II Final Design, Phase III Construction Engineering, construction, and grant funding opportunities. The collaboration with the Village of Hoffman Estates also strengthens the project's competitiveness for federal grant programs, including the Illinois Transportation Enhancement Program (ITEP) and Congestion Mitigation and Air Quality (CMAQ) funding.

Recommended Action:

The Village Manager recommends that the Transportation Committee recommend the Village Board authorize the Village President and Village Clerk to execute an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, and approve the required Resolution.

ATTACHMENTS:

- Resolution
- Intergovernmental Agreement
- Exhibit A - RFP
- Exhibit B - Estimated Cost of Work
- Exhibit C - Project Location Map

RESOLUTION NO. R-26-_____

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT AND VILLAGE CLERK TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE VILLAGE OF HOFFMAN ESTATES FOR PHASE I PRELIMINARY ENGINEERING FOR THE HIGGINS ROAD (IL-72) BIKE PATH PROJECT FROM ROSELLE ROAD TO GLEN LAKE ROAD

WHEREAS, the Transportation, Finance Departments, and Legal have reviewed the appropriate sections of the agreement marked Attachment "A" attached hereto; and

WHEREAS, The Transportation Committee of the Village of Schaumburg has recommended that the Village of Schaumburg authorize the Village President and Village Clerk to execute an intergovernmental agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering for Higgins Road Bike Path; and

WHEREAS, it is in the best interests of the Village of Schaumburg to execute an intergovernmental agreement for Spring South Road.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village President and the Village Clerk are hereby authorized to approve the intergovernmental agreement with Village of Hoffman Estates.

SECTION TWO: That the Village President and the Village Clerk be and hereby are authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGE OF SCHAUMBURG AND THE VILLAGE OF HOFFMAN ESTATES RELATED TO THE HIGGINS ROAD (IL-72) BIKE PATH PROJECT FROM ROSELLE ROAD TO GLEN LAKE ROAD

This INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into this _____ day of _____, 2025, by and between THE VILLAGE OF SCHAUMBURG, (hereinafter called "Schaumburg"), and THE VILLAGE OF HOFFMAN ESTATES, (hereinafter called "Hoffman Estates") individually referred to as "Party", and collectively referred to as "Parties".

WITNESSETH:

WHEREAS, Schaumburg and Hoffman Estates are Illinois Municipal Corporations with the constitutional and statutory power to enter into intergovernmental agreements; and

WHEREAS, Schaumburg and Hoffman Estates have determined that improvements are necessary for the Higgins Road Bike Path between Roselle Road and Glen Lake Road (hereinafter the "Project"), with Higgins Road being within the corporate boundaries of each Party, in part. The property line at the juncture to the Parties' respective jurisdictions shall be referred to as the "Work Boundary"; and

WHEREAS, the Project is planned to proceed in Phases; and

WHEREAS, Schaumburg and Hoffman Estates desire to work jointly to complete Phase I Preliminary Engineering of the Project in conformance with the terms of this Agreement; and

WHEREAS, Phase I of the Project includes the engineering required to complete construction of a shared use path between Roselle Road and Glen Lake Road and will also consider drainage, lighting, safety, and accessibility improvements; and

WHEREAS, Schaumburg and Hoffman Estates agree to cooperate on Phase I of the Project to complete its Phase I goals in an efficient and timely manner subject to their respective budgeting constraints; and

WHEREAS, Schaumburg and Hoffman Estates desire to share the costs of completing the Phase I engineering work;

NOW, THEREFORE, in consideration of the aforementioned recitals and the mutual covenants contained herein, the PARTIES hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are incorporated into this Agreement as if fully set forth herein as representing the intent of the Parties and as substantive provisions.

SECTION 2. PROJECT OBLIGATIONS

A. **Higgins Road Bike Path Project Phase I Work.** For purposes of this Agreement, the Higgins Road Bike Path Project Phase I Work ("Work") shall include all engineering services as set forth in the *Higgins Road Bike Path Improvements (Roselle Road to Glen Lake Road) Request for Proposal for Phase I Engineering Services,* dated September 10, 2025, and attached hereto as **Exhibit A.**

B. **Engineering Services.** Schaumburg has solicited proposals and entered into a contract with the engineering consultant Civiltech Engineering, Inc., for the Work in the amount of $427,378.89. Hoffman Estates agrees that any Schaumburg prequalified engineer is qualified to perform the Work. The Parties shall attend all Project meetings and provide joint coordination of public notification of scope, timing, and duration of the Project, as appropriate. The Parties shall each review and make final decisions on all aspects of the Work that fall within their jurisdiction. Each Party shall have the final determination of all aspects of the Project to be included in their jurisdiction but shall notify the other Party of their decisions especially if there is an impact to the other Party's portion of the Work. The Parties shall jointly review the Work deliverables regarding all aspects of the Project that fall within their jurisdiction and address comments to reach design approval.

C. **Reimbursement.** The overall estimated cost of the Work is $427,378.89, as indicated on **Exhibit B**, attached hereto, and will be divided proportionately between Schaumburg and Hoffman Estates, as indicated on **Exhibit C**. Hoffman Estates shall reimburse Schaumburg for thirty-one and four-tenths percent (31.4%) of the actual cost of the Work, not to exceed an estimated amount of $134,196.97 unless otherwise approved in writing by the Parties.

Hoffman Estates shall make quarterly reimbursement payments to Schaumburg based on Hoffman Estates' proportionate share of the Work costs incurred during each quarter. Quarterly invoices shall be issued by Schaumburg following the close of each fiscal quarter in accordance with Schaumburg's fiscal year, defined as follows:

a. **Q1:** May, June, July
b. **Q2:** August, September, October
c. **Q3:** November, December, January
d. **Q4:** February, March, April

Each quarterly payment shall be due within thirty (30) days of Hoffman Estates' receipt of Schaumburg's invoice and shall be paid in accordance with the Local Government Prompt Payment Act. Schaumburg shall provide reasonable supporting documentation with each invoice reflecting the Work performed during the applicable quarter.

Final reconciliation of costs shall occur upon Schaumburg's approval of the engineer's final invoice. Any remaining balance owed by Hoffman Estates shall be paid within thirty (30) days of invoicing, and any overpayment shall be credited or refunded as appropriate.

D. **Change Order.** All change orders for the Work must be approved in writing by both Parties. The distribution of the cost related to each change order will be mutually agreed upon in writing by both Parties prior to proceeding with any work outside of the original scope of the contract. This provision in no way obligates any Party to approve any change order if that Party has determined it is not in its best interests to approve such change order. In the event that one Party desires to approve a change order and one Party opposes that same change order, the approving Party may approve the change order without the consent of the opposing Party, but only if that approving Party agrees to solely pay for all costs associated with the change order.

E. **Phase II and Phase III Construction and Construction Engineering.** This Agreement does not apply to Phase II Final Design or Phase III Construction or Construction Engineering. This Agreement in no way obligates the Parties to undertake any further phase of the Project or participate in further cost sharing related to the Project.

SECTION 3. GENERAL PROVISIONS

A. It is understood and agreed that this is an Agreement between Schaumburg and Hoffman Estates.

B. It is understood and agreed that this Agreement constitutes the complete and exclusive statement of the agreement of the Parties relative to the subject matter hereof and supersedes all previous oral and written proposals, negotiations, representations, or understandings concerning such subject matter.

C. Wherever in this Agreement approval or review by Schaumburg or Hoffman Estates is provided for, said approval or review shall not be unreasonably delayed or withheld.

D. This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.

E. This Agreement may only be modified by written modification executed by duly authorized representatives of the Parties hereto.

F. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and approved assigns.

G. The descriptive headings used in this Agreement are for convenience only and shall not control or affect the meaning or construction of any of the provisions hereof.

H. The failure by Schaumburg or Hoffman Estates to seek redress for violation of or to insist upon the strict performance of any condition or covenant of this Agreement shall not constitute a waiver of any such breach or subsequent breach of such covenants, terms, conditions, rights and remedies. No provision of this Agreement shall be deemed waived by Schaumburg or Hoffman Estates unless such provision is waived in writing.

I. The Parties shall consult and negotiate with each other in good faith to address and resolve any concerns raised by the Parties with respect to the Work of the Project.

J. It is agreed that the laws of the State of Illinois shall apply to this Agreement and that, in the event of litigation, venue shall lie in Cook County, Illinois.

K. The Parties shall at all times observe and comply with all laws, ordinances, rules or regulations of the Federal, State, County and local governments, as amended from time to time, which may in any manner affect the performance of this Agreement.

L. All written reports, notices and other communications related to this Agreement shall be in writing and shall be personally delivered, mailed via certified mail, overnight mail delivery, or electronic mail delivery to the following persons at the following addresses:

To HOFFMAN ESTATES:
The Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, Illinois 60169
Attn: Jennifer Horn

To SCHAUMBURG :
The Village of Schaumburg
101 Schaumburg Court
Schaumburg, Illinois 60193
Attn: Sidney Kenyon

IN WITNESS WHEREOF, Schaumburg and Hoffman Estates have caused this Agreement to be executed by their respective officials on the dates as shown.

The Village of Schaumburg,
a Municipal Corporation

By:_____
Tom Dailly, Village President

Attest:

_____
Jane E. Lentino, Village Clerk

The Village of Hoffman Estates,
a Municipal Corporation

By:_____
William D. McLeod, Mayor

Attest:

_____
Patty Richter, Village Clerk

Exhibit A

Higgins Road (IL-72) Bike Path Project (Roselle Road to Glen Lake Road)
Request for Proposal for Phase I Engineering Services, dated September 10, 2025

Exhibit B
Estimated Cost of Work

Exhibit C
Project Limits and Jurisdiction

Exhibit A

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

September 10, 2025

Subject: **Request for Proposals for Phase I Engineering Services for the Higgins Road (IL-72) Bike Path Project, Roselle Road to Glen Lake Road**

The Village of Schaumburg is seeking the assistance of a Consulting Engineer for Phase I Engineering Services for the proposed Higgins Road (IL-72) Bike Path between Roselle Road and Glen Lake Road. Higgins Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), and Roselle Road is under the jurisdiction of Cook County (CCDOTH). The project scope and schedule should include any requirements necessary to make the project eligible for grant funding, such as the completion of a Phase I Preliminary Design Reports and submittal to IDOT.

The Consulting Engineer shall perform and carry out, in a professional and satisfactory manner, the necessary services required to complete the requirements included in the project. The Village will provide a qualified Liaison to assist the Consulting Engineer in Village interpretations. Phase I of the project will be managed through the Village's Transportation Department in coordination with the Engineering and Public Works Department and the Village of Hoffman Estates. The services to be provided related to this Request for Proposal (RFP) are described in the Minimum Scope of Services section of this RFP. All work must adhere to Village and IDOT standards as required.

The Consulting Engineer shall have successfully completed a minimum of three projects of a similar size and type as this bikeway improvement project within the past five years. The proposed Phase I Project Manager shall have a minimum of five years of Phase I project management experience following IDOT Bureau of Design and Environment (BDE) guidelines. A list of these projects, the IDOT contact, and local agency contact (or equivalent contacts) for the project should be provided.

Your firm has been selected to submit an RFP based on your experience and expertise in these types of projects.

Project Description

This project will seek to construct approximately 1.75 miles of a shared use path on the northerly side of Higgins Road, from Roselle Road to Glen Lake Road. The path will close a gap in the regional bicycle network and is a Priority Corridor in the Northwest Municipal Conference Bicycle Plan. In addition, the path will expand access to existing and planned facilities, residential areas, commercial uses, employment centers, and Hoffman Estates High School.

A map depicting the general project limits along Higgins Road is attached.

Minimum Scope of Services - Phase I Engineering

- Attend, with Village staff, all appropriate meetings with other agencies involved to support project coordination. The selected Consulting Engineer must be familiar with the submittal requirements as set forth by the Village and the Chicago Metropolitan Agency for Planning (CMAP). The consultant shall coordinate the project on behalf of the Village with IDOT, CCDOTH, NWMC, CMAP, and any other

agencies as deemed necessary by the Village.

- Prepare all necessary design reports and studies as required by the Village, CCDOTH, and IDOT in the processing of the project. These include, but are not limited to, project reports, drainage reports, intersection studies, and environmental reports. Refer to the IDOT Bureau of Design and Environment Manual and Bureau of Local Roads Manual for additional information on Phase I Engineering requirements.
- Obtain updated development plans, maps, traffic data, and crash reports. The Village will be able to provide this information as requested.
- Perform a detailed topographic and boundary survey of the project area for use in Phase I Engineering. The survey information shall meet all necessary requirements of IDOT and the Village for project implementation. The survey shall also be suitable for use during Phase II engineering.
- Determination of any needed right-of-way, temporary, and/or permanent easements required for the proposed improvement.
- Meet with affected property owners as necessary to discuss access requirements, right-of-way requirements, construction staging, schedule, and project-related issues.
- Coordinate with private utility companies to identify potential conflicts.
- Conduct regularly scheduled meetings with the Village throughout the duration of the project to present design studies, obtain environmental and design concerns, and administer the project. Regular meetings should be held once per month.
- Conduct public outreach such as property owner letters or a public meeting as required. Consulting Engineer will be responsible for mailing letters and publishing legal notices.
- Preliminary estimates of cost based on the improvement plan shall be prepared when requested by the Village. The Village funding cycle is different than other agencies, and it is important to ensure that the Consulting Engineer provide accurate information to the Village on all identified issues which may impact the budget.
- Develop implementation/phasing strategies that would best qualify the project(s) for local, state, and federal funding. Prepare corresponding grant applications for any eligible funding opportunities.

Deliverables

Submittals shall include:

- Statement of Project Understanding: A brief description of the scope of the project and items that may require special attention or detail. Not to exceed two (2) pages.
- Statement of Qualifications: A brief summary that shall contain a list of the names and roles of each of the personnel assigned to the project, including subconsultants. Not to exceed two (2) pages.
- Project Team: Resumes for three key personnel on the project. Not to exceed one (1) page each.
- Project References: Up to five (5) project summaries for recent related projects completed by the proposed project team, not to exceed three (3) pages total. Project references should include:
    - Project Name
    - Brief Summary
    - Project Manager
    - Local Agency Contact Information
- Project Schedule: A schedule demonstrating how the work is planned to be implemented. Not to exceed two (2) pages. The schedule shall include the following activities and milestones (at a minimum), and any

other activities or milestones deemed relevant to the successful completion of the project:

- Assume a November 19, 2025 project start date.
- Phase I Kick-off Meeting with the Village of Schaumburg, Village of Hoffman Estates and any other relevant parties.
- IDOT/FHWA/Municipality coordination meeting
- Submittal of preliminary plans to Village for review.
- Village review of preliminary plans (approximately 4 weeks).
- Response to the Village's review and comments (Consulting Engineer to estimate duration).
- Submittal of draft Phase I PDR to IDOT.
- IDOT review and comment (Consulting Engineer to estimate duration).
- Response to IDOT's review and comments (Consulting Engineer to estimate duration).
- Submittal of final Phase I PDR to IDOT.
- IDOT approval of Phase I PDR.
- Preparation of corresponding possible grant applications.

- Cost Proposal: A fee and hour-based proposal shall be provided in a **separate file** due at the same time as the proposal.

Due Date

The Village is requesting that responses be submitted no later than **Monday, October 6, 2025, at 4:00 PM CST**. Proposals must be submitted via the Village's OpenGov portal.

Selection Procedure

The Village reserves the right to reject any or all of the Proposals, to waive any and all technicalities, or to accept the proposal deemed most advantageous to the Village. The winning selections will be based upon professional qualifications, personnel, project approach, and previous municipal experience.

Responses will be reviewed by the Village evaluation team for the purpose of identifying and recommending the firm offering the highest qualifications and experience with this scope of work. If desired, the Village may interview a short-list of applicants in order to better evaluate and compare. Interviews may be waived if determined unnecessary, in order to reduce the amount of effort requested by unsuccessful applicants.

Proposal Evaluation

Proposals will be evaluated based on the following criteria:

Evaluation Criteria	Maximum Points
Key Personnel	5
Qualifications of Firm and Team	15
Project Approach and Understanding	20
Relevant Experience	10
Total	50

Proposals will be scored for each criterion. Criterion totals are then summed and the firm with the highest total is selected.

Exhibit B

CIVILTECH

REQUEST FOR PROPOSALS FOR PHASE I ENGINEERING SERVICES

Higgins Road (IL-72) Bike Path Project, Roselle Road to Glen Lake Road

COST PROPOSAL







Village of Schaumburg

October 6, 2025
Revised November 17, 2025

SCOPE OF SERVICES

The Village of Schaumburg (Village) is looking to secure federal funds for construction and construction engineering for the implementation of a bike path along Higgins Road (IL Route 72) between Glen Lake Road and Roselle Road. The use of federal funds requires the preparation of a Phase I Engineering study. This section of path is part of the Northwest Municipal Conference's (NWMC) Priority Corridor Plan and is partially located in the Village of Hoffman Estates.

Higgins Road is an Other Principal Arterial roadway under the maintenance and jurisdiction of the Illinois Department of Transportation (IDOT). A continuous sidewalk is present along the north side of Higgins Road within the proposed project limits; however, there are currently no bicycle accommodations provided. land use is primarily commercial in nature. Intersections of Higgins Road (IL Route 72) with Gannon Drive, Salem Drive, Golf Road (IL Route 58), Spring Mill Drive, Grand Canyon Parkway, and Roselle Road are signalized. The remaining intersections are minor-leg stop-controlled. A continuous off-street, shared-use path is anticipated to be provided on the north side of Higgins Road (IL Route 72). All facilities will be evaluated for compliance with the Americans with Disabilities Act (ADA).

The Phase I scope of services assumes that this project will be processed as a Federal Approved Categorical Exclusion with the preparation of a Project Development Report using IDOT's BLR 22210 form. It is also assumed that this project will be processed under BDE Chapter 17 Bicycle and Pedestrian Accommodation Guidelines. The path improvements are proposed adjacent to Hoffman Estates High School and Vogelei Park. Upon preliminary review, it appears there is enough public right-of-way near Vogelei Park to avoid impacts to this recreational area and the portions of Hoffman Estates High School that are adjacent to the roadway do not have recreational use. Because of this, it is not anticipated that Section 4(f) documentation will be needed.

It is also assumed that the preferred route will utilize existing crosswalks and pedestrian signal equipment. Therefore, it is not anticipated that IDOT will require the preparation of capacity analyses or Intersection Design Studies (IDS). Submittals and other analyses are not anticipated to require existing traffic counts. No traffic analysis tasks are included in this scope. The scope also assumes that no Maximum Extent Feasible (MEF) conditions will be proposed and therefore no ADA detail sheets will be necessary. It is assumed that the pedestrian structure over the Salt Creek West Tributary will not require modifications. Because the path will be located within state right-of-way, it is assumed that IDOT will perform the PESA.

The Phase I Engineering for Higgins Road (IL Route 72) Bike Path Project will include environmental and location-design studies needed to develop and refine geometric improvements, evaluate costs and impacts, and undertake coordination with jurisdictional agencies and the public. The primary objective of the Phase I Engineering Study is to develop a conceptual improvement plan which provides the desired level of safety and operation, minimizes impacts to adjacent properties, and which fulfills all of the requirements for processing and funding of this project by the Village of Schaumburg, Village of Hoffman Estates, Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA).

Task 1:

Early Coordination and Data Collection

This work item will consist of collecting available existing information as follows:

a. Collect and review previous studies and existing roadway plans from IDOT and the Villages.

b. Collect land use, public transit, zoning, school district, driveway permits, maps and plans.

c. Obtain public and private utility atlases, including a call to JULIE, continued coordination with utility companies, and incorporation of atlases into survey files.

d. Obtain and review existing traffic signal timings and plans.

e. Obtain existing right-of-way data.

f. Perform 1 field visit to the project area to confirm desktop observations and capture corridor photos for use in photologs.

g. Obtain recent stock digital aerial photography of study area at a scale of 1" = 50'.

Task 2:

Field Survey and Preparation of Base Maps

In order to develop accurate construction costs and limits of grading needed for driveways, and the path to meet Americans with Disability Act (ADA) requirements, a topographic survey will be collected along the north side of the roadway from the back-of-curb or shoulder to 25 feet beyond the right-of-way at 50-foot cross sections. The topographic survey will include: structures, ground shots, roadway shots, drainage and utilities, street lighting, vegetation, and other pertinent items within the project corridor. The surveyor will identify tree location and size. Cross sections will also be taken at all intersecting side streets and driveways on the north side of the roadway to aid in the final design. An attempt will be made to recover as many property and/or other survey monuments as can be located for use in calculating the existing right-of-way.

The survey will include the establishment of the existing right-of-way lines within the project corridor. Location and elevation of survey control points will be established.

The preparation of the project CAD base files will include identification and drafting of all existing public and private utilities within the project limits. Existing cross section information would be generated from the survey data to aid in the review of compliance with ADA grades of the proposed path and driveway improvements.

A surveying subconsultant will perform the above tasks. We propose using Jorgensen and Associates, Inc. as a subconsultant to perform the field survey. A copy of their detailed proposal is included in Attachment B.

This item includes the following tasks (performed by Civiltech):

a. Prepare a base map to be used in all elements of the study, including right-of-way and property lines, street names, and individual house/business addresses.

b. Coordination with the subconsultant and desk review of the field survey files.

Task 3:

Environmental Survey Request

In order to meet requirements of the Federal-aid process, environmental clearances must be obtained prior to project approval. Environmental Pre-Screening Forms for biological and cultural clearance reviews will be submitted to IDOT as required to verify method of processing environmental reviews. It is anticipated that after completing the IDOT ESR Prescreening process, an Environmental Survey Request (ESR) will need to be prepared and processed through IDOT. The following tasks comprise this item:

a. Prepare and submit Natural Resources and Cultural Resources Pre-Screening Forms and appropriate exhibits including location map, USGS map, National Wetlands Inventory map, cultural resources map, and Environmental Survey Limits exhibits.

b. It is anticipated that a Bridge Bat Assessment will be necessary for the pedestrian structure as well as the large culverts in the project area that carry the Salt Creek West Tributary under driveways and Higgins Road (IL Route 72). This task will require one field visit.

c. Identify properties greater than 40-years old. Prepare 40-year-old Building Photolog and Summary Table. (Assumes photos will be acquired from online sources)

d. Prepare and submit ESR Form.

e. Prepare GIS Shape Files for inclusion in ESR submittal.

It is assumed that an Addendum Environmental Survey Request submittal is not included as part of this scope of services and will be completed during Phase II design if necessary.

Task 4:

Crash Analyses

In order to satisfy IDOT and FHWA requirements, it will be necessary to gather and review crash data for the study area to determine the existence of any safety hazards. It is anticipated that only pedestrian and bicyclist crashes will need to be analyzed, and roadway crash analysis will not be necessary. This work item will consist of the following tasks:

a. Collect 5 years of police crash reports (SR-1050) for all pedestrian and bicycle crashes in the corridor. (To be provided by the Villages.)

b. Tabulate data and plot collision diagrams for bicycle and pedestrian crashes.

c. Evaluate safety improvement needs, identify countermeasures and recommendations to increase safety for pedestrians and cyclists, and write crash analysis text for the PDR.

Task 5:

Geometric Studies

Geometric studies will be performed to meet the requirements of the Bureau of Design and Environmental Manual, Americans with Disabilities Act (ADA), AASHTO Guide for the Development of Bicycle Facilities, the Village of Schaumburg design criteria, and the Village of Hoffman Estates design criteria. Where meeting design criteria is not feasible, justifications for design exceptions will be developed. This item will consist of the following tasks:

Alternatives Evaluation

There are numerous constraints within the parkway between Higgins Road and the northerly right-of-way line, including trees, landscaped areas, ditches, potential wetlands, a tributary to Salt Creek, culvert crossings, steep grades, utilities, light posts, traffic signal equipment, driveway crossings, other sidewalk or bike path intersections, and the right-of-way line itself. To avoid or minimize impacts to these features, it is possible that there could be multiple bike path alignment alternatives within any given segment of the corridor. For example, the path alignment could be placed near the right-of-way line, or adjacent to the back of curb or shoulder on Higgins Road. Or, in some cases, it would be reasonable to place the path adjacent to Higgins Road while maintaining the existing sidewalk near the right-of-way line.

a. Conceptually evaluate two alternatives for the proposed bike path alignment. This will be done using aerial photography, topographic survey, plotted contours, and field visit information versus a detailed geometric analysis of profiles and cross-sections.

b. Prepare an alternatives memorandum summarizing the conceptual alignment evaluation.

c. Prepare exhibits for the alternatives memorandum and submit memorandum to the Villages. Includes one revision.

Preferred Alignment

d. Prepare detailed horizontal geometrics on topographic base sheets.

e. Define vertical geometrics including analysis of proposed cross sections.

f. Determine grading limits and driveway tie-ins to confirm where right-of-way acquisition and temporary easements are required.

g. Determine existence of and potential for environmental impacts due to the proposed improvement.

h. Preparation of tree impact exhibits and tabulations.

i. Evaluate retaining walls and grading strategies to avoid/minimize wetland and floodplain impacts.

j. Prepare Plan and Profile exhibits.

k. Cross-section sheets will be prepared showing sections on 50-foot intervals and at all 28 driveways along Higgins Road (IL Route 72).

l. Submit detailed geometrics to both Villages. Includes up to 2 revisions.

m. Prepare a Geometric Technical Memorandum for IDOT-Geometric review and approval for the proposed improvements along Higgins Road (IL Route 72). Up to 2 revisions are included with this task.

n. Submittal of Geometric Memorandum to CCDOTH for improvements at Roselle Road.

o. While it is anticipated that traffic analyses will not be necessary, assess existing traffic signal equipment to determine if pedestrian signal equipment meets current ADA/PROWAG standards and if any of the intersections will need upgrades to APS. If APS is not present, IDOT will require APS upgrades for the entire intersection at any of the proposed path crossings. This assessment will be integral to preparing an accurate cost estimate.

p. Complete ADA/PROWAG Project Alert Form (D1 PD0038).

q. Complete Bicycle Travel Assessment Form (BDE 1702) and applicable exhibits.

It is assumed that ADA improvements, other than possible APS installation, will not be required for any corners that are not within the route of the proposed path.

Task 6:

Location Drainage Technical Memo and Hydraulic Report

Since the project follows Higgins Road, an IDOT route, and will modify drainage conditions within the IDOT right-of-way, a Location Drainage Technical Memorandum that includes an analysis of the existing drainage and impacts to the existing drainage as a result of the proposed improvements will be required and coordinated through IDOT – Hydraulics. In addition there is a Zone A mapped FEMA floodplain as well as waterway structure crossings within the project limits. Parallel to Higgins Road between approximately Evanston Street and Roselle there is a section of Salt Creek West Branch Tributary A that will likely be impacted due to the proposed improvements and therefore we anticipate that a detailed Hydraulic Report will be required by IDOT. The following tasks will be performed as part of this item.

Existing Drainage Plan

a. Obtain and review previous drainage studies, applicable permits, and documented drainage problems and complaints.

b. Prepare General Location Drainage Map.

c. Obtain contour mapping of study area.

d. Determine watershed divides and identify drainage features.

e. Identify drainage outlets and determine interpreted drainage divides.

f. Identify existing drainage problems within the project limits.

g. Perform plan in hand field reconnaissance to review existing drainage conditions.

h. Develop Existing Drainage Plan sheets for the project study limits which will be a plan view exhibit at 1-inch = 50 feet scale.

i. Submit Existing Drainage Plan (EDP) to the Villages.

Proposed Drainage Plan

j. Develop and document design criteria for the proposed drainage design.

k. Address project compliance with the MWRD Watershed Management Ordinance as well as IDNR floodplain requirements.

l. Develop recommended Proposed Drainage Plan for the project study limits. The Proposed Drainage Plan will be a plan over profile sheet that matches the proposed roadway plan over profile sheet layout.

m. Submit Proposed Drainage Plan (PDP) to the Villages.

Location Drainage Technical Memorandum

n. Develop a Drainage Technical Memorandum (DTM) that summarizes the existing and proposed drainage plan, drainage design criteria, and recommendations.

o. Submit the LDTM to the Villages. Includes one revision and disposition of comments.

p. Submit the LDTM to IDOT-Hydraulics. Includes up to two revisions and a disposition of comments.

Hydraulic Report for Salt Creek West Branch Tributary A

The tasks that will be completed for completion of the Hydraulic Report item include the following:

q. Obtain the existing regulatory floodplain model.

r. Verify the regulatory hydraulic analysis and create an existing condition hydraulic model and analysis for the project area by extending the upstream limits of the existing regulatory model.

s. Develop the proposed condition hydraulic analysis based on the proposed improvements.

t. Evaluate any proposed condition alternatives such as culvert replacement or various alignments and waterway impacts as a result of the proposed path.

u. Evaluate roadway profile and existing structures for structure for floodplain freeboard and clearance design requirements.

v. Evaluate any floodplain encroachments and the need and locations for floodplain compensatory storage (if required).

w. Prepare Hydraulic Report(s) documenting analysis, results, and recommendations.

x. Prepare Hydraulic Report exhibits.

y. Submit Hydraulic Report(s) to IDOT Hydraulics for approval. Includes one revision and disposition of comments.

Task 7:

Wetland Study

Available resources identify potential wetlands are located within the project limits. The National Wetland Inventory (NWI) maps, Cook County GIS, NRCS Soil Survey, FEMA Flood Insurance Rate Maps, and Google Earth aerial imagery indicate wetlands, water bodies, hydrophytic vegetation, hydric soils, floodplains, and depressional areas may be located within the limits of the project. Therefore, a Wetland and Water Body Delineation Report for all potential wetland and water body areas within the project limits will be prepared. This includes riparian environment and Ordinary High Water Mark (OHWM) delineations when applicable. Although preliminary regulatory coordination is not included in this scope of services, preliminary coordination with the U.S. Army Corps of Engineers (USACE) Chicago District, the Metropolitan Water Reclamation District of Greater Chicago (MWRD), and the Village of Schaumburg may be necessary for regulatory, methodology, and/or access coordination.

The proposed wetland science services will be completed in accordance with the USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), (Midwest Regional Supplement), and the MWRD Watershed Management Ordinance (WMO). Delineating both USACE jurisdictional "waters of the U.S." (WOUS) and MWRD regulated Isolated Wetlands will satisfy requirements of the Illinois Interagency Wetlands Policy Act (IWPA) of 1989 for the Illinois Department of Natural Resources (IDNR) and the Illinois Department of Transportation (IDOT) Phase I process. Tasks for the Wetland Study include:

a. Resource Review - An off-site records/document review of the project limits and all areas within 100 feet of the project limits, using available historical and current topographic maps, aerial imagery, NWI data, watershed plans, flood maps, and soil survey data.

b. Field Investigation - An on-site investigation of the project limits and all areas within 100 feet of the project limits, including testing for the presence of hydrologic soils, hydrophytic vegetation, and wetland hydrology to determine wetland areas and boundaries, including the determination of High-Quality Aquatic Resources. A Floristic Quality Assessment will be conducted for each identified wetland, as required by MWRD. All wetland boundaries will be flagged and surveyed using GPS collection systems. The field investigation includes the determination of riparian environments, buffers, and OHWM as outlined in the WMO.

c. **Wetland and Water Body Delineation Report** - A Wetland and Water Body Delineation Report that documents the findings of the on-site investigation.

d. **Wetland Impact Evaluation (WIE)** - Preparation and submittal of the IDOT WIE form and impact exhibits, once impacts from the proposed improvements have been identified. One resubmittal is included in this scope of services.

Task 8:

Draft Project Development Report

This item consists of preparation of the Local Project Development Form for Categorical Exclusions and Design Approval (BLR 22210) and required attachments (PDR). This item consists of the following tasks:

a. Prepare report exhibits.

b. Write Draft PDR (BLR 22210) text.

c. Compile appendices.

d. Prepare Design Exception forms (BDE 3100), if necessary. Assume no more than four design exception requests will be necessary.

e. Draft PDR Submittals will be the following:

i. Submit Draft PDR to Villages of Schaumburg and Hoffman Estates for review.

ii. Address one set of both Villages' comments and provide a disposition of comments. Submit Draft PDR to IDOT for review.

f. Conduct review meeting with both Villages and IDOT, if necessary.

Task 9:

Cost Estimate

It is important for both planning and funding purposes to maintain an accurate and up-to-date project cost throughout the Phase I Study. This task item includes preparing an initial construction cost and revising it throughout the project study. Up to three revisions are included at the project milestone submittals as noted below:

a. Funding Application

b. Draft PDR

c. Final PDR

This item also includes time for Civiltech's internal Quality Assurance/Quality Control (QA/QC) review process with Phase II, Phase III, and Right-of-Way Acquisition staff.

Task 10:

Agency Coordination

The efficiency and timeliness of executing a project can hinge on the level and frequency of coordination with applicable jurisdictional agencies. In addition to a kick-off meeting with the Village and IDOT and an IDOT/FHWA Coordination Meeting, we propose to schedule the following meetings listed below. It is assumed all meetings will be virtual unless specifically noted. All meetings will include preparation of an agenda, exhibits, meeting attendance, and preparation of meeting minutes. Meetings are summarized as follows:

a. Kickoff meeting with the Village of Schaumburg and the Village of Hoffman Estates.
b. IDOT kickoff meeting.
c. FHWA/IDOT Coordination Meeting including preparation of Coordination Meeting Data form (BLR 22410). Assume one meeting.
d. Phone/email coordination with Village of Schaumburg and Village of Hoffman Estates Police and Fire, schools, Post Office, Park District, bicycle groups and local businesses to inform them of the project.
e. Coordination with Cook County Department of Transportation and Highways (CCDOTH) for improvements at Roselle Road. Assume two meetings.
f. Prepare for and present Design Exceptions at IDOT MEF/DE meeting.
g. Coordination with PACE.
h. Coordination with Hoffman Estates High School regarding anticipated impacts to the school property. Assume one meeting.
i. Coordination with IDOT regarding processing of submittals and reviews.

Task 11:

Federal Funding Application

This item consists of aiding in the application process to obtain funding for the construction of the bike path. This item assumes the completion of an application for Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Transportation Alternatives Program-Local (TAP-L) funding grant in the fall of 2026. This will consist of the following tasks:

a. Funding Application text
b. Narrative Project Summary
c. Exhibits and Tables
d. Cost Estimate (workhours for this task are included in Item 9 – Cost Estimate)
e. Milestone Schedule

Task 12:

Public Involvement

The purpose of public involvement process is to promote a proactive and responsive approach that seeks the input of all concerned stakeholders early and often, and that provides for appropriate input at key points in the project decision making process. It is anticipated that one open house style public information meeting will be held for the project. This scope also includes time for meeting with individual project stakeholders should that become necessary. Following are the specific public involvement tasks that are anticipated:

Public Information Meeting

a. Select and coordinate with public meeting venue.
b. Prepare public meeting newspaper legal notice.
c. Prepare public meeting brochure.
d. Prepare and distribute public meeting notification letters to area residents and businesses. This task includes the preparation of certified letters for residents/business owners whose property will be impacted.
e. Prepare public meeting exhibits.
f. Prepare for and attend public meeting dry run with both Villages.
g. Attend public information meeting.
h. Prepare meeting summary and responses to comments received.
i. Provide public meeting materials to both Villages for inclusion on websites.

Individual Stakeholder Meetings

j. Initial coordination with business/property identified as having particular interest or concern.

k. Prepare meeting materials and/or presentation.

l. Attend up to three virtual meetings with property owners.

m. Prepare meeting minutes/summaries and responses to comments received.

n. Provide post-meeting materials to Villages and property owners.

Task 13:

Pre-Final and Final Project Development Report

Based on the outcome of the draft report review by the Village and IDOT as well as the public involvement activities and comments, the Final PDR will be prepared. Design Approval will be requested from IDOT. It is assumed the Final PDR submittal will be electronic. This work item consists of the following tasks:

a. Complete Checklist for Determination of State/Federal Approved Categorical Exclusions (BLR 19110).

b. Prepare a disposition of IDOT comments on the Draft PDR.

c. Revise, proofread and edit the Draft PDR.

d. Revise Draft PDR exhibits and appendices.

e. Provide Pre-Final PDR for Villages' approval.

f. Provide a disposition of Villages' comments and revise Pre-Final PDR up to one time.

g. Submit Pre-Final PDR to IDOT for review.

h. Prepare a disposition of IDOT comments on the Pre-Final PDR.

i. Revise, proofread and edit the Pre-Final PDR report.

j. Revise Pre-Final PDR exhibits and appendices.

k. Provide Final PDR for Village signature.

l. Submit the Final PDR to IDOT for Design Approval.

Task 14:

Supervision, Administration and Project Coordination

This item includes project setup, monthly invoicing and preparation of status reports, client coordination and meetings as well as in-house coordination meetings. This item also includes implementation of Civiltech's Quality Assurance/Quality Control in-house review process. The duration of the project is estimated to be 24 months. Specifically, the following items are included:

a. Project setup.

b. Monthly invoicing and status reports (assume 24 months).

c. Internal coordination meetings (assume 3 people, 24 meetings, 1 hour each).

d. Regular client coordination meetings as needed (assume 2 people, 12 remote meetings, 1 hour each consisting of preparation, attendance, and summary e-mail).

e. NWMC Quarterly Status Reports (assume 3 to be prepared following funding award).

f. Prepare Project Program Information (PPI) Form (#D1-PI0004) as per IDOT requirements. Revise up to one time.

g. Implementation of QA/QC procedures.

ATTACHMENT A

Civiltech Engineering, Inc.

COST ESTIMATE OF CONSULTANT SERVICES

Work Item	Staff Classifications, Billing Rate and Workhours											Total Workhours	% of Workhours	Labor Cost
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant			
Hourly Rates	$79.50	$71.50	$46.00	$37.00	$45.50	$90.00	$45.50	$82.50	$47.50	$37.00	$25.00			
Item 1 - Early Coordination and Data Collection	0	6	16	36	12	0	0	0	0	0	0	**70**	**3%**	**$3,043.00**
Item 2 - Field Survey and Preparation of Base Maps	0	2	0	8	16	0	0	0	0	0	0	**26**	**1%**	**$1,167.00**
Item 3 - Environmental Survey Request	0	10	14	46	30	0	0	2	0	8	0	**110**	**4%**	**$4,887.00**
Item 4 - Crash Analyses	0	6	6	12	0	0	0	0	0	0	0	**24**	**1%**	**$1,149.00**
Item 5 - Geometric Studies	22	96	138	386	132	0	0	0	0	0	0	**774**	**29%**	**$35,249.00**
Item 6 - Location Drainage Technical Memo and Hydraulic Report	0	8	0	0	4	50	368	0	0	0	0	**430**	**16%**	**$21,998.00**
Item 7 - Wetland Study	0	0	0	0	0	0	0	7	45	32	0	**84**	**3%**	**$3,899.00**
Item 8 - Draft Project Development Report	0	38	32	132	24	0	0	0	0	0	0	**226**	**8%**	**$10,165.00**
Item 9 - Cost Estimate	14	14	14	68	0	0	0	0	0	0	0	**110**	**4%**	**$5,274.00**
Item 10 - Agency Coordination	0	32	26	32	30	0	0	0	0	0	0	**120**	**4%**	**$6,033.00**
Item 11 - Federal Funding Application	4	12	20	34	0	0	0	0	0	0	0	**70**	**3%**	**$3,354.00**
Item 12 - Public Involvement	0	42	50	124	48	0	0	0	0	0	16	**280**	**10%**	**$12,475.00**
Item 13 - Pre-Final and Final Project Development Report	0	24	24	56	16	0	0	0	0	0	0	**120**	**4%**	**$5,620.00**
Item 14 - Supervision, Administration, and Project Coordination	40	70	92	32	0	0	0	0	0	0	0	**234**	**9%**	**$13,601.00**
Total Workhours by Staff Classification:	**80**	**360**	**432**	**966**	**312**	**50**	**368**	**9**	**45**	**40**	**16**	**2,678**		
Percentage of Total Workhours:	**3%**	**13%**	**16%**	**36%**	**12%**	**2%**	**14%**	**0%**	**2%**	**1%**	**1%**	**100%**		
Direct Labor Cost by Staff Classification:	**$6,360.00**	**$25,740.00**	**$19,872.00**	**$35,742.00**	**$14,196.00**	**$4,500.00**	**$16,744.00**	**$742.50**	**$2,137.50**	**$1,480.00**	**$400.00**			

Total Labor Cost: **$127,914.00**
2.6831 Multiplier*: **$343,206.05**
Total In-House Direct & Subconsultant Costs (see separate calculation): **$84,172.84**

PROJECT TOTALS: **2,678** **100%** **$427,378.89**

* Developed using Civiltech's current IDOT-approved Overhead Rate of 134.33% and IDOT BLRS Cost Plus Fixed Fee Method 1 formula: 14.5%[DL+R(DL)+ OH(DL)+IHDC], where DL = Direct Labor, R = Complexity Factor (use "0"), OH = Overhead Rate, and IHDC = In-House Direct Costs (Use $0).

WORKHOURS

Work Item and Sub-items	Staff Classifications & Workhours											Total Workhours	% of Workhours
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 1 - Early Coordination and Data Collection													
By Civiltech													
A. Collect previous studies and existing roadway plans.		2	4	8								**14**	20.0%
B. Collect land use, public transit, zoning, school district, driveway permits, maps, and plans.			2	4								**6**	8.6%
C. Obtain private and public utility atlases.		2	4	12								**18**	25.7%
D. Obtain and review existing traffic signal timing and plans.			2	4								**6**	8.6%
E. Obtain existing right-of-way data.				4	4							**8**	11.4%
F. Perform 1 field visits to the project area.		2	4	4								**10**	14.3%
G. Obtain recent digital aerial photography of the study area.					8							**8**	11.4%
Subtotal:	**0**	**6**	**16**	**36**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**100%**
Item 2 - Field Survey and Preparation of Base Maps													
By Civiltech and Jorgensen and Associates, Inc.													
A. Prepare a base map to be used in all phases of the study, including right-of-way and property lines, street names, and individual house/business addresses.				4	12							**16**	61.5%
B. Subconsultant coordination and review of survey files.		2		4	4							**10**	38.5%
Subtotal:	**0**	**2**	**0**	**8**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**100.0%**
Item 3 - Environmental Survey Request													
By Civiltech													
A. Prepare and submit Natural Resources and Cultural Resources Pre-Screening Forms and appropriate exhibits.		4	8	24	24							**60**	54.5%
B. Bridge Bat Assessments.				8				2		8		**18**	16.4%
C. Identify properties greater than 40-years old. Prepare photolog and summary table.		2	2	4								**8**	7.3%
D. Prepare and submit ESR Form.		4	4	8	4							**20**	18.2%
E. Prepare GIS Shapefiles of ESR Boundary.				2	2							**4**	3.6%
Subtotal:	**0**	**10**	**14**	**46**	**30**	**0**	**0**	**2**	**0**	**8**	**0**	**110**	**100.0%**

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 4 -	**Crash Analyses**													
By Civiltech														
A.	Collect 5 years of crash data from the Villages for all pedestrian/bike crashes.		2	2									**4**	16.7%
B.	Tabulate data and plot collision diagrams.		2	2	8								**12**	50.0%
C.	Evaluate safety improvement needs, identify countermeasures, and write crash analysis text.		2	2	4								**8**	33.3%
	Subtotal:	**0**	**6**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**100.0%**
Item 5 -	**Geometric Studies**													
By Civiltech														
A.	Conceptually evaluate two alternatives for the path alignment with desktop data sources.	4	8	12	36	12							**72**	9.3%
B.	Prepare an alternatives memo summarizing two concepts.	2	4	4	12								**22**	2.8%
C.	Prepare exhibits for the alternatives memo and submit to the Villages. Includes 1 revision.	2	4	8	16	20							**50**	6.5%
D.	Prepare detailed horizontal geometrics on topographic base sheets.	2	10	10	48								**70**	9.0%
E.	Define vertical geometrics including analysis of cross sections.	2	16	24	48								**90**	11.6%
F.	Determine grading limits and driveway tie-ins to confirm where right-of-way acquisition and temporary easements will be required.		4	4	8								**16**	2.1%
G.	Determine existence and potential for environmental impacts.		2	2	8								**12**	1.6%
H.	Prepare exhibits and tabulations of tree impacts.		2	2	4	8							**16**	2.1%
I.	Evaluate retaining walls and grading strategies to avoid/minimize wetland and floodplain impacts.		2	4	8								**14**	1.8%
J.	Prepare Plan and Profile Sheets.	2	8	8	48	20							**86**	11.1%
K.	Prepare cross section sheets on 50-foot intervals and at all driveways.		8	24	48								**80**	10.3%
L.	Submit detailed geometrics to Villages. Includes 2 revisions.	2	4	4	30	24							**64**	8.3%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
M.	Prepare a Geometric Technical Memorandum for IDOT-Geometrics Review. Up to 2 revisions.	4	12	16	48	40							**120**	15.5%
N.	Submittal of a Geometric Technical Memorandum to CCDOTH for Roselle Road.	2	2	4	8	4							**20**	2.6%
O.	Assess existing signals for ADA/PROWAG compliance and need for APS upgrades.		8	8	8								**24**	3.1%
P.	Complete ADA/PROWAG Project Alert Form.		1	2	4	2							**9**	1.2%
Q.	Complete Bicycle Travel Assessment Form and exhibits.		1	2	4	2							**9**	1.2%
	Subtotal:	**22**	**96**	**138**	**386**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**774**	**100.0%**

Item 6 -	**Location Drainage Technical Memo and Hydraulic Report**													
By Civiltech														
Existing Drainage Plan														
A.	Data Collection						1	6					**7**	1.6%
B.	Prepare General Location Drainage Exhibit						1	6					**7**	1.6%
C.	Contour mapping							4					**4**	0.9%
D.	Watershed Divides						1	8					**9**	2.1%
E.	Identify Drainage Outlets						2	12					**14**	3.3%
F.	Identify Existing Drainage Problems						1	6					**7**	1.6%
G.	Field Visit						4	4					**8**	1.9%
H.	Existing Drainage Plan - Exhibits (6 sheets)		2				6	60					**68**	15.8%
I.	Submit EDP to Villages		2				2						**4**	0.9%
Proposed Drainage Plans														
J.	Develop Design Criteria						1	6					**7**	1.6%
K.	Address MWRD WMO						1	4					**5**	1.2%
L.	Proposed Drainage Plan Exhibits (6 sheets)						6	96					**102**	23.7%
M.	Submit Proposed Drainage Plan		1				1						**2**	0.5%
Location Drainage Technical Memorandum														
N.	LDTM Narrative						2	16					**18**	4.2%
O.	Submit LDTM to Village		1				1	2					**4**	0.9%
P.	Submit LDTM to IDOT		1			2	1	2					**6**	1.4%
Hydraulic Report														
Q.	Obtain Regulatory Model						1	6					**7**	1.6%
R.	Existing Condition Model and Analysis						4	24					**28**	6.5%
S.	Proposed Condition Model and Analysis						4	32					**36**	8.4%
T.	Analysis of Alternatives						2	16					**18**	4.2%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
U.	Evaluate Freeboard/Clearance						1	4					**5**	1.2%
V.	Floodplain Encroachment Evaluation						2	20					**22**	5.1%
W.	Hydraulic Report Narrative						2	12					**14**	3.3%
X.	Hydraulic Report Exhibits						2	20					**22**	5.1%
Y.	Submit Hydraulic Report to IDOT		1			2	1	2					**6**	1.4%
	Subtotal:	**0**	**8**	**0**	**0**	**4**	**50**	**368**	**0**	**0**	**0**	**0**	**430**	**100.0%**
Item 7 -	**Wetland Study**													
By Civiltech														
A.	Conduct desktop resource review.								1	1	4		**6**	7.1%
B.	Complete field investigation.								2	12	8		**22**	26.2%
C.	Prepare and submit Wetland and Water Body Delineation Report.								2	32	16		**50**	59.5%
D.	Prepare and submit Wetland Impact Evaluation and applicable exhibits.								2		4		**6**	7.1%
	Subtotal:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**45**	**32**	**0**	**84**	**100.0%**
Item 8 -	**Draft Project Development Report**													
By Civiltech														
A.	Prepare report exhibits.		8	8	36	24							**76**	33.6%
B.	Write Draft PDR text.		8	8	36								**52**	23.0%
C.	Compile appendices.		8	4	24								**36**	15.9%
D.	Prepare Design Exception forms, if necessary. Assume no more than 4 design exceptions.		2	4	28								**34**	15.0%
E.	Draft PDR Submittals.		8	4	8								**20**	8.8%
F.	Conduct review meeting with both Villages and IDOT.		4	4									**8**	3.5%
	Subtotal:	**0**	**38**	**32**	**132**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**226**	**100.0%**
Item 9 -	**Cost Estimate**													
By Civiltech														
A.	Funding Application	14	8	8	48								**78**	70.9%
B.	Draft PDR		4	4	16								**24**	21.8%
C.	Final PDR		2	2	4								**8**	7.3%
	Subtotal:	**14**	**14**	**14**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**100.0%**

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 10 -	**Agency Coordination**													
By Civiltech														
A.	Kickoff meeting with the Village of Schaumburg and the Village of Hoffman Estates.		2	4	4	2							**12**	10.0%
B.	IDOT kickoff meeting.		4	4	4	8							**20**	16.7%
C.	FHWA/IDOT Coordination Meeting and preparation of materials.		8	8	16	16							**48**	40.0%
D.	Phone/email coordination with Village Police, Fire, Schools, Post Office Park District, etc.		2	2	2	2							**8**	6.7%
E.	Coordination with CCDOTH.		2	2	2	2							**8**	6.7%
F.	Prepare for and present at IDOT MEF/DE meeting.		2	2	2								**6**	5.0%
G.	Coordination with PACE.		2	2									**4**	3.3%
H.	Coordination with Hoffman Estates High School.		2	2	2								**6**	5.0%
I.	Coordination with IDOT regarding processing of submittals and reviews.		8										**8**	6.7%
	Subtotal:	**0**	**32**	**26**	**32**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**100.0%**
Item 11 -	**Federal Funding Application**													
By Civiltech														
A.	Funding application text.	2	2	6	8								**18**	25.7%
B.	Narrative project summary.	2	2	4	6								**14**	20.0%
C.	Exhibits and tables.		6	8	18								**32**	45.7%
D.	Cost Estimate. Included in Item 9.												**0**	
E.	Milestone schedule		2	2	2								**6**	8.6%
	Subtotal:	**4**	**12**	**20**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**100.0%**
Item 12 -	**Public Involvement**													
By Civiltech														
A.	Select and coordinate with pubic meeting venue.		2	2									**4**	1.4%
B.	Prepare public meeting newspaper legal notice.		2	2	2								**6**	2.1%
C.	Prepare public meeting brochure.		2	4	12								**18**	6.4%
D.	Prepare and distribute public meeting notification letters to area residents and businesses.		2	4	24							16	**46**	16.4%
E.	Prepare public meeting exhibits.		8	16	48	48							**120**	42.9%
F.	Prepare for and attend public meeting dry run with both Villages.		4	4	4								**12**	4.3%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
G.	Attend public information meeting.		6	6	6								**18**	6.4%
H.	Prepare meeting summary and responses to comments.		2	2	8								**12**	4.3%
I.	Provide public meeting materials to both Villages.		2										**2**	0.7%
J.	Initial coordination with business/property owners.		2	2	2								**6**	2.1%
K.	Prepare meeting materials/presentation for business/property owner meetings.		2	2	8								**12**	4.3%
L.	Attend up to 3 virtual meetings.		4	4	4								**12**	4.3%
M.	Prepare meeting minutes/summaries and responses to comments received.		2	2	6								**10**	3.6%
N.	Provide post-meeting materials to Villages and property owners.		2										**2**	0.7%
	Subtotal:	**0**	**42**	**50**	**124**	**48**	**0**	**0**	**0**	**0**	**0**	**16**	**280**	**100.0%**
Item 13 -	**Pre-Final and Final Project Development Report**													
By Civiltech														
A.	Complete Checklist for Determination of State/Federal Approved Categorical Exclusion.		2	2	4								**8**	6.7%
B.	Prepare a disposition of IDOT comments on the Draft PDR.		4	4	8								**16**	13.3%
C.	Revise, proofread, and edit the Draft PDR.		4	8	12								**24**	20.0%
D.	Revise Draft PDR exhibits and appendices.		2	2	12	12							**28**	23.3%
E.	Provide Pre-Final PDR to IDOT for review.		2										**2**	1.7%
F.	Prepare a disposition of IDOT comments on the Pre-Final PDR.		4	4	8								**16**	13.3%
G.	Revise, proofread, and edit the Pre-Final PDR.		2	4	8								**14**	11.7%
H.	Revise Pre-Final PDR Exhibits and appendices.				4	4							**8**	6.7%
I.	Provide Final PDR for Village signature.		2										**2**	1.7%
J.	Submit Final PDR to IDOT for Design Approval.		2										**2**	1.7%
	Subtotal:	**0**	**24**	**24**	**56**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**100.0%**
Item 14 -	**Supervision, Administration, and Project Coordination**													
By Civiltech														
A.	Project setup.		4										**4**	1.7%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
B.	Monthly invoicing and status reports. Assume 24 months.		24	48									**72**	30.8%
C.	Internal coordination meetings.		24	24	24								**72**	30.8%
D.	Regular client coordination meetings as needed.		12	12									**24**	10.3%
E.	NWMC Quarterly Status Reports.		4	4									**8**	3.4%
F.	Prepare Project Program Information (PPI) form. Includes one revision.		2	4	8								**14**	6.0%
G.	Implementation of QA/QC procedures.	40											**40**	17.1%
	Subtotal:	**40**	**70**	**92**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**100.0%**

Total:	**80**	**360**	**432**	**966**	**312**	**50**	**368**	**9**	**45**	**40**	**16**	**2,678**
% of Workhours:	**2.99%**	**13.44%**	**16.13%**	**36.07%**	**11.65%**	**1.87%**	**13.74%**	**0.34%**	**1.68%**	**1.49%**	**0.60%**	

DIRECT COSTS

Item No.	Work Item	In-House Direct Cost	Sub-Consultant Cost
Item 1 -	**Early Coordination and Data Collection**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi	$22.40	
	Item 1 Subtotal	**$22.40**	
Item 2 -	**Field Survey and Preparation of Base Maps**		
Subconsultant:	Jorgensen and Associates, Inc.		$81,691.14
	Item 2 Subtotal		**$81,691.14**
Item 3 -	**Environmental Survey Request**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi	$22.40	
	Item 3 Subtotal	**$22.40**	
Item 6 -	**Location Drainage Technical Memo and Hydraulic Report**		
FEMA Data Request		$500.00	
	Item 6 Subtotal	**$500.00**	
Item 7 -	**Wetland Study**		
Mileage:	2 trips @ 16 mi./round trip @ $0.7/mi.	$44.80	
	Item 7 Subtotal	**$44.80**	
Item 11 -	**Federal Funding Application**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi.	$22.40	
	Item 11 Subtotal	**$22.40**	
Item 12 -	**Public Involvement**		
Mileage:	2 trips @ 16 mi./round trip @ $0.70/mi.	$67.20	
Printing:	750 8"x11" pages @ $0.30/ea.	$225.00	
Printing:	75 11"x17" pages @ $0.50/ea.	$37.50	
Printing:	50 22"x34" sheets @ $1.50/ea.	$75.00	
Legal Ad:	2 each @ $250	$500.00	
Public Meeting Supplies (foam core board, easels, etc.):		$500.00	
Postage:	1 meeting @ 500 letters @ $0.73 each	$365.00	
Certified Letters:	10 letters	$100.00	
	Item 12 Subtotal	**$1,869.70**	
	Total In-House Direct Costs:	**$2,481.70**	-
	Total Subconsultant Costs:	-	**$81,691.14**
	TOTAL IN-HOUSE DIRECT & SUBCONSULTANT COSTS:	**$84,172.84**	

ATTACHMENT B

Jorgensen & Associates, Inc.

SCOPE OF SERVICES

Topographic Survey

The project corridor being along Higgins Road (IL Route 72) from the west side of Glen Lake Road to the east side of Roselle Road on the north side of the roadway with additional areas at various intersections along the corridor.

Establish horizontal and vertical control based on NGS geodetic survey monuments (if available) and using G.P.S. survey methods. The project control will be based on NAD 83 (2011 adjustment) and NAVD 88 datums. Horizontal control will be tied and benchmarks will be located and described.

The topographic survey will include structures, ground shots, roadway shots, drainage and utilities, street lighting, vegetation, trees with diameter at breast-height, curb and gutters, and all other pertinent items within the project corridor. All surveyed structures to include inverts. Cross sections will also be obtained at all intersecting side street and driveways on the north side of the roadway. The cross-sections will be at 50 foot intervals and will extend 10 feet beyond existing right-of-way or to nearest back of curb of parking lot. The southerly topo limit is generally the back of shoulder or curb along the north side of Higgins Road.

An attempt will be made to recover as many property and/or other survey monuments within the project corridor in order to identify and compute the existing right-of-way within the project corridor. The existing right-of-way will be drawn and included in the topographic cad files.

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Exhibit "A"

Payroll Burden & Fringe Costs

	% of Direct Productive Payroll
Federal Insurance Contributions Act	11.96%
State Unemployment Compensation	0.32%
Federal Unemployment Compensation	0.13%
Workmen's Compensation Insurance	1.35%
Paid Holidays, Vacation, Sick Leave, Personal Leave	11.22%
Bonus	4.12%
401(K)	0.88%
Group Insurance	42.24%
Total Payroll Burden & Fringe Costs	72.22%

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Exhibit "B"

Overhead and Indirect Costs

	% of Direct Productive Payroll
Business Insurance	4.26%
Depreciation	4.22%
Indirect wages and salaries	43.10%
Office Expenses	1.18%
Office Supplies	2.59%
Dues & Subscriptions	0.54%
Computer Software	4.32%
Professional Fees	1.57%
Telephone	2.77%
Fees, license & dues	0.05%
Repairs and maintenance	2.30%
Business space rent	4.74%
Facilities - capital	0.33%
In-house mileage	-5.71%
Survey Supplies	0.80%
Automobile/travel expense	7.16%
Miscellaneous Expense	0.54%
State Income Tax	0.39%
Recruiting	1.05%
Postage	0.10%
Educational & Professional Registrations	0.26%
Tech	1.66%
Total Overhead	78.22%

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME Jorgensen & Associates, Inc. **DATE** 11/14/25
PRIME/SUPPLEMENT Prime **PTB NO.**

CONTRACT TERM	12 **MONTHS**	**OVERHEAD RATE**	150.44%
START DATE	11/14/2025	**COMPLEXITY FACTOR**	
RAISE DATE	6/1/2026	**% OF RAISE**	0.00%

ESCALATION PER YEAR

11/14/2025 - 6/1/2026	6/2/2026 - 11/1/2026			
7 / 12	5 / 12			
= 58.33%	41.67%			
= 1.0000				

The total escalation for this project would be: **0.00%**

PAYROLL RATES

FIRM NAME Jorgensen & Associates **DATE** 11/14/25
PRIME/SUPPLEMENT Prime
PSB NO.

ESCALATION FACTOR 0.00%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Survey Party Chief, P.L.S.	$36.50	$36.50
Survey Party Chief	$30.25	$30.25
Instrument Operator	$21.00	$21.00
Cadd Supervisor	$38.25	$38.25
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
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		$0.00
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		$0.00

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

FIRM Jorgensen & Associates, Inc. **DATE** 11/14/25

PSB

PRIME/SUPPLEMENT Prime

OVERHEAD RATE 1.5044

COMPLEXITY FACTOR 0

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	Outside Direct Costs (F)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
	(1) Field-Topographic Survey	696	17,835.00	26,830.97	2,464.00	6,833.85				53,963.82	66.06%
	(2) Office-Compile Field Data	116	4,311.00	6,485.47	880.00	1,693.09				13,369.56	16.37%
	(3) Office-Create Existing Topogrpahy Base File	92	3,519.00	5,293.98		1,277.88				10,090.87	12.35%
	(4) Office-Create T.I.N. & Contours	16	612.00	920.69		222.24				1,754.93	2.15%
	(5) QC/QA	24	876.00	1,317.85		318.11				2,511.96	3.07%
	Subconsultant DL					0.00				0.00	0.00%
	TOTALS	944	27,153.00	40,848.97	3,344.00	10,345.17	0.00	0.00	0.00	**81,691.14**	100.00%

DBE 0.00%

AVERAGE HOURLY PROJECT RATES

FIRM Jorgensen & Associates, Inc.
PSB
PRIME/SUPPLEMENT Prime

DATE 11/14/25

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			(1) Field-Topographic Survey			(2) Office-Compile Field Data			(3) Office-Create Existing Topogrpahy Base File			(4) Office-Create T.I.N. & Contours			(5) QC/QA		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Survey Party Chief, P.L.S.	36.50	96	10.17%	3.71				72	62.07%	22.66							24	100.00%	36.50
Survey Party Chief	30.25	348	36.86%	11.15	348	50.00%	15.13												
Instrument Operator	21.00	348	36.86%	7.74	348	50.00%	10.50												
Cadd Supervisor	38.25	152	16.10%	6.16				44	37.93%	14.51	92	100.00%	38.25	16	100.00%	38.25			
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TOTALS		944	100%	$28.76	696	100.00%	$25.63	116	100%	$37.16	92	100%	$38.25	16	100%	$38.25	24	100%	$36.50

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Manhour Breakdown
Topographic Survey Estimate

Higgins Road ± 9,250' = ± 1.752 miles

Total Length ± 9,250' = ± 1.752 miles

1. Field – Topographic Survey

   a. Measure traverse, level circuit & G.P.S. survey
      32 hours x 2 men = 64 MH

   b. Search & locate existing R.O.W. lines
      80 hours x 2 men = 160 MH

   c. Locate existing topography & inverts
      236 hours x 2 men = 472 MH

   Sub-total Item #1 696 MH

2. Office - Compile Field Data

   a. Compute traverse, level circuit & G.P.S. survey
      8 hours x 1 man = 8 MH

   b. Edit & compile field data
      40 hours x 1 man = 40 MH

   c. Research records
      4 hours x 1 man = 4 MH

   d. Compute existing R.O.W. lines
      64 hours x 1 man = 64 MH

   Sub-total Item #2 116 MH

3. Office - Create Existing Topography Base File

    a. Layout and drafting
    92 hours x 1 man = 92 MH

4. Office - Create T.I.N. & Contours

    a. Compute contours
    16 hours x 1 man = 16 MH

5. QC/QA

    a. Check topographic survey & contours
    24 hours x 1 man = 24 MH

Total All Items 944 MH

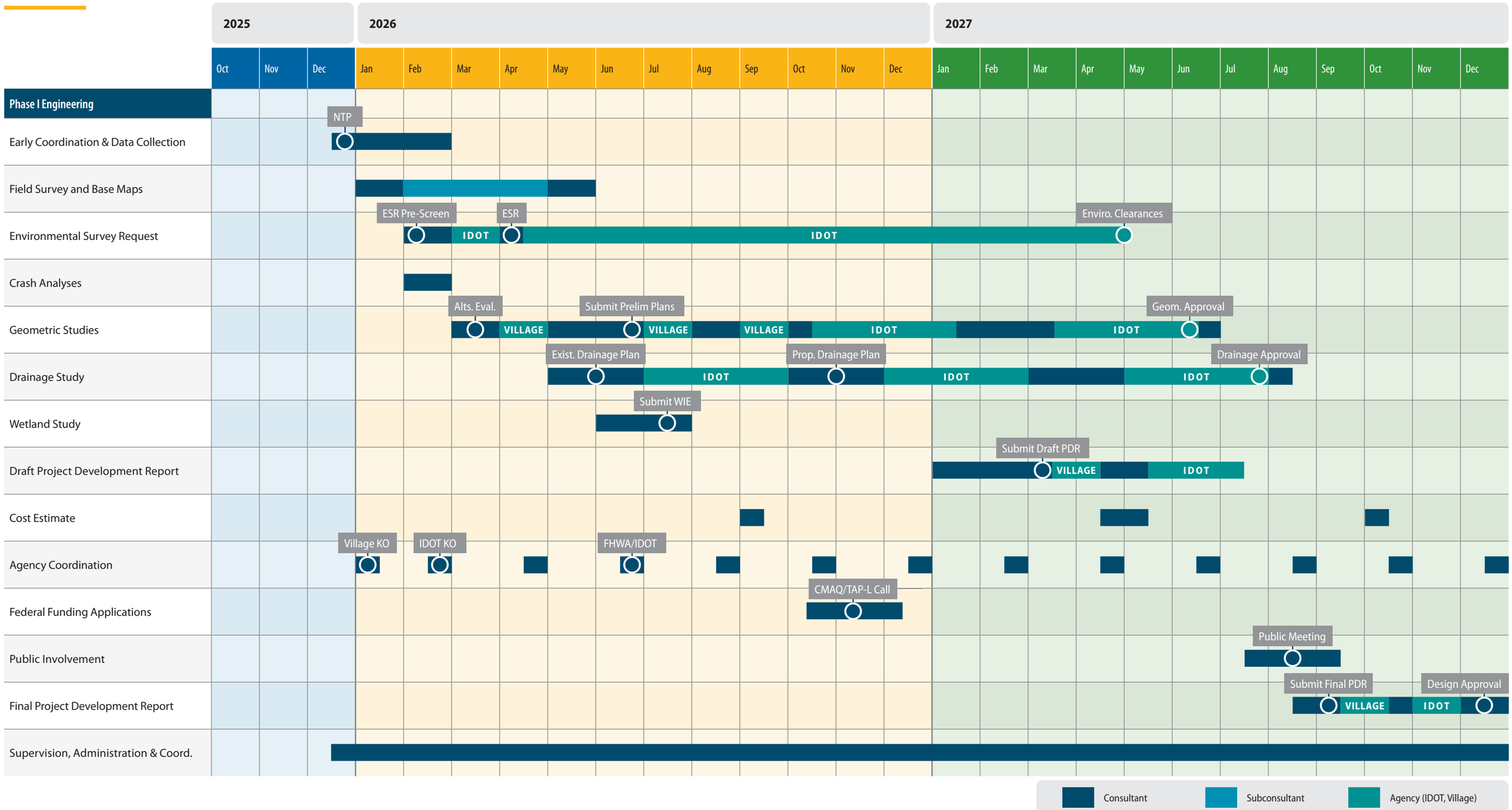
Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Breakdown of
In House Direct Costs

Item		
1. Field – Topographic Survey		
a. Trips to project site – 44 each ± 80 miles/trip x 44 trips = ± 3,520 miles ± 3,520 miles @ $0.70/mile =		$ 2,464.00
2. Office – Compile Field Data		
a. Subdivisions and deeds =		$ 880.00
	Total All Items	$ 3,344.00

E:\Civiltech\Hoffman\Higgins Rd Bike Path\IHC

SCHEDULE


2025
2026
2027
Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
Phase I Engineering
Early Coordination & Data Collection
NTP
Field Survey and Base Maps
Environmental Survey Request
ESR Pre-Screen
ESR
Enviro. Clearances
IDOT
IDOT
Crash Analyses
Geometric Studies
Alts. Eval.
Submit Prelim Plans
Geom. Approval
VILLAGE
VILLAGE
VILLAGE
IDOT
IDOT
Drainage Study
Exist. Drainage Plan
Prop. Drainage Plan
Drainage Approval
IDOT
IDOT
IDOT
Wetland Study
Submit WIE
Draft Project Development Report
Submit Draft PDR
VILLAGE
IDOT
Cost Estimate
Agency Coordination
Village KO
IDOT KO
FHWA/IDOT
Federal Funding Applications
CMAQ/TAP-L Call
Public Involvement
Public Meeting
Final Project Development Report
Submit Final PDR
Design Approval
VILLAGE
IDOT
Supervision, Administration & Coord.
Consultant
Subconsultant
Agency (IDOT, Village)


CIVILTECH



VILLAGE OF SCHAUMBURG

Higgins Road (IL-72) Bike Path Project

503

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Execute an Agreement with Strand Associates, Inc. for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road
01/13/26
Village Board

Presenter: Marisa Krawiec, AiCP, Transportation Program Manager
Lead Department: Transportation

Account(s):	Budget:	Expense Request:
4429010-7454, 26051 10-110	247,000	207,073.70

The budget status for this request is: Under Budget

Amount Under Budget: ($39,926.30)

Executive Summary:

Weathersfield Way between Salem Drive and Roselle Road is a minor collector. Weathersfield Way has a two-lane pavement cross-section with bike lanes in each direction. The roadway has curb & gutter and a closed drainage system with sidewalks located on both sides of the road. At the western terminus, the intersection of Weathersfield Way and Salem Drive is served by an all-way stop. At the eastern terminus, the intersection of Weathersfield Way and Roselle Road is served by a traffic signal. The intersection and the traffic signal are both controlled by the Cook County Department of Transportation and Highways (CCDOTH).

Between Salem Drive and Roselle Road, the village is seeking to resurface the roadway and improve bicycle and pedestrian accommodations on the north side of Weathersfield Way. The locations of mid-block multi-use path crossings and the dedication of pavement to other uses such as parking will be evaluated as part of the scope of work. Connections and repairs for sanitary and water lines under Weathersfield Way will also need to be evaluated. A public information meeting will be held to solicit public input on proposed alternatives.

Consultant Selection

Staff received proposals from four qualified consulting firms. Staff evaluated the proposals based on the qualifications of the project team, the firm's relevant experience, and the proposed project approach. Based on these evaluation criteria, staff recommends Strand Associates, Inc. to complete Phase I Preliminary Engineering for the Weathersfield Way Improvements project. Strand’s proposal set themselves apart through their strong understanding of the project corridor, by providing a clear and efficient work plan, and demonstrating success on comparable projects. In September, the project team was awarded preliminary engineering for Weathersfield Way Resurfacing (Barrington to

Springinsguth) project. The consulting firm has completed additional projects for Engineering and Public Works not related to roadways. Most recently Strand worked on the Centex Water Tank painting project and final design for the Athena Court reservoir tank, the latter of which is still underway. EPW staff has been pleased with Strand's performance on those projects.

Strand Associates, Inc. submitted a scope and cost proposal in the amount of $207,073.70 for Phase I Preliminary Engineering for Weathersfield Way Improvements. A detailed scope and breakdown of the costs is attached. The village budgeted a total of $247,000 for this project in FY25. Based on the attached cost proposal, this phase of the project would be $39,926.30 under the budgeted amount of $247,000. Funds for Phase I of this project will be paid from the Vital Streets fund. Surface Transportation Program (STP) funds are awarded to the project for construction in 2029.

Recommended Action:

The Village Manager recommends that the Transportation Committee recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road in the amount of $207,073.70 and approve the required Resolution.

ATTACHMENTS:

- Weathersfield Way Resolution.docx
- Professional Services Agreement.pdf
- Evaluation Tabulation.docx

RESOLUTION NO. R-26-_____

A RESOLUTION AUTHORIZING THE VILLAGE MANAGER AND VILLAGE CLERK TO EXECUTE AN AGREEMENT WITH STRAND ASSOCIATES, INC. OF JOLIET, IL FOR PHASE I PRELIMINARY ENGINEERING SERVICES FOR WEATHERSFIELD WAY IMPROVEMENTS, SALEM DRIVE TO ROSELLE ROAD, IN THE AMOUNT OF $207,073.70

WHEREAS, the Transportation Committee of the Village of Schaumburg has recommended that the Village of Schaumburg authorize the Village Manager and Village Clerk to execute a Professional Services Agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way, Salem Drive to Roselle Road; and

WHEREAS, the Transportation Committee, Transportation Department, Finance Department, and Legal have reviewed the professional services agreement marked Attachment "A" attached hereto; and

WHEREAS, it would be in the best interest of the Village of Schaumburg to execute the professional services agreement for Phase I Preliminary Engineering Services for Weathersfield Way.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village Manager and Village Clerk are hereby authorized to execute the professional services agreement with Strand Associates, Inc. marked as Attachment "A" for Weathersfield Way Improvements Phase I Preliminary Engineering Services.

SECTION TWO: That the Village Manager and Village Clerk are hereby authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF SCHAUMBURG
PROFESSIONAL SERVICES AGREEMENT FOR
WEATHERSFIELD WAY IMPROVEMENTS (SALEM DRIVE TO ROSELLE ROAD)
PHASE I PRELIMINARY ENGINEERING SERVICES

THIS AGREEMENT is dated as of the ____ day of _____, 20__ (***"Agreement"***) and is by and between the **VILLAGE OF SCHAUMBURG**, an Illinois municipal corporation (***"Village"***) and the Consultant identified in Subsection 1A below.

IN CONSIDERATION OF the recitals and the mutual covenants and agreements set forth in the Agreement, and pursuant to the Village's statutory powers, the parties agree as follows:

SECTION 1. CONSULTANT.

A. Engagement of Consultant. The Village desires to engage the Consultant identified below to provide all necessary professional consulting services and to perform the work in connection with the project identified below:

Consultant Firm Name: Strand Associates, Inc.®
Street Address: 1170 South Houbolt Road
City, State, Zip: Joliet, Illinois 60431
Telephone: (815) 744-4200
Email: Marc.Grigas@strand.com

B. Project Description.
Phase I Preliminary Engineering Services for Weathersfield Way Resurfacing between Salem Drive and Roselle Road.

C. Representations of Consultant. The Consultant has submitted to the Village a description of the services to be provided by the Consultant, a copy of which is attached as Exhibit 1 to this Agreement (***"Services"***). The Consultant represents that it is financially solvent, has the necessary financial resources, and is sufficiently experienced and competent to perform and complete the professional consulting services set forth in Exhibit 1 in a manner consistent with the standards of professional practice by recognized consulting firms providing services of a similar nature.

D. Agreement Amount. The total amount billed by the Consultant for the Services under this Agreement shall not exceed $207,073.70, as outlined in Exhibit 1, including reimbursable expenses as identified in Exhibit 1, unless amended pursuant to Subsection 8A of this Agreement.

SECTION 2. SCOPE OF SERVICES.

A. Retention of the Consultant. The Village retains the Consultant to perform, and the Consultant agrees to perform, the Services.

B. Services. The Consultant shall provide the Services pursuant to the terms and conditions of this Agreement.

C. Commencement; Time of Performance. The Consultant shall commence the Services immediately upon receipt of written notice from the Village that this Agreement has been fully executed by the Parties or on the date specified in Exhibit 1 (the ***"Commencement Date"***). The Consultant shall diligently and continuously prosecute the Services until the completion of the Services, but in no event later than 365 days after the date of the execution of this Agreement (***"Time of Performance"***).

D. Reporting. The Consultant shall regularly report to the Village, regarding the progress of the Services during the term of this Agreement.

SECTION 3. COMPENSATION AND METHOD OF PAYMENT.

A. Agreement Amount. The total amount billed for the services during the term this Agreement shall not exceed the amount identified as the Agreement Amount in Subsection 1D of this Agreement, without the prior express written authorization of the Village.

B. Invoices and Payment. The Consultant shall be paid as provided in Exhibit 1. The Consultant shall submit invoices to the Village in an approved format for those portions of the Services performed and completed by the Consultant. The amount billed in any such invoice shall be based on the method of payment set forth in Exhibit 1. The Village shall pay to the Consultant the amount billed within 30 days after its receipt and approval of such an invoice.

C. Records. The Consultant shall maintain records showing actual time devoted and costs incurred, and shall permit the authorized representative of the Village to inspect and audit all data and records of the Consultant for services done under the Agreement. The records shall be made available to the Village at reasonable times during the Agreement period, and for three years after the termination of the Agreement.

D. Claim In Addition To Agreement Amount. If the Consultant wishes to make a claim for additional compensation as a result of action taken by the Village, the Consultant shall provide written notice to the Village of such claim within 7 days after occurrence of such action as provided by Subsection 8D of this Agreement, and no claim for additional compensation shall be valid unless made in accordance with this Subsection. Any changes in the Agreement Amount shall be valid only upon written amendment pursuant to Subsection 8A of this Agreement. Regardless of the decision of the Village relative to a claim submitted by the Consultant, the Consultant shall proceed with all of the Services required to complete the Services under this Agreement as determined by the Village without interruption.

E. Taxes, Benefits and Royalties. The Agreement Amount includes all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties and fees arising from the use on, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

F. Final Acceptance. The Services, or, if the Services are to be performed in separate phases, each phase of the Services, shall be considered complete on the date of final written acceptance by the Village of the Services or each phase of the Services, as the case may be, which acceptance shall not be unreasonably withheld or delayed.

SECTION 4. PERSONNEL; SUBCONSULTANTS.

A. Key Project Personnel. The Key Project Personnel identified in Exhibit 1 shall be primarily responsible for carrying out the Services on behalf of the Consultant. The Key Project Personnel shall not be changed without the Village's prior written approval.

B. Availability of Personnel. The Consultant shall provide all personnel necessary to complete the Services including, without limitation, any Key Project Personnel identified in this Agreement. The Consultant shall notify the Village as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Key Project Personnel. The Consultant shall have no claim for damages and shall not bill the Village for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the Time of Performance as a result of any such termination, reassigning, or resignation.

C. Approval and Use of Subconsultants. The Consultant shall perform the Services with its own personnel and under the management, supervision, and control of its own organization unless otherwise approved by the Village in writing. All subconsultants and subagreements used by the Consultant shall be acceptable to, and approved in advance by, the Village. The Village's approval of any subconsultants or subagreements shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by the Agreement. All Services performed under any subagreement shall be subject to all of the provisions of this Agreement in the same manner as if performed by employees of the Consultant. For purposes of this Agreement, the term "Consultant" shall be deemed also to refer to all subconsultants of the Consultant, and every subagreement shall include a provision binding the subconsultants to all provisions of this Agreement.

D. Removal of Personnel and Subconsultants. If any personnel or subconsultants fails to perform the Services in a manner satisfactory to the Village, the Consultant shall immediately upon notice from the Village remove and replace such personnel or subconsultants. The Consultant shall have no claim for damages, for compensation in excess of the amount contained in this Agreement or for a delay or extension of the Time of Performance as a result of any such removal or replacement.

SECTION 5. CONFIDENTIAL INFORMATION.

A. Confidential Information. The term ***"Confidential Information"*** shall mean information designated as "Confidential" in the possession or under the control of the Village relating to the technical, business or corporate affairs of the Village; Village property; user information, including, without limitation, any information pertaining to usage of the Village's computer system, including and without limitation, any information obtained from server logs or other records of electronic or machine readable form; and the existence of, and terms and conditions of, this Agreement. Village Confidential Information shall not include information that can be demonstrated: (i) to have been rightfully in the possession of the Consultant from a source other than the Village prior to the time of disclosure of said information to the Consultant under this Agreement (***"Time of Disclosure"***); (ii) to have been in the public domain prior to the Time of Disclosure; (iii) to have become part of the public domain after the Time of Disclosure by a publication or by any other means except an unauthorized act or omission or breach of this Agreement on the part of the Consultant or the Village; or (iv) to have been supplied to the Consultant after the Time of Disclosure without restriction by a third party who is under no obligation to the Village to maintain such information in confidence.

B. No Disclosure of Confidential Information by the Consultant. The Consultant acknowledges that it shall, in performing the Services for the Village under this Agreement, have access to or be directly or indirectly exposed to Confidential Information. The Consultant shall hold confidential all Confidential Information and shall not disclose or use such Confidential Information without express prior written consent of the Village unless required to perform the Services set forth in this Agreement. The Consultant shall be permitted to disclose Confidential Information as necessary to its subconsultants to fulfill the obligations required by this Agreement. The Consultant shall use reasonable measures at least as strict as those the Consultant uses to protect its own confidential information. Such measures shall include, without limitation, requiring subcontractors of the Consultant to execute a non-disclosure agreement before obtaining access to Confidential Information.

SECTION 6. STANDARD OF CARE; INDEMNIFICATION; INSURANCE.

A. Standard of Care. The Consultant warrants that the Services shall be performed in accordance with the standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in the same locale in existence at the time of performance of this Agreement. The standard of care expressed shall be in addition to any other representations expressed in the Agreement, or expressed or implied by law, which are hereby reserved unto the Village.

B. Indemnification. The Consultant shall, without regard to the availability or unavailability of any insurance either of the Village or the Consultant, indemnify and save harmless, the Village, its officials, and its employees, against any and all damages, liabilities, losses, and expenses, including reasonable attorneys' fees and administrative expenses recoverable under applicable law, to the extent arising, out of or caused by, the Consultant's negligent acts, errors or omissions in the performance of, or failure to perform, the Services or any part thereof, except to the extent caused by the negligence of the Village.

C. Insurance. Contemporaneous with the Consultant's execution of this Agreement, the Consultant shall provide certificates of insurance and upon request, policies of insurance, all with coverages and limits acceptable to the Village, and evidencing at least the minimum insurance coverages and limits as set forth in Exhibit 2 to this Agreement. But in no event shall any services begin without an insurance certificate or policy having been provided and approved by the Village. Such certificates shall be from companies with a general rating of A and a financial size category of Class X or better, in Best's Insurance Guide. Such certificates of insurance shall provide that no insurer change, modification in, or cancellation of any insurance shall become effective until the expiration of 30 days after written notice thereof shall have been given to the Village. The Consultant shall, at all times during the term of this Agreement, maintain and keep in force, at the Consultant's expense, the insurance coverages provided above, including without limitation at all times to meet the Standard of Care requirements of Subsection 6(A) of this section.

D. No Personal Liability. No elected or appointed official or employee of the Village shall be personally liable, in law or in contract, to the Consultant as the result of the execution of this Agreement. Likewise, no claims or suits shall be made against the employees of the Consultant as a result of the execution of this Agreement.

SECTION 7. CONSULTANT AGREEMENT GENERAL PROVISIONS.

A. Relationship of the Parties. The Consultant shall act as an independent contractor in providing and performing the Services. Nothing, in or done pursuant to this Agreement, shall be construed (i) to create the relationship of principal and agent, employer and employee, partners, or joint venturers between the Village and Consultant; or (ii) to create any relationship between the Village and any subcontractor of the Consultant.

B. Conflict of Interest. The Consultant represents and certifies that, to the best of its knowledge, (1) no Village employee or agent is interested in the business of the Consultant or this Agreement; (2) as of the date of this Agreement neither the Consultant nor any person employed or associated with the Consultant has any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement; and (3) neither the Consultant nor any person employed by or associated with the Consultant shall at any time during the term of this Agreement obtain or acquire any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement.

C. No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 *et seq.* of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code, 720 ILCS 5/33E-1 *et seq.* The Consultant represents that the only persons, firms, or corporations interested in this Agreement as principals are those disclosed to the Village prior to the execution of this Agreement, and that this Agreement is made without collusion with any other person, firm, or corporation. If at any time it shall be found that the Consultant has, in procuring this Agreement, colluded with any other person, firm, or corporation, then the Consultant shall be liable to the Village for all loss or damage that the Village may suffer, and this Agreement shall, at the Village's option, be null and void.

D. Sexual Harassment Policy. The Consultant certifies that it has a written sexual harassment policy in full compliance with Section 2-105(A) (4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A) (4).

E. Patriot Act Compliance. The Consultant represents and warrants to the *Village* that neither it nor any of its principals, shareholders, members, partners, or affiliates, as applicable, is a person or entity named as a Specially Designated National and Blocked Person (as defined in Presidential Executive Order 13224) and that it is not acting, directly or indirectly, for or on behalf of a Specially Designated National and Blocked Person. The Consultant further represents and warrants to the Village that the Consultant and its principals, shareholders, members, partners, or affiliates, as applicable, are not, directly or indirectly, engaged in, and are not facilitating, the transactions contemplated by this Agreement on behalf of any person or entity named as a Specially Designated National and Blocked Person. The Consultant hereby agrees to defend, indemnify and hold harmless the Village, its corporate authorities, and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from and against any and all claims, damages, losses, risks, liabilities, and expenses (including reasonable attorneys' fees and costs) arising from or related to any breach of the representations and warranties in this subsection.

F. Termination. Notwithstanding any other provision hereof, the Village may terminate this Agreement at any time upon 15 days prior written notice to the Consultant. In the event that this Agreement is so terminated, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed as determined as provided in Exhibit 1. The Consultant may also terminate the Agreement in the event the Village fails to make payment for services rendered, but only after the Consultant has provided written notice to the Village of the lack of payment and allowed the Village 30 days to make payment or contest the payment or amount.

G. Term. The time of performance of this Agreement, unless terminated pursuant to the terms of this Agreement, shall expire on the date the Village determines that all of the Services under this Agreement are completed or upon final payment to Consultant. A determination of completion shall not constitute a waiver of any rights or claims which the Village may have or thereafter acquire with respect to any breach hereof by the Consultant or any right of indemnification of the Village by the Consultant.

H. Compliance with Laws and Grants. Consultant shall give notices, pay all fees, and take all other action that may be necessary for the Services that are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable building and zoning statutes, ordinances, rules, and regulations, and the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq*., and the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq*. Consultant shall also comply with all conditions of any federal, state, or local grant received by Village and made known to the Consultant with respect to this Agreement or the Services.

Consultant shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Consultant's, or its subconsultants', negligent performance of, or failure to perform, the Services or any part thereof.

I. Default. If it should appear at any time that the Consultant has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that permits completion of the Services in full compliance with the requirements of this Agreement, or has otherwise failed, refused, or delayed to perform or satisfy the Services or any other material requirement of this Agreement (***"Event of Default"***), and fails to cure any such Event of Default within ten business days after the Consultant's receipt of written notice of such Event of Default from the Village, then the Village shall have the right, without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. Cure by Consultant. The Village may require the Consultant, within a reasonable time, to complete or correct all or any part of the Services that are the subject of the Event of Default; and to take any or all other action necessary to bring the Consultant and the Services into compliance with this Agreement.

2. Termination of Agreement by Village. The Village may terminate this Agreement without liability for further payment of amounts due or to become due under this Agreement.

3. Withholding of Payment by Village. The Village may withhold from any payment, whether or not previously approved, or may recover from the Consultant, any and all costs, including attorneys' fees and administrative expenses, incurred by the Village as the result of any Event of Default by the Consultant or as a result of reasonable actions taken by the Village in response to any Event of Default by the Consultant.

J. No Additional Obligation. The Parties acknowledge and agree that the Village is under no obligation under this Agreement or otherwise to negotiate or enter into any other or additional contracts or agreements with the Consultant or with any vendor solicited or recommended by the Consultant.

K. Village Board Authority. Notwithstanding any provision of this Agreement, any negotiations or agreements with, or representations by the Consultant to vendors shall be subject to the approval of the Village Board of Trustees. The Village shall not be liable to any vendor or other third party for any agreements made by the Consultant, purportedly on behalf of the Village, without the knowledge and approval of the Village Trustees.

L. Mutual Cooperation. The Village agrees to cooperate with the Consultant in the performance of the Services, including meeting with the Consultant and providing the Consultant with such non-confidential information that the Village may have that may be relevant and helpful to the Consultant's performance of the Services. The Consultant agrees to cooperate with the Village in the performance of the Services to complete the work and with any other consultants engaged by the Village.

M. News Releases. The Consultant shall not issue any news releases or other public statements regarding the Services without prior approval from the Village

N. Ownership. Designs, drawings, plans, specifications, photos, reports, information, observations, calculations, notes, and any other documents, data, or information, in any form, prepared, collected, or received by the Consultant in connection with any or all of the Services to be performed under this Agreement (***"Documents"***) shall be and remain the exclusive property of the Village. At the Village's request, or upon termination of this Agreement, the Consultant shall cause the Documents to be promptly delivered to the Village upon payment of all sums due and owing Consultant under the Agreement. Any reuse of Documents other than for the purposes of this Agreement shall be at Village risk and Consultant shall not be liable for any reuse of the Documents.

O. GIS Data. ***[NOTE: Use this only if applicable]*** The Village has developed digital map information through Geographic Information Systems Technology (***"GIS Data"***) concerning the real property located within the Village. If requested to do so by the Consultant, the Village agrees to supply the Consultant with a digital copy of the GIS Data, subject to the following conditions:

1. Limited Access to GIS Data. The GIS Data provided by the Village shall be limited to the scope of the Services that the Consultant is to provide for the Village;

2. Purpose of GIS Data. The Consultant shall limit its use of the GIS Data to its intended purpose of furtherance of the Services; and

3. Agreement with Respect to GIS Data. The Consultant does hereby acknowledge and agree that:

a. **Trade Secrets of the Village.** The GIS Data constitutes proprietary materials and trade secrets of the Village and, shall remain the property of the Village;

b. **Consent of Village Required.** The Consultant will not provide or make available the GIS Data in any form to anyone without the prior written consent of the Village;

c. **Supply to Village.** At the request of the Village, the Consultant shall supply the Village with any and all information that may have been developed by the Consultant based on the GIS Data;

d. **No Guarantee of Accuracy.** The Village makes no guarantee as to the accuracy, completeness, or suitability of the GIS Data in regard to the Consultant's intended use thereof; and

e. **Discontinuation of Use.** At such time as the Services have been completed to the satisfaction of the Village, the Consultant shall cease its use of the GIS Data for any purpose whatsoever; and, upon request, an authorized representative of the Village shall be afforded sufficient access to the Consultant's premises and data processing equipment to verify that all use of the GIS Data has been discontinued.

SECTION 8. GENERAL PROVISIONS.

A. Amendment. No amendment or modification to this Agreement shall be effective unless and until such amendment or modification is in writing, properly approved in accordance with applicable procedures, and executed.

B. Assignment. This Agreement may not be assigned by the Village or by the Consultant without the prior written consent of the other party.

C. Binding Effect. The terms of this Agreement shall bind and inure to the benefit of the Parties hereto and their agents, successors, and assigns.

D. Notice. Any notice or communication required or permitted to be given under this Agreement shall be in writing and shall be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, (iv) by facsimile, or (v) by electronic internet mail ("e-mail"). Facsimile notices shall be deemed valid only to the extent that they are (a) actually received by the individual to whom addressed and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. E-mail notices shall be deemed valid and received by the addressee thereof when delivered by e-mail and (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii) or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise expressly provided in this Agreement, notices shall be deemed received upon the earlier of (a) actual receipt; (b) one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) three business days following deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Subsection, each Party shall have the right to change the address or the addressee, or both, for all future notices and communications to such party, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Schaumburg 714 S. Plum Grove Road
Schaumburg, Illinois 60193
Attention: Ogar Somo
E-mail: OSomo@schaumburg.com

Notices and communications to the Consultant shall be addressed to, and delivered at, the following address:

Consultant Firm Name: Strand Associates, Inc.®
Street Address: 1170 South Houbolt Road
City, State, Zip: Joliet, Illinois 60431
Attention: Marc Grigas
Facsimile: _____
Email: Marc.Grigas@strand.com

E. Third Party Beneficiary. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation other than the Consultant shall be made or be valid against the Village or Consultant.

F. Provisions Severable. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

G. Time. Time is of the essence in the performance of this Agreement.

H. Governing Laws. This Agreement shall be interpreted according to the laws of the State of Illinois.

I. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any and all previous or contemporaneous oral or written agreements and negotiations between the Village and the Consultant with respect to the Proposal and the Services.

J. Waiver. No waiver of any provision of this Agreement shall be deemed to or constitute a waiver of any other provision of this Agreement (whether or not similar) nor shall any such waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Agreement.

K. Exhibit. Exhibits 1 and 2, are attached hereto, and by this reference incorporated in and made a part of this Agreement. In the event of a conflict between the Exhibit and the text of this Agreement, the text of this Agreement shall control.

L. Rights Cumulative. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other such rights, remedies, and benefits allowed by law.

M. **Counterpart Execution.** This Agreement may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[SIGNATURES FOLLOW]

VILLAGE OF SCHAUMBURG

By: _____
Village Manager

ATTEST:

By: _____
Village Clerk

CONSULTANT

By: Joseph M Breslin 12/19/25

TITLE: Corporate Secretary

ATTEST:

By: Gretchen J. Christensen

TITLE: N/A

EXHIBIT 1

SCOPE OF SERVICES

AGREEMENT AMOUNT

[TO BE PREPARED BY CONSULTANT AND ACCEPTABLE TO VILLAGE]

[INCLUDE HOURLY RATES, LUMP SUM AMOUNTS, REIMBURSABLE COSTS, SCHEDULE FOR LUMP SUM OR INSTALLMENT PAYMENTS, INVOICE FORMAT, ETC.]

[SHALL INCLUDE SCHEDULE]

EXHIBIT 1

Services Name: Phase I Engineering Services for Weathersfield Way Resurfacing Project from Salem Drive to Roselle Road (PROJECT).

Project Understanding

PROJECT consists of roadway and multi-use path modifications to 1.0 miles of Weathersfield Way from Salem Drive to Roselle Road in the Village of Schaumburg, Illinois (Village). Roadway modifications include resurfacing, pavement patching, curb and gutter and sidewalk removal and replacement. A multi-use path will be designed from the existing path at Salem Drive to Roselle Road.

Phase I and Phase II will be locally funded. Other phases of PROJECT will be partially funded with Surface Transportation Program federal funds. PROJECT will be processed through the Illinois Department of Transportation's (IDOT) District One's Bureau of Local Roads & Streets and the Federal Highway Administration (FHWA). PROJECT is anticipated to be processed as a Categorical Exclusion—State Approved. Village has scheduled PROJECT for the March 2029 IDOT letting.

Scope of Services

Phase I Preliminary Engineering

Administration and Communication

1. Track PROJECT schedule, budget, and task completion.
2. Prepare monthly PROJECT invoices.
3. Prepare subconsultant agreements and communicate with subconsultants.
4. Communicate with Northwest Municipal Conference (NWMC) and prepare PROJECT program information and quarterly reports to NWMC.

Data Collection, Site Visit, and Review of Materials

1. Collect and review data provided by Village which may include, but will not be limited to, subdivision plats, as-built plans, traffic signal plans at Roselle Road, crash data for the previous five years, microfilm, historic aerial imagery, flood plain and wetland mapping, and permits.
2. Review Village's geographical information system data.
3. Perform one site visit and prepare an Environmental Survey Request photograph log.
4. Review existing pavement conditions and pavement patching sizes and quantities.
5. Review existing sidewalk not proposed to be replaced with a multi-use path for areas that may not meet current Americans with Disabilities Act/Public Right-Of-Way (ROW) Accessibility Guidelines. Areas to be replaced shall be determined by Village.
6. Perform a condition assessment of existing driveway aprons and curb and gutter.

Environmental Engineering

1. Prepare and submit an Environmental Survey Request to IDOT including exhibits and photograph log.

2. Subconsultant Hampton, Lenzini and Renwick, Inc. (HLR) will perform services related to completing a Preliminary Environmental Site Assessment (PESA). The PESA will be prepared using historical and geological information. The specific methods used to conduct the assessment will be in accordance with the following documents:

   a. American Society for Testing and Materials Standards E1527-13.

   b. A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects.

   c. Special Wastes Procedures for Local Highway Improvements (IDOT Local Roads Manual, July 22, 2004).

   d. IDOT Bureau of Design and Environment (BDE) Manual, Section 27-3.03 (b) (October 2015).

   The PESA will include a database search, review of historical records, an on-site evaluation, and review of other project conditions that may give insight into the existing environmental conditions along the route.

   Once the review has been completed, a written report will be prepared and submitted as documentation for the on-site analysis. This report will accompany various site photographs, maps, and the above-mentioned documentation; which will be utilized to assist with the project evaluation.

3. Review PESA results and incorporate into the Project Development Report, as appropriate.

4. Communicate with HLR regarding its services.

Topographical Survey

1. Subconsultant Claassen, White & Associates (CWA) will provide the topographical survey services. The survey will be bound by the ROW, generally extending 15 feet beyond the existing roadway ROW. Longitudinal limits of the survey will be the east edge of pavement of Salem Drive to the full intersection of Roselle Road. Side street topography will extend 50 feet beyond the curb returns. Survey will include entrances, utility structures with discharge pipe inverts, fire hydrants, sidewalks, curb ramps, paths, fences, handholes, traffic signal equipment, retaining walls, pavement, trees, signs, and curb and gutter. All trees will be located within the PROJECT limits and will be identified as deciduous or coniferous. Tree species and tree tagging will not be included. The horizontal control will be set in accordance with a global positioning system (GPS) based on Illinois State Plane Coordinates/East Zone NAD83 (2011). Provide vertical control in accordance with a GPS unit based on NAVD 88 datum and National Geodetic Survey control.

2. Develop a base map of the topographical survey results with Open Roads Designer. Import spatially-tied aerial photography provided by Village into the base map.

3. Communicate with CWA regarding its services.

Geotechnical Engineering and Analyses

1. Subconsultant Rubino Engineering, Inc., (Rubino) will provide geotechnical engineering services and prepare a Roadway Geotechnical Report. Rubino will perform up to 18 pavement cores to up to two feet deep on Weathersfield Way.

2. Communicate with Rubino regarding its services.

Utility Communication

1. Prepare initial communication letters for utilities that are on the J.U.L.I.E. locate design stage ticket.

2. Review utility atlases provided by utility companies and Village.

3. Communicate with utility companies.

Stakeholder Involvement Plan

1. Prepare a log of PROJECT stakeholders. This is anticipated to include residents along the corridor, Schaumburg Park District, and businesses at the Farmgate Shopping Center. Up to 150 stakeholders are anticipated.

2. Provide the following for one public information meeting held by Village.

    a. Prepare a public meeting advertisement for Village approval. Advertise the Public Information Meeting for two publications in one Village-approved newspaper (two publications total). Prepare the advertisement and communicate with one newspaper to publish the advertisement following IDOT Bureau of Local Roads and Streets criteria.

    b. Prepare a public meeting notification letter on Village letterhead. Prepare and mail the letters to up to 150 property owners along the corridor. For the multi-unit residential development near Roselle Road, letters will be mailed to the Lakewood Condominium Association, not individual units. For the commercial developments near Roselle Road, letters will be mailed to only the buildings that abut Weathersfield Way.

    c. Prepare up to six exhibit boards (to be displayed on easels) and aerial exhibits (to be laid flat on a table) summarizing PROJECT. Make exhibits available for review by Village prior to the meeting. The exhibit boards will be used to facilitate discussions about PROJECT with members of the public.

    d. Facilitate the public information meeting in an open house format. It is anticipated that the open house will last up to three hours and will be held on a weeknight.

    e. Provide a sign-in sheet and comment forms for members of the public. Collect comment forms at the end of the open house.

    f. Prepare an electronic log of up to 50 written comments received before, during, and up to two weeks after the public information meeting.

    g. Prepare a written summary of the public information meeting, including information about the number of attendees and a summary of the comments that were received. The written summary will be made available to Village.

3. Review and prepare responses to comments received before, during, and up to two weeks after the public information meeting. Formal responses on Village letterhead will be emailed or mailed to respond to each comment received within that timeframe.

4. Meet individually with up to three stakeholders to discuss PROJECT.

Crash Analysis

1. Obtain and review crash data from Village for the previous five years.

2. Prepare crash summary and collision diagrams for up to 100 crashes.

Geometric Studies

1. Prepare a multi-use path alternative analysis reviewing two alternative for the Village to select a preferred alternative. Provide a summary letter of results to the Village. Discuss alternatives with Village for Village to select preferred location.

2. Design horizontal alignment and vertical profile for up to 5,400 linear feet of multi-use path.

3. Review existing pavement structure from pavement core results and review up to two alternatives for the resurfacing pavement structure.

4. Evaluate existing crosswalk and curb ramp locations along the corridor for pedestrian connectivity. Each intersection will be evaluated for adding crosswalks and/or removing crosswalks and curb ramps.

5. Prepare preliminary plans for Village's review. Preliminary plans shall consist of plan and profile at 20 scale, existing and proposed typical sections, and cross sections. Cross sections will be prepared for the location of the Village-prepared multi-use path every 50 feet and at entrances. Cross sections will not be included in the Project Development Report and side street cross sections will not be provided.

Project Development Report

1. Prepare an opinion of probable construction cost (OPCC).

2. Prepare a Prefinal Project Development Report utilizing IDOT's Form BLR 22110 with attachments at 95 percent completion. The following attachments are anticipated to be included.

    a. Location map.

    b. Functional classification map.

    c. Existing and proposed typical sections.

    d. Roadway plan and profile drawings. A proposed profile for the multi-use path will be shown.

    e. Communication meeting data (BLR 22410).

    f. Design Exception Guidelines (BLR 22000).

    g. Design Exception Forms (BLR 22120), as appropriate.

    h. Bicycle and Pedestrian Assessment (BDE 1702).

    i. Crash analysis.

    j. PESA summary.

    k. Biological and cultural clearances.

    l. Meeting minutes.

m. Agency, stakeholder, and utility communication.

n. OPCC.

3. Submit the Prefinal Project Development Report (anticipated to be Categorical Exclusion—State Approved) for Village and IDOT review. Prepare Checklist for Determination of State/Federal Approved Categorical Exclusions (BLR 19110).

4. Revise the Project Development Report based on review comments from Village and IDOT, as appropriate.

5. Prepare up to four design exception forms on IDOT forms.

6. Prepare design approval request notices for publication by Village.

Meetings

Attend and prepare meeting minutes for the following meetings:

1. One virtual kickoff meeting with IDOT.

2. One kickoff meeting with Village.

3. Up to 12 virtual 30-minute progress meetings with Village.

4. One meeting with FHWA.

Quality Control/Quality Assurance (QA/QC)

Perform QA/QC reviews prior to each submittal and throughout the PROJECT as appropriate. QA/QC review will be implemented in accordance with Consultant's QA/QC procedures.

Service Elements Not Included

The following services are not included in this Agreement. If required, they will be provided through an amendment to this Agreement or through a separate agreement with the Village.

1. Additional Village-required Site Visits and/or Meetings: Additional Village-required site visits or meetings.

2. Archaeological or Botanical Investigations: Consultant will assist Village in engaging the services of an archaeologist or botanist, if required, to perform the field investigations necessary for agency review.

3. Flood Studies: Any services involved in performing flood and floodway studies.

4. Land and Easement Surveys/Procurement: Any services of this type including, but not limited to, a record search, field work, preparation of legal descriptions, or assistance to Village for securing land rights necessary for the specified project.

5. Location Drainage Study or Location Drainage Technical Memorandum Preparation.

6. PESA Response and Preliminary Site Investigation.

7. Phase II Design Services.

8. PowerPoint Presentation for the Public Meeting.

9. Preparation for and/or Appearance in Litigation on Behalf of Village: Any services related to litigation.

10. Revising Designs, Drawings, Specifications, and Documents: Any services required after these items have been previously approved by state or federal regulatory agencies, because of a change in project scope or where such revisions are necessary to comply with changed state and federal regulations that are put in force after Services have been partially completed.

11. Section 4(f) and Section 6(f) Impacts.

12. Village Board and Committee Presentations.

Client: Village of Schaumburg, IL
Project: Weathersfield Way Improvements
Phase: Phase I Engineering
Date: 22-Dec-2025

STRAND ASSOCIATES®

	Task (Note: Numbering does not align with the Schedule numbering in Approach)	PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECH LEAD	SECRETARY	BUDGET TOTALS Hours	Subconsultant Cost	Labor Cost	Line Cost	% of Project
1.0	**Administration & Communication**															
1.1	Track project schedule, budget, and task completion (13 months @ 1 hrs/mo)	2.00	6.00		3.00						2.00	13.00		$2,504.25	$2,504.25	1.34%
1.2	Prepare and submit monthly invoices (13 months @ 1 hrs/mo)	2.00	6.00		3.00						2.00	13.00		$2,504.25	$2,504.25	1.34%
1.3	Develop subconsultant agreements and track subconsultant progress (13 months @ 0.5 hrs/mo)	1.00	2.00		1.50						2.00	6.50		$1,176.73	$1,176.73	0.63%
1.4	Communicate with Northwest Municipal Conference (NWMC) and prepare Project Program Information and quarterly reports to NWMC		2.00		4.00						1.00	7.00		$1,164.85	$1,164.85	0.62%
1.0	**Administration & Communication**	5.00	16.00	0.00	11.50	0.00	0.00	0.00	0.00	0.00	7.00	39.50	$0.00	$7,350.08	$7,350.08	3.92%
2.0	**Data Collection, Site Visit, and Review of Materials**															
2.1	Collect and review data provided by the Village		2.00	4.00			8.00					14.00		$1,973.77	$1,973.77	1.05%
2.2	Review the Village's GIS data			2.00			4.00					6.00		$793.00	$793.00	0.42%
2.3	Visit site and prepare ESR photo log			6.00	6.00		6.00					18.00		$2,598.28	$2,598.28	1.39%
2.4	Review existing pavement conditions and pavement patching sizes and quantities			6.00			6.00					12.00		$1,610.40	$1,610.40	0.86%
2.5	Evaluate existing sidewalk for potential areas of replacement		2.00	4.00			12.00					18.00		$2,486.17	$2,486.17	1.33%
2.6	Perform a condition assessment of existing driveway aprons and curb and gutter		2.00	6.00			10.00					18.00		$2,510.57	$2,510.57	1.34%
2.0	**Data Collection, Site Visit, and Review of Materials**	0.00	6.00	28.00	6.00	0.00	46.00	0.00	0.00	0.00	0.00	86.00	$0.00	$11,972.19	$11,972.19	6.39%
3.0	**Environmental Engineering**															
3.1	Prepare and submit Environmental Survey Request with exhibits and photo log		2.00	12.00			26.00					40.00		$5,401.97	$5,401.97	2.88%
3.2	Subconsultant HLR will perform services related to completing a PESA												$11,500.00		$11,500.00	6.14%
3.3	Review PESA results and incorporate into PDR as appropriate		1.00	2.00								3.00		$474.49	$474.49	0.25%
3.4	Communicate with HLR regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
3.0	**Environmental Engineering**	0.00	5.00	16.00	0.00	0.00	26.00	0.00	0.00	0.00	0.00	47.00	$11,500.00	$6,544.83	$18,044.83	9.63%
4.0	**Topographical Survey (Claassen, White & Associates)**															
4.1	Subconsultant Claassen, White & Associates will provide the topographical survey services												$39,460.00		$39,460.00	21.05%
4.2	Develop base map of topographical survey results with Open Roads Designer and import spatially-tied aerial photography			2.00			2.00			8.00		12.00		$2,122.80	$2,122.80	1.13%
4.3	Communicate with Claassen, White & Associates regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
4.0	**Topographical Survey (Claassen, White & Associates)**	0.00	2.00	4.00	0.00	0.00	2.00	0.00	0.00	8.00	0.00	16.00	$39,460.00	$2,791.17	$42,251.17	22.54%
5.0	**Geotechnical Engineering and Analyses (Rubino)**															
5.1	Subconsultant Rubino will provide geotechnical engineering services												$5,970.00		$5,970.00	3.19%
5.2	Communicate with Rubino regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
5.0	**Geotechnical Engineering and Analyses (Rubino)**	0.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	$5,970.00	$668.37	$6,638.37	3.54%
6.0	**Utility Communication**															
6.1	Prepare initial coordination letters for utilities identified by JULIE			2.00			4.00				2.00	8.00		$1,029.99	$1,029.99	0.55%
6.2	Review utility atlases provided by utility companies			2.00			6.00					8.00		$1,049.20	$1,049.20	0.56%
6.3	Communicate with utility companies			2.00			6.00					8.00		$1,049.20	$1,049.20	0.56%
6.0	**Utility Communication**	0.00	0.00	6.00	0.00	0.00	16.00	0.00	0.00	0.00	2.00	24.00	$0.00	$3,128.39	$3,128.39	1.67%
7.0	**Stakeholder Involvement Plan**															
7.1	Advertise public meeting notification and communicate with newspaper		1.00	12.00							2.00	15.00		$2,114.48	$2,114.48	1.13%
7.2	Prepare for and hold one Public Information meeting		6.00	24.00			48.00					78.00		$10,679.31	$10,679.31	5.70%
7.3	Review and prepare responses to public comments		2.00	8.00			8.00				2.00	20.00		$2,771.97	$2,771.97	1.48%
7.4	Meet individually with stakeholders to discuss the project, upon request		6.00	6.00								12.00		$2,005.11	$2,005.11	1.07%
7.0	**Stakeholder Involvement Plan**	0.00	15.00	50.00	0.00	0.00	56.00	0.00	0.00	0.00	4.00	125.00	$0.00	$17,570.87	$17,570.87	9.37%
8.0	**Crash Analysis**															
8.1	Obtain and review crash data for the previous 5 years			4.00	4.00		12.00					20.00		$2,756.98	$2,756.98	1.47%
8.2	Prepare crash summary and collision diagrams			4.00			24.00					28.00		$3,635.60	$3,635.60	1.94%
8.0	**Crash Analysis**	0.00	0.00	8.00	4.00	0.00	36.00	0.00	0.00	0.00	0.00	48.00	$0.00	$6,392.58	$6,392.58	3.41%
9.0	**Geometric Studies**															
9.1	Prepare a multi-use path alternatives analysis and summary letter		2.00	4.00			12.00				2.00	20.00		$2,723.17	$2,723.17	1.45%
9.2	Design horizontal alignment and vertical profile for up to 5,400 feet of multi-use path		2.00	8.00			24.00		8.00			42.00		$5,438.57	$5,438.57	2.90%
9.3	Review existing pavement structure and resurfacing alternatives			4.00			4.00					8.00		$1,073.60	$1,073.60	0.57%
9.4	Evaluate crosswalk and curb ramp locations		1.00	4.00			8.00					13.00		$1,779.89	$1,779.89	0.95%

Client: Village of Schaumburg, IL
Project: Weathersfield Way Improvements
Phase: Phase I Engineering
Date: 22-Dec-2025

STRAND ASSOCIATES®

Task (Note: Numbering does not align with the Schedule numbering in Approach)		PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECH LEAD	SECRETARY	BUDGET TOTALS Hours	Subconsultant Cost	Labor Cost	Line Cost	% of Project
9.5	Prepare plan and profile (10 shts, 6hr/sht), existing and proposed typical sections (1 sht, 16 hr/sht), and cross sections (50' intervals and driveways = 142 sections, 3 sections/sht, 1.5 hr/sht)		8.00	12.00		12.00	95.00			20.00		147.00		$21,111.21	$21,111.21	11.26%
9.0 Geometric Studies		0.00	13.00	32.00	0.00	12.00	143.00	0.00	8.00	20.00	2.00	230.00	$0.00	$32,126.44	$32,126.44	17.14%
10.0 Project Development Report																
10.1	Prepare Opinion of Probable Construction Cost	2.00	4.00	8.00			20.00					34.00		$5,069.94	$5,069.94	2.70%
10.2	Prepare a Prefinal Project Development Report and address comments	4.00	8.00	20.00			50.00				12.00	94.00		$13,404.05	$13,404.05	7.15%
10.3	Submit the Prefinal PDR for Village and IDOT review		1.00	2.00			4.00				1.00	8.00		$1,105.38	$1,105.38	0.59%
10.4	Revise the PDR based on review comments	1.00	2.00	4.00			12.00				2.00	21.00		$3,028.17	$3,028.17	1.62%
10.5	Prepare up to 4 design exception forms on IDOT forms		2.00	4.00			12.00					18.00		$2,486.17	$2,486.17	1.33%
10.6	Prepare design approval request notices		2.00								2.00	4.00		$624.77	$624.77	0.33%
10.0 Project Development Report		7.00	19.00	38.00	0.00	0.00	98.00	0.00	0.00	0.00	17.00	179.00	$0.00	$25,718.48	$25,718.48	13.72%
11.0 Meetings																
11.1	Prepare, attend, and create meeting minutes for meetings defined in the scope															
11.1a	Attend and prepare meeting minutes for one virtual kickoff meeting with IDOT		2.00	2.00		1.00	2.00				1.00	8.00		$1,188.24	$1,188.24	0.63%
11.1b	Attend and prepare meeting minutes for one kickoff meeting with Village.		2.00	2.00			2.00				1.00	7.00		$1,043.07	$1,043.07	0.56%
11.1c	Attend and prepare meeting minutes for up to twelve virtual 30-minute progress meetings with Village		6.00	4.00		2.00	4.00				1.00	17.00		$2,645.75	$2,645.75	1.41%
11.1d	Attend and prepare meeting minutes for one meeting with FHWA		2.00	2.00		1.00	2.00				1.00	8.00		$1,188.24	$1,188.24	0.63%
11.0 Meetings		0.00	12.00	10.00	0.00	4.00	10.00	0.00	0.00	0.00	4.00	40.00	$0.00	$6,065.30	$6,065.30	3.24%
12.0 Quality Control/Quality Assurance (QA/QC)																
12.1	Perform QA/QC reviews prior to each submittal and as needed						8.00	30.00				38.00		$10,174.80	$10,174.80	5.43%
12.0 Quality Control/Quality Assurance (QA/QC)		0.00	0.00	0.00	0.00	0.00	8.00	30.00	0.00	0.00	0.00	38.00	$0.00	$10,174.80	$10,174.80	5.43%
	Total Hours 876.50	12.00	90.00	194.00	21.50	16.00	441.00	30.00	8.00	28.00	36.00	876.50	$56,930.00	$130,503.50	$187,433.50	100.00%
	% of Total Hours 100.00%	1.4%	10.3%	22.1%	2.5%	1.8%	50.3%	3.4%	0.9%	3.2%	4.1%					
	Staff	PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECHLEAD	SECRETARY					
	Billing Rate	$305.00	$193.89	$140.30	$164.65	$145.17	$128.10	$305.00	$106.75	$198.25	$118.50					
	Fee	$3,660.00	$17,449.70	$27,218.20	$3,539.89	$2,322.70	$56,492.10	$9,150.00	$854.00	$5,551.00	$4,265.91					

Subtotal Fee	**$130,510.00**
Subconsultant Fees	$56,930.00
Subconsultant Administration	$5,692.90
Expenses	$13,940.80
Total Fee	**$207,073.70**

Project Schedule

Village of Schaumburg
Weathersfield Way Resurfacing Project
Project Schedule

	Tasks	2025	2026											2027
		Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan
1	**Phase I Planning Engineering**														
1.1	Notice to Proceed														
1.2	Village and IDOT Kick-Off Meetings														
1.3	Data Collection														
1.4	Environmental Survey Request														
1.5	Utility Communication														
1.6	PESA														
1.7	Topographical Survey														
1.8	Field Investigation														
1.9	Geotechnical Engineering														
1.10	Crash Analysis														
1.11	Preliminary Design														
1.12	Respond to Village's Review and Comments														
1.13	FHWA Meeting #1														
1.14	Public Meeting #1														
1.15	Project Development Report (Draft and Final)														
1.16	Design Approval														

Legend
Submittal Milestone
Approval from Agency
Agency Review Time
On-Going Engineering Efforts

EXHIBIT 2

INSURANCE COVERAGES

A. Worker's Compensation and Employer's Liability with limits not less than:

(1) Worker's Compensation: Statutory;

(2) Employer's Liability:

$500,000 injury-per occurrence

$500,000 disease-per employee

$500,000 disease-policy limit

Such insurance shall evidence that coverage applies in the State of Illinois.

B. Comprehensive Motor Vehicle Liability with a combined single limit of liability for bodily injury and property damage of not less than $1,000,000 for vehicles owned, non-owned, borrowed or rented.

All employees shall be included as insureds.

C. Comprehensive General Liability with coverage written on an "occurrence" basis and with limits no less than:

$1,000,000 Bodily Injury and Property Damage $2,000,000 Aggregate

Coverages shall include:

- Broad Form Property Damage Endorsement
- Broad Form Contractual Liability (must expressly cover the indemnity provisions of the Contract)

D. Umbrella Policy or Excess liability Insurance with a limit of liability of not less than $2,000,000.

The required coverages may be in any combination of primary, excess, and umbrella policies. Any excess or umbrella policy must provide excess coverage over underlying insurance, except professional liability, on a following-form basis such that when any loss covered by the primary policy exceeds the limits under the primary policy, the excess or umbrella policy becomes effective to cover such loss.

E. Professional Liability Insurance. With a limit of liability of not less than $1,000,000 per claim/$2,000,000 in the aggregate and covering Consultant against all sums that Consultant may be obligated to pay on account of any liability arising from the Consultant's negligent acts, errors, or omissions set forth in the Agreement. If the policy is a claims made policy, it shall remain in effect for 5 years after the services have been completed.

F. Village as Additional Insured. Village shall be named as an Additional Insured on all policies except for:

Worker's Compensation

Professional Liability

Each such additional Insured endorsement shall identify Village as follows: Village of Schaumburg, including its Board members and elected and appointed officials, its officers, and employees.

G. Other Parties as Additional Insureds. In addition to Village, the following parties shall be named as additional insured on the following policies:

Additional Insured	Policy or Policies
None	None

The Consultant will provide certificates of insurance evidencing the types and limits of insurance specified. The certificates of insurance will specifically address each of the requirements noted. All insurance noted is primary and in no event will be considered contributory to any insurance purchased by the Village.

The same full insurance coverage provided to the named insured, whether it is the Consultant or a subconsultant, shall be provided to the Village without any limitations or endorsements that might limit or exclude coverage.

Any and all deductibles or other forms of retention are the responsibility of the Consultant. All deductibles or other forms of retention are subject to the approval of the Village. Consultant will disclose to the Village in writing the amounts of any deductible or self-insured retentions on the insurance required under this agreement.

Consultant waives any right of subrogation it may have or later acquire against the Village.

The Consultant shall not allow any subconsultants to commence services on their subgreement until the same insurance has been obtained by the subconsultants. The Consultant and their subcontractor(s) shall maintain all insurance required for not less than one (1) year after completion of this agreement except professional liability which shall be for 5 years.

WEATHERSFIELD WAY IMPROVEMENTS
EVALUATION TABULATION

VENDOR SCORES BY EVALUATION CRITERIA

Vendor	Key Personnel Points Based 5 Points (10%)	Qualifications of the Firm and Team Points Based 15 Points (30%)	Project Approach and Understanding Points Based 20 Points (40%)	Relevant Experience Points Based 10 Points (20%)	Total Score (Max Score 50)
Bowman	8.0	8.3	16.0	7.7	40.00
Gewalt-Hamilton	8.0	8.3	14.3	7.7	38.33
Strand	8.3	8.3	16.7	8.0	41.33
Thomas	8.3	8.3	15.7	8.3	40.67

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc / 1475 Rodenburg Road
01/13/26
Village Board

Presenter: Parth Joshi, AICP, Planning Manager
Lead Department: Community Development

Executive Summary:

Case Title
Z2502-07 / New Stone Design, Inc / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation

Hearing Date
December 10, 2025

Summary
The Petitioner is requesting approval of a Site Plan Amendment for Façade & Site Modifications, Parking Variations, Landscape Variations & Business Operations Variation relative to the maximum floor space permitted for a showroom for New Stone Design, located at 1475 Rodenburg Road.

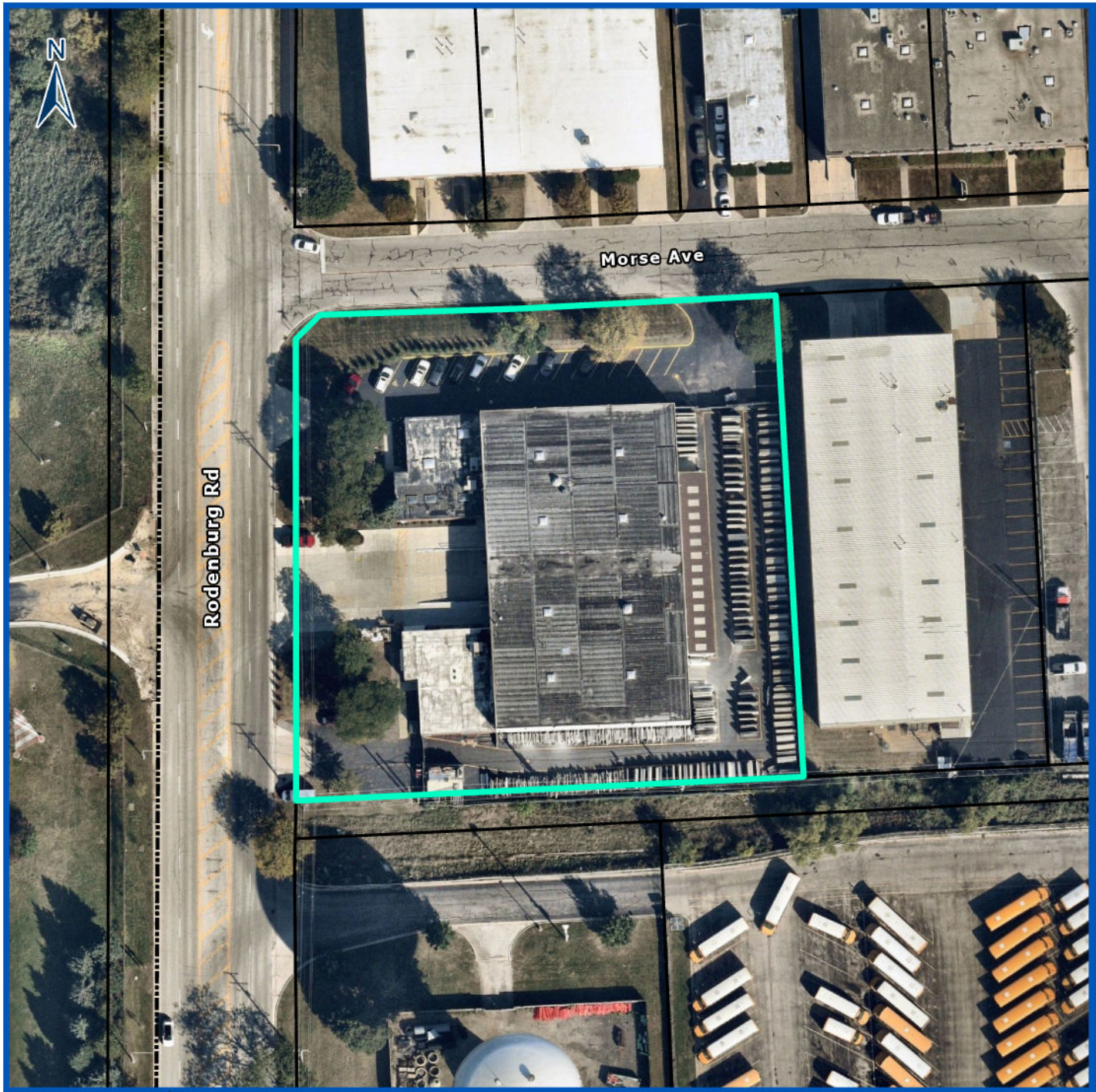
Recommended Action:

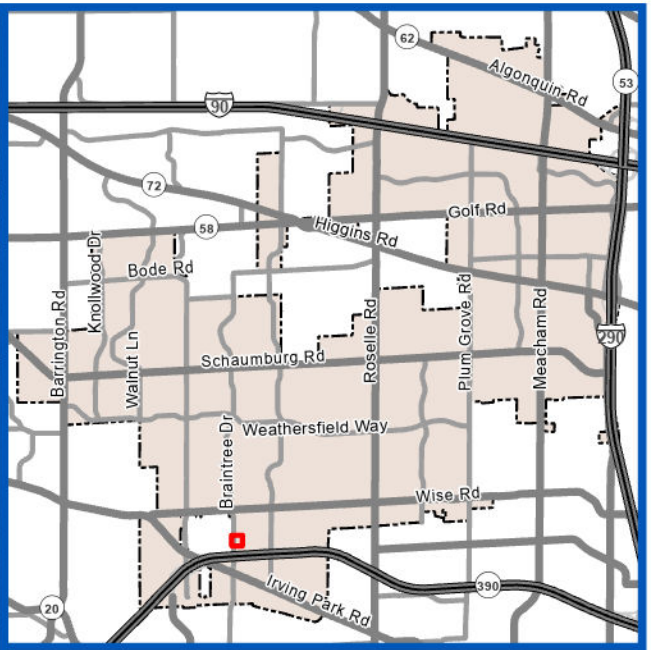
Staff Recommendation
Recommending Approval

Vote
6 – 0 with three member(s) absent

If the Village Board concurs with the Zoning Board of Appeals' recommendation, they should approve the request as presented.

ATTACHMENTS:
- Location Map.pdf
- Z2502-07 New Stone Design Application.pdf
- ZBA Packet
- FINAL Z2502-07 - New Stone Design Staff Report.pdf
- FINAL Z2502-07 New Stone Mts 12-10-25.pdf





Subject Property

Z2502-07

New Stone Design

Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation

0 40 80
Feet

VILLAGE OF SCHAUMBURG

1475 Rodenburg Rd

Prepared By:
Village of Schaumburg
Community Development Department

Development Review Application

DEVR-25-20

Submitted On: Feb 14, 2025

Applicant

Grzegorz Munik
7738187328
@ newstonedesign@yahoo.com

Primary Location

1475 RODENBURG RD
Schaumburg, IL 60193-3532

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Parth Joshi

Z2502-07 / NEW STONE DESIGN, INC / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variation and Business Operations Variation

Applicant Information

Is Applicant the Property Owner?

Yes

Relationship of Applicant to Property

--

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Industrial

PIN Number

07-33-103-029-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Setback Variation

--

Shopping Center Signage Plan Approval / Amendment

--

-

-

Site Plan Amendment

--

Plat of Easment

--

Plat of Vacation

--

Plat of Subdivision

--

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

--

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

--

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

--

Brief description of the request

Building extension and landscaping

Project Staff

Type

Architect

If Other, Describe

--

Company Name

--

Staff Name

MAREK DOMINIKOWSKI

Staff Mailing Address

1475 Rodenburg Rd

Staff Phone Number

847.346.9093

Staff Email

marek@mdarchitectstudio.com

Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true

The objective of this project is to expand the existing building to accommodate increasing operational needs. The expansion work will be carried out on weekdays, from 8:00 AM to 5:00 PM, Monday through Friday, ensuring minimal disruption to the surrounding environment during working hours. The project will involve a team of approximately 10 people, including architects, engineers, and construction workers. Their roles will include design planning, structural analysis, construction, and installation of necessary systems for the new space. The work will be carried out systematically, with the primary focus on maintaining safety standards and adhering to the project timeline. Regular inspections and assessments will be conducted to ensure the building meets both regulatory and functional requirements. The anticipated outcome of this expansion is to provide additional space, enhance the building's capacity, and improve the overall functionality, contributing to the growth and development of the organization.

As our business continues to grow, the need for a larger and more efficient showroom has become essential. Expanding our showroom will provide us with the additional space required to display a broader range of products, enhancing our ability to showcase our full offerings to potential customers.

With a larger showroom, we can improve product visibility and create a more inviting environment for clients to explore and experience our products firsthand. This not only elevates the overall customer experience but also increases the likelihood of higher engagement and sales. A spacious showroom will allow us to organize products in a more structured and appealing way, making it easier for customers to navigate and find what they’re looking for.

In addition, as we expand our product range, it becomes increasingly difficult to properly display everything in our current space. Expansion will allow us to adapt to these growing needs and stay competitive in a constantly evolving market. More space will also support events, demonstrations, and the hosting of larger customer groups, further boosting our business potential.

Ultimately, expanding our showroom is a strategic decision aimed at fostering growth, improving customer satisfaction, and positioning our brand for long-term success

Variance Application

Project: Showroom Addition
Address: 1475 Rodenburg Rd Schaumburg IL 60193
Applicant: New Stone Design
Date: 2025-09-29
To: Village of Schaumburg
Attn: Planning Review Group

Dear Members of the Zoning Board,
On behalf of the property owner, we respectfully request parking variances pertaining to §154.122 for the above-referenced property:

1. Parking Count Variation
   A reduction from the minimum number of off-street parking spaces required by §154.122. The PRG Reviewer stated there are 36 total parking spots required.
2. Drive Aisle Width Variation
   Approval of an existing one-way internal drive aisle width of 19 ft where a 20 ft one-way is otherwise required per §154.122(B)(4).
3. Construction of new parking stalls depth decreased by 8” from 18’-6” to 17’=10”. Allowing this alteration will leave a 24’ drive aisle between the parking and building, while having the parking stalls be backed up as close to the property line as possible.

Project Summary

For more site info refer to sheet T-1.

1. Existing Parking/Site Circulation
   a. Existing Parking Conditions are all located on the North end of the lot. The spot count is as follows: 1 ADA parking stalls, 18 existing parking stalls
2. Proposed Site Plan Changes
   a. On the South side of the lot, near the new showroom addition, 5 regular parking spots are added, 9’-0” wide by 17’-10” deep; along with 1 ADA parking spot, 11’-0” wide by 17’-10” deep with 5’-0” wide access aisle.

Basis for the Variations

- Site constraints unique to the property, not self-created, due to the existing building footprint and existing site conditions. These conditions limit where additional parking stalls can be located and constrain circulation options.
- There is no change to neighborhood character, as the site alterations are minor. The alterations are as follows: an extension of the showroom and an addition of a few parking stalls on the south side. This is an industrial area, and the character of the area is not altered.
- Operational needs, observed demand, and scheduling patterns indicate the proposed supply is sufficient. Peak demand occurs in limited windows and can be served by the combined north and south fields, with ADA stalls provided per code.

Without these variations, the addition cannot and does not meet the zoning code’s minimum parking requirement. Approving the variation and the showroom addition will increase on-site parking and move the property closer to full compliance. We appreciate your consideration and believe these targeted variations balance safety, code intent, and practical site function without adverse neighborhood impacts.
Thank you for your time and consideration.
Sincerely,
New Stone Design

1-STORY ADDITION FOR NEW COUNTERTOP SHOWROOM TO EXISTING COMMERCIAL BUILDING

NOTICE TO CONTRACTORS:

1. THE CONTRACT DOCUMENTS FOR THIS PROJECT INCLUDE AN OWNER–CONTRACTOR AGREEMENT (AN EXECUTED WRITTEN PROPOSAL PREPARED BY THE CONTRACTOR DESCRIBING THE WORK) AND THESE DRAWINGS PREPARED BY THE ARCHITECT.
THE ARCHITECT IS PROVIDING A "PLANS ONLY" SERVICE. NO OTHER TYPE OF ARCHITECTURAL SERVICE IS INTENDED OR IMPLIED. THESE PLANS ARE ONLY TO BE USED BY COMPETENT CONTRACTORS LICENSED WITHIN THE CITY OF SCHAUMBURG, AND KNOWLEDGEABLE IN THE BUILDING TRADES.
2. THE CONTRACTOR MUST FAMILIARIZE HIMSELF WITH THE PROJECT LOCATION AND EXISTING CONDITIONS. CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND WILL BE RESPONSIBLE FOR THEM. NON–COMPLIANCE WITH THE ABOVE CONDITION DISQUALIFIES ANY CLAIMS FOR ADDITIONAL COMPENSATION.
3. ADMINISTRATION OF THE CONTRACT IS BY THE OWNER OR HIS REPRESENTATIVE. THE CONTRACTOR AND THE OWNER ARE SOLELY RESPONSIBLE FOR THE BUILDING CONSTRUCTION PROCESS AND JOBSITE SAFETY.
4. THE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT AND THE ARCHITECTURAL DESIGN CONCEPT, INCLUDING THE DIMENSIONS OF THE BUILDING, THE MAJOR ARCHITECTURAL ELEMENTS, AND TYPES OF STRUCTURAL, MECHANICAL, PLUMBING AND ELECTRICAL SYSTEMS.
5. THE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL THE WORK REQUIRED FOR REALIZATION OF THE SCOPE OR INTENT OF THE PROJECT; NOR ALL THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. BASED ON THE GENERAL SCOPE DESCRIBED IN THESE DRAWINGS, THE CONTRACTOR WILL FURNISH AND INSTALL ALL THE ITEMS REQUIRED FOR THE PROPER EXECUTION OF THE INTENDED SCOPE OF THIS PROJECT.
6. THE ARCHITECT'S DECISION AS TO WHAT IS INCLUDED IN THE SCOPE AND WHAT IS NOT WILL BE FINAL AND BINDING ON THE CONTRACTOR.
7. BY SUBMITTING A BID OR PRICE PROPOSAL THE CONTRACTOR CONCEDES THAT HE HAS EXAMINED AND UNDERSTANDS ALL THE CONTRACT DOCUMENTS INCLUDING THESE DRAWINGS.
8. THE INTENTION OF CONTRACT DOCUMENTS IS TO PERFORM THE WORK REQUIRED TO ACHIEVE THE FINISHED PROJECT IN A FIRST CLASS MANNER, COMPLYING WITH APPLICABLE TRADE STANDARDS AND GUIDELINES, LOCAL, STATE AND NATIONAL CODES, AND OBSERVING OHSA RULES.
9. THE START OF WORK WILL BE CONSIDERED AFFIRMATION THAT THE CONTRACTOR IS FULLY INFORMED OF THE SCOPE OF WORK AND THE TIME, WORK, MATERIALS, EQUIPMENT, APPLIANCES AND SERVICES NECESSARY TO ACHIEVE THE SCOPE OF WORK.
5. THE CONTRACTOR MUST SUBMIT TO THE OWNER AND COPY TO THE ARCHITECT A CERTIFICATE OF INSURANCE WHICH NAMES THE FOLLOWING AS ADDITIONALLY INSURED FOR THIS PROJECT:
OWNER
ARCHITECT
THE CITY OF SCHAUMBURG

BUILDING INFO
CONSTRUCTION: TYPE II
OCCUPANCY: SEPARATED MIXED-USE
FIRE ALARM: YES
SPRINKLER SYSTEM: NO

CODES ADOPTED:
2021 INTERNATIONAL BUILDING CODE
2021 INTERNATIONAL EXISTING BUILDING CODE
2021 INTERNATIONAL FUEL GAS CODE
2021 INTERNATIONAL PROPERTY MAINTENANCE CODE
2018 INTERNATIONAL ENERGY CONSERVATION CODE W/ ILLINOIS AMENDMENTS
2021 INTERNATIONAL MECHANICAL CODE
2020 NATIONAL ELECTRICAL CODE
2014 ILLINOIS PLUMBING CODE
2021 INTERNATIONAL FIRE CODE
2018 ILLINOIS ACCESSIBILITY CODE

ZONING ANALYSIS
LOT SIZE: 77,312 SF.
EXISTING BUILDING FOOTPRINT: 24,771 SF. = 32% COVERAGE
PROPOSED ADDITION : 1,775 SQ. FT.
TOTAL PROPOSED FLOOR AREA : 26,546 SQ.FT. = 34% LOT COVERAGE
PROPOSED LANDSCAPE AREA: 12,832 SF = 16.5%

PARKING CALCULATIONS
ALL PARKING MODIFICATION WORK SHALL BE DONE PER VILLAGE OF SCHAUMBURG ORDINANCE SECTION 154.122 AND 2018 ILLINOIS ACCESSIBILITY CODE.

EXISTING PARKING
- ADA PARKING STALLS = 1
- REGULAR PARKING STALL = 18

PROPOSED PARKING[* = AMOUNT ALTERED]
- ADA PARKING STALLS = 2*
- REGULAR PARKING STALL = 23*

PARKING CALCULATIONS – EXISTING
WAREHOUSE = 19,093 SQ. FT. ; REQUIRED PARKING = 15 SPACES
OFFICE = 2,543 SQ. FT. ; REQUIRED PARKING = 13 SPACES
EXISTING SHOWROOM = 2,050 SQ. FT. ; REQUIRED PARKING = 5

TOTAL PARKING SPOTS REQUIRED = 33 PARKING STALLS
CURRENT TOTAL NUMBER OF PARKING STALLS = 19

PARKING CALCULATIONS – PROPOSAL
ADDITION OF SHOWROOM = 1,680 SQ. F.T. ; REQUIRED PARKING = 4 [1 PER 500 SQ. FT.]
NEW TOTAL PARKING SPOTS REQUIRED = 37
TOTAL OF PARKING SPOTS PROVIDED = 25 [VARIANCE REQUESTED]
PROPOSED ALTERATION TOTAL OF PARKING STALLS PROVIDED, 25, IS LESS THAN THE INTENDED OCCUPANT LOAD, 15. OCCUPANT LOAD CALCULATIONS SHOWN BELOW.

TENANT OCCUPANCY CALCULATIONS [PER 2021 IBC 1004.1]
OCCUPANCY CLASSIFICATION = COMMERCIAL F-2; LOW-HAZARD FACTORY INDUSTRIAL

SPACE NAME	CALCULATED AREA [SQ.FT.]	NET SQ. FT. PER PERSON	BUILDING OCCUPANT DESIGN LOAD	INTENDED NUMBER OF PEOPLE
RECEPTION/ OFFICE	2,543	150 GSF	17	2
WAREHOUSE	19,093	500 GSF	19	8
WAREHOUSE BREAK ROOM	265	15 GSF	18	N/A
SHOWROOM - EXISTING	2,050	60 GSF	35	5
SHOWROOM - ADDITION	1,680	60 GSF	28	
		TOTAL =	200	15*

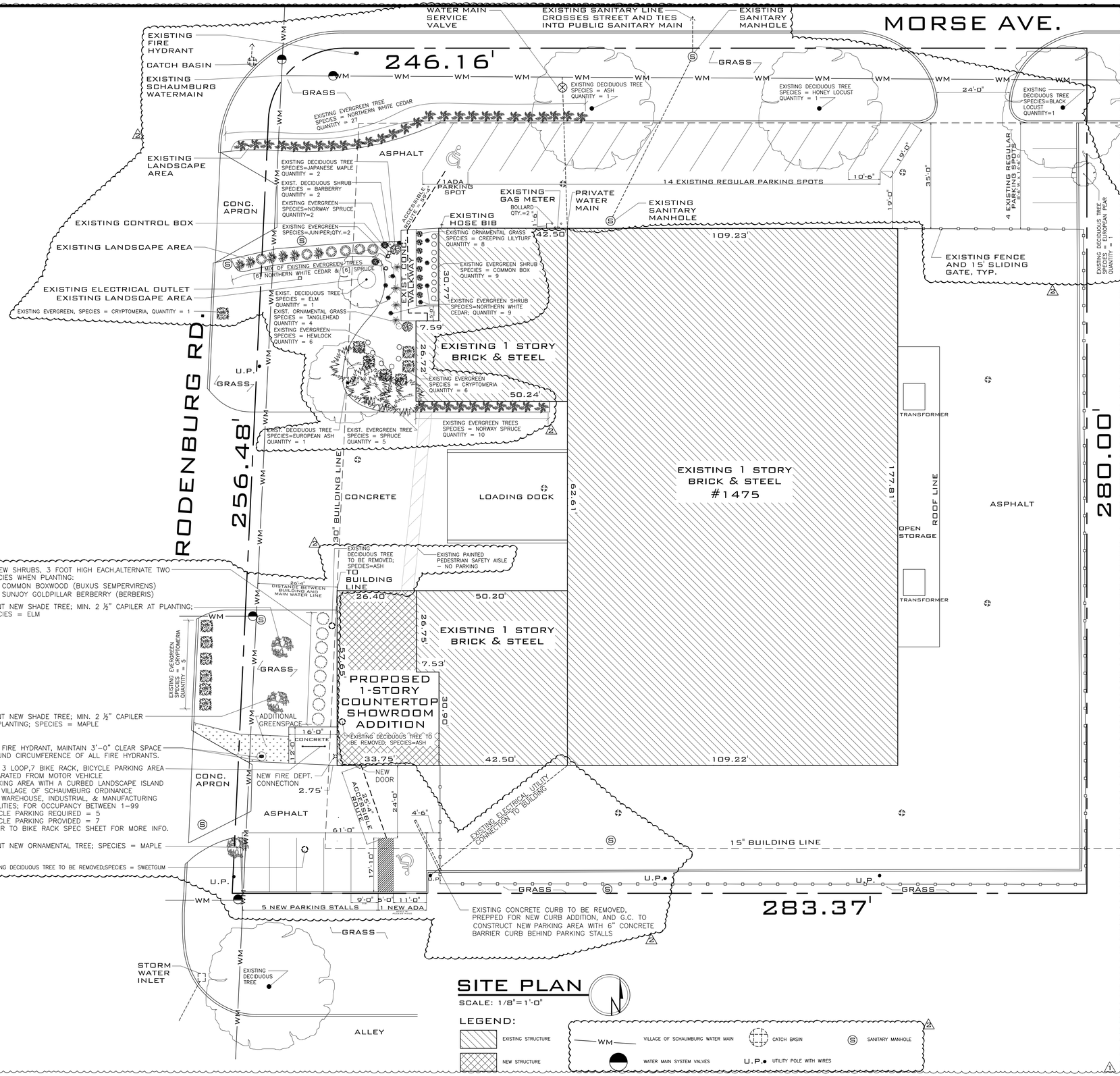
* = INTENDED NUMBER OF MAXIMUM PEOPLE TO BE ON–SITE AT ONCE.
STAFFING CONSISTS OF TWO (2) ADMINISTRATIVE EMPLOYEES LOCATED IN THE RECEPTION OFFICE AREA AND UP TO EIGHT (8) EMPLOYEES WORKING IN THE WAREHOUSE AREA DURING EACH SHIFT. THE SHOWROOM FUNCTIONS AS A SEPARATE AREA, INTENDED PRIMARILY FOR CLIENT VISITS, WITH A MAXIMUM OF FIVE (5) CLIENTS ANTICIPATED PER DAY.

LANDSCAPE INFO
ALL LANDSCAPE WORK SHALL BE DONE PER VILLAGE OF SCHAUMBURG ORDINANCE SECTION 154.135 AND 154.136

EXISTING LANDSCAPING
- EVERGREEN TREES = 5
- SMALL EVERGREEN TREES = 65
- EVERGREEN ORNAMENTAL = 26
- DECIDUOUS TREES = 7
- DECIDUOUS ORNAMENTAL = 4
- ORNAMENTAL GRASS = 12

PROPOSED LANDSCAPING [* = AMOUNT ALTERED]
- EVERGREEN TREES = 5
- SMALL EVERGREEN TREES = 65
- EVERGREEN ORNAMENTAL = 34*
- DECIDUOUS SHADE TREES = 7
- DECIDUOUS ORNAMENTAL = 4
- ORNAMENTAL GRASS = 12

SCOPE OF LANDSCAPE WORK
- REMOVE 3 DECIDUOUS TREES; 2 FOR THE NEW SHOWROOM ADDITION AND 1 FOR THE NEW PARKING
- PLANT 8 NEW SHRUBS AT THE FOUNDATION PER SITE PLAN
- PANT 3 NEW SHADE TREES PER SITE PLAN



SITE PLAN

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

LEGEND:
- EXISTING STRUCTURE
- NEW STRUCTURE
- WM — VILLAGE OF SCHAUMBURG WATER MAIN
- WATER MAIN SYSTEM VALVES
- CATCH BASIN
- S — SANITARY MANHOLE
- U.P. — UTILITY POLE WITH WIRES

ARCHITECTS
26038 W. INDIAN TRAIL RD. BARRINGTON IL 60010
847.346.9093 MAREK@MDARCHITECTSTUDIO.COM
536

1475 RODENBURG RD.
SCHAUMBURG IL

1 02.05.2025
2 09.29.2025

DATE
10.17.2024

PROJECT
241017

SHEET
T1

GENERAL NOTES

1. PRODUCTS STORED: A WIDE VARIETY OF COUNTERTOP MATERIALS ARE STORED ON SITE. ALL MATERIALS ARE STONE OR EQUIVALENT NON-COMBUSTIBLE PRODUCTS.
2. THE FABRICATION AREA IS DESIGNATED FOR MODIFYING COUNTERTOP MATERIALS BY CUTTING AND SHAPING THEM TO THE APPROPRIATE SIZE. THE ADJACENT STORAGE AREA IS INTENDED TO HOLD THE VARIOUS STONE MATERIAL TYPES AVAILABLE FOR FABRICATION AND SHOWROOM USE.
3. THE SHOWROOM IS INTENDED TO DISPLAY ONE REPRESENTATIVE SAMPLE OF EACH AVAILABLE COUNTERTOP TYPE, DEMONSTRATING MATERIAL APPEARANCE AND FINISH OPTIONS FOR CLIENTS.



EXISTING FLOOR PLAN

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

MD ARCHITECTS
26038 W. INDIAN TRAIL RD. BARRINGTON IL 60010
847.346.9093 MAKE@MDARCHITECTSTUDIO.COM
537

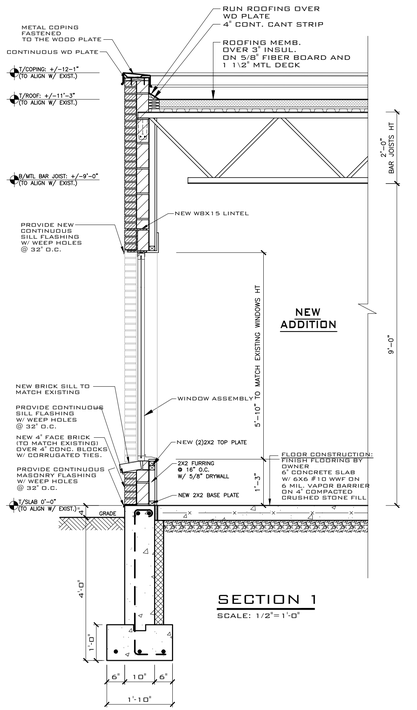
1475 RODENBURG RD.
SCHAUMBURG IL

1	02.05.2025
2	09.29.2025

DATE
10.17.2024

PROJECT
241017

SHEET
D1

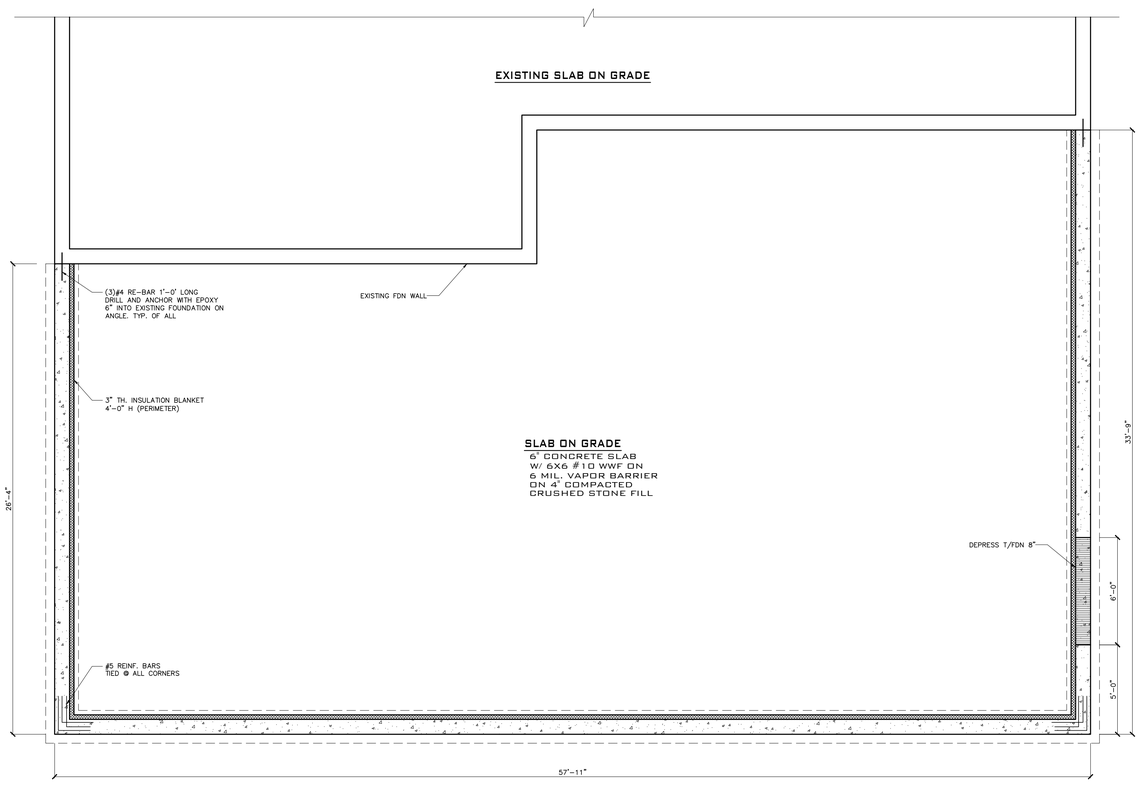


SECTION 1
SCALE: 1/2"=1'-0"

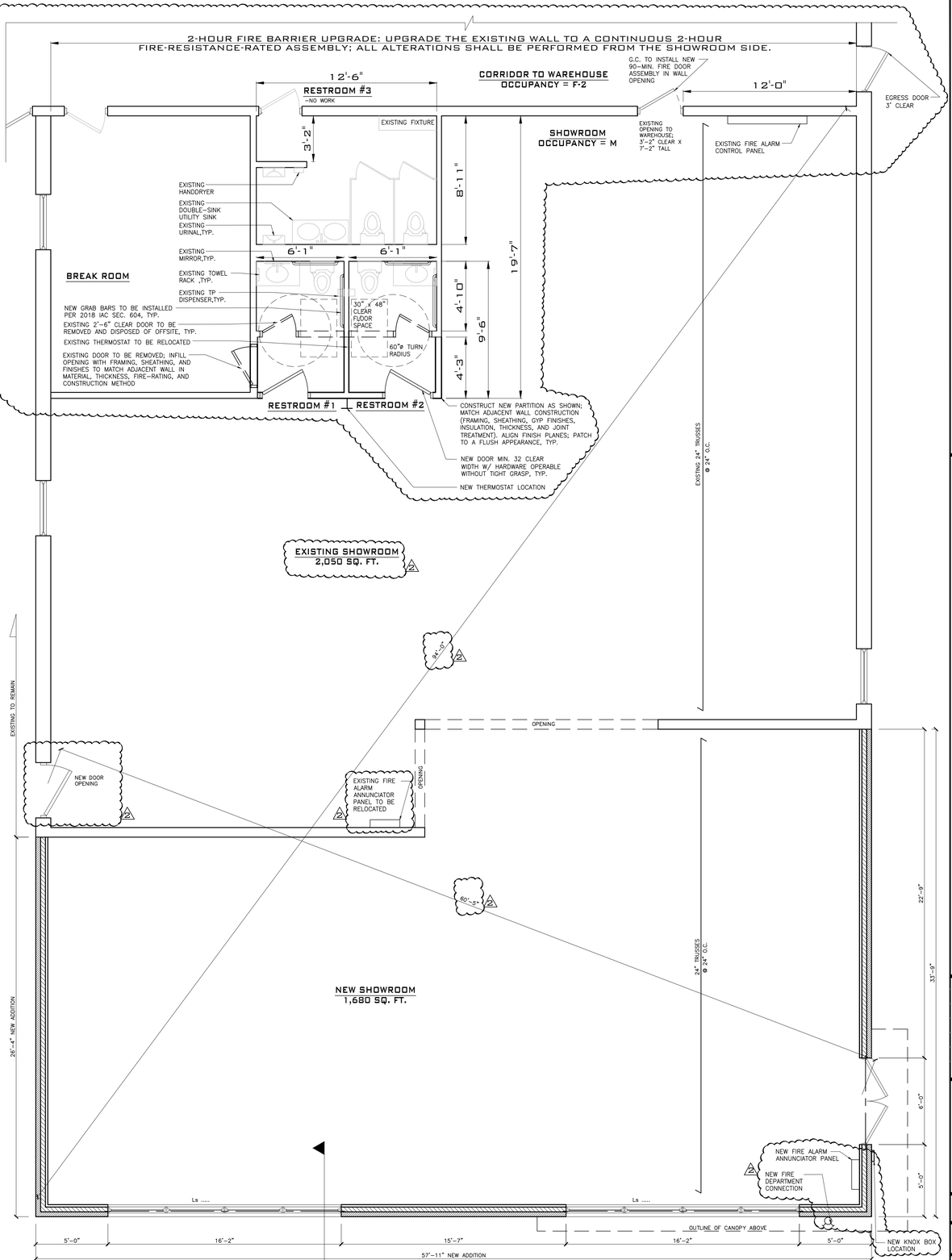
FIRE SEPARATION REQS.
PER 2021 IBC 508.4; FIRE BARRIER
SEPARATION REQ. BETWEEN M & F-2 = 2 HR

GC NOTE — UPGRADE EXISTING WALL TO 2-HOUR FIRE BARRIER = GC TO PERFORM ALL WALL ALTERATIONS FROM THE SHOWROOM SIDE. UPGRADE THE EXISTING CMU WALL TO A CONTINUOUS 2-HOUR FIRE BARRIER FROM SLAB OR FOUNDATION TO THE UNDERSIDE OF THE ROOF OR FLOOR DECK; CLOSE CONCEALED SPACES AND TREAT ALL JOINTS WITH LISTED 2-HOUR JOINT SYSTEMS; VERIFY THE WALL ACHIEVES A 2-HOUR RATING BY APPROVED LISTING OR CALCULATIONS; PROTECT ALL SUPPORTING CONSTRUCTION TO THE SAME 2-HOUR RATING; PROVIDE RATED OPENING PROTECTIVES AS REQUIRED; SEAL ALL PENETRATIONS WITH LISTED 2-HOUR FIRESTOP SYSTEMS AND INSTALL REQUIRED FIRE OR SMOKE DAMPERS AT DUCTS OR AIR TRANSFER OPENINGS; COORDINATE MEP TO MINIMIZE NEW PENETRATIONS AND RESTORE THE RATING WHEREVER DISTURBED; PERFORM ALL WORK IN ACCORDANCE WITH THE IBC, LOCAL AMENDMENTS, AND MANUFACTURER LISTING REQUIREMENTS.

ONE ACCEPTABLE APPROACH: ATTACH 1-2 LAYERS OF TYPE X GYPSUM ON METAL CHANNELS/STUDS TO ONE SHOWROOM SIDE USING A UL 2-HOUR WALL DESIGN THAT ALLOWS CMU SUBSTRATE. MAKE SURE PERIMETER AND FASTENERS FOLLOW THE LISTING, OR APPROVED EQUIVALENT.



NEW ADDITION FOUNDATION PLAN
SCALE: 1/4"=1'-0"



NEW ADDITION FLOOR PLAN
SCALE: 1/4"=1'-0"

ARCHITECTS
26035 W. INDIAN TRAIL RD. BARRINGTON IL 60010
847.345.5093 MAREK@MDARCHITECTSTUDIO.COM 538

1475 RODENBURG RD.
SCHAUMBURG IL

1 02.05.2025
2 09.29.2025

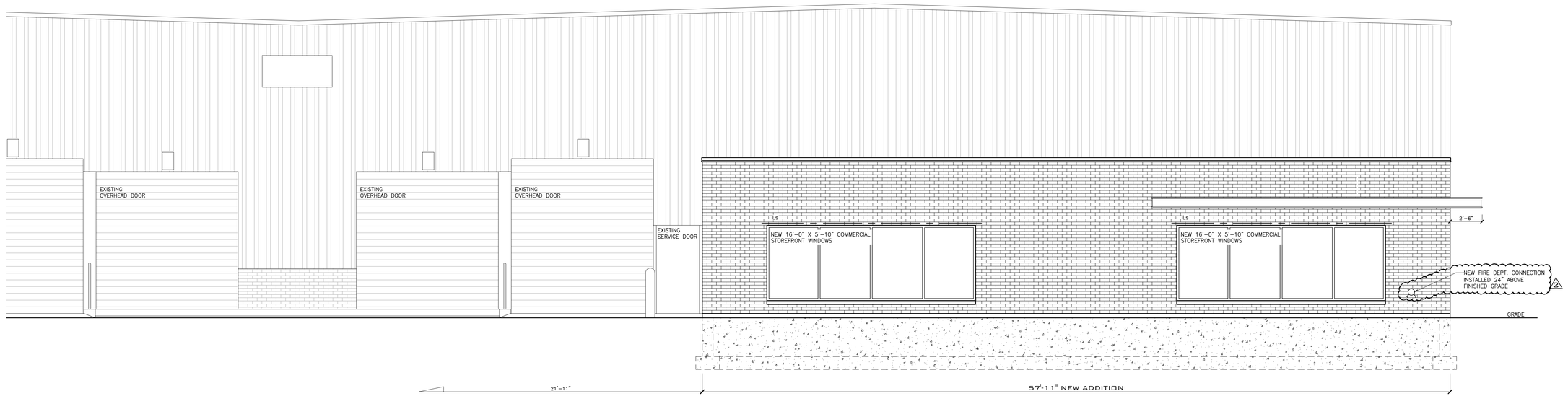
DATE
10.17.2024

PROJECT
241017

SHEET
A1

A'-A'

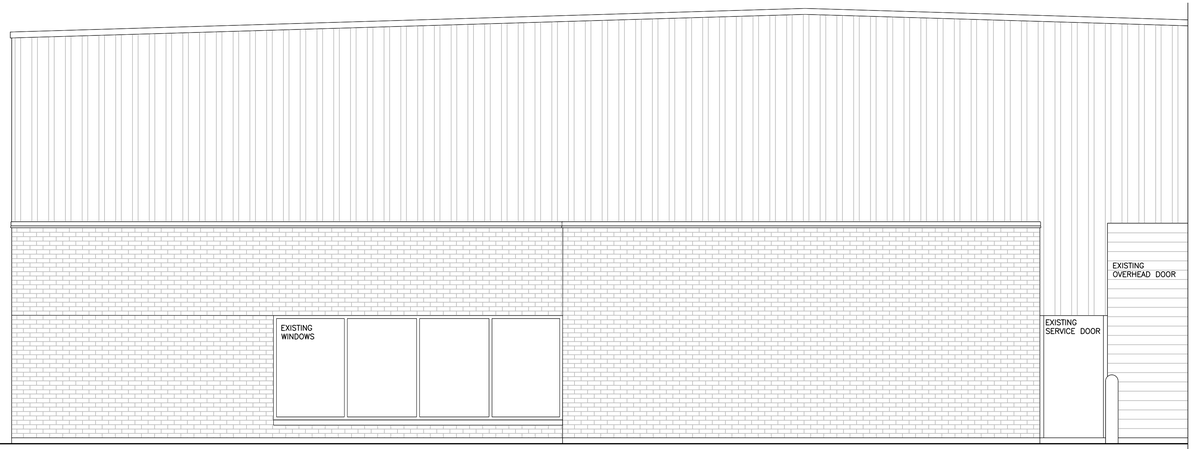
MATCH WITH LINE B'-B'



B'-B'

PROPOSED ADDITION WEST ELEVATION

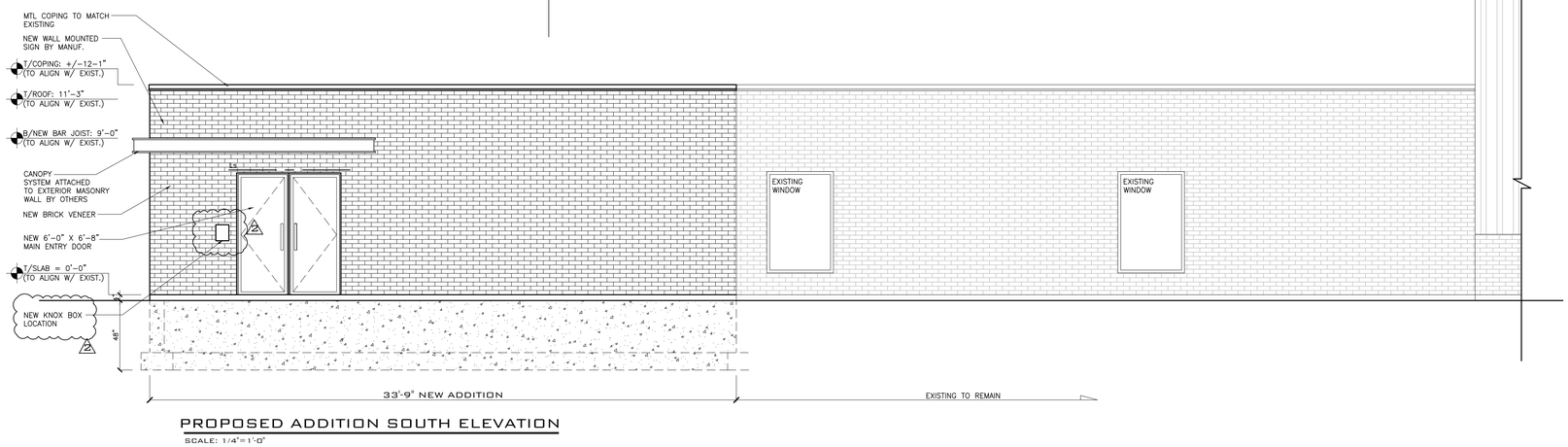
SCALE: 1/4"=1'-0"



EXISTING PARTIAL WEST ELEVATION

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

MATCH WITH LINE A'-A'



PROPOSED ADDITION SOUTH ELEVATION

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

ARCHITECTS
26038 W. INDIAN TRAIL RD. BARRINGTON IL 60010
847.346.9093 MAREK@MDARCHITECTSTUDIO.COM

539

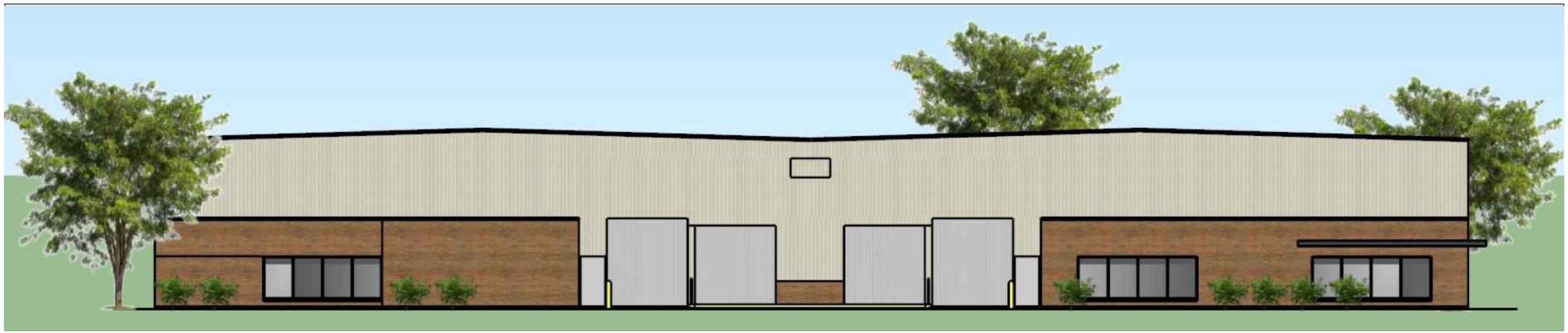
1475 RODENBURG RD.
SCHAUMBURG IL

1 02.05.2025
2 09.29.2025

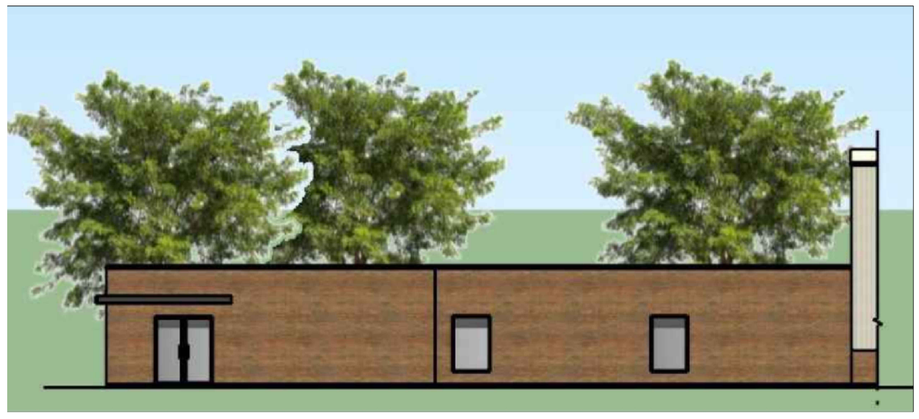
DATE
10.17.2024

PROJECT
241017

SHEET
A2



FRONT COLOR ELEVATION



SIDE COLOR ELEVATION

ARCHITECTS
26038 W. INDIAN TRAIL RD. BARRINGTON IL 60010
847.346.9093 MAREK@MDARCHITECTSTUDIO.COM

540

1475 RODENBURG RD.
SCHAUMBURG IL

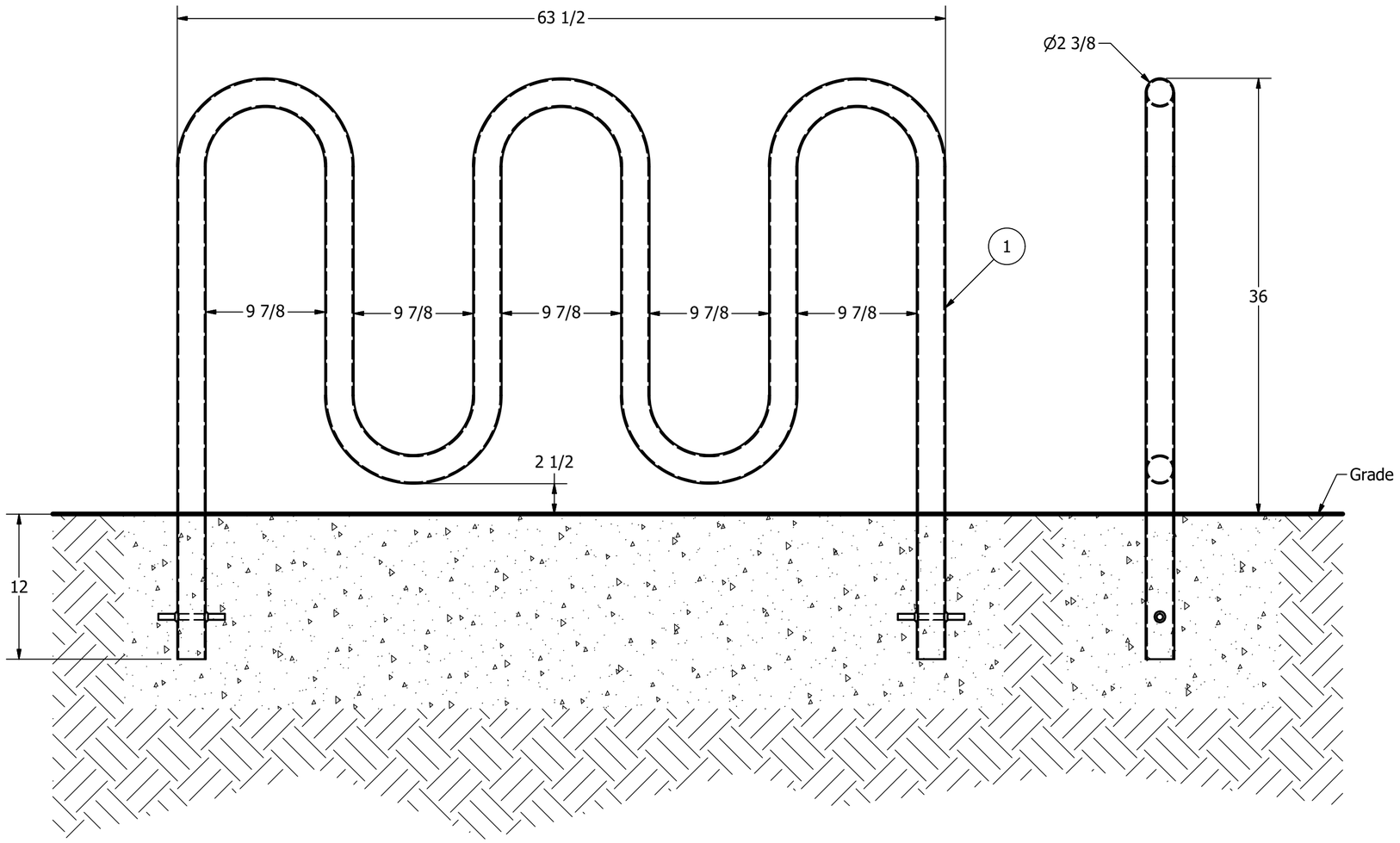
1 02.05.2025
2 09.29.2025

DATE
10.17.2024

PROJECT
241017

SHEET
R1

Bike Rack, Model R-8240-EM



General Description:

The R-8240-EM Wave Bike Rack is a high-capacity, corral-style bike stand that accommodates up to 7 bikes at a time. Bikes can be secured using a U-lock or cable between the frame and front or rear wheel. Wave bike racks are made from carbon steel and feature durable powder coatings to prevent corrosion and wear. Select from 1 of 6 custom colors. Embedded in-ground for new concrete installation.

Specifications:

Height: 36"

Cross Span: 63 1/2"

Weight: 65 lbs

Material: Steel

Finish Options:

- ✓ Polyester Powdercoated
  See Reliance Foundry's standard color options at www.reliance-foundry.com/bollard/colors-bollards

Notes:

- Embedment details are for reference illustration only. Minimum foundation sizes depend on local soil conditions, weather conditions and engineering requirements.
- Bike rack is provided as shown with parts listed below. Concrete foundation and/or installation not provided by Reliance Foundry.
- This drawing is not drawn to scale. Dimensions provided herein are for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
- Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R8240EM	Bike Rack R8240EM	Steel Powder Coated	65 lbs

RELIANCE FOUNDRY
SINCE 1925
Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE

Bike Rack, Model R-8240-EM

SIZE		DWG NO	REV
C		R8240EM	C1
NOT TO SCALE			SHEET 1 OF 2

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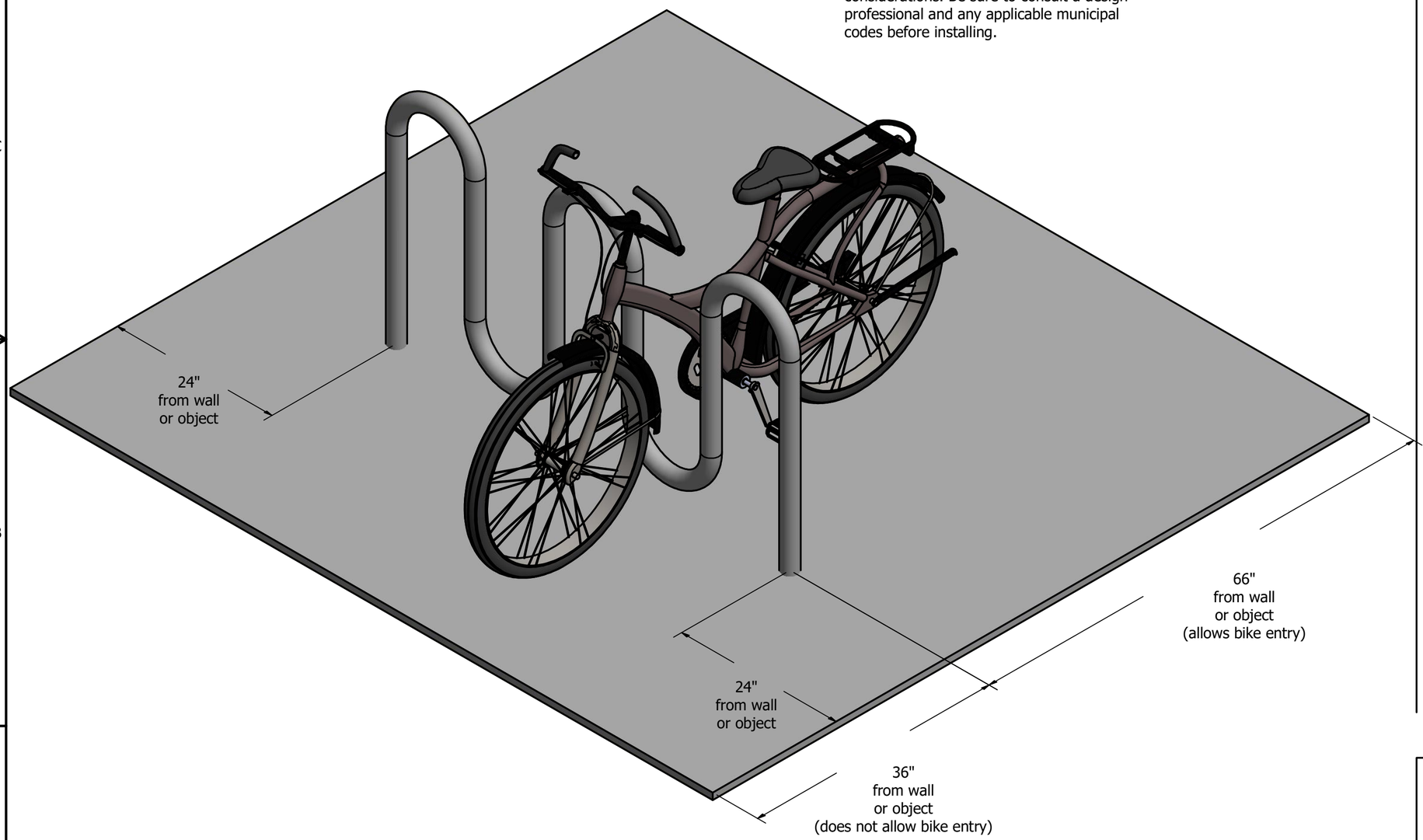
Bike Rack, Model R-8240-EM

Bike Rack Spacing

Spacing dimensions are only example suggestions and may not be suitable for specific locations. Dimensions do not account for walkways or other space considerations. Be sure to consult a design professional and any applicable municipal codes before installing.



General Description:

The R-8240-EM Wave Bike Rack is a high-capacity, corral-style bike stand that accommodates up to 7 bikes at a time. Bikes can be secured using a U-lock or cable between the frame and front or rear wheel. Wave bike racks are made from carbon steel and feature durable powder coatings to prevent corrosion and wear. Select from 1 of 6 custom colors. Embedded in-ground for new concrete installation.

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SINCE 1925

Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE

Bike Rack, Model R-8240-EM

SIZE		DWG NO	REV
C		R8240EM	C1
NOT TO SCALE			SHEET 2 OF 2

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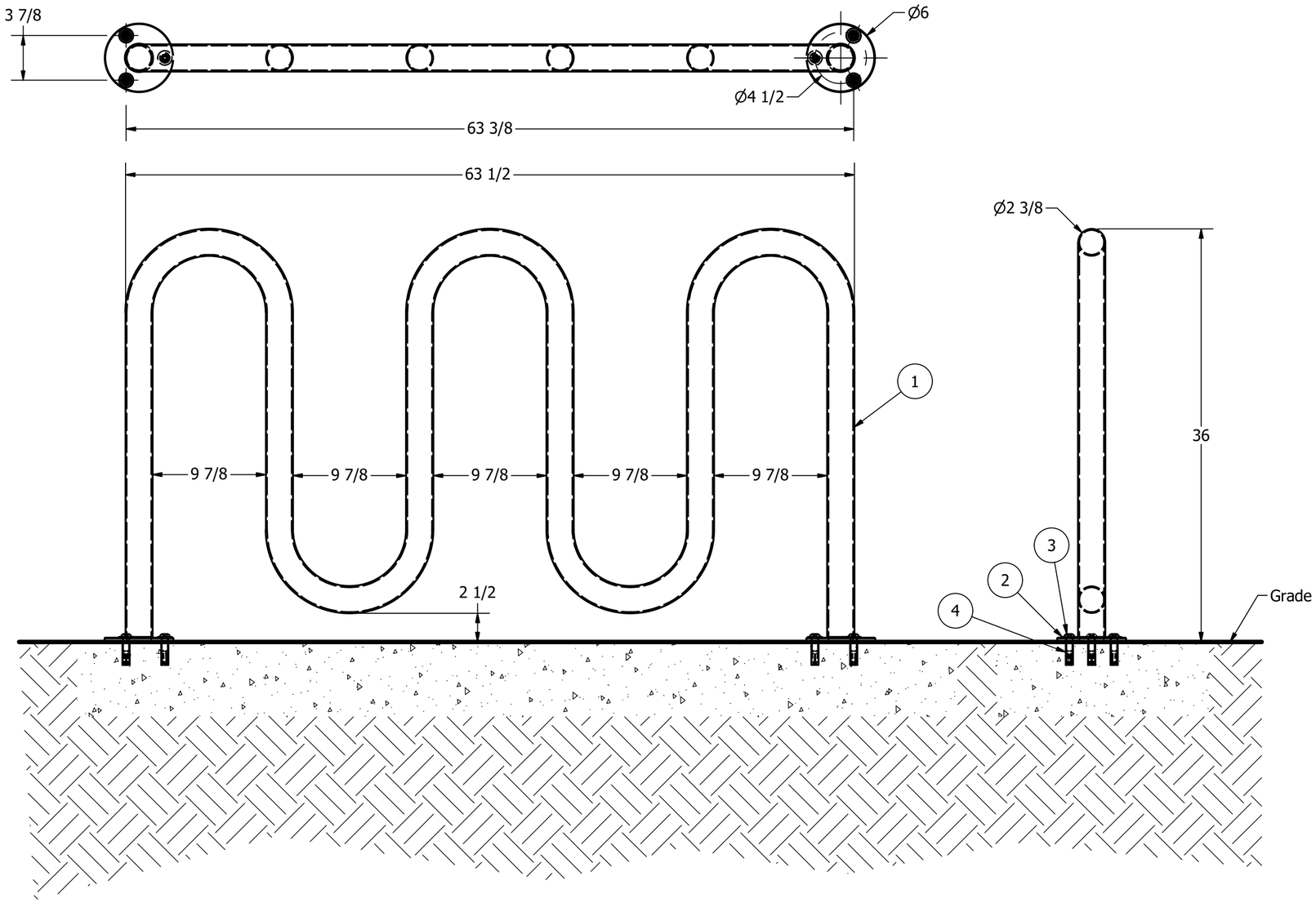
Bike Rack, R-8240-FL

Drop-in Anchor Installation:
1) Use a carbide tip drill bit (conforming to ANSI B 212.15) to drill 5/8" x 2" hole (dia. x depth)
2) Clean drill hole of debris
3) Insert anchor into drill hole
4) Use hammer and proper setting tool* (for 1/2" Drop-In Anchor from UCAN) to drive plug down
5) Fasten button head screw (Maximum torque 22 ft x lbf)

* Substitute a narrow punch tool at installer's risk



General Description:

The R-8240-FL Wave Bike Rack is a high-capacity, corral-style bike stand that accommodates up to 7 bikes at a time. Bikes can be secured using a U-lock or cable between the frame and front or rear wheel. Wave bike racks are made from carbon steel and feature durable powder coatings to prevent corrosion and wear. Select from 1 of 6 custom colors. Bolt-down flanges for existing concrete surface installation.

Specifications:

Height: 36"

Cross Span: 63 1/2"

Weight: 63 lbs

Material: Steel

Finish Options:
- ✓ Polyester Powdercoated
  See Reliance Foundry's standard color options at www.reliance-foundry.com/bollard/colors-bollards

Notes:

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- Bike rack is provided as shown with parts listed below. Concrete foundation and/or installation not provided by Reliance Foundry.
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PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION	MATERIAL	WEIGHT
1	1	R8240FL	Bike Rack R8240FL	Steel Powder Coated	63 lbs
2	6	Stainless Steel Washer 1/2"	Stainless Steel Washer 1/2" OD 1 1/4" Thick .05"	Stainless Steel	
3	6	Button Head Bolt 1/2" x 1 1/4"	Hexagon Socket Button Head Cap Bolt 1/2" x 1 1/4" - requires 5/16" hex key	Stainless Steel	1/8 lbs
4	6	Drop-in Concrete Insert 1/2"	Drop-in Concrete Insert 1/2" - requires 5/8" x 2" hole (dia. x depth)	Steel Plated	1/8 lbs

RELIANCE FOUNDRY
SINCE 1925
Unit 207, 6450 - 148 Street, Surrey, BC V3S 7G7, Canada
1-877-789-3245 info@reliance-foundry.com
www.reliance-foundry.com

TITLE
Bike Rack, R-8240-FL

SIZE		DWG NO	REV
C		R8240FL	C1

NOT TO SCALE | SHEET 1 OF 2

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Bike Rack, R-8240-FL

Bike Rack Spacing

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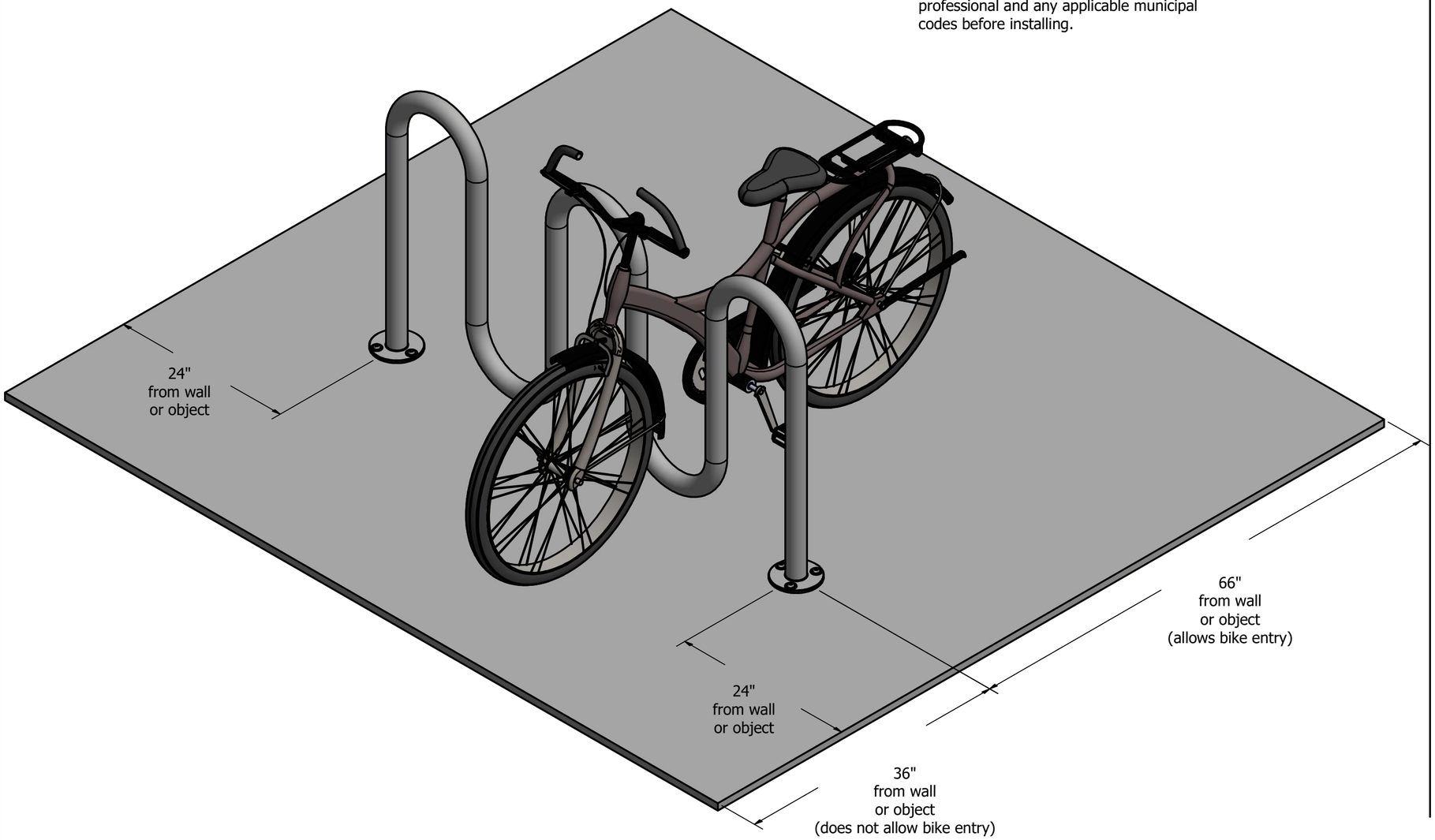

General Description:

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Bike Rack, R-8240-FL

SIZE		DWG NO	REV
C		R8240FL	C1
NOT TO SCALE		SHEET 2 OF 2	

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STAFF REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Parth Joshi, AICP
Planning Manager

HEARING DATE: December 10, 2025

DATE PREPARED: November 26, 2025

CASE NUMBER: Z2502-07

TITLE: Z2502-07 / NEW STONE DESIGN, INC / 1475 Rodenburg Road / Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation

BACKGROUND INFORMATION

Petitioner:	Grzegorz Munik
Address of Petitioner:	1475 Rodenburg Rd, Schaumburg, IL 60193
Status of Petitioner:	Owner
Owner of Parcel:	1475 RODENBURG, LLC
Address of Owner:	1475 Rodenburg Rd, Schaumburg, IL 60193
Existing Zoning:	M-1 Manufacturing
Existing Land Use:	Office/Warehouse/Manufacturing

- Site Plan Amendment – Façade and Site Modifications [Title 15, Chapter 154, Section 154.46(A)]
- Variation to Reduce the Front Yard Parking Setback from 25 feet to 14 feet 8 inches [Title 15, Chapter 154, Section 154.188(D)(6)(a)(2)]
- Parking Variation to Reduce Parking from 37 spaces to 21 spaces [Title 15, Chapter 154, Section 154.123]
- Variation to Reduce Foundation Landscaping from 10 feet to 0 feet on the south side of the building [Title 15, Chapter 163, Section 154.136(M)]
- Variation to Reduce Overall Landscaping from 20% to 16.5% [Title 15, Chapter 154, Section 154.136(J)(1)]
- Variation to Exceed the Maximum Floor Space Permitted for a Showroom from 1,000 square feet (10%) to 3,730 square feet (14.05%) [Title 15, Chapter 154, Section 154.188(B)(4)]

ANALYSIS

Staff Discussion:

The Petitioner is requesting approval of a Site Plan Amendment for Façade & Site Modifications, Parking Variations, Landscape Variations & Business Operations Variation relative to the

maximum floor space permitted for a showroom for New Stone Design, located at 1475 Rodenburg Road. The property is located at the south east corner of Morse Avenue and Rodenburg Road. New stone design is a granite contractor. The petitioner's business is an existing business and the parking lot on the east and south side of the building is being used as a storage yard.

Site Plan Amendment

The petitioner is proposing a ±1,767 square foot building addition at the south west end of the building. The purpose of the building addition is to accommodate a larger showroom. The proposed addition will be constructed with brick venner. 2-four panel storefront windows will be installed on the west elevation facing Rodenburg Road and the entrance door will be located on the south elevation. To enhance the entrance, a black canopy is proposed above the main entrance and wraps around the west side covering one of the storefront window section.



**West Elevation (partial)*

In addition, the petitioner is proposing few site modifications, which include constructing 3 additional parking spaces on the south side of the building. One of the 3 parking spaces will be a handicap parking space since the main customer entrance is proposed on the south side of the addition. Bike rack parking is proposed on the west side of the building. Lastly, a mix of shurbs and shade trees are proposed to enhance the greenspace in front of the proposed addition. No changes are proposed on the north wing of the building or the north parking lot facing Morse Avenue.

Parking Variations

The petitioner is requesting two parking variances. One of the parking variations is discussed in this section, while the other parking variation relative to the number of total required parking is discussed in the parking section of this report.

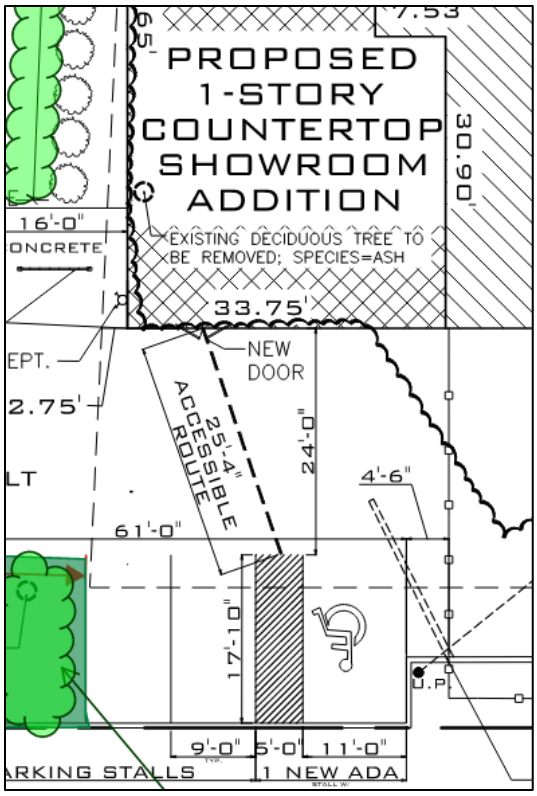
The zoning code requires all off-street parking to be a minimum of 25 feet away from the front lot line. The petitioner is requesting a front yard parking setback variation to reduce the distance from the front lot line to 14 feet 8 inches. Staff is supportive of this variation for few reasons. As

illustrated below, the proposed site improvements include three new parking spaces on the south side of the building. The petitoner is proposing to stripe these spaces for customer access to the proposed showroom addition. Secondly, adding these spaces will reduce the variance requested for the total number of required parking spaces on-site, as there are no striped parking spaces in this area currently. Lastly, this is an existing condition as pavement in the area is currently used for some parking.

Please note that the submitted plans show a total of 6 parking spaces with the western most parking space as close as 1 feet 2 inches from the front lot line. The petitioner will be required to remove 3 parking spaces as shown on the plans where there is currently landscaping on-site. A condition regarding this has been added to this staff report.

Landscape Variations

The petitioner is requesting two landscape variations.



The first variation is to reduce the foundation landscaping from 10 feet to 0 feet on the south side of the proposed building addition. Staff is supportive of this variation for two reasons. First, adding any foundation landscaping on this side would interfere with the existing drive-aisle width. The minimum 2-way drive-aisle width required is 24 feet. As proposed, the drive-aisle width adjacent will be 24 feet. And secondly, shifting the parking spaces and the drive-aisle to south to create room for foundation landscaping is impractical due to tight site constraints. The existing lot line on the south side currently is 0 feet from the existing pavement For these given reasons, staff is comfortable supporting the foundation landscaping variation.

The second variation is to reduce the overall landscaping from the required 20% to 16.5%. The zoning code requires each zoning lot to contain a minimum of 20% greenspace. With the proposed addition and site modifications, the site will have 12,832 square feet greenspace, which is 16.5% of the overall lot area. Please note, with keeping the existing landscape island at the southwest corner of the lot which measures ±445 sf, the overall greenspace on the property would be increased to 17.7%. The existing property does not comply with the 20% greenspace requirement as the current greenspace of the property is 18.8%. Staff researched the original landscape plan on file and discovered that the majority of the landscaping on-site complies with the approved landscape plan. There was a landscape end-island of ±905 square feet as shown on the approved

landscape plan at the southeast corner of the lot which currently does not exist. Staff believe the island was removed over time without Village approval. Should that landscape island remained, the overall greenspace at the time of the site was developed, would have been 20.6%.

The proposed landscape plan for the property shows a mix of landscape types (i.e. shrubs and trees) to be installed adjacent to the proposed building addition area. Although the amount of landscape area is less than code requirements, the project includes additional plantings that will enhance the frontage along Rodenburg Road. Staff is supportive of this request since the proposed variation is minor.

Business Operations Variation

The zoning code limits accessory retail uses to 10% of 1,000 sf, whichever is less, of the floor area of the primary building or structure. These are mainly associated with businesses who have an interior showroom to display their products. The zoning code further requires the retail use to be limited to products manufactured or stored on the premises. The petitioner is requesting a variaiton to exceed their allowance of 1,000 sf to 3,730 sf or 14.05% for their showroom. The petitioner's primary business is granite manufacturing. The business specializes in countertops made from granite, marble and quartz slabs for kitchens and bathrooms. The petitioner currently uses the rear (east) and side (south) of the property as a storage yard to store granite they manufacture on-site. Because of the nature of the business manufacutring granite and marble and given the size of the material samples, it makes sense to grant this variation. In addition, the petitioner is already occupying a building which includes a showroom of 2,050 sf. With this being a partially existing condition with no known physical or material impacts on parking and/or adjacent neighrbors, staff feels comfortable supporting the requested variation.

Zoning History:

Zoning history for the property is limited. The property was originally developed in 1978 based on Village records for a warehouse called Continental Field Machine. The building has been occupied for various office and warehouse uses over the years.

Surrounding Zoning and Land Uses:

North: M-1 / Manufacturing (Multi-tenant Building – 1120 – 1124 Morse Ave)
South: M-1 / Manufacturing (Village of Schaumburg – Centex Water Tower)
East: M-1 / Manufacturing (Multi-tenant Building – 1115 – 1125 Morse Ave)
West: M-1 / Manufacturing (Unincorporated Cook County – IDOT Maintenance Facility/Yard)

Compatibility with Surrounding Land Uses:

The existing land use of manufacturing granite along with office and warehouse is compatible with industrial uses in the area and will not have a negative impact on adjacent uses.

Comprehensive Plan Designation:
The Village's Comprehensive Plan designates the subject property as Industrial. The petitioner is not proposing to change that.

Parking:
Parking for the subject property is as follows:

Use	Parking Rate	Required Parking
Proposed Showroom Addition 1,775 sq ft GFA	1 per 500 sf of enclosed showroom	4 spaces
Existing Warehouse 19, 094 sq ft GFA 17, 184.6 sq ft NFA	1/1,000 sf NFA up to 10,000 square feet + 1/2,000 sf NFA above 10,000 square feet	14 spaces
Proposed Internet Auto Sales 1,440 sq ft GFA 1,296 sq ft NFA		4 spaces
Office 2541.74 sq ft GFA 2287.56 sq ft NFA	5 spaces/1,000 sq ft NFA	11
Existing Showroom 2050 sq ft GFA	1 per 500 sf of enclosed showroom	37
Required Parking		**37 spaces**
Provided Parking		**21 spaces**
Parking Deficit		**16 spaces**

As indicated above, there is a 16 space (56.75%) parking deficit. The existing parking lot has 21 spaces. In its existing condition, the subject property does not meet the amount of parking required per code.

Although the requested parking variation is large, staff is supportive of the variation for multiple reasons. First, the petitioner does not anticipate walk-ins at the volume to impact parking on-site for customers. Majority of the customers make an appointment prior to visiting the property. Second, the primary use of the building is dedicated for storage and material fabrication. The showroom is an ancillary use. Lastly, the petitioner could use part of the open driveway space before the loading dock drive for additional parking, as long as the parking is conforms with the

front yard setback requirement of 25 feet and on a need basis. As such, Staff is supportive of the requested parking variation.

PLANNING

1. Prior to the issuance of a site maintenance or land development permit, the petitioner shall remove the 4 parking spaces at the far west side of the northern drive aisle. The spaces do not conform to the minimum length of a parking space.
2. The business shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 4, 2025.
3. Remove the 3 western most parking spaces in the south drive aisle as shown on the plans where there is currently landscaping on-site.

FIRE

1. Per submitted the plans, the showroom will be separated from the remainder of the building. The showroom will be required to be provided with sprinklers per Village of Schaumburg Amendment 903.2.7.
2. Exterior access shall be provided to the sprinkler riser.

TRANSPORTATION

1. Petitioner hereby agrees, at no cost to the Village, to allow for a temporary construction easement on PIN 07-33-103-029 in the area identified on the attached plat for the construction of bike path improvements, under such terms and conditions as shall be needed at the time construction is set to occur.

Recommendation:

Staff has reviewed the petitioner's request and recommends **approval** of a Site Plan Amendment Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design Inc., Case No. Z2502-07, subject to the following conditions:

1. Prior to the issuance of a site maintenance or land development permit, the petitioner shall remove the 4 parking spaces at the far west side of the northern drive aisle. The spaces do not conform to the minimum length of a parking space.
2. The Special Use shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 4, 2025.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A site maintenance or a land development permit will be required.
5. Per submitted the plans, the showroom will be separated from the remainder of the building. The showroom will be required to be provided with sprinklers per Village of Schaumburg Amendment 903.2.7.
6. Exterior access shall be provided to the sprinkler riser.

7. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
8. Petitioner hereby agrees, at no cost to the Village, to allow for a temporary construction easement on PIN 07-33-103-029 in the area identified on the attached plat for the construction of bike path improvements, under such terms and conditions as shall be needed at the time construction is set to occur.
9. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
    a. Provide hydrant detail, village prefers clow hydrants.
    b. Add the Village of Schaumburg standard detail for accessible parking space
    c. Remove the 3 western most parking spaces in the south drive aisle as shown on the plans where there is currently landscaping on-site.
10. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
    a. Separate the landscape information onto their own Landscape Plan sheets as combining all information on one sheet is too confusing and doesn't meet record copy requirements.
    b. Remove existing dead arborvitae along Rodenburg Road and from right-of-way area along north drive isle. No plantings other than parkway trees are allowed in the right-of-way, which could obstruct motorists' visibility.
    c. Change proposed plant species along building addition foundation from barberry which are considered invasive and boxwood which would be difficult to grow in this location to other more suitable species (i.e.: Japanese Yew, Dwarf Korean Lilac, Dwarf Cranberry bush Viburnum, etc.).
    d. Provide additional foundation plantings (i.e.: daylilies, hosta, spirea, etc.) along the new building addition to add color/interest and meet the 10' min. foundation planting requirement and to justify the requested landscape variations for reduction in green space and foundation plantings.
    e. Specify the variety of Elm trees selected for the area along Rodenburg Road.
    f. All parking areas shall be screened from the street with plant material and include a shade tree at the end of each row of parking. Show existing plantings and/or provide additional plantings to meet village requirements.
    g. Provide a note on plans that all planting beds shall have a spaded edge and be mulched with shredded bark mulch.
    h. Provide note on plans that all turf areas shall be restored with sod.
11. The following plans shall be adopted as part of the governing ordinance:
    a. Site Plan, Sheet T-1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

b. Existing Floor Plan, Sheet D1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
c. New Addition Foundation and Floor Plan, Sheet A1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
d. Elevations, Sheet A2, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
e. Color Elevations, Sheet R1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
f. Bike Rack Specs, received by the Community Development Department on September 9, 2025.
g. Project Narrative, received by the Community Development Department on February 2, 2025.
h. Variation Narrative, received by the Community Development Department on September 9, 2025.

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar		
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley		
A quorum was present.			
Also Present:	Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner	Monica Richart Sustainability Planner
Sworn in for testimony:	Parth Joshi Planning Manager	Greg Munik 1475 Rodenburg Rd	

Mr. Greg Munik, Petitioner, stated that his business has been in Schaumburg for 18+ years and would like to expand his showroom.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Parth Joshi noted that the Staff Report inadvertently left out the following requested action on the first page. It will be included in the revised Staff Report for the 1/13 Village Board packets and will read as follows:

- Variation to Exceed the Maximum Floor Space Permitted for a Showroom from 1,000 square feet (10%) to 3,730 square feet (14.05%) [Title 15, Chapter 154, Section 154.188(B)(4)]

Mr. Joshi stated that the Petitioner is a granite contractor. The primary use of the subject building is for fabrication of granite, stone and other stone-related products. The east and south sides of the property are primarily used for storage purposes. An approximate 1,700 square-foot building addition is proposed at the southwest corner of the site to accommodate a larger showroom. The building will be constructed of brick veneer on the outside, a nice storefront window is being proposed, as well as a black canopy above the main entrance. The Petitioner is also proposing to make some site modifications to the property, which includes landscaping and adding three more parking spaces on the south side of the building.

Landscape Variations
Foundation landscaping is required to be 10' wide around the building. The Petitioner is requesting that it be waived because of the existing drive aisle, which is required to be 24'. Adding any sort of foundation landscaping on the south side of the building would interfere with the minimum drive-aisle requirement. In addition, the Petitioner has site size constraints, so they cannot push their parking spaces and drive aisle to

the south side of the building. Currently, the parking pavement on the south side is zero feet from the property line. The second landscape variation is to reduce the overall landscaping from the required 20% green space to 16.5%. By keeping the existing landscape island at the southwest corner of the lot which measures approximately 445 square feet, the overall greenspace on the property would be increased to 17.7%. The zoning code requires each zoning lot to contain a minimum of 20% greenspace. The existing property does not comply with the 20% greenspace requirement as the current greenspace of the property is 18.8%. Staff researched the original landscape plan on file and discovered that the majority of the onsite landscaping complies with the approved landscape plan. Staff is supportive of this variation. Staff researched the property's original approved landscape plan. Almost 90% of the site complies with landscaping, however, there used to be a landscape island at the southeast corner of the property where they currently use it for storage. Staff believes that island was removed without Village approval. Had that island been there, they would have exceeded the 20% variation. The proposed landscape plan does include a mix of landscape types including shrubs and trees to be installed adjacent to the proposed building addition, which will enhance the property frontage that faces Rodenburg Road.

Business Operations Variation

The zoning code pertaining to business operations limits the Petitioner's showroom to be 1,000 square feet or 10% of the overall building size, whichever is less. The current showroom is 2,000 square feet, and they are currently non-compliant. The Petitioner would like to propose the showroom addition up to 14.05%. Staff is supportive of it because of the primary use of their business, which is to manufacture granite onsite. The showroom component is an ancillary use and will not occupy a majority of the building. Also, they do not anticipate any walk-ins; all customers are required to schedule an appointment.

Parking Variations

The required onsite parking is 37 spaces, and the Petitioner is providing 21 spaces. This is a deficit of 16 spaces. Although it is a large variation, Staff is supportive of this request since customers will come by appointment only and the retail component is an accessory use for their primary business. The zoning code requires all off-street parking to be a minimum of 25 feet away from the front lot line. The Petitioner is requesting a front yard parking setback variation to reduce the distance from the front lot line to 14'8". Staff is supportive if this request because the Petitioner is proposing to add three new parking spaces primarily for their customers who will be entering the showroom addition on the south side of the building. This is already an existing condition; the pavement is there but the spaces are not striped. Adding three more spaces will reduce their other variation request which is to reduce the overall parking quantity.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Bhagwakar asked if a bike rack is required, and Mr. Joshi said it is required per code.

Mr. Morreale stated that he is happy about the proposed addition and landscaping plans.

Mr. Szurgot noted that Page 2 of the Staff Report, under Site Plan Amendment, had an error in the first sentence. It should read "southwest" instead of southeast. Mr. Joshi thanked him.

Ms. Errera asked if all the granite stored outside and Mr. Munik said yes. She asked if there are any issues that would prevent the fire trucks from getting around. Mr. Joshi said no because the overall height of the building is not 30'. Fire access is provided on the north and west sides of the building.

Mr. Mytych asked the Petitioner if he agrees with the conditions on the Staff Report and Mr. Munik said, yes.

Chairman Raimondi asked if the Petitioner stores anything inside the building. Mr. Munik said he uses half of the building for storage. Chairman Raimondi asked if customers will be permitted to see the granite outside, and Mr. Munik said, yes. Chairman Raimondi asked how many employees work at New Stone Design and Mr. Munik said seven.

PUBLIC HEARING CLOSED
Mr. Morreale made a motion, seconded by Mr. Mytych, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc located at 1475 Rodenburg Road, Case No. Z2502-07 subject to the following conditions:

1. Prior to the issuance of a site maintenance or land development permit, the petitioner shall remove the 4 parking spaces at the far west side of the northern drive aisle. The spaces do not conform to the minimum length of a parking space.
2. The Special Use shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 4, 2025.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A site maintenance or a land development permit will be required.
5. Per submitted the plans, the showroom will be separated from the remainder of the building. The showroom will be required to be provided with sprinklers per Village of Schaumburg Amendment 903.2.7.
6. Exterior access shall be provided to the sprinkler riser.
7. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
8. Petitioner hereby agrees, at no cost to the Village, to allow for a temporary construction easement on PIN 07-33-103-029 in the area identified on the attached plat for the construction of bike path improvements, under such terms and conditions as shall be needed at the time construction is set to occur.

9. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
   a. Provide hydrant detail, village prefers clow hydrants.
   b. Add the Village of Schaumburg standard detail for accessible parking space
   c. Remove the 3 western most parking spaces in the south drive aisle as shown on the plans where there is currently landscaping on-site.
10. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
   a. Separate the landscape information onto their own Landscape Plan sheets as combining all information on one sheet is too confusing and doesn't meet record copy requirements.
   b. Remove existing dead arborvitae along Rodenburg Road and from right-of-way area along north drive isle. No plantings other than parkway trees are allowed in the right-of-way, which could obstruct motorists' visibility.
   c. Change proposed plant species along building addition foundation from barberry which are considered invasive and boxwood which would be difficult to grow in this location to other more suitable species (i.e.: Japanese Yew, Dwarf Korean Lilac, Dwarf Cranberry bush Viburnum, etc.).
   d. Provide additional foundation plantings (i.e.: daylilies, hosta, spirea, etc.) along the new building addition to add color/interest and meet the 10' min. foundation planting requirement and to justify the requested landscape variations for reduction in green space and foundation plantings.
   e. Specify the variety of Elm trees selected for the area along Rodenburg Road.
   f. All parking areas shall be screened from the street with plant material and include a shade tree at the end of each row of parking. Show existing plantings and/or provide additional plantings to meet village requirements.
   g. Provide a note on plans that all planting beds shall have a spaded edge and be mulched with shredded bark mulch.
   h. Provide note on plans that all turf areas shall be restored with sod.
11. The following plans shall be adopted as part of the governing ordinance:
   a. Site Plan, Sheet T-1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   b. Existing Floor Plan, Sheet D1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   c. New Addition Foundation and Floor Plan, Sheet A1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.
   d. Elevations, Sheet A2, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

e. Color Elevations, Sheet R1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

f. Bike Rack Specs, received by the Community Development Department on September 9, 2025.

g. Project Narrative, received by the Community Development Department on February 2, 2025.

h. Variation Narrative, received by the Community Development Department on September 9, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

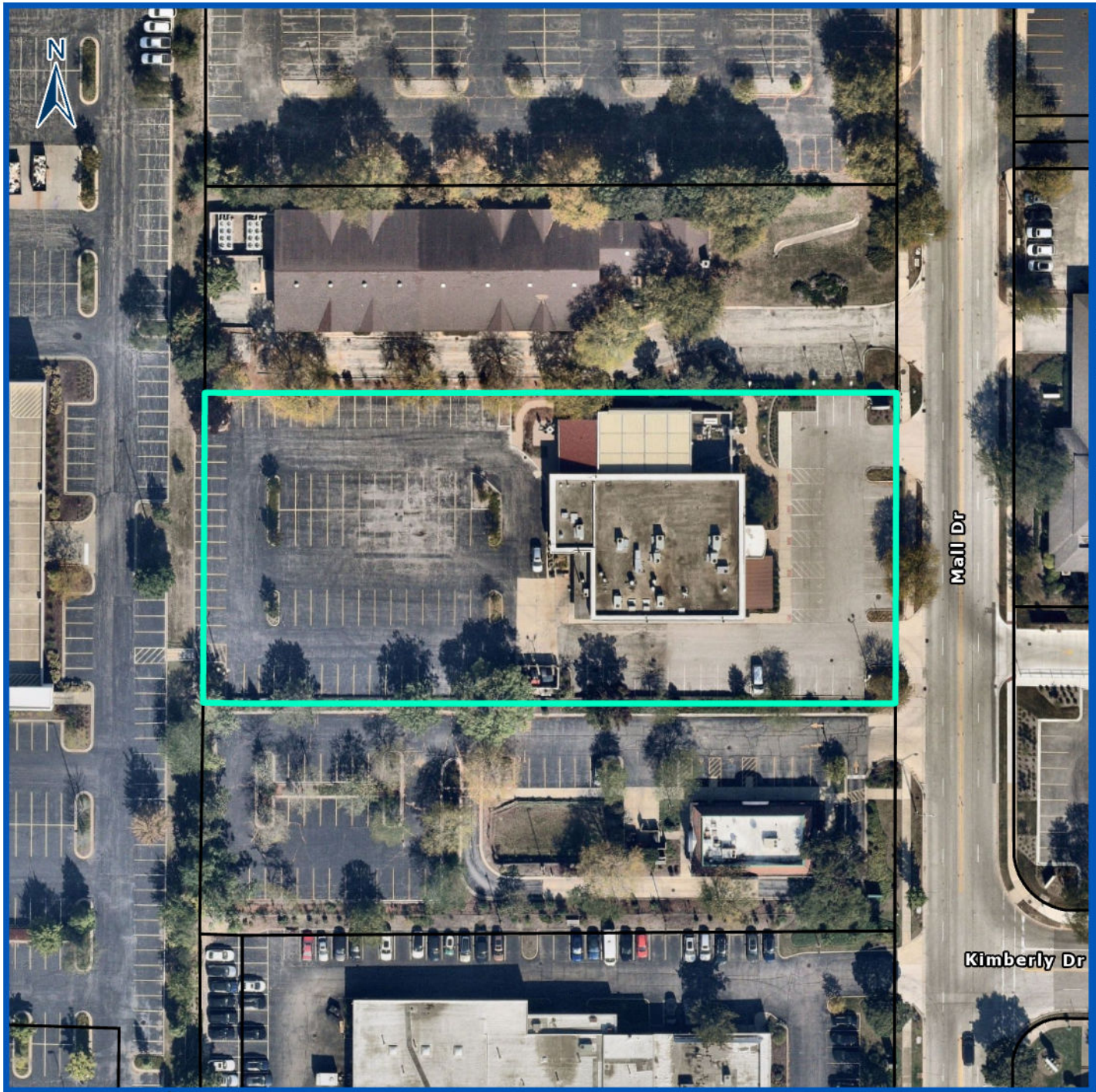
The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

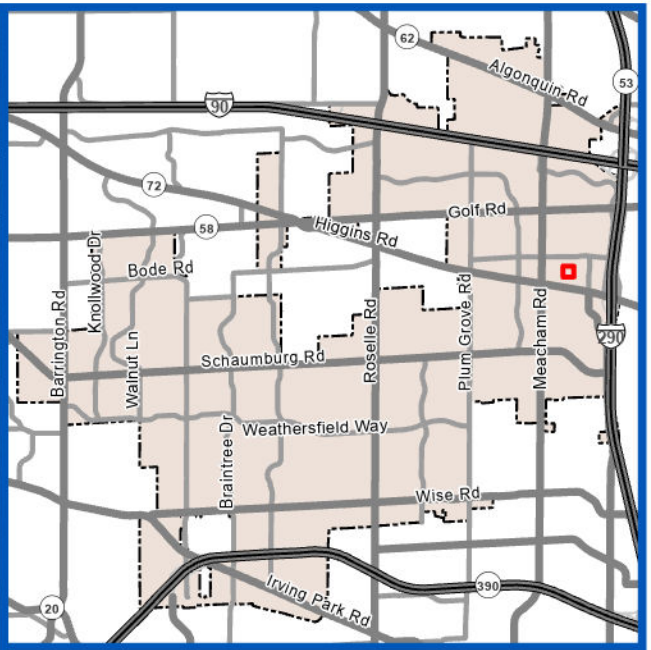
ADJOURNMENT

The meeting was adjourned at 7:15pm.

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals





Subject Property

Z2511-01

Neos Eclectic Mediterranean

Site Plan Amendment for Site Modifications and Landscape Variations

0 40 80
Feet

VILLAGE OF SCHAUMBURG

680 Mall Dr

Prepared By:
Village of Schaumburg
Community Development Department

Development Review Application

DEVR-25-69

Submitted On: Oct 29, 2025

Applicant

Akeel Ramzanali
630-745-9226
@ akeel.ramzanali@rasolutionsinc.com

Primary Location

680 MALL DR
Schaumburg, IL 60173

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Parth Joshi

Z2511-01 / NEOS ECLECTIC MEDITERRANEAN / 680 Mall Drive / Site Plan Amendment for Site Modifications and Landscape Variations

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Tenant

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

Universal Vision Property LLC

Property Owner Street Address

1 Mid America Plaza

Property Owner City

Oak Brook

Property Owner State

Illinois

Property Owner Zip Code

60181

Property Owner Phone Number

312-479-5996

Property Owner Email

Ziqbal@goldengateinvestor.com

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Commercial

PIN Number

-7-13-400-019-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

--

Parking Variation

--

Landscape Variation

true

Setback Variation

--

Shopping Center Signage Plan Approval / Amendment

--

Site Plan Approval New Building < 20,000 Sq. Ft.

--

Site Plan Approval New Building > 20,000 Sq. Ft.

--

Rezoning

--

Special Use - Commercial

--

Site Plan Amendment

true

Plat of Easment

--

Plat of Vacation

--

Plat of Subdivision

--

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

--

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

--

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

--

Brief description of the request

Site plan

Project Staff

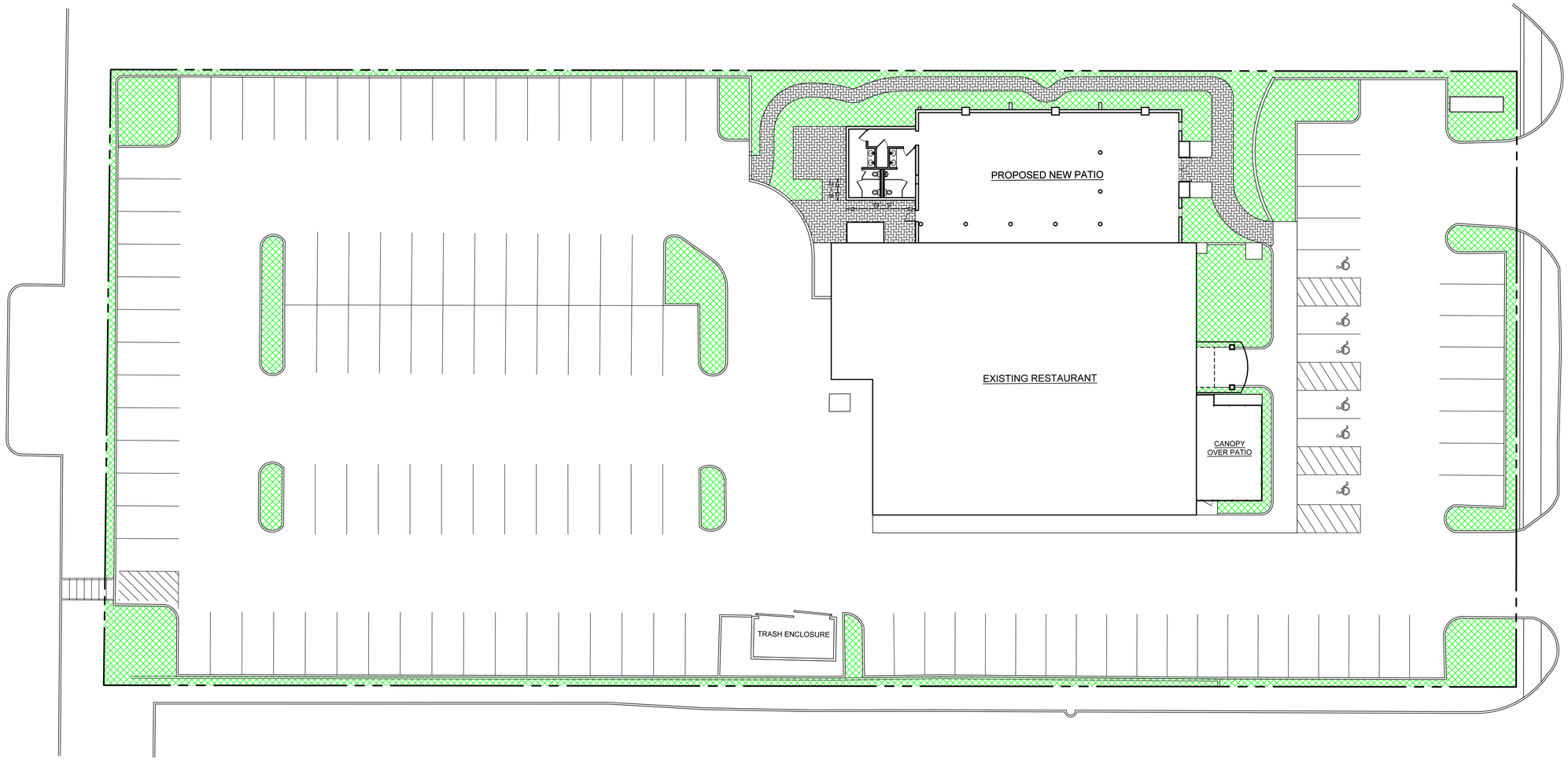
Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true



EXISTING SITE AREA = 70,092 SQ. FT.
NEW LANDSCAPED AREA = 7,134 SQ. FT.
NEW SITE COVERAGE = 10.17 %

NEW LANDSCAPED AREA PLAN

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

No.	Date	Revisions	By
	7-27-22	ISSUED FOR PLANNING REVIEW	PS

ARCHITECT:
ARCHITECTURAL CONSULTING SERVICES
870 West Hillside Street
Palatine, Illinois 60067
(847) 991-6110
archcons@sbcglobal.net

ENGINEER:

Date: JULY 21, 2021
Scale: AS NOTED

PROPOSED NEW OUTDOOR PATIO
FOR:
MEZE' RESTAURANT
680 MALL DRIVE
SCHAUMBURG, ILLINOIS

NEW LANDSCAPED AREA PLAN

PROJECT NO.:
BINDING ORDER:

SP 3b

Date: 10/28/2025

To Whom It May Concern:

This is for 680 Mall Drive, Schaumburg, IL 60173 location, Variation Justification

Requesting Variation on Landscape code and also sidewalk on North Side of the building was done without Village Approval so the request is to keep the side as it provides good connection from front of the property to back of the property.

I am requesting a variation on the end island landscape requirement since it’s in existing condition and would keep it the way it is.

Sincerely

Akeel Ramzanali

STAFF REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Parth Joshi, AICP
Planning Manager

HEARING DATE: December 10, 2025

DATE PREPARED: November 26, 2025

CASE NUMBER: Z2511-01

TITLE: Z2511-01 / NEOS ECLECTIC MEDITERRANEAN / 680 Mall Drive / Site Plan Amendment for Site Modifications and Landscape Variations

BACKGROUND INFORMATION

Petitioner:	Akeel Ramzanali
Address of Petitioner:	680 Mall Dr, Schaumburg, IL 60173
Status of Petitioner:	Tenant
Owner of Parcel:	Universal Vision Property, LLC
Address of Owner:	1 Mid America Plaza, Oak Brook, IL 60181
Existing Zoning:	B-2 – General Business
Existing Land Use:	Type "A" restaurant

Requested Action:

- Site Plan Amendment for Site and Landscape Modifications [Title 15, Chapter 154, Section 154.46(A)]
- Buffer Yard Variation to Reduce the North Buffer Yard from 10' to 1'8" [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Landscape Variation to Waive the Parking Lot Island Requirement [Title 15, Chapter 154, Section 154.136(L)(2)(a) of the Zoning Ordinance]

ANALYSIS

Staff Discussion

The petitioner is requesting approval of a Site Plan Amendment and a Bufferyard Landscaping Variation for a new Type "A" Restaurant - Neos Eclectic Mediterranean, to be located at 680 Mall Drive.

Background



The Village Board granted approval for construction of an outdoor patio and other improvements to the subject property in June 2021 (Case No. Z2104-02, Ordinance No. 21-070). The other improvements included minor façade changes, expansion of the sidewalk in front of the building, a new walkway in back of the building, reconfiguration of the ADA parking spaces in front of the building to include 2 additional landscape islands, and landscaping around the new patio.

The majority of the work was completed to match the approved plans; however, during project construction, a brick paver walkway was added along the north side of the property (adjacent to the new patio and in the location of a planned drainage swale), the 2 landscape islands were not installed, and some of the parking spaces were incorrectly striped.

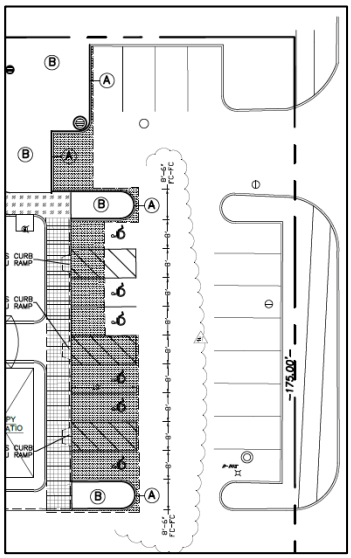
The property was recently sold to the current owner and the petitioner, who is also a new tenant of the subject property, inherited the outstanding site items. In order for the project to comply, the petitioner is requesting the Village approve the existing site modifications made by the previous owner. The zoning code allows a new owner to take over an existing special use within one year of the previous business closing date. Per Village records, Meze closed in September, 2025.

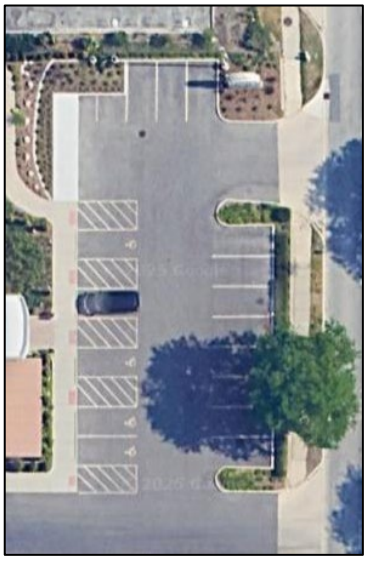
Site Plan Amendment

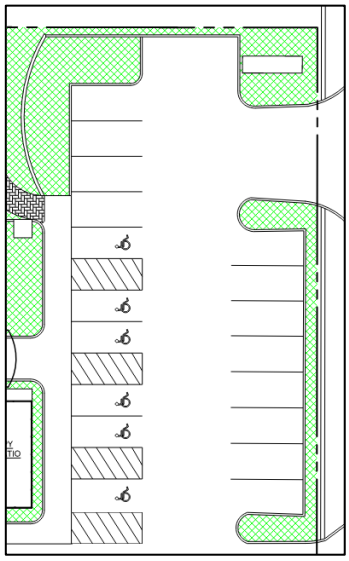
The petitioner is requesting an amendment to the approved plans to incorporate the existing pathway on the north side of the property, omit the southern most parking row end island (east side of the building), and re-stripe 4 parking spaces in front of the building. An analysis on the walkway and landscape island is included in the landscape variation section of the report below.

The images below show the parking lot islands and striping as approved and constructed. Since the islands weren't installed to match the plans, there is now some striping along the north side of the property that needs to be modified. A permit would not be required to correct the striping. The petitoner has asscepted staff's suggested striping plan to re-stripe 4 spaces on the east side of the building.

Approved **Constructed** **Suggested**





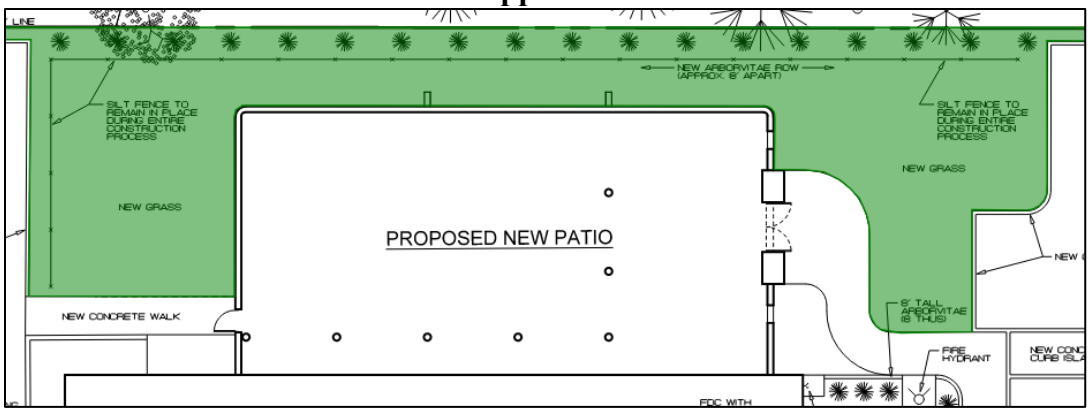


Landscape Variations

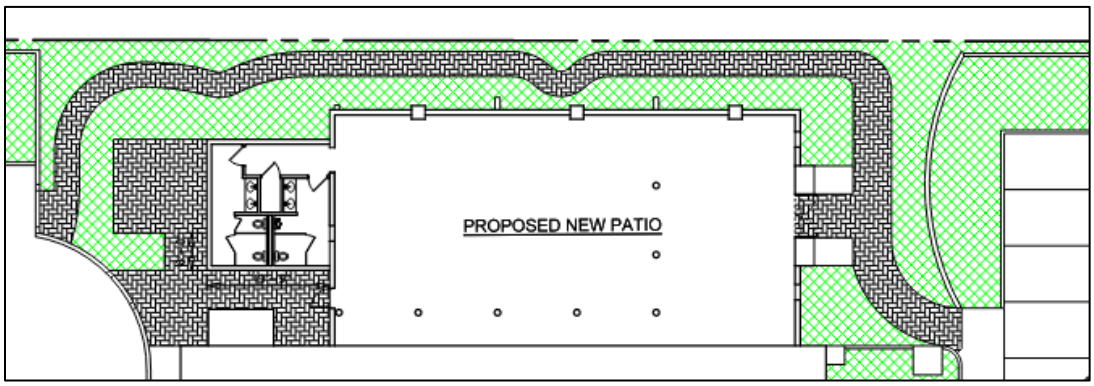
There are two existing exterior site modifications which are being requested by the applciatnt to incorporate into the approved plans, for which a variation is required.

1. **Pathway around the Patio** – As mentioned, a brick paver walkway was installed around the north side of the patio connecting the patio to the back parking lot. Village code requires 10' of landscape area along the property line to provide buffering from adjacent properties. As measured, the distance between the pathway and the north property line is 1'8". This walkway was not included on the approved plans and was installed within the required "buffer" area; therefore, to keep the walkway, the petitioner is requesting a variation from the buffer/setback requirement. Staff is supportive of this variation. The walkway is functional and attractive. Additionally, the property to the north is a utility use and isn't negatively impacted by the walkway being installed close to the shared property line.

Approved



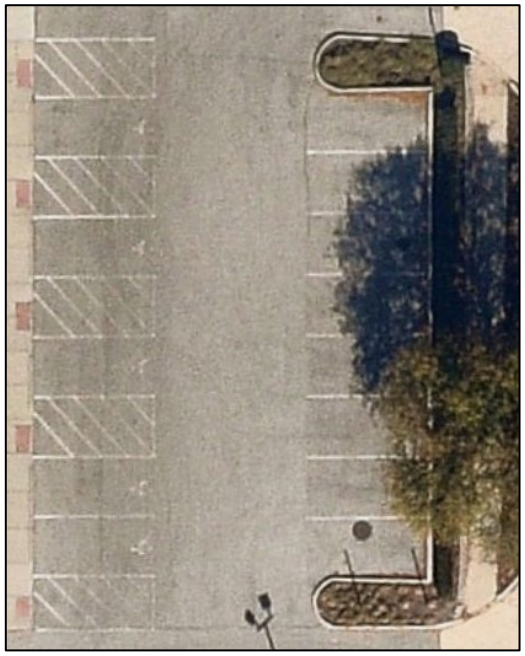
Constructed



2. **Parking lot Landscape Islands** - The approved plans included a landscape island in front of the building and at the end of a parking row. There are two options for compliance:
The petitioner would like to keep the existing parking lot configuration as-is and not install the landscape island. Staff is supportive of this variation since it's existing and a landscape island has never been installed at the subject location.

Approved **Existing**





Zoning History

Per Village records, the property was constructed around 1980 (Case No. SP7908-03) and was occupied by Red Lobster Seafood Restaurant for many years. The property was rezoned from T-1 Transitional

District to B-3 Planned Office Business District in 1983 (Ordinance No. 2338). Since then, there have been multiple exterior and interior improvements made to the property (Case No. SP8204-05 and Case No. SP9704-04). In 2000, Red Lobster relocated to their current location (800 East Golf Road) and the subject restaurant was occupied Smokey Bones Restaurant. In 2001, Smokey Bones made improvements to the building façade to convert the building to their prototype (SP011-02). Between 2013 and 2018, the restaurant was occupied by two restaurants: Vidalia restaurant and Chef Vince's Zeal restaurant, who also made significant improvements to the site. The property was then operated as a mediterranean restaurant for Meze since 2018. In June 2021, the Village Board granted approval of a site plan amendment for a patio addition, site modifications, special use amendment for a type "A" restaurant and Woodfield Regional Center design review to Meze restaurant for the patio addition. Per Village records, Meze closed in September, 2025.

Surrounding Zoning and Land Uses:
North: B-2 General Business (AT&T)
South: B-2 General Business (Cilantro Taco Grill)
East: B-2 General Business (Pace Northwest Transportation Center Parking Lot)
West: B-3 Planned Office Business District (Schaumburg Corporate Center)

RECOMMENDATION
Staff has reviewed the petitioner's request and is supportive. Therefore, staff recommends **approval** of a Site Plan Amendment for Site Modifications and Landscape Variations to Neos Eclectic Mediterranean Restaurant to be located at 680 Mall Drive, Case No. Z2511-01, subject to the following conditions:

1. A site maintenance permit is required to address the drainage issue around the pathway.
2. The following plans, exhibits and documents shall be adopted as part of the governing ordinance:
    a. New Landscaped Area Plan, Sheet SP-3b, prepared by Architectural Consulting Services, dated July 21, 2021, latest revised date July 27, 2022, and received by the Community Development Department on October 28, 2025.
    b. Variation justification letter, prepared by the applicant, dated October 28, 2025, and received by the Community Development Department on October 28, 2025.

Pc: Owner
Petitioner

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:15pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:	Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner	Monica Richart Sustainability Planner
Sworn in for testimony:	Parth Joshi Planning Manager	Akeel Ramzanali 680 Mall Drive Schaumburg	

Mr. Akeel Ramzanali, Petitioner, stated that he is seeking approval to operate his business, Neos Eclectic Mediterranean.

Mr. Parth Joshi stated that the Petitioner is requesting to reduce the north bufferyard from 10' to 1'8" and a variation to waive the parking lot and island requirement for a new Type "A" restaurant. In June 2021, the Village Board approved construction of an outdoor patio, along with some façade and site modifications. Construction was completed by the previous owner, however, some additional work was performed without Village approval. The previous owner added a pathway on the north side of the patio, which was not identified in the approved plans. As a result, the Petitioner is requesting a bufferyard variation. The previous owner was also supposed to install 2 landscape islands in the front of the building, and they also striped some parking spaces that were not in the approved plans. The Petitioner is requesting approval on the existing modifications and to re-stripe some parking spaces. One of the variations is to reduce the north bufferyard landscape. Ten feet of landscaping is required, however, once they added the walkway that brought it down to 1'8". Staff is supportive of this variation because the walkway is properly constructed and is operable. This will allow customers who park in the rear of the building to access the outdoor patio from that walkway. The property to the north is a utility use so the reduced bufferyard will not negatively affect any properties. In the front, the approved drawings showed the 2 end-landscape islands which the previous owner was going to do. However, they were not installed, and the Petitioner is requesting approval to keep the existing parking lot as is. Mr. Joshi said that Staff is supportive of this request since it is an existing condition. The Petitioner will need to re-stripe 4 parking spaces in front of the building. They have to remove the striped parking spaces adjacent to the main entrance, and a permit is not required for that.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Szurgot, Mr. Mytych, Ms. Errera and Mr. Morreale had no questions.

Mr. Bhagwakar asked if the new bathroom was approved and Mr. Joshi said it was approved in 2021.

Chairman Raimondi asked if the Petitioner can dress up the area where the landscape islands would have been by adding a planter. Mr. Joshi said they could, but then they would have to re-orient or re-sketch all of the ADA parking spaces because a striped buffer area is required next to each handicap parking space. Chairman Raimondi asked the Petitioner if he agrees to the conditions on the Staff Report, and Mr. Ramzanali said, yes.

PUBLIC HEARING CLOSED
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Morreale made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01 subject to the following conditions:

1. A site maintenance permit is required to address the drainage issue around the pathway.
2. The following plans, exhibits and documents shall be adopted as part of the governing ordinance:
   a. New Landscaped Area Plan, Sheet SP-3b, prepared by Architectural Consulting Services, dated July 21, 2021, latest revised date July 27, 2022, and received by the Community Development Department on October 28, 2025.
   b. Variation justification letter, prepared by the applicant, dated October 28, 2025, and received by the Community Development Department on October 28, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:22pm.

Parth Joshi
____

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:15pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:	Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner	Monica Richart Sustainability Planner
Sworn in for testimony:	Parth Joshi Planning Manager	Akeel Ramzanali 680 Mall Drive Schaumburg	

Mr. Akeel Ramzanali, Petitioner, stated that he is seeking approval to operate his business, Neos Eclectic Mediterranean.

Mr. Parth Joshi stated that the Petitioner is requesting to reduce the north bufferyard from 10' to 1'8" and a variation to waive the parking lot and island requirement for a new Type "A" restaurant. In June 2021, the Village Board approved construction of an outdoor patio, along with some façade and site modifications. Construction was completed by the previous owner, however, some additional work was performed without Village approval. The previous owner added a pathway on the north side of the patio, which was not identified in the approved plans. As a result, the Petitioner is requesting a bufferyard variation. The previous owner was also supposed to install 2 landscape islands in the front of the building, and they also striped some parking spaces that were not in the approved plans. The Petitioner is requesting approval on the existing modifications and to re-stripe some parking spaces. One of the variations is to reduce the north bufferyard landscape. Ten feet of landscaping is required, however, once they added the walkway that brought it down to 1'8". Staff is supportive of this variation because the walkway is properly constructed and is operable. This will allow customers who park in the rear of the building to access the outdoor patio from that walkway. The property to the north is a utility use so the reduced bufferyard will not negatively affect any properties. In the front, the approved drawings showed the 2 end-landscape islands which the previous owner was going to do. However, they were not installed, and the Petitioner is requesting approval to keep the existing parking lot as is. Mr. Joshi said that Staff is supportive of this request since it is an existing condition. The Petitioner will need to re-stripe 4 parking spaces in front of the building. They have to remove the striped parking spaces adjacent to the main entrance, and a permit is not required for that.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Szurgot, Mr. Mytych, Ms. Errera and Mr. Morreale had no questions.

Mr. Bhagwakar asked if the new bathroom was approved and Mr. Joshi said it was approved in 2021.

Chairman Raimondi asked if the Petitioner can dress up the area where the landscape islands would have been by adding a planter. Mr. Joshi said they could, but then they would have to re-orient or re-sketch all of the ADA parking spaces because a striped buffer area is required next to each handicap parking space. Chairman Raimondi asked the Petitioner if he agrees to the conditions on the Staff Report, and Mr. Ramzanali said, yes.

PUBLIC HEARING CLOSED
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Morreale made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01 subject to the following conditions:

1. A site maintenance permit is required to address the drainage issue around the pathway.
2. The following plans, exhibits and documents shall be adopted as part of the governing ordinance:
   a. New Landscaped Area Plan, Sheet SP-3b, prepared by Architectural Consulting Services, dated July 21, 2021, latest revised date July 27, 2022, and received by the Community Development Department on October 28, 2025.
   b. Variation justification letter, prepared by the applicant, dated October 28, 2025, and received by the Community Development Department on October 28, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:22pm.

Parth Joshi
____

_____
Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare / 129 S. Roselle Road
01/13/26
Village Board

Presenter: Monica Richart, Sustainability Planner
Lead Department: Community Development

Executive Summary:

Case Title
Z2509-02 / Firefly Daycare / 129 S. Roselle Road / Special Use for a Daycare Center and Site Plan Amendment

Hearing Date
December 10, 2025

Summary
The petitioner requests Special Use approval for a Daycare Facility, and a Site Plan Amendment for Site and Landscape Modifications for Firefly Daycare, proposed to be located at 129 S Roselle Road.

Recommended Action:

Staff Recommendation
Recommending Approval

Vote
6 – 0 with three member(s) absent

If the Village Board concurs with the Zoning Board of Appeals' recommendation, they should approve the request as presented.

ATTACHMENTS:
- Staff Report
- Location Map
- Engineering Plan
- Architectural Plan
- Project Narrative
- Landscape Plan
- Z2509-02 Firefly Daycare Application.pdf
- FINAL Z2509-02 Firefly Daycare Mts 12-10-25.pdf

PROJECT REVIEW GROUP REPORT

To: ZONING BOARD OF APPEALS

PREPARED BY: Chidochashe Baker, AICP
Community Planner

HEARING DATE: December 10, 2025

DATE PREPARED: November 21, 2025

CASE NUMBER: Z2509-02

TITLE: Z2509-02/ FIREFLY DAYCARE / 129 S Roselle Rd/ Special Use for a Daycare Center and Site Plan Amendment

BACKGROUND INFORMATION

Petitioner:	Bogdan Mamalat
Address of Petitioner:	ON654 Brandon Boulevard Winfield, IL 60190
Status of Petitioner:	General Contractor for Contract Purchaser (Nadiia Boychuk)
Owner of Property:	Berhe Tseghai
Address of Property:	2237 North Jansen Ave Chicago, IL 60614
Existing Zoning:	B-2 - General Business District, OSC - Olde Schaumburg Center Overlay District
Existing Land Use:	Medical Office

Requested Actions:

- Special Use for a Daycare Facility [Title 15, Chapter 154, Section 154.173 (B) of the Zoning Ordinance]
- Site Plan Amendment for Site and Landscape Modifications[Title 15, Chapter 154, Section 154.46 (A) of the Zoning Ordinance]

ANALYSIS

The petitioner requests Special Use approval for a Daycare Facility, and a Site Plan Amendment for Site and Landscape Modifications for Firefly Daycare, proposed to be located at 129 S Roselle Road. The property is currently developed with an approximately 12,000 sq. ft. two-story office building and 53-space parking lot. The building and parking lot are both situated in the front two-thirds of the lot. The petitioner proposes to locate the daycare on the first floor of the building which measures 6,000 sq. ft. The second floor of the building is currently occupied by a 4,800 sq.

ft. medical office and a 1,200 sq. ft. vacant office space. Additionally, the petitioner is proposing site modifications including an installation of a 6,542 sq. ft. playground in the rear of the property.

Site Plan

As proposed, the southeast corner of the rear yard will be modified to install a fenced-in 6,542 sq. ft. playground for the daycare facility. A 6ft. aluminum fence with a rot-iron appearance is proposed along the perimeter of the play area with 2 access gates to the north and east of the play area. To mitigate any potential noise concerns and provide additional screening from the adjacent residential homes, the submitted plans show additional landscape buffers along the eastern (8.75 ft. wide buffer) and southern (6.17 ft. wide buffer) perimeter of the proposed playground. The playground will be equipped with typical play structures for daycare facilities. Other site modifications include the addition of curb and landscape islands along the eastern edge of the existing parking lot, replacement of an abandoned concrete walk-up ramp on the east side of the principal structure with landscaping, and installation of a fire hydrant to the west of the building. The applicant also proposes the following to update the site and address existing site maintenance issues at the property:

1. Repair brick work on the building's exterior.
2. Resurface and re-stripe the parking lot.
3. Repaint the existing metal surfaces such as handrails on the principal structure.
4. Enhance site lighting around the property, particularly in the rear/ east parking lot area.
5. Maintain and add plantings in surrounding planter areas and landscape islands around the site.
6. Replace the existing sign with a new sign designed to comply with the Olde Schaumburg Historic District sign regulations

Special Use

Firefly Daycare proposes to offer childcare services for children ranging in age from 2 to 5 years old. The provider intends to provide a childcare facility that caters for the lingual and cultural environment of eastern European families. Hours of operation for the facility will be Monday through Friday from 7:00 a.m. to 6:30 p.m. The petitioner has indicated that the facility is designed to accommodate a maximum of 109 students. Employees at the facility will include the owner, director of operations, 6 full-time teachers, 6 assistants, a cook, and 2 floating support staff members. The main entrance to the facility is proposed to be located on the northern building façade. Submitted floor plans show a manager's office west of the main entrance, 6 classrooms for various age groups, and a centrally located kitchen.

A 6,542 sq. ft. outdoor playground is proposed to be installed in the rear southeast corner of the subject property to the west and south of the building. All parents/guardians will be required to park their vehicle and escort their child into the facility for "drop-off and "pick-up. Staff is supportive of the special use request for the daycare facility.

Standards for Special Use Determination

(a)The proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community:

The daycare is proposed on a commercially zoned property that is also in proximity to residentially zoned properties. Additionally, the subject property is designated as Community Commercial in the Comprehensive Plan and the proposed daycare use is an ideal community commercial use. Staff believes that the proposed use at this particular location is desirable to provide more childcare centers for the community.

(b)Such use will not, under the circumstances or the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity:

Submitted plans show the addition of fencing and landscape buffers along the south and east perimeter of the playground to provide screening from existing surrounding residential uses. Staff believe the proposed use is similar and compatible with surrounding uses and will not be detrimental to the health, safety, morals or general welfare of people residing or working in the vicinity or injurious to property values or improvements in the vicinity.

(c)The proposed use will comply with the regulations and conditions specified in this chapter for such use and with the stipulations and conditions made as part of the authorization granted by the village board:

The proposed use will comply with the regulations and conditions specified in this chapter for such use.

Zoning History:

The village board approved the construction of the subject property in 1980 Case No. SP8009-05. In 1981 and 1989 the village board approved site plan amendments for building and site modifications Case No. OSC8101-03 and OSC8911-03.

Surrounding Zoning and Land Uses:

North: B-2 General Business District, OSC District (127 S. Roselle Road)
R-6 P.U.D. Single Family Residential Planned Unit Development, OSC Overlay District (Old Towne Row Houses
South: B-2 General Business District (275 S. Roselle Road)
R-6C Single Family Residential – Lancer Housing Development
East: R-6 P.U.D. Single Family Residential Planned Unit Development –Lexington Lane
West: B-2 General Business District, OSC Overlay District – (Wells Fargo Bank)

Compatibility with Surrounding Land Uses:

The submitted site plans show that the site will adhere to the setback and buffer yard requirements from the surrounding residential and commercial uses. The proposed daycare facility is a

community commercial use that is compatible with existing commercial uses to the north, east, and south , and residential uses to the north, east and south.

Comprehensive Plan Designation:
The subject property is designated as Community Commercial in the Comprehensive Plan. The proposed daycare center is compatible with this designation.

Parking:
Parking for the subject property is calculated as follows:

Use / Square Footage	Parking Rate	Required Parking
Proposed Daycare Center 6,000 sq. ft. GFA 5,400 sq. ft. NFA	4 spaces per 1,000 sq ft NFA	22 spaces
Office 6,000 sq. ft. GFA 5,400 sq. ft. NFA	5 spaces per 1,000 sq ft NFA	27 spaces
Parking Required		49 spaces
Parking Provided		53 spaces
Parking surplus		4 spaces

CDD Planning

1. Prior to the issuance of an occupancy permit, the property owner shall address existing property maintenance issues that were identified at the site by code enforcement on 8/19/2025.
2. Prior to submittal of Building Permit drawings, the Architectural Plan shall be revised to state the correct address for the property.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A Land Development Permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site.
5. A Sign permit will be required for any signage proposed on the property.

Landscape
1. The landscape plan shall be revised to provide additional groupings of perennial plantings along the west side of the building in front of the proposed junipers to add color and interest.
2. The Tree Preservation Plan shall be revised to protect all existing trees to remain which are within 20' of any new construction, including fencing or playground equipment.

Fire
1. The fire department connection shall be provided on the west side of the building. A concrete path and pad shall be provided to the connection from the drive aisle.

2. The west drive aisle shall be designated as a fire lane. The curb shall be painted yellow and signage shall be provided.
3. The plans indicate the sprinkler system water supply will be located in the building crawl space. The line shall be protected from freezing and damage per an approved method that provides a 2-hour fire resistance rating. The RockLap H&V insulation product submitted is not approved as it is not listed for this type of use.

Building

1. Prior to the issuance of building permits, building plans shall be revised to show:
   a) The proposed water supply to sprinkler room shall be protected from freezing and enclosed within a 2-hour fire-rated assembly, per IBC/IFC fire-resistance requirements.
   b) Details of the method for supporting the water supply line from the building structure shall be provided. Structural calculations shall be submitted to verify that the proposed supports are adequate to carry the load of the water line.

Engineering & Public Works (EPW)

1. Prior to the issuance of a Land Development permit the Engineering plans shall be revised to
   a. Include village details and flushing schedule for fire hydrant since the line will end at hydrant. Mueller or clow hydrants allowed, clow preferred for easier maintenance.
   b. Provide information about the connection method at 10 inch main for hydrant line.

Transportation

1. Prior to the issuance of land development permits, a completed traffic agreement shall be submitted to the village for review and approval.
2. Prior to the issuance of a Land Development permit the Engineering and Landscape plans shall be revised to:
   a. Indicate the type of proposed pavement i.e. concrete or asphalt within the legend on sheet C2 of the Engineering Plan.
   b. Omit the stop control on sheet 2 of the Landscape plan and instead provide a W11-2 Pedestrian Crossing warning sign with a W16-6pL left turn arrow plaque, consistent with MUTCD standards.
   c. Provide solid white pavement markings defining the limits of the crosswalk to the rear playground and front entrance.

Engineering

1. Prior to the issuance of a Land Development Permit, the Engineering Plans shall be revised to include the following:
   a. A 60-inch valve vault for the new 8-inch water service valve
   b. Confirm the connection point for the water main proposed for the hydrant.
   c. Add the Village standard detail for valve, valve vault and water main in trench.
   d. Add Village of Schaumburg standard engineering notes.
   e. Add a note that compacted trench back fill is required where the water main is under pavement.

   f. Add a note that 3 #5 rebar are required where sidewalk passes over the water main trench (refer to Village standard).
2. A permit from Cook County Department of Transportation and Highways is required for work on Roselle Road.

RECOMMENDATION

Staff has reviewed the petitioner's request and is supportive of the request. Therefore, staff recommends **approval** of a Special Use for a Daycare Facility and Site Plan Amendment for Firefly Daycare, to be located at 129 S Roselle Rd Road, Case No. Z2509-02, subject to the following conditions:

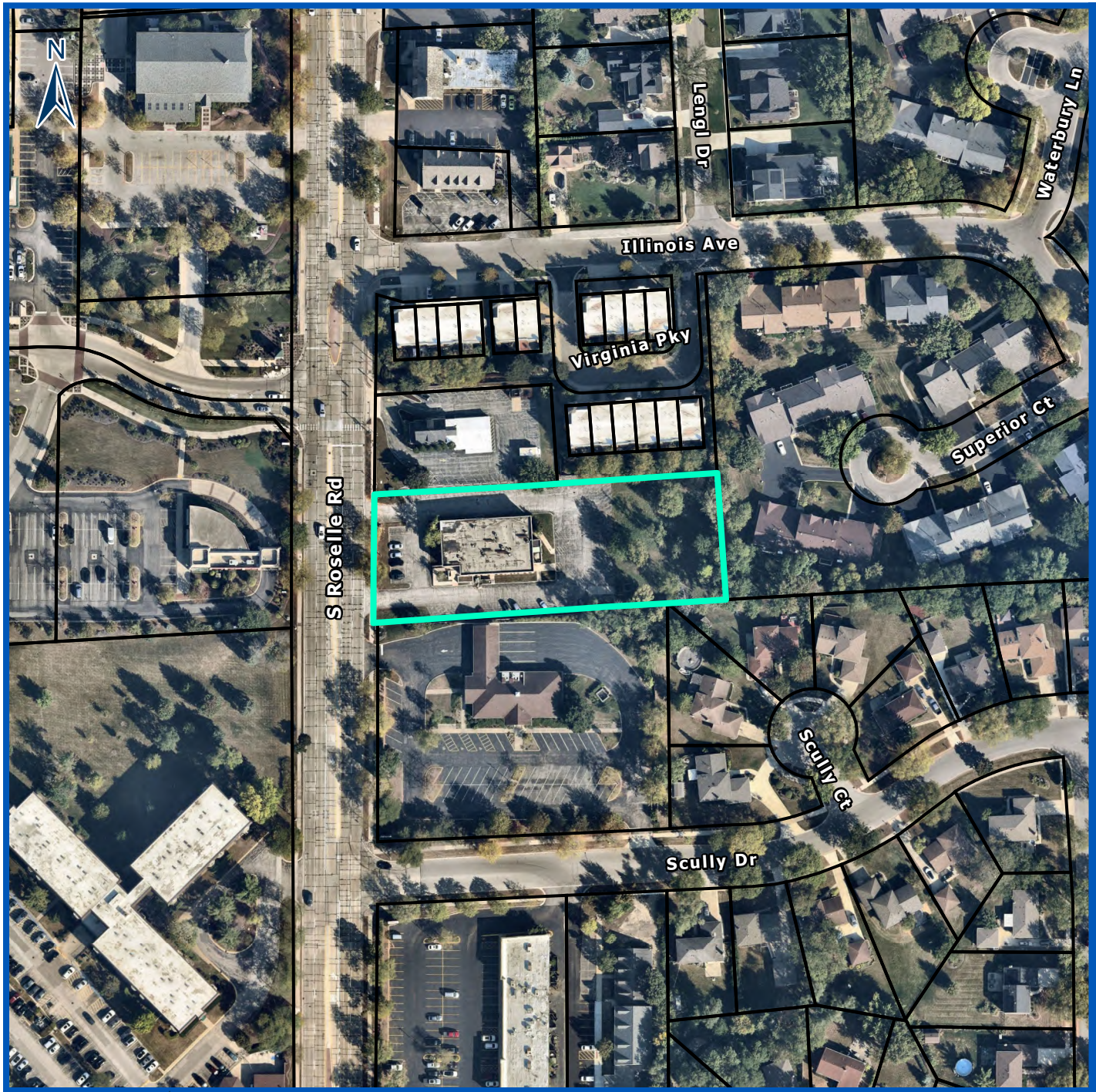
1. Prior to the issuance of an occupancy permit, the property owner shall address existing property maintenance issues that were identified at the site by code enforcement on 8/19/2025.
2. Prior to submittal of Building Permit drawings, the Architectural Plan shall be revised to state the correct address for the property.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A Land Development Permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site.
5. A Sign permit will be required for any signage proposed on the property.
6. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
7. Drive aisles on south, west, and north side of the building shall be dedicated as fire lanes. Curbs shall be painted yellow and "No Parking Fire Lane" signs shall be provided.
8. Prior to the issuance of building permits, building plans shall be revised to show:
   a. The proposed water supply to sprinkler room shall be protected from freezing and enclosed within a 2-hour fire-rated assembly, per IBC/IFC fire-resistance requirements.
   b. Details of the method for supporting the water supply line from the building structure shall be provided. Structural calculations shall be submitted to verify that the proposed supports are adequate to carry the load of the water line.
9. Prior to the issuance of land development permits, a completed traffic agreement shall be submitted to the village for review and approval.
10. Prior to the issuance of a Land Development permit the Engineering and Landscape plans shall be revised to:
    a. Indicate the type of proposed pavement i.e. concrete or asphalt within the legend on sheet C2 of the Engineering Plan.
    b. Omit the stop control on sheet 2 of the Landscape plan and instead provide a W11-2 Pedestrian Crossing warning sign with a W16-6pL left turn arrow plaque, consistent with MUTCD standards.

c. Provide solid white pavement markings defining the limits of the crosswalk to the rear playground and front entrance.

11. A permit from Cook County Department of Transportation and Highways is required for work in Roselle Road.
12. Prior to the issuance of a Land Development Permit, the Engineering Plans shall be revised to include the following:
    a. A 60-inch valve vault for the new 8-inch water service valve
    b. Confirm the connection point for the water main proposed for the hydrant.
    c. Add the Village standard detail for valve, valve vault and water main in trench.
    d. Add Village of Schaumburg standard engineering notes.
    e. Add a note that compacted trench back fill is required where the water main is under pavement.
    f. Add a note that 3 #5 rebar are required where sidewalk passes over the water main trench (refer to Village standard).
13. The landscape plan shall be revised to provide additional groupings of perennial plantings along the west side of the building in front of the proposed junipers to add color and interest.
14. The Tree Preservation Plan shall be revised to protect all existing trees to remain which are within 20' of any new construction, including fencing or playground equipment.
15. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet T-1, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 11, 2025, and received by the Community Development Department on November 10, 2025.
    b. Proposed Main Plan, Sheet A1.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    c. Egress Plan, Sheet A2.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    d. Existing Exterior Elevations, prepared by Purohit Architects, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    e. Title Sheet, Sheet C1, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    f. Site Plan, Sheet C2, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    g. Grading and Drainage Plan, Sheet C3, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    h. Erosion and Sediment Control Plan, Sheet C4, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.

i. Tree Preservation Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
j. Landscape Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
k. Project Narrative, prepared by Bogdan Mamalat, received by the Community Development Department on November 10, 2025.

pc: Petitioner
Owner





Subject Property

Z2509-02

FIREFLY DAYCARE

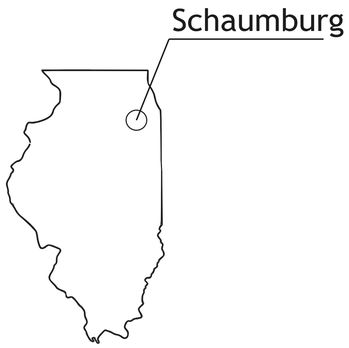
Special Use for a Daycare Facility and Site Plan Amendment

0 80 160
Feet

VILLAGE OF SCHAUMBURG

129 S. Roselle Road

Prepared By:
Village of Schaumburg
Community Development Department



Final Site Plan

Daycare Building

129 S Roselle Rd., Schaumburg,

Illinois, Cook County, 60193



Index of sheets:

C1 - Cover Sheet
C2 - Site Plan
C3 - Grading and Drainage Plan
C4 - Erosion and Sediment Control Plan
C5 - General Notes

For underground utility locations,
call J.U.L.I.E. 1-800-892-0123

"To the best of my knowledge and belief, the drainage of surface waters will not be changed by the proposed development. If any drainage patterns will be changed, reasonable provisions have been made for the collection and diversion of such surface waters in to the public area, or drains approved for the use by the municipal engineer, and that such surface waters are planned for in accordance with generally accepted engineering practices so as to reduce the likelihood of damages to adjoining properties."

Civil Engineer:
Val Lykholap
Fluenta Consulting
201 E. Lakeside Dr.
Vernon Hills, IL 60061
Tel: (773)-349-5881

VALERIY LYKHOLAP
062.067021
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

By
October 17, 2025
Illinois Professional Engineer
Certificate No. 062.067021
Expiration date: 11-30-2025

No.	Revision/Issue	Date

FLUENTA CONSULTING

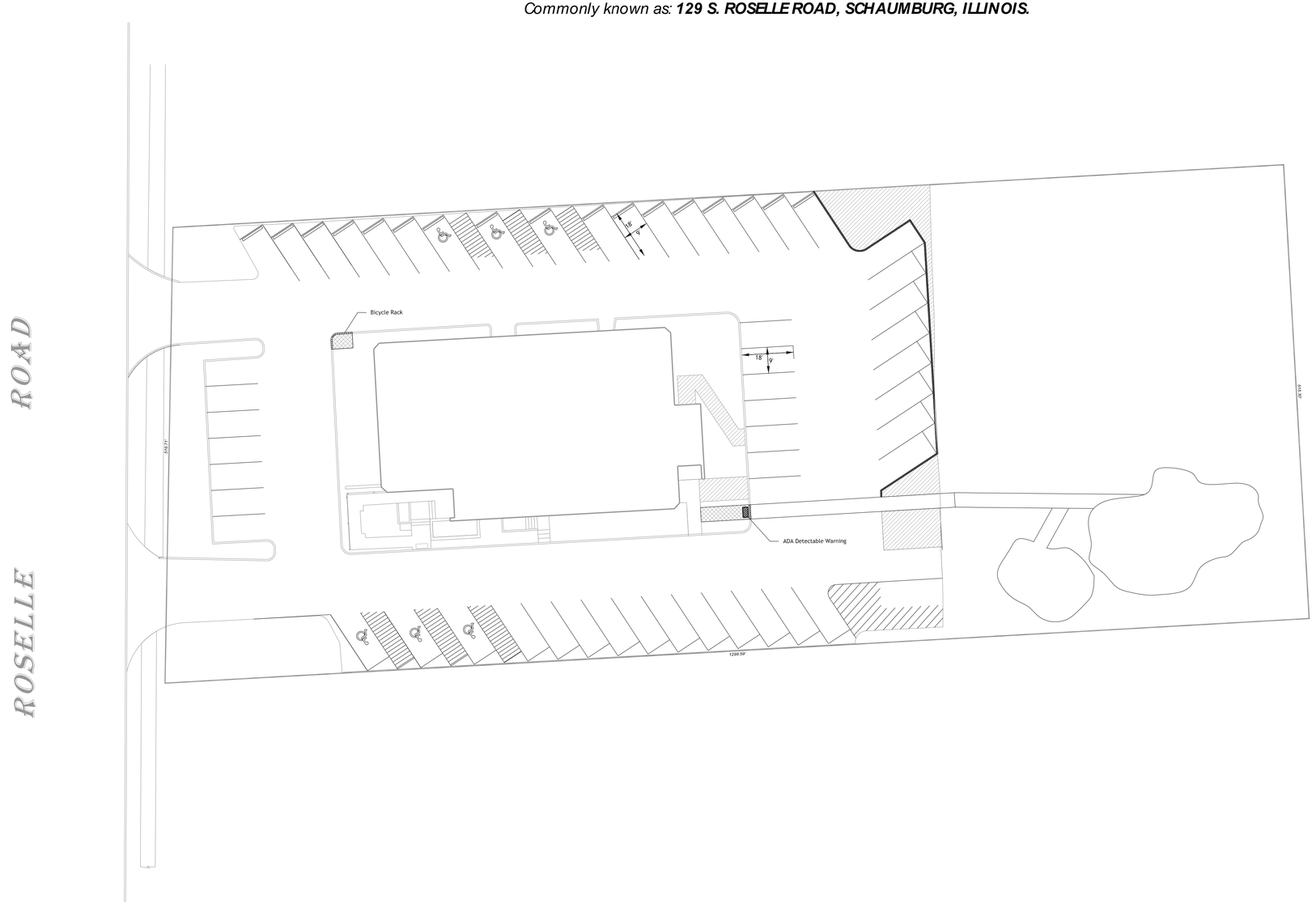
Fluenta Consulting
201 E. Lakeside Dr.,
Vernon Hills, IL 60061
Tel: 773-349-5881

Project
Date
Scale

Sheet
C1

Lot 1 (except the North 232.10 Feet) as measured along the East line of said Lot in Block 7 in Henry Quindel's Subdivision of part of the West Half of the Southeast Quarter in Section 22, Township 41 North, Range 10, East of the Third Principal Meridian, in Cook County, Illinois.

Commonly known as: ***129 S. ROSELLE ROAD, SCHAUMBURG, ILLINOIS.***



N

LEGEND

- ASPHALT REMOVAL
- PROPOSED PAVEMENT
- CURB AND GUTTER B6.12
- DEPRESSED CURB

No.	Revision/Issue	Date

Site Plan

FLUENTA CONSULTING
Fluenta Consulting
201 E. Lakeside Dr.,
Vernon Hills, IL 60061
Tel: 773-349-5881

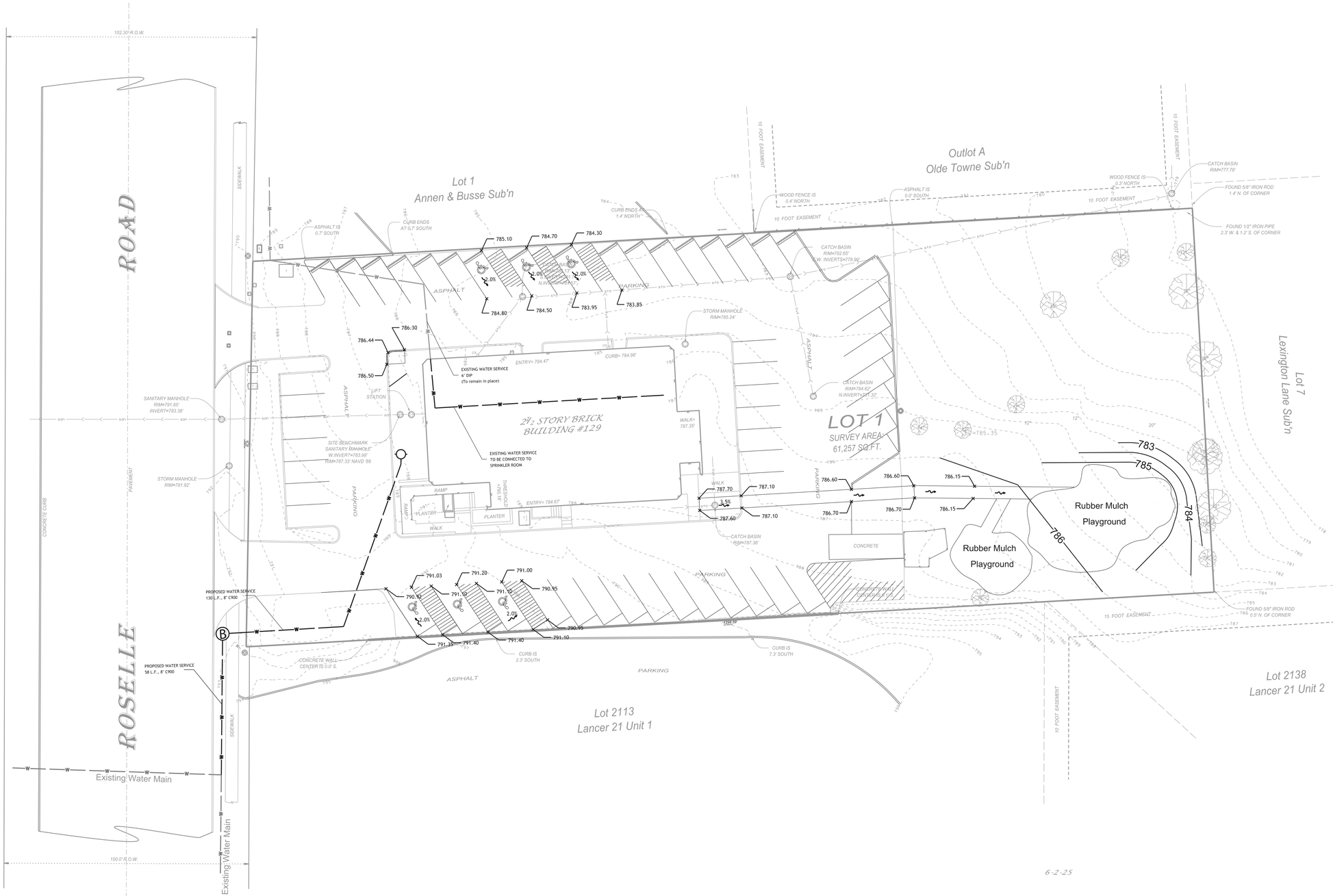
Project

Date

Scale

Sheet

C2



N

LEGEND

- 684 — PROPOSED ELEVATION
- 682.47 — EXISTING ELEVATION
- 609 — EXISTING CONTOUR
- 781 — PROPOSED CONTOUR
- DRAINAGE FLOW
- PROPOSED STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- PROPOSED FIRE HYDRANT
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM CATCH BASIN
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- (B) PROPOSED B-BOX
- (C) PROPOSED CLEANOUT
- (V) PROPOSED VALVE IN VAULT
- (V) EXISTING VALVE IN VAULT
- E — EXISTING ELECTRIC LINE
- E — PROPOSED ELECTRIC LINE
- G — EXISTING GAS LINE
- G — PROPOSED GAS LINE
- W — PROPOSED WATER LINE
- W — EXISTING WATER MAIN

No.	Revision/Issue	Date

Grading and Drainage Plan

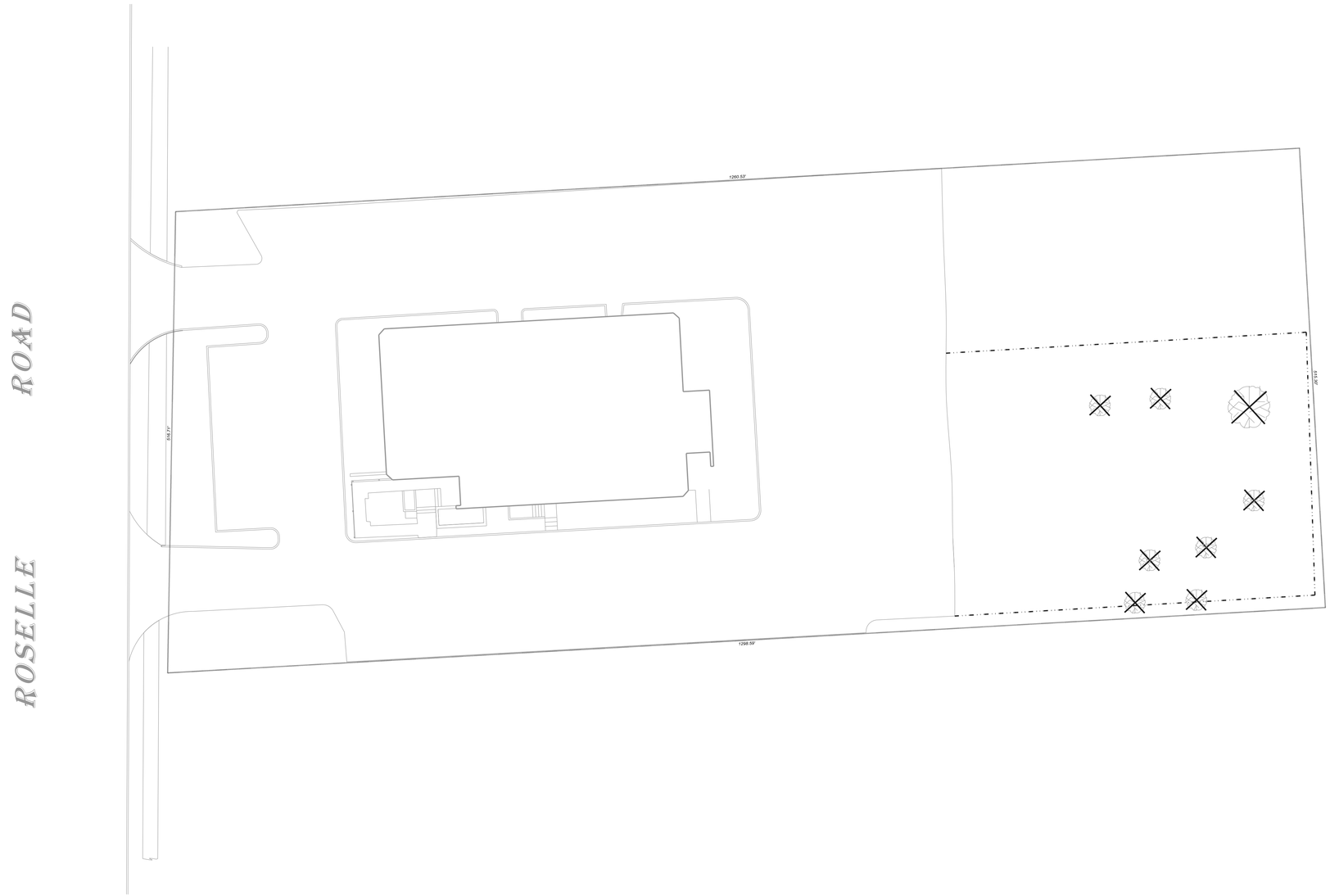
FLUENTA CONSULTING
Fluenta Consulting
201 E. Lakeside Dr.,
Vernon Hills, IL 60061
Tel: 773-349-5881

Project

Date

Scale 1" - 20'

Sheet
C3



LEGEND

- SILT FENCE
- SEDIMENT BASKETS
- TOPSOIL LOCATION
- WASHOUT LOCATION
- DITCH CHECK
- CONSTRUCTION ENTRANCE
- SEEDING, CLASS 2A /EROSION CONTROL BLANKET*
- TREE REMOVAL

No.	Revision/Issue	Date

Erosion and Sediment Control Plan

FLUENTA CONSULTING
Fluenta Consulting
201 E. Lakeside Dr.,
Vernon Hills, IL 60061
Tel: 773-349-5881

Project	
Date	
Scale	

Sheet
C4

General Notes

GENERAL NOTES & SPECIFICATIONS:

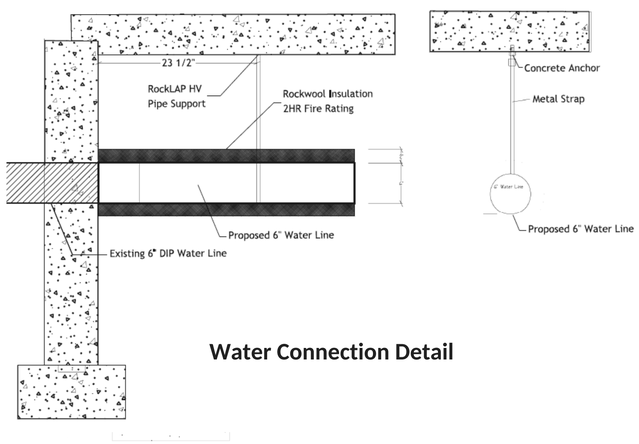
1. ALL UTILITY AND CONDUIT TRENCHES SHALL BE BACKFILLED WITH IDOT CA-7 BACKFILL WHEN ANY PORTION OF THE TRENCH IS WITHIN 5' OF PROPOSED AND EXISTING PAVEMENT, SIDEWALK, CURB & GUTTER OR DRIVEWAYS.
2. ALL UNDERGROUND CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE 2020 "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", ILLINOIS MUNICIPAL LEAGUE, LATEST EDITION, EXCEPT AS MAY BE MODIFIED BY PROJECT PLANS AND SPECIFICATIONS.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR THE VILLAGE OF SCHAUMBURG. EACH CONTRACTOR SHALL BE PROVIDED WITH THE APPLICABLE SECTIONS OF THIS SPECIFICATION IN THE BID PACKAGE.
4. ALL ELEVATIONS SHOWN ARE NAVD88 DATUM.
5. THE VILLAGE OF SCHAUMBURG BUILDING AND ENGINEERING DEPARTMENT SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING ALL JURISDICTIONAL AGENCIES AND ALL UTILITY COMPANIES WITH FACILITIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION, AND ENSURING THAT ALL UNDERGROUND LINES ARE LOCATED, PRIOR TO COMMENCING CONSTRUCTION.
6. ALL WORK TO MEET ALL STATE AND LOCAL CODES.
7. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, THE ENGINEER, AND THE MUNICIPALITY, THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION AND TESTING OF THE WORK ON THIS PROJECT.
8. ALL WORK SHALL COMPLY WITH THE IEPA "STANDARD SPECIFICATION FOR SOIL EROSION AND SEDIMENT CONTROL 2011 EDITION." THE CONTRACTOR SHALL TAKE WHATEVER STEPS ARE NECESSARY TO CONTROL EROSION ON THE SITE. EROSION CONTROL FEATURES SHALL BE CONSTRUCTED CONCURRENTLY WITH OTHER WORK ON THE SITE. THE CONTRACTOR SHALL TAKE SUFFICIENT PRECAUTIONS TO PREVENT POLLUTION OF STREAMS, LAKES AND RESERVOIRS WITH FUELS, OILS, BITUMS, CALCIUM CHLORIDE OR OTHER HARMFUL MATERIALS. HE SHALL CONDUCT AND SCHEDULE HIS OPERATIONS SO AS TO AVOID OR MINIMIZE SILTATION OF STREAMS, LAKES AND RESERVOIRS. HAULING WILL NOT BE ALLOWED WHEN THE WORK SITE IS TOO WET TO MAINTAIN ACCEPTABLE CONDITIONS ON ADJACENT STREETS. ADJACENT STREETS AND DRIVEWAYS SHALL BE MANUALLY OR MECHANICALLY SWEPT PERIODICALLY AS MAY BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM THIS PROJECT FROM STORM SEWERS AND DRAINAGE STRUCTURES AT NO ADDITIONAL COST.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLIANCE WITH ALL OF THE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT INCLUDING THOSE REQUIREMENTS FOR OPEN CUT TRENCHES AND SHEETING AND BRACING AS REQUIRED. AT NO TIME WILL THE ENGINEER OR ANY OF HIS EMPLOYEES BE HELD LIABLE, EITHER DIRECTLY OR AS THIRD PARTY PARTICIPANTS TO ANY LITIGATION CONCERNED WITH CONSTRUCTION PROJECT.
10. AREAS OF PAVEMENT FAILURE REQUIRE FULL DEPTH PATCHING.
11. FILL PLACEMENT IN STRUCTURAL AREAS ARE TO BE COMPACTED TO 95% MODIFIED PROCTOR.
12. SAWCUT FULL DEPTH TO OBTAIN A CLEAN VERTICAL FACE. IF DURING INSPECTION IT IS DETERMINED THAT THE ROLLINS ROAD HIGHWAY PAVEMENT WAS DAMAGED, YOU WILL BE REQUESTED TO REMOVE A TWO-FOOT SECTION ACROSS THE ENTIRE LENGTH OF THE NEW CURB AND GUTTER AND PERFORM A FULL DEPTH PATCH.
13. PAVEMENT TO BE RESEALED. SIGNS TO BE REINSTALLED. LIGHTING TO BE IMPROVED.

TRAFFIC CONTROL NOTES & SPECIFICATIONS:

1. THE CONTRACTOR IN ACCORDANCE WITH I.D.O.T. STANDARDS SHALL PROVIDE ALL REQUIRED TRAFFIC CONTROL AND SIGNS.
2. THE CONTRACTOR SHALL MAINTAIN TEMPORARY ACCESS TO ALL ROADWAYS AND DRIVEWAYS DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY HOMEOWNERS AT LEAST 24 HOURS IN ADVANCE OF TEMPORARY OPEN CUTS REQUIRED TO INSTALL UTILITIES ACROSS DRIVEWAYS.

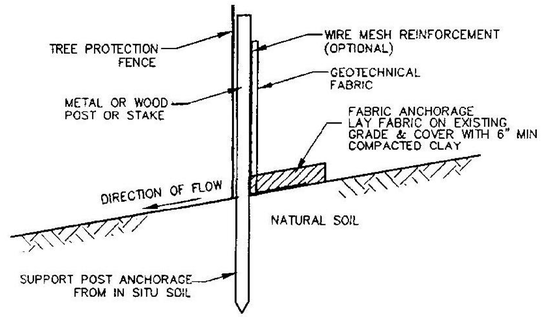
EARTHWORK & SPECIFICATIONS:

1. ALL TRENCHED IN GREEN / LANDSCAPE AREA SHALL BE BACKFIELD WITH EARTH COMPACTED TO 90%. A MINIMUM OF 6" OF TOPSOIL SHALL BE PROVIDED IN GREEN / LANDSCAPE AREAS. TRENCHES IN ALL PAVED AREAS, CURBED, AND SIDEWALK AREAS SHALL BE BACK FILLED WITH APPROVED ENGINEERING BACKFILL COMPACTED AS 95% MODIFIED PROCTOR.
2. ALL DISTURBED AREAS SHALL BE RESTORED AND POSITIVE DRAINAGE MUST BE MAINTAINED.
3. ALL LANDSCAPING MUST BE RESTORED TO ITS ORIGINAL CONDITION. REPLACEMENT OF ALL BLACK DIRT, SEED, TREES, BUSHES, ETC. SHALL BE PROVIDED BY THE CONTRACTOR AND GUARANTEED FOR ONE YEAR FOLLOWING FINAL INSPECTION BY THE LOCAL GOVERNMENTAL AGENCY HAVING JURISDICTION. GUARANTEE SHALL INCLUDE REPAIR OF TRENCH SETTLEMENTS AS NEEDED TO BRING TRENCH TO ORIGINAL GRADE.
4. EXISTING DRAINAGE PATTERNS SHALL BE RESTORED FOLLOWING CONSTRUCTION. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
5. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALK, CURBS, PAVEMENTS, DRIVEWAYS, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.
6. AFTER STRIPPING AND ROUGH GRADING IS COMPLETED, THE EXPOSED SUB GRADE SHOULD BE PROOF ROLLED. PROOF ROLLING MAY BE ACCOMPLISHED WITH A FULLY LOADED, TANDEM-AXLE DUMP TRUCK OR OTHER EQUIPMENT PROVIDING AN EQUIVALENT SUB GRADE LOADING. STATE EROSION CONTROL MEASURES MUST BE IMPLEMENTED AND MAINTAINED THROUGHOUT CONSTRUCTION.
7. CONTRACTOR SHALL PROVIDE DUST CONTROL DURING SITE WORK DEMOLITION OR REMOVAL. CONTRACTOR SHALL CONTROL DUST CREATED FROM ON-SITE CONSTRUCTION AND ASSOCIATED TRAFFIC USING WATER OR OTHER APPROVED MEANS.
8. PROTECT TREES, PLANT GROWTH, AND FEATURES DESIGNATED TO REMAIN AS FINAL LANDSCAPING. CONSTRUCTION EQUIPMENT SHALL NOT TRAVEL UNDER DRIP LINES OF TREES TO BE PROTECTED.
9. PROTECT BENCHMARKS FROM DAMAGE OR DISPLACEMENT.
10. REMOVE TREES AND SHRUBS, STUMP, AND ROOT SYSTEM TO A MINIMUM DEPTH OF 42 INCHES.
11. MOISTURE CONTROL-WHERE SUBGRADE OR LAYER OF SOIL MATERIAL MUST BE MOISTURE CONDITIONED BEFORE COMPACTION, UNIFORMLY APPLY WATER TO SURFACE OF SUBGRADE OR LAYER OF SOIL MATERIAL. APPLY WATER IN MINIMUM QUANTITY AS NECESSARY TO PREVENT FREE WATER FROM APPEARING ON SURFACE DURING OR SUBSEQUENT TO COMPACTION OPERATIONS.
12. REMOVE AND REPLACE, OR SCARIFY AND AIR DRY, SOIL MATERIAL THAT IS TOO WET TO PERMIT COMPACTION TO SPECIFIED DENSITY
13. STOCKPILE OR SPREAD SOIL MATERIAL THAT HAS BEEN REMOVED BECAUSE IT IS TOO WET TO PERMIT COMPACTION.



Water Connection Detail

DETAILS:

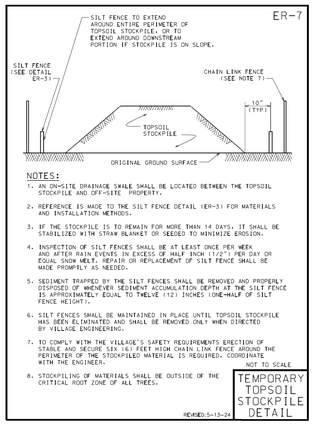


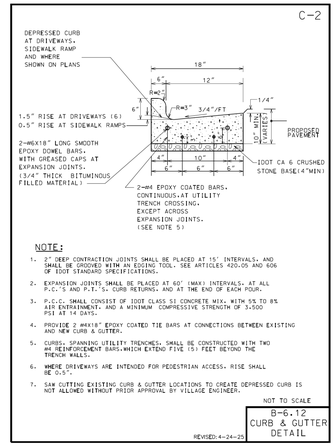
NOTE: DEPENDING UPON CONFIGURATION, ATTACH FABRIC TO WIRE MESH W/ HOG RINGS, STEEL POSTS W/ TIE WIRES, WOOD POSTS W/ NAILS.

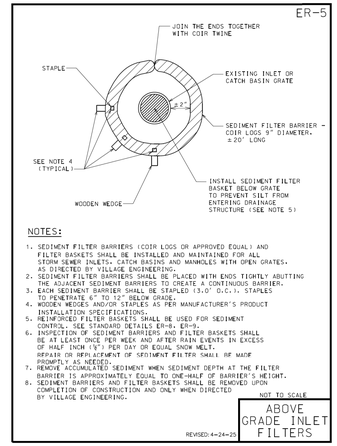
NOTE: INSTALL ON UPHILL SIDE OF TREE PROTECTION FENCE

NOTE: TO BE USED IN ARES THAT ARE ADJACENT TO TREE PROTECTION ZONES

SILT FENCE (CRITICAL ROOT ZONES)
TYPE B







No.	Revision/Issue	Date

General Notes

FLUENTA CONSULTING
Fluenta Consulting
201 E. Lakeside Dr.,
Vernon Hills, IL 60061
Tel: 773-349-5881

Project	
Date	
Scale	

Sheet
C5

INTERIOR BUILD-OUT PROJECT:

New Day Care Center

127 S ROSELLE RD,
SCHAUMBURG, 60193

FIRE DEPARTMENT REQUIREMENTS:

1. BASIC/GENERAL - CLEAR ACCESS - THE FIRE DEPARTMENT SHALL HAVE CLEAR ACCESS TO ALL AREAS OF THE BUILDING INTERIOR AND EXTERIOR.
2. BASIC/GENERAL - CUT SHEETS - PROVIDE CUT SHEETS FOR ALL FIRE RATED DOORS AND FIRE RATED DOOR HARDWARE.
3. BASIC/GENERAL - DOORS - ALL DOORS TO THE MECHANICAL, ELECTRICAL, ELEVATOR MACHINE, STORAGE, LAUNDRY, FIRE ALARM AND SPRINKLER ROOM SHALL BE LABELED AS SUCH ROOMS AND SHALL BE VISIBLE FROM THE COMMON PATH.
4. BASIC/GENERAL - EGRESS DOORS - ALL MEANS OF EGRESS DOORS SHALL BE READILY OPERABLE FROM THE SIDE FROM WHICH EGRESS IS TO BE MADE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE.
5. BASIC/GENERAL - EXIT DOOR - ALL EXIT DOOR HARDWARE SHALL COMPLY WITH THE ILLINOIS ACCESSIBILITY CODE AND THE AMERICAN DISABILITY ACT.
6. BASIC/GENERAL - FINAL INSPECTION - WHEN PERFORMING THE FINAL INSPECTION, THE FIRE PREVENTION BUREAU MAY REQUIRE ADDITIONAL ITEMS OR CHANGES, TO BE ADDRESSED AND COMPLIED WITH PRIOR TO THE FINAL APPROVAL
7. BASIC/GENERAL - FIRE ALARM DRAWINGS - SUBMIT FIRE ALARM SYSTEM SHOP DRAWINGS, CUT SHEETS AND CALCULATIONS FOR REVIEW PER NFPA 72.
8. BASIC/GENERAL - FIRE EXTINGUISHERS - SHALL PROVIDE PORTABLE FIRE EXTINGUISHERS PER NFPA 10 STANDARDS. 4A60BC 10POUND IN SIZE.
9. BASIC/GENERAL - LICENCED PROFESSIONALS - ONLY LICENSED DESIGN PROFESSIONALS MAY PROVIDE TECHNICAL SUBMISSIONS.
10. BASIC/GENERAL - ROOF TOP HVAC - PROVIDE DETAILS FOR THE ROOF TOP HVAC UNITS. AIR DISTRIBUTION SYSTEMS WITH A DESIGN CAPACITY GREATER THAN 2,000 CFM SHALL BE EQUIPPED WITH AN APPROVED SMOKE DETECTION TO SHUT DOWN THE AIR DISTRIBUTION SYSTEM UPON ACTIVATION.
11. BASIC/GENERAL - RTU - RTU'S SHALL BE LABELED WITH THREE INCH NUMBERS ON THE SIDE OF THE ROOF ACCESS HATCH. THESE UNIT NUMBERS SHALL CONSIDE WITH THE DESCRIPTION ON THE FIRE ALARM PANEL.
12. BASIC/GENERAL - SAFEY FEATURES - ADDITIONAL EXIT AND EMERGENCY LIGHTS, FIRE ALARM SYSTEM DEVICES, SIGNAGE AND ADDITIONAL LIFE SAFETY MEASURES MAY BE REQUIRED PRIOR TO FINAL APPROVAL
13. BASIC/GENERAL - SPRINKLER DRAWINGS - SUBMIT SPRINKLER SYSTEM SHOP DRAWINGS, CUT SHEETS AND CALCULATIONS FOR REVIEW PER NFPA 13. (NOT WITH THIS SUBMISSION)
14. BASIC/GENERAL - STAIRWELL EMERGENCY LIGHTS - EMERGENCY LIGHTS SHALL BE INSTALLED ON EACH STAIRWELL FLOOR LANDING IN BUILDINGS THREE STORIES AND ABOVE.
15. BASIC/GENERAL - STREET ADDRESS - POST THE STREET ADDRESS SO IT IS VISIBLE FROM THE PUBLIC RIGHT OF WAY. THE NUMBERS SHALL BE ARABIC NUMBERS AT A MINIMUM OF 6 INCHES IN HEIGHT WITH A ONE INCH STROKE. THE COLOR OF THE NUMBERS SHALL BE CONTRASTING TO THE BACK GROUND.
16. BASIC/GENERAL - WALL EMERGENCY LIGHTS - EMERGENCY LIGHTS THAT ARE MOUNTED ON THE WALL SHALL BE NO HIGHER THAN 7' FEET FROM THE FLOOR. MUNICIPAL REQUIREMENT.
17. KITCHEN SUPPRESSION SYSTEM - SHALL SUBMIT KITCHEN HOOD AND SUPPRESSION SYSTEM PLANS FROM A ILLINOIS LICENSED CONTRACTOR FOR REVIEW.

INTERIOR FINISHES:

- PROVIDE AND INSTALL FIRE EXTINGUISHERS AT REQUIRED LOCATIONS FRONT & REAR EXITS IN ACCORDANCE WITH LOCAL REQUIREMENT. PROVIDE APPROPRIATE SIGNAGE & MARKING AT EACH LOCATION.
- VERIFY THAT EXISTING ADDRESS NUMBERS ON ALL EXTERIOR DOORS FOR THE UNIT ARE AT LEAST SIX-INCHES (6") IN HEIGHT AND OF CONTRASTING COLOR.
- EXIT ACCESS, EXIT DOORS & EGRESS ROUTE SHALL BE FIELD VERIFIED BY THE FIRE DEPT.
- EMERGENCY LIGHTS & EXIT LIGHTS SHALL BE FIELD VERIFIED BY THE FIRE DEPT.'S INSPECTOR.

-PROJECT WORKERS SHALL PARK IN DESIGNATED PLACES ONLY. THERE SHALL BE NO PARKING IN FRONT OF EXIT DOORS, HYDRANTS, AROUND CURBS, CORNERS OF BUILDINGS, THE MAIN ENTRANCE, OR ANYWHERE THAT MAY HINDER FIRE DEPARTMENT OPERATIONS. THIS WILL BE DETERMINED BY THE AUTHORITY HAVING JURISDICTION

-THE FLAME SPREAD OF ALL INTERIOR FINISHES SHALL BE "CLASS C" (FLAME SPREAD 76-200; SMOKE DEVELOPED 0-450) PER SECTION 803.1 & TABLE 803.5, INTERNATIONAL BUILDING CODE.

PROJECT CONTACTS:

BUSINESS OWNER:
NADIYA BOYCHUK
224.253-30350 PH. /
NADIYABOYCHUK2@GMAIL.COM

GENERAL CONTRACTOR
DAN MAMALAT
BARRIER SYSTEMS INC
@N654 BRANDON BLVD
WINFIELD, IL 60190
630-414-9343
HTTPS://BARRIERSINC.COM/

ARCHITECT:
ARCHIRAFT, INC.
1320 LACI CT.
INDIAN CREEK, IL 60061
CONTACT: DMITRIY BILENKO| TEL: 847.409-6360
DIMABILENKO@GMAIL.COM

PUROHIT ARCHITECTS, INC| ARCHITECT OF RECORD

BUILDING DEPARTMENT
COMMUNITY DEVELOPMENT
101 SCHAUMBURG COURT
SCHAUMBURG, IL 60193-1878
847-895-4500 PH

NOTE TO THE CONTRACTORS:

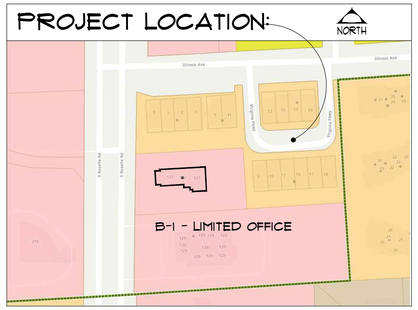
NOTE TO CONTRACTORS: COMMUNICATION/LOW VOLTAGE, FIRE ALARM AND SIGN PERMITS REQUIRE SEPARATE APPLICATIONS (AS REQUIRED) FOR EACH. THESE SHOP DRAWINGS MUST BE SUBMITTED FOR REVIEW AND APPROVAL TO LOCAL JURISDICTION.

AIR BALANCE REPORT: MECHANICAL CONTRACTOR SHALL SUBMIT AIR BALANCE REPORT PRIOR TO THE OCCUPANCY.

NOTE:
THIS REVIEW DOES NOT INCLUDE EXTERIOR SIGNS / ZONING ISSUES. EXTERIOR SIGNS / ZONING ISSUES ARE BEYOND THE SCOPE OF THIS REPORT. SECTION: LOCAL ZONING CODE.

NOTE:
GC WITH OWNER WILL SUBMIT PLANS AND SPECIFICATIONS TO THE LOCAL HEALTH DEPARTMENT FOR APPROVAL WRITTEN APPROVAL FROM THE HEALTH DEPARTMENT
IS REQUIRED TO BE RECEIVED BY THE BUILDING DEPARTMENT PRIOR TO A PERMIT
BEING ISSUED. SECTION: LOCAL REQUIREMENT/HEALTH DEPARTMENT

PROJECT LOCATION:



CODE DATA (CONTINUED..):

OCCUPANT LOAD

CROSS GROUND PROJECT AREA-	5918 SF
TOTAL OCCUPANCY:	
STUDENTS	109 KIDS
EMPLOYEES-	14 PEOPLES
TOTAL:	123 OCCUPANTS

109 KIDS +14 STAFF

1

GENERAL ENVIRONMENTAL HEALTH NOTES:

1- CLEANING EQUIPMENT STORAGE I.E. MOPS AND BROOMS SHALL BE STORED IN AN ORDERLY MANNER.
2- EMPLOYEE PERSONAL SPOT TO BE PROVIDED.
3- INSTALL SOAP DISPENSER AND SANITARY TOWEL DISPENSER AT ALL HAND WASHING SINKS.
4- WALLS AS NOTED TO BE PAINTED WASHABLE SURFACE LIGHT IN COLOR IN ALL FOOD PREP AREAS, FRP AT SPLASH ZONES (REINFORCED FIBER GLASS PANEL)
5- CEILING IN KITCHEN TO BE WASHABLE VINYL TILE OR ENAMEL PAINT OR EQUAL
6- ALL FLOORS IN PREP AND SERVICE AREA TO BE VINYL COVER OR QUARRY TILE W/ TOP SET COVE BASE 4" MIN. 6" AT RESTROOMS.
7- LIGHT FIXTURES IN FOOD PREP AREA TO HAVE LENS COVERS SHATTER PROOF
8- ALL FOOD STORED AT A MIN. OF 6" ABOVE FLOOR IN CLEAN DRY AREA EQUIPMENT TO BE ON CASTERS OR 6" LEGS PROPERLY SPACED.
9- NON SMOKING BULDING SING TO BE PROVIDE.

SPRINKLER REQUIREMENTS:

AN AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED FOR PROPOSED DAY CARE PROJECT ON A FIRST FLOOR REFER DNO FIRE PROTECTION INC. (SEE ATTACHED LETTER)

ALL SPRINKLER AND FIRE ALARM WORK REQUIRES A SEPARATE PERMIT.

EXTERIOR ACCESS REQUIRED AT FIRE RISER ROOM
PER VILLAGE ORDINANCE, TITLE 15, CHAPTER 151, ARTICLE 901.4.3.1 ACCESS: DIRECT EXTERIOR ACCESS DOOR SHALL BE PROVIDED TO SPRINKLER SYSTEM RISER OR FIRE PUMP ROOMS. THE DOOR SHALL BE PERMITTED TO BE LOCKED PROVIDED A KEY IS AVAILABLE WITHIN A KEY BOX IN ACCORDANCE WITH SECTION 506.

1

CODE / ORDINANCE DATA:

ZONING DISTRICT:
B-1
THE PROJECT SHALL COMPLY WITH THE FOLLOWING BUILDING CODES:

- 2021 INTERNATIONAL BUILDING CODE VILLAGE OF SCHAUMBURG ORD., TITLE 15, CHAPTER 153: AMENDMENTS TO THE BUILDING CODE
- 2021 INTERNATIONAL MECHANICAL CODE
- 2014 ILLINOIS PLUMBING CODE
- 2020 NATIONAL ELECTRICAL CODE VILLAGE OF SCHAUMBURG ORD., TITLE 15, CHAPTER 152: AMENDMENTS TO THE N.E.C.
- 2021 INTERNATIONAL FIRE CODE VILLAGE OF SCHAUMBERG ORD., TITLE 15, CHAPTER 152: AMENDMENTS TO THE FIRE CODE
- 2021 INTERNATIONAL FUEL GAS CODE
- 2021CURRENT STATE OF ILLINOIS ADOPTED INTERNATIONAL ENERGY CONSERVATION CODE
- 2021 ALL APPLICABLE STATE AND LOCAL CODES

- 2021 IEBC
- 2018 ILLINOIS ACCESSIBILITY CODE
- 2011 ICC A1171

1

USE GROUP (TENANT SPACE)
'GROUP B' (BUSINESS) -EXISTING 2 FLOORS
GROUP E (EDUCATIONAL) -PROPOSING GROUND FLOOR

OCCUPANCY TYPE: A-2

CONSTRUCTION TYPE (TENANT SPACE)

TYPE V-B' EXISTING - NO CHANGE
ONE (2 1/2) STORY TENANT SPACE, EXISTING - NO CHANGE

1

RESTROOM REQUIREMENT SECTION 890.TABLE B
1 SERVICE SINK REQUIRED/ PROVIDED

1

2021 IECC TABLE C402.1.3:

TABLE C402.4
BUILDING ENVELOPE FENESTRATION MAXIMUM *U*-FACTOR AND SHGC REQUIREMENTS

CLIMATE ZONE	0 AND 1	2	3	4 EXCEPT MARINE	MARINE 4
	Vertical fenestration				
	U-factor				
Fixed fenestration	0.50	0.45	0.42	0.36	0.36
Operable fenestration	0.62	0.60	0.54	0.45	0.45
Entrance doors	0.83	0.77	0.68	0.63	0.63
	SHGC				
	Fixed / Operable	Fixed / Operable	Fixed / Operable	Fixed / Operable	Fixed / Operable
PF < 0.2	0.23 / 0.21	0.25 / 0.23	0.25 / 0.23	0.36 / 0.33	NR / NR
0.2 ≤ PF < 0.5	0.28 / 0.25	0.50 / 0.28	0.30 / 0.28	0.45 / 0.40	NR / NR
PF ≥ 0.5	0.37 / 0.34	0.40 / 0.37	0.40 / 0.37	0.58 / 0.53	NR / NR
	Skylights				
U-factor	0.70	0.65	0.55	0.50	NR
SHGC	0.50	0.50	0.50	0.40	NR

DRAWINGS INDEX:

T1	TITLE SHEET, INDEX, GENERAL NOTES & CODE DATA
A1.0	PROPOSED PLAN.
A2.0	EGRESS PLAN

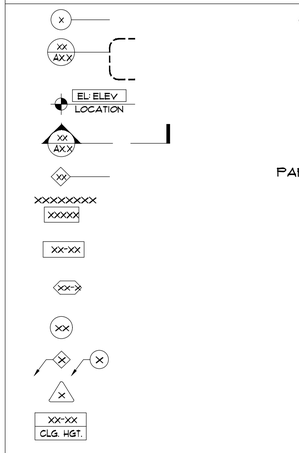
STATEMENT OF COMPLIANCE:

THIS SEAL APPLIES TO THE FOLLOWING DOCUMENTS. ALL DOCUMENTS UNDER THIS STAMP BEAR THE SAME ISSUE DATE AS THE SEALED COPY.

STATEMENT:
1.THIS IS TO CERTIFY THAT THESE PLANS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF CONFORM TO THE REQUIREMENTS OF ALL VILLAGE OF HEADER CONTROLLER VILLAGE OF SCHAUMBURG APPLICABLE CODES AND THE ACCESSIBILITY STANDARDS OF THE STATE OF ILLINOIS.

ARCHITECT / REP
DATE
LICENSE EXPIRES:
NOV. 2026

GRAPHIC SYMBOL LEGEND



ABBREVIATIONS

NOTE: clarify with Architect all abbreviations not listed.

AB.	ANCHOR BOLT
ACT	ACOUSTICAL CEILING TILE
A.F.F.	ABOVE FINISHED FLOOR
AGGR.	AGGREGATE
AL.	ALUMINUM
ALT.	ALTERNATE
APPROX.	APPROXIMATE
ARCH.	ARCHITECTURAL
BD.	BOARD
BLDG.	BUILDING
BLK	BLOCK
BLKG.	BLOCKING
BM.	BEAM
BOT.	BOTTOM
BTWN.	BETWEEN
B.U.R.	BUILT UP ROOFING
B.W.	BOTH WAYS
C.J.	CONTROL JT.
CLG.	CEILING
CLKG.	CAULKING
C.L.	CENTER LINE
CLR.	CLEAR
C.M.U.	CONCRETE MASONRY UNIT
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION
CONSTR.	CONSTRUCTION
CONT.	CONTINUOUS
C.T.	CERAMIC TILE
DEG.	DEGREE
DET./DTL.	DETAIL
D.F.	DRINKING FOUNTAIN
DIAG.	DIAGONAL
DIA. Ø	DIAMETER
DN.	DOWN
DS.	DOWN SPOUT
DWG.	DRAWING
E	EAST
(E)	EXISTING
EA.	EACH
E.J.	EXPANSION JOINT
E.I.F.S.	EXTERIOR INSULATION AND FINISH SYSTEM
EL. ELEV.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATION
EMER	EMERGENCY
ENCL.	ENCLOSURE
EQ.	EQUAL
EQUIP.	EQUIPMENT
E.W.	EACH WAY
E.W.C.	ELECTRIC WATER COOLER
EXP.	EXPANSION
EXT.	EXTERIOR
F.A.	FIRE ALARM
F.D.	FLOOR DRAIN
F.D.C.	FIRE DEPARTMENT CONNECTION
FDN.	FOUNDATION
F.E.	FIRE EXTINGUISHER
F.E.C.	FIRE EXTINGUISHER CABINET
F.F.	FINISH FLOOR
F.H.C.	FIRE HOSE CABINET
FIN.	FINISH
F.L.	FLOW LINE
FLR.	FLOOR
FLUOR.	FLUORESCENT
FND.	FOUNDATION
F.O.B.	FACE OF BRICK
F.O.C.	FACE OF CONCRETE
F.S.	FULL SIZE
FT.	FOOT OR FEET
FTG.	FOOTING
FURR.	FURRING
GA.	GAUGE
GALV.	GALVANIZED
G.C.	GENERAL CONTRACTOR
G.L.	GLASS
GR.	GRADE
GYP.	GYPSUM
GYP. BD.	GYPSUM BOARD
H.B.	HOSE BIBB
H.C.	HOLLOW CORE
H/C	HANDICAPPED
HDWD.	HARDWOOD
HDWE.	HARDWARE
H.M.	HOLLOW METAL
HR.	HOUR
HT.	HEIGHT
HVAC	HEATING, VENTILATION AND AIR CONDITIONING
I.D.	INSIDE DIAMETER
INSUL.	INSULATION
INT.	INTERIOR
JNT.	JOINT
JST.	JOIST
KIT.	KITCHEN
LAB.	LABORATORY
LAM.	LAMINATE
LAV.	LAVATORY
L.I.F.	LOCATE IN FIELD (WITH OWNER)
LT.	LIGHT
MAX.	MAXIMUM
MECH.	MECHANICAL
MEMB.	MEMBRANE
MFR.	MANUFACTURER
M.H.	MANHOLE
MIN.	MINIMUM
MISC.	MISCELLANEOUS
M.O.	MASONRY OPENING
MTL.	METAL
MUL.	MULLION
N	NORTH
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NOM.	NOMINAL
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.F.C.I.	OWNER FURNISHED CONTRACTOR INSTALLED
OH.	OVERHEAD
OPG.	OPENING
OPP.	OPPOSITE
PCT.	PRE-CAST
P.L.	PROPERTY LINE
P.LAM.	PLASTIC LAMINATE
PLAS.	PLASTER
PLYWD.	PLYWOOD
PR.	PAIR
Q.T.	QUARRY TILE
R.	RISER
R.D.	ROOF DRAIN
RE:	REFER TO ...
REFR.	REFRIGERATOR
REINF.	REINFORCED
REQD.	REQUIRED
RM	ROOM
R.O.	ROUGH OPENING
R.O.W.	RIGHT OF WAY
S	SOUTH
S.C.	SOLID CORE
SCHED.	SCHEDULE
SECT.	SECTION
S.F.	SQUARE FOOT
SHT.	SHEET
SIM.	SIMILAR
SPEC.	SPECIFICATION
SQ. OR □	SQUARE
S.S.	STAINLESS STEEL
STAGG.	STAGGERED
STD.	STANDARD
STIFF	STIFFENER
STL.	STEEL
STRUC.	STRUCTURAL
SUSP.	SUSPENDED
TR	TREAD
T & B	TOP AND BOTTOM
TER.	TERRAZZO
T & G	TONGUE & GROOVE
THK.	THICK
T/	TOP OF
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
VCT	VINYL COMPOSITION TILE
VERT.	VERTICAL
V.I.F.	VERIFY IN FIELD
W	WEST
W/	WITH
W.C.	WATER CLOSET
WD.	WOOD
W/O	WITHOUT
℄	CENTERLINE
ℙ	PLATE

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LICENSED IN FL, IL, IN, OH, OR, TN, TX

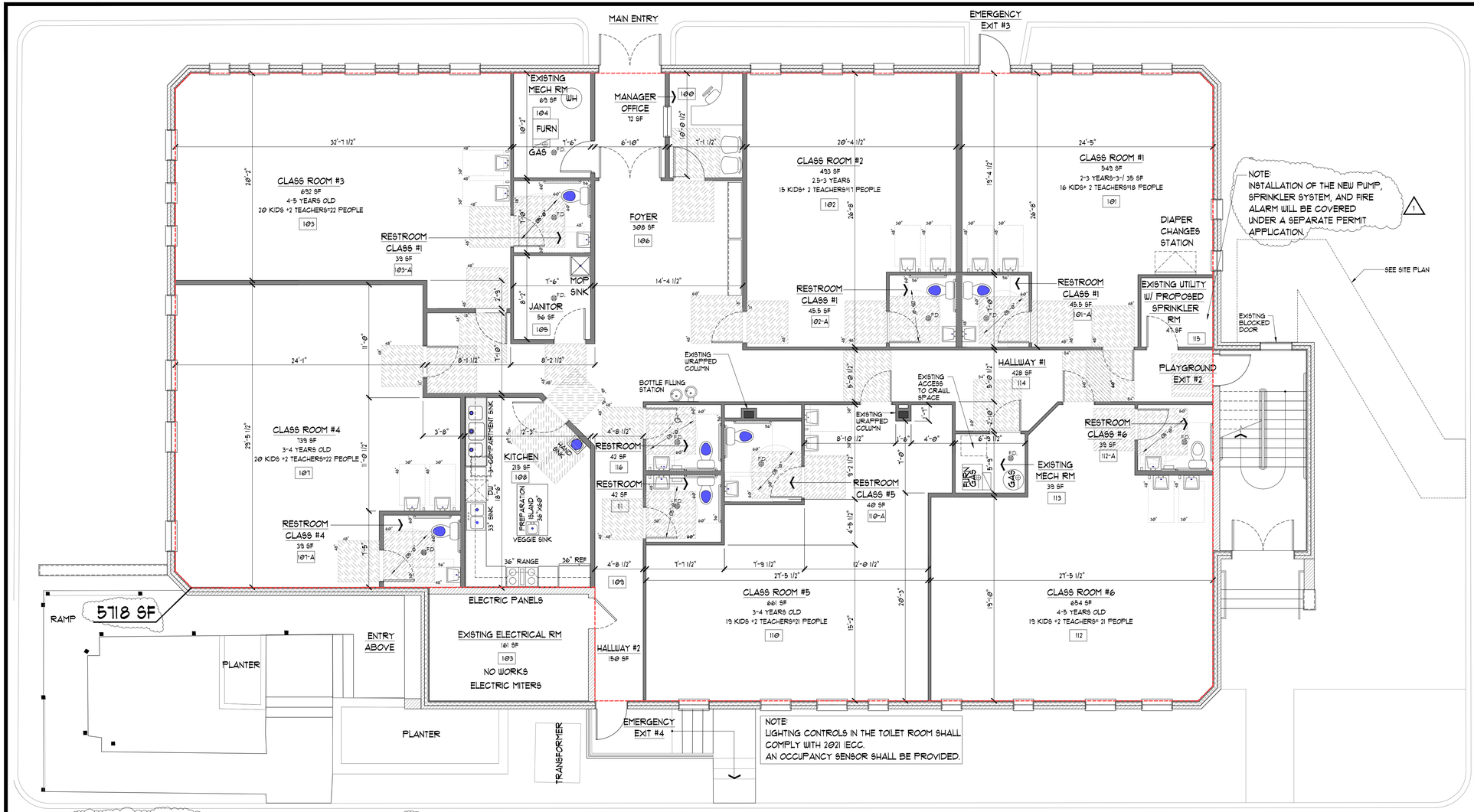
INTERIOR BUILD-OUT PROJECT:
New Day Care Center
127 S ROSELLE RD,
SCHAUMBURG, 60193
Ownwer|Nadiya Boychuk,
224.253-30350 ph. / nadiyaboychuk2@gmail.com

Issue Date: 09-27-2023
Drawn By: PAI

Sheet: TITLE SHEET, INDEX & GENERAL NOTES, CODE DATA

T1

PAI PROJECT NUMBER
20124.00



GENERAL NOTES:

01. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES AND REGULATIONS.
02. ADA ISSUES COMPLY TO THE ACCESSIBILITY CODE AS ESTABLISHED BY THE STATE.
03. THE GENERAL CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS, APPROVALS, LICENSES AND CERTIFICATES TO COMPLETE THE PROJECT.
04. THE GENERAL CONTRACTOR SHALL CARRY WORKMAN'S COMPENSATION, PUBLIC LIABILITY, AND PROPERTY DAMAGE INSURANCE AND PAY FOR SAME.
05. THE GENERAL CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS PRIOR TO THE START OF WORK, A COMPLETE LAYOUT AND VERIFICATION OF ALL DIMENSIONS SHALL BE COMPLETED. VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO START OF DEMOLITION. REPORT ANY DISCREPANCIES AND/OR CONFLICTS TO THE ARCHITECT/FRANCHISORS PROJECT MANAGER PRIOR TO PROCEEDING WITH THE WORK.
06. THE GENERAL CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL EXISTING UTILITIES, AIR DUCTS, MECHANICAL EQUIPMENTS, METERS, PANELS, RPZ VALVES, ETC AND LOCATIONS OF PROPOSED CONNECTIONS TO SAME. ANY DISCREPANCIES AND/OR CONFLICTS SHALL BE REPORTED TO THE ARCHITECT/FRANCHISORS PROJECT MANAGER PRIOR TO PROCEEDING WITH THE WORK.
07. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK, WHETHER PERFORMED BY HIS/HER FORCES OR SUBCONTRACTORS, AS WELL AS WORK COMPLETED BY FRANCHISOR OR OTHERS.
08. ALL CONTRACTORS WILL PROVIDE ADEQUATE BRACING AND/OR SHORING TO INSURE STRUCTURAL STABILITY OF THE BUILDING AND ALL RELATED BUILDING COMPONENTS I.E. STRUCTURE WALLS, INTERIOR WALL ASSEMBLIES, ETC DURING THE CONSTRUCTION PHASE OF THIS PROJECT.
09. ALL MATERIALS USED WILL BE NEW AND BEAR U.L. LABLES WHERE REQUIRED AND MEET APPROPRIATE N.E.M.A. STANDARDS.
10. ALL CONTRACTOR WILL GUARANTEE ALL LABOR AND MATERIAL FOR A PERIOD OF ONE YEAR FROM DATE OF ISSUE OF FINAL OCCUPANCY PERMIT AND/ OR AT THE FINAL PAY OUT FROM OWNER.
11. THE GENERAL CONTRACTOR SHALL MAINTAIN A CLEAN WORKSITE DURING CONSTRUCTION AND SHALL THROUGHLY CLEAN THE AREAS UNDER THIS CONTRACT PRIOR TO ACCEPTANCE BY OWNER.
12. THE GENERAL CONTRACTOR SHALL PROTECT ALL EXISTING SURFACES, MATERIALS, FIXTURES, EQUIPMENTS, ETC. SO THAT THEY WILL REMAIN FREE FROM DAMAGE DURING THE COURSE OF THE PROJECT. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY AND ALL DAMAGE CAUSED BY HIMSELF OR HIS SUBCONTRACTORS DURING THE COURSE OF THE PROJECT. REPAIRS SHALL MATCH ADJOINING EXISTING MATERIALS / SURFACES AND BE ACCEPTABLE TO THE OWNER, LANDLORD AND LOCAL BUILDING OFFICIALS.
13. THE GENERAL CONTRACTOR SHALL FURNISH AND INSTALL CONSTRUCTION BARRICADES AS REQUIRED AROUND AREAS OF CONSTRUCTION TO PROTECT THE SAFETY OF THE CUSTOMER, EMPLOYEES AND ALL OTHER USERS OF THE SPACE.
14. THE SIGN CONTRACTOR, WHERE APPLICABLE, SHALL BE RESPONSIBLE FOR SUBMITTING FOR AND OBTAINING ALL REQUIRED PERMITS AND APPROVALS FROM LOCAL CODE OFFICIALS AND LANDLORD PRIOR TO THE INSTALLATION.
15. EACH BIDDER SHOULD VISIT THE SITE AND FULLY ACQUAINT THEMSELVES WITH THE EXISTING CONDITIONS AND THE SCOPE OF THE PROJECT PRIOR TO SUBMITTING THEIR BIDS.
16. THE ARCHITECT SHALL NEITHER HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, SINCE THESE ARE SOLELY THE GENERAL CONTRACTOR / CONTRACTOR'S RIGHTS AND RESPONSIBILITIES UNDER THE CONTRACT DOCUMENTS.
16. DO NOT SCALE DRAWINGS.
17. CONTRACTOR SHALL CONTROL NOISE PRODUCING ITEMS (STEREOS) AT ALL TIMES.
18. REFER TO THE EQUIPMENT SCHEDULE FOR OWNER SUPPLIED, OWNER INSTALLED, E.T. EQUIPMENT. IF ANY. PIECE OF EQUIPMENT IS NOT DPECIFICALLY LISTED, THAN IT SHALL BE PROVIDED AND INSTALLED BY THE GENERAL CONTRACTOR.

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PUROHIT ARCHITECTS

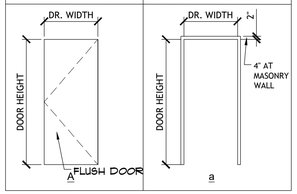
LICENSED IN FL, IL, IN, OH, OR, TN, TX

PROPOSED MAIN FLOOR PLAN 1
SCALE: 3/16"=1'-0"

HARDWARE SET SCHEDULE

SET # 01	INTERIOR PRIVACY DOOR (RESTROOM) - 1 1/2 PAIR BB BUTT HINGES PER EACH DOOR LEAF, HAGER: BB-1279 (OR EQUAL) - 1 PRIVACY LOCKSET - SCHLAGE S-200 SERIES JUPITER W/ ADA COMPLIANT LEVER HANDSET, "BRUSHED CHROME" (OR EQUAL) - 1 DOOR STOP (HAGER: FLOOR-241F, 260), OR EQUAL
SET # 02	INTERIOR EGRESS DOOR - 1 1/2 PAIR BB BUTT HINGES, HAGER: BB-1279 (OR EQUAL) - 1 PASSAGE LATCHSET, 1 CLOSER WITH BACK CHECK (MAX. 5 LB. PULL) - SCHLAGE S-200 SERIES JUPITER W/ ADA COMPLIANT LEVER HANDSET, "BRUSHED CHROME" (OR EQUAL) - 1 FLOOR STOP
HANDICAP ACCESSIBLE HARDWARE	
ALL HARDWARE FOR DOORS SHALL BE HANDICAP ACCESSIBLE PER ILLINOIS ACCESSIBILITY CODE SECTION 400.310 (J)(6)	

DOOR TYPE: / FRAME TYPE:



INSULATION & FENESTRATION REQUIREMENTS BY COMPONENT:

FENESTRATION U-FACTOR	0.35 MAX.
SKYLIGHT U-FACTOR	0.60 MAX.
GLAZED FENESTRATION SHGC	NR
CEILING R-VALUE	49 MIN.
WOOD FRAME WALL R-VALUE (EXTERIOR)	19 OR 13+5 MIN.
MASS WALL R-VALUE (EXTERIOR)	15 MIN.

AIR LEAKAGE: BUILDING THERMAL ENVELOPE:

THE SEALING METHODS BETWEEN DISSIMILAR MATERIALS SHALL ALLOW FOR DIFFERENTIAL EXPANSION AND CONTRACTION. THE FOLLOWING SHALL BE CAULKED, GASKETED, WEATHER STRIPPED OR OTHERWISE SEALED WITH AIR BARRIER MATERIAL SUITABLE FILM OR SOLID MATERIAL:
1. ALL JOINTS, SEAMS & PENETRATIONS.
2. SUITE-BUILT WINDOW, DOORS & SKYLIGHTS.
3. OPENINGS BETWEEN WINDOWS AND DOOR ASSEMBLIES AND THEIR RESPECTIVE JAMBS & FRAMING.
4. UTILITY PENETRATIONS.
5. DROPPED CEILINGS OR CHASES ADJACENT TO THE THERMAL ENVELOPE.
6. WALLS & CEILINGS SEPARATING A GARAGE FROM CONDITIONED SPACES.
7. BEHIND TUBS & SHOWERS OR EXTERIOR WALLS
8. COMMON WALLS BETWEEN SUELLING UNITS.

PRESCHOOL/ DAYCARE CENTER OCCUPANCY CAPACITY
HOURS: 7AM-6PM (MON-FRI)

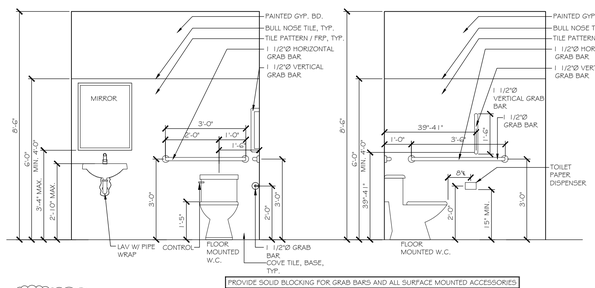
ROOM #	ROOM NAME	AREA OF SPACE/ OCCUPANCY	TOTAL PERSONS
00	MANAGER OFFICE	12 SQ.FT.	1 PERSONS
101	CLASS RM #1 2-3 YEARS OLD	549 SQ.FT/35=16 KIDS+2 TEACHERS	18 PERSONS
102	CLASS RM #2 2.5-3 YEARS OLD	498 SQ.FT/35=15 KIDS+2 TEACHERS	17 PERSONS
103	CLASS RM #3 4-5 YEARS OLD	692 SQ.FT/35=20 KIDS+2 TEACHERS	22 PERSONS
107	CLASS RM #4 3-4 YEARS OLD	739 FT/35=22 KIDS+2 TEACHERS	22 PERSONS
108	KITCHEN	213 SQ.FT	1 PERSONS
110	CLASS RM #5 3-4 YEARS OLD	661 SQ.FT/35=19 KIDS+2 TEACHERS	21 PERSONS
112	CLASS RM #6 3-4 YEARS OLD	661 SQ.FT/35=19 KIDS+2 TEACHERS	21 PERSONS
	TOTAL	109 KIDS +14 STAFF	123 PERSONS

KITCHEN EQUIPMENT SCHEDULE		
NO	EQPMT	QTY.
1.	3" COMPARTMENT SINK 60"L	1
2.	HAND SINK	1
3.	36" REFRIGERATOR	1
4.	24" DISHWASHER	1
5.	DOUBLE SINK 33"L	1
6.	MICROWAVE	1
7.	ELECTRIC RANGE	1

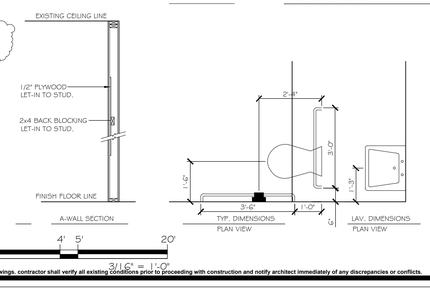
NOTE
ALL THE EQUIPMENT SHALL BE "NSF" CERTIFIED & TO BE SELECTED OR APPROVED BY THE OWNER

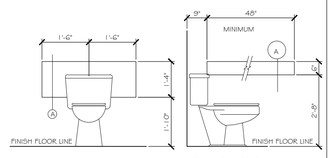
NOTE
PROVIED HANDICAP ACCESSIBLE TACTILE WARNINGS AND SIGNAGE AND DOOR HARDWARE. DOOR HARDWARE LEADING INTO A HAZARDOUS AREA ALONG A MEANS OF EGRESS ROUTE SHALL BE OF THE TACTILE "TYPE SECTION" ILLINOIS ACCESSIBILITY CODE 400.310 (7) J)

PLUMBING FIXTURES & ACCESSORY	CLASS RM #1 2-3 YEARS OLD	CLASS RM #2 2.5-3 YEARS OLD	CLASS RM #3 4-5 YEARS OLD	CLASS RM #4 3-4 YEARS OLD	CLASS RM #5 3-4 YEARS OLD	CLASS RM #6 3-4 YEARS OLD
WATER CLOSET CENTERLINE	UP TO 12"	UP TO 12"	12"-15"	12"	12"	12"
TOILET SEAT HEIGHT	11"-12"	11"-12"	12-15"	11"-12"	11"-12"	11"-12"
GRAB BAR HEIGHT	16"	16"	20-25"	18"-20"	18"-20"	18"-20"
DISPENSER HEIGHT	12"-13"	12"-13"	14"-17"	14"	14"	14"



RESTROOMS 111, 116 -INTERIOR ELEVATION 2
SCALE: 3/16"=1'-0"





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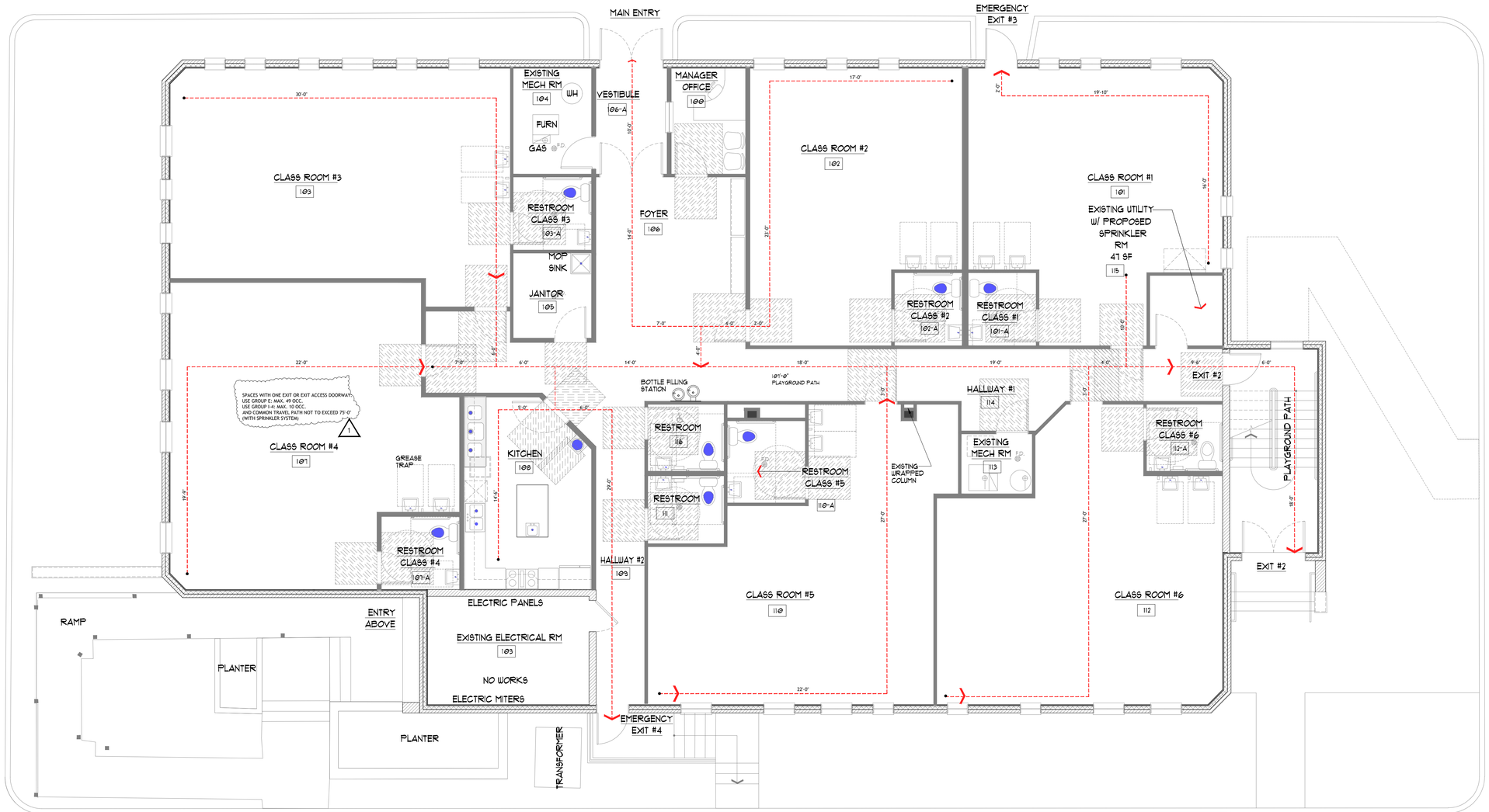
INTERIOR BUILD-OUT PROJECT:
New Day Care Center
127 S ROSELLE RD,
SCHAUMBURG, 60193
Owner: Nadiya Boychuk
224.253-30350 ph. / nadiyaboychuk2@gmail.com

Issue Date: 09-27-2023
Drawn By: PAI
Sheet: PROPOSED MAIN PLAN

A1.0

PAI PROJECT NUMBER
20124.00



EGRESS PLAN 1

SCALE: 3/16"=1'-0"

2' 1' 0' 2' 4' 5' 20'

3/16" = 1'-0"

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Issue Date: 09-27-2023

Drawn By: PAI

Sheet: EGRESS PLAN

A2.0

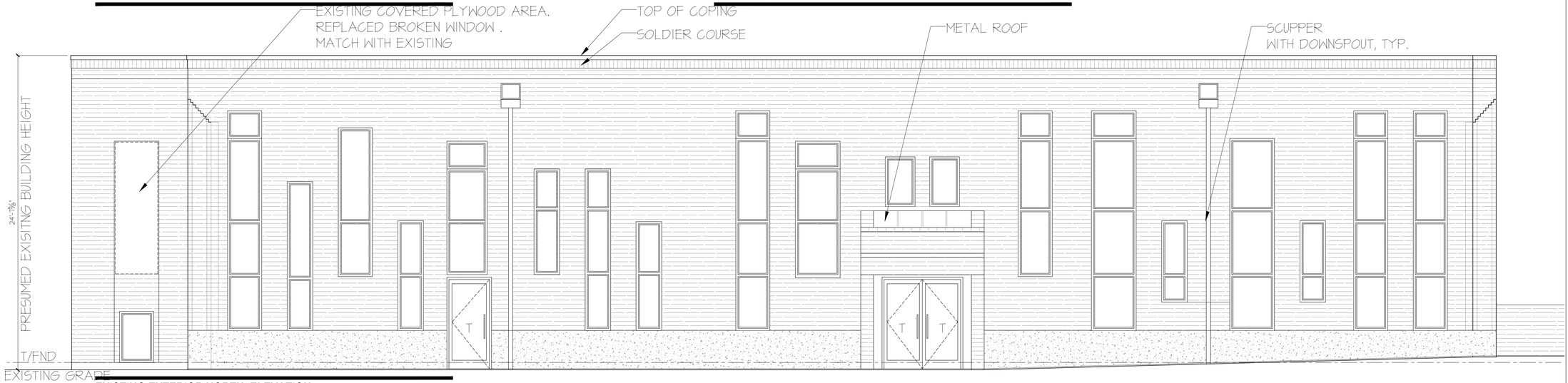
PAI PROJECT NUMBER
20124.00



EXISTING EXTERIOR SOUTH ELEVATION LOOKING TO EAST **1**
SCALE: N.T.S.



EXISTING EXTERIOR SOUTH ELEVATION LOOKING TO EAST **2**
SCALE: N.T.S.



EXISTING EXTERIOR NORTH ELEVATION **3**
SCALE: 1/4"=1'-0"



EXISTING EXTERIOR EAST ELEVATION **4**
SCALE: N.T.S.



EXISTING EXTERIOR WEST ELEVATION **5**
SCALE: N.T.S.



EXISTING EXTERIOR SOUTH ELEVATION LOOKING WEST **6**
SCALE: N.T.S.

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224.253-30350 ph. / nadiyaboychuk2@gmail.com

Issue Date: 09-27-2023
Drawn By: PAI

Sheet:
EXISTING EXTERIOR ELEVATIONS

A2.0

PAI PROJECT NUMBER
20124.00

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PROPOSED BUSINESS OPERATION

COMPANY OVERVIEW

Firefly Tutoring, Inc. was formed in Illinois on December 6th 2017. The founder is a licensed Day Care Home provider with over 10 years of experience providing skilled in-home day care for children of various age groups. While working with young children from the immigrant families from Russia, Ukraine and other Eastern-European countries, we noticed that our students and particularly their families prefer to play, study and perform other daily activities in the home environment that is not just economically advantageous but habitually, lingually and culturally close to them. So it became a critical factor in selecting long term day care facilities as compared with the traditionally available options. Based on a number of inquiries, and our current waiting list, we estimate that at least 200 children of various age groups are currently in need of day care services which could be more efficiently provided by a larger more centralized ethnic-specific day care facility as opposed individual day care homes.

PRODUCT OFFERING

The following are the services to be offered:

Toddler class (2 to 3 years old)

Preschool class (3 to 4 years old)

Pre-kindergarten class (4 to 5 years old)

Firefly Tutoring, Inc has secured its new location at 129 South Roselle road in Schaumburg, IL.

In this facility the Daycare will comprise 5918 sq. ft of floor space to serve up to 109 students in 6 fully equipped and furnished class rooms. The rooms provide ample study, play and eating areas for the students with access for handicapped students also available.

At full capacity, we are planning to employ 6 full time teachers, 6 assistants, and a cook. There will be two floating teachers to assist with early care, after care, lunchtime, playground time, and bathroom breaks.

MANAGEMENT TEAM

Nadiia Boychuk - Administrator and Owner.

---------- - Director of Operations

BUSINESS OPERATION

Monday through Friday from 7:00 am to 6:30 pm

Drop off 5 minute parking from 6:30 am - 9:00 am and pick up 15 minute parking from 4:00 pm - 6:30 pm.

CHANGES PROPOSED TO THE SITE TO ACCOMMODATE THE PLAYGROUND

The proposed daycare is marked navy blue. The existing parking marked light blue will be replaced with an outdoor play area. The play area will comprise 6,542 sq. ft and will be fully fenced in, to ensure no one can either come in or wander away. The play area will be furnished with safe, entertaining toys, as well as a sandbox.

Behind the play area fence proposed a new sidewalk that leads to additional fire exit from the two story building.

We will keep existing parking near the entrance with 52 spots. There are also additional parking lots belong to this property in the frame of dashed line.

Property Maintenance and Improvement Plan

The property owners are committed to addressing all maintenance and safety concerns identified during inspections and ensuring the property is well-maintained and compliant with local standards. The following actions will be taken to correct existing issues and enhance the overall condition of the property:

1. **Brick and Building Exterior Repairs**: All existing brickwork will be repaired where needed to restore structural integrity and appearance. Any damaged or deteriorating areas will be properly patched and cleaned.
2. **Parking Lot Improvements**: The parking lot will be restriped for clear and safe vehicle navigation. Damaged pavement areas will be patched and repaired to ensure a smooth surface.
3. **Handrails and Metal Surfaces**: All handrails will be repainted. Any rust or chipping paint will be removed prior to painting to ensure a clean, durable finish.
4. **Address Identification**: Property address numbers will be prominently posted on the front, rear, and sides of the building, with a minimum size of six inches, to improve visibility and compliance with local requirements.
5. **Lighting Enhancements**: Parking lot lighting will be improved, particularly in the rear of the property, with new fixtures installed at the top corners of the building to enhance safety and visibility.
6. **Ground Signage**: The existing ground sign will be removed and replaced with a new sign designed to comply with the Schaumburg Historic District regulations.
7. **Landscaping and Grounds Maintenance**: All overgrown grass and weeds throughout the property will be removed. A professional weekly maintenance service will be implemented, including seasonal spring and fall cleanups, mulching, tree trimming, and routine lawn cutting, to ensure the grounds remain neat, safe, and visually appealing.

Through these planned improvements, the property owners aim to provide a safe, well-maintained, and visually attractive environment that meets local codes, addresses inspection concerns, and ensures long-term upkeep.

Fire Separation and Sprinkler System Narrative

The property will be upgraded to enhance fire safety and ensure compliance with applicable codes for a new Day Care build out. The following measures will be implemented for the separation of first and second floors:

1. Fire Separation Between Floors:
The first and second floors will be designed with a dedicated fire separation system to isolate each level in the event of a fire. Independent control valves per floor of fire suppression systems will ensure complete separation and occupant safety.

2. Water Service Upgrades:

- A new 8-inch water service will be brought into the building.
- The new water main will enter the building near the Roselle Street side. A flanged tee will be installed to split the service to feed both domestic water and fire protection water.
- The existing water service will be relocated to the new water main, and the previous service will be demolished by the plumbing/underground contractor.
- An 8-inch double check detector assembly will be provided on the fire protection water to ensure proper backflow prevention and system safety.

3. First Floor Sprinkler System:

- A full sprinkler system will be installed on the first floor, housed in a dedicated mechanical sprinkler room.
- The first-floor system will operate independently from the second-floor system with a separate control valve, flow switch, and drain, maintaining proper fire separation between floors.
- Sprinklers in open ceiling areas will be upright type, while sprinklers in finished ceiling spaces will be semi-recessed type.
- All sprinkler flow switches and valve tamper switches will be connected to the building fire alarm system.

4. Second Floor Sprinkler System:

- The second-floor fire protection system will also be installed to NFPA 13 standards and Village of Schaumburg requirements, with independent control from the first-floor system.

5. Water Supply Enhancements:

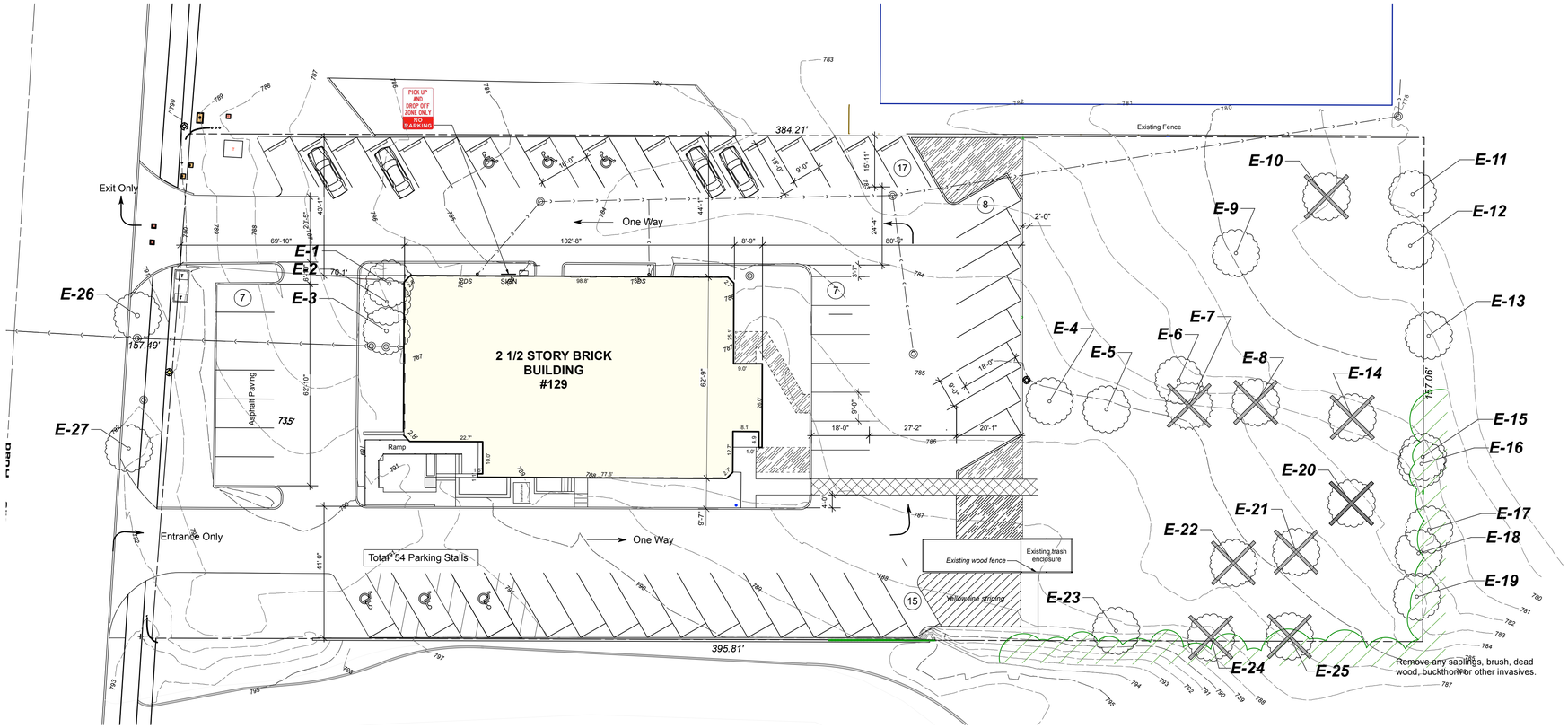
- The main water line serving the property will be increased from 6 inches to 8 inches to provide adequate flow and pressure for both fire protection systems.

- A new fire hydrant will be installed on the property to support the additional water service and provide emergency fire access.

These upgrades will provide a robust fire protection system, ensuring independent operation and control for each floor, adequate water supply, and compliance with all local and national fire protection standards.

OTHER OCCUPANTS IN THE BUILDING

The second floor of the building is occupied by a medical office that operates independently and occupies approximately 4,000 sq. ft. This does not interfere with the daycare operations located on the ground floor.



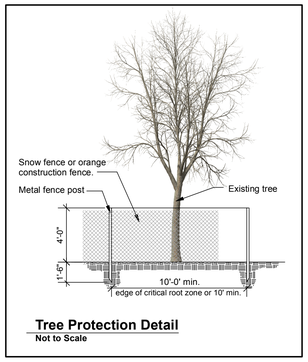
Landscape Notes

1. Unless otherwise specified on plans, all existing plant material is to be removed. This includes all trees, shrubs, saplings, vines and groundcovers.
2. Fine grade lawn areas to smooth, even surface with loose, uniformly fine texture. Roll, rake, and drag lawn areas, remove ridges and fill depressions, as required to meet finish grades.
3. All lawn areas shall not be higher than adjacent paved surfaces in order to maintain positive surface drainage.
4. Loosen subgrade of lawn areas to a minimum depth of 6 inches. Remove stones measuring over 1 inch. Remove sticks, roots, rubbish, and other extraneous matter, Limit preparation to areas which will be planted promptly after preparation.
5. There shall be a minimum 4" layer of topsoil for all all lawn areas. If there is not sufficient topsoil left on site from construction, landscape contractor shall proide topsoil unless otherwise specified.
6. After fine grading, an irrigation system, if part of plans or previously contracted for, is to be installed, amy lawn areas damaged are to be restored to specified condition prior to installation.
7. After a lawn section has been installed and rolled, watering shall commence immediately while installation continues on other sections of the job.
8. All areas disturbed by construction shall be fine graded and seeded. Blend into existing grade. Use erosion control blanket in all areas greater than 5:1.
9. All existing trees shall be protected during construction with fences and other barriers to prevent damage as necessary.
10. All off site restoration work shall be restored with 6" of topsoil, fine graded and either seeded or sodded.
11. All plant material shall be nursery grown and be either balled and burlapped (B&B) or container grown according to the plant material list provided.
12. Mulch all tree, shrub and evergreen planting beds with a shredded hardwood bark mulch to a depth of 3" unless otherwise noted.
13. Mulch rings shall be a minimum 3' diameter for newly planted individual trees, large evergreens and ornamental trees. Use a shredded hardwood bark mulch to a depth of 3". The mulch rings around existing trees will vary in size with the minimum size of 4' diameter.
14. Groundcover, ornamental grass, and perennial plant beds shall be mulched with a leaf mulch not less than 2" thick. No shredded bark mulch is to be used in these beds.
15. Mulched beds shall encompass all groups of plant material and be generous enough to permit ease of landscape maintenance.
16. Where mulch beds meet lawn areas, provide a sharp vertical spade edge.
17. Deliver plant material after preparations for planting have been completed and plant immediately. If planting is delayed more than 6 hours after delivery, set trees, evergreens and shrubs in shade, protect from weather and mechanical damage, and keep roots, moist by covering with mulch, burlap or other acceptable means of retaining moisture.
18. Dig holes large enough to allow for root ball and backfill with planting soil. Work soil around ball to eliminate air pockets and leave a slight saucer Indentation around plants to hold water. Water thoroughly after planting, taking care not to cover crowns of plants with wet soils.
19. Do not remove container grown stock from containers until planting time.
20. Plant trees and shrubs after final grades, are established and prior to planting of lawns. If planting of trees and occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.
21. Plant handling and installation shall conform to accepted landscape practices. Protect all plants in leaf with acceptable coverings during transportation.
22. Provide freshly dug trees, evergreens and shrubs. Do not prune prior to delivery unless, otherwise approved by Architect. Do not bend or bind-tie trees or shrubs in such manner as to damage bark, break branches, or destroy natural shape. Do not drop balled and burlapped stock during deliveries.
23. Provide healthy, vigorous nursery stock grown in recognized nursery in accordance with good horticultural practice and free of disease, insects, eggs, larvae, and defects.
24. Prune broken or cross branching before planting. Do not remove tree leader, but prune out double leaders.
25. All planting areas will require a topsoil mixture consisting of 1/4 topsoil, 1/2 mushroom compost and 1/4 sand. The groundcover beds shall have a 4" minimum of this mixture. Existing soil shall be removed.
26. During landscape work, keep pavements clean and work area in an orderly condition.
27. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades, and trespassers. Maintain protection during Installation and maintenance periods. Treat, repair, or replace damaged landscape work as directed.

Existing Tree List

Tree #	Botanical Name	Common Name	Size	Condition	Save?	Notes
E-1	Ginkgo biloba	Ginkgo	7" cal	fair	Yes	
E-2	Ginkgo biloba	Ginkgo	8" cal	fair	Yes	
E-3	Ginkgo biloba	Ginkgo	12" cal	good	Yes	
E-4	Morus alba	Mulberry	16" cal	fair	Yes	
E-5	Juglans nigra	Black Walnut	14" cal	fair	Yes	
E-6	Pyrus species	Pear	12" cal	fair	Yes	
E-7	Pinus strobus	Eastern White Pine	10" cal	poor	No	Remove
E-8	Morus alba	Mulberry	12" cal	fair	No	Remove
E-9	Morus alba	Mulberry	22" cal	fair	Yes	
E-10	Acer negundo	Box Elder	14" cal	dead	No	Remove
E-11	Morus alba	Mulberry	12" cal	fair	Yes	
E-12	Acer saccharinum	Silver Maple	24" cal	poor	Yes	
E-13	Morus alba	Mulberry	23" cal	fair	Yes	
E-14	Morus alba	Mulberry	24" cal	fair	No	Remove
E-15	Morus alba	Mulberry	18" cal	fair	Yes	
E-16	Morus alba	Mulberry	20" cal	fair	Yes	
E-17	Morus alba	Mulberry	24" cal	fair	Yes	
E-18	Rhamnus cathartica	Buckthorn	8" cal	fair	Yes	
E-19	Acer negundo	Box Elder	12" cal	fair	Yes	
E-20	Catalpa speciosa	Northern Catalpa	16" cal	good	No	Remove
E-21	Juglans nigra	Black Walnut	15" cal	fair	No	Remove
E-22	Acer negundo	Box Elder	32" cal	fair	No	Remove
E-23	Celtis occidentalis	Hackberry	14" cal	fair	Yes	
E-24	Acer negundo	Box Elder	13" cal	poor	No	Remove
E-25	Acer negundo	Box Elder	9" cal	poor	No	Remove
E-26	Gleditsia triacanthos inneris hybrid	Honeylocust	15" cal	good	Yes	Roselle Rd Parkway Tree
E-27	Gleditsia triacanthos inneris hybrid	Honeylocust	18" cal	good	Yes	Roselle Rd Parkway Tree

NOTE:
The existing trees in the construction zone will have their dead and broken branches and limbs pruned and removed. General reshaping or more severe pruning of the trees will determined on a tree by tree basis.



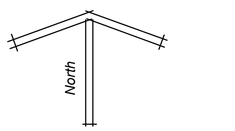
Tree Protection Detail
Not to Scale

Existing Tree Legend

620	Existing contour line
	Existing deciduous trees to remain
	Existing coniferous trees to remain
	Dediduous trees to be removed
	Coniferous trees to be removed
	Asphalt or concrete sidewalks to be removed

Tree Preservation Plan

Scale: 1" = 20'-0"



Scale: 1" = 20'-0"

0 20 40 60 80 ft

Craig M. Patten
Landscape Architect
License # 157-000710 - Expires: August 31, 2027

Craig M. Patten
Landscape Architecture
1375 Meyer Road
Hoffman Estates, IL 60169
630-649-3067 cmplandarch@sbcglobal.net

Tree Preservation Plan

New Day Care Center
129 S. Roselle Road
Schaumburg, IL 60193

H Ph -
W Ph -
Mobile Ph. -

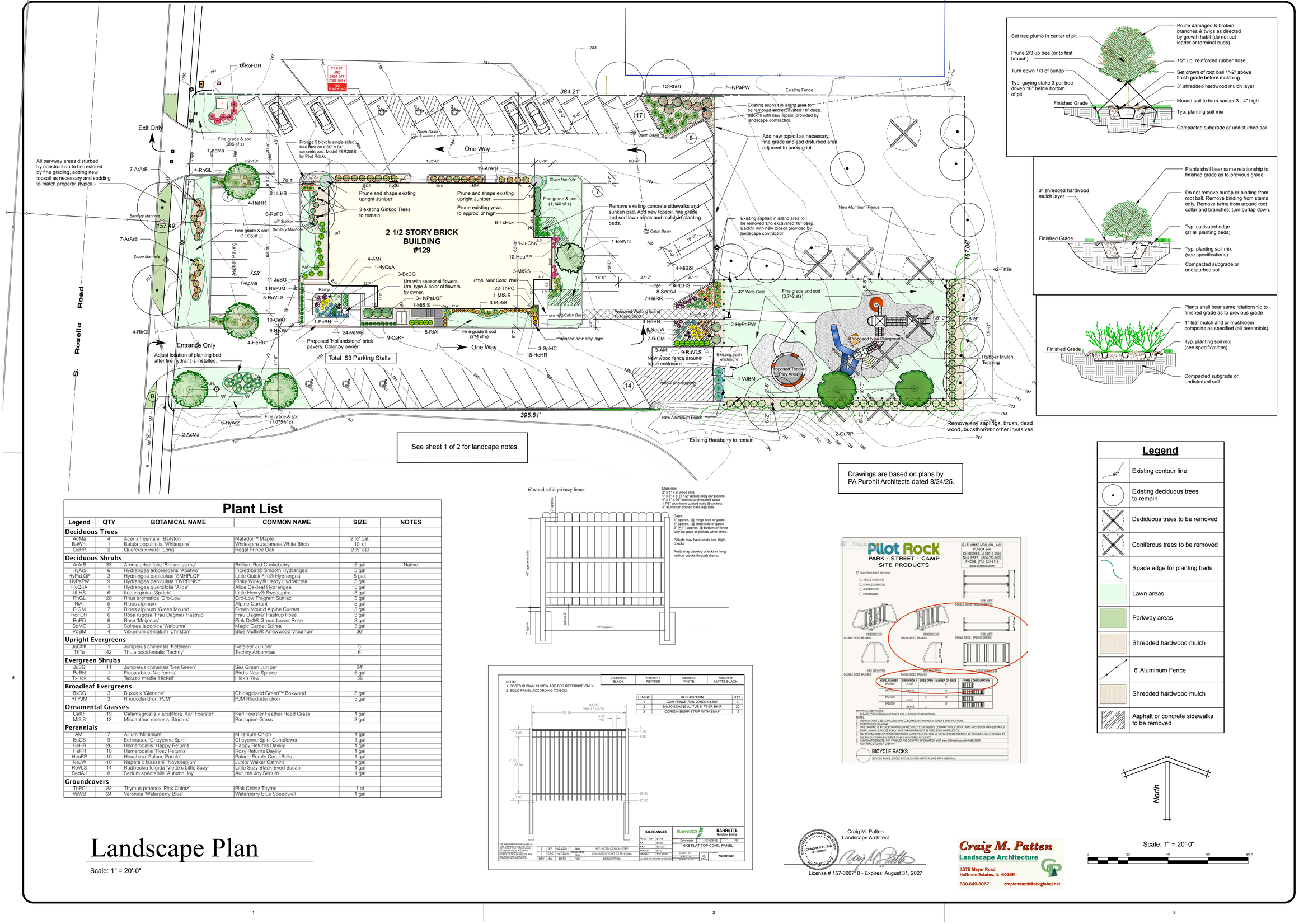
Date: October 25, 2025
Drawn By: C. M. Patten
Project No.: 25-0019

REVISIONS

No.	Date:	Description:

Kestrel Design
Landscape Management and Construction
100 Wakefield Court, Aurora, IL 60506 (630) 801-4541

Sheet No. 1 2



See sheet 1 of 2 for landcape notes.

Drawings are based on plans by PA Purohit Architects dated 8/24/25.

Plant List

Legend	QTY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
Deciduous Trees					
AcMa	4	Acer x freemanii 'Bailston'	Matador™ Maple	2 ½" cal.	
BeWht	1	Betula populifolia 'Whitespire'	Whitespire Japanese White Birch	10' cl	
QuRP	2	Quercus x warei 'Long'	Regal Prince Oak	2 ½" cal	
Deciduous Shrubs					
ArArB	33	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	5 gal	Native
HyAr2	6	Hydrangea arborescens 'Abetwo'	Incrediball® Smooth Hydrangea	5 gal	
HyPaLQF	3	Hydrangea paniculata 'SMHPLQF'	Little Quick Fire® Hydrangea	5 gal.	
HyPaPW	9	Hydrangea paniculata 'DVPPINKY'	Pinky Winky® Hardy Hydrangea	5 gal	
HyQuA	1	Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	5 gal	
ItLHS	6	Itea virginica 'Sprich'	Little Henry® Sweetspire	3 gal	
RhGL	20	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	5 gal	
RiAl	5	Ribes alpinum	Alpine Currant	5 gal	
RiGM	7	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	3 gal	
RoFDH	6	Rosa rugosa 'Frau Dagmar Hastrup'	Frau Dagmar Hastrup Rose	3 gal	
RoPD	6	Rosa 'Meijocos'	Pink Drift® Groundcover Rose	3 gal	
SpMC	3	Spiraea japonica 'Walbuma'	Magic Carpet Spirea	3 gal	
VdBM	4	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	36"	
Upright Evergreens					
JuChK	1	Juniperus chinensis 'Keteleen'	Keteleer Juniper	5'	
ThTe	42	Thuja occidentalis 'Techny'	Techny Arborvitae	6'	
Evergreen Shrubs					
JuSG	11	Juniperus chinensis 'Sea Green'	Sea Green Juniper	24"	
PcBN	1	Picea abies 'Nidiformis'	Bird's Nest Spruce	5 gal	
TxHck	6	Taxus x media 'Hicksii'	Hick's Yew	36	
Broadleaf Evergreens					
BxCG	3	Buxus x 'Glencoe'	Chicagoland Green™ Boxwood	5 gal	
RhPJM	3	Rhododendron 'PJM'	PJM Rhododendron	5 gal	
Ornamental Grasses					
CaKF	19	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal	
MiSiS	12	Miscanthus sinensis 'Strictus'	Porcupine Grass	3 gal	
Perennials					
AMi	7	Allium 'Millenium'	Millenium Onion	1 gal	
EcCS	9	Echinacea 'Cheyenne Spirit'	Cheyenne Spirit Coneflower	1 gal	
HeHR	26	Hemerocallis 'Happy Returns'	Happy Returns Daylily	1 gal	
HeRR	10	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	1 gal	
HeuPP	10	Heuchera 'Palace Purple'	Palace Purple Coral Bells	1 gal	
NeJW	10	Nepeta x faassenii 'Novanepjun'	Junior Walker Catmint	1 gal	
RuVLS	14	Rudbeckia fulgida 'Viette's Little Suzy'	Little Suzy Black-Eyed Susan	1 gal	
SedAJ	8	Sedum spectabile 'Autumn Joy'	Autumn Joy Sedum	1 gal	
Groundcovers					
ThPC	22	Thymus praecox 'Pink Chintz'	Pink Chintz Thyme	1 pt	
VeWB	24	Veronica 'Waterperry Blue'	Waterperry Blue Speedwell	1 gal	

6' wood solid privacy fence

Materials:
2" x 4" x 8' wood rails
1" x 6" x 6' (5 1/2" actual) dog ear pickets
4" x 4" x 96" stained and treated posts
1 7/8" aluminum coated nails @ pickets
3" aluminum coated nails a@ rails

Gaps:
1" approx. @ hinge side of gates
1" approx. @ latch side of gates
2" (±.4") approx. @ bottom of fence
May be gaps at pickets when dried.

Pickets may have knots and slight checks

Posts may develop checks or long vertical cracks through drying.

Legend

785	Existing contour line
	Existing deciduous trees to remain
	Dediduous trees to be removed
	Coniferous trees to be removed
	Spade edge for planting beds
	Lawn areas
	Parkway areas
	Shredded hardwood mulch
	6' Aluminum Fence
	Shredded hardwood mulch
	Asphalt or concrete sidewalks to be removed

Scale: 1" = 20'-0"

Landscape Plan

Scale: 1" = 20'-0"

Craig M. Patten
Landscape Architect

License # 157-000710 - Expires: August 31, 2027

Craig M. Patten
Landscape Architecture
1375 Meyer Road
Hoffman Estates, IL 60169
630-649-3067 cmplandarch@sbcglobal.net

Landscape Plan

New Day Care Center

129 S. Roselle Road
Schaumburg, IL 60193

H Ph:
W Ph:
Mobile Ph. -

REVISIONS		
No.	Date:	Description:

Date: October 25, 2025
Drawn By: C. M. Patten
Project No.: 25-0019

Kestrel Design
Landscape Management and Construction
(630) 801-8541
100 Wakefield Court, Aurora, IL 60506

Sheet No. 2 of 2

Development Review Application

DEVR-25-58

Submitted On: Aug 24, 2025

Applicant

Bogdan mamalat
630-414-9343
@ bogdan29m90@gmail.com

Primary Location

129 S ROSELLE RD
Schaumburg, IL 60193

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Chido Baker

Z2509-02) / FIREFLY DAYCARE / 129 S. Roselle Road / Special Use for a Daycare Facility and Site Plan Amendment

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Under Contract for special Use

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

BERHE TSEGHAI

Property Owner Street Address

2237 North Jansen Ave

Property Owner City

Chicago

Property Owner State

IL

Property Owner Zip Code

60614

Property Owner Phone Number

630-414-9343

Property Owner Email

--

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Commercial

PIN Number

07-22-401-038-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

--

Parking Variation

--

Landscape Variation

--

Setback Variation

--

Shopping Center Signage Plan Approval / Amendment

--

Site Plan Approval New Building < 20,000 Sq. Ft.

--

Site Plan Approval New Building > 20,000 Sq. Ft.

--

Rezoning

--

Special Use - Commercial

true

-

Site Plan Amendment

--

Plat of Easment

--

Plat of Vacation

--

Plat of Subdivision

--

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

--

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

--

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

--

Brief description of the request

Special Permit for a Day care on the first floor

Project Staff

Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:22pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar		
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley		
A quorum was present.			
Also Present:	James Thiede 11 Virginia Pkwy Schaumburg	Julie Fitzgerald Director of Community Development	Parth Joshi Planning Manager
	Todd Wenger Senior Planner		
Sworn in for testimony:	Monica Richart Sustainability Planner	Bogdan Mamalat 0N654 Brandon Blvd. Winfield, IL	

Mr. Bogdan Mamalat, Petitioner, stated that he is seeking approval for a special use for a daycare center and a site plan amendment for a landscape and playground. The proposed building will be approximately 1,600 square feet.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Ms. Monica Richart stated that there is an existing medical office on the second floor of the subject building. The Petitioner is proposing to occupy the first floor to operate a daycare for children ages 2 to 5 years. They will have a maximum of 109 students and the proposed hours of operation will be Monday – Friday, 7am – 6:30pm. They will employe 6 teachers, 6 assistants, 1 cook and 2 floating support teaching staff. The facility will have 6 classrooms and a centrally located kitchen. Parents and guardians will be required to accompany their children into the building and pick them up inside the building. The main change that is taking place is installation of a playground in the southeast corner of the rear yard. There are 2 landscape buffers that will be installed in the northeast and the pedestrian walkway that connects the building to the proposed playground. The Petitioner will be removing an existing concrete ramp and replacing it with landscaping. The Petitioner will also be addressing some of the existing site plan issues including resurfacing the parking lot, re-striping, some additional lighting and re-painting the railings. Ms. Richart said that Staff is supportive of the overall project and recommends approval.

Chairman Raimondi asked if the public had any questions or concerns.

Mr. James Thiede stated that he is a resident in the Old Town subdivision, as well as a member of the Board of Directors. The Old Town subdivision is directly adjacent to the subject property on the north side. He asked how far north the playground will go and if it will fully encompass the property or if it will be 5 – 20 feet short of the fence. Mr. Mamalat said there will be a buffer from the property line so it will be approximately 6 to 7 feet from the edge. Mr. Thiede asked how many trees will be removed. Mr. Mamalat said that 5 trees will be removed where the playground will be constructed. Mr. Thiede asked when the construction will be completed. Mr. Mamalat said that they will start construction as soon as they receive permits and anticipates it will take 3 to 4 months to complete. Mr. Thiede asked if it's correct that there will be no exterior construction to the building. Mr. Mamalat said they are not modifying the building but may update some doors and replace the broken window. They will be adding a bike rack and will change some concrete curbing but will not be doing any exterior structural work.

Chairman Raimondi asked the Board for their comments.

Ms. Errera asked if the medical office on the second floor is in favor of the proposed and Mr. Mamalat said they are fine with it and noted that not all of the tenant spaces on the second floor are occupied.

Mr. Mytych asked the Petitioner if he agrees with the conditions on the Staff Report and Mr. Mamalat said, yes.

Mr. Morreale asked if parking is sufficient, and Ms. Richart said there is 4-car parking surplus.

Mr. Szurgot asked if the children will be safe to play in the playground since the dumpster area will be near it. Mr. Mamalat said that the existing dumpster area is in disrepair and will be replaced with a new and secured dumpster enclosure.

Mr. Bhagwakar and Chairman Raimondi had no questions.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Ms. Errera, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare located at 129 S. Roselle Road, Case No. Z2509-02 subject to the following conditions:

1. Prior to the issuance of an occupancy permit, the property owner shall address existing property maintenance issues that were identified at the site by code enforcement on 8/19/2025.
2. Prior to submittal of Building Permit drawings, the Architectural Plan shall be revised to state the correct address for the property.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.

4. A Land Development Permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site.
5. A Sign permit will be required for any signage proposed on the property.
6. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
7. Drive aisles on south, west, and north side of the building shall be dedicated as fire lanes. Curbs shall be painted yellow and "No Parking Fire Lane" signs shall be provided.
8. Prior to the issuance of building permits, building plans shall be revised to show:
    a. The proposed water supply to sprinkler room shall be protected from freezing and enclosed within a 2-hour fire-rated assembly, per IBC/IFC fire-resistance requirements.
    b. Details of the method for supporting the water supply line from the building structure shall be provided. Structural calculations shall be submitted to verify that the proposed supports are adequate to carry the load of the water line.
9. Prior to the issuance of land development permits, a completed traffic agreement shall be submitted to the village for review and approval.
10. Prior to the issuance of a Land Development permit the Engineering and Landscape plans shall be revised to:
    a. Indicate the type of proposed pavement i.e. concrete or asphalt within the legend on sheet C2 of the Engineering Plan.
    b. Omit the stop control on sheet 2 of the Landscape plan and instead provide a W11-2 Pedestrian Crossing warning sign with a W16-6pL left turn arrow plaque, consistent with MUTCD standards.
    c. Provide solid white pavement markings defining the limits of the crosswalk to the rear playground and front entrance.
11. A permit from Cook County Department of Transportation and Highways is required for work in Roselle Road.
12. Prior to the issuance of a Land Development Permit, the Engineering Plans shall be revised to include the following:
    a. A 60-inch valve vault for the new 8-inch water service valve
    b. Confirm the connection point for the water main proposed for the hydrant.
    c. Add the Village standard detail for valve, valve vault and water main in trench.
    d. Add Village of Schaumburg standard engineering notes.
    e. Add a note that compacted trench back fill is required where the water main is under pavement.
    f. Add a note that 3 #5 rebar are required where sidewalk passes over the water main trench (refer to Village standard).
13. The landscape plan shall be revised to provide additional groupings of perennial plantings along the west side of the building in front of the proposed junipers to add color and interest.
14. The Tree Preservation Plan shall be revised to protect all existing trees to remain which are within 20' of any new construction, including fencing or playground equipment.
15. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet T-1, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 11, 2025, and received by the Community Development Department on November 10, 2025.

b. Proposed Main Plan, Sheet A1.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
c. Egress Plan, Sheet A2.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
d. Existing Exterior Elevations, prepared by Purohit Architects, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
e. Title Sheet, Sheet C1, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
f. Site Plan, Sheet C2, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
g. Grading and Drainage Plan, Sheet C3, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
h. Erosion and Sediment Control Plan, Sheet C4, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
i. Tree Preservation Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
j. Landscape Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
k. Project Narrative, prepared by Bogdan Mamalat, received by the Community Development Department on November 10, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:36pm.

_____
Monica Richart, Sustainability Planner
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green / 1400-1572 E. Golf Road
01/13/26
Village Board

Presenter: Monica Richart, Sustainability Planner
Lead Department: Community Development

Executive Summary:

Case Title
Z2511-02 / Woodfield Village Green / 1400-1572 E. Golf Road / Amendment to Approved Shopping Center Signage Plan

Hearing Date
December 10, 2025

Summary
The petitioner requests an amendment to the previously approved shopping center signage plan for Woodfield Village Green Shopping Center. The amendment is requested to include a new monument sign for the shopping center at the corner of Meacham Road and Golf Road and a new monument sign for Duly Health and Care located at the Remington Road entrance from Meacham Road.

Recommended Action:

Staff Recommendation
Recommending Approval

Vote
6 – 0 with three member(s) absent

If the Village Board concurs with the Zoning Board of Appeals' recommendation, they should approve the request as presented.

ATTACHMENTS:
- Staff Report
- Location Map
- Tenant Sign
- Tenant Sign - Landscape Plan
- Duly Sign
- Duly Sign - Landscape Plan
- Z2511-02 Woodfield Village Green Application.pdf
- FINAL Z2511-02 Woodfield Village Green Mts 12-10-25.pdf

PROJECT REVIEW GROUP REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Monica Richart
Sustainability Planner

HEARING DATE: December 10, 2025
DATE PREPARED: November 21, 2025

CASE NUMBER: Z2511-02

TITLE: WOODFIELD VILLAGE GREEN / 1400-1572 E. Golf Road / Amendment to Approved Shopping Center Signage Plan

BACKGROUND INFORMATION

Petitioner:	Ms. Jenn Mathis
Address of Petitioner:	Bridge 33 Capital 626 W Jackson Blvd Suite 420 Chicago , IL 60661
Status of Petitioner:	Owner
Owner of Parcel:	Bridge 33 Capital
Address of Owner:	626 W Jackson Blvd Suite 420 Chicago , IL 60661
Existing Zoning:	B-5, Planned Regional Center Business District
Existing Land Use:	Regional Center

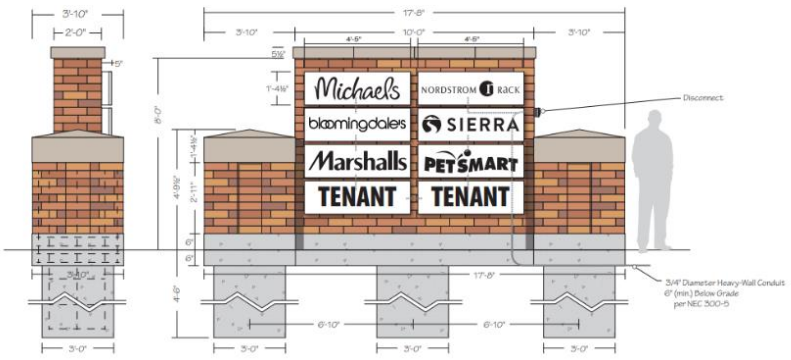
Requested Actions:

- Shopping Center Signage Plan Approval [Title 15, Chapter 155, Section 155.96.a of the Sign Ordinance]

ANALYSIS

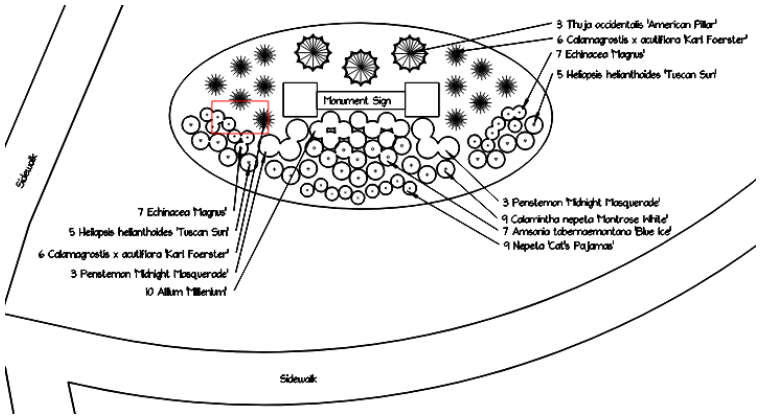
Summary:

The petitioner requests an amendment to the previously approved shopping center signage plan for Woodfield Village Green Shopping Center. The amendment is requested to include a new monument sign for the shopping center at the corner of Meacham Road and Golf Road and a new monument sign for Duly Health and Care located at the Remington Road entrance from Meacham Road.



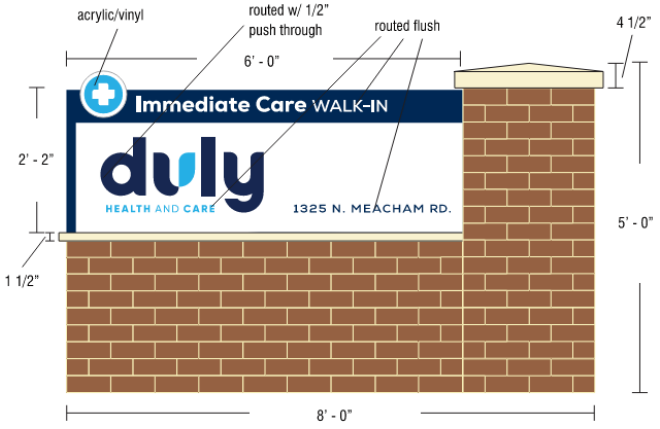
The petitioner is proposing one monument sign at the northeast intersection of Golf and Meacham Roads to create better visibility for tenants. This corner at Golf and Meacham is identified in the Golf Road Corridor overlay zoning district as a key intersection where a high level of design is

required. The proposed sign is comprised of brick which references the architecture of surrounding buildings and matches the existing brick monument signs marking the shopping center's two major signalized entrances. The existing monument signs identify the name of the shopping center as "Woodfield Village Green" in white letters and the proposed monument sign will identify tenant names using white panels with black lettering. The letters will appear black during the day and glow white at night using perforated vinyl illumination. Tenant panels for the sign are required to maintain a limited color pallet using only black lettering on a white background and with only white illuminated letters permitted on the sign.



The monument sign is 17 feet and 8 inches wide and 7.5 feet high and is set back approximately 24 feet from the property line. Landscaping is proposed to screen the base of the sign and any electrical equipment.

A second monument sign is proposed to identify Duly Health and Care at the Remington Road entrance from Meacham Road. This sign is similarly comprised of a brick foundation and column element which support an internally illuminated panel with the business name on a white background. The brick material and capstone are in line with the shopping center's architectural character and signage complies with code regulations for size and items of information.



The sign is 8 feet wide and 5 feet tall and proposed to be situated on the landscaped median at the Remington Road entrance. Landscaping is included to screen the base of the sign and maintain the landscaped median.

In August 2015, the Village Board approved a code amendment to allow signage plans for shopping centers over 500,000 square feet (Case No. Z1505-06). This code amendment allowed flexibility for larger shopping centers to display more effective signage than the standard commercial signage allowed by code.

In September 2015, the Village Board approved a Shopping Center Signage Plan for Woodfield Village Green (Z1407-03). In June 2023 the Village Board approved an amendment to approved signage plan for three additional wall signs (Z2304-05) including 2 additional wall signs for Duly Health and Care. The approved Shopping Center Signage Plan includes directives for ground signs and wall signs. Nine ground signs are permitted: two directory tenant panel signs to identify individual tenants and six monument signs

that identify the shopping center. There are no monument signs permitted on outlots along Golf Road under the current plan. Additionally, the Signage Plan excludes the Costco and Wildberry/Westwood Tavern parcels.

Ground Signs

- Directory Tenant Panel Signage
    - One at the northwest corner of Golf Road and Roosevelt Boulevard.
    - One at the southernmost Meacham Road entrance to the shopping center.
- Monument Signs

  The existing signs measure approximately 200 square feet and have a brick tower and illuminated lantern element. These signs are used to identify the name of the shopping center as "Woodfield Village Green".
    - Two signs are located on each side of the signalized entrance off of Meacham Road
    - Two signs are located on each of the signalized entrances off of Golf Road (4 total signs).
    - Monument signs are prohibited for the outlots along Golf Road.

Wall Signs

The original approving ordinance for the Woodfield Village Green Shopping Center Signage Plan allows tenants a maximum sign size of 200 square feet or 20% of the wall frontage, whichever is less. Additionally, all wall signs shall consist of channel letters without background. Businesses are permitted to have one wall sign per street frontage. Outlot tenant spaces are allowed an additional wall sign; however, the combined square footage of all wall signage for an outlot cannot exceed the area allowed as determined by street frontage.

The Village Board has approved variations to the sign code for wall signs on the outlot buildings along Golf Road including Kuma's Corner, Trader Joes, Helzberg Diamonds, Fidelity Investments, Michael's, and California Pizza Kitchen. The Woodfield Village Green Shopping Center Signage Plan allows for these businesses or a subsequent business within the same tenant space to have an additional wall sign. Additionally, the Village Board approved a variation to increase the number of wall signs from one to three for Duly Health and Care (Z2208-01, Ord. No. 22-081). The 2023 sign plan amendment (Z2304-05, Ord. No. 23-056) included these wall signs in the Woodfield Village Green Sign Program and subsequent businesses within the same tenant space are allowed the additional wall signs.

The Sign Ordinance lists 13 standards for review of signage plans for shopping centers over 500,000 square feet. Those standards and their application to the submitted request are as follows:

The proposed signage plan is for a shopping center in excess of 500,000 square feet, inclusive of parking areas.

Woodfield Village Green contains approximately 687,000 square feet of retail space.

The proposed signage plan is consistent with the overall intent and purpose of the Village's signage regulations contained in this Chapter.

The proposed monument signs will provide greater visibility for tenants of the center, including Duly Health and Care which is a more recently opened business. The proposed monument signs are consistent with the

approved Woodfield Village Green Shopping Center Signage Plan and existing monument signs within the center.

The proposed signage plan will not be detrimental to or endanger the public health and safety.
The proposed signage plan will not be detrimental to or endanger the public health or safety, but rather provide wayfinding to businesses within the shopping center.

The proposed signage plan will not diminish the use or enjoyment of the shopping center, or other properties its vicinity. The petitioner has provided views of the proposed signs for Woodfield Village Green and Duly Health and Care. The amended signage plan will not diminish the use or enjoyment of the shopping center, nor have an adverse effect on surrounding retail, service, and office properties.

The proposed signage plan provides consistent and cohesive signage throughout the shopping center.
The proposed monument signs consist of brick bases and simple color pallet. One sign features black letters on a white background and one sign has a white background and blue letters. This signage is consistent with the Woodfield Village Green Shopping Center Signage Plan and materials used in the sign base are consistent with the architecture of the center.

The proposed signage plan will be consistent with the character of the Village.
The proposed signs are tastefully designed and fit within the context of the larger shopping center property.

The proposed signage plan will minimize adverse effects, including visual impacts, to adjacent or adjoining properties.
The proposed signage is geared toward providing information and identification to customers travelling to and within, the site. Staff does not believe that the amended signage plan will have adverse effects on adjacent retail, service, and office properties.

The proposed signage plan takes into account the maximum permitted height for signage in the area proposed.
The proposed signs comply with height requirements.

The proposed signage plan takes into account the maximum permitted area for signage proposed.
The area of the requested additional monument signs comply with area requirements.

The proposed signage plan takes into account the maximum items of information permitted for signage.
All signage provides basic information to the motorist/visitor to the property and none of the signs proposed provide extraneous or unnecessary information. The proposed signage meets the maximum items of information permitted.

The proposed signage plan addresses the manner in which wording on the proposed signage would create an impact on traffic in the area.

Wording on the proposed signage will provide wayfinding for motorists travelling on Golf and Meacham Roads and will not create a negative impact on traffic.

The proposed signage plan addresses the extent to which the proposed signage deviates from the signage requirements generally applicable to the area.
The proposed signage plan deviates from the signage requirements for commercial properties in the following manner:
Additional monument signs: the signage plan will allow two additional monument signs, one for the center and one for a business within the center located on Meacham Road.

The proposed signage plan uses high-quality materials in a way that incorporates signage into the overall architectural design of the shopping center.
The wall signs are designed to blend with the architectural design of the buildings and the shopping center.

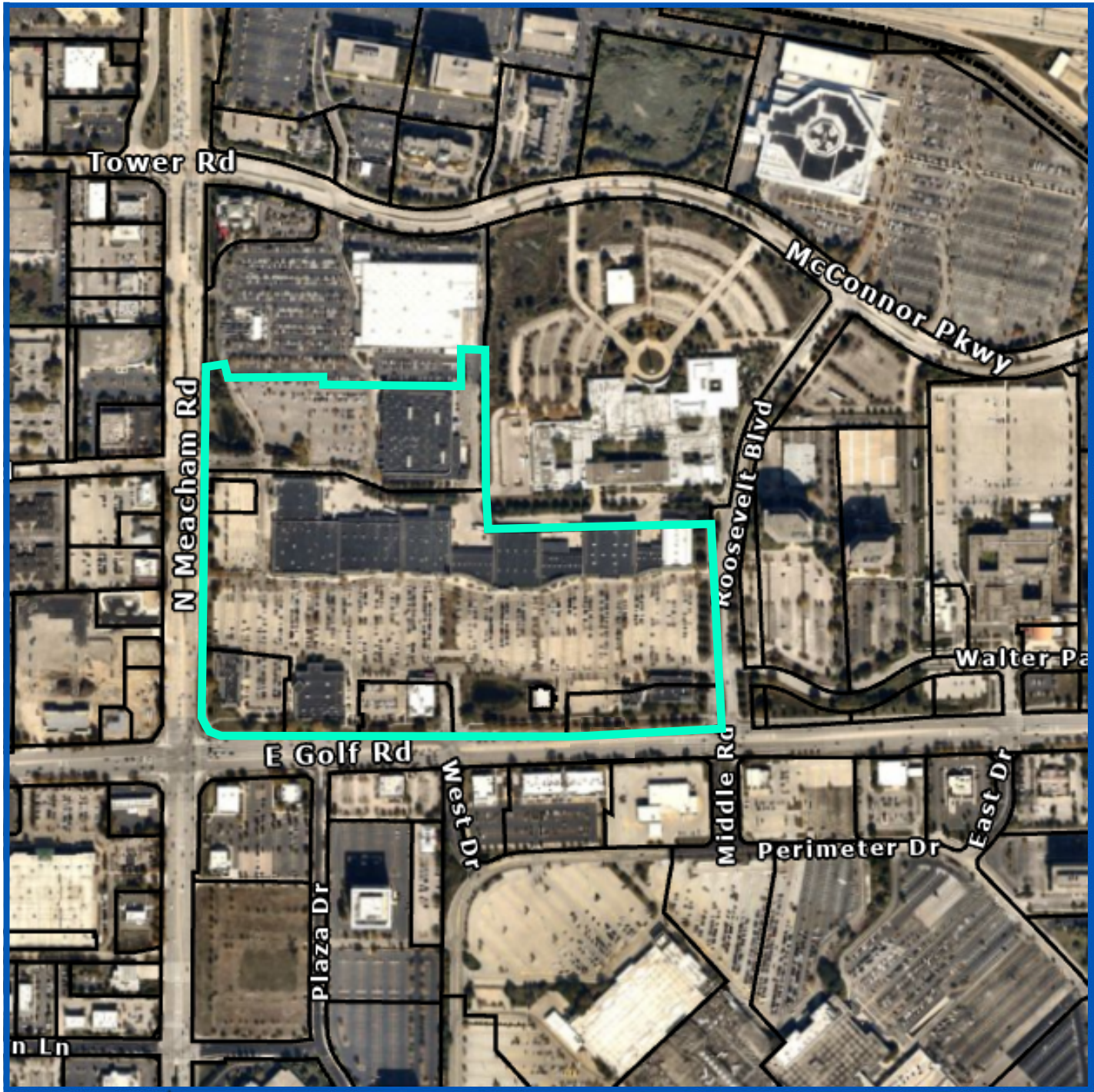
Staff is supportive of the request and is recommending approval. The intent and purpose of the shopping center signage plan is to allow flexibility for large commercial centers. The proposed signs are consistent with other monument signs approved for businesses on Golf Road and within the Golf Road Corridor overlay zoning district.

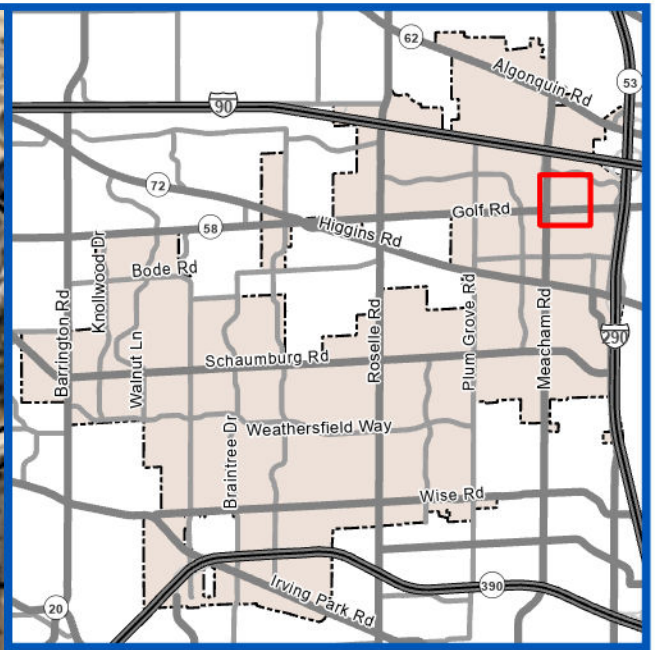
RECOMMENDATION
Staff has reviewed the petitioner's request and is supportive of the signage plan; therefore, staff recommends **approval** of an Amendment to the Approved Shopping Center Signage Plan for Woodfield Village Green, Case No. Z2511-02, subject to the following conditions:

1. All terms and conditions of Ordinance No. 15-103 and enabling ordinances not specifically revised herein are hereby reaffirmed by reference.
2. A sign permit will be required for installation of the signs.
3. The following conditions shall apply to the Woodfield Village Green Signage Plan:
   a. Woodfield Village Green shall be allowed an additional monument sign on the corner of Golf Road and Meacham Road measuring 17 feet and 8 inches wide and 7.5 feet high.
   b. Duly Health and Care (1325 N. Meacham), or a subsequent business within the same tenant space, shall be allowed one additional monument sign measuring 8 feet wide and 5 feet high.
4. The following plans/exhibits shall be adopted as part of the governing ordinance:
   a. Sign Detail, prepared by Parvin-Clauss, dated October 14, 2025, received by the Community Development Department October 16, 2025.
   b. Landscape Plan, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
   c. Plant List, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
   d. Landscape Rendering, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
   e. Sign Detail, prepared by Sign Palace Inc., dated May 2, 2025, received by the Community Development Department October 28, 2025.

f. Sign Plan, prepared by Sign Palace Inc., dated May 5, 2025, received by the Community Development Department October 28, 2025.
g. Landscape Plan, prepared by Pamela Self Landscape Architecture, dated May 15, 2025, received by the Community Development Department October 28, 2025.

Pc: Petitioner





Subject Property

Z2511-02

WOODFIELD VILLAGE GREEN

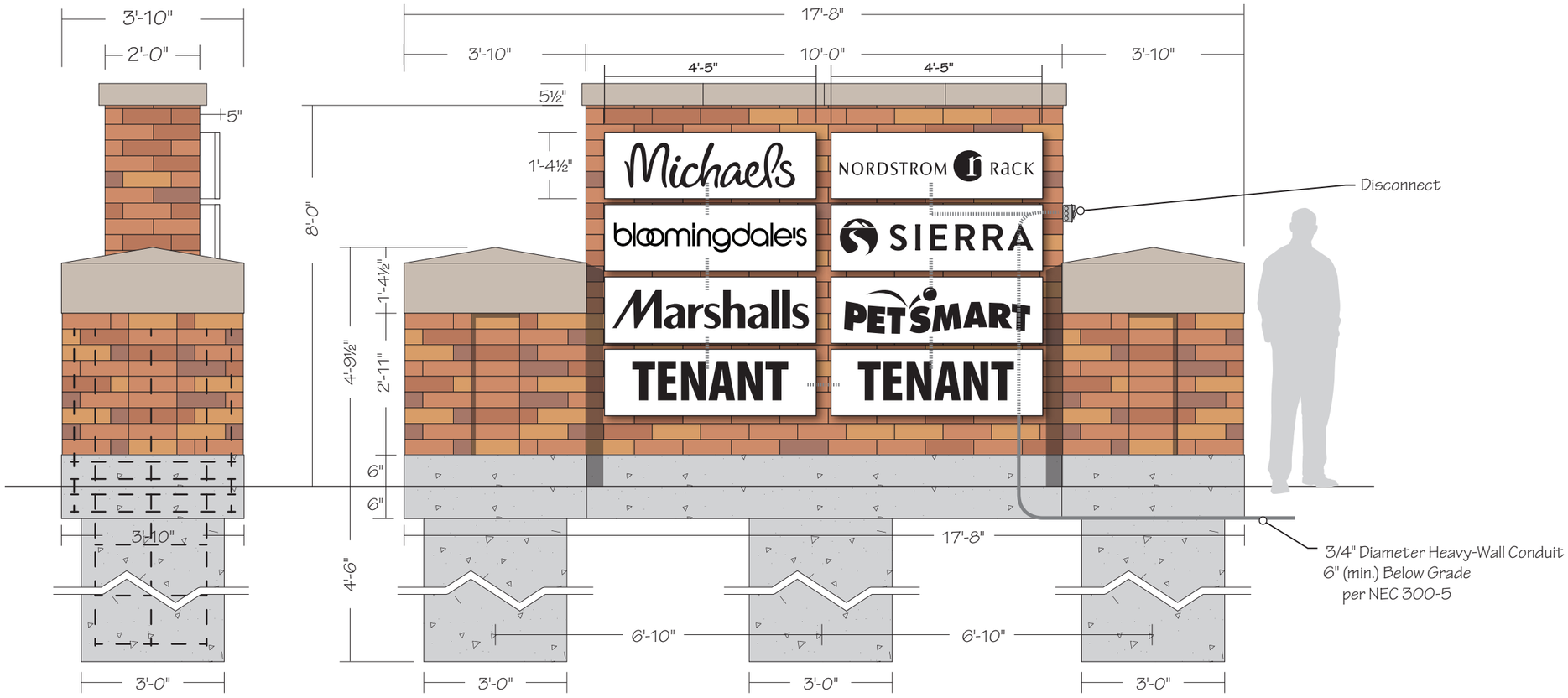
Amendment to Approved Shopping Center Signage Plan

0 190 380
Feet

VILLAGE OF SCHAUMBURG

1400-1572 E. Golf Road

Prepared By:
Village of Schaumburg
Community Development Department



(1) 8'-0" x 17'-8" Single Face Illuminated Monument Sign

Monument / Columns: CMU Block w/ Rebar & Grout Fill
- Face Brick to Match Other Signs

Cabinets: 5" Deep Fabricated Alum. Painted White
Faces: 0.125" thk. Alum. Painted White
Graphics: Routed & Backed w/ White Acrylic - 3M 3635-222 Black Perforated Vinyl
Illumination: White LEDs w/ 24V 60W 120/277V Power Supplies

Power: (1) 20Amp @ 120Volts Electrical Circuit Run to Site by Others

Mounting: (3) 3'-0" dia. x 4'-6" deep Reinforced Concrete Piers w/
3'-10" W x 17'-8" L x 12" D Reinforced Concrete Grade Beam



Simulated Night View



Parvin-Clauss
SIGN COMPANY
Design ▪ Fabrication ▪ Installation ▪ Maintenance
165TubewayDrive▪CarolStream▪Illinois60188
Tel/630-510-2020 ▪ Fax/630-510-2074
e-mail/signs@parvinclauss.com
www.parvinclauss.com

PROJECT:

BRIDGE33
Woodfield Village Green
1446 E. Golf Road
Schaumburg, IL 60173

CUSTOMER APPROVAL:

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE: Lisa Staszak / MF
DRAWN BY: Bill Marlow
DATE: 4.01.25
SCALE: 3/8" = 1'
SHEET NO.: 1 of 1
ESTIMATE / JOB NUMBER: 17140
FILE NAME: BRD17140

REVISIONS:

1 5.30.25
2 6.11.25
3 6.12.25
4 9.11.25
5 10.14.25
6
7
8

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.

Customer is responsible for bringing sufficient power to the location(s) of illuminated signage.

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Woodfield Village Green

Schaumburg, IL

June 2025

Conceptual Rendering - Plants are depicted at mature stage in peak season of bloom



Existing



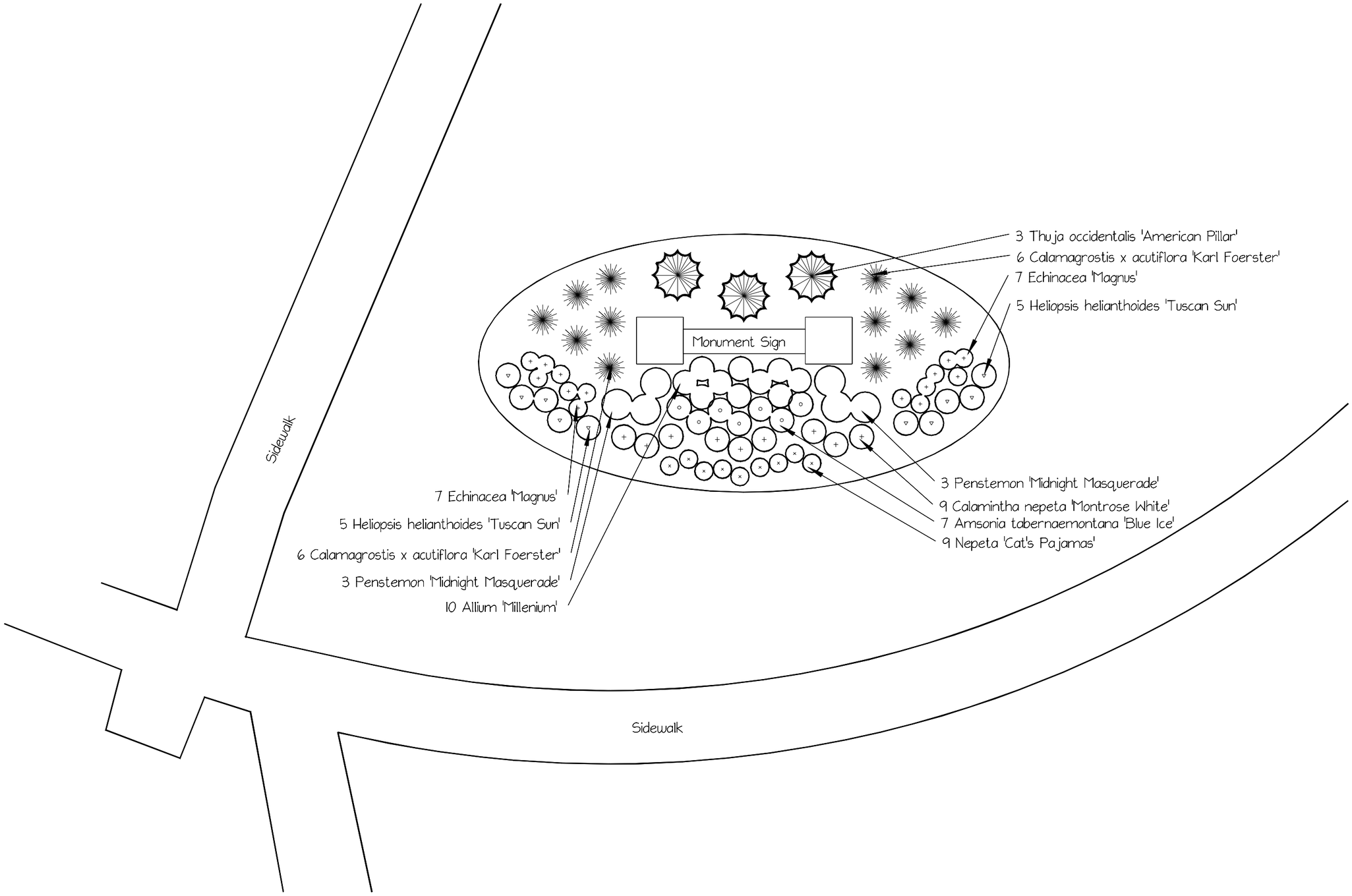
Potential

Landscape Design Suggestions

Option 2

American Pillar Arborvitae
Karl Foerster Grass
Midnight Masquerade Beardtongue
Millenium Allium
Blue Ice Amsonia
Montrose White Calamintha
Cat's Pajamas Catmint
Magnus Coneflower
Tuscan Sun False Sunflower

YELLOWSTONE LANDSCAP 615



YELLOWSTONE LANDSCAPE

LANDSCAPE ILLINOIS
THE STATEWIDE ASSOCIATION FOR LANDSCAPE PROFESSIONALS

No.	Date	Revision

Client :
Woodfield Village Green

Address :
1446 E. Golf Rd.
Schaumburg, IL 60173

Scale : 1" = 8'

Plan No. : Opt 2

Designer : S. Fahey
Editor :
Date : June 2025

Monument Option 2 plant catalog



Millenium Allium
Allium 'Millenium'



Blue Ice Blue Star
Amsonia tabernaemontana 'Blue Ice'



Feather Reed Grass
Calamagrostis x acutiflora 'Karl Foerster'



Calamint
Calamintha nepeta 'Montrose White'



Magnus Coneflower
Echinacea 'Magnus'



Tuscan Sun False Sunflower
Heliopsis helianthoides 'Tuscan Sun'

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Cat's Pajamas Catmint
Nepeta 'Cat's Pajamas'



Midnight Masquerade Beardtongue
Penstemon 'Midnight Masquerade'



American Arborvitae
Thuja occidentalis 'American Pillar'

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signpalace inc.

customer: - Duly Health and Care
location: 1325 N Meacham Rd, Schaumburg

work order #: Monument Sign
date: 5.2.2025
revision: 00

SIGN PROOF

description: internally illuminated monument sign
overall size: 8’-0” x 5’-0”
fabrication: aluminum cabinet with screwed on faces. routed aluminum with flush and 1/2” push through acrylic. cabinet painted white and navy. translucent vinyl applied to face of white acrylic.
illumination: UL listed white LEDs
power: TBD 120v VS 277v

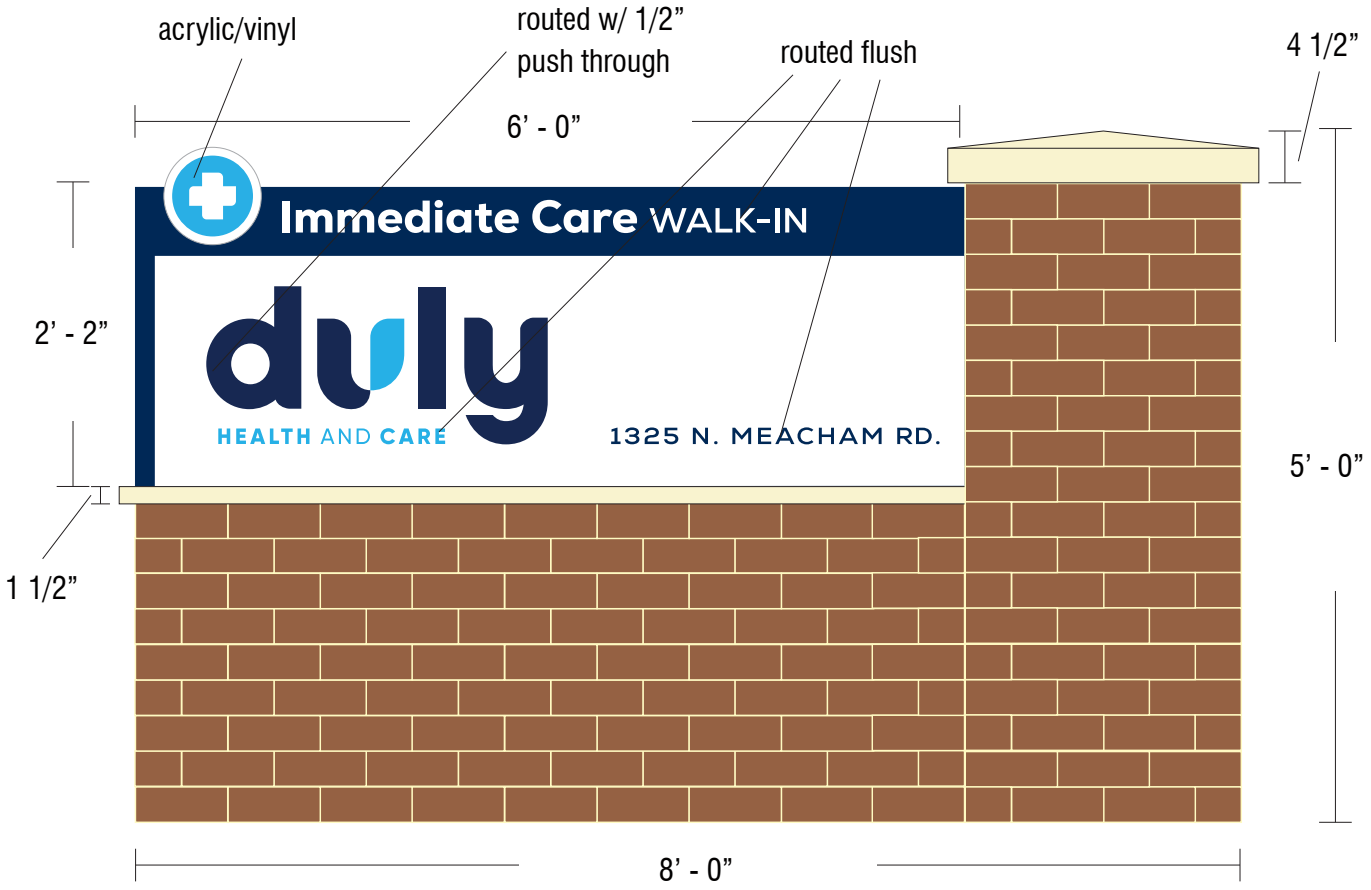
APPROVAL

X _____ Date
Customer Approval

X _____ Date
Landlord Approval

ARTWORK CHARGE INCLUDES 1 DRAWING AND 1 REVISION.
Any subsequent revisions will be billed at $75/hour.

847.640.1335 | signpalace.com
68 north lively blvd. elk grove village, IL 60007



D\- Duly Health and Care\Schaumburg\1325 N Meacham Rd\Exterior\Monument Sign April 2025

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signpalace inc.

customer: - Duly Health and Care
location: 1325 N Meacham Rd, Schaumburg

work order #: Electrical
date: 5.2.2025
revision: 00

SIGN PROOF

APPROVAL

X _____
Customer Approval Date

X _____
Landlord Approval Date

ARTWORK CHARGE INCLUDES 1 DRAWING AND 1 REVISION.
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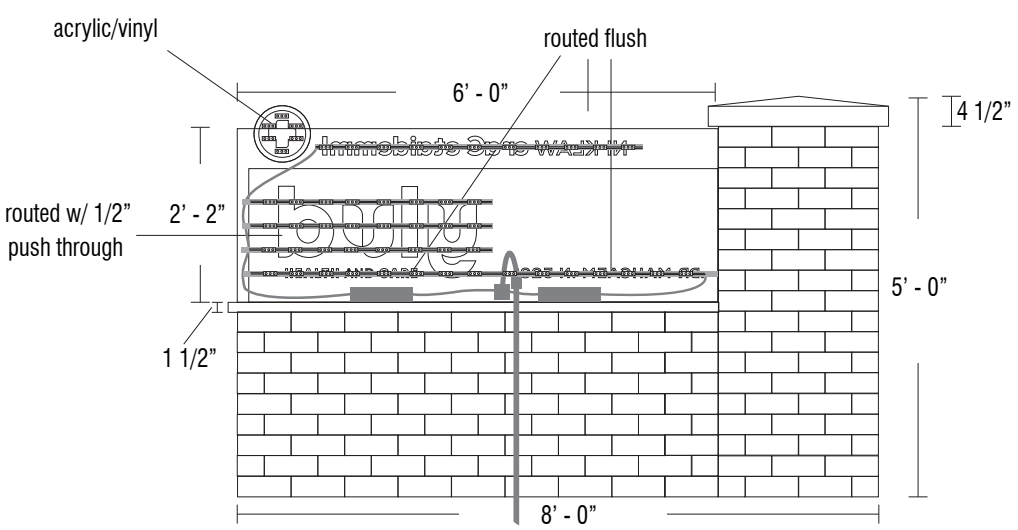

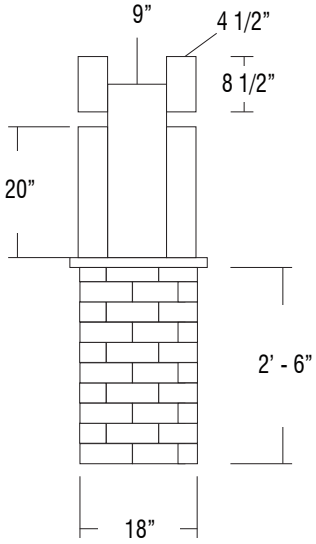

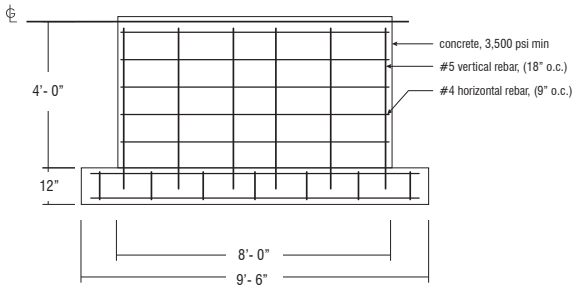

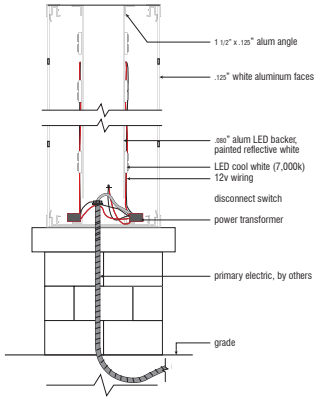

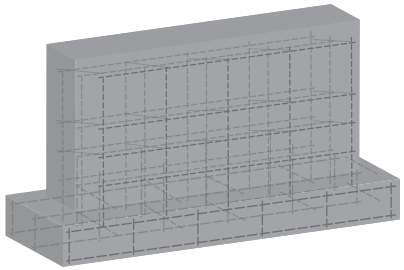

isometric view, foundation

D\- Duly Health and Care\Schaumburg\1325 N Meacham Rd\Exterior\Monument Sign April 2025

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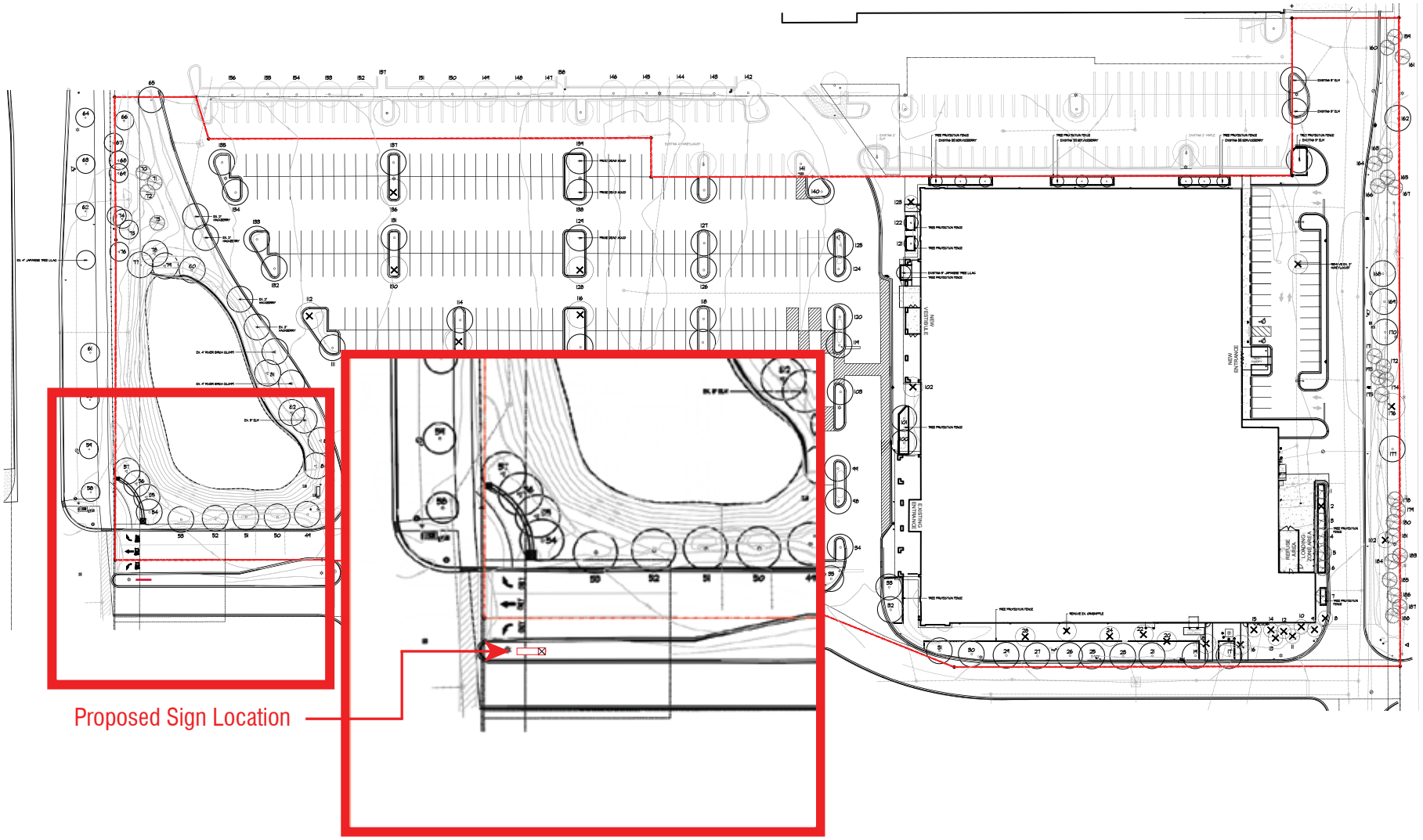

D\- Duly Health and Care\Schaumburg\1325 N Meacham Rd\Exterior\Monument Sign April 2025\ Site Plan

signpalace inc.

SIGN PROOF

Site Plan

customer: - Duly Health and Care
location: 1325 N Meacham Rd, Schaumburg
work order #: Site Plan
date: 5/5/25
revision: 04

APPROVAL

X _____ Date
Customer Approval

X _____ Date
Landlord Approval

ARTWORK CHARGE INCLUDES 1 DRAWING AND 1 REVISION.
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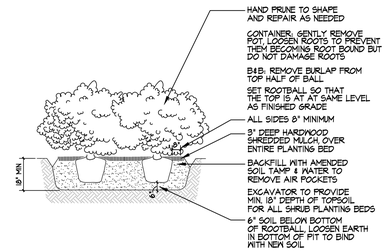
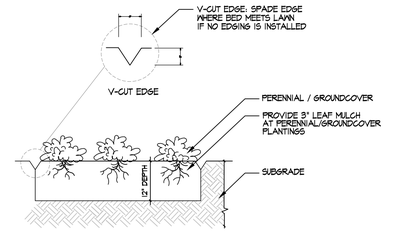
LANDSCAPE NOTES

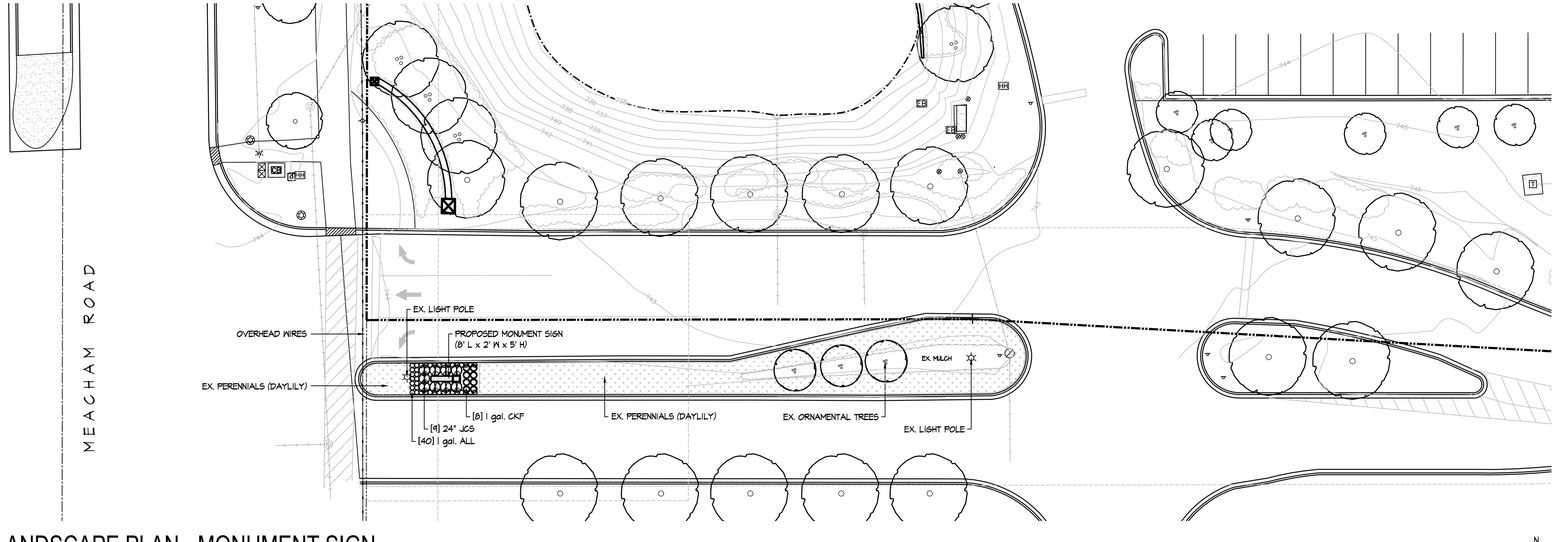
1. In general, contractor should become familiar with the site and with scope of work prior to the submission of bid proposal and should notify Landscape Architect (LA) and/or owner of any discrepancies between the drawings and existing site conditions.
2. Bid Proposal shall show unit prices and quantities for all items shown on this drawing.
3. Contractor shall follow and conform to the Village of Schaumburg, IL landscape and tree preservation codes.
4. Job site safety and means and methods of construction are the responsibility of the Contractor.
5. Contractor shall excavate and dispose of excavated materials off site.
6. Contractor shall be responsible for any damage to buildings or site as a result of executing the work which is part of this contract or additional work which may be added to this contract at a later date.
7. Site shall be kept clean at all times and shall be thoroughly cleaned at the end of each working day.
8. Driveways shall be unobstructed at all times and consideration for the neighboring properties maintained.
9. Determine and verify exact locations of all underground utilities in the field before work begins. Call JULIE 1-800-892-0123 (48 hours) before you dig, excluding Saturdays, Sundays, and holidays.
10. Plants and other materials are quantified and summarized for the convenience of the owner and jurisdictional agencies only. Confirm and install sufficient quantities to complete the work as drawn.
11. Landscape Architect not responsible for installation permits unless otherwise noted.
12. Determine subsoil conditions and subsurface drainage requirements of all plant material.
13. Removals. Contractor shall clear existing plant material and weeds as needed where new planting is provided per plan. New topsoil shall be provided and/or amended as needed to fine grade planting areas.
14. Topsoil. Any new topsoil shall be fertile, pulverized, friable, natural loam, surface soil, free of subsoil, clay lumps, brush, weeds, stones larger than 1" in any dimension and other extraneous or toxic matter harmful to plant growth. Soil shall have acidity range of pH 5-7, not less than 3% humus as determined by loss on ignition of moisture fee samples dried at 100 degrees centigrade, less than 60% of material passing VSS #100 sieve consists of clay by dried weights of material.
15. Amend Existing Soil. Amend existing soil in all planting beds. Amended soil shall be 25% mushroom compost and 75% existing soil. Rototill amendments into planting beds.
16. Plant Material. The Landscape Architect reserves the right to personally select any or all nursery stock prior to digging. All plant material shall bear the same relationship to the new grade as they bore to the previous (nursery) grade. Comply with sizing and grading standards of the latest edition 'American Standard for Nursery Stock'. All plants are subject to inspection by the Landscape Architect at the job site or nursery.
17. Plant Installation. Set plant material in the planting pit to proper grade and alignment. Set plants upright, plumb, and face to give the best appearance or relationship to each other or adjacent structure. Do not fill around trunks or stems. Do not use frozen or muddy mixture for backfilling. Supply a minimum of 12" of soil mix on all sides of rootballs for trees and shrubs unless otherwise noted. Plant groundcover and perennials and tamp down soil around pot so pot does not heave in frost. Water in before applying mulch. Do not cover foliage with mulch. Balled roots shall be protected from drying out and care taken to prevent the ball from freezing.
18. Mulch. Provide 3" loose measure of mulch throughout all planting areas excluding groundcover beds. Mulch to be 6 month old, well rotted, shredded, hardwood bark mulch, not larger than 4" in length and 1/2" in width, free of wood chips and sawdust.
19. Watering. LC to water installed plant materials for the entire first season.
20. Sod. Supply and install new bluegrass blend sod as shown on plan. Place sod on min. 4" depth rolled, fine graded, pulverized topsoil. Guarantee new sod for 30 days. Time delivery of sod so that sod will be placed within 24 hours after shipping. Protect sod against drying and breaking of rolled strips. If new sod is laid late in the Fall, the guarantee shall be extended into the Spring of the next growing season.
21. Repair Disturbed Areas. All disturbed areas shall be repaired and fine graded and topdressed with a minimum 4" depth, rolled, pulverized topsoil. All excess soil not used in repair of disturbed areas shall be removed from site. Sod all repaired areas.
22. Bed Edge. Spade edge where bed meets lawn if no edging is installed.
23. Upon completion of all landscape work, the LC shall notify the LA and owner for approval and acceptance. LC shall guarantee all work and plant material for a minimum of one year, after acceptance by the LA and owner, of completed landscape work.
24. The landscape installation shall be inspected and approved by the Village of Schaumburg prior to final acceptance of the project.



SHRUB PLANTING DETAIL



PERENNIAL PLANTING DETAIL



LANDSCAPE PLAN - MONUMENT SIGN

SCALE: 1"=20'-0"

0 10' 20' 30' 40' 60'

N

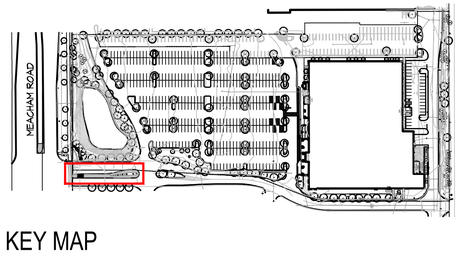
PLANT LIST

SHRUBS

KEY	QTY.	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
JCS	9	24"	Juniperus chinensis var. sargentii 'Viridis'	Green Sargent Juniper	Full branching to ground

PERENNIALS AND ORNAMENTAL GRASSES

KEY	QTY.	SIZE	BOTANICAL NAME	COMMON NAME	REMARKS
ALL	40	1 gal.	Allium 'Millenium'	Millenium Ornamental Onion	Container
CKF	8	1 gal.	Calamagrostis acutiflora 'Karl Foerster'	Feather Reed Grass	Container



KEY MAP

NO SCALE

N

duly HEALTH AND CARE

LANDSCAPE ARCHITECTURE
pamelaself
11 W College Drive - Unit A
Arlington Heights, Illinois 60004
847.438.4922
www.pamelaself.com

LICENSED LANDSCAPE ARCHITECT
PAMELA K. SELF
157-000683
STATE OF ILLINOIS
EXP. 08.31.25

ECKENHOFF SAUNDERS
One Prudential Plaza
130 East Randolph Suite 1850
Chicago IL 60601
312.786.1204 esadesign.com

Duly Health and Care

1325 N Meacham Road
Scahumburg, Illinois

Date Revision

05.15.25

Landscape Plan

Sheet

L-1.0

© 2025 Pamela Self Landscape Architects, 622

Development Review Application

DEVR-25-67

Submitted On: Oct 6, 2025

Applicant

Jenn Mathis
630-640-0477
@ jenn.mathis@bridge33capital.com

Primary Location

1446 E ALGONQUIN RD
Schaumburg, IL 60173

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Monica Richart

Z2511-02 / WOODFIELD VILLAGE GREEN / 1400-1572 E. Golf Road / Amendment to Approved Shopping Center Signage Plan

Applicant Information

Is Applicant the Property Owner?

Yes

Relationship of Applicant to Property

Owner

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Commercial

PIN Number

17-12-401-004

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

--

Parking Variation

--

Landscape Variation

--

Setback Variation

--

Shopping Center Signage Plan Approval / Amendment

true

Site Plan Approval New Building < 20,000 Sq. Ft.

--

Site Plan Approval New Building > 20,000 Sq. Ft.

--

Rezoning

--

Special Use - Commercial

--

-

-

Site Plan Amendment

--

Plat of Easment

--

Plat of Vacation

--

Plat of Subdivision

--

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

--

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

--

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

--

Brief description of the request

We are adding a interior directional sign and monument sign

Project Staff

Applicants Signature

Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:37pm.

ROLL CALL

Members Present:	Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar
Member(s) Absent:	James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:	Julie Fitzgerald Director of Community Development	Parth Joshi Planning Manager	Todd Wenger Senior Planner
Sworn in for testimony:	Monica Richart Sustainability Planner	Jenn Mathis Bridge 33 Capital 626 W. Jackson Blvd Suite 420 Chicago, IL	Michelle Forys Parvin-Clauss Sign 165 Tubeway Drive Carol Stream, IL
	Peter Ziarno 3010 Highland Pkwy Downers Grove, IL		

Ms. Jenn Mathis, Petitioner, stated that they would like to amend the previously approved signage plan for Woodfield Village Green Shopping Center. The plan currently has a limitation on the number of monument signs that are available. Two additional signs are being requested, one for Duly and one for Bridge 33 Capital. Mr. Peter Ziarno, representing Duly Health and Care, is requesting a monument sign along Remington and Meacham Roads to provide wayfinding for their patients.

Ms. Monica Richart stated that Woodfield Village Green has an existing signage plan which is something the Village provides for shopping centers over 500,000 square feet. It provides some flexibility for additional signage beyond what is normally allowed in the code. They are requesting to modify it to allow 2 additional monument signs--- one at the corner of Meacham and Golf Roads for the general tenant sign for the shopping center. The other one is for Duly at the Remington and Meacham Roads entrance. The signs are designed to be compatible with the existing signs in the shopping center, which are brick and have column features. There will be landscaping around the sign to screen the base. Because of where this is located and that there are different overlay districts, some consideration has been given to the design of the letters and cohesiveness of the color palate. The sign has black lettering on a white background, and the illumination is limited just to the letters on the sign and it will only be white illumination. The Duly sign will be slightly smaller at 5' high, 8' wide and will be located on the median at the entrance way. It will also have a very simple design and logo on a white background and will be compatible with the existing signage. Ms. Richart said that the requests are in line with the Woodfield Regional Center Design Guidelines and with the Golf Road Corridor, as well as the Comprehensive Plan. They comply will all

Village code requirements and are complimentary to the architecture of the shopping center. Staff is recommending approval.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Morreale stated that he frequents the Golf and Meacham Roads several times per week and feels it is a great idea. He added that this needed to happen sooner than later.

Mr. Mytych had no questions

Mr. Szurgot stated that the Duly sign looks off-centered and asked if it's a free-standing brick wall to the right. Mr. Ziarno said, yes, and added that it will be recessed a bit from the brick wall. Mr. Szurgot asked why they put it to the left. Mr. Ziarno said it's part of the design that their marketing team put together and it needed to include the address to provide visibility and wayfinding.

Ms. Errera stated that it shows 8 names of tenants but on the second one it shows Tenants 1 – 4. Ms. Forys said it was just to show the design for the landscaping. They had to modify the other sign. Ms. Errera added that the proposed landscaping looks beautiful and will make a big difference.

Mr. Bhagwaker stated that it looks good.

Chairman Raimondi stated that it will serve a good purpose.

PUBLIC HEARING CLOSED
Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Errera made a motion, seconded by Mr. Mytych, to recommend approval of an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green located at 1400-1572 E. Golf Road, Case No. Z2511-02 subject to the following conditions:

1. All terms and conditions of Ordinance No. 15-103 and enabling ordinances not specifically revised herein are hereby reaffirmed by reference.
2. A sign permit will be required for installation of the signs.
3. The following conditions shall apply to the Woodfield Village Green Signage Plan:
   a. Woodfield Village Green shall be allowed an additional monument sign on the corner of Golf Road and Meacham Road measuring 17 feet and 8 inches wide and 7.5 feet high.
   b. Duly Health and Care (1325 N. Meacham), or a subsequent business within the same tenant space, shall be allowed one additional monument sign measuring 8 feet wide and 5 feet high.
4. The following plans/exhibits shall be adopted as part of the governing ordinance:
   a. Sign Detail, prepared by Parvin-Clauss, dated October 14, 2025, received by the Community Development Department October 16, 2025.

b. Landscape Plan, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
c. Plant List, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
d. Landscape Rendering, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.
e. Sign Detail, prepared by Sign Palace Inc., dated May 2, 2025, received by the Community Development Department October 28, 2025.
f. Sign Plan, prepared by Sign Palace Inc., dated May 5, 2025, received by the Community Development Department October 28, 2025.
g. Landscape Plan, prepared by Pamela Self Landscape Architecture, dated May 15, 2025, received by the Community Development Department October 28, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 7:46pm.

_____
Monica Richart, Sustainability Planner
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

_____
Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment / 2014 N. Meacham Road
01/13/26
Village Board

Presenter: Parth Joshi, AICP, Planning Manager
Lead Department: Community Development

Executive Summary:

Case Title
Z2503-03 / Loeber Farm Redevelopment / 2014 N. Meacham Road / Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

Hearing Date
December 10, 2025

Summary
The petitioner requests Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezoning from R-4 (Single Family Residential) to R-6 PUD (Residential Planned Unit Development), Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variation, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variations and Building Height Credit for the property located at 2014 N. Meacham Road.

Recommended Action:

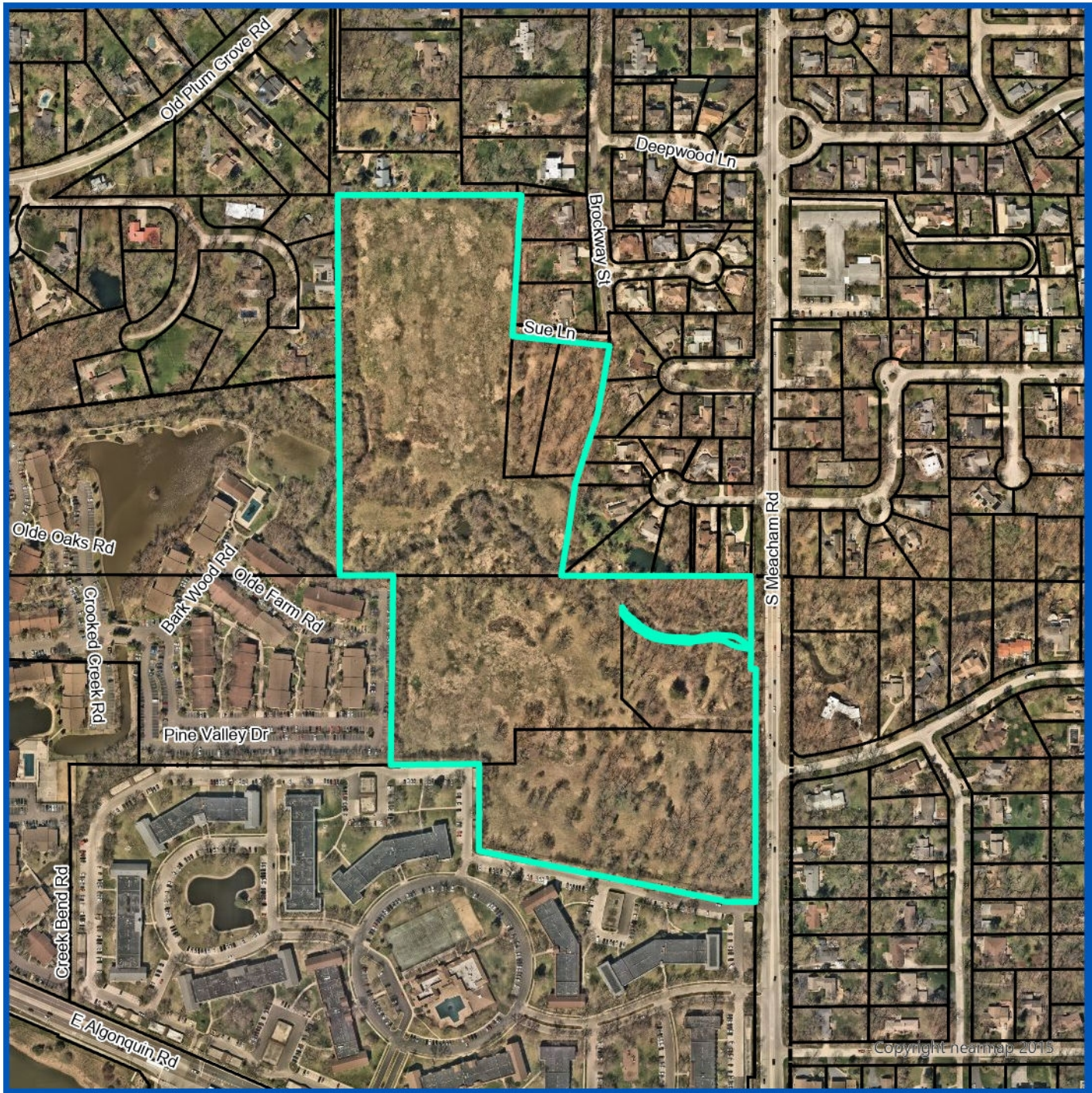
Staff Recommendation
Recommending Approval

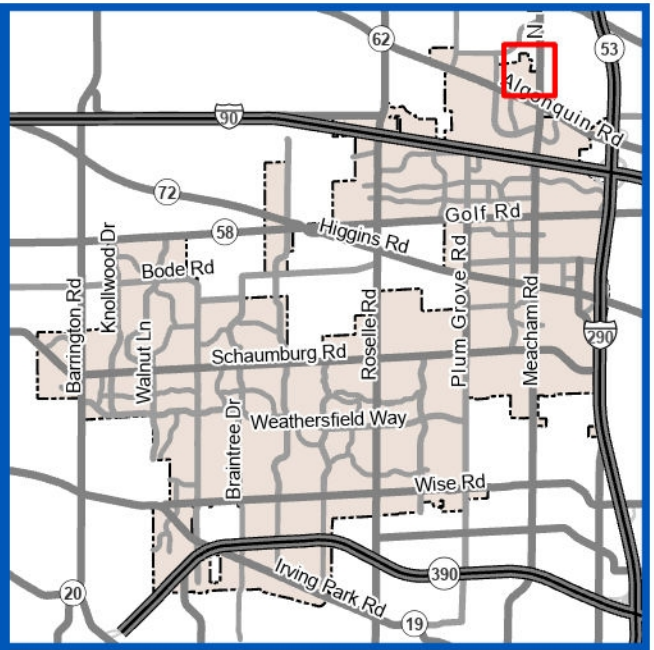
Vote
6 – 0 with three member(s) absent

If the Village Board concurs with the Zoning Board of Appeals' recommendation, they should approve the request as presented.

ATTACHMENTS:

- Location Map.pdf
- Project Narrative
- PUD Building Height Credit Narrative
- Variance Justifications.pdf
- Plat of Survey
- Final Plat of Subdivision
- Engineering Plans
- Offsite Civil Drawings
- Stormwater Report.pdf
- Fire Truck Route Exhibit
- Landscape Plan
- Z2503-03 Loeber Application.pdf
- Topo Work Map
- Street Lighting Plan
- Lift Station Elevation Colors
- Lot Exhibit
- Plat of Vacation
- Conspan Bridge Details
- Architectural Plans
- Renderings
- Maintenance Responsibilities Exhibit
- Traffic Study CMAP Projections
- Traffic Study
- Market Study
- Floodplain - Aerial Site Plan_2025-12-10.pdf
- Floodplain - Woodcliff Court_2025-12-10.pdf
- Nitti Memo regarding public document received.pdf
- V3 - Email reponse to Public Letter received.pdf
- FINAL_Z2503-03 - Loeber_Farm_ Staff_Report.docx
- FINAL Minutes Z2503-03 Loeber Farm 12-10-25.pdf





Subject Property

Z2503-03

Loeber Farms

Site Plan Approval, Special Use For A PUD, Special Use to Construction In The Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

0 280 560
Feet

VILLAGE OF SCHAUMBURG

2014 N. Meacham Road

Prepared By:
Village of Schaumburg
Community Development Department

Loeber Farms Project Narrative

Nitti Group, LLC is planning to develop 122 residential homes/units and related improvements on the 32.81-acre Loeber Farm property, located on S. Meacham Road in the Village of Schaumburg. This Proposed Development Property, currently vacant and comprising six parcels, is situated north of the International Village Apartments, east of The Treehouse of Schaumburg Luxury Apartments, and south and west of residential dwellings in the Village of Rolling Meadows.

The development will be divided into North and South Phases, separated by Salt Creek. The Proposed Development will be a for-sale, owner-occupied residential community.

South Phase Product Offerings and Features:

1. **Rowhomes**:
    - Three-story homes with rear-load two-car garages.
    - Features include front porches, outdoor terraces, and proximity to walking paths and outdoor amenities.
    - Available configurations:
        - **RH 3A**: Three bedrooms with a study, 2.5 bathrooms, 1,937 sq. ft. of livable space, two-car attached garage, rear yard access with patio or deck.
        - **RH 3B**: Three bedrooms, 3.5 bathrooms, 1,851 sq. ft. of livable space, two-car attached garage, rear yard access with patio or deck.
        - **RH 2A**: Two bedrooms with a study, 2.5 bathrooms, 1,604 sq. ft. of livable space, two-car attached garage, rear yard access with patio or deck.
2. **Townhomes**:
    - Two-story homes with rear yards.
    - Available configurations:
        - **Three Bedroom Main Bedroom Down**: 2.5 bathrooms, 2,270 sq. ft. of livable space, two-car garage.
        - **Two Bedroom plus Loft**: 3.5 bathrooms, 1,951 sq. ft. of livable space, two-car garage.
        - **Two Bedroom plus Loft**: 3.5 bathrooms, 2,111 sq. ft. of livable space, two-car garage.
3. **Village Homes**:
    - Single-family homes situated on 45’ x 104’ lots.
    - Available in three or four-bedroom configurations, starting at 2,834 sq. ft. with structural options.

All layouts have been meticulously designed to accommodate a variety of living conditions and appeal to a diverse range of household types and homebuyers. The South Phase also features outdoor amenities nestled among lush landscaping and ample walking paths. Additionally, a pocket park with seating, open space, and landscape screening is situated between the rowhomes and townhomes, providing a serene and inviting environment for residents.

North Phase Product Offerings and Features:

North Phase will feature 30 single-family homes situated on a minimum of 60’ x 120’ lots. Home offerings will include plans such as the Atcher, Crestone, Doherty, Lancer, Morgan, Prairie, Sunset, Windemere, and Olympic. These home plans range from ranch-style homes starting at 2,129 sq. ft. to five-bedroom homes at 3,528 sq. ft. Additionally, home buyers will have the option to choose from various structural features to customize their homes to their preferences.

This phase will also include a bridge crossing over Salt Creek, two pocket parks—one featuring a 'Tot-lot' and another approximately 0.2-acre park designed for resident gatherings and seating. All parks, open spaces, walking paths, and recreational areas will be available for use by all Loeber Farms residents, fostering a sense of community and providing ample opportunities for outdoor activities and social interaction.

Maintenance and Management:

The parks and open spaces within the Loeber Farms development will be maintained through a combination of homeowner association (HOA) management and professional landscaping services. The HOA will be responsible for overseeing the upkeep of common areas, ensuring that the parks, walking paths, and recreational facilities remain clean, safe, and well-maintained. This includes regular landscaping, trash removal, and maintenance of any amenities such as playground equipment and seating areas.

Additionally, the HOA may contract with professional landscaping companies to provide specialized care for the green spaces, ensuring that the landscaping remains lush and attractive throughout the year. This approach helps to maintain the aesthetic appeal and functionality of the parks, contributing to a pleasant living environment for all residents.

Project Timeline:

The first phase of the Loeber Farms development is expected to be available for sale shortly after receiving Village approval. Given the current timeline, we anticipate that the initial homes will be on the market within a few months following the approval process. The market study conducted by Tracy Cross indicates strong demand for all product types, so we expect a swift sellout within 18 months of the first release and a total project timeline of 30 months.

In conclusion, the Loeber Farms development by Nitti Group, LLC promises to bring a diverse range of high-quality housing options to the Village of Schaumburg, enhancing the community with thoughtfully designed homes and abundant open spaces. With meticulous planning and commitment to preserving natural resources, this project will provide a vibrant, owner-occupied residential community that caters to various household types and preferences. We are excited to begin this transformative project and look forward to collaborating closely with the Village to bring this vision to life, ensuring a thriving and connected community for all residents.

Comment 5. As proposed, a credit to increase building height of the rowhomes from 35' to 42'6" is requested. As such, the Planned Unit Development should meet general design standards and conform to the village's Comprehensive Plan. Staff is supportive of a building height credit provided the site layout and landscape requirements are met, and the project meets the general design standards in the code. Provide a written summary of how the development conforms to the PUD General Design Standards Section 154.107(F)(1-9) and Comprehensive Plan.

(1) Planning Goals: The PUD is compatible with the planning goals of the village as contained in the various elements of the comprehensive plan and related policy resolutions.

The Loeber Farm community supports the Vision and Goals in Chapter 2 of the Comprehensive Plan, which says *"to Provide a diverse range of quality housing options that allow the village to retain and attract residents that contribute to the local economy."* The Loeber Farm Community is the type of product that will attract this type of resident through its product offerings, amenity package and distinct designs.

As stated in An Analysis of the Market Potential For Residential Development *by* Tracy Cross & Associates, Inc., *"The overall lack of (particular) quality new ownership alternatives through the market area lends support to the proposed Residences at Loeber Farm initiative which is expected to appeal across multiple consumer segments ranging from younger professional singles and childless couples to more mature cohorts".*

The proposed development also meets goal objectives as listed in The Comprehensive Plan Chapter 5 Housing and Residential Areas;

Objectives

- ✓ *Promote housing diversity through zoning amendments.*
- ✓ *Support multi-family restoration and redevelopment to increase regional competitiveness.*
- ✓ *Identify opportunities for mixed-use and infill housing.*

(2) Open Space: The PUD is sensitive to the natural environment through the preservation and incorporation of open space, natural landforms and native plantings.

Of the 33 acres the proposed development is situated on, 8.44 (or 20%) is open space. The open space includes multiple common areas, a tot lot, open area at

Pocket Park , the Salt Creek crossing, multiple detention areas and native landscaping areas.

One of the design goals was to create a site with an open, tranquil setting full of architectural detail. A site that will make someone want to walk the site to enjoy the land, amenities, and buildings.

The topography of the natural landform is a design focus of the site. The buildings, amenities and landscaping have been designed to take full advantage of these interesting aspects of the property. The Salt Creek crossing is another natural landform which will be enhanced, improved and a design element of the site.

Approximately six acres of the 'open space' will remain undisturbed naturalized areas. The areas will remain mostly untouched with some cleanup of the natural elements.

(3) Amenities: The PUD provides exceptional site amenities, such as recreational facilities, gardens, plazas, public art, site furnishings, decorative lighting, and signage.

The project amenities include two Pocket Parks and one Tot-Lot open space, multiple outdoor spaces and an abundance of walking paths for the residents to enjoy.

All amenities are open and available for use by all residents of the community. All amenities' features and accessories will be high in quality, on-trend and well-maintained.

(4) Landscaping: The PUD provides superior ornamental landscaping, screening plantings and/or native plantings.

The Landscape and site design is by Gary R. Weber Associates, Inc. The development team has worked with GRWA on multiple past projects. This site blends existing naturalized areas and native landscaping with lush landscaping around buildings and amenities.

The parkway tree-lined main road will include various species of Elm, Linden and Maple trees as you travel through the community.

Various species of shade, ornamental and evergreen trees are to be planted. The new trees will grow alongside the many preserved existing trees throughout the site.

The abundance of landscaping is evident in the detailed landing plan included in this submittal.

(5) Architecture: The PUD offers high quality architecture with respect to the design, material selection or fenestration of its buildings. All PUD structures shall be compatible with surrounding buildings and harmonious with the character of the existing neighborhood.

The height increase credit is due to the residential architectural roof design of the rowhome buildings. We wanted a product that would stand out from the urban feeling, flat roof style of other newer options available in the marketplace. This style also acts as a perfect transition from the multifamily south and west, to the residential east and north of the project site.

The use of a hip and gable roof and exterior soffits is used in all building types mimics the character of the surrounding areas. The exterior material selections are like those used in the surrounding neighborhood (brick, stone, siding, shingle roofing).

The Rowhomes allow for a large front elevation full of architectural detail. The creative use of different siding styles mixed with metal roofing and trim details create a modern Nantucket look. The porch and terrace are a generous size and designed to be functional for everyday use.

(6) Energy Efficiency: The PUD allows for energy efficient building and site design and encourages the incorporation of green building technologies.

The units will be built to the most current energy codes. Which, in and of itself, is superior to the current marketplace offerings. Developers' product selections, such as high efficient HVAC systems, tankless water heaters and energy star appliances are included in the project specifications. High quality construction material such as Low-E glass windows and state of the art insulation packages is also included in these high-quality homes.

(7) Stormwater Management: The PUD includes contemporary techniques for the conveyance, storage and release of stormwater as well as implementing water quality best management practices.

The stormwater management proposed for the Loeber Farm development will use storm sewer within parking and drive areas to convey stormwater to a stormwater basin prior to discharging to Salt Creek. Each stormwater basin is being designed as a dual-purpose basin which will provide detention volume and volume control by allowing for infiltration and water quality. The stormwater basins will have

shallow standing water with native plantings along the bottom and side slopes. The native plantings have deep root sections which promote infiltration, provide transpiration, and help filter the runoff. Each basin will have a conventional restrictor to regulate the release rate, but an underdrain will be installed around the perimeter of the basins to allow for slow release of the basin.

(8) Historic Sites: The PUD provides for the preservation of any existing historic buildings, structures, sites or neighborhoods within its boundaries.

The property is vacant and does not include any existing buildings, structures, site or neighborhoods within its boundaries.

(9) Traffic Design: The PUD includes traffic design appropriate to the development which includes a separation of vehicular, pedestrian/bicycle traffic circulation systems which are sensitive to safety, convenience, and aesthetics. The PUD shall anticipate increases in traffic and parking demand while providing solutions to mitigate their effects on the surrounding areas.

The traffic study incorporated the increase in traffic because of the development as well as background regional growth and the traffic to be generated by the approved Veridian development. Based on these projections and the results of the analyses, the development will widen Meacham Road.

With regards to increases in parking demand, the development has anticipated this by providing 347 total parking spaces which exceeds the the Village of Schaumburg requirements**.**

Using garage, driveway, and street parking, residents and guests will enjoy ample parking that has been strategically laid out through the site.

NITTI
GROUP

Loeber Farms Variations Request and Justification:

1. **Applicants seek a variance for single-family homes on the North Phase so that (1) the minimum lot width is reduced from 70' to 60' and (2) so that the minimum lot area is reduced from 10,000 sq. ft to 8,100 sq. ft.**

2. **Applicants seek a variance for single-family homes (Village Homes) on the South so that (1) the minimum lot width is reduced from 70' to 45' and (2) so that the minimum lot area is reduced from 10,000 sq. ft to 4,680 sq. ft.**

The applicant seeks variances for single-family homes in both phases of their development. For the North Phase, they request a reduction in minimum lot width from 70 feet to 60 feet and a reduction in minimum lot area from 10,000 square feet to 8,100 square feet. For the South Phase, they seek to reduce the minimum lot width from 70 feet to 45 feet and the minimum lot area from 10,000 square feet to 4,680 square feet. These variances are necessary due to practical difficulties in adhering to the strict requirements of the Zoning Ordinance.

The proposed variances are designed to maximize the site's potential by creating open spaces and outlots, including a Tot Lot and community space. This plan aligns with the Village's goals of enhancing recreational opportunities and improving connectivity within the subdivision. Promoting a cohesive and accessible community layout. These efforts support the Village's overall guiding principles for land use planning.

Preserving open space and natural resources is a priority for the Village. The applicants' plan includes green open spaces, wetlands, streams, and detention areas that serve important environmental functions such as flood protection and water storage. By creating several attractive green open space areas throughout the property, the applicants aim to meet the Village's goals while addressing the practical difficulties of adhering to the lot width and area requirements.

The current R-4 zoning of the site has been deemed unfeasible by multiple developers. The Village's Comprehensive Plan identifies the property as best suited for single-family residential development and emphasizes the importance of providing diverse housing options to retain and attract residents. The proposed variances will allow the development of attractive housing that meets market demand, offering smaller homes on smaller lots at attainable price points. This approach supports the Village's goal of retaining existing residents, attracting new ones, and enhancing the overall area with open spaces and connectivity.

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3. **Variance Request for Residential Structure Height**

Applicant seeks a variance from the requirement that no residential structure exceed 28 feet in height, proposing a maximum height of 35 feet.

Justification: One of the Village's overarching planning goals is to provide a diverse range of quality housing to retain current residents and attract new ones. Allowing a maximum height of 35 feet will help achieve this goal by enabling the Applicant to employ modern construction techniques for distinctive housing. This includes the construction of homes with higher ceilings, a feature that is particularly attractive to buyers looking to move to or stay in the Village in a new home.

Furthermore, the additional height allows for steeper pitched roofs, which can incorporate various architectural styles and details, providing greater variation from house to house. Such varied architectural details would not be achievable with a 28-foot height limit. This variance will enhance the aesthetic appeal and marketability of the homes, contributing to the Village's objective of offering diverse and high-quality housing options.

A 35-foot maximum height for the row homes allows for the creation of more sophisticated, gable-style roofs, which are aesthetically pleasing and distinct from the current offerings in Schaumburg.

4. **Variance Request for Lot Coverage**

Applicant seeks a variance to allow for up to 39% lot coverage for ranch homes and first floor main bedroom homes.

Justification: One of the Village's overarching planning goals is to provide a diverse range of quality housing to retain current residents and attract new ones. Allowing lot coverage up to a maximum of 39% of the total area of the lot will help achieve this goal by enabling the Applicant to offer varied styles of housing and thereby satisfy market demand. Making these one-story plans available will help entice current downsizing residents to stay in the Village and attract new residents looking to downsize.

One of our core offerings is the ability for homebuyers to choose from many structural options. Examples include the addition of a sunroom, expanded garage, or family room extension. The additional lot coverage allows homebuyers the flexibility to make these selections.

To make the homes attractive to potential buyers at a price point that makes the development feasible, an additional lot coverage is needed to provide more living space and a modern layout.

Open space and natural resource preservation are important goals for the Village. Not creating larger lots that would otherwise be required for additional lot coverage facilitates the Applicant's ability to set aside several attractive open space areas dispersed throughout the property. As described above, there will be wetland vegetation habitats, aesthetically pleasing detention ponds, a developed neighborhood playground, and several undeveloped open space areas for recreation. Additionally, Salt Creek bisects the property and will be protected as open space.

NITTI
GROUP

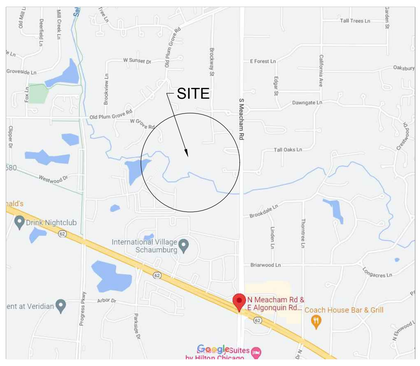
5. **Applicant seeks a variance to allow for a Base Floor Area Ratio (FAR) of .55 FAR for Village Homes. Increase in baseline minimum from 32% to 37%. Increase in maximum from 40% to 48% for the single family homes on the north phase.**

The applicant is seeking a variance to allow for a base Floor Area Ratio (FAR) of 0.55 for Village Homes due to practical difficulties in adhering to the current zoning ordinance. This variance is considered beneficial from the Village's perspective as it aligns with the general purposes and intent of the Zoning Ordinance. The applicant meets the Standards for Variations outlined in §154.45(B) of the Zoning Ordinance.

Granting a higher maximum FAR would make smaller lots feasible, enabling the creation of abundant open spaces within the development. This includes natural vegetation areas, aesthetically pleasing detention ponds, a neighborhood playground, several recreational open spaces, and a creek that bisects the property. These green spaces would enhance the overall appeal and functionality of the development.

Additionally, the variance would allow homebuyers to choose from various structural options and elevations, such as adding a sunroom, expanding the garage, or extending the family room. This flexibility in lot coverage would help meet market demand and encourage diverse architectural features and options. By allowing a base FAR of up to 0.55, the applicant aims to offer a range of quality housing options, retain current residents, and attract new ones, while promoting distinctive housing designs.

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
Loeber Farm, Schaumburg, IL



VICINITY MAP
NOT TO SCALE

AREA

1,425,554 SQ. FT.
32.7262 ACRES

PARKING STALLS

NO PAINTED PARKING STALLS

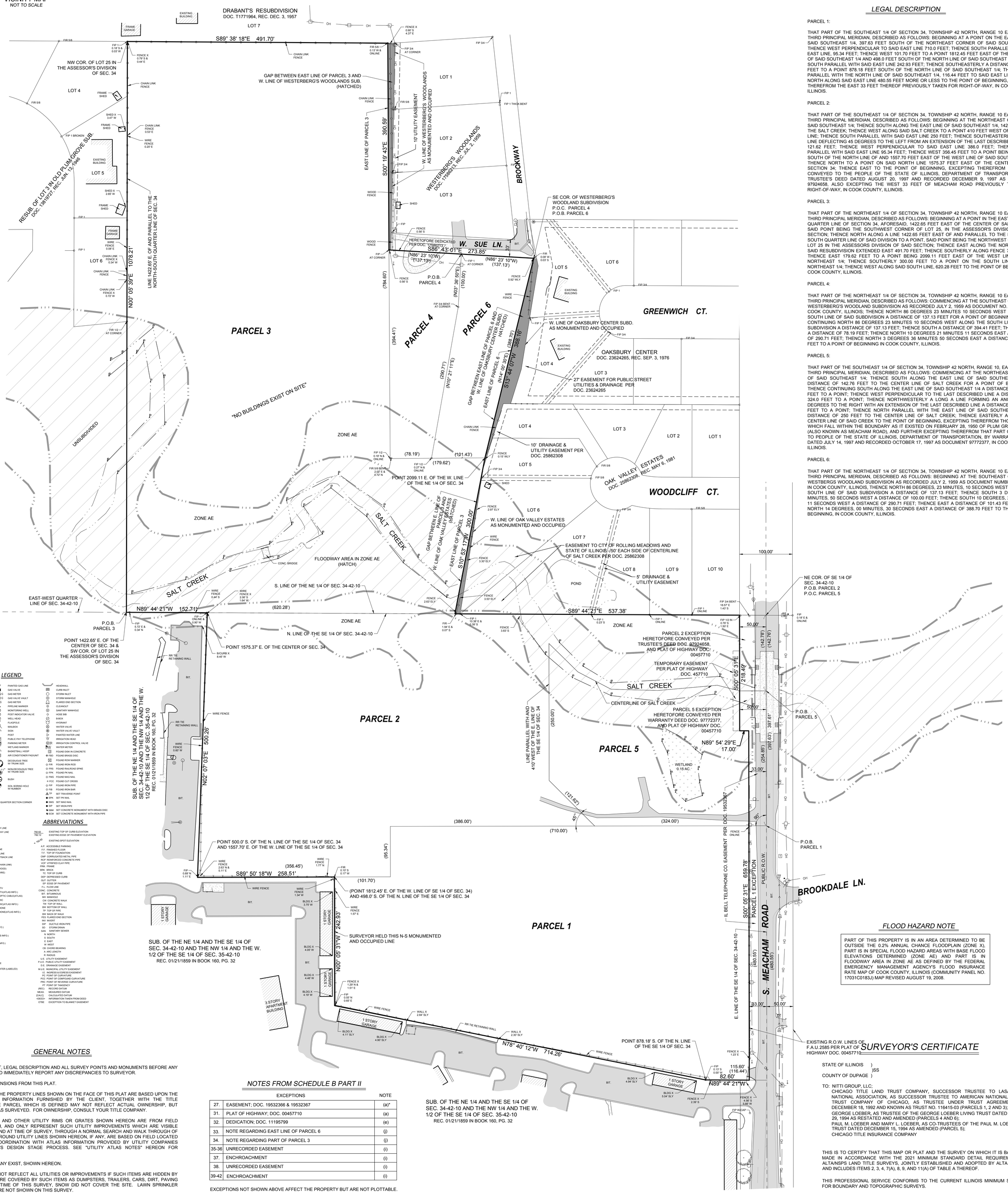
GRAPHIC SCALE

60' 0 30' 60' 120' 240'
1" = 60'

STATE PLANE MERIDIAN

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 42°04'24.68801 N
LONGITUDE: 88°02'49.98311 W
ELLIPSOIDAL HEIGHT: 621.998 SFT
GROUND SCALE FACTOR: 1.0000477851 GEOID 18
ALL MEASUREMENTS ARE ON THE GROUND.



LEGAL DESCRIPTION

PARCEL 1:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST 1/4, 397.63 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE WEST PERPENDICULAR TO SAID EAST LINE 710.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 95.34 FEET; THENCE WEST 101.70 FEET TO A POINT 1812.45 FEET EAST OF THE WEST LINE OF SAID SOUTHEAST 1/4 AND 498.0 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST 1/4; THENCE SOUTH PARALLEL WITH SAID EAST LINE 242.93 FEET; THENCE SOUTHEASTERLY A DISTANCE OF 714.26 FEET TO A POINT 878.18 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST 1/4; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST 1/4, 116.44 FEET TO SAID EAST LINE; THENCE NORTH ALONG SAID EAST LINE 480.55 FEET MORE OR LESS TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THE EAST 33 FEET THEREOF PREVIOUSLY TAKEN FOR RIGHT-OF-WAY, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, 142.78 FEET TO THE SALT CREEK; THENCE WEST ALONG SAID SALT CREEK TO A POINT 410 FEET WEST OF SAID EAST LINE; THENCE SOUTH PARALLEL WITH SAID EAST LINE 250 FEET; THENCE SOUTHEASTERLY ALONG A LINE DEFLECTING 45 DEGREES TO THE LEFT FROM AN EXTENSION OF THE LAST DESCRIBED COURSE, 121.62 FEET; THENCE WEST PERPENDICULAR TO SAID EAST LINE 386.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE 95.34 FEET; THENCE WEST 356.45 FEET TO A POINT BEING 500 FEET SOUTH OF THE NORTH LINE OF AND 1557.70 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE NORTH TO A POINT ON SAID NORTH LINE 1575.37 FEET EAST OF THE CENTER OF SAID SECTION 34; THENCE EAST TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY TRUSTEE'S DEED DATED AUGUST 20, 1997 AND RECORDED DECEMBER 9, 1997 AS DOCUMENT 97924658, ALSO EXCEPTING THE WEST 33 FEET OF MEACHAM ROAD PREVIOUSLY TAKEN FOR RIGHT-OF-WAY, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST AND WEST QUARTER LINE OF SECTION 34, AFORESAID, 1422.65 FEET EAST OF THE CENTER OF SAID SECTION, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 25, IN THE ASSESSOR'S DIVISION OF SAID SECTION; THENCE NORTH ALONG A LINE 1422.65 FEET EAST OF AND PARALLEL TO THE NORTH AND SOUTH QUARTER LINE OF SAID DIVISION TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF LOT 25 IN THE ASSESSORS DIVISION OF SAID SECTION; THENCE EAST ALONG THE NORTH LINE OF SAID RESUBDIVISION EXTENDED EAST 491.70 FEET; THENCE SOUTHERLY ALONG FENCE 784.60 FEET; THENCE EAST 179.62 FEET TO A POINT BEING 2099.11 FEET EAST OF THE WEST LINE OF SAID NORTHEAST 1/4; THENCE SOUTHERLY 300.00 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHEAST 1/4; THENCE WEST ALONG SAID SOUTH LINE, 620.28 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF WESTERBERGS WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT NO. 17586213 IN COOK COUNTY, ILLINOIS; THENCE NORTH 86 DEGREES 23 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 86 DEGREES 23 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET; THENCE SOUTH A DISTANCE OF 394.41 FEET; THENCE EAST A DISTANCE OF 78.19 FEET; THENCE NORTH 10 DEGREES 21 MINUTES 11 SECONDS EAST A DISTANCE OF 290.71 FEET; THENCE NORTH 3 DEGREES 36 MINUTES 50 SECONDS EAST A DISTANCE OF 100.00 FEET TO A POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 5:

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 142.76 FEET TO THE CENTER LINE OF SALT CREEK FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 254.85 FEET TO A POINT; THENCE WEST PERPENDICULAR TO THE LAST DESCRIBED LINE A DISTANCE OF 324.0 FEET TO A POINT; THENCE NORTHWESTERLY A LONG A LINE FORMING AN ANGLE OF 45 DEGREES TO THE RIGHT WITH AN EXTENSION OF THE LAST DESCRIBED LINE A DISTANCE OF 121.62 FEET TO A POINT; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 250 FEET TO THE CENTER LINE OF SALT CREEK; THENCE EASTERLY ALONG THE CENTER LINE OF SAID CREEK TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THOSE PARTS WHICH FALL WITHIN THE BOUNDARY AS IT EXISTED ON FEBRUARY 28, 1950 OF PLUM GROVE ROAD (ALSO KNOWN AS MEACHAM ROAD), AND FURTHER EXCEPTING THEREFROM THAT PART CONVEYED TO PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEED DATED JULY 14, 1997 AND RECORDED OCTOBER 17, 1997 AS DOCUMENT 97772377, IN COOK COUNTY, ILLINOIS.

PARCEL 6:

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF WESTBERGS WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT NUMBER 17586213 IN COOK COUNTY, ILLINOIS, THENCE NORTH 86 DEGREES, 23 MINUTES, 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET; THENCE SOUTH 3 DEGREES, 36 MINUTES, 50 SECONDS WEST A DISTANCE OF 100.00 FEET; THENCE SOUTH 10 DEGREES, 21 MINUTES, 11 SECONDS WEST A DISTANCE OF 290.71 FEET; THENCE EAST A DISTANCE OF 101.43 FEET; THENCE NORTH 14 DEGREES, 00 MINUTES, 30 SECONDS EAST A DISTANCE OF 388.70 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

FLOOD HAZARD NOTE

PART OF THIS PROPERTY IS IN AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X), PART IS IN SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATIONS DETERMINED (ZONE AE) AND PART IS IN FLOODWAY AREA IN ZONE AE AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP OF COOK COUNTY, ILLINOIS (COMMUNITY PANEL NO. 17031C0183J) MAP REVISED AUGUST 19, 2008.

LEGEND

- CABLE TV PEDESTAL
- TRAFFIC LIGHT POLE
- TRAFFIC CONTROL BOX
- TRAFFIC CONTROL VAULT
- TRAFFIC LIGHT
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- PAINTED TELEPHONE LINE
- FIBER OPTIC CABLE LINE
- ANCHOR
- GUY POLE
- UTILITY POLE
- POWER POLE
- LIGHT STANDARD
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER PAD
- ELECTRIC METER
- HANDHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRIC VAULT
- ELECTRIC SERVICE OUTLET BOX
- PAINTED ELECTRIC LINE
- TRANSFORMER PAD
- SECTION CORNER
- PAINTED GAS LINE
- GAS VALVE
- GAS METER
- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE W/ TRUNK SIZE
- NON-DECIDUOUS TREE W/ TRUNK SIZE
- BUSH
- SOIL BORING HOLE W/ NUMBER
- QUARTER SECTION CORNER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- CLEANOUT
- SANITARY MANHOLE
- HOSE BIB
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- IRRIGATION HEAD
- IRRIGATION CONTROL VALVE
- WATER METER
- FOUND DISK IN CONCRETE
- FBD FOUND BRASS DISC
- FOUND ROW MARKER
- FIR FOUND IRON ROD
- FRS FOUND RAILROAD SPIKE
- FPK FOUND PK NAIL
- FMG FOUND MAG NAIL
- FCC FOUND CUT CROSS
- FIP FOUND IRON PIPE
- FIB FOUND IRON BAR
- TP SET TRAVERSE POINT
- SPK SET PK NAIL
- SMG SET MAG NAIL
- SIP SET IRON PIPE
- SBM SET CONCRETE MONUMENT WITH BRASS DISC
- SCM SET CONCRETE MONUMENT WITH IRON PIPE

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EX. & PRO. CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EX. & PRO. BUILDING SETBACK LINE
- SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA

ABBREVIATIONS

- 782.62 / 782.12 — EXISTING TOP OF CURB ELEVATION / EXISTING EDGE OF PAVEMENT ELEVATION
- + 782.62 — EXISTING SPOT ELEVATION
- A.P. ACCESSIBLE PARKING
- F.F. FINISHED FLOOR
- T.F. TOP OF FOUNDATION
- CMP CORRUGATED METAL PIPE
- RCP REINFORCED CONCRETE PIPE
- VCP VITRIFIED CLAY PIPE
- FRM. FRAME
- BRK. BRICK
- TC TOP OF CURB
- DEP DEPRESSED CURB
- GUT GUTTER
- EP EDGE OF PAVEMENT
- F.L. FLOW LINE
- CONC. CONCRETE
- BIT. BITUMINOUS
- MH MANHOLE
- CW CONCRETE WALK
- TW TOP OF WALL
- BW BOTTOM OF WALL
- TP TOP OF PIPE
- BW BACK OF WALK
- FES FLARED END SECTION
- INV. INVERT
- DIP DUCTILE IRON PIPE
- SD STORM DRAIN
- SAN SANITARY SEWER
- N NORTH
- S SOUTH
- E EAST
- W WEST
- CB CHORD BEARING
- A ARC LENGTH
- R RADIUS
- U.E. UTILITY EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- M.U.E. MUNICIPAL UTILITY EASEMENT
- I.E. INGRESS & EGRESS EASEMENT
- PC POINT OF CURVATURE
- PCC POINT OF COMPOUND CURVATURE
- PRC POINT OF REVERSE CURVATURE
- PT POINT OF TANGENCY
- (REC) RECORD DATUM
- MEAS. MEASURED DATUM
- [CALC] CALCULATED DATUM
- <DEED> INFORMATION TAKEN FROM DEED
- ETBE EXCEPTION TO BLANKET EASEMENT

GENERAL NOTES

1. COMPARE THIS PLAT, LEGAL DESCRIPTION AND ALL SURVEY POINTS AND MONUMENTS BEFORE ANY CONSTRUCTION, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO SURVEYOR.
2. DO NOT SCALE DIMENSIONS FROM THIS PLAT.
3. THE LOCATION OF THE PROPERTY LINES SHOWN ON THE FACE OF THIS PLAT ARE BASED UPON THE DESCRIPTION AND INFORMATION FURNISHED BY THE CLIENT, TOGETHER WITH THE TITLE COMMITMENT. THE PARCEL WHICH IS DEFINED MAY NOT REFLECT ACTUAL OWNERSHIP, BUT REFLECTS WHAT WAS SURVEYED. FOR OWNERSHIP, CONSULT YOUR TITLE COMPANY.
4. MANHOLES, INLETS AND OTHER UTILITY RIMS OR GRATES SHOWN HEREON ARE FROM FIELD LOCATION OF SUCH, AND ONLY REPRESENT SUCH UTILITY IMPROVEMENTS WHICH ARE VISIBLE FROM ABOVE GROUND AT TIME OF SURVEY, THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE. UNDERGROUND UTILITY LINES SHOWN HEREON, IF ANY, ARE BASED ON FIELD LOCATED STRUCTURES IN COORDINATION WITH ATLAS INFORMATION PROVIDED BY UTILITY COMPANIES THROUGH J.U.L.I.E.'S DESIGN STAGE PROCESS. SEE "UTILITY ATLAS NOTES" HEREON FOR SPECIFICS.
5. NO DRAIN TILES, IF ANY EXIST, SHOWN HEREON.
6. THIS SURVEY MAY NOT REFLECT ALL UTILITIES OR IMPROVEMENTS IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY SUCH ITEMS AS DUMPSTERS, TRAILERS, CARS, DIRT, PAVING OR SNOW. AT THE TIME OF THIS SURVEY, SNOW DID NOT COVER THE SITE. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE.
8. CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY DIGGING OR CONSTRUCTION.
9. PUBLIC AND/OR PRIVATE RECORDS HAVE NOT BEEN SEARCHED TO PROVIDE ADDITIONAL INFORMATION. OVERHEAD WIRES AND POLES (IF ANY EXIST) ARE SHOWN HEREON, HOWEVER THEIR FUNCTION AND DIMENSIONS HAVE NOT BEEN SHOWN.
10. A CHICAGO TITLE INSURANCE COMPANY'S TITLE COMMITMENT NUMBER: 6718822 WITH EFFECTIVE DATE OF OCTOBER 14, 2021 WAS PROVIDED FOR SURVEYOR'S USE AT THE TIME OF PREPARATION OF THIS SURVEY. SEE "NOTES FROM SCHEDULE B PART II" SHOWN HEREON FOR DETAILS.

NOTES FROM SCHEDULE B PART II

EXCEPTIONS		NOTE
27.	EASEMENT; DOC. 19532366 & 19532367	(a)*
31.	PLAT OF HIGHWAY; DOC. 00457710	(a)
32.	DEDICATION; DOC. 11195799	(e)
33.	NOTE REGARDING EAST LINE OF PARCEL 6	(j)
34.	NOTE REGARDING PART OF PARCEL 3	(j)
35-36	UNRECORDED EASEMENT	(i)
37.	ENCHROACHMENT	(i)
38.	UNRECORDED EASEMENT	(i)
39-42	ENCHROACHMENT	(i)

EXCEPTIONS NOT SHOWN ABOVE AFFECT THE PROPERTY BUT ARE NOT PLOTTABLE.

CLARIFICATION STATEMENTS

a. its location is shown;
b. its location cannot be determined from the record document;
c. there was no observed evidence at the time of the fieldwork;
d. it is a blanket easement;
e. it is not on, does not touch, and/or - based on the description contained in the record document - does not affect, the surveyed property;
f. it limits access to an otherwise abutting right of way;
g. the documents are illegible; or
h. the surveyor has information indicating that it may have been released or otherwise terminated
i. see current survey
j. gaps have been shown hereon

* easement doc. 19532366 south of property, does not affect

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

TO: NITTI GROUP, LLC;
CHICAGO TITLE LAND TRUST COMPANY, SUCCESSOR TRUSTEE TO LASALLE BANK NATIONAL ASSOCIATION, AS SUCCESSOR TRUSTEE TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 18, 1992 AND KNOWN AS TRUST NO. 116415-03 (PARCELS 1, 2 AND 3);
GEORGE LOEBER, AS TRUSTEE OF THE GEORGE LOEBER LIVING TRUST DATED DECEMBER 29, 1994 AS RESTATED AND AMENDED (PARCELS 4 AND 6);
PAUL M. LOEBER AND MARY L. LOEBER, AS CO-TRUSTEES OF THE PAUL M. LOEBER LIVING TRUST DATED DECEMBER 15, 1994 AS AMENDED (PARCEL 5);
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, 7(A), 8, 9, AND 11(A) OF TABLE A THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR BOUNDARY AND TOPOGRAPHIC SURVEYS.

THE FIELD WORK WAS COMPLETED ON AUGUST 1, 2022.

DATED THIS 5TH DAY OF AUGUST, A.D., 2022.

CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2022.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2023.
CBARTOSZ@V3CO.COM

CHARLES W. BARTOSZ 3188 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

Engineers
Scientists
Surveyors

7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Nitti Group, LLC
132 N York Street, Suite 2F
Elmhurst, IL 60126
630.980.4364

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
Loeber Farm, Schaumburg, IL

Project No: 220205
Group No: VP01

DRAFTING COMPLETED: 08-05-22 | DRAWN BY: SPK | PROJECT MANAGER: CWB
FIELD WORK COMPLETED: 08-01-22 | CHECKED BY: CWB | SCALE: 1" = 60'

SHEET NO. 1 of 3

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
Loeber Farm, Schaumburg, IL

STATE PLANE MERIDIAN

GRAPHIC SCALE

40' 0 20' 40' 80' 160'

1" = 40'

LEGEND

- CABLE TV PEDESTAL
- TRAFFIC LIGHT POLE
- TRAFFIC CONTROL BOX
- TRAFFIC CONTROL VAULT
- TRAFFIC LIGHT
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- PAINTED TELEPHONE LINE
- FIBER OPTIC CABLE LINE
- ANCHOR
- GUY POLE
- UTILITY POLE
- POWER POLE
- LIGHT STANDARD
- ELECTRIC MANHOLE
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER PAD
- ELECTRIC METER
- HANDHOLE
- ELECTRICAL JUNCTION BOX
- ELECTRIC VAULT
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- PAINTED GAS LINE
- GAS VALVE
- GAS METER
- GAS VALVE VAULT
- GAS METER
- PIPELINE MARKER
- MONITORING WELL
- POST INDICATOR VALVE
- WELL HEAD
- FLAGPOLE
- MAILBOX
- SIGN
- POST
- PUBLIC PAY TELEPHONE
- PARKING METER
- WETLAND MARKER
- BASKETBALL HOOP
- AIR CONDITIONER PAD/UNIT
- DECIDUOUS TREE W/ TRUNK SIZE
- NON-DECIDUOUS TREE W/ TRUNK SIZE
- BUSH
- SOIL BORING HOLE W/ NUMBER
- HEADWALL
- CURB INLET
- STORM INLET
- STORM MANHOLE
- FLARED END SECTION
- CLEANOUT
- SANITARY MANHOLE
- HOSE B/B
- B-BOX
- HYDRANT
- WATER VALVE
- WATER VALVE VAULT
- PAINTED WATER LINE
- IRRIGATION HEAD
- IRRIGATION CONTROL VALVE
- WATER METER
- FOUND DISK IN CONCRETE
- FBD FOUND BRASS DISC
- FOUND ROW MARKER
- FIR FOUND IRON ROD
- FRR FOUND RAILROAD SPIKE
- FPK FOUND PK NAIL
- FMG FOUND MAG NAIL
- FCC FOUND CUT CROSS
- FIP FOUND IRON PIPE
- FIB FOUND IRON BAR
- TP SET TRAVERSE POINT
- SPK SET PK NAIL
- SMG SET MAG NAIL
- SIP SET IRON PIPE
- SBM SET CONCRETE MONUMENT WITH BRASS DISC
- SCM SET CONCRETE MONUMENT WITH IRON PIPE

SECTION CORNER

7 QUARTER SECTION CORNER

- PROPERTY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE
- EX. & PRO. CENTERLINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EX. & PRO. BUILDING SETBACK LINE
- SECTION LINE
- EXISTING FENCELINE (CHAIN LINK)
- EXISTING FENCELINE (WOOD)
- EXISTING FENCELINE (WIRE)
- GUARDRAIL
- RAILROAD TRACKS
- UNDERGROUND CABLE TV
- UNDERGROUND CABLE TV(ATLAS INFO.)
- UNDERGROUND FIBER OPTIC CABLE(ATLAS)
- UNDERGROUND ELECTRIC
- UNDERGROUND ELECTRIC(ATLAS INFO.)
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE(ATLAS INFO.)
- GAS MAIN
- GAS MAIN(ATLAS INFO.)
- WATER MAIN
- WATER MAIN (ATLAS INFO.)
- SANITARY SEWER
- SANITARY SEWER(ATLAS INFO.)
- STORM SEWER
- STORM SEWER(ATLAS INFO.)
- EDGE OF WATER
- OVERHEAD WIRES
- CURB
- DEPRESSED CURB
- 700 EXISTING CONTOUR LINE
- ASPHALT PAVING OR WATER (LABELED)
- UNPAVED ROAD
- CONCRETE
- WETLANDS
- EXISTING BUILDING
- MARSH AREA

ABBREVIATIONS

- 782.62 / 782.12 EXISTING TOP OF CURB ELEVATION / EXISTING EDGE OF PAVEMENT ELEVATION
- 782.62 EXISTING SPOT ELEVATION
- A.P. ACCESSIBLE PARKING
- F.F. FINISHED FLOOR
- T.F. TOP OF FOUNDATION
- CMP CORRUGATED METAL PIPE
- RCP REINFORCED CONCRETE PIPE
- VCP VITRIFIED CLAY PIPE
- FRM. FRAME
- BRK. BRICK
- TC TOP OF CURB
- DEP. DEPRESSED CURB
- G/T GUTTER
- EP EDGE OF PAVEMENT
- F.L. FLOW LINE
- CONC. CONCRETE
- BIT. BITUMINOUS
- MH MANHOLE
- CW CONCRETE WALK
- TW TOP OF WALL
- BW BOTTOM OF WALL
- TP TOP OF PIPE
- BW BACK OF WALK
- FES FLARED END SECTION
- INV. INVERT
- DIP DUCTILE IRON PIPE
- SD STORM DRAIN
- SAN SANITARY SEWER
- N NORTH
- S SOUTH
- E EAST
- W WEST
- CB CHORD BEARING
- A ARC LENGTH
- R RADIUS
- U.E. UTILITY EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- D.E. DRANAGE EASEMENT
- M.U.E. MUNICIPAL UTILITY EASEMENT
- I.E. INGRESS & EGRESS EASEMENT
- PC POINT OF CURVATURE
- PCC POINT OF COMPOUND CURVATURE
- PRC POINT OF REVERSE CURVATURE
- PT POINT OF TANGENCY
- (REC) RECORD DATUM
- MEAS. MEASURED DATUM
- [CALC] CALCULATED DATUM
- <DEED> INFORMATION TAKEN FROM DEED
- ETBE EXCEPTION TO BLANKET EASEMENT

BROCKWAY

W. SUE LN.

WOODCLIFF CT.

S. MEACHAM ROAD

SALT CREEK

MATCH LINE

EXISTING BUILDING

FRAME GARAGE

FRAME SHED

CHAIN LINK FENCE

WOOD FENCE

WIRE FENCE

CONCRETE

SHED

CONC. BRIDGE

RR TIE RETAINING WALL

3 STORY APARTMENT BUILDING

BIT. PAVEMENT

STEEL GUARD RAIL

#4741
STORM INLET
RIM=744.94
IE 8" PVC SE=743.06

#4716
WATER VALVE VAULT
RIM=747.34
TP 8" DIP E=741.99

#4719
STORM MH
RIM=744.63
IE 12" RCP N=740.45
IE 12" RCP SE=740.44

#4550
STORM MH
RIM=718.18
IE 10" DIP SE=714.21
IE 12" RCP NW=714.05

#4535
STORM INLET
RIM=719.46
IE 10" DIP NW=716.39

#4520
STORM INLET
RIM=725.46
IE 12" RCP S=723.34

#4519
STORM MH
RIM=725.81
UNABLE TO OPEN
STUCK SHUT

#4517
STORM MH
RIM=731.53
IE 12" RCP W=722.49
IE 12" RCP W=722.37

#4513
STORM MH
RIM=725.04
IE 12" RCP N=721.03
IE 12" RCP S=720.96

#4203
STORM INLET
RIM=724.46
IE 12" CMP S=722.45

#4185
STORM INLET
RIM=724.45
IE 12" CMP W=722.49

#4168
STORM INLET
RIM=725.19
IE 12" CMP W=723.81

#4158
STORM INLET
RIM=725.20
IE 12" CMP E=723.20

WATER ELEV.=711.7 ON 06-29-22

WETLAND 0.15 AC.

VERY APPROXIMATE LINE ATLAS PROVIDED ILLEGIBLE TO TRACE

FIP 1 FIP 1 THICK BENT

FIP 3/4 FIP 3/4 BENT

FIP 1/2 FIR 5/8 BENT

FIP 5/8 FIR 5/8

FIP 1 BROKEN

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Scientists
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REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY

Loeber Farm, Schaumburg, IL

Project No: 220205
Group No: VP01

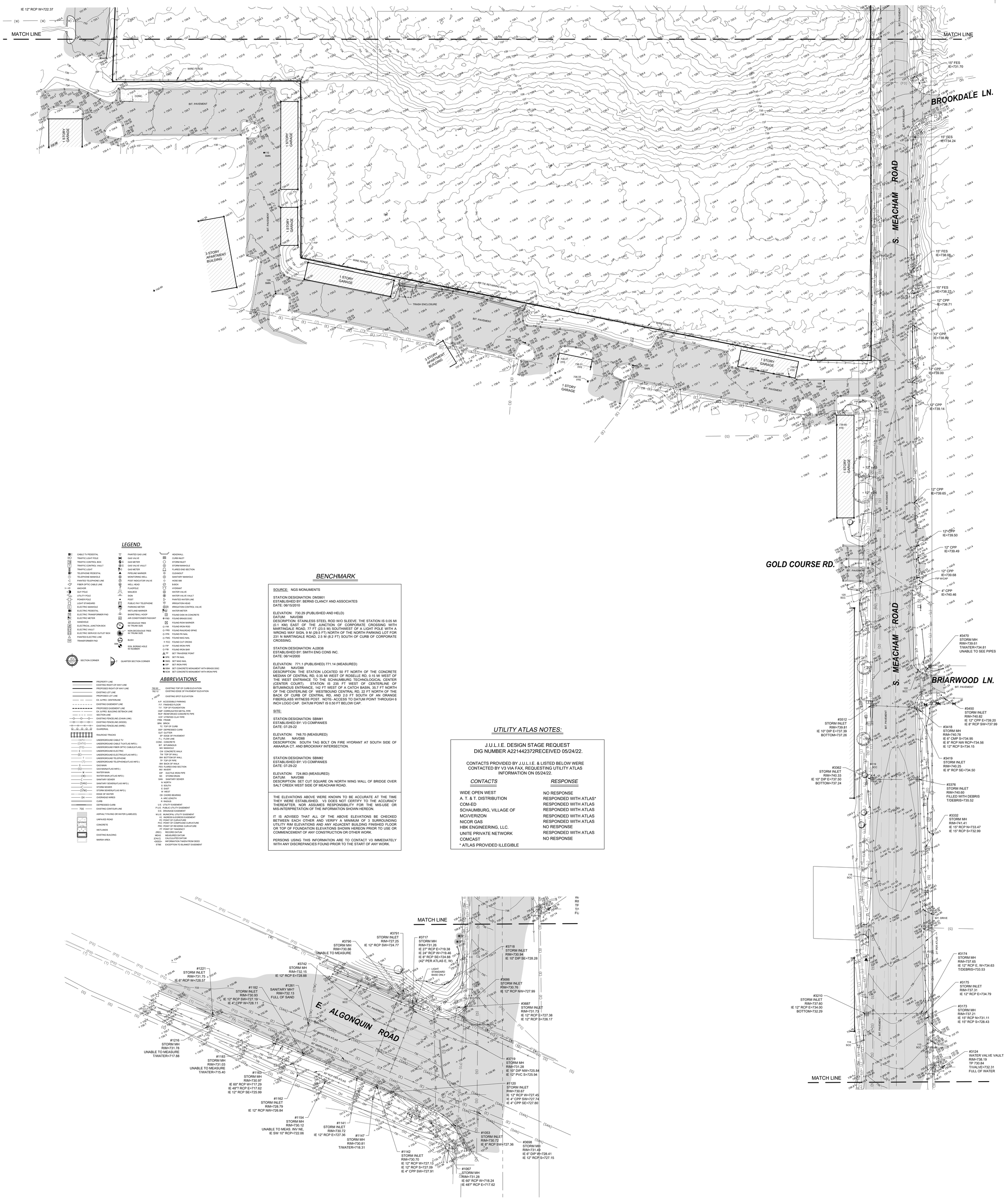
DRAFTING COMPLETED: 08-05-22
FIELD WORK COMPLETED: 08-01-22
DRAWN BY: SPK
CHECKED BY: CWB
PROJECT MANAGER: CWB
SCALE: 1" = 40'

SHEET NO. 2 of 3

ALTA/NSPS LAND TITLE SURVEY & TOPOGRAPHIC SURVEY
OF
Loeber Farm, Schaumburg, IL

GRAPHIC SCALE
40' 0 20' 40' 80' 160'
1" = 40'

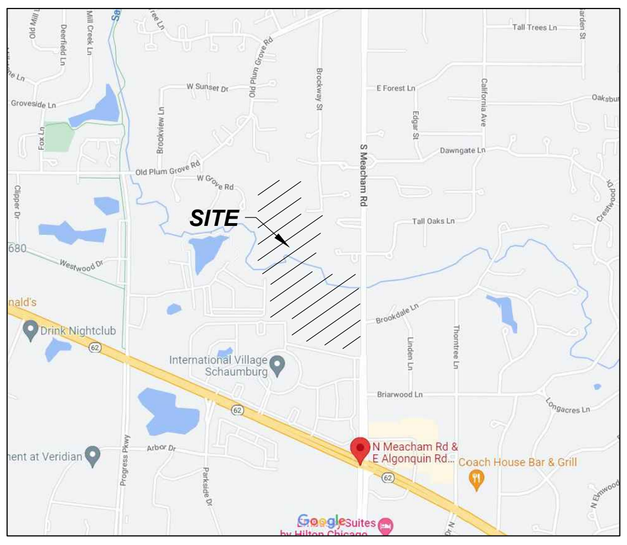
STATE PLANE MERIDIAN


MATCH LINE
MATCH LINE
BROOKDALE LN.
S. MEACHAM ROAD
GOLD COURSE RD.
BRIARWOOD LN.
E. ALGONQUIN ROAD
1 STORY GARAGE
3 STORY APARTMENT BUILDING
BIT. PAVEMENT
CONC.
WIRE FENCE
TRASH ENCLOSURE
RR TIE RETAINING WALL
15" FES IE=731.70
15" FES IE=734.24
15" FES IE=738.08
15" FES IE=738.27
12" CPP IE=738.71
12" CPP IE=738.89
12" CPP IE=739.00
12" CPP IE=739.14
12" CPP IE=739.65
12" CPP IE=739.50
12" CPP IE=739.49
12" CPP IE=739.68
4" CPP IE=740.46
#3470 STORM MH RIM=739.61 T/WATER=734.81 UNABLE TO SEE PIPES
#3450 STORM INLET RIM=740.82 IE 12" CPP E=739.20 IE 8" RCP SW=737.99
#3418 STORM MH RIM=740.78 IE 6" CMP S=734.95 IE 8" RCP NW RCP=734.56 IE 12" RCP S=734.15
#3419 STORM INLET RIM=740.25 IE 8" RCP SE=734.50
#3376 STORM INLET RIM=740.60 FILLED WITH DEBRIS T/DEBRIS=735.52
#3332 STORM MH RIM=741.41 IE 15" RCP N=733.47 IE 15" RCP S=732.99
#3512 STORM INLET RIM=739.81 IE 10" DIP E=737.39 BOTTOM=737.26
#3362 STORM INLET RIM=740.33 IE 10" DIP E=737.50 BOTTOM=737.24
#3174 STORM MH RIM=737.65 IE 12" RCP E, W=734.63 T/DEBRIS=733.53
#3175 STORM INLET RIM=737.31 IE 12" RCP E=734.79
#3173 STORM MH RIM=737.21 IE 15" RCP N=731.11 IE 15" RCP S=728.43
#3124 WATER VALVE VAULT RIM=738.19 TP 730.84 T/VALVE=732.31 FULL OF WATER
#3210 STORM INLET RIM=737.60 IE 12" RCP E=734.00 BOTTOM=732.29
#3790 STORM MH RIM=730.86 (UNABLE TO MEASURE
#3791 STORM INLET RIM=727.25 IE 12" RCP SW=724.77
#3717 STORM MH RIM=731.26 IE 27" RCP E=719.38 IE 24" RCP W=719.46 IE 8" RCP SE=724.88 (42" PER ATLAS E. W)
#3718 STORM INLET RIM=730.94 IE 10" DIP SE=728.28
#3742 STORM MH RIM=732.15 IE 12" RCP E=728.88
#3686 STORM INLET RIM=730.76 IE 12" RCP NW=727.99
#3687 STORM INLET RIM=731.73 IE 12" RCP E=727.38 IE 12" RCP S=726.17
#1221 STORM INLET RIM=731.75 IE 6" RCP W=728.57
#1182 STORM INLET RIM=730.93 IE 12" RCP SW=727.19 IE 4" CPP W=728.11
#1261 SANITARY MH? RIM=732.13 FULL OF SAND
#1216 STORM MH RIM=731.78 UNABLE TO MEASURE T/WATER=717.88
#1183 STORM MH RIM=731.03 UNABLE TO MEASURE T/WATER=715.40
#1163 STORM MH RIM=730.97 IE 60" RCP W=717.29 IE 48"? RCP E=717.62 IE 12" RCP SE=725.99
#1162 STORM INLET RIM=728.79 IE 12" RCP NW=726.84
#1154 STORM MH RIM=730.12 UNABLE TO MEAS. INV NE, IE SW 10" RCP=722.06
#1141 STORM INLET RIM=730.72 IE 12" RCP E=727.36
#1147 STORM MH RIM=730.81 T/WATER=718.31
#1142 STORM INLET RIM=730.70 IE 12" RCP W=727.13 IE 12" RCP S=727.09 IE 4" CPP SW=727.91
#1067 STORM MH RIM=731.28 IE 60" RCP W=718.24 IE 487" RCP E=717.62
#1053 STORM INLET RIM=730.72 IE 8" RCP SW=727.36
#3698 STORM MH RIM=731.49 IE 6" DIP W=728.41 IE 12" RCP S=727.15
#3719 STORM MH RIM=731.28 IE 10" DIP NW=725.84 IE 12" PVC S=725.94
#1120 STORM INLET RIM=730.67 IE 12" RCP W=727.45 IE 4" CPP SW=727.74 IE 4" CPP SE=727.80
IE 12" RCP SW=727.19
IE 4" CPP W=728.11
IE 6" RCP W=728.57
IE 12" RCP E=728.88
IE 12" RCP NW=726.84
IE 12" RCP SE=725.99
IE 12" RCP E=727.38
IE 12" RCP S=726.17
IE 12" RCP NW=727.99
IE 12" RCP SE=728.28
IE 12" RCP W=727.13
IE 12" RCP S=727.09
IE 4" CPP SW=727.91
IE 12" RCP E=724.77
IE 12" RCP SW=724.77
IE 12" RCP E, W=734.63
IE 12" RCP N=733.47
IE 12" RCP S=732.99
IE 12" RCP N=731.11
IE 15" RCP S=728.43
IE 12" RCP E=734.00
IE 12" RCP SW=734.81
IE 12" RCP S=734.79
IE 12" RCP E=739.20
IE 8" RCP SW=737.99
IE 12" RCP N=737.63
IE 12" RCP S=737.74
IE 12" RCP SW=737.63
IE 12" RCP S=737.74
IE 12" RCP SE=734.50
IE 12" RCP S=734.15
IE 12" RCP SW=734.56
IE 12" RCP NW RCP=734.56
IE 8" RCP SW=737.99
IE 8" RCP SE=734.50
IE 8" RCP SW=734.56
IE 8" RCP NW RCP=734.56

FINAL PLAT OF SUBDIVISION OF LOEBER FARM

PART OF THE EAST HALF OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

P.I.N.: 02-34-200-082
02-34-200-083
02-34-200-084
02-34-400-017
02-34-400-018
02-34-400-019



VICINITY MAP
NOT TO SCALE

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 42°04'24.68801 N
LONGITUDE: 88°02'49.98311 W
ELLIPSOIDAL HEIGHT: 621.998 SFT
GROUND SCALE FACTOR: 1.0000477851 GEOID 18
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

100 0 50 100 200 400

1" = 100'

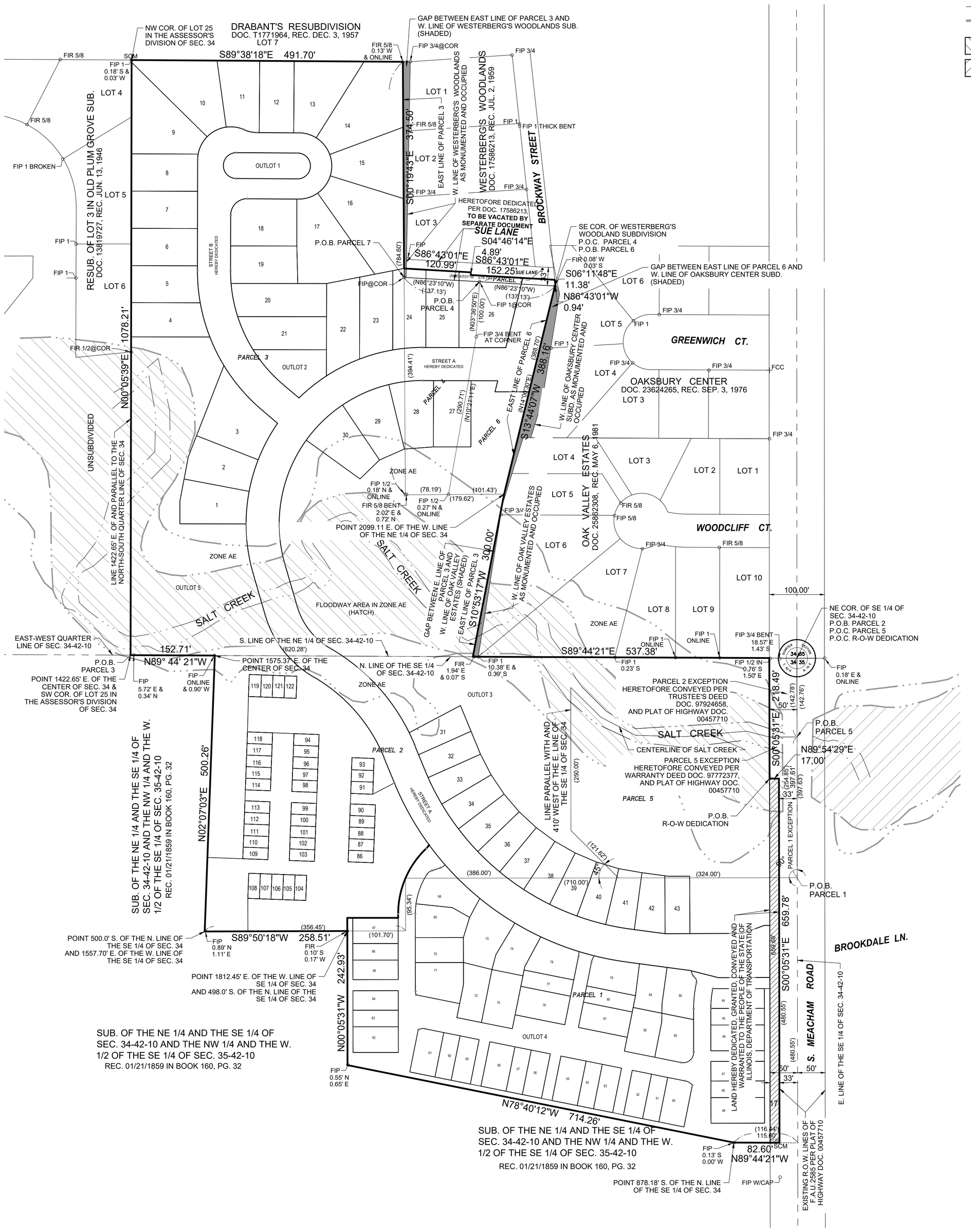
LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOODWAY/FLOODPLAIN LINE (SCALED FROM FEMA MAP)
- FLOODWAY ZONE 'AE' PER FIRM MAP
- AREA "HEREBY DEDICATED" FOR RIGHT-OF-WAY

B.S.L.	BUILDING SETBACK LINE
P.U.&D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT HEREBY GRANTED
S.W.M.E.	STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM ■	SET CONCRETE MONUMENT

AREA SUMMARY

DESC.	SQ FT	ACRES
TOTAL LOTS	564,471	12.9585
TOTAL OUTLOTS	675,276	15.5022
SUB. ROW DED'N.	178,251	4.0921
IDOT DED'N.	11,215	0.2575
TOTAL SUBDIVISION	1429213	32.8103



SURVEYOR'S NOTES:

1. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS.
2. SUBDIVIDED LOTS AND EXTERIOR BOUNDARY CORNERS SHALL BE MONUMENTED WITH 5/8" CAPPED IRON RODS, UNLESS SHOWN OTHERWISE, IN CONFORMANCE WITH STATE STATUTES AND LOCAL SUBDIVISION CONTROL ORDINANCES WITHIN 18 MONTHS OF RECORDATION OF THE PLAT.
3. A BLANKET EASEMENT FOR UTILITIES IS HEREBY GRANTED OVER ALL OF OUTLOTS 1, 2, 3, 4 AND 5.
4. A BLANKET EASEMENT FOR STORMWATER MANAGEMENT IS HEREBY GRANTED OVER ALL OF OUTLOTS 3 AND 5.

Engineers
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PREPARED FOR:
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REVISIONS

NO.	DATE	DESCRIPTION
1	07-03-25	REVISED PER VILLAGE COMMENTS
2	08-21-25	REVISED PER VILLAGE COMMENTS

FINAL PLAT OF SUBDIVISION
LOEBER FARM, SCHAUMBURG, IL

DRAFTING COMPLETED: 05-19-25
FIELD WORK COMPLETED: N/A
DRAWN BY: HMS
CHECKED BY: CWB
PROJECT MANAGER: CWB
SCALE: 1" = 100'

Project No: 220205
Group No: VP04.1
SHEET NO. 1 of 4

643

N:\2022\220205\Drawings\ACAD\SVY\VP04.1\220205.01FNL_220205_20230513_R02.dwg

FINAL PLAT OF SUBDIVISION
OF
LOEBER FARM

PART OF THE EAST HALF OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DELTA ANGLE
C1	470.00'	492.80'	N 52°19'13" W	470.53'	060°04'30"
C2	530.00'	555.71'	S 52°19'13" E	530.60'	060°04'30"
C3	360.00'	237.11'	N 41°09'06" W	232.85'	037°44'16"
C4	300.00'	197.59'	S 41°09'06" E	194.04'	037°44'16"
C5	130.00'	99.49'	N 38°05'47" W	97.08'	043°50'53"
C6	190.00'	145.41'	S 38°05'47" E	141.88'	043°50'53"
C7	320.00'	284.69'	S 09°18'52" W	275.40'	050°58'26"
C8	260.00'	482.22'	N 36°57'39" E	416.02'	106°15'59"
C9	320.00'	248.72'	S 67°49'38" W	242.51'	044°32'02"
C10	270.00'	235.21'	N 24°51'45" W	227.84'	049°54'48"
C11	330.00'	287.48'	S 24°51'45" E	278.48'	049°54'48"
C12	30.00'	47.26'	N 45°13'41" E	42.53'	090°16'04"
C13	60.00'	119.20'	S 57°00'22" W	100.54'	113°49'27"
C14	60.00'	24.67'	N 77°51'36" W	24.49'	023°33'23"
C15	60.00'	188.50'	N 00°21'42" E	120.00'	180°00'00"
C16	23.42'	73.58'	S 00°21'42" W	46.84'	180°00'00"
C17	23.42'	73.58'	N 00°21'42" E	46.84'	180°00'00"
C18	25.00'	8.40'	S 37°00'39" W	8.36'	019°15'02"
C19	162.58'	132.59'	S 23°16'20" W	128.95'	046°43'41"
C20	22.00'	8.32'	S 60°41'34" W	8.27'	021°40'37"

CURVE TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DELTA ANGLE
C21	18.00'	12.25'	S 52°02'10" W	12.01'	038°59'25"
C22	131.42'	56.50'	S 20°12'17" W	56.07'	024°38'00"
C23	131.42'	18.30'	S 03°53'53" W	18.29'	007°58'48"
C24	20.00'	6.49'	S 09°22'56" E	6.46'	018°34'49"
C25	20.00'	13.45'	S 82°03'56" W	13.20'	038°31'43"
C26	25.00'	15.91'	N 60°26'37" W	15.64'	036°27'10"
C27	19.00'	33.63'	N 50°37'08" E	29.41'	101°25'19"
C28	218.58'	47.58'	N 06°08'37" E	47.48'	012°28'16"
C29	10.00'	9.62'	N 15°11'37" W	9.26'	055°08'43"
C30	12.00'	10.19'	N 18°26'03" W	9.89'	048°39'51"
C31	187.42'	36.83'	N 05°32'13" E	36.77'	011°15'28"

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 42°04'24.68801 N
LONGITUDE: 88°02'49.98311 W
ELLIPSOIDAL HEIGHT: 621.998 SFT
GROUND SCALE FACTOR: 1.0000477851 GEOID 18
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

50 0 25 50 100 200

1" = 50'

LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOODWAY/FLOODPLAIN LINE (SCALED FROM FEMA MAP)

B.S.L. BUILDING SETBACK LINE
P.U.&D.E. PUBLIC UTILITY & DRAINAGE EASEMENT HEREBY GRANTED
S.W.M.E. STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
N NORTH
S SOUTH
E EAST
W WEST
CB CHORD BEARING
A ARC LENGTH
R RADIUS
SCM ■ SET CONCRETE MONUMENT

FLOODWAY ZONE 'AE' PER FIRM MAP

AREA "HEREBY DEDICATED" FOR RIGHT-OF-WAY

DRABANT'S RESUBDIVISION
DOC. T1771964, REC. DEC. 3, 1957
LOT 7

S89°38'18"E 491.70'

LOT 10 13,123 SF 0.3013 AC
LOT 11 8,529 SF 0.1958 AC
LOT 12 8,125 SF 0.1865 AC
LOT 13 11,361 SF 0.2608 AC
LOT 14 16,762 SF 0.3848 AC
LOT 9 13,204 SF 0.3031 AC
LOT 8 8,104 SF 0.1860 AC
Outlot 1 6,921 SF 0.1589 AC
LOT 15 11,117 SF 0.2552 AC
LOT 7 8,100 SF 0.1860 AC
LOT 16 16,754 SF 0.3846 AC
LOT 18 10,038 SF 0.2305 AC
LOT 6 8,100 SF 0.1860 AC
LOT 19 8,213 SF 0.1885 AC
LOT 17 14,481 SF 0.3324 AC
LOT 5 8,140 SF 0.1869 AC
LOT 20 10,097 SF 0.2318 AC
LOT 4 8,234 SF 0.1890 AC
LOT 21 8,916 SF 0.2047 AC
LOT 22 9,404 SF 0.2159 AC
LOT 23 8,713 SF 0.2000 AC
LOT 24 8,591 SF 0.1972 AC
LOT 25 8,357 SF 0.1918 AC
LOT 26 13,149 SF 0.3019 AC
Outlot 2 7,360 SF 0.1690 AC
LOT 3 12,519 SF 0.2874 AC
LOT 29 8,563 SF 0.1966 AC
LOT 28 8,140 SF 0.1869 AC
LOT 27 8,160 SF 0.1873 AC
LOT 30 8,563 SF 0.1966 AC
LOT 2 8,520 SF 0.1956 AC
LOT 1 8,520 SF 0.1956 AC
LOT 119 LOT 120 LOT 121 LOT 122
Outlot 5 217,185 SF 4.9859 AC
Outlot 3 366,548 SF 8.4148 AC

LOT 1 LOT 2 LOT 3 LOT 4 LOT 5 LOT 6

WESTERBERG'S WOODLANDS
DOC. 17586213, REC. JUL. 2, 1959

RESUB. OF LOT 3 IN OLD PLUM GROVE SUB.
DOC. 13819727, REC. JUN. 13, 1946

UNSUBDIVIDED

10' UTILITY EASEMENT

BROCKWAY STREET

SUE LANE

STREET A
HEREBY DEDICATED

STREET B
HEREBY DEDICATED

OAKS
DOC. 23624

OAK VALLEY ESTATES
DOC. 25862308, REC. MAY 6, 1981

27' EASEMENT FOR PUBLIC STREET UTILITIES & DRAINAGE PER DOC. 23624265

10' DRAINAGE & UTILITY EASEMENT PER DOC. 25862308

EASEMENT TO CTY OF ROLLING MEADOWS AND STATE OF ILLINOIS - 50' EACH SIDE OF CENTERLINE OF SALT CREEK PER DOC. 25862308

SALT CREEK

ZONE AE

FLOODWAY AREA IN ZONE AE (HATCH)

S89°38'18"E 491.70'
S89°54'21"E 120.99'
S89°54'21"E 142.63'
N89°38'18"W 75.05'
S89°38'18"E 110.97'
N89°38'18"W 110.97'
S89°38'18"E 92.54'
N89°54'21"W
S89°55'56"E 120.00'
N89°54'21"W 173.14'
S89°54'21"E 133.14'
N89°54'21"W 150.21'
S89°54'21"E 135.65'
S89°54'21"E 61.74'
S86°43'01"E 120.99'
S86°43'01"E 152.25'
S04°46'14"E 4.89'
S06°11'48"E 11.38'
N86°43'01"W 0.94'
S13°44'07"W 20.58'
S13°44'07"W 388.16'
S10°53'17"W 300.00'
S89°44'21"E 537.38'
152.71' N89° 44' 21"W
N00°05'39"E 1078.21'
S87°53'01"E 86.42'

REVISIONS		
NO.	DATE	DESCRIPTION
1	07-03-25	REVISED PER VILLAGE COMMENTS
2	08-21-25	REVISED PER VILLAGE COMMENTS

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Nitti Group, LLC - Schaumburg, LLC
132 N York Street, Suite 2F
Elmhurst, IL 60126
630-980-4364

FINAL PLAT OF SUBDIVISION
LOEBER FARM, SCHAUMBURG, IL

Project No: 220205
Group No: VP04.1

DRAFTING COMPLETED: 05-19-25 | DRAWN BY: HMS | PROJECT MANAGER: CWB
FIELD WORK COMPLETED: N/A | CHECKED BY: CWB | SCALE: 1" = 50'

SHEET NO. 2 of 4

644

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FINAL PLAT OF SUBDIVISION OF

LOEBER FARM

PART OF THE EAST HALF OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LEGEND

- SUBDIVISION BOUNDARY LINE
- EXISTING LOT LINE
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- BUILDING SETBACK LINE
- SECTION LINE
- FLOODWAY/FLOODPLAIN LINE (SCALED FROM FEMA MAP)
- FLOODWAY ZONE 'AE' PER FIRM MAP
- AREA "HEREBY DEDICATED" FOR RIGHT-OF-WAY

B.S.L.	BUILDING SETBACK LINE
P.U.&D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT HEREBY GRANTED
S.W.M.E.	STORMWATER MANAGEMENT EASEMENT HEREBY GRANTED
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD
SCM ■	SET CONCRETE MONUMENT

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

THE PROPOSED DEDICATION TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION IS HEREBY ACCEPTED.

BY: _____ DATE: _____
JOSE RIOS, P.E.
REGION ONE ENGINEER

MEACHAM ROAD DEDICATION

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 44 MINUTES 21 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 50.00 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 31 SECONDS EAST ALONG THE WEST LINE OF MEACHAM ROAD PER DOCUMENT NO. DOC. 00457710, A DISTANCE OF 218.49 FEET FOR THE PLACE OF BEGINNING; THENCE NORTH 89 DEGREES 54 MINUTES 29 SECONDS EAST, 17.00 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 31 SECONDS EAST ALONG THE WEST LINE OF MEACHAM ROAD PER DOCUMENT NO. 00457710, A DISTANCE OF 659.78 FEET; THENCE NORTH 89 DEGREES 44 MINUTES 21 SECONDS WEST, 17.00 FEET TO A LINE 50.00 FEET WESTERLY OF AND PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 00 DEGREES 05 MINUTES 31 SECONDS WEST ALONG SAID PARALLEL LINE, 659.68 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SAID PARCEL CONTAINING 0.2575 ACRES, MORE OR LESS.

BASIS OF BEARINGS

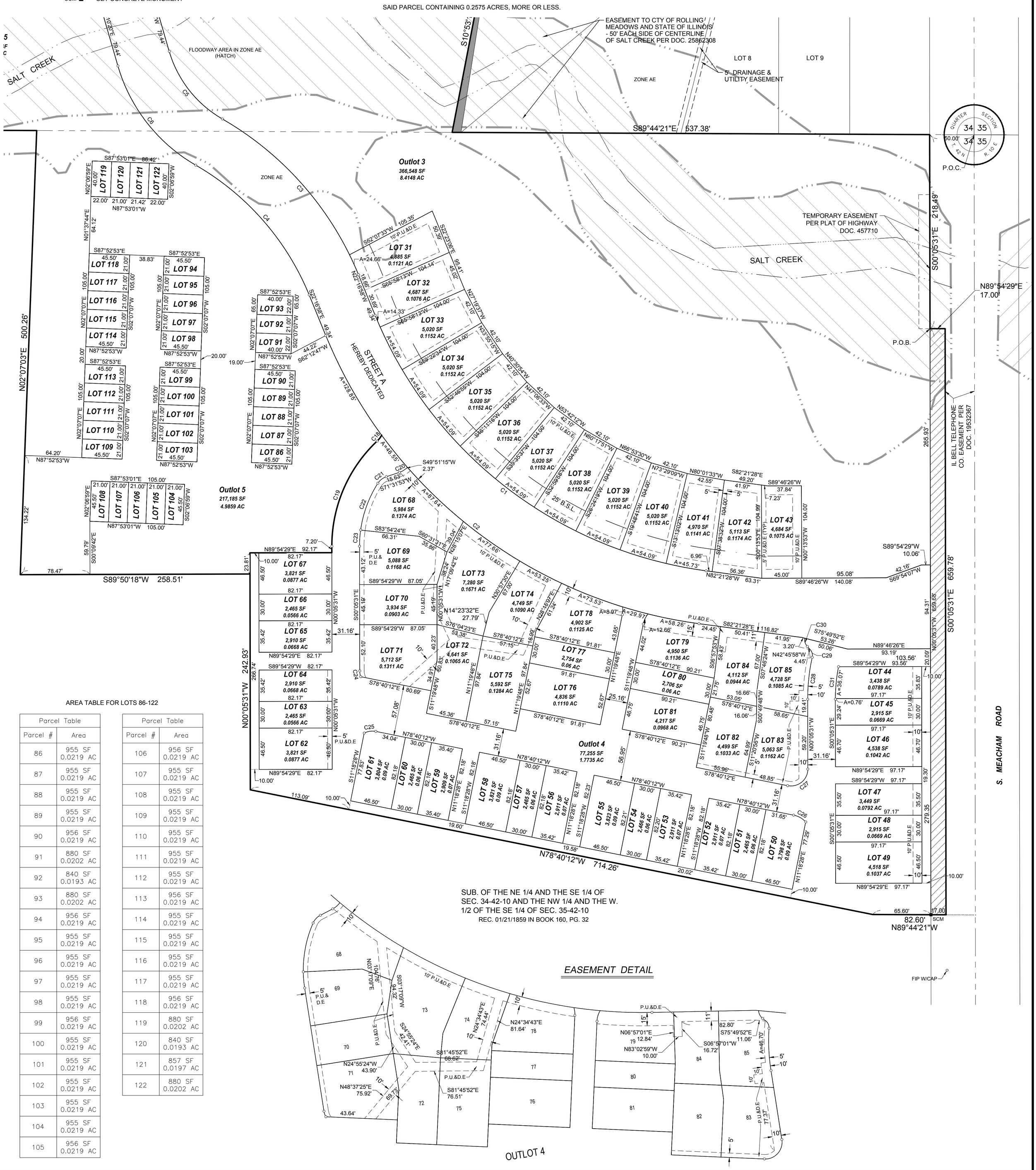
THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 42°04'24.68801 N
LONGITUDE: 88°02'49.98311 W
ELLIPSOIDAL HEIGHT: 621.998 SFT
GROUND SCALE FACTOR: 1.0000477851 GEOID 18
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

GRAPHIC SCALE

50 0 25 50 100 200

1" = 50'



AREA TABLE FOR LOTS 86-122

Parcel Table	
Parcel #	Area
86	955 SF 0.0219 AC
87	955 SF 0.0219 AC
88	955 SF 0.0219 AC
89	955 SF 0.0219 AC
90	956 SF 0.0219 AC
91	880 SF 0.0202 AC
92	840 SF 0.0193 AC
93	880 SF 0.0202 AC
94	956 SF 0.0219 AC
95	955 SF 0.0219 AC
96	955 SF 0.0219 AC
97	955 SF 0.0219 AC
98	955 SF 0.0219 AC
99	956 SF 0.0219 AC
100	955 SF 0.0219 AC
101	955 SF 0.0219 AC
102	955 SF 0.0219 AC
103	955 SF 0.0219 AC
104	955 SF 0.0219 AC
105	956 SF 0.0219 AC

Parcel Table	
Parcel #	Area
106	956 SF 0.0219 AC
107	955 SF 0.0219 AC
108	955 SF 0.0219 AC
109	955 SF 0.0219 AC
110	955 SF 0.0219 AC
111	955 SF 0.0219 AC
112	955 SF 0.0219 AC
113	956 SF 0.0219 AC
114	955 SF 0.0219 AC
115	955 SF 0.0219 AC
116	955 SF 0.0219 AC
117	955 SF 0.0219 AC
118	956 SF 0.0219 AC
119	880 SF 0.0202 AC
120	840 SF 0.0193 AC
121	857 SF 0.0197 AC
122	880 SF 0.0202 AC

SUB. OF THE NE 1/4 AND THE SE 1/4 OF SEC. 34-42-10 AND THE NW 1/4 AND THE W. 1/2 OF THE SE 1/4 OF SEC. 35-42-10
REC. 01/21/1859 IN BOOK 160, PG. 32

EASEMENT DETAIL

REVISIONS		
NO.	DATE	DESCRIPTION
1	07-03-25	REVISED PER VILLAGE COMMENTS
2	08-21-25	REVISED PER VILLAGE COMMENTS

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
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PREPARED FOR:
Nitti Group, LLC - Schaumburg, LLC
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FINAL PLAT OF SUBDIVISION
LOEBER FARM, SCHAUMBURG, IL

Project No: 220205
Group No: VP04.1

DRAFTING COMPLETED:	05-19-25	DRAWN BY:	HMS	PROJECT MANAGER:	CWB
FIELD WORK COMPLETED:	N/A	CHECKED BY:	CWB	SCALE:	1" = 50'

SHEET NO. 3 of 4

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FINAL PLAT OF SUBDIVISION OF

LOEBER FARM

PART OF THE EAST HALF OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE LAND DESCRIBED IN THE ANNEXED PLAT, AND THAT HE HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

ALSO, THIS IS TO CERTIFY THAT PROPERTY BEING, SUBDIVIDED AFORESAID, AND TO THE BEST OF THE OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF:

SCHAUMBURG CONSOLIDATED SCHOOL DISTRICT 54
PALATINE TOWNSHIP HIGH SCHOOL DISTRICT 211
HARPER COMMUNITY COLLEGE DISTRICT 512

DATED AT _____, THIS _____ DAY OF _____, A.D., 20___.

BY: _____ ATTEST: _____

TITLE: _____ TITLE: _____

NOTARY PUBLIC

STATE OF ILLINOIS)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE RESIDING IN THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____ (TITLE) _____ AND

_____(TITLE) _____ _____ OF

_____, WHO PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHO IS SUBSCRIBED TO THE FOREGOING CERTIFICATE OF OWNERSHIP APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THE EXECUTION OF THIS INSTRUMENT IN THEIR CAPACITY FOR THE USES AND PURPOSES THEREIN SET FORTH AS THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, A.D., 20 ____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH RESUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVISION HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS _____ DAY OF _____, 20___.

_____ _____
IL REGISTERED PROFESSIONAL ENGINEER OWNER

_____ BY: _____
STATE REGISTRATION NUMBER

ITS:_____

_____
REGISTRATION EXPIRATION DATE

BY:_____

ITS: _____

ILLINOIS DEPARTMENT OF TRANSPORTATION:

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

_____
JOSE RIOS, P.E.
REGION ONE ENGINEER

COOK COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT.

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

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT _____, THIS _____ DAY OF _____, 20 ___.

_____
COUNTY CLERK

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THE _____ DAY

OF _____, A.D., 20_____ AT _____ O'CLOCK __.M. AS

DOCUMENT NUMBER_____

_____
COUNTY RECORDER

UPON RECORDING, MAIL TO:
VILLAGE OF SCHAUMBURG,
101 SCHAUMBURG COURT,
SCHAUMBURG, IL 60193

TAX BILLS SHALL BE SENT TO:
Nitti Group, LLC
132 N. York Street, Suite 2F
Elmhurst, IL 60126

ZONING BOARDS OF APPEALS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY THE ILLINOIS COMPILED STATUTES, ENACTED BY THE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF SCHAUMBURG.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD ON THIS _____ DAY OF _____, A.D., 20_____.

_____
CHAIRMAN

_____
SECRETARY

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE VILLAGE BOARD OF SCHAUMBURG, ILLINOIS, AT A MEETING HELD THIS _____ DAY OF _____, A.D., 20_____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY
AND
SBC TELEPHONE COMPANY, GRANTEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E" (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS", AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

NICOR EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NORTHERN ILLINOIS GAS COMPANY, ITS SUCCESSORS AND ASSIGNS ("NICOR GAS CO.") TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "NICOR EASEMENT," "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS," TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER 'NICOR GAS CO.' FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NICOR GAS CO.. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(e) OF THE "CONDOMINIUM PROPERTY ACT" (ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(e)), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNED ON THIS PLAT BY OTHER TERMS.

VILLAGE UTILITY EASEMENT PROVISIONS

AN EXCLUSIVE AND PERMANENT EASEMENT (UNLESS SHOWN HEREON AS A NON-EXCLUSIVE RIGHT, I.E. IN COMMON WITH OTHER GRANTEES) IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF SCHAUMBURG AND ITS SUCCESSORS AND ASSIGNS FOR THE INSTALLATION, CONSTRUCTION, RECONSTRUCTION, REPLACEMENT, ALTERATION, ENLARGEMENT, OPERATION, INSPECTION, REPAIR, MAINTENANCE, RELOCATION, RENEWAL, AND REMOVAL OF IMPROVEMENTS, FACILITIES AND APPURTENANCES, INCLUDING WITHOUT LIMITATION ANY AND ALL MANHOLES, HYDRANTS, PIPES, CONNECTIONS, AND CATCH BASINS, TO SERVE THESE AND OTHER LANDS WITH IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO FORCE MAINS, SANITARY SEWERS, STORM SEWERS, STORM DRAINAGE, WATER MAINS, AND OTHER MUNICIPAL OR PUBLIC UTILITY PURPOSES DESIGNATED BY SAID VILLAGE, IN, ACROSS, ALONG, OVER, UNDER, AND UPON THE AREAS DESCRIBED HEREIN AND HEREON IDENTIFIED AS "VILLAGE UTILITY EASEMENT", "UTILITY EASEMENT" OR "U.E.;" TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON; AND TOGETHER WITH THE RIGHT TO ENTER UPON THE PROPERTY WITH SUCH PERSONNEL AND EQUIPMENT AS MAY BE DEEMED NECESSARY FOR ALL SUCH USES AND PURPOSES.

NO OBSTRUCTION OR STRUCTURE SHALL BE ERECTED OR LOCATED, NOR SHALL ANY TREES BE PLANTED, OVER SAID EASEMENT AREAS, NOR SHALL ANY OTHER ACTIVITIES BE UNDERTAKEN THAT UNREASONABLY INTERFERE WITH THE VILLAGE'S INTENDED USE THEREOF, BUT THE SAME MAY BE USED FOR LANDSCAPING, FENCING, PARKING, OR OTHER PURPOSES IF APPROVED IN WRITING BY THE VILLAGE OF SCHAUMBURG AND IF SUCH USE DOES NOT THEN OR LATER INTERFERE WITH THE AFOREMENTIONED PURPOSES.

THE RIGHT IS ALSO HEREBY GRANTED TO THE VILLAGE OF SCHAUMBURG TO REMOVE ANY FENCES, BUILDINGS, OR STRUCTURES AND TO CUT DOWN, TRIM, OR REMOVE ANY TREES, SHRUBS, BUSHES, ROOTS, OR OTHER PLANTINGS THAT INTERFERE WITH THE OPERATION OF OR ACCESS TO SUCH FACILITIES IN, ON, UPON, ACROSS, UNDER, OR THROUGH SAID VILLAGE EASEMENT. THE VILLAGE SHALL NOT BE RESPONSIBLE FOR THE REPLACEMENT OR REPAIR OF ANY SUCH FENCES, BUILDINGS, STRUCTURES, TREES, TURF, GARDENS, SHRUBS, LANDSCAPING, OR OTHER IMPROVEMENTS REMOVED DURING THE EXERCISE OF THE HEREIN GIVEN RIGHTS. REPLACEMENT AND/OR REPAIR OF SAID ITEMS SHALL BE THE RESPONSIBILITY OF THE THEN PROPERTY OWNER.

ANY OTHER PUBLIC UTILITIES SHALL BE PERMITTED TO CROSS SAID VILLAGE UTILITY EASEMENT AT RIGHT ANGLES THERETO IF APPROVED IN WRITING BY THE VILLAGE OF SCHAUMBURG AND PROVIDED THAT SUCH IS DONE IN A MANNER THAT DOES NOT THEN OR LATER UNREASONABLY INTERFERE WITH THE VILLAGE'S INTENDED USE OF THE EASEMENT AREAS; HOWEVER NO ELECTRICAL TRANSFORMERS, SWITCHING EQUIPMENT, JUNCTION BOXES, OR ANY OTHER SUCH FACILITIES OR EQUIPMENT, SHALL BE ERECTED EITHER ABOVE OR BELOW GROUND ON SAID LANDS DUE TO SUCH CROSSINGS.

STORMWATER MANAGEMENT EASEMENT PROVISION

THE OBLIGATION OF MAINTAINING THE STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AND THE APPURTENANCES THERETO AS DESCRIBED HEREON SHALL BE THAT OF THE OWNER, ENTITY OR IT'S SUCCESSORS AND ASSIGNS HOLDING TITLE TO SAID STORMWATER MANAGEMENT EASEMENT (S.W.M.E.). HOWEVER, THE VILLAGE OF SCHAUMBURG SHALL HAVE THE RIGHT PURSUANT TO THIS GRANT OF EASEMENT, BUT NOT THE OBLIGATION, TO ENTER THE PREMISE DESCRIBED HEREON AS STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AT ANY TIME IT DEEMS NECESSARY TO INSPECT, REPAIR OR MAINTAIN STORMWATER STORAGE FACILITIES AND APPURTENANCES THERETO, WHICH THE OWNER (OR ASSOCIATION) FAILS OR REFUSES TO MAINTAIN, FOLLOWING WRITTEN NOTICE TO DO SO FROM THE VILLAGE. IN THE EVENT OF PERFORMANCE BY THE VILLAGE OF SCHAUMBURG OR ITS AGENTS OF ANY SUCH REPAIR OR MAINTENANCE WORK, THE COST THEREOF (INCLUDING BOTH DIRECT AND INDIRECT COSTS) SHALL BE PAID BY THE OWNER (OR ASSOCIATION OR THE INDIVIDUAL MEMBERS OR SHARE HOLDERS OF THE ASSOCIATION) AND SHALL CONSTITUTE A LIEN UPON THE ABOVE DESCRIBED STORMWATER MANAGEMENT EASEMENT (S.W.M.E.) AND THE ADJACENT ENTIRE REAL ESTATE WHICH THE STORAGE FACILITIES AND APPURTENANCES SERVE. SUCH LIEN MAY BE ENFORCED BY THE VILLAGE, WHICH MAY ALSO RECOVER ALL REASONABLE COSTS AND ATTORNEY'S FEES IN DOING SO, IN THE MANNER PROVIDED BY LAW OR ENFORCEMENT AND FORECLOSURE OF LIENS.

NO OBSTRUCTION, SOLID FENCES, OR STRUCTURE SHALL BE ERECTED OR LOCATED OVER SAID EASEMENT AREAS THAT UNREASONABLY INTERFERE WITH THE INTENDED DRAINAGE USE. THE VILLAGE HAS FINAL SAY ON WHAT STRUCTURES WILL UNREASONABLY INTERFERE WITH THE INTENDED DRAINAGE USE. GRADING WITHIN THE STORMWATER MANAGEMENT EASEMENT SHALL NOT BE ALTERED THAT CONFLICT WITH THE APPROVED CIVIL DESIGN PLANS.

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, CHARLES W. BARTOSZ, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY DESIGNATE _____ TO RECORD THIS PLAT OF LOEBER FARM WITH THE COOK COUNTY RECORDER OF DEEDS AND REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES

THIS _____TH DAY OF _____, A.D., 2025 .

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2027.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT I, CHARLES W. BARTOSZ, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3188, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 1: (P.I.N. 02-34-400-019)

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST 1/4, 397.63 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE WEST PERPENDICULAR TO SAID EAST LINE 710.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 95.34 FEET; THENCE WEST 101.70 FEET TO A POINT 1812.45 FEET EAST OF THE WEST LINE OF SAID SOUTHEAST 1/4 AND 498.0 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST 1/4; THENCE SOUTH PARALLEL WITH SAID EAST LINE 242.93 FEET; THENCE SOUTHEASTERLY A DISTANCE OF 714.26 FEET TO A POINT 878.18 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST 1/4; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST 1/4, 116.44 FEET TO SAID EAST LINE; THENCE NORTH ALONG SAID EAST LINE 480.55 FEET MORE OR LESS TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THE EAST 33 FEET THEREOF PREVIOUSLY TAKEN FOR RIGHT-OF-WAY, IN COOK COUNTY, ILLINOIS.

PARCEL 2: (P.I.N. 02-34-400-017)

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4, 142.78 FEET TO THE SALT CREEK; THENCE WEST ALONG SAID SALT CREEK TO A POINT 410 FEET WEST OF SAID EAST LINE; THENCE SOUTH PARALLEL WITH SAID EAST LINE 250 FEET; THENCE SOUTHEASTERLY ALONG A LINE DEFLECTING 45 DEGREES TO THE LEFT FROM AN EXTENSION OF THE LAST DESCRIBED COURSE, 121.62 FEET; THENCE WEST PERPENDICULAR TO SAID EAST LINE 386.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE 95.34 FEET; THENCE WEST 356.45 FEET TO A POINT BEING 500 FEET SOUTH OF THE NORTH LINE OF AND 1557.70 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE NORTH TO A POINT ON SAID NORTH LINE 1575.37 FEET EAST OF THE CENTER OF SAID SECTION 34; THENCE EAST TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY TRUSTEE'S DEED DATED AUGUST 20, 1997 AND RECORDED DECEMBER 9, 1997 AS DOCUMENT 97924658, ALSO EXCEPTING THE WEST 33 FEET OF MEACHAM ROAD PREVIOUSLY TAKEN FOR RIGHT-OF-WAY, IN COOK COUNTY, ILLINOIS.

PARCEL 3: (P.I.N. 02-34-200-082)

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST AND WEST QUARTER LINE OF SECTION 34, AFORESAID, 1422.65 FEET EAST OF THE CENTER OF SAID SECTION, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 25, IN THE ASSESSOR'S DIVISION OF SAID SECTION; THENCE NORTH ALONG A LINE 1422.65 FEET EAST OF AND PARALLEL TO THE NORTH AND SOUTH QUARTER LINE OF SAID DIVISION TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF LOT 25 IN THE ASSESSORS DIVISION OF SAID SECTION; THENCE EAST ALONG THE NORTH LINE OF SAID RESUBDIVISION EXTENDED EAST 491.70 FEET; THENCE SOUTHERLY ALONG FENCE 784.60 FEET; THENCE EAST 179.62 FEET TO A POINT BEING 2099.11 FEET EAST OF THE WEST LINE OF SAID NORTHEAST 1/4; THENCE SOUTHERLY 300.00 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHEAST 1/4; THENCE WEST ALONG SAID SOUTH LINE, 620.28 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4: (P.I.N. 02-34-200-083)

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF WESTERBERG'S WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT NO. 17586213 IN COOK COUNTY, ILLINOIS; THENCE NORTH 86 DEGREES 23 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 86 DEGREES 23 MINUTES 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET; THENCE SOUTH A DISTANCE OF 394.41 FEET; THENCE EAST A DISTANCE OF 78.19 FEET; THENCE NORTH 10 DEGREES 21 MINUTES 11 SECONDS EAST A DISTANCE OF 290.71 FEET; THENCE NORTH 3 DEGREES 36 MINUTES 50 SECONDS EAST A DISTANCE OF 100.00 FEET TO A POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 5: (P.I.N. 02-34-400-018)

THAT PART OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 142.76 FEET TO THE CENTER LINE OF SALT CREEK FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 254.85 FEET TO A POINT; THENCE WEST PERPENDICULAR TO THE LAST DESCRIBED LINE A DISTANCE OF 324.0 FEET TO A POINT; THENCE NORTHWESTERLY A LONG A LINE FORMING AN ANGLE OF 45 DEGREES TO THE RIGHT WITH AN EXTENSION OF THE LAST DESCRIBED LINE A DISTANCE OF 121.62 FEET TO A POINT; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST 1/4 A DISTANCE OF 250 FEET TO THE CENTER LINE OF SALT CREEK; THENCE EASTERLY ALONG THE CENTER LINE OF SAID CREEK TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THOSE PARTS WHICH FALL WITHIN THE BOUNDARY AS IT EXISTED ON FEBRUARY 28, 1950 OF PLUM GROVE ROAD (ALSO KNOWN AS MEACHAM ROAD), AND FURTHER EXCEPTING THEREFROM THAT PART CONVEYED TO PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEED DATED JULY 14, 1997 AND RECORDED OCTOBER 17, 1997 AS DOCUMENT 97772377, IN COOK COUNTY, ILLINOIS.

PARCEL 6: (P.I.N. 02-34-200-084)

THAT PART OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF WESTBERGS WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT NUMBER 17586213 IN COOK COUNTY, ILLINOIS, THENCE NORTH 86 DEGREES, 23 MINUTES, 10 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION A DISTANCE OF 137.13 FEET; THENCE SOUTH 3 DEGREES, 36 MINUTES, 50 SECONDS WEST A DISTANCE OF 100.00 FEET; THENCE SOUTH 10 DEGREES, 21 MINUTES, 11 SECONDS WEST A DISTANCE OF 290.71 FEET; THENCE EAST A DISTANCE OF 101.43 FEET; THENCE NORTH 14 DEGREES, 00 MINUTES, 30 SECONDS EAST A DISTANCE OF 388.70 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 7:

THAT PART OF VACATED SUE LANE, BEING IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, VACATED BY DOCUMENT RECORDED _____ AS DOCUMENT NUMBER _____, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID VACATED SUE LANE; THENCE NORTH 00 DEGREES 19 MINUTES 43 SECONDS WEST ALONG THE WEST LINE OF SAID VACATED SUE LANE, 16.09 FEET; THENCE SOUTH 86 DEGREES 43 MINUTES 01 SECONDS EAST ALONG A LINE PARALLEL WITH THE SOUTH LINE OF SAID VACATED SUE LANE, 120.99 FEET; THENCE SOUTH 04 DEGREES 46 MINUTES 14 SECONDS EAST, 4.89 FEET; THENCE SOUTH 86 DEGREES 43 MINUTES 01 SECONDS EAST ALONG A LINE PARALLEL WITH THE SOUTH LINE OF SAID VACATED SUE LANE, 152.25 FEET TO THE EAST LINE OF SAID VACATED SUE LANE; THENCE SOUTH 06 DEGREES 11 MINUTES 48 SECONDS EAST ALONG SAID EAST LINE, 11.38 FEET TO THE SOUTHEAST CORNER OF SAID VACATED SUE LANE; THENCE NORTH 86 DEGREES 43 MINUTES 01 SECONDS WEST ALONG THE SOUTH LINE OF SAID VACATED SUE LANE, 274.79 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ALL OF THE ABOVE PARCELS TAKEN AS A WHOLE (TOTAL SUBDIVISION), CONTAINING 32.8103 ACRES, MORE OR LESS.

I FURTHER CERTIFY THAT THIS LAND IS WITHIN THE CORPORATE LIMITS OF A MUNICIPALITY WHICH HAS AUTHORIZED A COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

I FURTHER CERTIFY THAT THE ANNEXED PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. PERMANENT MONUMENTS WILL BE SET AT ALL LOT CORNERS, EXCEPT WHERE CONCRETE MONUMENTS ARE INDICATED.

I FURTHER CERTIFY THAT PART OF THIS PROPERTY IS IN AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (ZONE X), PART IS IN SPECIAL FLOOD HAZARD AREAS WITH BASE FLOOD ELEVATIONS DETERMINED (ZONE AE), AND PART IS IN FLOODWAY AREA IN ZONE AE (HATCHED), PER FIRM MAP NUMBER 17031C0183J, EFFECTIVE DATE AUGUST 19, 2008.

PART OF THE PROPERTY COVERED BY THIS PLAT OF SUBDIVISION IS SITUATED WITHIN 500 FEET OF ANY SURFACE DRAIN OR WATER COURSE SERVING A TRIBUTARY AREA OF 640 ACRES OR MORE.

DATED THIS ____ DAY OF _____, A.D., 2025 .

FOR REVIEW

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVE

NITTI DEVELOPMENT

PRE-FINAL ENGINEERING PLANS
FOR

LOEBER FARM
NITTI PUD

SCHAUMBURG, ILLINOIS

PROJECT TEAM

OWNER/DEVELOPER

Nitti Group, LLC
132 N York Street, Suite 2F
Elmhurst, IL 60126
630 980 4364
Contact: Nico Nitti

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Dan Free, P.E.
dfree@v3co.com
Project Engineer: Mickey Watson, P.E.
mwatson@v3co.com
Design Engineer: Nick DeCapri
ndecapri@v3co.com

LANDSCAPE ARCHITECT

Gary R. Weber Associates, Inc.
402 W. Liberty Drive
Wheaton, IL 60187
630 668 7197
Contact: Rich Olson

BENCHMARKS

SOURCE: NGS MONUMENTS

STATION DESIGNATION: DM3901
ESTABLISHED BY: BERNS CLANCY AND ASSOCIATES
DATE: 06/15/2010

ELEVATION: 730.29 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: STAINLESS STEEL ROD W/O SLEEVE. THE STATION IS 0.05 MI (0.1 KM) EAST OF THE JUNCTION OF CORPORATE CROSSING WITH MARTINGALE ROAD, 77 FT (23.5 M) SOUTHWEST OF A LIGHT POLE WITH A WRONG WAY SIGN, 9 M (29.5 FT) NORTH OF THE NORTH PARKING LOT FOR 231 N MARTINGALE ROAD, 2.5 M (8.2 FT) SOUTH OF CURB OF CORPORATE CROSSING.

STATION DESIGNATION: AJ2838
ESTABLISHED BY: SMITH ENG CONS INC.
DATE: 06/14/2000

ELEVATION: 771.1 (PUBLISHED) 771.14 (MEASURED)
DATUM: NAVD88
DESCRIPTION: THE STATION LOCATED 50 FT NORTH OF THE CONCRETE MEDIAN OF CENTRAL RD, 0.35 MI WEST OF ROSELLE RD, 0.15 MI WEST OF THE WEST ENTRANCE TO THE SCHAUMBURG TECHNOLOGICAL CENTER (CENTER COURT). STATION IS 235 FT WEST OF CENTERLINE OF BITUMINOUS ENTRANCE, 142 FT WEST OF A CATCH BASIN, 35.7 FT NORTH OF THE CENTERLINE OF WESTBOUND CENTRAL RD, 22 FT NORTH OF THE BACK OF CURB OF CENTRAL RD, AND 2.0 FT SOUTH OF AN ORANGE FIBERGLASS WITNESS POST. NOTE- ACCESS TO DATUM POINT THROUGH 6 INCH LOGO CAP. DATUM POINT IS 0.50 FT BELOW CAP.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 07-29-22

ELEVATION: 748.70 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTH TAG BOLT ON FIRE HYDRANT AT SOUTH SIDE OF AMAARJA CT. AND BROCKWAY INTERSECTION.

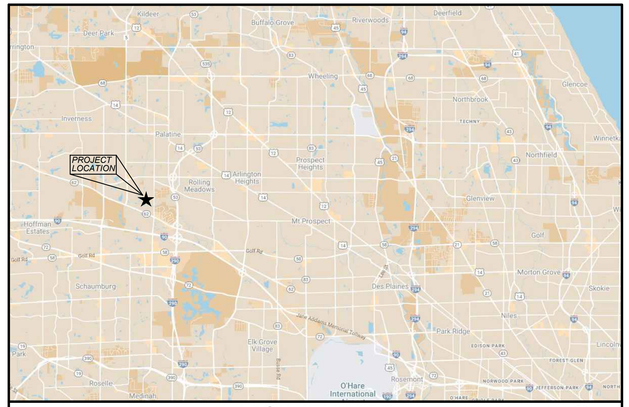
STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 07-29-22

ELEVATION: 724.863 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SET CUT SQUARE ON NORTH WING WALL OF BRIDGE OVER SALT CREEK WEST SIDE OF MEACHAM ROAD.

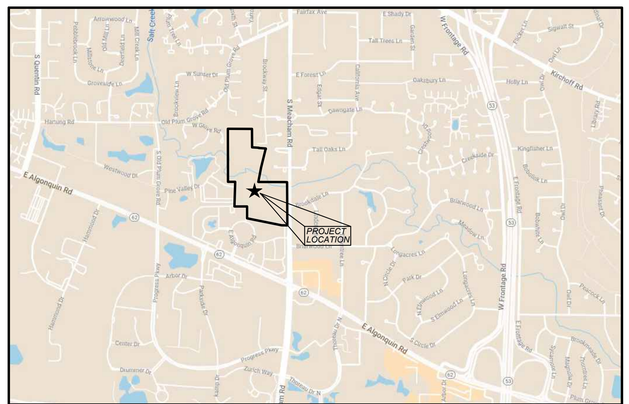
THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

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PROFESSIONAL ENGINEER'S CERTIFICATION

I, DAN FREE, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF NITTI GROUP, LLC. BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2025.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 061-036443
MY LICENSE EXPIRES ON NOVEMBER 30, 2025

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

TITLE SHEET
LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF SCHAUMBURG.

   e. THE NATIONAL ELECTRIC CODE.

   f. THE ILLINOIS ACCESSIBILITY CODE.

   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF SCHAUMBURG MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

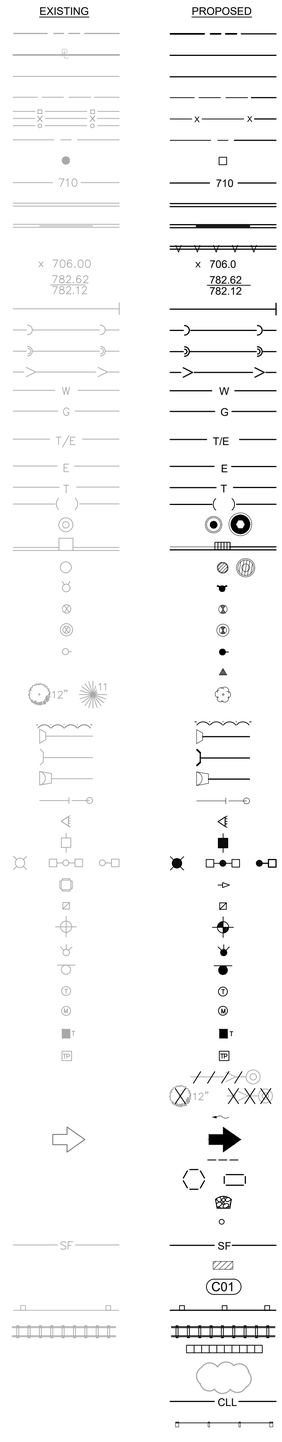
40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

LEGEND



ABBREVIATIONS

DESCRIPTION		
RIGHT-OF-WAY LINE	A	ARC LENGTH
PROPERTY LINE (EXTERIOR)	B-B	BACK TO BACK OF CURB
LOT LINE (INTERIOR)	B/C	BACK OF CURB
EASEMENT LINE	BLDG	BUILDING
FENCE LINE	BM	BENCHMARK
CENTERLINE	B/P	BOTTOM OF PIPE
PROPERTY CORNER	BV/VV	BUTTERFLY VALVE IN VALVE VAULT
CONTOUR	C & G	CURB AND GUTTER
CURB & GUTTER	CB	CATCH BASIN
DEPRESSED CURB & GUTTER	℄	CENTERLINE
REVERSE PITCHED CURB	CL	CLOSED LID
SPOT ELEVATION	CO	CLEAN OUT
TOP OF CURB ELEVATION	DIP	DUCTILE IRON PIPE
EDGE OF PAVEMENT ELEVATION	DIA	DIAMETER
UTILITY STUB	DIWM	DUCTILE IRON WATER MAIN
SANITARY SEWER	DWG	DRAWING
SANITARY FORCE MAIN	E	EAST OR ELECTRIC OR EDGE
STORM SEWER	EJ	EXPANSION JOINT
WATER MAIN	ELEV	ELEVATION
GAS MAIN	E/P	EDGE OF PAVEMENT
UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK	EX.	EXISTING
BURIED CABLE-ELECTRIC	F & CL	FRAME & CLOSED LID
BURIED CABLE-TELEPHONE	F & G	FRAME & GRATE
ATLAS LOCATED UTILITY	F & OL	FRAME & OPEN LID
UTILITY STRUCTURE WITH CLOSED LID	FES	FLARED END SECTION
CURB INLET	F-F	FACE TO FACE OF CURB
DRAINAGE STRUCTURE WITH OPEN LID	FF	FINISHED FLOOR
FIRE HYDRANT	F/G	FINISHED GRADE
VALVE IN VALVE BOX	FH	FIRE HYDRANT
GATE VALVE IN VALVE VAULT	F/L	FLOW LINE
POST INDICATOR VALVE	G	GAS LINE
THRUST BLOCK	GV/VB	GATE VALVE IN VALVE BOX
TREE	GV/VV	GATE VALVE IN VALVE VAULT
TREE LINE	HDCP	HANDICAP
CONCRETE HEADWALL	HDPE	HIGH DENSITY POLYETHYLENE PIPE
SUBMERGED HEADWALL	HDW	HEADWALL
FLARED END SECTION (F.E.S.)	HOR	HORIZONTAL
GUY WIRES	HP	HIGH POINT
FLOOD LIGHT	HWL	HIGH WATER LEVEL
UTILITY POLE	IE	INVERT ELEVATION
LIGHT STANDARD	IN	INLET
TRAFFIC SIGNAL POLE	LF	LINEAL FEET
HAND HOLE	LP	LOW POINT OR LIGHT POLE
SOIL BORING	L	LEFT
IRRIGATION HEADS	ME	MATCH EXISTING
SIGN	MH	MANHOLE
TELEPHONE MANHOLE	MW	MONITORING WELL
MONITORING WELL	N	NORTH
TELEPHONE PEDESTAL	NIC	NOT IN CONTRACT / NOT INCLUDED
TRANSFORMER PAD	NWL	NORMAL WATER LEVEL
UTILITY TO BE ABANDONED	OC	ON CENTER
FEATURE TO BE REMOVED	OL	OPEN LID
STORMWATER FLOW DIRECTION	PC	POINT OF CURVATURE
STORMWATER OVERFLOW ROUTE	PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
DITCH CHECK	PGL	PROFILE GRADE LINE
INLET FILTER BASKET	PI	POINT OF INTERSECTION
RIP RAP	PL	PROPERTY LINE
BOLLARD	PP	POWER POLE
SILT FENCE	PRC	POINT OF REVERSE CURVATURE
WATER MAIN PROTECTION	PT	POINT OF TANGENCY
UTILITY CROSSING LABEL	PUE	PUBLIC UTILITY EASEMENT
GUARDRAIL	PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
RAILROAD TRACKS	PVI	POINT OF VERTICAL INTERSECTION
RETAINING WALL	PVT	POINT OF VERTICAL TANGENCY
REVISION DELINEATION	R	RADIUS OR RIGHT
CONSTRUCTION LIMIT LINE	RCP	REINFORCED CONCRETE PIPE
TREE PROTECTION FENCE	ROW	RIGHT OF WAY
	S	SLOPE OR SOUTH
	SAN	SANITARY
	SF	SILTATION FENCE
	SFM	SANITARY FORCE MAIN
	SHT	SHEET
	SHW	SUBMERGED HEADWALL
	SMH	SANITARY MANHOLE
	STA	STATION
	ST	STORM STRUCTURE OR STORM SEWER
	STMH	STORM MANHOLE
	T	TANGENT LENGTH OR TELEPHONE
	T/C	TOP OF CURB
	T/P	TOP OF PIPE
	T/W	TOP OF WALL
	TY	TYPE
	TYP	TYPICAL
	UP	UTILITY POLE
	VC	VERTICAL CURVE
	VERT	VERTICAL
	VCP	VITRIFIED CLAY PIPE
	W	WEST
	WM	WATER MAIN

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

REVISIONS

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

GENERAL NOTES, LEGEND, AND ABBREVIATIONS
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DRAWING NO.
1.0

SPECIFICATIONS

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".

3. ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

4. ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.

5. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

   A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

   B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.

2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.

3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".

4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.

5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1. STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.

   B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.

   C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.

   D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:

   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (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 WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:

      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.

4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.

5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.

7. SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.

8. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.

9. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

VILLAGE OF SCHAUMBURG STANDARD NOTES

1. THE VILLAGE OF SCHAUMBURG COMMUNITY DEVELOPMENT DEPARTMENT MUST BE NOTIFIED 48 HOURS IN ADVANCE PRIOR TO THE COMMENCEMENT OF WORK 48 HOURS IN ADVANCE PRIOR TO EACH INSPECTION AT 847.923.4420. A MINIMUM NOTICE OF 5 BUSINESS DAYS IS REQUIRED FROM THE ENGINEERING AND PUBLIC WORKS DEPARTMENT (847.895.7100) FOR A WATER MAIN SHUT DOWN IN A BUSINESS DISTRICT OR COMMERCIAL AREA.

2. TREE PROTECTION FENCING MUST BE INSTALLED, INSPECTED, AND APPROVED PRIOR TO THE ISSUANCE OF A LAND DEVELOPMENT PERMIT. THE FENCING MUST BE MAINTAINED FOR THE DURATION OF THE SITE WORK.

3. ANY TEMPORARY OR PERMANENT EXTERIOR SITE FENCING, INCLUDING FENCING FOR DUMPSTER ENCLOSURES, REQUIRES A SEPARATE PERMIT FROM THE COMMUNITY DEVELOPMENT DEPARTMENT. DEMOLITION OF EXISTING BUILDINGS ALSO REQUIRES A SEPARATE PERMIT FROM THE COMMUNITY DEVELOPMENT DEPARTMENT.

4. A SEPARATE ELECTRICAL PERMIT MUST BE OBTAINED FROM THE COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO INSTALLING ANY SITE LIGHTING OR STREET LIGHTING. THE DETAILED PHOTOMETRICS AND EXTERIOR LIGHT POLE LOCATIONS MUST BE APPROVED BY THE ENGINEERING DIVISION AS PART OF THE LAND DEVELOPMENT PERMIT; AND THE ELECTRICAL SYSTEM MUST BE APPROVED BY THE BUILDING DIVISION AS PART OF THE ELECTRICAL PERMIT FOR THE LIGHTING.

5. THE CONTRACTOR SHALL INDEMNIFY THE VILLAGE, AND THEIR AGENTS, ETC. FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, TESTING, AND OPERATION OF ALL WORK ASSOCIATED WITH THIS PROJECT.

6. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF THE "APPROVED" LAND DEVELOPMENT PERMIT PLANS ON THE JOB SITE DURING CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR MAKING ANY NECESSARY COPIES OF THE "APPROVED" LAND DEVELOPMENT PERMIT PLANS FOR ALL SUBCONTRACTORS PERFORMING SITE WORK.

7. THE CONTRACTOR IS TO VERIFY THE LOCATION, DEPTH, AND INVERT OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING PUBLIC OR PRIVATE UTILITIES, OR THE RELOCATION OF ANY EXISTING UTILITIES TO FACILITATE THE INSTALLATION OF THE NEW SITE WORK. THE CONTRACTOR MUST NOTIFY THE DESIGN ENGINEER IMMEDIATELY OF ANY DISCREPANCIES WITH THE PLANS AND ANY EXISTING UTILITIES. NO WORK IS TO BE DONE UNTIL THE DISCREPANCY IS RESOLVED.

8. ACCESS TO THE SITE, AND TO WITHIN 100 FEET OF ANY BUILDING, SHALL BE PROVIDED FOR EMERGENCY VEHICLES AT ALL TIMES VIA A 20 FOOT WIDE APPROVED ALL-WEATHER ROAD. AN APPROVED WATER SUPPLY SHALL BE AVAILABLE WITHIN 100 FEET OF ANY BUILDING PRIOR TO DELIVERY OF ANY COMBUSTIBLE MATERIALS TO THE SITE.

9. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER ANY HOLIDAY, ANY WEEKEND, OR AFTER 3 P.M. ON THE DAY PRECEDING ANY HOLIDAY OR ANY WEEKEND.

10. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT FULL-DEPTH ALONG THE LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF THE PAVEMENT REMOVAL.

11. ALL PUBLIC RIGHT-OF-WAY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD. SEEDING WILL NOT BE PERMITTED IN THESE AREAS.

12. ALL PAVING, SUBGRADE PREPARATION, CURBING, AND SIDEWALK CONSTRUCTION SHALL CONFORM TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", LATEST EDITIONS.

13. NO ASPHALT WORK IS ALLOWED BETWEEN NOVEMBER 1ST AND APRIL 1ST WITHOUT WRITTEN PERMISSION FROM THE VILLAGE.

14. ALL BITUMINOUS CONCRETE USED FOR SURFACE, BINDER AND BASE COURSES IS TO HAVE A MARSHALL STABILITY OF 1700.

15. ALL CONCRETE WORK RELATED TO THE SITE WORK SHALL BE IDOT CLASS SI OR CLASS PV WITH A COMPRESSIVE STRENGTH OF 3500 PSI AT 14 DAYS.

16. PRIOR TO PLACING ANY PAVEMENT MATERIAL, THE CONTRACTOR IS RESPONSIBLE FOR PROPERLY PREPARING AND COMPACTING THE SUBGRADE. THE REQUIRED PROOF-ROLL MUST BE WITNESSED BY A VILLAGE INSPECTOR. NO PAVEMENT MATERIAL IS TO BE PLACED ON WET OR SOFT SUBGRADE. IF THIS CONDITION EXISTS, THE CONTRACTOR IS TO STOP WORK AND IMMEDIATELY NOTIFY THE VILLAGE. NO ADDITIONAL PAVEMENT WORK SHALL BE DONE UNTIL THE SUBGRADE IS CORRECTED.

17. ALL CURBS CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH TWO #5 REBARS FOR A LENGTH OF 20 FEET CENTERED OVER THE TRENCH. SIDEWALKS SHALL BE TREATED IN THE SAME MANNER USING THREE #5 REBARS.

18. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" LATEST EDITION.

19. THE CONTRACTOR SHALL NOT INSTALL ANY SANITARY SEWER PIPE OR STRUCTURES UNTIL HE HAS A COPY OF THE PERMIT AND PERMIT DRAWINGS ISSUED BY THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) ON THE JOB SITE. THIS MAY ALSO APPLY TO STORM SEWER AND/OR DETENTION FACILITIES IF THEY ARE INCLUDED IN THE MWRD WATERSHED MANAGEMENT PERMIT.

20. ALL MANHOLES AND VALVE VAULTS SHALL HAVE THE "VILLAGE OF SCHAUMBURG" AND "WATER", "STORM SEWER" OR "SANITARY SEWER" CAST INTO THE LID. ALL OPEN LIDS OR GRATES SHALL HAVE THE WORDS "DRAINS TO RIVER, DUMP NO WASTE" PERMANENTLY INSCRIBED. FRAMES SHALL BE 9" HIGH IN PAVED AREAS (NEENAH R-1713 NEENAH R-1772 OR APPROVED EQUAL) AND 7" HIGH IN NON-PAVED AREAS (NEENAH R-1772 OR APPROVED EQUAL).

21. BAND-SEAL CONNECTORS SHALL BE USED TO JOIN PIPES OF DIFFERENT MATERIALS.

22. USE CA-6 GRANULAR TRENCH BACKFILL, COMPACTED TO 95% OF MODIFIED PROCTOR, UNDER AND WITHIN A 1:1 SLOPE FROM THE BOTTOM OF ALL PAVEMENTS, CURBS AND SIDEWALK.

23. ANY REQUIRED BEST MANAGEMENT PRACTICES (BMP'S) SHALL BE INSTALLED AS SHOWN ON THE APPROVED LAND DEVELOPMENT PERMIT PLANS.

24. ALL WATER MAIN PIPE 3" AND LARGER SHALL BE DUCTILE IRON PIPE CLASS 52 CONFORMING TO ANSI A21.51 WITH CEMENT LINING UNLESS OTHERWISE APPROVED BY THE VILLAGE ENGINEER. DUCTILE IRON PIPE SHALL HAVE AN EXTERNAL METALLIC ZINC-BASED COATING WITH FINISHING LAYER TOPCOAT APPLIED ACCORDING TO ISO STANDARD 8179-1, LATEST EDITION. THE MASS OF THE ZINC APPLIED SHALL BE 200G/M^2 OF PIPE SURFACE AREA.

    ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYWRAP. ENCASEMENT OF PIPING SHALL BE V-BIO ENHANCED POLYETHYLENE FILM IN TUBE OR SHEET IN ACCORDANCE WITH ANSI/AWWA C105/A21.5.

25. ALL WATER SERVICE LINES 2" AND SMALLER SHALL BE TYPE K COPPER, UNLESS OTHERWISE NOTED.

26. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE VILLAGE OF SCHAUMBURG. ALSO, THE MINIMUM COVER FOR ALL WATER MAINS AND WATER SERVICE LINES IS 5.5 FEET, WITH A MAXIMUM DEPTH OF 7 FEET UNLESS APPROVED BY THE DIRECTOR OF ENGINEERING AND PUBLIC WORKS.

27. UPON COMPLETION OF THE PROJECT, THE DEVELOPER SHALL PROVIDE THE VILLAGE WITH FINAL "RECORD DRAWINGS" (1 MYLAR REPRODUCIBLE, SIGNED AND SEALED BY THE ENGINEER) OF ALL IMPROVEMENTS WHICH INCLUDE THE LOCATIONS AND ELEVATIONS OF ALL MAINS, SERVICES, STRUCTURES, PAVED AREAS, SITE GRADING, STREET AND PARKING LOT LIGHTS AND CABLES, AND CURBS. MONUMENTS, AS SPECIFIED IN ITEM #27, SHALL ALSO BE SHOWN. FINAL RECORD DRAWINGS MUST ALSO INCLUDE A STATE PLANE COORDINATE SYSTEM TIE-IN. IN ADDITION TO THE DRAWINGS, ELECTRONIC FILES (IN PDF FORMAT, AND DWG OR DGN FORMAT) OF THE RECORD DRAWINGS MUST BE SUBMITTED TO THE VILLAGE ON CD-ROM.

28. ALL PLATS 3 ACRES OR LARGER REQUIRE CONCRETE MONUMENTS COMPLETE WITH THE VILLAGE OF SCHAUMBURG CAP AND SHALL BE PLACED AT LOCATIONS TO BE DETERMINED BY THE VILLAGE ENGINEER. MONUMENTS SHALL BE IN ACCORDANCE WITH THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE AND SHALL BE SHOWN ON THE RECORD DRAWINGS.

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

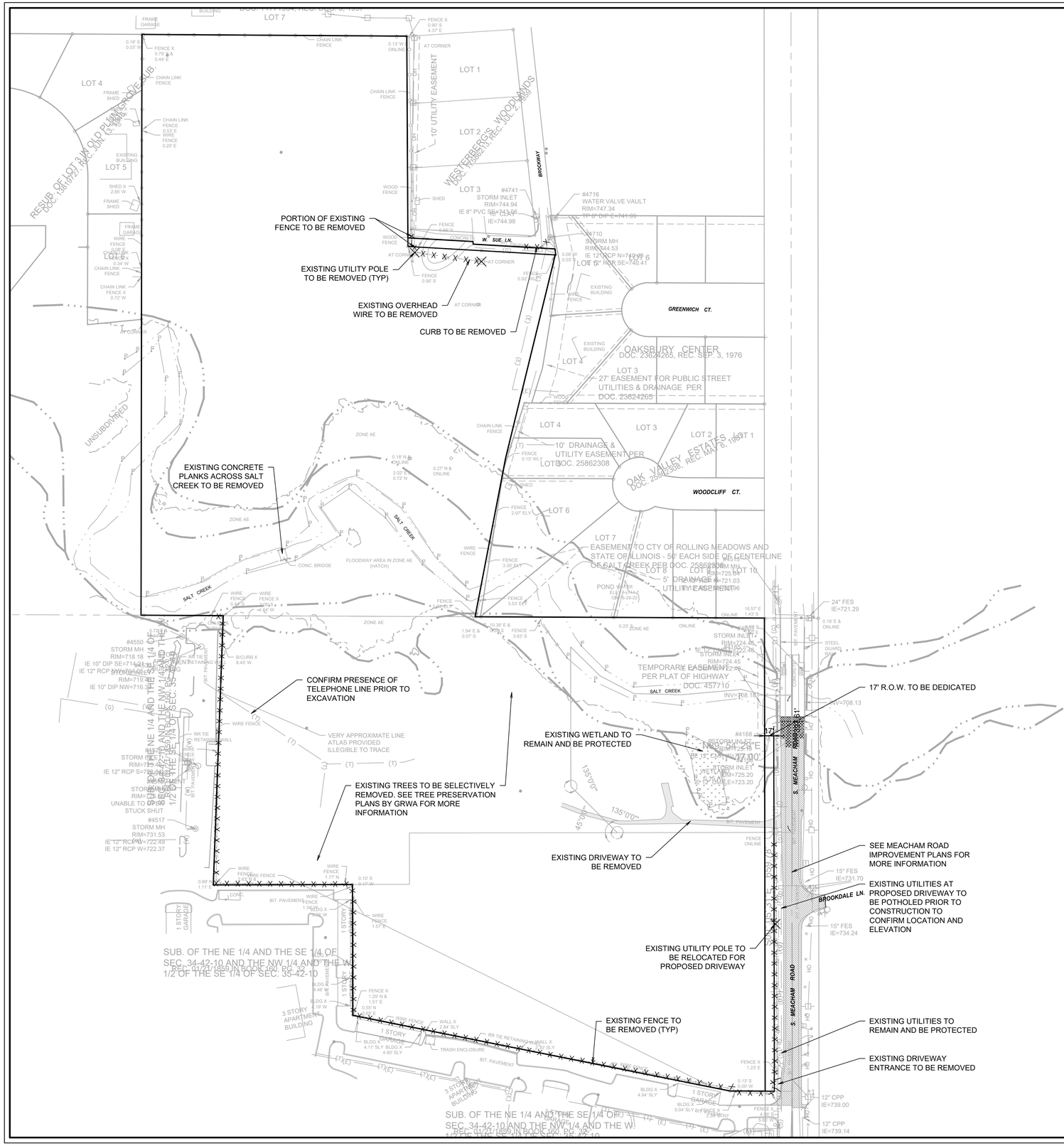
SPECIFICATIONS

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
1.1



DEMOLITION PLAN

1. THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:
   - UTILITIES
   - CONSTRUCTION DEBRIS
   - FENCES
   - BRIDGE SLAB, INCLUDING ANY FOUNDATION
2. ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.
3. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
4. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK.
5. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED.
6. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF BUILDINGS, PAVEMENTS AND UTILITIES TO REMAIN FROM ANY DAMAGE AND SHALL BE RESPONSIBLE FOR REPAIRING THE SAME.
8. EXISTING UTILITIES, WHICH DO NOT SOLEY SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
9. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO HAVE THEIR TRENCHES BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY.
10. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
11. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. REMOVAL, ABANDOMENT, AND RELOCATION OF EXISTING UTILITIES SHALL BE COMPLETED AS GENERALLY DEPICTED ON THESE PLANS. CONTRACTOR TO COORDINATE RELOCATIONS WITH THE UTILITY OWNER. CONTRACTOR SHALL MINIMIZE DISRUPTION OF SERVICE AND SHALL WORK WITH UTILITY OWNER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE.
13. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO MINIMIZE DUST AND DIRT FROM RISING AND SCATTERING IN THE AIR. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. DEMOLITION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED AGGREGATE (CA-6) OR APPROVED EQUAL.
16. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.
17. EXISTING MONITORING WELLS ARE TO BE REMOVED AS NECESSARY AND SEALED BY STATE LICENSED WELL DRILLER PER ILLINOIS DEPARTMENT OF PUBLIC HEALTH REQUIREMENTS AND/OR LOCAL/COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE WITH THE COOK COUNTY HEALTH DEPARTMENT (708-492-2000) FOR DIRECTION AND REQUIRED SEALING REPORT DOCUMENTATION.
18. THESE DRAWINGS DO NOT INCLUDE THE REMOVAL OF UNDERGROUND STORAGE TANKS. SHOULD UNDERGROUND STORAGE TANKS BE ENCOUNTERED, CONTRACTOR TO CONTACT OWNER AND ENGINEER TO DETERMINE RESPONSIBILITY FOR ANY ENVIRONMENTAL REMEDIATION OR REMOVAL WORK AS NECESSARY. ANY REMOVAL OF UNDERGROUND STORAGE TANKS MUST BE IN CONFORMANCE WITH LOCAL AND STATE STANDARDS.

DEMOLITION LEGEND

- ASPHALT PAVEMENT REMOVAL (FULL DEPTH)
- CONC. CURB/GUTTER OR UTILITY LINE TO BE REMOVED
- STRUCTURE/TREE TO BE REMOVED
- SAWCUT LINE

GRAPHIC SCALE
100 50 0 100
1" = 100'

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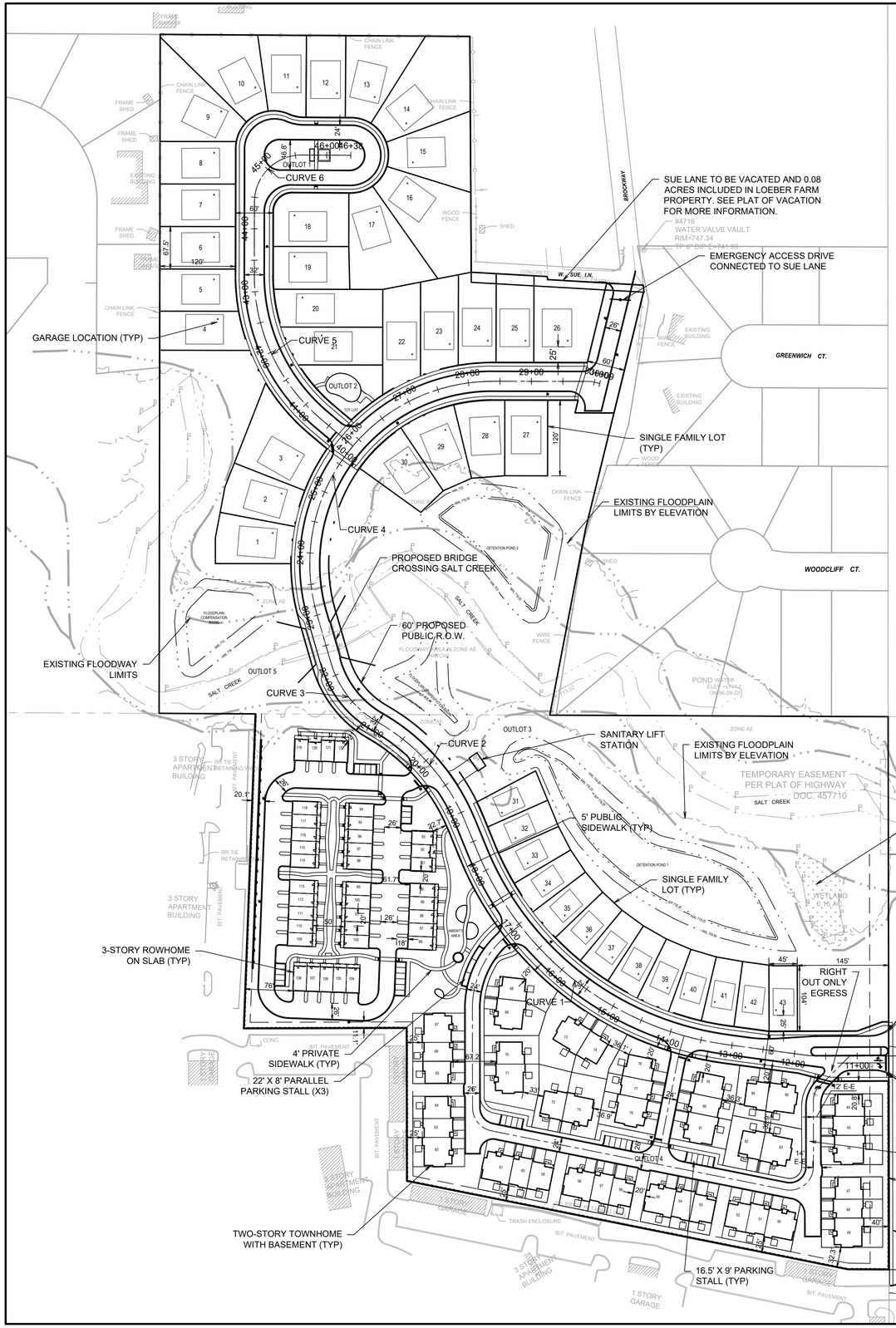
DRAWN BY: RI

DEMOLITION PLAN
LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
2.0



RESIDENTIAL DENSITY:					
Type of Unit	Number of Units	Net Acres	Net Density (Unit/ac)	Gross Acres	Gross Density
Single-Family	43	11.08	3.88	11.08	35%
Townhome / Rowhome	79	13.93	5.67	13.93	41%
Total	122	25.01	4.88		

NOTES:

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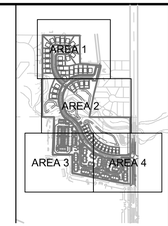
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.



SITE DATA

EXISTING ZONING: R-4
PROPOSED ZONING: R-6C - PUD
SITE AREA = 32.81 ACRES
TOTAL LOTS = 1
DENSITY = 3.72 DU/AC

MAXIMUM BUILDING HEIGHT (SINGLE-FAMILY) REQUIREMENT: 28 FEET
MAXIMUM BUILDING HEIGHT (SINGLE-FAMILY) PROVIDED: 35 FEET

MAXIMUM BUILDING HEIGHT (TOWNHOME) REQUIREMENT: 35 FEET
MAXIMUM BUILDING HEIGHT (TOWNHOME) PROVIDED: 42' 6" FEET

FRONT BUILDING SETBACK REQUIREMENT (MEACHAM): 30 FEET
FRONT BUILDING SETBACK PROVIDED (MEACHAM): 40 FEET

PERIPHERAL BUILDING SETBACK REQUIREMENT: 10 FEET
PERIPHERAL BUILDING SETBACK PROVIDED: 25 FEET

PERIPHERAL PARKING SETBACK REQUIREMENT: 10 FEET
PERIPHERAL PARKING SETBACK PROVIDED: 20.6 FEET

MAXIMUM LOT COVERAGE REQUIREMENT: 30%
LOT COVERAGE PROVIDED: 19%

MAXIMUM IMPERVIOUS AREA: 55%
IMPERVIOUS AREA PROVIDED: 35%

MINIMUM LANDSCAPE AREA: 45%
LANDSCAPE AREA PROVIDED: 65%

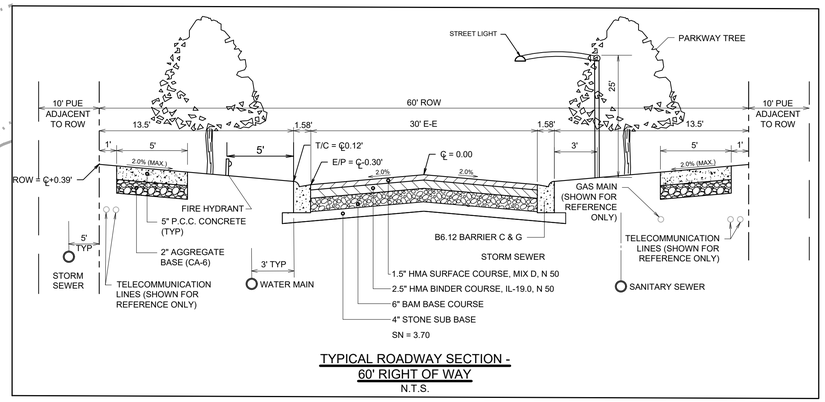
SINGLE-FAMILY DATA:
43 LOTS

MIN. STANDARD LOT REQUIREMENT =	8,750 SF
MIN. STANDARD LOT PROVIDED (NORTH) =	8,100 SF
MIN. STANDARD LOT PROVIDED (SOUTH) =	4,680 SF
MIN. CORNER LOT REQUIREMENT =	10,500 SF
MIN. CORNER LOT PROVIDED =	12,519 SF
MIN. STANDARD LOT (NORTH) =	60' X 120'
MIN. STANDARD LOT (SOUTH) =	45' X 104'
FRONT/REAR YARD SETBACK REQUIREMENT =	30'
FRONT/REAR YARD SETBACK PROVIDED =	25'
SIDE YARD SETBACK =	10% OF LOT WIDTH AT FRONT YARD SETBACK

TOWNHOME / ROWHOME DATA:
2 BEDROOM TOWNHOME: 26 UNITS
3 BEDROOM TOWNHOME: 16 UNITS
2 BEDROOM ROWHOME: 7 UNITS
3 BEDROOM ROWHOME: 30 UNITS
TOTAL: 79 UNITS

TOWNHOME / ROWHOME PARKING SUMMARY:

REQUIRED:	
2 STALLS PER 2 BEDROOM UNIT =	66 STALLS
2.5 STALLS PER 3 BEDROOM UNIT =	115 STALLS
GUEST PARKING 1 PER 20 STALLS =	9 STALLS
TOTAL REQUIRED PARKING STALLS =	190 STALLS
PROVIDED:	
TOWNHOME DRIVE STALLS =	124 STALLS
TOWNHOME GARAGE STALLS =	124 STALLS
ROWHOME DRIVE STALLS =	74 STALLS
ROWHOME GARAGE STALLS =	74 STALLS
GUEST STREET PARKING =	31 STALLS
TOTAL PROVIDED PARKING STALLS =	427 STALLS



TYPICAL ROADWAY SECTION - 60' RIGHT OF WAY
N.T.S.

CURVE TABLE

CURVE	P.I. Data	P.C. DATA	P.T. DATA	CHORD DATA	CURVE DATA
CURVE 1	P.I. STA. 15+96.85	P.C. STA. 13+07.74	P.T. STA. 18+32	ANGLE: N52°19'13"W DISTANCE: 500.57	LENGTH: 524.25 RADIUS: 500.00
CURVE 2	P.I. STA. 19+94.98	P.C. STA. 18+83.13	P.T. STA. 20+98.64	ANGLE: N41°15'07"W DISTANCE: 211.61	LENGTH: 215.51 RADIUS: 326.30
CURVE 3	P.I. STA. 21+63.19	P.C. STA. 20+98.64	P.T. STA. 22+21.28	ANGLE: N38°11'48"W DISTANCE: 119.62	LENGTH: 122.64 RADIUS: 159.04
CURVE 4	P.I. STA. 26+87.42	P.C. STA. 23+00.70	P.T. STA. 28+38.57	ANGLE: N36°57'39"E DISTANCE: 464.02	LENGTH: 537.86 RADIUS: 290.00
CURVE 5	P.I. STA. 42+05.27	P.C. STA. 40+65.65	P.T. STA. 43+26.99	ANGLE: N24°51'45"W DISTANCE: 253.16	LENGTH: 261.35 RADIUS: 300.00
CURVE 6	P.I. STA. 45+17.70	P.C. STA. 44+42.35	P.T. STA. 45+60.51	ANGLE: N45°13'41"E DISTANCE: 106.31	LENGTH: 118.16 RADIUS: 75.00

GRAPHIC SCALE
100 50 0 100
1" = 100'

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

OVERALL SITE PLAN

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
3.0

NOTES:

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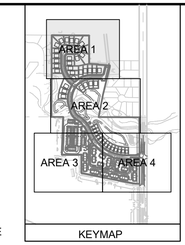

KEYMAP

PAVING LEGEND

PUBLIC ROADWAY PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.5" HMA BINDER COURSE, IL19.0, N50
6" BAM BASE COURSE
4" AGGREGATE BASE COURSE - CA6

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
3" HMA BINDER COURSE, IL9-, N50
10" AGGREGATE BASE COURSE - CA6

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

SPECIALTY PAVEMENT

REFER TO LANDSCAPE PLANS FOR DETAILS

DRABANT'S RESUBDIVISION
DOC. T1771964, REC. DEC. 3, 1957

LOT 7

EXISTING BUILDING
FRAME GARAGE
FIP 1 0.18' S & 0.03' W
FENCE X 0.79' S 0.44' E
CHAIN LINK FENCE
FRAME SHED
SHED X 3.47' W
CHAIN LINK FENCE 0.53' E
WIRE FENCE 0.04' E
SHED X 2.85' W
CHAIN LINK FENCE X 0.34' W
CHAIN LINK FENCE X 0.72' W
FIR 1/2 AT CORNER
FENCE X 0.90' S 4.37' E
FIP 3/4 AT CORNER
FIR 5/8 0.13' W & ONLINE
FIP 1 THICK BENT
FIP 3/4 BENT
FIR 5/8
10' UTILITY EASEMENT
WOOD FENCE
SHED
FIP
CONCRETE
BIT. PAVEMENT
W
FIR
WIRE FENCE
EXISTING BUILDING

LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6

WESTERBERG'S WOODLANDS
DOC. 17566213, REC. JUL. 2, 1959

BROCKWAY

OUTLOT 1
OUTLOT 2
TOT LOT

R.O.W. LINE

60' R.O.W.

W. SUE LN.

NEW PROPERTY LINE. SUE LANE TO BE VACATED AND PROPERTY DIVIDED BETWEEN LOEBER FARM AND ADJACENT NEIGHBOR.

EMERGENCY ACCESS CONNECTED TO SUE LANE (TO BE VACATED)

CONNECT TO EXISTING CURB (TYP)

EMERGENCY ACCESS GATE. COORDINATE WITH SCHAUMBURG FIRE DEPARTMENT FOR ACCESS AND KNOX BOX REQUIREMENTS.

GARAGE LOCATION (TYP)

#4716
WATER VALVE VAULT
RIM=747.34
TP 8" DIP E=741.99

FOR CONTINUATION SEE SHEET 3.2

GRAPHIC SCALE
40 20 0 40
1" = 40'

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LAYOUT PLAN - AREA 1

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
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DRAWING NO.
3.1

FOR CONTINUATION SEE SHEET 3.1

FOR CONTINUATION SEE SHEET 3.3

FOR CONTINUATION SEE SHEET 3.4

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KEYMAP

AREA 1
AREA 2
AREA 3
AREA 4

PAVING LEGEND

PUBLIC ROADWAY PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
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6" BAM BASE COURSE
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4" AGGREGATE BASE COURSE - CA6

SPECIALTY PAVEMENT

REFER TO LANDSCAPE PLANS FOR DETAILS

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LAYOUT PLAN - AREA 2

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SCHAUMBURG ILLINOIS

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DRAWING NO. 3.2

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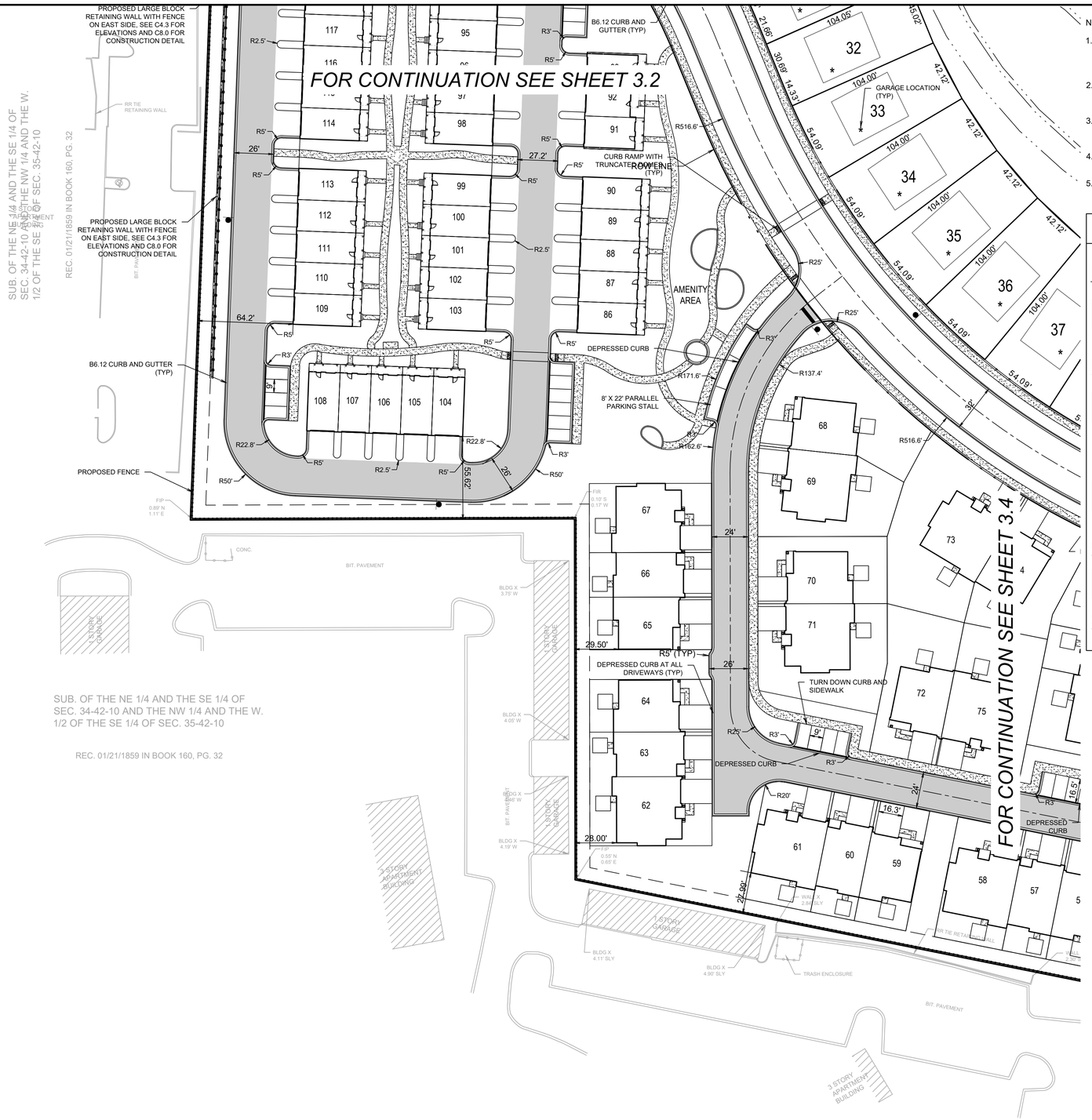


SUB. OF THE NE 1/4 AND THE SE 1/4 OF SEC. 34-42-10 AND THE NW 1/4 AND THE W. 1/2 OF THE SE 1/4 OF SEC. 35-42-10

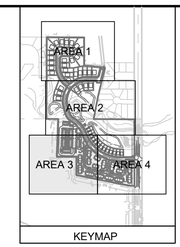
REC. 01/21/1859 IN BOOK 160, PG. 32

SUB. OF THE NE 1/4 AND THE SE 1/4 OF SEC. 34-42-10 AND THE NW 1/4 AND THE W. 1/2 OF THE SE 1/4 OF SEC. 35-42-10

REC. 01/21/1859 IN BOOK 160, PG. 32

NOTES:

1. ALL DIMENSIONS SHOWN, WITH THE EXCEPTION OF RADIAL DIMENSIONS, ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED YELLOW UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
5. PRIVATE TOWNHOME AND ROWHOME DRIVEWAYS TO BE 3" HMA OVER 6" CA6.



KEYMAP

PAVING LEGEND

PUBLIC ROADWAY PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.5" HMA BINDER COURSE, IL19.0, N50
6" BAM BASE COURSE
4" AGGREGATE BASE COURSE - CA6

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
3" HMA BINDER COURSE, IL9-, N50
10" AGGREGATE BASE COURSE - CA6

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

SPECIALTY PAVEMENT

REFER TO LANDSCAPE PLANS FOR DETAILS

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS		
NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

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1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

LAYOUT PLAN - AREA 3

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
3.3

FOR CONTINUATION SEE SHEET 3.2

FOR CONTINUATION SEE SHEET 3.3

DETENTION POND 1

WETLAND 0.15 AC.

BIP 718.20

NWL 719.20

HWL 724.65

IL BELL TELEPHONE CO. EASEMENT PER DOC. 19532367

S. MEACHAM ROAD

BROOKDALE LN.

OUTLOT 4

GARAGE LOCATION (TYP)

B6.12 CURB AND GUTTER (TYP)

ROW LINE

CURB RAMP WITH TRUNCATED DOMES (TYP)

DEPRESSED CURB

DEPRESSED CURB AT ALL DRIVEWAYS (TYP)

R5' (TYP)

PROPOSED FENCE

1 STORY GARAGE

BIT. PAVEMENT

NOTES:

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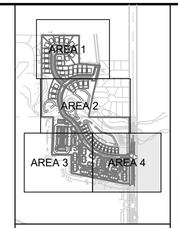

KEYMAP

PAVING LEGEND

PUBLIC ROADWAY PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
2.5" HMA BINDER COURSE, IL19.0, N50
6" BAM BASE COURSE
4" AGGREGATE BASE COURSE - CA6

HEAVY DUTY HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX D N50
3" HMA BINDER COURSE, IL9-, N50
10" AGGREGATE BASE COURSE - CA6

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
4" AGGREGATE BASE COURSE - CA6

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

SPECIALTY PAVEMENT

REFER TO LANDSCAPE PLANS FOR DETAILS

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
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ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

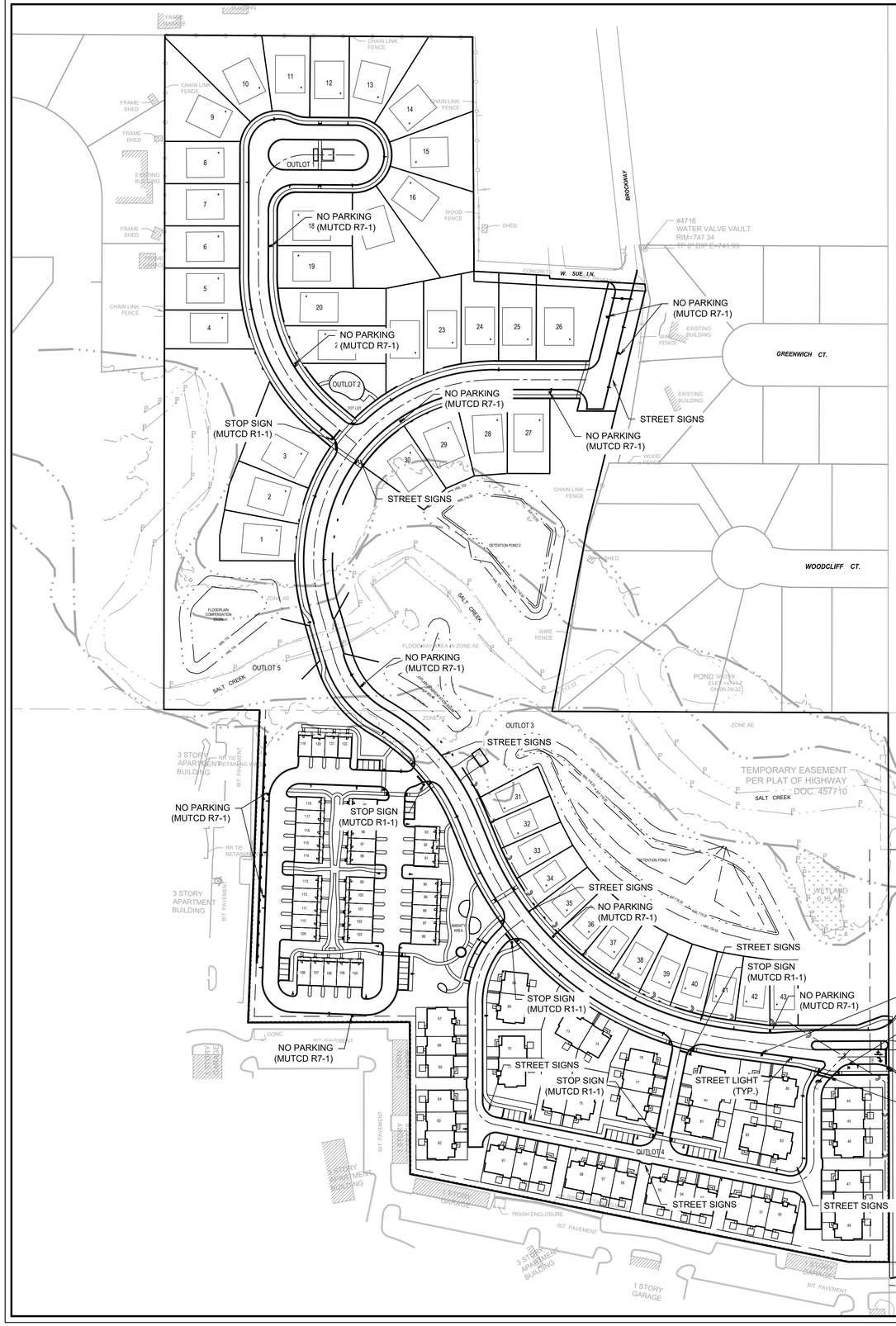
LAYOUT PLAN - AREA 4

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
3.4





R1-1
30" x 30"



R7-1
12" x 18"



R3-2
24" x 24"

NOTES:

1. CONTRACTOR TO USE ILLINOIS MUTCD SIGNS.
2. SIGNS TO BE POSTED ON LIGHT POLES WHEN POSSIBLE.



STREET SIGN

REVISIONS

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

SITE SIGNAGE PLAN

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

GRAPHIC SCALE
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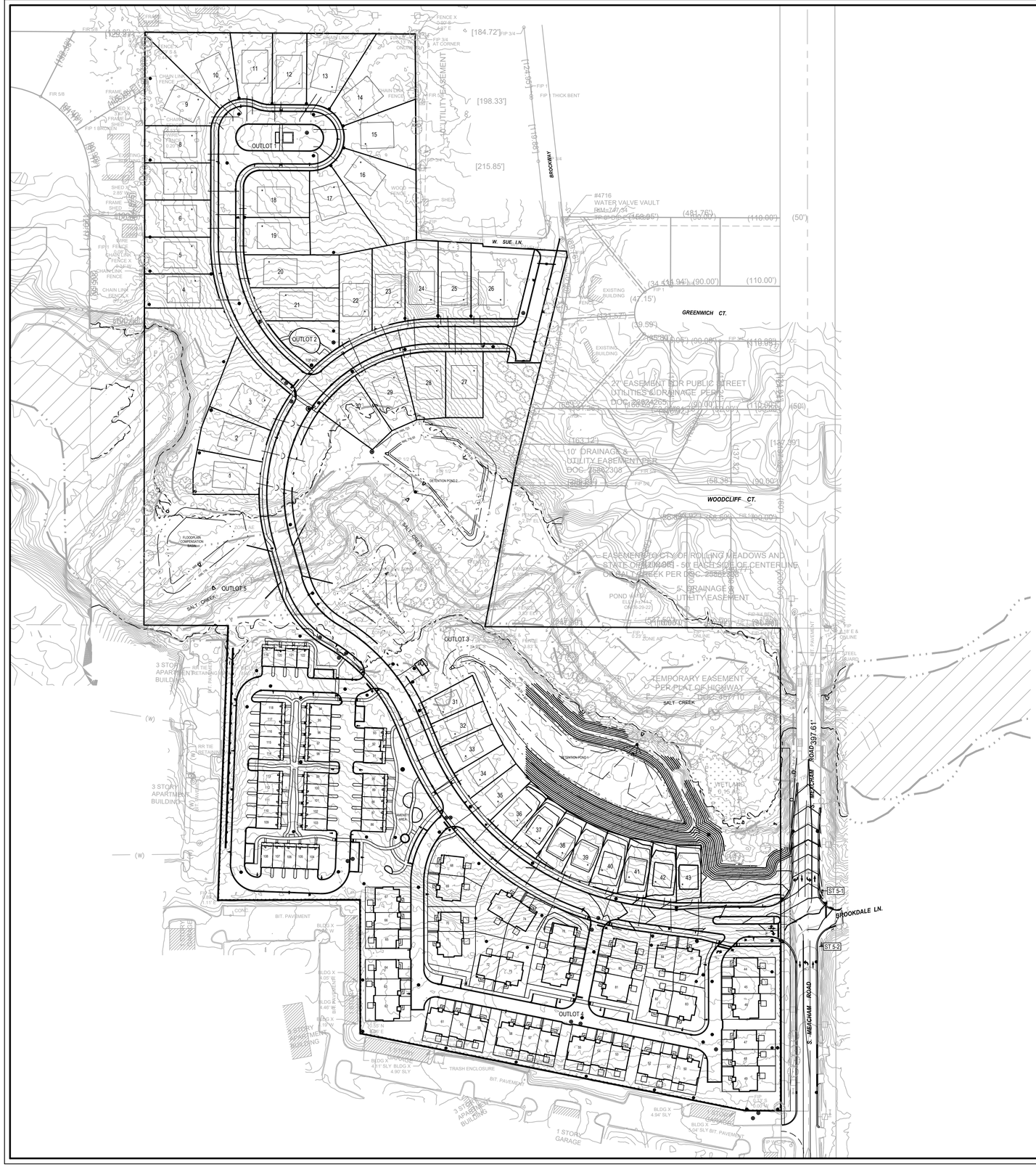
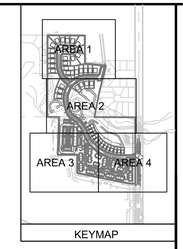
1" = 100'

DRAWING NO.
3.5





KEYMAP

NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%. (REVISE FOR CITY OF CHICAGO PROJECTS)

GRAPHIC SCALE
100 50 0 100
1" = 100'

REVISIONS

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ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

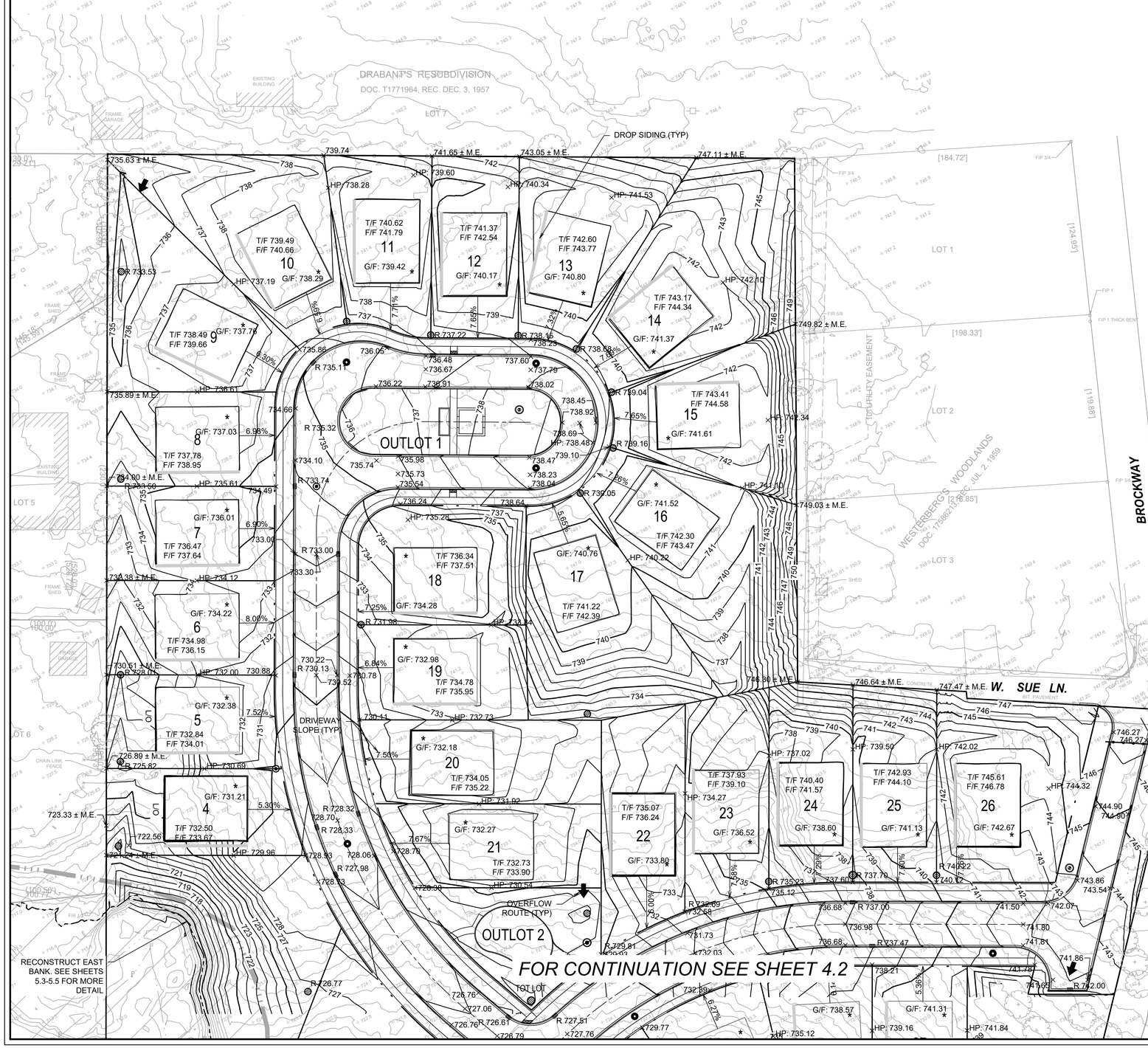
OVERALL GRADING PLAN

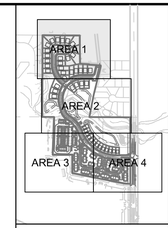
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
4.0





KEYMAP

NOTES:

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REVISIONS

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3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

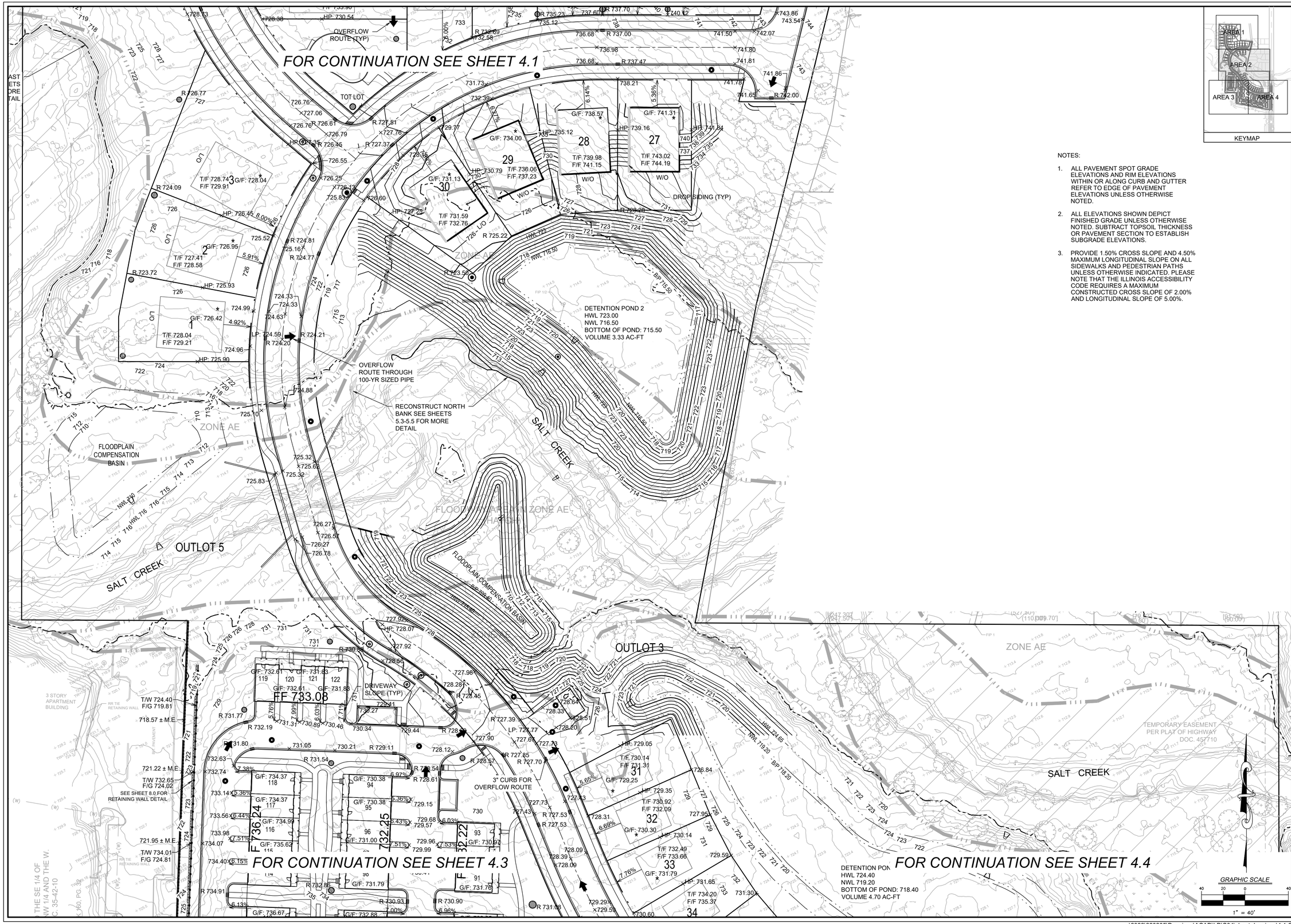
GRADING PLAN - AREA 1

LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

GRAPHIC SCALE
40 20 0 40
1" = 40'

DRAWING NO.
4.1



KEYMAP

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

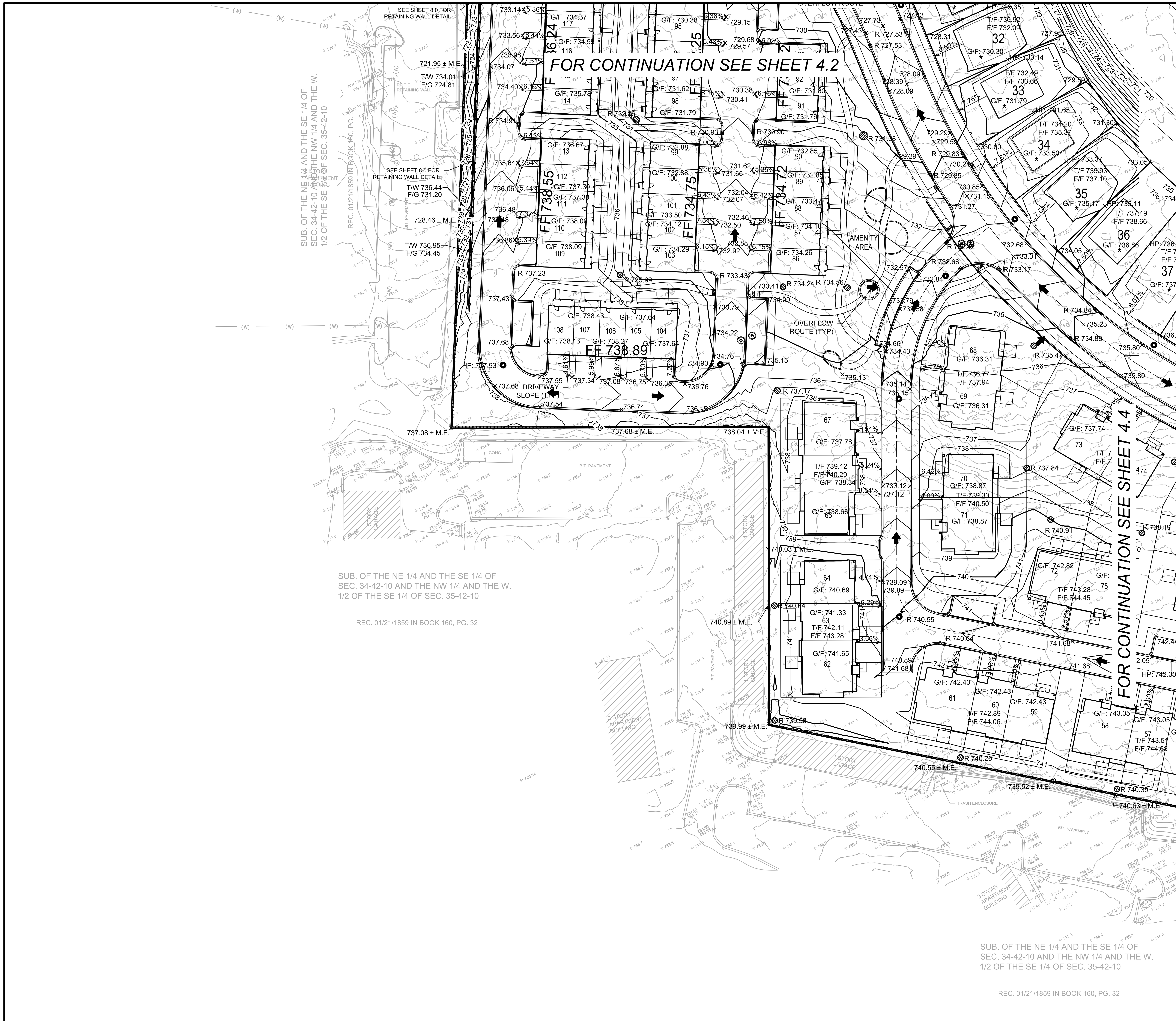
GRADING PLAN - AREA 2

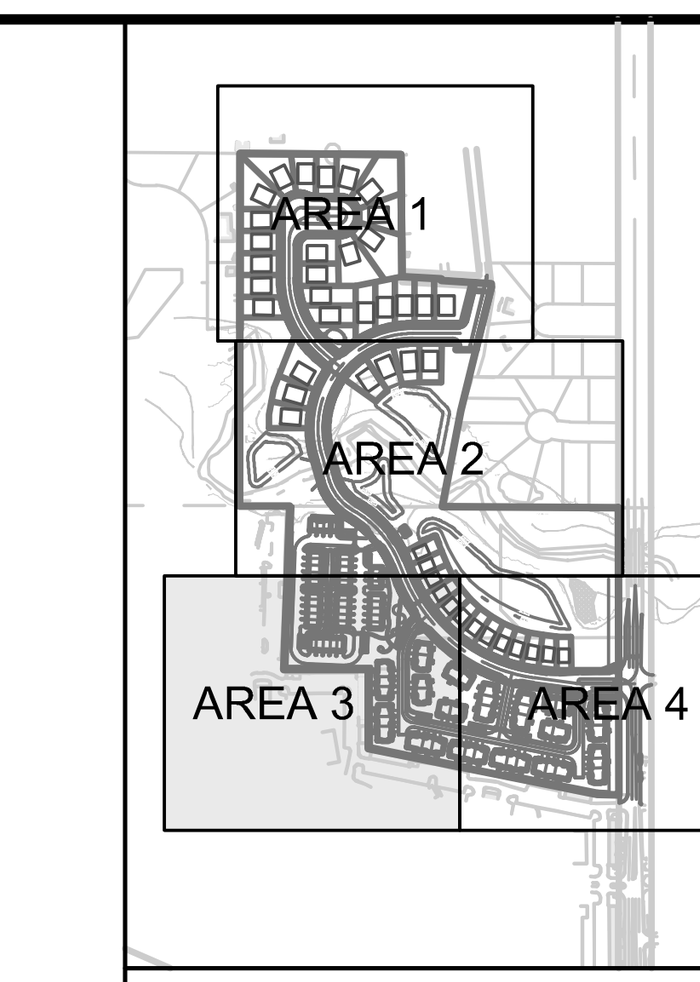
LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

GRAPHIC SCALE
40 20 0 40
1" = 40'

DRAWING NO.
4.2





KEYMAP

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GRAPHIC SCALE

40 20 0 40

1" = 40'

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PROJECT NO.: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

GRADING PLAN - AREA 3

LOEBER FARM NITTI PUD

SCHAUMBURG ILLINOIS

V3
7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

4.3

MATCHLINE SEE SHEET 4.2

MATCHLINE SEE SHEET 4.3

DETENTION POND 1
HWL 724.40
NWL 719.20
BOTTOM OF POND: 718.40
VOLUME 4.70 AC-FT

S. MEACHAM ROAD

BROOKDALE LN.

OUTLOT 4

DRIVEWAY SLOPE (TYP)

OVERFLOW ROUTE (TYP)

KEYMAP

AREA 1
AREA 2
AREA 3
AREA 4

NOTES:

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

GRADING PLAN - AREA 4

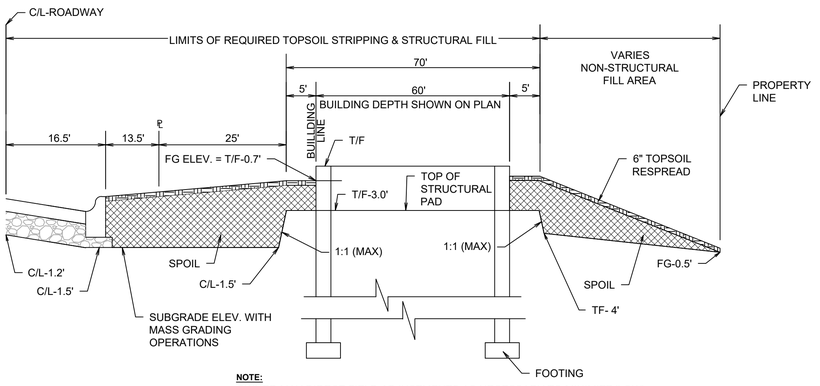
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

GRAPHIC SCALE
40 20 0 40
1" = 40'

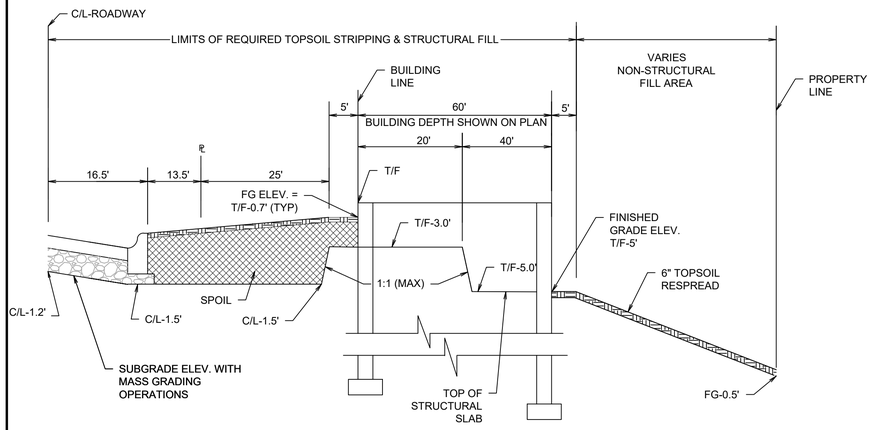
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
4.4



NOTE:
OWNER MAY DIRECT FIELD ADJUSTMENTS AS NECESSARY TO MINIMIZE 'LOW' AREAS ON AND NEAR BUILDING PADS AND IN STREET RIGHT-OF-WAYS.

MASS-GRADE SECTION STANDARD BASEMENT



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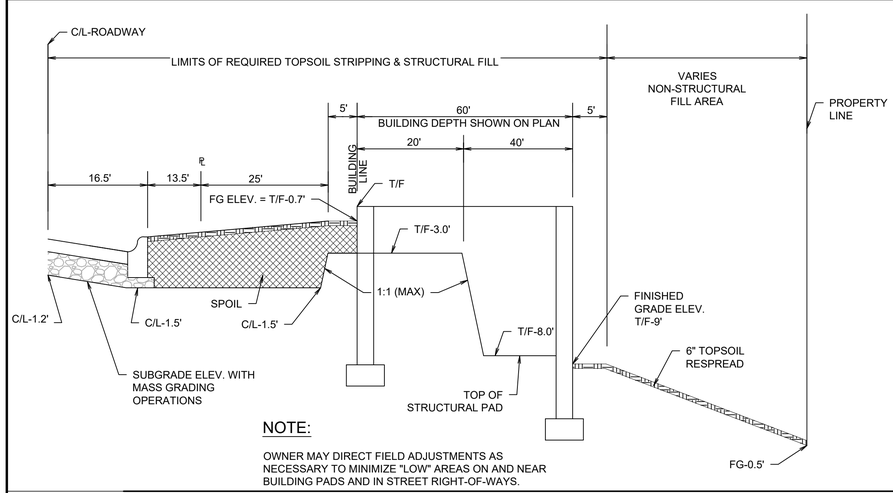
MASS-GRADE SECTION WITH LOOKOUT BASEMENT



NOTE:
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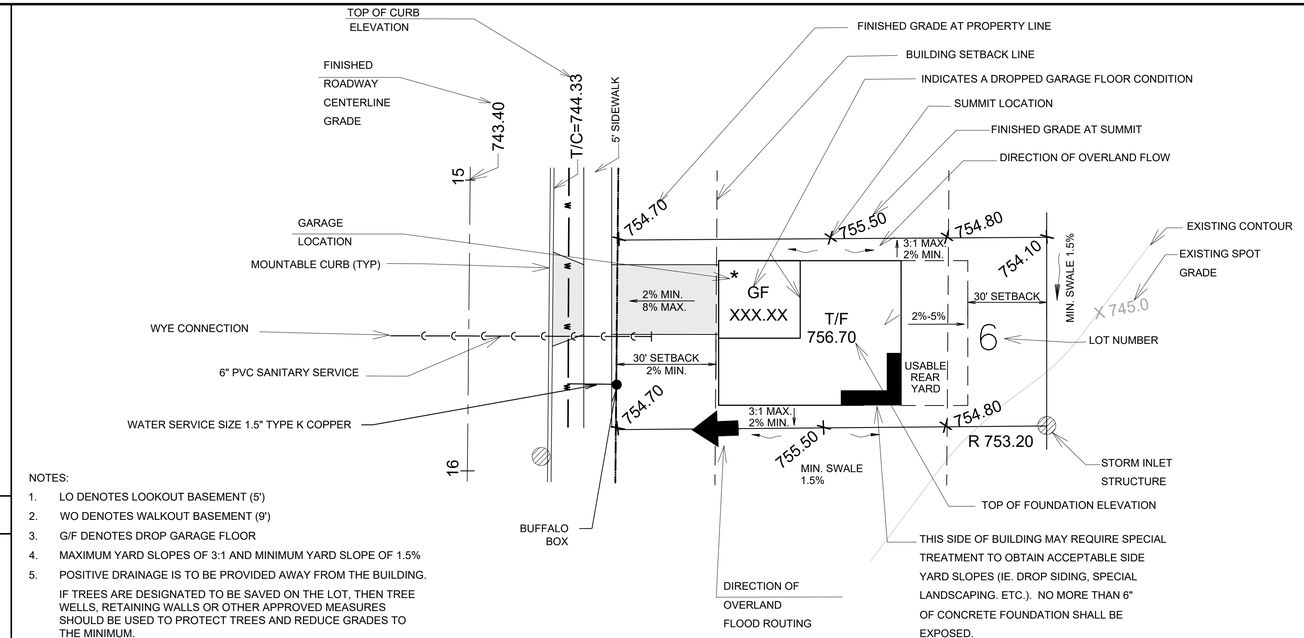
MASS-GRADE SECTION WALKOUT BASEMENT



NOTES:
1. LO DENOTES LOOKOUT BASEMENT (5')
2. WO DENOTES WALKOUT BASEMENT (9')
3. G/F DENOTES DROP GARAGE FLOOR
4. MAXIMUM YARD SLOPES OF 3:1 AND MINIMUM YARD SLOPE OF 1.5%
5. POSITIVE DRAINAGE IS TO BE PROVIDED AWAY FROM THE BUILDING.
   IF TREES ARE DESIGNATED TO BE SAVED ON THE LOT, THEN TREE WELLS, RETAINING WALLS OR OTHER APPROVED MEASURES SHOULD BE USED TO PROTECT TREES AND REDUCE GRADES TO THE MINIMUM.
6. 2% MINIMUM AND 8% MAXIMUM SLOPE ON DRIVEWAYS.

TYPICAL LOT DETAIL

N.T.S.

REVISIONS

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
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DRAWN BY: RI

TYPICAL SECTIONS

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
4.5

EROSION CONTROL NOTES:

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. CONTRACTOR TO INSTALL INLET PROTECTION ON ALL OPEN LID STRUCTURES. SEE INLET PROTECTION DETAIL ON SHEET C5.1.
4. EROSION CONTROL BLANKET (ROLLMAX ERONET S150 OR APPROVED EQUAL) SHALL BE PLACED ON ALL AREAS WITH SIDE SLOPES OF 4:1 OR GREATER, AND IN BOTTOM AND SIDE SLOPES OF SWALES WHERE NOTED.
5. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED.
6. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
7. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
8. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

EROSION CONTROL LEGEND

- SEDIMENT TRAP
- INLET PROTECTION
- RIP RAP
- SF — SILT FENCE
- EROSION CONTROL BLANKET
- COIR LOG

COIR LOG (TYP) SEE DETAIL ON SHEET 5.2

OUTLET PROTECTION RIP RAP (TYP) SHEET 5.1

EROSION CONTROL BLANKET. (TYP) SEE DETAIL ON SHEET 5.1

CONSTRUCTION ENTRANCE SEE DETAIL ON SHEET 5.1

STAGING AREA

CONCRETE WASHOUT SEE DETAIL ON SHEET 5.2

INLET PROTECTION SEE DETAIL ON SHEET 5.1

GRAPHIC SCALE
100 50 0 100
1" = 100'

REVISIONS

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

EROSION CONTROL PLAN

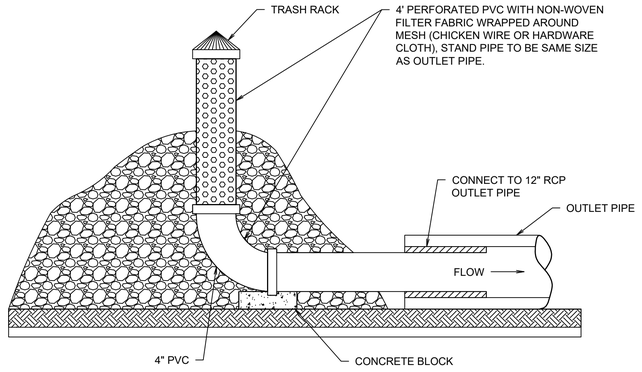
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
5.0

PERFORATED RISER

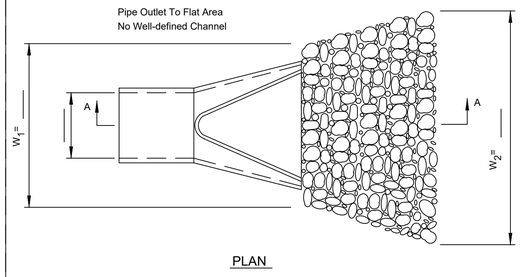


REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

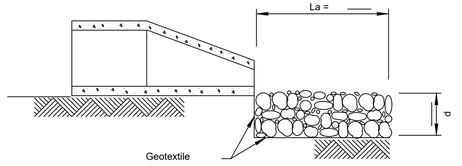
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-610
SHEET 1 OF 1
DATE 9-15-93

PIPE OUTLET TO FLAT AREA



PLAN



SECTION A-A

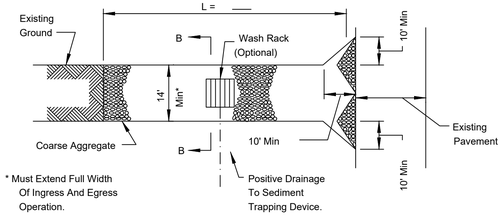
NOTES:
1. The filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table 1 or 2, class , or I II III
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR , Quality _____ _____
3. The riprap shall be placed according to construction specification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

REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

NRCS Natural Resources Conservation Service

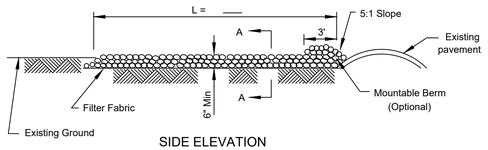
STANDARD DWG. NO. IL-630
SHEET 1 OF 2
DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



* Must Extend Full Width Of Ingress And Egress Operation.

PLAN VIEW



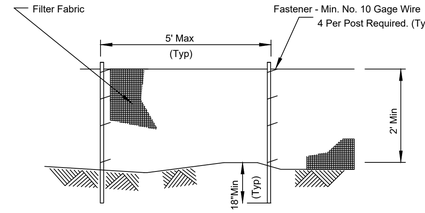
SIDE ELEVATION

NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II orIV 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.

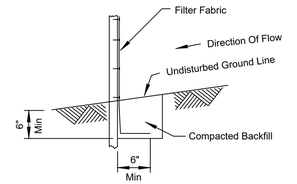
REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IL-620
SHEET 1 OF 2
DATE 3-16-12

SILT FENCE PLAN



ELEVATION

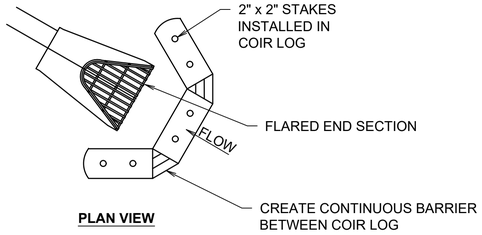


FABRIC ANCHOR DETAIL

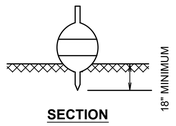
NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent openIng size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-620
SHEET 1 OF 2
DATE 3-16-12



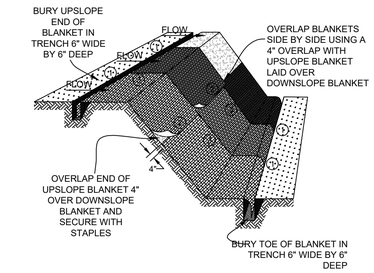
PLAN VIEW

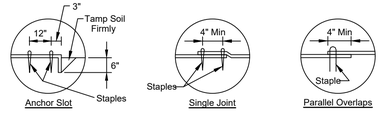


SECTION

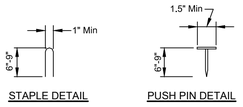
NOTES:

1. COIR LOGS TO BE STAKED, OR OTHERWISE ANCHORED, IF NECESSARY.
2. COIR LOGS SHALL BE PLACED WITH ENDS TIGHTLY ABUTTING THE ADJACENT CORES.
3. EACH COIR LOG SHALL BE FIRMLY EMBEDDED IN THE SOIL.
4. INSPECTION SHALL BE FREQUENT AND AFTER RAIN EVENTS, REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. COIR LOGS SHALL BE REMOVED AS DIRECTED BY ENGINEER.





DETAIL 1 DETAIL 2 DETAIL 3



NOTES:

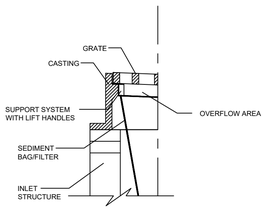
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

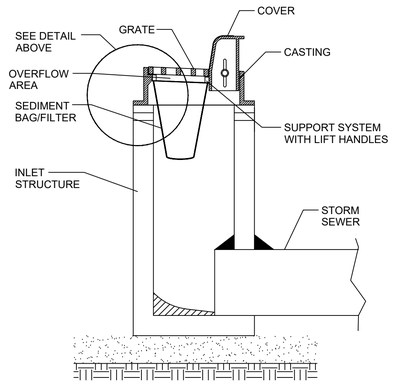
EROSION CONTROL BLANKET INSTALLATION DETAILS

Date
Designed ____
Drawn ____
Checked ____
Approved ____

STANDARD DWG. NO. IUM-550

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION

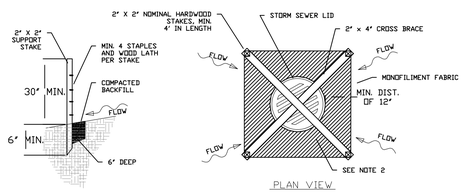


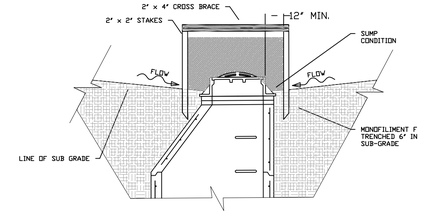


REFERENCE
Project
Designed ____ Date ____
Checked ____ Date ____
Approved ____ Date ____

STANDARD DWG. NO. IUM-561D
SHEET 1 OF 1
DATE 01-11-11

INLET PROTECTION - GRASSED AREAS MONOFILAMENT FABRIC BARRIER FENCE





NOTES:
1. 2 x 2 nominal hardwood stakes, 4 foot minimum length, driven into ground approximately 18 inches, stakes driven a minimum width of 12 inches away from the drop inlet.
2. Area inside the fence, from edge of fabric to structure, must be stabilized with Erosion Control Blanket, Turf Reinforcement Mat, Geotextile 592 Table 2 Class 2 or CA-7 stone
3. Maximum height of the fabric above the crest of the drop inlet shall be 30". Place the bottom 6 inches of the fabric in a trench and backfill with 6 inches of 95% compacted soil.
4. Stakes must be a maximum of 4 feet apart.
5. A maintenance schedule must maintain a sediment accumulation of less than 50% of the height of the monofilment fabric.
6. Monofilment fabric shall meet the requirement of Material Specification 592 Geotextile Table 1, Class 4.
7. Monofilliment fabric shall be secured to each 2" x 2" nominal hardwood stake with a minimum of 4 steel staple fasteners and wood lath. Wood lath shall be a minimum length of 10 inches. Wire fasteners should be used if metal T-Posts are installed in place of hardwood stakes.

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

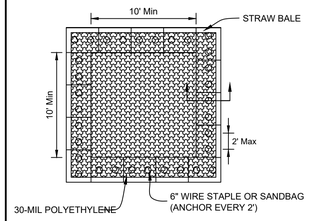
PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

EROSION CONTROL DETAILS

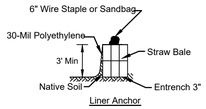
LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
5.1

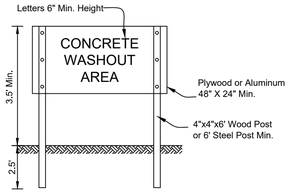


PLAN VIEW



Liner Anchor

STRAW BALE ANCHOR SECTIONS

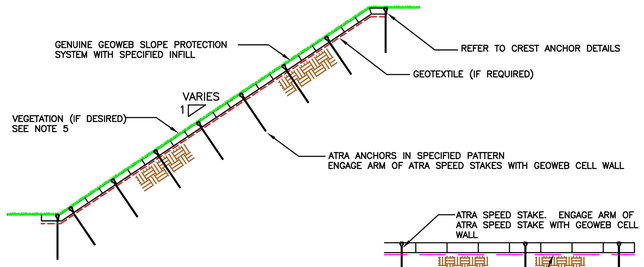


SIGN DETAIL

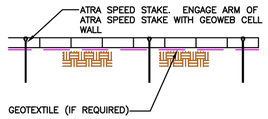
NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

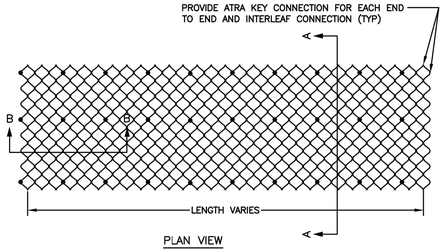
	TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE	Designed — Drawn S. JOHNSON — Checked — Approved — Date —



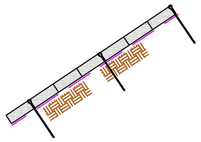
TYPICAL ATRA SPEED STAKE SYSTEM



SECTION A – A



PLAN VIEW



SECTION B – B

NOTES:

1. ATRA SPEED STAKES SHALL CONSIST OF SINGLE PICE MOLDED HDPE POLYMER WITH THREE SETS OF BARBS.
2. LENGTH OF THE ATRA SPEED STAKES SHALL BE AS SPECIFIED.
3. THE GEOWEB CELLS SHALL BE FILLED WITH THE SPECIFIED MATERIAL (TOPSOIL, STONE, OR CONCRETE) AND SHALL BE SUITABLE TO WITHSTAND THE APPLICABLE HYDRAULIC CONDITIONS.
4. THE GEOWEB SECTIONS SHALL BE ANCHORED TO RESIST SLIDING DUE TO DRIVING AND HYDRAULIC FORCES.
5. IF VEGETATION IS DESIRED, PROVIDE AN EROSION CONTROL BLANKET, HYDROSEED, OR A TURF REINFORCEMENT MAT IF THERE IS A POTENTIAL FOR EROSION PRIOR TO ESTABLISHING VEGETATION.
6. THE GEOWEB PANELS SHALL BE CONNECTED WITH ATRA KEYS AT EACH INTERLEAF AND END TO END CONNECTION.
7. REFER TO THE GENERAL DETAIL DRAWINGS FOR ANCHOR DETAILS.

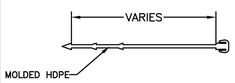
ATRA SPEED STAKE INSTALLATION



STEPS:

1. POSITION THE ATRA SPEED STAKE NEXT TO THE UP–SLOPE CELL WALL.
2. DRIVE ATRA SPEED STAKE INTO THE GROUND UNTIL ARM OF ATRA SPEED STAKE IS LOCATED ABOVE GEOWEB CELL WALL.
3. ENGAGE ARM OF ATRA SPEED STAKE TO CELL WALL AND DRIVE UNTIL TIGHT.

ATRA SPEED STAKE DETAIL



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PRESTO® PRODUCTS CO.
670 NORTH PERKINS STREET
APPLETON, WI 54914
920-738-1328
WWW.PRESTOGEO.COM

GENUINE GEOWEB®
SLOPE WITH ATRA SPEED STAKES

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DATE	NOVEMBER 2019	FILE NAME	GWSLSF.DWG
SCALE	NTS	SHEET	1

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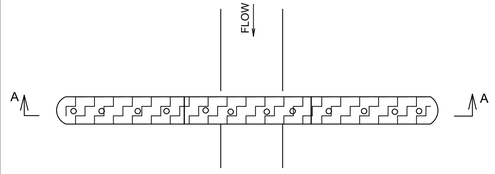
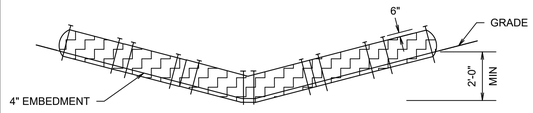


PLAN VIEW



SECTION A-A

NOTES:

1. COIR LOGS SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT COIR LOGS.
2. EACH COIR LOG SHALL BE FIRMLY EMBEDDED IN THE SOIL.
3. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
4. COIR LOGS SHALL BE REMOVED AS DIRECTED BY ENGINEER.
5. COIR LOGS TO BE STAKED, OR OTHERWISE ANCHORED, NECESSARY.

COIR LOG DITCH CHECK

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

EROSION CONTROL DETAILS

LOEBER FARM

NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
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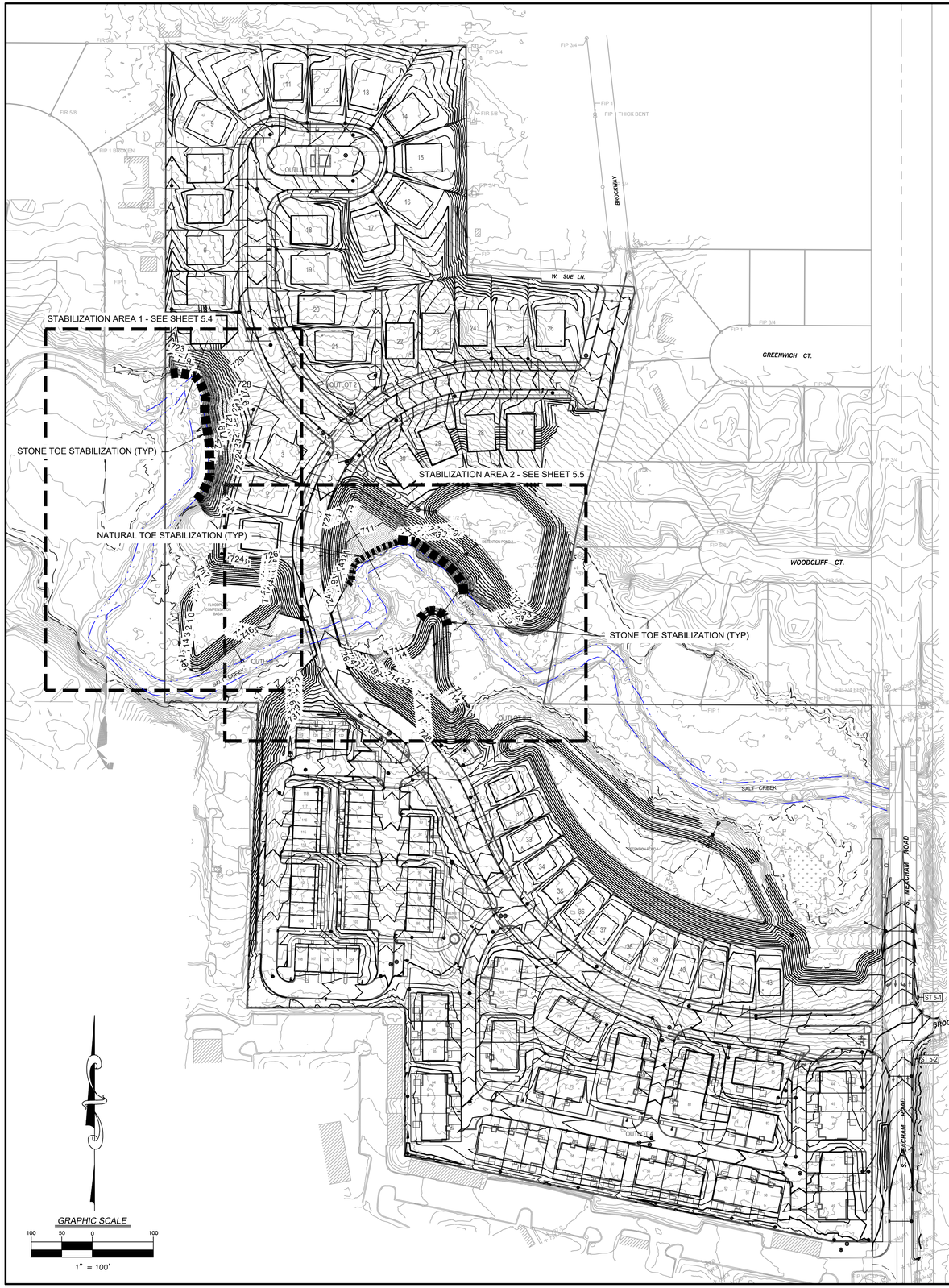
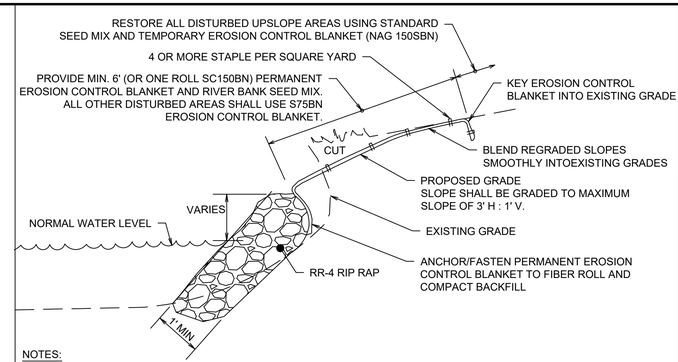
DRAWING NO.

5.2

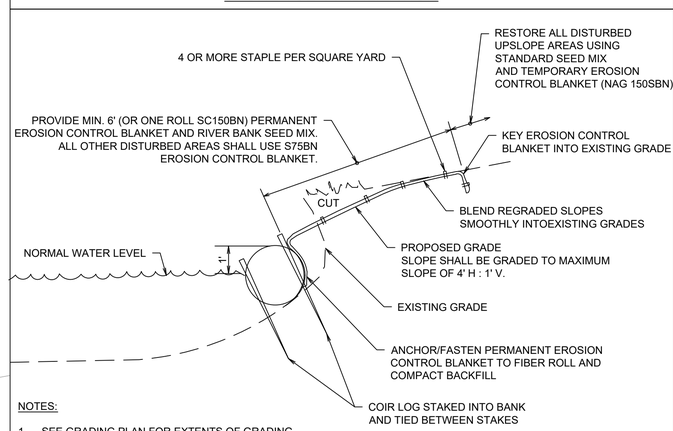




NOTES:

1. RIP RAP TO BE PLACED AT TOE OF SLOPE FROM BOTTOM OF BANK TO A MINIMUM OF 1 FOOT ABOVE NORMAL WATER LEVEL.
2. ROCK SHALL BE RR-4 RIP RAP AND SHALL COMPLY WITH SECTION 281 AND 1005 OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION.
3. CONTRACTOR SHALL PROVIDE SMOOTH TRANSITION AT THE UPSTREAM END OF THE AREA BEING DISTURBED TO MINIMIZE POTENTIAL OF FUTURE SCOUR.
4. STONE TOE STABILIZATION SHALL BE CONSTRUCTED AT 4:1 SLOPE.
5. SEE GRADING PLAN FOR EXTENTS OF GRADING.

STONE TOE STABILIZATION



NOTES:

1. SEE GRADING PLAN FOR EXTENTS OF GRADING.

NATURAL TOE STABILIZATION

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDING			A		A*					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

A* NATIVE SEEDING

B KENTUCKY BLUEGRASS 135 LBS/ACRE MIXED WITH PERENNIAL RYGRASS 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

SOIL STABILIZATION CHART

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

OVERALL BANK STABILIZATION PLAN

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
5.3

STONE REINFORCEMENT TO EXTEND ALONG TOP OF RETAINING WALL TO 1' ABOVE 100YR FLOOD ELEVATION.

GRADING LIMITS NOT TO EXTEND BEYOND EXISTING TOP OF BANK. IN THIS AREA.

SALT CREEK

FLOODPLAIN COMPENSATION BASIN

±6,500 SF ENHANCED PLANTING, TO EXTEND ALONG ENTIRE TOP OF BERM, TO OUTSIDE TOE OF BERM SLOPE, AND OTHER AREAS OUTSIDE OF POND BERM TO 1' ABOVE 100YR FLOOD ELEVATION.

±8,950 SF ENHANCED PLANTING.

±7,250 SF STONE TOE REINFORCEMENT.

±250 LF STREAM BANK DISTURBANCE FOR STONE TOE (ONE SIDE).

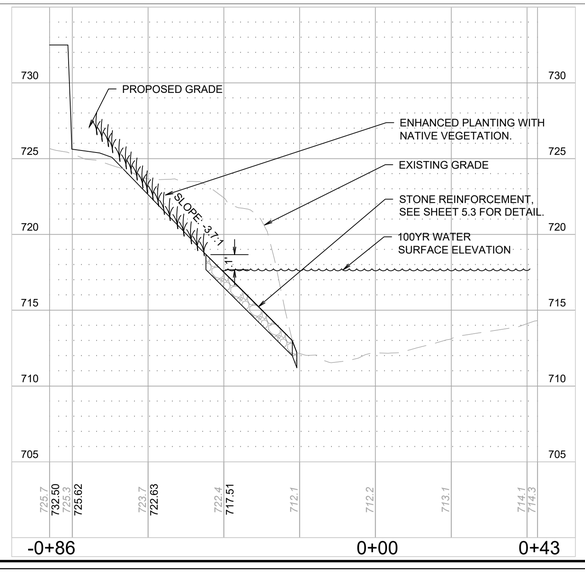
BEGIN ENHANCED PLANTING WITH NATIVE VEGETATION. ENHANCED PLANTING TO EXTEND MIN. 20' UP-SLOPE FROM STONE. .

BEGIN STONE TOE REINFORCEMENT AT EDGE OF GRADING LIMITS. STONE TO EXTEND FROM TOE OF SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

END STONE TOE REINFORCEMENT AT EDGE OF GRADING LIMITS. STONE TO EXTEND FROM TOE OF SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

END ENHANCED PLANTING WITH NATIVE VEGETATION. ENHANCED PLANTING TO EXTEND TO TOP OF SLOPE IN ALL AREAS 4:1 OR STEEPER.

CROSS SECTION A-A'



GRAPHIC SCALE

20 10 0 20

1" = 20'

LEGEND

- WATERS OF THE U.S. (APPROX.)
- PROPOSED 10 YR FLOOD BOUNDARY
- PROPOSED 100 YR FLOOD BOUNDARY
- NATURAL TOE REINFORCEMENT
- ENHANCED PLANTING
- STONE TOE STABILIZATION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

BANK STABILIZATION PLAN - AREA 1

LOEBER FARM
NITTI PUD
SCHAUMBURG
ILLINOIS

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Woodridge, IL 60517
630.724.9200 phone
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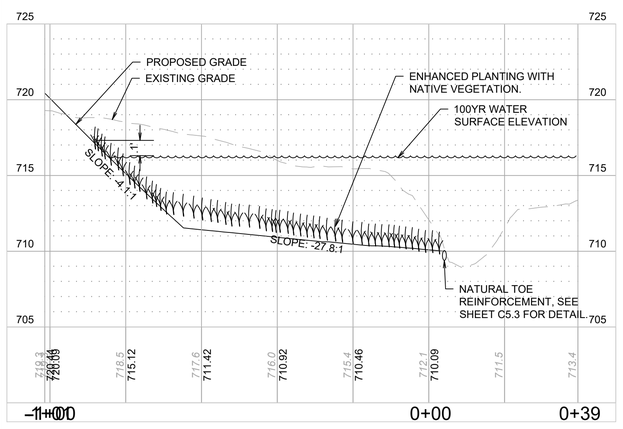
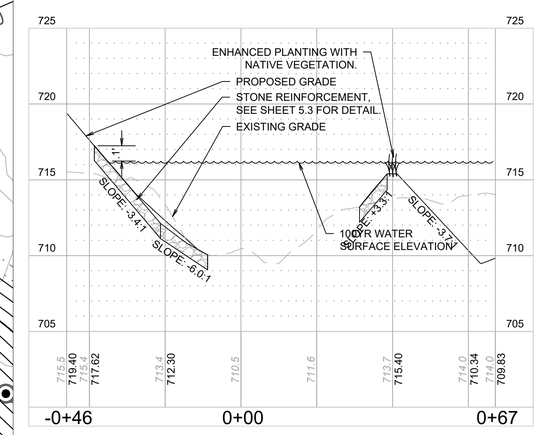
DRAWING NO.
5.4

CROSS SECTION B-B'



CROSS SECTION C-C'



END STONE TOE REINFORCEMENT. STONE TO EXTEND FROM TOE OF SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

±10,350 SF ENHANCED PLANTING, TO EXTEND FROM TOE REINFORCEMENT, UP SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

±113 LF NATURAL TOE REINFORCEMENT (ONE SIDE).

±140 LF STREAM BANK DISTURBANCE FOR STONE TOE (ONE SIDE).

±6,050 SF STONE TOE REINFORCEMENT.

±350 SF STONE TOE REINFORCEMENT TO EXTEND FROM TOE OF SLOPE TO TOP OF BERM..

±7 LF STREAM BANK DISTURBANCE FOR STONE TOE (ONE SIDE).

STONE REINFORCEMENT TO EXTEND ALONG TOP OF RETAINING WALL TO 1' ABOVE 100YR FLOOD ELEVATION.

±4,200 SF ENHANCED PLANTING, TO EXTEND ALONG ENTIRE TOP OF BERM, TO OUTSIDE TOE OF BERM SLOPE, AND OTHER AREAS OUTSIDE OF POND BERM TO 1' ABOVE 100YR FLOOD ELEVATION.

STONE REINFORCEMENT TO EXTEND ALONG TOP OF RETAINING WALL TO 1' ABOVE 100YR FLOOD ELEVATION.

±750 SF ENHANCED PLANTING, TO EXTEND FROM TOE OF SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

END ENHANCED PLANTING WITH NATIVE VEGETATION. ENHANCED PLANTING TO EXTEND TO 1' ABOVE 100YR FLOOD ELEVATION.

±1,150 SF ENHANCED PLANTING.

BEGIN STONE TOE REINFORCEMENT. STONE TO EXTEND FROM TOE OF SLOPE TO 1' ABOVE 100YR FLOOD ELEVATION.

NWL 716.50

HWL 723

HWL 716

HWL 715.40

BIP 709.40

SALT CREEK

FLOODPLAIN COMPENSATION BASIN

OUTLOT 3

OUTLOT E

119 120 121 122

-215+00 -214+00 -216+00 -217+00 -218+00 -219+00 -213+00 -212+00

GRAPHIC SCALE
20 10 0 20
1" = 20'

LEGEND

- WATERS OF THE U.S. (APPROX.)
- PROPOSED 10 YR FLOOD BOUNDARY
- PROPOSED 100 YR FLOOD BOUNDARY
- NATURAL TOE REINFORCEMENT
- ENHANCED PLANTING
- STONE TOE STABILIZATION

NO.	DATE	DESCRIPTION

REVISIONS

ORIGINAL ISSUE DATE: JANUARY 31, 2025

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

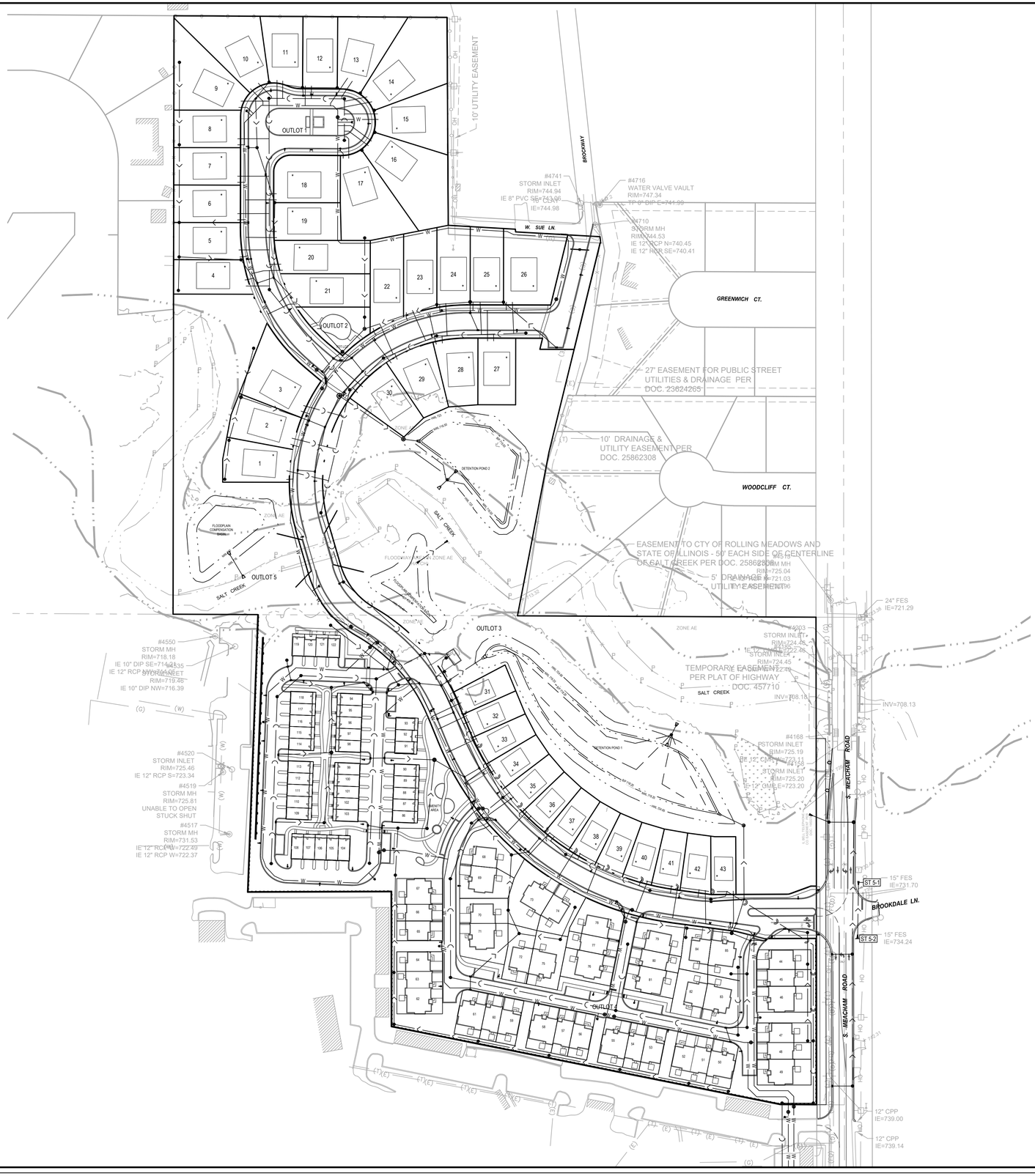
PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

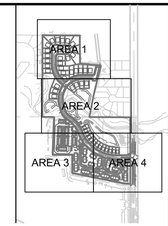
BANK STABILIZATION PLAN - AREA 2

LOEBER FARM
NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
5.5





NOTES:

1. ALL SANITARY SEWER MAIN TO BE 8" PVC SDR 26 UNLESS OTHERWISE NOTED.
2. ALL WATERMAIN TO BE 8" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. WATERMAIN LEADS TO FIRE HYDRANT TO BE 6" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. DUCTILE IRON PIPE SHALL HAVE AN EXTERNAL METALLIC ZINC-BASED COATING WITH FINISHING LAYER TOPCOAT APPLIED ACCORDING TO ISO STANDARD 8179-1, LATEST EDITION. IN ADDITION, ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYWRAP. ENCASEMENT OF PIPING SHALL BE V-BIO ENHANCED POLYETHYLENE FILM IN TUBE OR SHEET IN ACCORDANCE WITH ANSI/AWAA C105/A21.5.
3. ALL JOINT RESTRAINT SHALL BE MEGA-LUG STYLE RESTRAINT. NO RODS SHALL BE ALLOWED.
4. ALL STORM SEWER TO BE RCP CLASS III UNLESS OTHERWISE NOTED.
5. ALL MANHOLE LIDS TO BE CAST WITH THE UTILITY DESCRIPTION AS WELL AS "VILLAGE OF SCHAUMBURG".
6. INSTALLATION OF UTILITIES TO AVOID WETLANDS, CREEK AND OTHER PRESERVED AREAS. IF INSTALLATION IS THROUGH ONE OF THESE AREAS THAN AUGERING MUST BE USED.
7. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
8. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
9. EACH TOWNHOME/ROWHOME UNIT TO BE PROVIDED WITH 1.5" TYPE K COPPER WATER SERVICE AND 6" PVC SDR 26 SANITARY SERVICE.

GRAPHIC SCALE
100 50 0 100
1" = 100'

REVISIONS

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

OVERALL UTILITY PLAN

LOEBER FARM NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.0

WATER STRUCTURE TABLE

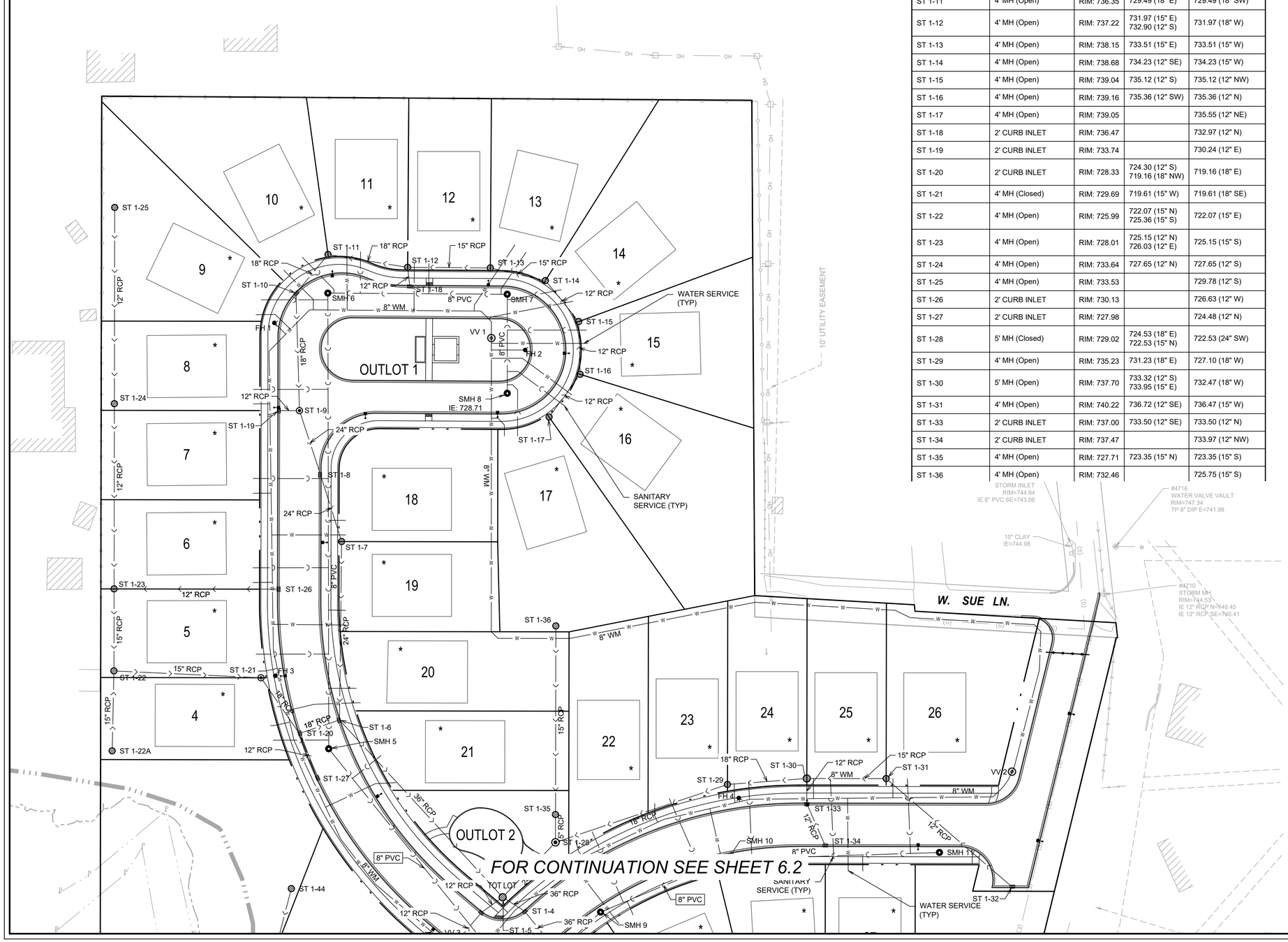
STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 1	FIRE HYDRANT	FG = 735.29
FH 2	FIRE HYDRANT	FG = 739.24
FH 3	FIRE HYDRANT	FG = 729.48
FH 4	FIRE HYDRANT	FG = 735.31

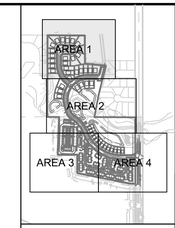
WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 1	8" VALVE IN 5' DIA. VAULT	RIM = 738.48
VV 2	8" VALVE IN 5' DIA. VAULT	RIM = 744.26

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 1-6	5' CURB INLET	RIM: 728.32	722.75 (24" N) 718.77 (18" W)	718.77 (36" SE)
ST 1-7	4' MH (Open)	RIM: 731.98	723.97 (24" N)	723.97 (24" S)
ST 1-8	2' CURB INLET	RIM: 732.91	724.41 (24" N)	724.41 (24" S)
ST 1-9	4' MH (Closed)	RIM: 734.08	725.79 (18" N) 730.16 (12" W)	725.79 (24" S)
ST 1-10	2' CURB INLET	RIM: 735.11	727.66 (18" NE)	727.66 (18" S)
ST 1-11	4' MH (Open)	RIM: 736.35	729.49 (18" E)	729.49 (18" SW)
ST 1-12	4' MH (Open)	RIM: 737.22	731.97 (15" E) 732.90 (12" S)	731.97 (18" W)
ST 1-13	4' MH (Open)	RIM: 738.15	733.51 (15" E)	733.51 (15" W)
ST 1-14	4' MH (Open)	RIM: 738.68	734.23 (12" SE)	734.23 (15" W)
ST 1-15	4' MH (Open)	RIM: 739.04	735.12 (12" S)	735.12 (12" NW)
ST 1-16	4' MH (Open)	RIM: 739.16	735.36 (12" SW)	735.36 (12" N)
ST 1-17	4' MH (Open)	RIM: 739.05		735.55 (12" NE)
ST 1-18	2' CURB INLET	RIM: 736.47		732.97 (12" N)
ST 1-19	2' CURB INLET	RIM: 733.74		730.24 (12" E)
ST 1-20	2' CURB INLET	RIM: 728.33	724.30 (12" S) 719.16 (18" NW)	719.16 (18" E)
ST 1-21	4' MH (Closed)	RIM: 729.69	719.61 (15" W)	719.61 (18" SE)
ST 1-22	4' MH (Open)	RIM: 725.99	722.07 (15" N) 725.36 (15" S)	722.07 (15" E)
ST 1-23	4' MH (Open)	RIM: 728.01	725.15 (12" N) 726.03 (12" E)	725.15 (15" S)
ST 1-24	4' MH (Open)	RIM: 733.64	727.65 (12" N)	727.65 (12" S)
ST 1-25	4' MH (Open)	RIM: 733.53		729.78 (12" S)
ST 1-26	2' CURB INLET	RIM: 730.13		726.63 (12" W)
ST 1-27	2' CURB INLET	RIM: 727.98		724.48 (12" N)
ST 1-28	5' MH (Closed)	RIM: 729.02	724.53 (18" E) 722.53 (15" N)	722.53 (24" SW)
ST 1-29	4' MH (Open)	RIM: 735.23	731.23 (18" E)	727.10 (18" W)
ST 1-30	5' MH (Open)	RIM: 737.70	733.32 (12" S) 733.95 (15" E)	732.47 (18" W)
ST 1-31	4' MH (Open)	RIM: 740.22	736.72 (12" SE)	736.47 (15" W)
ST 1-33	2' CURB INLET	RIM: 737.00	733.50 (12" SE)	733.50 (12" N)
ST 1-34	2' CURB INLET	RIM: 737.47		733.97 (12" NW)
ST 1-35	4' MH (Open)	RIM: 727.71	723.35 (15" N)	723.35 (15" S)
ST 1-36	4' MH (Open)	RIM: 732.46		725.75 (15" S)





KEYMAP

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1. ALL SANITARY SEWER MAIN TO BE 8" PVC SDR 26 UNLESS OTHERWISE NOTED.
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GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

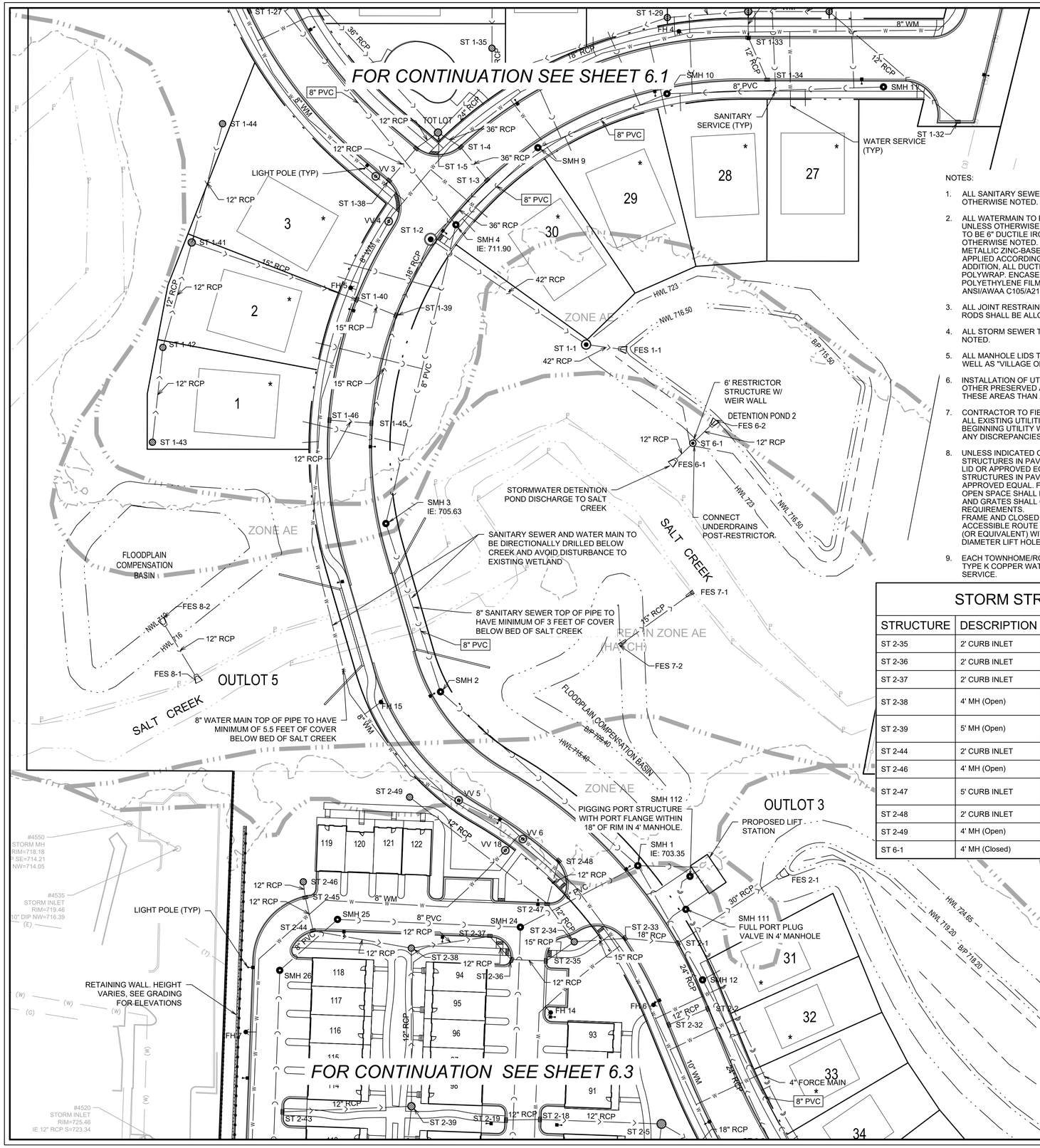
UTILITY PLAN - AREA 1

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.1



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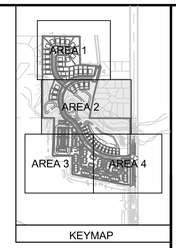
WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 5	FIRE HYDRANT	FG = 725.49
FH 6	FIRE HYDRANT	FG = 727.87
FH 7	FIRE HYDRANT	FG = 734.09
FH 14	FIRE HYDRANT	FG = 730.16
FH 15	FIRE HYDRANT	FG = 727.10



KEYMAP

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
FES 1-1	42" FES	RIM: 716.51		
FES 2-1	30" FES	RIM: 719.20	719.20 (30" SW)	
FES 5-2	12" FES	RIM: 718.36		719.20 (12" SW)
FES 6-1	12" FES	RIM: 716.43	716.30 (12" NE)	
FES 6-2	12" FES	RIM: 716.50		716.50 (12" SW)
FES 7-1	15" FES	RIM: 709.40	709.30 (15" SW)	
FES 7-2	15" FES	RIM: 709.40		709.40 (15" NE)
FES 8-1	12" FES	RIM: 711.33	709.80 (12" NW)	
FES 8-2	12" FES	RIM: 710.09		709.95 (12" SE)
ST 1-1	6' MH (Closed)	RIM: 723.50	716.53 (42" NW)	716.53 (42" E)
ST 1-2	8' MH (Closed)	RIM: 725.93	718.67 (18" SW) 716.64 (36" NE)	716.64 (42" SE)
ST 1-3	7' CURB INLET	RIM: 727.37	717.18 (36" NW)	717.18 (36" SW)
ST 1-4	5' CURB INLET	RIM: 727.54	717.46 (36" NW)	717.46 (36" SE)
ST 1-5	5' MH (Open)	RIM: 726.45	722.63 (12" SW) 717.69 (36" NW) 721.88 (24" NE)	717.69 (36" SE)
ST 1-32	2' CURB INLET	RIM: 741.61		737.53 (12" NW)
ST 1-37	2' CURB INLET	RIM: 726.56	722.76 (12" SW)	722.76 (12" NE)
ST 1-38	2' CURB INLET	RIM: 726.42		722.92 (12" NE)
ST 1-39	7' CURB INLET	RIM: 724.77	719.22 (15" W) 720.11 (15" S)	719.22 (18" NE)
ST 1-40	5' CURB INLET	RIM: 724.81	719.54 (15" W)	719.54 (15" E)
ST 1-41	5' MH (Open)	RIM: 724.68	721.59 (12" N) 720.18 (12" S)	720.18 (15" E)
ST 1-42	4' MH (Open)	RIM: 724.40	720.57 (12" S)	720.57 (12" N)
ST 1-43	4' MH (Open)	RIM: 724.65		720.94 (12" N)
ST 1-44	4' MH (Open)	RIM: 726.77		723.71 (12" S)
ST 1-45	2' CURB INLET	RIM: 724.20	720.45 (12" W)	720.45 (15" N)
ST 1-46	2' CURB INLET	RIM: 724.20		720.70 (12" E)
ST 2-1	5' CURB INLET	RIM: 727.70	721.12 (24" SE) 721.61 (18" W)	720.02 (30" NE)
ST 2-2	2' CURB INLET	RIM: 727.45	723.28 (12" W) 721.70 (24" SE)	721.70 (24" NW)
ST 2-32	2' CURB INLET	RIM: 727.45		723.44 (12" E)
ST 2-33	2' CURB INLET	RIM: 727.77	721.87 (15" W)	721.87 (18" E)
ST 2-34	4' MH (Open)	RIM: 728.63	722.51 (15" SW) 723.01 (12" NW)	722.51 (15" E)

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 2-35	2' CURB INLET	RIM: 728.54	722.79 (12" W)	722.79 (15" NE)
ST 2-36	2' CURB INLET	RIM: 728.61	723.60 (12" NW)	723.60 (12" E)
ST 2-37	2' CURB INLET	RIM: 729.02	724.21 (12" W)	724.21 (12" SE)
ST 2-38	4' MH (Open)	RIM: 731.54	726.05 (12" S) 725.95 (12" W)	725.95 (12" E)
ST 2-39	5' MH (Open)	RIM: 732.86	727.66 (12" S) 729.67 (12" W)	727.66 (12" N)
ST 2-44	2' CURB INLET	RIM: 731.72	726.31 (12" N)	726.31 (12" E)
ST 2-46	4' MH (Open)	RIM: 731.77		726.50 (12" S)
ST 2-47	5' CURB INLET	RIM: 728.19	723.79 (12" NW) 723.18 (12" N)	723.18 (12" SE)
ST 2-48	2' CURB INLET	RIM: 728.42		723.50 (12" S)
ST 2-49	4' MH (Open)	RIM: 729.96		725.90 (12" SE)
ST 6-1	4' MH (Closed)	RIM: 723.50	716.40 (12" NE)	716.40 (12" SW)

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 3	8" VALVE IN 5' DIA. VAULT	RIM = 727.05
VV 4	8" VALVE IN 5' DIA. VAULT	RIM = 726.27
VV 5	8" VALVE IN 5' DIA. VAULT	RIM = 728.30
VV 6	8" VALVE IN 5' DIA. VAULT	RIM = 728.55
VV 18	8" VALVE IN 5' DIA. VAULT	RIM = 728.89

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

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PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

UTILITY PLAN - AREA 2

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

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Woodridge, IL 60517
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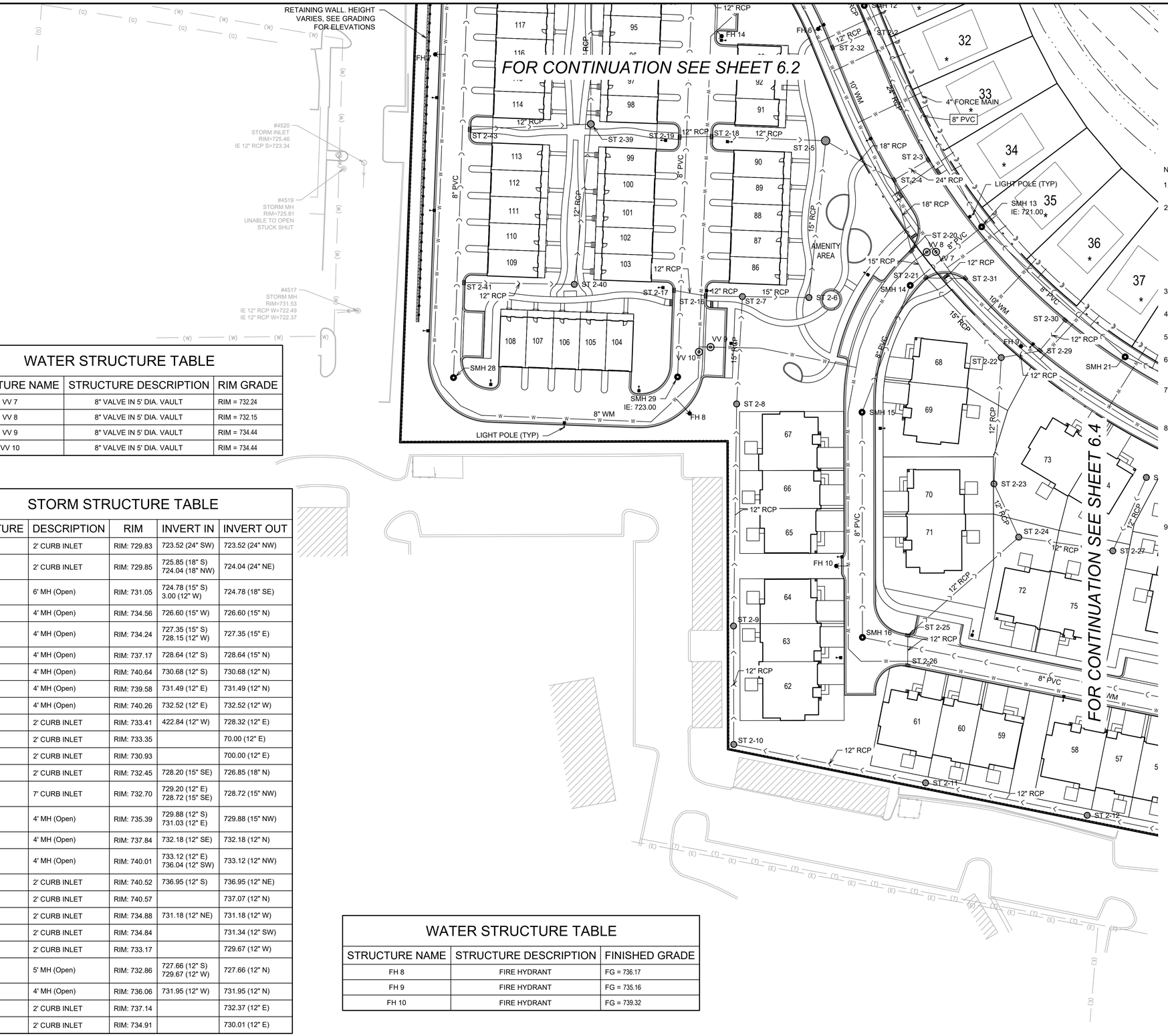
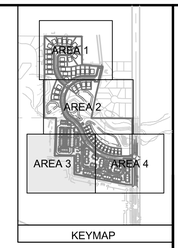
DRAWING NO.
6.2





NOTES:

1. ALL SANITARY SEWER MAIN TO BE 8" PVC SDR 26 UNLESS OTHERWISE NOTED.
2. ALL WATERMAIN TO BE 8" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. WATERMAIN LEADS TO FIRE HYDRANT TO BE 6" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. DUCTILE IRON PIPE SHALL HAVE AN EXTERNAL METALLIC ZINC-BASED COATING WITH FINISHING LAYER TOPCOAT APPLIED ACCORDING TO ISO STANDARD 8179-1, LATEST EDITION. IN ADDITION, ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYWRAP. ENCASEMENT OF PIPING SHALL BE V-BIO ENHANCED POLYETHYLENE FILM IN TUBE OR SHEET IN ACCORDANCE WITH ANSI/AWAA C105/A21.5.
3. ALL JOINT RESTRAINT SHALL BE MEGA-LUG STYLE RESTRAINT. NO RODS SHALL BE ALLOWED.
4. ALL STORM SEWER TO BE RCP CLASS III UNLESS OTHERWISE NOTED.
5. ALL MANHOLE LIDS TO BE CAST WITH THE UTILITY DESCRIPTION AS WELL AS "VILLAGE OF SCHAUMBURG".
6. INSTALLATION OF UTILITIES TO AVOID WETLANDS, CREEK AND OTHER PRESERVED AREAS. IF INSTALLATION IS THROUGH ONE OF THESE AREAS THAN AUGERING MUST BE USED.
7. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
8. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
   FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
9. EACH TOWNHOME/ROWHOME UNIT TO BE PROVIDED WITH 1.5" TYPE K COPPER WATER SERVICE AND 6" PVC SDR 26 SANITARY SERVICE.

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 7	8" VALVE IN 5' DIA. VAULT	RIM = 732.24
VV 8	8" VALVE IN 5' DIA. VAULT	RIM = 732.15
VV 9	8" VALVE IN 5' DIA. VAULT	RIM = 734.44
VV 10	8" VALVE IN 5' DIA. VAULT	RIM = 734.44

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 2-3	2' CURB INLET	RIM: 729.83	723.52 (24" SW)	723.52 (24" NW)
ST 2-4	2' CURB INLET	RIM: 729.85	725.85 (18" S) 724.04 (18" NW)	724.04 (24" NE)
ST 2-5	6' MH (Open)	RIM: 731.05	724.78 (15" S) 3.00 (12" W)	724.78 (18" SE)
ST 2-6	4' MH (Open)	RIM: 734.56	726.60 (15" W)	726.60 (15" N)
ST 2-7	4' MH (Open)	RIM: 734.24	727.35 (15" S) 728.15 (12" W)	727.35 (15" E)
ST 2-8	4' MH (Open)	RIM: 737.17	728.64 (12" S)	728.64 (15" N)
ST 2-9	4' MH (Open)	RIM: 740.64	730.68 (12" S)	730.68 (12" N)
ST 2-10	4' MH (Open)	RIM: 739.58	731.49 (12" E)	731.49 (12" N)
ST 2-11	4' MH (Open)	RIM: 740.26	732.52 (12" E)	732.52 (12" W)
ST 2-16	2' CURB INLET	RIM: 733.41	422.84 (12" W)	728.32 (12" E)
ST 2-17	2' CURB INLET	RIM: 733.35		70.00 (12" E)
ST 2-19	2' CURB INLET	RIM: 730.93		700.00 (12" E)
ST 2-20	2' CURB INLET	RIM: 732.45	728.20 (15" SE)	726.85 (18" N)
ST 2-21	7' CURB INLET	RIM: 732.70	729.20 (12" E) 728.72 (15" SE)	728.72 (15" NW)
ST 2-22	4' MH (Open)	RIM: 735.39	729.88 (12" S) 731.03 (12" E)	729.88 (15" NW)
ST 2-23	4' MH (Open)	RIM: 737.84	732.18 (12" SE)	732.18 (12" N)
ST 2-24	4' MH (Open)	RIM: 740.01	733.12 (12" E) 736.04 (12" SW)	733.12 (12" NW)
ST 2-25	2' CURB INLET	RIM: 740.52	736.95 (12" S)	736.95 (12" NE)
ST 2-26	2' CURB INLET	RIM: 740.57		737.07 (12" N)
ST 2-29	2' CURB INLET	RIM: 734.88	731.18 (12" NE)	731.18 (12" W)
ST 2-30	2' CURB INLET	RIM: 734.84		731.34 (12" SW)
ST 2-31	2' CURB INLET	RIM: 733.17		729.67 (12" W)
ST 2-39	5' MH (Open)	RIM: 732.86	727.66 (12" S) 729.67 (12" W)	727.66 (12" N)
ST 2-40	4' MH (Open)	RIM: 736.06	731.95 (12" W)	731.95 (12" N)
ST 2-41	2' CURB INLET	RIM: 737.14		732.37 (12" E)
ST 2-43	2' CURB INLET	RIM: 734.91		730.01 (12" E)

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 8	FIRE HYDRANT	FG = 736.17
FH 9	FIRE HYDRANT	FG = 735.16
FH 10	FIRE HYDRANT	FG = 739.32

GRAPHIC SCALE
40 20 0 40
1" = 40'

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

UTILITY PLAN - AREA 3

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.3

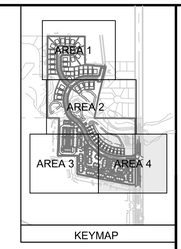


STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
FES 3-1	30" FES	RIM: 719.20	719.40 (30" SE)	
FES 4-1	15" FES	RIM: 719.67		720.25 (15" E)
FES 5-1	12" FES	RIM: 719.20	719.90 (12" NE)	
ST 2-12	4' MH (Open)	RIM: 740.39	733.14 (12" E)	733.14 (12" W)
ST 2-13	4' MH (Open)	RIM: 739.78	733.76 (12" E)	733.76 (12" W)
ST 2-14	4' MH (Open)	RIM: 739.32	734.37 (12" E)	734.37 (12" W)
ST 2-15	4' MH (Open)	RIM: 738.22		734.72 (12" W)
ST 2-27	4' MH (Open)	RIM: 738.19	733.52 (12" NE)	733.52 (12" W)
ST 2-28	4' MH (Open)	RIM: 737.33		733.83 (12" SW)
ST 3-1	5' MH (Closed)	RIM: 724.60	722.48 (24" S)	719.59 (30" NW)
ST 3-2	5' CURB INLET	RIM: 732.67	726.41 (24" S) 729.16 (12" W)	724.37 (24" N)
ST 3-3	2' CURB INLET	RIM: 733.33	726.98 (24" SW)	726.98 (24" N)
ST 3-4	5' MH (Open)	RIM: 733.83	727.40 (18" E) 729.36 (12" W)	727.40 (24" NE)
ST 3-5	2' CURB INLET	RIM: 733.67	728.67 (15" E) 728.87 (12" S)	728.67 (18" W)
ST 3-6	2' CURB INLET	RIM: 733.95	729.01 (12" NE)	729.01 (15" W)
ST 3-7	2' CURB INLET	RIM: 733.21	729.50 (12" E)	729.50 (12" SW)
ST 3-8	4' MH (Open)	RIM: 736.08	731.60 (12" S)	731.60 (12" N)
ST 3-9	4' MH (Open)	RIM: 738.19		735.48 (12" N)
ST 3-10	4' MH (Closed)	RIM: 735.46	731.96 (12" S) 730.93 (12" W)	730.93 (12" N)
ST 3-11	4' MH (Closed)	RIM: 738.57	734.48 (12" W)	734.48 (12" N)
ST 3-12	5' CURB INLET	RIM: 739.06	735.19 (12" S)	735.19 (12" E)
ST 3-13	2' CURB INLET	RIM: 738.86		735.36 (12" N)

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 11	8" VALVE IN 5' DIA. VAULT	RIM = 736.46
VV 12	8" VALVE IN 5' DIA. VAULT	RIM = 742.00
VV 13	8" VALVE IN 5' DIA. VAULT	RIM = 741.90
VV 14	8" VALVE IN 5' DIA. VAULT	RIM = 736.20
VV 15	8" VALVE IN 5' DIA. VAULT	RIM = 739.23
VV 19	10" VALVE IN 5' DIA. VAULT	RIM = 739.63
VV 20	10" VALVE IN 5' DIA. VAULT	RIM = 739.51



NOTES:

1. ALL SANITARY SEWER MAIN TO BE 8" PVC SDR 26 UNLESS OTHERWISE NOTED.
2. ALL WATERMAIN TO BE 8" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. WATERMAIN LEADS TO FIRE HYDRANT TO BE 6" DUCTILE IRON PIPE WITH TRACER WIRE UNLESS OTHERWISE NOTED. DUCTILE IRON PIPE SHALL HAVE AN EXTERNAL METALLIC ZINC-BASED COATING WITH FINISHING LAYER TOPCOAT APPLIED ACCORDING TO ISO STANDARD 8179-1, LATEST EDITION. IN ADDITION, ALL DUCTILE IRON PIPE SHALL BE ENCASED IN POLYWRAP. ENCASEMENT OF PIPING SHALL BE V-BIO ENHANCED POLYETHYLENE FILM IN TUBE OR SHEET IN ACCORDANCE WITH ANSI/AWAA C105/A21.5.
3. ALL JOINT RESTRAINT SHALL BE MEGA-LUG STYLE RESTRAINT. NO RODS SHALL BE ALLOWED.
4. ALL STORM SEWER TO BE RCP CLASS III UNLESS OTHERWISE NOTED.
5. ALL MANHOLE LIDS TO BE CAST WITH THE UTILITY DESCRIPTION AS WELL AS "VILLAGE OF SCHAUMBURG".
6. INSTALLATION OF UTILITIES TO AVOID WETLANDS, CREEK AND OTHER PRESERVED AREAS. IF INSTALLATION IS THROUGH ONE OF THESE AREAS THAN AUGERING MUST BE USED.
7. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
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   FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."
9. EACH TOWNHOME/ROWHOME UNIT TO BE PROVIDED WITH 1.5" TYPE K COPPER WATER SERVICE AND 6" PVC SDR 26 SANITARY SERVICE.

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 3-14	4' MH (Open)	RIM: 734.55		731.07 (12" E)
ST 3-15	4' MH (Closed)	RIM: 734.41	730.91 (12" W) 730.91 (12" S)	730.91 (12" E)
ST 3-16	2' CURB INLET	RIM: 736.71	732.65 (12" W)	732.65 (12" E)
ST 3-17	2' CURB INLET	RIM: 736.07	732.77 (12" NW)	732.77 (12" E)
ST 3-18	2' CURB INLET	RIM: 736.42		732.92 (12" SE)
ST 3-19	4' MH (Open)	RIM: 734.54		731.18 (12" N)
ST 3-20	2' CURB INLET	RIM: 733.17		729.67 (12" E)
ST 4-1	4' CB (Open)	RIM: 728.89	719.67 (15" W) 723.88 (15" E)	
ST 4-2	4' CB (Open)	RIM: 729.12	724.58 (15" S)	724.58 (15" W)
ST 4-3	4' CB (Open)	RIM: 737.57	733.07 (12" W) 733.07 (15" S)	733.07 (15" N)
ST 4-4	4' CB (Open)	RIM: 740.32	735.82 (12" W)	735.82 (15" N)
ST 4-5	2' CURB INLET	RIM: 737.28		733.87 (12" E)
ST 4-6	2' CURB INLET	RIM: 740.08		736.70 (12" E)
ST 5-1	4' MH (Closed)	RIM: 724.43	719.10 (12" NE)	720.00 (12" SW)

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 11	FIRE HYDRANT	FG = 742.51
FH 12	FIRE HYDRANT	FG = 733.69
FH 13	FIRE HYDRANT	FG = 738.39
FH 16	FIRE HYDRANT	FG = 739.42

GRAPHIC SCALE
40 20 0 40
1" = 40'

NO.	DATE	DESCRIPTION
		REVISIONS
		DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

UTILITY PLAN - AREA 4

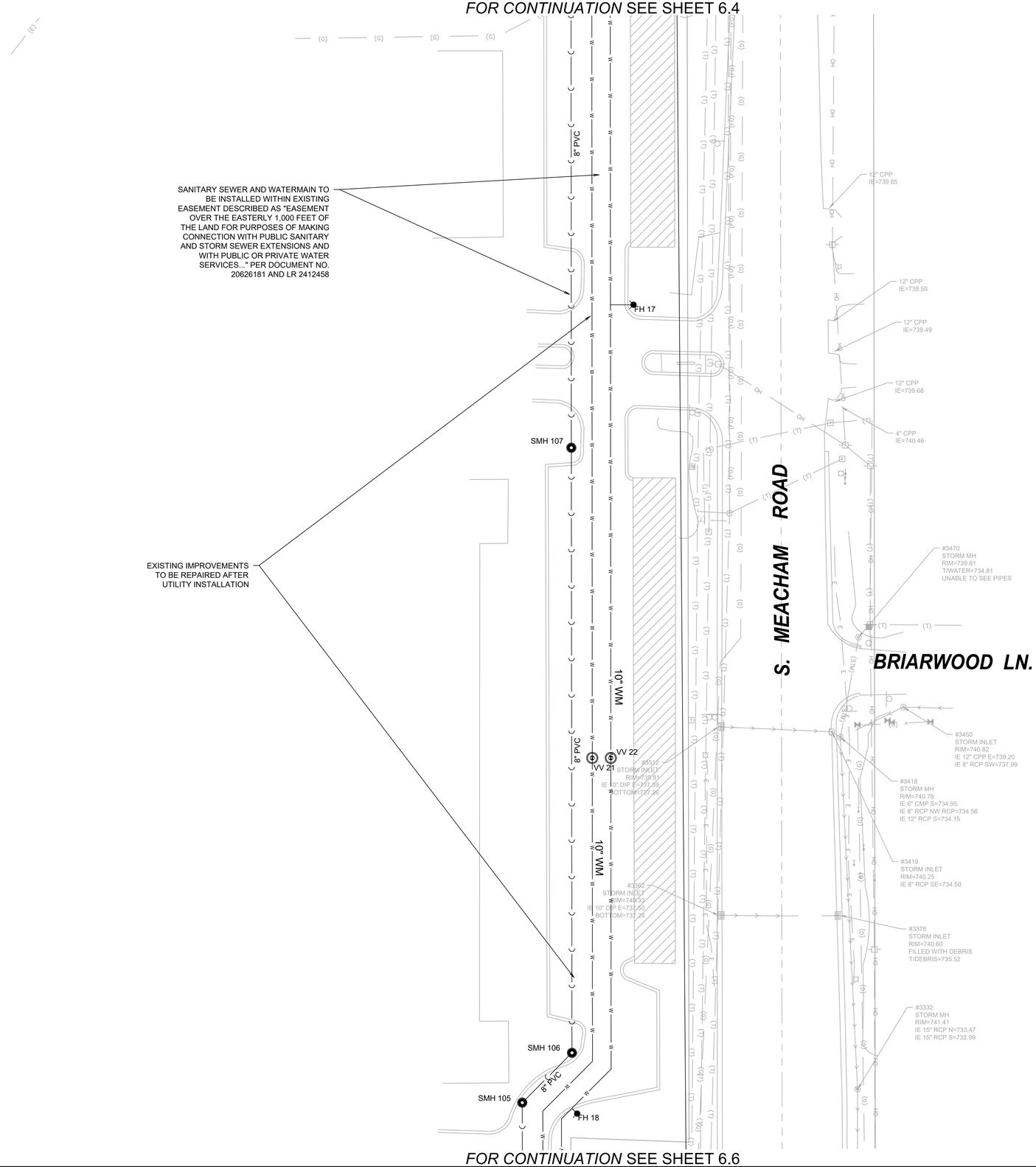
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.4

FOR CONTINUATION SEE SHEET 6.4



NOTES:

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9. EACH TOWNHOME/ROWHOME UNIT TO BE PROVIDED WITH 1.5" TYPE K COPPER WATER SERVICE AND 6" PVC SDR 26 SANITARY SERVICE.

WATER STRUCTURE TABLE		
STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 17	FIRE HYDRANT	FG = MATCH EX GRADE
FH 18	FIRE HYDRANT	FG = MATCH EX GRADE

WATER STRUCTURE TABLE		
STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 21	10" VALVE IN 5' DIA. VAULT	RIM = MATCH EX GRADE
VV 22	10" VALVE IN 5' DIA. VAULT	RIM = MATCH EX GRADE

GRAPHIC SCALE
30 15 0 30
1" = 30'

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

UTILITY PLAN - AREA 5

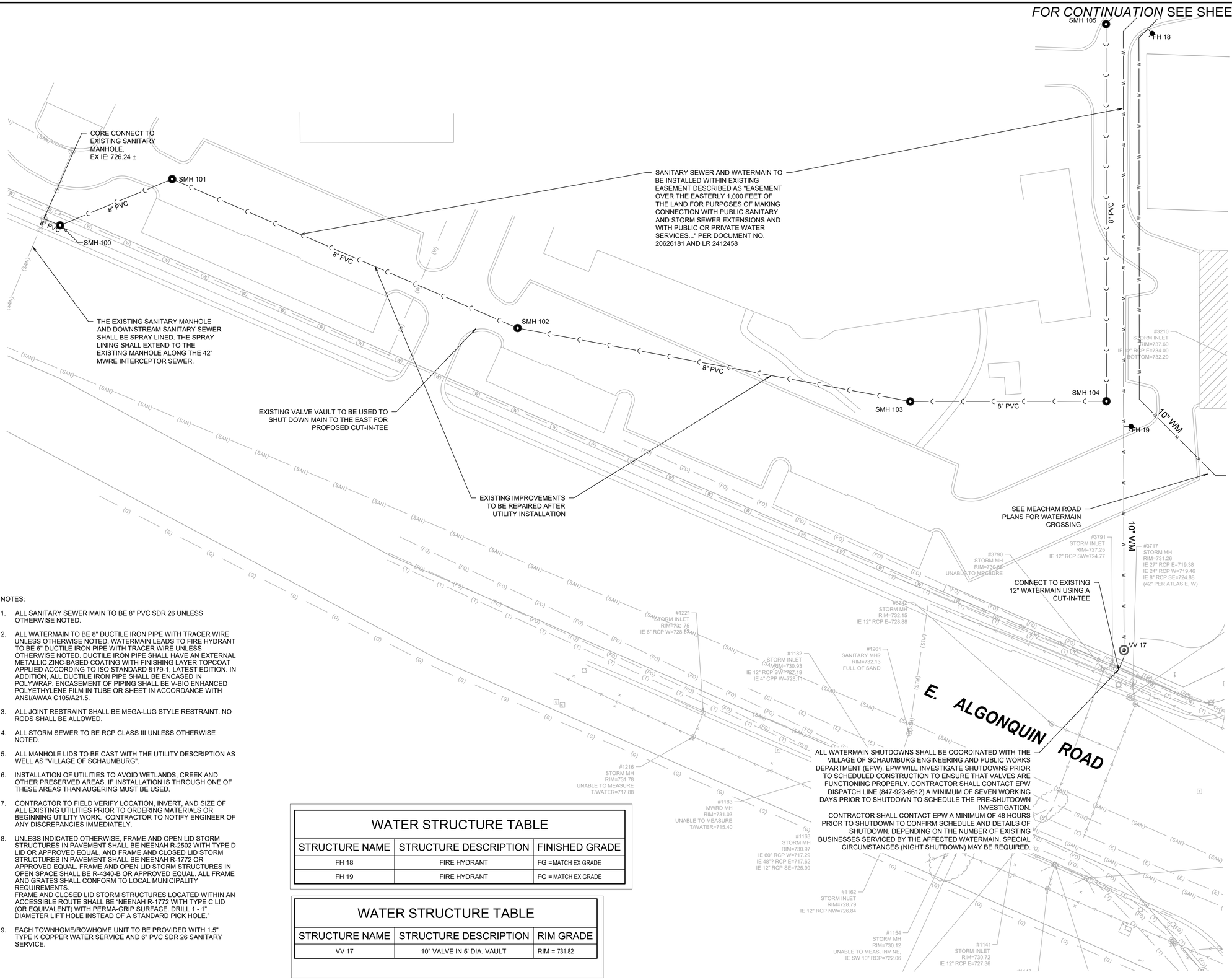
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.5

FOR CONTINUATION SEE SHEET 6.5



NOTES:

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9. EACH TOWNHOME/ROWHOME UNIT TO BE PROVIDED WITH 1.5" TYPE K COPPER WATER SERVICE AND 6" PVC SDR 26 SANITARY SERVICE.

WATER STRUCTURE TABLE		
STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 18	FIRE HYDRANT	FG = MATCH EX GRADE
FH 19	FIRE HYDRANT	FG = MATCH EX GRADE

WATER STRUCTURE TABLE		
STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 17	10" VALVE IN 5' DIA. VAULT	RIM = 731.82

GRAPHIC SCALE
30 15 0 30
1" = 30'

REVISIONS		
NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

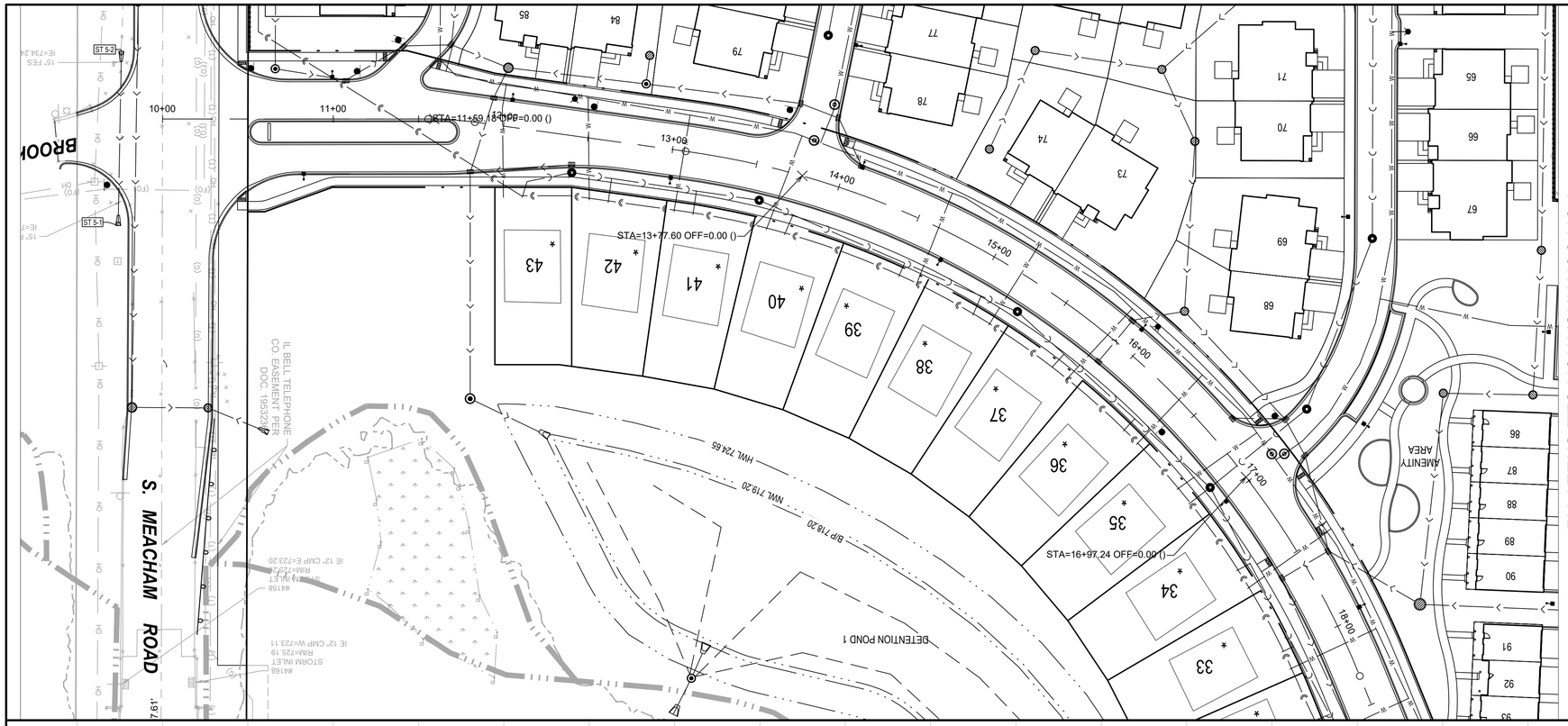
UTILITY PLAN - AREA 6

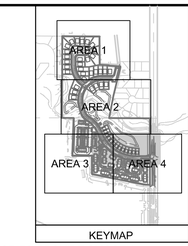
LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.6

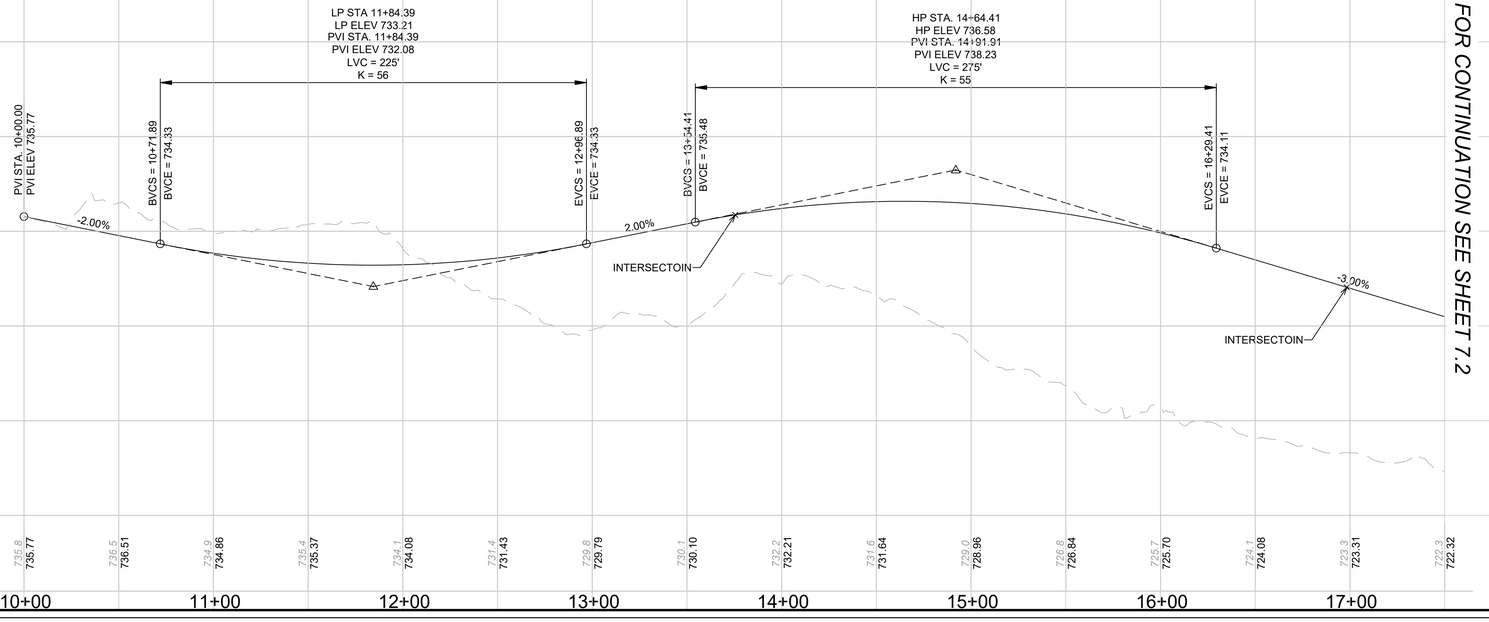




NOTES:

1. CONTRACTOR TO PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS AS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

GRAPHIC SCALE
40 20 0 40
1" = 40'



GRAPHIC SCALE

HORIZONTAL: 0 20 40 (IN FEET)

VERTICAL: 0 2 4 (IN FEET)

REVISIONS		
NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

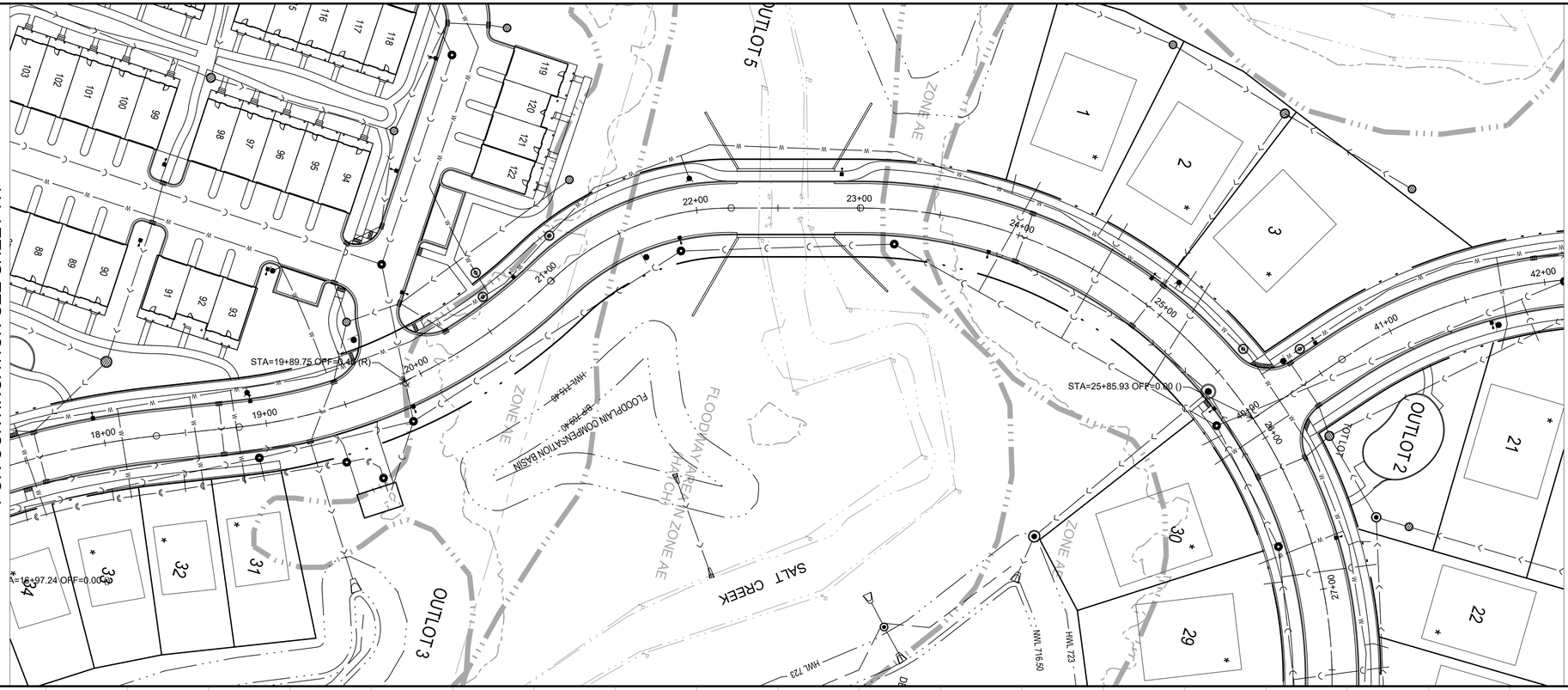
PLAN & PROFILE

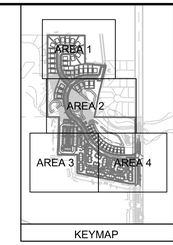
LOEBER FARM NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
7.1

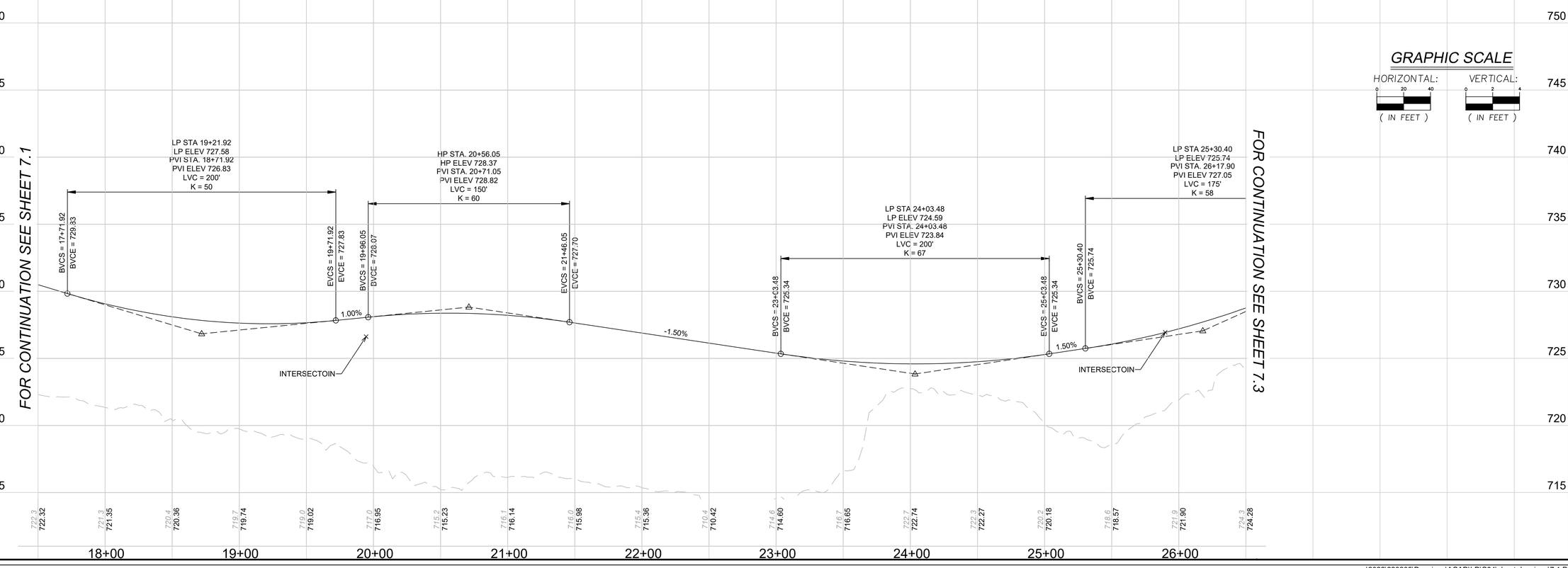




NOTES:

1. CONTRACTOR TO PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS AS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

GRAPHIC SCALE
40 20 0 40
1" = 40'



GRAPHIC SCALE

HORIZONTAL:	VERTICAL:
0 20 40	0 2 4
(IN FEET)	(IN FEET)

REVISIONS

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JANUARY 31, 2025

NO.	DATE	DESCRIPTION
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3	08-22-25	REVISED PER PRG REVIEW

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
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PLAN & PROFILE

LOEBER FARM NITTI PUD

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630.724.9200 phone
www.v3co.com

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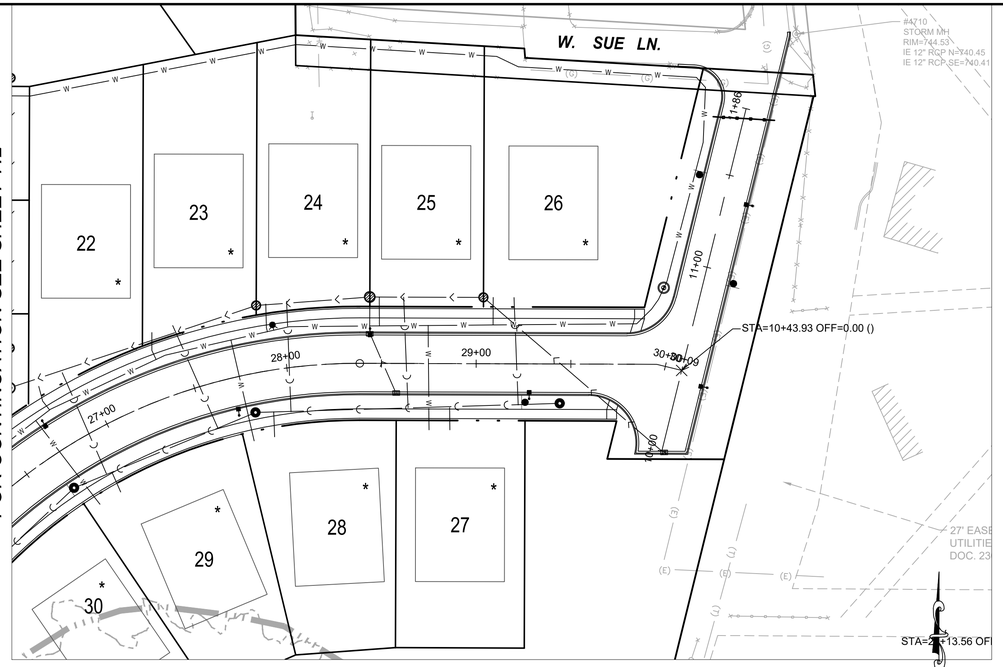
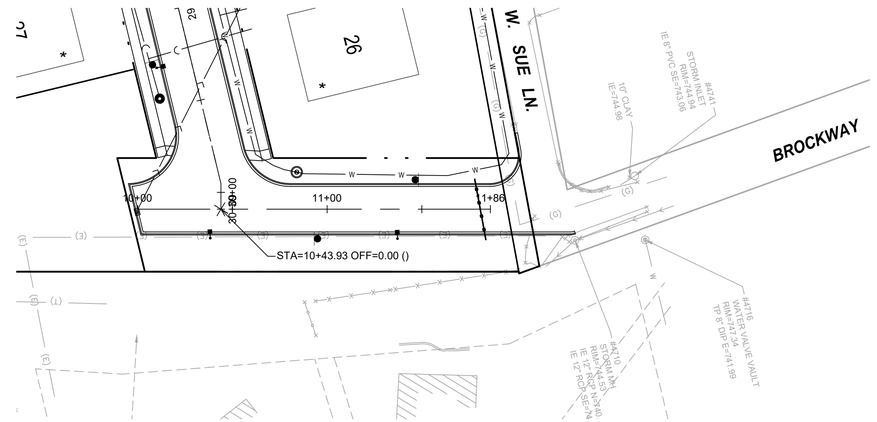
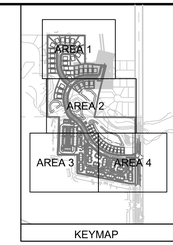
7.2







KEYMAP

NOTES:

1. CONTRACTOR TO PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS AS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

GRAPHIC SCALE
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1" = 40'

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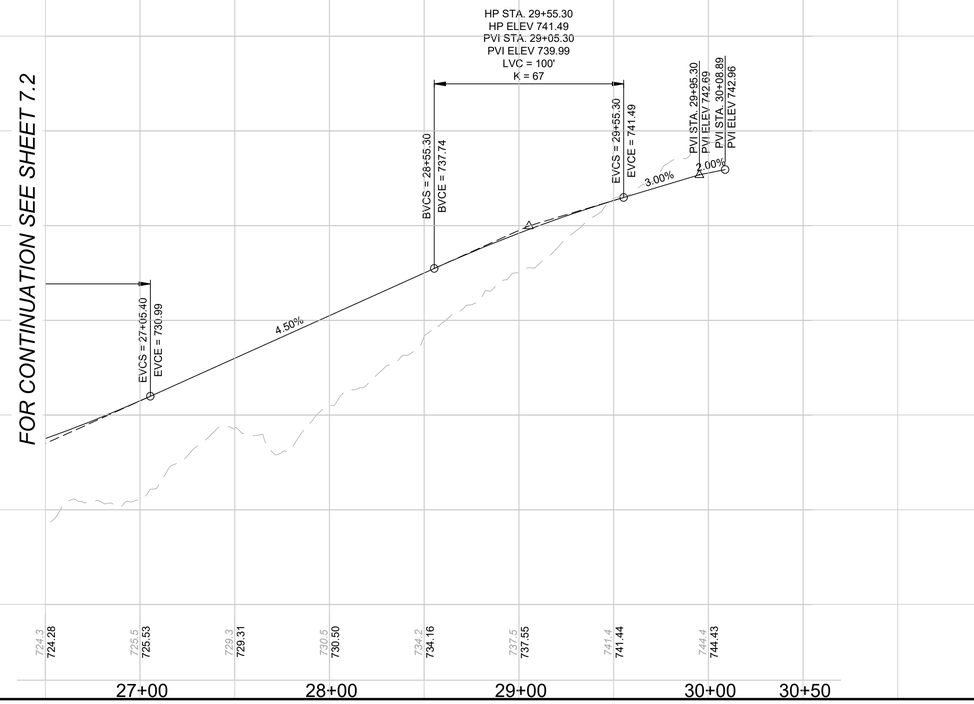
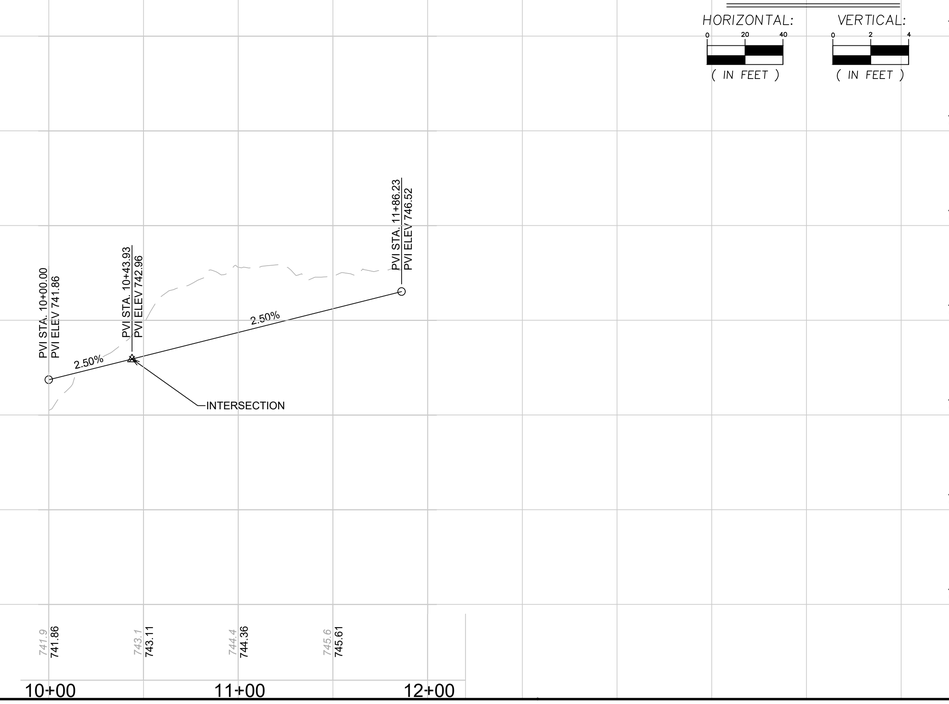
40 20 0 40
1" = 40'





GRAPHIC SCALE

HORIZONTAL: 0 20 40 (IN FEET)

VERTICAL: 0 2 4 (IN FEET)

REVISIONS			
NO.	DATE	DESCRIPTION	
1	02-14-25	ISSUED FOR PRG REVIEW	
2	07-03-25	REVISED PER PRG REVIEW	
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ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

PLAN & PROFILE

LOEBER FARM NITTI PUD

SCHAUMBURG ILLINOIS

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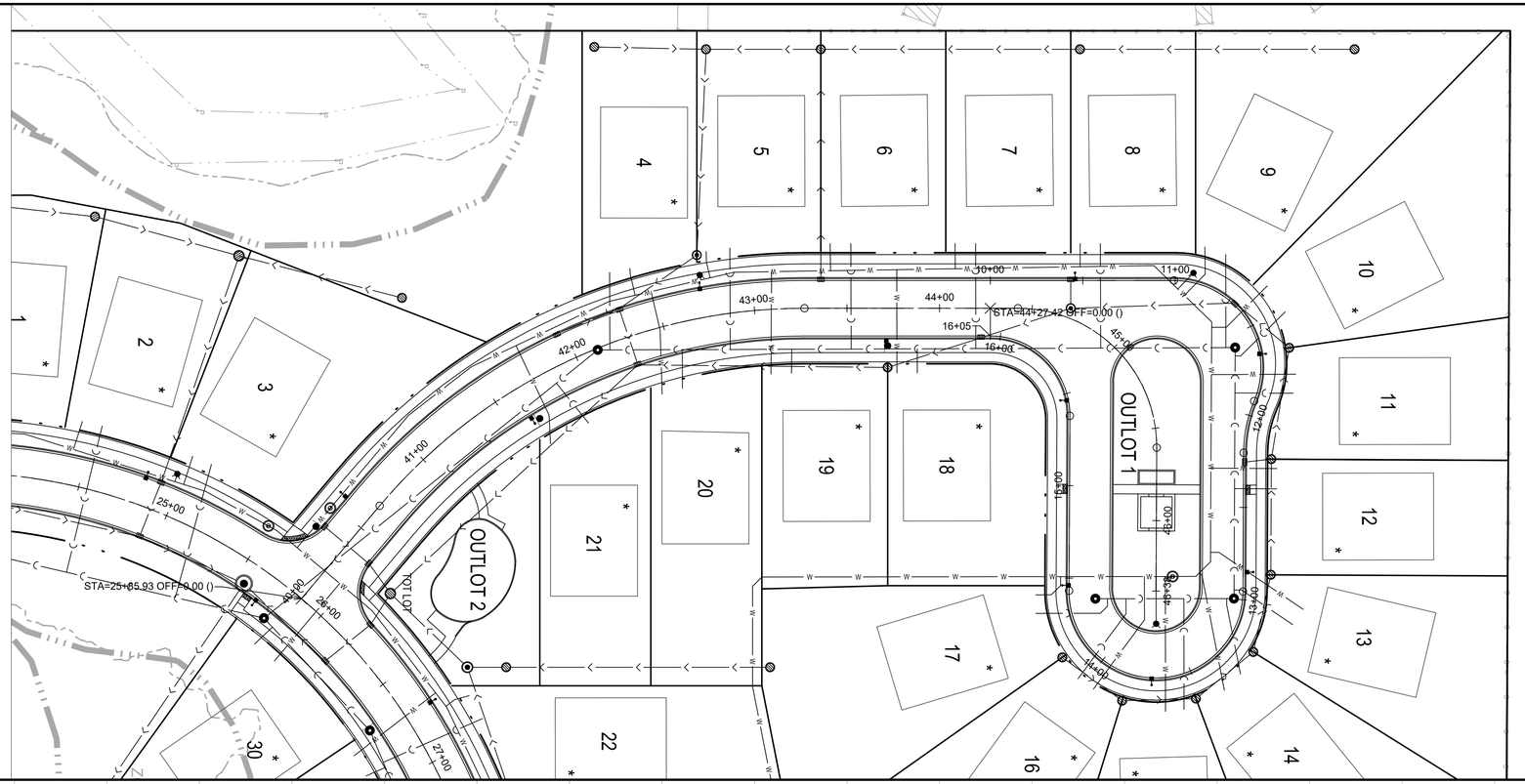
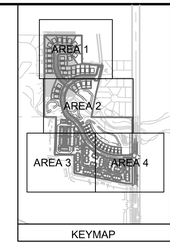
630.724.9200 phone
www.v3co.com

DRAWING NO.
7.3





NOTES:

1. CONTRACTOR TO PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS AS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

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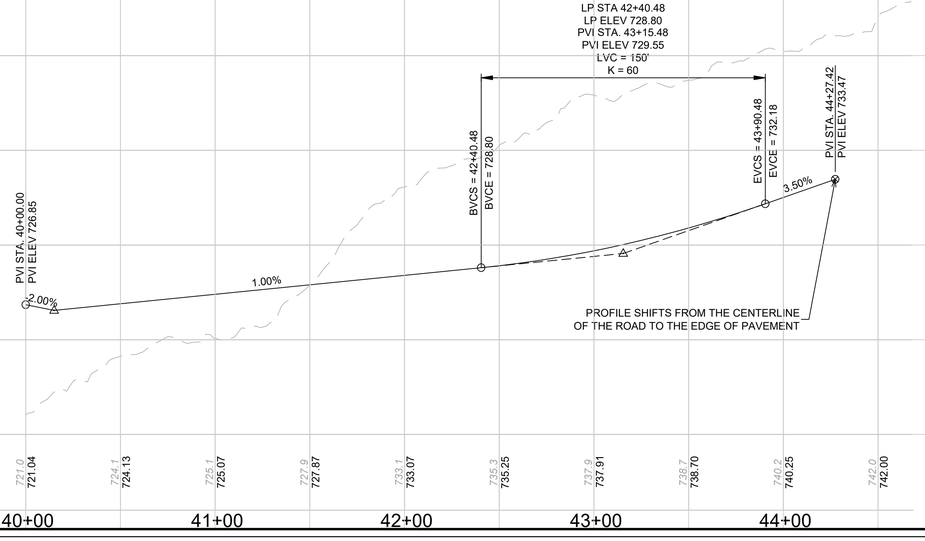
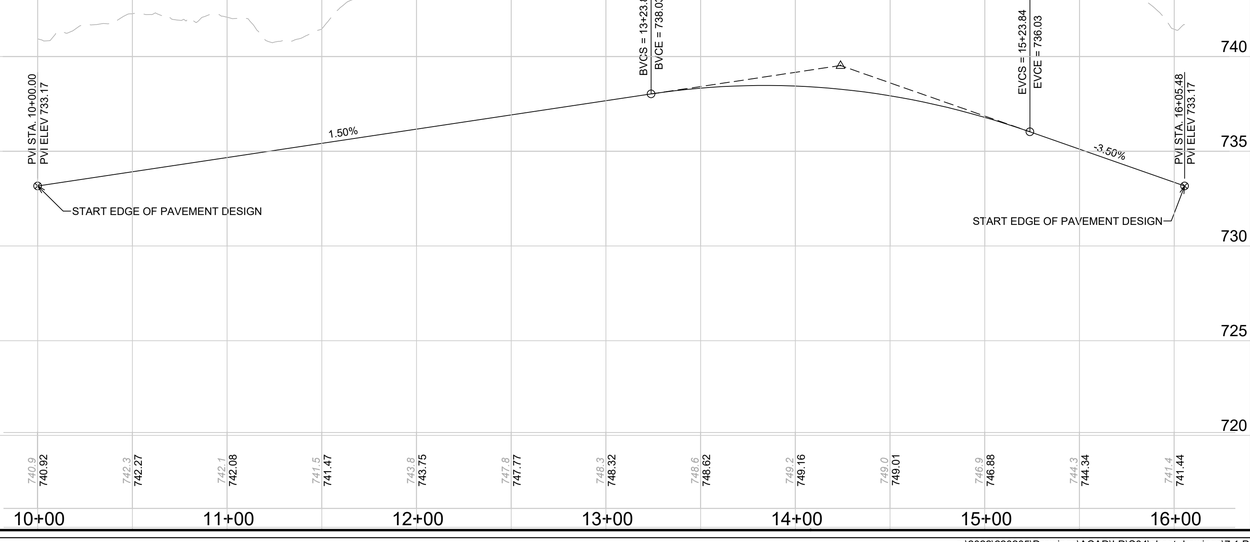
1" = 40'





REVISIONS			
NO.	DATE	DESCRIPTION	
1	02-14-25	ISSUED FOR PRG REVIEW	
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ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

PLAN & PROFILE

LOEBER FARM NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
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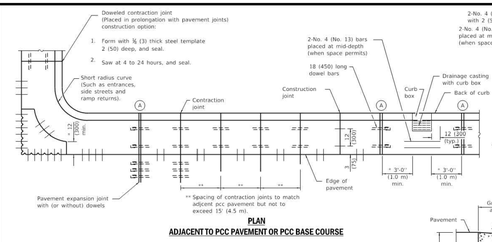


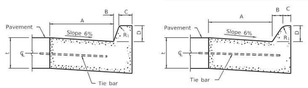


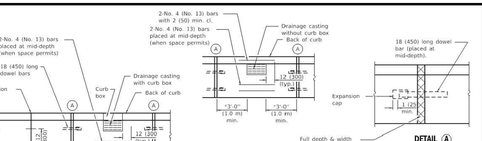
TABLE OF DIMENSIONS
BARRIER CURB

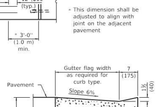
TYPE	A	B	C	D	R_1
B-6.06	6	7	6	6	3
(B-15.15)	(150)	(75)	(150)	(150)	(75)
B-6.12	12	7	6	6	3
(B-15.3)	(300)	(75)	(150)	(150)	(75)
B-6.18	18	7	6	6	3
(B-15.45)	(450)	(75)	(150)	(150)	(75)
B-6.24	24	7	6	6	3
(B-15.60)	(600)	(75)	(150)	(150)	(75)
B-6.30	30	7	6	6	3
(B-22.30)	(300)	(50-175)	(225)	(225)	(75)
B-9.18	18	7	9	9	3
(B-22.45)	(450)	(50-175)	(225)	(225)	(75)
B-9.24	24	7	9	9	3
(B-22.60)	(600)	(50-175)	(225)	(225)	(75)

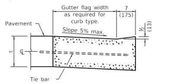
* For corner islands only.

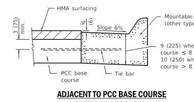
TABLE OF DIMENSIONS
MOUNTABLE CURB

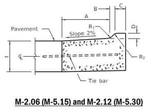
TYPE	A	B	C	D	R_1	R_2
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	4	4	3	NA
(M-10.15)	(150)	(100)	(100)	(100)	(75)	
M-4.12	12	4	4	4	3	NA
(M-10.30)	(300)	(100)	(100)	(100)	(75)	
M-4.18	18	4	4	4	3	NA
(M-10.45)	(450)	(100)	(100)	(100)	(75)	
M-4.24	24	4	4	4	3	NA
(M-10.60)	(600)	(100)	(100)	(100)	(75)	
M-6.06	6	6	6	6	3	NA
(M-15.15)	(150)	(150)	(150)	(150)	(75)	
M-6.12	12	6	6	6	3	NA
(M-15.30)	(300)	(150)	(150)	(150)	(75)	
M-6.18	18	6	6	6	3	NA
(M-15.45)	(450)	(150)	(150)	(150)	(75)	
M-6.24	24	6	6	6	3	NA
(M-15.60)	(600)	(150)	(150)	(150)	(75)	











GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

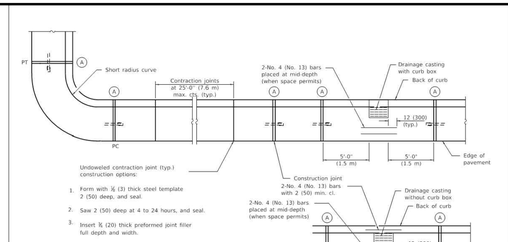
All dimensions are in inches (millimeters) unless otherwise shown.

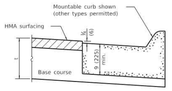
DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

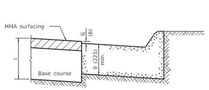
Illinois Department of Transportation
PASSED January 1, 2020
Richard A. Hanson
APPROVED January 1, 2020
Jeffrey D. Lee
ENGINEER OF BRIDGES AND STRUCTURES
ENGINEER OF POLICY AND PROCEDURES

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

STANDARD 606001-08





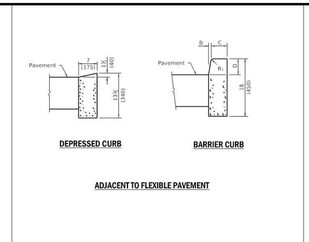


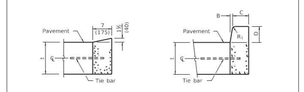
ADJACENT TO FLEXIBLE PAVEMENT

Illinois Department of Transportation
PASSED January 1, 2020
Richard A. Hanson
APPROVED January 1, 2020
Jeffrey D. Lee
ENGINEER OF BRIDGES AND STRUCTURES
ENGINEER OF POLICY AND PROCEDURES

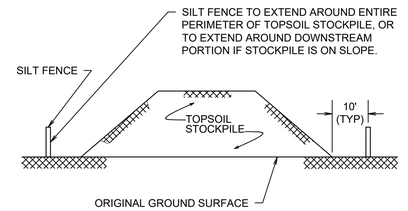
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-08



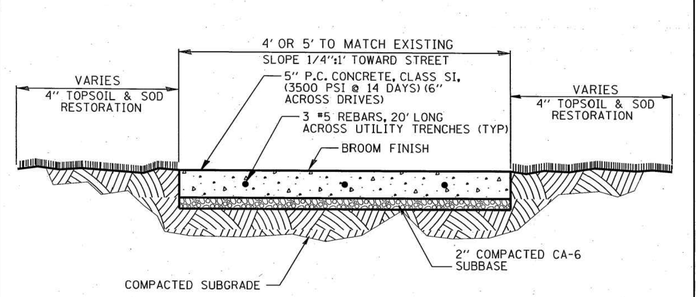


CONCRETE CURB TYPE B



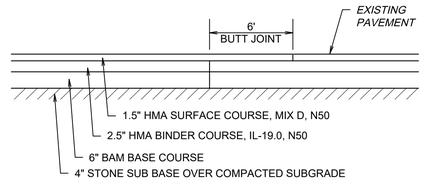
NOTES:
1. AN ON-SITE DRAINAGE SWALE SHALL BE LOCATED BETWEEN THE TOPSOIL STOCKPILE AND OFF-SITE PROPERTY.
2. SEE SILT FENCE DETAIL FOR MATERIALS AND INSTALLATION METHODS.
3. IF THE STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, IT SHALL BE STABILIZED WITH BURLAP MATTING OR SEEDED WITHIN 7 DAYS TO MINIMIZE EROSION.
4. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF 1/2". REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE FENCES SHALL BE REMOVED AND PROPERLY DISPOSED OF WHENEVER SIGNIFICANT ACCUMULATION OCCURS.
6. SILT FENCES SHALL BE MAINTAINED IN PLACE UNTIL TOPSOIL STOCKPILE HAS BEEN ELIMINATED AND SHALL BE REMOVED ONLY WHEN DIRECTED BY THE VILLAGE.

TEMPORARY TOPSOIL STOCKPILE



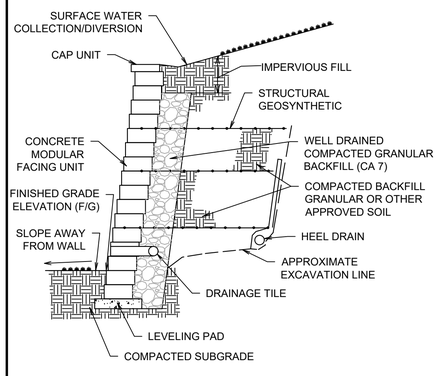
TYPICAL SIDEWALK

Revised Jan/08



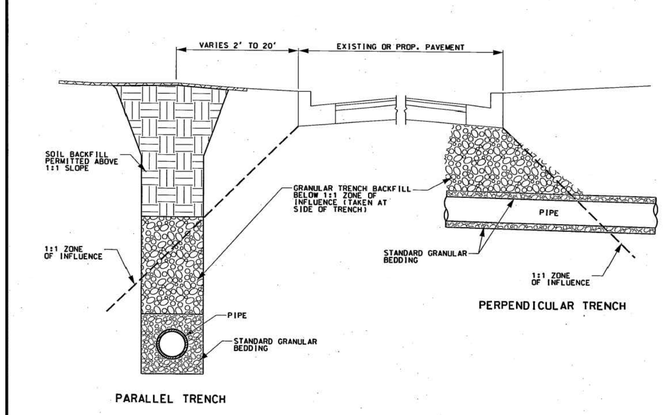
NOTE:
1. PAVEMENT TO MATCH PROPOSED SECTION AS INDICATED ON PLANS.

BUTT JOINT



NOTES:
1. PROVIDE SHOP DRAWING WITH STRUCTURAL ENGINEER'S SEAL FOR ENGINEERS REVIEW BEFORE WALL ERECTION.
2. SEE LANDSCAPE PLANS FOR TEXTURE AND COLOR OF WALL.

BLOCK RETAINING WALL (STRUCTURAL)



GRANULAR TRENCH BACKFILL
(IDOT CLASS CA-7 OR COMPACTED CA-6)

March/2011

NO.	DATE	DESCRIPTION
		REVISIONS
		ORIGINAL ISSUE DATE: 0/DATE

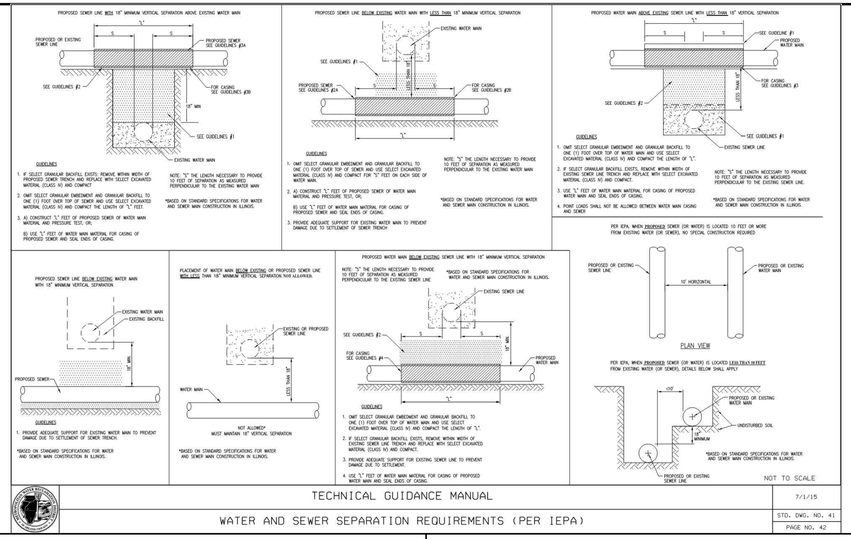
PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

CONSTRUCTION DETAILS

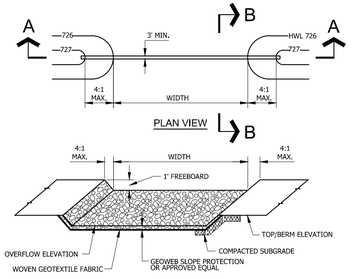
LOEBER FARM
SCHAUMBURG NITTI MULTIFAMILY ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
8.0



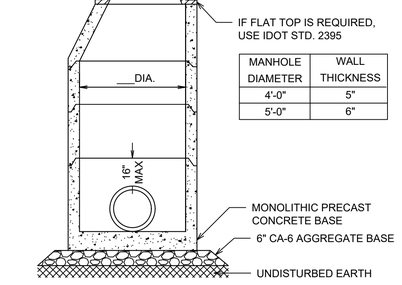
	TECHNICAL GUIDANCE MANUAL	7/1/15
	WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)	STD. DWG. NO. 41 PAGE NO. 42



NOTES:
1. FINISHED FLOOR ELEVATIONS OF ADJACENT STRUCTURE SHALL BE ELEVATED AT LEAST ONE FOOT ABOVE PEAK 100-YEAR WATER SURFACE ELEVATION THROUGH OVERFLOW WEIR.
2. WOVEN GEOTEXTILE FABRIC SHALL MEET OR EXCEED STANDARDS OF IUM MATERIAL SPECIFICATION 592, TABLE I, CLASS I, II, OR III.

NOT TO SCALE

	TECHNICAL GUIDANCE MANUAL	7/1/15
	TYPICAL EMERGENCY OVERFLOW WEIR	STD. DWG. NO.22 PAGE NO. 23

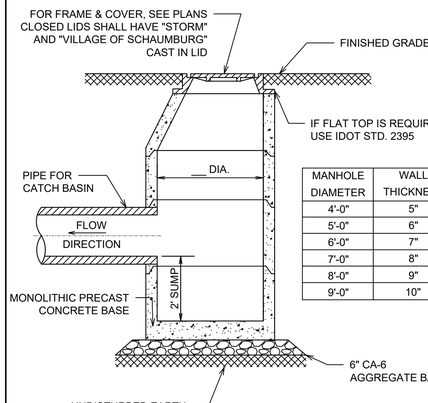


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"

NOTES:

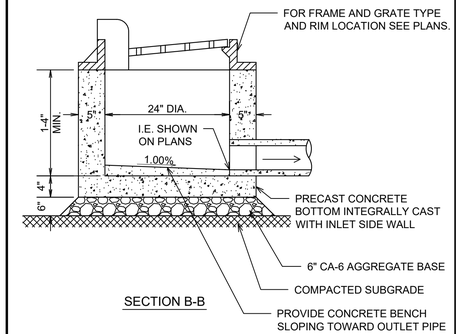
1. STRUCTURES ARE TO COMPLY WITH THE SECTION 32 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND IDOT HIGHWAY STANDARDS.

STORM MANHOLE

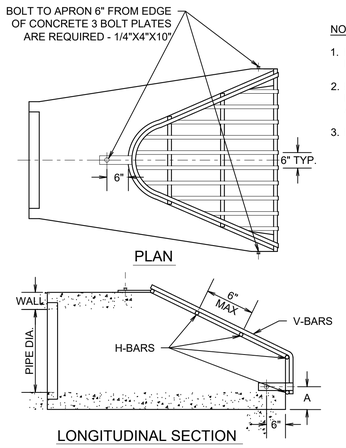


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"
9'-0"	10"

CATCH BASIN



2' DIAMETER INLET

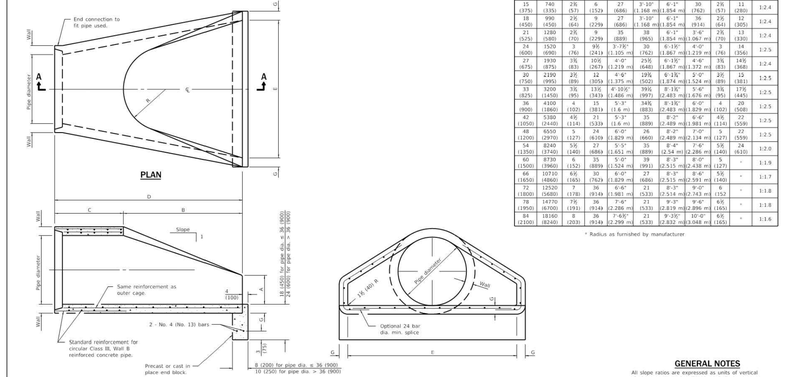


NOTES:

1. BARS AND PLATES ARE HOT-ROLLED STEEL.
2. BARS, PLATES AND PIPE ARE FINISHED WITH 2 COATS OF ALUMINUM PAINT.
3. BOLTS ARE GALVANIZED.

	APRON SIZE	V-BAR SIZE	H-BAR SIZE	NO. OF H-BARS REQ'D	BOLT DIA	"A" DIM
		INCHES			INCHES	
ROUND PIPE APRONS	12	1/2 DIA	5/8 DIA	3	1/2	4
	15	1/2 DIA	5/8 DIA	3	1/2	4 1/2
	18	1/2 DIA	5/8 DIA	4	1/2	4 1/2
	21	1/2 DIA	5/8 DIA	4	1/2	5
	24	5/8 DIA	3/4 DIA	4	1/2	5
	27	5/8 DIA	3/4 DIA	4	1/2	5 1/2
	30	5/8 DIA	3/4 DIA	4	1/2	5 1/2
	36	3/4 DIA	1 DIA	4	3/4	8
	42	3/4 DIA	1 DIA	4	3/4	8
	48	3/4 DIA	1 DIA	5	3/4	8
	54	3/4 DIA	1 1/2PIPE	5	3/4	8
	60	3/4 DIA	1 1/2PIPE	5	3/4	8
	66	3/4 DIA	1 1/2PIPE	6	3/4	8
	72	3/4 DIA	1 1/2PIPE	6	3/4	9
	84	3/4 DIA	1 1/2PIPE	7	3/4	10
	90	3/4 DIA	1 1/2PIPE	7	3/4	14

GRATE FOR FLARED END SECTION



PIPE DIA.	APPROX WT/L lbs/ft	WALL in.	No.	A	B	C	D	E	G	R	APPROX SLOPE
12 (300)	240	2	51	4 (102)	24 (610)	4'-05⁄8" 1.241 m	6'-05⁄8" 1.851 m	24 (610)	2 (51)	9 (229)	1:2.4
15 (375)	335	2	57	5 (127)	24 (610)	4'-05⁄8" 1.241 m	6'-05⁄8" 1.854 m	30 (762)	2 (57)	11 (280)	1:2.4
18 (450)	450	2	64	5 (127)	27 (686)	4'-05⁄8" 1.241 m	6'-05⁄8" 1.854 m	30 (762)	2 (57)	11 (280)	1:2.4
21 (525)	580	2	70	5 (127)	27 (686)	4'-05⁄8" 1.241 m	6'-05⁄8" 1.854 m	36 (914)	2 (64)	12 (305)	1:2.4
24 (600)	720	2	76	5 (127)	27 (686)	3'-10" 1.168 m	6'-05⁄8" 1.854 m	36 (914)	2 (64)	12 (305)	1:2.4
27 (675)	890	2	83	5 (127)	30 (762)	3'-10" 1.168 m	6'-05⁄8" 1.854 m	36 (914)	2 (64)	12 (305)	1:2.4
30 (750)	1070	2	89	5 (127)	30 (762)	3'-10" 1.168 m	6'-05⁄8" 1.854 m	42 (1067)	2 (70)	13 (330)	1:2.4
36 (900)	1450	3	95	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	48 (1219)	3 (76)	16 (406)	1:2.5
42 (1050)	1900	3	102	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	54 (1372)	3 (83)	18 (457)	1:2.5
48 (1200)	2470	3	108	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	60 (1524)	3 (89)	20 (508)	1:2.5
54 (1350)	3130	3	114	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	66 (1676)	3 (95)	22 (559)	1:2.5
60 (1500)	3870	3	121	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	72 (1829)	3 (102)	24 (610)	1:2.5
66 (1650)	4690	3	127	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	78 (1981)	3 (108)	26 (660)	1:2.5
72 (1800)	5580	3	133	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	84 (2134)	3 (114)	28 (711)	1:2.5
78 (1950)	6550	3	140	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	90 (2286)	3 (121)	30 (762)	1:2.5
84 (2100)	7600	3	146	5 (127)	30 (762)	6'-05⁄8" 1.854 m	9'-05⁄8" 2.753 m	96 (2438)	3 (127)	32 (813)	1:2.5

* Radius as furnished by manufacturer

GENERAL NOTES

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

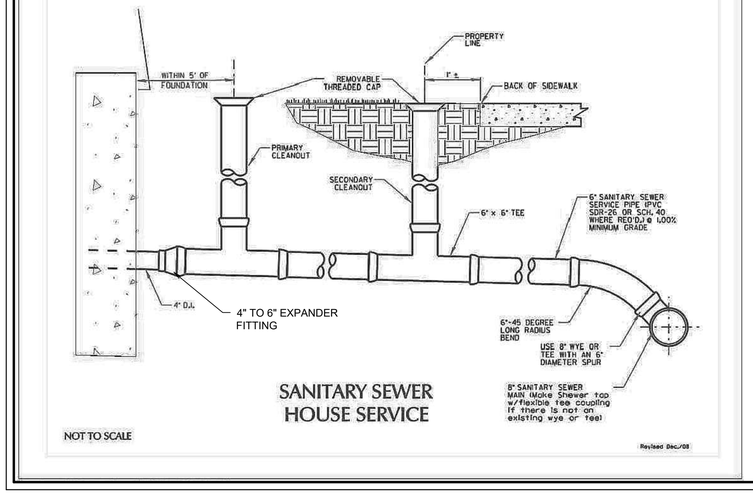
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-11	Clarified ref. to pipe dia. on Section A-A; Changed 'inner' to 'outer' cage ref.
1-1-09	Switched units to English (metric).

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03

Illinois Department of Transportation



NO.	DATE	DESCRIPTION					
1	02-14-25	ISSUED FOR PRG REVIEW					
2	07-03-25	REVISED PER PRG REVIEW					
3	08-22-25	REVISED PER PRG REVIEW					

REVISIONS

ORIGINAL ISSUE DATE: JANUARY 31, 2025

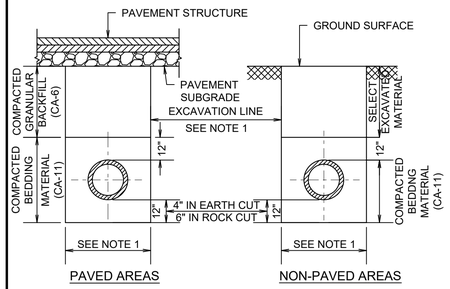
PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

CONSTRUCTION DETAILS

LOEBER FARM NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
8.1

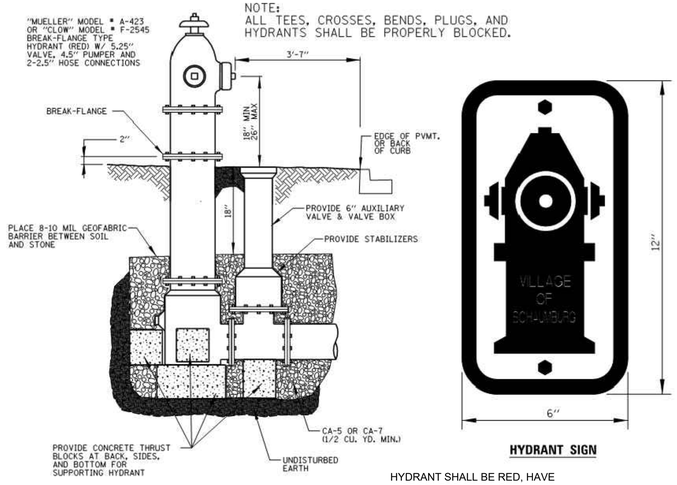


NOTES:

1. EXCAVATION LINE :
   PIPE SIZES UP TO 24", USE I.D. PLUS 20"
   PIPE SIZES OVER 24", USE O.D. PLUS 24"
2. LIMITS OF TRENCH GRANULAR BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.
3. BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2331, CLASS 1.
4. SEE GRANULAR TRENCH BACKFILL DETAIL ON SHEET 8.0 FOR TRENCH BACKFILL DEPTH.

TRENCH BACKFILL SECTIONS FOR PVC SANITARY SEWER AND WATER MAIN

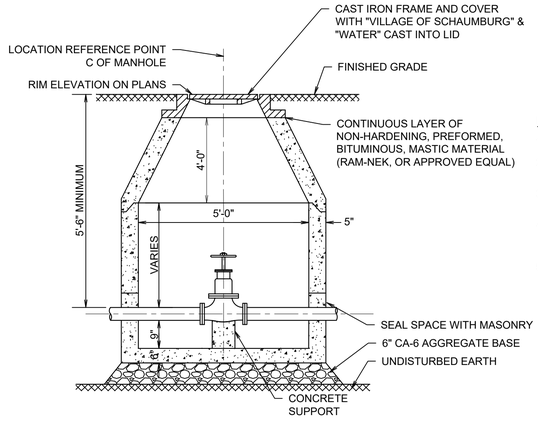
NOTE:
ALL TEES, CROSSES, BENDS, PLUGS, AND HYDRANTS SHALL BE PROPERLY BLOCKED.



FIRE HYDRANT

HYDRANT SIGN

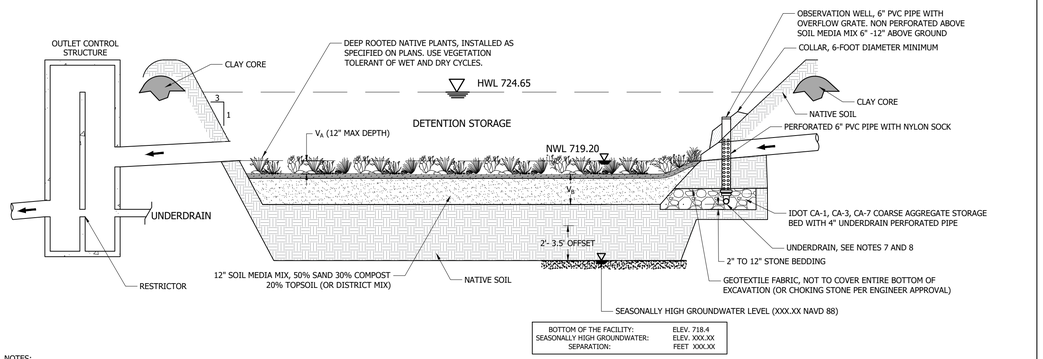
HYDRANT SHALL BE RED, HAVE A STAINLESS STEEL STEM, AND HAVE CAP CHAINS REMOVED



NOTES:

1. CONCRETE TO BE MINIMUM 4500 PSI AT 28 DAYS.
2. VAULTS TO BE MANUFACTURED WITH WELDED WIRE STEEL FABRIC CONFORMING TO ASTM A-185.
3. VAULTS TO BE MANUFACTURED TO COMPLY WITH ASTM DESIGNATION C-478 AND IDOT STANDARDS.
4. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH RUBBER GASKET O-RINGS PER ASTM C443.
5. SEE PLANS FOR FRAME AND GRATE INFORMATION.

VALVE VAULT



BOTTOM OF THE FACILITY:	ELEV. 718.4
SEASONALLY HIGH GROUNDWATER:	ELEV. XXX.XX
SEPARATION:	FEET XXX.XX

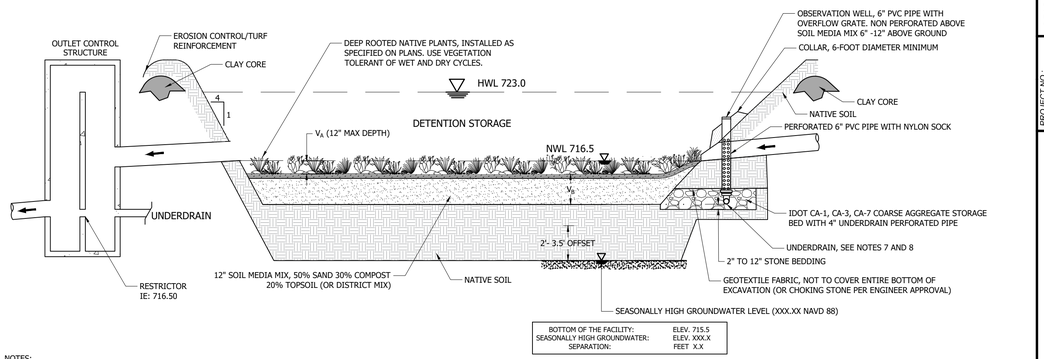
NOTES:

1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10 FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 20 FEET FROM ROADWAY GRAVEL SHOULDER; AND 100 FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, AND IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN THE BOTTOM OF THE VOLUME CONTROL FACILITY AND SEASONALLY HIGH GROUNDWATER LEVEL IS REQUIRED.
4. STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. BOTTOM OF VOLUME CONTROL FACILITY SHALL BE AS FLAT AS POSSIBLE. BOTTOM SLOPES SHALL NOT EXCEED 20:1. DETENTION BASIN SIDE SLOPES SHALL BE 3:1 MINIMUM.
6. THE DEPTH BELOW OUTLET SHALL NOT EXCEED 12 INCHES AND SHALL BE DEWATERED IN 72 HOURS OR LESS.
7. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. UNDERDRAIN SHOULD BE NO LARGER THAN 4 INCHES IN DIAMETER TO ENCOURAGE RETENTION, HAVE AN OBSERVATION WELL INSTALLED AT THE TERMINAL END AND BE SPACED NO MORE THAN 30 FEET ON CENTER ACROSS A RETENTION FIELD. ONE OBSERVATION WELL REQUIRED PER 6,000 SQUARE FEET OF SURFACE AREA.
8. VOLUME CONTROL FACILITY UNDERDRAIN SYSTEM SHALL BE CONNECTED TO A DOWNSTREAM STRUCTURE, UPSTREAM OF THE RESTRICTOR.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL

VOLUME CONTROL / DETENTION POND 1



BOTTOM OF THE FACILITY:	ELEV. 715.5
SEASONALLY HIGH GROUNDWATER:	ELEV. XXX.X
SEPARATION:	FEET X.X

NOTES:

1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10 FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 20 FEET FROM ROADWAY GRAVEL SHOULDER; AND 100 FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, AND IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN THE BOTTOM OF THE VOLUME CONTROL FACILITY AND SEASONALLY HIGH GROUNDWATER LEVEL IS REQUIRED.
4. STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
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8. VOLUME CONTROL FACILITY UNDERDRAIN SYSTEM SHALL BE CONNECTED TO A DOWNSTREAM STRUCTURE, UPSTREAM OF THE RESTRICTOR.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL

VOLUME CONTROL / DETENTION POND 2

REVISIONS

NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

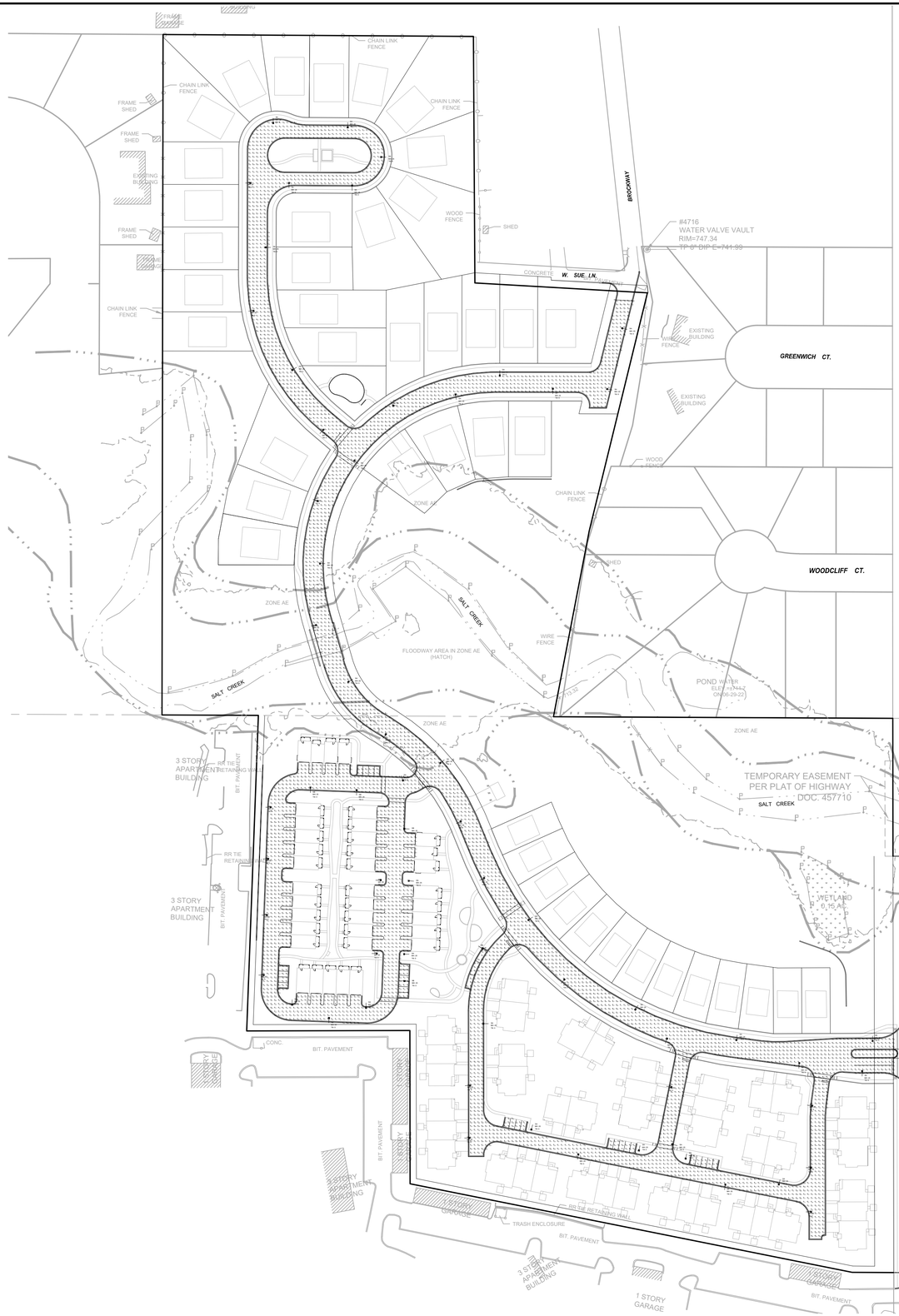
PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

CONSTRUCTION DETAILS

LOEBER FARM NITTI PUD
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
8.2



LOEBER FARMS PHASE 2
ROADWAY AREAS
STREET LIGHTING

Luminaire Schedule

Symbol	Qty	Label	Description	Lum. Watts	LLF	Lum. Lumens	BUG Rating	[TEST]	Lum. Tilt
—○—	12	5A	LUMECK TRZO-30W/2LED30K-G3-LE8F / 4' ARM / MTD AT 25' AFG	37	0.900	4761	B1-U0-G1	Scaled From LRQL0902	0
—○—	12	5B	LUMECK TRZO-30W/2LED30K-G3-LE4F / 4' ARM / MTD AT 25' AFG	37	0.900	4682	B1-U0-G1	Scaled From LRQL0902L	0

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
LOTS 1 - 80 ILLUMINANCE	Illuminance	Fc	1.02	2.3	0.3	3.40	8.33	0
LOTS 80-112 ILLUMINANCE	Illuminance	Fc	0.92	2.3	0.3	3.07	7.67	0
MAIN DRIVE	Illuminance	Fc	0.94	2.3	0.3	3.13	7.67	0

Filename: LF-PH2-2025-06-24.AGI

NOTE: ALL CALCULATIONS POINTS AT GRADE LEVEL

O:\Clients JMP-Chicago 1.lg Work\Start Info\Chicago.jpg

GRAPHIC SCALE
100 50 0 100
1" = 100'

REVISIONS		
NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

STREET LIGHTING PLAN

LOEBER FARM
NITTI PUD

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
P.0

FINAL ENGINEERING PLANS

FOR

LOEBER FARM - OFFSITE IMPROVEMENTS

SCHAUMBURG, ILLINOIS

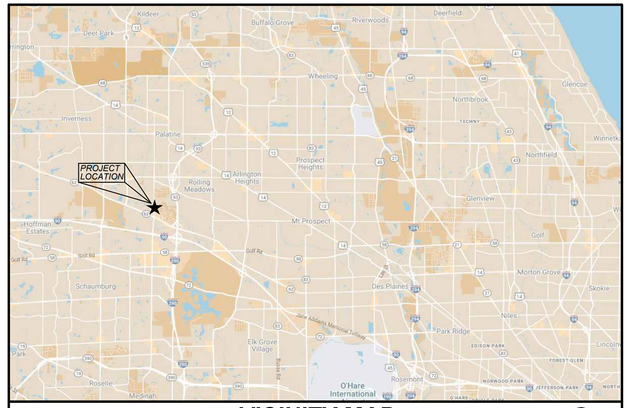
PROJECT TEAM

OWNER/DEVELOPER

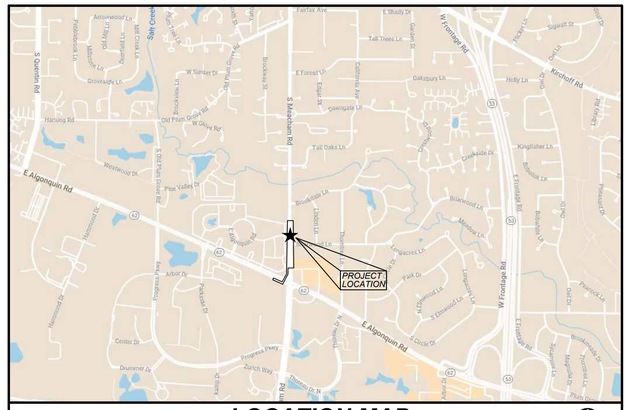
Nitti Group, LLC
132 N York Street, Suite 2F
Elmhurst, IL 60126
630 980 4364
Contact: Nico Nitti

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Dan Free, P.E.
dfree@v3co.com
Project Engineer: Tom Kunschke, P.E.
tkunschke@v3co.com
Design Engineer: Nick DeCapri
ndecapri@v3co.com



VICINITY MAP
NO SCALE



LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

0.0	*TITLE SHEET*
1.0	*GENERAL NOTES , LEGEND, AND ABBREVIATIONS*
1.1	*SPECIFICATIONS AND TYPICAL CROSS SECTIONS*
2.0	*DEMOLITION PLAN*
3.0	*LAYOUT & PAVING PLAN*
4.0	*UTILITY PLAN*
4.1	*EROSION CONTROL PLAN*
4.2	*EROSION CONTROL DETAILS*
5.0	*PLAN AND PROFILE*
6.0	*CONSTRUCTION DETAILS*
6.1	*IDOT DETAILS*
6.2	*IDOT DETAILS*
6.3	*IDOT DETAILS*
6.4	*IDOT DETAILS*
6.5	*IDOT DETAILS*
6.6	*IDOT DETAILS*
6.7	*IDOT DETAILS*

BENCHMARKS

SOURCE: NGS MONUMENTS

STATION DESIGNATION: DM3901
ESTABLISHED BY: BERNS CLANCY AND ASSOCIATES
DATE: 06/15/2010

ELEVATION: 730.29 (PUBLISHED AND HELD)
DATUM: NAVD88
DESCRIPTION: STAINLESS STEEL ROD W/O SLEEVE. THE STATION IS 0.05 MI (0.1 KM) EAST OF THE JUNCTION OF CORPORATE CROSSING WITH MARTINGALE ROAD, 77 FT (23.5 M) SOUTHWEST OF A LIGHT POLE WITH A WRONG WAY SIGN, 9 M (29.5 FT) NORTH OF THE NORTH PARKING LOT FOR 231 N MARTINGALE ROAD, 2.5 M (8.2 FT) SOUTH OF CURB OF CORPORATE CROSSING.

STATION DESIGNATION: AJ2838
ESTABLISHED BY: SMITH ENG CONS INC.
DATE: 06/14/2000

ELEVATION: 771.1 (PUBLISHED) 771.14 (MEASURED)
DATUM: NAVD88
DESCRIPTION: THE STATION LOCATED 50 FT NORTH OF THE CONCRETE MEDIAN OF CENTRAL RD, 0.35 MI WEST OF ROSELLE RD, 0.15 MI WEST OF THE WEST ENTRANCE TO THE SCHAUMBURG TECHNOLOGICAL CENTER (CENTER COURT). STATION IS 235 FT WEST OF CENTERLINE OF BITUMINOUS ENTRANCE, 142 FT WEST OF A CATCH BASIN, 35.7 FT NORTH OF THE CENTERLINE OF WESTBOUND CENTRAL RD, 22 FT NORTH OF THE BACK OF CURB OF CENTRAL RD, AND 2.0 FT SOUTH OF AN ORANGE FIBERGLASS WITNESS POST. NOTE- ACCESS TO DATUM POINT THROUGH 6 INCH LOGO CAP. DATUM POINT IS 0.50 FT BELOW CAP.

SITE:

STATION DESIGNATION: SBM#1
ESTABLISHED BY: V3 COMPANIES
DATE: 07-29-22

ELEVATION: 748.70 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SOUTH TAG BOLT ON FIRE HYDRANT AT SOUTH SIDE OF AMAARJA CT. AND BROCKWAY INTERSECTION.

STATION DESIGNATION: SBM#2
ESTABLISHED BY: V3 COMPANIES
DATE: 07-29-22

ELEVATION: 724.863 (MEASURED)
DATUM: NAVD88
DESCRIPTION: SET CUT SQUARE ON NORTH WING WALL OF BRIDGE OVER SALT CREEK WEST SIDE OF MEACHAM ROAD.

THE ELEVATIONS ABOVE WERE KNOWN TO BE ACCURATE AT THE TIME THEY WERE ESTABLISHED. V3 DOES NOT CERTIFY TO THE ACCURACY THEREAFTER, NOR ASSUMES RESPONSIBILITY FOR THE MIS-USE OR MIS-INTERPRETATION OF THE INFORMATION SHOWN HEREON.

IT IS ADVISED THAT ALL OF THE ABOVE ELEVATIONS BE CHECKED BETWEEN EACH OTHER AND VERIFY A MINIMUM OF 3 SURROUNDING UTILITY RIM ELEVATIONS AND ANY ADJACENT BUILDING FINISHED FLOOR OR TOP OF FOUNDATION ELEVATIONS SHOWN HEREON PRIOR TO USE OR COMMENCEMENT OF ANY CONSTRUCTION OR OTHER WORK.

PERSONS USING THIS INFORMATION ARE TO CONTACT V3 IMMEDIATELY WITH ANY DISCREPANCIES FOUND PRIOR TO THE START OF ANY WORK.

Call Before You Dig
JULIE
800.892.0123
Joint Utility Locating Information for Excavators
Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, DANIEL E. FREE, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF NITTI GROUP, LLC. BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS _____DAY OF_____, A.D., 2025.

ILLINOIS LICENSED PROFESSIONAL ENGINEER 061-036443
MY LICENSE EXPIRES ON NOVEMBER 30, 2025

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO.: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

TITLE SHEET

LOEBER FARM - OFFSITE IMPROVEMENTS *ILLINOIS*

SCHAUMBURG FINAL ENGINEERING

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

0.0

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.

   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.

   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.

   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF SCHAUMBURG.

   e. THE NATIONAL ELECTRIC CODE.

   f. THE ILLINOIS ACCESSIBILITY CODE.

   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF SCHAUMBURG MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

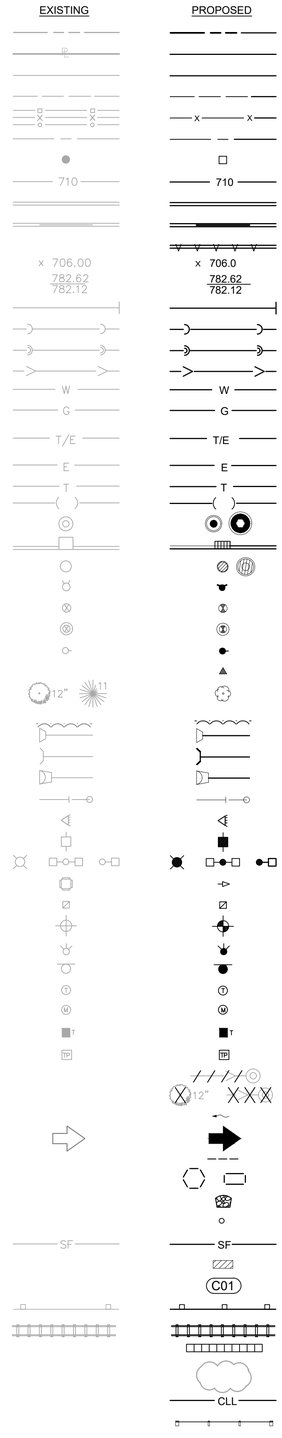
40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

LEGEND



DESCRIPTION
RIGHT-OF-WAY LINE
PROPERTY LINE (EXTERIOR)
LOT LINE (INTERIOR)
EASEMENT LINE
FENCE LINE
CENTERLINE
PROPERTY CORNER
CONTOUR
CURB & GUTTER
DEPRESSED CURB & GUTTER
REVERSE PITCHED CURB
SPOT ELEVATION
TOP OF CURB ELEVATION
EDGE OF PAVEMENT ELEVATION
UTILITY STUB
SANITARY SEWER
SANITARY FORCE MAIN
STORM SEWER
WATER MAIN
GAS MAIN
UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK
BURIED CABLE-ELECTRIC
BURIED CABLE-TELEPHONE
ATLAS LOCATED UTILITY
UTILITY STRUCTURE WITH CLOSED LID
CURB INLET
DRAINAGE STRUCTURE WITH OPEN LID
FIRE HYDRANT
VALVE IN VALVE BOX
GATE VALVE IN VALVE VAULT
POST INDICATOR VALVE
THRUST BLOCK
TREE
TREE LINE
CONCRETE HEADWALL
SUBMERGED HEADWALL
FLARED END SECTION (F.E.S.)
GUY WIRES
FLOOD LIGHT
UTILITY POLE
LIGHT STANDARD
TRAFFIC SIGNAL POLE
HAND HOLE
SOIL BORING
IRRIGATION HEADS
SIGN
TELEPHONE MANHOLE
MONITORING WELL
TELEPHONE PEDESTAL
TRANSFORMER PAD
UTILITY TO BE ABANDONED
FEATURE TO BE REMOVED
STORMWATER FLOW DIRECTION
STORMWATER OVERFLOW ROUTE
DITCH CHECK
INLET FILTER BASKET
RIP RAP
BOLLARD
SILT FENCE
WATER MAIN PROTECTION
UTILITY CROSSING LABEL
GUARDRAIL
RAILROAD TRACKS
RETAINING WALL
REVISION DELINEATION
CONSTRUCTION LIMIT LINE
TREE PROTECTION FENCE

ABBREVIATIONS

A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
℄	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
F/L	FLOW LINE
G	GAS LINE
GV/VB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDCP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

REVISIONS			
NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

GENERAL NOTES, LEGEND, AND ABBREVIATIONS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG, ILLINOIS
FINAL ENGINEERING

7325 Janes Avenue
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DRAWING NO.
1.0

SPECIFICATIONS

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

   A. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   B. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.

3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".

4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.

5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:

   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (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 WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OR ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:

      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.

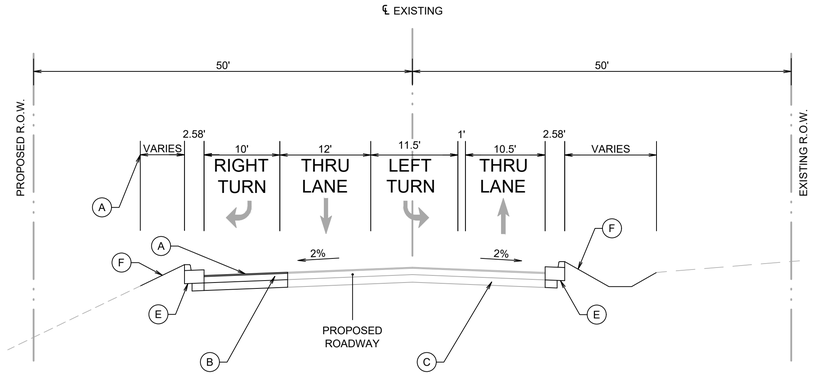
4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.

5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.

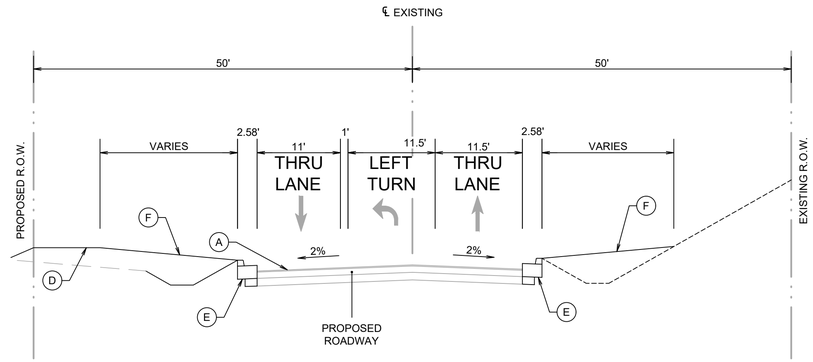
7. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.

8. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.



PROPOSED TYPICAL SECTION
MEACHAM ROAD
NORTH OF BROOKDALE LANE
(STA. 16+81.48 TO 14+86.12)

- (A) HOT-MIX ASPHALT (HMA SURFACE COURSE) 1¾"
- (B) P.C.C. BASE COURSE 10" (WIDENING)
- (C) CA6 AGGREGATE BASE COURSE 12" (WIDENING)
- (D) 5" WIDE P.C.C. WALK 5" WITH 4" CA6 AGGREGATE BASE COURSE
- (E) COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24
- (F) TOPSOIL FURNISH AND PLACE, 6" AND SEEDING, CLASS 2A



PROPOSED TYPICAL SECTION
MEACHAM ROAD
SOUTH OF BROOKDALE LANE
(STA. 13+84.58 TO 10+59.96)

REVISIONS			
NO.	DATE	DESCRIPTION	
1	08-22-25	REVISED PER IDOT REVIEW	

ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

SPECIFICATIONS AND TYPICAL CROSS SECTIONS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG, ILLINOIS
FINAL ENGINEERING

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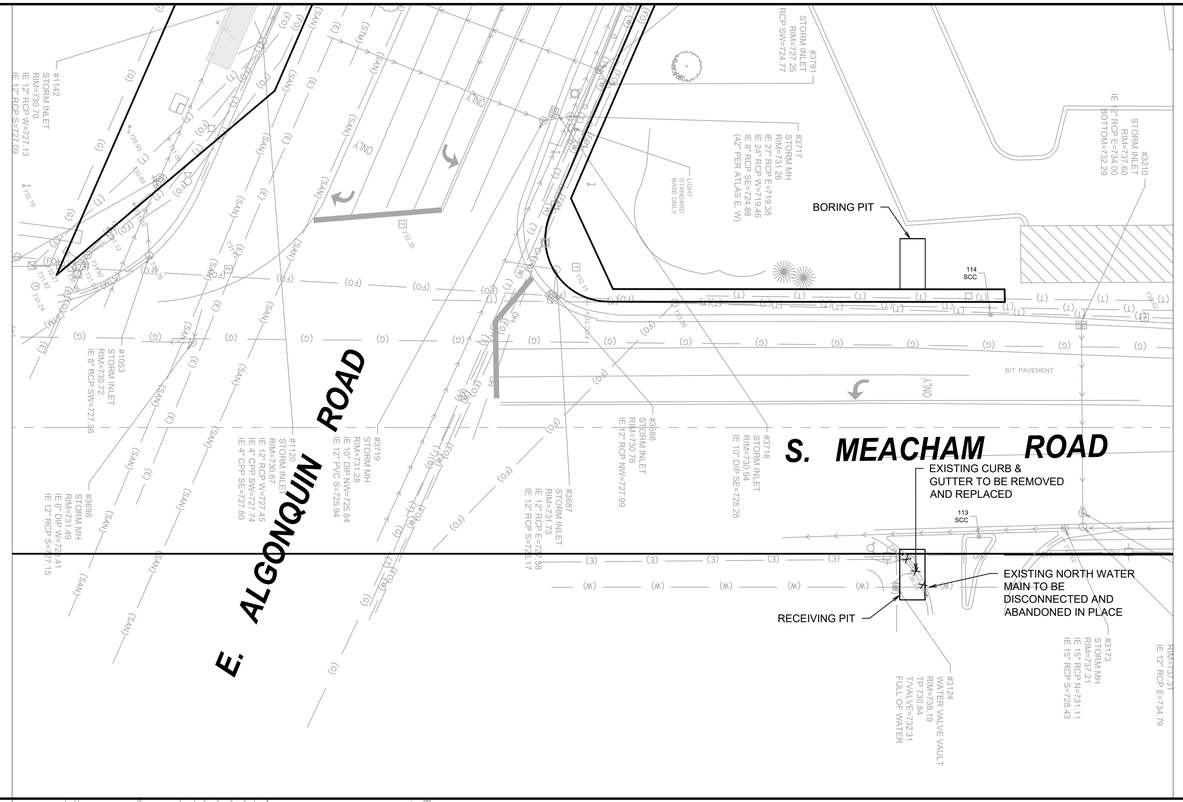
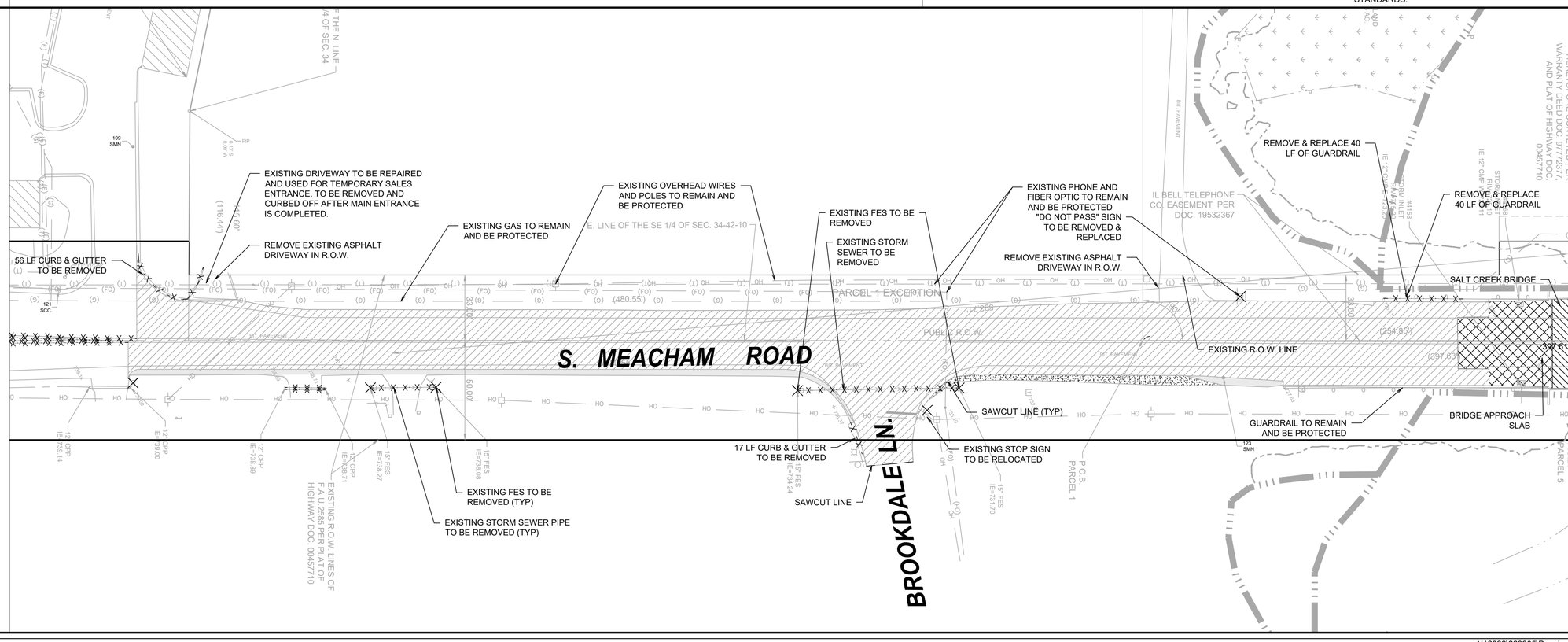


DEMOLITION NOTES:

1. THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:
   - SIDEWALK AND PAVEMENT
   - UTILITIES
   - CONSTRUCTION DEBRIS
2. ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.
3. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
4. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK.
5. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED.
6. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF BUILDINGS, PAVEMENTS AND UTILITIES TO REMAIN FROM ANY DAMAGE AND SHALL BE RESPONSIBLE FOR REPAIRING THE SAME.
8. EXISTING UTILITIES, WHICH DO NOT SOLEY SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
9. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO HAVE THEIR TRENCHES BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY.
10. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
11. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. REMOVAL, ABANDOMENT, AND RELOCATION OF EXISTING UTILITIES SHALL BE COMPLETED AS GENERALLY DEPICTED ON THESE PLANS. CONTRACTOR TO COORDINATE RELOCATIONS WITH THE UTILITY OWNER. CONTRACTOR SHALL MINIMIZE DISRUPTION OF SERVICE AND SHALL WORK WITH UTILITY OWNER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE.
13. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO MINIMIZE DUST AND DIRT FROM RISING AND SCATTERING IN THE AIR. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. DEMOLITION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED AGGREGATE (CA-6) OR APPROVED EQUAL.
16. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.
17. EXISTING MONITORING WELLS ARE TO BE REMOVED AS NECESSARY AND SEALED BY STATE LICENSED WELL DRILLER PER ILLINOIS DEPARTMENT OF PUBLIC HEALTH REQUIREMENTS AND/OR LOCAL/COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE WITH THE COOK COUNTY HEALTH DEPARTMENT (708-492-2000) FOR DIRECTION AND REQUIRED SEALING REPORT DOCUMENTATION.
18. THESE DRAWINGS DO NOT INCLUDE THE REMOVAL OF UNDERGROUND STORAGE TANKS. SHOULD UNDERGROUND STORAGE TANKS BE ENCOUNTERED, CONTRACTOR TO CONTACT OWNER AND ENGINEER TO DETERMINE RESPONSIBILITY FOR ANY ENVIRONMENTAL REMEDIATION OR REMOVAL WORK AS NECESSARY. ANY REMOVAL OF UNDERGROUND STORAGE TANKS MUST BE IN CONFORMANCE WITH LOCAL AND STATE STANDARDS.

DEMOLITION LEGEND

- ASPHALT PAVEMENT REMOVAL (FULL DEPTH)
- MILL AND RESURFACE
- GRAVEL TO BE REMOVED
- CONC. CURB/GUTTER OR UTILITY LINE TO BE REMOVED
- STRUCTURE/TREE TO BE REMOVED
- SAWCUT LINE



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REVISIONS			
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ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

DEMOLITION PLAN

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG ILLINOIS

DRAWING NO.
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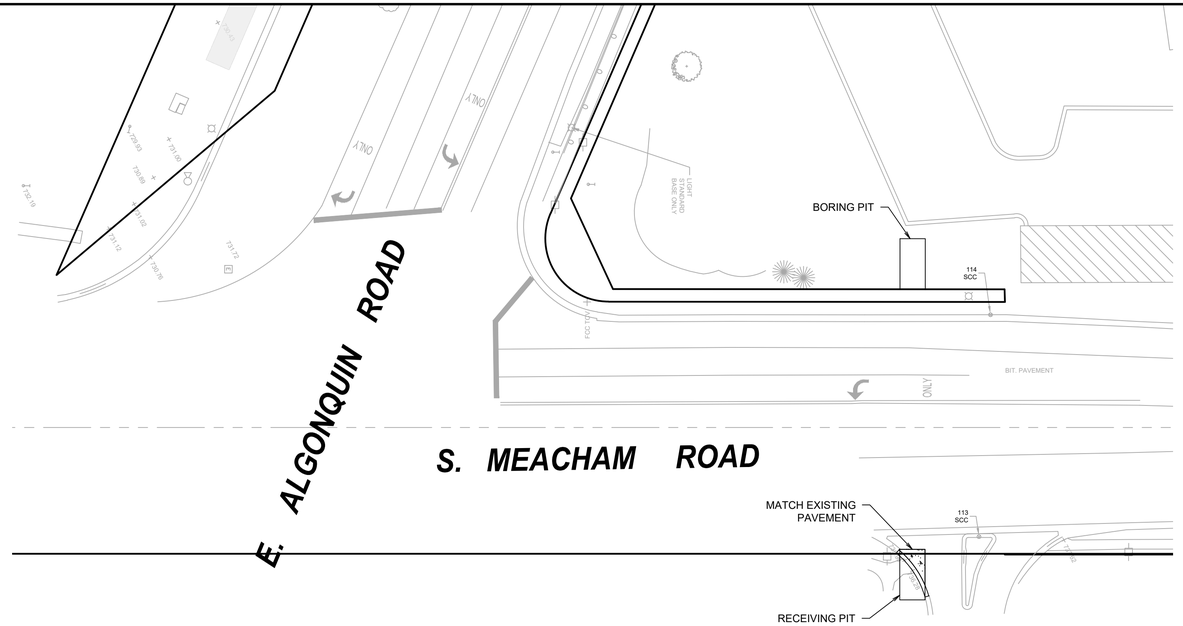
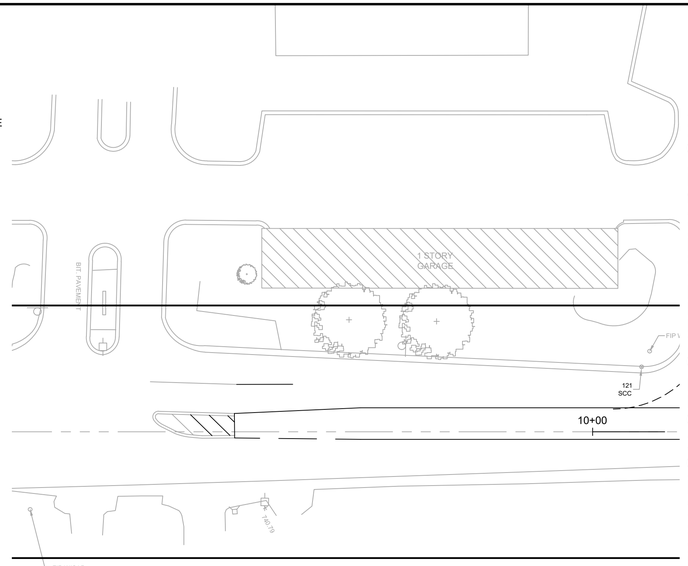


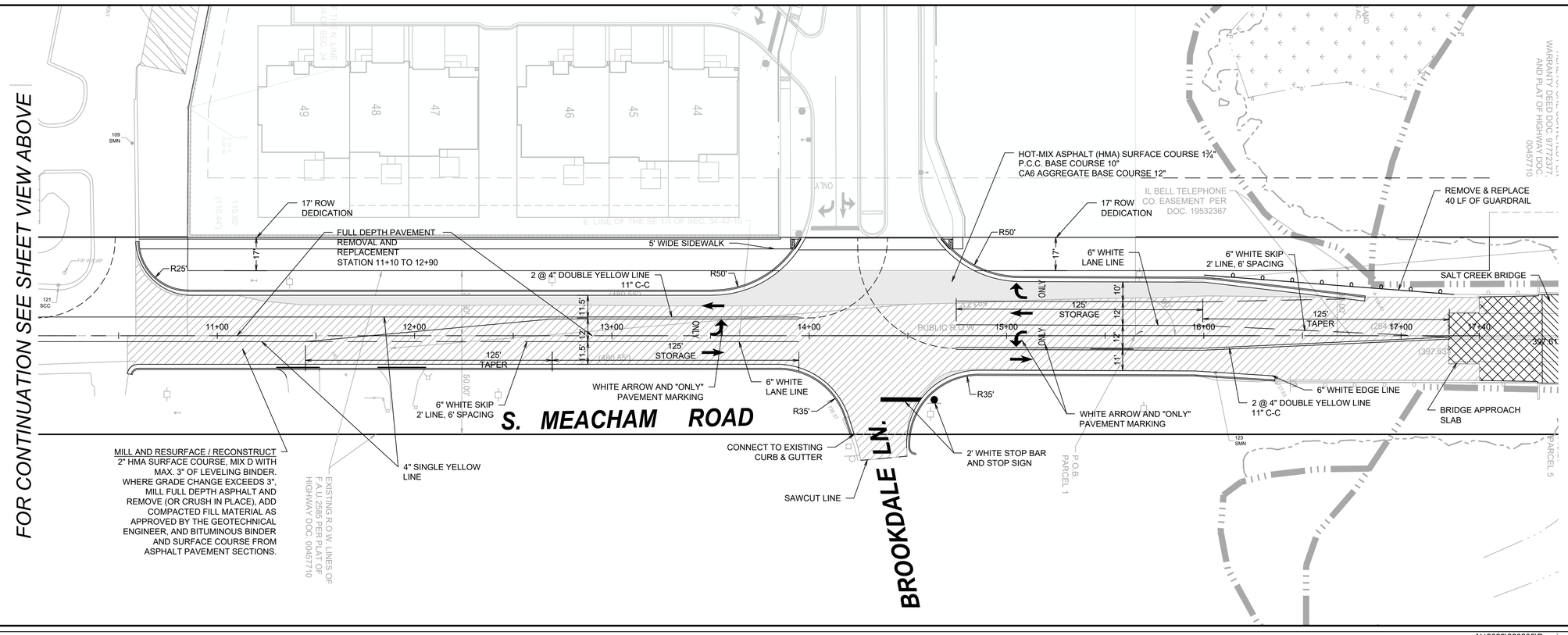
LAYOUT AND PAVING NOTES:

1. ALL DIMENSIONS SHOWN ARE TO THE CENTER OF STRIPING UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER SHALL BE B6.12 PER THE IDOT STANDARD SPECIFICATIONS, UNLESS OTHERWISE NOTED.
3. ALL SIGNAGE SHALL BE IN ACCORDANCE TO MUTCD STANDARDS.
4. PROPOSED ACCESS POINTS SUBJECT TO APPROVAL OF THE VILLAGE OF SCHAUMBURG AND IDOT.
5. ALL PROPOSED STRIPING SHALL BE THERMOPLASTIC. DIRECTIONAL ARROWS TO FOLLOW IDOT DETAIL 780001 FOR TYPICAL PAVEMENT MARKINGS.



FOR CONTINUATION SEE SHEET VIEW BELOW

FOR CONTINUATION SEE SHEET VIEW ABOVE



GRAPHIC SCALE
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1" = 30'

REVISIONS		
NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:	MAY 10, 2023
NO.	1
DATE	08-22-25
DESCRIPTION	REVISED PER IDOT REVIEW
PROJECT NO.:	220205
PROJECT MANAGER:	DF
DESIGNED BY:	ND
DRAWN BY:	RI

LAYOUT AND PAVING PLAN

LOEBER FARM - OFFSITE IMPROVEMENTS

ILLINOIS

SCHAUMBURG

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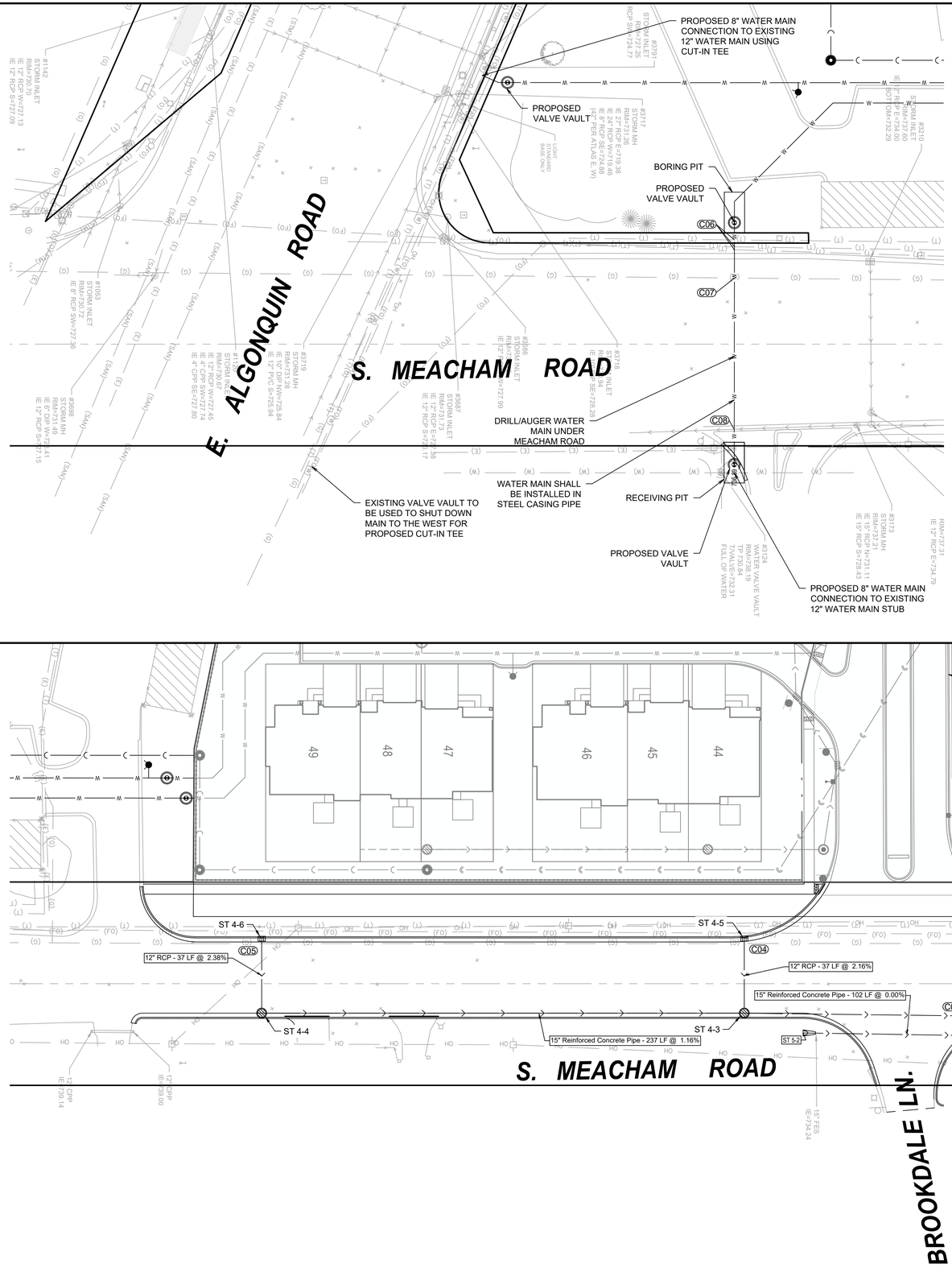

STORM STRUCTURE TABLE			
STRUCTURE	DESCRIPTION	INVERT IN	INVERT OUT
FES 4-1	15" FES		720.25 (15" E)

STORM STRUCTURE TABLE				
STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 4-1	4' CB (Open)	RIM: 728.89	719.67 (15" W) 723.88 (15" E)	
ST 4-2	4' CB (Open)	RIM: 729.12	724.58 (15" S)	724.58 (15" W)
ST 4-3	4' CB (Open)	RIM: 737.57	733.07 (12" W) 733.07 (15" S)	733.07 (15" N)
ST 4-4	4' CB (Open)	RIM: 740.32	735.82 (12" W)	735.82 (15" N)
ST 4-5	2' CURB INLET	RIM: 737.28		733.87 (12" E)
ST 4-6	2' CURB INLET	RIM: 740.08		736.70 (12" E)

UTILITY NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
   FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."

UTILITY CROSSINGS

C01 PR. 15" ST T/P 721.66
PR. 15" ST B/P 720.03
EX. TELE LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C02 PR. 15" ST T/P 725.45
PR. 15" ST B/P 723.82
EX. GAS LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C03 PR. 15" ST T/P 730.55
PR. 15" ST B/P 728.92
EX. FO LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C04 PR. 12" ST T/P 735.00
PR. 12" ST B/P 733.66
EX. GAS LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C05 PR. 12" ST T/P 737.80
PR. 12" ST B/P 736.46
EX. GAS LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C06 PR. 8" WM T/P 730.00
PR. 8" WM B/P 729.26
PR. TELE LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C07 PR. 8" WM T/P 730.25
PR. 8" WM B/P 729.51
EX. GAS LINE TO BE FIELD VERIFIED
NOTIFY ENGINEER IF THERE IS A CONFLICT

C08 PR. 8" WM B/P 729.11
EX. 15" ST T/P 729.39± (V.I.F.)

GRAPHIC SCALE
30 15 0 30
1" = 30'

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PROJECT MANAGER: DF
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DRAWN BY: RI

UTILITY PLAN

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG ILLINOIS

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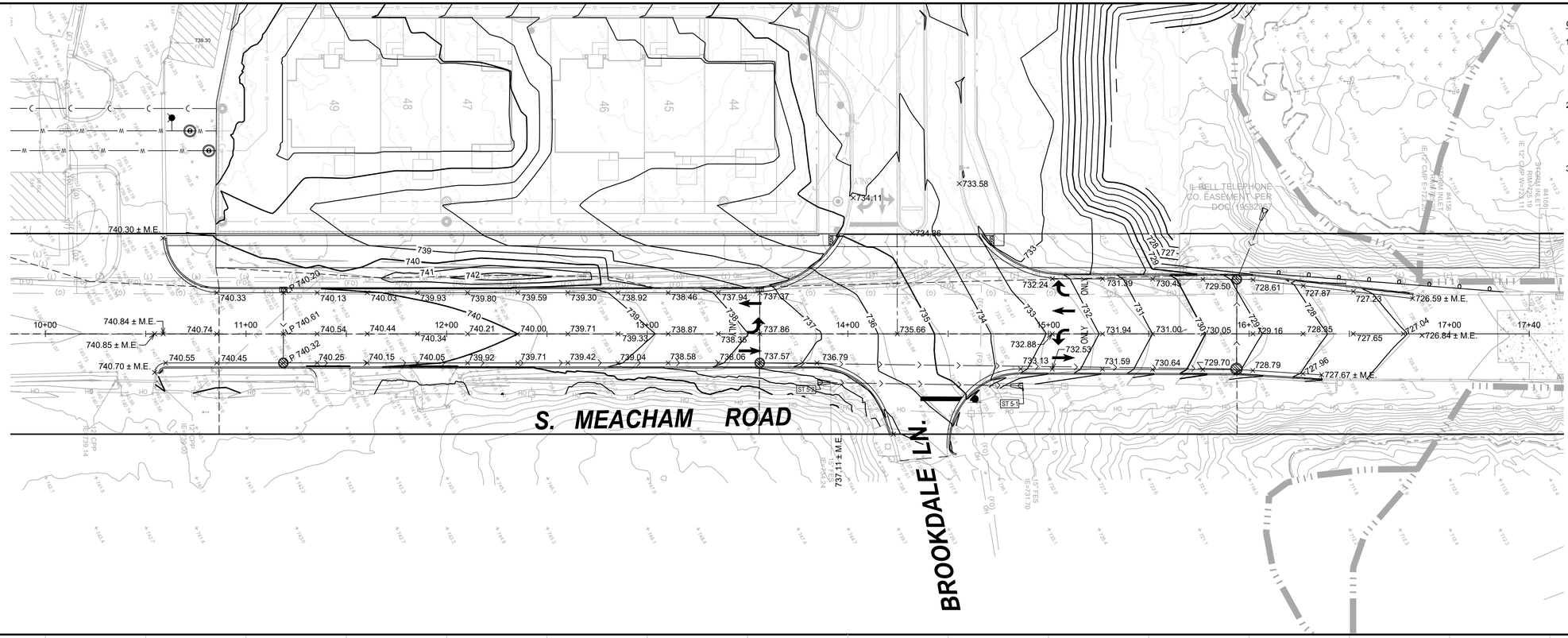
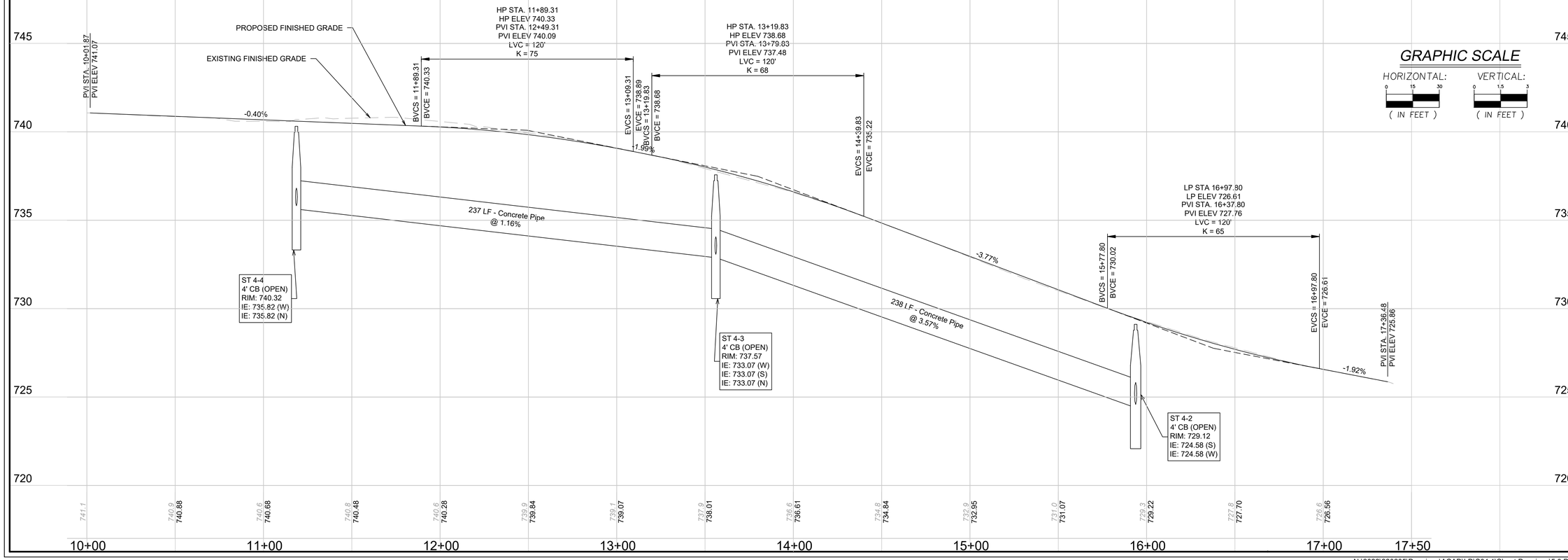


GRADING NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.



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PLAN & PROFILE

LOEBER FARM - OFFSITE IMPROVEMENTS
ILLINOIS
SCHAUMBURG

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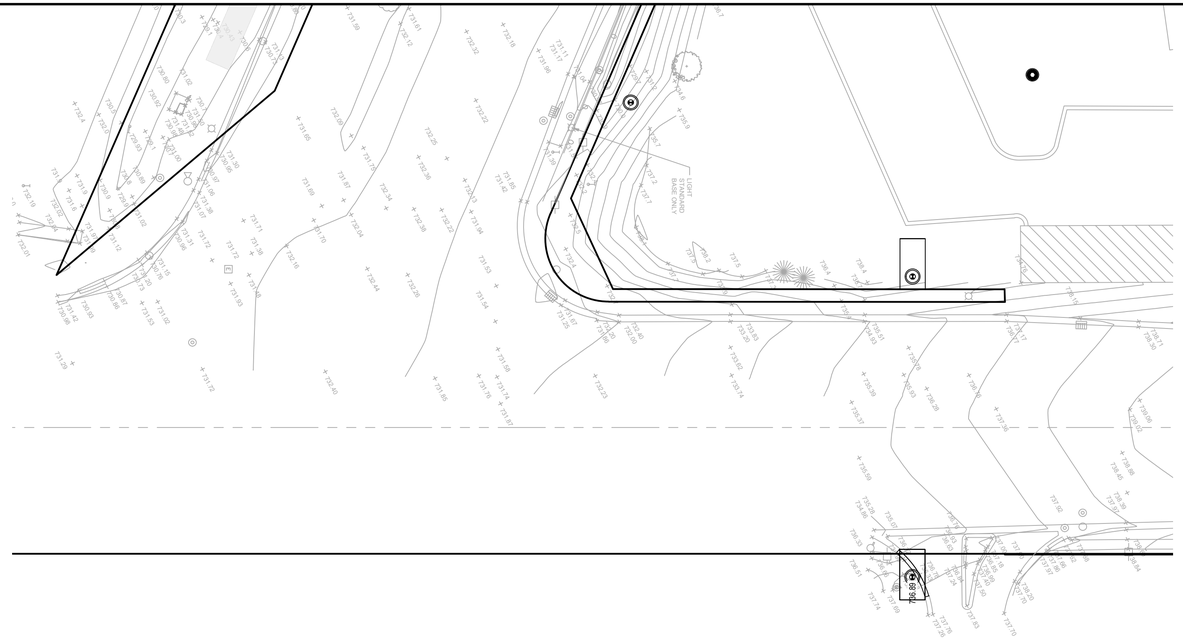

EROSION CONTROL NOTES:

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. CONTRACTOR TO INSTALL INLET PROTECTION ON ALL OPEN LID STRUCTURES. SEE INLET PROTECTION DETAIL ON SHEET C5.1.
4. EROSION CONTROL BLANKET (ROLLMAX ERONET S150 OR APPROVED EQUAL) SHALL BE PLACED ON ALL AREAS WITH SIDE SLOPES OF 4:1 OR GREATER, AND IN BOTTOM AND SIDE SLOPES OF SWALES WHERE NOTED.
5. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED.
6. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
7. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
8. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

EROSION CONTROL LEGEND

- SEDIMENT TRAP
- INLET PROTECTION
- RIP RAP
- SF — SILT FENCE
- EROSION CONTROL BLANKET

GRAPHIC SCALE
30 15 0 30
1" = 30'

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EROSION CONTROL PLAN

LOEBER FARM - OFFSITE IMPROVEMENTS

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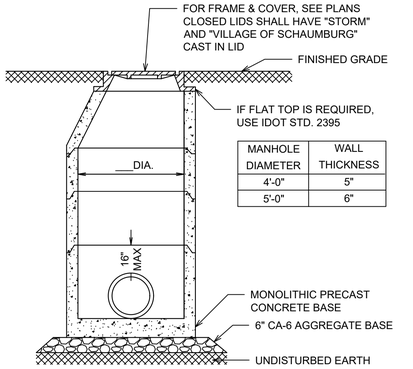
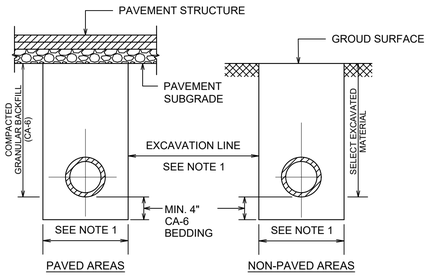


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"

NOTES:

1. STRUCTURES ARE TO COMPLY WITH THE SECTION 32 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND IDOT HIGHWAY STANDARDS.

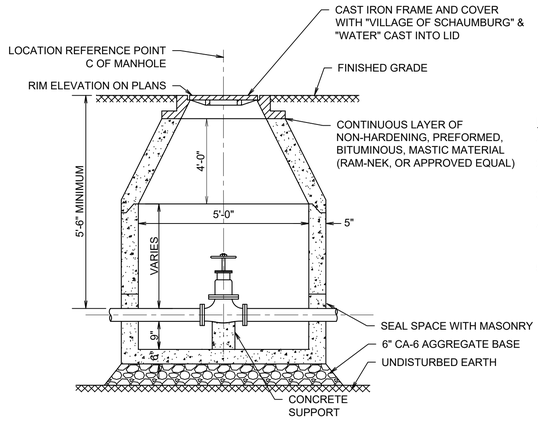
STORM MANHOLE



NOTES:

1. EXCAVATION LINE:
   PIPE SIZES UP TO 24", USE I.D. PLUS 20"
   PIPE SIZES OVER 24", USE O.D. PLUS 24"
2. LIMITS OF TRENCH GRANULAR BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.
3. PROVIDE UNIFORM PIPE SUPPORT.
   - DIG CROSS TRENCHES EXCAVATED 2" WIDER THAN BELL
   - OR SEAT PIPE IN UNIFORM GRANULAR BEDDING

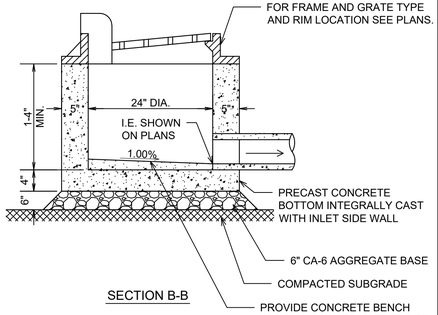
TRENCH BACKFILL SECTIONS FOR DUCTILE IRON WATER MAIN



NOTES:

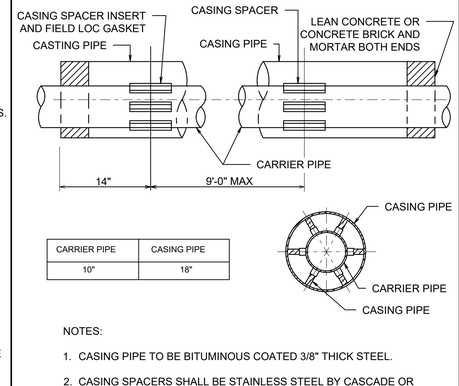
1. CONCRETE TO BE MINIMUM 4500 PSI AT 28 DAYS.
2. VAULTS TO BE MANUFACTURED WITH WELDED WIRE STEEL FABRIC CONFORMING TO ASTM A-185.
3. VAULTS TO BE MANUFACTURED TO COMPLY WITH ASTM DESIGNATION C-478 AND IDOT STANDARDS.
4. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH RUBBER GASKET O-RINGS PER ASTM C443.
5. SEE PLANS FOR FRAME AND GRATE INFORMATION.

VALVE VAULT



SECTION B-B

2' DIAMETER INLET

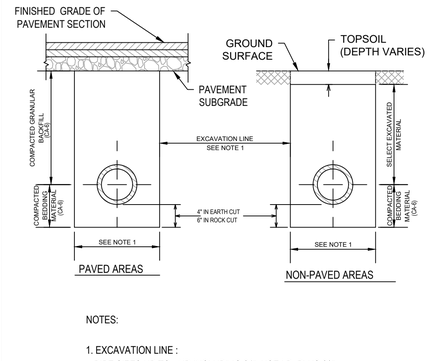


CARRIER PIPE	CASING PIPE
10"	18"

NOTES:

1. CASING PIPE TO BE BITUMINOUS COATED 3/8" THICK STEEL.
2. CASING SPACERS SHALL BE STAINLESS STEEL BY CASCADE OR APPROVED EQUAL (3 SPACERS PER EACH LENGTH OF PIPE)
3. WATER MAIN CASING SPACERS REQUIRE RESTRAINED POSITIONING.
4. CASING PIPE TO BE BLOWN FULL OF SAND AFTER INSTALLATION OF CARRIER PIPE.

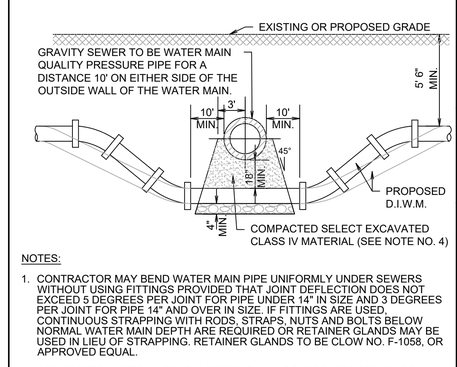
CASING PIPE AND SPACER



NOTES:

1. EXCAVATION LINE :
   PIPE SIZES UP TO AND INCLUDING 24", USE I.D. PLUS 20"
   PIPE SIZES OVER 24", USE O.D. PLUS 24"
2. LIMITS OF TRENCH BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.

TRENCH BACKFILL SECTIONS FOR STORM SEWER

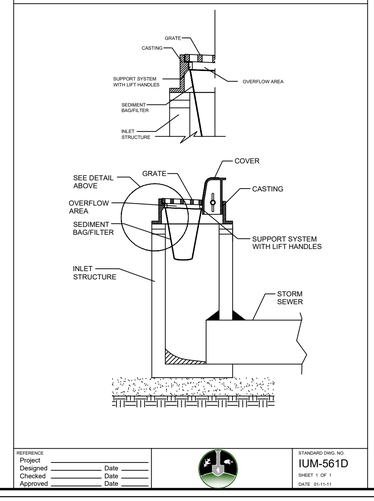


NOTES:

1. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPE UNDER 14" IN SIZE AND 3 DEGREES PER JOINT FOR PIPE 14" AND OVER IN SIZE. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATER MAIN DEPTH ARE REQUIRED OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING. RETAINER GLANDS TO BE CLOW NO. F-1058, OR APPROVED EQUAL.
2. COMPACTED MATERIAL BELOW SEWER SHALL CONFORM TO STANDARD SPECIFICATION FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS STD. DWG. NO. 20. AND 23
3. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWERS SHALL COMPLY WITH SECTION 41-2.01 OF THE STANDARD SPECIFICATIONS FOR SEWERS AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

WATER MAIN CROSSING

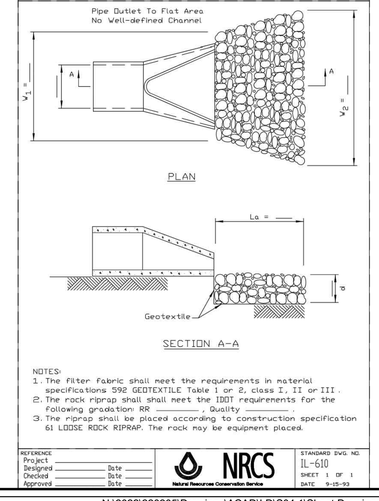
INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

STANDARD DWG. NO. IUM-561D
SHEET 1 OF 1
DATE 01-11-11

PIPE OUTLET TO FLAT AREA



REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-610
SHEET 1 OF 1
DATE 9-25-93

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

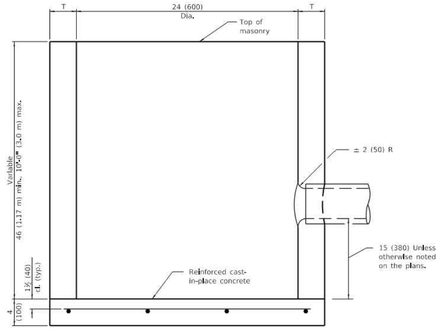
PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

CONSTRUCTION DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG, ILLINOIS
FINAL ENGINEERING

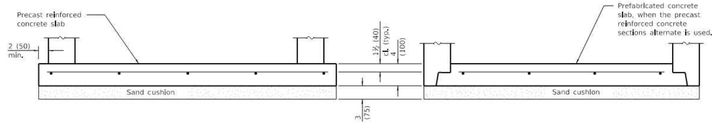
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.0



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3 (75)
Concrete Masonry Unit	5 (125)
Cast-in-Place Concrete	6 (150)
Brick Masonry	8 (200)



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.27 sq. in./ft. (570 sq. mm/m) in both directions with a maximum spacing of 9 (230).

Bottom slabs may be connected to the riser as determined by the fabricator however, only a single row of reinforcement around the perimeter may be utilized.

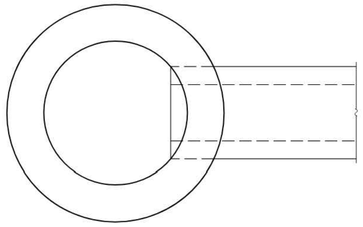
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-11	Detailed reins. in slabs.
	Added max. limit to height.
	Added general notes.
1-1-09	Switched units to
	English (metric).

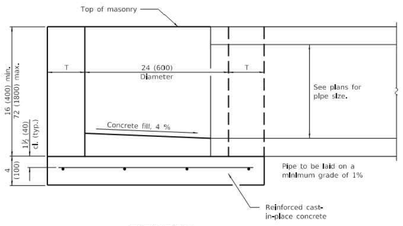
CATCH BASIN TYPE C

STANDARD 602011-02

Illinois Department of Transportation
PASSED January 1, 2011 — Mukut Baruah — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011 — Gary Hoch — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
BDE 605 (LRFD)

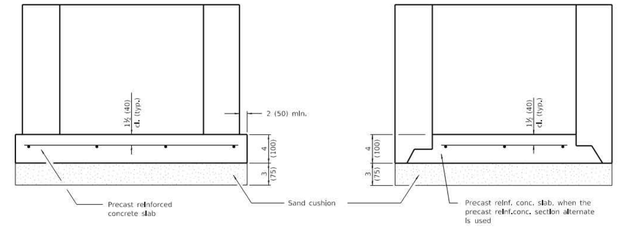


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator however, only a single row of reinforcement around the perimeter may be utilized.

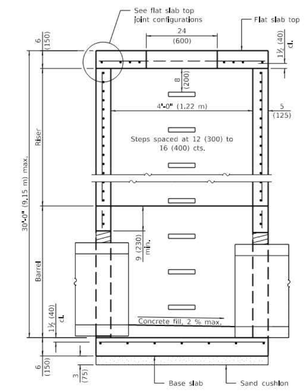
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed reins. in slabs.
	Added max. limit to height.
	Added general notes.

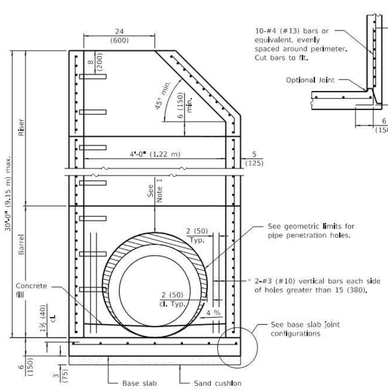
INLET - TYPE A

STANDARD 602301-04

Illinois Department of Transportation
PASSED January 1, 2014 — Mukut Baruah — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2014 — Gary Hoch — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
BDE 605 (LRFD)

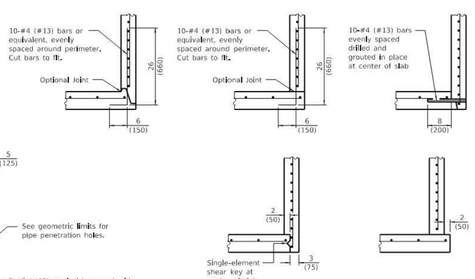


SECTION PARALLEL TO PIPE
(Without conical top riser)

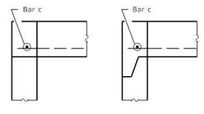


SECTION PERPENDICULAR TO PIPE
(With conical top riser)

* As an alternate, the barrel wall reinforcement may be reduced to riser wall reinforcement with #3 (#10) bars placed around the pipe penetration holes as shown. This option may be utilized when the pipe penetration holes are formed as opposed to cored.



BASE SLAB JOINT CONFIGURATIONS



FLAT SLAB TOP JOINT CONFIGURATIONS
(Shown at access hole)

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

Note 1: A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above pipe penetration holes > 24 (600).

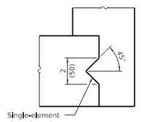
Note 2: A minimum 12 (300) inside arc length of reinforced concrete shall be maintained between pipe penetration holes > 15 (380).

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.



SHEAR KEY GEOMETRY
(Reinforcement not shown for clarity)

GENERAL NOTES

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.

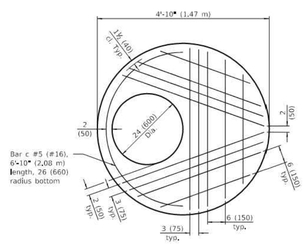
DATE	REVISIONS
1-1-21	Revised Note 1 and lifting hole
	general note.
3-1-19	Moved wall reinforcement from
	inside face to middle.

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

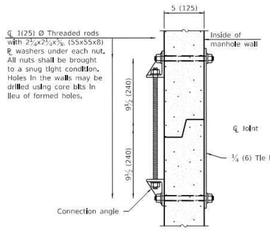
(Sheet 1 of 2)

STANDARD 602401-07

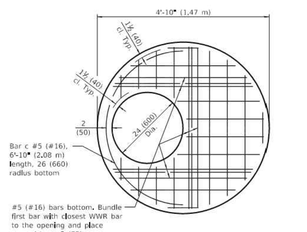
Illinois Department of Transportation
PASSED January 1, 2021 — Mukut Baruah — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021 — Gary Hoch — ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT
BDE 605 (LRFD)



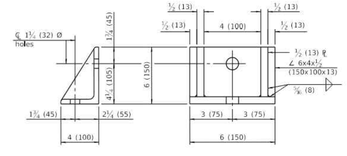
PLAN - FLAT SLAB TOP
(Showing layout of reinforcement bars and c bars)



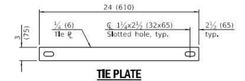
JOINT SPLICE



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



CONNECTION ANGLE



TIE PLATE

FLAT SLAB TOP REINFORCEMENT

Location	WWR (each direction)		Rebar		
	A_s (min.)	Spacing (max.)	A_s (min.)	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)

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

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar	
		A_s (min.)	Spacing (max.)
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)
Barrel	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.16 sq. in./ft. (339 sq. mm/m)	4 (100)

BASE SLAB REINFORCEMENT

Location	Total Height	WWR or Rebar (each direction)	
		A_s (min.)	Spacing (max.)
Top Mat	≤ 20 ft. (6,10 m)	0.24 sq. in./ft. (508 sq. mm/m)	10 (250)
	> 20 ft. (6,10 m)	0.24 sq. in./ft. (508 sq. mm/m)	10 (250)

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

(Sheet 2 of 2)

STANDARD 602401-07

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

REVISIONS

ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

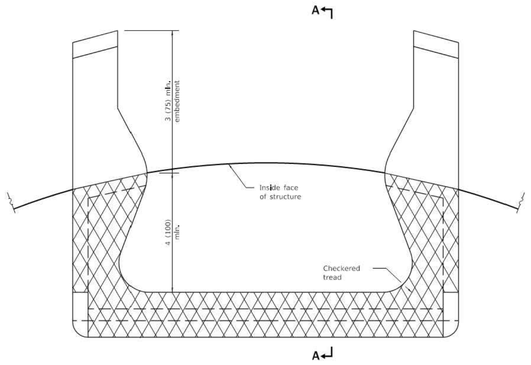
IDOT DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG — FINAL ENGINEERING — ILLINOIS

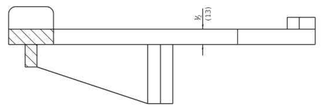
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.1

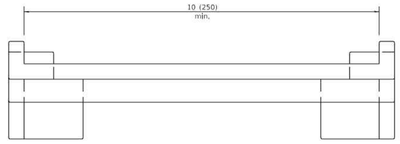
CAST IRON STEPS



PLAN VIEW



SECTION A-A



ELEVATION VIEW

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
4-1-06	Revised title, drawings, and added plastic steps on sheet 2.

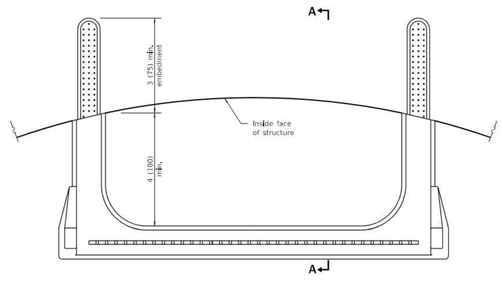
MANHOLE STEPS

(Sheet 1 of 2)

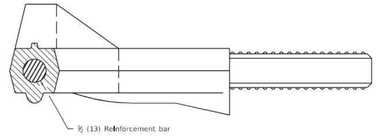
STANDARD 602701-02

Illinois Department of Transportation
PASSED January 1, 2009 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/LRS 5/1/07

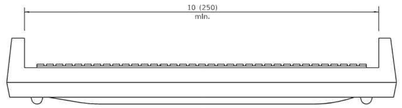
PLASTIC STEPS



PLAN VIEW



SECTION A-A



ELEVATION VIEW

MANHOLE STEPS

(Sheet 2 of 2)

STANDARD 602701-02

Illinois Department of Transportation
PASSED January 1, 2009 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/LRS 5/1/07

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

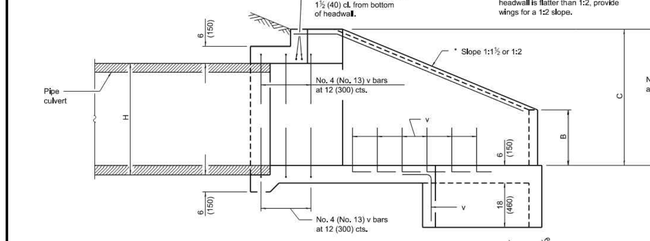
PROJECT NO.: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

IDOT DETAILS

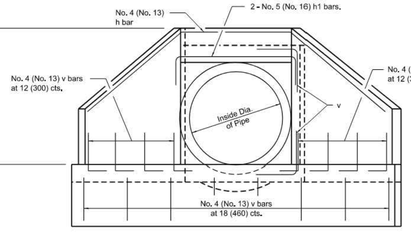
LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG — ILLINOIS
FINAL ENGINEERING

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

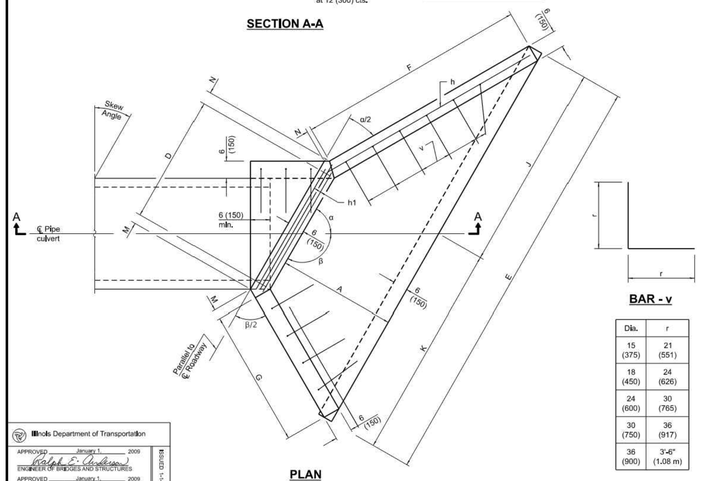
DRAWING NO.
6.2



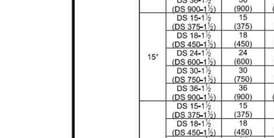
SECTION A-A



END VIEW

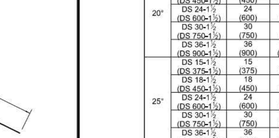


PLAN



BAR - h1

Bent in field, two req. for each headwall.



BAR - h

Bent in field, one req. for each headwall.

BAR - v

Dia.	r
15 (375)	21 (551)
18 (450)	24 (626)
24 (600)	30 (765)
30 (750)	36 (917)
36 (900)	3'-6" (1.08 m)

GENERAL NOTES

Build tops of headwalls parallel to grade line.

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 shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Soft converted metric reinforcement bars. Added h. bars.

REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 36" (900 mm) DIA. SKEWED WITH ROADWAY

(Sheet 1 of 5)

STANDARD 542201-02

Illinois Department of Transportation
APPROVED January 1, 2009 — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/LRS 5/1/07

WINGS FOR 1:1½ SLOPE

Skew Angle	Design No.	Nominal Pipe Dia.	DIMENSIONS FOR CONCRETE A	B	C	D	E	F	G	H	J	K	M	N	α	Concrete 2 End Sections yd³ (m³)	Reinf. Bars - 2 End Sections h - bars o	p	q	Lgth.	h1 - bars p	Lgth.	v-bars No.	Bars for 2 End Sections lbs. (kg)
5°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	19 (485)	6'-11⅞" (2,15 m)	3'-5½" (1,07 m)	38 (980)	19 (483)	3'-5⅞" (1,07 m)	3'-6" (1,08 m)	2¾ (70)	2¾ (60)	85°	1,4 (1,1)	3'-6" (1,01 m)	21 (551)	3'-9" (1,09 m)	9'-0" (2,65 m)	21 (551)	3'-5" (1,04 m)	28	90 (41)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	22 (561)	7'-2½" (2,22 m)	3'-5½" (1,07 m)	38 (980)	22 (559)	3'-7½" (1,11 m)	3'-7½" (1,11 m)	2¾ (70)	2¾ (60)	85°	1,6 (1,2)	3'-6" (1,03 m)	24 (626)	3'-9" (1,12 m)	9'-3" (2,78 m)	24 (626)	3'-5" (1,12 m)	28	100 (45)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	30 (765)	8'-10½" (2,73 m)	4'-2½" (1,29 m)	5'-1⅛" (1,18 m)	30 (762)	4'-5½" (1,36 m)	4'-5½" (1,37 m)	2¾ (70)	2¾ (60)	85°	2,2 (1,7)	4'-3" (1,23 m)	32 (832)	4'-2" (1,33 m)	11'-6" (3,39 m)	32 (832)	4'-4" (1,32 m)	32	140 (63)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	36 (917)	10'-3" (3,12 m)	4'-9½" (1,47 m)	4'-5" (1,35 m)	36 (914)	5'-1¼" (1,56 m)	5'-1½" (1,56 m)	2¾ (70)	2¾ (60)	85°	2,7 (2,1)	4'-10" (1,39 m)	39 (983)	5'-2" (1,51 m)	13'-3" (3,88 m)	39 (983)	4'-11" (1,50 m)	36	180 (81)
	DS 36-1½ (DS 900-1½)	36 (900)	48 (1140)	22 (560)	4'-4" (1320)	42 (1123)	11'-6" (3,63 m)	5'-4½" (1,69 m)	5'-10" (1,55 m)	42 (1,119 m)	5'-11⅛" (1,81 m)	5'-11½" (1,82 m)	2¾ (70)	2¾ (60)	85°	3,3 (2,5)	5'-7" (1,6 m)	45 (1,19 m)	5'-10" (1,73 m)	15'-6" (4,52 m)	45 (1,19 m)	5'-7" (1,70 m)	42	240 (108)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	19½ (490)	7'-0½" (2,17 m)	3'-6½" (1,12 m)	38½ (940)	19 (483)	3'-6⅝" (1,08 m)	3'-6⅝" (1,09 m)	2¾ (70)	2¾ (60)	80°	1,5 (1,2)	3'-4" (972)	22 (557)	3'-10" (1,14 m)	9'-0" (2,67 m)	22 (557)	3'-6" (1,07 m)	28	90 (41)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	22½ (568)	7'-3⅛" (2,24 m)	3'-7½" (1,12 m)	38½ (940)	22 (559)	3'-7½" (1,11 m)	3'-8½" (1,13 m)	2¾ (70)	2¾ (60)	80°	1,6 (1,2)	3'-4" (950)	25 (633)	3'-10" (1,17 m)	9'-3" (2,8 m)	25 (633)	3'-9" (1,14 m)	28	100 (45)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	30½ (774)	9'-0" (2,76 m)	4'-5" (1,36 m)	5'-1⅝" (1,14 m)	30 (762)	4'-5⅝" (1,37 m)	4'-5⅝" (1,39 m)	2¾ (70)	2¾ (60)	80°	2,2 (1,7)	4'-1" (1,18 m)	33 (841)	4'-8" (1,4 m)	11'-6" (3,42 m)	33 (841)	4'-5" (1,35 m)	34	150 (68)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	36½ (928)	10'-3" (3,15 m)	4'-9" (1,54 m)	4'-5" (1,3 m)	36 (914)	5'-1⅛" (1,57 m)	5'-2½" (1,58 m)	2¾ (70)	2¾ (60)	80°	2,8 (2,1)	4'-9" (1,34 m)	39 (993)	5'-6" (1,58 m)	13'-9" (3,92 m)	39 (993)	4'-11" (1,50 m)	36	180 (81)
	DS 36-1½ (DS 900-1½)	36 (900)	48 (1140)	22 (560)	4'-4" (1320)	3'-8½" (1136)	12'-0½" (3,67 m)	5'-10" (1,78 m)	4'-10⅝" (1,49 m)	42 (1,119 m)	6'-0" (1,83 m)	6'-0½" (1,84 m)	2¾ (70)	2¾ (60)	80°	3,5 (2,7)	5'-8" (1,54 m)	45 (1,2 m)	6'-0" (1,82 m)	15'-9" (4,56 m)	45 (1,2 m)	5'-7" (1,70 m)	42	240 (108)
10°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	19⅝ (500)	7'-2" (2,2 m)	3'-10" (1,19 m)	38⅝ (910)	19 (483)	3'-9⅛" (1,09 m)	3'-9⅛" (1,11 m)	3 (80)	2 (50)	75°	1,5 (1,2)	3'-4" (942)	22 (567)	4'-1" (1,2 m)	9'-3" (2,71 m)	22 (567)	3'-6" (1,07 m)	28	90 (41)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	22⅝ (579)	7'-5⅛" (2,28 m)	3'-10" (1,19 m)	38⅝ (910)	22 (559)	3'-9⅛" (1,13 m)	3'-9⅝" (1,15 m)	3 (80)	2 (50)	75°	1,7 (1,3)	3'-4" (965)	25 (644)	4'-1" (1,23 m)	9'-6" (2,84 m)	25 (644)	3'-9" (1,14 m)	28	100 (45)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	31 (789)	9'-2" (2,8 m)	4'-7½" (1,43 m)	5'-1⅝" (1,1 m)	30 (762)	4'-8½" (1,39 m)	4'-7½" (1,41 m)	3 (80)	2 (50)	75°	2,3 (1,8)	4'-0" (1,15 m)	34 (857)	4'-11" (1,47 m)	11'-9" (3,47 m)	34 (857)	4'-6" (1,37 m)	34	150 (68)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	37⅞ (946)	10'-6⅝" (3,21 m)	5'-4" (1,63 m)	5'-1½" (1,25 m)	36 (914)	5'-2⅜" (1,59 m)	5'-3⅛" (1,62 m)	3 (80)	2 (50)	75°	2,9 (2,2)	4'-8" (1,3 m)	39 (1,01 m)	5'-6" (1,67 m)	13'-9" (3,98 m)	39 (1,01 m)	5'-4" (1,52 m)	40	200 (90)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	3'-9½" (1158)	12'-3⅛" (3,73 m)	6'-2" (1,87 m)	4'-8⅛" (1,44 m)	42 (1,119 m)	6'-1" (1,85 m)	6'-1⅛" (1,88 m)	3 (80)	2 (50)	75°	3,8 (2,9)	5'-3" (1,49 m)	45 (1,22 m)	6'-5" (1,92 m)	15'-9" (4,63 m)	45 (1,22 m)	5'-8" (1,73 m)	46	260 (117)
15°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	20½ (514)	7'-4" (2,26 m)	4'-0½" (1,26 m)	34⅞ (880)	19 (483)	3'-7¼" (1,11 m)	3'-8⅛" (1,15 m)	3 (80)	2 (50)	70°	1,6 (1,2)	3'-9" (916)	23 (581)	4'-4" (1,27 m)	9'-6" (2,77 m)	23 (581)	3'-7" (1,09 m)	28	90 (41)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	23½ (595)	7'-7½" (2,34 m)	4'-0½" (1,26 m)	34⅞ (880)	22 (559)	3'-8" (1,15 m)	3'-10⅜" (1,19 m)	3 (80)	2 (50)	70°	1,7 (1,3)	3'-9" (938)	26 (661)	4'-4" (1,31 m)	9'-9" (2,9 m)	26 (661)	4'-0" (1,17 m)	28	100 (45)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	32 (811)	9'-4½" (2,87 m)	4'-11½" (1,52 m)	5'-5½" (1,07 m)	30 (762)	4'-7½" (1,42 m)	4'-7⅝" (1,45 m)	3 (80)	2 (50)	70°	2,4 (1,8)	3'-11" (1,11 m)	35 (879)	5'-2" (1,57 m)	12'-0" (3,65 m)	35 (879)	4'-7" (1,40 m)	38	160 (72)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	38⅛ (973)	10'-8⅝" (3,29 m)	5'-6" (1,73 m)	5'-11½" (1,21 m)	36 (914)	5'-4¼" (1,83 m)	5'-5⅛" (1,86 m)	3 (80)	2 (50)	70°	3,1 (2,4)	4'-6" (1,26 m)	45 (1,04 m)	5'-5" (1,77 m)	13'-9" (4,07 m)	45 (1,04 m)	5'-1" (1,55 m)	42	210 (95)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	3'-10½" (1191)	12'-7" (3,86 m)	6'-4½" (1,99 m)	4'-7" (1,41 m)	42 (1,119 m)	6'-2½" (1,9 m)	6'-4⅛" (1,93 m)	3 (80)	2 (50)	70°	4,0 (3,1)	5'-3" (1,45 m)	45 (1,26 m)	6'-3" (2,03 m)	16'-3" (4,73 m)	45 (1,26 m)	5'-7" (1,75 m)	50	280 (126)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	21 (533)	7'-7" (2,33 m)	4'-4" (1,34 m)	35⅛ (860)	19 (483)	3'-8½" (1,14 m)	3'-9" (1,19 m)	3 (90)	1½ (40)	65°	1,6 (1,2)	3'-9" (893)	23 (600)	4'-7" (1,36 m)	9'-9" (2,85 m)	23 (600)	3'-7" (1,09 m)	28	90 (41)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	24½ (617)	7'-10½" (2,42 m)	4'-4⅝" (1,34 m)	33⅝ (860)	22 (559)	3'-10½" (1,19 m)	4'-0" (1,23 m)	3¾ (90)	1½ (40)	65°	1,8 (1,4)	3'-8" (914)	27 (683)	4'-7" (1,39 m)	10'-0" (2,95 m)	27 (683)	3'-11" (1,19 m)	32	120 (54)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	33 (841)	9'-8½" (2,97 m)	5'-3½" (1,62 m)	3'-4¼" (1,04 m)	30 (762)	4'-9¼" (1,46 m)	4'-11½" (1,51 m)	3¾ (90)	1½ (50)	65°	2,5 (1,9)	3'-10" (1,09 m)	35 (909)	5'-6" (1,66 m)	12'-3" (3,65 m)	35 (909)	4'-7" (1,40 m)	38	160 (72)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	3'-3⅜" (1008)	11'-2" (3,4 m)	6'-0½" (1,83 m)	3'-10⅛" (1,18 m)	36 (914)	5'-8" (1,68 m)	5'-8" (1,72 m)	3¾ (90)	1½ (50)	65°	3,3 (2,5)	4'-5" (1,23 m)	45 (1,08 m)	5'-6" (1,88 m)	15'-6" (4,18 m)	45 (1,08 m)	5'-2" (1,58 m)	44	220 (99)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	4'-0½" (1235)	13'-0⅛" (3,96 m)	6'-11½" (2,12 m)	4'-5⅛" (1,36 m)	42 (1,119 m)	6'-5⅛" (1,96 m)	6'-7" (2 m)	3¾ (90)	1½ (50)	65°	4,3 (3,3)	5'-0" (1,41 m)	45 (1,3 m)	5'-7" (2,16 m)	16'-6" (4,87 m)	45 (1,3 m)	5'-11" (1,80 m)	50	280 (126)
25°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	22 (558)	7'-10⅞" (2,43 m)	4'-8" (1,44 m)	32⅝ (830)	19 (483)	3'-10⅛" (1,19 m)	4'-0⅝" (1,24 m)	3¾ (90)	1½ (40)	60°	1,7 (1,3)	37 (873)	24 (626)	4'-11" (1,46 m)	10'-0" (2,85 m)	24 (626)	3'-8" (1,12 m)	36	110 (50)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	25½ (645)	8'-2¼" (2,52 m)	4'-8" (1,44 m)	32⅝ (830)	22 (559)	4'-0" (1,23 m)	4'-2⅛" (1,29 m)	3¾ (90)	1½ (40)	60°	1,9 (1,5)	38 (893)	28 (712)	5'-0" (1,49 m)	10'-6" (3,1 m)	28 (712)	4'-0" (1,22 m)	36	120 (59)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	34⅝ (880)	10'-1⅛" (3,1 m)	5'-6" (1,74 m)	3'-3⅛" (1,01 m)	30 (762)	4'-11½" (1,52 m)	5'-1⅛" (1,58 m)	3¾ (90)	1½ (40)	60°	2,7 (2,1)	3'-9" (1,06 m)	37 (949)	5'-11" (1,78 m)	12'-9" (3,79 m)	37 (949)	4'-5" (1,45 m)	40	170 (77)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	3'-5½" (1055)	11'-2⅝" (3,55 m)	6'-4" (1,98 m)	3'-6" (1,15 m)	36 (914)	5'-8⅝" (1,75 m)	5'-11" (1,8 m)	3¾ (90)	1½ (40)	60°	3,5 (2,7)	4'-4" (1,2 m)	45 (1,12 m)	5'-8" (2,02 m)	14'-9" (4,34 m)	45 (1,12 m)	5'-4" (1,63 m)	46	230 (104)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	4'-2½" (1292)	13'-7" (4,13 m)	7'-6" (2,28 m)	4'-4" (1,32 m)	42 (1,119 m)	6'-8½" (2,04 m)	6'-10½" (2,09 m)	3¾ (90)	1½ (40)	60°	4,6 (3,5)	5'-0" (1,37 m)	45 (1,36 m)	5'-7" (2,32 m)	17'-3" (5,05 m)	45 (1,36 m)	5'-11" (1,86 m)	54	300 (135)

REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 36" (900 mm) DIA. SKEWED WITH ROADWAY

(Sheet 2 of 5)

STANDARD 542201-02

Illinois Department of Transportation
APPROVED January 1, 2009 — ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2009 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/LRS 5/1/07

WINGS FOR 1:1½ SLOPE

Skew Angle	Design No.	Nominal Pipe Dia.	DIMENSIONS FOR CONCRETE A	B	C	D	E	F	G	H	J	K	M	N	α	Concrete 2 End Sections yd³ (m³)	Reinf. Bars - 2 End Sections h - bars o	p	q	Lgth.	h1 - bars p	Lgth.	w-bars No.	Bars for 2 End Sections lbs, (kg)
35°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	23⅛ (590)	8-3⅜" (2,55 m)	5'-0⅞" (1,56 m)	31½ (820)	19 (483)	4'-0½" (1,24 m)	4'-3" (1,31 m)	3½ (90)	1½ (40)	55°	1,8 (1,4)	37 (855)	26 (658)	5'-3" (1,57 m)	10'-6" (3,09 m)	26 (658)	3'-10" (1,17 m)	36	110 (50)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	27 (682)	10'-7⅝" (2,65 m)	5'-0⅞" (1,56 m)	31½ (820)	22 (559)	4'-2⅞" (1,29 m)	4'-5" (1,36 m)	3½ (90)	1½ (40)	55°	2,0 (1,5)	37 (876)	29 (750)	5'-3" (1,61 m)	10'-9" (3,24 m)	29 (750)	4'-1" (1,25 m)	36	130 (59)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	36½ (930)	10'-7⅞" (3,26 m)	6'-1⅛" (1,88 m)	38¼ (980)	30 (762)	5'-2½" (1,6 m)	5'-5⅛" (1,66 m)	3½ (90)	1½ (40)	55°	2,9 (2,2)	3'-8" (1,04 m)	39 (1,0 m)	6'-4" (1,92 m)	13'-3" (3,96 m)	39 (1,0 m)	4'-11" (1,50 m)	40	170 (77)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	3'-8" (1,116 m)	12'-3⅛" (3,74 m)	7'-0½" (2,15 m)	3'-8" (1,12 m)	36 (914)	6'-0¼" (1,84 m)	6'-3" (1,9 m)	3½ (90)	1½ (40)	55°	3,7 (2,8)	4'-2" (1,17 m)	3'-11" (1,18 m)	7'-2" (2,18 m)	15'-3" (4,54 m)	3'-11" (1,18 m)	5'-7" (1,70 m)	50	240 (108)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	4'-3⅝" (1,366 m)	14'-3⅞" (5,28 m)	8'-1½" (3,29 m)	4'-2⅝" (1,72 m)	38 (1,119 m)	7'-0½" (2,61 m)	7'-3⅛" (2,67 m)	3¾ (90)	1½ (40)	55°	4,9 (3,8)	4'-11" (1,34 m)	4'-8" (1,43 m)	8'-5" (2,54 m)	18'-0" (5,29 m)	4'-8" (1,43 m)	6'-4" (1,93 m)	56	310 (140)
40°	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	24⅝ (631)	9'-10" (2,71 m)	5'-6⅛" (1,71 m)	31 (780)	19 (483)	4'-7⅝" (1,32 m)	4'-9" (1,39 m)	3¾ (100)	1½ (40)	50°	1,9 (1,5)	37 (840)	22 (700)	5'-6" (1,71 m)	11'-0" (3,25 m)	27 (700)	4'-1" (1,19 m)	38	120 (54)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	28⅛ (730)	9'-11¾" (3,44 m)	5'-6⅛" (1,71 m)	31 (780)	22 (559)	4'-8⅞" (1,43 m)	4'-11" (1,44 m)	3¾ (100)	1½ (40)	50°	2,2 (2,1)	36 (860)	31 (798)	5'-6" (1,71 m)	11'-5" (3,41 m)	31 (798)	4'-3" (1,30 m)	48	130 (59)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	3'-3⅜" (995)	11'-4" (3,47 m)	6'-8⅛" (2,08 m)	37½ (960)	30 (762)	5'-6⅛" (1,7 m)	5'-9⅜" (1,77 m)	3¾ (100)	1½ (40)	50°	3,1 (4,0)	3'-8" (1,02 m)	3'-6" (1,07 m)	6'-10" (2,1 m)	14'-0" (4,18 m)	3'-6" (1,07 m)	5'-2" (1,58 m)	48	200 (90)
	DS 30-1½ (DS 750-1½)	30 (750)	3'-9" (1140)	19 (480)	3'-9" (1320)	3'-9" (1,461 m)	13'-2⅝" (4,64 m)	7'-8⅛" (2,7 m)	3'-7" (1,26 m)	36 (914)	6'-2⅝" (1,89 m)	6'-5" (1,9 m)	3¾ (100)	1½ (40)	50°	5,3 (4,1)	4'-10" (1,32 m)	4'-7" (1,53 m)	8'-2" (2,49 m)	19'-0" (5,79 m)	4'-7" (1,53 m)	6'-4" (2,03 m)	62	340 (153)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	4'-8⅜" (1,461 m)	15'-2" (4,64 m)	8'-10½" (2,7 m)	4'-1¾" (1,26 m)	38 (1,119 m)	7'-5⅜" (2,28 m)	7'-9" (2,35 m)	3¾ (100)	1½ (40)	50°	6,3 (4,1)	5'-4" (1,32 m)	5'-0" (1,53 m)	9'-2" (2,74 m)	21'-6" (6,59 m)	5'-0" (1,53 m)	6'-8" (2,03 m)	72	460 (153)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	27 (683)	9'-6" (2,82 m)	6'-1⅛" (1,88 m)	30½ (780)	19 (483)	4'-7½" (1,42 m)	4'-10½" (1,5 m)	4 (100)	1¼ (30)	45°	2,1 (1,6)	36 (829)	29 (753)	6'-1" (1,89 m)	11'-6" (3,47 m)	29 (753)	4'-1" (1,25 m)	40	130 (59)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	31 (791)	12'-2½" (3,7 m)	6'-3⅛" (2,51 m)	30½ (780)	22 (559)	4'-8⅜" (1,04 m)	5'-0½" (1,45 m)	4 (100)	1¼ (30)	45°	2,4 (1,8)	36 (847)	34 (859)	6'-2" (1,94 m)	12'-10" (3,64 m)	34 (859)	4'-3" (1,37 m)	44	150 (68)
45°	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	3'-6½" (1,078 m)	12'-3½" (3,74 m)	7'-4⅞" (2,28 m)	36⅛ (950)	30 (762)	5'-11½" (1,83 m)	6'-3" (1,91 m)	4 (100)	1¼ (30)	45°	3,4 (2,6)	3'-8" (1,0 m)	3'-6" (1,15 m)	7'-2" (2,31 m)	15'-0" (4,47 m)	3'-6" (1,15 m)	5'-5" (1,65 m)	52	200 (95)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	4'-3" (1,293 m)	14'-1" (4,29 m)	8'-6" (2,59 m)	3'-6⅛" (1,08 m)	36 (914)	6'-1" (2,1 m)	7'-2" (2,19 m)	4 (100)	1¼ (30)	45°	4,4 (3,4)	4'-2" (1,13 m)	4'-0" (1,36 m)	8'-8" (2,63 m)	17'-3" (5,12 m)	4'-0" (1,36 m)	6'-1" (1,85 m)	62	300 (135)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	5'-2½" (1,583 m)	16'-5⅛" (5,01 m)	9'-9⅛" (2,98 m)	4'-0⅞" (1,24 m)	38 (1,119 m)	8'-1" (2,46 m)	8'-4⅛" (2,55 m)	4 (100)	1¼ (30)	45°	5,7 (4,4)	4'-10" (1,3 m)	5'-5" (1,65 m)	10'-0" (3,02 m)	20'-3" (5,97 m)	5'-5" (1,65 m)	7'-1" (2,16 m)	66	370 (167)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	29½ (751)	10'-4½" (3,93 m)	6'-10" (2,11 m)	29⅞ (770)	19 (483)	5'-0⅞" (1,52 m)	5'-4" (1,64 m)	4¼ (110)	1 (30)	40°	2,3 (1,8)	35 (817)	32 (822)	6'-11" (2,11 m)	12'-6" (3,75 m)	32 (822)	4'-6" (1,32 m)	46	140 (63)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	24½ (870)	10'-9" (3,31 m)	6'-10" (2,11 m)	29⅞ (770)	22 (559)	5'-2⅝" (1,61 m)	5'-6" (1,7 m)	4¼ (110)	1 (30)	40°	2,6 (2,0)	36 (836)	37 (939)	6'-11" (2,16 m)	13'-0" (3,94 m)	37 (939)	4'-9" (1,45 m)	46	160 (72)
50°	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	3'-10⅛" (1,185 m)	13'-4½" (4,06 m)	8'-3⅝" (2,55 m)	36⅛ (930)	30 (762)	6'-6½" (2 m)	7'-0" (2,09 m)	4¼ (110)	1 (30)	40°	3,7 (2,6)	3'-7" (990)	4'-1" (1,26 m)	8'-4" (2,55 m)	16'-6" (4,83 m)	4'-1" (1,26 m)	6'-0" (1,84 m)	56	230 (104)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	4'-6" (1,422 m)	15'-5" (4,7 m)	9'-6" (2,9 m)	3'-5½" (1,06 m)	36 (914)	7'-4⅞" (2,3 m)	7'-10½" (2,39 m)	4¼ (110)	1 (30)	40°	4,8 (3,7)	4'-1" (1,13 m)	4'-10" (1,49 m)	9'-7" (2,94 m)	18'-6" (5,54 m)	4'-10" (1,49 m)	6'-6" (1,98 m)	66	320 (144)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	5'-8½" (1,741 m)	18'-0⅛" (5,48 m)	10'-11⅝" (3,34 m)	4'-2" (1,22 m)	38 (1,119 m)	8'-10½" (2,7 m)	9'-4" (2,78 m)	4¼ (110)	1 (30)	40°	6,3 (4,8)	5'-4" (1,28 m)	5'-0" (1,81 m)	10'-7" (3,38 m)	21'-10" (6,47 m)	5'-0" (1,81 m)	7'-4" (2,31 m)	74	410 (185)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (960)	10 (260)	29 (740)	33 (842)	11'-4½" (4,38 m)	7'-4" (3,2 m)	29½ (1,01 m)	19 (485)	5'-2⅞" (1,72 m)	5'-6" (1,82 m)	4½ (110)	1 (30)	35°	2,6 (2,0)	35 (809)	36 (914)	7'-10" (2,4 m)	13'-9" (4,12 m)	36 (914)	4'-6" (1,41 m)	50	150 (68)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	38⅛ (975)	11'-11½" (3,68 m)	7'-9" (2,4 m)	29⅛ (760)	22 (559)	5'-9⅞" (1,79 m)	6'-1⅛" (1,89 m)	4½ (110)	1 (30)	35°	2,9 (2,2)	36 (827)	3'-5" (1,05 m)	7'-10" (2,46 m)	14'-3" (4,33 m)	3'-5" (1,05 m)	5'-1" (1,55 m)	60	170 (77)
55°	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	4'-4¼" (1,329 m)	14'-10½" (4,55 m)	9'-5" (2,9 m)	35⅞ (910)	30 (762)	7'-3⅛" (2,2 m)	7'-7⅞" (2,32 m)	4½ (110)	1 (30)	35°	4,2 (3,2)	3'-6" (978)	4'-7" (1,4 m)	9'-5" (2,94 m)	17'-6" (5,32 m)	4'-7" (1,4 m)	6'-3" (1,91 m)	62	260 (117)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	5'-2⅝" (1,594 m)	17'-2⅛" (5,24 m)	10'-9½" (3,3 m)	3'-4" (1,04 m)	36 (914)	8'-5½" (2,57 m)	8'-9" (2,67 m)	4½ (110)	1 (30)	35°	5,4 (4,1)	4'-1" (1,1 m)	5'-0" (1,66 m)	10'-11" (3,33 m)	20'-6" (6,1 m)	5'-0" (1,66 m)	7'-2" (2,19 m)	74	350 (158)
	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	6'-4½" (1,951 m)	20'-4⅛" (6,12 m)	12'-5⅜" (3,79 m)	3'-11½" (1,2 m)	38 (1,119 m)	9'-2⅛" (3,01 m)	9'-7" (3,11 m)	4½ (110)	1 (30)	35°	7,1 (5,4)	4'-9" (1,26 m)	5'-7" (2,02 m)	11'-8" (3,84 m)	23'-6" (7,12 m)	5'-7" (2,02 m)	8'-0" (2,52 m)	86	410 (186)
	DS 15-1½ (DS 375-1½)	15 (375)	28 (720)	10 (260)	29 (740)	38 (966)	13'-1⅛" (4,03 m)	9'-0⅛" (2,78 m)	29 (750)	19 (483)	6'-4½" (1,96 m)	6'-8⅞" (2,07 m)	4½ (120)	0⅝ (20)	30°	2,9 (2,2)	34 (862)	3'-5" (1,04 m)	9'-0" (2,78 m)	15'-3" (4,62 m)	3'-5" (1,04 m)	5'-1" (1,55 m)	54	170 (77)
	DS 18-1½ (DS 450-1½)	18 (450)	28 (720)	13 (330)	32 (810)	3'-8" (1,118 m)	13'-7⅛" (4,18 m)	9'-0⅛" (2,78 m)	29 (750)	22 (559)	6'-7⅞" (2,04 m)	6'-11⅛" (2,14 m)	4½ (120)	0⅝ (20)	30°	3,2 (2,5)	34 (820)	3'-11" (1,19 m)	9'-0" (2,85 m)	15'-4" (4,86 m)	3'-11" (1,19 m)	5'-7" (1,70 m)	58	200 (90)
	DS 24-1½ (DS 600-1½)	24 (600)	34 (870)	16 (410)	39 (990)	4'-0" (1,524 m)	20'-11⅛" (6,35 m)	14'-0½" (4,48 m)	3'-11⅝" (1,2 m)	30 (762)	9'-7½" (3,12 m)	10'-3½" (3,23 m)	4½ (120)	0⅝ (20)	30°	6,1 (4,7)	4'-0" (1,27 m)	5'-3" (1,6 m)	14'-10" (4,54 m)	24'-6" (7,41 m)	5'-3" (1,6 m)	6'-11" (2,11 m)	86	350 (158)
	DS 30-1½ (DS 750-1½)	30 (750)	39 (990)	19 (480)	3'-9" (1140)	4'-10" (1,828 m)	23'-1½" (7,29 m)	16'-0" (5,1 m)	4'-3⅝" (1,37 m)	36 (914)	11'-2½" (3,59 m)	12'-1" (3,71 m)	4½ (120)	0⅝ (20)	30°	7,9 (6,0)	5'-0" (1,44 m)	6'-3" (1,9 m)	16'-9" (5,16 m)	28'-4" (8,5 m)	6'-3" (1,9 m)	7'-11" (2,41 m)	100	470 (212)
60°	DS 36-1½ (DS 900-1½)	36 (900)	3'-9" (1140)	22 (560)	4'-4" (1320)	5'-7" (1,702 m)	26'-5⅞" (8,51 m)	17'-9⅜" (5,88 m)	5'-2" (1,57 m)	38 (1,119 m)	13'-9½" (4,2 m)	14'-3⅛" (4,31 m)	4½ (120)	0⅝ (20)	30°	10,4 (8,0)	5'-10" (1,65 m)	7'-7" (2,31 m)	19'-4" (5,94 m)	32'-9" (9,89 m)	7'-7" (2,31 m)	9'-3" (2,82 m)	114	620 (279)

Illinois Department of Transportation
APPROVED January 1, 2009
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 5120 (Rev. 1-09-07)

REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 36" (900 mm) DIA. SKEWED WITH ROADWAY
(Sheet 3 of 5)

STANDARD 542201-02

WINGS FOR 1:2 SLOPE

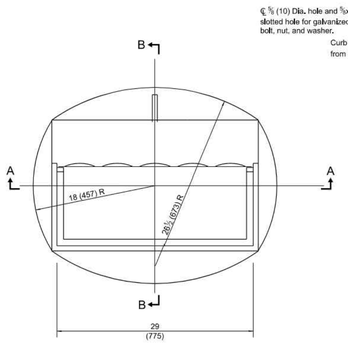
Skew Angle	Design No.	Nominal Pipe Dia.	DIMENSIONS FOR CONCRETE A	B	C	D	E	F	G	H	J	K	M	N	α	Concrete 2 End Sections yd³ (m³)	Reinf. Bars - 2 End Sections h - bars o	p	q	Lgth.	h1 - bars p	Lgth.	w-bars No.	Bars for 2 End Sections lbs, (kg)
5°	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	19 (485)	8'-7⅛" (2,63 m)	4'-8⅛" (1,42 m)	4'-3½" (1,31 m)	19 (483)	4'-3⅛" (1,31 m)	4'-4" (1,32 m)	2¾ (70)	2¼ (60)	85°	1,9 (1,5)	4'-7" (1,33 m)	21 (551)	4'-11" (1,45 m)	11'-3" (3,33 m)	21 (551)	3'-5" (1,04 m)	34	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	22 (560)	9'-0½" (2,75 m)	4'-8⅛" (1,42 m)	4'-3½" (1,31 m)	22 (559)	4'-5⅛" (1,36 m)	4'-5½" (1,35 m)	2¾ (70)	2¼ (60)	85°	2,0 (1,5)	4'-7" (1,36 m)	24 (626)	4'-11" (1,48 m)	11'-5" (4,47 m)	24 (626)	3'-8" (1,12 m)	34	120 (54)
	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	30 (765)	10'-11" (3,31 m)	5'-8" (1,72 m)	5'-2½" (1,58 m)	30 (762)	5'-5⅛" (1,65 m)	5'-5⅝" (1,66 m)	2¾ (70)	2¼ (60)	85°	2,9 (2,2)	5'-0" (1,52 m)	32 (832)	5'-11" (1,77 m)	14'-0" (4,22 m)	32 (832)	4'-4" (1,32 m)	42	180 (81)
	DS 30-2 (DS 750-2)	30 (750)	4'-4" (1,32 m)	19 (480)	3'-9" (1,14 m)	36 (914)	12'-5" (3,78 m)	6'-5" (1,96 m)	6'-5½" (1,79 m)	36 (914)	6'-8⅝" (1,89 m)	6'-4" (1,93 m)	3½ (90)	1½ (40)	55°	4,5 (3,4)	4'-11" (1,84 m)	39 (983)	6'-9" (2,0 m)	16'-3" (4,83 m)	39 (983)	4'-11" (1,50 m)	48	230 (104)
	DS 36-2 (DS 900-2)	36 (900)	4'-4" (1,32 m)	22 (560)	4'-4" (1,32 m)	5'-4⅞" (1,632 m)	14'-5" (4,39 m)	7'-4⅞" (2,23 m)	6'-9⅛" (2,06 m)	38 (1,119 m)	7'-5⅛" (2,26 m)	7'-2⅝" (2,19 m)	3½ (90)	1½ (40)	55°	6,3 (4,8)	5'-4" (1,63 m)	46 (1,169 m)	8'-0" (2,43 m)	19'-3" (5,87 m)	46 (1,169 m)	6'-4" (1,93 m)	56	310 (140)
	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	19 (490)	8'-10⅝" (2,65 m)	5'-2½" (1,5 m)	4'-9" (1,45 m)	19 (483)	4'-9" (1,32 m)	4'-9" (1,33 m)	2¾ (70)	2¼ (60)	80°	2,0 (1,5)	4'-4" (1,28 m)	22 (557)	5'-2" (1,52 m)	12'-3" (3,36 m)	22 (557)	3'-4" (1,07 m)	34	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	22¼ (565)	9'-2" (2,78 m)	5'-2½" (1,58 m)	4'-11" (1,21 m)	22 (559)	4'-11" (1,26 m)	5'-0" (1,27 m)	2¾ (70)	2¼ (60)	80°	2,1 (1,6)	4'-4" (1,32 m)	25 (633)	5'-1" (1,55 m)	11'-8" (3,5 m)	25 (633)	3'-9" (1,14 m)	34	120 (54)
10°	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	30½ (774)	11'-0½" (3,34 m)	5'-11½" (1,81 m)	5'-0" (1,52 m)	30 (762)	5'-5⅝" (1,66 m)	5'-6⅛" (1,68 m)	2¾ (70)	2¼ (60)	80°	3,0 (2,3)	5'-4" (1,57 m)	33 (841)	6'-2" (1,85 m)	14'-3" (4,26 m)	33 (841)	4'-5" (1,35 m)	42	180 (81)
	DS 30-2 (DS 750-2)	30 (750)	4'-4" (1,32 m)	19 (480)	3'-9" (1,14 m)	36½ (928)	12'-6⅝" (3,82 m)	6'-9" (2,06 m)	5'-9" (1,73 m)	36 (914)	6'-3⅝" (1,9 m)	6'-5⅞" (1,96 m)	2¾ (70)	2¼ (60)	80°	3,8 (2,9)	6'-0" (1,78 m)	39 (993)	7'-0" (2,1 m)	16'-9" (4,87 m)	39 (993)	5'-3" (1,50 m)	48	230 (104)
	DS 36-2 (DS 900-2)	36 (900)	4'-4" (1,32 m)	22 (560)	4'-4" (1,32 m)	5'-8⅝" (1,732 m)	14'-7" (4,44 m)	7'-9⅛" (2,37 m)	6'-9⅛" (2,06 m)	38 (1,119 m)	7'-9⅛" (2,37 m)	7'-4" (2,23 m)	2¾ (70)	2¼ (60)	80°	4,7 (3,6)	5'-4" (2,04 m)	46 (1,2 m)	8'-2" (2,42 m)	19'-6" (5,68 m)	46 (1,169 m)	6'-3" (1,19 m)	56	310 (135)
	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	19½ (500)	8'-10⅞" (2,7 m)	5'-2½" (1,58 m)	4'-9" (1,21 m)	19 (483)	4'-9" (1,38 m)	4'-9" (1,4 m)	2¾ (80)	2¼ (50)	75°	2,0 (1,5)	4'-3" (1,27 m)	22 (644)	5'-5" (1,64 m)	11'-9" (3,55 m)	22 (644)	3'-6" (1,14 m)	34	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	23" (579)	9'-2" (2,78 m)	5'-2½" (1,58 m)	4'-11" (1,21 m)	22 (559)	4'-11" (1,38 m)	5'-0" (1,4 m)	2¾ (80)	2¼ (50)	75°	2,2 (1,7)	4'-3" (1,27 m)	25 (644)	5'-5" (1,64 m)	11'-9" (3,55 m)	25 (644)	3'-9" (1,14 m)	34	120 (54)
	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	30⅞ (784)	11'-2⅜" (3,4 m)	6'-0" (1,83 m)	5'-4" (1,63 m)	30 (762)	5'-8⅛" (1,73 m)	5'-8⅝" (1,76 m)	2¾ (80)	2¼ (50)	75°	3,1 (2,4)	5'-0" (1,52 m)	31 (857)	6'-1" (1,85 m)	13'-6" (4,12 m)	31 (857)	4'-3" (1,37 m)	42	160 (81)
15°	DS 30-2 (DS 750-2)	30 (750)	4'-4" (1,32 m)	19 (480)	3'-9" (1,14 m)	37½ (946)	12'-9⅛" (3,89 m)	7'-1½" (2,17 m)	5'-8½" (1,73 m)	36 (914)	6'-3" (1,91 m)	6'-6" (1,98 m)	2¾ (80)	2¼ (50)	75°	3,9 (3,0)	5'-10" (1,78 m)	37 (941)	7'-1" (2,16 m)	15'-6" (4,72 m)	37 (941)	4'-6" (1,37 m)	48	200 (90)
	DS 36-2 (DS 900-2)	36 (900)	4'-4" (1,32 m)	22 (560)	4'-4" (1,32 m)	5'-10⅝" (1,793 m)	16'-5" (5,01 m)	9'-5" (2,87 m)	7'-4½" (2,25 m)	38 (1,119 m)	8'-2" (2,5 m)	8'-6" (2,59 m)	2¾ (80)	2¼ (50)	75°	5,0 (3,8)	6'-9" (1,97 m)	41 (1,22 m)	8'-6" (2,55 m)	19'-3" (5,74 m)	41 (1,22 m)	5'-8" (1,73 m)	56	310 (140)
	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	20½ (514)	9'-1½" (2,77 m)	5'-4" (1,68 m)	3'-10½" (1,18 m)	19 (483)	3'-10½" (1,18 m)	4'-0" (1,21 m)	3 (80)	2 (50)	70°	2,1 (1,6)	4'-0" (1,21 m)	23 (581)	5'-8" (1,69 m)	12'-0" (3,48 m)	23 (581)	3'-7" (1,09 m)	36	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	23⅝ (595)	9'-4⅛" (2,85 m)	5'-4" (1,68 m)	4'-8¼" (1,42 m)	22 (559)	4'-8¼" (1,42 m)	4'-10" (1,47 m)	3 (80)	2 (50)	70°	2,3 (1,8)	4'-2" (1,24 m)	26 (661)	5'-6" (1,68 m)	12'-2" (3,73 m)	26 (661)	3'-8" (1,17 m)	36	130 (59)
	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	31 (787)	11'-6⅛" (3,49 m)	6'-4⅛" (1,93 m)	5'-8" (1,73 m)	30 (762)	5'-11⅛" (1,8 m)	6'-0" (1,84 m)	3 (80)	2 (50)	70°	2,4 (1,8)	4'-7" (1,40 m)	27 (679)	6'-0" (1,83 m)	12'-7" (3,85 m)	27 (679)	3'-11" (1,19 m)	42	140 (63)
20°	DS 30-2 (DS 750-2)	30 (750)	4'-4" (1,32 m)	19 (480)	3'-9" (1,14 m)	38¼ (973)	13'-1¼" (3,99 m)	7'-6⅛" (2,3 m)	5'-3⅛" (1,61 m)	36 (914)	6'-6" (1,98 m)	6'-7½" (2,01 m)	3 (80)	2 (50)	70°	4,1 (3,1)	5'-9" (1,74 m)	35 (894)	7'-5" (2,26 m)	17'-0" (5,18 m)	35 (894)	4'-8" (1,42 m)	54	260 (118)
	DS 36-2 (DS 900-2)	36 (900)	4'-4" (1,32 m)	22 (560)	4'-4" (1,32 m)	6'-3⅛" (1,911 m)	17'-4" (5,28 m)	10'-3" (3,12 m)	7'-4⅛" (2,24 m)	38 (1,119 m)	9'-0" (2,74 m)	9'-4" (2,85 m)	3 (80)	2 (50)	70°	5,3 (4,1)	6'-6" (1,98 m)	44 (1,118 m)	9'-0" (2,74 m)	21'-3" (6,47 m)	44 (1,118 m)	5'-4" (1,63 m)	66	370 (168)
	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	21 (533)	9'-5" (2,86 m)	5'-6" (1,71 m)	4'-3" (1,31 m)	19 (483)	4'-3" (1,31 m)	4'-4" (1,32 m)	2¾ (70)	2¼ (60)	85°	1,9 (1,5)	4'-7" (1,33 m)	21 (551)	4'-11" (1,45 m)	11'-3" (3,33 m)	21 (551)	3'-5" (1,04 m)	34	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	22 (561)	9'-0" (2,75 m)	5'-6" (1,71 m)	4'-3½" (1,31 m)	22 (559)	4'-5⅛" (1,35 m)	4'-5½" (1,35 m)	2¾ (70)	2¼ (60)	85°	2,0 (1,5)	4'-7" (1,36 m)	24 (626)	5'-0" (1,48 m)	11'-5" (4,47 m)	24 (626)	3'-8" (1,12 m)	34	120 (54)
	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	30 (765)	10'-11" (3,31 m)	5'-8" (1,72 m)	5'-2½" (1,58 m)	30 (762)	5'-5⅛" (1,65 m)	5'-5⅝" (1,66 m)	2¾ (70)	2¼ (60)	85°	2,9 (2,2)	5'-0" (1,52 m)	32 (832)	5'-11" (1,77 m)	14'-0" (4,22 m)	32 (832)	4'-4" (1,32 m)	42	180 (81)
	DS 30-2 (DS 750-2)	30 (750)	4'-4" (1,32 m)	19 (480)	3'-9" (1,14 m)	36 (914)	12'-5" (3,78 m)	6'-5" (1,96 m)	5'-10½" (1,79 m)	36 (914)	6'-8⅝" (1,89 m)	6'-4" (1,93 m)	2¾ (70)	2¼ (60)	85°	3,7 (2,8)	6'-3" (1,84 m)	39 (983)	6'-9" (2,0 m)	16'-3" (4,83 m)	39 (983)	4'-11" (1,50 m)	48	230 (104)
	DS 36-2 (DS 900-2)	36 (900)	4'-4" (1,32 m)	22 (560)	4'-4" (1,32 m)	5'-4⅞" (1,632 m)	14'-5" (4,39 m)	7'-4⅞" (2,23 m)	6'-9⅛" (2,06 m)	38 (1,119 m)	7'-5⅛" (2,26 m)	7'-2⅝" (2,19 m)	2¾ (70)	2¼ (60)	85°	4,5 (3,4)	5'-4" (1,63 m)	46 (1,169 m)	8'-0" (2,43 m)	19'-3" (5,87 m)	46 (1,169 m)	6'-4" (1,93 m)	56	310 (140)
	DS 15-2 (DS 375-2)	15 (375)	38 (960)	10 (260)	29 (740)	19 (485)	8'-7⅛" (2,63 m)	4'-8⅛" (1,42 m)	4'-3½" (1,31 m)	19 (483)	4'-3⅛" (1,31 m)	4'-4" (1,32 m)	2¾ (70)	2¼ (60)	85°	1,9 (1,5)	4'-7" (1,33 m)	21 (551)	4'-11" (1,45 m)	11'-3" (3,33 m)	21 (551)	3'-5" (1,04 m)	34	110 (50)
	DS 18-2 (DS 450-2)	18 (450)	38 (960)	13 (330)	32 (810)	22 (560)	9'-0½" (2,75 m)	5'-6" (1,71 m)	4'-3½" (1,31 m)	22 (559)	4'-5⅛" (1,35 m)	4'-5½" (1,35 m)	2¾ (70)	2¼ (60)	85°	2,0 (1,5)	4'-7" (1,36 m)	24 (626)	5'-0" (1,48 m)	11'-5" (4,47 m)	24 (626)	3'-8" (1,12 m)	34	120 (54)
	DS 24-2 (DS 600-2)	24 (600)	3'-10" (1,16 m)	16 (410)	39 (990)	30 (765)	10'-11" (3,31 m)	5'-8" (1,72 m)	5'-2½" (1,58 m)	30 (762)	5'-5⅛" (1,65 m)	5'-5⅝" (1,66 m)	2¾ (70)	2¼ (60)	85°	2,9 (2,2)	5'-0" (1,52 m)	32 (832)	5'-11" (1,77 m)	14'-0" (4,22 m)	32 (832)	4'-4" (1,32 m)	42	180 (81)
25°	DS 30-2

PIPE-GRATE SCHEDULE FOR PIPE CULVERT END SECTIONS

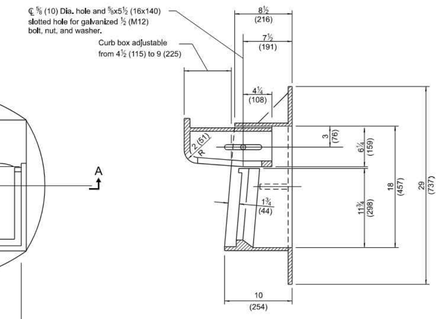
Pipe I.D.	Slope of End Section								
	1:3			1:4			1:6		
	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe
27 (675)	1 @ 9'-8" 1 @ (2,95 m)	N/A	9'-8" (2,95 m)	1 @ 12'-11" 1 @ (3,94 m)	N/A	12'-11" (3,94 m)	1 @ 19'-7" 1 @ (5,97 m)	N/A	19'-7" (5,97 m)
30 (750)	1 @ 11'-4" 1 @ (3,43 m)	N/A	11'-4" (3,43 m)	1 @ 14'-10" 1 @ (4,52 m)	N/A	14'-10" (4,52 m)	1 @ 21'-10" 1 @ (6,65 m)	1 @ 3'-6 1 @ 1,07 m)	25'-4" (7,72 m)
33 (825)	1 @ 12'-1" 1 @ (3,68 m)	N/A	12'-1" (3,68 m)	1 @ 16'-10" 1 @ (4,83 m)	N/A	16'-10" (4,83 m)	1 @ 23'-5" 1 @ (7,14 m)	1 @ 3'-7" 1 @ (1,09 m)	27'-0" (8,23 m)
36 (900)	1 @ 12'-10" 1 @ (3,91 m)	N/A	12'-10" (3,91 m)	1 @ 16'-10" 1 @ (5,13 m)	N/A	16'-10" (5,13 m)	1 @ 24'-11" 1 @ (7,59 m)	2 @ 3'-11" 2 @ (1,19 m)	32'-6" (9,97 m)
42 (1050)	2 @ 14'-9" 2 @ (4,50 m)	N/A	29'-6" (9,00 m)	2 @ 19'-3" 2 @ (5,87 m)	N/A	38'-6" (11,74 m)	2 @ 28'-6" 2 @ (8,69 m)	2 @ 4'-7" 2 @ (1,40 m)	66'-2" (20,18 m)
48 (1200)	2 @ 16'-4" 2 @ (4,98 m)	N/A	32'-8" (9,96 m)	2 @ 21'-4" 2 @ (6,50 m)	1 @ 5'-1" 1 @ (1,55 m)	47'-9" (14,55 m)	2 @ 31'-6" 2 @ (9,60 m)	2 @ 5'-1" 2 @ (1,55 m)	73'-2" (22,30 m)
54 (1350)	2 @ 19'-0" 2 @ (5,54 m)	N/A	38'-0" (11,08 m)	2 @ 23'-9" 2 @ (7,24 m)	2 @ 5'-9" 2 @ (1,75 m)	59'-9" (16,23 m)	2 @ 35'-1 2 @ (10,69 m)	4 @ 5'-9" 4 @ (1,75 m)	93'-2" (28,38 m)
60 (1500)	2 @ 19'-9" 2 @ (6,02 m)	N/A	39'-6" (12,04 m)	2 @ 25'-10" 2 @ (7,87 m)	3 @ 6'-3" 3 @ (1,91 m)	70'-5" (21,47 m)	2 @ 38'-1" 2 @ (11,61 m)	4 @ 6'-3" 4 @ (1,91 m)	101'-2" (30,86 m)
66 (1650)	2 @ 21'-7" 2 @ (6,58 m)	2 @ 6'-11" 2 @ (2,11 m)	57'-0" (17,38 m)	2 @ 28'-2" 2 @ (8,59 m)	3 @ 6'-11" 3 @ (2,11 m)	77'-1" (23,51 m)	2 @ 41'-11" 2 @ (12,78 m)	5 @ 6'-11" 5 @ (2,11 m)	127'-5" (36,11 m)
72 (1800)	3 @ 23'-2" 3 @ (7,06 m)	2 @ 7'-5" 2 @ (2,26 m)	84'-4" (25,70 m)	3 @ 30'-3" 3 @ (9,22 m)	3 @ 7'-5" 3 @ (2,26 m)	113'-0" (34,44 m)	3 @ 44'-8" 3 @ (13,61 m)	5 @ 7'-5" 5 @ (2,26 m)	177'-11" (52,13 m)
78 (1950)	3 @ 25'-0" 3 @ (7,62 m)	3 @ 8'-1" 3 @ (2,46 m)	99'-3" (30,24 m)	3 @ 32'-8" 3 @ (9,96 m)	4 @ 8'-1" 4 @ (2,46 m)	130'-4" (39,72 m)	3 @ 48'-3" 3 @ (14,71 m)	6 @ 8'-1" 6 @ (2,46 m)	193'-2" (58,89 m)
84 (2100)	3 @ 26'-7" 3 @ (8,10 m)	3 @ 8'-7" 3 @ (2,62 m)	105'-6" (32,16 m)	3 @ 34'-9" 3 @ (10,59 m)	4 @ 8'-7" 4 @ (2,62 m)	138'-7" (42,25 m)	3 @ 51'-3" 3 @ (15,62 m)	6 @ 8'-7" 6 @ (2,62 m)	206'-3" (62,58 m)

PIPE-GRATE SCHEDULE FOR ELLIPTICAL PIPE CULVERT END SECTIONS

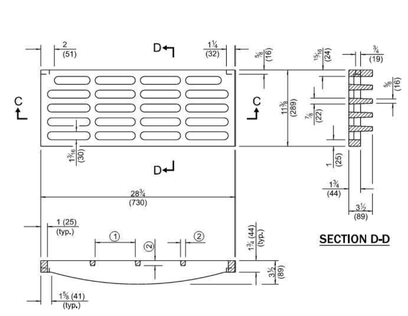
Pipe I.D. (Equiv. Round)	Slope of End Section								
	1:3			1:4			1:6		
	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe	Main Pipe No. / Length	Int. Support No. / Length	Total Length of Pipe
21 (525)	1 @ 8'-2" 1 @ (2,49 m)	N/A	8'-2" (2,49 m)	1 @ 11'-2" 1 @ (3,40 m)	N/A	11'-2" (3,40 m)	1 @ 17'-5" 1 @ (5,31 m)	N/A	17'-5" (5,31 m)
24 (600)	1 @ 8'-2" 1 @ (2,49 m)	N/A	8'-2" (2,49 m)	1 @ 11'-2" 1 @ (3,40 m)	N/A	11'-2" (3,40 m)	1 @ 17'-5" 1 @ (5,31 m)	N/A	17'-5" (5,31 m)
27 (675)	1 @ 8'-11" 1 @ (2,72 m)	N/A	8'-11" (2,72 m)	1 @ 12'-2" 1 @ (3,71 m)	N/A	12'-2" (3,71 m)	1 @ 18'-11" 1 @ (5,77 m)	N/A	18'-11" (5,77 m)
30 (750)	1 @ 9'-5" 1 @ (2,87 m)	N/A	9'-5" (2,87 m)	1 @ 12'-11" 1 @ (3,94 m)	N/A	12'-11" (3,94 m)	1 @ 19'-11" 1 @ (6,07 m)	N/A	19'-11" (6,07 m)
36 (900)	2 @ 11'-0" 2 @ (3,35 m)	N/A	22'-0" (6,70 m)	2 @ 14'-11" 2 @ (4,55 m)	N/A	29'-10" (9,10 m)	2 @ 22'-11" 2 @ (6,99 m)	1 @ 1'-4" 1 @ (1,40 m)	50'-5" (15,38 m)
42 (1050)	2 @ 12'-4" 2 @ (3,76 m)	N/A	24'-8" (7,52 m)	2 @ 16'-8" 2 @ (5,08 m)	N/A	33'-4" (10,16 m)	2 @ 25'-6" 2 @ (7,77 m)	2 @ 5'-5" 2 @ (1,65 m)	61'-10" (18,84 m)
48 (1200)	2 @ 13'-8" 2 @ (4,17 m)	N/A	27'-4" (8,34 m)	2 @ 18'-5" 2 @ (5,61 m)	N/A	36'-10" (11,22 m)	2 @ 28'-0" 2 @ (8,53 m)	3 @ 5'-1" 3 @ (1,85 m)	74'-3" (22,61 m)
54 (1350)	2 @ 15'-0" 2 @ (4,75 m)	N/A	30'-0" (9,50 m)	2 @ 20'-1" 2 @ (6,12 m)	2 @ 6'-9" 2 @ (2,06 m)	53'-8" (16,36 m)	2 @ 30'-7" 2 @ (9,32 m)	3 @ 6'-9" 3 @ (2,06 m)	81'-5" (24,82 m)
60 (1500)	3 @ 16'-1" 3 @ (5,05 m)	N/A	49'-9" (15,15 m)	3 @ 22'-2" 3 @ (6,76 m)	2 @ 7'-7" 2 @ (2,31 m)	81'-8" (24,90 m)	3 @ 33'-7" 3 @ (10,24 m)	4 @ 7'-7" 4 @ (2,31 m)	131'-1" (39,96 m)
66 (1650)	3 @ 17'-11" 3 @ (5,46 m)	N/A	53'-9" (16,38 m)	3 @ 23'-11" 3 @ (7,29 m)	2 @ 8'-3" 2 @ (2,51 m)	88'-3" (26,89 m)	3 @ 36'-2" 3 @ (11,02 m)	4 @ 8'-3" 4 @ (2,51 m)	141'-6" (43,10 m)
72 (1800)	3 @ 19'-0" 3 @ (5,94 m)	N/A	58'-6" (17,82 m)	3 @ 25'-11" 3 @ (7,90 m)	3 @ 8'-11" 3 @ (2,72 m)	104'-5" (31,86 m)	3 @ 39'-2" 3 @ (11,94 m)	4 @ 8'-11" 4 @ (2,72 m)	153'-2" (46,70 m)



CAST FRAME



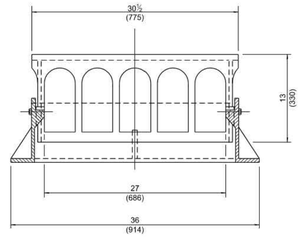
SECTION B-B



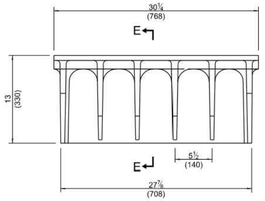
SECTION C-C

① = 6¼ (159) max. (typ.)
② = ¾ (19) min. (typ.)

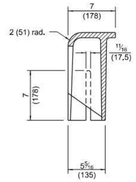
SECTION D-D



SECTION A-A



ALTERNATE CURB BOX



SECTION E-E

CAST GRATE

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

DATE	REVISIONS
1-1-15	Revised dimensions of frame and alternate curb box.
4-1-09	Switched units to English (metric).

FRAME AND GRATE TYPE 11

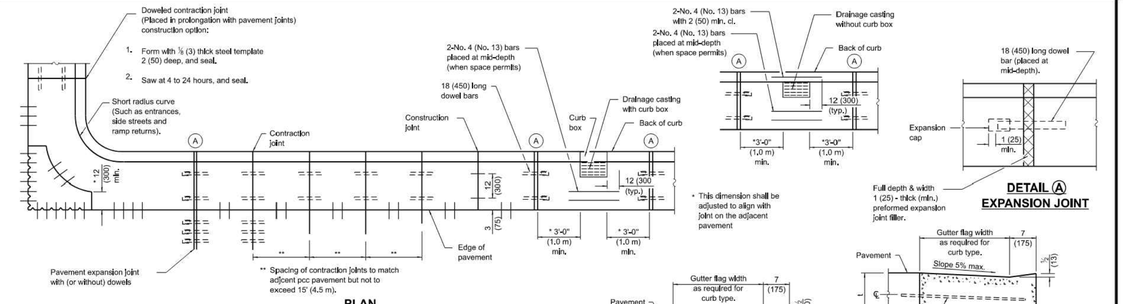
STANDARD 604051-04

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15

TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS
(Sheet 2 of 2)

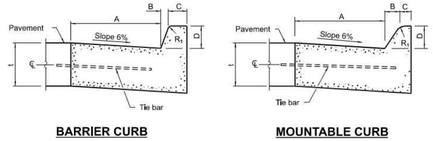
STANDARD 542311-07

Illinois Department of Transportation
APPROVED January 1, 2015 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-15



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

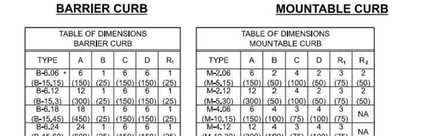
DETAIL Ⓐ
EXPANSION JOINT



BARRIER CURB

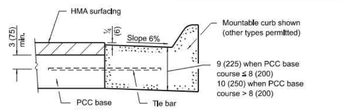
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15,15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15,30)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15,45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15,60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22,30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22,45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22,60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

* For corner Islands only.

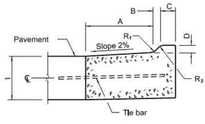


MOUNTABLE CURB

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10,15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10,30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10,45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10,60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15,15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15,30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15,45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15,60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

DEPRESSED CURB (TYPICAL)

DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner Islands.

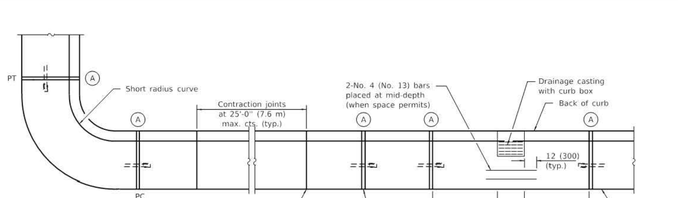
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-22	Revised contract joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

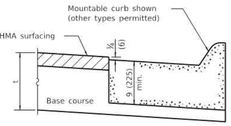
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

STANDARD 606001-08

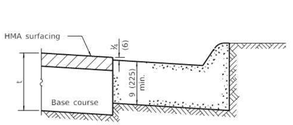
Illinois Department of Transportation
APPROVED January 1, 2022 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022 — ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-22



PLAN

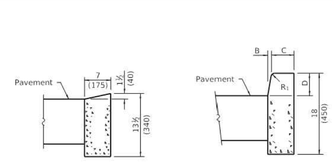


ON DISTURBED SUBGRADE



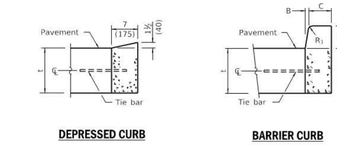
ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB **BARRIER CURB**

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB **BARRIER CURB**

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation
PASSED January 1, 2022 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022 — ENGINEER OF DESIGN AND ENVIRONMENT
(ILR.T.) GW9506

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-08

IDOT DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS — ILLINOIS
SCHAUMBURG — FINAL ENGINEERING

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

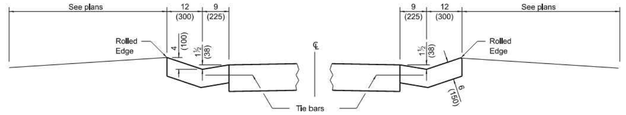
REVISIONS

ORIGINAL ISSUE DATE: MAY 10, 2023

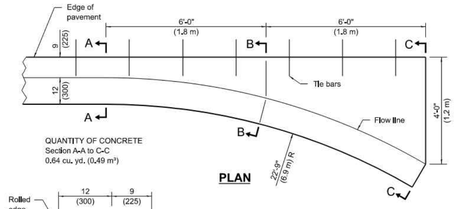
PROJECT NO.: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.4

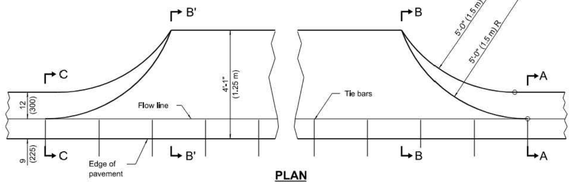


TYPE B GUTTER

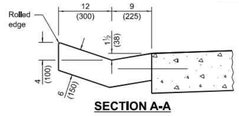


QUANTITY OF CONCRETE
Section A-A to C-C
0,64 cu. yd. (0,49 m³)

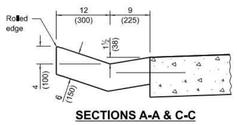
PLAN



PLAN

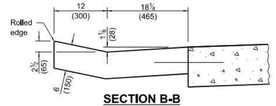


SECTION A-A

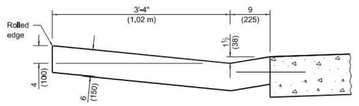


SECTIONS A-A & C-C

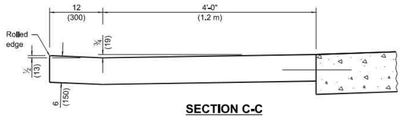
QUANTITY OF CONCRETE
Section B'-B' to B-B = 0,076 cu. yd./ft. (0,19 m³/m)
Section (C-C to B'-B') + (B-B to A-A) = 0,44 cu. yd. (0,34 m³)



SECTION B-B



SECTIONS B-B & B'-B'



SECTION C-C

INLET

GENERAL NOTES

Gutter, gutter inlet, gutter outlet and gutter entrance shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

Two 1-1/4 x 18 (32 x 450) dowel bars shall be installed in all joints when the gutter is constructed adjacent to flexible pavement.

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

ENTRANCE

Illinois Department of Transportation

APPROVED January 1, 2018
Michael G. Stead
ENGINEER OF POLICY AND PROCEDURES

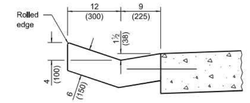
APPROVED January 1, 2018
Marcia M. Bobo
ENGINEER OF DESIGN AND ENVIRONMENT

BDE 606-01 ISSUED: 12-20-17

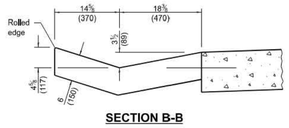
DATE	REVISIONS
1-1-18	Deleted first General Note to avoid conflict with second General Note.
4-1-16	Changed terminology to 'welded wire reinforcement'.

TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
(Sheet 1 of 2)

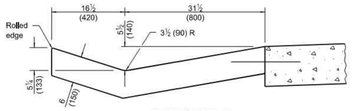
STANDARD 606201-04



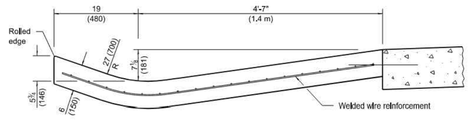
SECTION A-A



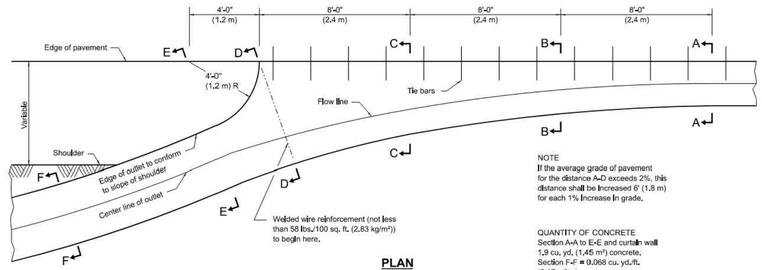
SECTION B-B



SECTION C-C



SECTION D-D

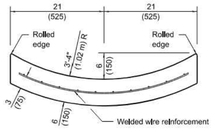


PLAN

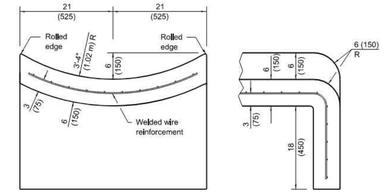
OUTLET

NOTE
If the average grade of pavement for the distance A-D exceeds 2%, this distance shall be increased 6' (1,8 m) for each 1% increase in grade.

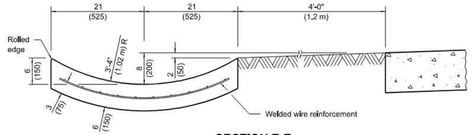
QUANTITY OF CONCRETE
Section A-A to E-E and curtain wall
1,9 cu. yd. (1,45 m³) concrete,
Section F-F = 0,068 cu. yd./ft.
(0,17 m³/m).



SECTION F-F



SECTIONS AT END OF OUTLET



SECTION E-E

Illinois Department of Transportation

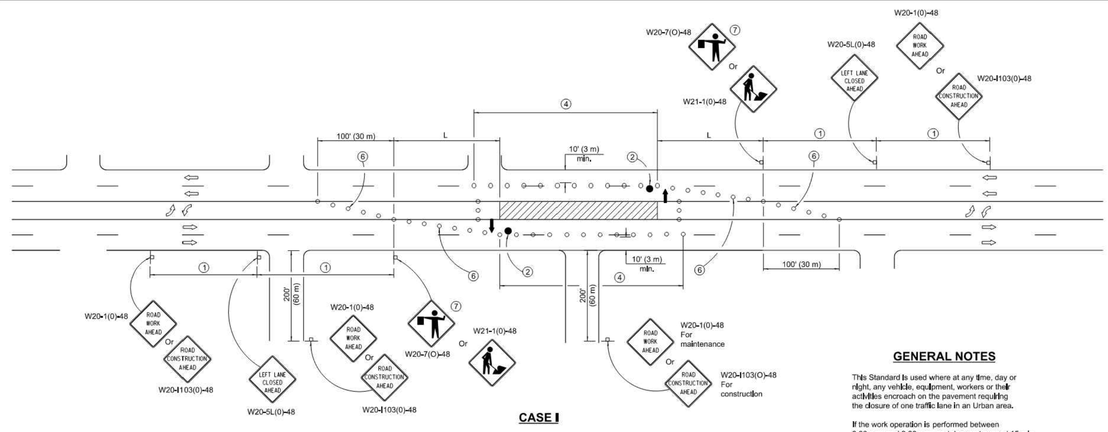
APPROVED January 1, 2018
Michael G. Stead
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Marcia M. Bobo
ENGINEER OF DESIGN AND ENVIRONMENT

BDE 606-01 ISSUED: 12-20-17

TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
(Sheet 2 of 2)

STANDARD 606201-04



CASE I

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Arrow board
- Work area
- Barricade or drum with steady burning mondirectional light
- Flagger with traffic control sign
- Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block, repeat every 1 mile (1,6 km).
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 min. Traffic protection shall be as shown for Standard 701426.

Calculate L as follows:

SPEED LIMIT

	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=W(S)	L=0,65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

APPROVED January 1, 2019
Michael G. Stead
ENGINEER OF SAFETY PROG. AND ENGINEERING

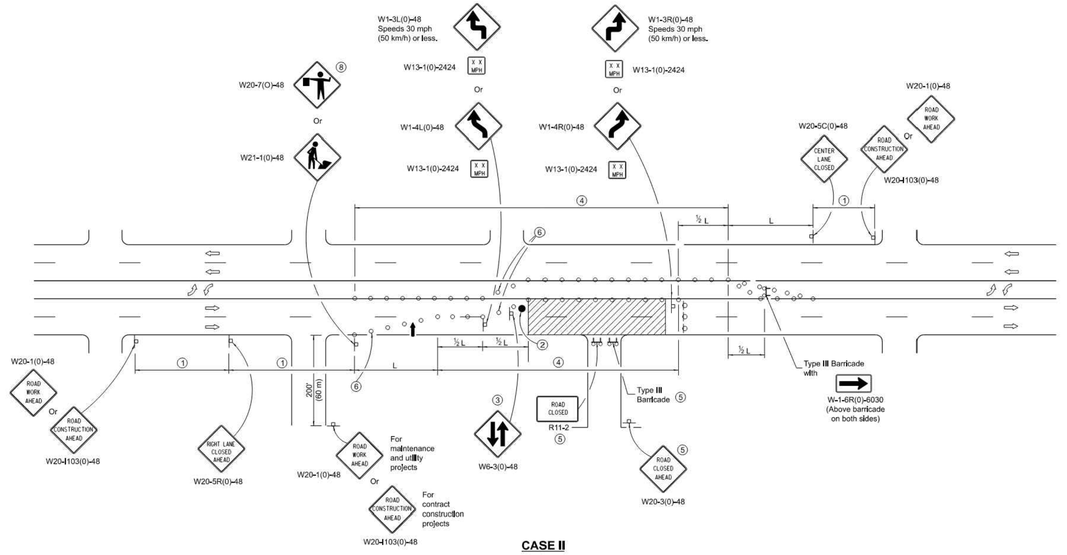
APPROVED January 1, 2019
Marcia M. Bobo
ENGINEER OF DESIGN AND ENVIRONMENT

BDE 1-1-19 ISSUED: 12-1-18

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Moved arrow boards into closed lanes for CASE I.

URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 1 of 4)

STANDARD 701602-10



CASE II

Illinois Department of Transportation

APPROVED January 1, 2019
Michael G. Stead
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
Marcia M. Bobo
ENGINEER OF DESIGN AND ENVIRONMENT

BDE 1-1-19 ISSUED: 12-1-18

URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 2 of 4)

STANDARD 701602-10

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

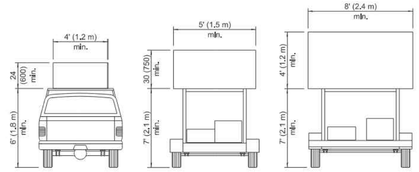
PROJECT NO: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

IDOT DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG — FINAL ENGINEERING — ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.5

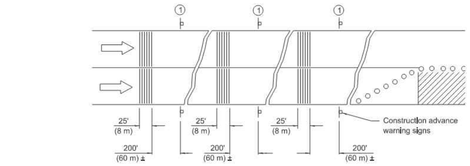


TYPE A ROOF MOUNTED

TYPE B ROOF OR TRAILER MOUNTED

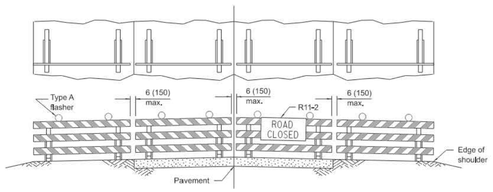
TYPE C TRAILER MOUNTED

ARROW BOARDS



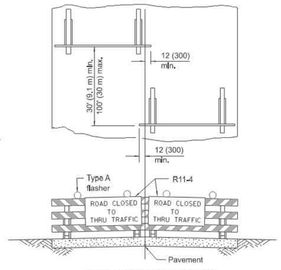
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades.

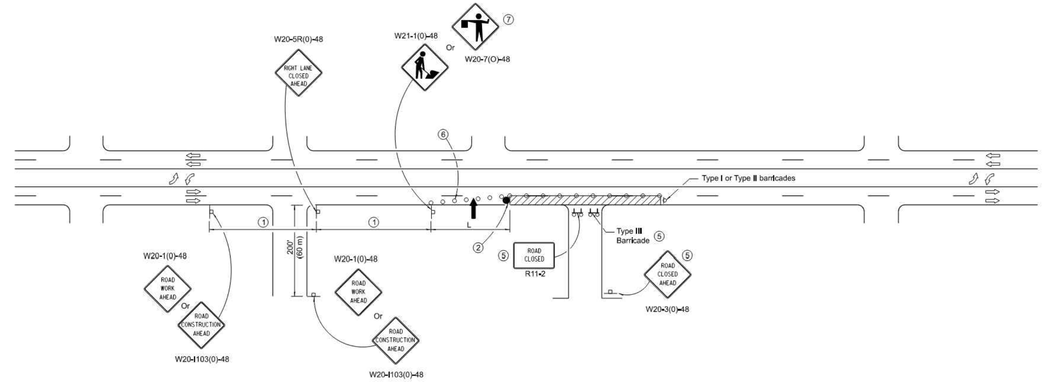
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

Illinois Department of Transportation
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-1-13)

TRAFFIC CONTROL DEVICES
(Sheet 3 of 3)

STANDARD 701901-10

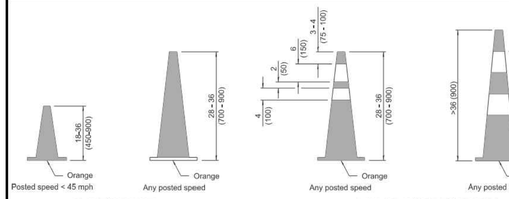


CASE IV

Illinois Department of Transportation
APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-1-13)

URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 4 of 4)

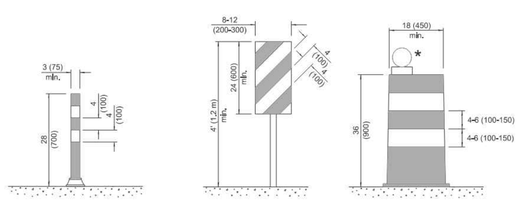
STANDARD 701602-10



DAYTIME USE

CONES

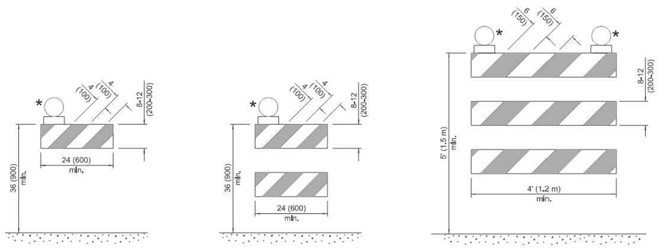
DAY OR NIGHTTIME USE



TUBULAR MARKER

VERTICAL PANEL
POST MOUNTED

DRUM



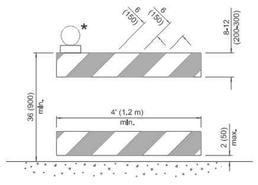
TYPE I BARRICADE

TYPE II BARRICADE

TYPE III BARRICADE

DIRECTION INDICATOR BARRICADE

VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (If required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

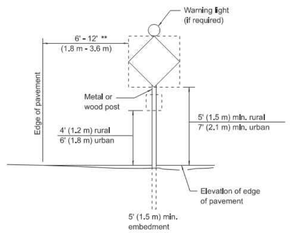
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-25	Updated Temporary Rumble Strip Detail (sht. 3).
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.

Illinois Department of Transportation
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT
BDE 801 (1-1-13)

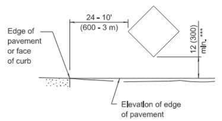
TRAFFIC CONTROL DEVICES
(Sheet 1 of 3)

STANDARD 701901-10



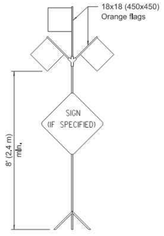
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1,8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1,5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



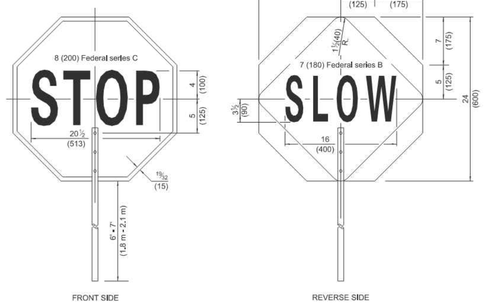
HIGH LEVEL WARNING DEVICE



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX' width and X miles are variable.



FLAGGER TRAFFIC CONTROL SIGN

ROAD CONSTRUCTION NEXT X MILES — G20-I104(0)-6036

END CONSTRUCTION — G20-I105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK ZONE	W21-I85(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
$XXX FINE MINIMUM	R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT — G20-I103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES
(Sheet 2 of 3)

STANDARD 701901-10

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

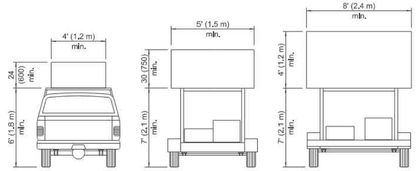
PROJECT NO.: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

IDOT DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG — FINAL ENGINEERING — ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.6

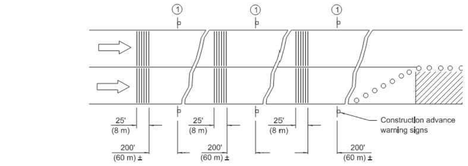


TYPE A ROOF MOUNTED

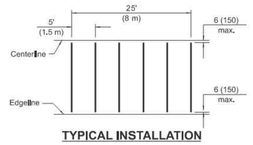
TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

ARROW BOARDS

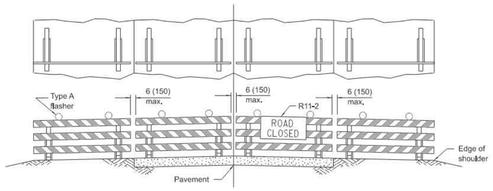


1 This sign shall be omitted when median width is less than 10' (3 m).



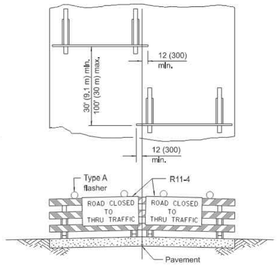
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades.

Illinois Department of Transportation

APPROVED January 1 2025
ENGINEER OF SAFETY, PROD. AND ENGINEERING

APPROVED January 1 2025
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/ECD 11-1-13

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-10

REVISIONS

NO.	DATE	DESCRIPTION
1	08-22-25	REVISED PER IDOT REVIEW

ORIGINAL ISSUE DATE: MAY 10, 2023

PROJECT NO.: 220205
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

IDOT DETAILS

LOEBER FARM - OFFSITE IMPROVEMENTS
SCHAUMBURG FINAL ENGINEERING ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.
6.7

PRELIMINARY STORMWATER MANAGEMENT REPORT

PROJECT SITE:

Nitti Loeber Farm - Schaumburg

Northwest Corner of
S Meacham Road and Brookdale Lane.
(Village of Schaumburg, Cook County, Illinois)

PREPARED FOR:

Nitti Development, LLC.
132 N. York Street
Elmhurst, Illinois 60126

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517
630-724-9200

May 16th, 2025
REVISED JULY 3RD, 2025
REVISED AUGUST 22ND, 2025

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CHAPTER 1 INTRODUCTION

1.1 EXISTING CONDITIONS

The existing site is located in the Village of Schaumburg, Illinois, on the at the intersection of South Meacham Road and Brookdale Lane. The site consists of a field with trees around the property boundary, a wetland, and Salt Creek bisecting the property. The surrounding areas consist of residential areas in every direction with the Village of Rolling Meadows directly to the north of the project site.

The soil survey of the property shows a variety of soil types all with the hydrological group "C". A general breakdown of the Soil Survey of Cook County prepared by the National Resources Conservation Service (NRCS), can be found below. See the NRCS soil map in Appendix 1 for other soil types located in the area.

Soil Number	Soil name	Soil Characteristics	Hydrologic Soil Group	% of Site
298B	Beecher silt loam	2 to 4 percent slopes	D	0.6%
530C2	Ozaukee silt loam	4 to 6 percent slopes	C	25.8%
530D	Ozaukee silt loam	6 to 12 percent slopes	C	16.8%
805B	Orthents, clayey	undulating	D	1.1%
854B	Markham-Ashkum-Beecher complex	1 to 6 percent slopes	C/D	19.9%
3107A	Sawmill silty clay loam, heavy till plain	0 to 2 percent slopes, frequently flooded	B/D	35.8%

TABLE 1-1 SOIL CONDITIONS

FEMA Flood Insurance Rate Map 17031C0183J confirms that there is Zone A/E floodway and floodplain located throughout the center of the site related to the Salt Creek Tributary. The FEMA FIRM maps are included as exhibits in Appendix 1. The proposed improvements will impact the floodplain and floodway, based on the floodplain limit elevations from the Flood Insurance Study report. The engineering drawings and the stormwater exhibits in this report indicate the various floodplain and floodway limit lines.

According to the ALTA/Topo survey prepared by V3, the existing site has Salt Creek running through the center of the property which splits the property into "North" and "South" drainage areas. The north drainage area has a drainage divide down the center, but both areas ultimately sheet drain to Salt Creek. The south drainage area has a drainage divide as well with the west portion of the south sheet draining to Salt Creek to the North, while the east portion drains to the wetland which then drains to Salt Creek (see Existing Drainage Tributary Exhibit).

1.2 PROPOSED CONDITIONS

The proposed development is a multi-family and single-family residential development on the south side of the site and a single-family residential development on the north side of the site. This development includes earthwork and mass grade activities, site utilities, internal and external driveways, and a bridge crossing Salt Creek. The development also includes two detention basins. Appendix 2 and 3 of this report include extensive calculations for the proposed stormwater management system.

The site was divided into two drainage areas (north and south), to maintain the existing drainage patterns. The north side of the property contains a chain of stormwater pipes that outlet to a single detention pond which provides volume control, detention, as well as water quality benefits, and ultimately outlets to Salt Creek.

The entirety of the north portion of the property utilizes storage within a single detention basin and meets MWRD and the Village of Schaumburg ordinances. The proposed tributary area exhibit shows all drainage areas tributary to the North and South drainage areas. The allowable release for the North side is 2.386 cfs and the proposed improvements restrict the flow to a release of 2.12 cfs.

The south side of the property drains to the detention pond in the southeast corner of the site. The detention pond outlets directly to Salt Creek. The allowable release for the south side is 2.86 cfs and the proposed improvements restrict the flow to a release of 2.74 cfs.

The proposed improvements will not impact portions of the wetland on the east side of the site. There are 0.15 ac of wetland currently onsite and the proposed development will impact 0 acres of that wetland. Further detail is located in Chapter 2 of this report.

1.3 CONCLUSION

In conclusion, stormwater management requirements by both the WMO and the Village of Schaumburg have been met. Runoff requirements for wetlands are addressed in Chapter 2, Stormwater management calculations are in Chapter 3, and all design was completed using the WMO and the Village of Schaumburg's code.

CHAPTER 2 WETLANDS & RUNOFF

2.1 WETLAND REPORT PREPARED BY GARY R. WEBER ASSOCIATES INC.

See wetland report prepared by Gary R. Weber Associates, Inc.

2.2 EXISTING RUNOFF CALCULATIONS

The Existing Tributary Area Exhibit indicates the existing drainage patterns, as well as the existing tributary areas to the wetland on the property. To calculate the existing runoff to the wetland, a TR-20 model was created for the south side of the property. This model calculated the existing runoff volumes for the 2-year, 24-hour storm event that are tributary to the wetland.

A summary of the inputs and results of the TR-20 model can be found in the tables below.

Area	Onsite Drainage Area (ac)	CN	Total Tributary Area for Runoff (acres)	Amount of Runoff reaching Wetland (Inches)	Volume of Runoff Tributary to Wetland (ac-ft)
1	4.02	79	4.93	1.402	0.576

TABLE 2-1 EXISTING RUNOFF RESULTS

2.3 PROPOSED RUNOFF CALCULATIONS

In the proposed condition, a similar process was used. Using the proposed grading plan, a Proposed Drainage Tributary Area Exhibit was created. Per the MWRD requirements, (WMO 604.7-604.8) volume control measures are required at the outfalls of any storm sewer tributary to the wetlands. Additionally, MWRD requires that the volume tributary to the wetlands in the proposed condition be within 80%-150% of the pre-developed condition (WMO 604.6).

Using TR-20, a model was created using the actual CN number to determine the runoff from the tributary area to the wetland. The TR-20 results can be found in Appendix 2. A summary of the results is located below.

Area	Onsite Drainage Area (ac)	CN	Tributary Areas	Total Tributary Area for Runoff (acres)	Amount of Runoff reaching Wetland (Inches)	Volume of Runoff Tributary to Wetland (ac-ft)
PRS_1	13.60	See exhibit	PRS_1, Wetland	14.33	0.702”	0.838

TABLE 2-2 PROPOSED RUNOFF RESULTS

In the table below, the existing TR-20 runoff volumes and the proposed TR-20 runoff volumes are compared to demonstrate that the proposed conditions maintain between 80%-150% of the existing

hydrology to the wetlands. As seen in the table below, the hydrology maintained for the Wetland Area is 108%.

EXISTING				
WETLAND NUMBER	TRIB AREA	RUNOFF (IN)	VOLUME (AC-FT)	% CHANGE
1	4.93	1.402	0.576	N/A
PROPOSED				
WETLAND NUMBER	TRIB AREA	RUNOFF (IN)	VOLUME (AC-FT)	% CHANGE
1	14.33	1.514	0.622	108%

TABLE 2-3 80% - 150% ANALYSIS OF EXISTING AND PROPOSED RUNOFF VOLUME

2.4 DEPRESSIONAL STORAGE & RUNOFF

The Existing Tributary Exhibit shows that there is existing depressional storage on the north and south side of the property in the wetland, EXOSN_1, EXOSN_3, and EXN_2. The resulting construction will alter some of the existing depressional storage and will eliminate three depressional areas: EXOSN_1, EXOSN_3, and EXN_2. The resulting decrease in depressional storage amounts to about 9,148 cubic feet of storage and will be added to the required storage volume within the North Detention Pond.

CHAPTER 3 STORMWATER MANAGEMENT

3.1 STORMWATER MANAGEMENT

Since the site is located within Cook County, the Metropolitan Water Reclamation District's Watershed Management Ordinance (WMO) governs the stormwater management for the proposed development.

The south side of the property has 17.81 acres divided into five onsite drainage areas. South 1 is tributary to the South Detention Pond, and a portion of this basin will outlet to the wetland in the Off-Site South 1 area. The remaining two drainage areas will continue to drain to Salt Creek as they did in the existing on-site condition, (see Proposed Tributary Exhibit). The WMO requires large residential developments (larger than 10 acres) to provide a major stormwater system to convey the design runoff rate of the 100-year storm event using the critical duration analysis. The allowable release rate for the South Detention Pond 1 was calculated below using the latest MWRD allowable release rate chart data.

Allowable release rate: 0.20 cfs/tributary area (acres) x 13.70 acres tributary area = **2.74 cfs**

The north side of the property has 13.48 acres divided into 4 onsite drainage areas. North 1 is tributary to the North Detention Pond 2 (see proposed tributary exhibits). The remaining two drainage areas will continue to drain to Salt Creek as they did in the existing on-site condition. The WMO requires large residential developments (larger than 10 acres) to provide a major stormwater system to convey the design runoff rate of the 100-year storm event using the critical duration analysis. The allowable release rate for the North Detention Pond was calculated below using the latest MWRD allowable release rate chart data.

Allowable release rate: 0.20 cfs/tributary area (acres) x 10.61 acres tributary area = **2.12 cfs**

To achieve the allowable release rates, a restrictor structure was designed to be placed in the outfall of the South Detention Pond 1 and North Detention Pond 2. A section of off-site runoff from Meacham Road drains to the wetland to provide appropriate drainage to the existing wetland.

The total bounce of the South Detention Pond 1 is 5.45 feet, and the bounce of the North Detention Pond 2 is 6.5 feet. The time it takes for the South Detention Pond 1 to drain down to a 6" depth is 74 hours and the North Detention Pond 2 takes 63 hours. The Schaumburg ordinance requires a maximum bounce of 4', unless approved by the Village Engineer of Community Development. Due to the site constraints and desire to limit impact to the existing wetland, floodplain, and surrounding trees, the surface area of the pond was limited. Therefore, a deeper bounce was necessary. The WMO does not specify limits on pond bounce.

The calculated adjusted CN value for the property is 83.23 for South Detention Pond and 80.03 for the North Detention Pond. These facilities were modeled in TR-20 with the results

summarized below. More detailed calculations for these results can be found in Appendix 3, along with the full TR-20 report.

3.2 STORMWATER RETENTION

In addition to release rate restrictions, MWRD has volume control requirements, as stated in the WMO (Section 503.2 – Volume Control Requirements) for any site larger than 3 acres, the first inch of rain over all tributary impervious areas is to be stored on site as volume control. Both the south and north sides of the property provide volume control below the invert of the detention ponds. Underdrains will be provided in the bottom of each detention pond in accordance with the code (TGM 5.3.7.2.2).

3.3 STORMWATER OVERFLOW ANALYSIS

The north detention pond was designed to overflow 0.5 feet above the high-water line while the south detention pond was designed to overflow 0.25 feet above the high-water line. The north side overflow will be captured and conveyed by storm sewer on the north side and the south side overflow will be conveyed via overland flow routes. Overflow routes were designed and calculated in accordance with the WMO and the Village of Schaumburg code as part of final engineering.

3.4 STORM SEWER

The proposed storm sewer system on the north side of the site was designed to convey runoff from rain events up to and including the 100-year storm event, whereas the storm sewer on the south side was designed to convey runoff from rain events up to and including the 10-year storm event in accordance with the Village of Schaumburg and Cook County guidelines. The proposed design ensures that the hydraulic grade line remains at least two feet below the proposed rim elevation for each structure. Storm sewer calculations have been included within Appendix 2 & 3.

CHAPTER 4 FLOODPLAIN / FLOODWAY

The purpose of this submittal is to demonstrate the proposed bridge crossing of Salt Creek at the Loeber Farms residential development will have no adverse impacts on the base flood elevation on adjacent properties. The project site is shown in Figure 1. This section summarizes the existing and proposed conditions analysis for the proposed bridge crossing of Salt Creek.

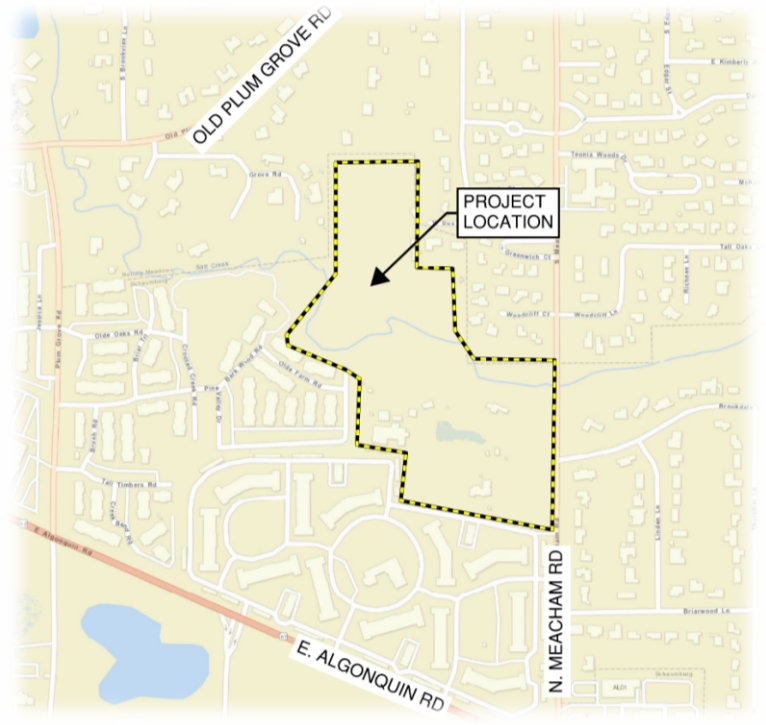


FIGURE 1 LOCATION MAP

The following hydraulic models were developed for the Loeber Farms Development upstream Meacham Rd for the Upper Reach of Salt Creek in Cook County from the approximate cross section locations AF to AB, as used in the Flood Insurance Study (FIS 17031CV011J):

- Effective HEC-2 (1998 run date);
- Duplicate Effective (HEC-RAS converted)- this model does not run;
- Corrected Effective;
- Modified-Existing; and
- Proposed.

4.1 EFFECTIVE & EXISTING CONDITIONS

Salt Creek flows from west to east through the Loeber Farms property with mapped Zone AE floodplain with floodway per FEMA FIRM 17031C0183J (effective on August 19, 2008). V3 obtained the regulatory HEC-2 model and converted to HEC-RAS to create a Modified Existing conditions model for this project. Modified Existing conditions model output is provided in Appendix 2 and the HEC-RAS model is provided in Appendix 3.

The Effective HEC-2 contains input data used in the newly developed HEC-RAS models. Cross sections, flow change locations, downstream boundary conditions, and floodway encroachments are taken from the Effective HEC-2 and used to develop the Duplicate Effective Model. The Duplicate Effective does not run due to errors that come with the import process – the Corrected Effective model takes the Duplicate Effective and resolves the errors. The below Tables report flow and boundary condition inputs used in the Effective HEC-2 model, which are brought into the Corrected Effective.

Table – HEC-RAS Flow Change Locations by Profile (cfs)

	Profile:	1	2	3	4	5
	Name:	100-yr	FW	10-yr	50-yr	500-yr
River Station	5.759	367	367	226	316	486
	5.607	380	380	231	326	508
	5.513	388	388	234	332	521
	5.338	403	403	239	343	547
	5.227	412	412	243	350	561
	4.933	437	437	252	368	603
	4.749	452	452	258	380	629
	4.53	649	649	353	545	940
	4.518	652	652	355	548	944
	4.356	681	681	368	570	981
	4.295	692	692	373	579	995
	4.281	989	989	526	838	1384
	4.228	993	993	528	842	1388
	4.09	1006	1006	532	854	1398
	3.89	1022	1022	538	869	1411
	3.744	1031	1031	541	875	1422
	3.564	1047	1047	546	886	1442
	3.456	1054	1054	548	891	1451

Table – HEC-RAS Downstream Boundary Conditions by Profile

Profile	1	2	3	4	5
Flow (cfs)	1054	1054	548	891	1451
Known WSEL (ft)	713	713.1	711.84	712.69	713.63

The following changes were made to create the Corrected Effective model. The errors encountered while trying to run the Duplicate Effective are related to lacking Bridge/Culvert routine upstream distances. Once these issues were resolved using measured distances the model was found to run; however, there was still an issue with the downstream-most bridge (RS 3.5465) where the 500-yr profile would calculate to be lower than the 100-yr and 50-yr profiles. The bridge deck information of this bridge was suspect because of a cutoff in the deck information around Station 100 (see Figure). V3 resolved this issue by redefining the bridge deck information using LiDAR data at RS 3.5465, which is Edgewood Ln. This did not change the lowest overflow elevation of about 710.80. Additionally, the ineffective flow areas were deemed not necessary due to the overflow elevation on the road maintaining effective flow outside the culvert region's zone of contraction. See the Figures below to see a comparison of RS 3.5465 Edgewood Ln as it is in the Duplicate Effective vs the Corrected Effective.

Figure – *Duplicate Effective Section at RS 3.5465 Edgewood Ln*

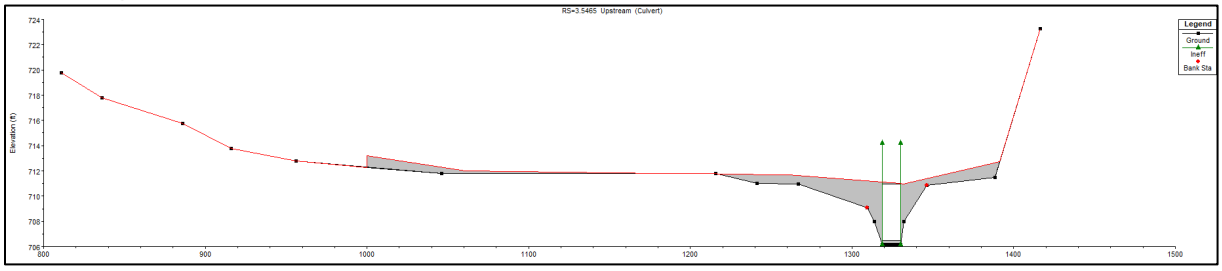
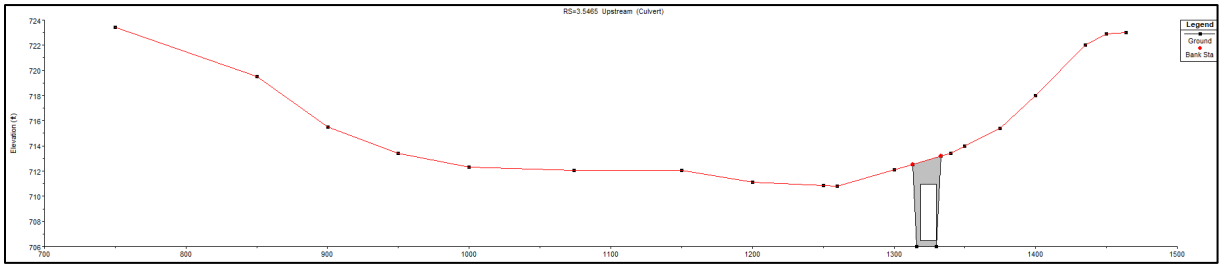


Figure *– Corrected Effective Section at RS 3.5465 Edgewood Ln*



The Modified-Existing Condition Model starts with the Corrected Effective model and updates the following:

- The cross-section elevations were revised using recently flown LiDAR;
- Some cross-sections were added or taken away to align with the cross sections that are used in the Proposed Model. The Proposed Condition adds a bridge and has grading changes that necessitate revising the locations of cross-sections. The Modified-Existing model uses the same set of cross-sections as Proposed so that effective comparisons can be drawn;
- A bridge/culvert is added in RS 4.058 to reflect current conditions; and

Modified-Existing floodway encroachments were also updated to obtain a more accurate floodway definition. The approach was to measure the positions of the presently mapped encroachments to use them as a starting point. This starting point was determined to be too constricting based on any of three criteria on any cross section:

- A tenth foot of water surface elevation rise;
- 10% increase in flow velocity; or
- 10% decrease in flow area.

With it established that the presently mapped encroachments were too confining based on these criteria, the encroachments were relaxed to obtain a floodway definition that was more accurate. The calculations for the encroachments on these criteria can be viewed in the Appendix. The Modified-Existing and Proposed floodways, in relation to the effective floodway, can be viewed in the Topographic Work Map, also in the Appendix.

4.2 PROPOSED CONDITIONS

The proposed development includes construction of a new bridge and connecting roadway over Salt Creek. Structure details are shown in the engineering plan set.

4.2.1 Hydraulic Modeling

The existing conditions HEC-RAS hydraulic model of Salt Creek was updated to include the proposed bridge crossing and grading as shown on the engineering plans. Model output is provided in Appendix 2 and the HEC-RAS model is provided in Appendix 3. Table 2-1 illustrates that the proposed floodplain does not raise peak Water Surface Elevations (WSELs) by more than 0.0 feet for all storms up to and including the 100-year event.

The proposed floodway encroachments were updated to reflect the proposed grading and bridge and can be reviewed in the Appendix in the Topographic Work Map.

XS ID	Water Surface Elevations								
	10yr			50yr			100yr		
	ModEx	Prop	Diff	ModEx	Prop	Diff	ModEx	Prop	Diff
4.518	720.56	720.57	0.01	720.59	720.59	0	720.79	720.79	0
4.515	Old Plum Grove Road			Old Plum Grove Road			Old Plum Grove Road		
4.512	720.55	720.56	0.01	720.56	720.57	0.01	720.76	720.76	0
4.506	720.52	720.54	0.02	720.48	720.49	0.01	720.70	720.71	0.01
4.356	716.74	716.66	-0.08	717.93	717.91	-0.02	718.21	718.20	-0.01
4.295	717.21	717.17	-0.04	717.93	717.91	-0.02	718.20	718.20	0
4.285	717.19	717.15	-0.04	717.91	717.89	-0.02	718.17	718.17	0
4.216	716.80	716.71	-0.09	717.57	717.53	-0.04	717.85	717.84	-0.01
4.175	716.56	716.42	-0.14	717.38	717.35	-0.03	717.68	717.68	0
4.122	716.14	715.97	-0.17	716.98	716.94	-0.04	717.29	717.29	0
4.095	715.79	715.51	-0.28	716.65	716.60	-0.05	716.99	717.02	0.03
4.074	715.57	715.17	-0.4	716.38	716.24	-0.14	716.72	716.68	-0.04
4.067	715.51	715.12	-0.39	716.30	716.19	-0.11	716.63	716.62	-0.01
4.058	Proposed Bridge			Proposed Bridge			Proposed Bridge		
4.05	715.02	715.03	0.01	715.92	716.03	0.11	716.33	716.43	0.1
4.047	715.04	715.03	-0.01	715.94	716.02	0.08	716.34	716.42	0.08
4.028	714.94	715.01	0.07	715.87	716.02	0.15	716.28	716.42	0.14
4.02	714.91	714.94	0.03	715.86	715.92	0.06	716.27	716.34	0.07
3.986	714.82	714.83	0.01	715.80	715.84	0.04	716.22	716.27	0.05
3.976	714.71	714.70	-0.01	715.72	715.71	-0.01	716.15	716.13	-0.02
3.954	714.60	714.60	0	715.62	715.63	0.01	716.06	716.06	0
3.917	714.42	714.42	0	715.49	715.49	0	715.94	715.94	0
3.884	714.17	714.17	0	715.23	715.23	0	715.68	715.68	0
3.879	713.92	713.92	0	714.71	714.71	0	715.02	715.02	0
3.874	Meachem Road Bridge			Meachem Road Bridge			Meachem Road Bridge		
3.869	713.80	713.80	0	714.42	714.42	0	714.62	714.62	0
3.858	713.90	713.90	0	714.66	714.66	0	714.94	714.94	0

- Blue cells indicate areas onsite
- All elevations are NAVD88

4.2.2 Compensatory Storage

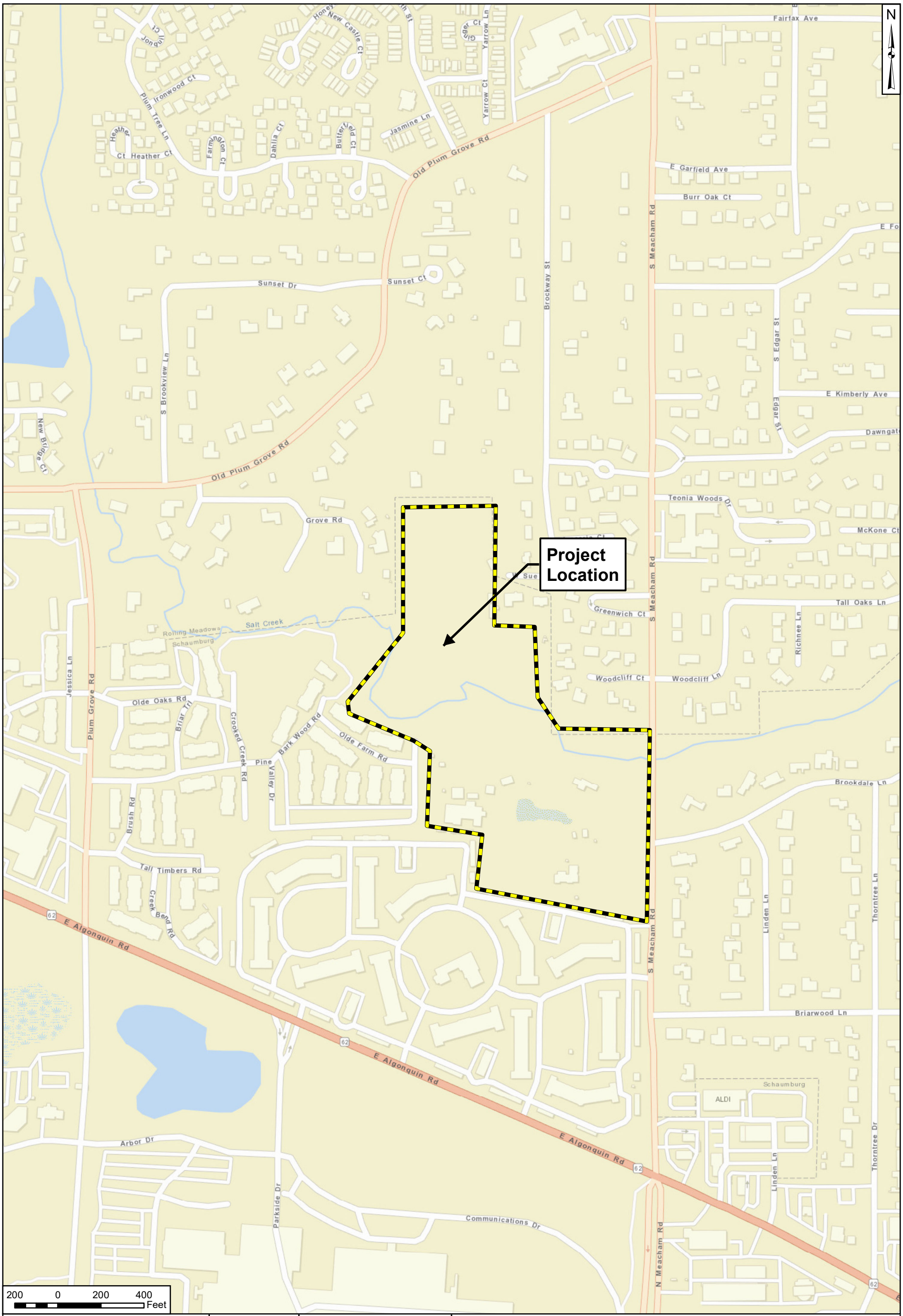
The proposed development will place fill volume within the existing floodplain and floodway limits. Compensatory storage volume will be created as part of the Loeber Farm development that is sufficient to accommodate the associated with the bridge construction.

The volume will be compensated at a rate to at least 1.25 times the volume of flood storage lost below the BFE to meet the requirements outlined in the Village code. The proposed fill and corresponding compensatory storage is shown in Table 4-1. The fill volumes were calculated using a surface comparison from a 3D model, however, detailed cross sections for floodplain and floodway cut and fill will be calculated and presented in the submittal to the Village and IDNR-OWR that will accompany final design and permitting documents.

Increment	Floodplain Fill	Required Multiplier	Compensatory Storage – Required	Compensatory Storage Provided	Excess Compensatory Storage
0-10 year	1,268 CY	1.00	1,268 CY	1,396 CY	128 CY
10-100 year	3,073 CY	1.00	3,073 CY	4,036 CY	963 CY
Total	4,341 CY	1.25	5,426 CY	5,432 CY	6 CY

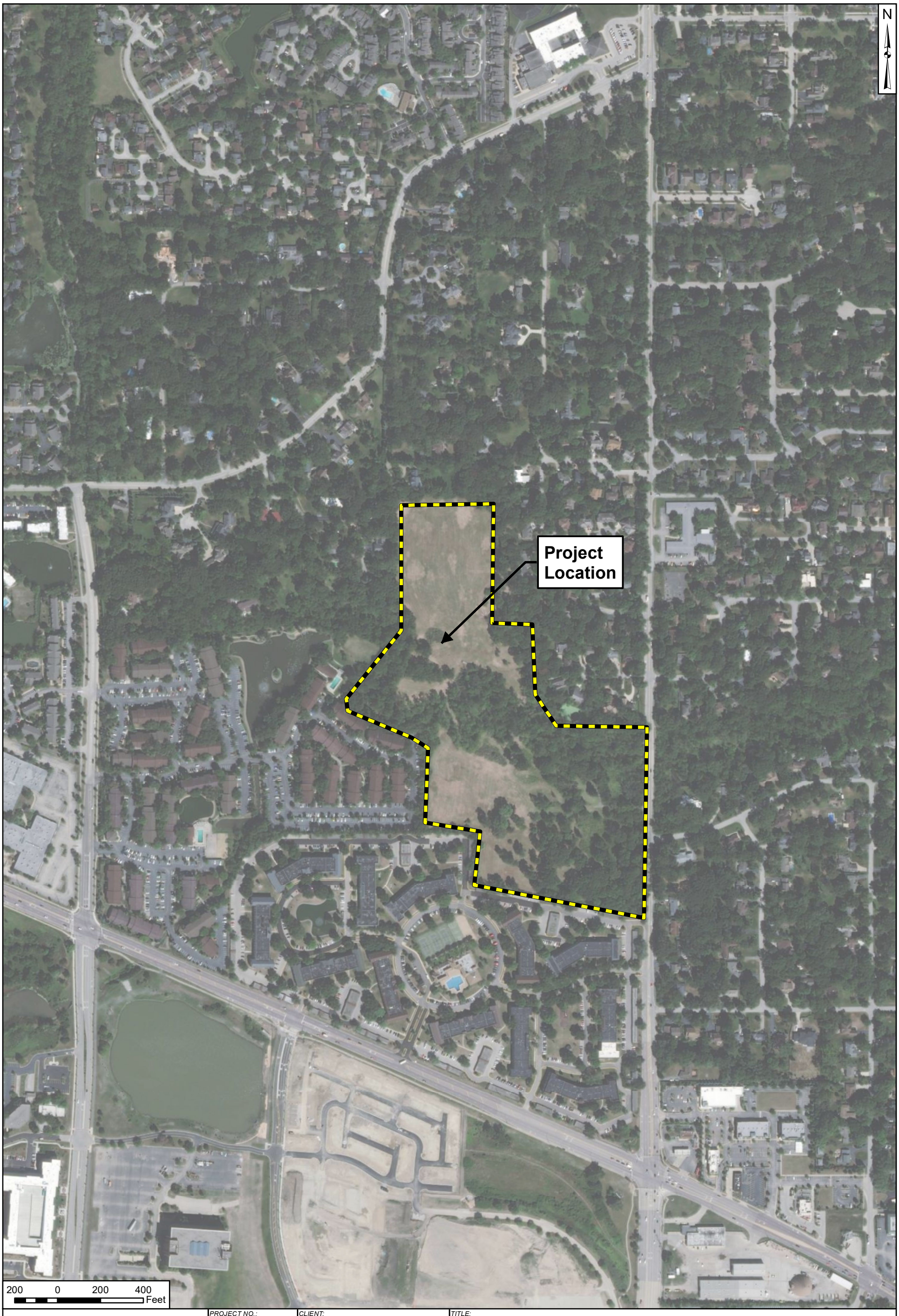
TABLE 4-1 COMPENSATORY STORAGE RESULTS

APPENDIX 1: EXISTING CONDITIONS



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 220205	CLIENT: Nitti Group, LLC- Schaumburg 132 N York Street, Suite 2F Elmhurst, IL 60126	TITLE: **PROJECT LOCATION MAP**	
	CREATED BY: HMS			
	DATE: 08/18/2022	BASE LAYER: ESRI World Street Map	SITE: Loeber Farm Schaumburg, Illinois	EXHIBIT: 1
Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	SCALE: See Scale Bar			

J:\2022\220205\Drawings\ArcGIS\LD\Location.mx



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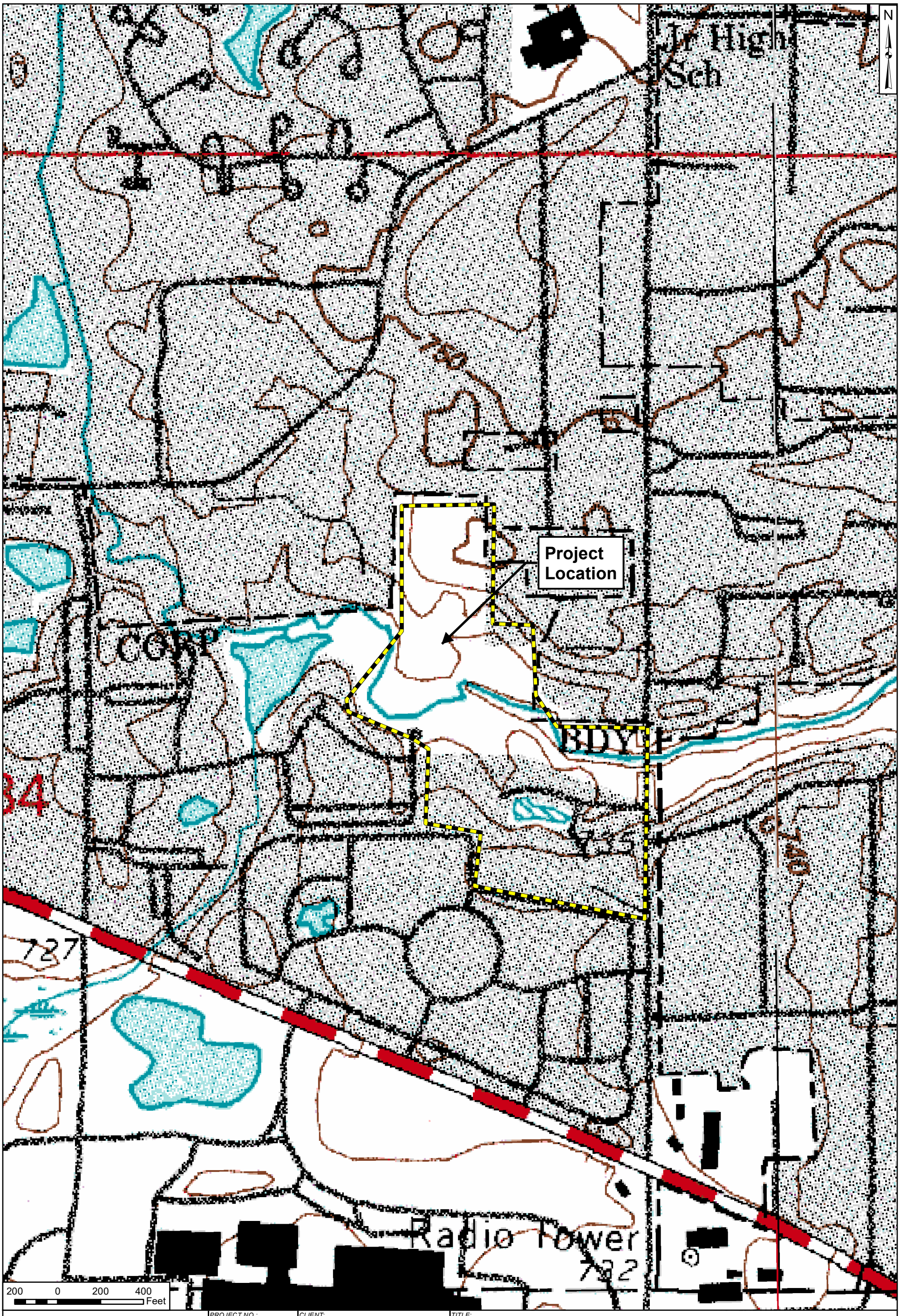
PROJECT NO.: 220205	*CLIENT:* Nitti Group, LLC- Schaumburg 132 N York Street, Suite 2F Elmhurst, IL 60126	*TITLE:* **AERIAL MAP**	
CREATED BY: HMS			
DATE: 08/18/2022	*BASE LAYER:* Cook County Aerial Imagery (2019)	*SITE:* Loeber Farm Schaumburg, Illinois	*EXHIBIT:* 2
SCALE: See Scale Bar			

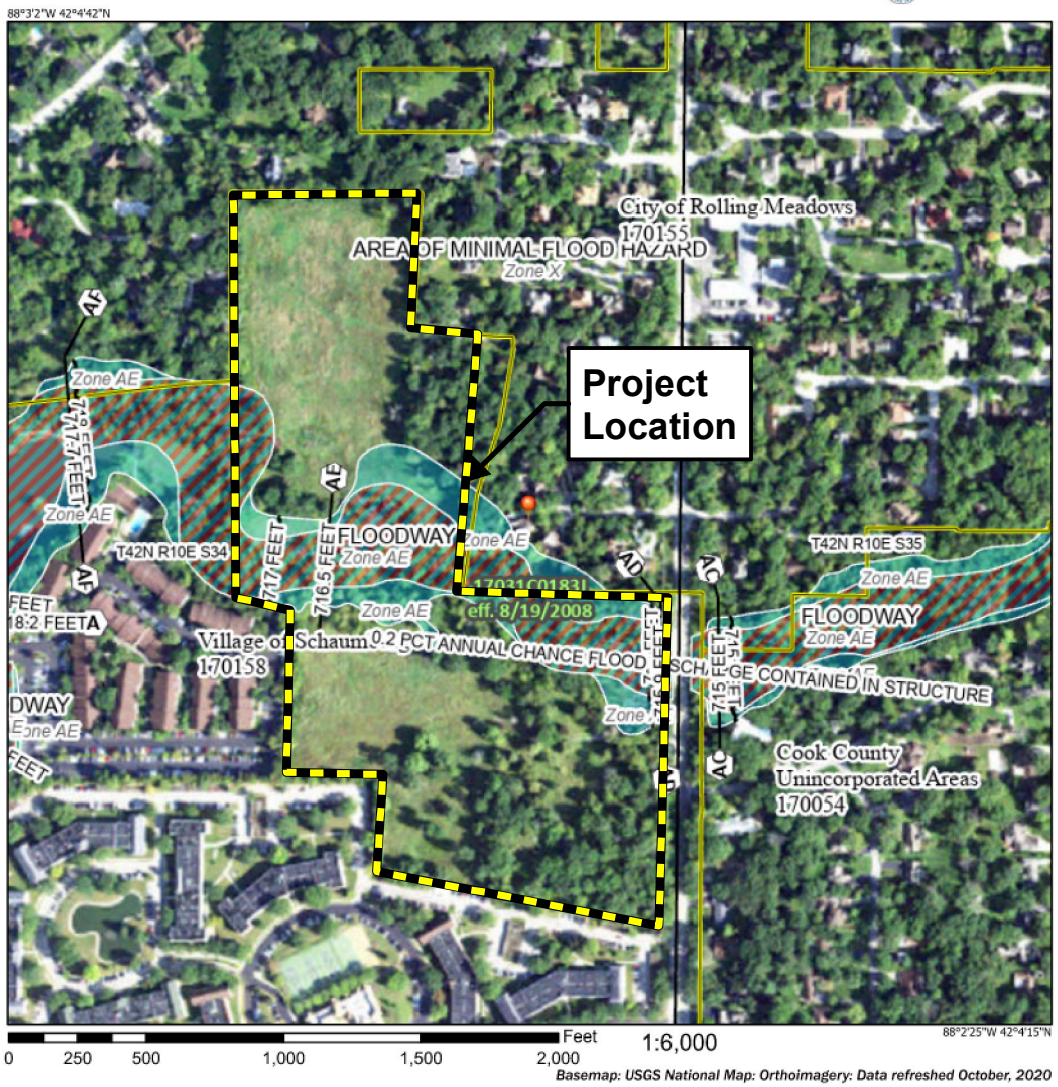
J:\2022\220205\Drawings\ArcGIS\LD\Aerial.mx



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 220205 CREATED BY: HMS	CLIENT: Nitti Group, LLC- Schaumburg 132 N York Street, Suite 2F Elmhurst, IL 60126	TITLE: **USGS TOPOGRAPHIC MAP**
Visio, Vertere, Virtute... *"The Vision To Transform With Excellence"*	DATE: 08/19/2022 SCALE: See Scale Bar	BASE LAYER: USGS Topographic Map QUADRANGLE #/NAME (YEAR)	SITE: Loeber Farm Schaumburg, Illinois EXHIBIT: 3

J:\2022\220205\Drawings\ArcGIS\LD\Quadrangle.mx

National Flood Hazard Layer FIRMette



FEMA

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS: Without Base Flood Elevation (BFE) Zone A, V, A99; With BFE or Depth Zone AE, AO, AH, VE, AR; Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD: 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X; Future Conditions 1% Annual Chance Flood Hazard Zone X; Area with Reduced Flood Risk due to Levee. See Notes. Zone X; Area with Flood Risk due to Levee Zone D
- OTHER AREAS: NO SCREEN Area of Minimal Flood Hazard Zone X; Effective LOMRs; Area of Undetermined Flood Hazard Zone D
- GENERAL STRUCTURES: Channel, Culvert, or Storm Sewer; Levee, Dike, or Floodwall
- OTHER FEATURES: 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation; Coastal Transect; Base Flood Elevation Line (BFE); Limit of Study; Jurisdiction Boundary; Coastal Transect Baseline; Profile Baseline; Hydrographic Feature
- MAP PANELS: Digital Data Available; No Digital Data Available; Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/4/2023 at 8:52 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

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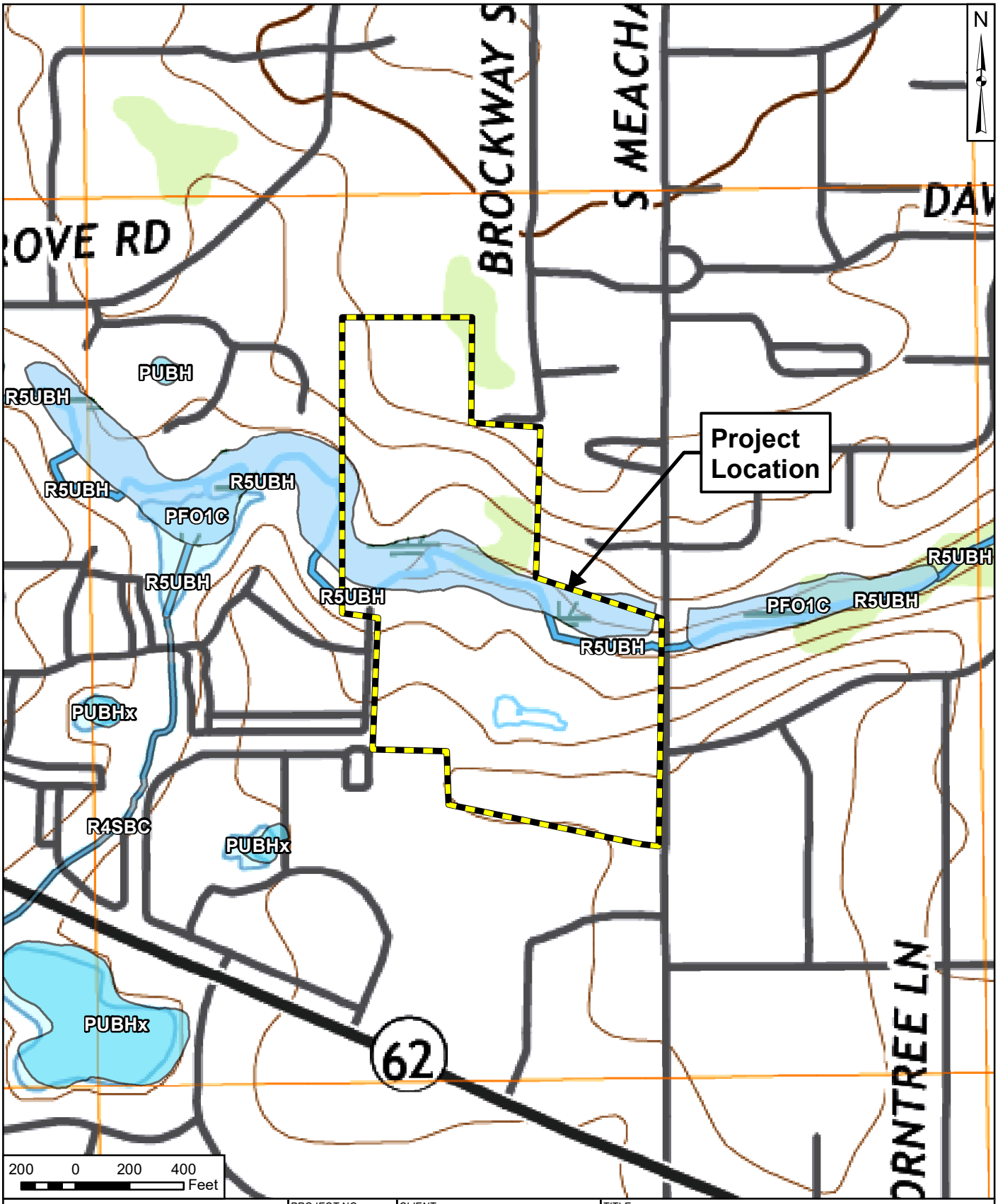
PROJECT NO.:	220205
CREATED BY:	NOD
DATE:	05/04/2023
SCALE:	See Scale Bar
CLIENT:	Nitti Group, LLC - Schaumburg 132 N. York Street, Suite 2F Elmhurst, IL 60126
BASE LAYER:	FEMA Firm Panel 17031C0183J
TITLE:	**FEMA FLOOD INSURANCE RATE MAP (FIRM)**
SITE:	Loeber Farm Schaumburg, Illinois
EXHIBIT:	5

J:\2022\220205\Drawings\ArcGIS\LD\EXH7fema220205.mx



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PROJECT NO.: 220205	CLIENT: Nitti Group, LLC - Schaumburg 132 N York Street, Suite 2F Elmhurst, IL 60126	TITLE: **NATIONAL WETLANDS INVENTORY (NWI) MAP**	
CREATED BY: NOD			
DATE: 05/03/2023	BASE LAYER: USGS Hydrologic Atlas Palatine Quadrangle (1998)	SITE: Loeber Farm Schaumburg, Illinois	EXHIBIT: 7
SCALE: See Scale Bar			

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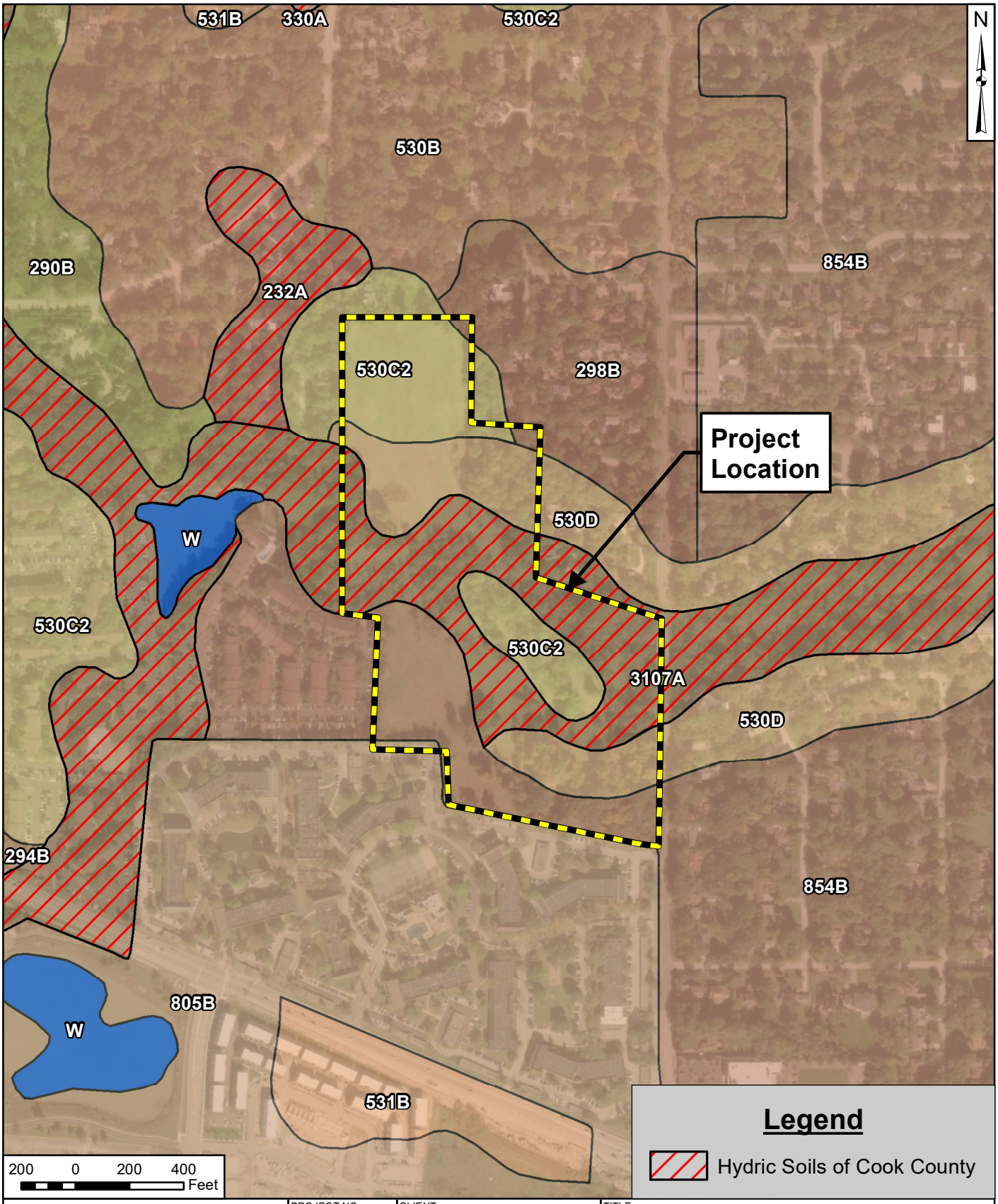

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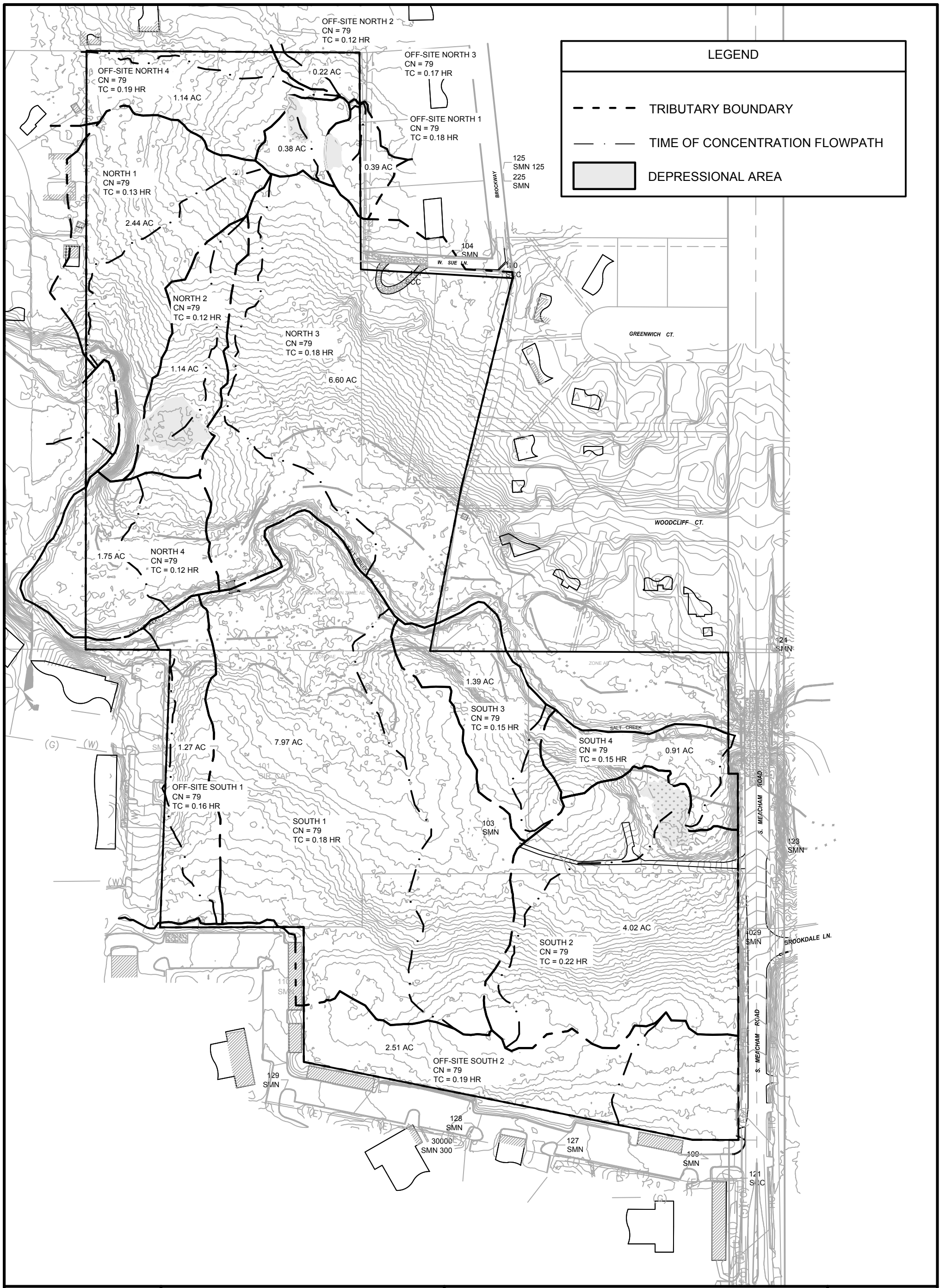
PROJECT NO.: 220205	CLIENT: Nitti Group, LLC - Schaumburg 132 N York Street, Suite 2F Elmhurst, IL 60126	TITLE: **SOIL SURVEY OF COOK COUNTY, (2019)**	
CREATED BY: NOD			
DATE: 05/03/2023	BASE LAYER: Aerial Imagery (2019)	SITE: Loeber Farm Schaumburg, Illinois	EXHIBIT: 8
SCALE: See Scale Bar			

J:\2022\220205\Drawings\ArcGIS\LD\EXH8soil220205.mx



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LOEBER FARM

SCHAUMBURG ILLINOIS

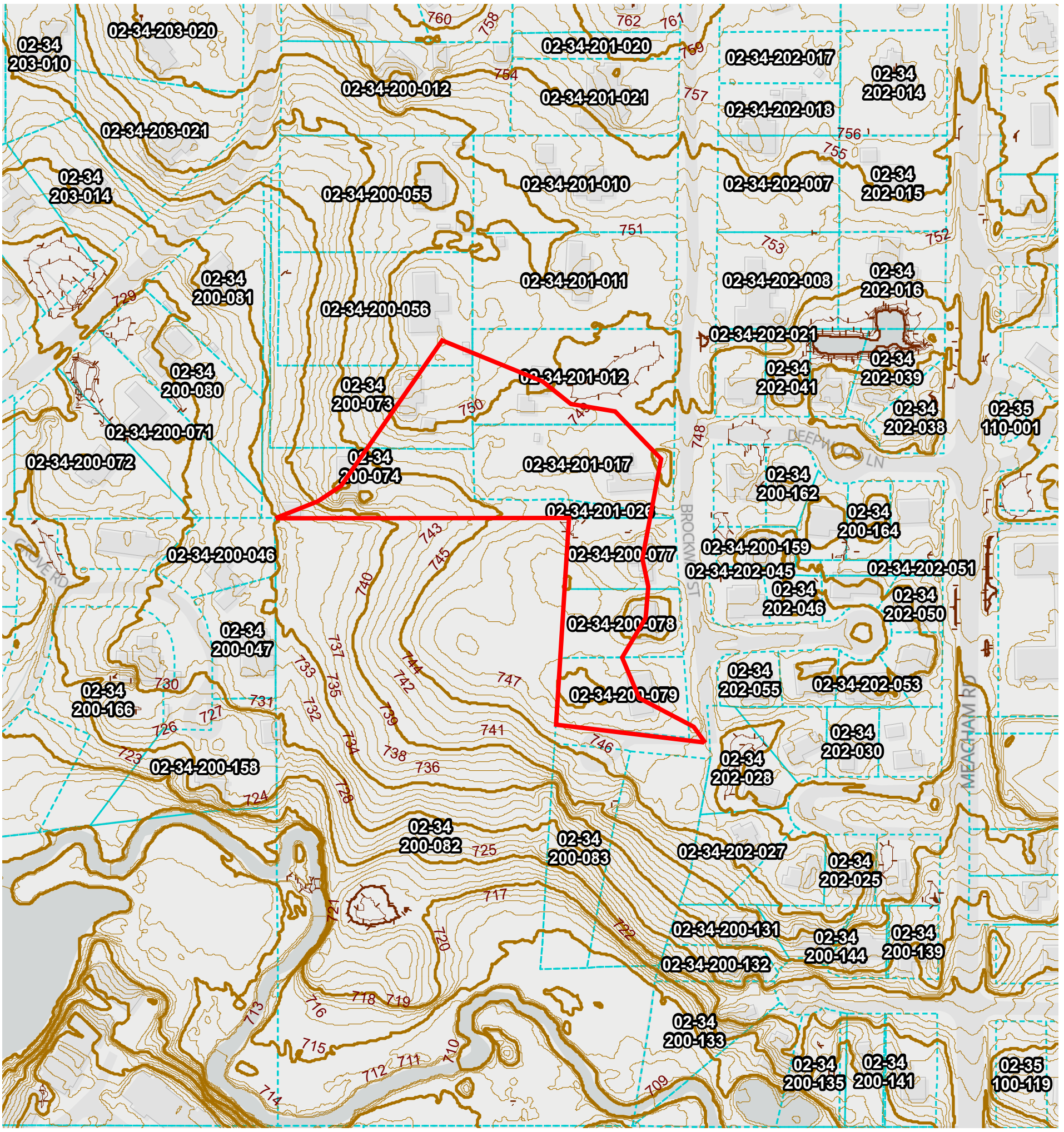
9.0 EXISTING TRIBUTARY AREA EXHIBIT

DATE: 05-02-23

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\9.0_Existing Tributary Area Exhibit.dwg 5/3/2023

CookViewer

Cook County Parcel Viewer



Legend

2022 Contours

Contour Type

INDEX	INDEX
INDEX DEPPRESSION	INDEX DEPPRESSION
INTERMEDIATE	INTERMEDIATE
INTERMEDIATE DEPRESSION	INTERMEDIATE DEPRESSION
Parcels Current	

0 90 180 360 540 720 Feet

N

Map generated from CookViewer, Cook County's Parcel Viewer application maintained by the Bureau of Technology's GIS Division. For parcel and property identification number (PIN) questions, contact the Cook County Clerk's Office. For property detail and assessment questions, contact the Cook County Assessor's Office. For property tax bill questions, contact the Cook County Treasurer.

Cook County Bureau of Technology – GIS Division. Cook County Clerk. Cook County Assessor. Map Created: 7/2/2025

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site North 1	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			0.39	30.81
	[1] Use only one CN source per line		**Totals** ➡		0.39	30.81

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency …….……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site North 2	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			0.22	17.49455
	[1] Use only one CN source per line			**Totals** ➡	0.22	17.49455

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site North 3	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			0.38	30.02
	[1] Use only one CN source per line		**Totals** ➡		0.38	30.02

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site North 4	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			1.20	94.6894
	[1] Use only one CN source per line		**Totals** ➡		1.20	94.6894

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	North 1	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			2.44	192.726646
	[1] Use only one CN source per line			**Totals** ➡	2.44	192.726646

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	North 2	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			1.14	90.06
	[1] Use only one CN source per line			**Totals** ➡	1.14	90.06

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency …….……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	North 3	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			6.60	521.53904
	Totals ➡				6.60	521.53904

[1] Use only one CN source per line

CN (weighted) = total product/total area = 79.00 ; Use CN ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..…	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	North 4	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			1.75	137.855
	Totals ➡				1.75	137.855

[1] Use only one CN source per line

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site South 1	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			1.27	100.33
	Totals ➡				1.27	100.33

[1] Use only one CN source per line

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	Off-Site South 2	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			2.51	198.41719
	[1] Use only one CN source per line		**Totals** ➡		2.51	198.41719

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency …….……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	South 1	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			7.97	629.63
[1] Use only one CN source per line				**Totals** ➡	7.97	629.63

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..…	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	South 2	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			4.02	317.58

[1] Use only one CN source per line

Totals ➡ 4.02 | 317.58

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	South 3	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			1.39	109.6362
	Totals ➡				1.39	109.6362

[1] Use only one CN source per line

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency ……..……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 2: Runoff curve number and runoff

Project	220205	By	NOD	Date	
Location	South 4	Checked		Date	

Check one: ☑ Present ☐ Developed

1. Runoff curve number

Soil name and hydrologic group (appendix A)	Cover description (cover type, treatment, and hydrologic condition; percent impervious; unconnected impervious area ratio)	CN [1] Table 2-2	CN [1] Figure 2-3	CN [1] Figure 2-4	Area ☑ acres ☐ mi2 ☐ %	Product of CN x area
C	Open Space - grass	79			0.91	72.218008
	[1] Use only one CN source per line			**Totals** ➡	0.91	72.218008

CN (weighted) = total product/total area = 79.00 ; **Use CN** ➡ **79**

2. Runoff

		Storm #1	Storm #2	Storm #3
Frequency …….……	yr			
Rainfall, P (24-hour) ……..….	in			
Runoff, Q ……..……	in			

(Use P and CN with table 2-1, figure 2-1, or equations 2-3 and 2-4)

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site North 1	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.02				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.17	+	0.00	=	**0.17**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	Unpaved				
8.	Flow length ft	37.50				
9.	Water course slope, s ft/ft	0.01				
10.	Average velocity, V (figure 3-1) ft/sec	1.60				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.01	+	0.00	=	**0.01**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.17**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site North 2	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.05				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.12	+	0.00	=	**0.12**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	Unpaved				
8.	Flow length ft	38.00				
9.	Water course slope, s ft/ft	0.07				
10.	Average velocity, V (figure 3-1) ft/sec	4.25				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.12**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site North 3	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.02				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.17	+	0.00	=	**0.17**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	25.00				
9.	Water course slope, s ft/ft	0.01				
10.	Average velocity, V (figure 3-1) ft/sec	1.60				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.18**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site North 4	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1. Surface description (table 3-1) ……	Short Grass Prairie					
2. Manning's roughness coefficient, n (table 3-1) ….	0.15					
3. Flow length, L (total L 300 ft max) …… ft	100.00					
4. Two-year 24-hour rainfall, P2 …….. in	3.34					
5. Land slope, s …… ft/ft	0.03					
6. $T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t …… hr	0.15	+	0.00	=	**0.15**	

Shallow concentrated flow

	Segment ID					
7. Surface description (paved or unpaved) ……...	Unpaved					
8. Flow length …… ft	398.81					
9. Water course slope, s …….. ft/ft	0.03					
10. Average velocity, V (figure 3-1) …… ft/sec	2.80					
11. $T_t = \frac{L}{3600\,V}$ Compute T_t …… hr	0.04	+	0.00	=	**0.04**	

Channel flow

	Segment ID					
12. Cross sectional flow area, a …… ft^2						
13. Wetted perimeter, p_w …….. ft						
14. Hydralic radius, $r=a/p_w$ Compute r …….. ft						
15. Channel slope, s …… ft/ft						
16. Manning's roughness coefficient, n ……..						
17. $V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V …. ft/s						
18. Flow length, L …….. ft						
19. $T_t = \frac{L}{3600\,V}$ Compute T_t …… hr	0.00	+	0.00	=	**0.00**	

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) …….. **Hr** **0.19**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	North 1	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.07				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.10	+	0.00	=	**0.10**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	469.30				
9.	Water course slope, s ft/ft	0.07				
10.	Average velocity, V (figure 3-1) ft/sec	4.25				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.03	+	0.00	=	**0.03**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.13**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	North 2	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.08				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.09	+	0.00	=	**0.09**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	357.70				
9.	Water course slope, s ft/ft	0.06				
10.	Average velocity, V (figure 3-1) ft/sec	4.00				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.02	+	0.00	=	**0.02**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.12**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	North 3	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.05				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.12	+	0.00	=	**0.12**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	357.70				
9.	Water course slope, s ft/ft	0.04				
10.	Average velocity, V (figure 3-1) ft/sec	3.20				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.03	+	0.00	=	**0.03**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.15**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	North 4	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.07				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.10	+	0.00	=	**0.10**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	821.64				
9.	Water course slope, s ft/ft	0.03				
10.	Average velocity, V (figure 3-1) ft/sec	2.80				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.08	+	0.00	=	**0.08**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.18**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site South 1	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID				
1. Surface description (table 3-1) ……	Short Grass Prairie				
2. Manning's roughness coefficient, n (table 3-1) ….	0.15				
3. Flow length, L (total L 300 ft max) …… ft	100.00				
4. Two-year 24-hour rainfall, P2 …….. in	3.34				
5. Land slope, s …… ft/ft	0.04				
6. $T_t = \frac{0.007\ (nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t …… hr	0.12	+	0.00	=	**0.12**

Shallow concentrated flow

	Segment ID				
7. Surface description (paved or unpaved) ……...	unpaved				
8. Flow length …… ft	514.50				
9. Water course slope, s …….. ft/ft	0.05				
10. Average velocity, V (figure 3-1) …… ft/sec	3.60				
11. $T_t = \frac{L}{3600\ V}$ Compute T_t …… hr	0.04	+	0.00	=	**0.04**

Channel flow

	Segment ID				
12. Cross sectional flow area, a …… ft^2					
13. Wetted perimeter, p_w …….. ft					
14. Hydralic radius, $r=a/p_w$ Compute r …….. ft					
15. Channel slope, s …… ft/ft					
16. Manning's roughness coefficient, n ……..					
17. $V=(1.49\ r^{2/3}\ s^{1/2})/n$ Compute V …. ft/s					
18. Flow length, L …….. ft					
19. $T_t = \frac{L}{3600\ V}$ Compute T_t …… hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) …….. **Hr** **0.16**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	Off-Site South 2	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.02				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.18	+	0.00	=	**0.18**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	135.01				
9.	Water course slope, s ft/ft	0.03				
10.	Average velocity, V (figure 3-1) ft/sec	2.90				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.01	+	0.00	=	**0.01**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.19**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	South 1	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.05				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.12	+	0.00	=	**0.12**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	792.69				
9.	Water course slope, s ft/ft	0.04				
10.	Average velocity, V (figure 3-1) ft/sec	3.20				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.07	+	0.00	=	**0.07**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.18**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	South 2	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.02				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.18	+	0.00	=	**0.18**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	536.50				
9.	Water course slope, s ft/ft	0.06				
10.	Average velocity, V (figure 3-1) ft/sec	4.00				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.04	+	0.00	=	**0.04**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.22**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	South 3	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.03				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.14	+	0.00	=	**0.14**

Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	210.11				
9.	Water course slope, s ft/ft	0.07				
10.	Average velocity, V (figure 3-1) ft/sec	4.30				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.01	+	0.00	=	**0.01**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.15**

Worksheet 3: Time of Concentration (T_c) or travel time (T_t)

Project	220205	By	NOD	Date	
Location	South 4	Checked		Date	

Check one: ☑ Present ☐ Developed

Check one: ☑ T_c ☐ T_t through subarea

Notes: Space for as many as two segments per flow type can be used for each worksheet.
Include a map, schematic, or description of flow segments.

Sheet flow (Applicable to Tc only)

	Segment ID					
1.	Surface description (table 3-1)	Short Grass Prairie				
2.	Manning's roughness coefficient, n (table 3-1)	0.15				
3.	Flow length, L (total L 300 ft max) ft	100.00				
4.	Two-year 24-hour rainfall, P2 in	3.34				
5.	Land slope, s ft/ft	0.03				
6.	$T_t = \frac{0.007\,(nL)^{0.8}}{P_2^{0.5} s^{0.4}}$ Compute T_t hr	0.14	+	0.00	=	**0.14**

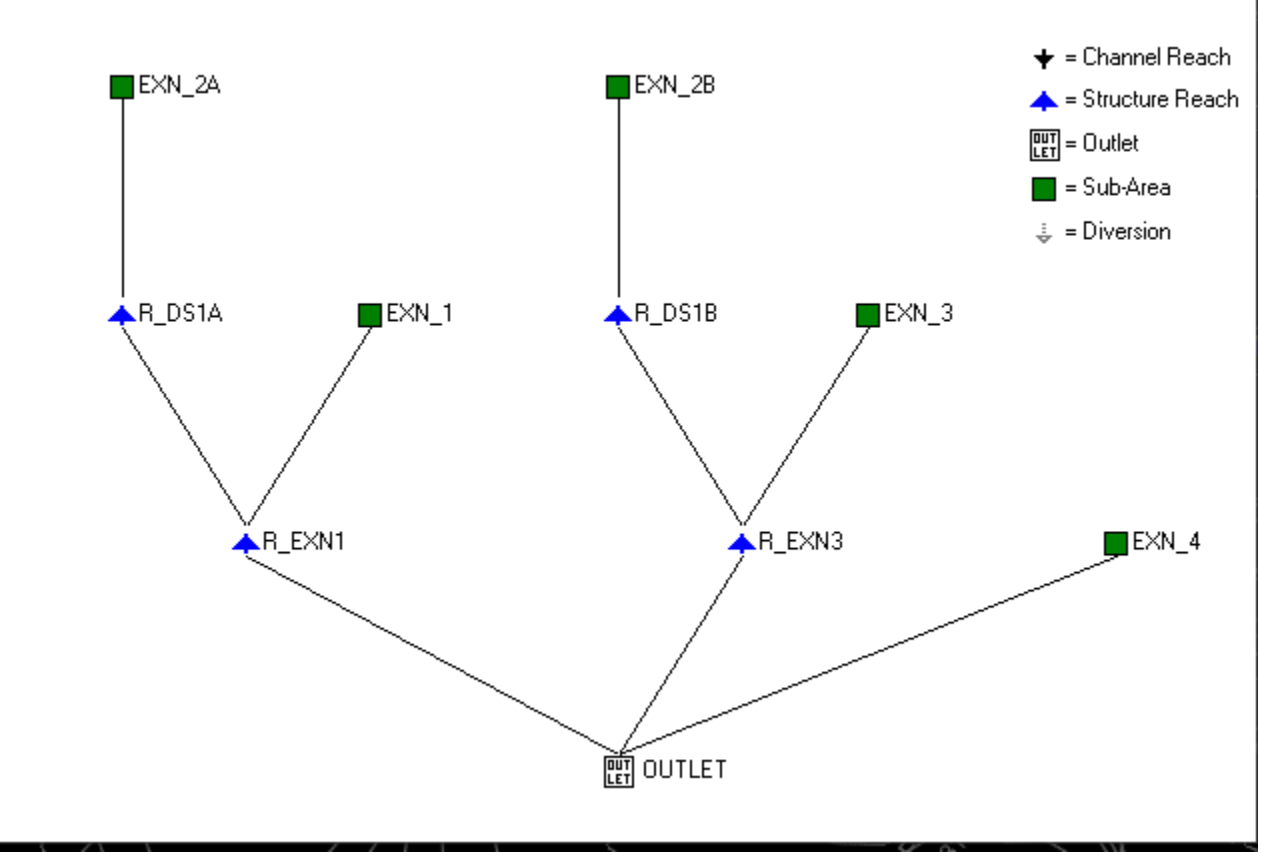
Shallow concentrated flow

	Segment ID					
7.	Surface description (paved or unpaved)	unpaved				
8.	Flow length ft	107.16				
9.	Water course slope, s ft/ft	0.03				
10.	Average velocity, V (figure 3-1) ft/sec	2.90				
11.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.01	+	0.00	=	**0.01**

Channel flow

	Segment ID					
12.	Cross sectional flow area, a ft^2					
13.	Wetted perimeter, p_w ft					
14.	Hydralic radius, $r=a/p_w$ Compute r ft					
15.	Channel slope, s ft/ft					
16.	Manning's roughness coefficient, n					
17.	$V=(1.49\, r^{2/3}\, s^{1/2})/n$ Compute V ft/s					
18.	Flow length, L ft					
19.	$T_t = \frac{L}{3600\,V}$ Compute T_t hr	0.00	+	0.00	=	**0.00**

20. Watershed of subarea T_c or T_t (add Tt in steps 6, 11, and 19) Hr **0.15**



TR-20 - EXISTING NORTH

WinTR-20 Printed Page File Beginning of Input Data List
N:\2022\220205\WinTR20\220205_Existing North_2022-02-23.inp

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WinTR-20: version 3.20                  0         0         0.1       0
220205  -- Loeber Farm  --  Bulletin 75 Northeast  Critical Duration
Existing North  --  20230223  NOD

SUB-AREA:
          EXN_2A    R_DS1A              0.0008906279.       .12
          EXN_4     Outlet              0.0027343779.       .12
          EXN_2B    R_DS1B              0.0008906279.       .12
          EXN_3     R_EXN3              0.0103125 79.       .18
          EXN_1     R_EXN1              0.00375   79.       .13


STREAM REACH:
          R_DS1A    R_EXN1              DS1A
          R_EXN1    Outlet              EXN1
          R_DS1B    R_EXN3              DS1B
          R_EXN3    Outlet              EXN3


STORM ANALYSIS:
          2y,1h                         1.57      Huff1-1   2         3.34
          2y,2h                         1.94      Huff1-2   2         3.34
          2y,3h                         2.14      Huff1-3   2         3.34
          2y,6h                         2.51      Huff1-6   2         3.34
          2y,12h                        2.91      Huff2-12  2         3.34
          2y,24h                        3.34      Huff3-24  2         3.34
          2y,48h                        3.66      Huff4-48  2         3.34
          10y,1h                        2.42      Huff1-1   2         3.34
          10y,2h                        2.99      Huff1-2   2         3.34
          10y,3h                        3.30      Huff1-3   2         3.34
          10y,6h                        3.86      Huff1-6   2         3.34
          10y,12h                       4.48      Huff2-12  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          10y,48h                       5.62      Huff4-48  2         3.34
          100y,1h                       4.03      Huff1-1   2         3.34
          100y,2h                       4.97      Huff1-2   2         3.34
          100y,3h                       5.49      Huff1-3   2         3.34
          100y,6h                       6.43      Huff1-6   2         3.34
          100y,12h                      7.46      Huff2-12  2         3.34
          100y,24h                      8.57      Huff3-24  2         3.34
          100y,48h                      9.28      Huff4-48  2         3.34


STRUCTURE RATING:
          EXN1      718.
                    718.      0.        0.
                    719.      100.      100.
          EXN3      718.
                    718.      0.        0.
                    719.      100.      100.
          DS1A      719.
                    719.      0.        0.
                    720.      2.69      0.0185
                    721.      2.98      0.062
          DS1B      719.
                    719.      0.        0.
                    720.      2.69      0.0185
                    721.      2.98      0.062



RAINFALL DISTRIBUTION:
          Huff1-5m            0.0034722
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-10m           0.0069444
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
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          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-15m           0.01041667
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-30m           0.020833
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-1             0.041667
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-2             0.083333
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-3             0.125
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-6             0.25
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
Huff2-12            0.5
          0.0000    0.0229    0.0482    0.0778    0.1133
          0.1579    0.2139    0.2841    0.3644    0.4529
          0.5435    0.6238    0.6976    0.7548    0.8038
          0.8470    0.8781    0.9022    0.9217    0.9381
          0.9529    0.9657    0.9774    0.9884    1.0000
Huff3-18            0.75
          0.0000    0.0205    0.0431    0.0667    0.0912
          0.1171    0.1436    0.1691    0.1964    0.2278
          0.2633    0.3093    0.3635    0.4392    0.5211
          0.6102    0.6989    0.7819    0.8492    0.8974
          0.9311    0.9534    0.9706    0.9856    1.0000
Huff3-24            1.
          0.0000    0.0205    0.0431    0.0667    0.0912
          0.1171    0.1436    0.1691    0.1964    0.2278
          0.2633    0.3093    0.3635    0.4392    0.5211
          0.6102    0.6989    0.7819    0.8492    0.8974
          0.9311    0.9534    0.9706    0.9856    1.0000
Huff4-48            2.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-72            3.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-120           5.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-240           10.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
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0.6919 0.8005 0.8971 0.9604 1.0000

GLOBAL OUTPUT:

2	0.1	0.1	YNNNN	YNNNNN

WinTR-20 Printed Page File End of Input Data List

220205 -- Loeber Farm -- Bulletin 75 Northeast Critical Duration
Existing North -- 20230223 NOD

Name of printed page file:
N:\2022\220205\WinTR20\220205_Existing North_2022-02-23.out

STORM 2y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.279		0.36	0.30	339.75
R_DS1A	0.891E-03	Upstream	0.279		0.36	0.30	339.75
R_DS1A	0.891E-03	Downstream	0.261	719.09	0.47	0.25	280.80
EXN_1	0.004		0.289		0.37	1.25	333.70
R_EXN1	0.005	Upstream	0.284		0.38	1.46	314.56
R_EXN1	0.005	Downstream	0.0	718.00	0.21	0.0	0.0
EXN_4	0.003		0.289		0.36	0.93	339.75
EXN_2B	0.891E-03		0.279		0.36	0.30	339.75
R_DS1B	0.891E-03	Upstream	0.279		0.36	0.30	339.75
R_DS1B	0.891E-03	Downstream	0.261	719.09	0.47	0.25	280.80
EXN_3	0.010		0.291		0.42	3.16	305.97
R_EXN3	0.011	Upstream	0.288		0.42	3.40	303.20
R_EXN3	0.011	Downstream	0.118	718.00	1.22	0.16	14.61
OUTLET	0.019		0.114		0.36	0.93	50.00

STORM 2y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.409		0.61	0.30	336.40
R_DS1A	0.891E-03	Upstream	0.409		0.61	0.30	336.40
R_DS1A	0.891E-03	Downstream	0.389	719.10	0.68	0.27	307.03
EXN_1	0.004		0.485		0.61	1.25	334.39
R_EXN1	0.005	Upstream	0.467		0.62	1.51	326.08
R_EXN1	0.005	Downstream	0.034	718.00	2.12	0.11	22.78
EXN_4	0.003		0.484		0.61	0.92	336.40
EXN_2B	0.891E-03		0.409		0.61	0.30	336.40
R_DS1B	0.891E-03	Upstream	0.409		0.61	0.30	336.40
R_DS1B	0.891E-03	Downstream	0.389	719.10	0.68	0.27	307.03
EXN_3	0.010		0.487		0.64	3.32	321.96
R_EXN3	0.011	Upstream	0.479		0.65	3.59	320.32
R_EXN3	0.011	Downstream	0.309	718.00	2.18	0.26	23.28
OUTLET	0.019		0.266		0.61	0.92	49.51

STORM 2y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.470		0.81	0.26	287.80
R_DS1A	0.891E-03	Upstream	0.470		0.81	0.26	287.80
R_DS1A	0.891E-03	Downstream	0.447	719.09	0.93	0.25	278.46
EXN_1	0.004		0.604		0.81	1.07	286.35

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_EXN1	0.005	Upstream	0.574		0.90	1.32	284.35
R_EXN1	0.005	Downstream	0.143	718.00	3.10	0.12	26.74
EXN_4	0.003		0.603		0.81	0.79	287.80
EXN_2B	0.891E-03		0.470		0.81	0.26	287.80
R_DS1B	0.891E-03	Upstream	0.470		0.81	0.26	287.80
R_DS1B	0.891E-03	Downstream	0.447	719.09	0.93	0.25	278.46
EXN_3	0.010		0.605		0.90	2.92	283.25
R_EXN3	0.011	Upstream	0.593		0.90	3.17	282.73
R_EXN3	0.011	Downstream	0.422	718.00	3.15	0.31	27.58
OUTLET	0.019		0.379		0.81	0.79	42.36

STORM 2y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.417		1.53	0.19	213.44
R_DS1A	0.891E-03	Upstream	0.417		1.53	0.19	213.44
R_DS1A	0.891E-03	Downstream	0.391	719.07	1.57	0.18	207.25
EXN_1	0.004		0.841		1.54	0.80	212.70
R_EXN1	0.005	Upstream	0.754		1.54	0.98	211.27
R_EXN1	0.005	Downstream	0.318	718.00	6.06	0.14	30.60
EXN_4	0.003		0.839		1.53	0.58	213.44
EXN_2B	0.891E-03		0.417		1.53	0.19	213.44
R_DS1B	0.891E-03	Upstream	0.417		1.53	0.19	213.44
R_DS1B	0.891E-03	Downstream	0.391	719.07	1.57	0.18	207.25
EXN_3	0.010		0.843		1.56	2.16	209.57
R_EXN3	0.011	Upstream	0.807		1.56	2.35	209.38
R_EXN3	0.011	Downstream	0.635	718.00	6.09	0.37	32.83
OUTLET	0.019		0.586		3.52	0.70	37.92

STORM 2y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.617		5.53	0.14	161.73
R_DS1A	0.891E-03	Upstream	0.617		5.53	0.14	161.73
R_DS1A	0.891E-03	Downstream	0.579	719.05	6.03	0.14	160.15
EXN_1	0.004		1.113		5.53	0.61	161.53
R_EXN1	0.005	Upstream	1.010		6.01	0.75	161.15
R_EXN1	0.005	Downstream	0.573	718.00	9.12	0.17	36.52
EXN_4	0.003		1.010		5.53	0.44	161.73
EXN_2B	0.891E-03		0.617		5.53	0.14	161.73
R_DS1B	0.891E-03	Upstream	0.617		5.53	0.14	161.73
R_DS1B	0.891E-03	Downstream	0.579	719.05	6.03	0.14	160.15
EXN_3	0.010		1.121		6.02	1.66	160.62
R_EXN3	0.011	Upstream	1.077		6.02	1.80	160.57
R_EXN3	0.011	Downstream	0.902	718.00	9.60	0.43	38.57

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
OUTLET	0.019		0.836		7.51	0.85	45.59

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.390		16.02	0.11	122.49
R_DS1A	0.891E-03	Upstream	0.390		16.02	0.11	122.49
R_DS1A	0.891E-03	Downstream	0.334	719.04	16.04	0.11	121.93
EXN_1	0.004		1.302		16.01	0.46	122.43
R_EXN1	0.005	Upstream	1.116		16.02	0.57	122.31
R_EXN1	0.005	Downstream	0.649	718.00	20.07	0.18	39.20
EXN_4	0.003		1.181		16.02	0.33	122.49
EXN_2B	0.891E-03		0.390		16.02	0.11	122.49
R_DS1B	0.891E-03	Upstream	0.390		16.02	0.11	122.49
R_DS1B	0.891E-03	Downstream	0.334	719.04	16.04	0.11	121.93
EXN_3	0.010		1.426		16.02	1.26	122.13
R_EXN3	0.011	Upstream	1.339		16.02	1.37	122.11
R_EXN3	0.011	Downstream	1.153	718.00	20.10	0.49	43.90
OUTLET	0.019		1.031		18.01	0.91	48.84

STORM 2y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.0		11.48	0.0	0.0
R_DS1A	0.891E-03	Upstream	0.0		11.48	0.0	0.0
R_DS1A	0.891E-03	Downstream	0.0	719.00	11.48	0.0	0.0
EXN_1	0.004		1.359		42.01	0.35	92.52
R_EXN1	0.005	Upstream	1.098		42.00	0.35	74.76
R_EXN1	0.005	Downstream	0.594	718.00	46.11	0.16	35.17
EXN_4	0.003		1.350		42.01	0.25	92.54
EXN_2B	0.891E-03		0.0		11.48	0.0	0.0
R_DS1B	0.891E-03	Upstream	0.0		11.48	0.0	0.0
R_DS1B	0.891E-03	Downstream	0.0	719.00	11.48	0.0	0.0
EXN_3	0.010		1.619		42.00	0.95	92.41
R_EXN3	0.011	Upstream	1.490		42.01	0.95	85.06
R_EXN3	0.011	Downstream	1.241	718.00	46.13	0.48	43.19
OUTLET	0.019		1.095		44.01	0.85	45.70

STORM 10y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		0.774		0.34	0.92	1032.73
R_DS1A	0.891E-03	Upstream	0.774		0.34	0.92	1032.73
R_DS1A	0.891E-03	Downstream	0.759	719.28	0.41	0.76	852.70
EXN_1	0.004		0.782		0.34	3.81	1015.74
R_EXN1	0.005	Upstream	0.777		0.35	4.47	964.19
R_EXN1	0.005	Downstream	0.368	718.00	1.17	0.18	39.43
EXN_4	0.003		0.782		0.34	2.82	1032.73
EXN_2B	0.891E-03		0.774		0.34	0.92	1032.73
R_DS1B	0.891E-03	Upstream	0.774		0.34	0.92	1032.73
R_DS1B	0.891E-03	Downstream	0.759	719.28	0.41	0.76	852.70
EXN_3	0.010		0.783		0.37	9.62	932.90
R_EXN3	0.011	Upstream	0.781		0.38	10.36	924.48
R_EXN3	0.011	Downstream	0.613	718.00	1.21	0.44	39.44
OUTLET	0.019		0.577		0.34	2.82	152.00

STORM 10y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.169		0.55	0.77	864.59
R_DS1A	0.891E-03	Upstream	1.169		0.55	0.77	864.59
R_DS1A	0.891E-03	Downstream	1.152	719.27	0.64	0.72	809.30
EXN_1	0.004		1.179		0.55	3.22	859.40
R_EXN1	0.005	Upstream	1.174		0.58	3.91	841.50
R_EXN1	0.005	Downstream	0.764	718.00	2.12	0.26	56.89
EXN_4	0.003		1.178		0.55	2.36	864.59
EXN_2B	0.891E-03		1.169		0.55	0.77	864.59
R_DS1B	0.891E-03	Upstream	1.169		0.55	0.77	864.59
R_DS1B	0.891E-03	Downstream	1.152	719.27	0.64	0.72	809.30
EXN_3	0.010		1.180		0.60	8.62	835.89
R_EXN3	0.011	Upstream	1.178		0.61	9.33	833.06
R_EXN3	0.011	Downstream	1.009	718.01	2.16	0.64	56.88
OUTLET	0.019		0.973		0.56	2.49	134.11

STORM 10y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.399		0.78	0.63	709.54
R_DS1A	0.891E-03	Upstream	1.399		0.78	0.63	709.54
R_DS1A	0.891E-03	Downstream	1.380	719.23	0.83	0.61	683.45
EXN_1	0.004		1.410		0.79	2.65	707.32
R_EXN1	0.005	Upstream	1.404		0.79	3.25	700.64
R_EXN1	0.005	Downstream	0.993	718.00	3.09	0.30	64.96
EXN_4	0.003		1.409		0.78	1.94	709.54
EXN_2B	0.891E-03		1.399		0.78	0.63	709.54
R_DS1B	0.891E-03	Upstream	1.399		0.78	0.63	709.54

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_DS1B	0.891E-03	Downstream	1.380	719.23	0.83	0.61	683.45
EXN_3	0.010		1.411		0.81	7.18	695.97
R_EXN3	0.011	Upstream	1.409		0.81	7.78	694.68
R_EXN3	0.011	Downstream	1.240	718.01	3.13	0.73	64.97
OUTLET	0.019		1.203		0.90	2.18	117.33

STORM 10y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.615		1.29	0.42	476.83
R_DS1A	0.891E-03	Upstream	1.615		1.29	0.42	476.83
R_DS1A	0.891E-03	Downstream	1.593	719.16	1.55	0.42	469.42
EXN_1	0.004		1.848		1.29	1.78	475.43
R_EXN1	0.005	Upstream	1.799		1.52	2.20	473.59
R_EXN1	0.005	Downstream	1.384	718.00	6.03	0.33	71.88
EXN_4	0.003		1.846		1.29	1.30	476.83
EXN_2B	0.891E-03		1.615		1.29	0.42	476.83
R_DS1B	0.891E-03	Upstream	1.615		1.29	0.42	476.83
R_DS1B	0.891E-03	Downstream	1.593	719.16	1.55	0.42	469.42
EXN_3	0.010		1.849		1.54	4.86	471.11
R_EXN3	0.011	Upstream	1.829		1.54	5.28	470.91
R_EXN3	0.011	Downstream	1.659	718.01	6.07	0.82	73.18
OUTLET	0.019		1.618		1.77	1.74	93.67

STORM 10y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.915		5.02	0.30	340.42
R_DS1A	0.891E-03	Upstream	1.915		5.02	0.30	340.42
R_DS1A	0.891E-03	Downstream	1.881	719.11	5.05	0.30	336.35
EXN_1	0.004		2.350		5.02	1.27	339.97
R_EXN1	0.005	Upstream	2.260		5.02	1.57	339.10
R_EXN1	0.005	Downstream	1.835	718.00	8.59	0.38	82.70
EXN_4	0.003		2.346		5.02	0.93	340.42
EXN_2B	0.891E-03		1.915		5.02	0.30	340.42
R_DS1B	0.891E-03	Upstream	1.915		5.02	0.30	340.42
R_DS1B	0.891E-03	Downstream	1.881	719.11	5.05	0.30	336.35
EXN_3	0.010		2.358		5.04	3.48	337.87
R_EXN3	0.011	Upstream	2.320		5.04	3.78	337.73
R_EXN3	0.011	Downstream	2.146	718.01	9.06	0.93	83.36
OUTLET	0.019		2.098		7.51	1.78	95.84

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		2.034		16.01	0.21	230.33
R_DS1A	0.891E-03	Upstream	2.034		16.01	0.21	230.33
R_DS1A	0.891E-03	Downstream	2.006	719.08	16.04	0.20	229.66
EXN_1	0.004		2.857		16.01	0.86	230.26
R_EXN1	0.005	Upstream	2.693		16.01	1.07	230.10
R_EXN1	0.005	Downstream	2.234	718.00	19.12	0.42	89.75
EXN_4	0.003		2.807		16.01	0.63	230.33
EXN_2B	0.891E-03		2.034		16.01	0.21	230.33
R_DS1B	0.891E-03	Upstream	2.034		16.01	0.21	230.33
R_DS1B	0.891E-03	Downstream	2.006	719.08	16.04	0.20	229.66
EXN_3	0.010		2.921		16.01	2.37	229.88
R_EXN3	0.011	Upstream	2.848		16.01	2.58	229.86
R_EXN3	0.011	Downstream	2.657	718.01	19.22	1.03	92.06
OUTLET	0.019		2.573		18.01	1.88	101.31

STORM 10y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.415		42.00	0.15	164.95
R_DS1A	0.891E-03	Upstream	1.415		42.00	0.15	164.95
R_DS1A	0.891E-03	Downstream	1.385	719.05	42.02	0.15	164.74
EXN_1	0.004		3.004		42.00	0.62	164.92
R_EXN1	0.005	Upstream	2.693		42.00	0.77	164.88
R_EXN1	0.005	Downstream	2.110	718.00	46.03	0.37	79.12
EXN_4	0.003		2.623		42.00	0.45	164.95
EXN_2B	0.891E-03		1.415		42.00	0.15	164.95
R_DS1B	0.891E-03	Upstream	1.415		42.00	0.15	164.95
R_DS1B	0.891E-03	Downstream	1.385	719.05	42.02	0.15	164.74
EXN_3	0.010		3.309		42.00	1.70	164.81
R_EXN3	0.011	Upstream	3.156		42.00	1.85	164.80
R_EXN3	0.011	Downstream	2.926	718.01	46.08	0.95	84.70
OUTLET	0.019		2.677		44.01	1.70	91.64

STORM 100y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		1.980		0.31	2.48	2788.83
R_DS1A	0.891E-03	Upstream	1.980		0.31	2.48	2788.83
R_DS1A	0.891E-03	Downstream	1.964	719.78	0.38	2.09	2347.81
EXN_1	0.004		1.986		0.32	10.31	2750.52
R_EXN1	0.005	Upstream	1.981		0.33	12.18	2625.28
R_EXN1	0.005	Downstream	1.575	718.00	1.17	0.46	99.88
EXN_4	0.003		1.985		0.31	7.63	2788.83
EXN_2B	0.891E-03		1.980		0.31	2.48	2788.83
R_DS1B	0.891E-03	Upstream	1.980		0.31	2.48	2788.83

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_DS1B	0.891E-03	Downstream	1.964	719.78	0.38	2.09	2347.81
EXN_3	0.010		1.987		0.35	26.31	2551.13
R_EXN3	0.011	Upstream	1.985		0.36	28.34	2529.23
R_EXN3	0.011	Downstream	1.817	718.01	1.21	1.12	99.84
OUTLET	0.019		1.781		0.31	7.94	427.33

STORM 100y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		2.766		0.50	1.87	2105.20
R_DS1A	0.891E-03	Upstream	2.766		0.50	1.87	2105.20
R_DS1A	0.891E-03	Downstream	2.750	719.66	0.59	1.77	1992.36
EXN_1	0.004		2.774		0.51	7.87	2099.48
R_EXN1	0.005	Upstream	2.769		0.53	9.59	2065.59
R_EXN1	0.005	Downstream	2.362	718.01	2.12	0.62	133.15
EXN_4	0.003		2.773		0.50	5.76	2105.20
EXN_2B	0.891E-03		2.766		0.50	1.87	2105.20
R_DS1B	0.891E-03	Upstream	2.766		0.50	1.87	2105.20
R_DS1B	0.891E-03	Downstream	2.750	719.66	0.59	1.77	1992.36
EXN_3	0.010		2.775		0.55	21.18	2053.63
R_EXN3	0.011	Upstream	2.773		0.55	22.93	2046.88
R_EXN3	0.011	Downstream	2.605	718.01	2.16	1.49	133.09
OUTLET	0.019		2.569		0.54	6.30	339.09

STORM 100y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		3.217		0.67	1.49	1677.20
R_DS1A	0.891E-03	Upstream	3.217		0.67	1.49	1677.20
R_DS1A	0.891E-03	Downstream	3.200	719.54	0.79	1.45	1622.50
EXN_1	0.004		3.226		0.67	6.27	1671.93
R_EXN1	0.005	Upstream	3.220		0.68	7.67	1652.93
R_EXN1	0.005	Downstream	2.813	718.01	3.10	0.68	147.49
EXN_4	0.003		3.225		0.67	4.59	1677.20
EXN_2B	0.891E-03		3.217		0.67	1.49	1677.20
R_DS1B	0.891E-03	Upstream	3.217		0.67	1.49	1677.20
R_DS1B	0.891E-03	Downstream	3.200	719.54	0.79	1.45	1622.50
EXN_3	0.010		3.227		0.71	16.96	1644.78
R_EXN3	0.011	Upstream	3.225		0.71	18.39	1641.67
R_EXN3	0.011	Downstream	3.056	718.02	3.13	1.65	147.46
OUTLET	0.019		3.020		0.79	5.25	282.46

STORM 100y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		4.052		1.28	0.97	1084.51
R_DS1A	0.891E-03	Upstream	4.052		1.28	0.97	1084.51
R_DS1A	0.891E-03	Downstream	4.033	719.35	1.31	0.95	1069.44
EXN_1	0.004		4.064		1.28	4.06	1082.65
R_EXN1	0.005	Upstream	4.057		1.28	5.01	1079.30
R_EXN1	0.005	Downstream	3.648	718.01	6.04	0.74	160.29
EXN_4	0.003		4.062		1.28	2.97	1084.51
EXN_2B	0.891E-03		4.052		1.28	0.97	1084.51
R_DS1B	0.891E-03	Upstream	4.052		1.28	0.97	1084.51
R_DS1B	0.891E-03	Downstream	4.033	719.35	1.31	0.95	1069.44
EXN_3	0.010		4.065		1.29	11.08	1074.53
R_EXN3	0.011	Upstream	4.062		1.29	12.03	1074.04
R_EXN3	0.011	Downstream	3.893	718.02	6.05	1.80	160.33
OUTLET	0.019		3.857		1.53	3.98	214.04

STORM 100y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		4.701		5.01	0.63	704.44
R_DS1A	0.891E-03	Upstream	4.701		5.01	0.63	704.44
R_DS1A	0.891E-03	Downstream	4.669	719.23	5.04	0.62	699.45
EXN_1	0.004		5.001		5.01	2.64	703.91
R_EXN1	0.005	Upstream	4.937		5.01	3.26	702.80
R_EXN1	0.005	Downstream	4.516	718.01	8.67	0.82	177.43
EXN_4	0.003		4.996		5.01	1.93	704.44
EXN_2B	0.891E-03		4.701		5.01	0.63	704.44
R_DS1B	0.891E-03	Upstream	4.701		5.01	0.63	704.44
R_DS1B	0.891E-03	Downstream	4.669	719.23	5.04	0.62	699.45
EXN_3	0.010		5.005		5.03	7.23	701.24
R_EXN3	0.011	Upstream	4.979		5.03	7.85	701.08
R_EXN3	0.011	Downstream	4.806	718.02	8.70	1.99	177.81
OUTLET	0.019		4.761		6.02	3.81	205.02

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		5.153		16.00	0.39	437.00
R_DS1A	0.891E-03	Upstream	5.153		16.00	0.39	437.00
R_DS1A	0.891E-03	Downstream	5.104	719.14	16.03	0.39	436.30
EXN_1	0.004		6.011		16.00	1.64	436.92
R_EXN1	0.005	Upstream	5.836		16.00	2.03	436.78
R_EXN1	0.005	Downstream	5.360	718.01	19.17	0.86	186.19
EXN_4	0.003		5.981		16.00	1.19	437.00
EXN_2B	0.891E-03		5.153		16.00	0.39	437.00
R_DS1B	0.891E-03	Upstream	5.153		16.00	0.39	437.00

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_DS1B	0.891E-03	Downstream	5.104	719.14	16.03	0.39	436.30
EXN_3	0.010		6.036		16.01	4.50	436.55
R_EXN3	0.011	Upstream	5.962		16.01	4.89	436.52
R_EXN3	0.011	Downstream	5.776	718.02	19.20	2.10	187.69
OUTLET	0.019		5.701		18.01	3.80	204.35

STORM 100y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXN_2A	0.891E-03		4.286		42.00	0.27	299.75
R_DS1A	0.891E-03	Upstream	4.286		42.00	0.27	299.75
R_DS1A	0.891E-03	Downstream	4.260	719.10	42.01	0.27	299.56
EXN_1	0.004		6.606		42.00	1.12	299.74
R_EXN1	0.005	Upstream	6.155		41.99	1.39	299.69
R_EXN1	0.005	Downstream	5.559	718.01	46.06	0.75	161.21
EXN_4	0.003		6.460		42.00	0.82	299.75
EXN_2B	0.891E-03		4.286		42.00	0.27	299.75
R_DS1B	0.891E-03	Upstream	4.286		42.00	0.27	299.75
R_DS1B	0.891E-03	Downstream	4.260	719.10	42.01	0.27	299.56
EXN_3	0.010		6.698		42.00	3.09	299.62
R_EXN3	0.011	Upstream	6.503		41.99	3.36	299.61
R_EXN3	0.011	Downstream	6.301	718.02	46.08	1.83	163.63
OUTLET	0.019		6.139		44.00	3.26	175.54

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,1h (cfs)	2y,2h (cfs)	2y,3h (cfs)	2y,6h (cfs)	2y,12h (cfs)
EXN_2A	0.891E-03	0.30	0.30	0.26	0.19	0.14
EXN_4	0.003	0.93	0.92	0.79	0.58	0.44
EXN_2B	0.891E-03	0.30	0.30	0.26	0.19	0.14
EXN_3	0.010	3.16	3.32	2.92	2.16	1.66
EXN_1	0.004	1.25	1.25	1.07	0.80	0.61
R_DS1A	0.891E-03	0.30	0.30	0.26	0.19	0.14
DOWNSTREAM		0.25	0.27	0.25	0.18	0.14
R_EXN1	0.005	1.46	1.51	1.32	0.98	0.75
DOWNSTREAM		0.0	0.11	0.12	0.14	0.17
R_DS1B	0.891E-03	0.30	0.30	0.26	0.19	0.14
DOWNSTREAM		0.25	0.27	0.25	0.18	0.14
R_EXN3	0.011	3.40	3.59	3.17	2.35	1.80
DOWNSTREAM		0.16	0.26	0.31	0.37	0.43
OUTLET	0.019	0.93	0.92	0.79	0.70	0.85

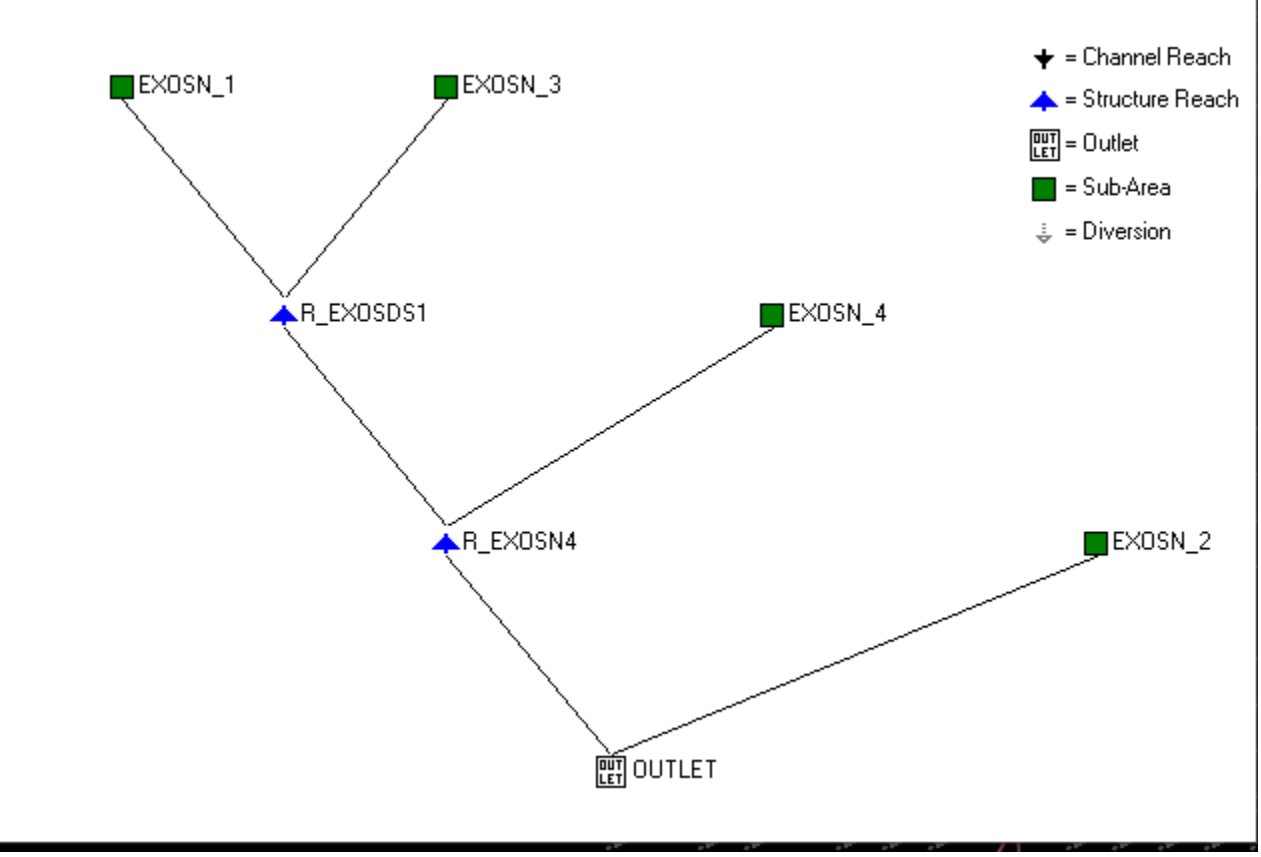
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	2y,48h (cfs)	10y,1h (cfs)	10y,2h (cfs)	10y,3h (cfs)
EXN_2A	0.891E-03	0.11	0.0	0.92	0.77	0.63
EXN_4	0.003	0.33	0.25	2.82	2.36	1.94
EXN_2B	0.891E-03	0.11	0.0	0.92	0.77	0.63
EXN_3	0.010	1.26	0.95	9.62	8.62	7.18
EXN_1	0.004	0.46	0.35	3.81	3.22	2.65
R_DS1A	0.891E-03	0.11	0.0	0.92	0.77	0.63
DOWNSTREAM		0.11	0.0	0.76	0.72	0.61
R_EXN1	0.005	0.57	0.35	4.47	3.91	3.25
DOWNSTREAM		0.18	0.16	0.18	0.26	0.30
R_DS1B	0.891E-03	0.11	0.0	0.92	0.77	0.63
DOWNSTREAM		0.11	0.0	0.76	0.72	0.61
R_EXN3	0.011	1.37	0.95	10.36	9.33	7.78
DOWNSTREAM		0.49	0.48	0.44	0.64	0.73
OUTLET	0.019	0.91	0.85	2.82	2.49	2.18

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,6h (cfs)	10y,12h (cfs)	10y,24h (cfs)	10y,48h (cfs)	100y,1h (cfs)
EXN_2A	0.891E-03	0.42	0.30	0.21	0.15	2.48
EXN_4	0.003	1.30	0.93	0.63	0.45	7.63
EXN_2B	0.891E-03	0.42	0.30	0.21	0.15	2.48
EXN_3	0.010	4.86	3.48	2.37	1.70	26.31
EXN_1	0.004	1.78	1.27	0.86	0.62	10.31
R_DS1A	0.891E-03	0.42	0.30	0.21	0.15	2.48
DOWNSTREAM		0.42	0.30	0.20	0.15	2.09
R_EXN1	0.005	2.20	1.57	1.07	0.77	12.18
DOWNSTREAM		0.33	0.38	0.42	0.37	0.46
R_DS1B	0.891E-03	0.42	0.30	0.21	0.15	2.48
DOWNSTREAM		0.42	0.30	0.20	0.15	2.09
R_EXN3	0.011	5.28	3.78	2.58	1.85	28.34

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,6h (cfs)	10y,12h (cfs)	10y,24h (cfs)	10y,48h (cfs)	100y,1h (cfs)
DOWNSTREAM		0.82	0.93	1.03	0.95	1.12
OUTLET	0.019	1.74	1.78	1.88	1.70	7.94

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,24h (cfs)
EXN_2A	0.891E-03	1.87	1.49	0.97	0.63	0.39
EXN_4	0.003	5.76	4.59	2.97	1.93	1.19
EXN_2B	0.891E-03	1.87	1.49	0.97	0.63	0.39
EXN_3	0.010	21.18	16.96	11.08	7.23	4.50
EXN_1	0.004	7.87	6.27	4.06	2.64	1.64
R_DS1A	0.891E-03	1.87	1.49	0.97	0.63	0.39
DOWNSTREAM		1.77	1.45	0.95	0.62	0.39
R_EXN1	0.005	9.59	7.67	5.01	3.26	2.03
DOWNSTREAM		0.62	0.68	0.74	0.82	0.86
R_DS1B	0.891E-03	1.87	1.49	0.97	0.63	0.39
DOWNSTREAM		1.77	1.45	0.95	0.62	0.39
R_EXN3	0.011	22.93	18.39	12.03	7.85	4.89
DOWNSTREAM		1.49	1.65	1.80	1.99	2.10
OUTLET	0.019	6.30	5.25	3.98	3.81	3.80

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,48h (cfs)	(cfs)	(cfs)	(cfs)	(cfs)
EXN_2A	0.891E-03	0.27				
EXN_4	0.003	0.82				
EXN_2B	0.891E-03	0.27				
EXN_3	0.010	3.09				
EXN_1	0.004	1.12				
R_DS1A	0.891E-03	0.27				
DOWNSTREAM		0.27				
R_EXN1	0.005	1.39				
DOWNSTREAM		0.75				
R_DS1B	0.891E-03	0.27				
DOWNSTREAM		0.27				
R_EXN3	0.011	3.36				
DOWNSTREAM		1.83				
OUTLET	0.019	3.26				



TR-20 - EXISTING NORTH OFFSITE

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WinTR-20 Printed Page File      Beginning of Input Data List
N:\2022\220205\WinTR20\220205_Existing Off-Site North_2022-02-23.inp

WinTR-20: version 3.20                  0         0         0.1       0
220205  --  Loeber Farm -- Bulletin 75 Northeast  Critical Duration
Existing Off-Site North  --  20230223  NOD

SUB-AREA:
          EXOSN_1   R_EXOSDS1           0.0006093779.       .18
          EXOSN_3   R_EXOSDS1           0.0005937579.       .17
          EXOSN_2   Outlet              0.0003437579.       .12
          EXOSN_4   R_EXOSN4            0.0017812579.       .19


STREAM REACH:
          R_EXOSDS1 R_EXOSN4            EXOSDS1
          R_EXOSN4  Outlet              EXOSN4


STORM ANALYSIS:
          2y,1h                         1.57      Huff1-1   2         3.34
          2y,2h                         1.94      Huff1-2   2         3.34
          2y,3h                         2.14      Huff1-3   2         3.34
          2y,6h                         2.51      Huff1-6   2         3.34
          2y,12h                        2.91      Huff2-12  2         3.34
          2y,24h                        3.34      Huff3-24  2         3.34
          2y,48h                        3.66      Huff4-48  2         3.34
          10y,1h                        2.42      Huff1-1   2         3.34
          10y,2h                        2.99      Huff1-2   2         3.34
          10y,3h                        3.30      Huff1-3   2         3.34
          10y,6h                        3.86      Huff1-6   2         3.34
          10y,12h                       4.48      Huff2-12  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          10y,48h                       5.62      Huff4-48  2         3.34
          100y,1h                       4.03      Huff1-1   2         3.34
          100y,2h                       4.97      Huff1-2   2         3.34
          100y,3h                       5.49      Huff1-3   2         3.34
          100y,6h                       6.43      Huff1-6   2         3.34
          100y,12h                      7.46      Huff2-12  2         3.34
          100y,24h                      8.57      Huff3-24  2         3.34
          100y,48h                      9.28      Huff4-48  2         3.34


STRUCTURE RATING:
          EXOSN4    746.
                    746.      0.        0.
                    747.      100.      100.
          EXOSDS1   747.70
                    747.70    0.        0.
                    748.      3.        0.01



RAINFALL DISTRIBUTION:
          Huff1-5m              0.0034722
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-10m             0.0069444
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-15m             0.01041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-30m             0.020833
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
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          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
     Huff1-1           0.041667
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
     Huff1-2           0.083333
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
     Huff1-3           0.125
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
     Huff1-6           0.25
          0.0000    0.0836    0.1773    0.2811    0.3833
          0.4745    0.5550    0.6225    0.6722    0.7082
          0.7417    0.7697    0.7981    0.8255    0.8518
          0.8740    0.8947    0.9117    0.9270    0.9403
          0.9536    0.9656    0.9774    0.9885    1.0000
     Huff2-12          0.5
          0.0000    0.0229    0.0482    0.0778    0.1133
          0.1579    0.2139    0.2841    0.3644    0.4529
          0.5435    0.6238    0.6976    0.7548    0.8038
          0.8470    0.8781    0.9022    0.9217    0.9381
          0.9529    0.9657    0.9774    0.9884    1.0000
     Huff3-18          0.75
          0.0000    0.0205    0.0431    0.0667    0.0912
          0.1171    0.1436    0.1691    0.1964    0.2278
          0.2633    0.3093    0.3635    0.4392    0.5211
          0.6102    0.6989    0.7819    0.8492    0.8974
          0.9311    0.9534    0.9706    0.9856    1.0000
     Huff3-24          1.
          0.0000    0.0205    0.0431    0.0667    0.0912
          0.1171    0.1436    0.1691    0.1964    0.2278
          0.2633    0.3093    0.3635    0.4392    0.5211
          0.6102    0.6989    0.7819    0.8492    0.8974
          0.9311    0.9534    0.9706    0.9856    1.0000
     Huff4-48          2.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
     Huff4-72          3.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
     Huff4-120         5.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000
     Huff4-240         10.
          0.0000    0.0231    0.0479    0.0712    0.0978
          0.1253    0.1523    0.1791    0.2033    0.2283
          0.2541    0.2835    0.3125    0.3390    0.3633
          0.3861    0.4124    0.4508    0.5129    0.5931
          0.6919    0.8005    0.8971    0.9604    1.0000



GLOBAL OUTPUT:
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220205 -- Loeber Farm -- Bulletin 75 Northeast Critical Duration
Existing Off-Site North -- 20230223 NOD

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STORM 2y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.229		0.42	0.19	305.97
EXOSN_3	0.594E-03		0.224		0.41	0.18	311.11
R_EXOSDS1	0.001	Upstream	0.225		0.42	0.37	308.11
R_EXOSDS1	0.001	Downstream	0.219	747.74	0.47	0.35	293.64
EXOSN_4	0.002		0.285		0.42	0.54	301.51
R_EXOSN4	0.003	Upstream	0.257		0.45	0.88	295.92
R_EXOSN4	0.003	Downstream	0.0	746.00	0.26	0.0	0.0
EXOSN_2	0.344E-03		0.071		0.36	0.12	339.75
OUTLET	0.003		0.007		0.36	0.12	35.09

STORM 2y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.342		0.64	0.20	321.96
EXOSN_3	0.594E-03		0.340		0.64	0.19	324.59
R_EXOSDS1	0.001	Upstream	0.341		0.64	0.39	323.23
R_EXOSDS1	0.001	Downstream	0.335	747.74	0.68	0.38	315.46
EXOSN_4	0.002		0.479		0.65	0.57	319.29
R_EXOSN4	0.003	Upstream	0.420		0.66	0.94	316.62
R_EXOSN4	0.003	Downstream	0.0	746.00	0.38	0.0	0.0
EXOSN_2	0.344E-03		0.105		0.61	0.12	336.40
OUTLET	0.003		0.011		0.61	0.12	34.75

STORM 2y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.276		0.90	0.17	283.25
EXOSN_3	0.594E-03		0.271		0.90	0.17	283.95
R_EXOSDS1	0.001	Upstream	0.273		0.90	0.34	283.59
R_EXOSDS1	0.001	Downstream	0.267	747.73	0.94	0.34	281.41
EXOSN_4	0.002		0.597		0.91	0.50	282.46
R_EXOSN4	0.003	Upstream	0.464		0.92	0.84	281.75
R_EXOSN4	0.003	Downstream	0.0	746.00	0.50	0.0	0.0
EXOSN_2	0.344E-03		0.0		0.34	0.0	0.0
OUTLET	0.003		0.0		0.32	0.0	0.0

STORM 2y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.249		1.56	0.13	209.57
EXOSN_3	0.594E-03		0.224		1.55	0.12	210.19
R_EXOSDS1	0.001	Upstream	0.235		1.55	0.25	209.86
R_EXOSDS1	0.001	Downstream	0.229	747.73	1.58	0.25	208.04
EXOSN_4	0.002		0.732		1.56	0.37	209.02
R_EXOSN4	0.003	Upstream	0.529		1.57	0.62	208.41
R_EXOSN4	0.003	Downstream	0.0	746.00	0.84	0.0	0.0
EXOSN_2	0.344E-03		0.0		0.58	0.0	0.0
OUTLET	0.003		0.0		0.57	0.0	0.0

STORM 2y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.0		2.72	0.0	0.0
EXOSN_3	0.594E-03		0.0		2.72	0.0	0.0
R_EXOSDS1	0.001	Upstream	0.0		2.72	0.0	0.0
R_EXOSDS1	0.001	Downstream	0.0	747.70	2.72	0.0	0.0
EXOSN_4	0.002		0.890		6.02	0.29	160.46
R_EXOSN4	0.003	Upstream	0.531		6.02	0.29	95.77
R_EXOSN4	0.003	Downstream	0.0	746.00	3.66	0.0	0.0
EXOSN_2	0.344E-03		0.0		2.72	0.0	0.0
OUTLET	0.003		0.0		2.72	0.0	0.0

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.0		6.61	0.0	0.0
EXOSN_3	0.594E-03		0.0		6.61	0.0	0.0
R_EXOSDS1	0.001	Upstream	0.0		6.61	0.0	0.0
R_EXOSDS1	0.001	Downstream	0.0	747.70	6.61	0.0	0.0
EXOSN_4	0.002		1.050		16.03	0.22	122.07
R_EXOSN4	0.003	Upstream	0.627		16.02	0.22	72.85
R_EXOSN4	0.003	Downstream	0.0	746.00	12.18	0.0	0.0
EXOSN_2	0.344E-03		0.0		6.61	0.0	0.0
OUTLET	0.003		0.0		6.61	0.0	0.0

STORM 2y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.0		11.48	0.0	0.0
EXOSN_3	0.594E-03		0.0		11.48	0.0	0.0
R_EXOSDS1	0.001	Upstream	0.0		11.48	0.0	0.0

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_EXOSDS1	0.001	Downstream	0.0	747.70	11.48	0.0	0.0
EXOSN_4	0.002		1.025		42.01	0.16	92.39
R_EXOSN4	0.003	Upstream	0.611		42.00	0.16	55.14
R_EXOSN4	0.003	Downstream	0.0	746.00	37.25	0.0	0.0
EXOSN_2	0.344E-03		0.0		11.48	0.0	0.0
OUTLET	0.003		0.0		11.47	0.0	0.0

STORM 10y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.762		0.37	0.57	932.90
EXOSN_3	0.594E-03		0.762		0.37	0.56	949.10
R_EXOSDS1	0.001	Upstream	0.762		0.37	1.13	939.56
R_EXOSDS1	0.001	Downstream	0.756	747.81	0.42	1.07	892.15
EXOSN_4	0.002		0.777		0.39	1.63	917.73
R_EXOSN4	0.003	Upstream	0.768		0.40	2.69	901.11
R_EXOSN4	0.003	Downstream	0.121	746.00	1.20	0.12	39.01
EXOSN_2	0.344E-03		0.722		0.34	0.36	1032.73
OUTLET	0.003		0.183		0.34	0.36	106.67

STORM 10y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.153		0.60	0.51	835.89
EXOSN_3	0.594E-03		1.154		0.60	0.50	841.04
R_EXOSDS1	0.001	Upstream	1.152		0.60	1.01	838.25
R_EXOSDS1	0.001	Downstream	1.147	747.80	0.64	0.99	825.49
EXOSN_4	0.002		1.174		0.61	1.48	830.94
R_EXOSN4	0.003	Upstream	1.163		0.62	2.47	826.93
R_EXOSN4	0.003	Downstream	0.517	746.00	2.13	0.17	56.42
EXOSN_2	0.344E-03		0.947		0.55	0.30	864.59
OUTLET	0.003		0.561		0.55	0.30	89.30

STORM 10y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.277		0.81	0.42	695.97
EXOSN_3	0.594E-03		1.263		0.81	0.41	698.29
R_EXOSDS1	0.001	Upstream	1.269		0.81	0.84	697.11
R_EXOSDS1	0.001	Downstream	1.264	747.78	0.84	0.83	690.85
EXOSN_4	0.002		1.404		0.82	1.24	693.41
R_EXOSN4	0.003	Upstream	1.347		0.83	2.06	691.67

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_EXOSN4	0.003	Downstream	0.700	746.00	3.11	0.19	62.16
EXOSN_2	0.344E-03		1.026		0.78	0.24	709.54
OUTLET	0.003		0.734		1.78	0.26	76.63

STORM 10y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.444		1.54	0.29	471.11
EXOSN_3	0.594E-03		1.429		1.53	0.28	471.84
R_EXOSDS1	0.001	Upstream	1.436		1.53	0.57	471.41
R_EXOSDS1	0.001	Downstream	1.430	747.76	1.56	0.56	469.29
EXOSN_4	0.002		1.840		1.55	0.84	470.50
R_EXOSN4	0.003	Upstream	1.675		1.54	1.40	469.76
R_EXOSN4	0.003	Downstream	1.022	746.00	4.62	0.20	67.39
EXOSN_2	0.344E-03		0.824		1.29	0.16	476.83
OUTLET	0.003		1.001		1.77	0.25	75.16

STORM 10y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.645		5.04	0.21	337.87
EXOSN_3	0.594E-03		1.637		5.03	0.20	338.30
R_EXOSDS1	0.001	Upstream	1.638		5.03	0.41	338.07
R_EXOSDS1	0.001	Downstream	1.631	747.74	5.06	0.41	336.77
EXOSN_4	0.002		2.323		5.04	0.60	337.51
R_EXOSN4	0.003	Upstream	2.043		5.05	1.01	337.07
R_EXOSN4	0.003	Downstream	1.375	746.00	8.14	0.23	77.16
EXOSN_2	0.344E-03		0.796		5.02	0.12	340.42
OUTLET	0.003		1.315		6.02	0.27	81.53

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.589		16.01	0.14	229.88
EXOSN_3	0.594E-03		1.576		16.02	0.14	229.96
R_EXOSDS1	0.001	Upstream	1.581		16.02	0.28	229.92
R_EXOSDS1	0.001	Downstream	1.575	747.73	16.04	0.28	229.68
EXOSN_4	0.002		2.529		16.02	0.41	229.81
R_EXOSN4	0.003	Upstream	2.144		16.03	0.69	229.72
R_EXOSN4	0.003	Downstream	1.436	746.00	19.06	0.23	78.64
EXOSN_2	0.344E-03		0.0		4.46	0.0	0.0
OUTLET	0.003		1.288		19.06	0.23	70.51

STORM 10y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		0.072		42.00	0.10	164.81
EXOSN_3	0.594E-03		0.0		7.76	0.0	0.0
R_EXOSDS1	0.001	Upstream	0.036		42.00	0.10	83.47
R_EXOSDS1	0.001	Downstream	0.008	747.71	42.03	0.10	83.30
EXOSN_4	0.002		2.478		42.01	0.29	164.79
R_EXOSN4	0.003	Upstream	1.482		42.01	0.39	131.90
R_EXOSN4	0.003	Downstream	0.680	746.00	46.14	0.14	47.24
EXOSN_2	0.344E-03		0.0		7.76	0.0	0.0
OUTLET	0.003		0.609		46.14	0.14	42.36

STORM 100y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		1.970		0.35	1.55	2551.13
EXOSN_3	0.594E-03		1.967		0.34	1.54	2591.86
R_EXOSDS1	0.001	Upstream	1.967		0.35	3.09	2567.44
R_EXOSDS1	0.001	Downstream	1.962	747.99	0.39	2.94	2446.60
EXOSN_4	0.002		1.982		0.36	4.47	2510.54
R_EXOSN4	0.003	Upstream	1.973		0.37	7.37	2468.48
R_EXOSN4	0.003	Downstream	1.341	746.00	1.21	0.30	99.57
EXOSN_2	0.344E-03		1.961		0.31	0.96	2788.83
OUTLET	0.003		1.405		0.31	0.96	288.05

STORM 100y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		2.754		0.55	1.25	2053.63
EXOSN_3	0.594E-03		2.756		0.54	1.23	2064.63
R_EXOSDS1	0.001	Upstream	2.754		0.54	2.48	2058.59
R_EXOSDS1	0.001	Downstream	2.749	747.94	0.59	2.44	2030.39
EXOSN_4	0.002		2.769		0.56	3.64	2042.43
R_EXOSN4	0.003	Upstream	2.760		0.57	6.07	2033.75
R_EXOSN4	0.003	Downstream	2.127	746.00	2.17	0.40	132.85
EXOSN_2	0.344E-03		2.745		0.50	0.72	2105.20
OUTLET	0.003		2.191		0.55	0.82	245.00

STORM 100y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		3.204		0.71	1.00	1644.78
EXOSN_3	0.594E-03		3.207		0.70	0.98	1650.30
R_EXOSDS1	0.001	Upstream	3.205		0.70	1.98	1647.09
R_EXOSDS1	0.001	Downstream	3.199	747.90	0.77	1.97	1636.98
EXOSN_4	0.002		3.221		0.73	2.92	1639.64
R_EXOSN4	0.003	Upstream	3.212		0.74	4.89	1637.45
R_EXOSN4	0.003	Downstream	2.576	746.00	3.14	0.44	147.22
EXOSN_2	0.344E-03		3.083		0.67	0.58	1677.20
OUTLET	0.003		2.628		0.79	0.70	210.30

STORM 100y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		4.027		1.29	0.65	1074.53
EXOSN_3	0.594E-03		4.028		1.29	0.64	1075.89
R_EXOSDS1	0.001	Upstream	4.026		1.29	1.29	1074.99
R_EXOSDS1	0.001	Downstream	4.020	747.83	1.32	1.29	1070.39
EXOSN_4	0.002		4.058		1.30	1.91	1073.02
R_EXOSN4	0.003	Upstream	4.042		1.31	3.20	1071.33
R_EXOSN4	0.003	Downstream	3.402	746.00	6.05	0.48	160.06
EXOSN_2	0.344E-03		3.412		1.28	0.37	1084.51
OUTLET	0.003		3.403		1.78	0.58	172.98

STORM 100y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		4.339		5.03	0.43	701.24
EXOSN_3	0.594E-03		4.330		5.02	0.42	701.83
R_EXOSDS1	0.001	Upstream	4.332		5.02	0.84	701.51
R_EXOSDS1	0.001	Downstream	4.327	747.78	5.04	0.84	699.80
EXOSN_4	0.002		4.979		5.03	1.25	700.79
R_EXOSN4	0.003	Upstream	4.716		5.03	2.09	700.18
R_EXOSN4	0.003	Downstream	4.058	746.01	8.76	0.53	176.03
EXOSN_2	0.344E-03		3.685		5.01	0.24	704.44
OUTLET	0.003		4.019		7.51	0.63	189.30

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		4.738		16.01	0.27	436.55
EXOSN_3	0.594E-03		4.668		16.01	0.26	436.62
R_EXOSDS1	0.001	Upstream	4.702		16.01	0.53	436.58

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_EXOSDS1	0.001	Downstream	4.681	747.75	16.03	0.52	436.31
EXOSN_4	0.002		5.862		16.01	0.78	436.47
R_EXOSN4	0.003	Upstream	5.385		16.02	1.30	436.36
R_EXOSN4	0.003	Downstream	4.665	746.01	19.27	0.54	180.04
EXOSN_2	0.344E-03		3.548		16.00	0.15	437.00
OUTLET	0.003		4.549		18.01	0.63	189.86

STORM 100y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXOSN_1	0.609E-03		3.771		42.00	0.18	299.62
EXOSN_3	0.594E-03		3.766		42.00	0.18	299.65
R_EXOSDS1	0.001	Upstream	3.767		42.00	0.36	299.64
R_EXOSDS1	0.001	Downstream	3.761	747.74	42.01	0.36	299.55
EXOSN_4	0.002		5.954		41.99	0.53	299.60
R_EXOSN4	0.003	Upstream	5.069		42.00	0.89	299.57
R_EXOSN4	0.003	Downstream	4.072	746.00	46.09	0.45	151.29
EXOSN_2	0.344E-03		0.882		42.00	0.10	299.75
OUTLET	0.003		3.742		42.03	0.47	141.00

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,1h (cfs)	2y,2h (cfs)	2y,3h (cfs)	2y,6h (cfs)	2y,12h (cfs)
EXOSN_1	0.609E-03	0.19	0.20	0.17	0.13	0.0
EXOSN_3	0.594E-03	0.18	0.19	0.17	0.12	0.0
EXOSN_2	0.344E-03	0.12	0.12	0.0	0.0	0.0
EXOSN_4	0.002	0.54	0.57	0.50	0.37	0.29
R_EXOSDS1	0.001	0.37	0.39	0.34	0.25	0.0
DOWNSTREAM		0.35	0.38	0.34	0.25	0.0
R_EXOSN4	0.003	0.88	0.94	0.84	0.62	0.29
DOWNSTREAM		0.0	0.0	0.0	0.0	0.0
OUTLET	0.003	0.12	0.12	0.0	0.0	0.0

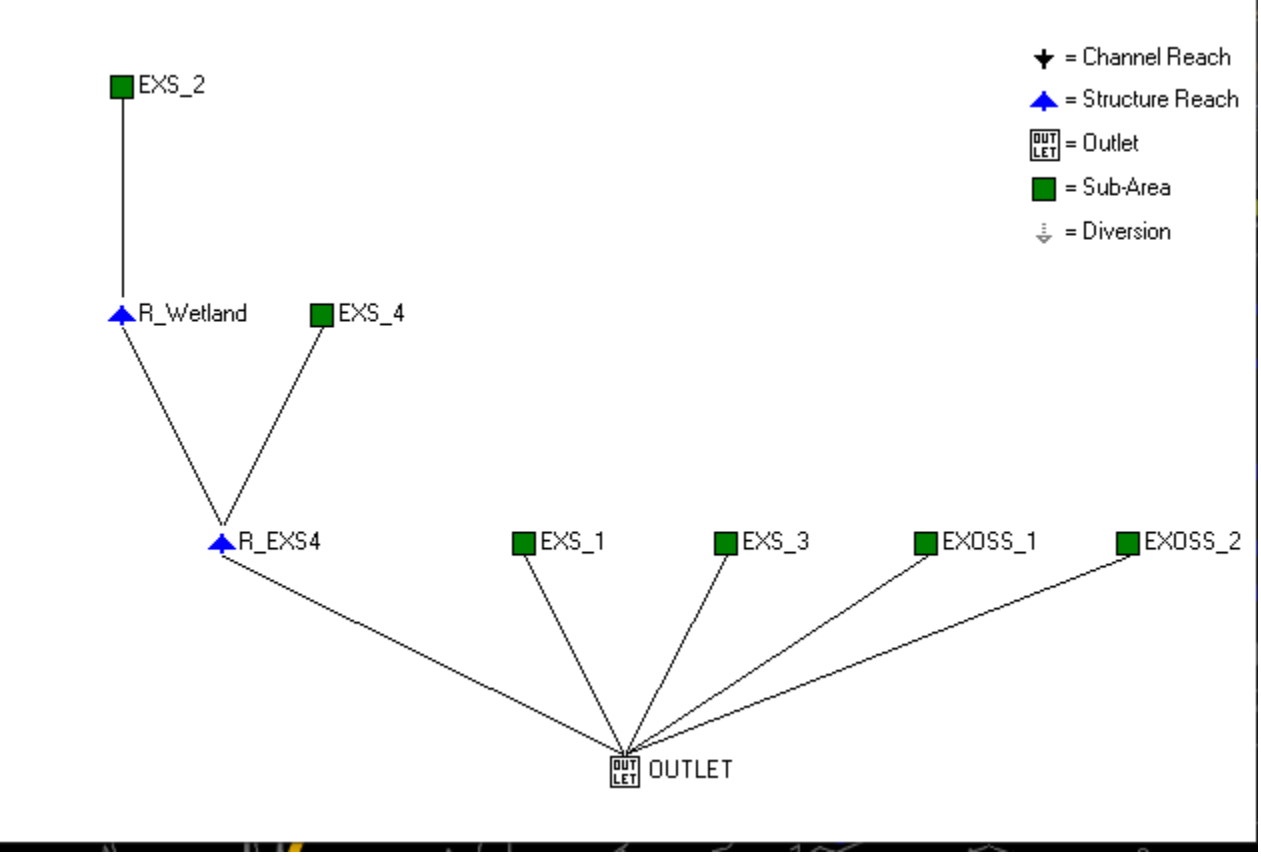
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	2y,48h (cfs)	10y,1h (cfs)	10y,2h (cfs)	10y,3h (cfs)
EXOSN_1	0.609E-03	0.0	0.0	0.57	0.51	0.42
EXOSN_3	0.594E-03	0.0	0.0	0.56	0.50	0.41
EXOSN_2	0.344E-03	0.0	0.0	0.36	0.30	0.24
EXOSN_4	0.002	0.22	0.16	1.63	1.48	1.24
R_EXOSDS1	0.001	0.0	0.0	1.13	1.01	0.84
DOWNSTREAM		0.0	0.0	1.07	0.99	0.83
R_EXOSN4	0.003	0.22	0.16	2.69	2.47	2.06
DOWNSTREAM		0.0	0.0	0.12	0.17	0.19
OUTLET	0.003	0.0	0.0	0.36	0.30	0.26

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,6h (cfs)	10y,12h (cfs)	10y,24h (cfs)	10y,48h (cfs)	100y,1h (cfs)
EXOSN_1	0.609E-03	0.29	0.21	0.14	0.10	1.55
EXOSN_3	0.594E-03	0.28	0.20	0.14	0.0	1.54
EXOSN_2	0.344E-03	0.16	0.12	0.0	0.0	0.96
EXOSN_4	0.002	0.84	0.60	0.41	0.29	4.47
R_EXOSDS1	0.001	0.57	0.41	0.28	0.10	3.09
DOWNSTREAM		0.56	0.41	0.28	0.10	2.94
R_EXOSN4	0.003	1.40	1.01	0.69	0.39	7.37
DOWNSTREAM		0.20	0.23	0.23	0.14	0.30
OUTLET	0.003	0.25	0.27	0.23	0.14	0.96

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,24h (cfs)
EXOSN_1	0.609E-03	1.25	1.00	0.65	0.43	0.27
EXOSN_3	0.594E-03	1.23	0.98	0.64	0.42	0.26
EXOSN_2	0.344E-03	0.72	0.58	0.37	0.24	0.15
EXOSN_4	0.002	3.64	2.92	1.91	1.25	0.78
R_EXOSDS1	0.001	2.48	1.98	1.29	0.84	0.53
DOWNSTREAM		2.44	1.97	1.29	0.84	0.52
R_EXOSN4	0.003	6.07	4.89	3.20	2.09	1.30
DOWNSTREAM		0.40	0.44	0.48	0.53	0.54

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,24h (cfs)
OUTLET	0.003	0.82	0.70	0.58	0.63	0.63

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,48h (cfs)	(cfs)	(cfs)	(cfs)	(cfs)
EXOSN_1	0.609E-03	0.18				
EXOSN_3	0.594E-03	0.18				
EXOSN_2	0.344E-03	0.10				
EXOSN_4	0.002	0.53				
R_EXOSDS1	0.001	0.36				
DOWNSTREAM		0.36				
R_EXOSN4	0.003	0.89				
DOWNSTREAM		0.45				
OUTLET	0.003	0.47				



TR-20 - EXISTING SOUTH

WinTR-20 Printed Page File Beginning of Input Data List
N:\2022\220205\WinTR20\220205_Existing South_2022-02-23.inp

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WinTR-20: version 3.20                  0         0         0.1       0
220205  --  Loeber Farm -- Bulletin 75 Northeast  Critical Duration
Existing South  --  20230223  NOD

SUB-AREA:
          EXS_1     Outlet              0.0124531279.       .18
          EXS_3     Outlet              0.0021718779.       .15
          EXOSS_1   Outlet              0.0019843779.       .16
          EXOSS_2   Outlet              0.0039218779.       .19
          EXS_2     R_Wetland           0.0062812579.       .22
          EXS_4     R_EXS4              0.0014218779.       .15


STREAM REACH:
          R_Wetland R_EXS4              Wetland
          R_EXS4    Outlet              EXS4


STORM ANALYSIS:
          2y,1h                         1.57      Huff1-1   2         3.34
          2y,2h                         1.94      Huff1-2   2         3.34
          2y,3h                         2.14      Huff1-3   2         3.34
          2y,6h                         2.51      Huff1-6   2         3.34
          2y,12h                        2.91      Huff2-12  2         3.34
          2y,24h                        3.34      Huff3-24  2         3.34
          2y,48h                        3.66      Huff4-48  2         3.34
          10y,1h                        2.42      Huff1-1   2         3.34
          10y,2h                        2.99      Huff1-2   2         3.34
          10y,3h                        3.30      Huff1-3   2         3.34
          10y,6h                        3.86      Huff1-6   2         3.34
          10y,12h                       4.48      Huff2-12  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          10y,48h                       5.62      Huff4-48  2         3.34
          100y,1h                       4.03      Huff1-1   2         3.34
          100y,2h                       4.97      Huff1-2   2         3.34
          100y,3h                       5.49      Huff1-3   2         3.34
          100y,6h                       6.43      Huff1-6   2         3.34
          100y,12h                      7.46      Huff2-12  2         3.34
          100y,24h                      8.57      Huff3-24  2         3.34
          100y,48h                      9.28      Huff4-48  2         3.34


STRUCTURE RATING:
          EXS4      714.
                    714.      0.        0.
                    715.      100.      100.
          Wetland   714.50
                    714.50    0.        0.
                    715.      15.       0.05


RAINFALL DISTRIBUTION:
          Huff1-5m            0.0034722
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-10m           0.0069444
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-15m           0.01041667
                    0.0000    0.0836    0.1773    0.2811    0.3833
                    0.4745    0.5550    0.6225    0.6722    0.7082
                    0.7417    0.7697    0.7981    0.8255    0.8518
                    0.8740    0.8947    0.9117    0.9270    0.9403
                    0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-30m           0.020833
                    0.0000    0.0836    0.1773    0.2811    0.3833
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            0.4745    0.5550    0.6225    0.6722    0.7082
            0.7417    0.7697    0.7981    0.8255    0.8518
            0.8740    0.8947    0.9117    0.9270    0.9403
            0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-1               0.041667
            0.0000    0.0836    0.1773    0.2811    0.3833
            0.4745    0.5550    0.6225    0.6722    0.7082
            0.7417    0.7697    0.7981    0.8255    0.8518
            0.8740    0.8947    0.9117    0.9270    0.9403
            0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-2               0.083333
            0.0000    0.0836    0.1773    0.2811    0.3833
            0.4745    0.5550    0.6225    0.6722    0.7082
            0.7417    0.7697    0.7981    0.8255    0.8518
            0.8740    0.8947    0.9117    0.9270    0.9403
            0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-3               0.125
            0.0000    0.0836    0.1773    0.2811    0.3833
            0.4745    0.5550    0.6225    0.6722    0.7082
            0.7417    0.7697    0.7981    0.8255    0.8518
            0.8740    0.8947    0.9117    0.9270    0.9403
            0.9536    0.9656    0.9774    0.9885    1.0000
Huff1-6               0.25
            0.0000    0.0836    0.1773    0.2811    0.3833
            0.4745    0.5550    0.6225    0.6722    0.7082
            0.7417    0.7697    0.7981    0.8255    0.8518
            0.8740    0.8947    0.9117    0.9270    0.9403
            0.9536    0.9656    0.9774    0.9885    1.0000
Huff2-12              0.5
            0.0000    0.0229    0.0482    0.0778    0.1133
            0.1579    0.2139    0.2841    0.3644    0.4529
            0.5435    0.6238    0.6976    0.7548    0.8038
            0.8470    0.8781    0.9022    0.9217    0.9381
            0.9529    0.9657    0.9774    0.9884    1.0000
Huff3-18              0.75
            0.0000    0.0205    0.0431    0.0667    0.0912
            0.1171    0.1436    0.1691    0.1964    0.2278
            0.2633    0.3093    0.3635    0.4392    0.5211
            0.6102    0.6989    0.7819    0.8492    0.8974
            0.9311    0.9534    0.9706    0.9856    1.0000
Huff3-24              1.
            0.0000    0.0205    0.0431    0.0667    0.0912
            0.1171    0.1436    0.1691    0.1964    0.2278
            0.2633    0.3093    0.3635    0.4392    0.5211
            0.6102    0.6989    0.7819    0.8492    0.8974
            0.9311    0.9534    0.9706    0.9856    1.0000
Huff4-48              2.
            0.0000    0.0231    0.0479    0.0712    0.0978
            0.1253    0.1523    0.1791    0.2033    0.2283
            0.2541    0.2835    0.3125    0.3390    0.3633
            0.3861    0.4124    0.4508    0.5129    0.5931
            0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-72              3.
            0.0000    0.0231    0.0479    0.0712    0.0978
            0.1253    0.1523    0.1791    0.2033    0.2283
            0.2541    0.2835    0.3125    0.3390    0.3633
            0.3861    0.4124    0.4508    0.5129    0.5931
            0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-120             5.
            0.0000    0.0231    0.0479    0.0712    0.0978
            0.1253    0.1523    0.1791    0.2033    0.2283
            0.2541    0.2835    0.3125    0.3390    0.3633
            0.3861    0.4124    0.4508    0.5129    0.5931
            0.6919    0.8005    0.8971    0.9604    1.0000
Huff4-240             10.
            0.0000    0.0231    0.0479    0.0712    0.0978
            0.1253    0.1523    0.1791    0.2033    0.2283
            0.2541    0.2835    0.3125    0.3390    0.3633
            0.3861    0.4124    0.4508    0.5129    0.5931
            0.6919    0.8005    0.8971    0.9604    1.0000
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GLOBAL OUTPUT:

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220205 -- Loeber Farm -- Bulletin 75 Northeast Critical Duration
Existing South -- 20230223 NOD

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STORM 2y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		0.290		0.45	1.82	289.20
R_Wetland	0.006	Upstream	0.290		0.45	1.82	289.20
R_Wetland	0.006	Downstream	0.289	714.56	0.51	1.76	280.52
EXS_4	0.001		0.283		0.39	0.46	321.81
R_EXS4	0.008	Upstream	0.288		0.50	2.15	279.34
R_EXS4	0.008	Downstream	0.037	714.00	1.30	0.11	14.57
EXS_1	0.012		0.291		0.42	3.81	305.97
EXS_3	0.002		0.287		0.39	0.70	321.81
EXOSS_1	0.002		0.286		0.40	0.63	316.06
EXOSS_2	0.004		0.289		0.42	1.18	301.51
OUTLET	0.028		0.221		0.41	6.30	223.05

STORM 2y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		0.485		0.68	1.95	311.20
R_Wetland	0.006	Upstream	0.485		0.68	1.95	311.20
R_Wetland	0.006	Downstream	0.484	714.56	0.72	1.91	304.82
EXS_4	0.001		0.478		0.62	0.47	329.74
R_EXS4	0.008	Upstream	0.483		0.70	2.34	303.89
R_EXS4	0.008	Downstream	0.233	714.00	2.25	0.18	23.48
EXS_1	0.012		0.487		0.64	4.01	321.96
EXS_3	0.002		0.482		0.62	0.72	329.74
EXOSS_1	0.002		0.481		0.63	0.65	327.15
EXOSS_2	0.004		0.484		0.65	1.25	319.29
OUTLET	0.028		0.416		0.64	6.62	234.44

STORM 2y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		0.604		0.92	1.75	279.25
R_Wetland	0.006	Upstream	0.604		0.92	1.75	279.25
R_Wetland	0.006	Downstream	0.603	714.56	0.96	1.74	276.59
EXS_4	0.001		0.594		0.90	0.41	285.17
R_EXS4	0.008	Upstream	0.601		0.93	2.13	276.41
R_EXS4	0.008	Downstream	0.351	714.00	3.21	0.22	27.99
EXS_1	0.012		0.605		0.90	3.53	283.25
EXS_3	0.002		0.601		0.90	0.62	285.17
EXOSS_1	0.002		0.599		0.90	0.56	284.51
EXOSS_2	0.004		0.603		0.91	1.11	282.46

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
OUTLET	0.028		0.535		0.90	5.82	206.08

STORM 2y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		0.841		1.57	1.30	207.52
R_Wetland	0.006	Upstream	0.841		1.57	1.30	207.52
R_Wetland	0.006	Downstream	0.840	714.54	1.61	1.29	206.15
EXS_4	0.001		0.679		1.54	0.30	211.40
R_EXS4	0.008	Upstream	0.810		1.59	1.59	205.83
R_EXS4	0.008	Downstream	0.558	714.00	6.13	0.25	32.87
EXS_1	0.012		0.843		1.56	2.61	209.57
EXS_3	0.002		0.835		1.54	0.46	211.40
EXOSS_1	0.002		0.796		1.54	0.42	210.76
EXOSS_2	0.004		0.840		1.56	0.82	209.02
OUTLET	0.028		0.761		1.55	4.31	152.49

STORM 2y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.118		6.03	1.01	160.02
R_Wetland	0.006	Upstream	1.118		6.03	1.01	160.02
R_Wetland	0.006	Downstream	1.116	714.53	6.04	1.00	159.54
EXS_4	0.001		0.826		5.54	0.23	161.15
R_EXS4	0.008	Upstream	1.062		6.03	1.23	159.64
R_EXS4	0.008	Downstream	0.806	714.00	9.18	0.30	38.59
EXS_1	0.012		1.121		6.02	2.00	160.62
EXS_3	0.002		0.938		5.54	0.35	161.15
EXOSS_1	0.002		0.929		5.54	0.32	160.97
EXOSS_2	0.004		1.113		6.02	0.63	160.46
OUTLET	0.028		1.006		6.02	3.48	123.29

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.405		16.03	0.77	121.89
R_Wetland	0.006	Upstream	1.405		16.03	0.77	121.89
R_Wetland	0.006	Downstream	1.402	714.53	16.06	0.76	121.73
EXS_4	0.001		0.970		16.02	0.17	122.32
R_EXS4	0.008	Upstream	1.322		16.05	0.94	121.75
R_EXS4	0.008	Downstream	1.051	714.00	19.40	0.34	44.42
EXS_1	0.012		1.431		16.02	1.52	122.13

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_3	0.002		1.131		16.02	0.27	122.32
EXOSS_1	0.002		1.127		16.02	0.24	122.25
EXOSS_2	0.004		1.310		16.03	0.48	122.07
OUTLET	0.028		1.266		17.01	2.77	98.16

STORM 2y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.428		42.01	0.58	92.33
R_Wetland	0.006	Upstream	1.428		42.01	0.58	92.33
R_Wetland	0.006	Downstream	1.426	714.52	42.03	0.58	92.26
EXS_4	0.001		0.766		42.00	0.13	92.48
R_EXS4	0.008	Upstream	1.304		42.02	0.71	92.28
R_EXS4	0.008	Downstream	1.010	714.00	46.16	0.32	41.52
EXS_1	0.012		1.639		42.00	1.15	92.41
EXS_3	0.002		1.126		42.00	0.20	92.48
EXOSS_1	0.002		1.120		42.01	0.18	92.46
EXOSS_2	0.004		1.360		42.01	0.36	92.39
OUTLET	0.028		1.353		42.01	2.14	75.89

STORM 10y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		0.782		0.41	5.49	874.56
R_Wetland	0.006	Upstream	0.782		0.41	5.49	874.56
R_Wetland	0.006	Downstream	0.781	714.68	0.45	5.26	838.12
EXS_4	0.001		0.777		0.36	1.40	982.06
R_EXS4	0.008	Upstream	0.780		0.44	6.41	831.67
R_EXS4	0.008	Downstream	0.535	714.00	1.30	0.30	39.27
EXS_1	0.012		0.784		0.37	11.62	932.90
EXS_3	0.002		0.780		0.36	2.13	982.06
EXOSS_1	0.002		0.779		0.36	1.92	965.83
EXOSS_2	0.004		0.781		0.39	3.60	917.73
OUTLET	0.028		0.715		0.38	19.21	680.49

STORM 10y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.179		0.63	5.11	814.13
R_Wetland	0.006	Upstream	1.179		0.63	5.11	814.13
R_Wetland	0.006	Downstream	1.178	714.67	0.67	5.03	801.48
EXS_4	0.001		1.174		0.57	1.21	849.87

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_EXS4	0.008	Upstream	1.177		0.65	6.16	799.51
R_EXS4	0.008	Downstream	0.932	714.00	2.23	0.44	56.73
EXS_1	0.012		1.180		0.60	10.41	835.89
EXS_3	0.002		1.177		0.57	1.85	849.87
EXOSS_1	0.002		1.176		0.59	1.68	845.56
EXOSS_2	0.004		1.178		0.61	3.26	830.94
OUTLET	0.028		1.111		0.60	17.18	608.40

STORM 10y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.410		0.84	4.31	685.76
R_Wetland	0.006	Upstream	1.410		0.84	4.31	685.76
R_Wetland	0.006	Downstream	1.409	714.64	0.88	4.28	680.95
EXS_4	0.001		1.404		0.80	1.00	703.08
R_EXS4	0.008	Upstream	1.408		0.87	5.24	679.87
R_EXS4	0.008	Downstream	1.162	714.01	3.18	0.50	64.85
EXS_1	0.012		1.411		0.81	8.67	695.97
EXS_3	0.002		1.407		0.80	1.53	703.08
EXOSS_1	0.002		1.406		0.80	1.39	700.59
EXOSS_2	0.004		1.409		0.82	2.72	693.41
OUTLET	0.028		1.342		0.81	14.41	510.31

STORM 10y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.848		1.55	2.94	468.80
R_Wetland	0.006	Upstream	1.848		1.55	2.94	468.80
R_Wetland	0.006	Downstream	1.847	714.60	1.58	2.94	467.31
EXS_4	0.001		1.839		1.53	0.67	473.31
R_EXS4	0.008	Upstream	1.845		1.55	3.60	467.42
R_EXS4	0.008	Downstream	1.597	714.01	6.09	0.57	74.00
EXS_1	0.012		1.849		1.54	5.87	471.11
EXS_3	0.002		1.844		1.53	1.03	473.31
EXOSS_1	0.002		1.843		1.54	0.94	472.50
EXOSS_2	0.004		1.847		1.55	1.85	470.50
OUTLET	0.028		1.779		1.54	9.87	349.63

STORM 10y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		2.355		5.05	2.11	336.25
R_Wetland	0.006	Upstream	2.355		5.05	2.11	336.25
R_Wetland	0.006	Downstream	2.353	714.57	5.08	2.11	335.13
EXS_4	0.001		2.136		5.03	0.48	339.13
R_EXS4	0.008	Upstream	2.313		5.05	2.58	335.07
R_EXS4	0.008	Downstream	2.060	714.01	9.20	0.64	83.63
EXS_1	0.012		2.358		5.04	4.21	337.87
EXS_3	0.002		2.338		5.03	0.74	339.13
EXOSS_1	0.002		2.334		5.03	0.67	338.73
EXOSS_2	0.004		2.350		5.04	1.32	337.51
OUTLET	0.028		2.272		5.03	7.21	255.26

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		2.901		16.02	1.44	229.60
R_Wetland	0.006	Upstream	2.901		16.02	1.44	229.60
R_Wetland	0.006	Downstream	2.897	714.55	16.05	1.44	229.39
EXS_4	0.001		2.376		16.01	0.33	230.10
R_EXS4	0.008	Upstream	2.801		16.03	1.77	229.42
R_EXS4	0.008	Downstream	2.525	714.01	20.09	0.71	91.92
EXS_1	0.012		2.924		16.01	2.86	229.88
EXS_3	0.002		2.637		16.01	0.50	230.10
EXOSS_1	0.002		2.542		16.01	0.46	230.03
EXOSS_2	0.004		2.859		16.02	0.90	229.81
OUTLET	0.028		2.757		16.02	5.22	184.97

STORM 10y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		3.216		42.01	1.03	164.72
R_Wetland	0.006	Upstream	3.216		42.01	1.03	164.72
R_Wetland	0.006	Downstream	3.211	714.53	42.02	1.03	164.64
EXS_4	0.001		2.286		42.00	0.23	164.87
R_EXS4	0.008	Upstream	3.041		42.02	1.27	164.66
R_EXS4	0.008	Downstream	2.659	714.01	46.16	0.66	85.75
EXS_1	0.012		3.320		42.00	2.05	164.81
EXS_3	0.002		2.540		42.00	0.36	164.87
EXOSS_1	0.002		2.482		42.01	0.33	164.85
EXOSS_2	0.004		3.056		42.01	0.65	164.79
OUTLET	0.028		2.984		42.01	3.92	138.96

STORM 100y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		1.986		0.38	15.04	2395.20
R_Wetland	0.006	Upstream	1.986		0.38	15.04	2395.20
R_Wetland	0.006	Downstream	1.985	714.98	0.42	14.42	2296.17
EXS_4	0.001		1.981		0.33	3.80	2671.83
R_EXS4	0.008	Upstream	1.984		0.40	17.54	2276.60
R_EXS4	0.008	Downstream	1.740	714.01	1.29	0.77	99.47
EXS_1	0.012		1.987		0.35	31.77	2551.13
EXS_3	0.002		1.984		0.33	5.80	2671.83
EXOSS_1	0.002		1.983		0.34	5.22	2631.70
EXOSS_2	0.004		1.986		0.36	9.85	2510.54
OUTLET	0.028		1.919		0.35	52.66	1865.24

STORM 100y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		2.774		0.58	12.60	2005.63
R_Wetland	0.006	Upstream	2.774		0.58	12.60	2005.63
R_Wetland	0.006	Downstream	2.773	714.91	0.62	12.43	1978.92
EXS_4	0.001		2.769		0.53	2.96	2083.96
R_EXS4	0.008	Upstream	2.772		0.61	15.22	1976.36
R_EXS4	0.008	Downstream	2.527	714.01	2.22	1.02	132.76
EXS_1	0.012		2.775		0.55	25.57	2053.63
EXS_3	0.002		2.771		0.53	4.53	2083.96
EXOSS_1	0.002		2.771		0.54	4.12	2074.63
EXOSS_2	0.004		2.773		0.56	8.01	2042.43
OUTLET	0.028		2.706		0.55	42.42	1502.41

STORM 100y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		3.226		0.77	10.22	1627.34
R_Wetland	0.006	Upstream	3.226		0.77	10.22	1627.34
R_Wetland	0.006	Downstream	3.225	714.84	0.81	10.17	1619.33
EXS_4	0.001		3.220		0.68	2.36	1661.36
R_EXS4	0.008	Upstream	3.224		0.80	12.47	1619.16
R_EXS4	0.008	Downstream	2.979	714.01	3.16	1.13	147.21
EXS_1	0.012		3.227		0.71	20.48	1644.78
EXS_3	0.002		3.223		0.68	3.61	1661.36
EXOSS_1	0.002		3.222		0.69	3.29	1655.63
EXOSS_2	0.004		3.225		0.73	6.43	1639.64
OUTLET	0.028		3.158		0.71	34.04	1205.49

STORM 100y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		4.064		1.32	6.71	1068.99
R_Wetland	0.006	Upstream	4.064		1.32	6.71	1068.99
R_Wetland	0.006	Downstream	4.062	714.72	1.34	6.69	1065.40
EXS_4	0.001		4.057		1.29	1.53	1079.09
R_EXS4	0.008	Upstream	4.061		1.32	8.20	1065.14
R_EXS4	0.008	Downstream	3.815	714.01	6.07	1.23	160.29
EXS_1	0.012		4.065		1.29	13.38	1074.53
EXS_3	0.002		4.061		1.29	2.34	1079.09
EXOSS_1	0.002		4.059		1.29	2.14	1077.56
EXOSS_2	0.004		4.063		1.30	4.21	1073.02
OUTLET	0.028		3.996		1.30	22.46	795.32

STORM 100y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		5.004		5.03	4.39	699.17
R_Wetland	0.006	Upstream	5.004		5.03	4.39	699.17
R_Wetland	0.006	Downstream	5.002	714.65	5.06	4.38	697.66
EXS_4	0.001		4.972		5.02	1.00	702.90
R_EXS4	0.008	Upstream	4.996		5.04	5.38	697.79
R_EXS4	0.008	Downstream	4.744	714.01	8.78	1.37	177.77
EXS_1	0.012		5.006		5.03	8.73	701.24
EXS_3	0.002		4.989		5.02	1.53	702.90
EXOSS_1	0.002		4.986		5.02	1.39	702.35
EXOSS_2	0.004		5.000		5.03	2.75	700.79
OUTLET	0.028		4.931		5.03	15.09	534.30

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		6.029		16.02	2.74	436.25
R_Wetland	0.006	Upstream	6.029		16.02	2.74	436.25
R_Wetland	0.006	Downstream	6.026	714.59	16.03	2.74	435.99
EXS_4	0.001		5.769		16.01	0.62	436.78
R_EXS4	0.008	Upstream	5.978		16.02	3.36	436.06
R_EXS4	0.008	Downstream	5.701	714.01	19.27	1.44	187.55
EXS_1	0.012		6.037		16.01	5.44	436.55
EXS_3	0.002		5.942		16.01	0.95	436.78
EXOSS_1	0.002		5.918		16.01	0.87	436.71
EXOSS_2	0.004		6.013		16.01	1.71	436.47
OUTLET	0.028		5.926		16.02	10.07	356.64

STORM 100y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
EXS_2	0.006		6.675		42.00	1.88	299.54
R_Wetland	0.006	Upstream	6.675		42.00	1.88	299.54
R_Wetland	0.006	Downstream	6.672	714.56	42.02	1.88	299.46
EXS_4	0.001		4.883		42.00	0.43	299.70
R_EXS4	0.008	Upstream	6.342		42.01	2.31	299.49
R_EXS4	0.008	Downstream	6.022	714.01	46.12	1.25	162.51
EXS_1	0.012		6.701		42.00	3.73	299.62
EXS_3	0.002		6.114		42.00	0.65	299.70
EXOSS_1	0.002		5.968		42.00	0.59	299.66
EXOSS_2	0.004		6.616		41.99	1.17	299.60
OUTLET	0.028		6.408		42.01	7.21	255.46

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,1h (cfs)	2y,2h (cfs)	2y,3h (cfs)	2y,6h (cfs)	2y,12h (cfs)
EXS_1	0.012	3.81	4.01	3.53	2.61	2.00
EXS_3	0.002	0.70	0.72	0.62	0.46	0.35
EXOSS_1	0.002	0.63	0.65	0.56	0.42	0.32
EXOSS_2	0.004	1.18	1.25	1.11	0.82	0.63
EXS_2	0.006	1.82	1.95	1.75	1.30	1.01
EXS_4	0.001	0.46	0.47	0.41	0.30	0.23
R_Wetland	0.006	1.82	1.95	1.75	1.30	1.01
DOWNSTREAM		1.76	1.91	1.74	1.29	1.00
R_EXS4	0.008	2.15	2.34	2.13	1.59	1.23
DOWNSTREAM		0.11	0.18	0.22	0.25	0.30
OUTLET	0.028	6.30	6.62	5.82	4.31	3.48

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	2y,48h (cfs)	10y,1h (cfs)	10y,2h (cfs)	10y,3h (cfs)
EXS_1	0.012	1.52	1.15	11.62	10.41	8.67
EXS_3	0.002	0.27	0.20	2.13	1.85	1.53
EXOSS_1	0.002	0.24	0.18	1.92	1.68	1.39
EXOSS_2	0.004	0.48	0.36	3.60	3.26	2.72
EXS_2	0.006	0.77	0.58	5.49	5.11	4.31
EXS_4	0.001	0.17	0.13	1.40	1.21	1.00
R_Wetland	0.006	0.77	0.58	5.49	5.11	4.31
DOWNSTREAM		0.76	0.58	5.26	5.03	4.28
R_EXS4	0.008	0.94	0.71	6.41	6.16	5.24
DOWNSTREAM		0.34	0.32	0.30	0.44	0.50
OUTLET	0.028	2.77	2.14	19.21	17.18	14.41

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,6h (cfs)	10y,12h (cfs)	10y,24h (cfs)	10y,48h (cfs)	100y,1h (cfs)
EXS_1	0.012	5.87	4.21	2.86	2.05	31.77
EXS_3	0.002	1.03	0.74	0.50	0.36	5.80
EXOSS_1	0.002	0.94	0.67	0.46	0.33	5.22
EXOSS_2	0.004	1.85	1.32	0.90	0.65	9.85
EXS_2	0.006	2.94	2.11	1.44	1.03	15.04
EXS_4	0.001	0.67	0.48	0.33	0.23	3.80
R_Wetland	0.006	2.94	2.11	1.44	1.03	15.04
DOWNSTREAM		2.94	2.11	1.44	1.03	14.42
R_EXS4	0.008	3.60	2.58	1.77	1.27	17.54
DOWNSTREAM		0.57	0.64	0.71	0.66	0.77
OUTLET	0.028	9.87	7.21	5.22	3.92	52.66

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,24h (cfs)
EXS_1	0.012	25.57	20.48	13.38	8.73	5.44
EXS_3	0.002	4.53	3.61	2.34	1.53	0.95

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,24h (cfs)
EXOSS_1	0.002	4.12	3.29	2.14	1.39	0.87
EXOSS_2	0.004	8.01	6.43	4.21	2.75	1.71
EXS_2	0.006	12.60	10.22	6.71	4.39	2.74
EXS_4	0.001	2.96	2.36	1.53	1.00	0.62
R_Wetland	0.006	12.60	10.22	6.71	4.39	2.74
DOWNSTREAM		12.43	10.17	6.69	4.38	2.74
R_EXS4	0.008	15.22	12.47	8.20	5.38	3.36
DOWNSTREAM		1.02	1.13	1.23	1.37	1.44
OUTLET	0.028	42.42	34.04	22.46	15.09	10.07

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,48h (cfs)	(cfs)	(cfs)	(cfs)	(cfs)
EXS_1	0.012	3.73				
EXS_3	0.002	0.65				
EXOSS_1	0.002	0.59				
EXOSS_2	0.004	1.17				
EXS_2	0.006	1.88				
EXS_4	0.001	0.43				
R_Wetland	0.006	1.88				
DOWNSTREAM		1.88				
R_EXS4	0.008	2.31				
DOWNSTREAM		1.25				
OUTLET	0.028	7.21				

APPENDIX 2: PROPOSED CALCULATIONS

SOUTH

LEGEND

TRIBUTARY BOUNDARY

TIME OF CONCENTRATION FLOWPATH

NORTH 1
CN =83.24
ADJUSTED CN = 80.03
TC = 0.24 HR

10.61 AC

1.41 AC

1.91 AC

1.27 AC

0.49 AC

0.84 AC

13.70 AC

1.51 AC

0.67 AC

0.98 AC
MEACHAM ROAD
TRIBUTARY AREA DRAINS
DIRECTLY TO WETLAND

SOUTH 1
CN =88.29
ADJUSTED CN = 83.23
TC = 0.23 HR

OUTLOT 1

OUTLOT 2

OUTLOT 3

OUTLOT 4

BROCKWAY

W. SUE LN.

GREENWICH CT.

WOODCLIFF CT.

BROOKDALE LN.

S. MEACHAM ROAD

397.61'

SALT CREEK

DETENTION POND 1

DETENTION POND 2

FLOODPLAIN COMPENSATION BASIN

AMENITY AREA

SUB. OF THE NE 1/4 AND THE SE 1/4 OF SEC. 34-42-10 AND THE NW 1/4 AND THE W. 1/2 OF THE SE 1/4 OF SEC. 35-42-10 REC. 01/21/1859 IN BOOK 160, PG. 32

V3

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LOEBER FARM

SCHAUMBURG ILLINOIS

10.0 PROPOSED TRIBUTARY AREA EXHIBIT

DATE: 05-15-25

0 80 160

SCALE: 1"=160'

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\10.0 Proposed Tributary Area Exhibit.dwg 5/15/2025

LEGEND

NORTHERN PERVIOUS AREA

GREENSPACE = 265,053 SF (6.08 AC)

SOUTHERN PERVIOUS AREA

GREENSPACE = 283,128 SF (6.50 AC)

IMPERVIOUS AREA

PAVEMENT = 299,499 SF (6.88 AC)

UNDEVELOPED AREA

UNDEVELOPED = 358,318 SF (8.23 AC)

NORTHERN AREA BUILDINGS

BUILDINGS = 98,010 SF (2.25 AC)

SOUTHERN AREA BUILDINGS

BUILDINGS = 143,540 SF (3.30 AC)

TOTAL DEVELOPED AREA = 1,061,556 SF (24.37 AC)

TOTAL SITE AREA = 1,420,281 SF (32.61 AC)

*3,267 SF ASSUMED IMPERVIOUS AREA PER SINGLE FAMILY LOT

OUTLOT 1

OUTLOT 2

OUTLOT 3

OUTLOT 4

DETENTION POND 1

DETENTION POND 2

SALT CREEK

BROCKWAY

W. SUE LN.

WOODCLIFF CT.

S. MEACHAM ROAD

BROOKDALE LN.

397.61

LOEBER FARM

SCHAUMBURG ILLINOIS

PROPOSED PERVIOUS/ IMPERVIOUS EXHIBIT

DATE: 05-16-25

SCALE: 1"=150'

V3 ################ ################ ################ www.v3co.com

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LEGEND

TRIBUTARY BOUNDARY

OUTLOT 1

OVERFLOW 6

OUTLOT 2

OUTLOT 3

OVERFLOW 4

OVERFLOW 5

OVERFLOW 1

OVERFLOW ROUTE (TYP.)

OVERFLOW 3

OVERFLOW 2

OUTLOT 4

DETENTION POND 2

DETENTION POND 1

FLOODPLAIN COMPENSATION BASIN

SALT CREEK

CHAIN LINK FENCE

AMENITY AREA

TOT LOT

3 STORY APARTMENT BUILDING

3 STORY GARAGE

TRASH ENCLOSURE

BIT. PAVEMENT

10' DRAINAGE & UTILITY EASEMENT PER DOC. 25862308

EASEMENT TO CITY OF ROLLING MEADOWS AND STATE OF ILLINOIS - 50' EACH SIDE OF CENTERLINE OF SALT CREEK PER DOC. 25862308

TEMPORARY EASEMENT PER PLAT OF HIGHWAY DOC. #57710

WOODCLIFF CT.

OAK VALLEY ESTATES REC. MAY 7, 1980

POND WATER ELEV. = ±741.7 ON 06-29-22

ZONE AE

STORM INLET RIM=724.46 #4185

STORM INLET RIM=724.45

STORM INLET RIM=725.19

STORM INLET RIM=725.50

E NE 1/4 AND THE SE 1/4 OF
10 AND THE NW 1/4 AND THE W
859 IN BOOK 160, PG. 32
SE 1/4 OF SEC. 35-42-10

########## ########## ########## www.v3co.com	LOEBER FARM SCHAUMBURG ILLINOIS	11.0 PROPOSED OVERFLOW ROUTE EXHIBIT DATE: 05-15-25

0 50 100

SCALE: 1"=100'

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\11.0 Proposed Overflow Route Exhibit.dwg 5/15/2025

Channel Report

Overflow 1

Triangular

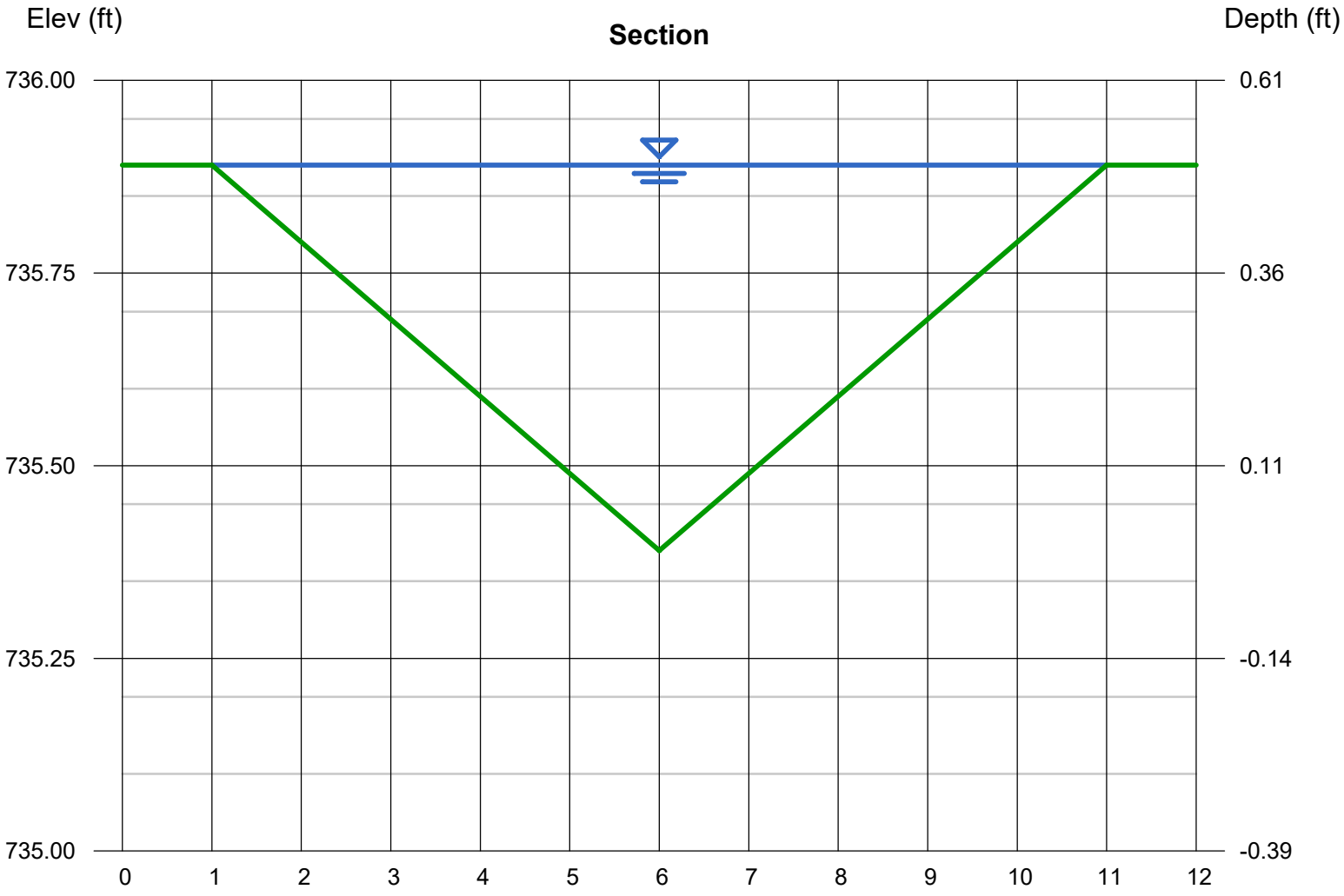
Side Slopes (z:1)	= 10.00, 10.00
Total Depth (ft)	= 0.50
Invert Elev (ft)	= 735.39
Slope (%)	= 2.00
N-Value	= 0.030

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.50
Q (cfs)	= 6.924
Area (sqft)	= 2.50
Velocity (ft/s)	= 2.77
Wetted Perim (ft)	= 10.05
Crit Depth, Yc (ft)	= 0.50
Top Width (ft)	= 10.00
EGL (ft)	= 0.62



Channel Report

Overflow 2

Triangular

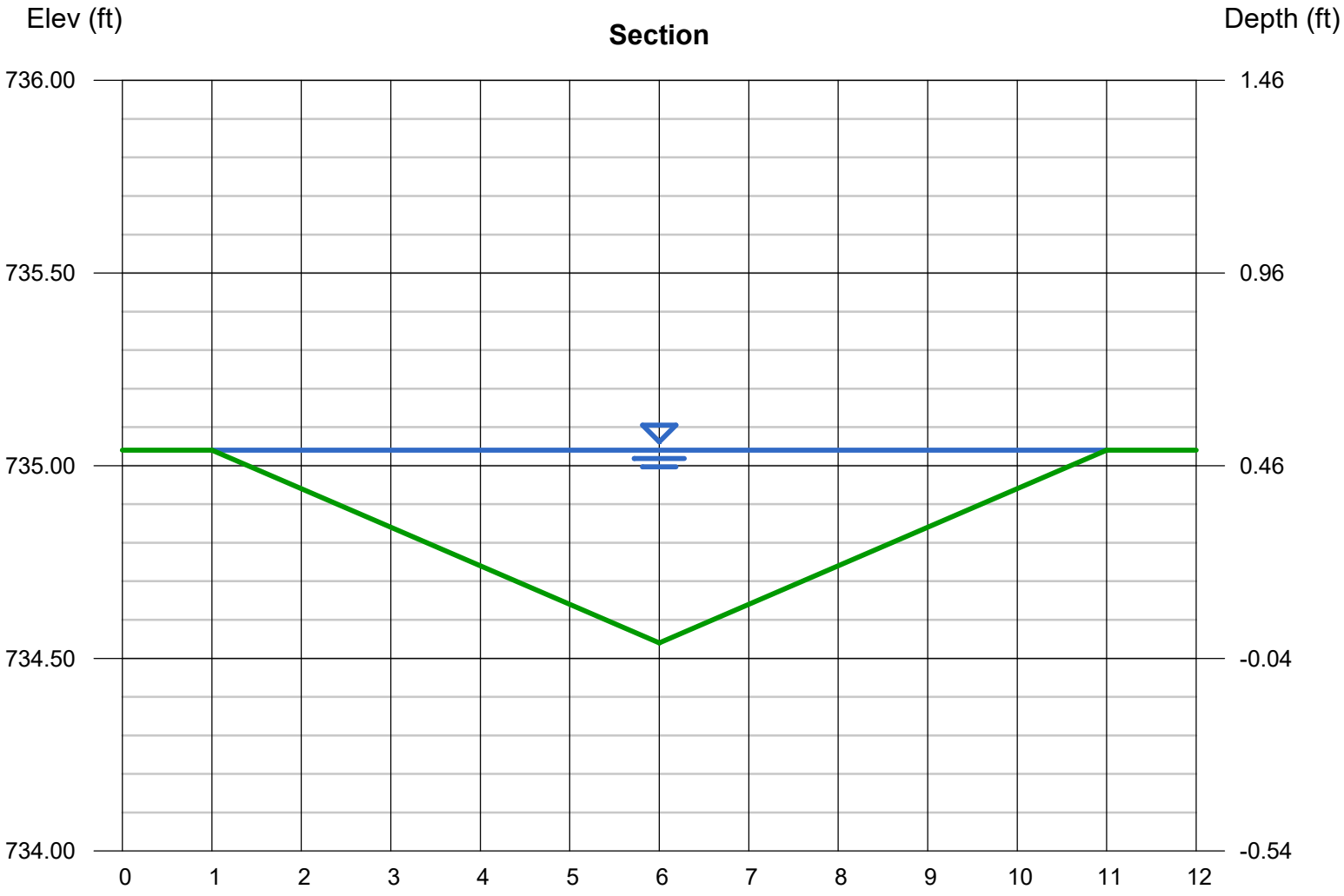
Side Slopes (z:1)	= 10.00, 10.00
Total Depth (ft)	= 0.50
Invert Elev (ft)	= 734.54
Slope (%)	= 2.00
N-Value	= 0.030

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.50
Q (cfs)	= 6.924
Area (sqft)	= 2.50
Velocity (ft/s)	= 2.77
Wetted Perim (ft)	= 10.05
Crit Depth, Yc (ft)	= 0.50
Top Width (ft)	= 10.00
EGL (ft)	= 0.62



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Thursday, Jul 3 2025

Overflow 3

Rectangular

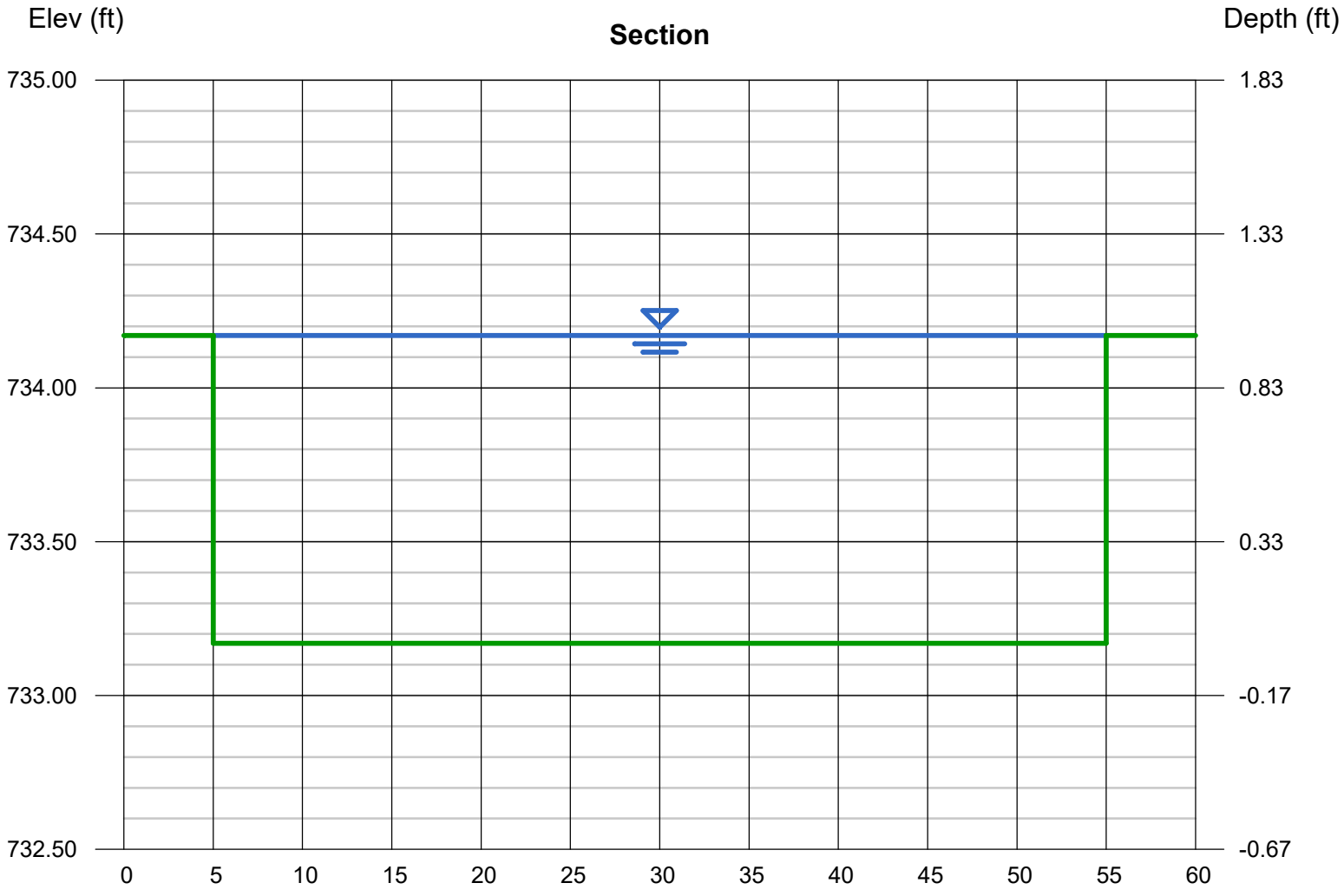
Bottom Width (ft)	= 50.00
Total Depth (ft)	= 1.00
Invert Elev (ft)	= 733.17
Slope (%)	= 1.00
N-Value	= 0.030

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 1.00
Q (cfs)	= 241.27
Area (sqft)	= 50.00
Velocity (ft/s)	= 4.83
Wetted Perim (ft)	= 52.00
Crit Depth, Yc (ft)	= 0.90
Top Width (ft)	= 50.00
EGL (ft)	= 1.36



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Thursday, Jul 3 2025

Overflow 4

Triangular

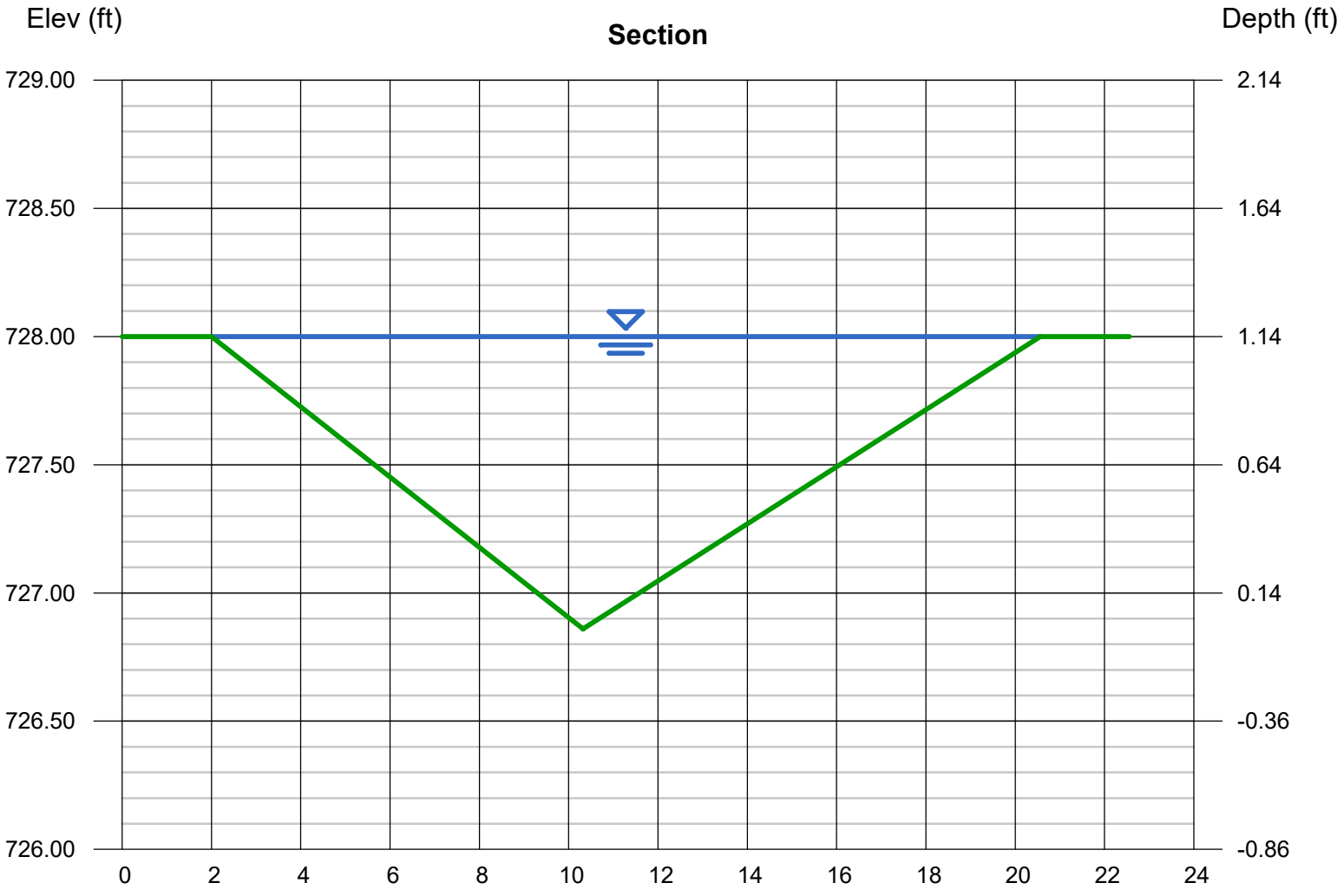
Side Slopes (z:1)	= 7.30, 8.98
Total Depth (ft)	= 1.14
Invert Elev (ft)	= 726.86
Slope (%)	= 4.20
N-Value	= 0.030

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 1.14
Q (cfs)	= 73.44
Area (sqft)	= 10.58
Velocity (ft/s)	= 6.94
Wetted Perim (ft)	= 18.70
Crit Depth, Yc (ft)	= 1.14
Top Width (ft)	= 18.56
EGL (ft)	= 1.89



Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Thursday, Jul 3 2025

Overflow 5

User-defined

Invert Elev (ft)	= 729.84
Slope (%)	= 2.00
N-Value	= Composite

Calculations

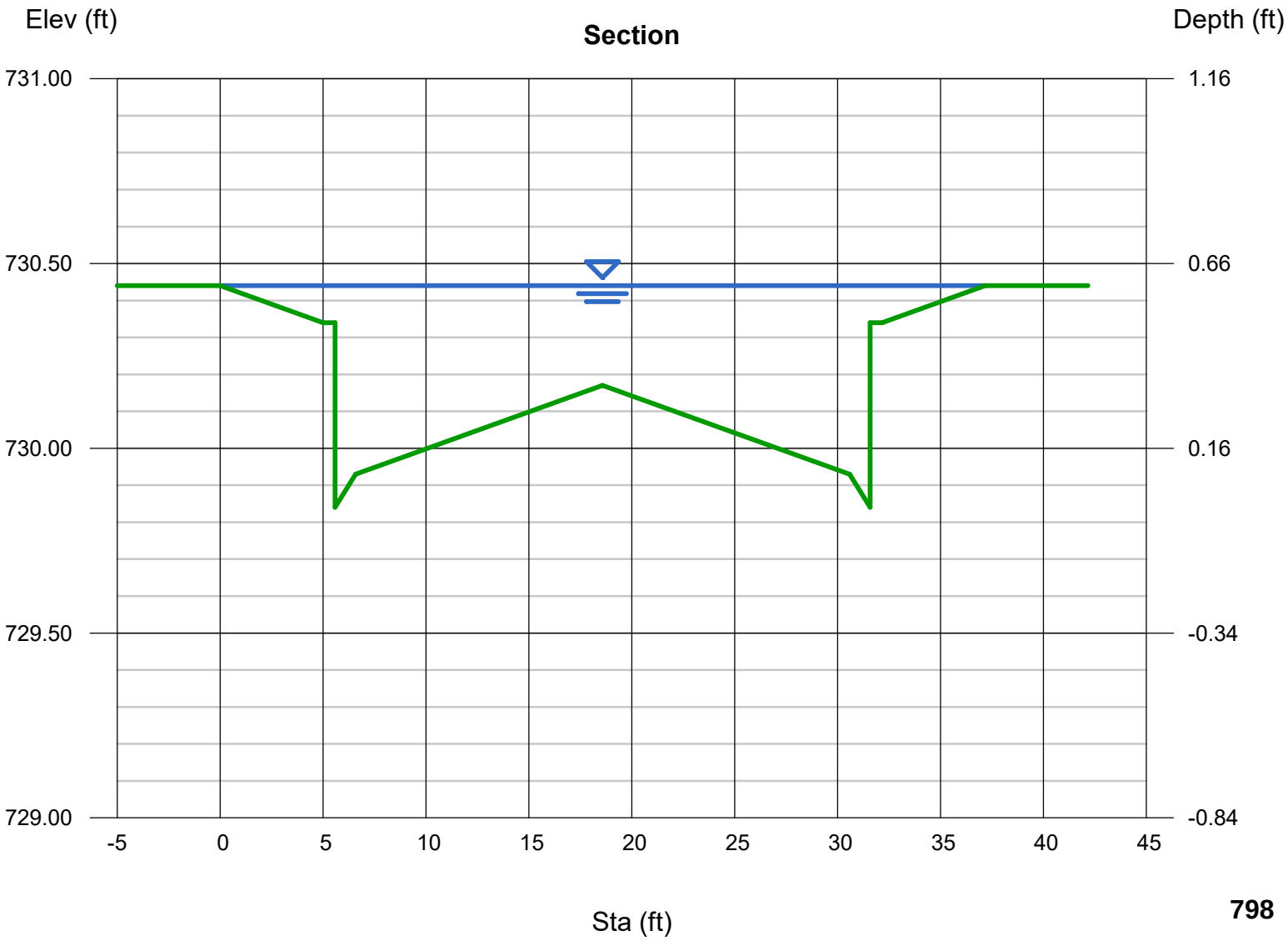
Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.60
Q (cfs)	= 72.33
Area (sqft)	= 11.09
Velocity (ft/s)	= 6.52
Wetted Perim (ft)	= 38.17
Crit Depth, Yc (ft)	= 0.60
Top Width (ft)	= 37.16
EGL (ft)	= 1.26

(Sta, El, n)-(Sta, El, n)...

(0.00, 730.44)-(5.00, 730.34, 0.011)-(5.58, 730.34, 0.011)-(5.58, 729.84, 0.011)-(6.58, 729.93, 0.011)-(18.58, 730.17, 0.011)-(30.58, 729.93, 0.011)
-(31.58, 729.84, 0.011)-(31.58, 730.34, 0.011)-(32.16, 730.34, 0.011)-(37.16, 730.44, 0.030)



Channel Report

Overflow 6

Triangular

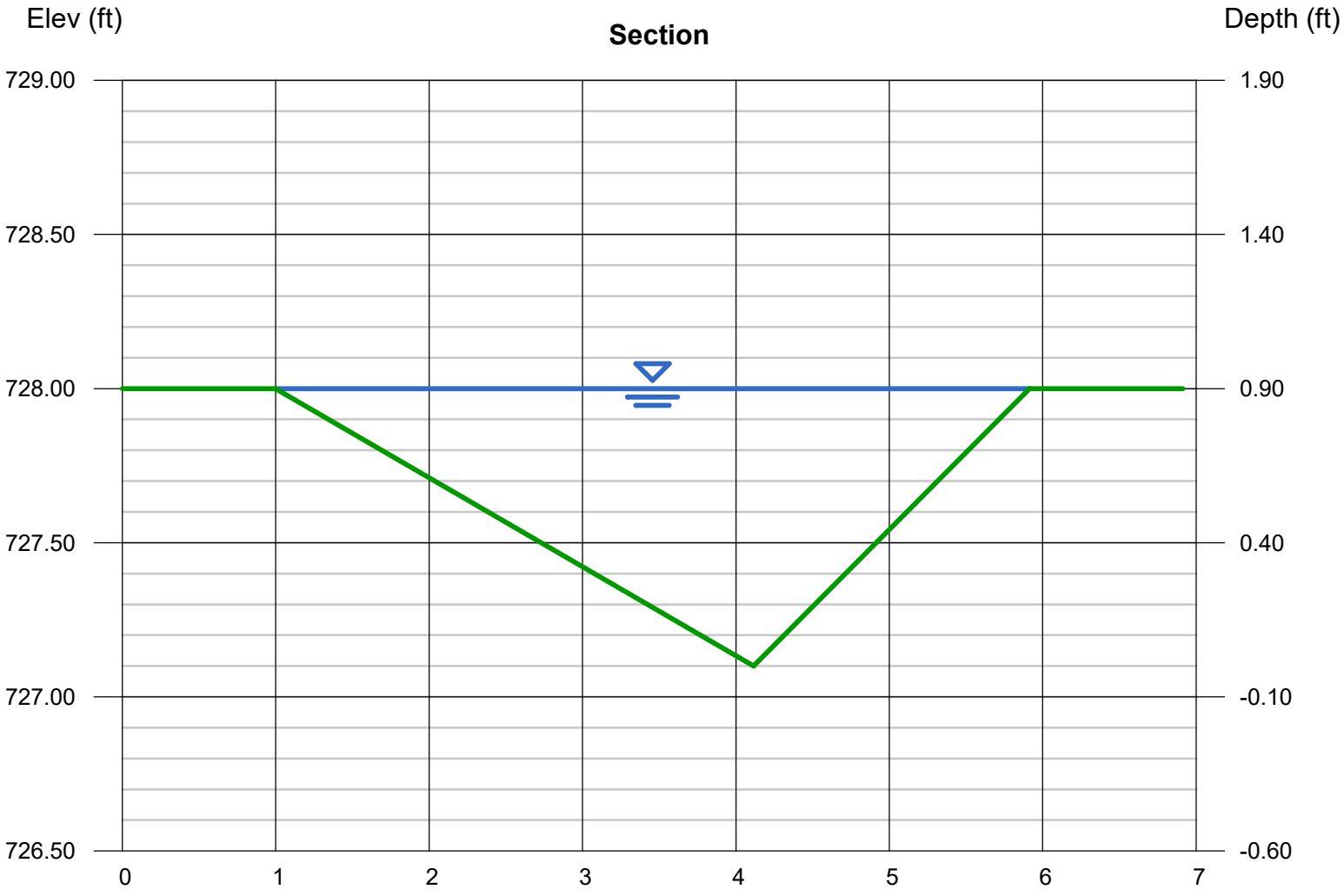
Side Slopes (z:1)	= 3.46, 2.00
Total Depth (ft)	= 0.90
Invert Elev (ft)	= 727.10
Slope (%)	= 2.00
N-Value	= 0.030

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.90
Q (cfs)	= 8.697
Area (sqft)	= 2.21
Velocity (ft/s)	= 3.93
Wetted Perim (ft)	= 5.25
Crit Depth, Yc (ft)	= 0.90
Top Width (ft)	= 4.91
EGL (ft)	= 1.14



COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: **Loeber Farm** **PERMIT NUMBER:**

LOCATION: **Schaumburg, IL** **DATE:** 5/15/2025

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ 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	C	98	8.27	810.46
Pervious	C	74	4.73	350.02
Native Plantings	C	70	0.70	48.79
TOTALS:			13.70	1209.27

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{1209.27}{13.70} \rightarrow \textbf{Composite CN} = \textbf{88.29}$$

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: Loeber Farm **PERMIT NUMBER:**

LOCATION: Schaumburg, IL **DATE:** 5/15/2025

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	13.700	acres
2.	Total Impervious Area	8.270	acres
3.	Composite CN	88.29	
4.	Volume Control Storage Provided, VC_P	0.697	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	1.33	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	7.16	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	8.18	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	0.689	ac-ft
10.	Additional Volume Control Storage Provided	0.008	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	7.479	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		6.55	inches
13.	Adjusted Maximum Retention, S_{ADJ}		2.02	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	83.23

NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: Loeber Farm **PERMIT NUMBER:**

LOCATION: Schaumburg, IL **DATE:** 5/15/2025

DEVELOPMENT INFORMATION

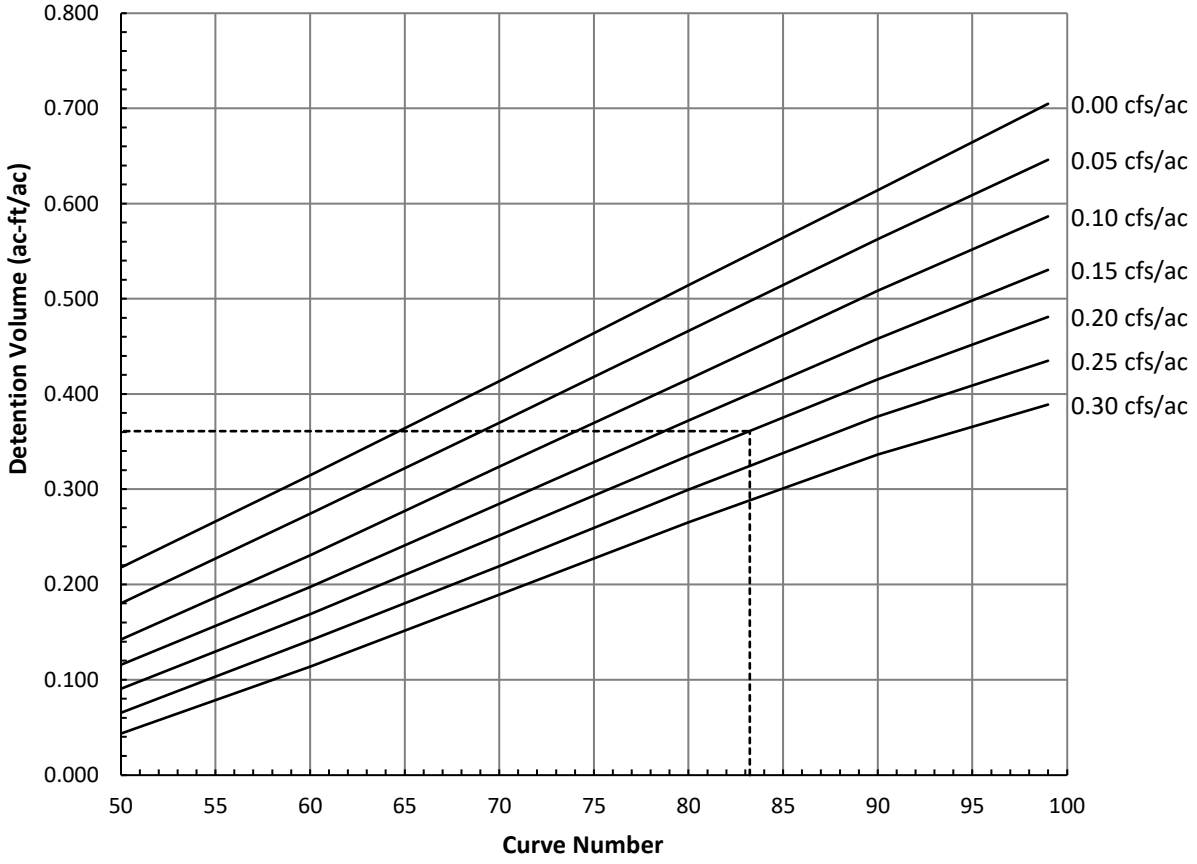
1.	Detained Area	13.700	acres
2.	Curve Number	83.23	
3.	Actual Release Rate	2.740	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	4.947	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 75



PROPOSED SOUTH DETENTION POND 1 STORAGE

PROJECT: **Loeber Farm**
V3 FILE NO.: 220205
DATE: 05/15/25
PREPARED BY: NOD
CHECKED BY: DEF

PROPOSED BASIN

ELEVATION	AREA (acres)	AVERAGE AREA (acres)	STAGE VOLUME (acre-feet)	CUMULATIVE VOLUME (acre-feet)	COMMENT
719.2	0.71			0.00	
		0.736	0.589		
720.0	0.76			0.59	
		0.799	0.799		
721.0	0.84			1.39	
		0.878	0.878		
722.0	0.92			2.27	
		0.960	0.960		
723.0	1.00			3.23	
		1.043	1.043		
724.0	1.09			4.27	
		1.102	0.717		
724.65	1.12			**4.99**	
		0.560	-405.684		
				-400.70	

Total Volume Provided = **4.99** ac-ft

STAGE DISCHARGE CALCULATION WORKSHEET

PROJECT:	Loeber Farm
V3 FILE NO.:	220205
DATE:	5/15/2025
PREPARED BY:	NOD

Restrictor Pipe: ○ YES ◉ NO

Orifice 1: ◉ YES ○ NO — CIRCULAR

Orifice 2: ○ YES ◉ NO — CIRCULAR

Weir: ○ YES ◉ NO — NONE

Storm Inlet: ○ YES ◉ NO

EMERGENCY OVERFLOW WEIR	
WEIR COEFF.	2.75
WEIR LENGTH (feet)	40.00
WEIR CREST ELEVATION	724.90
BROAD-CRESTED	

ORIFICE 1 INFORMATION	
DIA. (inches)	4.87
AREA (feet^2)	0.129
DIS. COEFF.	0.610
ORIFICE INV ELEV.	719.20
C/L ELEV.	719.40

DEL. INFO IN ORIFICE 2 BOX

OUTLET PIPE INFORMATION	
Applicable to Design?	YES
DIAMETER (inches)	12
AREA (feet^2)	0.785
MANNING'S COEFFICIENT	0.013
INLET DISCHARGE ELEVATION	719.20
DISCHARGE INVERT ELEV	718.50
DISCHARGE T/P ELEV	719.50
PIPE LENGTH (feet)	30.00
PIPE SLOPE (FT/FT)	0.0233

SUMMARY OF ALLOWABLE DISCHARGES

2-yr:	$Q_{release}$ =	**0.77**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**0.77**	cfs
100-yr:	$Q_{release}$ =	**2.74**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**2.74**	cfs

v2.0

POND H_2O ELEVATION	TAIL WATER ELEVATION	OUTLET PIPE HYDR. SLOPE	Q_{pipe} (cfs)	$HEAD_{overflow}$ (ft)	$Q_{overflow}$ (cfs)	$HEAD_{orifice(1)}$ (ft)	$Q_{orifice(1)}$ (cfs)	$Q_{CONTROL}$ (cfs)
719.20		2.33%	0.000	0.00	0.000	0.00	0.000	**0.000**
720.00		1.67%	4.494	0.00	0.000	0.60	0.489	**0.894**
721.00		5.00%	7.967	0.00	0.000	1.60	0.800	**1.498**
722.00		8.33%	10.285	0.00	0.000	2.60	1.020	**1.920**
723.00		11.67%	12.170	0.00	0.000	3.60	1.201	**2.264**
724.00		15.00%	13.799	0.00	0.000	4.60	1.358	**2.563**
724.65		17.17%	14.762	0.00	0.000	5.25	1.450	**2.740**
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	

EQUATIONS

MANNINGS EQUATION FOR OUTLET PIPE:

$Q = (1.486/n) \times A_{pipe} \times (r_h^{2/3}) \times (S^{1/2})$

where:

A_{pipe} = AREA OF DISCHARGE PIPE
n = MANNINGS ROUGHNESS CONSTANT
r_h = HYDRAULIC RADIUS OF DISCHARGE PIPE
S = HYDRAULIC SLOPE OF DISCHARGE PIPE

EMERGENCY OVERFLOW BROAD-CRESTED WEIR:

Q = C x L x H^3/2

where:

C = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
L = LENGTH OF CREST, ft

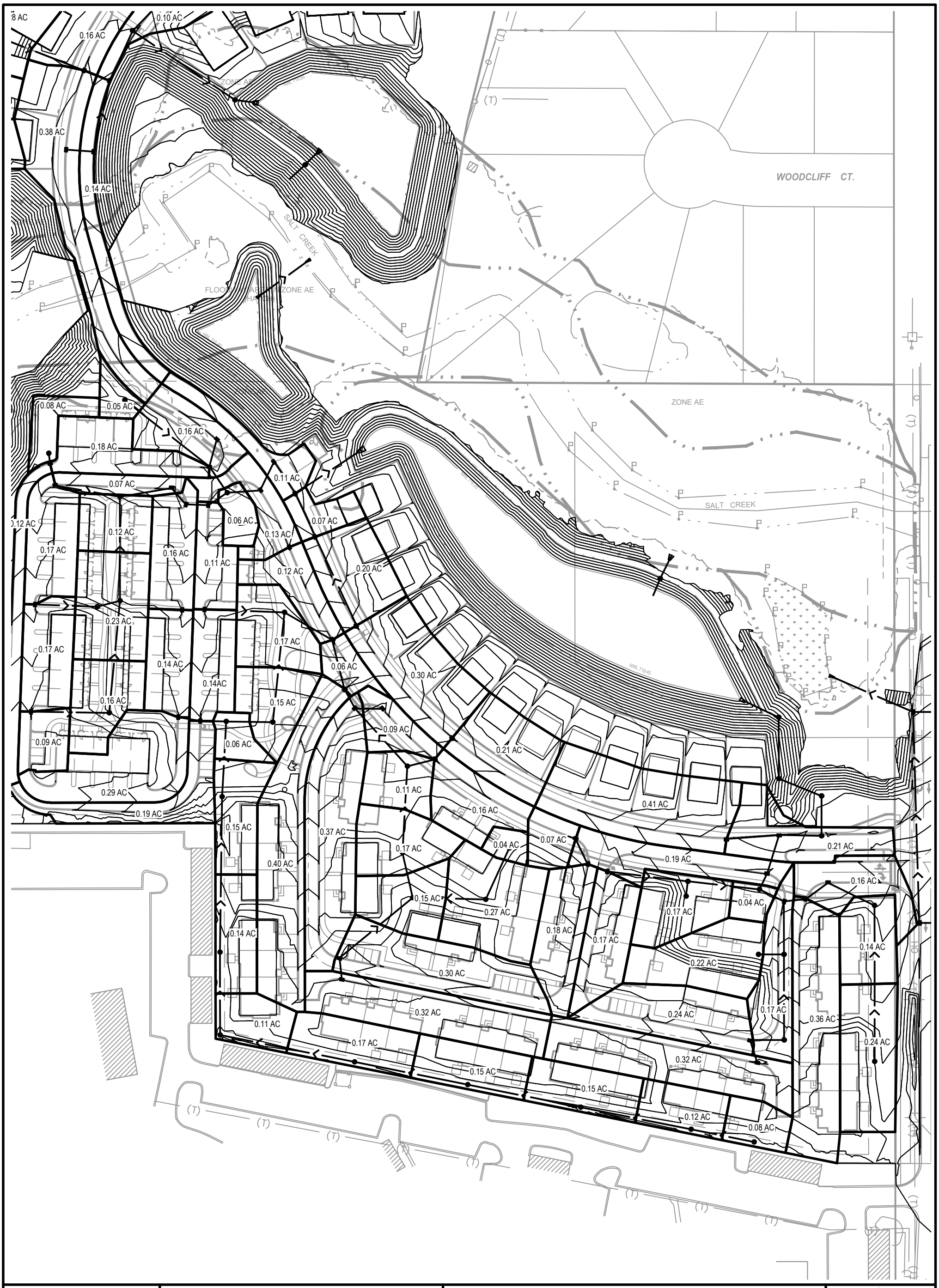
ORIFICE 1:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

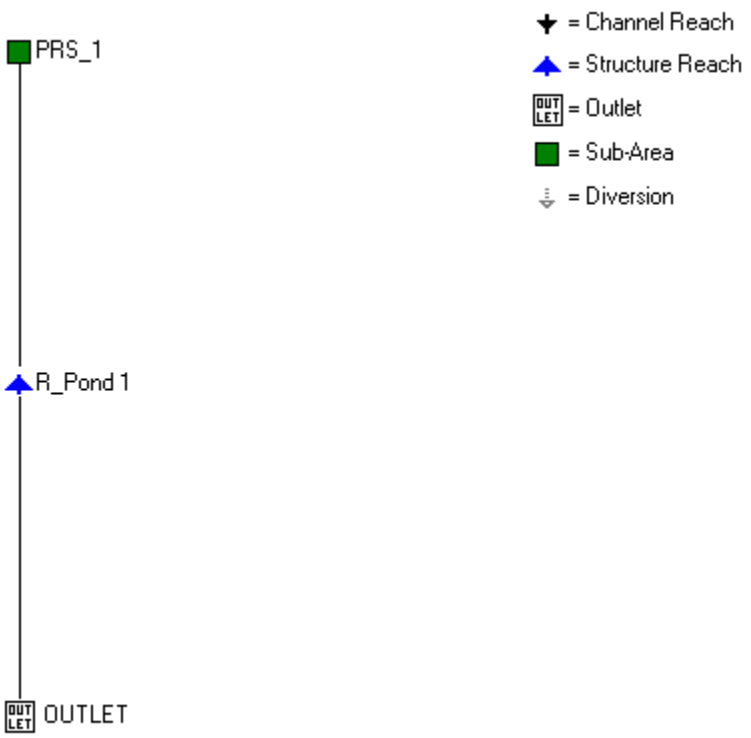
Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

NOTE: WHEN WSEL IS BELOW CL OF ORIFICE THEN WEIR FLOW THRU ORIFICE IS USED. WHEN WSEL IS BETWEEN CL AND TOP OF ORIFICE, WEIR FLOW & ORIFICE FLOW IS COMPARED AND MOST RESTRICTIVE FLOW VALUE IS USED.



7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	LOEBER FARM *SCHAUMBURG* *ILLINOIS*	INLET DRAINAGE AREAS *DATE: 05-15-25*	0 50 100 *SCALE: 1"=100'*

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\Inlet Areas.dwg 5/15/2025


= Channel Reach
= Structure Reach
= Outlet
= Sub-Area
= Diversion
PRS_1
R_Pond 1
OUTLET

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WinTR-20 Printed Page File      Beginning of Input Data List
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WinTR-20: version 3.20                  0         0         0.1       0
220205  --  Loeber Farm -- Bulletin75 NORTHEAST
Proposed South Basin 1  -- 20250703 NOD

SUB-AREA:
          PRS_1     R_Pond1             0.021406  83.23     0.24


STREAM REACH:
          R_Pond1   Outlet              Pond 1


STORM ANALYSIS:
          1y,5m                         0.33      Huff1-5m  2         3.34
          1y,10m                        0.58      Huff1-10m 2         3.34
          1y,15m                        0.75      Huff1-15m 2         3.34
          1y,30m                        1.03      Huff1-30m 2         3.34
          1y,1h                         1.30      Huff1-1   2         3.34
          1y,2h                         1.61      Huff1-2   2         3.34
          1y,3h                         1.77      Huff1-3   2         3.34
          1y,6h                         2.08      Huff1-6   2         3.34
          1y,12h                        2.41      Huff2-12  2         3.34
          1y,18h                        2.61      Huff3-18  2         3.34
          1y,24h                        2.77      Huff3-24  2         3.34
          1y,48h                        3.04      Huff4-48  2         3.34
          1y,72h                        3.30      Huff4-72  2         3.34
          1y,120h                       3.67      Huff4-120 2         3.34
          1y,240h                       4.65      Huff4-240 2         3.34
          2y,5m                         0.40      Huff1-5m  2         3.34
          2y,10m                        0.70      Huff1-10m 2         3.34
          2y,15m                        0.90      Huff1-15m 2         3.34
          2y,30m                        1.24      Huff1-30m 2         3.34
          2y,1h                         1.57      Huff1-1   2         3.34
          2y,2h                         1.94      Huff1-2   2         3.34
          2y,3h                         2.14      Huff1-3   2         3.34
          2y,6h                         2.51      Huff1-6   2         3.34
          2y,12h                        2.91      Huff2-12  2         3.34
          2y,18h                        3.14      Huff3-18  2         3.34
          2y,24h                        3.34      Huff3-24  2         3.34
          2y,48h                        3.66      Huff4-48  2         3.34
          2y,72h                        3.97      Huff4-72  2         3.34
          2y,120h                       4.42      Huff4-120 2         3.34
          2y,240h                       5.60      Huff4-240 2         3.34
          5y,5m                         0.52      Huff1-5m  2         3.34
          5y,10m                        0.90      Huff1-10m 2         3.34
          5y,15m                        1.16      Huff1-15m 2         3.34
          5y,30m                        1.59      Huff1-30m 2         3.34
          5y,1h                         2.02      Huff1-1   2         3.34
          5y,2h                         2.49      Huff1-2   2         3.34
          5y,3h                         2.75      Huff1-3   2         3.34
          5y,6h                         3.23      Huff1-6   2         3.34
          5y,12h                        3.74      Huff2-12  2         3.34
          5y,18h                        4.04      Huff3-18  2         3.34
          5y,24h                        4.30      Huff3-24  2         3.34
          5y,48h                        4.71      Huff4-48  2         3.34
          5y,72h                        5.08      Huff4-72  2         3.34
          5y,120h                       5.63      Huff4-120 2         3.34
          5y,240h                       7.09      Huff4-240 2         3.34
          10y,5m                        0.62      Huff1-5m  2         3.34
          10y,10m                       1.08      Huff1-10m 2         3.34
          10y,15m                       1.39      Huff1-15m 2         3.34
          10y,30m                       1.91      Huff1-30m 2         3.34
          10y,1h                        2.42      Huff1-1   2         3.34
          10y,2h                        2.99      Huff1-2   2         3.34
          10y,3h                        3.30      Huff1-3   2         3.34
          10y,6h                        3.86      Huff1-6   2         3.34
          10y,12h                       4.48      Huff2-12  2         3.34
          10y,18h                       4.84      Huff3-18  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          10y,48h                       5.62      Huff4-48  2         3.34
          10y,72h                       6.05      Huff4-72  2         3.34
          10y,120h                      6.68      Huff4-120 2         3.34
          10y,240h                      8.25      Huff4-240 2         3.34
          50y,5m                        0.90      Huff1-5m  2         3.34
          50y,10m                       1.58      Huff1-10m 2         3.34
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50y,15m	2.03	Huff1-15m	2	3.34
50y,30m	2.78	Huff1-30m	2	3.34
50y,1h	3.53	Huff1-1	2	3.34
50y,2h	4.35	Huff1-2	2	3.34
50y,3h	4.80	Huff1-3	2	3.34
50y,6h	5.63	Huff1-6	2	3.34
50y,12h	6.53	Huff2-12	2	3.34
50y,18h	7.05	Huff3-18	2	3.34
50y,24h	7.50	Huff3-24	2	3.34
50y,48h	8.13	Huff4-48	2	3.34
50y,72h	8.64	Huff4-72	2	3.34
50y,120h	9.39	Huff4-120	2	3.34
50y,240h	11.26	Huff4-240	2	3.34
100y,5m	1.03	Huff1-5m	2	3.34
100y,10m	1.80	Huff1-10m	2	3.34
100y,15m	2.32	Huff1-15m	2	3.34
100y,30m	3.17	Huff1-30m	2	3.34
100y,1h	4.03	Huff1-1	2	3.34
100y,2h	4.97	Huff1-2	2	3.34
100y,3h	5.49	Huff1-3	2	3.34
100y,6h	6.43	Huff1-6	2	3.34
100y,12h	7.46	Huff2-12	2	3.34
100y,18h	8.06	Huff3-18	2	3.34
100y,24h	8.57	Huff3-24	2	3.34
100y,48h	9.28	Huff4-48	2	3.34
100y,72h	9.85	Huff4-72	2	3.34
100y,120h	10.66	Huff4-120	2	3.34
100y,240h	12.65	Huff4-240	2	3.34

STRUCTURE RATING:

Pond 1	719.20		
	719.20	0.	0.
	720.00	0.894	0.59
	721.00	1.498	1.39
	722.00	1.92	2.27
	723.00	2.264	3.23
	724.00	2.563	4.27
	724.65	2.74	4.99

RAINFALL DISTRIBUTION:

Huff1-5m		0.0034722			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-10m		0.0069444			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-15m		0.01041667			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-30m		0.020833			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-1		0.041667			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-2		0.083333			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518

```
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
        Huff1-3             0.125
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
        Huff1-6             0.25
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
        Huff2-12            0.5
                0.0000    0.0229    0.0482    0.0778    0.1133
                0.1579    0.2139    0.2841    0.3644    0.4529
                0.5435    0.6238    0.6976    0.7548    0.8038
                0.8470    0.8781    0.9022    0.9217    0.9381
                0.9529    0.9657    0.9774    0.9884    1.0000
        Huff3-18            0.75
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
        Huff3-24            1.
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
        Huff4-48            2.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
        Huff4-72            3.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
        Huff4-120           5.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
        Huff4-240           10.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000


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WinTR-20 Printed Page File      End of Input Data List

              220205  --  Loeber Farm -- Bulletin75 NORTHEAST
                  Proposed South Basin 1  -- 20250703 NOD

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Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.0		0.08	0.0	0.0
R_Pond1	0.021	Upstream	0.0		0.08	0.0	0.0
R_Pond1	0.021	Downstream	0.0	719.20	0.08	0.0	0.0
OUTLET	0.021		0.0		0.08	0.0	0.0

STORM 1y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.014		0.27	0.92	42.92
R_Pond1	0.021	Upstream	0.014		0.27	0.92	42.92
R_Pond1	0.021	Downstream	0.0	719.20	0.12	0.0	0.0
OUTLET	0.021		0.0		0.12	0.0	0.0

STORM 1y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.050		0.30	2.83	132.23
R_Pond1	0.021	Upstream	0.050		0.30	2.83	132.23
R_Pond1	0.021	Downstream	0.0	719.20	0.11	0.0	0.0
OUTLET	0.021		0.0		0.11	0.0	0.0

STORM 1y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.148		0.40	5.22	243.68
R_Pond1	0.021	Upstream	0.148		0.40	5.22	243.68
R_Pond1	0.021	Downstream	0.090	719.42	0.86	0.24	11.31
OUTLET	0.021		0.090		0.86	0.24	11.31

STORM 1y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.276		0.46	5.88	274.46
R_Pond1	0.021	Upstream	0.276		0.46	5.88	274.46

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_Pond1	0.021	Downstream	0.218	719.59	1.27	0.44	20.52
OUTLET	0.021		0.218		1.27	0.44	20.52

STORM 1y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.451		0.68	6.21	290.02
R_Pond1	0.021	Upstream	0.451		0.68	6.21	290.02
R_Pond1	0.021	Downstream	0.393	719.81	2.20	0.68	31.62
OUTLET	0.021		0.393		2.20	0.68	31.62

STORM 1y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.552		0.92	5.48	255.87
R_Pond1	0.021	Upstream	0.552		0.92	5.48	255.87
R_Pond1	0.021	Downstream	0.493	719.89	3.16	0.78	36.25
OUTLET	0.021		0.493		3.16	0.78	36.25

STORM 1y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.761		1.59	4.03	188.46
R_Pond1	0.021	Upstream	0.761		1.59	4.03	188.46
R_Pond1	0.021	Downstream	0.702	719.99	6.06	0.88	41.07
OUTLET	0.021		0.702		6.06	0.88	41.07

STORM 1y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.000		5.07	3.03	141.64
R_Pond1	0.021	Upstream	1.000		5.07	3.03	141.64
R_Pond1	0.021	Downstream	0.940	720.11	8.80	0.96	44.96
OUTLET	0.021		0.940		8.80	0.96	44.96

STORM 1y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.150		12.05	2.75	128.69
R_Pond1	0.021	Upstream	1.150		12.05	2.75	128.69
R_Pond1	0.021	Downstream	1.086	720.24	15.16	1.04	48.55
OUTLET	0.021		1.086		15.16	1.04	48.55

STORM 1y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.273		16.05	2.27	106.21
R_Pond1	0.021	Upstream	1.273		16.05	2.27	106.21
R_Pond1	0.021	Downstream	1.206	720.23	19.31	1.03	48.16
OUTLET	0.021		1.206		19.31	1.03	48.16

STORM 1y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.472		42.01	1.71	79.69
R_Pond1	0.021	Upstream	1.472		42.01	1.71	79.69
R_Pond1	0.021	Downstream	1.390	720.16	46.10	0.99	46.35
OUTLET	0.021		1.390		46.10	0.99	46.35

STORM 1y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.661		63.01	1.28	59.61
R_Pond1	0.021	Upstream	1.661		63.01	1.28	59.61
R_Pond1	0.021	Downstream	1.571	720.04	66.20	0.92	42.96
OUTLET	0.021		1.571		66.20	0.92	42.96

STORM 1y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.910		105.01	0.88	41.28
R_Pond1	0.021	Upstream	1.910		105.01	0.88	41.28
R_Pond1	0.021	Downstream	1.799	719.87	110.11	0.75	35.09
OUTLET	0.021		1.799		110.11	0.75	35.09

STORM 1y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.578		209.99	0.60	27.92
R_Pond1	0.021	Upstream	2.578		209.99	0.60	27.92
R_Pond1	0.021	Downstream	2.283	719.70	210.20	0.56	25.93
OUTLET	0.021		2.283		210.20	0.56	25.93

STORM 2y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.0		0.08	0.0	0.0
R_Pond1	0.021	Upstream	0.0		0.08	0.0	0.0
R_Pond1	0.021	Downstream	0.0	719.20	0.08	0.0	0.0
OUTLET	0.021		0.0		0.08	0.0	0.0

STORM 2y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.038		0.26	2.40	112.08
R_Pond1	0.021	Upstream	0.038		0.26	2.40	112.08
R_Pond1	0.021	Downstream	0.0	719.20	0.09	0.0	0.0
OUTLET	0.021		0.0		0.09	0.0	0.0

STORM 2y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.098		0.29	5.31	248.04
R_Pond1	0.021	Upstream	0.098		0.29	5.31	248.04
R_Pond1	0.021	Downstream	0.039	719.34	0.69	0.16	7.52
OUTLET	0.021		0.039		0.69	0.16	7.52

STORM 2y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.245		0.36	8.54	399.17
R_Pond1	0.021	Upstream	0.245		0.36	8.54	399.17
R_Pond1	0.021	Downstream	0.187	719.56	0.84	0.40	18.66
OUTLET	0.021		0.187		0.84	0.40	18.66

STORM 2y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.427		0.43	9.57	447.20
R_Pond1	0.021	Upstream	0.427		0.43	9.57	447.20
R_Pond1	0.021	Downstream	0.369	719.81	1.27	0.68	31.72
OUTLET	0.021		0.369		1.27	0.68	31.72

STORM 2y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.664		0.66	9.47	442.20
R_Pond1	0.021	Upstream	0.664		0.66	9.47	442.20
R_Pond1	0.021	Downstream	0.606	720.08	2.19	0.94	44.08
OUTLET	0.021		0.606		2.19	0.94	44.08

STORM 2y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.804		0.90	8.16	381.42
R_Pond1	0.021	Upstream	0.804		0.90	8.16	381.42
R_Pond1	0.021	Downstream	0.745	720.20	3.16	1.01	47.35
OUTLET	0.021		0.745		3.16	1.01	47.35

STORM 2y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.076		1.56	5.79	270.63
R_Pond1	0.021	Upstream	1.076		1.56	5.79	270.63
R_Pond1	0.021	Downstream	1.018	720.32	6.08	1.09	50.77
OUTLET	0.021		1.018		6.08	1.09	50.77

STORM 2y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.389		5.06	4.23	197.62
R_Pond1	0.021	Upstream	1.389		5.06	4.23	197.62
R_Pond1	0.021	Downstream	1.329	720.49	9.10	1.19	55.52
OUTLET	0.021		1.329		9.10	1.19	55.52

STORM 2y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.573		12.04	3.65	170.29
R_Pond1	0.021	Upstream	1.573		12.04	3.65	170.29
R_Pond1	0.021	Downstream	1.509	720.64	15.18	1.28	59.73
OUTLET	0.021		1.509		15.18	1.28	59.73

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.738		16.03	3.00	140.04
R_Pond1	0.021	Upstream	1.738		16.03	3.00	140.04
R_Pond1	0.021	Downstream	1.670	720.62	19.53	1.27	59.21
OUTLET	0.021		1.670		19.53	1.27	59.21

STORM 2y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.999		42.01	2.20	102.60
R_Pond1	0.021	Upstream	1.999		42.01	2.20	102.60
R_Pond1	0.021	Downstream	1.917	720.50	46.14	1.20	55.88
OUTLET	0.021		1.917		46.14	1.20	55.88

STORM 2y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.253		63.00	1.63	76.14
R_Pond1	0.021	Upstream	2.253		63.00	1.63	76.14
R_Pond1	0.021	Downstream	2.160	720.32	66.26	1.09	50.72
OUTLET	0.021		2.160		66.26	1.09	50.72

STORM 2y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.588		105.00	1.12	52.40
R_Pond1	0.021	Upstream	2.588		105.00	1.12	52.40
R_Pond1	0.021	Downstream	2.483	720.06	110.13	0.93	43.51
OUTLET	0.021		2.483		110.13	0.93	43.51

STORM 2y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.480		210.00	0.75	34.94
R_Pond1	0.021	Upstream	3.480		210.00	0.75	34.94
R_Pond1	0.021	Downstream	3.360	719.83	210.20	0.70	32.64
OUTLET	0.021		3.360		210.20	0.70	32.64

STORM 5y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.006		0.21	0.44	20.36
R_Pond1	0.021	Upstream	0.006		0.21	0.44	20.36
R_Pond1	0.021	Downstream	0.0	719.20	0.10	0.0	0.0
OUTLET	0.021		0.0		0.10	0.0	0.0

STORM 5y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.098		0.24	6.05	282.57
R_Pond1	0.021	Upstream	0.098		0.24	6.05	282.57
R_Pond1	0.021	Downstream	0.040	719.34	0.62	0.16	7.53
OUTLET	0.021		0.040		0.62	0.16	7.53

STORM 5y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.206		0.28	10.92	510.29
R_Pond1	0.021	Upstream	0.206		0.28	10.92	510.29
R_Pond1	0.021	Downstream	0.148	719.50	0.67	0.34	15.81
OUTLET	0.021		0.148		0.67	0.34	15.81

STORM 5y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.440		0.33	15.45	721.94
R_Pond1	0.021	Upstream	0.440		0.33	15.45	721.94
R_Pond1	0.021	Downstream	0.382	719.84	0.85	0.72	33.40
OUTLET	0.021		0.382		0.85	0.72	33.40

STORM 5y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.719		0.41	16.96	792.18
R_Pond1	0.021	Upstream	0.719		0.41	16.96	792.18
R_Pond1	0.021	Downstream	0.661	720.21	1.26	1.02	47.59
OUTLET	0.021		0.661		1.26	1.02	47.59

STORM 5y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.061		0.64	15.62	729.70
R_Pond1	0.021	Upstream	1.061		0.64	15.62	729.70
R_Pond1	0.021	Downstream	1.003	720.59	2.20	1.25	58.44
OUTLET	0.021		1.003		2.20	1.25	58.44

STORM 5y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.262		0.85	13.15	614.25
R_Pond1	0.021	Upstream	1.262		0.85	13.15	614.25
R_Pond1	0.021	Downstream	1.204	720.77	3.16	1.36	63.38
OUTLET	0.021		1.204		3.16	1.36	63.38

STORM 5y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.650		1.36	8.96	418.45
R_Pond1	0.021	Upstream	1.650		1.36	8.96	418.45
R_Pond1	0.021	Downstream	1.591	720.95	6.09	1.47	68.67
OUTLET	0.021		1.591		6.09	1.47	68.67

STORM 5y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.080		5.06	6.32	295.26
R_Pond1	0.021	Upstream	2.080		5.06	6.32	295.26
R_Pond1	0.021	Downstream	2.020	721.16	9.17	1.57	73.18
OUTLET	0.021		2.020		9.17	1.57	73.18

STORM 5y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.338		12.04	5.19	242.31
R_Pond1	0.021	Upstream	2.338		12.04	5.19	242.31
R_Pond1	0.021	Downstream	2.274	721.34	15.22	1.64	76.75
OUTLET	0.021		2.274		15.22	1.64	76.75

STORM 5y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.566		16.03	4.24	197.87
R_Pond1	0.021	Upstream	2.566		16.03	4.24	197.87
R_Pond1	0.021	Downstream	2.499	721.32	20.10	1.63	76.30
OUTLET	0.021		2.499		20.10	1.63	76.30

STORM 5y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.927		42.00	3.03	141.49
R_Pond1	0.021	Upstream	2.927		42.00	3.03	141.49
R_Pond1	0.021	Downstream	2.852	721.10	46.16	1.54	72.04
OUTLET	0.021		2.852		46.16	1.54	72.04

STORM 5y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.254		63.00	2.22	103.55
R_Pond1	0.021	Upstream	3.254		63.00	2.22	103.55
R_Pond1	0.021	Downstream	3.172	720.82	66.32	1.39	65.01
OUTLET	0.021		3.172		66.32	1.39	65.01

STORM 5y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.736		105.00	1.50	70.29
R_Pond1	0.021	Upstream	3.736		105.00	1.50	70.29
R_Pond1	0.021	Downstream	3.641	720.46	110.16	1.17	54.60
OUTLET	0.021		3.641		110.16	1.17	54.60

STORM 5y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		5.024		209.99	0.98	45.87
R_Pond1	0.021	Upstream	5.024		209.99	0.98	45.87
R_Pond1	0.021	Downstream	4.903	720.03	210.20	0.91	42.50
OUTLET	0.021		4.903		210.20	0.91	42.50

STORM 10y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.021		0.21	1.41	66.07
R_Pond1	0.021	Upstream	0.021		0.21	1.41	66.07
R_Pond1	0.021	Downstream	0.0	719.20	0.06	0.0	0.0
OUTLET	0.021		0.0		0.06	0.0	0.0

STORM 10y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.170		0.24	10.36	484.05
R_Pond1	0.021	Upstream	0.170		0.24	10.36	484.05
R_Pond1	0.021	Downstream	0.112	719.45	0.62	0.28	13.04
OUTLET	0.021		0.112		0.62	0.28	13.04

STORM 10y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.324		0.27	16.99	793.59
R_Pond1	0.021	Upstream	0.324		0.27	16.99	793.59
R_Pond1	0.021	Downstream	0.266	719.68	0.67	0.53	24.82
OUTLET	0.021		0.266		0.67	0.53	24.82

STORM 10y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.644		0.32	22.97	1073.28
R_Pond1	0.021	Upstream	0.644		0.32	22.97	1073.28
R_Pond1	0.021	Downstream	0.587	720.13	0.84	0.97	45.38
OUTLET	0.021		0.587		0.84	0.97	45.38

STORM 10y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.009		0.41	24.47	1143.37
R_Pond1	0.021	Upstream	1.009		0.41	24.47	1143.37
R_Pond1	0.021	Downstream	0.951	720.59	1.26	1.25	58.55
OUTLET	0.021		0.951		1.26	1.25	58.55

STORM 10y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.454		0.61	21.80	1018.23
R_Pond1	0.021	Upstream	1.454		0.61	21.80	1018.23
R_Pond1	0.021	Downstream	1.396	721.09	2.21	1.54	71.80
OUTLET	0.021		1.396		2.21	1.54	71.80

STORM 10y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.708		0.81	18.06	843.84
R_Pond1	0.021	Upstream	1.708		0.81	18.06	843.84
R_Pond1	0.021	Downstream	1.650	721.30	3.18	1.62	75.88
OUTLET	0.021		1.650		3.18	1.62	75.88

STORM 10y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.183		1.34	12.07	564.05
R_Pond1	0.021	Upstream	2.183		1.34	12.07	564.05
R_Pond1	0.021	Downstream	2.125	721.52	6.11	1.72	80.30
OUTLET	0.021		2.125		6.11	1.72	80.30

STORM 10y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.728		5.05	8.24	384.84
R_Pond1	0.021	Upstream	2.728		5.05	8.24	384.84
R_Pond1	0.021	Downstream	2.668	721.79	9.28	1.83	85.49
OUTLET	0.021		2.668		9.28	1.83	85.49

STORM 10y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.050		12.03	6.57	306.81
R_Pond1	0.021	Upstream	3.050		12.03	6.57	306.81
R_Pond1	0.021	Downstream	2.986	722.00	15.28	1.92	89.70
OUTLET	0.021		2.986		15.28	1.92	89.70

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.330		16.02	5.34	249.31
R_Pond1	0.021	Upstream	3.330		16.02	5.34	249.31
R_Pond1	0.021	Downstream	3.265	721.97	20.13	1.91	89.19
OUTLET	0.021		3.265		20.13	1.91	89.19

STORM 10y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.758		42.01	3.75	175.11
R_Pond1	0.021	Upstream	3.758		42.01	3.75	175.11
R_Pond1	0.021	Downstream	3.686	721.64	46.19	1.77	82.64
OUTLET	0.021		3.686		46.19	1.77	82.64

STORM 10y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		4.151		62.99	2.73	127.38
R_Pond1	0.021	Upstream	4.151		62.99	2.73	127.38
R_Pond1	0.021	Downstream	4.074	721.28	69.06	1.61	75.42
OUTLET	0.021		4.074		69.06	1.61	75.42

STORM 10y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		4.725		104.99	1.83	85.72
R_Pond1	0.021	Upstream	4.725		104.99	1.83	85.72
R_Pond1	0.021	Downstream	4.637	720.82	110.16	1.39	64.99
OUTLET	0.021		4.637		110.16	1.39	64.99

STORM 10y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		6.169		209.99	1.16	54.33
R_Pond1	0.021	Upstream	6.169		209.99	1.16	54.33
R_Pond1	0.021	Downstream	6.058	720.23	220.05	1.04	48.39
OUTLET	0.021		6.058		220.05	1.04	48.39

STORM 50y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.098		0.20	6.53	305.24
R_Pond1	0.021	Upstream	0.098		0.20	6.53	305.24
R_Pond1	0.021	Downstream	0.040	719.34	0.58	0.16	7.53
OUTLET	0.021		0.040		0.58	0.16	7.53

STORM 50y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.434		0.23	26.08	1218.53
R_Pond1	0.021	Upstream	0.434		0.23	26.08	1218.53
R_Pond1	0.021	Downstream	0.376	719.84	0.61	0.71	33.23
OUTLET	0.021		0.376		0.61	0.71	33.23

STORM 50y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.727		0.25	37.76	1764.06
R_Pond1	0.021	Upstream	0.727		0.25	37.76	1764.06
R_Pond1	0.021	Downstream	0.669	720.25	0.67	1.04	48.75
OUTLET	0.021		0.669		0.67	1.04	48.75

STORM 50y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.286		0.29	47.26	2207.66
R_Pond1	0.021	Upstream	1.286		0.29	47.26	2207.66
R_Pond1	0.021	Downstream	1.228	721.01	0.85	1.50	70.11
OUTLET	0.021		1.228		0.85	1.50	70.11

STORM 50y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.901		0.39	48.32	2257.21
R_Pond1	0.021	Upstream	1.901		0.39	48.32	2257.21
R_Pond1	0.021	Downstream	1.843	721.74	1.28	1.81	84.47
OUTLET	0.021		1.843		1.28	1.81	84.47

STORM 50y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.613		0.59	40.30	1882.76
R_Pond1	0.021	Upstream	2.613		0.59	40.30	1882.76
R_Pond1	0.021	Downstream	2.555	722.46	2.23	2.08	97.03
OUTLET	0.021		2.555		2.23	2.08	97.03

STORM 50y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.015		0.76	32.62	1523.72
R_Pond1	0.021	Upstream	3.015		0.76	32.62	1523.72
R_Pond1	0.021	Downstream	2.957	722.78	3.19	2.19	102.23
OUTLET	0.021		2.957		3.19	2.19	102.23

STORM 50y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.772		1.31	21.30	995.12
R_Pond1	0.021	Upstream	3.772		1.31	21.30	995.12
R_Pond1	0.021	Downstream	3.714	723.17	6.13	2.32	108.17
OUTLET	0.021		3.714		6.13	2.32	108.17

STORM 50y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		4.610		5.03	13.64	637.20
R_Pond1	0.021	Upstream	4.610		5.03	13.64	637.20
R_Pond1	0.021	Downstream	4.550	723.52	10.11	2.42	113.05
OUTLET	0.021		4.550		10.11	2.42	113.05

STORM 50y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		5.099		12.03	10.37	484.53
R_Pond1	0.021	Upstream	5.099		12.03	10.37	484.53
R_Pond1	0.021	Downstream	5.038	723.77	15.89	2.49	116.55
OUTLET	0.021		5.038		15.89	2.49	116.55

STORM 50y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		5.526		16.02	8.37	390.85
R_Pond1	0.021	Upstream	5.526		16.02	8.37	390.85
R_Pond1	0.021	Downstream	5.463	723.75	20.23	2.49	116.21
OUTLET	0.021		5.463		20.23	2.49	116.21

STORM 50y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		6.125		41.99	5.71	266.96
R_Pond1	0.021	Upstream	6.125		41.99	5.71	266.96
R_Pond1	0.021	Downstream	6.058	723.16	46.28	2.31	107.98
OUTLET	0.021		6.058		46.28	2.31	107.98

STORM 50y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		6.611		62.99	4.08	190.41
R_Pond1	0.021	Upstream	6.611		62.99	4.08	190.41
R_Pond1	0.021	Downstream	6.540	722.59	69.13	2.12	99.19
OUTLET	0.021		6.540		69.13	2.12	99.19

STORM 50y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		7.324		104.99	2.68	125.15
R_Pond1	0.021	Upstream	7.324		104.99	2.68	125.15
R_Pond1	0.021	Downstream	7.245	721.82	110.20	1.85	86.21
OUTLET	0.021		7.245		110.20	1.85	86.21

STORM 50y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		9.104		209.99	1.63	76.06
R_Pond1	0.021	Upstream	9.104		209.99	1.63	76.06
R_Pond1	0.021	Downstream	9.012	720.88	220.07	1.42	66.55
OUTLET	0.021		9.012		220.07	1.42	66.55

STORM 100y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.148		0.20	9.87	460.96
R_Pond1	0.021	Upstream	0.148		0.20	9.87	460.96
R_Pond1	0.021	Downstream	0.090	719.42	0.58	0.24	11.40
OUTLET	0.021		0.090		0.58	0.24	11.40

STORM 100y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.572		0.23	34.30	1602.55
R_Pond1	0.021	Upstream	0.572		0.23	34.30	1602.55
R_Pond1	0.021	Downstream	0.514	720.04	0.61	0.92	42.79
OUTLET	0.021		0.514		0.61	0.92	42.79

STORM 100y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		0.934		0.25	48.58	2269.54
R_Pond1	0.021	Upstream	0.934		0.25	48.58	2269.54
R_Pond1	0.021	Downstream	0.877	720.53	0.67	1.22	56.83
OUTLET	0.021		0.877		0.67	1.22	56.83

STORM 100y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		1.601		0.29	59.47	2778.13
R_Pond1	0.021	Upstream	1.601		0.29	59.47	2778.13
R_Pond1	0.021	Downstream	1.543	721.40	0.85	1.67	77.90
OUTLET	0.021		1.543		0.85	1.67	77.90

STORM 100y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		2.331		0.38	60.02	2804.03
R_Pond1	0.021	Upstream	2.331		0.38	60.02	2804.03
R_Pond1	0.021	Downstream	2.273	722.25	1.29	2.01	93.70
OUTLET	0.021		2.273		1.29	2.01	93.70

STORM 100y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.168		0.58	49.25	2300.83
R_Pond1	0.021	Upstream	3.168		0.58	49.25	2300.83
R_Pond1	0.021	Downstream	3.110	723.08	2.23	2.29	106.84
OUTLET	0.021		3.110		2.23	2.29	106.84

STORM 100y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		3.643		0.73	39.71	1855.26
R_Pond1	0.021	Upstream	3.643		0.73	39.71	1855.26
R_Pond1	0.021	Downstream	3.585	723.44	3.20	2.40	111.92
OUTLET	0.021		3.585		3.20	2.40	111.92

STORM 100y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		4.516		1.11	25.69	1200.06
R_Pond1	0.021	Upstream	4.516		1.11	25.69	1200.06
R_Pond1	0.021	Downstream	4.458	723.90	6.13	2.53	118.31
OUTLET	0.021		4.458		6.13	2.53	118.31

STORM 100y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		5.489		5.02	16.09	751.89
R_Pond1	0.021	Upstream	5.489		5.02	16.09	751.89
R_Pond1	0.021	Downstream	5.429	724.29	10.19	2.64	123.47
OUTLET	0.021		5.429		10.19	2.64	123.47

STORM 100y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		6.061		12.01	12.10	565.19
R_Pond1	0.021	Upstream	6.061		12.01	12.10	565.19
R_Pond1	0.021	Downstream	5.999	724.56	15.94	2.72	126.89
OUTLET	0.021		5.999		15.94	2.72	126.89

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		6.549		16.01	9.73	454.76
R_Pond1	0.021	Upstream	6.549		16.01	9.73	454.76
R_Pond1	0.021	Downstream	6.487	724.54	20.28	2.71	126.56
OUTLET	0.021		6.487		20.28	2.71	126.56

STORM 100y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		7.232		42.00	6.61	308.67
R_Pond1	0.021	Upstream	7.232		42.00	6.61	308.67
R_Pond1	0.021	Downstream	7.166	723.86	46.38	2.52	117.81
OUTLET	0.021		7.166		46.38	2.52	117.81

STORM 100y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		7.781		63.00	4.70	219.60
R_Pond1	0.021	Upstream	7.781		63.00	4.70	219.60
R_Pond1	0.021	Downstream	7.711	723.21	69.15	2.33	108.76
OUTLET	0.021		7.711		69.15	2.33	108.76

STORM 100y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		8.560		104.99	3.07	143.47
R_Pond1	0.021	Upstream	8.560		104.99	3.07	143.47
R_Pond1	0.021	Downstream	8.483	722.31	110.23	2.03	94.63
OUTLET	0.021		8.483		110.23	2.03	94.63

STORM 100y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRS_1	0.021		10.476		209.99	1.84	86.03
R_Pond1	0.021	Upstream	10.476		209.99	1.84	86.03
R_Pond1	0.021	Downstream	10.385	721.19	220.09	1.58	73.82
OUTLET	0.021		10.385		220.09	1.58	73.82

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,5m (cfs)	1y,10m (cfs)	1y,15m (cfs)	1y,30m (cfs)	1y,1h (cfs)
PRS_1	0.021	0.0	0.92	2.83	5.22	5.88
R_Pond1	0.021	0.0	0.92	2.83	5.22	5.88
DOWNSTREAM		0.0	0.0	0.0	0.24	0.44
OUTLET	0.021	0.0	0.0	0.0	0.24	0.44

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,2h (cfs)	1y,3h (cfs)	1y,6h (cfs)	1y,12h (cfs)	1y,18h (cfs)
PRS_1	0.021	6.21	5.48	4.03	3.03	2.75
R_Pond1	0.021	6.21	5.48	4.03	3.03	2.75
DOWNSTREAM		0.68	0.78	0.88	0.96	1.04
OUTLET	0.021	0.68	0.78	0.88	0.96	1.04

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,24h (cfs)	1y,48h (cfs)	1y,72h (cfs)	1y,120h (cfs)	1y,240h (cfs)
PRS_1	0.021	2.27	1.71	1.28	0.88	0.60
R_Pond1	0.021	2.27	1.71	1.28	0.88	0.60
DOWNSTREAM		1.03	0.99	0.92	0.75	0.56
OUTLET	0.021	1.03	0.99	0.92	0.75	0.56

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,5m (cfs)	2y,10m (cfs)	2y,15m (cfs)	2y,30m (cfs)	2y,1h (cfs)
PRS_1	0.021	0.0	2.40	5.31	8.54	9.57
R_Pond1	0.021	0.0	2.40	5.31	8.54	9.57
DOWNSTREAM		0.0	0.0	0.16	0.40	0.68
OUTLET	0.021	0.0	0.0	0.16	0.40	0.68

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,2h (cfs)	2y,3h (cfs)	2y,6h (cfs)	2y,12h (cfs)	2y,18h (cfs)
PRS_1	0.021	9.47	8.16	5.79	4.23	3.65
R_Pond1	0.021	9.47	8.16	5.79	4.23	3.65
DOWNSTREAM		0.94	1.01	1.09	1.19	1.28
OUTLET	0.021	0.94	1.01	1.09	1.19	1.28

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	2y,48h (cfs)	2y,72h (cfs)	2y,120h (cfs)	2y,240h (cfs)
PRS_1	0.021	3.00	2.20	1.63	1.12	0.75
R_Pond1	0.021	3.00	2.20	1.63	1.12	0.75
DOWNSTREAM		1.27	1.20	1.09	0.93	0.70
OUTLET	0.021	1.27	1.20	1.09	0.93	0.70

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,5m (cfs)	5y,10m (cfs)	5y,15m (cfs)	5y,30m (cfs)	5y,1h (cfs)

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,5m (cfs)	5y,10m (cfs)	5y,15m (cfs)	5y,30m (cfs)	5y,1h (cfs)
PRS_1	0.021	0.44	6.05	10.92	15.45	16.96
R_Pond1	0.021	0.44	6.05	10.92	15.45	16.96
DOWNSTREAM		0.0	0.16	0.34	0.72	1.02
OUTLET	0.021	0.0	0.16	0.34	0.72	1.02

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,2h (cfs)	5y,3h (cfs)	5y,6h (cfs)	5y,12h (cfs)	5y,18h (cfs)
PRS_1	0.021	15.62	13.15	8.96	6.32	5.19
R_Pond1	0.021	15.62	13.15	8.96	6.32	5.19
DOWNSTREAM		1.25	1.36	1.47	1.57	1.64
OUTLET	0.021	1.25	1.36	1.47	1.57	1.64

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,24h (cfs)	5y,48h (cfs)	5y,72h (cfs)	5y,120h (cfs)	5y,240h (cfs)
PRS_1	0.021	4.24	3.03	2.22	1.50	0.98
R_Pond1	0.021	4.24	3.03	2.22	1.50	0.98
DOWNSTREAM		1.63	1.54	1.39	1.17	0.91
OUTLET	0.021	1.63	1.54	1.39	1.17	0.91

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,5m (cfs)	10y,10m (cfs)	10y,15m (cfs)	10y,30m (cfs)	10y,1h (cfs)
PRS_1	0.021	1.41	10.36	16.99	22.97	24.47
R_Pond1	0.021	1.41	10.36	16.99	22.97	24.47
DOWNSTREAM		0.0	0.28	0.53	0.97	1.25
OUTLET	0.021	0.0	0.28	0.53	0.97	1.25

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,2h (cfs)	10y,3h (cfs)	10y,6h (cfs)	10y,12h (cfs)	10y,18h (cfs)
PRS_1	0.021	21.80	18.06	12.07	8.24	6.57
R_Pond1	0.021	21.80	18.06	12.07	8.24	6.57
DOWNSTREAM		1.54	1.62	1.72	1.83	1.92
OUTLET	0.021	1.54	1.62	1.72	1.83	1.92

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,24h (cfs)	10y,48h (cfs)	10y,72h (cfs)	10y,120h (cfs)	10y,240h (cfs)
PRS_1	0.021	5.34	3.75	2.73	1.83	1.16
R_Pond1	0.021	5.34	3.75	2.73	1.83	1.16
DOWNSTREAM		1.91	1.77	1.61	1.39	1.04
OUTLET	0.021	1.91	1.77	1.61	1.39	1.04

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,5m (cfs)	50y,10m (cfs)	50y,15m (cfs)	50y,30m (cfs)	50y,1h (cfs)

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,5m (cfs)	50y,10m (cfs)	50y,15m (cfs)	50y,30m (cfs)	50y,1h (cfs)
PRS_1	0.021	6.53	26.08	37.76	47.26	48.32
R_Pond1	0.021	6.53	26.08	37.76	47.26	48.32
DOWNSTREAM		0.16	0.71	1.04	1.50	1.81
OUTLET	0.021	0.16	0.71	1.04	1.50	1.81

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,2h (cfs)	50y,3h (cfs)	50y,6h (cfs)	50y,12h (cfs)	50y,18h (cfs)
PRS_1	0.021	40.30	32.62	21.30	13.64	10.37
R_Pond1	0.021	40.30	32.62	21.30	13.64	10.37
DOWNSTREAM		2.08	2.19	2.32	2.42	2.49
OUTLET	0.021	2.08	2.19	2.32	2.42	2.49

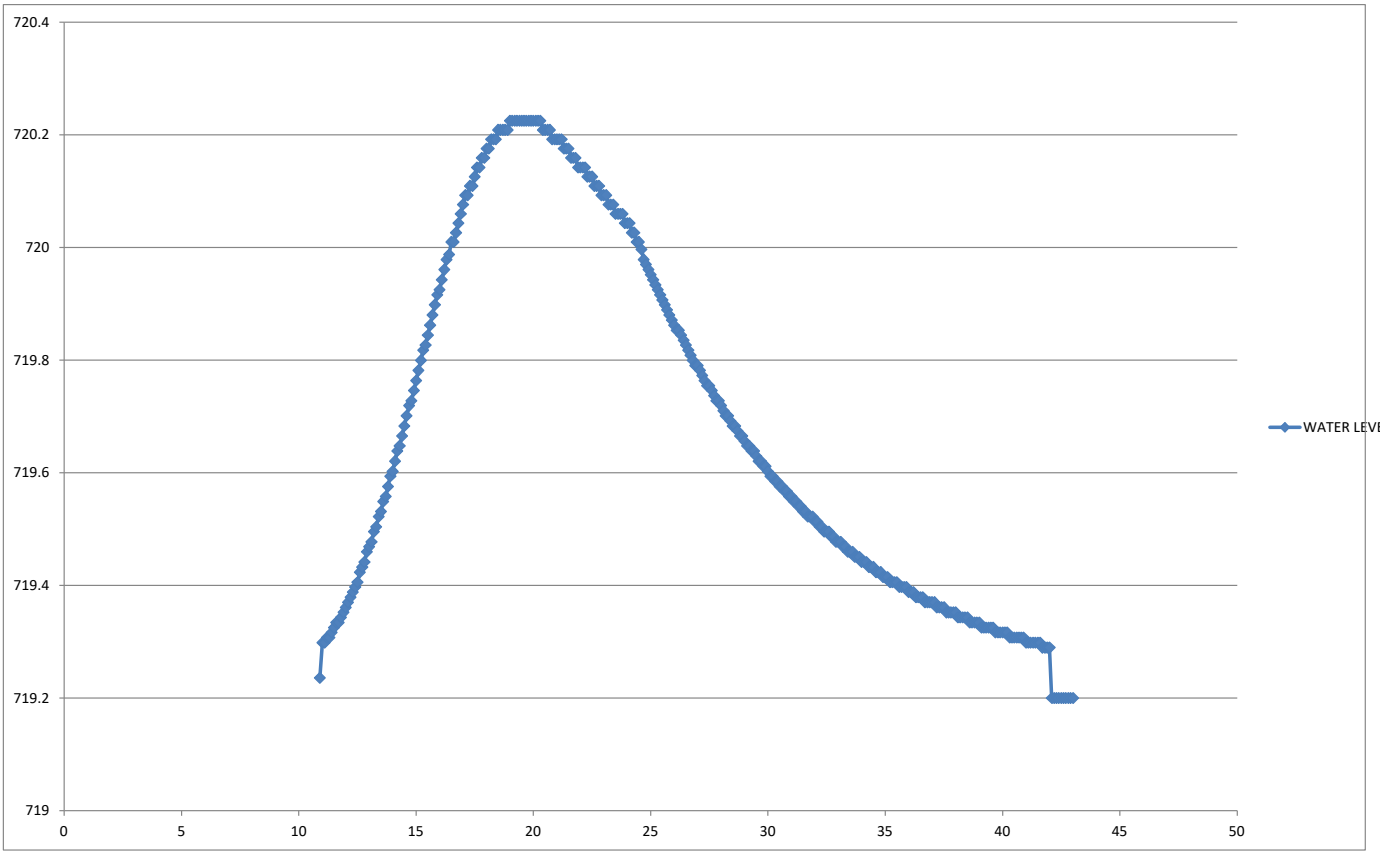
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,24h (cfs)	50y,48h (cfs)	50y,72h (cfs)	50y,120h (cfs)	50y,240h (cfs)
PRS_1	0.021	8.37	5.71	4.08	2.68	1.63
R_Pond1	0.021	8.37	5.71	4.08	2.68	1.63
DOWNSTREAM		2.49	2.31	2.12	1.85	1.42
OUTLET	0.021	2.49	2.31	2.12	1.85	1.42

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,5m (cfs)	100y,10m (cfs)	100y,15m (cfs)	100y,30m (cfs)	100y,1h (cfs)
PRS_1	0.021	9.87	34.30	48.58	59.47	60.02
R_Pond1	0.021	9.87	34.30	48.58	59.47	60.02
DOWNSTREAM		0.24	0.92	1.22	1.67	2.01
OUTLET	0.021	0.24	0.92	1.22	1.67	2.01

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,18h (cfs)
PRS_1	0.021	49.25	39.71	25.69	16.09	12.10
R_Pond1	0.021	49.25	39.71	25.69	16.09	12.10
DOWNSTREAM		2.29	2.40	2.53	2.64	2.72
OUTLET	0.021	2.29	2.40	2.53	2.64	2.72

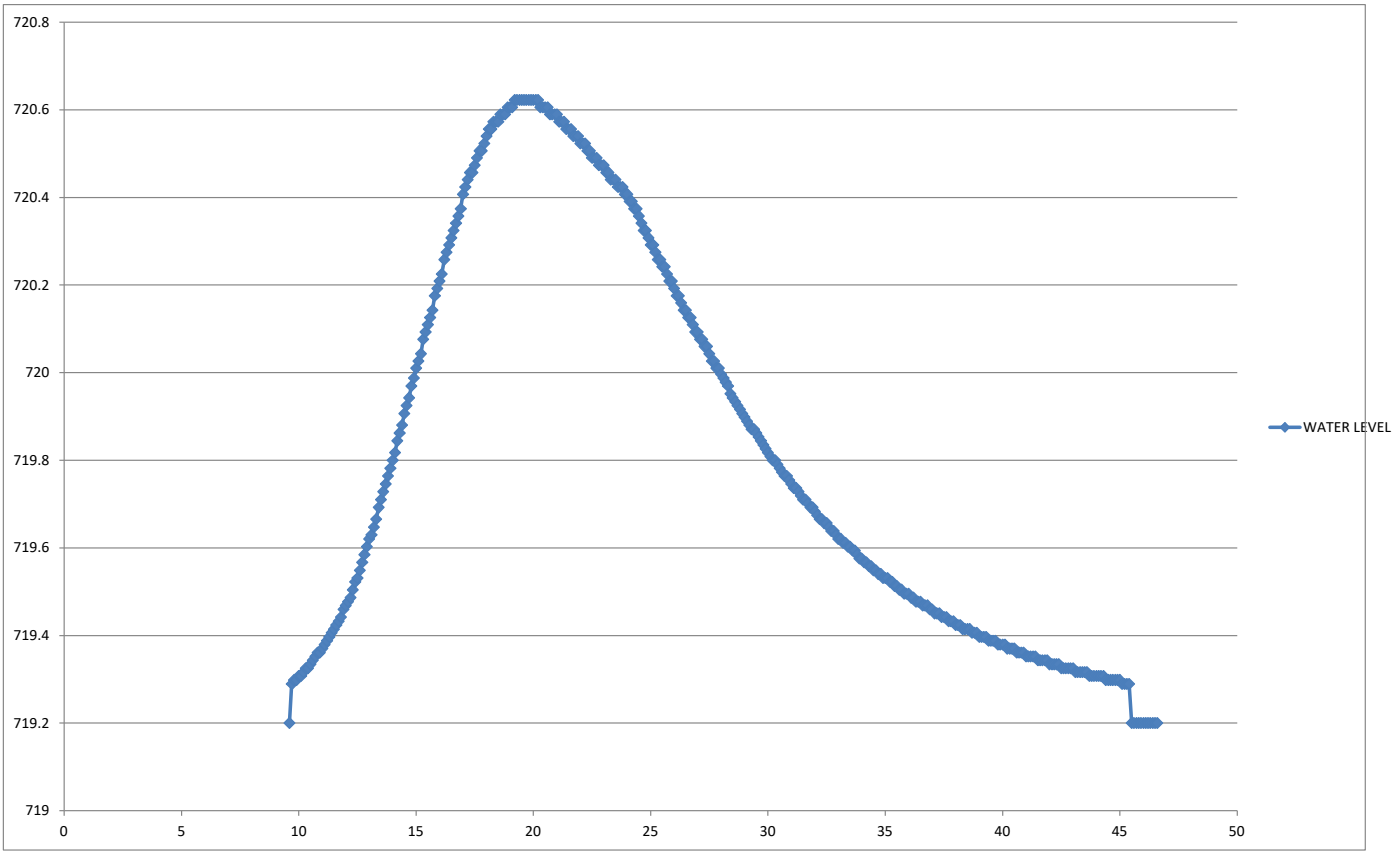
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,24h (cfs)	100y,48h (cfs)	100y,72h (cfs)	100y,120h (cfs)	100y,240h (cfs)
PRS_1	0.021	9.73	6.61	4.70	3.07	1.84
R_Pond1	0.021	9.73	6.61	4.70	3.07	1.84
DOWNSTREAM		2.71	2.52	2.33	2.03	1.58
OUTLET	0.021	2.71	2.52	2.33	2.03	1.58

SOUTH BASIN 1 YEAR HYDROGRAPH



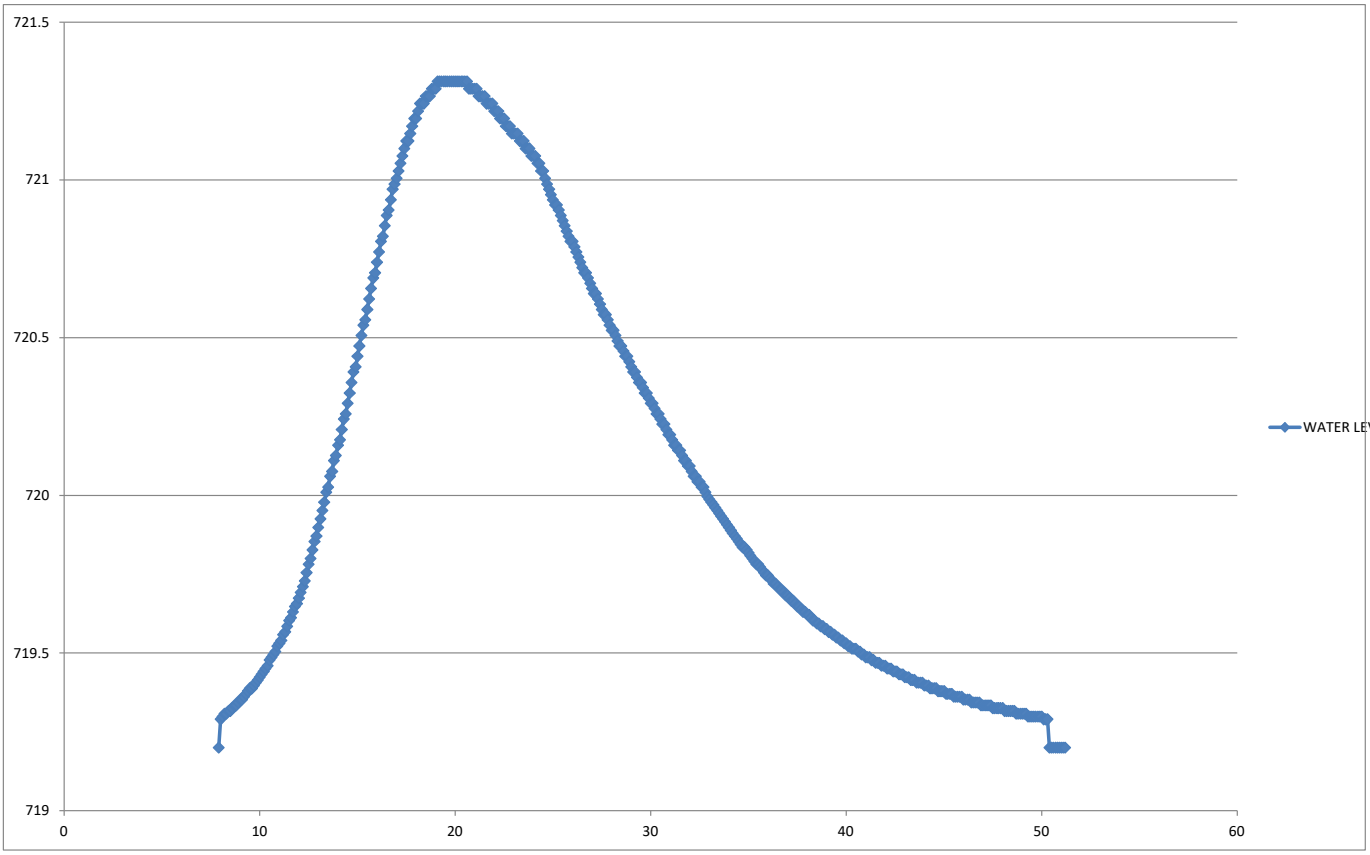
DRAWDOWN TIME (HOURS)

SOUTH BASIN 2 YEAR HYDROGRAPH



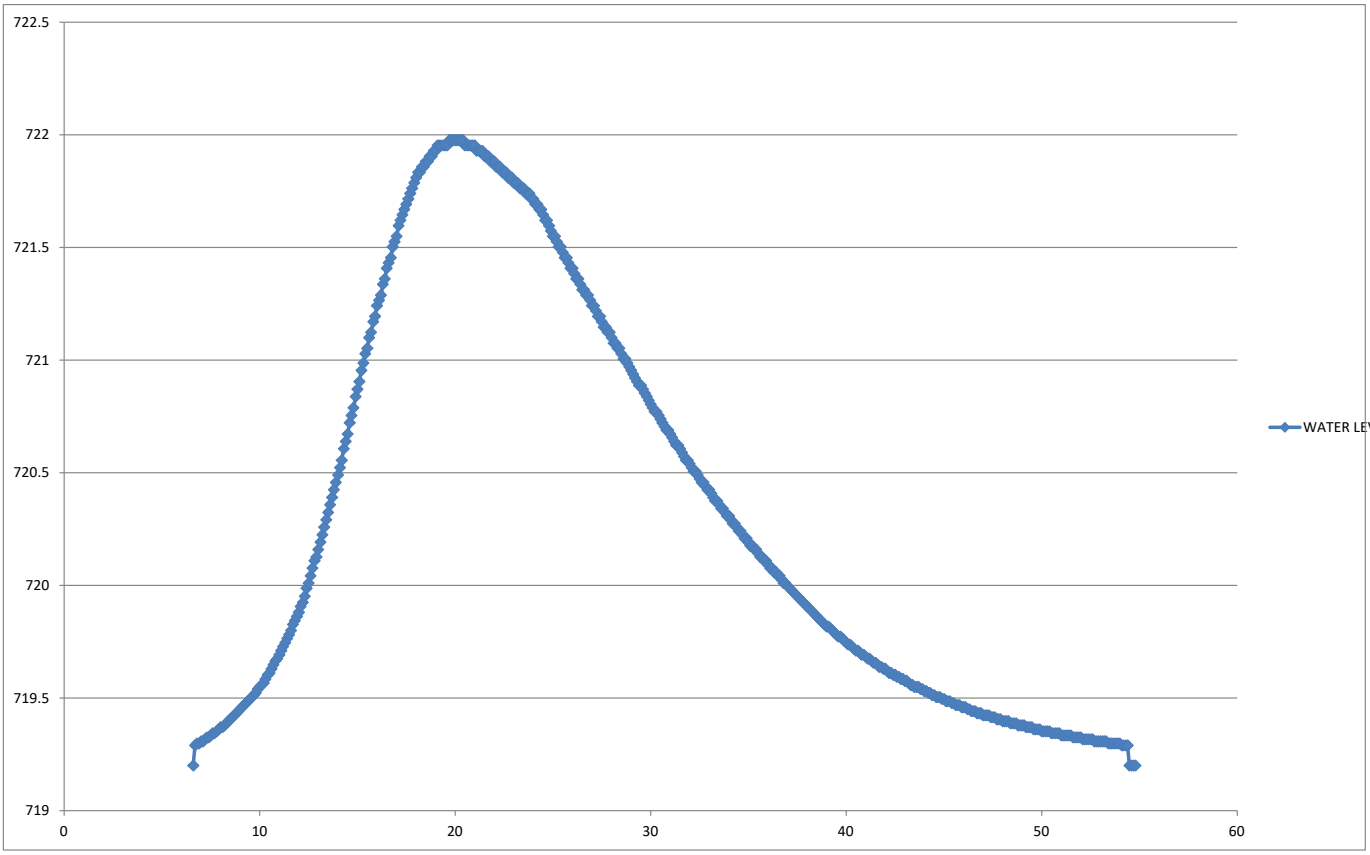
DRAWDOWN TIME (HOURS)

SOUTH BASIN 5 YEAR HYDROGRAPH



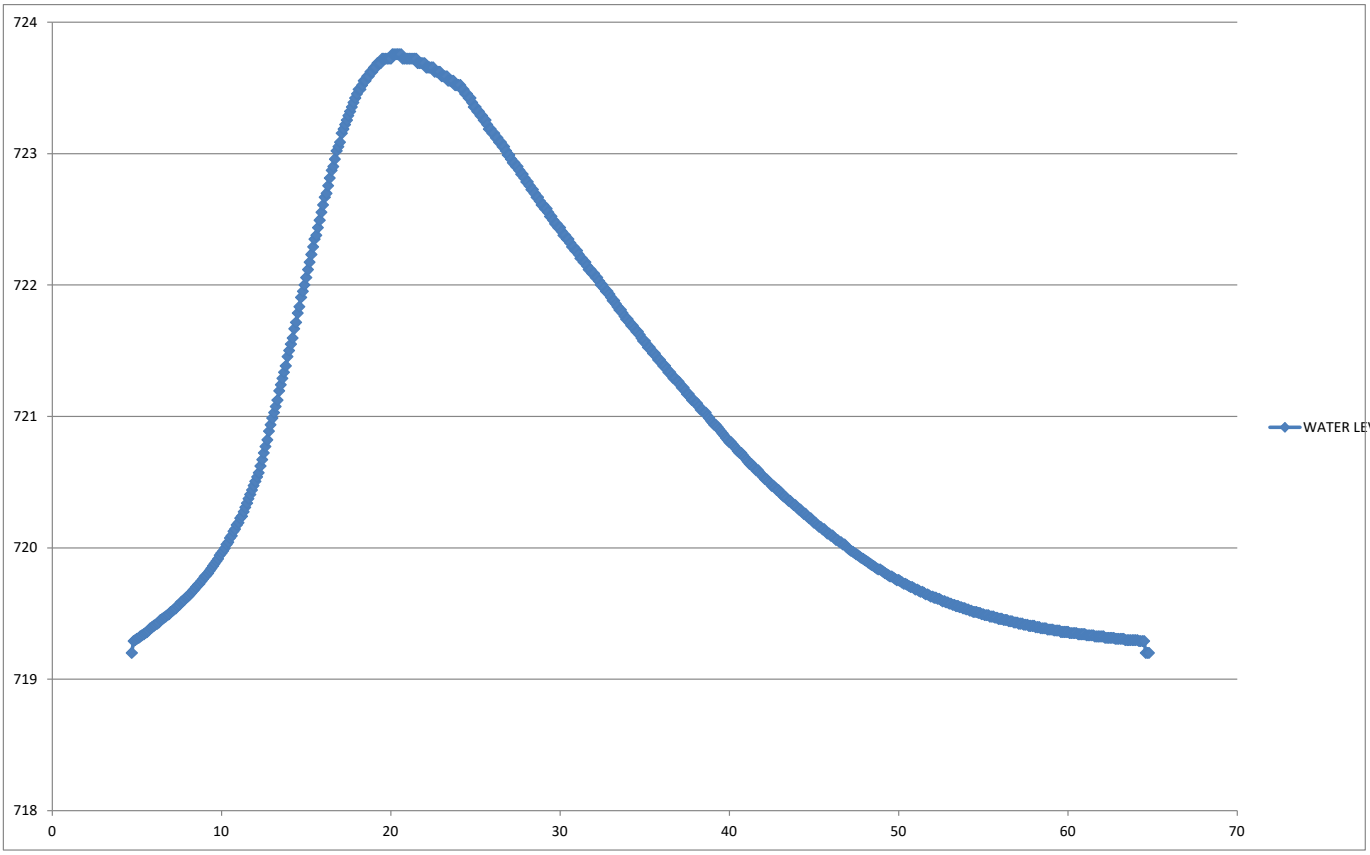
DRAWDOWN TIME (HOURS)

SOUTH BASIN 10 YEAR HYDROGRAPH



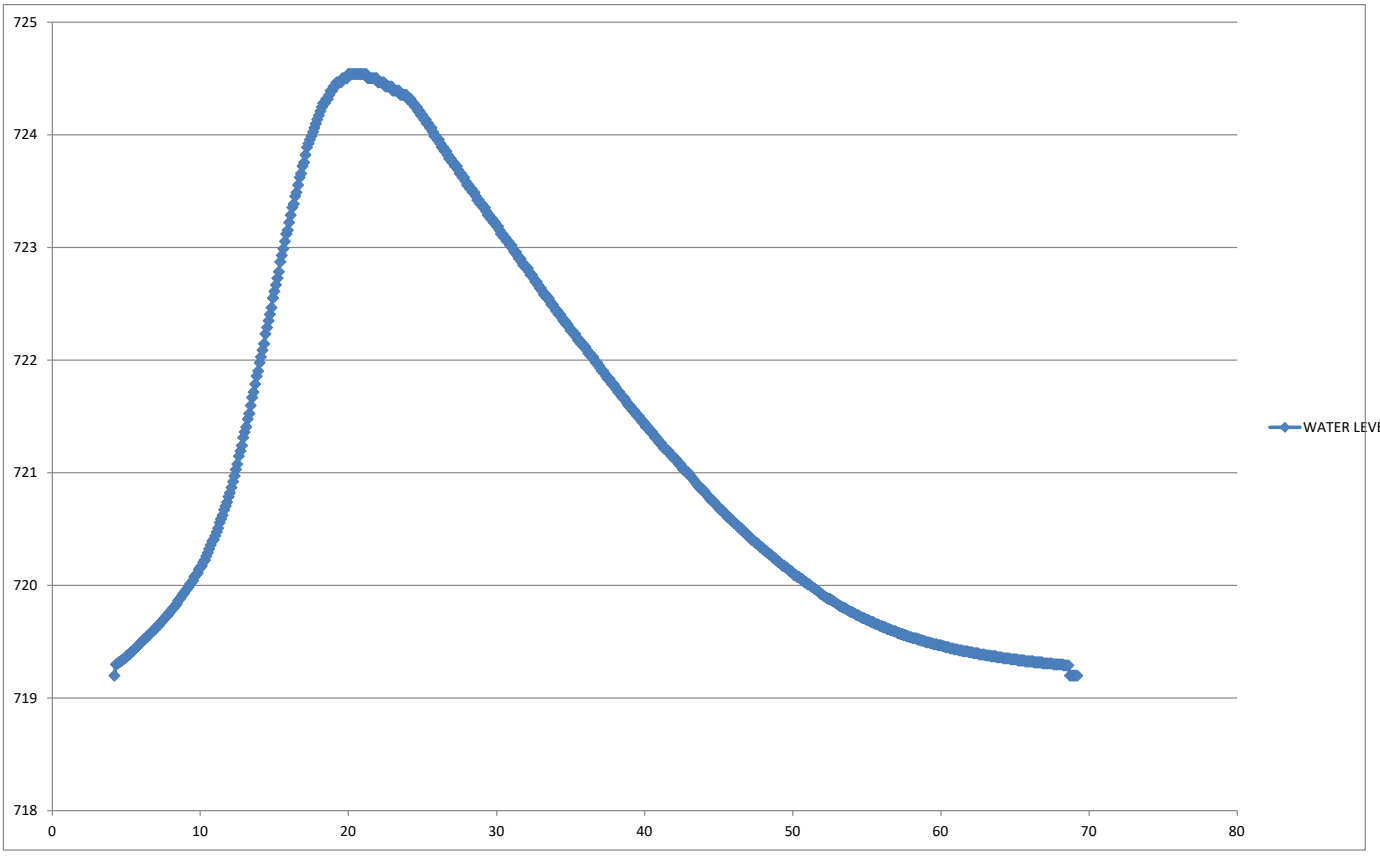
DRAWDOWN TIME (HOURS)

SOUTH BASIN 50 YEAR HYDROGRAPH



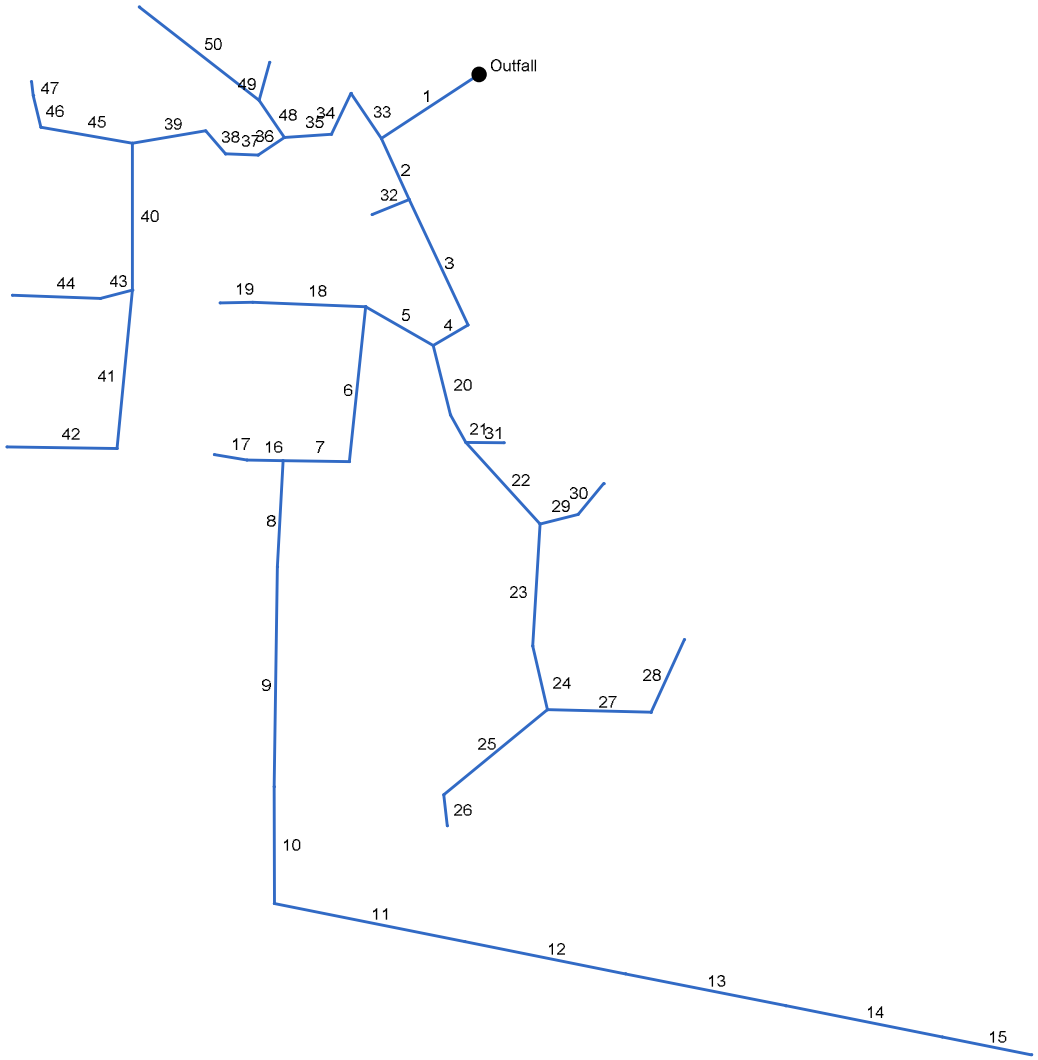
DRAWDOWN TIME (HOURS)

SOUTH BASIN 100 YEAR HYDROGRAPH



DRAWDOWN TIME (HOURS)

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: Run 2.stm	Number of lines: 50	Date: 5/16/2025

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	92.934	0.07	7.72	0.61	0.04	5.12	5.0	13.6	5.8	29.69	38.53	8.13	30	0.88	719.20	720.02	720.85	721.88	719.20	726.83	ST 2-1 - FES 2-1
2	1	53.521	0.20	5.48	0.61	0.12	3.61	5.0	13.5	5.8	21.01	23.55	8.04	24	1.08	721.12	721.70	722.59	723.34	726.83	726.94	ST 2-2 - ST 2-1
3	2	110.594	0.30	5.16	0.61	0.18	3.40	5.0	13.2	5.9	19.99	29.01	7.32	24	1.65	721.70	723.52	723.34	725.12	726.94	729.83	ST 2-3 - ST 2-2
4	3	32.000	0.06	4.86	0.68	0.04	3.22	5.0	13.1	5.9	18.96	28.83	7.10	24	1.62	723.52	724.04	725.12	725.61	729.83	729.85	ST 2-4 - ST 2-3
5	4	62.073	0.17	2.21	0.68	0.12	1.48	5.0	12.9	5.9	8.77	11.47	5.50	18	1.19	724.04	724.78	725.61	725.93	729.85	730.47	ST 2-5 - ST 2-4
6	5	124.456	0.15	1.76	0.68	0.10	1.18	5.0	12.6	6.0	7.03	7.81	6.15	15	1.46	724.78	726.60	725.93	727.66	730.47	733.86	ST 2-6 - ST 2-5
7	6	52.548	0.06	1.61	0.68	0.04	1.07	5.0	12.4	6.0	6.45	7.71	5.91	15	1.43	726.60	727.35	727.66	728.37	733.86	732.84	ST 2-7 - ST 2-6
8	7	84.891	0.15	1.07	0.66	0.10	0.71	5.0	12.2	6.1	4.28	4.39	5.45	12	1.52	727.35	728.64	728.37	729.64	732.84	736.59	ST 2-8 - ST 2-7
9	8	175.297	0.14	0.92	0.66	0.09	0.61	5.0	11.6	6.2	3.74	3.84	5.08	12	1.16	728.64	730.68	729.64	731.51	736.59	740.64	ST 2-9 - ST 2-8
10	9	93.435	0.11	0.78	0.66	0.07	0.51	5.0	11.3	6.2	3.21	3.32	4.78	12	0.87	730.68	731.49	731.51	732.26	740.64	739.58	ST 2-10 - ST 2-9
11	10	154.497	0.17	0.67	0.66	0.11	0.44	5.0	10.6	6.4	2.81	2.91	4.22	12	0.67	731.49	732.52	732.28	733.31	739.58	740.26	ST 2-11 - ST 2-10
12	11	130.146	0.15	0.50	0.66	0.10	0.33	5.0	9.9	6.5	2.15	2.46	3.41	12	0.48	732.52	733.14	733.31	733.85	740.26	740.39	ST 2-12 - ST 2-11
13	12	130.000	0.15	0.35	0.66	0.10	0.23	5.0	8.9	6.7	1.56	2.46	3.09	12	0.48	733.14	733.76	733.85	734.30	740.39	739.78	ST 2-13 - ST 2-12
14	13	126.690	0.12	0.20	0.66	0.08	0.13	5.0	7.3	7.1	0.94	2.47	2.65	12	0.48	733.76	734.37	734.30	734.78	739.78	739.32	ST 2-14 - ST 2-13
15	14	72.494	0.08	0.08	0.66	0.05	0.05	5.0	5.0	7.8	0.41	2.47	1.91	12	0.48	734.37	734.72	734.78	734.99	739.32	738.22	ST 2-15 - ST 2-14
16	7	28.635	0.19	0.48	0.68	0.13	0.33	5.0	5.2	7.7	2.53	2.74	3.96	12	0.59	728.15	728.32	728.91	729.08	732.84	732.01	ST 2-16 - ST 2-7
17	16	26.230	0.29	0.29	0.68	0.20	0.20	5.0	5.0	7.8	1.54	2.51	2.59	12	0.50	728.32	728.45	729.08	729.12	732.01	731.95	ST 2-17 - ST 2-16
18	5	89.769	0.14	0.28	0.68	0.10	0.19	5.0	5.5	7.7	1.46	2.46	3.27	12	0.48	725.47	725.90	726.02	726.45	730.47	729.49	ST 2-18 - ST 2-5
19	18	26.040	0.14	0.14	0.68	0.10	0.10	5.0	5.0	7.8	0.74	2.52	1.95	12	0.50	725.90	726.03	726.45	726.47	729.49	729.53	ST 2-19 - ST 2-18
20	4	57.167	0.40	2.59	0.66	0.26	1.70	5.0	10.3	6.4	10.92	13.89	7.78	18	1.75	725.85	726.85	726.85	728.12	729.85	732.45	ST 2-20 - ST 2-4
21	20	24.818	0.37	2.19	0.66	0.24	1.43	5.0	10.3	6.4	9.24	9.35	8.22	15	2.10	728.20	728.72	729.21	729.88	732.45	732.70	ST 2-21 - ST 2-20
22	21	87.894	0.11	1.73	0.66	0.07	1.13	5.0	10.1	6.5	7.34	7.42	6.34	15	1.32	728.72	729.88	729.88	730.96	732.70	735.47	ST 2-22 - ST 2-21

Project File: Run 2.stm | Number of lines: 50 | Run Date: 5/16/2025

NOTES:Intensity = 147.00 / (Inlet time + 18.00) ^ 0.94; Return period =Yrs. 10 ; c = cir e = ellip b = box

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	97.547	0.17	1.25	0.66	0.11	0.83	5.0	9.9	6.5	5.39	5.47	6.86	12	2.36	729.88	732.18	730.96	733.18	735.47	737.84	ST 2-23 - ST 2-22
24	23	52.142	0.15	1.08	0.66	0.10	0.71	5.0	9.7	6.6	4.67	4.78	6.12	12	1.80	732.18	733.12	733.18	734.02	737.84	740.91	ST 2-24 - ST 2-23
25	24	106.703	0.30	0.62	0.66	0.20	0.41	5.0	5.2	7.7	3.17	3.29	4.77	12	0.85	736.04	736.95	736.83	737.74	740.91	740.49	ST 2-25 - ST 2-24
26	25	25.134	0.32	0.32	0.66	0.21	0.21	5.0	5.0	7.8	1.65	2.46	2.62	12	0.48	736.95	737.07	737.74	737.78	740.49	740.57	ST 2-26 - ST 2-25
27	24	82.285	0.27	0.31	0.66	0.18	0.20	5.0	9.0	6.7	1.37	2.48	2.28	12	0.49	733.12	733.52	734.02	734.14	740.91	738.19	ST 2-27 - ST 2-24
28	27	63.686	0.04	0.04	0.66	0.03	0.03	5.0	5.0	7.8	0.21	2.48	0.68	12	0.49	733.52	733.83	734.14	734.15	738.19	737.33	ST 2-28 - ST 2-27
29	22	31.318	0.16	0.37	0.66	0.11	0.23	5.0	5.4	7.7	1.79	2.46	3.42	12	0.48	731.03	731.18	731.66	731.81	735.47	734.88	ST 2-29 - ST 2-22
30	29	32.000	0.21	0.21	0.61	0.13	0.13	5.0	5.0	7.8	1.00	2.52	2.21	12	0.50	731.18	731.34	731.81	731.84	734.88	734.84	ST 2-30 - ST 2-29
31	21	30.552	0.09	0.09	0.66	0.06	0.06	5.0	5.0	7.8	0.46	4.42	1.68	12	1.54	729.20	729.67	729.88	729.95	732.70	733.17	ST 2-31 - ST 2-21
32	2	32.000	0.12	0.12	0.68	0.08	0.08	5.0	5.0	7.8	0.64	2.52	2.67	12	0.50	723.28	723.44	723.62	723.78	726.94	726.94	ST 2-32 - ST 2-2
33	1	43.251	0.11	2.17	0.61	0.07	1.47	5.0	11.4	6.2	9.12	9.45	6.09	18	0.81	721.26	721.61	722.44	722.80	726.83	726.17	ST 2-33 - ST 2-1
34	33	36.123	0.13	2.06	0.68	0.09	1.40	5.0	11.3	6.2	8.73	8.91	5.75	18	0.72	721.61	721.87	722.81	723.07	726.17	726.70	ST 2-34 - ST 2-33
35	34	37.332	0.06	1.93	0.68	0.04	1.31	5.0	11.2	6.2	8.20	8.46	6.91	15	1.71	721.87	722.51	723.07	723.63	726.70	727.23	ST 2-35 - ST 2-34
36	35	25.060	0.11	1.48	0.68	0.07	1.01	5.0	9.4	6.6	6.68	6.83	5.94	15	1.12	722.51	722.79	723.63	723.83	727.23	727.14	ST 2-36 - ST 2-35
37	36	26.088	0.16	1.37	0.68	0.11	0.93	5.0	9.3	6.6	6.19	6.28	7.89	12	3.10	722.79	723.60	723.83	724.60	727.14	727.21	ST 2-37 - ST 2-36
38	37	24.206	0.07	1.21	0.68	0.05	0.82	5.0	9.3	6.7	5.48	5.65	7.07	12	2.52	723.60	724.21	724.60	725.15	727.21	727.71	ST 2-38 - ST 2-37
39	38	59.080	0.12	1.14	0.68	0.08	0.78	5.0	9.1	6.7	5.19	6.11	6.81	12	2.95	724.21	725.95	725.15	726.88	727.71	730.05	ST 2-39 - ST 2-38
40	39	117.192	0.23	0.65	0.68	0.16	0.44	5.0	8.7	6.8	3.01	4.17	4.57	12	1.37	726.05	727.66	726.88	728.40	730.05	731.16	ST 2-40 - ST 2-39
41	40	126.991	0.16	0.25	0.68	0.11	0.17	5.0	7.4	7.1	1.21	6.55	2.67	12	3.38	727.66	731.95	728.40	732.41	731.16	737.95	ST 2-41 - ST 2-40
42	41	87.611	0.09	0.09	0.68	0.06	0.06	5.0	5.0	7.8	0.48	2.47	1.94	12	0.48	731.95	732.37	732.41	732.66	737.95	735.87	ST 2-42 - ST 2-41
43	40	26.360	0.00	0.17	0.68	0.00	0.12	5.0	6.0	7.5	0.87	9.83	2.22	12	7.63	727.66	729.67	728.40	730.06	731.16	733.51	ST 2-43 - ST 2-40
44	43	69.852	0.17	0.17	0.68	0.12	0.12	5.0	5.0	7.8	0.90	2.48	2.91	12	0.49	729.67	730.01	730.09	730.43	733.51	733.51	ST 2-44 - ST 2-43

Project File: Run 2.stm | Number of lines: 50 | Run Date: 5/16/2025

NOTES:Intensity = 147.00 / (Inlet time + 18.00) ^ 0.94; Return period =Yrs. 10 ; c = cir e = ellip b = box

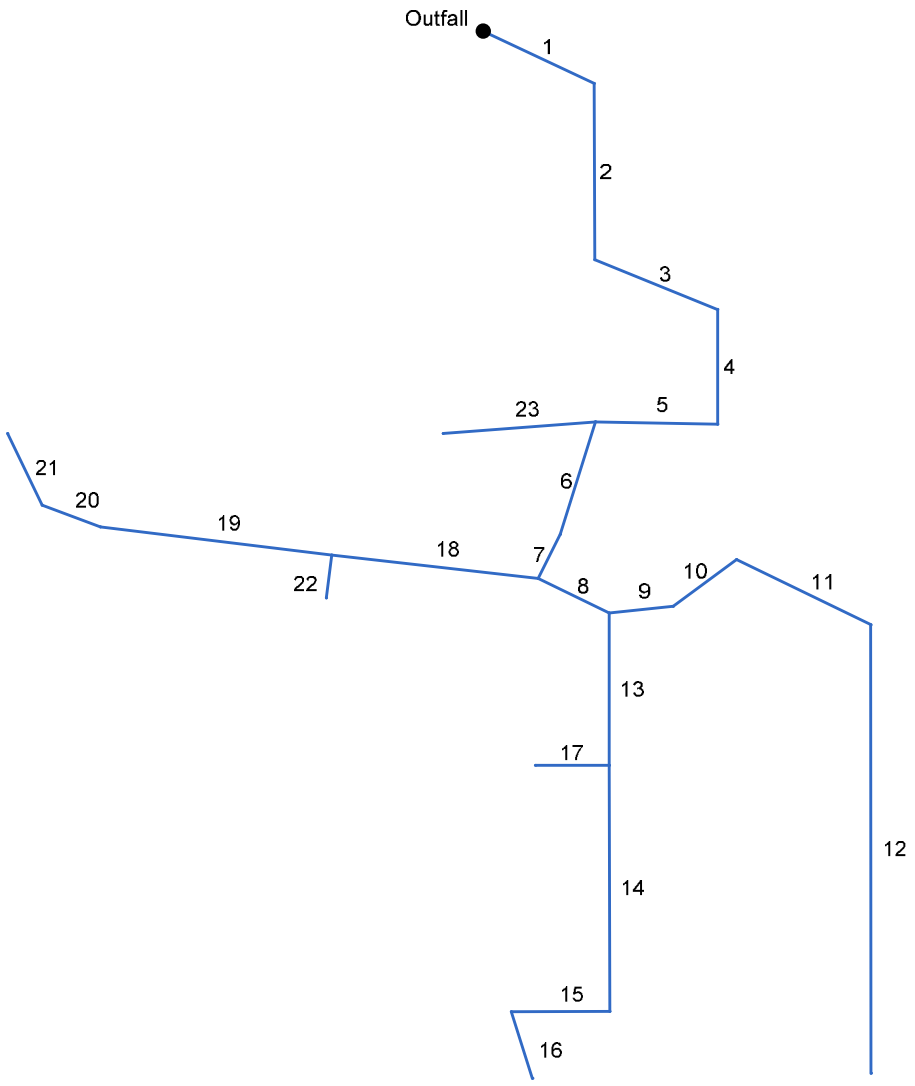
Storm Sewer Tabulation

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	39	73.872	0.17	0.37	0.68	0.12	0.25	5.0	5.7	7.6	1.91	2.49	2.79	12	0.49	725.95	726.31	726.88	727.05	730.05	730.32	ST 2-45 - ST 2-39
46	45	26.001	0.12	0.20	0.68	0.08	0.14	5.0	5.3	7.7	1.05	2.52	1.85	12	0.50	726.31	726.44	727.05	727.07	730.32	730.82	ST 2-46 - ST 2-45
47	46	11.206	0.08	0.08	0.68	0.05	0.05	5.0	5.0	7.8	0.42	2.61	0.87	12	0.54	726.44	726.50	727.07	727.07	730.82	730.00	ST 2-47 - ST 2-46
48	35	35.787	0.18	0.39	0.68	0.12	0.27	5.0	11.0	6.3	1.67	2.45	3.31	12	0.47	723.01	723.18	723.63	723.78	727.23	726.68	ST 2-48 - ST 2-35
49	48	31.333	0.16	0.16	0.68	0.11	0.11	5.0	5.0	7.8	0.85	3.60	2.38	12	1.02	723.18	723.50	723.78	723.89	726.68	727.00	ST 2-49 - ST 2-48
50	48	121.070	0.05	0.05	0.68	0.03	0.03	5.0	5.0	7.8	0.27	4.70	2.71	12	1.74	723.79	725.90	723.95	726.11	726.68	729.40	ST 2-50 - ST 2-48

Project File: Run 2.stm | Number of lines: 50 | Run Date: 5/16/2025

NOTES:Intensity = 147.00 / (Inlet time + 18.00) ^ 0.94; Return period =Yrs. 10 ; c = cir e = ellip b = box

Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



Project File: Run 3.stm	Number of lines: 23	Date: 5/16/2025

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	47.885	0.00	3.29	0.61	0.00	2.14	5.0	7.2	11.9	25.46	25.81	5.99	30	0.40	719.40	719.59	721.42	721.61	719.40	723.34	ST 3-1 - FES 3-1
2	1	69.158	0.00	3.29	0.61	0.00	2.14	5.0	7.1	12.0	25.60	31.14	9.87	24	1.90	720.31	721.62	721.69	723.40	723.34	729.66	ST 3-2 - ST 3-1
3	2	51.853	0.00	3.29	0.61	0.00	2.14	5.0	6.9	12.0	25.70	31.24	8.71	24	1.91	721.62	722.61	723.40	724.39	729.66	732.77	ST 3-3 - ST 3-2
4	3	44.951	0.00	3.29	0.61	0.00	2.14	5.0	6.9	12.0	25.79	31.10	8.74	24	1.89	722.61	723.46	724.39	725.24	732.77	733.37	ST 3-4 - ST 3-3
5	4	47.842	0.21	3.29	0.61	0.13	2.14	5.0	6.8	12.1	25.88	31.21	8.76	24	1.90	723.46	724.37	725.24	726.15	733.37	732.67	ST 3-5 - ST 3-4
6	5	46.203	0.19	2.67	0.66	0.13	1.76	5.0	6.6	12.1	21.40	25.11	8.34	24	1.23	726.41	726.98	727.83	728.63	732.67	733.33	ST 3-6 - ST 3-5
7	6	19.226	0.04	2.48	0.66	0.03	1.64	5.0	6.6	12.2	19.92	33.41	7.28	24	2.18	726.98	727.40	728.63	729.00	733.33	733.83	ST 3-7 - ST 3-6
8	7	30.680	0.17	1.85	0.66	0.11	1.22	5.0	6.5	12.2	14.89	21.37	8.55	18	4.14	727.40	728.67	729.00	730.07	733.83	734.03	ST 3-8 - ST 3-7
9	8	25.173	0.36	0.90	0.66	0.24	0.59	5.0	6.5	12.2	7.26	7.50	5.92	15	1.35	728.67	729.01	730.07	730.39	734.03	733.39	ST 3-9 - ST 3-8
10	9	30.804	0.16	0.54	0.66	0.11	0.36	5.0	6.4	12.3	4.37	4.49	5.57	12	1.59	729.01	729.50	730.39	730.86	733.39	733.00	ST 3-10 - ST 3-9
11	10	58.264	0.14	0.38	0.66	0.09	0.25	5.0	6.1	12.4	3.11	6.76	4.42	12	3.60	729.50	731.60	730.86	732.35	733.00	735.10	ST 3-11 - ST 3-10
12	11	175.783	0.24	0.24	0.66	0.16	0.16	5.0	5.0	12.9	2.05	5.29	3.65	12	2.21	731.60	735.48	732.35	736.09	735.10	738.98	ST 3-12 - ST 3-11
13	8	59.764	0.00	0.78	0.66	0.00	0.51	5.0	5.5	12.7	6.53	6.61	8.35	12	3.45	728.87	730.93	730.07	731.90	734.03	735.46	ST 3-13 - ST 3-8
14	13	96.482	0.00	0.56	0.66	0.00	0.37	5.0	5.2	12.8	4.74	5.76	7.27	12	2.61	731.96	734.48	732.65	735.38	735.46	739.06	ST 3-14 - ST 3-13
15	14	38.297	0.24	0.56	0.66	0.16	0.37	5.0	5.1	12.9	4.76	4.85	6.38	12	1.85	734.48	735.19	735.38	736.09	739.06	739.06	ST 3-15 - ST 3-14
16	15	27.364	0.32	0.32	0.66	0.21	0.21	5.0	5.0	12.9	2.73	2.81	3.73	12	0.62	735.19	735.36	736.09	736.22	739.06	738.86	ST 3-16 - ST 3-15
17	13	28.783	0.22	0.22	0.66	0.15	0.15	5.0	5.0	12.9	1.88	2.48	2.48	12	0.49	730.93	731.07	731.90	731.96	735.46	734.57	ST 3-17 - ST 3-13
18	7	81.237	0.00	0.59	0.66	0.00	0.39	5.0	6.2	12.4	4.81	4.92	6.79	12	1.91	729.36	730.91	730.16	731.82	733.83	734.41	ST 3-18 - ST 3-7
19	18	90.862	0.17	0.42	0.66	0.11	0.28	5.0	5.8	12.5	3.47	4.93	4.91	12	1.92	730.91	732.65	731.82	733.45	734.41	736.71	ST 3-19 - ST 3-18
20	19	24.317	0.18	0.25	0.66	0.12	0.17	5.0	5.7	12.6	2.08	2.50	3.19	12	0.49	732.65	732.77	733.45	733.52	736.71	740.17	ST 3-20 - ST 3-19
21	20	31.175	0.07	0.07	0.66	0.05	0.05	5.0	5.0	12.9	0.60	2.47	1.07	12	0.48	732.77	732.92	733.52	733.53	740.17	736.42	ST 3-21 - ST 3-20
22	18	16.852	0.17	0.17	0.66	0.11	0.11	5.0	5.0	12.9	1.45	4.51	2.77	12	1.60	730.91	731.18	731.82	731.69	734.41	734.68	ST 3-22 - ST 3-18

Project File: Run 3.stm | Number of lines: 23 | Run Date: 5/16/2025

NOTES:Intensity = 269.89 / (Inlet time + 19.00) ^ 0.96; Return period =Yrs. 100 ; c = cir e = ellip b = box

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	5	59.572	0.41	0.41	0.61	0.25	0.25	5.0	5.0	12.9	3.24	3.30	4.78	12	0.86	729.16	729.67	729.96	730.47	732.67	733.17	ST 3-23 - ST 3-5

Project File: Run 3.stm

Number of lines: 23

Run Date: 5/16/2025

NOTES:Intensity = 269.89 / (Inlet time + 19.00) ^ 0.96; Return period =Yrs. 100 ; c = cir e = ellip b = box

APPENDIX 3: PROPOSED CALCULATIONS

NORTH

LEGEND

TRIBUTARY BOUNDARY

TIME OF CONCENTRATION FLOWPATH

NORTH 1
CN =83.24
ADJUSTED CN = 80.03
TC = 0.24 HR

10.61 AC

1.41 AC

1.91 AC

1.27 AC

0.49 AC

0.84 AC

13.70 AC

1.51 AC

0.67 AC

0.98 AC
MEACHAM ROAD
TRIBUTARY AREA DRAINS
DIRECTLY TO WETLAND

SOUTH 1
CN =88.29
ADJUSTED CN = 83.23
TC = 0.23 HR

OUTLOT 1

OUTLOT 2

OUTLOT 3

OUTLOT 4

W. SUE LN.

BROCKWAY

GREENWICH CT.

WOODCLIFF CT.

BROOKDALE LN.

S. MEACHAM ROAD

397.61'

SALT CREEK

DETENTION POND 1

DETENTION POND 2

FLOODPLAIN COMPENSATION BASIN

SUB. OF THE NE 1/4 AND THE SE 1/4 OF SEC. 34-42-10 AND THE NW 1/4 AND THE W. 1/2 OF THE SE 1/4 OF SEC. 35-42-10 REC. 01/21/1859 IN BOOK 160, PG. 32

V3 ##########
##########
##########
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LOEBER FARM

SCHAUMBURG ILLINOIS

10.0 PROPOSED TRIBUTARY AREA EXHIBIT

DATE: 05-15-25

N

0 80 160

SCALE: 1"=160'

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\10.0 Proposed Tributary Area Exhibit.dwg 5/15/2025

LEGEND

NORTHERN PERVIOUS AREA

GREENSPACE = 265,053 SF (6.08 AC)

SOUTHERN PERVIOUS AREA

GREENSPACE = 283,128 SF (6.50 AC)

IMPERVIOUS AREA

PAVEMENT = 299,499 SF (6.88 AC)

UNDEVELOPED AREA

UNDEVELOPED = 358,318 SF (8.23 AC)

NORTHERN AREA BUILDINGS

BUILDINGS = 98,010 SF (2.25 AC)

SOUTHERN AREA BUILDINGS

BUILDINGS = 143,540 SF (3.30 AC)

TOTAL DEVELOPED AREA = 1,061,556 SF (24.37 AC)

TOTAL SITE AREA = 1,420,281 SF (32.61 AC)

*3,267 SF ASSUMED IMPERVIOUS AREA PER SINGLE FAMILY LOT

OUTLOT 1

OUTLOT 2

OUTLOT 3

OUTLOT 4

DETENTION POND 1

DETENTION POND 2

W. SUE LN.

BROCKWAY

WOODCLIFF CT.

SALT CREEK

S. MEACHAM ROAD

BROOKDALE LN.

V3

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LOEBER FARM

SCHAUMBURG ILLINOIS

PROPOSED PERVIOUS/ IMPERVIOUS EXHIBIT

DATE: 05-16-25

0 75 150

SCALE: 1"=150'

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\Proposed Impervious Area Exhibit.dwg 5/16/2025

COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: **Loeber Farm** **PERMIT NUMBER:**

LOCATION: **Schaumburg, IL** **DATE:** 5/15/2025

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA ___ MAJOR STORMWATER SYSTEM

___ UNRESTRICTED AREA ___ OTHER: _____

___ UPSTREAM AREA

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)
Pavement/Sidewalk/Buildings	C	98	4.15	406.77
Pervious Area	C	74	6.08	450.27
Native Plantings	C	70	0.38	26.37
TOTALS:			10.61	883.41

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{883.41}{10.61} \rightarrow \textbf{Composite CN} = \textbf{83.24}$$

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: Loeber Farm **PERMIT NUMBER:**

LOCATION: Schaumburg, IL **DATE:** 5/15/2025

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	10.610	acres
2.	Total Impervious Area	4.151	acres
3.	Composite CN	83.56	
4.	Volume Control Storage Provided, VC_P	0.377	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	1.97	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	6.59	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	5.83	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	0.346	ac-ft
10.	Additional Volume Control Storage Provided	0.031	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	5.450	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		6.16	inches
13.	Adjusted Maximum Retention, S_{ADJ}		2.50	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	80.03

NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: Loeber Farm **PERMIT NUMBER:**

LOCATION: Schaumburg, IL **DATE:** 5/15/2025

DEVELOPMENT INFORMATION

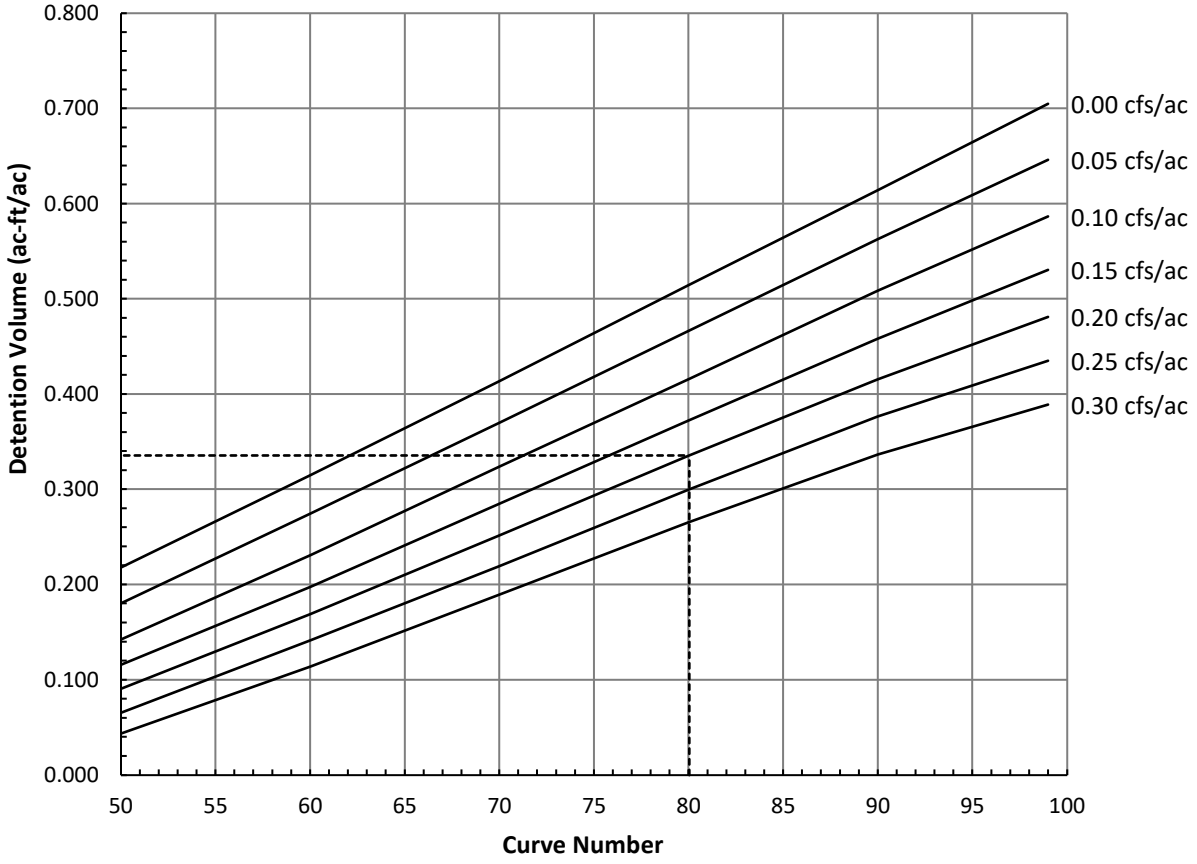
1.	Detained Area	10.610	acres
2.	Curve Number	80.03	
3.	Actual Release Rate	2.120	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	3.560	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 75



PROPOSED NORTH DETENTION POND 2 STORAGE

PROJECT: **Loeber Farm**
V3 FILE NO.: 220205
DATE: 05/12/25
PREPARED BY: NOD
CHECKED BY: DEF

PROPOSED BASIN

ELEVATION	AREA (acres)	AVERAGE AREA (acres)	STAGE VOLUME (acre-feet)	CUMULATIVE VOLUME (acre-feet)	COMMENT
716.50	0.38			0.00	
		0.386	0.193		
717.0	0.40			0.19	
		0.416	0.416		
718.0	0.44			0.61	
		0.457	0.457		
719.0	0.48			1.07	
		0.499	0.499		
720.0	0.52			1.57	
		0.543	0.543		
721.0	0.57			2.11	
		0.588	0.588		
722.0	0.61			2.70	
		0.635	0.635		
723.0	0.66			**3.33**	

Total Volume Provided = **3.33** ac-ft

STAGE DISCHARGE CALCULATION WORKSHEET

PROJECT:	Loeber Farm
V3 FILE NO.:	220205
DATE:	5/13/2025
PREPARED BY:	NOD

Restrictor Pipe	YES	NO	
Orifice 1	YES	NO	CIRCULAR
Orifice 2	YES	NO	CIRCULAR
Weir	YES	NO	NONE
Storm Inlet	YES	NO	

EMERGENCY OVERFLOW WEIR	
WEIR COEFF.	2.75
WEIR LENGTH (feet)	40.00
WEIR CREST ELEVATION	723.00
BROAD-CRESTED	

ORIFICE 1 INFORMATION	
DIA. (inches)	2.5
AREA (feet^2)	0.034
DIS. COEFF.	0.610
ORIFICE INV ELEV.	716.50
C/L ELEV.	716.60

DEL. INFO IN ORIFICE 2 BOX

OUTLET PIPE INFORMATION	
Applicable to Design?	YES
DIAMETER (inches)	12
AREA (feet^2)	0.785
MANNING'S COEFFICIENT	0.013
INLET DISCHARGE ELEVATION	716.50
DISCHARGE INVERT ELEV	716.00
DISCHARGE T/P ELEV	717.00
PIPE LENGTH (feet)	20.00
PIPE SLOPE (FT/FT)	0.0250

SUMMARY OF ALLOWABLE DISCHARGES

2-yr:	$Q_{release}$ =	**0.60**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**0.60**	cfs
100-yr:	$Q_{release}$ =	**2.16**	cfs
	$Q_{offsite}$ =		cfs
	$Q_{undetained}$ =		cfs
	$Q_{allowable}$ =	**2.16**	cfs

v2.0

POND H_2O ELEVATION	TAIL WATER ELEVATION	OUTLET PIPE HYDR. SLOPE	Q_{pipe} (cfs)	$HEAD_{overflow}$ (ft)	$Q_{overflow}$ (cfs)	$HEAD_{orifice(1)}$ (ft)	$Q_{orifice(1)}$ (cfs)	$Q_{CONTROL}$ (cfs)
716.50		2.50%	0.000	0.00	0.000	0.00	0.000	**0.000**
717.00		2.50%	2.816	0.00	0.000	0.40	0.105	**0.961**
718.00		5.00%	7.967	0.00	0.000	1.40	0.197	**1.255**
719.00		10.00%	11.267	0.00	0.000	2.40	0.258	**1.484**
720.00		15.00%	13.799	0.00	0.000	3.40	0.308	**1.682**
721.00		20.00%	15.934	0.00	0.000	4.40	0.350	**1.858**
722.00		25.00%	17.815	0.00	0.000	5.40	0.388	**2.018**
723.00		30.00%	19.515	0.00	0.000	6.40	0.422	**2.167**
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	
		0.00%	0.000	0.00	0.000	0.00	0.000	

EQUATIONS

MANNINGS EQUATION FOR OUTLET PIPE:

$Q = (1.486/n) \times A_{pipe} \times (r_h^{2/3}) \times (S^{1/2})$

where:

A_{pipe} = AREA OF DISCHARGE PIPE
n = MANNINGS ROUGHNESS CONSTANT
r_h = HYDRAULIC RADIUS OF DISCHARGE PIPE
S = HYDRAULIC SLOPE OF DISCHARGE PIPE

EMERGENCY OVERFLOW BROAD-CRESTED WEIR:

Q = C x L x H^3/2

where:

C = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
L = LENGTH OF CREST, ft

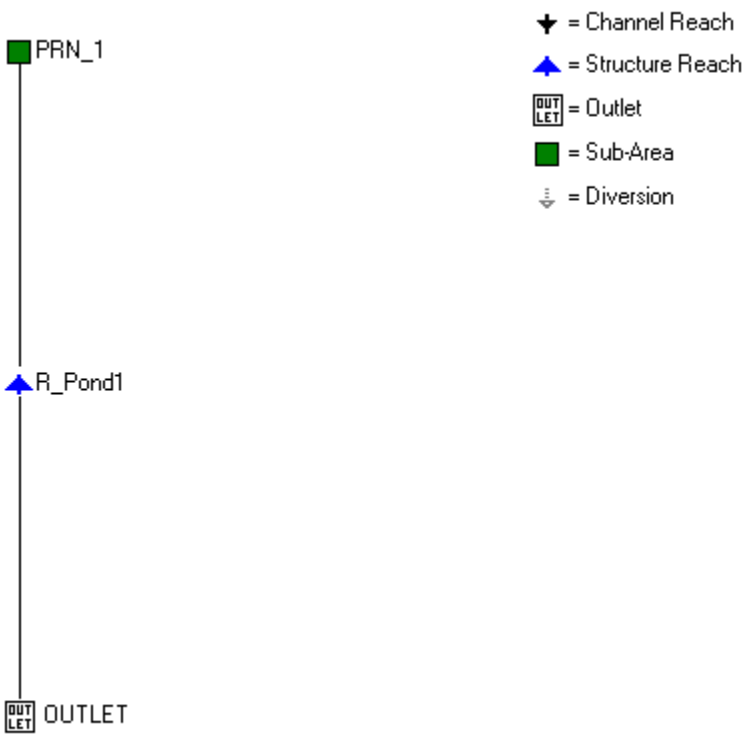
ORIFICE 1:

$Q = C_d \times A_{orifice} \times (2 \times g \times H)^{1/2}$

where:

Aorifice = AREA OF ORIFICE, ft^2
C_d = DISCHARGE COEFFICIENT
H = TOTAL HEAD, ft
g = ACC. DUE TO GRAVITY

NOTE: WHEN WSEL IS BELOW CL OF ORIFICE THEN WEIR FLOW THRU ORIFICE IS USED. WHEN WSEL IS BETWEEN CL AND TOP OF ORIFICE, WEIR FLOW & ORIFICE FLOW IS COMPARED AND MOST RESTRICTIVE FLOW VALUE IS USED.


= Channel Reach
= Structure Reach
= Outlet
= Sub-Area
= Diversion
PRN_1
R_Pond1
OUTLET

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WinTR-20 Printed Page File      Beginning of Input Data List
N:\2022\220205\WinTR20\Proposed\North_Basin_2_TR20.inp

WinTR-20: version 3.20                  0         0         0.1       0
220205  --  Loeber Farm -- Bulletin75 NORTHEAST
Proposed North Basin 2  -- 20250703 NOD

SUB-AREA:
          PRN_1     R_Pond1             0.016578  80.03     0.24


STREAM REACH:
          R_Pond1   Outlet              Pond 1


STORM ANALYSIS:
          1y,5m                         0.33      Huff1-5m  2         3.34
          1y,10m                        0.58      Huff1-10m 2         3.34
          1y,15m                        0.75      Huff1-15m 2         3.34
          1y,30m                        1.03      Huff1-30m 2         3.34
          1y,1h                         1.30      Huff1-1   2         3.34
          1y,2h                         1.61      Huff1-2   2         3.34
          1y,3h                         1.77      Huff1-3   2         3.34
          1y,6h                         2.08      Huff1-6   2         3.34
          1y,12h                        2.41      Huff2-12  2         3.34
          1y,18h                        2.61      Huff3-18  2         3.34
          1y,24h                        2.77      Huff3-24  2         3.34
          1y,48h                        3.04      Huff4-48  2         3.34
          1y,72h                        3.30      Huff4-72  2         3.34
          1y,120h                       3.67      Huff4-120 2         3.34
          1y,240h                       4.65      Huff4-240 2         3.34
          2y,5m                         0.40      Huff1-5m  2         3.34
          2y,10m                        0.70      Huff1-10m 2         3.34
          2y,15m                        0.90      Huff1-15m 2         3.34
          2y,30m                        1.24      Huff1-30m 2         3.34
          2y,1h                         1.57      Huff1-1   2         3.34
          2y,2h                         1.94      Huff1-2   2         3.34
          2y,3h                         2.14      Huff1-3   2         3.34
          2y,6h                         2.51      Huff1-6   2         3.34
          2y,12h                        2.91      Huff2-12  2         3.34
          2y,18h                        3.14      Huff3-18  2         3.34
          2y,24h                        3.34      Huff3-24  2         3.34
          2y,48h                        3.66      Huff4-48  2         3.34
          2y,72h                        3.97      Huff4-72  2         3.34
          2y,120h                       4.42      Huff4-120 2         3.34
          2y,240h                       5.60      Huff4-240 2         3.34
          5y,5m                         0.52      Huff1-5m  2         3.34
          5y,10m                        0.90      Huff1-10m 2         3.34
          5y,15m                        1.16      Huff1-15m 2         3.34
          5y,30m                        1.59      Huff1-30m 2         3.34
          5y,1h                         2.02      Huff1-1   2         3.34
          5y,2h                         2.49      Huff1-2   2         3.34
          5y,3h                         2.75      Huff1-3   2         3.34
          5y,6h                         3.23      Huff1-6   2         3.34
          5y,12h                        3.74      Huff2-12  2         3.34
          5y,18h                        4.04      Huff3-18  2         3.34
          5y,24h                        4.30      Huff3-24  2         3.34
          5y,48h                        4.71      Huff4-48  2         3.34
          5y,72h                        5.08      Huff4-72  2         3.34
          5y,120h                       5.63      Huff4-120 2         3.34
          5y,240h                       7.09      Huff4-240 2         3.34
          10y,5m                        0.62      Huff1-5m  2         3.34
          10y,10m                       1.08      Huff1-10m 2         3.34
          10y,15m                       1.39      Huff1-15m 2         3.34
          10y,30m                       1.91      Huff1-30m 2         3.34
          10y,1h                        2.42      Huff1-1   2         3.34
          10y,2h                        2.99      Huff1-2   2         3.34
          10y,3h                        3.30      Huff1-3   2         3.34
          10y,6h                        3.86      Huff1-6   2         3.34
          10y,12h                       4.48      Huff2-12  2         3.34
          10y,18h                       4.84      Huff3-18  2         3.34
          10y,24h                       5.15      Huff3-24  2         3.34
          10y,48h                       5.62      Huff4-48  2         3.34
          10y,72h                       6.05      Huff4-72  2         3.34
          10y,120h                      6.68      Huff4-120 2         3.34
          10y,240h                      8.25      Huff4-240 2         3.34
          50y,5m                        0.90      Huff1-5m  2         3.34
          50y,10m                       1.58      Huff1-10m 2         3.34
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50y,15m	2.03	Huff1-15m	2	3.34
50y,30m	2.78	Huff1-30m	2	3.34
50y,1h	3.53	Huff1-1	2	3.34
50y,2h	4.35	Huff1-2	2	3.34
50y,3h	4.80	Huff1-3	2	3.34
50y,6h	5.63	Huff1-6	2	3.34
50y,12h	6.53	Huff2-12	2	3.34
50y,18h	7.05	Huff3-18	2	3.34
50y,24h	7.50	Huff3-24	2	3.34
50y,48h	8.13	Huff4-48	2	3.34
50y,72h	8.64	Huff4-72	2	3.34
50y,120h	9.39	Huff4-120	2	3.34
50y,240h	11.26	Huff4-240	2	3.34
100y,5m	1.03	Huff1-5m	2	3.34
100y,10m	1.80	Huff1-10m	2	3.34
100y,15m	2.32	Huff1-15m	2	3.34
100y,30m	3.17	Huff1-30m	2	3.34
100y,1h	4.03	Huff1-1	2	3.34
100y,2h	4.97	Huff1-2	2	3.34
100y,3h	5.49	Huff1-3	2	3.34
100y,6h	6.43	Huff1-6	2	3.34
100y,12h	7.46	Huff2-12	2	3.34
100y,18h	8.06	Huff3-18	2	3.34
100y,24h	8.57	Huff3-24	2	3.34
100y,48h	9.28	Huff4-48	2	3.34
100y,72h	9.85	Huff4-72	2	3.34
100y,120h	10.66	Huff4-120	2	3.34
100y,240h	12.65	Huff4-240	2	3.34

STRUCTURE RATING:

Pond 1	716.50		
	716.50	0.	0.
	717.00	0.951	0.19
	718.00	1.234	0.61
	719.00	1.457	1.07
	720.00	1.648	1.57
	721.00	1.820	2.11
	722.00	1.976	2.70
	723.00	2.121	3.33

RAINFALL DISTRIBUTION:

Huff1-5m		0.0034722			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-10m		0.0069444			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-15m		0.01041667			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-30m		0.020833			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-1		0.041667			
	0.0000	0.0836	0.1773	0.2811	0.3833
	0.4745	0.5550	0.6225	0.6722	0.7082
	0.7417	0.7697	0.7981	0.8255	0.8518
	0.8740	0.8947	0.9117	0.9270	0.9403
	0.9536	0.9656	0.9774	0.9885	1.0000
Huff1-2		0.083333			
	0.0000	0.0836	0.1773	0.2811	0.3833

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                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-3           0.125
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff1-6           0.25
                0.0000    0.0836    0.1773    0.2811    0.3833
                0.4745    0.5550    0.6225    0.6722    0.7082
                0.7417    0.7697    0.7981    0.8255    0.8518
                0.8740    0.8947    0.9117    0.9270    0.9403
                0.9536    0.9656    0.9774    0.9885    1.0000
          Huff2-12          0.5
                0.0000    0.0229    0.0482    0.0778    0.1133
                0.1579    0.2139    0.2841    0.3644    0.4529
                0.5435    0.6238    0.6976    0.7548    0.8038
                0.8470    0.8781    0.9022    0.9217    0.9381
                0.9529    0.9657    0.9774    0.9884    1.0000
          Huff3-18          0.75
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff3-24          1.
                0.0000    0.0205    0.0431    0.0667    0.0912
                0.1171    0.1436    0.1691    0.1964    0.2278
                0.2633    0.3093    0.3635    0.4392    0.5211
                0.6102    0.6989    0.7819    0.8492    0.8974
                0.9311    0.9534    0.9706    0.9856    1.0000
          Huff4-48          2.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-72          3.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-120         5.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000
          Huff4-240         10.
                0.0000    0.0231    0.0479    0.0712    0.0978
                0.1253    0.1523    0.1791    0.2033    0.2283
                0.2541    0.2835    0.3125    0.3390    0.3633
                0.3861    0.4124    0.4508    0.5129    0.5931
                0.6919    0.8005    0.8971    0.9604    1.0000

GLOBAL OUTPUT:
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WinTR-20 Printed Page File      End of Input Data List

                220205  --  Loeber Farm -- Bulletin75 NORTHEAST
                    Proposed North Basin 2  -- 20250703 NOD

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STORM 1y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.0		0.08	0.0	0.0
R_Pond1	0.017	Upstream	0.0		0.08	0.0	0.0
R_Pond1	0.017	Downstream	0.0	716.50	0.08	0.0	0.0
OUTLET	0.017		0.0		0.08	0.0	0.0

STORM 1y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.001		0.28	0.13	7.93
R_Pond1	0.017	Upstream	0.001		0.28	0.13	7.93
R_Pond1	0.017	Downstream	0.0	716.50	0.22	0.0	0.0
OUTLET	0.017		0.0		0.22	0.0	0.0

STORM 1y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.022		0.32	1.05	63.11
R_Pond1	0.017	Upstream	0.022		0.32	1.05	63.11
R_Pond1	0.017	Downstream	0.0	716.50	0.16	0.0	0.0
OUTLET	0.017		0.0		0.16	0.0	0.0

STORM 1y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.092		0.44	2.61	157.33
R_Pond1	0.017	Upstream	0.092		0.44	2.61	157.33
R_Pond1	0.017	Downstream	0.069	716.68	0.77	0.35	21.20
OUTLET	0.017		0.069		0.77	0.35	21.20

STORM 1y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.194		0.52	3.00	180.97
R_Pond1	0.017	Upstream	0.194		0.52	3.00	180.97

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
R_Pond1	0.017	Downstream	0.171	716.86	1.18	0.69	41.34
OUTLET	0.017		0.171		1.18	0.69	41.34

STORM 1y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.341		0.71	3.42	206.44
R_Pond1	0.017	Upstream	0.341		0.71	3.42	206.44
R_Pond1	0.017	Downstream	0.318	717.03	2.11	0.96	57.85
OUTLET	0.017		0.318		2.11	0.96	57.85

STORM 1y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.428		0.95	3.16	190.57
R_Pond1	0.017	Upstream	0.428		0.95	3.16	190.57
R_Pond1	0.017	Downstream	0.405	717.06	2.89	0.97	58.44
OUTLET	0.017		0.405		2.89	0.97	58.44

STORM 1y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.612		1.61	2.43	146.70
R_Pond1	0.017	Upstream	0.612		1.61	2.43	146.70
R_Pond1	0.017	Downstream	0.589	717.08	4.17	0.97	58.75
OUTLET	0.017		0.589		4.17	0.97	58.75

STORM 1y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.827		6.03	1.99	120.34
R_Pond1	0.017	Upstream	0.827		6.03	1.99	120.34
R_Pond1	0.017	Downstream	0.803	717.22	7.93	1.01	61.18
OUTLET	0.017		0.803		7.93	1.01	61.18

STORM 1y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.963		12.77	1.88	113.32
R_Pond1	0.017	Upstream	0.963		12.77	1.88	113.32
R_Pond1	0.017	Downstream	0.935	717.32	14.41	1.04	62.88
OUTLET	0.017		0.935		14.41	1.04	62.88

STORM 1y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.074		17.02	1.56	93.96
R_Pond1	0.017	Upstream	1.074		17.02	1.56	93.96
R_Pond1	0.017	Downstream	1.045	717.24	18.27	1.02	61.43
OUTLET	0.017		1.045		18.27	1.02	61.43

STORM 1y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.247		42.02	1.20	72.26
R_Pond1	0.017	Upstream	1.247		42.02	1.20	72.26
R_Pond1	0.017	Downstream	1.202	717.08	44.16	0.97	58.71
OUTLET	0.017		1.202		44.16	0.97	58.71

STORM 1y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.405		63.01	0.90	54.56
R_Pond1	0.017	Upstream	1.405		63.01	0.90	54.56
R_Pond1	0.017	Downstream	1.338	716.94	66.07	0.83	49.97
OUTLET	0.017		1.338		66.07	0.83	49.97

STORM 1y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.498		105.00	0.63	38.20
R_Pond1	0.017	Upstream	1.498		105.00	0.63	38.20
R_Pond1	0.017	Downstream	1.459	716.82	105.15	0.61	36.59
OUTLET	0.017		1.459		105.15	0.61	36.59

STORM 1y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.077		210.00	0.44	26.36
R_Pond1	0.017	Upstream	2.077		210.00	0.44	26.36
R_Pond1	0.017	Downstream	2.025	716.73	210.08	0.43	26.05
OUTLET	0.017		2.025		210.08	0.43	26.05

STORM 2y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.0		0.08	0.0	0.0
R_Pond1	0.017	Upstream	0.0		0.08	0.0	0.0
R_Pond1	0.017	Downstream	0.0	716.50	0.08	0.0	0.0
OUTLET	0.017		0.0		0.08	0.0	0.0

STORM 2y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.014		0.26	0.75	45.10
R_Pond1	0.017	Upstream	0.014		0.26	0.75	45.10
R_Pond1	0.017	Downstream	0.0	716.50	0.12	0.0	0.0
OUTLET	0.017		0.0		0.12	0.0	0.0

STORM 2y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.055		0.30	2.40	144.92
R_Pond1	0.017	Upstream	0.055		0.30	2.40	144.92
R_Pond1	0.017	Downstream	0.032	716.61	0.59	0.21	12.87
OUTLET	0.017		0.032		0.59	0.21	12.87

STORM 2y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.169		0.41	4.62	278.62
R_Pond1	0.017	Upstream	0.169		0.41	4.62	278.62
R_Pond1	0.017	Downstream	0.146	716.84	0.75	0.64	38.53
OUTLET	0.017		0.146		0.75	0.64	38.53

STORM 2y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.321		0.46	5.25	316.90
R_Pond1	0.017	Upstream	0.321		0.46	5.25	316.90
R_Pond1	0.017	Downstream	0.298	717.09	1.19	0.98	58.87
OUTLET	0.017		0.298		1.19	0.98	58.87

STORM 2y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.527		0.69	5.57	336.15
R_Pond1	0.017	Upstream	0.527		0.69	5.57	336.15
R_Pond1	0.017	Downstream	0.504	717.35	2.14	1.05	63.36
OUTLET	0.017		0.504		2.14	1.05	63.36

STORM 2y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.650		0.92	4.98	300.43
R_Pond1	0.017	Upstream	0.650		0.92	4.98	300.43
R_Pond1	0.017	Downstream	0.627	717.44	3.11	1.08	64.89
OUTLET	0.017		0.627		3.11	1.08	64.89

STORM 2y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.896		1.58	3.67	221.39
R_Pond1	0.017	Upstream	0.896		1.58	3.67	221.39
R_Pond1	0.017	Downstream	0.873	717.49	4.58	1.09	65.68
OUTLET	0.017		0.873		4.58	1.09	65.68

STORM 2y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.183		5.56	2.78	167.58
R_Pond1	0.017	Upstream	1.183		5.56	2.78	167.58
R_Pond1	0.017	Downstream	1.159	717.69	8.21	1.15	69.09
OUTLET	0.017		1.159		8.21	1.15	69.09

STORM 2y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.353		12.06	2.52	152.24
R_Pond1	0.017	Upstream	1.353		12.06	2.52	152.24
R_Pond1	0.017	Downstream	1.324	717.80	14.53	1.18	71.10
OUTLET	0.017		1.324		14.53	1.18	71.10

STORM 2y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.504		16.04	2.09	126.23
R_Pond1	0.017	Upstream	1.504		16.04	2.09	126.23
R_Pond1	0.017	Downstream	1.475	717.71	19.14	1.15	69.47
OUTLET	0.017		1.475		19.14	1.15	69.47

STORM 2y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.733		42.01	1.57	94.85
R_Pond1	0.017	Upstream	1.733		42.01	1.57	94.85
R_Pond1	0.017	Downstream	1.694	717.43	44.24	1.07	64.65
OUTLET	0.017		1.694		44.24	1.07	64.65

STORM 2y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.955		63.00	1.18	70.95
R_Pond1	0.017	Upstream	1.955		63.00	1.18	70.95
R_Pond1	0.017	Downstream	1.912	717.14	66.13	0.99	59.69
OUTLET	0.017		1.912		66.13	0.99	59.69

STORM 2y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.269		104.99	0.82	49.27
R_Pond1	0.017	Upstream	2.269		104.99	0.82	49.27
R_Pond1	0.017	Downstream	2.212	716.91	105.15	0.79	47.45
OUTLET	0.017		2.212		105.15	0.79	47.45

STORM 2y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.758		209.99	0.55	33.40
R_Pond1	0.017	Upstream	2.758		209.99	0.55	33.40
R_Pond1	0.017	Downstream	2.678	716.79	210.08	0.55	33.08
OUTLET	0.017		2.678		210.08	0.55	33.08

STORM 5y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.0		0.07	0.0	0.0
R_Pond1	0.017	Upstream	0.0		0.07	0.0	0.0
R_Pond1	0.017	Downstream	0.0	716.50	0.07	0.0	0.0
OUTLET	0.017		0.0		0.07	0.0	0.0

STORM 5y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.055		0.25	2.69	162.19
R_Pond1	0.017	Upstream	0.055		0.25	2.69	162.19
R_Pond1	0.017	Downstream	0.032	716.61	0.53	0.21	12.89
OUTLET	0.017		0.032		0.53	0.21	12.89

STORM 5y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.138		0.29	5.76	347.43
R_Pond1	0.017	Upstream	0.138		0.29	5.76	347.43
R_Pond1	0.017	Downstream	0.115	716.78	0.58	0.53	32.09
OUTLET	0.017		0.115		0.58	0.53	32.09

STORM 5y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.331		0.36	8.95	539.66
R_Pond1	0.017	Upstream	0.331		0.36	8.95	539.66
R_Pond1	0.017	Downstream	0.309	717.15	0.77	0.99	59.91
OUTLET	0.017		0.309		0.77	0.99	59.91

STORM 5y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.575		0.43	10.07	607.19
R_Pond1	0.017	Upstream	0.575		0.43	10.07	607.19
R_Pond1	0.017	Downstream	0.552	717.57	1.22	1.11	67.16
OUTLET	0.017		0.552		1.22	1.11	67.16

STORM 5y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.883		0.66	9.79	590.57
R_Pond1	0.017	Upstream	0.883		0.66	9.79	590.57
R_Pond1	0.017	Downstream	0.860	718.02	2.17	1.24	74.72
OUTLET	0.017		0.860		2.17	1.24	74.72

STORM 5y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.067		0.89	8.43	508.41
R_Pond1	0.017	Upstream	1.067		0.89	8.43	508.41
R_Pond1	0.017	Downstream	1.044	718.19	3.14	1.28	76.95
OUTLET	0.017		1.044		3.14	1.28	76.95

STORM 5y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.426		1.56	5.96	359.31
R_Pond1	0.017	Upstream	1.426		1.56	5.96	359.31
R_Pond1	0.017	Downstream	1.403	718.30	5.21	1.30	78.53
OUTLET	0.017		1.403		5.21	1.30	78.53

STORM 5y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.830		5.06	4.32	260.49
R_Pond1	0.017	Upstream	1.830		5.06	4.32	260.49
R_Pond1	0.017	Downstream	1.805	718.56	8.68	1.36	82.03
OUTLET	0.017		1.805		8.68	1.36	82.03

STORM 5y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.073		12.04	3.70	222.92
R_Pond1	0.017	Upstream	2.073		12.04	3.70	222.92
R_Pond1	0.017	Downstream	2.045	718.72	15.13	1.40	84.18
OUTLET	0.017		2.045		15.13	1.40	84.18

STORM 5y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.289		16.04	3.04	183.23
R_Pond1	0.017	Upstream	2.289		16.04	3.04	183.23
R_Pond1	0.017	Downstream	2.259	718.61	19.27	1.37	82.70
OUTLET	0.017		2.259		19.27	1.37	82.70

STORM 5y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.628		42.02	2.22	133.62
R_Pond1	0.017	Upstream	2.628		42.02	2.22	133.62
R_Pond1	0.017	Downstream	2.589	718.18	46.09	1.27	76.82
OUTLET	0.017		2.589		46.09	1.27	76.82

STORM 5y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.932		63.01	1.63	98.34
R_Pond1	0.017	Upstream	2.932		63.01	1.63	98.34
R_Pond1	0.017	Downstream	2.886	717.75	66.21	1.16	70.19
OUTLET	0.017		2.886		66.21	1.16	70.19

STORM 5y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.341		105.00	1.11	67.21
R_Pond1	0.017	Upstream	3.341		105.00	1.11	67.21
R_Pond1	0.017	Downstream	3.289	717.14	110.08	0.99	59.69
OUTLET	0.017		3.289		110.08	0.99	59.69

STORM 5y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		4.434		209.99	0.74	44.41
R_Pond1	0.017	Upstream	4.434		209.99	0.74	44.41
R_Pond1	0.017	Downstream	4.368	716.88	210.06	0.73	44.07
OUTLET	0.017		4.368		210.06	0.73	44.07

STORM 10y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.005		0.21	0.29	17.72
R_Pond1	0.017	Upstream	0.005		0.21	0.29	17.72
R_Pond1	0.017	Downstream	0.0	716.50	0.12	0.0	0.0
OUTLET	0.017		0.0		0.12	0.0	0.0

STORM 10y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.109		0.25	5.23	315.75
R_Pond1	0.017	Upstream	0.109		0.25	5.23	315.75
R_Pond1	0.017	Downstream	0.086	716.72	0.52	0.42	25.52
OUTLET	0.017		0.086		0.52	0.42	25.52

STORM 10y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.234		0.28	9.61	579.73
R_Pond1	0.017	Upstream	0.234		0.28	9.61	579.73
R_Pond1	0.017	Downstream	0.211	716.97	0.57	0.90	54.35
OUTLET	0.017		0.211		0.57	0.90	54.35

STORM 10y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.509		0.35	13.83	834.26
R_Pond1	0.017	Upstream	0.509		0.35	13.83	834.26
R_Pond1	0.017	Downstream	0.486	717.50	0.79	1.09	65.89
OUTLET	0.017		0.486		0.79	1.09	65.89

STORM 10y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.835		0.41	15.15	913.91
R_Pond1	0.017	Upstream	0.835		0.41	15.15	913.91
R_Pond1	0.017	Downstream	0.812	718.08	1.23	1.25	75.50
OUTLET	0.017		0.812		1.23	1.25	75.50

STORM 10y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.244		0.64	14.13	852.23
R_Pond1	0.017	Upstream	1.244		0.64	14.13	852.23
R_Pond1	0.017	Downstream	1.221	718.66	2.19	1.38	83.32
OUTLET	0.017		1.221		2.19	1.38	83.32

STORM 10y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.481		0.85	11.91	718.19
R_Pond1	0.017	Upstream	1.481		0.85	11.91	718.19
R_Pond1	0.017	Downstream	1.458	718.90	3.16	1.44	86.58
OUTLET	0.017		1.458		3.16	1.44	86.58

STORM 10y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.928		1.55	8.09	488.23
R_Pond1	0.017	Upstream	1.928		1.55	8.09	488.23
R_Pond1	0.017	Downstream	1.905	719.09	6.06	1.47	88.93
OUTLET	0.017		1.905		6.06	1.47	88.93

STORM 10y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.446		5.05	5.76	347.49
R_Pond1	0.017	Upstream	2.446		5.05	5.76	347.49
R_Pond1	0.017	Downstream	2.421	719.40	9.08	1.53	92.45
OUTLET	0.017		2.421		9.08	1.53	92.45

STORM 10y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.754		12.05	4.76	286.95
R_Pond1	0.017	Upstream	2.754		12.05	4.76	286.95
R_Pond1	0.017	Downstream	2.726	719.58	15.20	1.57	94.57
OUTLET	0.017		2.726		15.20	1.57	94.57

STORM 10y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.023		16.03	3.89	234.46
R_Pond1	0.017	Upstream	3.023		16.03	3.89	234.46
R_Pond1	0.017	Downstream	2.994	719.46	20.09	1.55	93.23
OUTLET	0.017		2.994		20.09	1.55	93.23

STORM 10y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.432		42.00	2.77	167.34
R_Pond1	0.017	Upstream	3.432		42.00	2.77	167.34
R_Pond1	0.017	Downstream	3.398	718.90	46.14	1.43	86.55
OUTLET	0.017		3.398		46.14	1.43	86.55

STORM 10y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.807		63.01	2.03	122.28
R_Pond1	0.017	Upstream	3.807		63.01	2.03	122.28
R_Pond1	0.017	Downstream	3.768	718.36	66.28	1.31	79.22
OUTLET	0.017		3.768		66.28	1.31	79.22

STORM 10y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		4.346		105.00	1.37	82.73
R_Pond1	0.017	Upstream	4.346		105.00	1.37	82.73
R_Pond1	0.017	Downstream	4.299	717.61	110.12	1.12	67.79
OUTLET	0.017		4.299		110.12	1.12	67.79

STORM 10y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		5.673		210.00	0.88	52.93
R_Pond1	0.017	Upstream	5.673		210.00	0.88	52.93
R_Pond1	0.017	Downstream	5.610	716.96	210.06	0.87	52.59
OUTLET	0.017		5.610		210.06	0.87	52.59

STORM 50y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.055		0.20	2.87	173.16
R_Pond1	0.017	Upstream	0.055		0.20	2.87	173.16
R_Pond1	0.017	Downstream	0.032	716.61	0.48	0.21	12.92
OUTLET	0.017		0.032		0.48	0.21	12.92

STORM 50y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.326		0.24	15.29	922.22
R_Pond1	0.017	Upstream	0.326		0.24	15.29	922.22
R_Pond1	0.017	Downstream	0.304	717.16	0.54	1.00	60.03
OUTLET	0.017		0.304		0.54	1.00	60.03

STORM 50y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.582		0.27	23.47	1415.75
R_Pond1	0.017	Upstream	0.582		0.27	23.47	1415.75
R_Pond1	0.017	Downstream	0.559	717.66	0.62	1.14	68.70
OUTLET	0.017		0.559		0.62	1.14	68.70

STORM 50y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.089		0.31	30.43	1835.81
R_Pond1	0.017	Upstream	1.089		0.31	30.43	1835.81
R_Pond1	0.017	Downstream	1.066	718.61	0.83	1.37	82.66
OUTLET	0.017		1.066		0.83	1.37	82.66

STORM 50y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.662		0.40	31.93	1926.24
R_Pond1	0.017	Upstream	1.662		0.40	31.93	1926.24
R_Pond1	0.017	Downstream	1.639	719.55	1.26	1.56	94.24
OUTLET	0.017		1.639		1.26	1.56	94.24

STORM 50y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.336		0.60	27.49	1658.18
R_Pond1	0.017	Upstream	2.336		0.60	27.49	1658.18
R_Pond1	0.017	Downstream	2.313	720.47	2.22	1.73	104.27
OUTLET	0.017		2.313		2.22	1.73	104.27

STORM 50y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.721		0.80	22.52	1358.38
R_Pond1	0.017	Upstream	2.721		0.80	22.52	1358.38
R_Pond1	0.017	Downstream	2.698	720.87	3.18	1.80	108.42
OUTLET	0.017		2.698		3.18	1.80	108.42

STORM 50y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.451		1.32	14.96	902.22
R_Pond1	0.017	Upstream	3.451		1.32	14.96	902.22
R_Pond1	0.017	Downstream	3.428	721.31	6.11	1.87	112.68
OUTLET	0.017		3.428		6.11	1.87	112.68

STORM 50y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		4.265		5.04	9.90	597.03
R_Pond1	0.017	Upstream	4.265		5.04	9.90	597.03
R_Pond1	0.017	Downstream	4.240	721.71	9.72	1.93	116.48
OUTLET	0.017		4.240		9.72	1.93	116.48

STORM 50y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		4.742		12.03	7.71	465.11
R_Pond1	0.017	Upstream	4.742		12.03	7.71	465.11
R_Pond1	0.017	Downstream	4.716	721.93	15.85	1.97	118.55
OUTLET	0.017		4.716		15.85	1.97	118.55

STORM 50y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		5.159		16.01	6.24	376.54
R_Pond1	0.017	Upstream	5.159		16.01	6.24	376.54
R_Pond1	0.017	Downstream	5.132	721.84	20.20	1.95	117.66
OUTLET	0.017		5.132		20.20	1.95	117.66

STORM 50y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		5.745		42.01	4.31	259.86
R_Pond1	0.017	Upstream	5.745		42.01	4.31	259.86
R_Pond1	0.017	Downstream	5.714	720.88	46.25	1.80	108.57
OUTLET	0.017		5.714		46.25	1.80	108.57

STORM 50y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		6.220		63.01	3.08	185.80
R_Pond1	0.017	Upstream	6.220		63.01	3.08	185.80
R_Pond1	0.017	Downstream	6.186	720.13	69.11	1.67	100.77
OUTLET	0.017		6.186		69.11	1.67	100.77

STORM 50y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		6.915		105.00	2.03	122.49
R_Pond1	0.017	Upstream	6.915		105.00	2.03	122.49
R_Pond1	0.017	Downstream	6.875	719.02	110.18	1.46	88.12
OUTLET	0.017		6.875		110.18	1.46	88.12

STORM 50y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		8.647		209.99	1.24	74.84
R_Pond1	0.017	Upstream	8.647		209.99	1.24	74.84
R_Pond1	0.017	Downstream	8.597	717.55	220.04	1.11	66.82
OUTLET	0.017		8.597		220.04	1.11	66.82

STORM 100y,5m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.092		0.20	4.80	289.56
R_Pond1	0.017	Upstream	0.092		0.20	4.80	289.56
R_Pond1	0.017	Downstream	0.070	716.69	0.47	0.36	21.73
OUTLET	0.017		0.070		0.47	0.36	21.73

STORM 100y,10m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.445		0.23	20.79	1253.99
R_Pond1	0.017	Upstream	0.445		0.23	20.79	1253.99
R_Pond1	0.017	Downstream	0.423	717.39	0.55	1.06	64.08
OUTLET	0.017		0.423		0.55	1.06	64.08

STORM 100y,15m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		0.768		0.25	30.91	1864.55
R_Pond1	0.017	Upstream	0.768		0.25	30.91	1864.55
R_Pond1	0.017	Downstream	0.745	718.04	0.63	1.24	74.93
OUTLET	0.017		0.745		0.63	1.24	74.93

STORM 100y,30m

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		1.380		0.29	39.00	2352.65
R_Pond1	0.017	Upstream	1.380		0.29	39.00	2352.65
R_Pond1	0.017	Downstream	1.358	719.14	0.84	1.48	89.53
OUTLET	0.017		1.358		0.84	1.48	89.53

STORM 100y,1h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.068		0.39	40.37	2435.04
R_Pond1	0.017	Upstream	2.068		0.39	40.37	2435.04
R_Pond1	0.017	Downstream	2.046	720.23	1.27	1.69	101.77
OUTLET	0.017		2.046		1.27	1.69	101.77

STORM 100y,2h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		2.869		0.60	34.09	2056.36
R_Pond1	0.017	Upstream	2.869		0.60	34.09	2056.36
R_Pond1	0.017	Downstream	2.846	721.27	2.22	1.86	112.37
OUTLET	0.017		2.846		2.22	1.86	112.37

STORM 100y,3h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		3.327		0.77	27.75	1673.70
R_Pond1	0.017	Upstream	3.327		0.77	27.75	1673.70
R_Pond1	0.017	Downstream	3.304	721.73	3.20	1.93	116.67
OUTLET	0.017		3.304		3.20	1.93	116.67

STORM 100y,6h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		4.174		1.31	18.20	1097.98
R_Pond1	0.017	Upstream	4.174		1.31	18.20	1097.98
R_Pond1	0.017	Downstream	4.151	722.26	6.13	2.01	121.50
OUTLET	0.017		4.151		6.13	2.01	121.50

STORM 100y,12h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		5.123		5.03	11.80	711.68
R_Pond1	0.017	Upstream	5.123		5.03	11.80	711.68
R_Pond1	0.017	Downstream	5.099	722.72	10.14	2.08	125.51
OUTLET	0.017		5.099		10.14	2.08	125.51

STORM 100y,18h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		5.683		12.03	9.06	546.29
R_Pond1	0.017	Upstream	5.683		12.03	9.06	546.29
R_Pond1	0.017	Downstream	5.657	722.97	15.92	2.12	127.65
OUTLET	0.017		5.657		15.92	2.12	127.65

STORM 100y,24h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		6.163		16.01	7.31	440.94
R_Pond1	0.017	Upstream	6.163		16.01	7.31	440.94
R_Pond1	0.017	Downstream	6.136	722.87	20.25	2.10	126.84
OUTLET	0.017		6.136		20.25	2.10	126.84

STORM 100y,48h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		6.832		42.01	5.01	301.91
R_Pond1	0.017	Upstream	6.832		42.01	5.01	301.91
R_Pond1	0.017	Downstream	6.803	721.75	46.36	1.94	116.89
OUTLET	0.017		6.803		46.36	1.94	116.89

STORM 100y,72h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		7.370		63.00	3.57	215.23
R_Pond1	0.017	Upstream	7.370		63.00	3.57	215.23
R_Pond1	0.017	Downstream	7.338	720.97	69.14	1.81	109.46
OUTLET	0.017		7.338		69.14	1.81	109.46

STORM 100y,120h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		8.133		104.99	2.34	140.95
R_Pond1	0.017	Upstream	8.133		104.99	2.34	140.95
R_Pond1	0.017	Downstream	8.095	719.71	110.22	1.59	96.05
OUTLET	0.017		8.095		110.22	1.59	96.05

STORM 100y,240h

Area or Reach Identifier	Drainage Area (sq mi)	Rain Gage ID or Location	Runoff Amount (in)	Peak Flow Elevation (ft)	Peak Flow Time (hr)	Peak Flow Rate (cfs)	Peak Flow Rate (csm)
PRN_1	0.017		10.014		209.99	1.41	84.88
R_Pond1	0.017	Upstream	10.014		209.99	1.41	84.88
R_Pond1	0.017	Downstream	9.965	718.01	220.06	1.24	74.58
OUTLET	0.017		9.965		220.06	1.24	74.58

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,5m (cfs)	1y,10m (cfs)	1y,15m (cfs)	1y,30m (cfs)	1y,1h (cfs)
PRN_1	0.017	0.0	0.13	1.05	2.61	3.00
R_Pond1	0.017	0.0	0.13	1.05	2.61	3.00
DOWNSTREAM		0.0	0.0	0.0	0.35	0.69
OUTLET	0.017	0.0	0.0	0.0	0.35	0.69

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,2h (cfs)	1y,3h (cfs)	1y,6h (cfs)	1y,12h (cfs)	1y,18h (cfs)
PRN_1	0.017	3.42	3.16	2.43	1.99	1.88
R_Pond1	0.017	3.42	3.16	2.43	1.99	1.88
DOWNSTREAM		0.96	0.97	0.97	1.01	1.04
OUTLET	0.017	0.96	0.97	0.97	1.01	1.04

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 1y,24h (cfs)	1y,48h (cfs)	1y,72h (cfs)	1y,120h (cfs)	1y,240h (cfs)
PRN_1	0.017	1.56	1.20	0.90	0.63	0.44
R_Pond1	0.017	1.56	1.20	0.90	0.63	0.44
DOWNSTREAM		1.02	0.97	0.83	0.61	0.43
OUTLET	0.017	1.02	0.97	0.83	0.61	0.43

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,5m (cfs)	2y,10m (cfs)	2y,15m (cfs)	2y,30m (cfs)	2y,1h (cfs)
PRN_1	0.017	0.0	0.75	2.40	4.62	5.25
R_Pond1	0.017	0.0	0.75	2.40	4.62	5.25
DOWNSTREAM		0.0	0.0	0.21	0.64	0.98
OUTLET	0.017	0.0	0.0	0.21	0.64	0.98

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,2h (cfs)	2y,3h (cfs)	2y,6h (cfs)	2y,12h (cfs)	2y,18h (cfs)
PRN_1	0.017	5.57	4.98	3.67	2.78	2.52
R_Pond1	0.017	5.57	4.98	3.67	2.78	2.52
DOWNSTREAM		1.05	1.08	1.09	1.15	1.18
OUTLET	0.017	1.05	1.08	1.09	1.15	1.18

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 2y,24h (cfs)	2y,48h (cfs)	2y,72h (cfs)	2y,120h (cfs)	2y,240h (cfs)
PRN_1	0.017	2.09	1.57	1.18	0.82	0.55
R_Pond1	0.017	2.09	1.57	1.18	0.82	0.55
DOWNSTREAM		1.15	1.07	0.99	0.79	0.55
OUTLET	0.017	1.15	1.07	0.99	0.79	0.55

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,5m (cfs)	5y,10m (cfs)	5y,15m (cfs)	5y,30m (cfs)	5y,1h (cfs)

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,5m (cfs)	5y,10m (cfs)	5y,15m (cfs)	5y,30m (cfs)	5y,1h (cfs)
PRN_1	0.017	0.0	2.69	5.76	8.95	10.07
R_Pond1	0.017	0.0	2.69	5.76	8.95	10.07
DOWNSTREAM		0.0	0.21	0.53	0.99	1.11
OUTLET	0.017	0.0	0.21	0.53	0.99	1.11

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,2h (cfs)	5y,3h (cfs)	5y,6h (cfs)	5y,12h (cfs)	5y,18h (cfs)
PRN_1	0.017	9.79	8.43	5.96	4.32	3.70
R_Pond1	0.017	9.79	8.43	5.96	4.32	3.70
DOWNSTREAM		1.24	1.28	1.30	1.36	1.40
OUTLET	0.017	1.24	1.28	1.30	1.36	1.40

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 5y,24h (cfs)	5y,48h (cfs)	5y,72h (cfs)	5y,120h (cfs)	5y,240h (cfs)
PRN_1	0.017	3.04	2.22	1.63	1.11	0.74
R_Pond1	0.017	3.04	2.22	1.63	1.11	0.74
DOWNSTREAM		1.37	1.27	1.16	0.99	0.73
OUTLET	0.017	1.37	1.27	1.16	0.99	0.73

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,5m (cfs)	10y,10m (cfs)	10y,15m (cfs)	10y,30m (cfs)	10y,1h (cfs)
PRN_1	0.017	0.29	5.23	9.61	13.83	15.15
R_Pond1	0.017	0.29	5.23	9.61	13.83	15.15
DOWNSTREAM		0.0	0.42	0.90	1.09	1.25
OUTLET	0.017	0.0	0.42	0.90	1.09	1.25

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,2h (cfs)	10y,3h (cfs)	10y,6h (cfs)	10y,12h (cfs)	10y,18h (cfs)
PRN_1	0.017	14.13	11.91	8.09	5.76	4.76
R_Pond1	0.017	14.13	11.91	8.09	5.76	4.76
DOWNSTREAM		1.38	1.44	1.47	1.53	1.57
OUTLET	0.017	1.38	1.44	1.47	1.53	1.57

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 10y,24h (cfs)	10y,48h (cfs)	10y,72h (cfs)	10y,120h (cfs)	10y,240h (cfs)
PRN_1	0.017	3.89	2.77	2.03	1.37	0.88
R_Pond1	0.017	3.89	2.77	2.03	1.37	0.88
DOWNSTREAM		1.55	1.43	1.31	1.12	0.87
OUTLET	0.017	1.55	1.43	1.31	1.12	0.87

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,5m (cfs)	50y,10m (cfs)	50y,15m (cfs)	50y,30m (cfs)	50y,1h (cfs)

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,5m (cfs)	50y,10m (cfs)	50y,15m (cfs)	50y,30m (cfs)	50y,1h (cfs)
PRN_1	0.017	2.87	15.29	23.47	30.43	31.93
R_Pond1	0.017	2.87	15.29	23.47	30.43	31.93
DOWNSTREAM		0.21	1.00	1.14	1.37	1.56
OUTLET	0.017	0.21	1.00	1.14	1.37	1.56

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,2h (cfs)	50y,3h (cfs)	50y,6h (cfs)	50y,12h (cfs)	50y,18h (cfs)
PRN_1	0.017	27.49	22.52	14.96	9.90	7.71
R_Pond1	0.017	27.49	22.52	14.96	9.90	7.71
DOWNSTREAM		1.73	1.80	1.87	1.93	1.97
OUTLET	0.017	1.73	1.80	1.87	1.93	1.97

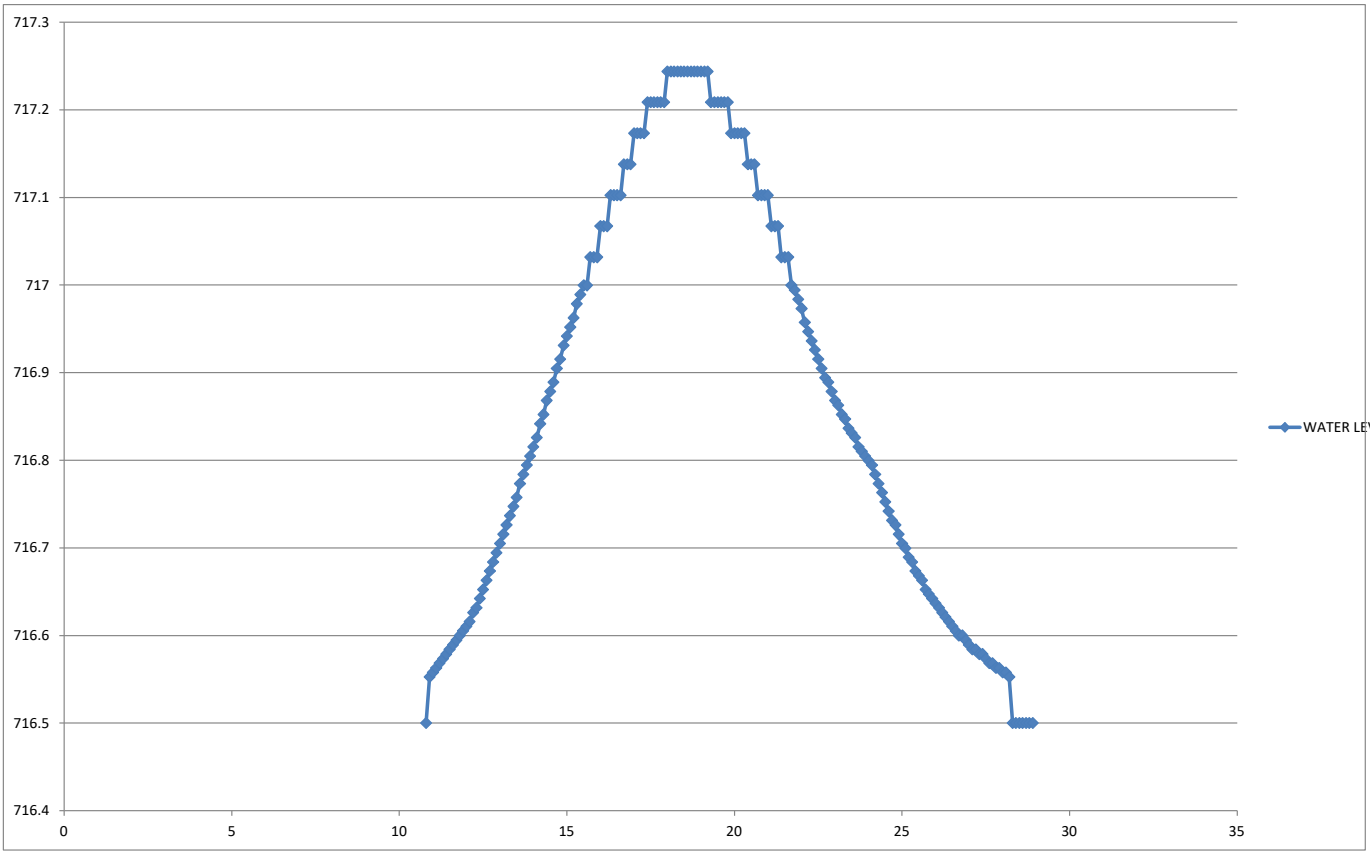
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 50y,24h (cfs)	50y,48h (cfs)	50y,72h (cfs)	50y,120h (cfs)	50y,240h (cfs)
PRN_1	0.017	6.24	4.31	3.08	2.03	1.24
R_Pond1	0.017	6.24	4.31	3.08	2.03	1.24
DOWNSTREAM		1.95	1.80	1.67	1.46	1.11
OUTLET	0.017	1.95	1.80	1.67	1.46	1.11

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,5m (cfs)	100y,10m (cfs)	100y,15m (cfs)	100y,30m (cfs)	100y,1h (cfs)
PRN_1	0.017	4.80	20.79	30.91	39.00	40.37
R_Pond1	0.017	4.80	20.79	30.91	39.00	40.37
DOWNSTREAM		0.36	1.06	1.24	1.48	1.69
OUTLET	0.017	0.36	1.06	1.24	1.48	1.69

Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,2h (cfs)	100y,3h (cfs)	100y,6h (cfs)	100y,12h (cfs)	100y,18h (cfs)
PRN_1	0.017	34.09	27.75	18.20	11.80	9.06
R_Pond1	0.017	34.09	27.75	18.20	11.80	9.06
DOWNSTREAM		1.86	1.93	2.01	2.08	2.12
OUTLET	0.017	1.86	1.93	2.01	2.08	2.12

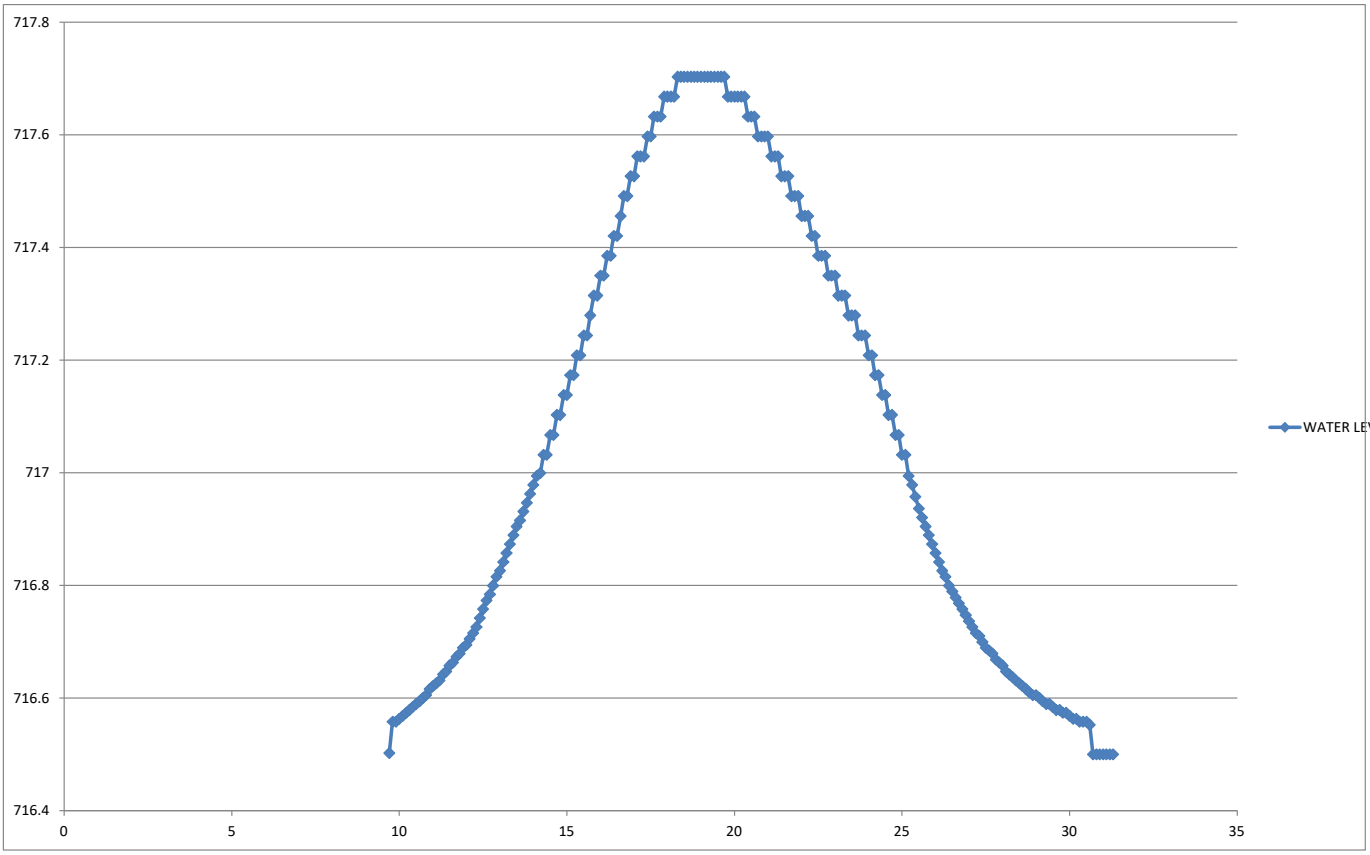
Area or Reach Identifier	Drainage Area (sq mi)	Peak Flow by Storm 100y,24h (cfs)	100y,48h (cfs)	100y,72h (cfs)	100y,120h (cfs)	100y,240h (cfs)
PRN_1	0.017	7.31	5.01	3.57	2.34	1.41
R_Pond1	0.017	7.31	5.01	3.57	2.34	1.41
DOWNSTREAM		2.10	1.94	1.81	1.59	1.24
OUTLET	0.017	2.10	1.94	1.81	1.59	1.24

NORTH BASIN 1 YEAR HYDROGRAPH



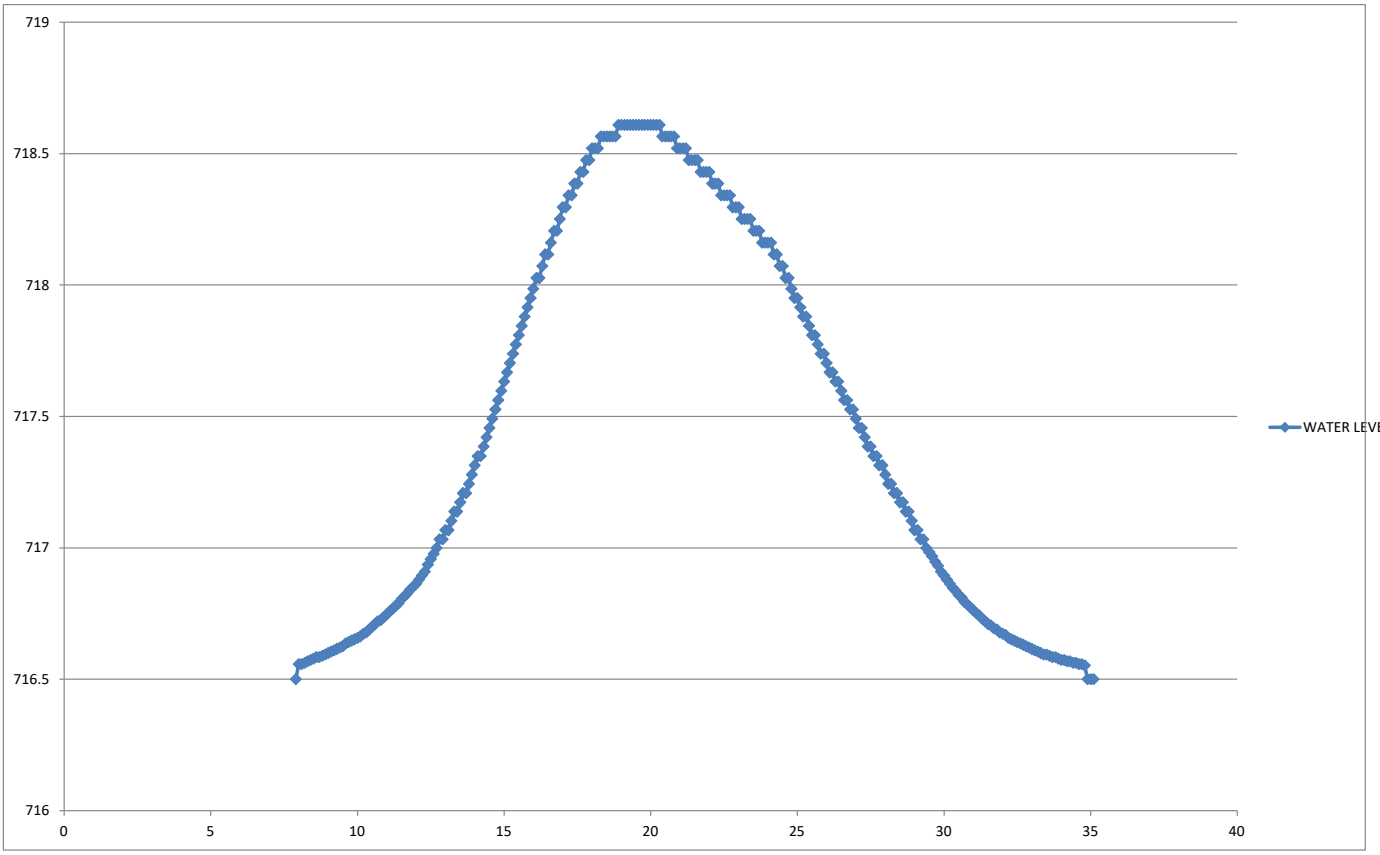
DRAWDOWN TIME (HOURS)

NORTH BASIN 2 YEAR HYDROGRAPH



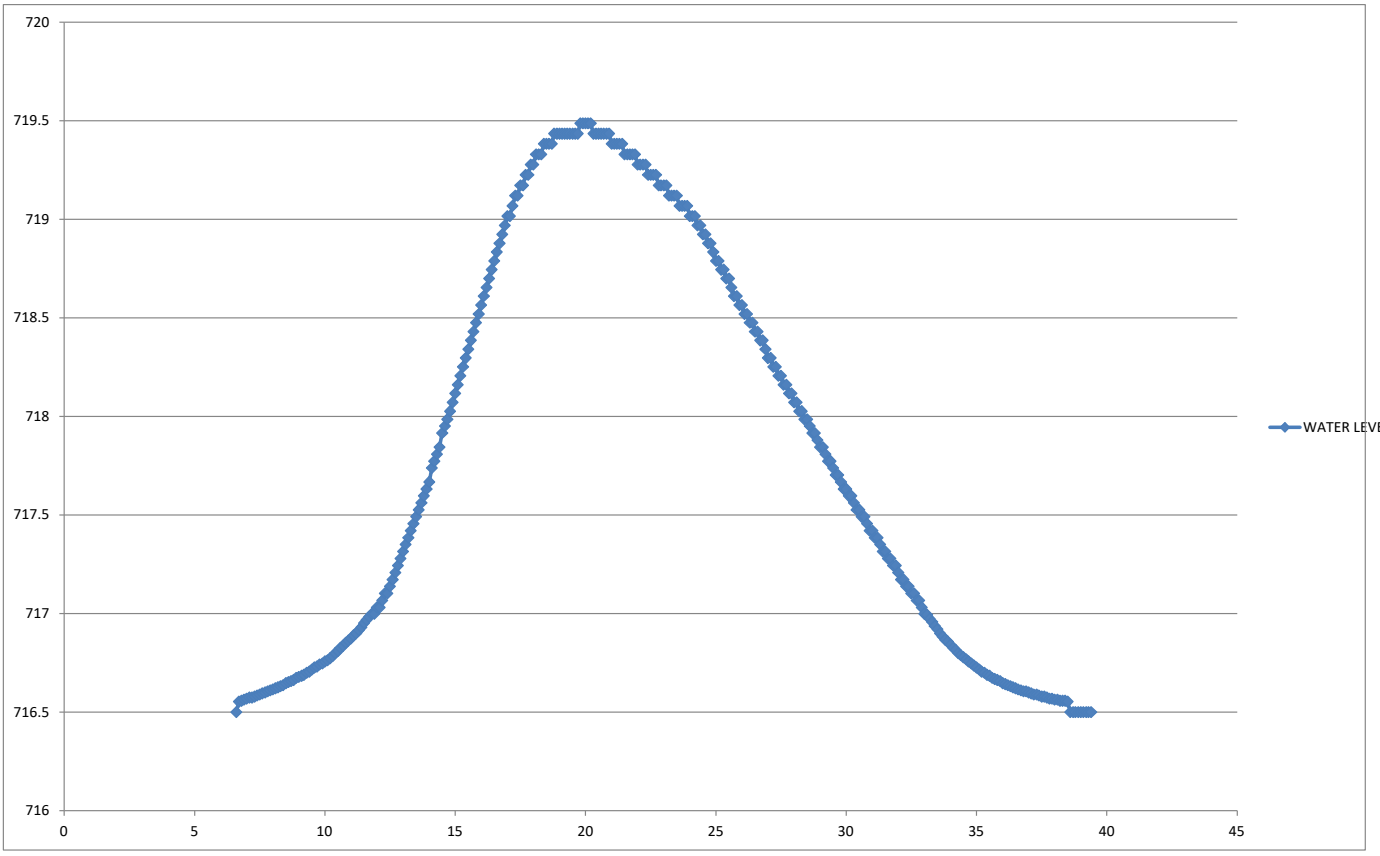
DRAWDOWN TIME (HOURS)

NORTH BASIN 5 YEAR HYDROGRAPH



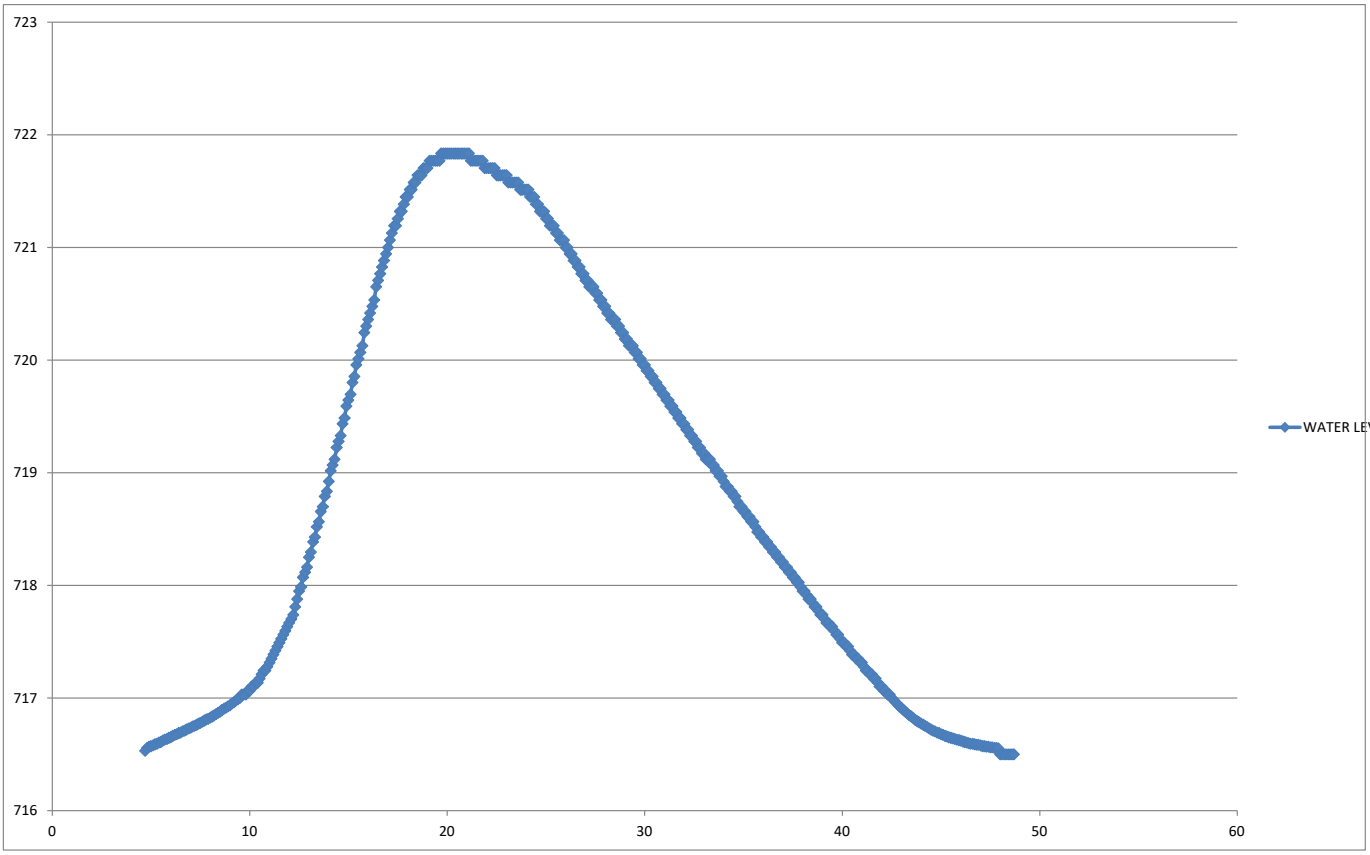
DRAWDOWN TIME (HOURS)

NORTH BASIN 10 YEAR HYDROGRAPH



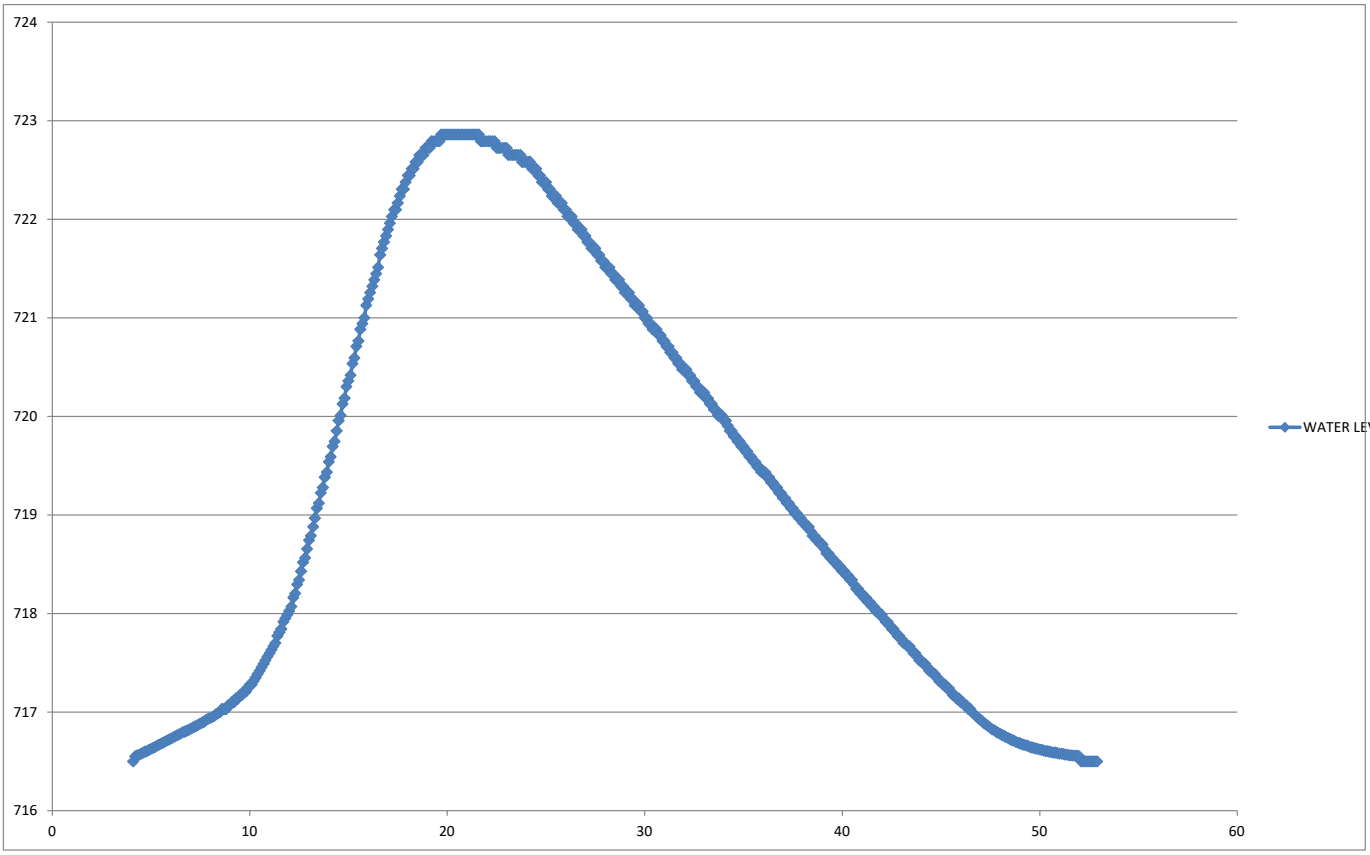
DRAWDOWN TIME (HOURS)

NORTH BASIN 50 YEAR HYDROGRAPH

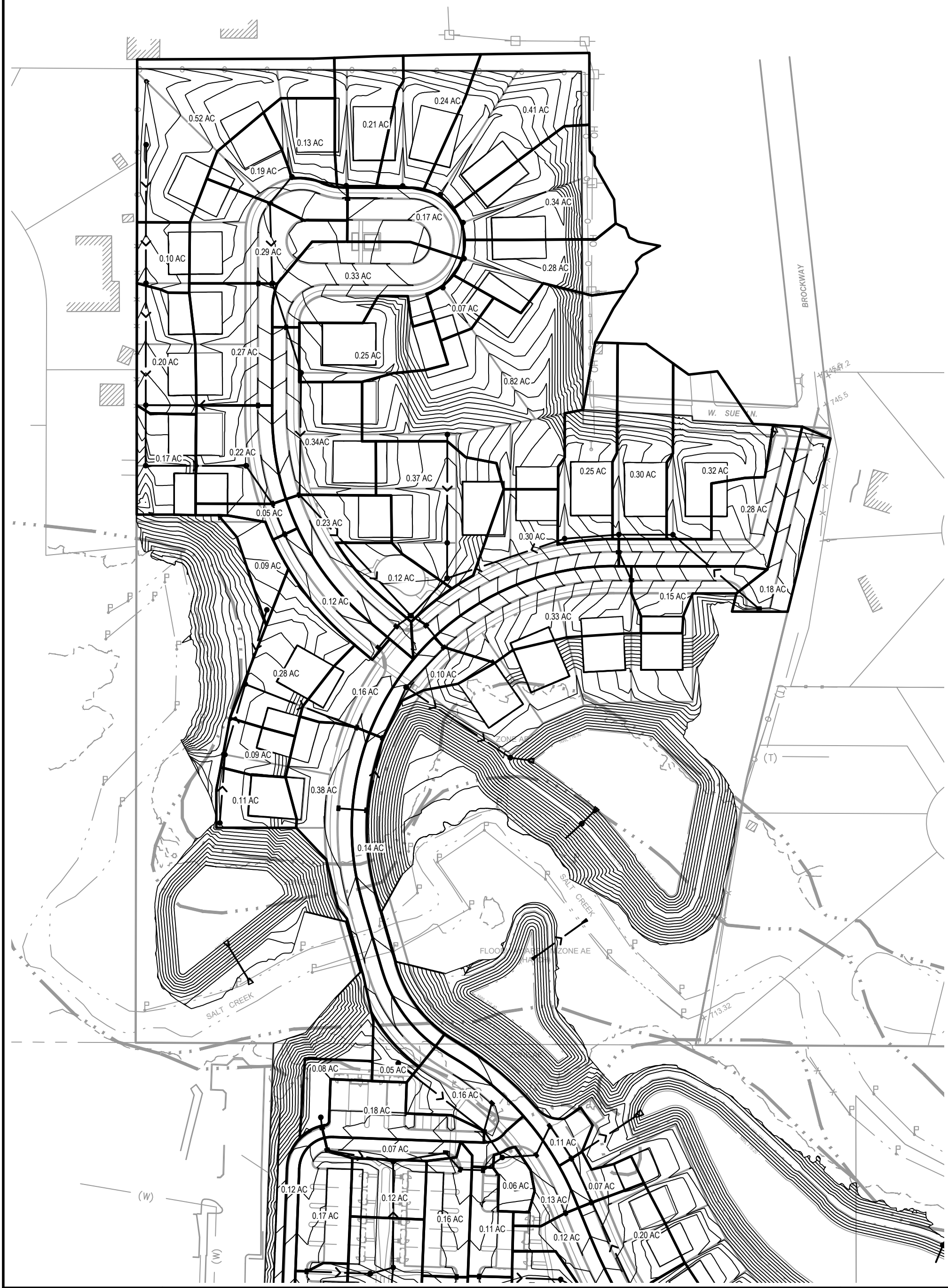


DRAWDOWN TIME (HOURS)

NORTH BASIN 100 YEAR HYDROGRAPH



DRAWDOWN TIME (HOURS)



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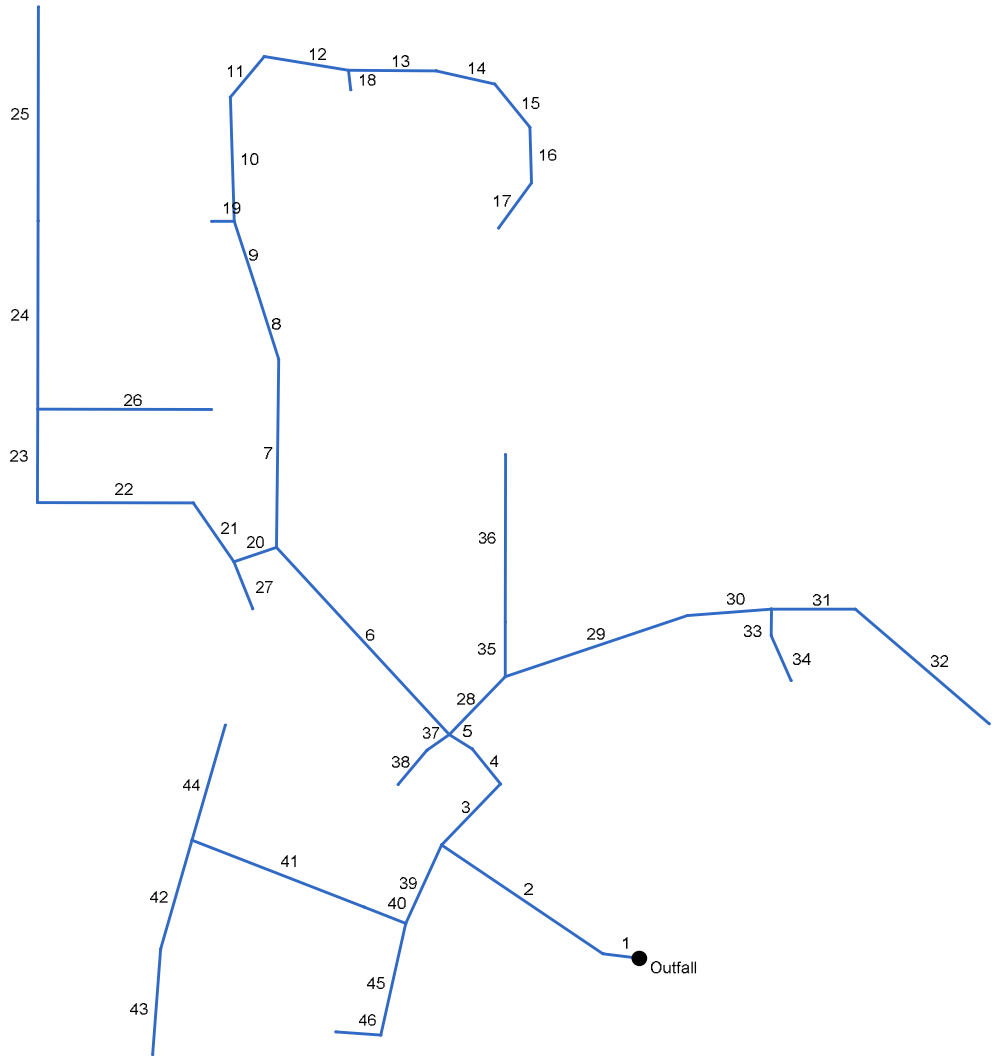
Hydraflow Storm Sewers Extension for Autodesk® Civil 3D® Plan



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	26.236	0.00	9.90	0.61	0.00	6.04	5.0	11.5	10.3	62.16	34.04	6.46	42	0.11	716.50	716.53	720.00	720.10	716.50	723.31	ST 1-1 - FES 1-1
2	1	139.166	0.00	9.90	0.61	0.00	6.04	5.0	11.1	10.4	62.84	28.28	6.53	42	0.08	716.53	716.64	720.10	720.64	723.31	725.93	ST 1-2 - ST 1-1
3	2	60.690	0.33	8.55	0.61	0.20	5.22	5.0	8.3	11.5	59.72	62.91	8.45	36	0.89	716.64	717.18	720.64	721.13	725.93	727.37	ST 1-3 - ST 1-2
4	3	32.094	0.30	8.22	0.61	0.18	5.01	5.0	8.2	11.5	57.56	62.30	8.14	36	0.87	717.18	717.46	721.13	721.37	727.37	727.94	ST 1-4 - ST 1-3
5	4	19.607	0.12	7.92	0.61	0.07	4.83	5.0	8.2	11.5	55.54	72.23	7.86	36	1.17	717.46	717.69	721.37	721.51	727.94	736.14	ST 1- 5 - ST 1-4
6	5	182.111	0.34	4.78	0.61	0.21	2.92	5.0	7.5	11.8	34.31	51.36	4.85	36	0.59	717.69	718.77	721.51	721.99	736.14	728.32	ST 1-6 - ST 1-5
7	6	134.983	0.25	2.91	0.61	0.15	1.78	5.0	7.2	11.9	21.15	21.50	7.72	24	0.90	722.75	723.97	724.36	725.62	728.32	731.98	ST 1-7 - ST 1-6
8	7	52.905	0.33	2.66	0.61	0.20	1.62	5.0	7.0	12.0	19.43	20.63	7.16	24	0.83	723.97	724.41	725.62	725.99	731.98	732.91	ST 1-8 - ST 1-7
9	8	51.034	0.00	2.33	0.61	0.00	1.42	5.0	6.9	12.0	17.12	37.19	6.62	24	2.70	724.41	725.79	725.99	727.28	732.91	734.08	ST 1-9 - ST 1-8
10	9	88.914	0.19	2.04	0.61	0.12	1.24	5.0	6.7	12.1	15.09	15.23	8.66	18	2.10	725.79	727.66	727.28	729.07	734.08	735.11	ST 1-10 - ST 1-9
11	10	37.929	0.13	1.85	0.61	0.08	1.13	5.0	6.6	12.2	13.72	23.07	8.03	18	4.82	727.66	729.49	729.07	730.86	735.11	736.35	ST 1-11 - ST 1-10
12	11	60.996	0.21	1.72	0.61	0.13	1.05	5.0	6.5	12.2	12.83	21.17	7.62	18	4.07	729.49	731.97	730.86	733.31	736.35	737.22	ST 1-12 - ST 1-11
13	12	62.500	0.24	1.34	0.61	0.15	0.82	5.0	6.3	12.3	10.04	10.14	8.21	15	2.46	731.97	733.51	733.31	734.73	737.22	738.15	ST 1-13 - ST 1-12
14	13	42.777	0.41	1.10	0.61	0.25	0.67	5.0	6.2	12.3	8.27	8.38	6.94	15	1.68	733.51	734.23	734.73	735.36	738.15	738.68	ST 1-14 - ST 1-13
15	14	39.921	0.34	0.69	0.61	0.21	0.42	5.0	6.1	12.4	5.21	5.32	6.63	12	2.23	734.23	735.12	735.36	736.21	738.68	739.04	ST 1-15 - ST 1-14
16	15	39.921	0.28	0.35	0.61	0.17	0.21	5.0	5.9	12.5	2.66	2.76	3.39	12	0.60	735.12	735.36	736.21	736.43	739.04	739.16	ST 1-16 - ST 1-15
17	16	39.921	0.07	0.07	0.61	0.04	0.04	5.0	5.0	12.9	0.55	2.46	0.73	12	0.48	735.36	735.55	736.43	736.44	739.16	739.05	ST 1-17 - ST 1-16
18	12	14.087	0.17	0.17	0.61	0.10	0.10	5.0	5.0	12.9	1.34	2.51	3.25	12	0.50	732.90	732.97	733.42	733.49	737.22	736.47	ST 1-18 - ST 1-12
19	9	16.000	0.29	0.29	0.61	0.18	0.18	5.0	5.0	12.9	2.29	2.52	3.63	12	0.50	730.16	730.24	730.91	730.99	734.08	733.74	ST 1-19 - ST 1-9
20	6	32.000	0.22	1.53	0.61	0.13	0.93	5.0	6.4	12.2	11.42	11.59	6.46	18	1.22	718.77	719.16	721.99	722.37	728.32	728.33	ST 1-20 - ST 1-6
21	20	51.048	0.00	1.26	0.61	0.00	0.77	5.0	6.3	12.3	9.46	9.86	5.35	18	0.88	719.16	719.61	722.37	722.78	728.33	729.69	ST 1-21 - ST 1-20
22	21	111.263	0.17	1.26	0.61	0.10	0.77	5.0	6.0	12.4	9.55	9.60	7.78	15	2.21	719.61	722.07	722.78	725.22	729.69	725.82	ST 1-22 - ST 1-21

Project File: Run 1.stm | Number of lines: 46 | Run Date: 5/16/2025

NOTES:Intensity = 269.89 / (Inlet time + 19.00) ^ 0.96; Return period =Yrs. 100 ; c = cir e = ellip b = box

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	67.000	0.20	1.09	0.61	0.12	0.66	5.0	5.9	12.5	8.32	13.85	6.96	15	4.60	722.07	725.15	725.22	726.28	725.82	730.01	ST 1-23 - ST 1-22
24	23	135.000	0.10	0.62	0.61	0.06	0.38	5.0	5.5	12.7	4.80	4.85	6.12	12	1.85	725.15	727.65	726.28	728.64	730.01	733.50	ST 1-24 - ST 1-23
25	24	153.379	0.52	0.52	0.61	0.32	0.32	5.0	5.0	12.9	4.10	4.20	5.48	12	1.39	727.65	729.78	728.64	730.64	733.50	733.53	ST 1-25 - ST 1-24
26	23	124.000	0.27	0.27	0.61	0.16	0.16	5.0	5.0	12.9	2.13	2.48	3.55	12	0.48	726.03	726.63	726.74	727.34	730.01	730.13	ST 1-26 - ST 1-23
27	20	36.481	0.05	0.05	0.61	0.03	0.03	5.0	5.0	12.9	0.39	2.50	2.33	12	0.49	724.30	724.48	724.57	724.75	728.33	727.98	ST 1-27 - ST 1-20
28	5	57.605	0.00	2.67	0.61	0.00	1.63	5.0	7.0	12.0	19.49	24.03	7.91	24	1.13	721.88	722.53	723.25	724.12	736.14	728.53	ST 1-28 - ST 1-5
29	28	137.226	0.25	1.48	0.61	0.15	0.90	5.0	6.7	12.1	10.95	14.37	7.92	18	1.87	724.53	727.10	725.51	728.37	728.53	735.23	ST 1-29 - ST 1-28
30	29	60.180	0.30	1.23	0.61	0.18	0.75	5.0	6.5	12.2	9.17	15.07	7.57	18	2.06	731.23	732.47	732.07	733.64	735.23	737.70	ST 1-30 - ST 1-29
31	30	60.000	0.32	0.50	0.61	0.20	0.31	5.0	6.2	12.4	3.77	13.23	6.97	15	4.20	733.95	736.47	734.41	737.25	737.70	740.22	ST 1-31 - ST 1-30
32	31	125.907	0.18	0.18	0.61	0.11	0.11	5.0	5.0	12.9	1.42	2.86	3.45	12	0.64	736.72	737.53	737.25	738.03	740.22	741.03	ST 1-32 - ST 1-31
33	30	18.972	0.28	0.43	0.61	0.17	0.26	5.0	5.4	12.7	3.34	3.47	5.03	12	0.95	733.32	733.50	734.11	734.29	737.70	737.00	ST 1-33 - ST 1-30
34	33	35.001	0.15	0.15	0.61	0.09	0.09	5.0	5.0	12.9	1.18	4.13	2.58	12	1.34	733.50	733.97	734.29	734.43	737.00	737.47	ST 1-34 - ST 1-33
35	28	39.117	0.37	1.19	0.61	0.23	0.73	5.0	5.4	12.7	9.25	9.35	7.54	15	2.10	722.53	723.35	724.12	724.92	728.53	727.10	ST 1-35 - ST 1-28
36	35	120.000	0.82	0.82	0.61	0.50	0.50	5.0	5.0	12.9	6.47	9.13	5.64	15	2.00	723.35	725.75	724.92	726.77	727.10	729.50	ST 1-36 - ST 1-35
37	5	19.600	0.23	0.35	0.61	0.14	0.21	5.0	5.4	12.7	2.71	2.90	4.20	12	0.66	722.63	722.76	723.40	723.53	736.14	726.74	ST 1-37 - ST 1-5
38	37	32.000	0.12	0.12	0.61	0.07	0.07	5.0	5.0	12.9	0.95	2.52	1.65	12	0.50	722.76	722.92	723.53	723.54	726.74	726.42	ST 1-38 - ST 1-37
39	2	61.911	0.10	1.35	0.61	0.06	0.82	5.0	10.4	10.7	8.77	23.97	1.24	36	0.13	716.64	716.72	720.64	720.65	725.93	724.77	ST 1-39 - ST 1-2
40	39	32.001	0.16	0.73	0.61	0.10	0.45	5.0	9.9	10.8	4.82	19.18	0.98	30	0.22	716.72	716.79	720.65	720.66	724.77	724.81	ST 1-40 - ST 1-39
41	40	132.000	0.28	0.57	0.61	0.17	0.35	5.0	8.3	11.4	3.97	10.60	1.26	24	0.22	716.79	717.08	720.66	720.70	724.81	721.53	ST 1-41 - ST 1-40
42	41	81.226	0.09	0.20	0.61	0.05	0.12	5.0	6.8	12.1	1.47	7.28	0.83	18	0.48	717.08	717.47	720.70	720.72	721.53	720.97	ST 1-42 - ST 1-41
43	42	75.968	0.11	0.11	0.61	0.07	0.07	5.0	5.0	12.9	0.87	3.78	0.71	15	0.34	717.48	717.74	720.72	720.73	720.97	720.99	ST 1-43 - ST 1-42
44	41	85.671	0.09	0.09	0.61	0.05	0.05	5.0	5.0	12.9	0.71	7.89	1.90	12	4.90	718.03	722.23	720.70	722.58	721.53	725.73	ST 1-44 - ST 1-41

Project File: Run 1.stm

Number of lines: 46

Run Date: 5/16/2025

NOTES:Intensity = 269.89 / (Inlet time + 19.00) ^ 0.96; Return period =Yrs. 100 ; c = cir e = ellip b = box

688 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	39	81.886	0.14	0.52	0.61	0.09	0.32	5.0	5.1	12.9	4.08	4.16	3.86	15	0.42	720.11	720.45	721.11	721.45	724.77	724.20	ST 1-45 - ST 1-39
46	45	32.000	0.38	0.38	0.61	0.23	0.23	5.0	5.0	12.9	3.00	3.15	3.84	12	0.78	720.45	720.70	721.45	721.66	724.20	724.20	ST 1-46 - ST 1-45

Project File: Run 1.stm | Number of lines: 46 | Run Date: 5/16/2025

NOTES:Intensity = 269.89 / (Inlet time + 19.00) ^ 0.96; Return period =Yrs. 100 ; c = cir e = ellip b = box

APPENDIX 4: FLOODPLAIN / FLOODWAY

River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
		(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
5.759	100yr	367	720.26	725.69	723.26	725.7	0.000292	0.8	941.84	701.1	0.09
5.759	10yr	226	720.26	724.99	722.91	724.99	0.000303	0.72	646	621.68	0.09
5.759	50yr	316	720.26	725.47	723.15	725.47	0.000292	0.77	842.3	675.81	0.09
5.759	500yr	486	720.26	725.67	723.47	725.68	0.000527	1.07	932.13	698.68	0.12
5.607	100yr	380	721.56	725.07	722.75	725.11	0.003616	2.07	231.87	715.71	0.27
5.607	10yr	231	721.56	724.4	721.87	724.44	0.002777	1.57	151.68	657.8	0.23
5.607	50yr	326	721.56	724.83	722.45	724.88	0.004158	2.11	200.98	709.96	0.29
5.607	500yr	508	721.56	725.61	723.66	725.61	0.000083	0.35	2091.45	728.47	0.04
5.513	100yr	388	719.43	724.91	722.79	724.91	0.000137	0.77	1220.96	804.81	0.06
5.513	10yr	234	719.43	724.12	721.75	724.13	0.000251	0.92	653.15	643.7	0.08
5.513	50yr	332	719.43	724.63	722.61	724.63	0.000169	0.82	1002.91	747.09	0.07
5.513	500yr	521	719.43	725.57	723.08	725.57	0.000086	0.67	1790.33	888.17	0.05
5.338	100yr	403	717.23	724.49	721.61	724.57	0.001917	2.44	220.7	152.44	0.22
5.338	10yr	239	717.23	723.5	720.49	723.57	0.002332	2.19	114.98	66.76	0.23
5.338	50yr	343	717.23	724.14	721.14	724.22	0.002142	2.42	173.39	120.18	0.23
5.338	500yr	547	717.23	725.29	722.29	725.35	0.001315	2.3	366.76	208.68	0.19
5.331	100yr	403	717.48	724.37	719.81	724.5	0.001066	2.93	137.7	672.68	0.2
5.331	10yr	239	717.48	723.47	719.12	723.53	0.000598	2	119.71	549.64	0.14
5.331	50yr	343	717.48	724.06	719.57	724.17	0.000898	2.61	131.6	631.91	0.18
5.331	500yr	547	717.48	725.06	720.33	725.26	0.001428	3.61	151.52	742.92	0.23
5.325		Culvert									
5.319	100yr	403	717.48	724.34	719.81	724.47	0.001079	2.94	137.21	669.43	0.2
5.319	10yr	239	717.48	723.45	719.12	723.52	0.000602	2	119.47	548.06	0.14
5.319	50yr	343	717.48	724.04	719.57	724.15	0.000907	2.61	131.21	629.28	0.18
5.319	500yr	547	717.48	725.02	720.33	725.22	0.001451	3.63	150.81	741.98	0.23
5.314	100yr	403	718.14	724.39	721.67	724.4	0.000194	0.86	1025.89	671.58	0.07
5.314	10yr	239	718.14	723.35	720.83	723.47	0.002694	2.76	88.73	517.6	0.26
5.314	50yr	343	718.14	724.08	721.4	724.08	0.000255	0.94	820.21	628.51	0.08
5.314	500yr	547	718.14	725.11	722.26	725.12	0.000119	0.75	1539.76	741.15	0.06
5.227	100yr	412	718.13	724.38	720.78	724.38	0.000014	0.32	3539.52	1943.8	0.02
5.227	10yr	243	718.13	723.38	720.1	723.38	0.000031	0.41	1757.92	1551.57	0.04
5.227	50yr	350	718.13	724.06	720.55	724.06	0.000017	0.34	2928.59	1871.79	0.03
5.227	500yr	561	718.13	725.1	721.28	725.1	0.000009	0.29	4990.74	2051.85	0.02
4.933	100yr	437	717.68	724.28	720.85	724.31	0.000423	1.72	452.58	206.38	0.14
4.933	10yr	252	717.68	723.22	720.07	723.25	0.000505	1.6	256.31	164.3	0.14
4.933	50yr	368	717.68	723.95	720.58	723.98	0.000433	1.66	386.44	193.23	0.14
4.933	500yr	603	717.68	725.02	721.41	725.05	0.000386	1.8	616.51	235.84	0.13
4.749	100yr	452	716.87	723.78	720.32	723.83	0.000586	2.23	411.46	203.73	0.16
4.749	10yr	258	716.87	722.63	719.45	722.68	0.000689	2.09	198.2	140.7	0.17
4.749	50yr	380	716.87	723.43	720.02	723.48	0.000624	2.21	340.07	197.51	0.16
4.749	500yr	629	716.87	724.59	721.05	724.63	0.000498	2.23	580.43	215.3	0.15
4.53	100yr	649	714.95	720.63	719.6	721.31	0.014953	6.6	98.37	157.88	0.72
4.53	10yr	353	714.95	720.51	718.38	720.73	0.004786	3.76	93.96	139.56	0.41
4.53	50yr	545	714.95	720.45	719.21	721	0.011849	5.94	91.79	130.13	0.64
4.53	500yr	940	714.95	720.92	720.74	722.06	0.025495	8.56	109.87	226.43	0.94
4.518	100yr	681	715.68	720.79	717.44	720.89	0.000871	2.6	261.76	301.98	0.2
4.518	10yr	355	715.68	720.56	716.82	720.59	0.000275	1.42	250.24	290.24	0.11
4.518	50yr	548	715.68	720.59	717.2	720.66	0.000646	2.18	251.4	291.42	0.17
4.518	500yr	944	715.68	721.2	717.87	721.37	0.001294	3.34	282.82	322.28	0.25
4.515		Culvert									
4.512	100yr	681	715.57	720.76	717.34	720.86	0.000827	2.56	265.89	300.45	0.2
4.512	10yr	355	715.57	720.55	716.71	720.58	0.000257	1.39	255.43	289.79	0.11
4.512	50yr	548	715.57	720.56	717.1	720.64	0.000608	2.14	255.99	290.35	0.17
4.512	500yr	944	715.57	721.15	717.76	721.32	0.001247	3.3	285.97	320.39	0.25
4.506	100yr	681	715.16	720.7	719.79	720.81	0.00377	2.99	349.82	297.66	0.36
4.506	10yr	355	715.16	720.52	717.89	720.56	0.001528	1.8	297.13	288.26	0.22
4.506	50yr	548	715.16	720.48	718.94	720.59	0.004011	2.87	285.3	286.11	0.36
4.506	500yr	944	715.16	721.12	720.29	721.23	0.003259	3.12	478.12	319.26	0.34
4.356	100yr	692	714.01	718.21	717.58	718.32	0.002926	3.59	296.3	130.95	0.34
4.356	10yr	368	714.01	716.74	716.5	717.5	0.02013	7.02	53.81	114.18	0.83
4.356	50yr	570	714.01	717.93	717.21	718.04	0.002877	3.37	261.15	127.15	0.33
4.356	500yr	981	714.01	718.88	717.87	719.01	0.002691	3.87	387.54	140.4	0.33
4.295	100yr	692	708.52	718.2	712.36	718.21	0.000084	1.03	1160.45	300.89	0.07
4.295	10yr	373	708.52	717.21	711.3	717.22	0.000049	0.72	877.6	266.11	0.05
4.295	50yr	579	708.52	717.93	712.03	717.94	0.000071	0.92	1080.72	293.52	0.06

River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
4.295	500yr	995	708.52	718.86	713.36	718.88	0.000113	1.26	1365.08	319.05	0.08
4.285	100yr	989	714	718.17		718.2	0.000543	1.64	897.1	466.04	0.15
4.285	10yr	526	714	717.19		717.2	0.000511	1.3	584.46	414.4	0.14
4.285	50yr	838	714	717.91		717.93	0.000522	1.53	807.61	451.26	0.15
4.285	500yr	1384	714	718.83		718.86	0.000557	1.85	1132.42	498.22	0.16
4.216	100yr	993	712.39	717.85		717.91	0.001236	2.66	670.96	367.45	0.23
4.216	10yr	528	712.39	716.8		716.89	0.001793	2.65	322.84	294.06	0.26
4.216	50yr	842	712.39	717.57		717.64	0.001352	2.66	569.85	364.11	0.24
4.216	500yr	1388	712.39	718.54		718.6	0.00099	2.64	927.44	374.29	0.21
4.175	100yr	993	711.69	717.68		717.76	0.001266	2.65	621.35	344.54	0.23
4.175	10yr	528	711.69	716.56		716.64	0.001637	2.54	294.82	244.12	0.25
4.175	50yr	842	711.69	717.38		717.46	0.001393	2.68	517.34	341.8	0.24
4.175	500yr	1388	711.69	718.42		718.49	0.001009	2.59	877.61	350.31	0.21
4.122	100yr	993	711	717.29		717.38	0.001093	2.69	532.24	242.49	0.22
4.122	10yr	528	711	716.14		716.21	0.000983	2.18	300.87	172.76	0.2
4.122	50yr	842	711	716.98		717.07	0.001057	2.55	460.38	226.27	0.21
4.122	500yr	1388	711	718.06		718.16	0.001046	2.86	731.07	265.99	0.22
4.095	100yr	1006	710.61	716.99		717.15	0.002611	3.65	408.25	224.59	0.33
4.095	10yr	532	710.61	715.79		715.96	0.003151	3.4	189.87	126.55	0.35
4.095	50yr	854	710.61	716.65		716.82	0.002972	3.66	333.75	214.9	0.34
4.095	500yr	1398	710.61	717.85		717.98	0.001864	3.53	610.28	257.13	0.29
4.074	100yr	1006	709.42	716.72		716.87	0.001408	3.43	433.21	206.37	0.25
4.074	10yr	532	709.42	715.57		715.67	0.001067	2.57	255.86	115.41	0.21
4.074	50yr	854	709.42	716.38		716.52	0.001363	3.24	370.49	174.3	0.25
4.074	500yr	1398	709.42	717.62		717.76	0.001239	3.55	655.32	269.4	0.24
4.067	100yr	1006	709.39	716.63	713.53	716.79	0.001655	3.59	389.62	177.12	0.27
4.067	10yr	532	709.39	715.51	712.3	715.61	0.001291	2.73	243.88	110.02	0.23
4.067	50yr	854	709.39	716.3	713.16	716.45	0.001588	3.37	340.49	137.92	0.26
4.067	500yr	1398	709.39	717.53	714.73	717.7	0.001505	3.8	583.8	235.48	0.27
4.058		Bridge									
4.05	100yr	1006	709.13	716.33	712.52	716.39	0.000608	2.4	705.34	292.95	0.17
4.05	10yr	532	709.13	715.02	711.54	715.08	0.000648	2.12	318.46	215.15	0.17
4.05	50yr	854	709.13	715.92	712.23	715.99	0.000654	2.38	587.96	291.76	0.17
4.05	500yr	1398	709.13	717.38	713.32	717.43	0.000473	2.35	1016.29	296.82	0.15
4.047	100yr	1006	708.94	716.34	711.84	716.37	0.000242	1.55	1027.37	342.5	0.11
4.047	10yr	532	708.94	715.04	711.08	715.06	0.000225	1.28	536.78	256.52	0.1
4.047	50yr	854	708.94	715.94	711.61	715.97	0.000242	1.49	894.49	326.59	0.11
4.047	500yr	1398	708.94	717.39	712.36	717.42	0.00022	1.64	1401.31	376.32	0.11
4.028	100yr	1006	709.06	716.28		716.33	0.000899	2.52	702.01	337.57	0.2
4.028	10yr	532	709.06	714.94		715.01	0.001233	2.59	340.7	233.72	0.22
4.028	50yr	854	709.06	715.87		715.93	0.001012	2.53	580.87	295.8	0.21
4.028	500yr	1398	709.06	717.34		717.39	0.000601	2.34	1072.68	461.09	0.17
4.02	100yr	1006	708.93	716.27		716.3	0.00045	1.84	979.1	449.52	0.14
4.02	10yr	532	708.93	714.91		714.96	0.000741	1.96	456.89	365.71	0.18
4.02	50yr	854	708.93	715.86		715.89	0.000518	1.87	808.43	417.04	0.15
4.02	500yr	1398	708.93	717.34		717.37	0.000296	1.69	1441.77	493.45	0.12
3.986	100yr	1006	709.44	716.22		716.25	0.000529	1.89	893.58	373.35	0.15
3.986	10yr	532	709.44	714.82		714.87	0.000933	2.08	400.45	302.26	0.19
3.986	50yr	854	709.44	715.8		715.84	0.000627	1.93	742.58	368.49	0.16
3.986	500yr	1398	709.44	717.31		717.34	0.000355	1.77	1289.37	381.77	0.13
3.976	100yr	1006	709.19	716.15		716.19	0.000502	2.07	852.78	306.43	0.15
3.976	10yr	532	709.19	714.71		714.75	0.000722	2.05	424.34	286.33	0.17
3.976	50yr	854	709.19	715.72		715.76	0.000566	2.08	721.85	301.36	0.16
3.976	500yr	1398	709.19	717.26		717.29	0.000369	1.99	1197.98	314.83	0.13
3.954	100yr	1006	708.71	716.06		716.1	0.000567	2.18	754.48	240.9	0.16
3.954	10yr	532	708.71	714.6		714.65	0.000783	2.09	411.78	226.8	0.18
3.954	50yr	854	708.71	715.62		715.67	0.000619	2.16	650.08	237.75	0.17
3.954	500yr	1398	708.71	717.18		717.23	0.000447	2.18	1030.75	250.47	0.15
3.917	100yr	1006	708.53	715.94		715.98	0.000552	2.16	763.12	235.85	0.16
3.917	10yr	532	708.53	714.42		714.46	0.000827	2.14	411.33	223.48	0.19
3.917	50yr	854	708.53	715.49		715.53	0.00061	2.15	657.68	233.48	0.17
3.917	500yr	1398	708.53	717.09		717.13	0.000437	2.17	1040.42	248.04	0.15
3.884	100yr	1022	708.33	715.68		715.8	0.001123	3.02	407.26	236.49	0.23
3.884	10yr	538	708.33	714.17		714.25	0.001026	2.4	266.02	139.75	0.21
3.884	50yr	869	708.33	715.23		715.34	0.001128	2.86	365.26	188.72	0.23
3.884	500yr	1411	708.33	716.84		716.98	0.001032	3.29	515.82	278.51	0.23

River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
3.879	100yr	1022	708.68	715.02	712.48	715.7	0.004207	6.6	154.78	302.14	0.46
3.879	10yr	538	708.68	713.92	711.15	714.2	0.002196	4.2	128	284.16	0.32
3.879	50yr	869	708.68	714.71	712.09	715.26	0.003587	5.9	147.3	297.12	0.42
3.879	500yr	1411	708.68	715.82	713.39	716.84	0.005394	8.09	174.32	315.26	0.53
3.874		Culvert									
3.869	100yr	1022	708.68	714.62	712.48	715.39	0.005231	7.05	144.98	295.56	0.51
3.869	10yr	538	708.68	713.8	711.15	714.09	0.002376	4.3	125.01	282.15	0.34
3.869	50yr	869	708.68	714.42	712.09	715.02	0.004244	6.2	140.05	292.25	0.46
3.869	500yr	1411	708.68	714.97	713.39	716.29	0.008215	9.18	153.66	301.39	0.65
3.858	100yr	1022	705.99	714.94	712.27	714.96	0.000346	1.76	1018.09	300.85	0.12
3.858	10yr	538	705.99	713.9	710.23	713.92	0.000263	1.37	714.32	283.82	0.1
3.858	50yr	869	705.99	714.66	711.44	714.68	0.000321	1.65	933.83	296.22	0.12
3.858	500yr	1411	705.99	715.55	712.56	715.58	0.000406	2.03	1203.83	310.8	0.13
3.744	100yr	1031	707.31	714.38	712.36	714.56	0.002213	4.28	445.52	234.22	0.31
3.744	10yr	541	707.31	713.42	710.85	713.59	0.001977	3.6	227.01	195.81	0.29
3.744	50yr	875	707.31	714.11	711.93	714.3	0.002188	4.13	383.7	231.34	0.31
3.744	500yr	1422	707.31	714.93	713.27	715.13	0.002287	4.63	577.9	240.27	0.32
3.564	100yr	1047	706.06	713.53	710.71	713.57	0.000576	1.91	971.93	505.5	0.16
3.564	10yr	546	706.06	712.58	709.19	712.61	0.000596	1.66	531.64	424.78	0.15
3.564	50yr	886	706.06	713.26	710.36	713.29	0.000588	1.85	836.09	479.29	0.16
3.564	500yr	1442	706.06	714.13	711.56	714.17	0.000534	2	1286.21	536.96	0.16
3.551	100yr	1047	706	713.42	711.85	713.5	0.00162	3.22	687.3	390.82	0.22
3.551	10yr	546	706	712.35	709.47	712.5	0.002569	3.68	301.29	329.76	0.28
3.551	50yr	886	706	713.13	710.68	713.21	0.001794	3.29	575.89	370.56	0.23
3.551	500yr	1442	706	714.04	712.72	714.1	0.001343	3.12	937.41	415.97	0.21
3.5465		Culvert									
3.542	100yr	1047	706	713.41		713.48	0.001656	3.25	681.41	390.21	0.23
3.542	10yr	546	706	712.32		712.48	0.00269	3.76	292.74	327.71	0.28
3.542	50yr	886	706	713.11		713.2	0.001849	3.33	568.71	369.66	0.24
3.542	500yr	1442	706	714.02		714.09	0.001375	3.15	929.32	415.16	0.21
3.499	100yr	1047	704.82	713.22	710.48	713.26	0.000622	2.28	943.41	451.83	0.17
3.499	10yr	546	704.82	712.06	708.98	712.12	0.00088	2.33	452.86	393.38	0.19
3.499	50yr	886	704.82	712.91	710.09	712.95	0.000659	2.26	805.43	437.12	0.17
3.499	500yr	1442	704.82	713.85	710.77	713.89	0.00058	2.36	1238.99	478.07	0.17
3.456	100yr	1054	704.6	713	709.96	713.08	0.001089	2.63	671.61	315.81	0.2
3.456	10yr	548	704.6	711.84	708.84	711.91	0.001065	2.21	342.15	232.06	0.19
3.456	50yr	891	704.6	712.69	709.66	712.76	0.001079	2.52	575.86	301.02	0.2
3.456	500yr	1451	704.6	713.63	710.74	713.71	0.001115	2.87	878.57	340.15	0.21

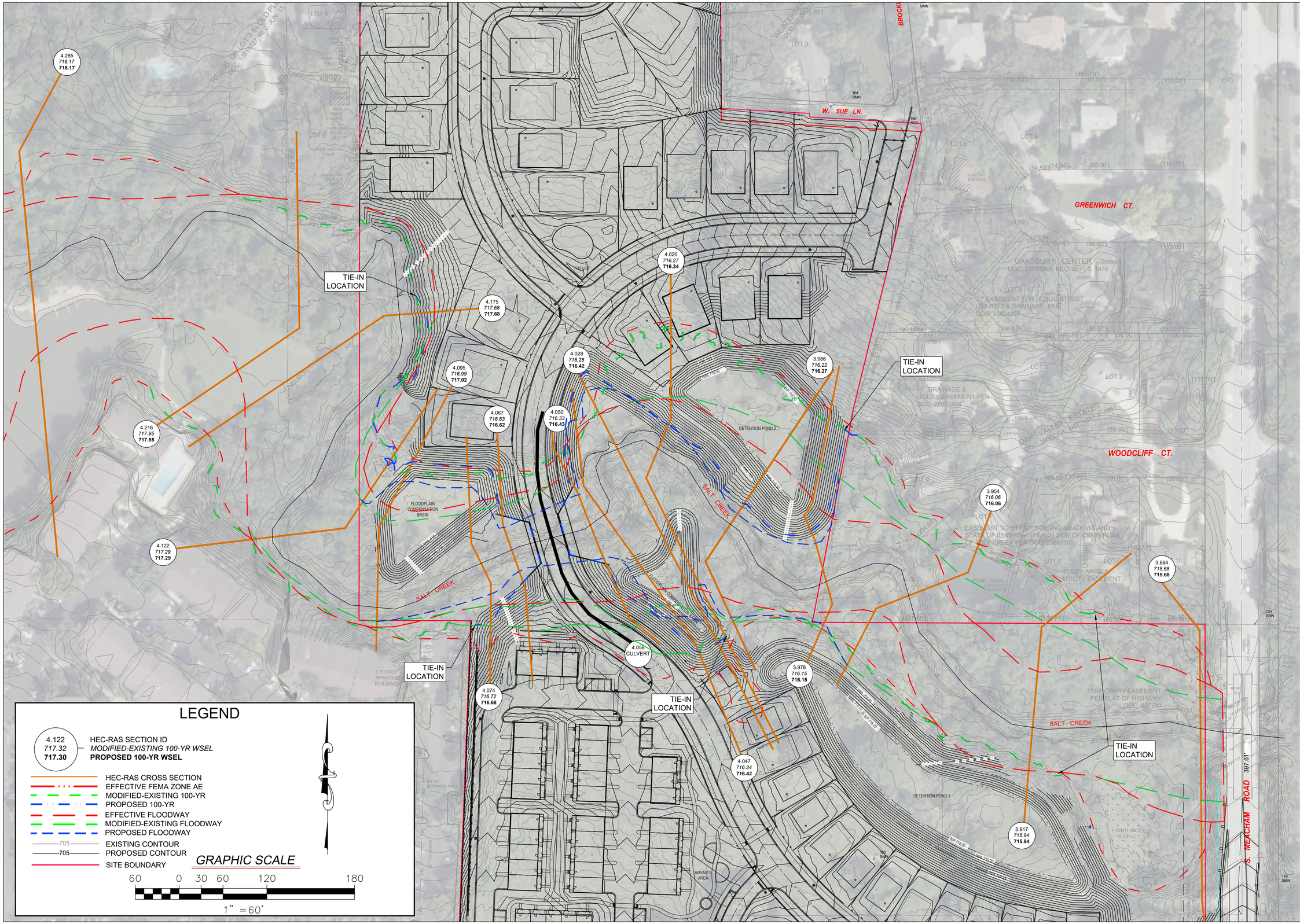
River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
		(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
5.759	100yr	367	720.26	725.69	723.26	725.7	0.000292	0.8	941.84	701.1	0.09
5.759	10yr	226	720.26	724.99	722.91	724.99	0.000303	0.72	646.02	621.69	0.09
5.759	50yr	316	720.26	725.47	723.15	725.47	0.000292	0.77	842.33	675.82	0.09
5.759	500yr	486	720.26	725.67	723.47	725.68	0.000527	1.07	932.21	698.7	0.12
5.607	100yr	380	721.56	725.07	722.75	725.11	0.003616	2.07	231.87	715.71	0.27
5.607	10yr	231	721.56	724.4	721.87	724.44	0.002776	1.57	151.7	657.81	0.23
5.607	50yr	326	721.56	724.83	722.45	724.88	0.004157	2.11	201	709.96	0.29
5.607	500yr	508	721.56	725.61	723.66	725.61	0.000083	0.35	2091.58	728.47	0.04
5.513	100yr	388	719.43	724.91	722.79	724.91	0.000137	0.77	1220.96	804.81	0.06
5.513	10yr	234	719.43	724.12	721.75	724.13	0.000251	0.92	653.43	643.79	0.08
5.513	50yr	332	719.43	724.63	722.61	724.63	0.000168	0.82	1003.05	747.13	0.07
5.513	500yr	521	719.43	725.57	723.08	725.57	0.000085	0.67	1790.49	888.18	0.05
5.338	100yr	403	717.23	724.49	721.61	724.57	0.001917	2.44	220.69	152.44	0.22
5.338	10yr	239	717.23	723.5	720.49	723.58	0.002329	2.19	115.05	66.84	0.23
5.338	50yr	343	717.23	724.14	721.14	724.22	0.002141	2.42	173.43	120.21	0.23
5.338	500yr	547	717.23	725.29	722.29	725.35	0.001314	2.3	366.81	208.7	0.19
5.331	100yr	403	717.48	724.37	719.81	724.5	0.001066	2.93	137.7	672.68	0.2
5.331	10yr	239	717.48	723.47	719.12	723.53	0.000598	2	119.73	549.76	0.14
5.331	50yr	343	717.48	724.06	719.57	724.17	0.000898	2.61	131.61	631.95	0.18
5.331	500yr	547	717.48	725.06	720.33	725.26	0.001428	3.61	151.53	742.93	0.23
5.325		Culvert									
5.319	100yr	403	717.48	724.34	719.81	724.47	0.001079	2.94	137.21	669.42	0.2
5.319	10yr	239	717.48	723.45	719.12	723.52	0.000602	2	119.49	548.19	0.14
5.319	50yr	343	717.48	724.04	719.57	724.15	0.000907	2.61	131.21	629.31	0.18
5.319	500yr	547	717.48	725.02	720.33	725.23	0.00145	3.63	150.82	741.99	0.23
5.314	100yr	403	718.14	724.39	721.67	724.4	0.000194	0.86	1025.85	671.57	0.07
5.314	10yr	239	718.14	723.35	720.83	723.47	0.002691	2.76	88.77	517.85	0.26
5.314	50yr	343	718.14	724.08	721.4	724.08	0.000255	0.94	820.37	628.54	0.08
5.314	500yr	547	718.14	725.11	722.26	725.12	0.000119	0.75	1539.94	741.16	0.06
5.227	100yr	412	718.13	724.38	720.78	724.38	0.000014	0.32	3539.4	1943.79	0.02
5.227	10yr	243	718.13	723.39	720.1	723.39	0.000031	0.41	1759.72	1552.29	0.04
5.227	50yr	350	718.13	724.06	720.55	724.06	0.000017	0.34	2929.04	1871.87	0.03
5.227	500yr	561	718.13	725.1	721.28	725.1	0.000009	0.29	4991.24	2051.87	0.02
4.933	100yr	437	717.68	724.28	720.85	724.31	0.000423	1.72	452.57	206.38	0.14
4.933	10yr	252	717.68	723.23	720.07	723.26	0.000504	1.6	256.56	164.36	0.14
4.933	50yr	368	717.68	723.95	720.58	723.98	0.000433	1.66	386.5	193.24	0.14
4.933	500yr	603	717.68	725.02	721.41	725.05	0.000386	1.8	616.57	235.85	0.13
4.749	100yr	452	716.87	723.78	720.34	723.83	0.000586	2.23	411.82	203.83	0.16
4.749	10yr	258	716.87	722.63	719.46	722.69	0.000688	2.09	198.59	141.05	0.17
4.749	50yr	380	716.87	723.43	720.01	723.48	0.000624	2.2	340.52	197.63	0.16
4.749	500yr	629	716.87	724.59	721.05	724.63	0.000497	2.23	580.99	215.37	0.15
4.53	100yr	649	714.95	720.63	719.6	721.31	0.014938	6.59	98.43	158.11	0.72
4.53	10yr	353	714.95	720.52	718.38	720.74	0.004756	3.74	94.31	141.07	0.4
4.53	50yr	545	714.95	720.45	719.21	721	0.011809	5.92	91.99	130.99	0.64
4.53	500yr	940	714.95	720.91	720.74	722.06	0.025583	8.57	109.68	225.07	0.94
4.518	100yr	681	715.68	720.79	717.44	720.89	0.000871	2.6	261.82	302.05	0.2
4.518	10yr	355	715.68	720.57	716.82	720.6	0.000273	1.42	250.73	290.74	0.11
4.518	50yr	548	715.68	720.59	717.2	720.66	0.000643	2.18	251.65	291.68	0.17
4.518	500yr	944	715.68	721.2	717.87	721.37	0.001296	3.34	282.67	322.16	0.25
4.515		Culvert									
4.512	100yr	681	715.57	720.76	717.34	720.86	0.000826	2.56	265.96	300.52	0.2
4.512	10yr	355	715.57	720.56	716.71	720.59	0.000255	1.39	255.92	290.29	0.11
4.512	50yr	548	715.57	720.57	717.1	720.64	0.000606	2.14	256.24	290.61	0.17
4.512	500yr	944	715.57	721.15	717.76	721.32	0.001249	3.3	285.81	320.27	0.25
4.506	100yr	681	715.16	720.71	719.79	720.81	0.003757	2.99	350.31	297.75	0.36
4.506	10yr	355	715.16	720.54	717.89	720.57	0.001491	1.78	300.19	288.82	0.22
4.506	50yr	548	715.16	720.49	718.94	720.59	0.003947	2.86	287.24	286.46	0.36
4.506	500yr	944	715.16	721.12	720.29	721.22	0.003279	3.13	477.01	319.12	0.34
4.356	100yr	692	714.01	718.2	717.58	718.32	0.002953	3.6	295.41	130.85	0.34
4.356	10yr	368	714.01	716.66	716.5	717.48	0.0228	7.32	51.5	107.4	0.88
4.356	50yr	570	714.01	717.91	717.21	718.02	0.002963	3.41	258.54	126.87	0.33
4.356	500yr	981	714.01	718.95	717.87	719.08	0.002516	3.78	397.4	142.14	0.32

River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
4.295	100yr	692	708.52	718.2	712.36	718.21	0.000084	1.03	1158.45	300.71	0.07
4.295	10yr	373	708.52	717.17	711.3	717.17	0.000051	0.72	866.06	264.33	0.05
4.295	50yr	579	708.52	717.91	712.03	717.92	0.000072	0.93	1074.83	292.96	0.06
4.295	500yr	995	708.52	718.93	713.36	718.95	0.000108	1.24	1387.38	320.96	0.08
4.285	100yr	989	714	718.17		718.19	0.000547	1.65	894.84	465.73	0.15
4.285	10yr	526	714	717.15		717.16	0.000545	1.33	571.31	412.59	0.14
4.285	50yr	838	714	717.89		717.91	0.000535	1.54	800.86	450.23	0.15
4.285	500yr	1384	714	718.9		718.93	0.000521	1.81	1159.24	501.27	0.15
4.216	100yr	993	712.39	717.84		717.9	0.001255	2.68	667.08	367.32	0.23
4.216	10yr	528	712.39	716.71		716.81	0.002109	2.82	296.4	279.03	0.29
4.216	50yr	842	712.39	717.53		717.61	0.00143	2.72	557.14	363.69	0.24
4.216	500yr	1388	712.39	718.63		718.69	0.000888	2.53	963.68	375.22	0.2
4.175	100yr	993	711.69	717.68		717.75	0.001205	2.55	635.74	350.53	0.23
4.175	10yr	528	711.69	716.42		716.52	0.001868	2.64	271.4	236.86	0.27
4.175	50yr	842	711.69	717.35		717.43	0.00138	2.62	519.06	346.59	0.24
4.175	500yr	1388	711.69	718.54		718.59	0.000849	2.36	939.53	358.1	0.19
4.122	100yr	993	711	717.29		717.39	0.001045	2.86	532.75	246.17	0.22
4.122	10yr	528	711	715.97		716.06	0.001015	2.44	270.74	171.27	0.21
4.122	50yr	842	711	716.94		717.03	0.001033	2.75	450.21	223.14	0.21
4.122	500yr	1388	711	718.23		718.31	0.0009	2.87	775.57	267.59	0.2
4.095	100yr	1006	710.61	717.02		717.17	0.002421	3.52	420.09	239.68	0.32
4.095	10yr	532	710.61	715.51		715.74	0.005096	3.82	145.19	166.48	0.43
4.095	50yr	854	710.61	716.6		716.79	0.003144	3.72	320.19	235.65	0.35
4.095	500yr	1398	710.61	718.07		718.18	0.001391	3.14	677.58	250.4	0.25
4.074	100yr	1006	709.42	716.68		716.87	0.001671	3.72	367.53	190.77	0.27
4.074	10yr	532	709.42	715.17		715.3	0.001539	2.92	202.74	142.25	0.25
4.074	50yr	854	709.42	716.24		716.43	0.001754	3.62	301.96	169.38	0.28
4.074	500yr	1398	709.42	717.81		717.98	0.001286	3.69	565.33	212.32	0.25
4.067	100yr	1006	709.33	716.62	713.17	716.77	0.001876	3.2	329.25	96.16	0.28
4.067	10yr	532	709.33	715.12	712.01	715.22	0.001473	2.59	209.4	67.22	0.24
4.067	50yr	854	709.33	716.19	712.83	716.33	0.001909	3.07	289.63	86.76	0.28
4.067	500yr	1398	709.33	717.74	714.02	717.91	0.001533	3.41	441.62	109.7	0.27
4.058		Bridge									
4.05	100yr	1006	709.13	716.43	711.97	716.52	0.000609	2.51	425.27	136.03	0.17
4.05	10yr	532	709.13	715.03	711.08	715.08	0.0004	1.73	324.97	113.08	0.14
4.05	50yr	854	709.13	716.03	711.72	716.11	0.000548	2.28	396.79	131.31	0.16
4.05	500yr	1398	709.13	717.45	712.58	717.58	0.000703	2.98	499.02	184.23	0.19
4.047	100yr	1006	708.94	716.42	711.84	716.5	0.00055	2.36	471.61	395.8	0.16
4.047	10yr	532	708.94	715.03	711.08	715.07	0.000378	1.66	342.08	372.07	0.13
4.047	50yr	854	708.94	716.02	711.61	716.09	0.000501	2.16	434.79	391.02	0.16
4.047	500yr	1398	708.94	717.45	712.37	717.55	0.000614	2.75	567.14	407.1	0.18
4.028	100yr	1006	709.06	716.42		716.45	0.000274	1.66	1019.84	377.86	0.12
4.028	10yr	532	709.06	715.01		715.03	0.000244	1.32	577.64	327.92	0.11
4.028	50yr	854	709.06	716.02		716.05	0.000273	1.58	871.21	360.37	0.12
4.028	500yr	1398	709.06	717.47		717.5	0.000237	1.71	1440.83	413.2	0.11
4.02	100yr	1006	708.93	716.34		716.42	0.000832	2.69	638.62	318.4	0.2
4.02	10yr	532	708.93	714.94		715	0.000816	2.21	298.09	254.67	0.19
4.02	50yr	854	708.93	715.92		716.01	0.000957	2.74	506.11	312.24	0.21
4.02	500yr	1398	708.93	717.42		717.48	0.000563	2.48	991.05	330.09	0.17
3.986	100yr	1006	709.44	716.27		716.33	0.000801	2.48	601.16	208.12	0.19
3.986	10yr	532	709.44	714.83		714.89	0.000989	2.24	345.77	187.38	0.2
3.986	50yr	854	709.44	715.84		715.9	0.000856	2.43	523.25	204.22	0.19
3.986	500yr	1398	709.44	717.36		717.42	0.000659	2.54	805.08	324.96	0.18
3.976	100yr	1006	709.19	716.13		716.21	0.000861	2.68	530.21	145.39	0.2
3.976	10yr	532	709.19	714.7		714.76	0.000863	2.21	329.47	135.79	0.19
3.976	50yr	854	709.19	715.71		715.78	0.000872	2.56	468.7	142.72	0.2
3.976	500yr	1398	709.19	717.23		717.32	0.000777	2.86	694.09	151.77	0.19
3.954	100yr	1006	708.71	716.06		716.11	0.000566	2.18	754.75	240.91	0.16
3.954	10yr	532	708.71	714.6		714.65	0.000783	2.09	411.81	226.8	0.18
3.954	50yr	854	708.71	715.63		715.67	0.000619	2.16	650.28	237.76	0.17
3.954	500yr	1398	708.71	717.19		717.23	0.000446	2.18	1031.07	250.48	0.15
3.917	100yr	1006	708.53	715.94		715.98	0.000552	2.16	763.39	235.86	0.16

River Sta	Profile	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
3.917	10yr	532	708.53	714.42		714.46	0.000827	2.14	411.36	223.48	0.19
3.917	50yr	854	708.53	715.49		715.53	0.000609	2.15	657.92	233.49	0.17
3.917	500yr	1398	708.53	717.09		717.13	0.000437	2.17	1040.74	248.05	0.15
3.884	100yr	1022	708.33	715.68		715.8	0.001137	3.04	402.26	236.46	0.23
3.884	10yr	538	708.33	714.17		714.25	0.001027	2.4	264.19	139.74	0.21
3.884	50yr	869	708.33	715.23		715.34	0.001139	2.87	361.2	188.47	0.23
3.884	500yr	1411	708.33	716.83		716.98	0.00105	3.32	508.41	278.4	0.23
3.879	100yr	1022	708.68	715.02	712.48	715.7	0.004207	6.6	154.78	302.14	0.46
3.879	10yr	538	708.68	713.92	711.15	714.2	0.002196	4.2	128	284.16	0.32
3.879	50yr	869	708.68	714.71	712.09	715.26	0.003587	5.9	147.3	297.12	0.42
3.879	500yr	1411	708.68	715.82	713.39	716.84	0.005394	8.09	174.32	315.26	0.53
3.874		Culvert									
3.869	100yr	1022	708.68	714.62	712.48	715.39	0.005231	7.05	144.98	295.56	0.51
3.869	10yr	538	708.68	713.8	711.15	714.09	0.002376	4.3	125.01	282.15	0.34
3.869	50yr	869	708.68	714.42	712.09	715.02	0.004244	6.2	140.05	292.25	0.46
3.869	500yr	1411	708.68	714.97	713.39	716.29	0.008215	9.18	153.66	301.39	0.65
3.858	100yr	1022	705.99	714.94	712.27	714.96	0.000346	1.76	1018.09	300.85	0.12
3.858	10yr	538	705.99	713.9	710.23	713.92	0.000263	1.37	714.32	283.82	0.1
3.858	50yr	869	705.99	714.66	711.44	714.68	0.000321	1.65	933.83	296.22	0.12
3.858	500yr	1411	705.99	715.55	712.56	715.58	0.000406	2.03	1203.83	310.8	0.13
3.744	100yr	1031	707.31	714.38	712.36	714.56	0.002213	4.28	445.52	234.22	0.31
3.744	10yr	541	707.31	713.42	710.85	713.59	0.001977	3.6	227.01	195.81	0.29
3.744	50yr	875	707.31	714.11	711.93	714.3	0.002188	4.13	383.7	231.34	0.31
3.744	500yr	1422	707.31	714.93	713.27	715.13	0.002287	4.63	577.9	240.27	0.32
3.564	100yr	1047	706.06	713.53	710.71	713.57	0.000576	1.91	971.93	505.5	0.16
3.564	10yr	546	706.06	712.58	709.19	712.61	0.000596	1.66	531.64	424.78	0.15
3.564	50yr	886	706.06	713.26	710.36	713.29	0.000588	1.85	836.09	479.29	0.16
3.564	500yr	1442	706.06	714.13	711.56	714.17	0.000534	2	1286.21	536.96	0.16
3.551	100yr	1047	706	713.42	711.85	713.5	0.00162	3.22	687.3	390.82	0.22
3.551	10yr	546	706	712.35	709.47	712.5	0.002569	3.68	301.29	329.76	0.28
3.551	50yr	886	706	713.13	710.68	713.21	0.001794	3.29	575.89	370.56	0.23
3.551	500yr	1442	706	714.04	712.72	714.1	0.001343	3.12	937.41	415.97	0.21
3.5465		Culvert									
3.542	100yr	1047	706	713.41		713.48	0.001656	3.25	681.41	390.21	0.23
3.542	10yr	546	706	712.32		712.48	0.00269	3.76	292.74	327.71	0.28
3.542	50yr	886	706	713.11		713.2	0.001849	3.33	568.71	369.66	0.24
3.542	500yr	1442	706	714.02		714.09	0.001375	3.15	929.32	415.16	0.21
3.499	100yr	1047	704.82	713.22	710.48	713.26	0.000622	2.28	943.41	451.83	0.17
3.499	10yr	546	704.82	712.06	708.98	712.12	0.00088	2.33	452.86	393.38	0.19
3.499	50yr	886	704.82	712.91	710.09	712.95	0.000659	2.26	805.43	437.12	0.17
3.499	500yr	1442	704.82	713.85	710.77	713.89	0.00058	2.36	1238.99	478.07	0.17
3.456	100yr	1054	704.6	713	709.96	713.08	0.001089	2.63	671.61	315.81	0.2
3.456	10yr	548	704.6	711.84	708.84	711.91	0.001065	2.21	342.15	232.06	0.19
3.456	50yr	891	704.6	712.69	709.66	712.76	0.001079	2.52	575.86	301.02	0.2
3.456	500yr	1451	704.6	713.63	710.74	713.71	0.001115	2.87	878.57	340.15	0.21

MODIFIED-EXISTING FLOODWAY COMPUTATIONS											
River Sta	Profile	Left Encr	Right Encr	Top Wdth Act	Area	Vel Total	W.S. Elev	Base WS	Prof Delta WS	Velocity Delta	Flow Area Delta
4.216	100yr			367.45	670.96	1.48	717.85	717.85			
4.216	FW	-57	258	309.81	620.72	1.6	717.95	717.85	0.1	8%	-7%
4.175	100yr			344.54	621.35	1.6	717.68	717.68			
4.175	FW	-60	262	288.76	565.09	1.76	717.77	717.68	0.09	10%	-9%
4.122	100yr			242.49	532.24	1.87	717.29	717.29			
4.122	FW	-140	23	163	484.42	2.05	717.36	717.29	0.07	10%	-9%
4.095	100yr			224.59	408.25	2.46	716.99	716.99			
4.095	FW	-125	21	146	372.13	2.7	717.06	716.99	0.08	10%	-9%
4.074	100yr			206.37	433.21	2.32	716.72	716.72			
4.074	FW	-73	60	133	400.23	2.51	716.81	716.72	0.1	8%	-8%
4.067	100yr			177.12	389.62	2.58	716.63	716.63			
4.067	FW	-65	80	122.37	355.04	2.83	716.71	716.63	0.08	10%	-9%
4.05	100yr			292.95	705.34	1.43	716.33	716.33			
4.05	FW	-84	153	237	639.52	1.57	716.41	716.33	0.08	10%	-9%
4.047	100yr			342.5	1027.37	0.98	716.34	716.34			
4.047	FW	-118	149	263.17	934.22	1.08	716.43	716.34	0.08	10%	-9%
4.028	100yr			314.42	713.11	1.43	716.28	716.28			
4.028	FW	-50	252	272.68	643.68	1.56	716.35	716.28	0.07	9%	-10%
4.02	100yr			427.02	1007.7	1.03	716.27	716.27			
4.02	FW	-75	252	327	908.46	1.11	716.35	716.27	0.08	8%	-10%
3.986	100yr			361.27	909.22	1.13	716.22	716.22			
3.986	FW	-152	152	304	816.08	1.23	716.29	716.22	0.07	9%	-10%
3.976	100yr			306.43	852.78	1.18	716.15	716.15			
3.976	FW	-170	70	240	776.74	1.3	716.22	716.15	0.07	10%	-9%
3.954	100yr			240.9	861.86	1.33	716.06	716.06			
3.954	FW	-76	134	210	777.87	1.45	716.12	716.06	0.06	9%	-10%
3.917	100yr			235.85	763.12	1.32	715.94	715.94			
3.917	FW	-148	62	193.82	693.33	1.45	715.99	715.94	0.05	10%	-9%
3.884	100yr			94	571.53	2.51	715.68	715.68			
3.884	FW	-45	95	94	516.96	2.48	715.74	715.68	0.06	-1%	-10%

PROPOSED FLOODWAY COMPUTATIONS											
River Sta	Profile	Left Encr	Right Encr	Top Wdth Act	Area	Vel Total	W.S. Elev	Base WS	Prof Delta WS	Velocity Delta	Flow Area Delta
4.216	100yr			367.32	667.08	1.49	717.84	717.84			
4.216	FW	-57	258	309.7	607.07	1.64	717.91	717.84	0.07	10%	-9%
4.175	100yr			350.53	635.74	1.56	717.68	717.68			
4.175	FW	-30	270	300	581.48	1.71	717.74	717.68	0.05	10%	-9%
4.122	100yr			246.17	532.75	1.86	717.29	717.29			
4.122	FW	-139	24.5	163.5	486.64	2.04	717.33	717.29	0.05	10%	-9%
4.095	100yr			239.68	761.1	2.39	717.02	717.02			
4.095	FW	-179.5	21	200.5	687	2.55	717.05	717.02	0.03	7%	-10%
4.074	100yr			161.37	720.94	2.74	716.68	716.68			
4.074	FW	-107	45	145	651.79	2.69	716.74	716.68	0.06	-2%	-10%
4.067	100yr			96.16	329.25	3.06	716.62	716.62			
4.067	FW	-32.5	30	62.5	299.39	3.36	716.66	716.62	0.05	10%	-9%
4.05	100yr			72	546.61	2.37	716.43	716.43			
4.05	FW	-45	49	72	492.34	2.33	716.51	716.43	0.09	-2%	-10%
4.047	100yr			93	1871.76	2.13	716.42	716.42			
4.047	FW	-138	169	93	1687.6	2.1	716.51	716.42	0.09	-1%	-10%
4.028	100yr			377.86	1529.16	0.99	716.42	716.42			
4.028	FW	-88	263	324.16	1376.96	1.08	716.51	716.42	0.08	9%	-10%
4.02	100yr			318.4	1003.83	1.58	716.34	716.34			
4.02	FW	-36	207	243	906.41	1.69	716.42	716.34	0.08	7%	-10%
3.986	100yr			183.87	646.37	1.67	716.27	716.27			
3.986	FW	-18	147	165	582.72	1.73	716.35	716.27	0.08	4%	-10%
3.976	100yr			145.39	530.21	1.9	716.13	716.13			
3.976	FW	-53	64	117	482.42	2.09	716.2	716.13	0.07	10%	-9%
3.954	100yr			240.91	862.13	1.33	716.06	716.06			
3.954	FW	-76	134	210	778.13	1.44	716.13	716.06	0.06	8%	-10%
3.917	100yr			235.86	763.39	1.32	715.94	715.94			
3.917	FW	-148	62	193.83	693.59	1.45	715.99	715.94	0.05	10%	-9%
3.884	100yr			92	571.08	2.54	715.68	715.68			
3.884	FW	-45	95	92	516.7	2.51	715.74	715.68	0.06	-1%	-10%



REVISIONS

NO.	DATE	DESCRIPTION
		ORIGINAL ISSUE DATE: 8/19/2024
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW

NO.	DATE	DESCRIPTION
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#

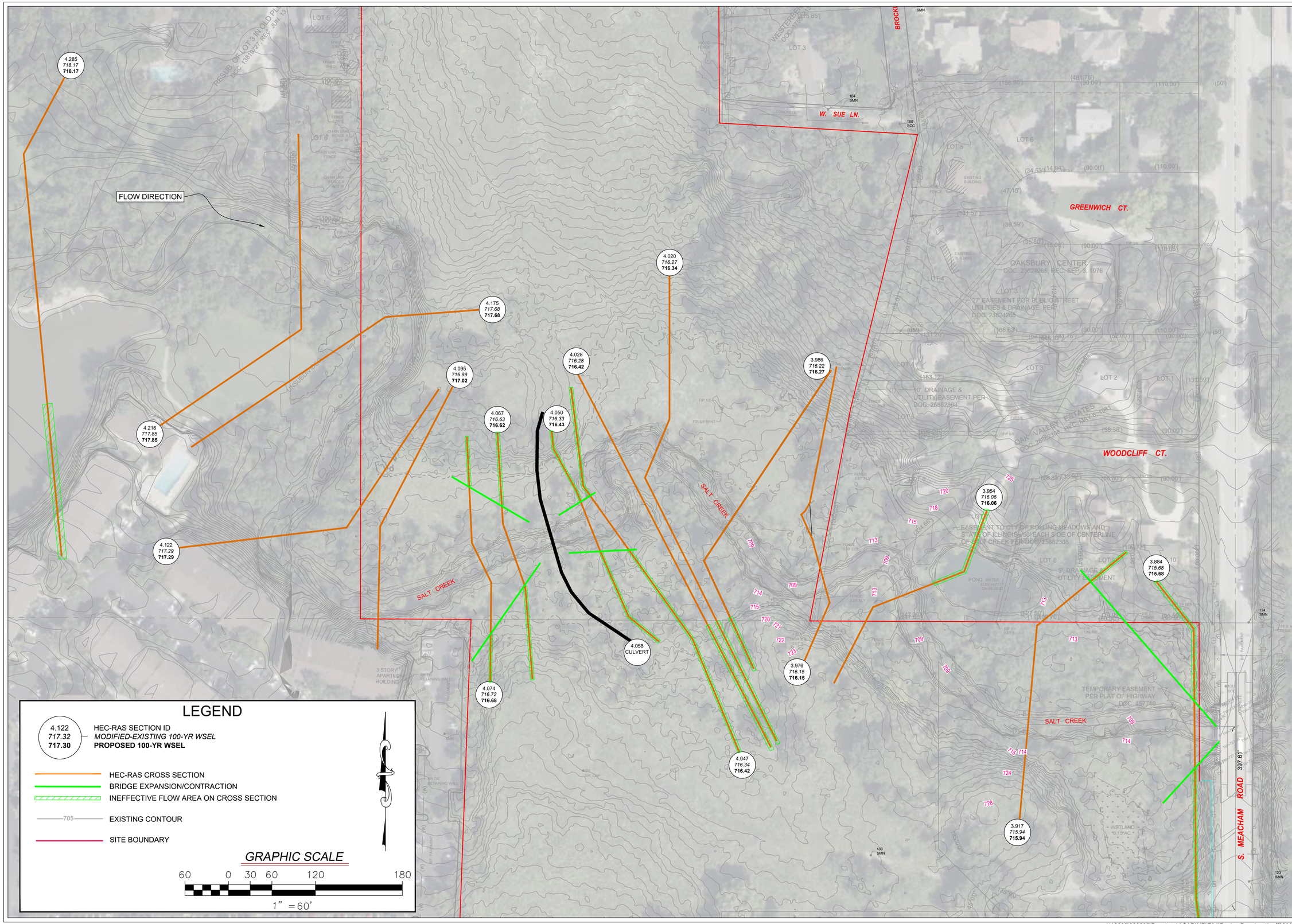
PROJECT NO.: 17339.08
PROJECT MANAGER: JB
DESIGNED BY: CAS
DRAWN BY: CMR

TOPOGRAPHIC WORK MAP

220205 - LOEBER FARMS

www.v3co.com

DRAWING NO.
3



REVISIONS			
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#	#	#	

ORIGINAL ISSUE DATE: 8/19/2024

PROJECT NO.: 17339.08

PROJECT MANAGER: JB

DESIGNED BY: CAS

DRAWN BY: CMR

MODEX INEFFECTIVE AREA EXHIBIT

220205 - LOEBER FARMS

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DRAWING NO.

3

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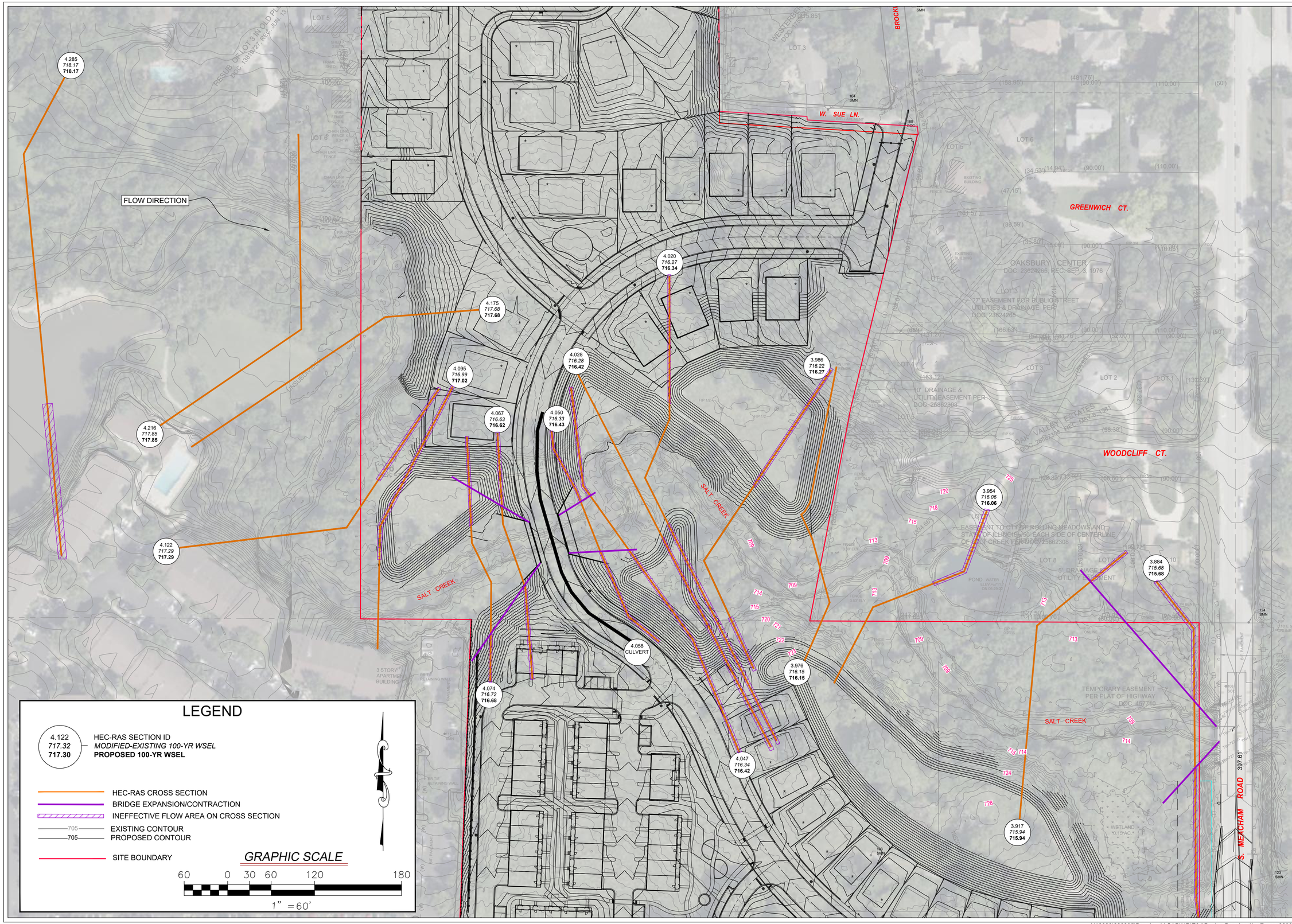

LEGEND

4.122
717.32
717.30
— HEC-RAS SECTION ID
MODIFIED-EXISTING 100-YR WSEL
PROPOSED 100-YR WSEL

- HEC-RAS CROSS SECTION
- BRIDGE EXPANSION/CONTRACTION
- INEFFECTIVE FLOW AREA ON CROSS SECTION
- 705 EXISTING CONTOUR
- 705 PROPOSED CONTOUR
- SITE BOUNDARY

GRAPHIC SCALE

60 0 30 60 120 180

1" = 60'

REVISIONS

NO.	DATE	DESCRIPTION
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#
#	#	#

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#	#	#
#	#	#
#	#	#

PROJECT NO.: 17339.08
PROJECT MANAGER: JB
DESIGNED BY: CAS
DRAWN BY: CMR

PROPOSED INEFFECTIVE AREA EXHIBIT

220205 - LOEBER FARMS

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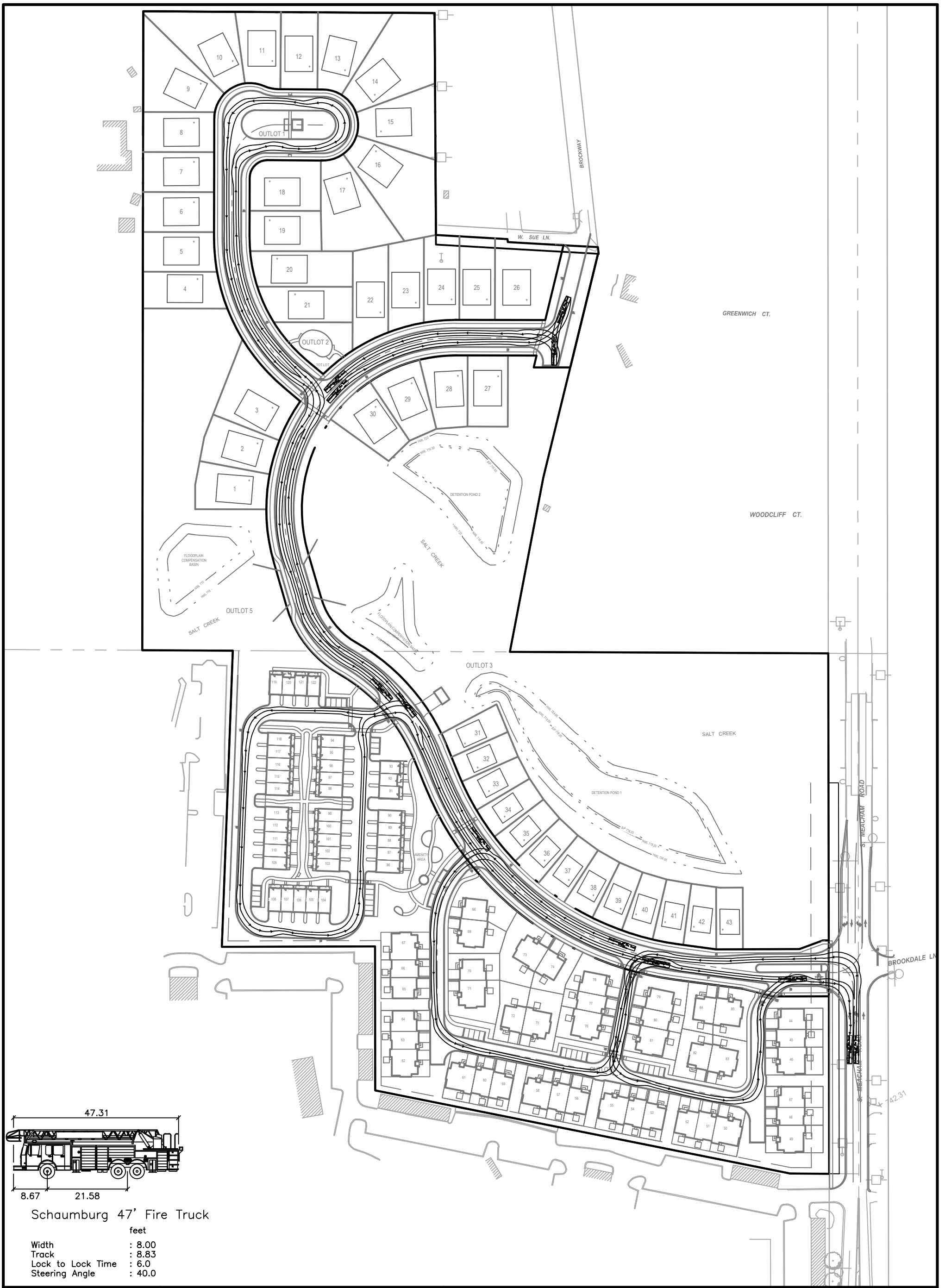
DRAWING NO.

3



Schaumburg 47' Fire Truck

	feet
Width	: 8.00
Track	: 8.83
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LOEBER FARM

SCHAUMBURG *ILLINOIS*

FIRE TRUCK ROUTE EXHIBIT

DATE: 07-02-25

0 75 150

SCALE: 1" = 150'

N:\2022\220205\Drawings\ACAD\LD\S04\Misc Drawings\220205 FireTruckRoute.dwg 08/13/25

Final Landscape Plan

LOEBER FARM

Schaumburg, Illinois

August 28, 2025

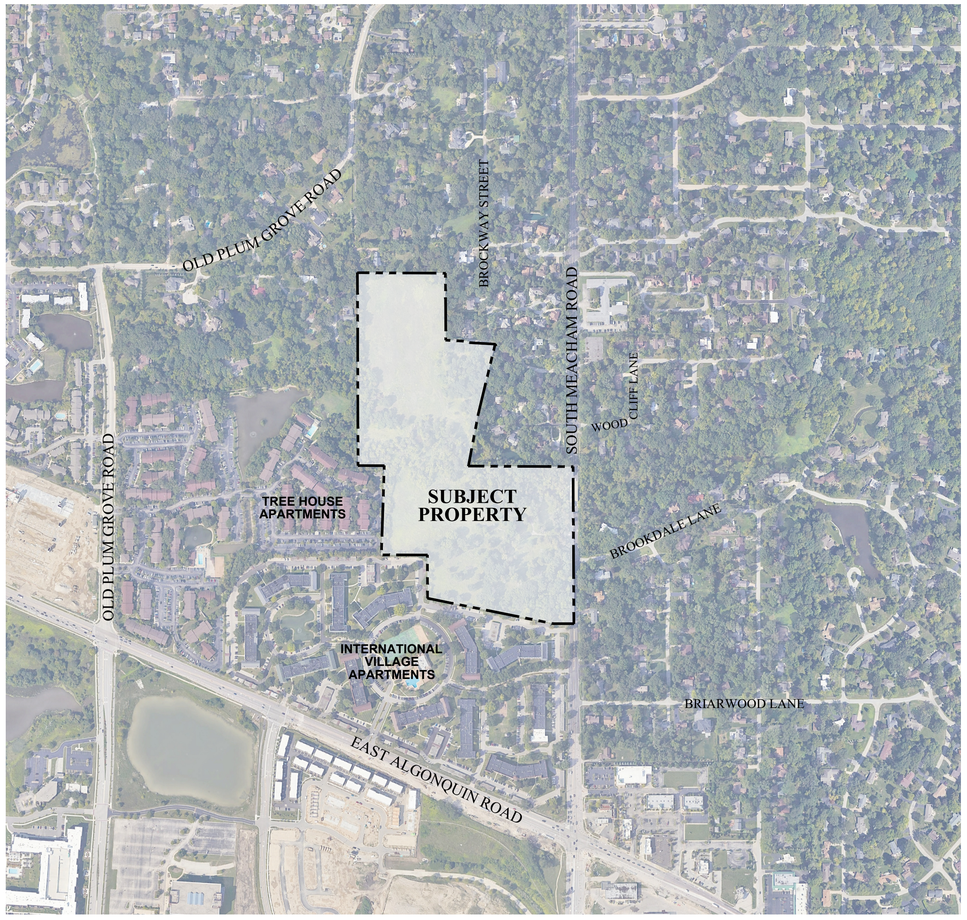
CONSULTANTS:

LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 WEST LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, ILLINOIS 60517



LOCATION MAP
SCALE: 1"=400'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
L1.0	COVER SHEET
L1.1	OVERALL LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE PLAN
L1.4	LANDSCAPE DETAILS
L1.5	LANDSCAPE DETAILS
L1.6	ROWHOME FOUNDATION PLANS
L1.7	TOWNHOME FOUNDATION PLANS
L1.8	TYPICAL FOUNDATION PLANS
L2.1	LAYOUT DETAILS
L2.2	AMENITY DETAILS
L2.3	PLAYGROUND DETAILS
L2.4	MONUMENT DETAILS
L3.1	TREE PRESERVATION
L3.2	TREE INVENTORY
L3.3	TREE INVENTORY
L4.1	LANDSCAPE SPECIFICATIONS

NITTIDEVELOPMENT

L1.0

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PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
		SHADE TREES		
AF	15	Acer x freemanii 'Jeffer's Red' AUTUMN BLAZE MAPLE	2 1/2" Cal.	
AF4	16	Acer x freemanii 'Jeffer's Red' AUTUMN BLAZE MAPLE	4" Cal.	
AM	14	Acer miyabei 'Morton' STATE STREET MAPLE	2 1/2" Cal.	
AR	6	Acer rubrum 'Armstrong Gold' ARMSTRONG GOLD MAPLE	2 1/2" Cal.	
AS	14	Acer x saccharum 'Green Mountain' GREEN MOUNTAIN SUGAR MAPLE	2 1/2" Cal.	
CO	10	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	
GT	19	Gleditsia triacanthos var. inermis 'Skycole' SKYLINE HONEYLOCUST	2 1/2" Cal.	
GD	3	Gymnocladus dioicus 'Espresso-JFS' ESPRESSO KENTUCKY COFFEETREE	2 1/2" Cal.	
PM	16	Platanus x acerifolia 'Morton Circle' EXCLAMATION! LONDON PLANETREE	2 1/2" Cal.	
PM4	8	Platanus x acerifolia 'Morton Circle' EXCLAMATION! LONDON PLANETREE	4" Cal.	
QB	25	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
QI	11	Quercus imbricaria SHINGLE OAK	2 1/2" Cal.	
QM3	4	Quercus macrocarpa BURR OAK	3" Cal.	
QR	16	Quercus rubra RED OAK	2 1/2" Cal.	
QR3	8	Quercus rubra RED OAK	3" Cal.	
TC	16	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN	2 1/2" Cal.	
TC4	9	Tilia cordata 'Greenspire' GREENSPIRE LITTLELEAF LINDEN	4" Cal.	
TT	7	Tilia tomentosa 'Sterling' STERLING SILVER LINDEN	2 1/2" Cal.	
UM	7	Ulmus 'Morton Glossy' TRIUMPH ELM	2 1/2" Cal.	
UC	12	Ulmus carpinifolia 'New Horizon' NEW HORIZON SMOOTHLEAF ELM	2 1/2" Cal.	
UC4	15	Ulmus carpinifolia 'New Horizon' NEW HORIZON SMOOTHLEAF ELM	4" Cal.	
		ORNAMENTAL TREES		
AG	21	Amelanchier x grandiflora APPLE SERVICEBERRY	8' Ht.	Clump Form
BN	11	Betula nigra 'Cully' HERITAGE RIVER BIRCH	8' Ht.	Multi-Stem
BP	2	Betula populifolia 'Whitespire' WHITESPIRE GRAY BIRCH	10' Ht.	Multi-Stem
CC	14	Cercis canadensis EASTERN REDBUD	6' Ht.	Multi-Stem
CT	6	Crataegus crusgalli var. inermis THORNLESS COCKSPUR HAWTHORN	2" Cal.	Single Stem
MP	11	Malus 'Prairifire' PRAIRIFIRE CRABAPPLE	2" Cal.	Single Stem
		EVERGREEN TREES		
AC	21	Abies concolor WHITE FIR	8' Ht.	
PA	10	Picea abies NORWAY SPRUCE	8' Ht.	
PG	7	Picea glauca var. densata BLACK HILLS SPRUCE	8' Ht.	
PO12	8	Picea omorika SERBIAN SPRUCE	12' Ht.	
PP	7	Picea pungens COLORADO SPRUCE	8' Ht.	
PS	10	Pinus strobus EASTERN WHITE PINE	8' Ht.	
		DECIDUOUS SHRUBS		
CB	84	Cephalanthus occidentalis BUTTONBUSH	24" Tall	5' O.C.
CS	47	Cornus sericea RED-OSIER DOGWOOD	24" Tall	5' O.C.
CR	78	Cornus racemosa GRAY DOGWOOD	24" Tall	5' O.C.
HP	30	Hydrangea paniculata 'SMHPLQF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
PH	22	Physocarpus opulifolius 'Seward' SUMMER WINE NINEBARK	30" Tall	4' O.C.
SM	33	Syringa meyeri 'Palabin' DWARF KOREAN LILAC	24" Tall	4' O.C.
VJ	24	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
WB	12	Weigela florida 'Bramwell' FINE WINE WEIGELA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
IG	10	Ilex glabra 'Shamrock' SHAMROCK INKBERRY	24" Wide	3' O.C.
JK	34	Juniperus x pfitzeriana 'Kallay's Compact' KALLAY'S COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
JS	4	Juniperus chinensis var. sargentii 'Viridis' GREEN SARGENT JUNIPER	24" Wide	5' O.C.
TM	8	Taxus x media 'Hicksii' HICKS YEW	24" Wide	4' O.C.

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL GRASSES		
CK	82	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
PV	23	Panicum virgatum 'Heavy Metal' HEAVY METAL SWITCHGRASS	#1	24" O.C.
SA	19	Sesleria autumnalis AUTUMN MOOR GRASS	5" Plug	18" O.C.
SS	12	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
SH	12	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C.
		PERENNIALS		
AB	196	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
EC	60	Echinacea 'CBG Core 2' PIXIE MEADOWBRITE CONEFLOWER	#1	18" O.C.
GB	39	Geranium 'Brookside' BROOKSIDE GERANIUM	#1	18" O.C.
HL	160	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
NM	60	Nepeta racemosa 'Walker's Low' WALKER'S LOW CATMINT	#1	18" O.C.
PR	24	Perovskia atriplicifolia RUSSIAN SAGE	#1	24" O.C.
		GROUNDCOVERS		
SK	130	Sedum kamtschaticum RUSSIAN STONECROP	#SP4	12" O.C.
LS	139	Liriope spicata CREEPING LILYTURF	#SP4	18" O.C.
		MISC. MATERIALS		
	127	SHREDDED HARDWOOD MULCH	C.Y.	
	15,538	SOD	S.Y.	
	1.35	TURF SEED & EROSION CONTROL BLANKET	AC.	
	74	4-8" COBBLESTONES	S.F.	

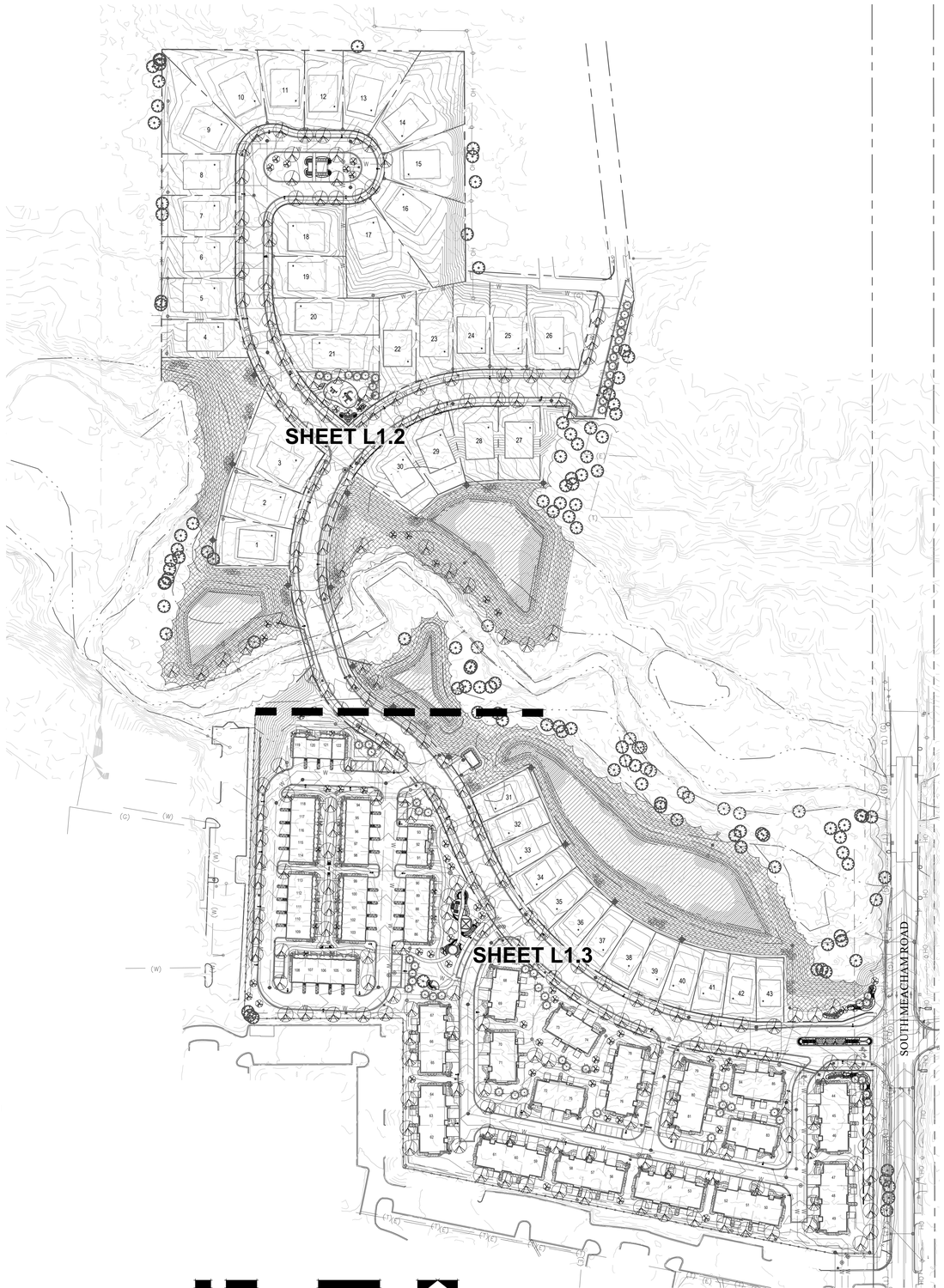
NATIVE AREA LEGEND

Key	Qty.	Description
	1.4 AC.	EMERGENT PLANTINGS
	0.4 AC.	WET MEADOW SEED MIX & EROSION CONTROL BLANKET*
	3.6 AC.	LOW PROFILE PRAIRIE SEED MIX & EROSION CONTROL BLANKET*
	16 EA.	NATURALIZED STORMWATER MANAGEMENT AREA SIGN

* NORTH AMERICAN GREEN SC150 BLANKET OR APPROVED EQUAL

GENERAL LANDSCAPE 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.
8. Temporary irrigation will be provided to establish landscape throughout the required maintenance period.
9. Replacement trees must be maintained in a healthy growing condition for a minimum of three (3) years after planting.
10. All sod/grass areas shall be in compliance with erosion control requirements and capable of being cut or mowed.



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SCHAUMBURG, ILLINOIS

OVERALL LANDSCAPE PLAN

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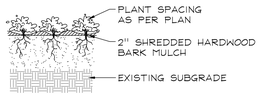
PROJECT NO.	NC2116
DRAWN	MNW
CHECKED	REO
SHEET NO.	

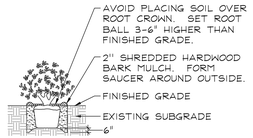
L1.1

PLOT STAMP: 9/8/25

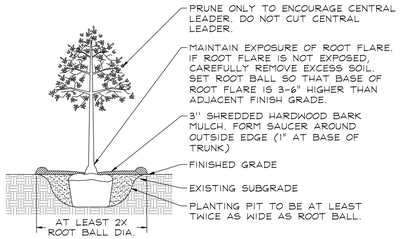
PLANTING DETAILS



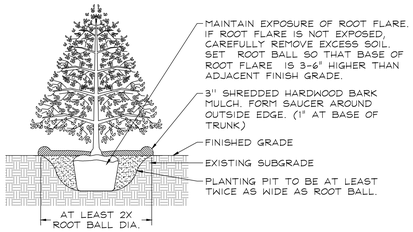
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



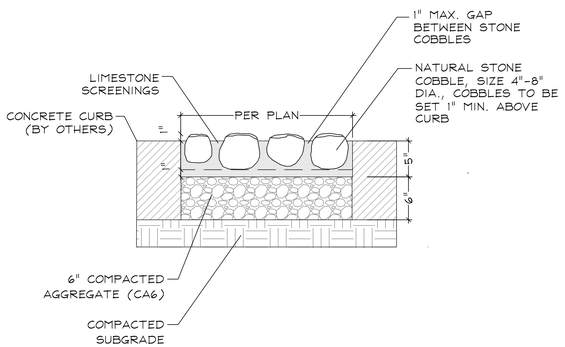
DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



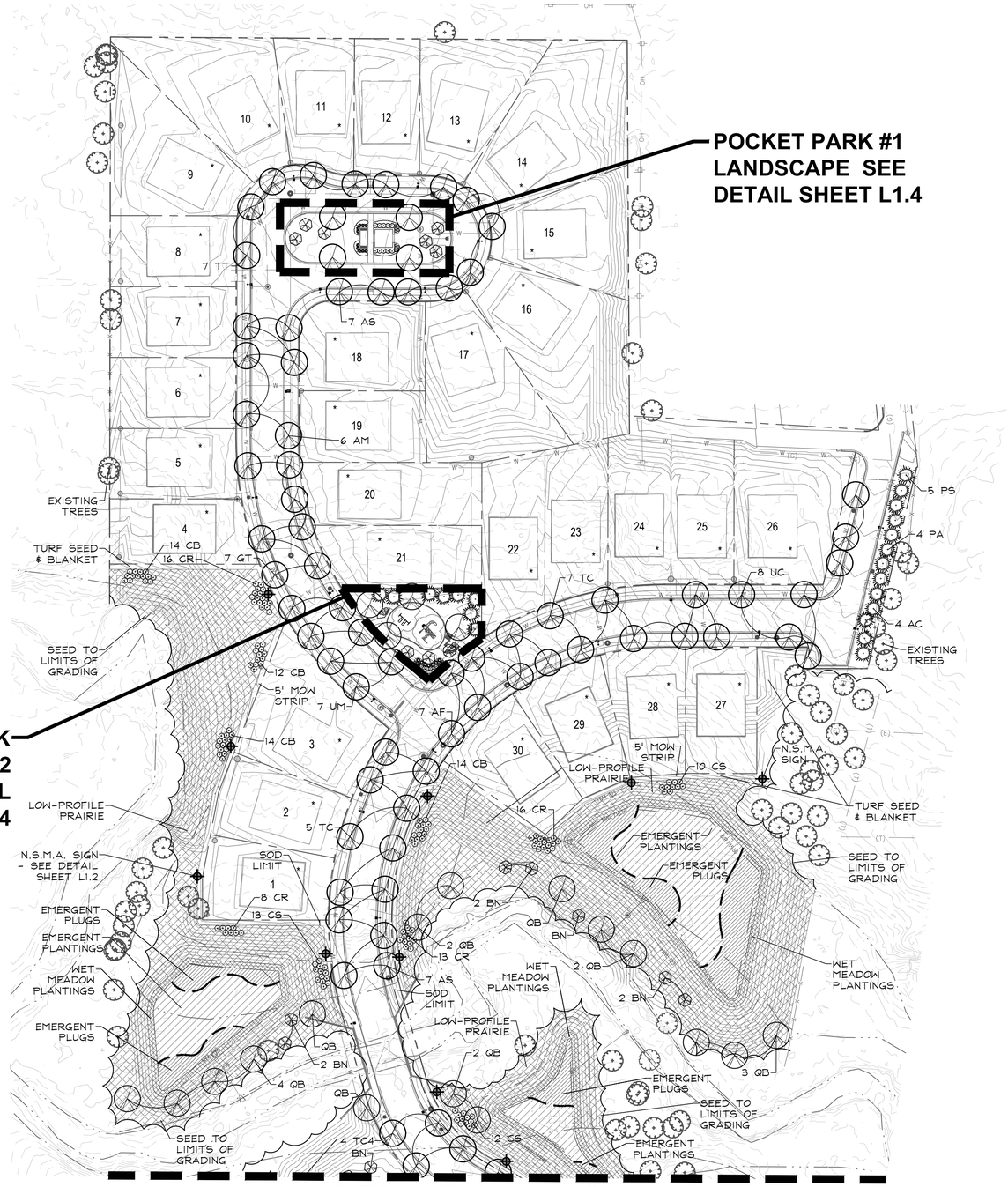
DECIDUOUS TREES
NOT TO SCALE



EVERGREEN TREES
NOT TO SCALE



COBBLESTONES DETAIL
NOT TO SCALE

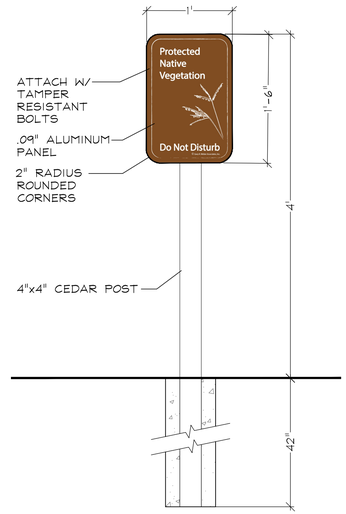


NATIVE AREA LEGEND

Key	Description
	EMERGENT PLANTINGS
	WET MEADOW SEED MIX & EROSION CONTROL BLANKET*
	LOW PROFILE PRAIRIE SEED MIX & EROSION CONTROL BLANKET*
	NATURALIZED STORMWATER MANAGEMENT AREA SIGN

* NORTH AMERICAN GREEN SC150 BLANKET OR APPROVED EQUAL

1. SIGN BACKGROUND COLOR: C=40, M=70, Y=100, K=28 SIGN FONT AND GRAPHIC COLOR: WHITE
2. FONT STYLE: MYRIAD PRO FONT SIZE: 116 PT.
3. SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
4. CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE PROTECTED NATIVE VEGETATION SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.



NSMA SIGN DETAIL
NOT TO SCALE

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SHEET NO.	L1.2

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NATIVE SEED MIXTURES

Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishement of the native seeding area.

Botanical Name	Common Name	lbs / AC
Spring Cover Crop		
Avena sativa	Seed Oats	30.000
Fall or Dormant Cover Crop		
Triticum aestivum	Regreen	10.000

Emergent Wetland Plant Mix

Shoreline Emergent
Stormwater basin bottoms from NWL to 4" below NWL

Botanical Name	Common Name	lbs / AC	Plugs / AC.
Alisma subcordatum	Water Plantain	1.250	494
Carex comosa	Bristly Sedge	0.125	494
Carex vulpinoidea	Fox Sedge	0.250	988
Eleocharis obtusa	Blunt Spike Rush	0.250	494
Iris virginica shrevei	Blue Flag	0.500	988
Juncus effusus	Common Rush	0.500	494
Juncus torreyi	Torreys Rush	0.125	494
Leersia oryzoides	Rice Cut Grass	1.250	494
Pontederia cordata	Pickerel Weed	0.250	988
Sagittaria latifolia	Common Arrowhead	1.250	494
	Total Emergent Wetland Mix	**5.750**	**6422**

Deep Water Emergent
Stormwater basin bottoms from 4" to 12" below NWL

Botanical Name	Common Name	Plugs / AC.
Acorus americanus	Sweet Flag	988
Scirpus acutus	Hardstem Bulrush	988
Scirpus fluviatilis	River Bulrush	988
Schoenoplectus pungens	Chairmakers Rush	988
Schoenoplectus tabernaemontani	Softstem Bulrush	988
Sparganium eurycarpum	Bur Reed	988
	Total Emergent Wetland Mix	**5928**

Aquatic Zone
Stormwater basin open water components ≥12" below NWL

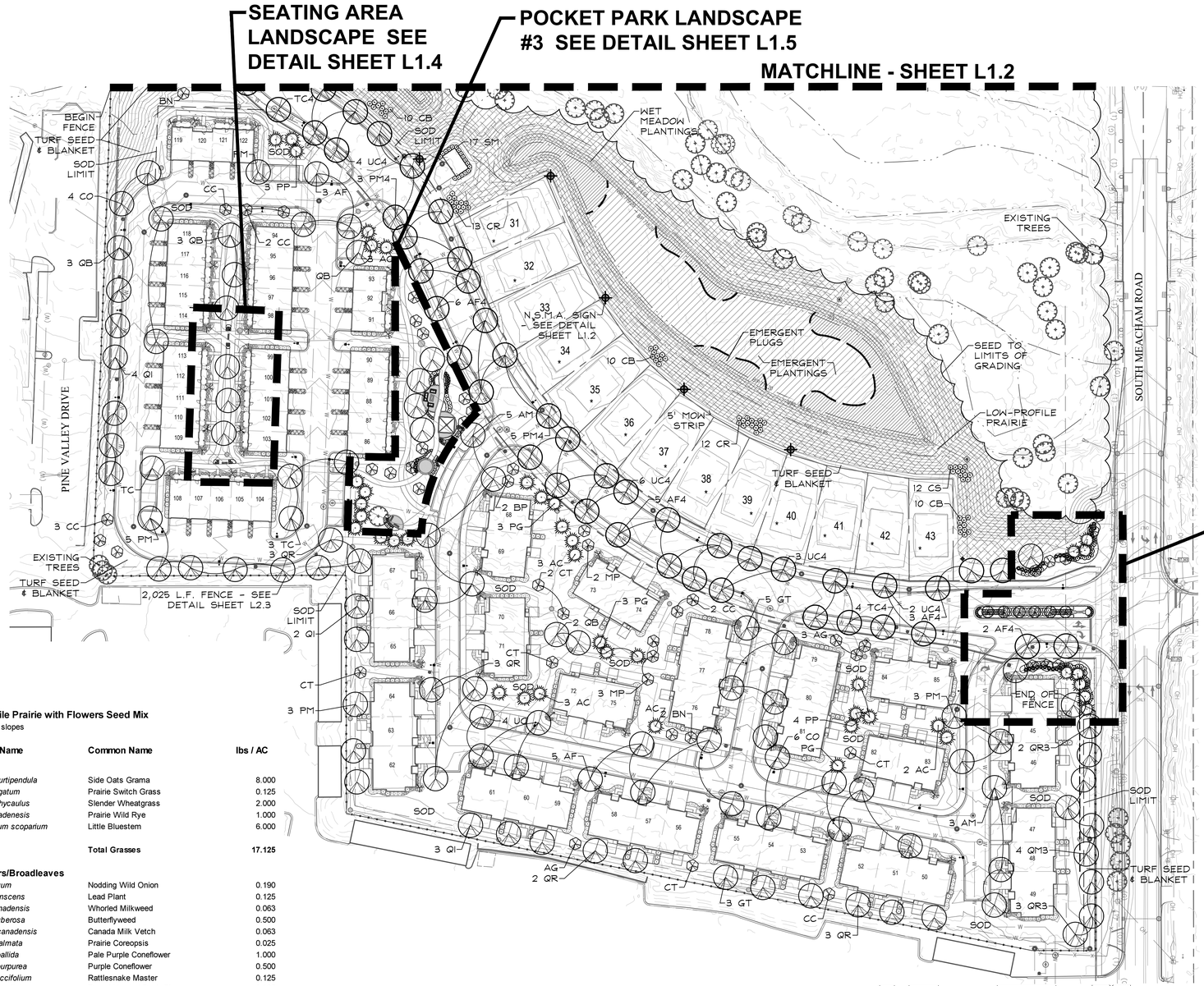
Botanical Name	Common Name	Tubers / AC.
Nymphaea tuberosa	White Water Lily	1250
Nuphar advena	Spatterdock	1250
	Total Emergent Wetland Mix	**2500**

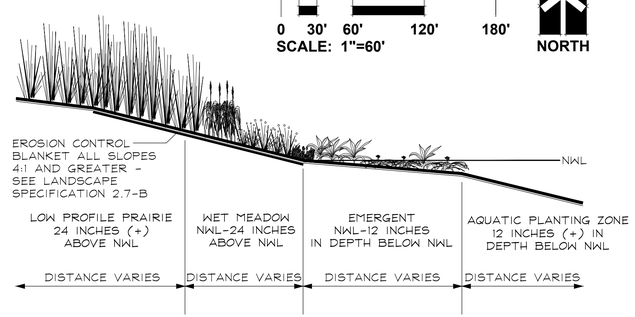
Wet Meadow Seed Mixture
Lower slopes of basin

Botanical Name	Common Name	lbs / AC
Grasses / Sedges		
Carex bebbii	Bebbs Oval Sedge	0.250
Carex bicknellii	Bicknells Sedge	0.125
Carex brevior	Plains Oval Sedge	0.250
Carex cristatella	Crested Oval Sedge	0.060
Carex molesta	Field Oval Sedge	0.250
Carex normalis	Spreading Oval Sedge	0.015
Carex scoparia	Pointed Broom Sedge	0.190
Carex stipata	Common Fox Sedge	0.060
Carex vulpinoidea	Brown Fox Sedge	0.250
Elymus virginicus	Virginia Wild Rye	3.000
Glyceria striata	Fowl Manna Grass	0.130
Juncus dudleyi	Dudleys Rush	0.020
Juncus torreyi	Torreys Rush	0.031
Panicum virgatum	Switch Grass	3.000
Scirpus atrovirens	Dark Green Bulrush	0.060
Scirpus cyperinus	Wool Grass	0.030
	Total Grasses / Sedges	**7.721**
Wildflowers/Broadleaves		
Asclepias incarnata	Swamp Milkweed	0.125
Bidens cernua	Nodding Bur Marigold	0.190
Boltonia asteroids	False Aster	0.031
Chamaecrista fasciculate	Partridge pea	0.188
Euthamia grammifolia	Grassleaved Goldenrod	0.300
Eupatorium perfoliatum	Common Boneset	0.015
Helenium autumnale	Sneezeweed	0.063
Iris virginica shrevei	Blue Flag Iris	1.000
Lobelia siphilitica	Great Blue Lobelia	0.031
Mimulus ringens	Monkey Flower	0.031
Symphyotrichium novae-angliae	New England Aster	0.250
Pycnanthemum virginianum	Common Mountain Mint	0.063
Rudbeckia fulgida var. sullvantii	Showy Black-Eyed Susan	0.250
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**3.037**
	Total Wet Meadow Seed Mix	**10.758**

Low Profile Prairie with Flowers Seed Mix
Upper basin slopes

Botanical Name	Common Name	lbs / AC
Grasses		
Bouteloua curtipendula	Side Oats Grama	8.000
Panicum virgatum	Prairie Switch Grass	0.125
Elymus trachycaulus	Slender Wheatgrass	2.000
Elymus canadenesis	Prairie Wild Rye	1.000
Schizachyrium scoparium	Little Bluestem	6.000
	Total Grasses	**17.125**
Wildflowers/Broadleaves		
Allium cemuum	Nodding Wild Onion	0.190
Amorpha canscens	Lead Plant	0.125
Asclepia canadensis	Whorled Milkweed	0.063
Asclepias tuberosa	Butterflyweed	0.500
Astragalus canadensis	Canada Milk Vetch	0.063
Coreopsis palmata	Prairie Coreopsis	0.025
Echinacea pallida	Pale Purple Coneflower	1.000
Echinacea purpurea	Purple Coneflower	0.500
Eryngium yuccifolium	Rattlesnake Master	0.125
Lespedeza capitata	Round-Headed Bush Clover	0.125
Liatris aspera	Rough Blazing Star	0.250
Liatris pycnostachya	Prairie Blazing Star	0.188
Monarda fistulosa	Prairie Bergamot	0.063
Parthenium integrifolium	Wild Quinine	0.016
Penstemon digitalis	Foxglove Beard Tongue	0.125
Petalostemum candidum	White Prairie Clover	0.125
Petalostemum purpureum	Purple Prairie Clover	0.156
Potentilla arguta	Prairie Cinquefoil	0.031
Pycnanthemum tenuifolium	Slender Mountain Mint	0.031
Ratibida pinnata	Yellow Coneflower	0.125
Rudbeckia fulgida var. sullivantii	Showy Black-Eyed Susan	0.500
Rudbeckia hirta	Black-Eyed Susan	0.500
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	0.063
Symphoytrichum leave	Smooth Blue Aster	0.063
Tradescantia ohiensis	Common Spiderwort	0.063
Verbena stricta	Hoary Vervain	0.125
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**5.640**
	Total Low Profile Prairie Seed Mix	**22.765**





NATURALIZED STORMWATER BASIN SECTION
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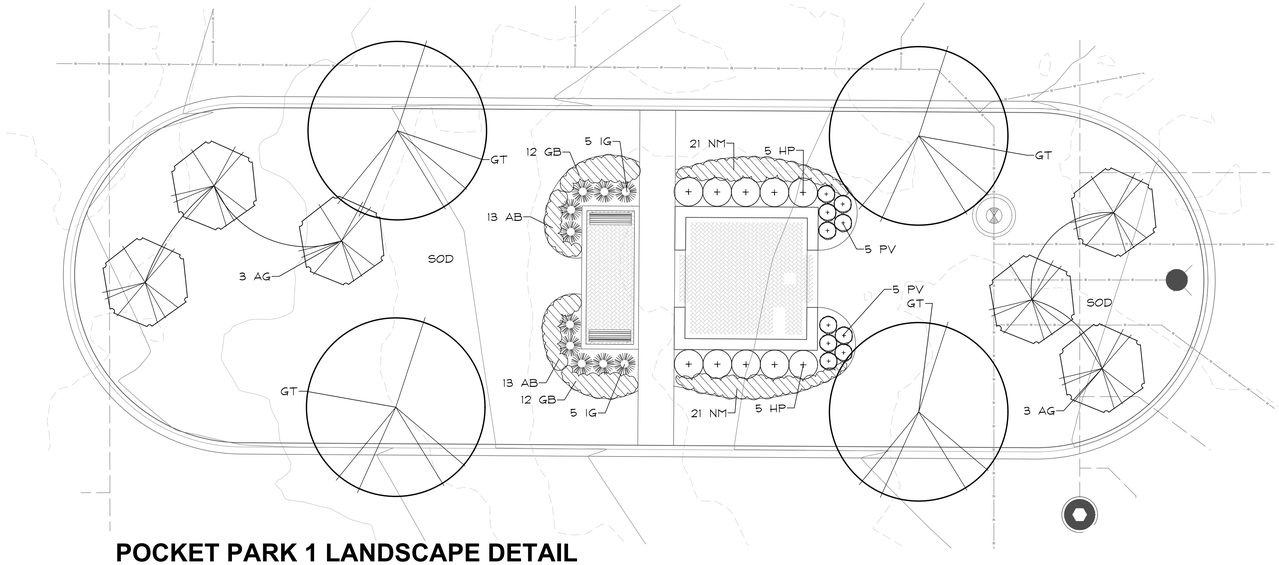
CHECKED	REO
SHEET NO.	

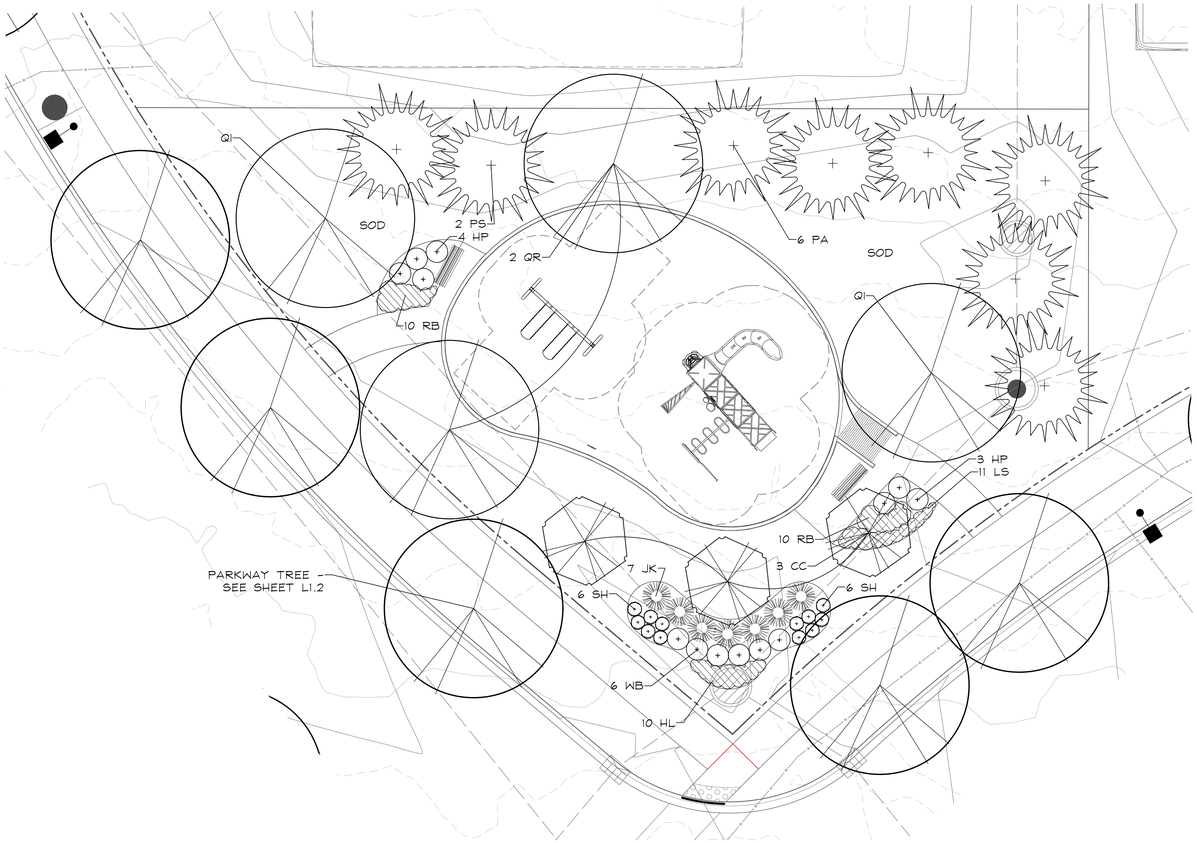
L1.3

Know what's below. Call before you dig.



POCKET PARK 1 LANDSCAPE DETAIL

0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



POCKET PARK 2 LANDSCAPE DETAIL

0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH

LANDSCAPE DATA BOX

Total Site Area	1,425,554 s.f.	
Total Green Space Area	461,736 s.f.	32.3%

TREES REQUIRED

Required
1 Shade tree/750 S.F. — 650 Trees

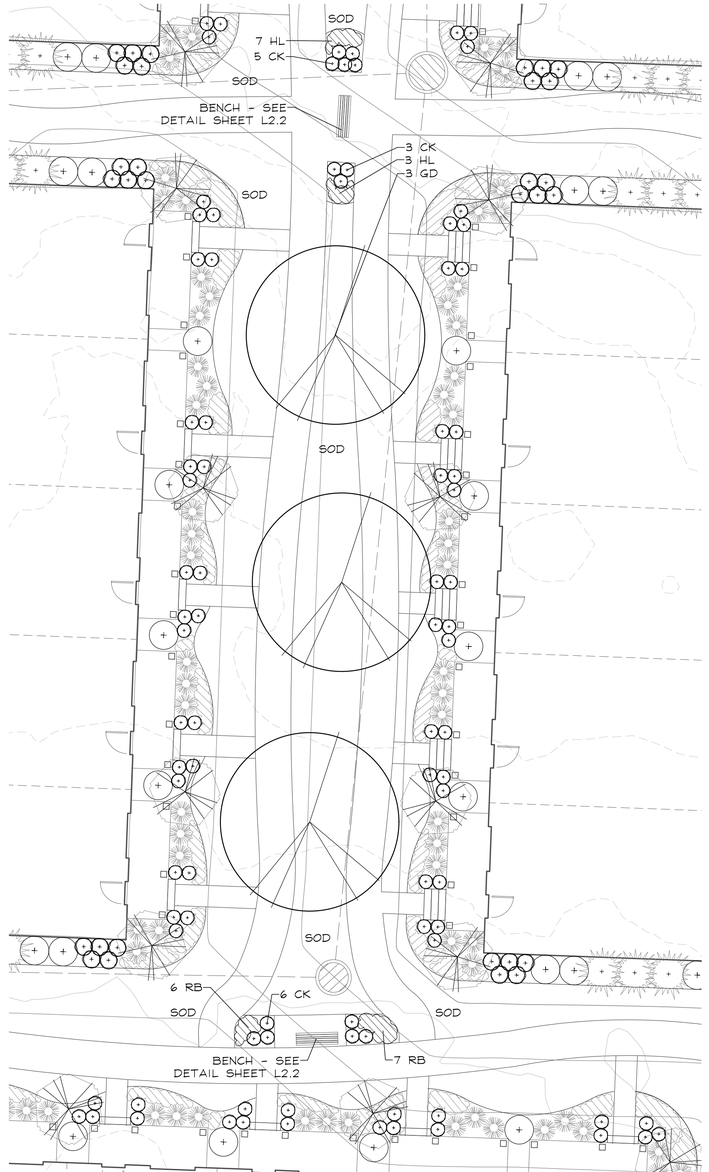
Provided
1 Shade tree/750 S.F. — 591 Trees

SHRUBS REQUIRED

Required
1 Shrub/200 S.F. — 2435 Shrubs

Provided
1 Shrub/200 S.F. — 2276 Shrubs

***NOTE: 155 EXISTING TREES TO BE PRESERVED**



SEATING AREA LANDSCAPE DETAIL

0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH

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SHEET NO.
L1.4

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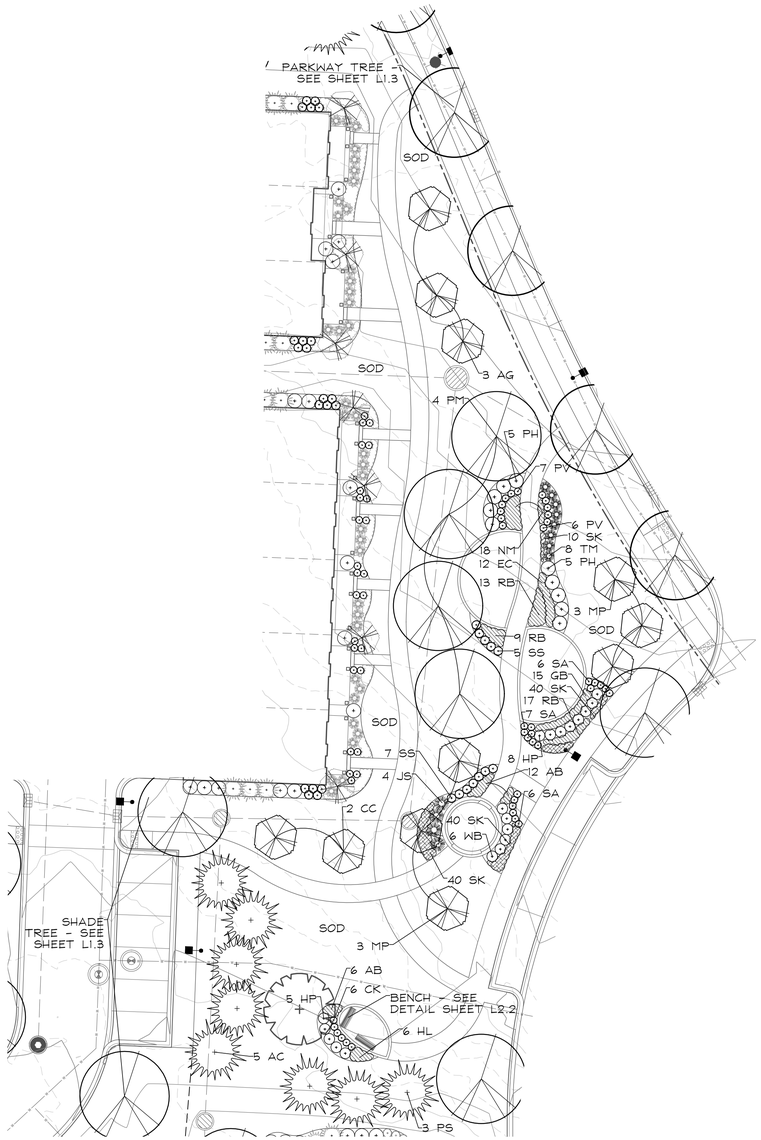
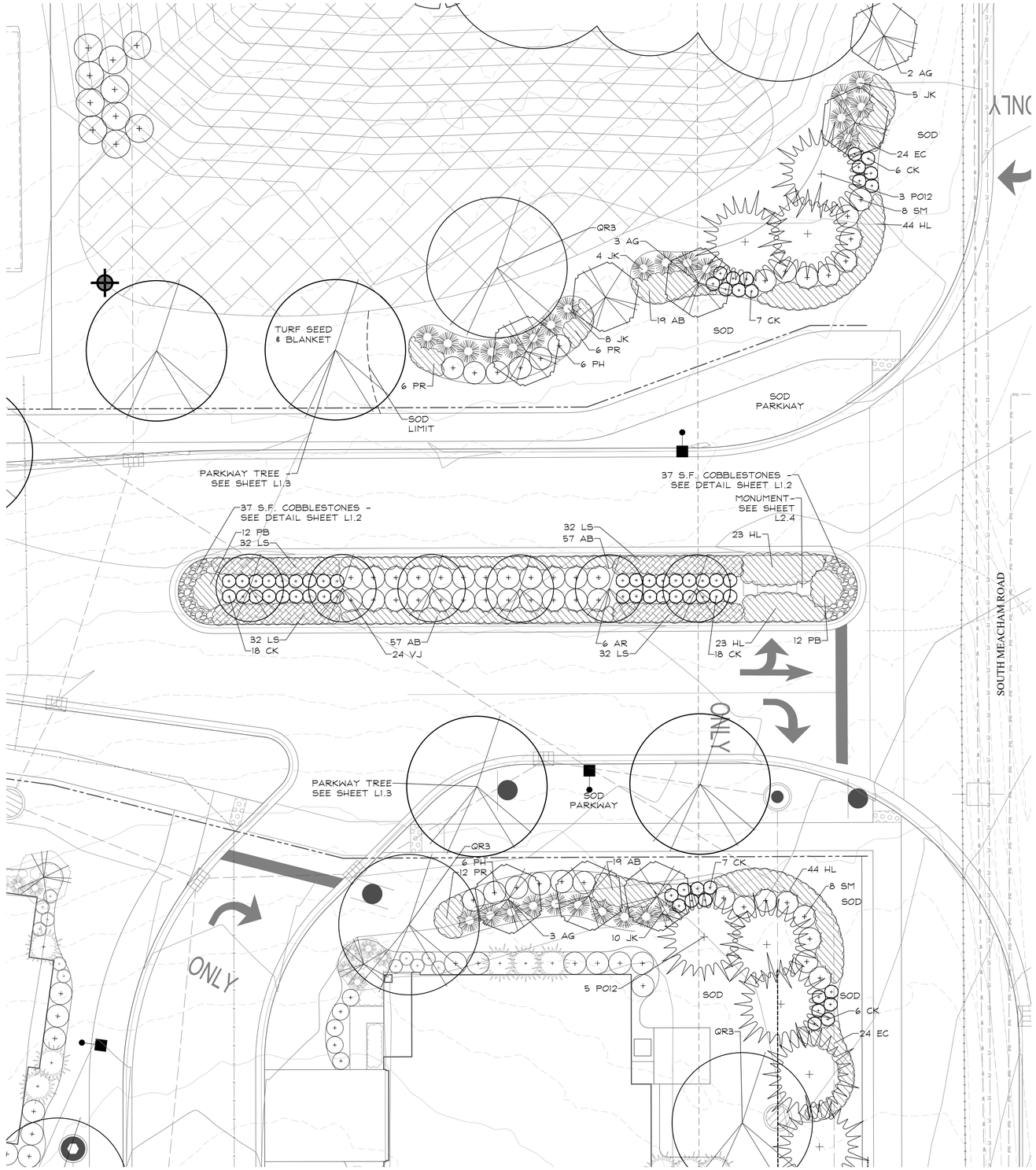
PLOT CONFIG:
XREFS:



POCKET PARK 3 LANDSCAPE DETAIL

0' 10' 20' 40' 60'
SCALE: 1"=20'
NORTH



ENTRANCE LANDSCAPE DETAIL

0' 5' 10' 20' 30'
SCALE: 1"=10'
NORTH

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L1.5

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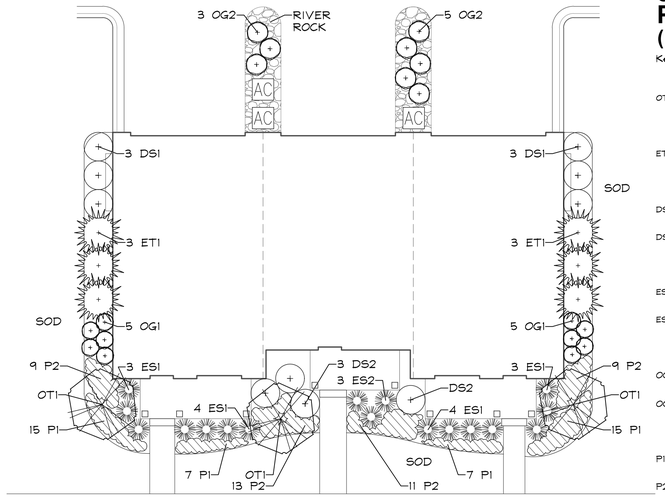
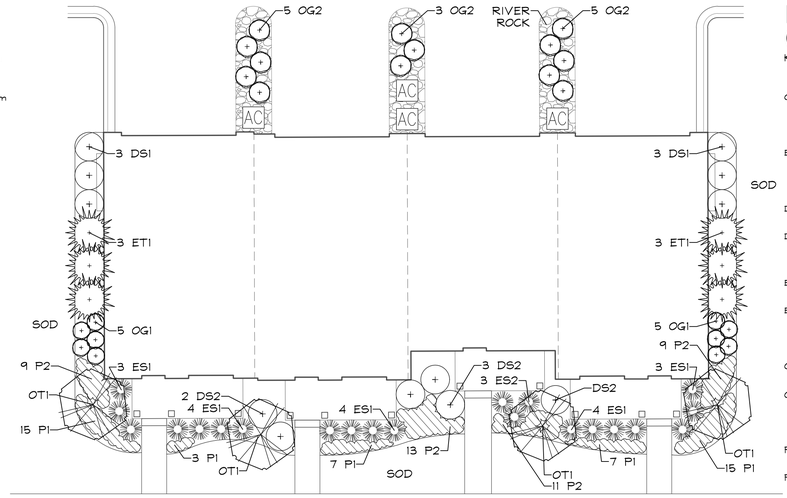
XREFS
PLOT CONFIG



TYPICAL 3-UNIT REAR-LOAD ROWHOME FOUNDATION DETAIL
SCALE: 1"=10'

3-UNIT REAR-LOAD ROWHOME PLANT LIST
(BLDG. W/ UNITS 1-3)

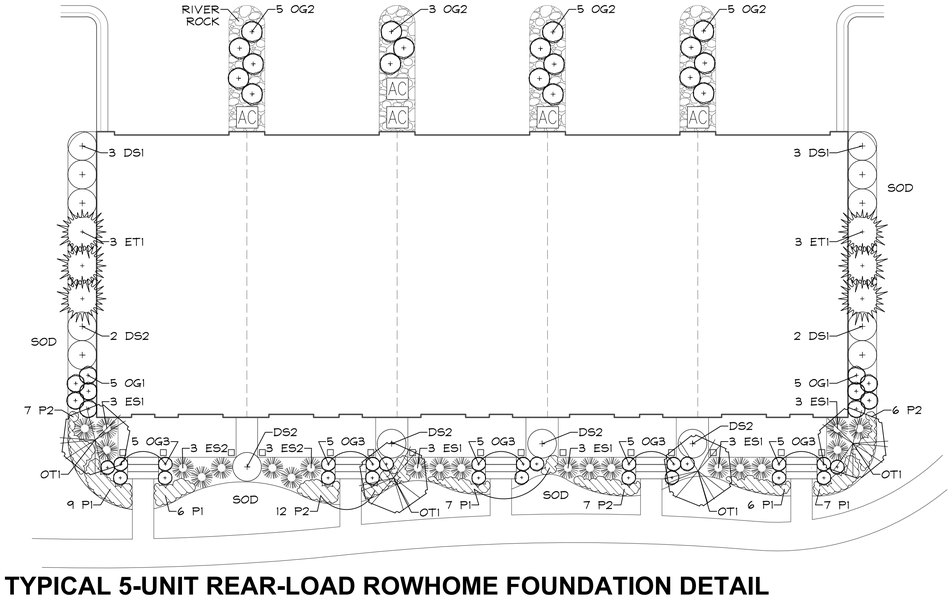
Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	3	Cornus kousa KOUSA DOGWOOD	6' Ht.	Single Stem
		EVERGREEN TREES		
ET1	6	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	5' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	6	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	4	Syringa patula 'Miss Kim' MISS KIM LILAC	24" Tall	4' O.C.
		EVERGREEN SHRUBS		
ES1	14	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
ES2	3	Juniperus x pfitzeriana 'Kallay's Compact' KALLAY'S COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	10	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
OG2	8	Panicum virgatum 'Northwind' NORTHWIND SWITCHGRASS	#1	30" O.C.
		PERENNIALS		
P1	44	Geranium 'Brookside' BROOKSIDE GERANIUM	#1	18" O.C.
P2	42	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	5	SHREDDED HARDWOOD MULCH	C.Y.	
	1.0	3" DEPTH RIVER ROCK	C.Y.	



TYPICAL 4-UNIT REAR-LOAD ROWHOME FOUNDATION DETAIL
SCALE: 1"=10'

4-UNIT REAR-LOAD ROWHOME PLANT LIST
(BLDG. W/ UNITS 34-37)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	5	Cornus kousa KOUSA DOGWOOD	6' Ht.	Single Stem
		EVERGREEN TREES		
ET1	6	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	5' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	6	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	6	Hydrangea paniculata 'Jane' LITTLE LIME HYDRANGEA	24" Tall	4' O.C.
		EVERGREEN SHRUBS		
ES1	18	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
ES2	3	Juniperus x pfitzeriana 'Kallay's Compact' KALLAY'S COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	10	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
OG2	13	Panicum virgatum 'Northwind' NORTHWIND SWITCHGRASS	#1	30" O.C.
		PERENNIALS		
P1	47	Geranium 'Brookside' BROOKSIDE GERANIUM	#1	18" O.C.
P2	42	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	6	SHREDDED HARDWOOD MULCH	C.Y.	
	1.3	3" DEPTH RIVER ROCK	C.Y.	



TYPICAL 5-UNIT REAR-LOAD ROWHOME FOUNDATION DETAIL
SCALE: 1"=10'

5-UNIT REAR-LOAD ROWHOME PLANT LIST - A
(BLDGS. W/ UNITS 9-13 & 14-18)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	4	Malus 'Jefilte' STARLITE CRABAPPLE	6' Ht.	Single Stem
		EVERGREEN TREES		
ET1	6	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	5' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	10	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	4	Syringa patula 'Miss Kim' MISS KIM LILAC	24" Tall	4' O.C.
		EVERGREEN SHRUBS		
ES1	6	Juniperus x pfitzeriana 'Kallay's Compact' KALLAY'S COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
ES2	15	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	10	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	30" O.C.
OG2	18	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
		PERENNIALS		
P1	35	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
P2	32	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	6	SHREDDED HARDWOOD MULCH	C.Y.	
	1.8	3" DEPTH RIVER ROCK	C.Y.	

5-UNIT REAR-LOAD ROWHOME PLANT LIST - B
(BLDGS. W/ UNITS 4-8, 19-23, 24-28, 29-33)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	4	Cornus kousa KOUSA DOGWOOD	6' Ht.	Single Stem
		EVERGREEN TREES		
ET1	6	Thuja occidentalis 'Smaragd' EMERALD GREEN ARBORVITAE	5' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	10	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	4	Hydrangea paniculata 'Jane' LITTLE LIME HYDRANGEA	24" Tall	4' O.C.
		EVERGREEN SHRUBS		
ES1	6	Juniperus x pfitzeriana 'Kallay's Compact' KALLAY'S COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
ES2	15	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	10	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	30" O.C.
OG2	18	Panicum virgatum 'Northwind' NORTHWIND SWITCHGRASS	#1	30" O.C.
		PERENNIALS		
P1	35	Geranium 'Brookside' BROOKSIDE GERANIUM	#1	18" O.C.
P2	32	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
		MISC. MATERIALS		
	6	SHREDDED HARDWOOD MULCH	C.Y.	
	1.8	3" DEPTH RIVER ROCK	C.Y.	

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V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, IL 60517

LOEBER FARM
SCHAUMBURG, ILLINOIS

ROWHOME FOUNDATION PLANS

6	08.28.2025
5	07.03.2025
4	05.19.2025
3	02.28.2025
2	05.06.2024
1	01.29.2024

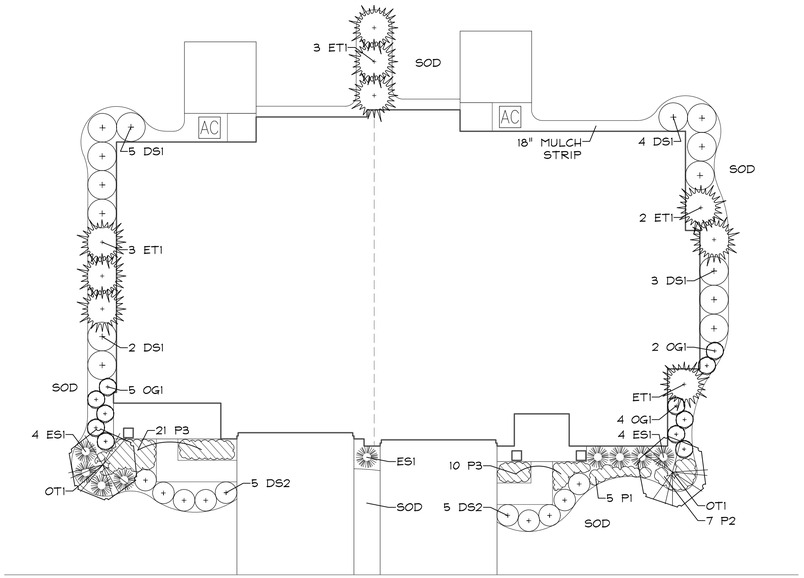
REVISIONS

DATE	5.10.2023
PROJECT NO.	NC2116
DRAWN	MNW
CHECKED	REO

SHEET NO.
L1.6

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

XREF'S
PLOT CONFIG



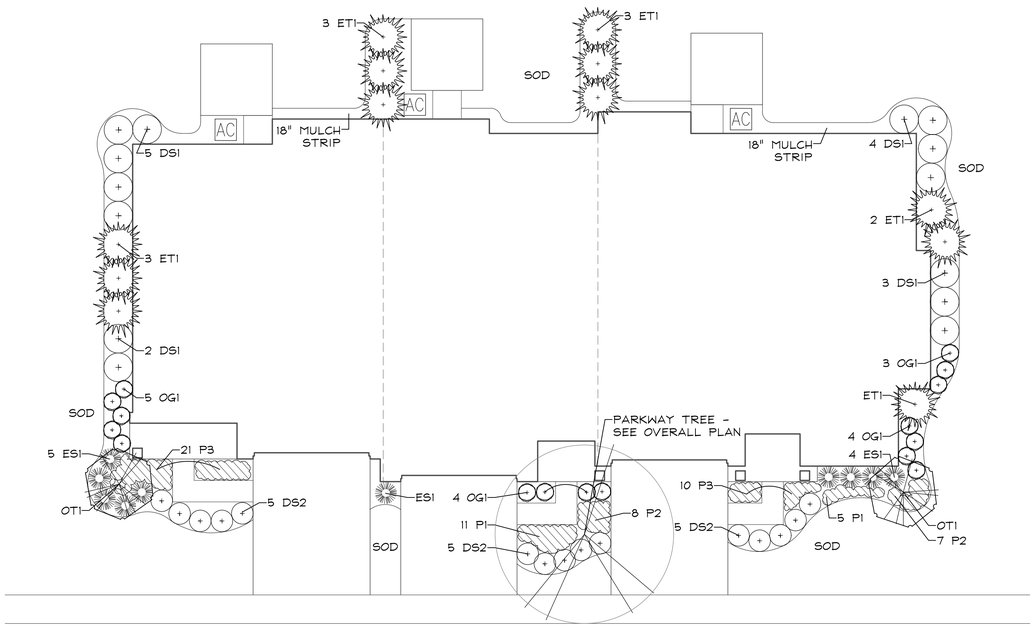
TYPICAL 2-UNIT FRONT-LOAD TOWNHOME FOUNDATION DETAIL
SCALE: 1"=10'

2-UNIT FRONT-LOAD TOWNHOME PLANT LIST A (BLDGS. W/ UNITS 27-28, 29-30, 31-32, & 39-40)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	2	Malus x 'Jewel Cole' RED JEWEL CRABAPPLE	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ET1	9	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	10	Weigela florida 'Bramwell' FINE WINE WEIGELA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ES1	9	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	11	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
		PERENNIALS		
P1	5	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
P2	7	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Penstemon digitalis 'Dark Towers' DARK TOWERS PENSTEMON	#1	18" O.C.
		MISC. MATERIALS		
	6	SHREDDED HARDWOOD MULCH	C.Y.	

2-UNIT FRONT-LOAD TOWNHOME PLANT LIST B (BLDGS. W/ UNITS 25-26 & 41-42)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	2	Magnolia stellata 'Royal Star' ROYAL STAR MAGNOLIA	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ET1	9	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	10	Hydrangea paniculata 'SMHPLQF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ES1	9	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	11	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C.
		PERENNIALS		
P1	5	Nepeta racemosa 'Blue Wonder' BLUE WONDER CATMINT	#1	18" O.C.
P2	7	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Agastache 'Blue Fortune' ANISE HYSSOP	#1	18" O.C.
		MISC. MATERIALS		
	6	SHREDDED HARDWOOD MULCH	C.Y.	



TYPICAL 3-UNIT FRONT-LOAD DEEP TOWNHOME FOUNDATION DETAIL
SCALE: 1"=10'

3-UNIT FRONT-LOAD DEEP TOWNHOME PLANT LIST - A (BLDGS. W/ UNITS 1-3 & 36-38)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	2	Malus x 'Jewel Cole' RED JEWEL CRABAPPLE	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ET1	12	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	15	Weigela florida 'Bramwell' FINE WINE WEIGELA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ES1	10	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	16	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
		PERENNIALS		
P1	16	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
P2	15	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Penstemon digitalis 'Dark Towers' DARK TOWERS PENSTEMON	#1	18" O.C.
		MISC. MATERIALS		
	8	SHREDDED HARDWOOD MULCH	C.Y.	

3-UNIT FRONT-LOAD DEEP TOWNHOME PLANT LIST - B (BLDG. W/ UNITS 33-35)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OT1	2	Magnolia stellata 'Royal Star' ROYAL STAR MAGNOLIA	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ET1	12	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DS1	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	15	Hydrangea paniculata 'SMHPLQF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ES1	10	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OG1	16	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C.
		PERENNIALS		
P1	16	Nepeta racemosa 'Blue Wonder' BLUE WONDER CATMINT	#1	18" O.C.
P2	15	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Agastache 'Blue Fortune' ANISE HYSSOP	#1	18" O.C.
		MISC. MATERIALS		
	8	SHREDDED HARDWOOD MULCH	C.Y.	

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DRAWN	MNW
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SHEET NO.
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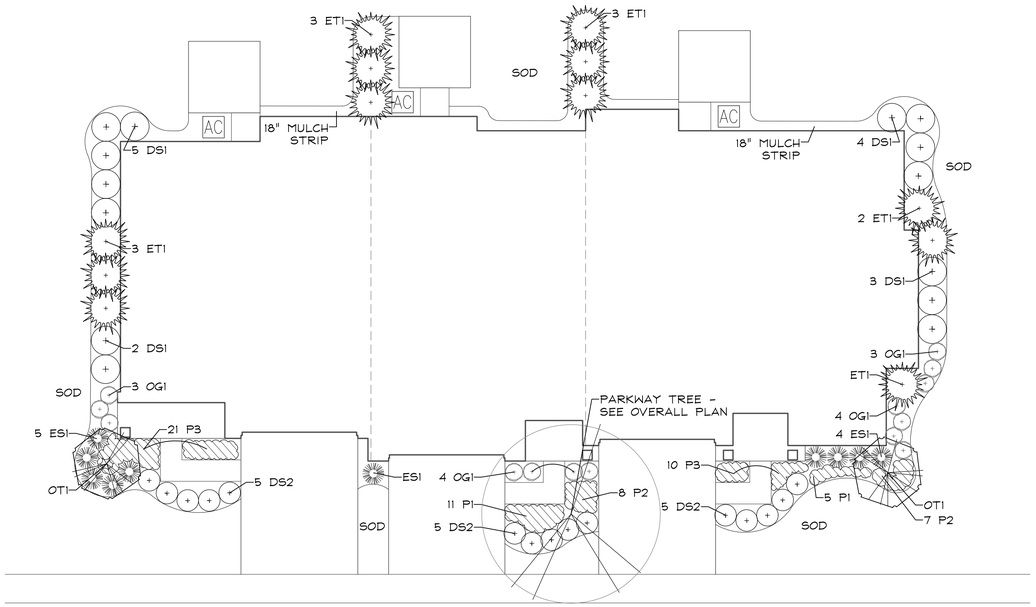
XREFS:
PLOT CONFIG:



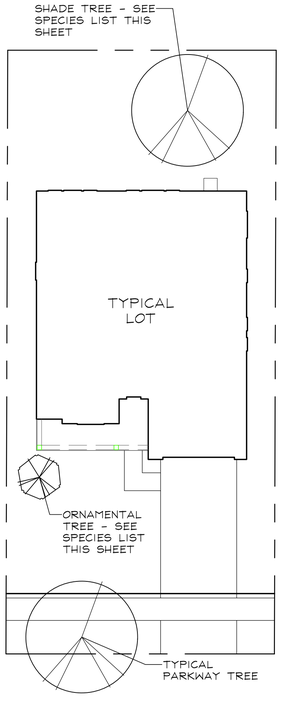
TYPICAL 3-UNIT FRONT-LOAD SHALLOW TOWNHOME FOUNDATION DETAIL
SCALE: 1"=10'

3-UNIT FRONT-LOAD SHALLOW TOWNHOME PLANT LIST - A (BLDG. W/ UNITS 4-6, 22-24, 19-21)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OTI	2	Malus x 'Jewel Cole' RED JEWEL CRABAPPLE	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ETI	12	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DSI	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	15	Weigela florida 'Bramwell' FINE WINE WEIGELA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ESI	10	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OGI	14	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C.
		PERENNIALS		
PI	16	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
P2	15	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Penstemon digitalis 'Dark Towers' DARK TOWERS PENSTEMON	#1	18" O.C.
		MISC. MATERIALS		
	8	SHREDDED HARDWOOD MULCH	C.Y.	

3-UNIT FRONT-LOAD SHALLOW TOWNHOME PLANT LIST - B (BLDGS. W/ UNITS 7-9, 10-12, 13-15, 16-18)

Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
OTI	2	Magnolia stellata 'Royal Star' ROYAL STAR MAGNOLIA	6' Ht.	Multi-Stem
		EVERGREEN TREES		
ETI	12	Thuja occidentalis 'Techny' TECHNY ARBORVITAE	6' Ht.	4' O.C.
		DECIDUOUS SHRUBS		
DSI	14	Aronia melanocarpa 'Morton' IROQUOIS BEAUTY CHOKEBERRY	24" Tall	4' O.C.
DS2	15	Hydrangea paniculata 'SMHPLQF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
		EVERGREEN SHRUBS		
ESI	10	Taxus x media 'Densiformis' DENSE YEW	30" Wide	4' O.C.
		ORNAMENTAL GRASSES		
OGI	14	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C.
		PERENNIALS		
PI	16	Nepeta racemosa 'Blue Wonder' BLUE WONDER CATMINT	#1	18" O.C.
P2	15	Hemerocallis 'Little Wine Cup' LITTLE WINE CUP DAYLILY	#1	18" O.C.
P3	31	Agastache 'Blue Fortune' ANISE HYSSOP	#1	18" O.C.
		MISC. MATERIALS		
	8	SHREDDED HARDWOOD MULCH	C.Y.	



RECOMMENDED SINGLE FAMILY LOT REQUIRED TREE LIST

SHADE TREES: (2 1/2" CAL.)

- MAPLE SPECIES (HYBRID)
- RIVER BIRCH
- SWAMP WHITE OAK
- LINDEN SPECIES
- HONEYLOCUST (THORNLESS)
- LONDON PLANETREE
- CHINKAPIN OAK
- ELM SPECIES (HYBRID)

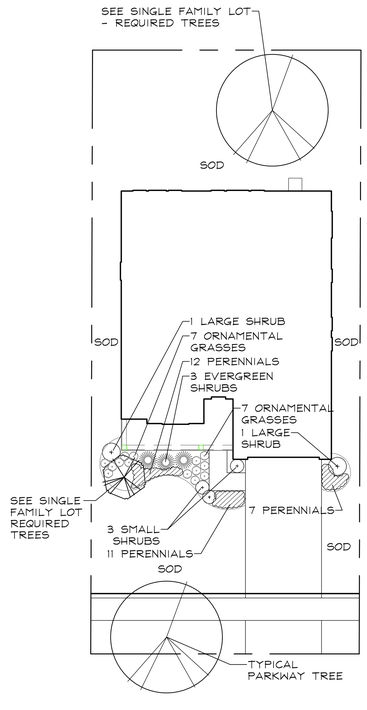
ORNAMENTAL TREES: (2 1/2" CAL. OR 6 FT. CLUMP FORM)

- APPLE SERVICEBERRY
- CORNELIANCHERRY DOGWOOD
- TREE LILAC
- CRABAPPLE SPECIES (DISEASE RESISTANT)
- EASTERN REDBUD
- ROYAL STAR MAGNOLIA

NOTES:
1. TREES SHOWN ON THE LANDSCAPE PLANS IN THE REAR OR SIDE YARDS SHALL COUNT TOWARDS THE MINIMUM REQUIREMENT. DEPENDING ON THE LOT SIZE ADDITIONAL TREES MAY BE REQUIRED.

2. SELECTION OF SHADE TREES SHALL BE SUBJECT TO AVAILABILITY. SUBSTITUTIONS MAY REQUIRE VILLAGE APPROVAL.

SINGLE FAMILY LOT REQUIRED TREES
SCALE: 1"=16'



TYPICAL SINGLE FAMILY LOT FOUNDATION PLAN
SCALE: 1"=16'

SINGLE FAMILY LANDSCAPE PLANT LIST

SHADE & ORNAMENTAL TREES - SEE SINGLE FAMILY LOT REQUIRED TREES

Key

LARGE SHRUBS: (30" TALL / 5 GAL.)
- ISANTI REDTWIG DOGWOOD
- DIABLO NINEBARK
- VIBURNUM SPECIES*
- DWARF KOREAN LILAC

SMALL SHRUBS: (24" TALL / 5 GAL.)
- ARCTIC FIRE REDTWIG DOGWOOD
- SPIREA SPECIES
- ROSE SPECIES
- DWARF FOTHERGILLA*
- LITTLE HENRY SWEETSPIRE*
- DARK HORSE WEIGELA

EVERGREEN SHRUBS: (24" WIDE / 5 GAL.)
- DENSE YEW*
- GREEN VELVET BOXWOOD
- KALLAY'S COMPACT JUNIPER

PERENNIALS: (1 GAL.)
- DAYLILY SPECIES
- BLACK EYED SUSAN
- HOSTA SPECIES*
- EAST FRIESLAND SALVIA
- COREOPSIS SPECIES
- HEUCHERA SPECIES*

ORNAMENTAL GRASSES: (1 GAL.)
- PRAIRIE DROPSEED
- FLAMING MOOR GRASS
- JAPANESE FOREST GRASS*
- DWARF FOUNTAIN GRASS*
- BLUE OAT GRASS

*TOLERATES SHADE - FOR NORTH/WEST FACING FOUNDATION PLANTINGS

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TYPICAL FOUNDATION PLANS

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REVISIONS

DATE	5.10.2023
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DRAWN	MNW
CHECKED	REO
SHEET NO.	L1.8

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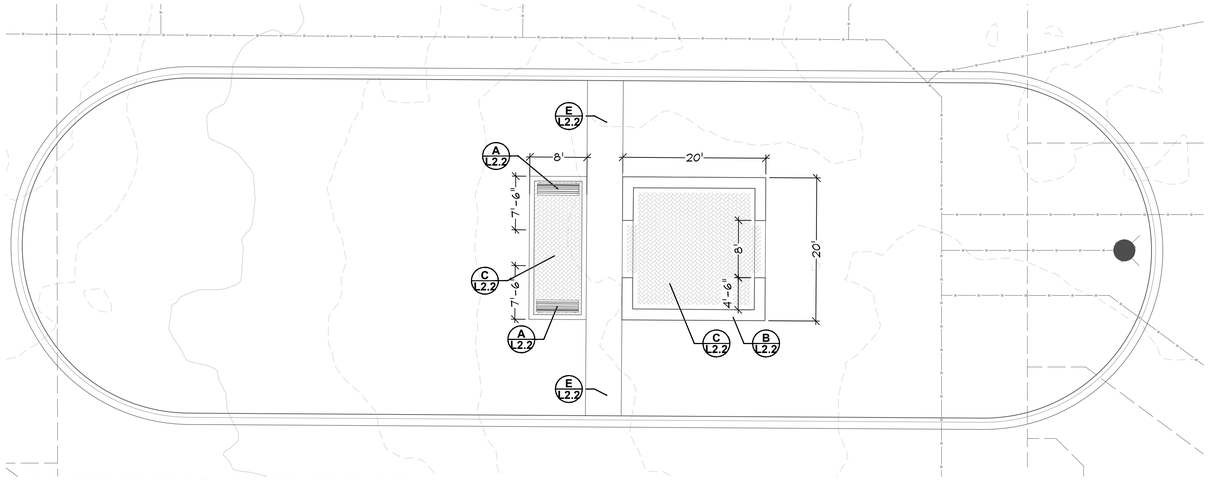
XREF'S
PLOT COMPD

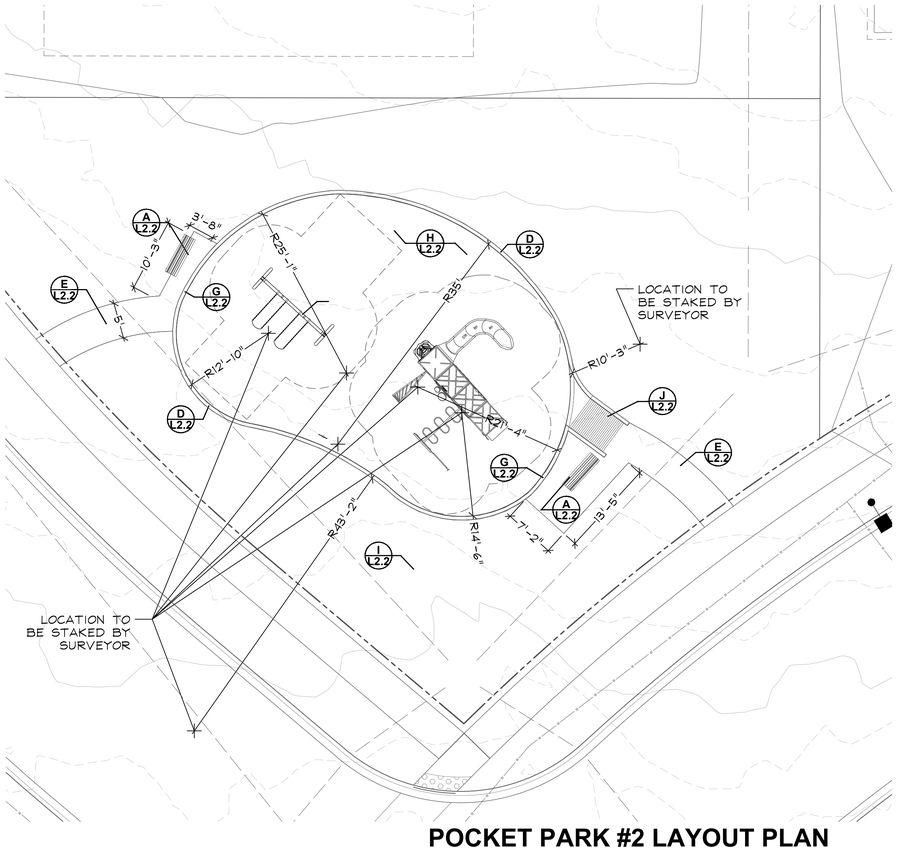
SITE FURNISHINGS SCHEDULE

	ITEM	MANUFACTURER	MODEL	QUANTITY	COMMENTS/CONTACT
A L2.2	6' BENCH	ANOVA	MADISON-THMC6	8 EA.	COLOR: THERMORY & PEWTER
B L2.2	SEATWALL			87 L.F.	
C L2.2	PAVERS	UNILOCK	HOLLANDSTONE PREMIER	1,376 S.F.	FIELD COLOR: GRANITE FUSION SOLDIER COURSE: DARK CHARCOAL
D L2.2	CONCRETE CURB			120 L.F.	3500 PSI MIN.
E L2.2	CONCRETE BENCH PADS & WALKS			2,200 S.F.	3500 PSI MIN.
F L2.2	PAVILION	POLIGON	SQ16	1 EA.	COLORS: STEEL ROOF: FOREST GREEN FRAME: BROWN
G L2.2	THICKENED CURB			26 L.F.	
H L2.2	ENGINEERED WOOD FIBER			1705 S.F.	
I L2.2	TURF DRAIN & DRAIN TILE			1 EA. 60 L.F.	TURF DRAIN PERFORATED DRAIN TILE
J L2.2	RAMP			1 EA.	
K L2.3	FIRE PIT			1 EA.	
L L2.3	FENCE	ACTIVEYARDS	WISTERIA	2025 L.F.	6' HEIGHT



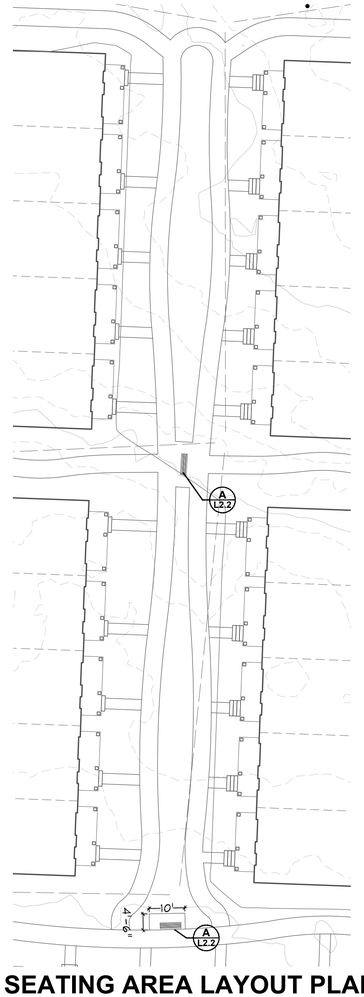
POCKET PARK #1 LAYOUT PLAN

0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



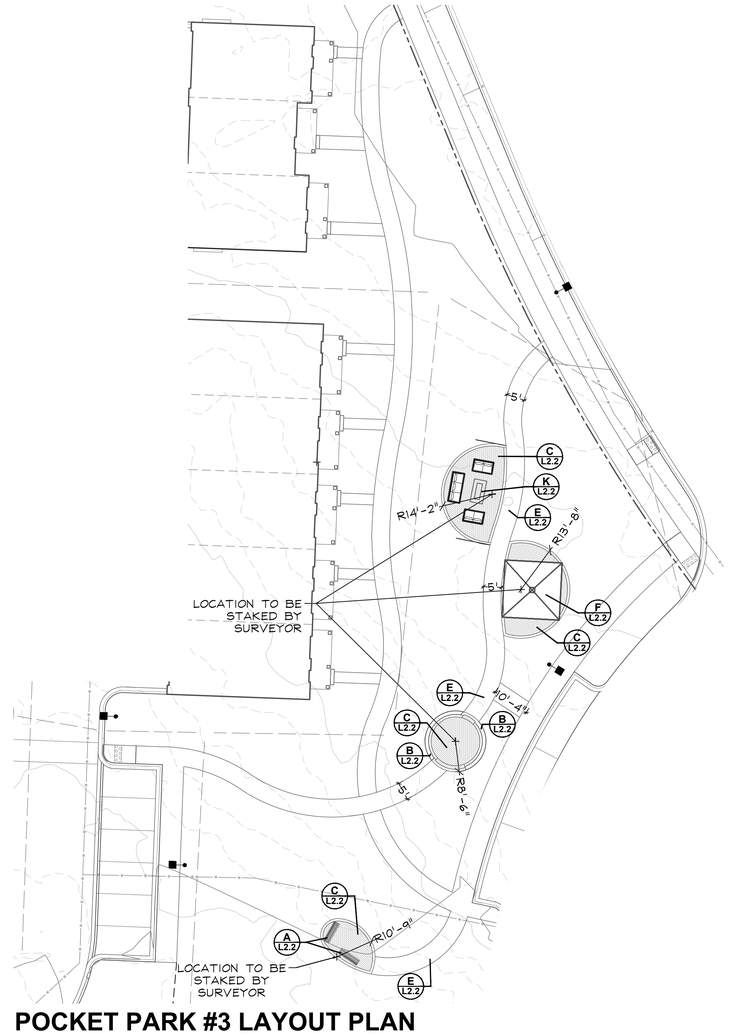
POCKET PARK #2 LAYOUT PLAN

0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



SEATING AREA LAYOUT PLAN

0 10' 20' 40' 60'
SCALE: 1"=20'
NORTH



POCKET PARK #3 LAYOUT PLAN

0 10' 20' 40' 60'
SCALE: 1"=20'
NORTH

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LAYOUT DETAILS

6	08.28.2025
5	07.03.2025
4	05.19.2025
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1	01.29.2024

REVISIONS

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DRAWN	MNW
CHECKED	REO
SHEET NO.	L2.1

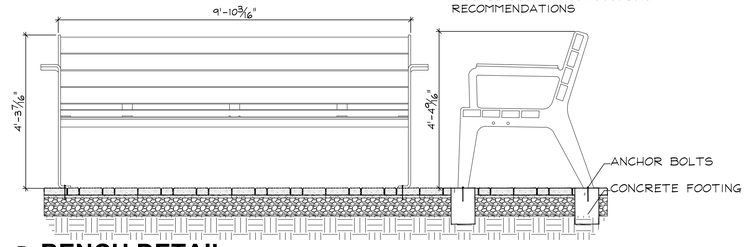
811 Know what's below. Call before you dig.

PLOT DATE: 8/28/25
PLOT COMPLETED

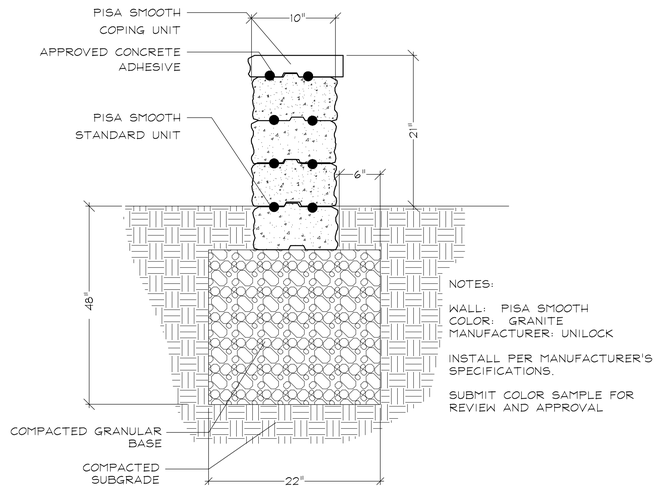
SITE FURNISHINGS SCHEDULE

	ITEM	MANUFACTURER	MODEL	COMMENTS/CONTACT
A L2.2	6' BENCH	ANOVA	MADISON-THMC6	COLOR: THERMORY & PEWTER
B L2.2	SEATWALL			
C L2.2	PAVERS	UNILOCK	HOLLANDSTONE PREMIER	FIELD COLOR: GRANITE FUSION SOLDIER COURSE: DARK CHARCOAL
D L2.2	CONCRETE CURB			3500 PSI MIN.
E L2.2	CONCRETE BENCH PADS & WALKS			3500 PSI MIN.
F L2.2	PAVILION	POLIGON	SQ16	COLORS: STEEL ROOF: FOREST GREEN FRAME: BROWN
G L2.2	THICKENED CURB			
H L2.2	ENGINEERED WOOD FIBER			
I L2.2	TURF DRAIN & DRAIN TILE			60 L.F. PERFORATED DRAIN TILE
J L2.2	RAMP			

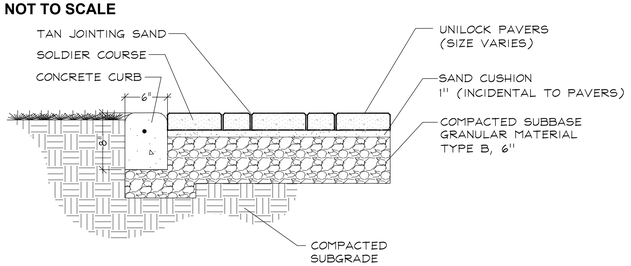
MANUFACTURER: ANOVA
MODEL: MADISON
COLOR: THERMORY AND PEWTER
INSTALL PER MANUFACTURERS RECOMMENDATIONS



A L2.2 BENCH DETAIL
NOT TO SCALE

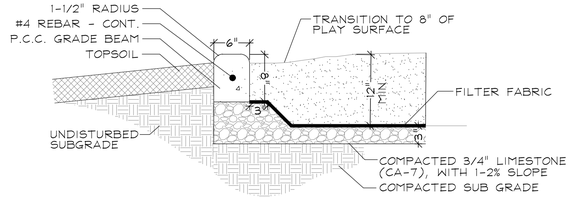


B L2.2 SEATWALL DETAIL
NOT TO SCALE

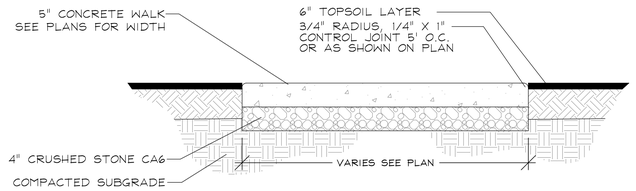


INSTALL PER MANUFACTURER'S RECOMMENDATIONS

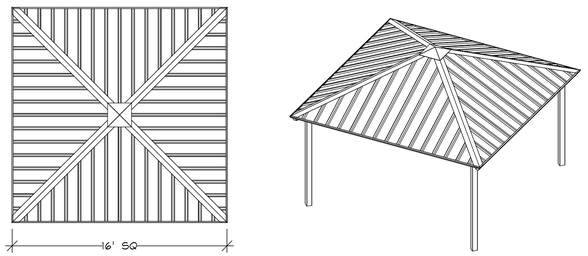
C L2.2 PAVER DETAIL
NOT TO SCALE

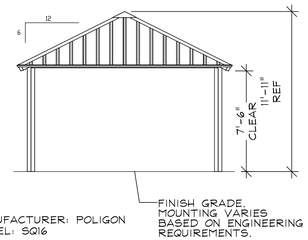


D L2.2 CONCRETE CURB DETAIL
NOT TO SCALE



E L2.2 CONCRETE BENCH PADS & WALKS DETAIL
NOT TO SCALE





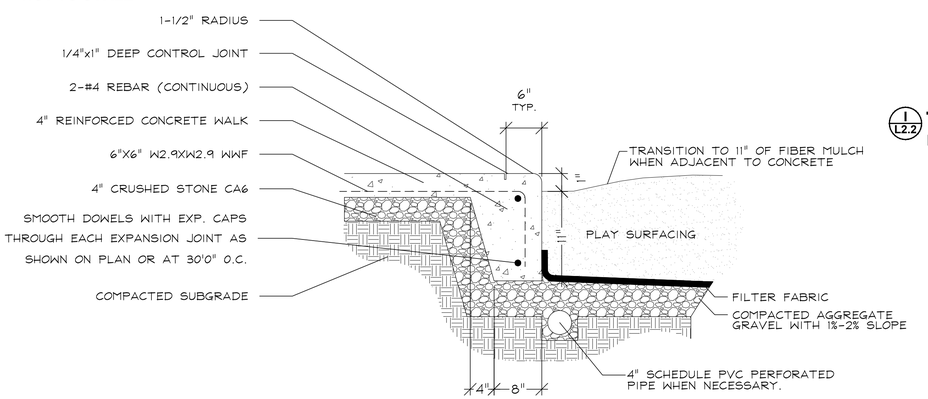
MANUFACTURER: POLIGON
MODEL: SQ16

GENERAL ROOF NOTES:

1. METAL ROOFING:
   - 24 GAUGE
   - GALVALUME COATED
   - KYNAR 500 PAINTED
2. TRIM COLOR MATCHES ROOF
3. COLORS
   STEEL ROOF: FOREST GREEN
   FRAME COLOR: BROWN

NOTE:
INSTALL PER MANUFACTURER SPECIFICATIONS.

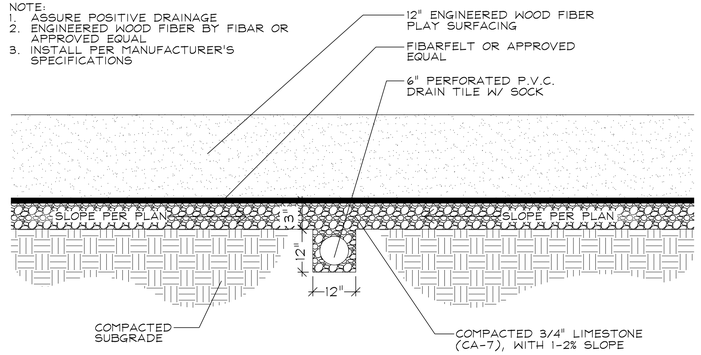
F-1 L2.2 COVERED STRUCTURE DETAIL
NOT TO SCALE



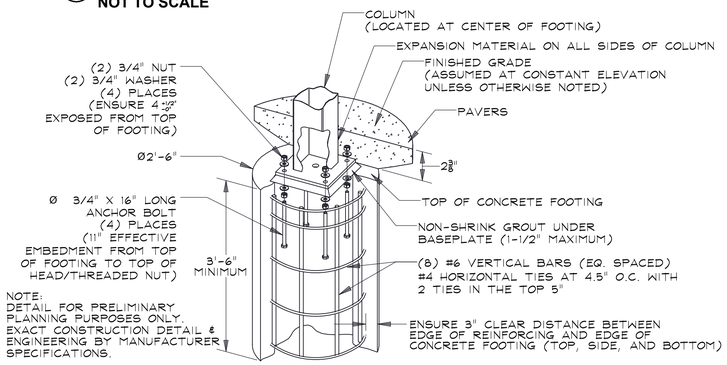
NOTE: THICKENED EDGE TO BE USED ADJACENT TO ALL PLAY AREAS

G L2.2 THICKENED CURB DETAIL
NOT TO SCALE

NOTE:
1. ASSURE POSITIVE DRAINAGE
2. ENGINEERED WOOD FIBER BY FIBAR OR APPROVED EQUAL
3. INSTALL PER MANUFACTURER'S SPECIFICATIONS

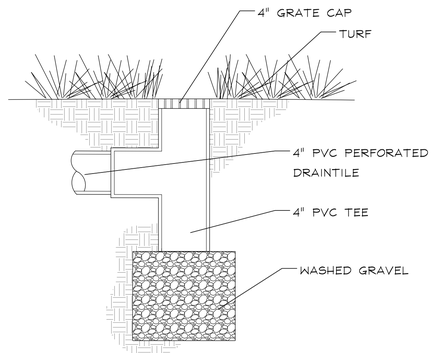


H L2.2 ENGINEERED WOOD FIBER DETAIL
NOT TO SCALE

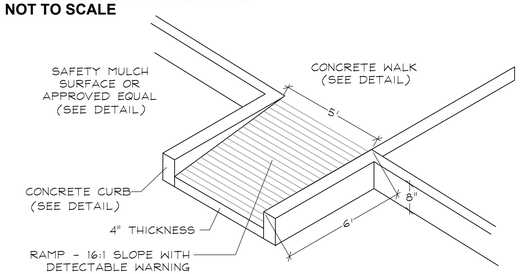


NOTE:
DETAIL FOR PRELIMINARY PLANNING PURPOSES ONLY. ENACT CONSTRUCTION DETAIL & ENGINEERING BY MANUFACTURER SPECIFICATIONS.

F-2 L2.2 COVERED STRUCTURE - TYPICAL COLUMN DETAIL
NOT TO SCALE



I L2.2 TURF DRAIN DETAIL
NOT TO SCALE



J L2.2 RAMP DETAIL
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CHECKED	REO

SHEET NO.
L2.2

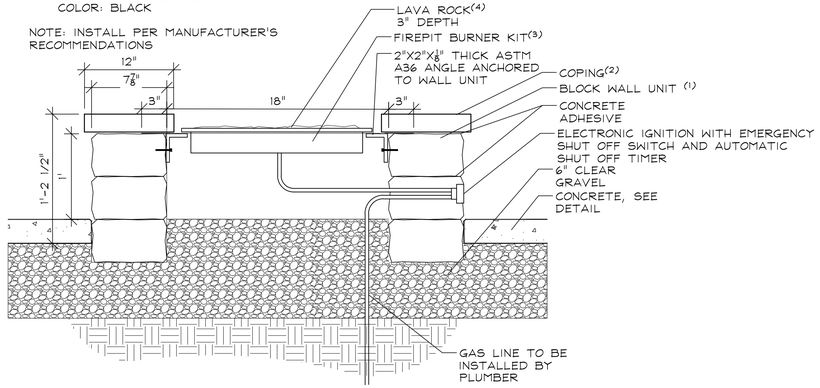
XREFS
PLOT CONFIG

SITE FURNISHINGS SCHEDULE

	ITEM	MANUFACTURER	MODEL	COMMENTS/CONTACT
K L2.3	FIRE FEATURE			
L L2.3	FENCE	ACTIVEYARDS	WISTERIA	6' HEIGHT

1. BLOCK WALL:
   MANUFACTURER:UNILOCK
   PRODUCT: BRUSSELS DIMENSIONAL
   COLOR: LIMESTONE
2. COPING:
   MANUFACTURER:UNILOCK
   PRODUCT: BRUSSELS DIMENSIONAL
   COLOR: LIMESTONE
3. FIREPIT BURNER KIT:
   MANUFACTURER: AMERICAN FIRE GLASS
   24"X60"RECTANGULAR FIRE STAINLESS STEEL FLAT PLAN WITH AWEIS SYSTEM
   PRODUCT #: SS-RTFPAWEIS-N-60
   OR APPROVED EQUAL
4. LAVA ROCK:
   MANUFACTURER: AMERICAN FIRE GLASS
   OR APPROVED EQUAL.
   COLOR: BLACK

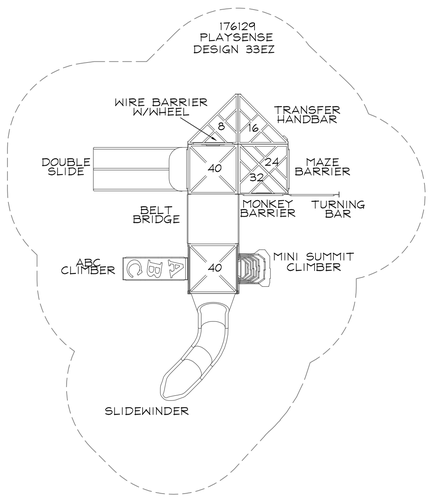
NOTE: INSTALL PER MANUFACTURER'S RECOMMENDATIONS



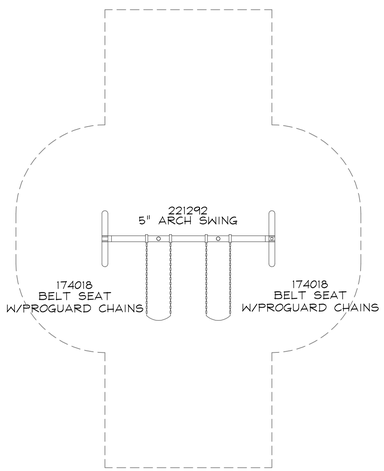
K L2.2 FIRE FEATURE DETAIL
NOT TO SCALE

PLAY EQUIPMENT SCHEDULE

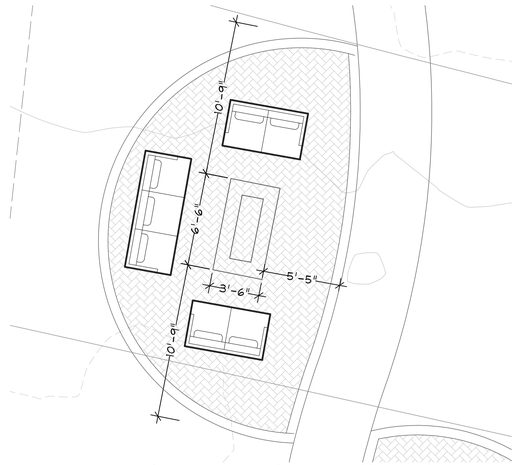
	ITEM	MANUFACTURER	DESIGN #:	QUANTITY
AA L2.3	PLAY STRUCTURE	LANDSCAPE STRUCTURES	2416	1 EA.
BB L2.3	SWING SET	LANDSCAPE STRUCTURES	3351	1 EA.



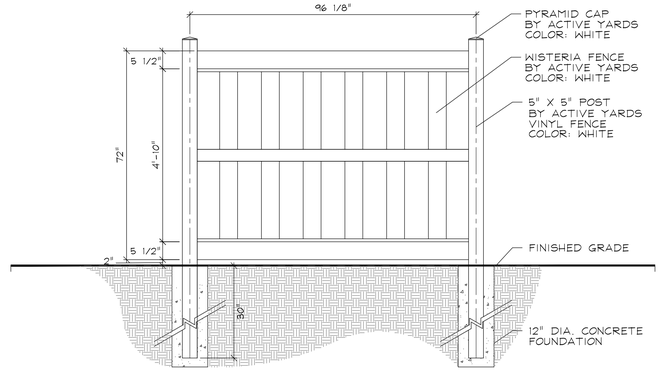
AA L2.3 PLAY STRUCTURE DETAIL
NOT TO SCALE



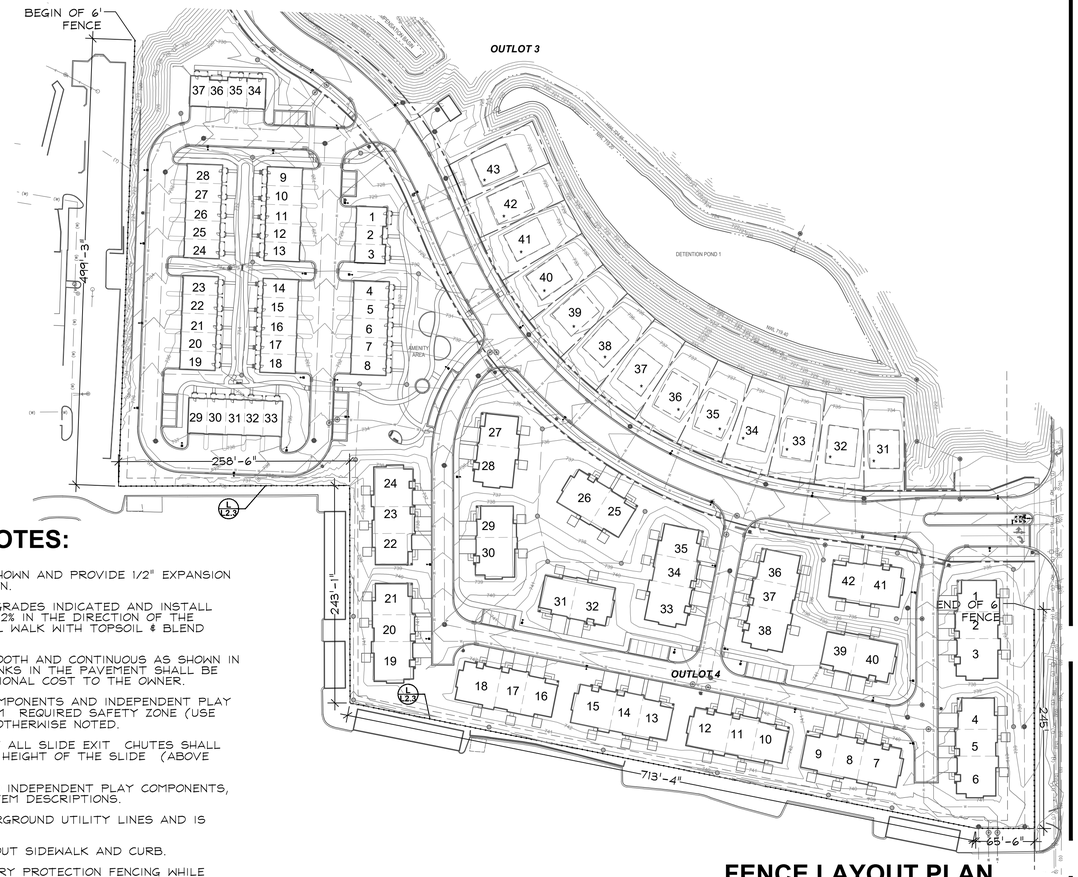
BB L2.3 SWING SET DETAIL
NOT TO SCALE



FIRE FEATURE LAYOUT PLAN
0 2.5' 5' 10' 15'
SCALE: 1"= 5'
NORTH



L L2.2 FENCE DETAIL
NOT TO SCALE



FENCE LAYOUT PLAN
0 40' 80' 160' 240'
SCALE: 1"=80'
NORTH

PLAY LOT GENERAL NOTES:

1. CONCRETE WALK.
   SCORE WALK IN 5' MODULES OR AS SHOWN AND PROVIDE 1/2" EXPANSION JOINTS AT 30' INTERVALS OR AS SHOWN.
2. CONCRETE WALK. EXCAVATE TO SUBGRADES INDICATED AND INSTALL NEW CONC. PITCH WALKWAY AT A MIN. 2% IN THE DIRECTION OF THE DRAINAGE PATTERN SHOWN. BACKFILL WALK WITH TOPSOIL & BLEND INTO SURROUNDING GRADE.
3. ALL CONCRETE CURVES SHALL BE SMOOTH AND CONTINUOUS AS SHOWN IN THE DRAWINGS. SHARP BENDS OR KINKS IN THE PAVEMENT SHALL BE REMOVED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.
4. DASHED LINE AROUND APPARATUS COMPONENTS AND INDEPENDENT PLAY COMPONENTS REPRESENTS THE MINIMUM REQUIRED SAFETY ZONE (USE ZONE) CLEARANCE OF 6'-0" UNLESS OTHERWISE NOTED.
5. THE REQUIRED USE ZONE IN FRONT OF ALL SLIDE EXIT CHUTES SHALL EXTEND A MINIMUM DISTANCE OF THE HEIGHT OF THE SLIDE (ABOVE THE PLAYGROUND SURFACE) + 4'-0".
6. FOR PLAY APPARATUS CLUSTERS AND INDEPENDENT PLAY COMPONENTS, SEE THE APPARATUS SCHEDULE FOR ITEM DESCRIPTIONS.
7. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITY LINES AND IS RESPONSIBLE FOR ANY DAMAGE.
8. CONTRACTOR SHALL SURVEY AND LAYOUT SIDEWALK AND CURB.
9. CONTRACTOR SHALL INSTALL TEMPORARY PROTECTION FENCING WHILE UNDER CONSTRUCTION
10. CONTRACTOR SHALL GRADE AND EXCAVATE AREAS NECESSARY TO INSTALL THE HARDSCAPE AND PLAY EQUIPMENT AS DETAILED.
11. CONTRACTOR SHALL GUARANTEE ALL CONCRETE FOR TWO YEARS.
12. CONTRACTOR TO VERIFY POSITIVE DRAINAGE IN ALL AREAS WITHIN LIMITS OF WORK.
13. CONTRACTOR TO UNDER DRAIN PLAY AREAS WITH DRAINTILE, AND ENSURING POSITIVE DRAINAGE AWAY FROM PLAY AREAS.

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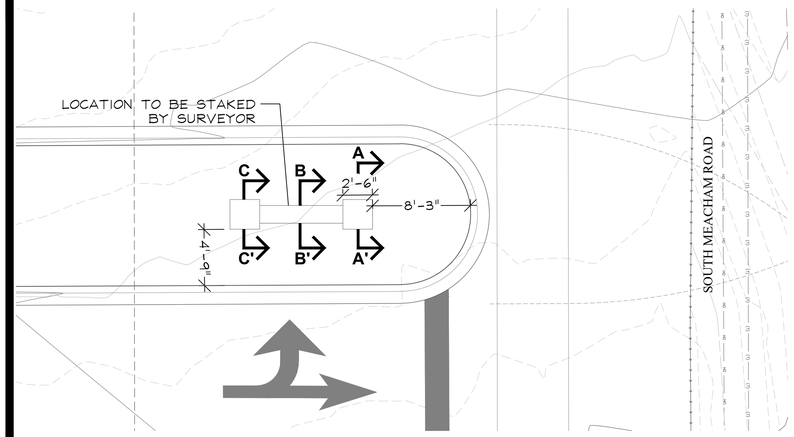
X:\SITE\...\PLOT CONFIG

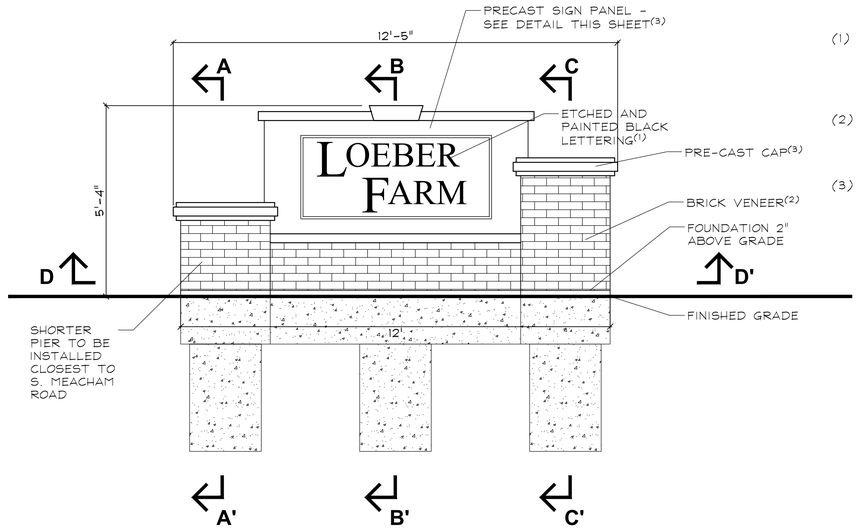


MONUMENT LAYOUT

0 5' 10' 20' 30'

SCALE: 1"=10'

NORTH



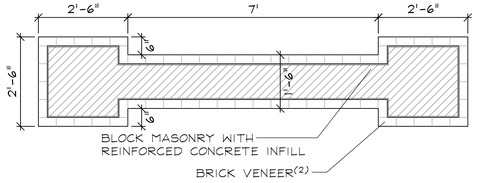
MONUMENT ELEVATION

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

(1) FONT: GOUDY OLD STYLE
"L": 12" HEIGHT AND "F": 12" HEIGHT
"OEBER": 8" HEIGHT
"ARM": 8" HEIGHT
ETCHED AND PAINTED BLACK

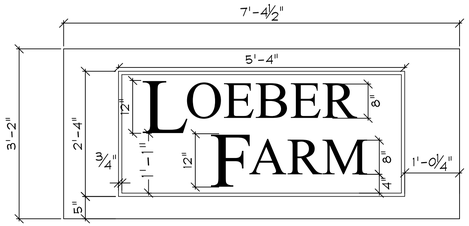
(2) BRICK VENEER: BRICK TO MATCH ARCHITECTURAL PLANS
SUBMIT COLOR & GROUT SAMPLE TO DEVELOPER & LANDSCAPE ARCHITECT.

(3) PRE-CAST CONCRETE COLOR: WHITE BY CUSTOM CAST STONE OR APPROVED EQUAL.
CAPS AND PANEL: SMOOTH FACE
SUBMIT COLOR SAMPLE TO DEVELOPER & LANDSCAPE ARCHITECT.



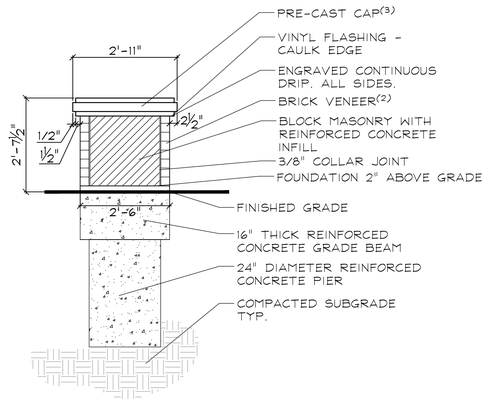
SECTION D-D'

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



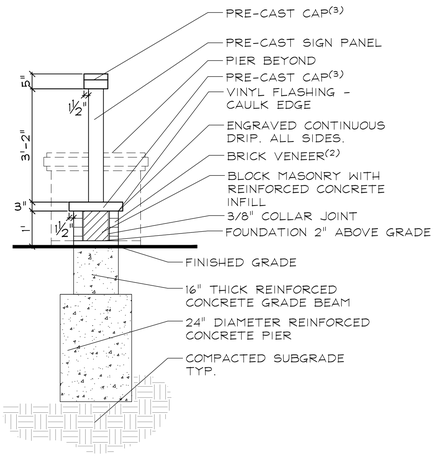
SIGN PANEL DETAIL

SCALE: 3/4" = 1'-0"



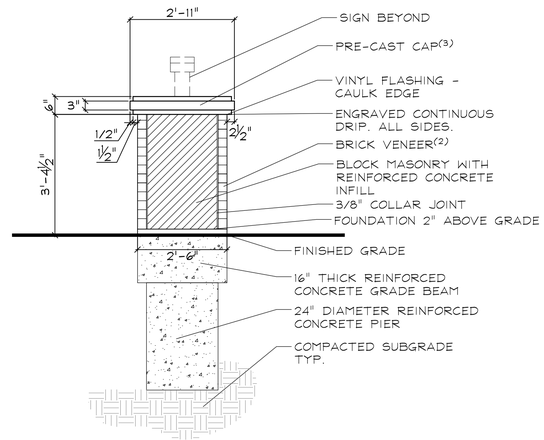
SECTION A-A'

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



SECTION B-B'

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



SECTION C-C'

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

ENTRANCE MONUMENT SPECIFICATIONS

1.0 DESCRIPTION OF WORK

A. The work consists of all labor, materials, work and equipment necessary and required to complete monuments, fence and foundations as shown on drawings or specified herein, including, but not limited to:

1. Submission of color and material samples
2. Submission of shop drawings
3. Submission of construction schedule
4. Verification of existing conditions and underground utilities
5. Secure and pay for all permits, fees, inspections and schedule all inspections related to work, including J.U.L.I.E. locates.
6. Comply with all applicable codes

2.0 QUALITY ASSURANCE

A. Construction shall conform to ©Building Code Requirements for Engineered Brick Masonry," BIA, latest edition.

B. All brick and stone shall be finest architectural grade free of cracks, chips, defects, etc.

C. Installation shall be by a company continuously and regularly employed in the installation of brick and stone monuments for a period of at least 5 consecutive years.

D. No masonry shall be laid when the temperature is expected to fall below 40 degrees F, unless suitable means, submitted in writing to the owner, are provided to heat materials and protect the work. Protect work from cold and frost and insure that mortar will harden without freezing. N o additives shall be used, unless approved in writing by the owner.

E. All corners of monuments and piers are to be staked by engineer and verified by the contractor.

3.0 JOB CONDITIONS

A. Examine and evaluate grades, and soils. Provide soil testing and verify soils structural integrity. Observe the conditions under which work is to be performed and notify the owner of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; Notify J.U.L.I.E.; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. All streets and curbs must be cleaned at the end of each working day.

D. All OSHA requirements for safety must be adhered to at all times.

4.0 GUARANTEES

A. Guarantee monuments 1 year from final acceptance on owner's representative on workmanship and materials.

B. Where failures have occurred resulting from the concrete not meeting the specified design strength, or workmanship, it shall be the responsibility of the subcontractors in connection with the supplier to take whatever corrective actions are necessary to eliminate the problem. In addition, it shall be their responsibility to make restitution for their resulting repair work created by the problem.

5.0 SUBMITTALS

A. Construction Schedule: After award of the Contract, the Contractor shall prepare and submit to the owner or an owner authorized representative an estimated construction progress schedule for work, including sub-schedules of related activities which are essential to its progress, as well as lead-time for materials.

1. Show complete sequence of construction by activity, with dates for beginning and completion of each element of construction. Schedule to represent a continuous flow of construction activities so that there are no days of non-activity on site.

B. Product Samples: Submit samples of stone, architectural pre-cast, mortars and sealants, slate, light fixtures, tile, and ornamental fencing for the owner's design conformance review prior to delivery to site.

C. Product Data: Submit product data for stone, limestone, architectural pre-cast, mortars and joint sealants, slate, tile, light fixtures, and ornamental fencing.

D. Provide certificate of insurance per the owner's requirements.

E. Provide names and contact information for any subcontractors and suppliers.

F. Shop Drawings:

1. Prepare and submit to the Owner's Representative for design conformance review complete cutting and setting drawings for all masonry work:
2. Submit one (1) set prints with following items in detail:
   a) Sizes
   b) Sections
   c) Dimensions and numbering of stone and brick.
   d) Arrangements of joints and bond.
3. Show jointing as indicated on the contract drawings, unless modification is reviewed for design conformance by Owner's Representative prior to preparation of shop drawings.
4. Establish jointing in accordance with industry standards and practices where not indicated on contract drawings.

6.0 PRODUCT DELIVERY, STORAGE, AND HANDLING

A. Loading and Shipment:

1. Pack carefully for transportation, with exercise of all customary and reasonable precautions against damage in transit, all brick, and limestone to be used for the work.
2. Load and ship all brick and cut stone in a sequence mutually agreed upon by the General Contractor and the material supplier.

B. Unloading and Storage:

1. Receive and unload at site all brick and stone with necessary care in handling to avoid damage or soiling.
2. Store brick and stone clear of ground on non-staining skids. Wood containing tannin, chemical treatment, or excessive amounts of resin shall not be used.
3. Cover brick and stone with waterproof, clean canvas, or polyethylene for protection from construction or natural elements.

7.0 INSTALLATION

A. Mortar:

1. Cement: white, non-staining masonry cement, conforming to ASTM-C91.
2. Sand: Clean, sharp, and washed, capable of passing a No. 16 sieve, and in conformance with ASTM-CIAA. Carefully select sand for use in pointing mortar for color to match limestone. For pointing mortar, select a white sand.
3. Lime: Hydrated, conforming to ASTM-C207, Type S.
4. Water: Clear, non-alkaline, potable and free of oils, salts, and other harmful elements.

B. Foundation

Concrete mix air entrainment, compressive strength at twenty-eight (28) days, and slump are to be designed and specified by the contractor's structural engineer.

C. Mortar Beds:

1. Lay brick with full mortar coverage on horizontal and vertical joints in all courses.
2. Provide sufficient mortar on ends of brick to completely fill head joints.
3. Rock closure into place with head joints thrown against two adjacent bricks in place.

D. Mortar Joints; Horizontal and vertical face joints:

1. Nominal thickness: 3/8 inch.
2. Construct uniform joints.
3. Shove vertical joints tight.
4. Tool concave joints in exposed surfaces when thumbprint hard.
5. Width, depth, and tooling of all mortar joints shall be consistent and shall not vary more than 1/8".
6. Movement joints: Keep clean of all mortar and debris.

E. Flashing:

1. Install complete and continuous under stone copings and other projections.
2. Lap joints 6". Seal entire contact surface with mastic.
3. Provide a mortar wash at the base of the cavity, underneath the through-wall flashing, pitching out.
4. Cover flashing with mortar.

F. Weepholes

1. Provide 3/8" cotton rope weeps. Rope weeps shall extend thru the veneer face and inside the cavity, lying on top and along the bottom length of the flashing. Cut rope flush with wall face.
2. Maximum spacing: rope weeps: 16 inches o.c., at wall base; 16 inches o.c. at lintels above openings.
3. Keep weepholes and area above flashing free of mortar droppings.

8.0 CLEAN UP AND PROTECTION

A. All material shall be washed with fiber brushes, soap powder, and clean water or Owner reviewed mechanical cleaning process.

B. Sand blasting, wire brushes, or acids shall not be used. Exceptions may be considered if reviewed by the Owner or an Owner authorized representative.

C. During work, store materials and equipment as directed by the owner.

D. Protect work and materials from damage due to operations by other trades and trespassers. Maintain protection during installation.

9.0 INSPECTION AND ACCEPTANCE

A. The Owner and or the Owner's representative reserves the right to inspect materials and workmanship at the site prior to, during construction, or at the time of inspection for compliance with these specifications.

B. Notify the Owner's representative when completed, for final design conformance review.

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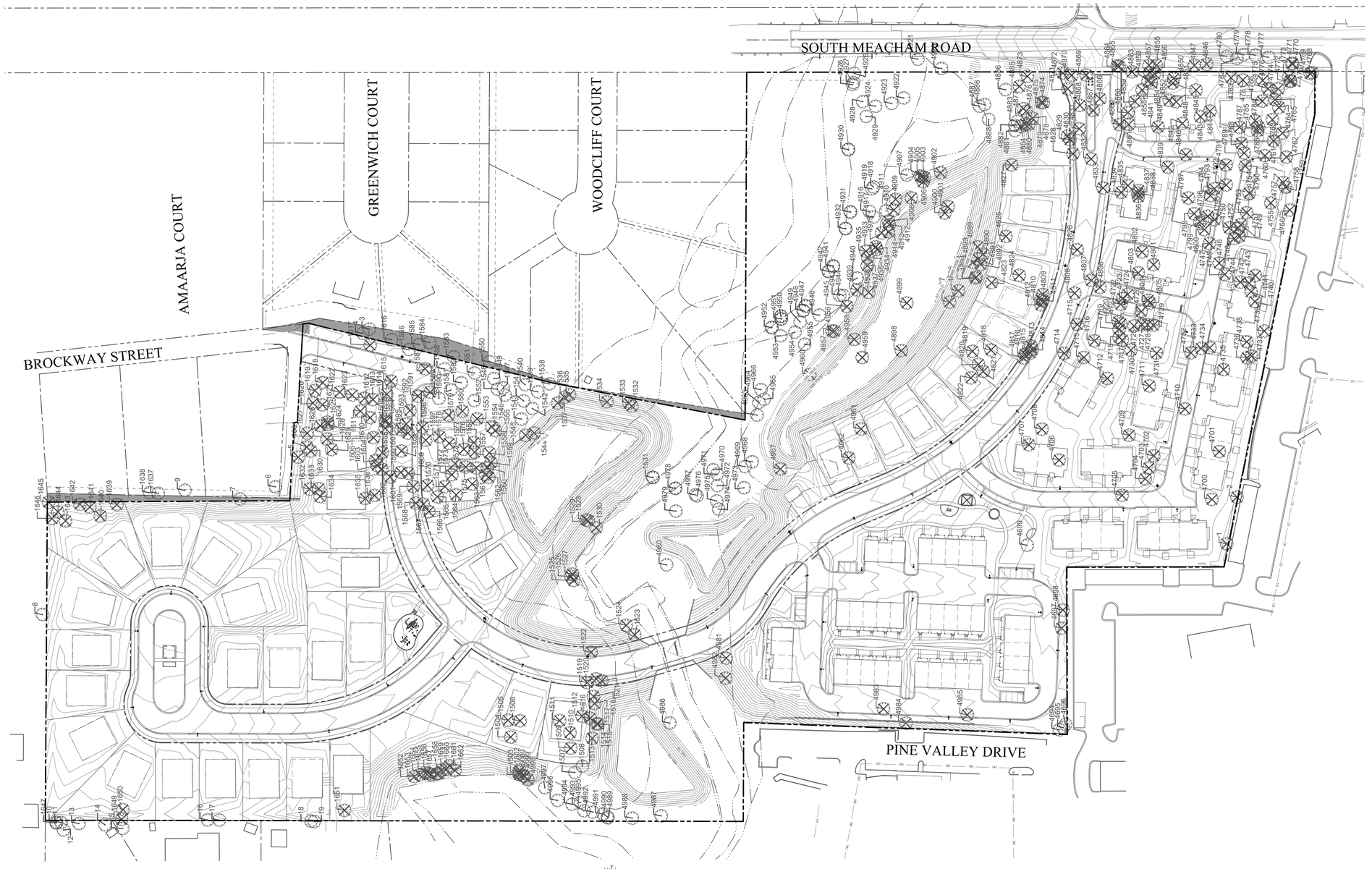
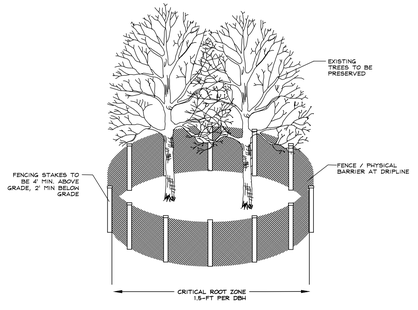
915



LEGEND

- TREE TO BE PRESERVED
- TREE TO BE REMOVED



TREE PRESERVATION DETAIL
(NOT TO SCALE)
SEE NOTES

TREE PRESERVATION NOTES

1. 48'' high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
2. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
3. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
4. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
5. Contractors shall protect trees and vegetation against spills or discharge of fuels,lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
6. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.

0 40' 80' 160' 240'

SCALE: 1"=80'

NORTH

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

DEVELOPER
NITTI DEVELOPMENT
399 WALL STREET
GLENDALE HEIGHTS, IL 60139

CIVIL ENGINEER
V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, IL 60517

LOEBER FARM

SCHAUMBURG, ILLINOIS

TREE PRESERVATION PLAN

6	08.28.2025
5	07.03.2025
4	05.19.2025
3	02.28.2025
2	05.06.2024
1	01.29.2024

REVISIONS

DATE	5.10.2023
PROJECT NO.	NC2116
DRAWN	MNW
CHECKED	REO

SHEET NO.

L3.1

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

TREE INVENTORY LIST

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 12" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged.
3) Health Rating:

Rating	Description	Criteria
1	Excellent	Less than 10% dead wood, typical growth for species, no observed defects
2	Good	Less than 20% dead wood, minor defects, sound structure, no decay
3	Fair	Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities
4	Fair to Poor	Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage
5	Poor	Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities
6	Dead	Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay

TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	ACTION	STRUCTURE	HEALTH	NOTES
1	*Juglans nigra*	Black Walnut	18	3 - Fair	Remove	Unbalanced	20% dead wood	Offsite
2	*Juglans nigra*	Black Walnut	18	3 - Fair	Remove	U-shaped joint	Cavity	Offsite
3	*Quercus alba*	White Oak	24	2 - Good	Preserve			Offsite
4	*Quercus alba*	White Oak	24	3 - Fair	Preserve	Unbalanced		5 feet offsite
5	*Acer rubra*	Red Maple	15	2 - Good	Remove			Prev tag 717
6	*Quercus alba*	White Oak	30x2	2 - Good	Preserve			Offsite
7	*Quercus alba*	White Oak	24	2 - Good	Preserve		20% dead wood	Offsite
8	*Quercus alba*	White Oak	30	2 - Good	Preserve		Trunk Scar	6' offsite
9	*Quercus rubra*	Red Oak	15	2 - Good	Preserve			15' offsite
10	*Tilia americana*	American Basswood	12	2 - Good	Preserve	Crown Lean		Offsite
11	*Ulmus americana*	American Elm	8	3 - Fair	Preserve	Crown Lean	Grown around fence	Offsite
12	*Quercus rubra*	Red Oak	30	2 - Good	Preserve			8' offsite
13	*Tilia americana*	American Basswood	22 x 3	3 - Fair	Preserve	Lean		Offsite
14	*Tilia americana*	American Basswood	12,10,8	3 - Fair	Preserve	Multi Leader, Lean		3' offsite
15	*Quercus rubra*	Red Oak	12	2 - Good	Preserve	Crown Lean	Vines	Offsite
16	*Tilia americana*	American Basswood	20,14,14	3 - Fair	Preserve	V-shaped joint, Lean	20% dead wood	Offsite
17	*Quercus rubra*	Red Oak	16	2 - Good	Preserve	Unbalanced		Offsite, prev tag 58
18	*Tilia americana*	American Basswood	12,10,10,8	4 - Fair/Poor	Preserve			Offsite
19	*Tilia americana*	American Basswood	20,14,12	3 - Fair	Preserve	V-shaped joint, Multi Leader, Lean		Offsite
1501	*Prunus serotina*	Black Cherry	7	3 - Fair	Remove		30% dead wood	
1502	*Prunus serotina*	Black Cherry	13	3 - Fair	Remove		30% dead wood	
1503	*Quercus macrocarpa*	Bur Oak	6	2 - Good	Remove	Slight lean		
1504	*Juglans nigra*	Black Walnut	18	2 - Good	Remove	Unbalanced		
1505	*Tilia americana*	American Basswood	22,16,14	3 - Fair	Remove	Lean, Crown Lean	20% dead wood	
1506	*Quercus rubra*	Red Oak	36	2 - Good	Remove		20% dead wood	
1507	*Tilia americana*	American Basswood	15,5	3 - Fair	Remove	Corrected lean		
1508	*Tilia americana*	American Basswood	23,6	2 - Good	Remove	Prune 6" leader		
1509	*Quercus rubra*	Red Oak	32	2 - Good	Remove		20% dead wood, Cage around trunk	
1510	*Quercus macrocarpa*	Bur Oak	33	5 - Poor	Remove		>50% dead wood, Dead Limbs, Dead Leader, Fungus, Cavity	
1511	*Quercus rubra*	Red Oak	36	4 - Fair/Poor	Remove	Unbalanced		Dead Limbs, Cavity, Trunk Scar
1512	*Carya ovata*	Shagbark Hickory	6	2 - Good	Remove			
1513	*Quercus rubra*	Red Oak	29	2 - Good	Remove		20% dead wood, Healed trunk scar	Prev tag 1215
1514	*Quercus rubra*	Red Oak	5	2 - Good	Remove	Corrected crown lean		
1515	*Ulmus americana*	American Elm	8	2 - Good	Remove	Unbalanced		
1516	*Quercus rubra*	Red Oak	36	2 - Good	Remove	Lean	20% dead wood	
1517	*Quercus rubra*	Red Oak	19	2 - Good	Remove			
1518	*Quercus rubra*	Red Oak	14	2 - Good	Remove	Lean		
1519	*Quercus alba*	White Oak	44	2 - Good	Remove		20% dead wood, Cage around trunk	
1520	*Quercus rubra*	Red Oak	10	2 - Good	Remove			
1521	*Crataegus mollis*	Downy Hawthorn	7	3 - Fair	Remove	Lean		
1522	*Quercus rubra*	Red Oak	24	2 - Good	Remove		Dead ash stump next to it	
1523	*Acer negundo*	Box Elder	14,11	3 - Fair	Remove	Double Leader, Lean		
1524	*Catalpa speciosa*	Catalpa	10	3 - Fair	Remove	Lean over creek, Unbalanced		
1525	*Acer negundo*	Box Elder	7	2 - Good	Remove			
1526	*Acer negundo*	Box Elder	7	2 - Good	Remove			
1527	*Acer negundo*	Box Elder	7	3 - Fair	Remove		30% dead wood	
1528	*Acer negundo*	Box Elder	9	3 - Fair	Remove	Slight lean	20% dead wood	
1529	*Acer negundo*	Box Elder	7	3 - Fair	Remove	Lean	20% dead wood	
1530	*Acer negundo*	Box Elder	10	3 - Fair	Remove	Lean, Crowded	20% dead wood, Vines	
1531	*Tilia americana*	American Basswood	14,11,8,6,3	3 - Fair	Preserve	Multi Leader, Crowded	20% dead wood	
1532	*Tilia americana*	American Basswood	22	3 - Fair	Remove	Lean, Unbalanced, Crowded		Prev tag 952
1533	*Tilia americana*	American Basswood	20	2 - Good	Remove	Slight lean at base		
1534	*Tilia americana*	American Basswood	16,9	3 - Fair	Remove	Double Leader, Lean, Unbalanced		
1535	*Tilia americana*	American Basswood	26	2 - Good	Preserve	Crown Lean	20% dead wood	
1536	*Tilia americana*	American Basswood	30	3 - Fair	Preserve	Lean, Crown Lean	20% dead wood	
1537	*Quercus macrocarpa*	Bur Oak	19	2 - Good	Preserve	Burls at base		
1538	*Tilia americana*	American Basswood	20	2 - Good	Preserve	Unbalanced		
1539	*Quercus alba*	White Oak	20	2 - Good	Preserve		20% dead wood	
1540	*Pinus strobus*	White Pine	13, 50' tall	2 - Good	Preserve		10% dead wood	
1541	*Quercus alba*	White Oak	20	2 - Good	Preserve	Crown Lean	20% dead wood	
1542	*Quercus alba*	White Oak	46	3 - Fair	Preserve	Fused Leaders, Unbalanced, Crown Lean		
1543	*Quercus alba*	White Oak	22	2 - Good	Preserve	Lean		
1544	*Quercus macrocarpa*	Bur Oak	24,20	3 - Fair	Preserve	U-shaped joint, Double Leader, Lean, Unbalanced		
1545	*Quercus alba*	White Oak	18	2 - Good	Remove	Slight lean		
1546	*Quercus alba*	White Oak	25	2 - Good	Preserve		20% dead wood	
1547	*Quercus alba*	White Oak	20	3 - Fair	Preserve	Crown Lean	20% dead wood	
1548	*Quercus alba*	White Oak	25	2 - Good	Preserve			
1549	*Quercus rubra*	Red Oak	26	3 - Fair	Preserve	Lean, Crown Lean		
1550	*Quercus alba*	White Oak	22	2 - Good	Preserve	Slight imbalance		
1551	*Quercus alba*	White Oak	18	2 - Good	Preserve	Lean	20% dead wood	
1552	*Quercus alba*	White Oak	30	2 - Good	Preserve	Unbalanced		
1553	*Acer saccharum*	Sugar Maple	20	2 - Good	Remove	Unbalanced	10% dead wood	
1554	*Quercus alba*	White Oak	25	2 - Good	Remove	Unbalanced		
1555	*Quercus alba*	White Oak	18	2 - Good	Remove	Unbalanced		
1556	*Quercus alba*	White Oak	20	2 - Good	Remove	Unbalanced		
1557	*Quercus alba*	White Oak	17	3 - Fair	Remove	Strong lean		
1558	*Quercus alba*	White Oak	19	2 - Good	Remove	Unbalanced		
1559	*Tilia americana*	American Basswood	16	3 - Fair	Remove	Unbalanced, Crown Lean		
1560	*Carya ovata*	Shagbark Hickory	9	2 - Good	Remove			
1561	*Quercus rubra*	Red Oak	15	2 - Good	Remove	Crown Lean		
1562	*Quercus rubra*	Red Oak	27	3 - Fair	Remove	Lean	20% dead wood	
1563	*Quercus rubra*	Red Oak	23	3 - Fair	Remove	Lean	20% dead wood	
1564	*Quercus rubra*	Red Oak	38	4 - Fair/Poor	Remove	Lean, Crown Lean	40% dead wood	
1565	*Quercus rubra*	Red Oak	36	3 - Fair	Remove	Lean	20% dead wood, Cavity	
1566	*Picea abies*	Norway Spruce	11, 40' tall	4 - Fair/Poor	Remove		>50% dead wood	
1567	*Picea abies*	Norway Spruce	12, 50' tall	4 - Fair/Poor	Remove		30% dead wood	
1568	*Picea abies*	Norway Spruce	16, 60' tall	3 - Fair	Remove		20% dead wood	
1569	*Quercus alba*	White Oak	26	2 - Good	Remove		20% dead wood	
1570	*Acer saccharinum*	Silver Maple	28	3 - Fair	Remove		30% dead wood	
1571	*Acer saccharum*	Sugar Maple	15	2 - Good	Remove	Unbalanced		
1572	*Quercus rubra*	Red Oak	22	4 - Fair/Poor	Remove		30% dead wood	
1573	*Quercus rubra*	Red Oak	28	3 - Fair	Remove	Lean	20% dead wood, Cavity	
1574	*Acer platanoides*	Norway Maple	12	2 - Good	Remove	Lean		
1575	*Quercus alba*	White Oak	17	2 - Good	Remove			
1576	*Acer platanoides*	Norway Maple	11	2 - Good	Remove			
1577	*Quercus alba*	White Oak	25	2 - Good	Remove	Unbalanced		
1578	*Acer saccharinum*	Silver Maple	20	3 - Fair	Remove		20% dead wood	
1579	*Quercus rubra*	Red Oak	28	2 - Good	Preserve	Lean		
1580	*Tilia americana*	American Basswood	22	2 - Good	Remove		20% dead wood	
1581	*Acer saccharinum*	Silver Maple	18	3 - Fair	Preserve		20% dead wood	
1582	*Quercus alba*	White Oak	32	3 - Fair	Preserve	Lean	Healed trunk scar	
1583	*Tilia americana*	American Basswood	20	2 - Good	Preserve	Unbalanced		
1584	*Quercus alba*	White Oak	32	2 - Good	Preserve	Unbalanced		
1585	*Quercus alba*	White Oak	30	2 - Good	Preserve	Crown Lean		
1586	*Quercus alba*	White Oak	28	2 - Good	Preserve	Unbalanced	10% dead wood	
1587	*Quercus alba*	White Oak	34	2 - Good	Remove		10% dead wood	
1588	*Quercus alba*	White Oak	30	2 - Good	Preserve	Unbalanced		
1589	*Acer saccharum*	Sugar Maple	16	2 - Good	Preserve			
1590	*Quercus rubra*	Red Oak	26	2 - Good	Preserve	Crown Lean	10% dead wood	
1591	*Quercus alba*	White Oak	25	3 - Fair	Remove	Crown Lean	Cavity	
1592	*Quercus rubra*	Red Oak	28	2 - Good	Remove		20% dead wood	
1593	*Ostrya virginiana*	Ironwood	7	3 - Fair	Remove	Slight lean	Trunk Scar	
1594	*Tilia americana*	American Basswood	11,3,3	3 - Fair	Remove	Crown Lean	20% dead wood	
1595	*Tilia americana*	American Basswood	12,6	3 - Fair	Remove	Lean, Unbalanced, Crowded		
1596	*Acer saccharinum*	Silver Maple	14	3 - Fair	Remove	U-shaped joint, Lean, at 6'		
1597	*Acer saccharum*	Sugar Maple	14	2 - Good	Remove	Unbalanced		
1598	*Tilia americana*	American Basswood	17,4	3 - Fair	Remove	Lean	20% dead wood	
1599	*Tilia americana*	American Basswood	16	2 - Good	Remove	Crown Lean		
1600	*Acer saccharinum*	Silver Maple	17	3 - Fair	Remove	Unbalanced, Crown Lean	20% dead wood	
1601	*Quercus rubra*	Red Oak	26	4 - Fair/Poor	Remove	U-shaped joint, Crown Lean	20% dead wood, Cavity	
1602	*Quercus alba*	White Oak	23	2 - Good	Remove			
1603	*Quercus alba*	White Oak	20	2 - Good	Remove	Unbalanced		
1604	*Quercus alba*	White Oak	22	2 - Good	Remove	Crown Lean		
1605	*Acer saccharum*	Sugar Maple	12	3 - Fair	Remove	Unbalanced		
1606	*Acer saccharinum*	Silver Maple	18	3 - Fair	Remove	Crown Lean	30% dead wood	Prev tag 1053
1607	*Quercus alba*	White Oak	24	2 - Good	Remove		20% dead wood	
1608	*Quercus rubra*	Red Oak	26	2 - Good	Remove		10% dead wood	
1609	*Ostrya virginiana*	Ironwood	7	3 - Fair	Remove	Lean	20% dead wood	
1610	*Quercus alba*	White Oak	18	2 - Good	Remove	Unbalanced	20% dead wood	
1611	*Quercus alba*	White Oak	29	3 - Fair	Remove	Lean	20% dead wood, Healed trunk scar	
1612	*Tilia americana*	American Basswood	13	3 - Fair	Remove	Lean, Crown Lean		
1613	*Tilia americana*	American Basswood	13	3 - Fair	Remove	Lean	20% dead wood	
1614	*Quercus rubra*	Red Oak	23	4 - Fair/Poor	Remove	Lean	30% dead wood, Cavity	
1615	*Acer platanoides*	Norway Maple	16	2 - Good	Remove	Unbalanced		
1616	*Quercus alba*	White Oak	20	3 - Fair	Preserve	Lean, Crown Lean	20% dead wood	
1617	*Quercus alba*	White Oak	22	2 - Good	Remove	Unbalanced	20% dead wood	
1618	*Acer saccharinum*	Silver Maple	28	3 - Fair	Remove	Lean	20% dead wood	
1619	*Acer platanoides*	Norway Maple	8	2 - Good	Remove		20% dead wood	
1620	*Tilia americana*	American Basswood	22	2 - Good	Remove	Unbalanced, Crown Lean	20% dead wood	
1621	*Quercus alba*	White Oak	21	2 - Good	Remove	Unbalanced	10% dead wood	
1622	*Quercus alba*	White Oak	29	2 - Good	Remove	Unbalanced, Crown Lean		
1623	*Quercus rubra*	Red Oak	24	3 - Fair	Remove	Unbalanced, Crown Lean	20% dead wood	
1624	*Acer saccharinum*	Silver Maple	16	2 - Good	Remove		20% dead wood	
1625	*Quercus alba*	White Oak	13	2 - Good	Remove		20% dead wood	
1626	*Quercus alba*	White Oak	23	4 - Fair/Poor	Remove		20% dead wood, Cavity, at base	
1627	*Quercus alba*	White Oak	22	2 - Good	Remove	Lean		
1628	*Acer platanoides*	Norway Maple	12	2 - Good	Remove	Unbalanced	10% dead wood	Prev tag 1075
1629	*Acer saccharinum*	Silver Maple	30	3 - Fair	Remove	Unbalanced	20% dead wood	
1630	*Quercus rubra*	Red Oak	28	4 - Fair/Poor	Remove		20% dead wood, Hollow, Trunk Damage, Peeling Bark	
1631	*Quercus alba*	White Oak	15	2 - Good	Remove		20% dead wood	
1632	*Quercus alba*	White Oak	20	2 - Good	Remove	Lean	10% dead wood	
1633	*Quercus alba*	White Oak	20	2 - Good	Remove	Lean, Unbalanced		Prev tag 1079
1634	*Tilia americana*	American Basswood	26	3 - Fair	Remove	Lean, Crown Lean		
1635	*Tilia americana*	American Basswood	25	3 - Fair	Remove	Lean	10% dead wood	
1636	*Quercus rubra*	Red Oak	24	3 - Fair	Remove	Lean	10% dead wood	
1637	*Quercus rubra*	Red Oak	21	3 - Fair	Preserve	Lean, Unbalanced	20% dead wood	On site boundary
1638	*Tilia americana*	American Basswood	15	3 - Fair	Preserve	Lean	20% dead wood	
1639	*Tilia americana*	American Basswood	16	2 - Good	Remove	Slight lean		
1640	*Tilia americana*	American Basswood	9	2 - Good	Remove	Unbalanced		
1641	*Juglans nigra*	Black Walnut	22	3 - Fair	Remove	Crown Lean	20% dead wood	Offsite
1642	*Carya ovata*	Shagbark Hickory	10	2 - Good	Remove	Unbalanced	Vines	
1643	*Tilia americana*	American Basswood	9	3 - Fair	Remove	Lean, Crown Lean		
1644	*Tilia americana*	American Basswood	13	3 - Fair	Preserve	Lean, Crown Lean	20% dead wood	
1645	*Populus deltoides*	Eastern Cottonwood	40	2 - Good	Remove		20% dead wood	
1646	*Tilia americana*	American Basswood	14	3 - Fair	Remove	Unbalanced	20% dead wood	
1647	*Ulmus americana*	American Elm	20	3 - Fair	Preserve	Lean, Unbalanced	20% dead wood	
1649	*Ulmus americana*	American Elm	14	3 - Fair	Remove	Lean	20% dead wood, Grown around fence	On site boundary
1650	*Juglans nigra*	Black Walnut	9	3 - Fair	Remove	Lean, Unbalanced		
1651	*Carya ovata*	Shagbark Hickory	8	2 - Good	Remove	Unbalanced		
1652	*Quercus rubra*	Red Oak	20	2 - Good	Preserve			
1653	*Quercus rubra*	Red Oak	14,12	3 - Fair	Preserve	V-shaped joint, Double Leader, Lean, Unbalanced		
1654	*Ostrya virginiana*	Ironwood	6	3 - Fair	Preserve	Slight lean	Healing trunk scar	
1655	*Quercus rubra*	Red Oak	18	2 - Good	Preserve	Lean, Unbalanced	Healed trunk scar	
1656	*Quercus rubra*	Red Oak	6	2 - Good	Preserve	Unbalanced	20% dead wood	
1657	*Quercus rubra*	Red Oak	18	2 - Good	Preserve	Lean	20% dead wood	
1658	*Quercus rubra*	Red Oak	9	2 - Good	Preserve	Crowded		
1659	*Quercus rubra*	Red Oak	10	2 - Good	Preserve	Crowded	Adventitious Growth	
1660	*Ostrya virginiana*	Ironwood	9	2 - Good	Preserve		10% dead wood	
1661	*Tilia americana*	American Basswood	20,8	3 - Fair	Preserve	V-shaped joint, Double Leader, Lean		
1662	*Juglans nigra*	Black Walnut	7	2 - Good	Preserve		20% dead wood	
4694	*Juglans nigra*	Black Walnut	10	2 - Good	Preserve	Unbalanced	10% dead wood	Prev tag 356
4695	*Carya ovata*	Shagbark Hickory	7	3 - Fair	Preserve	Unbalanced, Crown Lean, Crowded		Prev tag 355
4696	*Carya ovata*	Shagbark Hickory	10	3 - Fair	Preserve	Unbalanced, Crown Lean, Crowded		Prev tag 354
4697	*Tilia americana*	American Basswood	25	3 - Fair	Remove	Young saplings growing from base	Cavity	
4698	*Tilia americana*	American Basswood	13,8	3 - Fair	Remove	Fused Leaders, Lean	10% dead wood	
4699	*Quercus macrocarpa*	Bur Oak	48	2 - Good	Remove	Unbalanced	10% dead wood	
4700	*Quercus alba*	White Oak	33	2 - Good	Remove	Slight lean	10% dead wood	
4701	*Quercus alba*	White Oak	26	2 - Good	Remove	Unbalanced, Crown Lean	20% dead wood	
4702	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove	Slight imbalance		Prev tag 322
4703	*Carya ovata*	Shagbark Hickory	18	2 - Good	Remove	Slight imbalance		Prev tag 323
4704	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove	Slight lean		
4705	*Tilia americana*	American Basswood	22	3 - Fair	Remove	Lean, Sapling/young offshoots from base	10% dead wood	Prev tag 1110
4706	*Quercus rubra*	Red Oak	40	3 - Fair	Remove	Unbalanced, Crown Lean	10% dead wood	
4707	*Populus deltoides*	Eastern Cottonwood	30	2 - Good	Remove		20% dead wood	Prev tag 334
4708	*Juglans nigra*	Black Walnut	32	3 - Fair	Remove	Lean, Unbalanced	10% dead wood	Prev tag 335
4709	*Carya ovata*	Shagbark Hickory	22	3 - Fair	Remove	Crown Lean	20% dead wood, Tip die back	Prev tag 321
4710	*Carya ovata*	Shagbark Hickory	26	3 - Fair	Remove	Unbalanced, Crown Lean	10% dead wood	Prev tag 317
4711	*Tilia americana*	American Basswood	26	2 - Good	Remove	Slight imbalance	10% dead wood	Prev tag 318
4712	*Carya ovata*	Shagbark Hickory	28	3 - Fair	Remove	Broken Limb, Slight lean	Trunk Scar	Prev tag 319
4713	*Carya ovata*	Shagbark Hickory	28	3 - Fair	Remove	Lean, Unbalanced	10% dead wood	Prev tag 277
4714	*Fraxinus sp.*	Ash	24	3 - Fair	Remove	Lean	10% dead wood	Prev tag 276
4715	*Quercus rubra*	Red Oak	50	3 - Fair	Remove	Unbalanced	Cavity, Healed trunk scars	Prev tag 279
4716	*Quercus alba*	White Oak	30	2 - Good	Remove		10% dead wood	Prev tag 278
4717	*Quercus alba*	White Oak	36	2 - Good	Remove	Unbalanced, Crown Lean	10% dead wood	Prev tag 289
4718	*Prunus serotina*	Black Cherry	9	3 - Fair	Remove	V-shaped joint, Lean, Crowded	10% dead wood	
4719	*Prunus serotina*	Black Cherry	12	4 - Fair/Poor	Remove	Lean, Crown Lean	20% dead wood, Cavity	Prev tag 287
4720	*Prunus serotina*	Black Cherry	10	4 - Fair/Poor	Remove	Lean, Unbalanced, Crowded	30% dead wood	Prev tag 286
4721	*Ulmus americana*	American Elm	11	4 - Fair/Poor	Remove	Lean, Crown Lean, Crowded	30% dead wood	
4722	*Quercus alba*	White Oak	31	2 - Good	Remove	Unbalanced	20% dead wood	Prev tag 247
4723	*Quercus alba*	White Oak	24	3 - Fair	Remove	Lean, Unbalanced, Crown Lean	20% dead wood	Prev tag 246
4724	*Fraxinus sp.*	Ash	8	3 - Fair	Remove	Unbalanced, Crowded	10% dead wood	Prev tag 245
4725	*Fraxinus sp.*	Ash	24	3 - Fair	Remove	Lean, Unbalanced	10% dead wood	Prev tag 282
4726	*Tsuga canadensis*	Eastern Hemlock	10, 40' tall	3 - Fair	Remove	Crowded	10% dead wood	Prev tag 236
4727	*Tsuga canadensis*	Eastern Hemlock	8, 35' tall	3 - Fair	Remove	Crowded, Slight lean	20% dead wood	Prev tag 281
4728	*Ulmus americana*	American Elm	9	3 - Fair	Remove	Unbalanced, Crowded	10% dead wood	
4729	*Carya ovata*	Shagbark Hickory	24	2 - Good	Remove	Slight crown imbalance	10% dead wood	Prev tag 283
4730	*Carya ovata*	Shagbark Hickory	18	3 - Fair	Remove	Lean, Unbalanced	10% dead wood	Prev tag 291
4731	*Carya ovata*	Shagbark Hickory	25, 18	4 - Fair/Poor	Remove	V-shaped joint, Split Risk, Strong lean	10% dead wood	
4732	*Quercus alba*	White Oak	34	2 - Good	Remove		10% dead wood	Prev tag 293
4733	*Quercus alba*	White Oak	28	2 - Good	Remove	Unbalanced	10% dead wood, Healing trunk scar at base	Prev tag 298
4734	*Quercus alba*	White Oak	28	3 - Fair	Remove	Lean, Unbalanced	10% dead wood	Prev tag 299
4735	*Quercus alba*	White Oak	32	4 - Fair/Poor	Remove	Lean, Unbalanced, Crown Lean	30% dead wood	
4736	*Tilia americana*	American Basswood	13	2 - Good	Remove	One 2" sapling at base		Prev tag 314
4737	*Carya ovata*	Shagbark Hickory	22	2 - Good	Remove	Unbalanced, Crown Lean		
4738	*Juglans nigra*	Black Walnut	17	3 - Fair	Remove	Lean	20% dead wood, Healed trunk scar	
4739	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove	Crown Lean	Cavity in crown	Prev tag 205
4740	*Carya ovata*	Shagbark Hickory	15	3 - Fair	Remove	Crown Lean, Balanced		Prev tag 208
4741	*Carya ovata*	Shagbark Hickory	16	3 - Fair	Remove	Crown Lean, Broken Limb	20% dead wood	Prev tag 210
4742	*Tilia americana*	American Basswood	11,8,6	4 - Fair/Poor	Remove	Lean, Crown Lean	20% dead wood	Prev tag 211
4743	*Prunus serotina*	Black Cherry	8	3 - Fair	Remove	Lean	20% dead wood	
4744	*Carya ovata*	Shagbark Hickory	18	3 - Fair	Remove	Unbalanced, Crown Lean	10% dead wood	Prev tag 212
4745	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove	Broken Limb, Slight lean		Prev tag 213
4746	*Quercus alba*	White Oak	38	2 - Good	Remove		20% dead wood	
4747	*Quercus alba*	White Oak	21	3 - Fair	Remove	Crown Lean, strong	20% dead wood	Prev tag 217
4748	*Quercus alba*	White Oak	24	2 - Good	Remove	Unbalanced	20% dead wood	Prev tag 192
4749	*Quercus macrocarpa*	Bur Oak	46	2 - Good	Remove	Slight imbalance	20% dead wood	Prev tag 191
4750	*Quercus alba*	White Oak	24	2 - Good	Remove	Unbalanced, Crowded		Prev tag 190
4751	*Carya ovata*	Shagbark Hickory	11	2 - Good	Remove	Slight crown lean	10% dead wood	Prev tag 188
4752	*Carya ovata*	Shagbark Hickory	11	2 - Good	Remove	Unbalanced, Slight lean		Prev tag 189
4753	*Quercus macrocarpa*	Bur Oak	30	2 - Good	Remove		20% dead wood, Cage/wire girdling	Prev tag 187
4754	*Carya ovata*	Shagbark Hickory	21	2 - Good	Remove	Broken Limb	10% dead wood	
4755	*Carya ovata*	Shagbark Hickory	16	2 - Good	Remove	Crown Lean	10% dead wood	
4756	*Juglans nigra*	Black Walnut	22	2 - Good	Remove	Crown Lean	Cage/wire around trunk	
4757	*Quercus macrocarpa*	Bur Oak	30	3 - Fair	Remove	Lean, Unbalanced, Crown Lean	30% dead wood	Prev tag 92
4758	*Quercus macrocarpa*	Bur Oak	34	4 - Fair/Poor	Remove	Strong lean, Crown Lean	20% dead wood, Large cavity at base	
4759	*Quercus macrocarpa*	Bur Oak	32	2 - Good	Remove	Slight lean	20% dead wood	
4760	*Quercus macrocarpa*	Bur Oak	18	4 - Fair/Poor	Remove	Lean, Strong crown lean	20% dead wood, Dead Limbs	
4761	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove	Lean		
4762	*Quercus macrocarpa*	Bur Oak	28	4 - Fair/Poor	Remove	Lean, Crown Lean	40% dead wood	
4763	*Quercus macrocarpa*	Bur Oak	38	3 - Fair	Remove	Lean, Strong crown lean	Burls & suckers	
4764	*Ostrya virginiana*	Ironwood	7	3 - Fair	Remove	Slight crown lean	10% dead wood	
4765	*Ostrya virginiana*	Ironwood	8	3 - Fair	Remove		10% dead wood, Healing trunk scar	
4766	*Fraxinus sp.*	Ash	12	2 - Good	Remove	Slight lean		Prev tag 80
4767	*Ulmus americana*	American Elm	8	3 - Fair	Remove	Crown Lean, Crowded		Prev tag 61
4768	*Ulmus americana*	American Elm	9	3 - Fair	Remove	Slight lean	20% dead wood	Prev tag 52
4769	*Juglans nigra*	Black Walnut	11	2 - Good	Remove	U-shaped joint	20% dead wood	
4770	*Tilia americana*	American Basswood	10	4 - Fair/Poor	Remove	Strong lean, Crowded		Prev tag 57
4771	*Tilia americana*	American Basswood	22	3 - Fair	Remove	Slight lean	20% dead wood, Dead Leader	Prev tag 58
4772	*Tilia americana*	American Basswood	8	3 - Fair	Remove	Crowded	10% dead wood	Prev tag 62
4773	*Tilia americana*	American Basswood	8	3 - Fair	Remove	Crowded, Slight crown lean	20% dead wood	Prev tag 63
4774	*Tilia americana*	American Basswood	12	3 - Fair	Remove	U-shaped joint, Crown Lean	20% dead wood	
4775	*Prunus serotina*	Black Cherry	13	3 - Fair	Remove	Lean	20% dead wood	Prev tag 68
4776	*Tilia americana*	American Basswood	16	4 - Fair/Poor	Remove	Lean, Crown Lean	30% dead wood	
4777	*Ostrya virginiana*	Ironwood	8	3 - Fair	Preserve		YBSS, pruned for powerlines	
4778	*Quercus macrocarpa*	Bur Oak	11	2 - Good	Preserve	Powerline adjacent	Pruned lower limbs for powerlines (healed)	
4779	*Tilia americana*	American Basswood	14,11	4 - Fair/Poor	Preserve		Dead Leader, 14"	
4780	*Tilia americana*	American Basswood	8,8	4 - Fair/Poor	Preserve	U-shaped joint, Strong lean	Cavity	
4781	*Fraxinus sp.*	Ash	18,14	3 - Fair	Remove	V-shaped joint, Double Leader	20% dead wood	
4782	*Carya ovata*	Shagbark Hickory	24	2 - Good	Preserve	Slight crown lean over road		
4783	*Quercus alba*	White Oak	32	2 - Good	Remove		10% dead wood	
4784	*Quercus alba*	White Oak	24	2 - Good	Remove		10% dead wood	
4785	*Carya ovata*	Shagbark Hickory	15	4 - Fair/Poor	Remove	Crown Lean, strong		
4786	*Picea pungens*	Colorado Spruce	12, 40' tall	3 - Fair	Remove		20% dead wood	
4787	*Quercus macrocarpa*	Bur Oak	30	3 - Fair	Remove	Crown Lean	30% dead wood	
4788	*Carya ovata*	Shagbark Hickory	24	3 - Fair	Remove	V-shaped joint	Large scar from branch falling	
4789	*Juglans nigra*	Black Walnut	9	2 - Good	Remove		Poison ivy vines around lower trunk	
4790

TREE INVENTORY LIST

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 12" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged.
3) Health Rating:

Rating	Description	Criteria
1	Excellent	Less than 10% dead wood, typical growth for species, no observed defects
2	Good	Less than 20% dead wood, minor defects, sound structure, no decay
3	Fair	Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities
4	Fair to Poor	Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage
5	Poor	Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavties
6	Dead	Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay

TAG NO.	SCIENTIFC NAME	COMMON NAME	DBH (inches)	CONDITION	ACTION	STRUCTURE	HEALTH	NOTES
4845	*Prunus serotina*	Black Cherry	20	3 - Fair	Remove	Lean	20% dead wood	
4846	*Carya ovata*	Shagbark Hickory	10	2 - Good	Remove			
4847	*Prunus serotina*	Black Cherry	14	3 - Fair	Remove	Lean	20% dead wood	
4848	*Quercus rubra*	Red Oak	33	2 - Good	Remove	Lean, Unbalanced		
4849	*Tilia americana*	American Basswood	14	3 - Fair	Remove	Crown Lean, Broken Limb	20% dead wood	
4850	*Tilia americana*	American Basswood	16	3 - Fair	Remove	Crown Lean	20% dead wood	
4851	*Tilia americana*	American Basswood	19	3 - Fair	Remove		20% dead wood, Peeling Bark at base	
4852	*Tilia americana*	American Basswood	19	3 - Fair	Remove	Crown Lean	20% dead wood	
4853	*Quercus rubra*	Red Oak	10	2 - Good	Remove			
4854	*Quercus rubra*	Red Oak	20	3 - Fair	Remove	Strong lean	20% dead wood	
4855	*Tilia americana*	American Basswood	7	3 - Fair	Remove	Lean, Crown Lean, Crowded		
4856	*Tilia americana*	American Basswood	14	3 - Fair	Remove	Crown Lean	30% dead wood	
4857	*Tilia americana*	American Basswood	8	3 - Fair	Remove	Lean, Crown Lean	20% dead wood	
4858	*Tilia americana*	American Basswood	17	3 - Fair	Remove	Lean	Healing trunk scar	
4859	*Carya ovata*	Shagbark Hickory	22	3 - Fair	Remove	Lean, Crown Lean		Prev tag 123
4860	*Carya ovata*	Shagbark Hickory	18	2 - Good	Remove	Lean	10% dead wood	
4861	*Tilia americana*	American Basswood	13	3 - Fair	Remove	Lean, Crowded		
4862	*Carya ovata*	Shagbark Hickory	19	2 - Good	Remove	Unbalanced		
4863	*Carya ovata*	Shagbark Hickory	10	3 - Fair	Remove	Crown Lean	Trunk Scar	
4864	*Carya ovata*	Shagbark Hickory	30	2 - Good	Remove	Lean		
4865	*Quercus rubra*	Red Oak	14	2 - Good	Remove	Unbalanced		
4866	*Quercus rubra*	Red Oak	40	2 - Good	Remove	Unbalanced	20% dead wood	
4867	*Carya ovata*	Shagbark Hickory	10	2 - Good	Remove	Slight lean		
4868	*Tilia americana*	American Basswood	12	2 - Good	Remove	Unbalanced		
4869	*Quercus rubra*	Red Oak	28	2 - Good	Remove	Lean		
4870	*Carya ovata*	Shagbark Hickory	18	2 - Good	Remove	Crown Lean	20% dead wood	
4871	*Quercus rubra*	Red Oak	45	2 - Good	Remove		20% dead wood	
4872	*Carya ovata*	Shagbark Hickory	9	2 - Good	Remove			
4873	*Carya ovata*	Shagbark Hickory	14	3 - Fair	Preserve	Lean	20% dead wood	
4874	*Tilia americana*	American Basswood	20	3 - Fair	Preserve	Lean	10% dead wood	
4875	*Tilia americana*	American Basswood	14	3 - Fair	Preserve	Lean	20% dead wood	
4876	*Tilia americana*	American Basswood	8	3 - Fair	Remove	Lean, Unbalanced		
4877	*Tilia americana*	American Basswood	22,10	3 - Fair	Preserve	Unbalanced	20% dead wood	
4878	*Tilia americana*	American Basswood	13	3 - Fair	Remove	Lean, Unbalanced, Broken Limb	20% dead wood	
4879	*Tilia americana*	American Basswood	10	2 - Good	Remove		20% dead wood	
4880	*Tilia americana*	American Basswood	10	2 - Good	Remove	Broken Limb	20% dead wood	
4881	*Tilia americana*	American Basswood	15	3 - Fair	Preserve	Lean, Unbalanced	20% dead wood	
4882	*Tilia americana*	American Basswood	15	2 - Good	Preserve		10% dead wood	
4883	*Tilia americana*	American Basswood	8	2 - Good	Preserve	Crown Lean		
4884	*Tilia americana*	American Basswood	11	2 - Good	Remove	Lean		
4885	*Tilia americana*	American Basswood	14	2 - Good	Remove		20% dead wood	
4886	*Tilia americana*	American Basswood	13	3 - Fair	Preserve	Corrected lean	Vines	
4886	*Tilia americana*	American Basswood	12	3 - Fair	Preserve	Lean, Crowded	20% dead wood	
4887	*Ostrya virginiana*	Ironwood	9	3 - Fair	Preserve	Unbalanced	20% dead wood	
4888	*Juglans nigra*	Black Walnut	16	3 - Fair	Preserve	Lean, Unbalanced	20% dead wood	
4889	*Acer platanoides*	Norway Maple	13	2 - Good	Remove	Unbalanced		
4890	*Tsuga canadensis*	Eastern Hemlock	9	3 - Fair	Remove	Lean, Crowded	10% dead wood	
4891	*Aesculus hippocastanum*	Horse Chestnut	19	3 - Fair	Remove	Lean, Crown Lean		
4892	*Aesculus hippocastanum*	Horse Chestnut	26	4 - Fair/Poor	Remove	Lean, Crown Lean	30% dead wood, Cavity	
4893	*Carya ovata*	Shagbark Hickory	21	2 - Good	Remove	Crown Lean	10% dead wood	
4894	*Acer platanoides*	Norway Spruce	11, 50' tall	2 - Good	Remove	Crowded	10% dead wood, YBSS	
4895	*Acer platanoides*	Norway Spruce	11, 50' tall	2 - Good	Remove	Crowded	20% dead wood	
4896	*Carya ovata*	Shagbark Hickory	23	3 - Fair	Remove	Unbalanced	30% dead wood	
4897	*Acer negundo*	Box Elder	9,4	3 - Fair	Remove	V-shaped joint, Double Leader, Lea	Trunk Scar	
4898	*Tilia americana*	American Basswood	25,11,3	3 - Fair	Remove	Lean	20% dead wood	
4899	*Quercus rubra*	Red Oak	42	4 - Fair/Poor	Remove	Lean, Leader split	10% dead wood	
4900	*Acer platanoides*	Norway Spruce	32, 60' tall	2 - Good	Remove		10% dead wood	
4901	*Pinus strobus*	White Pine	17, 30' tall	4 - Fair/Poor	Remove	Lean, Unbalanced	40% dead wood	
4902	*Acer platanoides*	Norway Spruce	21, 60' tall	3 - Fair	Remove		20% dead wood	
4903	*Ostrya virginiana*	Ironwood	7,3	3 - Fair	Remove	Strong lean		
4904	*Ostrya virginiana*	Ironwood	6	3 - Fair	Remove	Lean, Crowded		
4905	*Ostrya virginiana*	Ironwood	8,6	4 - Fair/Poor	Remove		Dead Leader	
4906	*Ulmus americana*	American Elm	15,4	3 - Fair	Remove	Lean	Insect damage, Included bark	
4907	*Acer platanoides*	Norway Maple	19	3 - Fair	Preserve	Unbalanced, Slight lean		
4908	*Tilia americana*	American Basswood	25,9	3 - Fair	Remove	Lean	Healed trunk scars	
4909	*Tilia americana*	American Basswood	6	2 - Good	Remove	Unbalanced		
4910	*Ulmus americana*	American Elm	13	3 - Fair	Remove	Unbalanced	20% dead wood	
4911	*Ostrya virginiana*	Ironwood	8	2 - Good	Preserve		10% dead wood	
4912	*Tilia americana*	American Basswood	38	3 - Fair	Remove	Lean	10% dead wood	
4913	*Acer negundo*	Box Elder	7	3 - Fair	Remove	Slight lean	10% dead wood	
4914	*Tilia americana*	American Basswood	8	3 - Fair	Remove	Unbalanced		
4915	*Ostrya virginiana*	Ironwood	16	2 - Good	Remove	Unbalanced		
4916	*Tilia americana*	American Basswood	13,3	2 - Good	Preserve	3" trunk scar (prune)		
4917	*Ulmus americana*	American Elm	7	3 - Fair	Preserve	Crown Lean		
4918	*Tilia americana*	American Basswood	16	2 - Good	Preserve	Crowded		
4919	*Tilia americana*	American Basswood	10,7,6,2	3 - Fair	Preserve	Crowded, Prune smaller leaders		
4920	*Tilia americana*	American Basswood	17,7,5	3 - Fair	Preserve	Lean, Crowded	Trunk scar in 7"	
4921	*Tilia americana*	American Basswood	18,10	3 - Fair	Preserve	U-shaped joint, Crowded	20% dead wood	
4922	*Acer negundo*	Box Elder	8	3 - Fair	Preserve		20% dead wood	
4923	*Tilia americana*	American Basswood	8	2 - Good	Preserve	Crowded	10% dead wood	
4924	*Tilia americana*	American Basswood	15,5	3 - Fair	Preserve	Lean, Crowded	10% dead wood	
4925	*Catalpa speciosa*	Catalpa	10	3 - Fair	Preserve	Lean		
4926	*Tilia americana*	American Basswood	10,8	3 - Fair	Preserve	V-shaped joint, Lean	Included bark	
4927	*Juglans nigra*	Black Walnut	16	3 - Fair	Preserve	Crowded		
4928	*Tilia americana*	American Basswood	11,11,9	3 - Fair	Preserve	V-shaped joint, Multi Leader, Crowded		
4929	*Tilia americana*	American Basswood	16,2	3 - Fair	Preserve	Crown Lean, Crowded		
4930	*Tilia americana*	American Basswood	11	3 - Fair	Preserve	Lean	20% dead wood	
4931	*Tilia americana*	American Basswood	13	3 - Fair	Preserve	Lean, Unbalanced	10% dead wood	
4932	*Tilia americana*	American Basswood	7	2 - Good	Preserve			
4933	*Ulmus americana*	American Elm	11	3 - Fair	Remove	Unbalanced, Slight lean		
4934	*Quercus rubra*	Red Oak	16	3 - Fair	Remove	Lean, Unbalanced		
4935	*Quercus rubra*	Red Oak	18	3 - Fair	Remove	Lean, Slight crown lean		
4936	*Quercus rubra*	Red Oak	22	2 - Good	Remove			
4937	*Quercus rubra*	Red Oak	23	2 - Good	Remove	Lean		
4938	*Picea abies*	Norway Spruce	8, 30' tall	3 - Fair	Remove		20% dead wood, Sparse branching	
4939	*Pinus strobus*	White Pine	8, 30' tall	3 - Fair	Remove		20% dead wood, Sparse branching	
4940	*Quercus rubra*	Red Oak	15	2 - Good	Remove	Slight lean		
4941	*Quercus rubra*	Red Oak	20	2 - Good	Preserve	Lean, Exposed roots in creek		
4942	*Quercus rubra*	Red Oak	23	2 - Good	Preserve	Exposed roots along creek		
4943	*Tilia americana*	American Basswood	18	3 - Fair	Preserve	Unbalanced, Crown Lean		
4944	*Tilia americana*	American Basswood	12,6	3 - Fair	Preserve	Lean, Burls		
4945	*Tilia americana*	American Basswood	22	3 - Fair	Preserve	Lean, Crown Lean	10% dead wood	
4946	*Tilia americana*	American Basswood	19	3 - Fair	Preserve	Lean		
4947	*Tilia americana*	American Basswood	10	2 - Good	Preserve	Slight lean		
4948	*Tilia americana*	American Basswood	8	3 - Fair	Preserve	Lean		
4949	*Tilia americana*	American Basswood	9,2,2	2 - Good	Preserve	Prune 2"		
4950	*Populus deltoides*	Eastern Cottonwood	22	3 - Fair	Preserve	Lean over creek		
4951	*Tilia americana*	American Basswood	16,12	3 - Fair	Preserve	Strong lean		
4952	*Tilia americana*	American Basswood	21,6	3 - Fair	Preserve	Lean, Unbalanced		
4953	*Tilia americana*	American Basswood	16	3 - Fair	Preserve	Lean, Burls	10% dead wood	
4954	*Carya ovata*	Shagbark Hickory	8	2 - Good	Preserve		Healed trunk scar	
4955	*Quercus rubra*	Red Oak	26	4 - Fair/Poor	Preserve	Crown Lean	20% dead wood, Cavity	
4956	*Quercus rubra*	Red Oak	30	2 - Good	Remove	Unbalanced	20% dead wood	
4957	*Tilia americana*	American Basswood	11	3 - Fair	Remove	Lean, Crown Lean	10% dead wood	
4958	*Tilia americana*	American Basswood	35,12	3 - Fair	Remove	Strong lean		
4959	*Quercus alba*	White Oak	50	2 - Good	Remove	Unbalanced	20% dead wood	
4960	*Tilia americana*	American Basswood	37	3 - Fair	Remove	Broken Limb	Healed trunk scar	
4961	*Quercus alba*	White Oak	42	2 - Good	Remove		20% dead wood	
4962	*Carya ovata*	Shagbark Hickory	20	2 - Good	Remove			
4963	*Tilia americana*	American Basswood	20	3 - Fair	Preserve	Lean	20% dead wood	
4964	*Tilia americana*	American Basswood	13	3 - Fair	Preserve	Crown Lean, Crowded		
4965	*Tilia americana*	American Basswood	16,7,4	3 - Fair	Preserve	Crowded	20% dead wood	
4966	*Tilia americana*	American Basswood	18	2 - Good	Preserve		Healed trunk scar	
4967	*Quercus alba*	White Oak	30	2 - Good	Remove	Unbalanced		
4968	*Quercus alba*	White Oak	26	5 - Poor	Preserve		>50% dead wood, Dead Limbs	
4969	*Quercus alba*	White Oak	38	4 - Fair/Poor	Preserve		30% dead wood, Hollow, Cavity, Trunk Damage, Trunk Scar	
4970	*Tilia americana*	American Basswood	12,8,7,5	3 - Fair	Preserve	Multi Leader, Lean, Crowded	20% dead wood	Prev tag 576
4971	*Tilia americana*	American Basswood	10,8	3 - Fair	Preserve	U-shaped joint, Lean, Unbalanced	3" dead leader	
4972	*Tilia americana*	American Basswood	15	3 - Fair	Preserve	Lean, Crown Lean		
4973	*Quercus rubra*	Red Oak	20	3 - Fair	Preserve	Crown Lean		
4974	*Juglans nigra*	Black Walnut	24	3 - Fair	Preserve	Unbalanced	Trunk Scar	
4975	*Carya ovata*	Shagbark Hickory	9	2 - Good	Preserve	Lean, Unbalanced		
4976	*Tilia americana*	American Basswood	18,9	3 - Fair	Preserve	Lean	9" leader trunk scar	
4977	*Juglans nigra*	Black Walnut	13	2 - Good	Preserve	Unbalanced		
4978	*Acer saccharinum*	Silver Maple	21,18,10	4 - Fair/Poor	Preserve	V-shaped joint, Multi Leader, Lean		
4979	*Tilia americana*	American Basswood	24	3 - Fair	Preserve	Lean, Crown Lean	20% dead wood	
4980	*Tilia americana*	American Basswood	28	2 - Good	Preserve			
4981	*Acer negundo*	Box Elder	20	3 - Fair	Remove	Lean	Vines	
4982	*Acer negundo*	Box Elder	26	3 - Fair	Remove	Lean	20% dead wood, Insect damage, Tip die back	
4983	*Juglans nigra*	Black Walnut	9	3 - Fair	Remove	U-shaped joint, Unbalanced, at 6'	10% dead wood	
4984	*Acer negundo*	Box Elder	17,15	4 - Fair/Poor	Remove	V-shaped joint, Double Leader, Split Risk, Strong lean		
4985	*Ulmus americana*	American Elm	6	3 - Fair	Remove	V-shaped joint, at 6"		
4986	*Juglans nigra*	Black Walnut	16	3 - Fair	Preserve	Lean	20% dead wood	
4987	*Tilia americana*	American Basswood	18, 14	3 - Fair	Preserve	Double Leader, Lean, Unbalanced, Crown Lean		
4988	*Juglans nigra*	Black Walnut	14	3 - Fair	Preserve	Unbalanced, Crown Lean	10% dead wood	
4989	*Juglans nigra*	Black Walnut	18	2 - Good	Preserve	Crown Lean		
4990	*Quercus rubra*	Red Oak	21	3 - Fair	Preserve	Unbalanced, Slight lean		
4991	*Tilia americana*	American Basswood	15,7	2 - Good	Preserve	V-shaped joint, Prune smaller leader		Prev tag 1199
4992	*Quercus rubra*	Red Oak	24	2 - Good	Preserve	Lean		Prev tag 1197
4993	*Carya ovata*	Shagbark Hickory	7	2 - Good	Remove			
4994	*Quercus macrocarpa*	Bur Oak	28	2 - Good	Remove	Crown Lean		
4995	*Ulmus americana*	American Elm	8	3 - Fair	Remove	Crown Lean		
4996	*Quercus rubra*	Red Oak	32,31,26,18,15	4 - Fair/Poor	Remove	Multi Leader, Strong lean	Hollow, 15" leader dead	
4997	*Quercus rubra*	Red Oak	11	2 - Good	Remove	Slight crown lean		
4998	*Tilia americana*	American Basswood	12,10	3 - Fair	Remove	V-shaped joint, Double Leader	20% dead wood	
4999	*Prunus serotina*	Black Cherry	10	3 - Fair	Remove	Slight crown lean	20% dead wood	
5000	*Tilia americana*	American Basswood	15,5,3	3 - Fair	Remove	Lean	20% dead wood	

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7325 JANES AVENUE
WOODRIDGE, IL 60517

LOEBER FARM
SCHAUMBURG, ILLINOIS
TREE INVENTORY

6	08.28.2025
5	07.03.2025
4	05.19.2025
3	02.28.2025
2	05.06.2024
1	01.29.2024

REVISIONS

DATE	5.10.2023
PROJECT NO.	NC2116
DRAWN	MNW
CHECKED	REO
SHEET NO.	

L3.3

Version 2
5/16/2025

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

LANDSCAPE WORK PART 1 - GENERAL

1.1 DESCRIPTION OF WORK

The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:

1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
2. The provision of post-planting management as specified herein;
3. Any remedial operations necessary in conformance with the plans as specified in this document;
5. Permits which may be required.

1.2 QUALITY ASSURANCE

A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.

B. Quality Control Procedures:

1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.

2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.

3. Analysis and Standards: Package standard products with manufacturers certified analysis.

1.3 SUBMITTALS

A. Planting Schedule

Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B. Maintenance Instruction - Landscape Work

Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.

Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.

C. Submit two (2) copies of soil test of existing topsoil with recommendations for soil additive requirement to Landscape Architect for review and written approval.

D. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.

E. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or Municipality upon request.

1.4 JOB CONDITIONS

A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; notify local utility location service; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

A. Guarantee seeded and sodded areas through the specified maintenance period and until final acceptance.

B. Guarantee trees, shrubs, and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.

C. Native Planting Area Performance Criteria

1st Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species. At least 50% of the emergent species, if planted as plugs shall be alive and apparent.

2nd Full Growing Season: All areas with the exception of emergent zones shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.

3rd Full Growing Season: At least 75% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area.

Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysts of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.

A. Lawn Seed Mixture - 5 lbs. / 1,000 sq. ft.
- 50% Kentucky Bluegrass 98/85
- 15% Cutter Perennial Ryegrass
- 10% Spartan Hard Fescue
- 10% Edge Perennial Ryegrass
- 10% Express Perennial Ryegrass
- 5% Pennlawn Creeping Red Fescue

2.3 NATIVE PLANTING MIXTURES

Provide fresh, clean, new crop of the species and proportions as specified. Native seed and live plant material shall be obtained from a reputable supplier (approved by Landscape Architect) that has collected from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Any material sourced from outside this ecoregion must be approved by the Landscape Architect prior to installation.

For each species, the amount of seed indicated on the specifications shall mean the total amount of pure live seed (PLS) per acre. Seed tags and PLS testing information shall be provided to the Landscape Architect prior to seeding.

It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

2.4 GROUNDCOVERS, PERENNIALS AND ANNUALS

Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.5 TREES AND SHRUBS

A. Name and Variety: Provide nursery grown plant material true to name and variety.

B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.

C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.

D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.

E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.

F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.6 PLANTING SOIL MIXTURE

Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas. Topsoil shall be conditioned based on any recommendations resulting from the soil test in 1.3.C.

2.7 EROSION CONTROL

A. Lawn Seed Areas Erosion Control Blanket: North American Green DS75, or equivalent approved equal.

B. Native Areas Erosion Control Blanket: North American Green S150, or equivalent approved equal.

C. Shoreline and Sloped Berm Areas Erosion Control Blanket: North American Green SC150, or approved equal. To be installed per manufacturer's recommendations.

D. Refer to latest Engineering & Erosion Control Plans for any areas to receive permanent or long-term blanket installation.

2.8 MULCH

Provide mulch consisting of shredded hardwood. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.

4. Lay sod within 24 hours from time of stripping.

5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.

6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.

4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.

5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.

6. Sow not less than specified rate.

7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.

C. Seeding Native Areas

1. The period for planting prairie seed shall be from April 1 to May 15 or November 1 to just before the first frost. Seeding outside of these timeframes must be approved by the landscape architect. Native seed planted outside of specified timeframes must have at least 60 days of growth prior to frost. Dormant seeding in winter is possible if soil conditions allow.

2. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seedbed prior to seeding. All areas must be properly prepared before seeding begins. Equipment having low unit pressure ground contact shall be utilized within the planting areas.

3. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to disking.

4. Prior to seeding, planting areas shall have at least twelve inches of clean un-compacted topsoil. Clumps, clods, stones over 2" diameter, roots and other extraneous matter shall be removed and disposed of legally off-site.

5. Granular mycorrhizal inoculants shall be installed with the seed mix at a rate of 40lbs/ acre. Inoculant can be banded under seed, worked into seed or added into spray tanks. Native areas shall not receive fertilizer.

6. Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and stratification considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.

7. Except where site conditions preclude their use, seeding shall be performed using a Truax drill, Truax Trillion seeder, or comparable equipment designed specifically for installation of native seed. For areas where site conditions preclude the use of specialized equipment, seed may be installed through hand broadcasting and followed by light raking. Hand broadcast seed shall be spread at twice the specified rate. Other methods of seed installation may be used with prior approval from the Landscape Architect.

8. Prior to starting work, all seeding equipment shall be calibrated and adjusted to sow seeds at the proper seeding rate. In general, the optimum seeding depth is 0.25 inch below the soil surface. Areas where the seed has not been incorporated into the soil to the proper depths will not be accepted, and no compensation for materials or labor for the rejected work will be made by the Owner.

9. Seeding and soil tracking/firming shall not be done during periods of rain, severe drought, high winds, excessive moisture, frozen ground, or other conditions that preclude satisfactory results.

10. Wet mesic and emergent areas shall be planted, and seed allowed to germinate (if possible), prior to flooding with significant amounts of water. Any areas of significant permanent water located within the planting area will receive live plugs in lieu of seed.

11. After the seeding operation is completed, install erosion control blanket per manufacturer's specifications.

12. Emergent plugs shall be planted in natural groupings within designed areas containing saturated soils or shallow inundation. Plants within groupings shall be planted at 2 foot centers.

13. Emergent plugs shall not be planted less than the specified rate and shall be protected with goose exclosures surrounding all natural groupings of plugs.

E. Groundcover and Perennial Beds

Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

F. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow saucer to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 2" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.

4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.

5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.

B. Maintain planted and seeded areas by watering, rolling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.

C. Highlands Fescue and Native Planting areas are to be mowed only once per spring during the initial three year establishment period.

3.4 NATIVE LANDSCAPED AREAS CONTINUED MONITORING & MAINTENANCE

A. Monitoring

The Owner shall notify the Municipality upon completion of plantings. The Owner's Environmental Specialist shall inspect the plantings and provide the Municipality with a copy of the planting locations, species, and quantities for verification.

The Owner's Environmental Specialist shall inspect the plantings at least twice per year during the three-year term of the Establishment and Maintenance Cash Bond or Letter of Credit, to determine compliance with the minimum annual performance criteria (See 1.5C Guarantees). A monitoring report will be provided to the Municipality by January 31st following each inspection.

B. Maintenance:

First Season

With the exception of the emergent area, native seeding areas should be mowed to a height of 6" to control annual nonnative and invasive species early in the growing season. Mowing, including weed whipping, should be conducted during prior to weed seed production. Mowing height and timing may need to be adjusted per target species. Small quantities of undesirable plant species, shall be controlled by hand pulling prior to the development and maturity of the plant. Hand removal shall include the removal of all above-ground and below-ground stems, roots and flower masses prior to development of seeds. Herbicide should be applied as necessary by a trained and licensed operator that is competent in the identification of native and nonnative herbaceous plants. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Second Season

Control of undesirable plant species during the second growing season shall consist primarily of precise herbicide application. Mowing and weed whipping shall be conducted as needed during the early growing season and as needed to a height of 6 to 8 inches to prevent annual weeds from producing seed. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Third Year:

Seasonal mowing and herbicide will continue as above but should be reduced over time. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Long Term Wetland and Prairie Management/Maintenance

A final compliance report and Long-Term Operation and Maintenance Plan shall be submitted by the Developer/Owner's Environmental Specialist no less than 60 days prior to the expiration of any landscape Cash Bond or Letter of Credit posted for the native areas. Final acceptance and release shall be determined by the County/Municipality/USACE upon inspection of the site to verify compliance.

The Long -Term Operation and Maintenance Plan shall be written to include guidelines and schedules for burning, mowing, application of herbicide, debris/litter removal and inspection schedule for storm structures and sediment removal.

3.5 CLEAN UP AND PROTECTION

A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.6 INSPECTION AND ACCEPTANCE

A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.

B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.

C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.

D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.

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GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197

DEVELOPER
NITTI DEVELOPMENT
399 WALL STREET
GLENDALE HEIGHTS, IL 60139

CIVIL ENGINEER
V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, IL 60517

LOEBER FARM
SCHAUMBURG, ILLINOIS

LANDSCAPE SPECIFICATIONS

6	08.28.2025
5	07.03.2025
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SHEET NO.

L4.1

Development Review Application

DEVR-25-23

Submitted On: Feb 28, 2025

Applicant

Nico Nitti
630-327-9954
@ nico@nitti.group

Primary Location

2014 N MEACHAM RD
Schaumburg, IL 60173

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Parth Joshi

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Contract Purchaser

Property Owner Approval Confirmed

Yes

Z2503-03 / LOEBER FARM REDEVELOPMENT / 2014 N. Meacham Rd / Site Plan Approval, Special Use For A PUD, Special Use to Construction In The Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

Property Owner Information

Property Owner Name

Multiple See 'Owners' document

Property Owner Street Address

Multiple See 'Owners' document

Property Owner City

Multiple See 'Owners' document

Property Owner State

Multiple See 'Owners' document

Property Owner Zip Code

Multiple See 'Owners' document

Property Owner Phone Number

Multiple See 'Owners' document

Property Owner Email

mberry@Sammons-berry.com

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Residential

PIN Number

multiple see "PINS' document attached

HOA approval needed?

No

Township of Subject Property?

Schaumburg

Residential Subtype

Single Family

Approvals Requested

Setback Variation

true

-

Tear down and Replacement

--

FAR Credit Approval

true

Special Use - Residential

false

Residential Variation

--

-

Site Plan Amendment

--

Plat of Easment

--

Plat of Vacation

true

Plat of Subdivision

true

Plat of Dedication

--

Plat of Consolidation

--

PUD Site Plan Approval

true

PUD Amendment

--

Valet - Regular

--

Valet - Special Event

--

PUD Special Use Amendment

true

PUD Administrative Amendment

--

Fence Variation

--

Variation - Other

true

If Other, Describe

Building Height

Brief description of the request

Preliminary and Final Plat of Subdivision

Rezoning

Site Plan Approval

Special use for a PUD

Special use to construct in wetland overlay

Plat of Vacation

Lot Size Variation

Lot Width Variation

Lot Coverage Variation

FAR Variation

Building setback variations

Building height credit

Plat Information

Acreage - Plat

32.81

PUD - Land Use Breakdown

Acreage - PUD

32.81

Acres - Residential

24.37

% of Total - Residential

80

Acres - Commercial

--

% of Total - Commercial

--

Acres - Industrial

--

% of Total - Industrial

--

Acres - Open Space

8.44

% of Total - Open Space

20

Acres - Institutional

--

% of Total - Institutional

--

Acres - Other

--

% of Total - Other

--

Total No. Acres - PUD

32.81

Percentage of Total Acreage - PUD

100

PUD - Character Of Surrounding Area

North Zoning/Jurisdiction

R-1 / City of Rolling Meadows

North Land Use

Single Family Residential

South Zoning/Jurisdiction

R-6 PUD / Village of Schaumburg

South Land Use

Multi Family Residential - Apartments

East Zoning/Jurisdiction

R-2 / Rolling Meadows and Uninc Cook Cty

East Land Use

Single Family Residential

West Zoning/Jurisdiction

R-6 PUD / Schaumburg and R-1 / Rolling Meadows

West Land Use

Multi Family Residential - Apartments and Single Family Residential

PUD - Residential Density

Number of Units

122

Net Acres

24.37

Gross Acres

32.81

Net Density

5.006155108740255

Gross Density

3.7183785431270953

PUD - Lot Coverage

Building Coverage Sq. Ft.

--

Building Coverage %

19

Impervious Pavement - Patios, Sidewalk, Driveways Sq. Ft.

--

Impervious Pavement - Patios, Sidewalk, Driveways %

35

Impervious Pavement - Roadways Sq. Ft.

--

Impervious Pavement - Roadways %

--

Open Space/Landscaping Sq. Ft.

--

Open Space/Landscaping %

45

Total Lot Coverage Sq. Ft. - PUD

0

Total Lot Coverage % - PUD

99

Is a Building Height or Lot Coverage Credits being requested?

Yes

Project Staff

Type

Engineer

If Other, Describe

--

Company Name

V3 Companies

Staff Name

Dan Free

Staff Mailing Address

7235 Janes Avenue

Staff Phone Number

6307249200

Staff Email

DFree@V3Co.com

Type

Architect

If Other, Describe

--

Company Name

JMB Architects

Staff Name

John Belcher

Staff Mailing Address

180 W Park Ave, Suite 10, Elmhurst, IL

Staff Phone Number

6302798228

Staff Email

john.b@jmbarchitect.com

Type

Landscape Architect

If Other, Describe

--

Company Name

Staff Name

Gary R. Weber Associates, Inc.

Staff Mailing Address

402 W Liberty Street, Wheaton, IL 60187

Staff Email

rolson@grwainc.com

Rich Olson

Staff Phone Number

630-668-7197

Type

General Contractor

If Other, Describe

--

Company Name

Nitti Development

Staff Name

Nico Nitti

Staff Mailing Address

132 N York Street Suite 2F, Elmhurst, IL

Staff Phone Number

6303279954

Staff Email

Nnitti@nittidevelopment.com

Type

Attorney

If Other, Describe

--

Company Name

Robbins Schwartz

Staff Name

Neal Smith

Staff Mailing Address

nsmith@robbins-schwartz.com

Staff Phone Number

630-929-3639

Staff Email

nsmith@robbins-schwartz.com

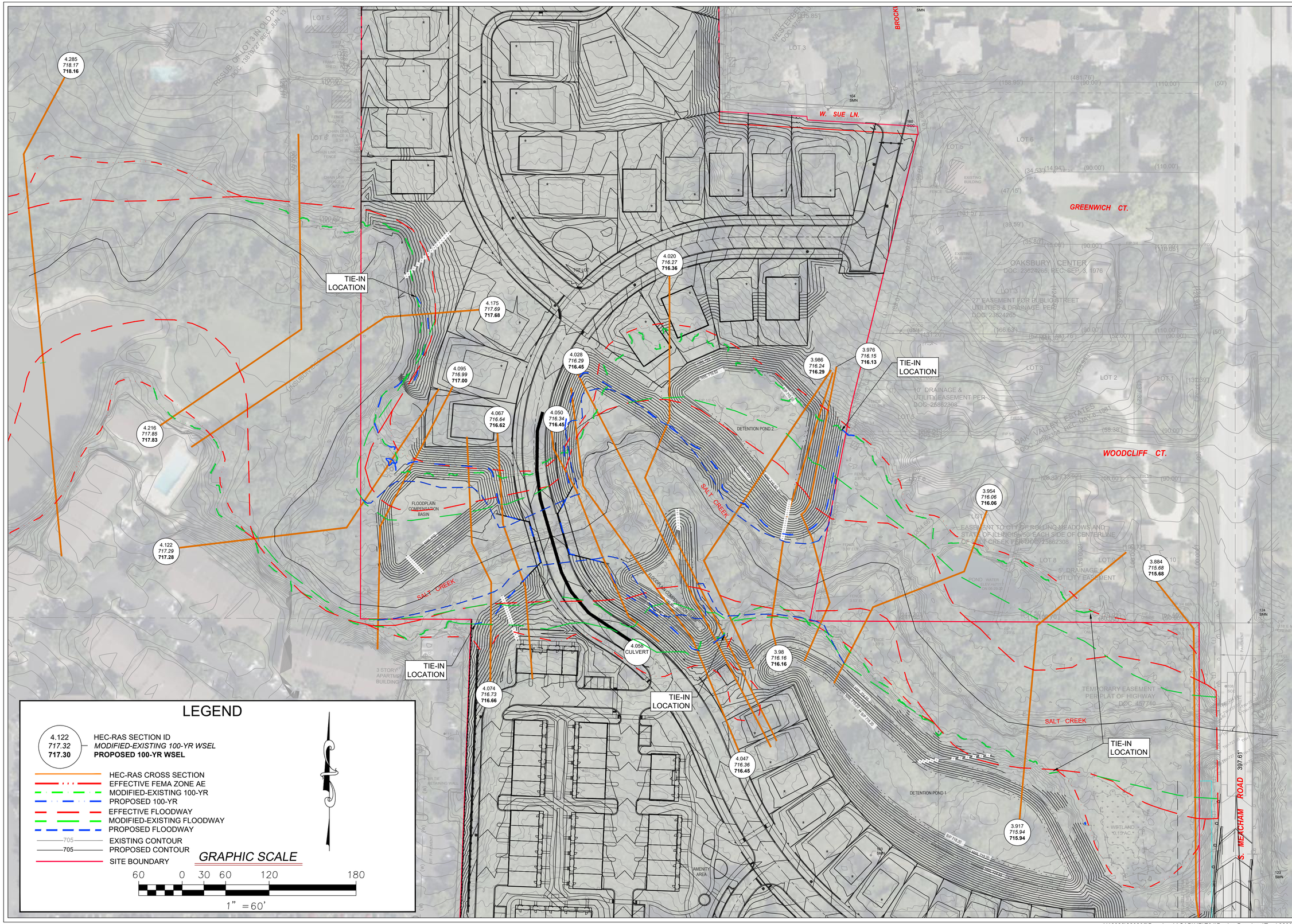
Applicants Signature

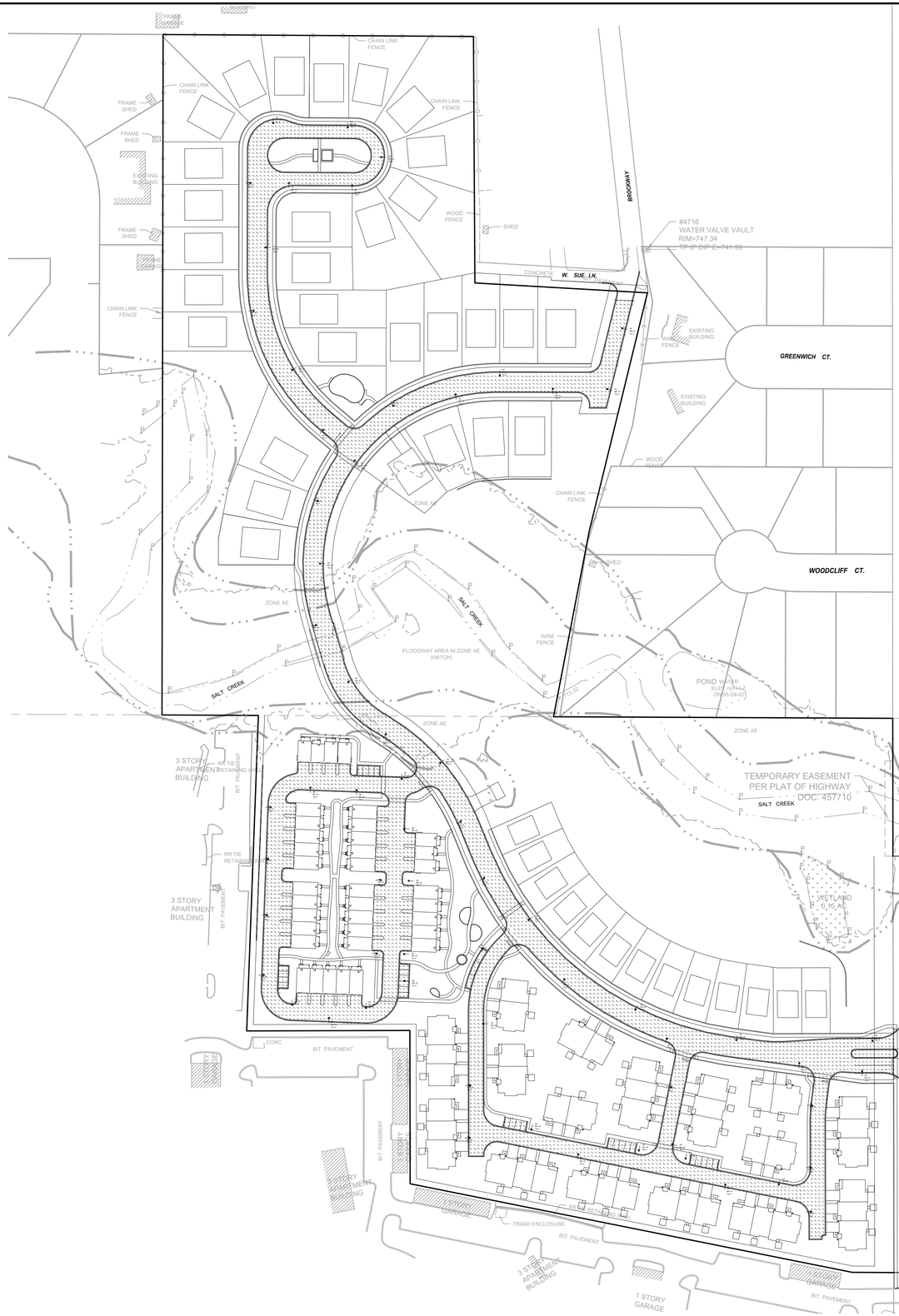
Please note that the project will not be reviewed until this application has been fully completed and all required plans and other materials have been satisfactorily submitted to the Community Development Department. Incomplete submittals may result in a delay in the zoning approval process. It is strongly suggested that the applicant schedule an appointment with the Community Development Department so that materials can be reviewed for accuracy and completeness prior to submittal. The deadline for submittals is Monday at noon.

In consideration of the information contained in this application as well as all supporting documentation, it is requested that approval be given to the requested actions.

Applicant Signature

true


4.285
718.17
718.16
4.216
717.85
717.83
4.122
717.29
717.28
TIE-IN LOCATION
4.175
717.69
717.68
4.095
716.99
717.00
4.067
716.64
716.62
4.028
716.29
716.45
4.050
716.34
716.45
4.020
716.27
716.36
3.986
716.24
716.29
3.976
716.15
716.13
TIE-IN LOCATION
3.954
716.06
716.06
3.884
715.68
715.68
4.088
CULVERT
3.98
716.16
716.16
4.074
716.73
716.66
TIE-IN LOCATION
TIE-IN LOCATION
4.047
716.36
716.45
3.917
715.94
715.94
TIE-IN LOCATION
W. SUE LN.
GREENWICH CT.
WOODCLIFF CT.
S. MEACHAM ROAD
397.61'
SALT CREEK
SALT CREEK
SALT CREEK
DETENTION POND 2
DETENTION POND 1
FLOODPLAIN COMPENSATION BASIN
FLOODPLAIN COMPENSATION BASIN
AMENITY AREA
OAKSBURY CENTER
DOC. 23624265, REC. SEP. 3, 1976
27' EASEMENT FOR PUBLIC STREET UTILITIES & DRAINAGE PER DOC. 23624265
10' DRAINAGE & UTILITY EASEMENT PER DOC. 25862398
OAK VALLEY ESTATES
DOC. 25862398, REC. MAY 6, 1981
EASEMENT TO CITY OF ROLLING MEADOWS AND STATE OF ILLINOIS 50' EACH SIDE OF CENTERLINE OF SALT CREEK PER DOC. 25862308
5' DRAINAGE & UTILITY EASEMENT
TEMPORARY EASEMENT PER PLAT OF HIGHWAY DOC. 457710
RESUB. OF LOT 3 IN OLD PL DOC. 1381927, REC. JUN. 13
LOT 5
LOT 6
LOT 3
LOT 4
LOT 2
LOT 1
LOT 8
LOT 10
LOT 50
LOT 51
LOT 52
LOT 53
LOT 54
LOT 55
LOT 56
LOT 57
LOT 58
LOT 59
LOT 60
LOT 61
LOT 62
LOT 63
LOT 64
LOT 65
LOT 66
LOT 67
LOT 68
LOT 69
LOT



LOEBER FARMS PHASE 2
ROADWAY AREAS
STREET LIGHTING

Luminaire Schedule									
Symbol	Qty	Label	Description	Lum. Watts	LLF	Lum. Lumens	BUG Rating	[TEST]	Lum. Tilt
	32	5A	LUMECR TRDS-35W/D2LED3K-ISU-LEIF / 4' ARM / MTD AT 25' AFG	37	0.900	4761	B1-U0-G1	Scaled From LRQL09920	0
	12	5B	LUMECR TRDS-35W/D2LED3K-ISU-LEAF / 4' ARM / MTD AT 25' AFG	37	0.900	4682	B1-U0-G1	Scaled From LRQL09920	0

Calculation Summary									
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid #	
LOTS 1 - 85 ILLUMINANCE	Illuminance	Fc	1.02	2.3	0.3	3.40	8.33	0	
LOTS 86-102 ILLUMINANCE	Illuminance	Fc	0.92	2.3	0.3	3.07	7.67	0	
MAIN DRIVE	Illuminance	Fc	0.94	2.3	0.3	3.13	7.67	0	

Filename: LF-PH2-2025-09-23.AGI

NOTE: ALL CALCULATIONS POINTS AT GRADE LEVEL

C:\Clients JFP\Chicago Lfg Works\Work Info\Chicago.jpg

GRAPHIC SCALE
100 50 0 100
1" = 100'

REVISIONS		
NO.	DATE	DESCRIPTION
1	02-14-25	ISSUED FOR PRG REVIEW
2	07-03-25	REVISED PER PRG REVIEW
3	08-22-25	REVISED PER PRG REVIEW

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

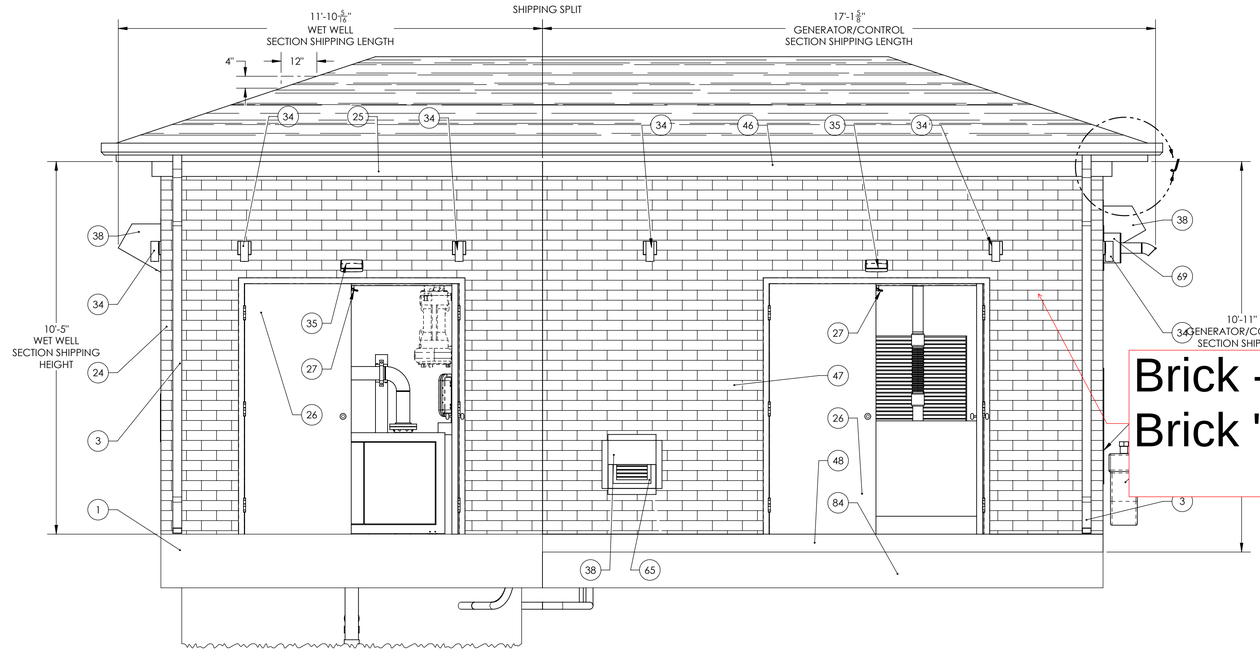
STREET LIGHTING PLAN

LOEBER FARM
NITTI PUD

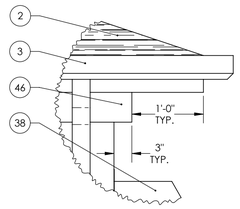
SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

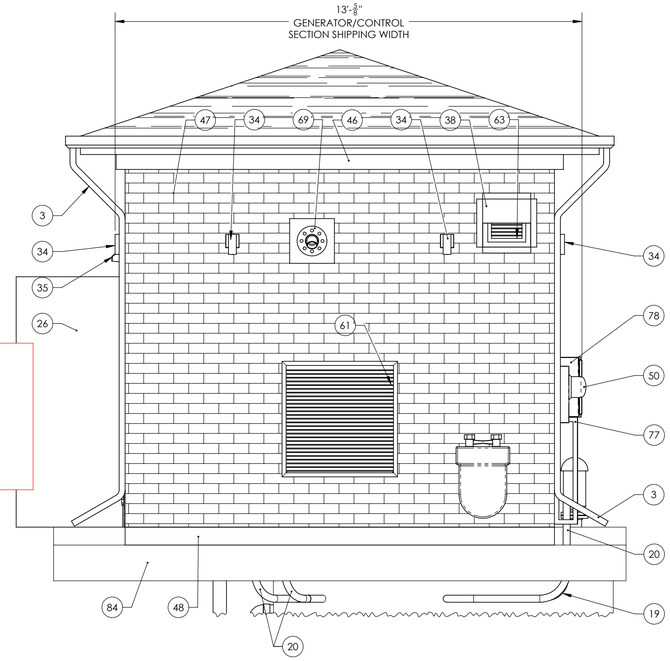
DRAWING NO.
P.0



WEST ELEVATION



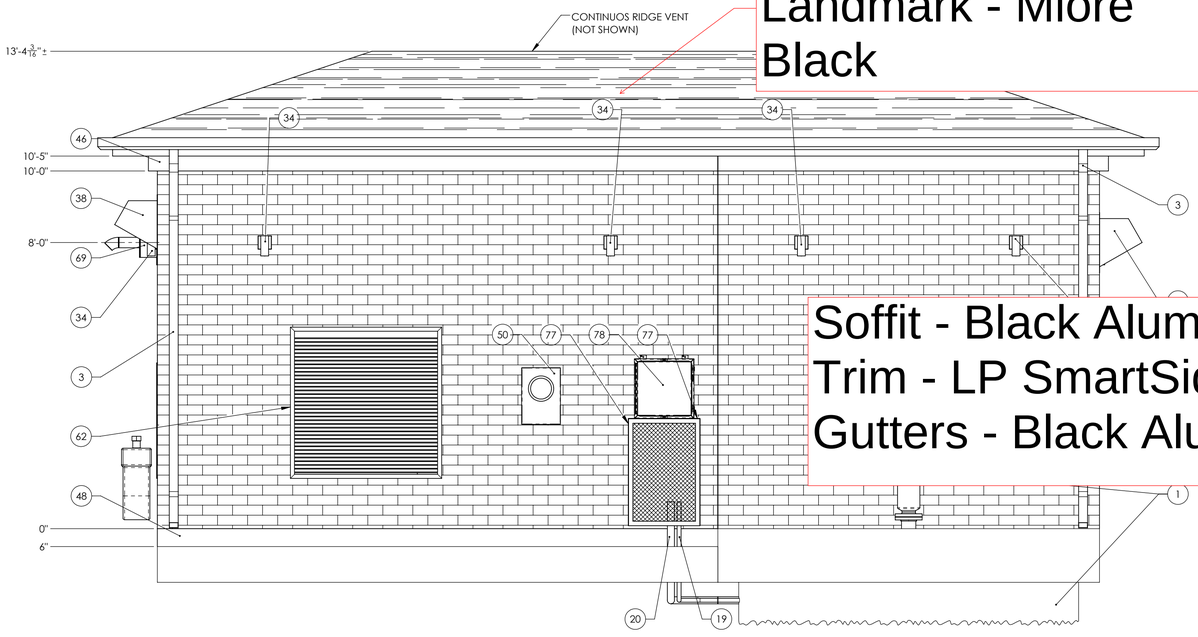
DETAIL J
SCALE 1 : 12



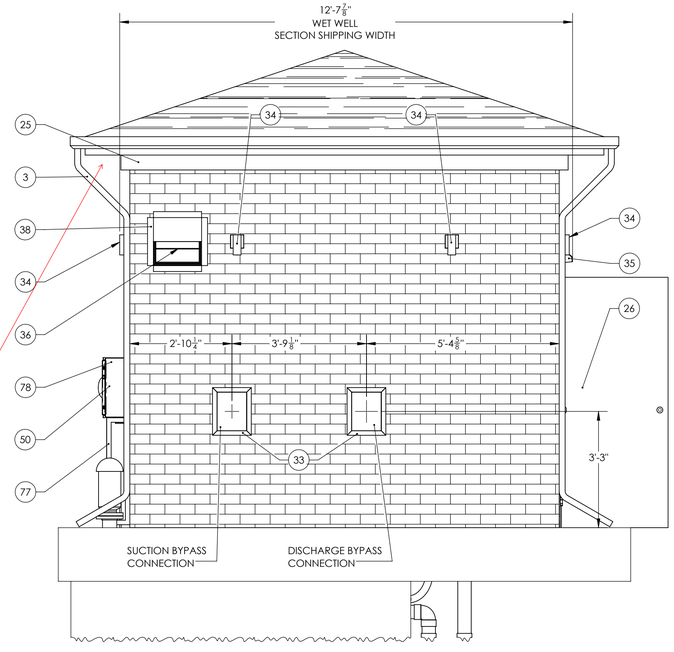
SOUTH ELEVATION

Brick - Glen Gery
Brick "Anchor Bay

Roof - CertanTeed
Landmark - Miore
Black



Soffit - Black Aluminum
Trim - LP SmartSide - Black
Gutters - Black Aluminum



Loeber - Lift Station Building
Materials & Color Exhibit

tropolitan Industries, Inc. 2023



NOTES:

1. BLANKET UTILITY AND DRAINAGE EASEMENTS ACROSS ALL OUTLOTS.
2. EACH ROWHOME TO BE IN INDIVIDUAL LOT FROM FRONT FACADE TO 6' BEHIND REAR FACADE.
3. EACH TOWNHOME TO BE IN INDIVIDUAL LOT FROM BACK OF CURB TO REAR YARD (VARIES).

LEGEND

- OUTLOT 2
- OUTLOT 3
- OUTLOT 4

GRAPHIC SCALE

100 50 0 100

1" = 100'

REVISIONS

NO.	DATE	DESCRIPTION
----	----	----
----	----	----
----	----	----
----	----	----
----	----	----

ORIGINAL ISSUE DATE: JANUARY 31, 2025

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: ND
DRAWN BY: RI

LOT EXHIBIT

LOEBER FARM
NITTI MULTIFAMILY

SCHAUMBURG ILLINOIS

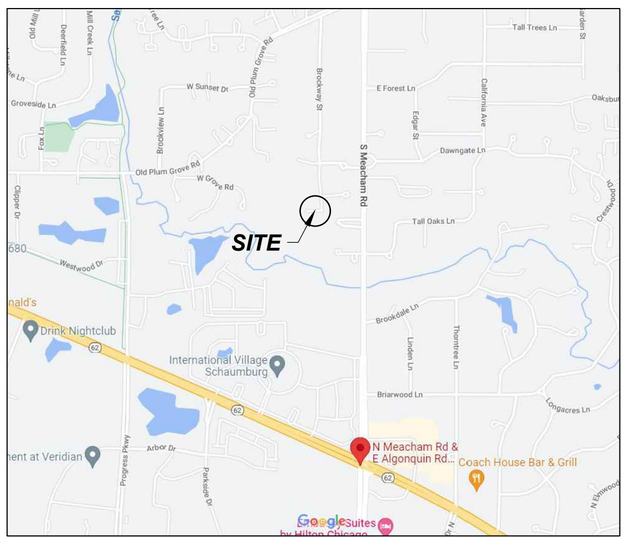
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

EX1

PLAT OF VACATION
OF
SUE LANE

THAT PART OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF HERETOFORE DEDICATED SUE LANE PER DOCUMENT 17586213; THENCE NORTH 00 DEGREES 19 MINUTES 43 SECONDS WEST ALONG THE WEST LINE OF SAID SUE LANE, 16.09 FEET; THENCE SOUTH 86 DEGREES 43 MINUTES 01 SECONDS EAST ALONG A LINE PARALLEL WITH THE SOUTH LINE OF SAID SUE LANE, 120.99 FEET; THENCE SOUTH 04 DEGREES 46 MINUTES 14 SECONDS EAST, 4.89 FEET; THENCE SOUTH 86 DEGREES 43 MINUTES 01 SECONDS EAST ALONG A LINE PARALLEL WITH THE SOUTH LINE OF SAID SUE LANE, 152.25 FEET TO THE EAST LINE OF SAID SUE LANE; THENCE SOUTH 06 DEGREES 11 MINUTES 48 SECONDS EAST ALONG SAID EAST LINE, 11.38 FEET TO THE SOUTHEAST CORNER OF SAID SUE LANE; THENCE NORTH 86 DEGREES 43 MINUTES 01 SECONDS WEST ALONG THE SOUTH LINE OF SAID SUE LANE, 274.79 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.



VICINITY MAP
NOT TO SCALE

AREA

3,663 SQ. FT.
0.0841 ACRES

BASIS OF BEARINGS

THE BASIS OF BEARINGS IS THE STATE PLANE COORDINATE SYSTEM (SPCS) NAD 83 (2011) ZONE 1201 (ILLINOIS EAST) WITH PROJECT ORIGIN AT
LATITUDE: 42°04'24.68801 N
LONGITUDE: 88°02'49.98311 W
ELLIPSOIDAL HEIGHT: 621.998 SFT
GROUND SCALE FACTOR: 1.0000477851 GEOID 18
ALL MEASUREMENTS ARE ON THE GROUND.

STATE PLANE MERIDIAN

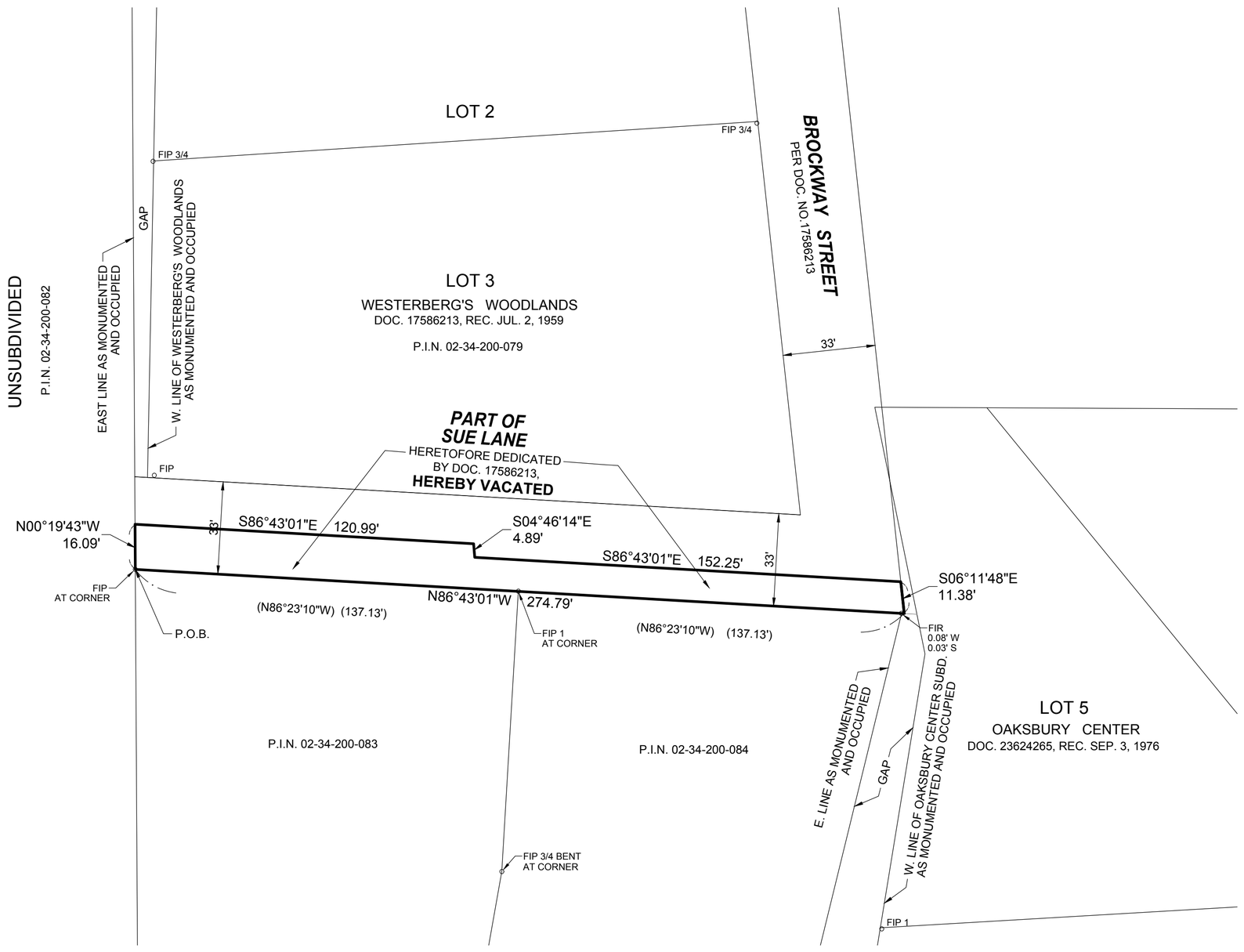
GRAPHIC SCALE

30 0 15 30 60 120

1" = 30'

LEGEND

———	R-O-W HEREBY VACATED
———	EXISTING R-O-W LINE
———	EXISTING LOT LINE
N	NORTH
S	SOUTH
E	EAST
W	WEST
CB	CHORD BEARING
A	ARC LENGTH
R	RADIUS
(0.00')	RECORD DATUM
0.00'	CALCULATED DATUM
FIP ○	FOUND IRON PIPE
FIR ○	FOUND IRON ROD



ZONING BOARD OF APPEALS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY THE ILLINOIS COMPILED STATUTES, ENACTED BY THE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF SCHAUMBURG.

APPROVED BY THE ZONING BOARD OF APPEALS AT A MEETING HELD ON THIS _____ DAY OF _____, A.D., 20_____.

_____
CHAIRMAN

_____
SECRETARY

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE VILLAGE BOARD OF SCHAUMBURG, ILLINOIS, AT A MEETING HELD THIS _____ DAY OF _____, A.D., 20_____.

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, CHARLES W. BARTOSZ, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF ILLINOIS, HEREBY DESIGNATE _____ TO RECORD THIS PLAT OF VACATION WITH THE COOK COUNTY RECORDER OF DEEDS AND REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER CHAPTER 109, SECTION 2 OF THE ILLINOIS REVISED STATUTES

THIS _____ DAY OF _____, A.D., ___.

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2027.

CHARLES W. BARTOSZ 3188 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

APPROVED AND ACCEPTED

VILLAGE OF SCHAUMBURG DEPARTMENT OF ENGINEERING AND PUBLIC WORKS

BY: _____ DATE: _____

TITLE: _____

ILLINOIS BELL TELEPHONE COMPANY

BY: _____ DATE: _____

TITLE: _____

NICOR

BY: _____ DATE: _____

TITLE: _____

COMMONWEALTH EDISON COMPANY

BY: _____ DATE: _____

TITLE: _____

COMCAST

BY: _____ DATE: _____

TITLE: _____

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, CHARLES W. BARTOSZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR DO HEREBY CERTIFY THAT THE PLAT HEREON DRAWN WAS PREPARED AT AND UNDER MY DIRECTION. ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D., ___.

_____
CHARLES W. BARTOSZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3188
MY LICENSE EXPIRES ON NOVEMBER 30, 2026.
V3 COMPANIES, LTD. PROFESSIONAL DESIGN FIRM NO. 184000902
THIS DESIGN FIRM NUMBER EXPIRES APRIL 30, 2027.
cbartosz@v3co.com

CHARLES W. BARTOSZ 3188 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS WOODRIDGE, ILLINOIS

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THE _____ DAY OF _____, A.D., 20_____ AT _____ O'CLOCK __.M. AS DOCUMENT NUMBER_____

_____
COUNTY RECORDER

UPON RECORDING, MAIL TO:
VILLAGE OF SCHAUMBURG,
101 SCHAUMBURG COURT,
SCHAUMBURG, IL 60193

Engineers
Scientists
Surveyors
7325 Janes Avenue, Suite 100
Woodridge, IL 60517
630.724.9200 voice
630.724.0384 fax
v3co.com

PREPARED FOR:
Nitti Group, LLC - Schaumburg, LLC
132 N York Street, Suite 2F
Elmhurst, IL 60126
630-980-4364

REVISIONS		
NO.	DATE	DESCRIPTION
1	07/07/2025	PER ADJ. FINAL PLAT CHANGES & CITY COMMENTS

PLAT OF VACATION

SUE LANE, SCHAUMBURG, IL

Project No: 220205
Group No: VP10.1

DRAFTING COMPLETED: 04-26-23	DRAWN BY: MLP	PROJECT MANAGER: CWB	SHEET NO. 1 of 1
FIELD WORK COMPLETED: 05-05-23	CHECKED BY: CWB	SCALE: 1" = 30'	

CON/SPAN O-Series DYO
Loeber Farm over Salt Creek

PROJECT SUMMARY

LOCAL BRIDGE CONSULTANT
- NAME = Nelson Brown
- EMAIL = Nelson.Brown@conteches.com
- PHONE NUMBER = 773-318-0522

STRUCTURE DETAILS
- SPAN = 60' - 0"
- PRECAST RISE = 13' - 3 1/8"
- LENGTH = 37 FT.

HEADWALLS
- INLET HEADWALL HEIGHT = 2 FT.
- OUTLET HEADWALL HEIGHT = 2 FT.

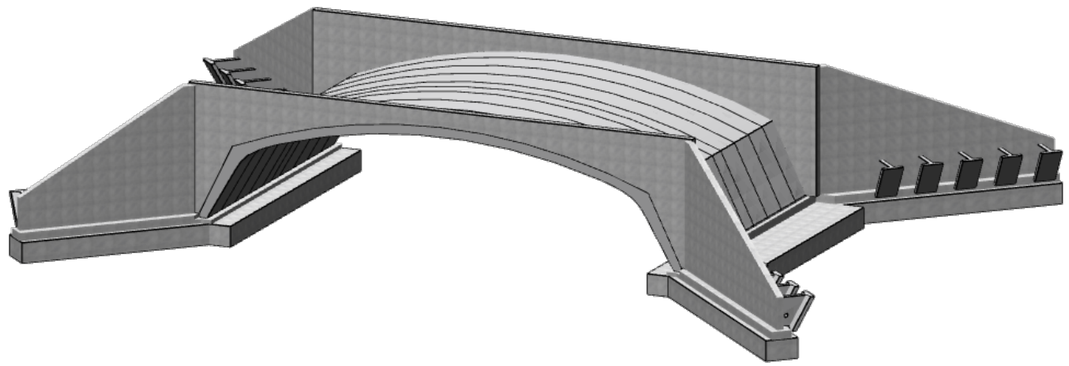
FOUNDATIONS
- FOUNDATION TYPE = PEDESTAL

WINGWALLS
- WW 1 ANGLE = 45 DEG.
- WW 1 LENGTH = 30 FT.
- WW 1 HIGH HEIGHT = 15.68 FT.
- WW 1 LOW HEIGHT = 4 FT.

- WW 2 ANGLE = 45 DEG.
- WW 2 LENGTH = 22 FT.
- WW 2 HIGH HEIGHT = 15.68 FT.
- WW 2 LOW HEIGHT = 4 FT.

- WW 3 ANGLE = 45 DEG.
- WW 3 LENGTH = 30 FT.
- WW 3 HIGH HEIGHT = 15.68 FT.
- WW 3 LOW HEIGHT = 4 FT.

- WW 4 ANGLE = 45 DEG.
- WW 4 LENGTH = 27 FT.
- WW 4 HIGH HEIGHT = 15.68 FT.
- WW 4 LOW HEIGHT = 4 FT.



Will be reviewed at final engineering

NOTES

1. THIS BRIDGE HAS BEEN DESIGNED FOR GENERAL SITE CONDITIONS. THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURE'S SUITABILITY TO THE EXISTING SITE CONDITIONS AND FOR THE HYDRAULIC EVALUATION -- INCLUDING SCOUR AND CONFIRMATION OF SOIL CONDITIONS.

2. PRIOR TO CONSTRUCTION, CONTRACTOR MUST VERIFY ALL ELEVATIONS SHOWN THROUGH THE ENGINEER.

3. ONLY CONTECH ENGINEERED SOLUTIONS LLC, THE CONSPAN APPROVED MANUFACTURER IN THE PROJECT STATE MAY PROVIDE THE STRUCTURE DESIGNED IN ACCORDANCE WITH THESE PLANS.

4. THIS DYOB DRAWING IS A CONCEPTUAL DESIGN. PLEASE WORK WITH YOUR LOCAL BRIDGE CONSULTANT FOR FURTHER SOLUTION DEVELOPMENT AND PRICING.

5. THE USE OF ANOTHER PRECAST STRUCTURE WITH THE DESIGN ASSUMPTIONS USED FOR THE CON/SPAN® STRUCTURE MAY LEAD TO SERIOUS DESIGN ERRORS. USE OF ANY OTHER PRECAST STRUCTURE WITH THIS DESIGN AND DRAWINGS VOIDS ANY CERTIFICATION OF THIS DESIGN AND WARRANTY. CONTECH ENGINEERED SOLUTIONS ASSUMES NO LIABILITY FOR DESIGN OF ANY ALTERNATE OR SIMILAR TYPE STRUCTURES.

PRELIMINARY
NOT FOR CONSTRUCTION

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MARK	DATE	REVISION DESCRIPTION	BY

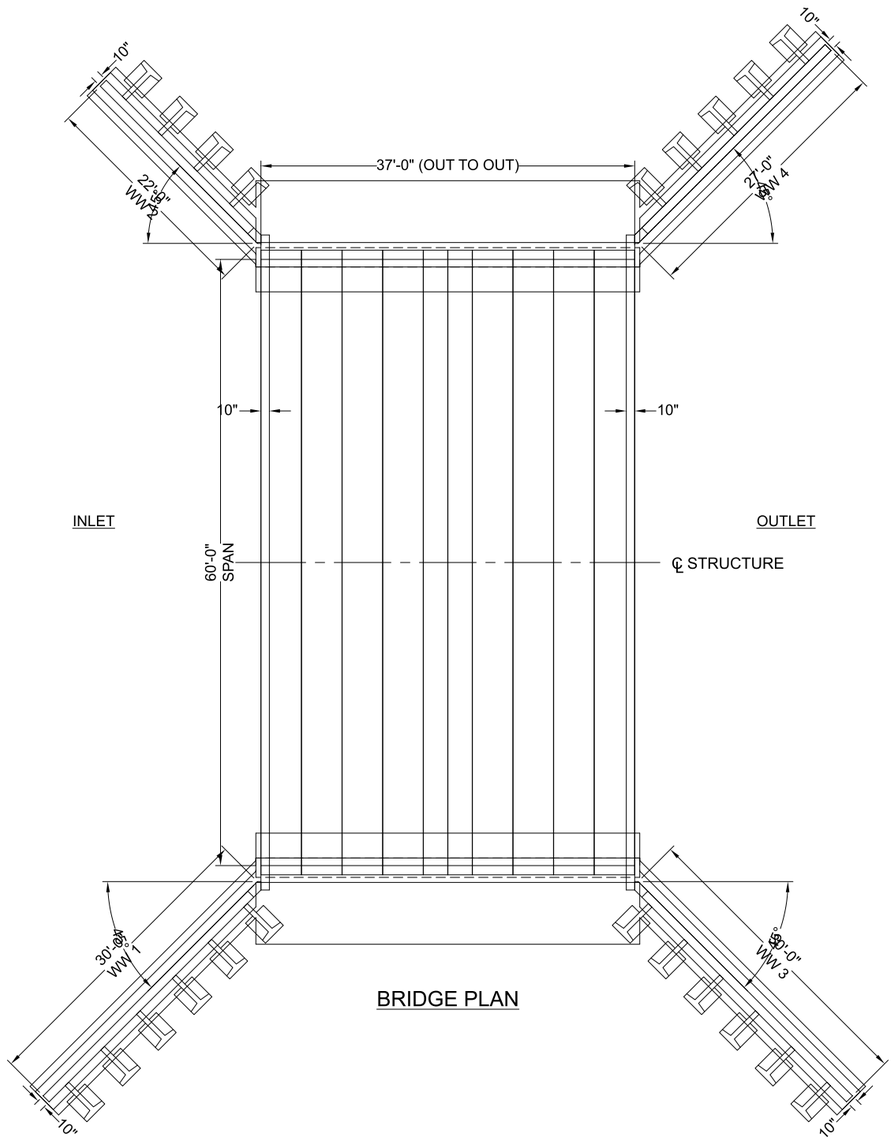
CONTECH® ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CON/SPAN O-SERIES

DYOB
DRAWING

DYO32443, Loeber Farm over Salt Creek O-Series
Loeber Farm over Salt Creek
Lincolnwood, IL
O Series, 60' Span x 13'-3 1/8" Rise

PROJECT No.:	DYO No.:	DATE:
21986	32443	05/25/2023
DESIGNED: DYO		DRAWN: DYO
CHECKED: DYO		APPROVED: DYO
SHEET NO.: D1 OF D9		



BRIDGE PLAN

PRELIMINARY
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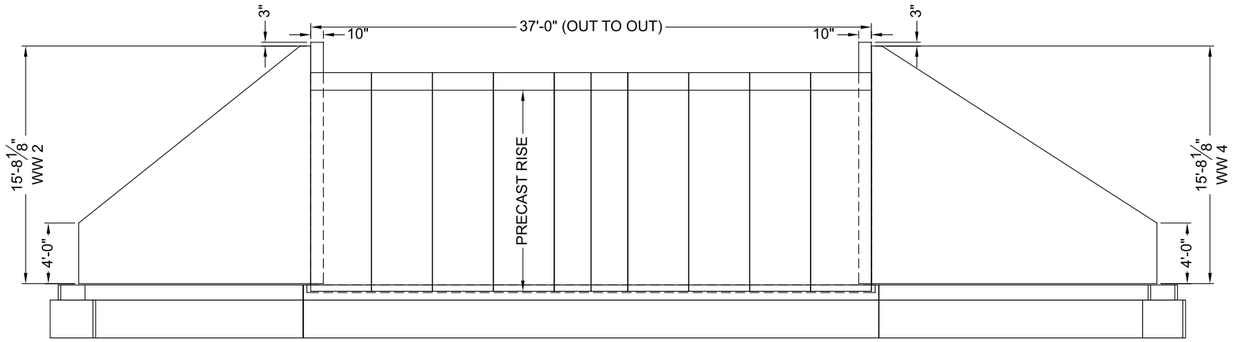
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CON-SPAN® O-SERIES®

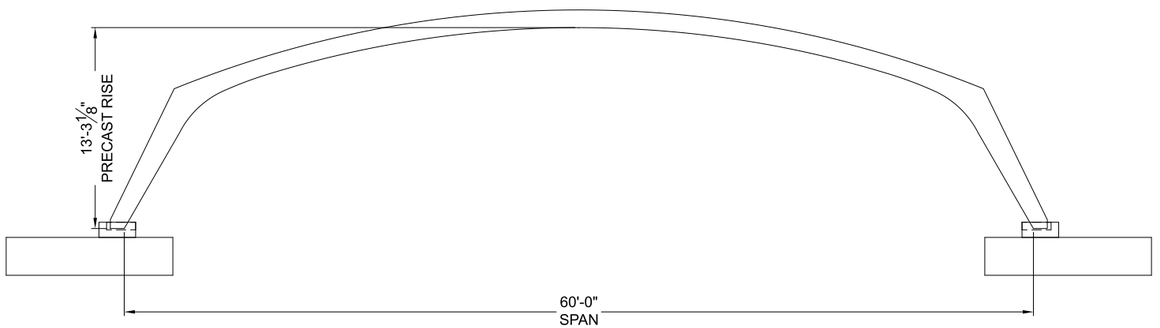
DYOB
DRAWING

DYO32443, Loeber Farm over Salt Creek O-Series
Loeber Farm over Salt Creek
Lincolnwood, IL
O Series, 60' Span x 13'-3 1/8" Rise

PROJECT No.:	DYO No.:	DATE:
21986	32443	05/25/2023
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: D2 OF D9		



LONGITUDINAL SECTION



CROSS SECTION

PRELIMINARY
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9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

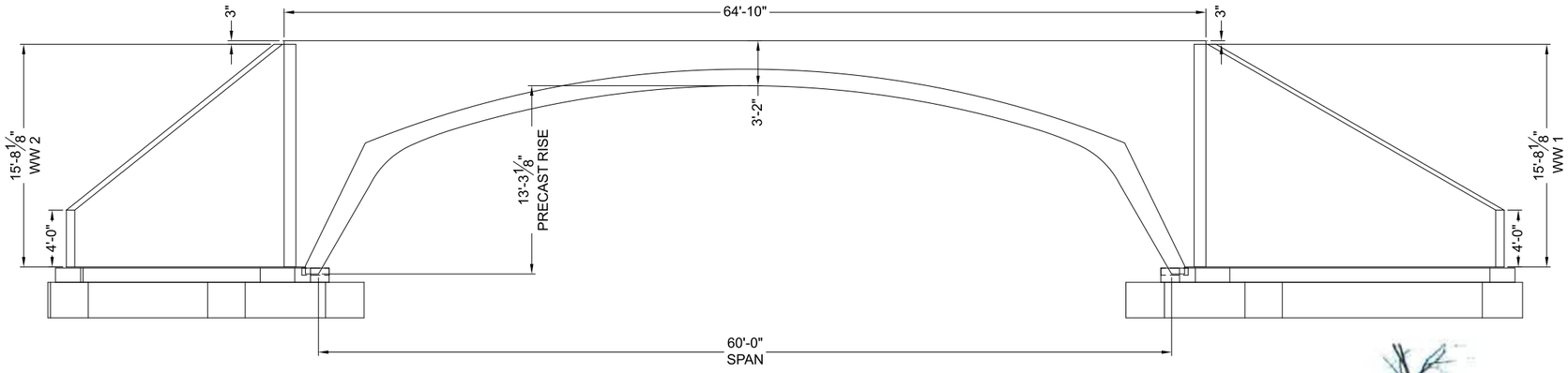
CON-SPAN O-SERIES

DYOB
DRAWING

DYO32443, Loeber Farm over Salt Creek O-Series
Loeber Farm over Salt Creek
Lincolnwood, IL
O Series, 60' Span x 13'-3 1/8" Rise

PROJECT No.:	DYO No.:	DATE:
21986	32443	05/25/2023
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	

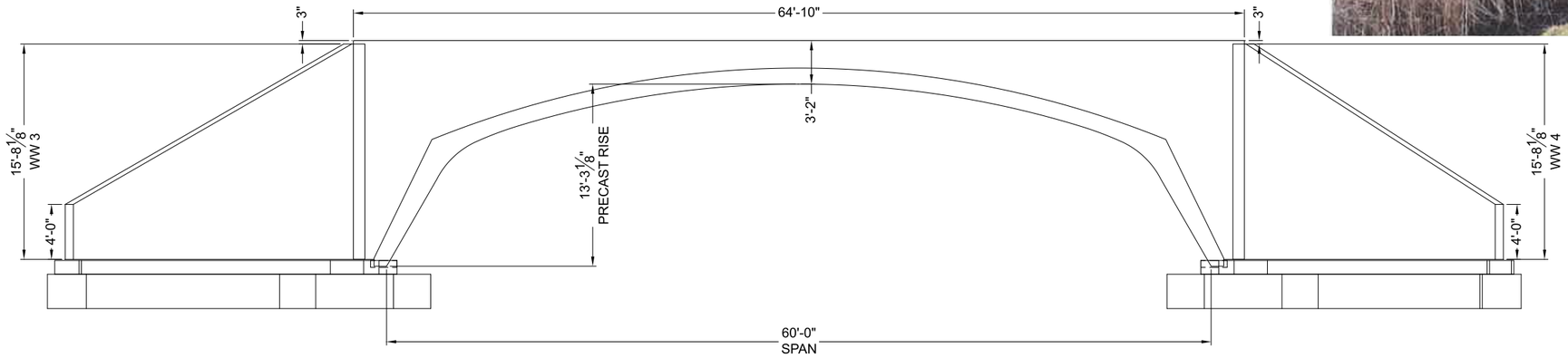
SHEET NO.: D3 OF D9



INLET END ELEVATION

Consider enhancing the bridge by including formliner, staining, etc.





OUTLET END ELEVATION

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MARK	DATE	REVISION DESCRIPTION	BY

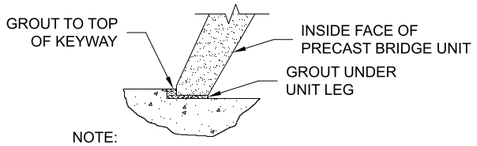
CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

CON-SPAN O-SERIES

DYOB
DRAWING

DYO32443, Loeber Farm over Salt Creek O-Series
Loeber Farm over Salt Creek
Lincolnwood, IL
O Series, 60' Span x 13'-3 1/8" Rise

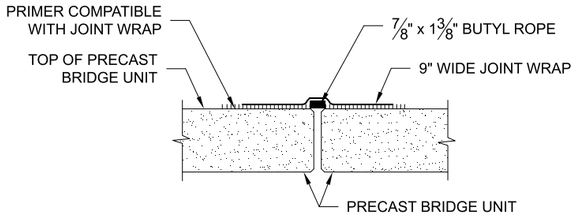
PROJECT No.:	DYO No.:	DATE:
21986	32443	05/25/2023
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: D4 OF D9		



NOTE:
FILL ENTIRE KEYWAY INCLUDING NOMINAL 1" VOID BETWEEN BOTTOM OF KEYWAY AND BOTTOM OF PRECAST BRIDGE UNIT LEG WITH GROUT.

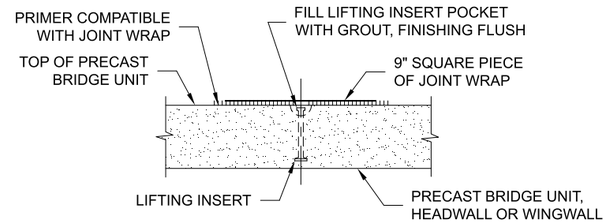
TYPICAL BRIDGE UNIT GROUT DETAIL

NOT TO SCALE



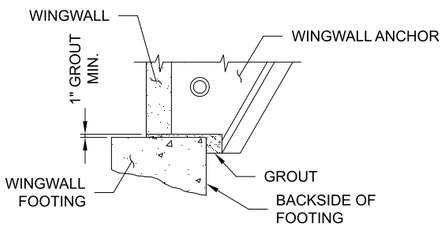
TYPICAL JOINT SEAL DETAIL

NOT TO SCALE



TYPICAL LIFT INSERT SEALING DETAIL

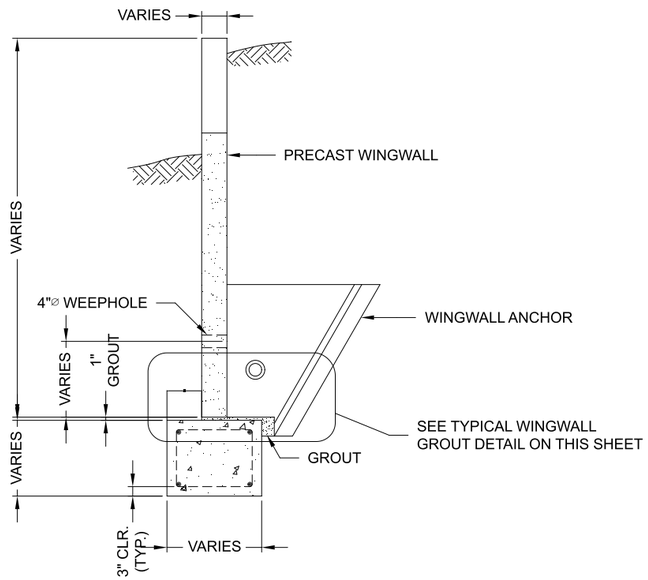
NOT TO SCALE



NOTES:
- MINIMUM 1" GROUT UNDER WINGWALL LEG & ANCHOR STEM.
- AREA BETWEEN WINGWALL FOOTING AND WINGWALL ANCHOR SHALL BE GROUTED SOLID BEFORE BACKFILL.
- FORM BACKSIDE OF FOOTING TO DIMENSIONS SHOWN ON FOUNDATION PLAN.

TYPICAL WINGWALL GROUT DETAIL

NOT TO SCALE



TYPICAL WINGWALL SECTION

NOT TO SCALE

PRELIMINARY
NOT FOR CONSTRUCTION

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CON-SPAN O-SERIES

DYOB
DRAWING

DYO32443, Loeber Farm over Salt Creek O-Series
Loeber Farm over Salt Creek
Lincolnwood, IL
O Series, 60' Span x 13'-3 1/8" Rise

PROJECT No.:	DYO No.:	DATE:
21986	32443	05/25/2023
DESIGNED: DYO	DRAWN: DYO	
CHECKED: DYO	APPROVED: DYO	
SHEET NO.: D5 OF D9		

SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN® O-SERIES BRIDGE SYSTEMS

1. DESCRIPTION
   1.1. TYPE - THIS WORK SHALL CONSIST OF FURNISHING AND CONSTRUCTING A CON/SPAN® O-SERIES BRIDGE SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER. IN SITUATIONS WHERE TWO OR MORE SPECIFICATIONS APPLY TO THIS WORK, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN.
   1.2. DESIGNATION - PRECAST REINFORCED CONCRETE CON/SPAN® O-SERIES BRIDGE UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY SPAN AND RISE. PRECAST REINFORCED CONCRETE WINGWALLS AND HEADWALLS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT, AND DEFLECTION ANGLE. PRECAST REINFORCED CONCRETE EXPRESS™ FOUNDATION UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT AND WIDTH.

2. DESIGN
   2.1. SPECIFICATIONS - THE PRECAST ELEMENTS ARE DESIGNED IN ACCORDANCE WITH THE "AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS" 8TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017. A MINIMUM OF ONE FOOT OF COVER ABOVE THE CROWN OF THE BRIDGE UNITS IS REQUIRED IN THE INSTALLED CONDITION. (UNLESS NOTED OTHERWISE ON THE SHOP DRAWINGS AND DESIGNED ACCORDINGLY.)

3. MATERIALS
   3.1. CONCRETE - THE CONCRETE FOR THE PRECAST ELEMENTS SHALL BE AIR-ENTRAINED WHEN INSTALLED IN AREAS SUBJECT TO FREEZE-THAW CONDITIONS, COMPOSED OF PORTLAND CEMENT, FINE AND COARSE AGGREGATES, ADMIXTURES AND WATER. AIR-ENTRAINED CONCRETE SHALL CONTAIN 6 ± 2 PERCENT AIR. THE AIR- ENTRAINING ADMIXTURE SHALL CONFORM TO AASHT0 M154. THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE AS SHOWN ON THE SHOP DRAWINGS.
      3.1.1.1. PORTLAND CEMENT - SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATIONS C150-TYPE I, TYPE II, OR TYPE III CEMENT.
      3.1.2. COARSE AGGREGATE - SHALL CONSIST OF STONE HAVING A MAXIMUM SIZE OF 1 INCH. AGGREGATE SHALL MEET REQUIREMENTS FOR ASTM C33.
      3.1.3. WATER REDUCING ADMIXTURE - THE MANUFACTURER MAY SUBMIT, FOR APPROVAL BY THE ENGINEER, A WATER-REDUCING ADMIXTURE FOR THE PURPOSE OF INCREASING WORKABILITY AND REDUCING THE WATER REQUIREMENT FOR THE CONCRETE.
      3.1.4. CALCIUM CHLORIDE - THE ADDITION TO THE MIX OF CALCIUM CHLORIDE OR ADMIXTURES CONTAINING CALCIUM CHLORIDE WILL NOT BE PERMITTED.
      3.1.5. MIXTURE - THE AGGREGATES, CEMENT AND WATER SHALL BE PROPORTIONED AND MIXED IN A BATCH MIXER TO PRODUCE A HOMOGENEOUS CONCRETE MEETING THE STRENGTH REQUIREMENTS OF THIS SPECIFICATION. THE PROPORTION OF PORTLAND CEMENT IN THE MIXTURE SHALL NOT BE LESS THAN 564 POUNDS (6 SACKS) PER CUBIC YARD OF CONCRETE.
   3.2. STEEL REINFORCEMENT
      3.2.1. THE MINIMUM STEEL YIELD STRENGTH SHALL BE 60,000 PSI, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS.
      3.2.2. ALL REINFORCING STEEL FOR THE PRECAST ELEMENTS SHALL BE FABRICATED AND PLACED IN ACCORDANCE WITH THE DETAILED SHOP DRAWINGS SUBMITTED BY THE MANUFACTURER.
      3.2.3. REINFORCEMENT SHALL CONSIST OF WELDED WIRE REINFORCING CONFORMING TO ASTM SPECIFICATION A 1064, OR DEFORMED STEEL BARS CONFORMING TO ASTM SPECIFICATION A 615, GRADE 60. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY CONSIST OF WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS.
   3.3. STEEL HARDWARE
      3.3.1. BOLTS AND THREADED RODS FOR WINGWALL CONNECTIONS SHALL CONFORM TO ASTM A 307. NUTS SHALL CONFORM TO AASHTO M292 (ASTM A194) GRADE 2H. ALL BOLTS, THREADED RODS AND NUTS USED IN WINGWALL CONNECTIONS SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B695 CLASS 50.
      3.3.2. STRUCTURAL STEEL FOR WINGWALL CONNECTION PLATES AND PLATE WASHERS SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36 AND SHALL BE HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).
      3.3.3. INSERTS FOR WINGWALLS SHALL BE 1" DIAMETER TWO-BOLT PRESET WINGWALL ANCHORS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700 AND SHALL BE ELECTRO GALVANIZED IN ACCORDANCE WITH ASTM B633 SC-1.
      3.3.4. FERRULE LOOP INSERTS SHALL BE F-64 FERRULE LOOP INSERTS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700 AND SHALL BE ELECTRO GALVANIZED.
      3.3.5. HOOK BOLTS USED IN ATTACHED HEADWALL CONNECTIONS SHALL BE ASTM A307.
      3.3.6. INSERTS FOR DETACHED HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL, EXPANDED COIL INSERTS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700. COIL RODS AND NUTS USED IN HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL. WASHERS USED IN HEADWALL CONNECTIONS SHALL BE EITHER AISI TYPE 304 STAINLESS STEEL PLATE WASHERS OR AASHTO M270 (ASTM A709) GRADE 36 PLATE WASHERS HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).
      3.3.7. MECHANICAL SPLICES OF REINFORCING BARS SHALL BE MADE USING THE DOWEL BAR SPLICER SYSTEM AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700, AND SHALL CONSIST OF THE DBDI SPLICE SYSTEM (DOWEL BAR SPLICER AND DOWEL-IN), OR AS MANUFACTURED BY BARSPLICE PRODUCTS INC, DAYTON, OHIO, (937)-275-8700, AND SHALL CONSIST OF BARSPLICER XP TYPE 2 SYSTEM.

4. MANUFACTURE OF PRECAST ELEMENTS - SUBJECT TO THE PROVISIONS OF SECTION 5, BELOW, THE PRECAST ELEMENT DIMENSION AND REINFORCEMENT DETAILS SHALL BE AS PRESCRIBED IN THE PLAN AND SHOP DRAWINGS PROVIDED BY THE MANUFACTURER.
   4.1. FORMS - THE FORMS USED IN MANUFACTURE SHALL BE SUFFICIENTLY RIGID AND ACCURATE TO MAINTAIN THE REQUIRED PRECAST ELEMENT DIMENSIONS WITHIN THE PERMISSIBLE VARIATIONS GIVEN IN SECTION 5 OF THESE SPECIFICATIONS. ALL CASTING SURFACES SHALL BE OF A SMOOTH MATERIAL.
   4.2. PLACEMENT OF REINFORCEMENT
      4.2.1. PLACEMENT OF REINFORCEMENT IN PRECAST BRIDGE UNITS - THE COVER OF CONCRETE OVER THE OUTSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 2" MINIMUM. THE COVER OF CONCRETE OVER THE INSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 1½" MINIMUM, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS. THE CLEAR DISTANCE OF THE END CIRCUMFERENTIAL WIRES SHALL NOT BE LESS THAN 1" NOR MORE THAN 2" FROM THE ENDS OF EACH SECTION. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING SINGLE OR MULTIPLE LAYERS OF WELDED WIRE FABRIC (NOT TO EXCEED 3 LAYERS), SUPPLEMENTED WITH A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS, WHEN NECESSARY. WELDED WIRE FABRIC SHALL BE COMPOSED OF CIRCUMFERENTIAL AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE BRIDGE UNIT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW. THE ENDS OF THE LONGITUDINAL DISTRIBUTION REINFORCEMENT SHALL BE NOT MORE THAN 3" AND NOT LESS THAN 1½" FROM THE ENDS OF THE BRIDGE UNIT.
      4.2.2. BENDING OF REINFORCEMENT FOR PRECAST BRIDGE UNITS - THE OUTSIDE AND INSIDE CIRCUMFERENTIAL REINFORCING STEEL FOR THE CORNERS OF THE BRIDGE SHALL BE BENT TO SUCH AN ANGLE THAT IS APPROXIMATELY EQUAL TO THE CONFIGURATION OF THE BRIDGE'S OUTSIDE CORNER.
      4.2.3. PLACEMENT OF REINFORCEMENT FOR PRECAST WINGWALLS AND HEADWALLS - THE COVER OF CONCRETE OVER THE LONGITUDINAL AND TRANSVERSE REINFORCEMENT SHALL BE 2" MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 1½" NOR MORE THAN 3". REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC, OR A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.
      4.2.4. PLACEMENT OF REINFORCMENT FOR PRECAST FOUNDATION UNITS - THE COVER OF CONCRETE OVER THE BOTTOM REINFORCEMENT SHALL BE 3 INCHES MINIMUM. THE COVER OF CONCRETE FOR ALL OTHER REINFORCEMENT SHALL BE 2 INCHES MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 2 INCHES NOR MORE THAN 3 INCHES. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC OR A SINGLE LAYER OF DEFOREMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.
   4.3. LAPS, WELDS, SPACING
      4.3.1. LAPS, WELDS, AND SPACING FOR PRECAST BRIDGE UNITS - TENSION SPLICES IN THE CIRCUMFERENTIAL REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.5B AND 5.10.8.5.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.5A AND 5.10.8.5.1. THE OVERLAP OF WELDED WIRE FABRIC SHALL BE MEASURED BETWEEN THE OUTER-MOST LONGITUDINAL WIRES OF EACH FABRIC SHEET. FOR DEFORMED BILLET-STEEL BARS, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.1 FOR SPLICES OTHER THAN TENSION SPLICES, THE OVERLAP SHALL BE A MINIMUM OF 1'-0" FOR WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS. THE SPACING CENTER TO CENTER OF THE CIRCUMFERENTIAL WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 4". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL WIRES SHALL NOT BE MORE THAN 8". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL DISTRIBUTION STEEL FOR EITHER LINE OF REINFORCING IN THE TOP SLAB SHALL BE NOT MORE THAN 1'-4".
      4.3.2. LAPS, WELDS, AND SPACING FOR PRECAST WINGWALLS, HEADWALLS AND FOUNDATIONS - SPLICES IN THE REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.5B AND 5.10.8.5.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.5A AND 5.10.8.5.1. FOR DEFORMED BILLET-STEEL BARS, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.10.8.2.1. THE SPACING CENTER-TO-CENTER OF THE WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 8".
   4.4. CURING - THE PRECAST CONCRETE ELEMENTS SHALL BE CURED FOR A SUFFICIENT LENGTH OF TIME SO THAT THE CONCRETE WILL DEVELOP THE SPECIFIED COMPRESSIVE STRENGTH IN 28 DAYS OR LESS. ANY ONE OF THE FOLLOWING METHODS OF CURING OR COMBINATIONS THERE OF SHALL BE USED:
      4.4.1. STEAM CURING - THE PRECAST ELEMENTS MAY BE LOW-PRESSURE STEAM CURED BY A SYSTEM THAT WILL MAINTAIN A MOIST ATMOSPHERE.
      4.4.2. WATER CURING - THE PRECAST ELEMENTS MAY BE WATER CURED BY ANY METHOD THAT WILL KEEP THE SECTIONS MOIST.
      4.4.3. MEMBRANE CURING - A SEALING MEMBRANE CONFORMING TO THE REQUIREMENTS OF ASTM SPECIFICATION C309 MAY BE APPLIED AND SHALL BE LEFT INTACT UNTIL THE REQUIRED CONCRETE COMPRESSIVE STRENGTH IS ATTAINED. THE CONCRETE TEMPERATURE AT THE TIME OF APPLICATION SHALL BE WITHIN +/- 10 DEGREES F OF THE ATMOSPHERIC TEMPERATURE. ALL SURFACES SHALL BE KEPT MOIST PRIOR TO THE APPLICATION OF THE COMPOUNDS AND SHALL BE DAMP WHEN THE COMPOUND IS APPLIED.
   4.5. STORAGE, HANDLING & DELIVERY
      4.5.1. STORAGE - PRECAST CONCRETE BRIDGE ELEMENTS SHALL BE LIFTED AND STORED IN "AS-CAST" POSITION. PRECAST CONCRETE HEADWALL AND WINGWALL UNITS ARE CAST, STORED AND SHIPPED IN A FLAT POSITION. THE PRECAST ELEMENTS SHALL BE STORED IN SUCH A MANNER TO PREVENT CRACKING OR DAMAGE. STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE. THE UNITS SHALL NOT BE MOVED UNTIL THE CONCRETE COMPRESSIVE STRENGTH HAS REACHED A MINIMUM OF 2500 PSI (3000 PSI FOR SPANS >48 FEET), AND THEY SHALL NOT BE STORED IN AN UPRIGHT POSITION.
      4.5.2. HANDLING - HANDLING DEVICES SHALL BE PERMITTED IN EACH PRECAST ELEMENT FOR THE PURPOSE OF HANDLING AND SETTING. SPREADER BEAMS MAY BE REQUIRED FOR THE LIFTING OF PRECAST CONCRETE BRIDGE ELEMENTS TO PRECLUDE DAMAGE FROM BENDING OR TORSION FORCES.
      4.5.3. DELIVERY - PRECAST CONCRETE ELEMENTS MUST NOT BE SHIPPED UNTIL THE CONCRETE HAS ATTAINED THE SPECIFIED DESIGN COMPRESSIVE STRENGTH, OR AS DIRECTED BY THE DESIGN ENGINEER. PRECAST CONCRETE ELEMENTS MAY BE UNLOADED AND PLACED ON THE GROUND AT THE SITE UNTIL INSTALLED. STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE.
   4.6. QUALITY ASSURANCE - THE PRECASTER SHALL DEMONSTRATE ADHERENCE TO THE STANDARDS SET FORTH IN THE NPCA QUALITY CONTROL MANUAL. THE PRECASTER SHALL MEET EITHER SECTION 4.6.1 OR 4.6.2
      4.6.1. CERTIFICATION - THE PRECASTER SHALL BE CERTIFIED BY THE PRECAST/PRESTRESSED CONCRETE INSTITUTE PLANT CERTIFICATION PROGRAM OR THE NATIONAL PRECAST CONCRETE ASSOCIATION'S PLANT CERTIFICATION PROGRAM PRIOR TO AND DURING PRODUCTION OF THE PRODUCTS COVERED BY THIS SPECIFICATION.
      4.6.2. QUALIFICATIONS, TESTING AND INSPECTION
         4.6.2.1. THE PRECASTER SHALL HAVE BEEN IN THE BUSINESS OF PRODUCING PRECAST CONCRETE PRODUCTS SIMILAR TO THOSE SPECIFIED FOR A MINIMUM OF THREE YEARS. HE SHALL MAINTAIN A PERMANENT QUALITY CONTROL DEPARTMENT OR RETAIN AN INDEPENDENT TESTING AGENCY ON A CONTINUING BASIS. THE AGENCY SHALL ISSUE A REPORT, CERTIFIED BY A LICENSED ENGINEER, DETAILING THE ABILITY OF THE PRECASTER TO PRODUCE QUALITY PRODUCTS CONSISTENT WITH INDUSTRY STANDARDS.
         4.6.2.2. THE PRECASTER SHALL SHOW THAT THE FOLLOWING TESTS ARE PERFORMED IN ACCORDANCE WITH THE ASTM STANDARDS INDICATED. TESTS SHALL BE PERFORMED AS INDICATED IN SECTION 6 OF THESE SPECIFICATIONS.
            4.6.2.2.1. AIR CONTENT: C231 OR C173
            4.6.2.2.2. COMPRESSIVE STRENGTH: C31,C39,C497
         4.6.2.3. THE PRECASTER SHALL PROVIDE DOCUMENTATION DEMONSTRATING COMPLIANCE WITH THIS SECTION TO CONTECH® ENGINEERED SOLUTIONS AT REGULAR INTERVALS OR UPON REQUEST.
         4.6.2.4. THE OWNER MAY PLACE AN INSPECTOR IN THE PLANT WHEN THE PRODUCTS COVERED BY THIS SPECIFICATION ARE BEING MANUFACTURED.
      4.6.3. DOCUMENTATION - THE PRECASTER SHALL SUBMIT PRECAST PRODUCTION REPORTS TO CONTECH® ENGINEERED SOLUTIONS AS REQUIRED.

5. PERMISSIBLE VARIATIONS
   5.1. BRIDGE UNITS
      5.1.1. INTERNAL DIMENSIONS - THE INTERNAL DIMENSION SHALL VARY NOT MORE THAN 1% FROM THE DESIGN DIMENSIONS NOR MORE THAN 1½" WHICHEVER IS LESS.
      5.1.2. SLAB AND WALL THICKNESS - THE SLAB AND WALL THICKNESS SHALL NOT BE LESS THAN THAT SHOWN IN THE DESIGN BY MORE THAN ¼". A THICKNESS MORE THAN THAT REQUIRED IN THE DESIGN SHALL NOT BE CAUSE FOR REJECTION.
      5.1.3. LENGTH OF OPPOSITE SURFACES - VARIATIONS IN LAYING LENGTHS OF TWO OPPOSITE SURFACES OF THE BRIDGE UNIT SHALL NOT BE MORE THAN ½" IN ANY SECTION, EXCEPT WHERE BEVELED ENDS FOR LAYING OF CURVES ARE SPECIFIED BY THE PURCHASER.
      5.1.4. LENGTH OF SECTION - THE UNDERRUN IN LENGTH OF A SECTION SHALL NOT BE MORE THAN ½" IN ANY BRIDGE UNIT.
      5.1.5. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN POSITION OF THE REINFORCEMENT SHALL BE ± ½". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½" FOR THE OUTSIDE CIRCUMFERENTIAL STEEL OR BE LESS THAN 1" FOR THE INSIDE CIRCUMFERENTIAL STEEL AS MEASURED TO THE EXTERNAL OR INTERNAL SURFACE OF THE BRIDGE. THESE TOLERANCES OR COVER REQUIREMENTS DO NOT APPLY TO MATING SURFACES OF THE JOINTS.
      5.1.6. AREA OF REINFORCEMENT - THE AREAS OF STEEL REINFORCEMENT SHALL BE THE DESIGN STEEL AREAS AS SHOWN IN THE MANUFACTURER'S SHOP DRAWINGS. STEEL AREAS GREATER THAN THOSE REQUIRED SHALL NOT BE CAUSE FOR REJECTION. THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCEMENT SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCEMENT.
   5.2. WINGWALLS & HEADWALLS
      5.2.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ¼".
      5.2.2. LENGTH/HEIGHT OF WALL SECTIONS - THE LENGTH AND HEIGHT OF THE WALL SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".
      5.2.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± ½", IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½".
      5.2.4. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.
   5.3. FOUNDATION UNITS
      5.3.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".
      5.3.2. LENGTH/ HEIGHT/WIDTH OF FOUNDATION SECTIONS - THE LENGTH, HEIGHT AND WIDTH OF THE FOUNDATION UNITS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN ½".
      5.3.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± ½". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1½".
      5.3.4. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.

6. TESTING/ INSPECTION
   6.1. TESTING
      6.1.1. TYPE OF TEST SPECIMEN - CONCRETE COMPRESSIVE STRENGTH SHALL BE DETERMINED FROM COMPRESSION TESTS MADE ON CYLINDERS OR CORES. FOR CYLINDER TESTING, A MINIMUM OF 4 CYLINDERS SHALL BE TAKEN FOR EACH BRIDGE ELEMENT. FOR CORE TESTING, A MINIMUM OF 2 CORES SHALL BE TAKEN FOR EACH BRIDGE ELEMENT. EACH ELEMENT SHALL BE CONSIDERED SEPARATELY FOR THE PURPOSE OF TESTING AND ACCEPTANCE.
      6.1.2. COMPRESSION TESTING - CYLINDERS SHALL BE MADE AND TESTED AS PRESCRIBED BY THE ASTM C39 SPECIFICATION. CYLINDERS SHALL BE CURED IN THE SAME ENVIRONMENT AS THE BRIDGE ELEMENTS. CORES SHALL BE OBTAINED AND TESTED FOR COMPRESSIVE STRENGTH FROM EACH ELEMENT IN ACCORDANCE WITH THE PROVISIONS OF THE ASTM C42 SPECIFICATION.
      6.1.3. ACCEPTABILITY OF CYLINDER TESTS - WHEN THE AVERAGE COMPRESSIVE STRENGTH OF ALL CYLINDERS TESTED IS EQUAL TO OR GREATER THAN THE DESIGN COMPRESSIVE STRENGTH, AND NOT MORE THAN 10% OF THE CYLINDERS TESTED HAVE A COMPRESSIVE STRENGTH LESS THAN THE DESIGN CONCRETE STRENGTH, AND NO CYLINDER TESTED HAS A COMPRESSIVE STRENGTH LESS THAN 90% OF THE REQUIRED CONCRETE STRENGTH, THEN THE ELEMENT SHALL BE ACCEPTED. WHEN THE COMPRESSIVE STRENGTH OF THE CYLINDERS TESTED DOES NOT CONFORM TO THESE ACCEPTANCE CRITERIA, THE ACCEPTABILITY OF THE ELEMENT MAY BE DETERMINED AS DESCRIBED IN SECTION 6.1.4, BELOW.
      6.1.4. ACCEPTABILITY OF CORE TESTS - THE COMPRESSIVE STRENGTH OF THE CONCRETE IN A BRIDGE ELEMENT IS ACCEPTABLE WHEN EACH CORE TEST STRENGTH IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH. WHEN THE COMPRESSIVE STRENGTH OF A CORE TESTED IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH THAT CORE WAS TAKEN MAY BE RE-CORED. WHEN THE COMPRESSIVE STRENGTH OF THE RE-CORE IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH, THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THAT BRIDGE ELEMENT IS ACCEPTABLE.
         6.1.4.1. WHEN THE COMPRESSIVE STRENGTH OF ANY RECORE IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH THAT CORE WAS TAKEN SHALL BE REJECTED.
         6.1.4.2. PLUGGING CORE HOLES - THE CORE HOLES SHALL BE PLUGGED AND SEALED BY THE MANUFACTURER IN A MANNER SUCH THAT THE ELEMENTS WILL MEET ALL OF THE TEST REQUIREMENTS OF THIS SPECIFICATION. PRECAST ELEMENTS SO SEALED SHALL BE CONSIDERED SATISFACTORY FOR USE.
         6.1.4.3. TEST EQUIPMENT - EVERY MANUFACTURER FURNISHING PRECAST ELEMENTS UNDER THIS SPECIFICATION SHALL FURNISH ALL FACILITIES AND PERSONNEL NECESSARY TO CARRY OUT THE TEST REQUIRED.
   6.2. INSPECTION - THE QUALITY OF MATERIALS, THE PROCESS OF MANUFACTURE, AND THE FINISHED PRECAST ELEMENTS SHALL BE SUBJECT TO INSPECTION BY THE PURCHASER.

7. JOINTS
   THE BRIDGE UNITS SHALL BE PRODUCED WITH FLAT BUTT ENDS. THE ENDS OF THE BRIDGE UNITS SHALL BE SUCH THAT WHEN THE SECTIONS ARE LAID TOGETHER THEY WILL MAKE A CONTINUOUS LINE WITH A SMOOTH INTERIOR FREE OF APPRECIABLE IRREGULARITIES, ALL COMPATIBLE WITH THE PERMISSIBLE VARIATIONS IN SECTION 5, ABOVE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED ¾".

8. WORKMANSHIP/ FINISH
   THE BRIDGE UNITS, WINGWALLS, HEADWALLS AND FOUNDATION UNITS SHALL BE SUBSTANTIALLY FREE OF FRACTURES. THE ENDS OF THE BRIDGE UNITS SHALL BE NORMAL TO THE WALLS AND CENTERLINE OF THE BRIDGE SECTION, WITHIN THE LIMITS OF THE VARIATIONS GIVEN IN SECTION 5, ABOVE, EXCEPT WHERE BEVELED ENDS ARE SPECIFIED. THE FACES OF THE WINGWALLS AND HEADWALLS SHALL BE PARALLEL TO EACH OTHER, WITHIN THE LIMITS OF VARIATIONS GIVEN IN SECTION 5, ABOVE. THE SURFACE OF THE PRECAST ELEMENTS SHALL BE A SMOOTH STEEL FORM OR TROWELED SURFACE. TRAPPED AIR POCKETS CAUSING SURFACE DEFECTS SHALL BE CONSIDERED AS PART OF A SMOOTH, STEEL FORM FINISH.

9. REPAIRS
   PRECAST ELEMENTS MAY BE REPAIRED, IF NECESSARY, BECAUSE OF IMPERFECTIONS IN MANUFACTURE OR HANDLING DAMAGE AND WILL BE ACCEPTABLE IF, IN THE OPINION OF THE PURCHASER, THE REPAIRS ARE SOUND, PROPERLY FINISHED AND CURED, AND THE REPAIRED SECTION CONFORMS TO THE REQUIREMENTS OF THIS SPECIFICATION.

10. REJECTION
    THE PRECAST ELEMENTS SHALL BE SUBJECT TO REJECTION ON ACCOUNT OF ANY OF THE SPECIFICATION REQUIREMENTS. INDIVIDUAL PRECAST ELEMENTS MAY BE REJECTED BECAUSE OF ANY OF THE FOLLOWING:
    10.1. FRACTURES OR CRACKS PASSING THROUGH THE WALL, EXCEPT FOR A SINGLE END CRACK THAT DOES NOT EXCEED ONE HALF THE THICKNESS OF THE WALL.
    10.2. DEFECTS THAT INDICATE PROPORTIONING, MIXING, AND MOLDING NOT IN COMPLIANCE WITH SECTION 4 OF THESE SPECIFICATIONS.
    10.3. HONEYCOMBED OR OPEN TEXTURE.
    10.4. DAMAGED ENDS, WHERE SUCH DAMAGE WOULD PREVENT MAKING A SATISFACTORY JOINT.

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CON/SPAN O-SERIES

DYOB DRAWING

CON/SPAN O-SERIES SPECIFICATIONS

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SHEET NO.: D6 OF D9		

SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN® O-SERIES BRIDGE SYSTEMS (CONT'D)

11. MARKING
EACH BRIDGE UNIT SHALL BE CLEARLY MARKED BY WATERPROOF PAINT. THE FOLLOWING SHALL BE SHOWN ON THE INSIDE OF THE VERTICAL LEG OF THE BRIDGE SECTION:
BRIDGE SPAN x BRIDGE RISE
DATE OF MANUFACTURE
NAME OR TRADEMARK OF THE MANUFACTURER

12. INSTALLATION PREPARATION
TO ENSURE CORRECT INSTALLATION OF THE PRECAST CONCRETE BRIDGE SYSTEM, CARE AND CAUTION MUST BE EXERCISED IN FORMING THE SUPPORT AREAS FOR BRIDGE UNITS, HEADWALL, AND WINGWALL ELEMENTS. EXERCISING SPECIAL CARE WILL FACILITATE THE RAPID INSTALLATION OF THE PRECAST COMPONENTS.

12.1. FOOTINGS
DO NOT OVER EXCAVATE FOUNDATIONS UNLESS DIRECTED BY SITE SOIL ENGINEER TO REMOVE UNSUITABLE SOIL.

THE SITE SOILS ENGINEER SHALL CERTIFY THAT THE BEARING CAPACITY MEETS OR EXCEEDS THE FOOTING DESIGN REQUIREMENTS, PRIOR TO THE CONTRACTOR POURING OF THE FOOTINGS.

THE BRIDGE UNITS AND WINGWALLS SHALL BE INSTALLED ON EITHER PRECAST OR CAST-IN-PLACE CONCRETE FOOTINGS. THE SIZE AND ELEVATION OF THE FOOTINGS SHALL BE AS DESIGNED BY THE ENGINEER. A KEYWAY SHALL BE FORMED IN THE TOP SURFACE OF THE BRIDGE FOOTING AS SPECIFIED ON THE PLANS. NO KEYWAY IS REQUIRED IN THE WINGWALL FOOTINGS, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

THE FOOTINGS SHALL BE GIVEN A SMOOTH FLOAT FINISH AND SHALL REACH A COMPRESSIVE STRENGTH OF 2,000 PSI BEFORE PLACEMENT OF THE BRIDGE AND WINGWALL ELEMENTS. BACKFILLING SHALL NOT BEGIN UNTIL THE FOOTING HAS REACHED THE FULL DESIGN COMPRESSIVE STRENGTH.

THE FOOTING SURFACE SHALL BE CONSTRUCTED IN ACCORDANCE WITH GRADES SHOWN ON THE PLANS. WHEN TESTED WITH A 10'-0" STRAIGHT EDGE, THE SURFACE SHALL NOT VARY MORE THAN ¼" IN 10'-0".

IF A PRECAST CONCRETE FOOTING IS USED, THE CONTRACTOR SHALL PREPARE A 4" THICK BASE LAYER OF COMPACTED GRANULAR MATERIAL THE FULL WIDTH OF THE FOOTING PRIOR TO PLACING THE PRECAST FOOTING.

THE FOUNDATIONS FOR PRECAST CONCRETE BRIDGE ELEMENTS AND WINGWALLS MUST BE CONNECTED BY REINFORCEMENT TO FORM ONE MONOLITHIC BODY. EXPANSION JOINTS SHALL NOT BE USED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF THE FOUNDATIONS PER THE PLANS AND SPECIFICATIONS.

13. INSTALLATION
13.1. GENERAL - THE INSTALLATION OF THE PRECAST CONCRETE ELEMENTS SHALL BE AS EXPLAINED IN THE PUBLICATION CON/SPAN BRIDGE SYSTEMS INSTALLATION HANDBOOK.

13.1.1. LIFTING - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT A CRANE OF THE CORRECT LIFTING CAPACITY IS AVAILABLE TO HANDLE THE PRECAST CONCRETE UNITS. THIS CAN BE ACCOMPLISHED BY USING THE WEIGHTS GIVEN FOR THE PRECAST CONCRETE COMPONENTS AND BY DETERMINING THE LIFTING REACH FOR EACH CRANE UNIT. SITE CONDITIONS MUST BE CHECKED WELL IN ADVANCE OF SHIPPING TO ENSURE PROPER CRANE LOCATION AND TO AVOID ANY LIFTING RESTRICTIONS. THE LIFT ANCHORS OR HOLES PROVIDED IN EACH UNIT ARE THE ONLY MEANS TO BE USED TO LIFT THE ELEMENTS. THE PRECAST CONCRETE ELEMENTS MUST NOT BE SUPPORTED OR RAISED BY OTHER MEANS THAN THOSE GIVEN IN THE MANUALS AND DRAWINGS WITHOUT WRITTEN APPROVAL FROM CONTECH® ENGINEERED SOLUTIONS.

13.1.2. CONSTRUCTION EQUIPMENT WEIGHT RESTRICTIONS - IN NO CASE SHALL EQUIPMENT OPERATING IN EXCESS OF THE DESIGN LOAD (HL-93) BE PERMITTED OVER THE BRIDGE UNITS UNLESS APPROVED BY CONTECH® ENGINEERED SOLUTIONS.

13.1.2.1. IN THE IMMEDIATE AREA OF THE BRIDGE UNITS, THE FOLLOWING RESTRICTIONS FOR THE USE OF HEAVY CONSTRUCTION MACHINERY DURING BACKFILLING OPERATIONS APPLY:

- NO CONSTRUCTION EQUIPMENT SHALL CROSS THE BARE PRECAST CONCRETE BRIDGE UNIT.
- AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 4" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 10 TONS MAY CROSS THE BRIDGE.
- AFTER THE COMPACTED FILL LEVEL HAS REACHED A MINIMUM OF 1'-0" OVER THE CROWN OF THE BRIDGE, CONSTRUCTION EQUIPMENT WITH A WEIGHT OF LESS THAN 30 TONS MAY CROSS THE BRIDGE.
- AFTER THE COMPACTED FILL LEVEL HAS REACHED THE DESIGN COVER, OR 2'-0" MINIMUM, OVER THE CROWN OF THE PRECAST CONCRETE BRIDGE, CONSTRUCTION EQUIPMENT WITHIN THE DESIGN LOAD LIMITS FOR THE ROAD MAY CROSS THE PRECAST CONCRETE BRIDGE.

13.2. LEVELING PAD/SHIMS - THE BRIDGE UNITS AND WINGWALLS SHALL BE SET ON HARDBOARD SHIMS CONFORMING TO ASTM D1037 OR PLASTIC SHIMS (DAYTON SUPERIOR P-80, P-81 OR APPROVED EQUAL) MEASURING 5" x 5", MINIMUM, UNLESS SHOWN OTHERWISE ON THE PLANS. A MINIMUM GAP OF ½" SHALL BE PROVIDED BETWEEN THE FOOTING AND THE BOTTOM OF THE BRIDGE'S VERTICAL LEGS OR THE BOTTOM OF THE WINGWALL. ALSO, A SUPPLY OF ¼", ½" AND ¾" THICK HARDBOARD OR PLASTIC SHIMS FOR VARIOUS SHIMMING PURPOSES SHALL BE ON SITE.

13.3• PLACEMENT OF BRIDGE UNITS - THE BRIDGE UNITS SHALL BE PLACED AS SHOWN ON THE ENGINEER'S PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED ¾".

13.4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE STRUCTURE SPAN DURING ALL PHASES OF INSTALLATION. DUE TO THE ARCH SHAPE, BRIDGE ELEMENTS WILL TEND TO SPREAD UNDER SELF-WEIGHT. IT IS IMPERATIVE THAT ANY LATERAL SPREADING OF THE BRIDGE ELEMENTS BE AVOIDED DURING AND AFTER THEIR PLACEMENT. GENERALLY, HORIZONTAL CABLE TIES OR TIE RODS ARE SHIPPED IN THE LARGER BRIDGE ELEMENTS TO ASSIST IN PREVENTING THIS SPREADING. CABLE TIES/TIE RODS SHALL NOT BE REMOVED UNTILL BRIDGE UNITS ARE GROUTED AND GROUT HAS CURED. IT IS RECOMMENDED THAT TEMPORARY HARDWOOD BLOCKS BE USED IN CONJUNCTION WITH THE CABLE TIES/TIE RODS TO MAINTAIN SPAN. IF, HOWEVER, DUE TO SITE RESTRICTIONS, THESE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO PLACEMENT OF THE BRIDGE ELEMANTS, THE CONTRACTOR MUST NOTIFY CONTECH (MANUFACTURER) AND REQUEST A SUGGESTED INSTALLATION PROCEDURE.

IN ADDITION, IF THE CABLE TIES/TIE RODS MUST BE REMOVED PRIOR TO SETTING ARCH UNITS, THE FOLLOWING QUALITY CONTROL PROCEDURE MUST BE FOLLOWED:
1) FIND "MEASURED SPAN" UPON ARCH UNIT'S DELIVERY TO SITE, PRIOR TO LIFTING FROM TRUCK AND REMOVING CABLE TIES/TIE RODS. "MEASURED SPAN" SHALL BE THE AVERAGE OF (3) SPAN MEASUREMENTS ALONG THE LAY LENGTH OF THE ARCH UNIT.
2) AFTER SETTING OF BRIDGE UNIT ON THE FOUNDATION, VERIFY THE SPAN. THIS "INSTALLED SPAN MEASUREMENT" SHALL NOT EXCEED THE MAXIMUM OF:
A) THE NOMINAL SPAN +½" OR
B) THE "MEASURED SPAN"
IF THE "INSTALLED SPAN MEASUREMENT" EXCEEDS THIS AMOUNT, THE ARCH UNIT SHALL BE LIFTED AND RE-SET UNTIL THE "INSTALLED SPAN MEASUREMENT" MEETS THE LIMITS.

13.5. PLACEMENT OF WINGWALLS, HEADWALLS AND FOUNDATION UNITS - THE WINGWALLS, HEADWALLS AND FOUNDATIONS SHALL BE PLACED AS SHOWN ON THE PLAN DRAWINGS. SPECIAL CARE SHALL BE TAKEN IN SETTING THE ELEMENTS TO THE TRUE LINE AND GRADE.

13.6. JOINT PROTECTION AND SUBSURFACE DRAINAGE

13.6.1. EXTERNAL PROTECTION OF JOINTS - THE BUTT JOINT MADE BY TWO ADJOINING BRIDGE UNITS SHALL BE COVERED WITH A 7½" x 1½" PREFORMED BITUMINOUS JOINT SEALANT AND A MINIMUM OF A 9" WIDE JOINT WRAP. THE SURFACE SHALL BE FREE OF DIRT BEFORE APPLYING THE JOINT MATERIAL. A PRIMER COMPATIBLE WITH THE JOINT WRAP TO BE USED SHALL BE APPLIED FOR A MINIMUM WIDTH OF 9" ON EACH SIDE OF THE JOINT. THE EXTERNAL WRAP SHALL BE CS212 BY CONCRETE SEALANTS INC., EZ-WRAP RUBBER BY PRESS-SEAL GASKET CORPORATION, SEAL WRAP BY MAR MAC MANUFACTURING CO. INC. OR APPROVED EQUAL. THE JOINT SHALL BE COVERED CONTINUOUSLY FROM THE BOTTOM OF ONE BRIDGE SECTION LEG, ACROSS THE TOP OF THE BRIDGE AND TO THE OPPOSITE BRIDGE SECTION LEG. ANY LAPS THAT RESULT IN THE JOINT WRAP SHALL BE A MINIMUM OF 6" LONG WITH THE OVERLAP RUNNING DOWNHILL.

13.6.2. IN ADDITION TO THE JOINTS BETWEEN BRIDGE UNITS, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE HEADWALL SHALL ALSO BE SEALED AS DESCRIBED ABOVE. IF PRECAST WINGWALLS ARE USED, THE JOINT BETWEEN THE END BRIDGE UNIT AND THE WINGWALL SHALL BE SEALED WITH A 2'-0" STRIP OF FILTER FABRIC. ALSO, IF LIFT HOLES ARE FORMED IN THE BRIDGE UNITS, THEY SHALL BE PRIMED AND COVERED WITH A 9" x 9" SQUARE OF JOINT WRAP.

13.6.3. DURING THE BACKFILLING OPERATION, CARE SHALL BE TAKEN TO KEEP THE JOINT WRAP IN ITS PROPER LOCATION OVER THE JOINT.

13.6.4. SUBSOIL DRAINAGE SHALL BE AS DIRECTED BY THE ENGINEER.

13.7. GROUTING

13.7.1. GROUTING SHALL NOT BE PERFORMED WHEN TEMPERATURES ARE EXPECTED TO GO BELOW 35° FOR A PERIOD OF 72 HOURS. GROUTING SHOULD BE COMPLETED AS SOON AS PRACTICAL AFTER PRECAST ARCHES HAVE BEEN INSTALLED. FILL THE BRIDGE-FOUNDATION KEYWAY WITH CEMENT GROUT (PORTLAND CEMENT AND WATER OR CEMENT MORTAR COMPOSED OF PORTLAND CEMENT, SAND AND WATER) WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 3000 PSI. VIBRATE AS REQUIRED TO ENSURE THAT THE ENTIRE KEY AROUND THE BRIDGE ELEMENT IS COMPLETELY FILLED. IF BRIDGE ELEMENTS HAVE BEEN SET WITH TEMPORARY TIES (CABLES, BARS, ETC.) GROUT MUST ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 1500 PSI BEFORE TIES MAY BE REMOVED.

13.7.2. ALL GROUT SHALL HAVE A MAXIMUM AGGREGATE SIZE OF ¼".

13.7.3. LIFTING AND ERECTION ANCHOR RECESSES SHALL BE FILLED WITH GROUT.

13.7.4. AFTER GROUT HAS REACHED ITS DESIGN STRENGTH THE TEMPORARY HARDWOOD WEDGES SHALL BE REMOVED AND THEIR HOLES FILLED WITH GROUT.

13.8. BACKFILL

13.8.1. DO NOT PERFORM BACKFILLING DURING WET OR FREEZING WEATHER.

13.8.2. NO BACKFILL SHALL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THEY HAVE BEEN APPROVED BY THE ENGINEER.

13.8.3. BACKFILL SHALL BE CONSIDERED AS ALL REPLACED EXCAVATION AND NEW EMBANKMENT ADJACENT TO THE PRECAST CONCRETE ELEMENTS. THE PROJECT CONSTRUCTION AND MATERIAL SPECIFICATIONS, WHICH INCLUDE THE SPECIFICATIONS FOR EXCAVATION FOR STRUCTURES AND ROADWAY EXCAVATION AND EMBANKMENT CONSTRUCTION, SHALL APPLY EXCEPT AS MODIFIED IN THIS SECTION.

13.8.4. BACKFILL ZONES:

- IN-SITU SOIL
- ZONE A: CONSTRUCTED EMBANKMENT OR OVERFILL.
- ZONE B: FILL THAT IS DIRECTLY ASSOCIATED WITH PRECAST CONCRETE BRIDGE INSTALLATION.
- ZONE C: ROAD STRUCTURE.

13.8.5. REQUIRED BACKFILL PROPERTIES

13.8.5.1. IN-SITU SOIL - NATURAL GROUND IS TO BE SUFFICIENTLY STABLE TO ALLOW EFFECTIVE SUPPORT TO THE PRECAST CONCRETE BRIDGE UNITS. AS A GUIDE, THE EXISTING NATURAL GROUND SHOULD BE OF SIMILAR QUALITY AND DENSITY TO ZONE B MATERIAL FOR MINIMUM LATERAL DIMENSION OF ONE BRIDGE SPAN OUTSIDE OF THE BRIDGE FOOTING.

13.8.5.2. ZONE A - ZONE A REQUIRES FILL MATERIAL WITH SPECIFICATIONS AND COMPACTING PROCEDURES EQUAL TO THAT FOR NORMAL ROAD EMBANKMENTS.

13.8.5.3. ZONE B - GENERALLY, SOILS SHALL BE REASONABLY FREE OF ORGANIC MATTER, AND, NEAR CONCRETE SURFACES, FREE OF STONES LARGER THAN 3" IN DIAMETER SEE CHARTS FOR DETAILED DESCRIPTIONS OF ACCEPTABLE SOILS.

13.8.5.4. ZONE C - ZONE C IS THE ROAD SECTION OF GRAVEL, ASPHALT OR CONCRETE BUILT IN COMPLIANCE WITH LOCAL ENGINEERING PRACTICES.

13.8.5.5. GEOTECHNICAL ENGINEER SHALL REVIEW GRADATIONS OF ALL INTERFACING MATERIALS AND, IF NECESSARY, RECOMMEND GEOTEXTILE FILTER FABRIC (PROVIDED BY CONTRACTOR)

13.8.6. PLACING AND COMPACTING BACKFILL
DUMPING FOR BACKFILLING IS NOT ALLOWED ANY NEARER THAN 3'-0" FROM THE BRIDGE LEG.

THE FILL MUST BE PLACED AND COMPACTED IN LAYERS NOT EXCEEDING 8". THE MAXIMUM DIFFERENCE IN THE SURFACE LEVELS OF THE FILL ON OPPOSITE SIDES OF THE BRIDGE MUST NOT EXCEED 2'-0".

THE FILL BEHIND WINGWALLS MUST BE PLACED AT THE SAME TIME AS THAT OF THE BRIDGE FILL. IT MUST BE PLACED IN PROGRESSIVELY PLACED HORIZONTAL LAYERS NOT EXCEEDING 8" PER LAYER.

THE BACKFILL OF ZONE B SHALL BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE STANDARD PROCTOR, AS REQUIRED BY AASHTO T-99.

SOIL WITHIN 1'-0" OF CONCRETE SURFACES SHALL BE HAND-COMPACTED. ELSEWHERE, USE OF ROLLERS IS ACCEPTABLE. IF VIBRATING ROLLER-COMPACTORS ARE USED, THEY SHALL NOT BE STARTED OR STOPPED WITHIN ZONE B AND THE VIBRATION FREQUENCY SHOULD BE AT LEAST 30 REVOLUTIONS PER SECOND.

THE BACKFILL MATERIAL AND COMPACTING BEHIND WINGWALLS SHALL SATISFY THE CRITERIA FOR THE BRIDGE BACKFILL, ZONE B.

BACKFILL AGAINST A WATERPROOFED SURFACE SHALL BE PLACED CAREFULLY TO AVOID DAMAGE TO THE WATERPROOFING MATERIAL.

13.8.7. BRIDGE UNITS
FOR FILL HEIGHTS OVER 12 FEET (AS MEASURED FROM TOP CROWN OF BRIDGE TO FINISHED GRADE), NO BACKFILLING MAY BEGIN UNTIL A BACKFILL COMPACTION TESTING PLAN HAS BEEN COORDINATED WITH AND APPROVED BY CONTECH® ENGINEERED SOLUTIONS.

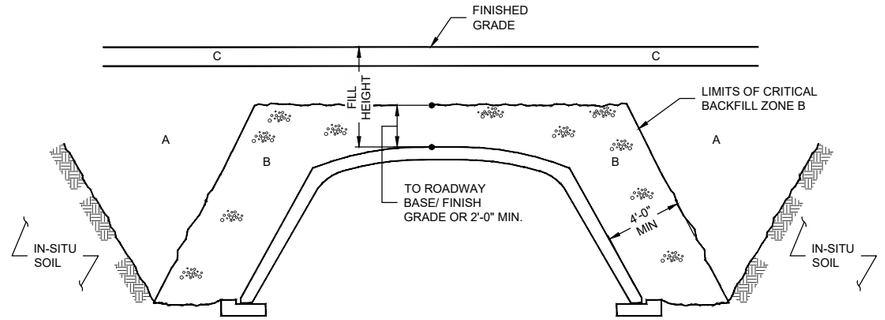
13.8.8. WINGWALLS
BACKFILL IN FRONT OF WINGWALLS SHALL BE CARRIED TO GROUND LINES SHOWN IN THE PLANS.

13.8.9. MONITORING
THE CONTRACTOR SHALL CHECK SETTLEMENTS AND HORIZONTAL DISPLACEMENT OF FOUNDATION TO ENSURE THAT THEY ARE WITHIN THE ALLOWABLE LIMIT PROVIDED BY THE ENGINEER. THESE MEASUREMENTS SHOULD GIVE AN INDICATION OF THE SETTLEMENTS AND DEFORMATIONS ALONG THE LENGTH OF THE FOUNDATIONS.

THE FIRST MEASUREMENT SHOULD TAKE PLACE AFTER THE ERECTION OF ALL PRECAST BRIDGE SYSTEM ELEMENTS, A SECOND AFTER COMPLETION OF BACKFILLING, AND A THIRD BEFORE OPENING OF THE BRIDGE TO TRAFFIC. FURTHER MEASUREMENTS MAY BE MADE ACCORDING TO LOCAL CONDITIONS.

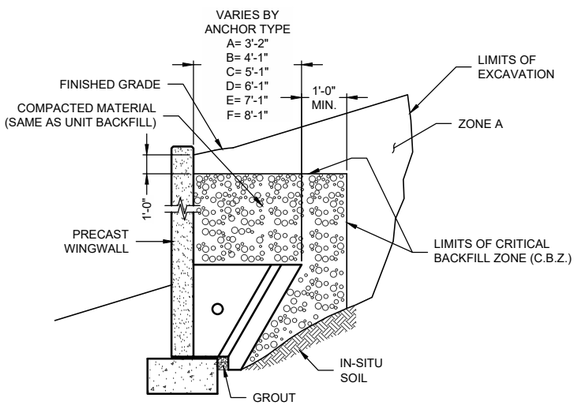
ACCEPTABLE SOILS FOR USE IN ZONE B BACKFILL

TYPICAL USCS MATERIALS	AASHTO GROUP	AASHTO SUBGROUP	PERCENT PASSING US SIEVE NO.			CHARACTER OF FRACTION PASSING NO. 40 SIEVE		SOIL DESRIPTION
			#10	#40	#200	LIQUID LIMIT	PLASTICITY INDEX	
GW, GP, SP	A1	A-1a	50 MAX	30 MAX	15 MAX		6 MAX	LARGELY GRAVEL BUT CAN INCLUDE SAND AND FINES
GM, SW, SP, SM		A-1b		50 MAX	25 MAX		6 MAX	GRAVELLY SAND OR GRADED SAND, MAY INCLUDE FINES
GM, SM, ML, SP, GP	A2	A-2-4			35 MAX	40 MAX	10 MAX	SANDS, GRAVELS WITH LOW-PLASTICITY SILT FINES
SC, GC, GM		A-2-5			35 MAX	41 MIN	10 MAX	SANDS, GRAVELS WITH PLASTIC SILT FINES
SP, SM, SW	A3			51 MIN	10 MAX		NON-PLASTIC	FINE SANDS
ML, SM, SC	A4				36 MIN	40 MAX	10 MAX	LOW-COMPRESSIBILTY SILTS

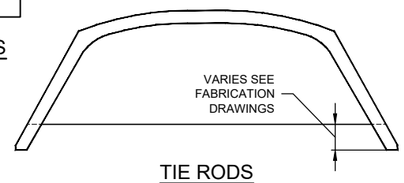


SPAN	FILL HEIGHT	ACCEPTABLE MATERIAL INSIDE ZONE B
≤ 24'-0"	≥ 12'-0"	A1, A3
≤ 24'-0"	< 12'-0"	A1, A2, A3, A4
> 24'-0"	ALL	A1, A3

BACKFILL REQUIREMENTS



WALL BACKFILL REQUIREMENTS



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CON/SPAN O-SERIES SPECIFICATIONS

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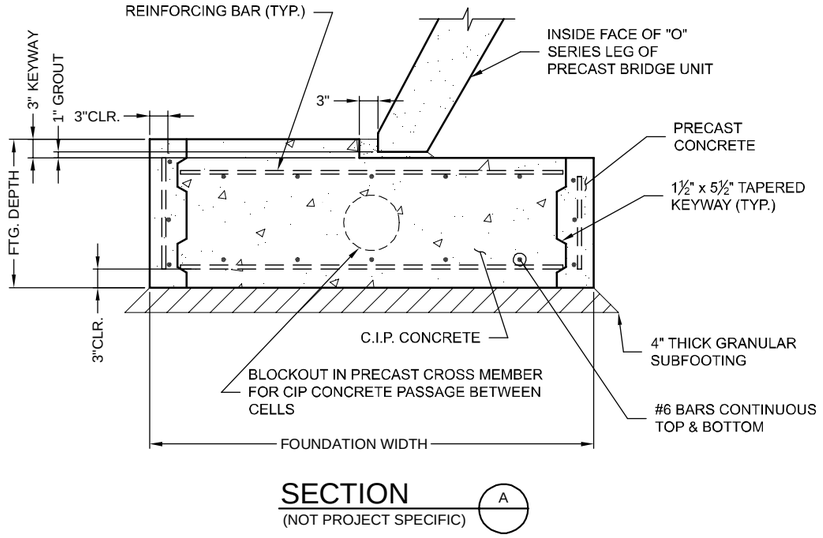
SHEET NO.: D7 OF D9		

SAMPLE DRAWING ONLY



SECTION A
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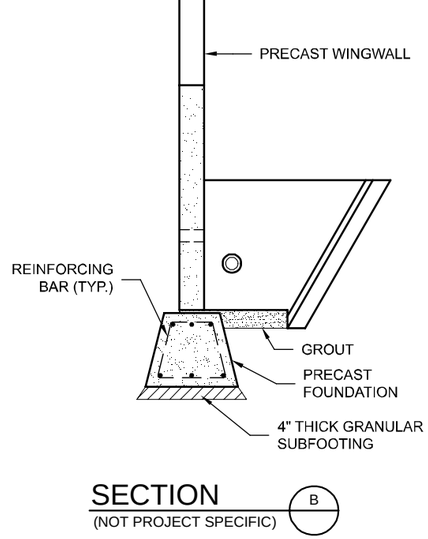

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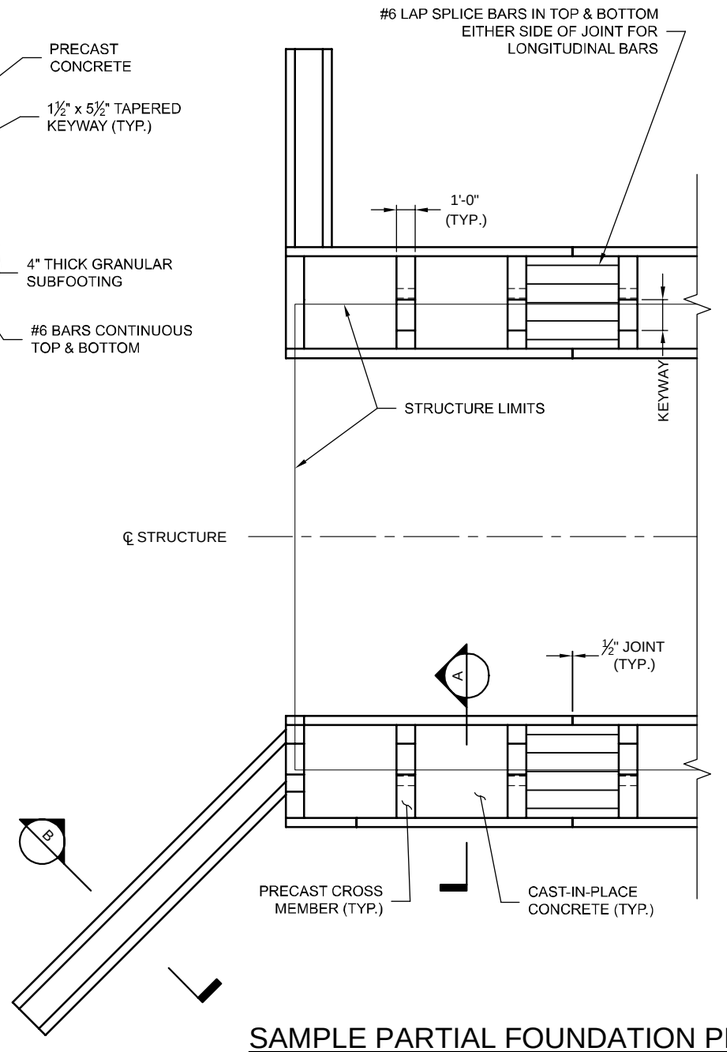

SAMPLE PARTIAL FOUNDATION PLAN
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EXPRESS FOUNDATIONS



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EXPRESS FOUNDATION SAMPLES

PROJECT No.:	DATE:
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SHEET NO.: D8 OF D9	

SAMPLE DRAWING ONLY



ARMORFLEX FULL INVERT - CLOSED CELL

N.T.S.



ARMORFLEX PARTIAL INVERT

N.T.S.



A-JACKS PARTIAL INVERT

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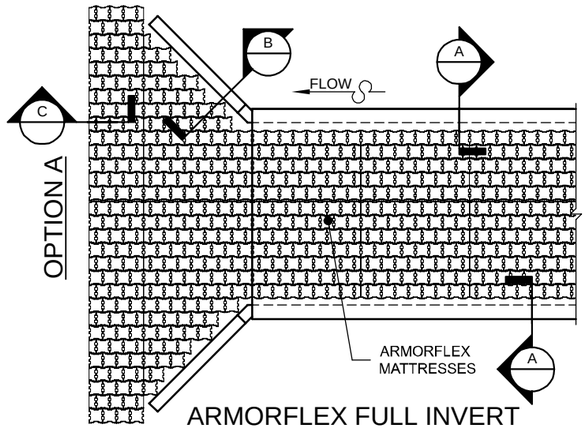

ARMORFLEX FULL INVERT PARTIAL LAYOUT PLAN

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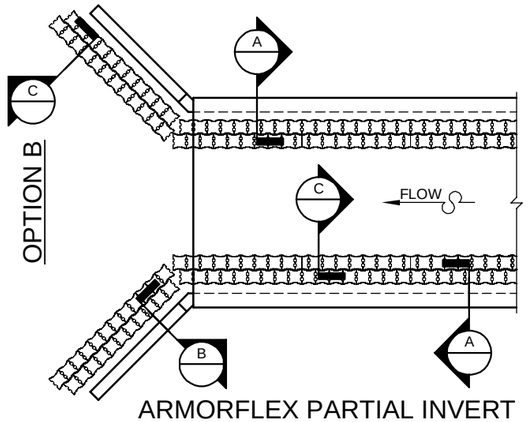
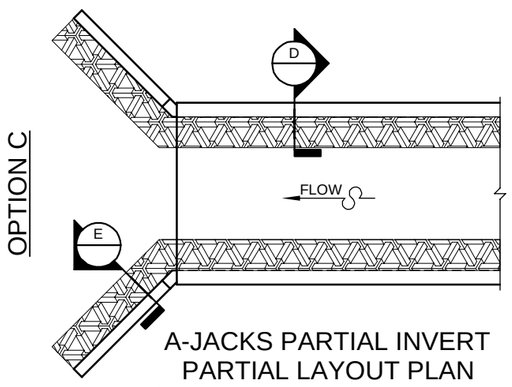


ARMORFLEX PARTIAL INVERT PARTIAL LAYOUT PLAN

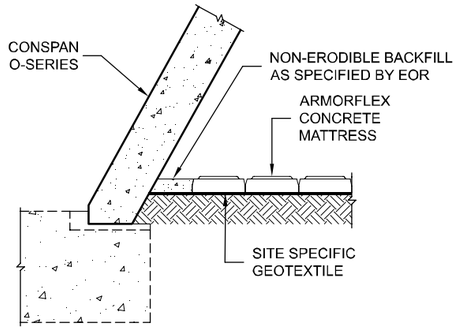
N.T.S.



A-JACKS PARTIAL INVERT PARTIAL LAYOUT PLAN

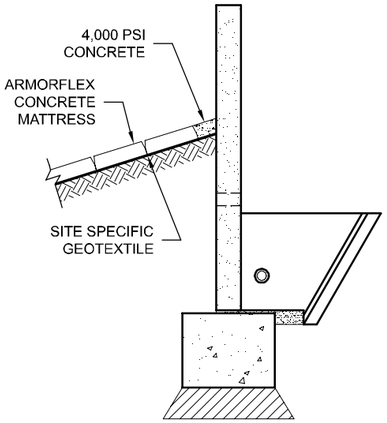
N.T.S.

CONSIDER A COMPLETE SYSTEM WITH ARMORTEC REVETMENT



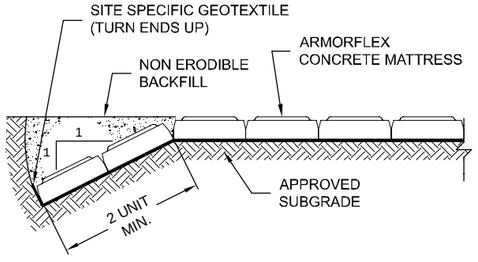
ARMORFLEX STRUCTURE TERMINATION A

N.T.S.



ARMORFLEX WINGWALL TERMINATION B

N.T.S.



STANDARD TERMINATION C

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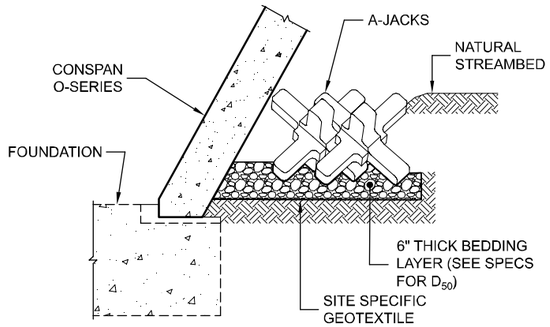
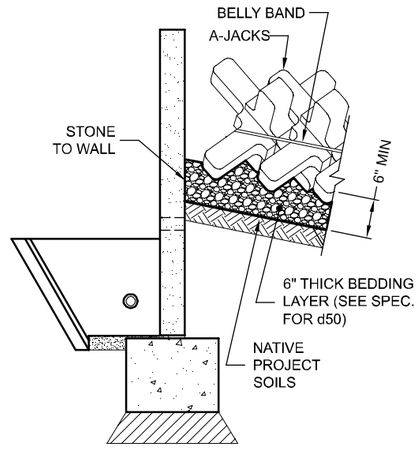


A-JACKS STRUCTURE TERMINATION D

N.T.S.



A-JACKS WINGWALL TERMINATION E

N.T.S.

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800-338-1122 513-645-7000 513-645-7993 FAX

CONSPAN O-SERIES

DYOB
DRAWING

CON/SPAN O-SERIES
ARMORTEC EXAMPLES

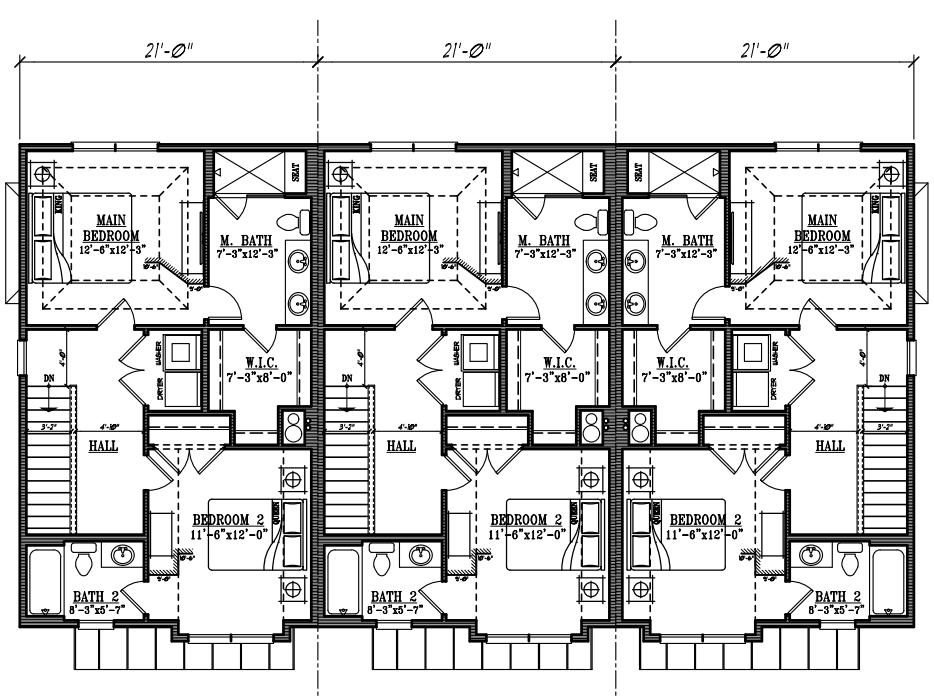
PROJECT No.:	DATE:
DESIGNED: DYO	DRAWN: DYO
CHECKED: DYO	APPROVED: DYO
SHEET NO.: D9 OF D9	



FRONT ELEVATION

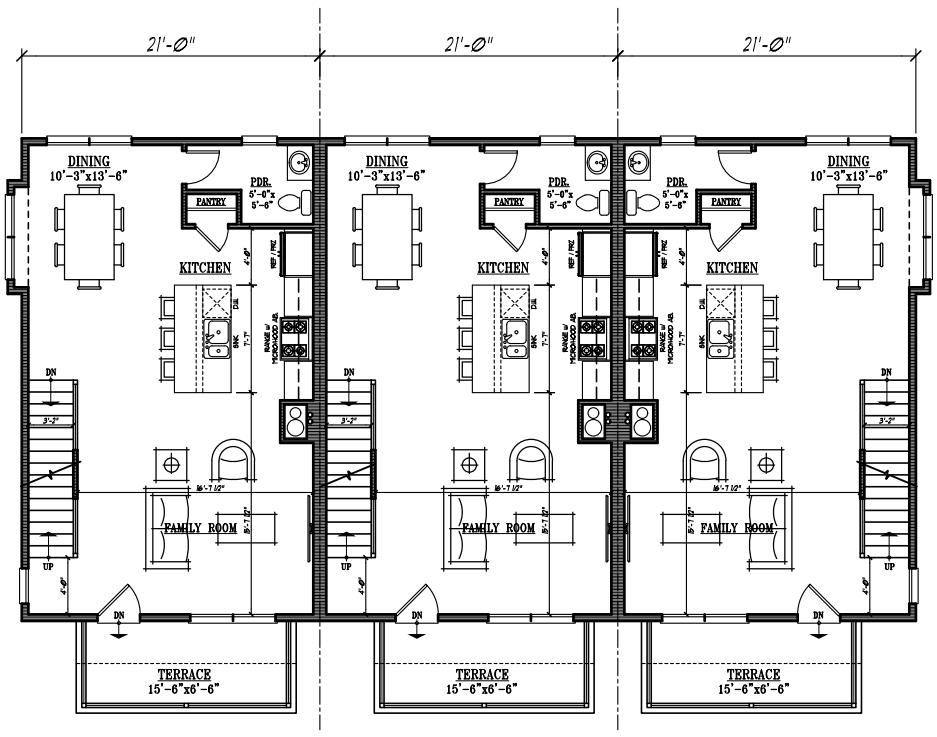
NITTI DEVELOPMENT

JMB ARCHITECTS, LTD.
John Michael Belcher A.L.A. N.C.A.R.B.
180 W. Park Ave. Suite #10
Elmhurst, Illinois 60126
E-Mail: JMBArch@JMBArchitect.com Phone: 630.279.8228 JMBArchitect.com



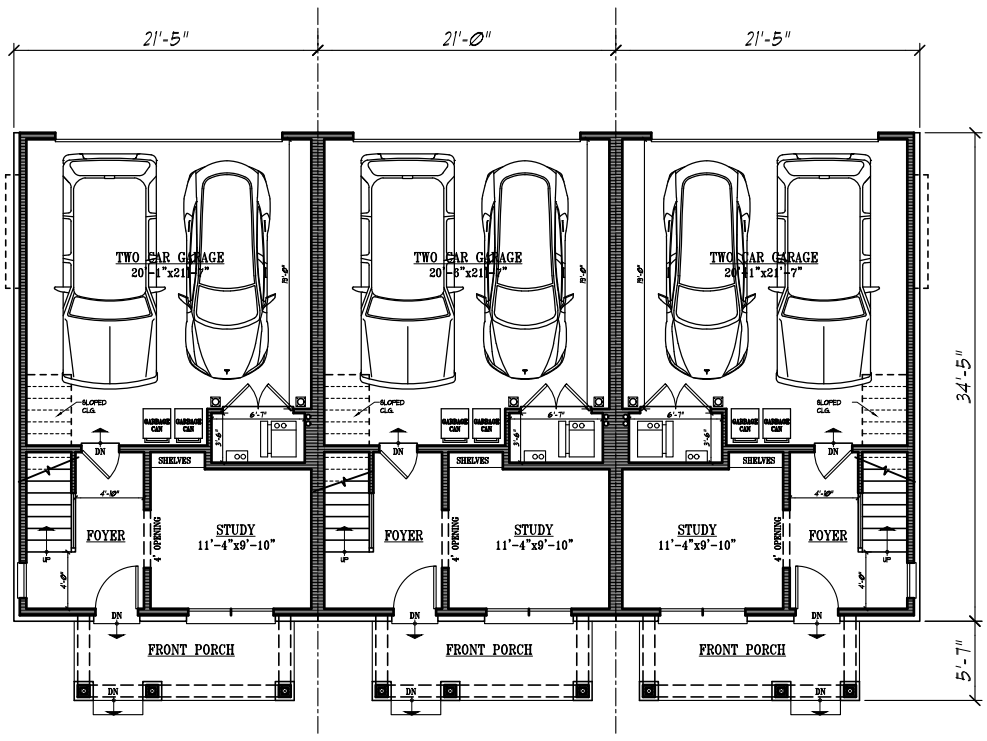
R-2A R-2A R-2A

THIRD FLOOR PLAN



R-2A R-2A R-2A

SECOND FLOOR PLAN



R-2A R-2A R-2A

FIRST FLOOR PLAN

NITTI DEVELOPMENT

JMB ARCHITECTS, LTD.
John Michael Belcher A.L.A. N.C.A.R.B.
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Elmhurst, Illinois 60126
E-Mail: JMBArch@JMBArchitect.com Phone: 630.279.8228 JMBArchitect.com

R-2A (INTERIOR UNIT) LIVABLE SQUARE FOOTAGE:		
FIRST FLOOR	=	251 SQ.FT.
SECOND FLOOR	=	669 SQ.FT.
THIRD FLOOR	=	684 SQ.FT.
TOTAL GROSS	=	1,604 SQ.FT.

R-2A (END UNIT) LIVABLE SQUARE FOOTAGE:		
FIRST FLOOR	=	251 SQ.FT.
SECOND FLOOR	=	677 SQ.FT.
THIRD FLOOR	=	684 SQ.FT.
TOTAL GROSS	=	1,612 SQ.FT.



R-3C R-3A R-3C R-3A R-3C

FRONT ELEVATION

NITTI DEVELOPMENT

JMB ARCHITECTS, LTD.
John Michael Belcher A.L.A. N.C.A.R.B.
180 W. Park Ave. Suite #10
Elmhurst, Illinois 60126
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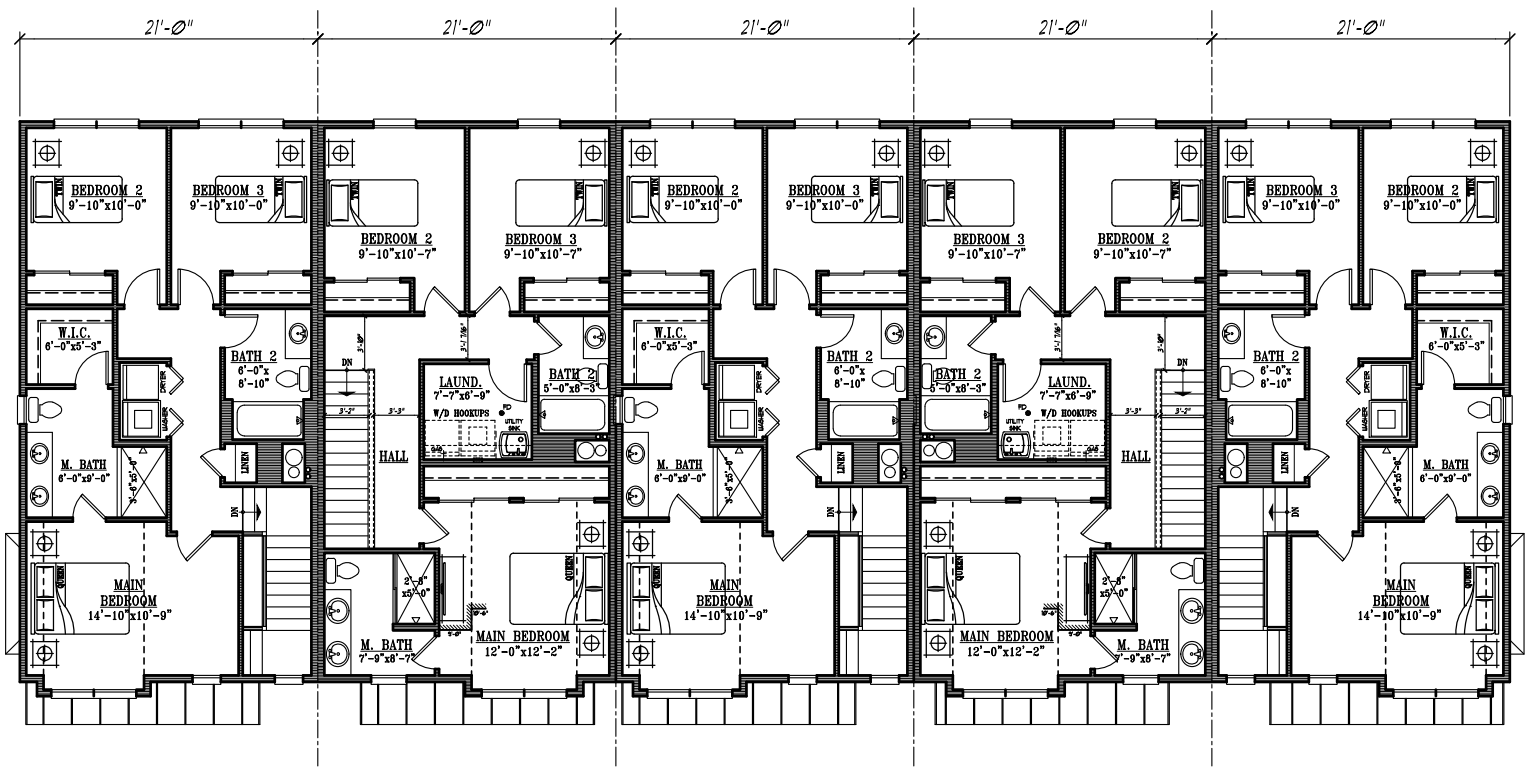
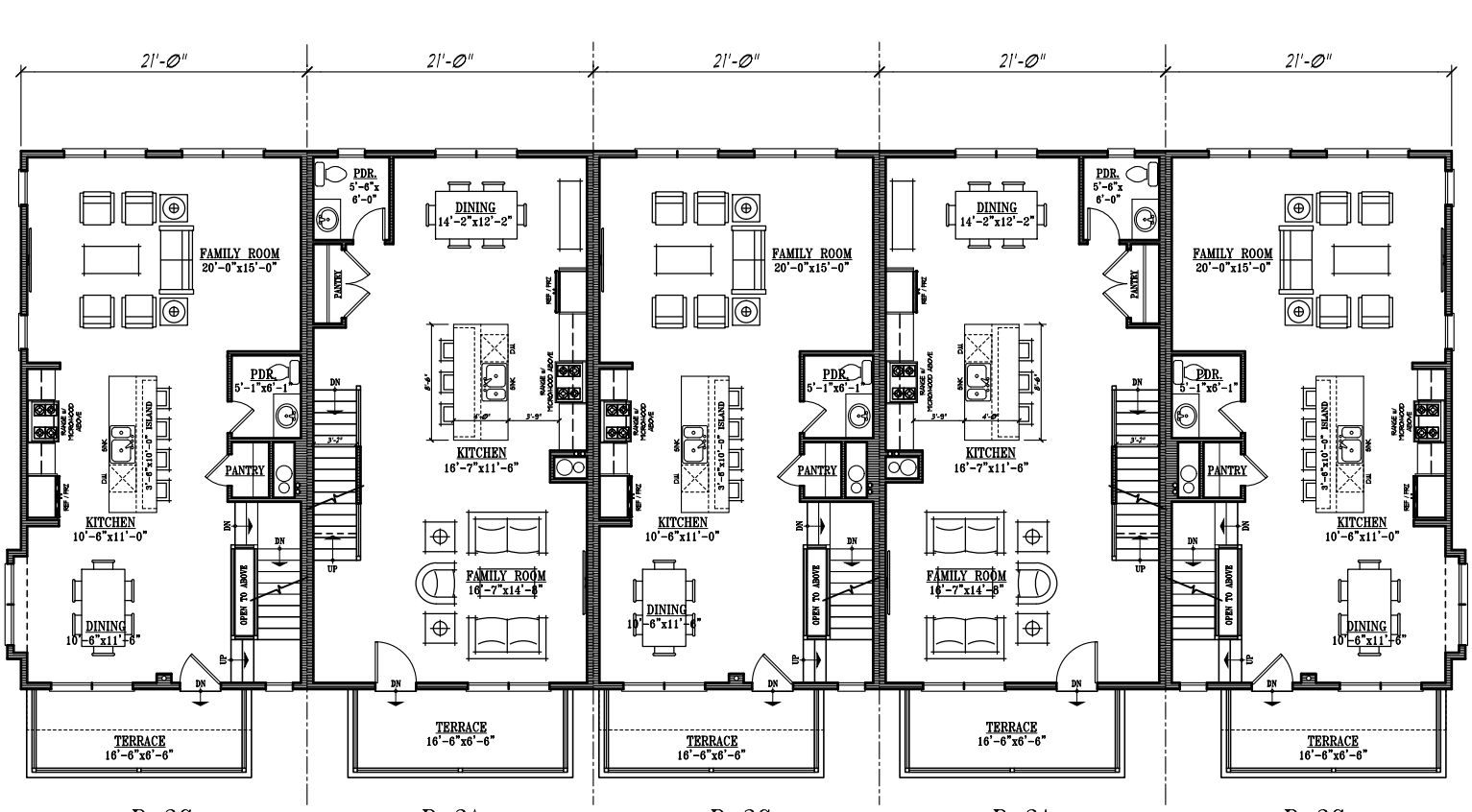
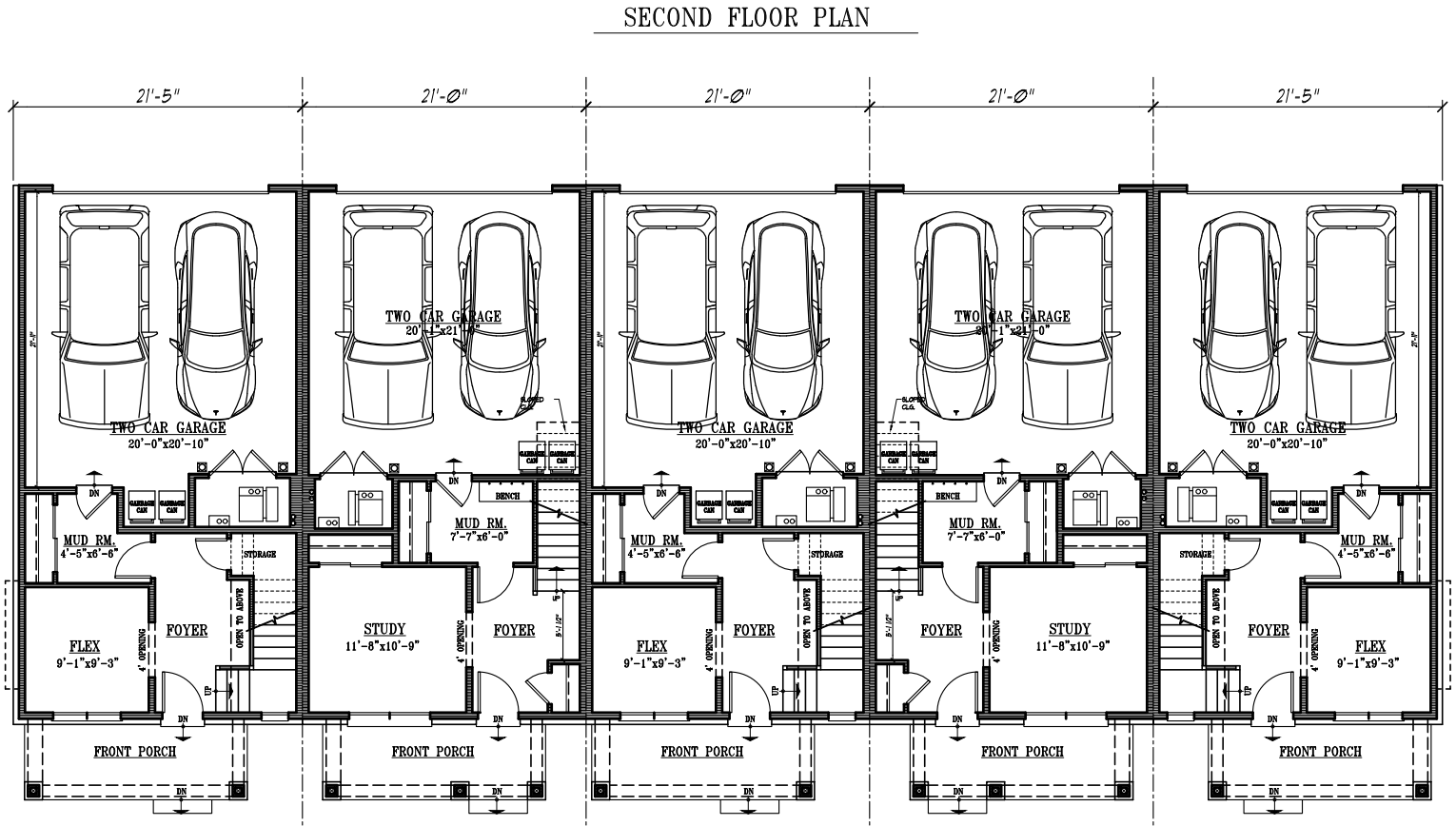


THIRD FLOOR PLAN



SECOND FLOOR PLAN



FIRST FLOOR PLAN

NITTI DEVELOPMENT

JMB ARCHITECTS, LTD.
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Elmhurst, Illinois 60126
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R-3C
LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	337 SQ.FT.
SECOND FLOOR	=	765 SQ.FT.
THIRD FLOOR	=	765 SQ.FT.
TOTAL GROSS	=	1,867 SQ.FT.

R-3A
LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	361 SQ.FT.
SECOND FLOOR	=	784 SQ.FT.
THIRD FLOOR	=	792 SQ.FT.
TOTAL GROSS	=	1,937 SQ.FT.



3 BEDROOM - MAIN BRM. DOWN



3 BEDROOM - MAIN BRM. DOWN



3 BEDROOM - MAIN BRM. DOWN

END UNIT - LEFT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 1,549 SQ.FT.
SECOND FLOOR	= 723 SQ.FT.
TOTAL GROSS	= 2,272 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

LIVABLE	= 2,272 SQ.FT.
GARAGE	= 453 SQ.FT.
FRONT PORCH	= 55 SQ.FT.
TOTAL GROSS	= 2,780 SQ.FT.

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Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE: 02-05-2025
DRAWN BY: JMB
CHECKED BY: JMB
PERMIT:
REVISION:
REVISION:
PROJECT NO.:
SEAL DATE:
EXPIRES DATE: 11/30/2026

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3 BEDROOM - MAIN BRM. DOWN

END UNIT - LEFT

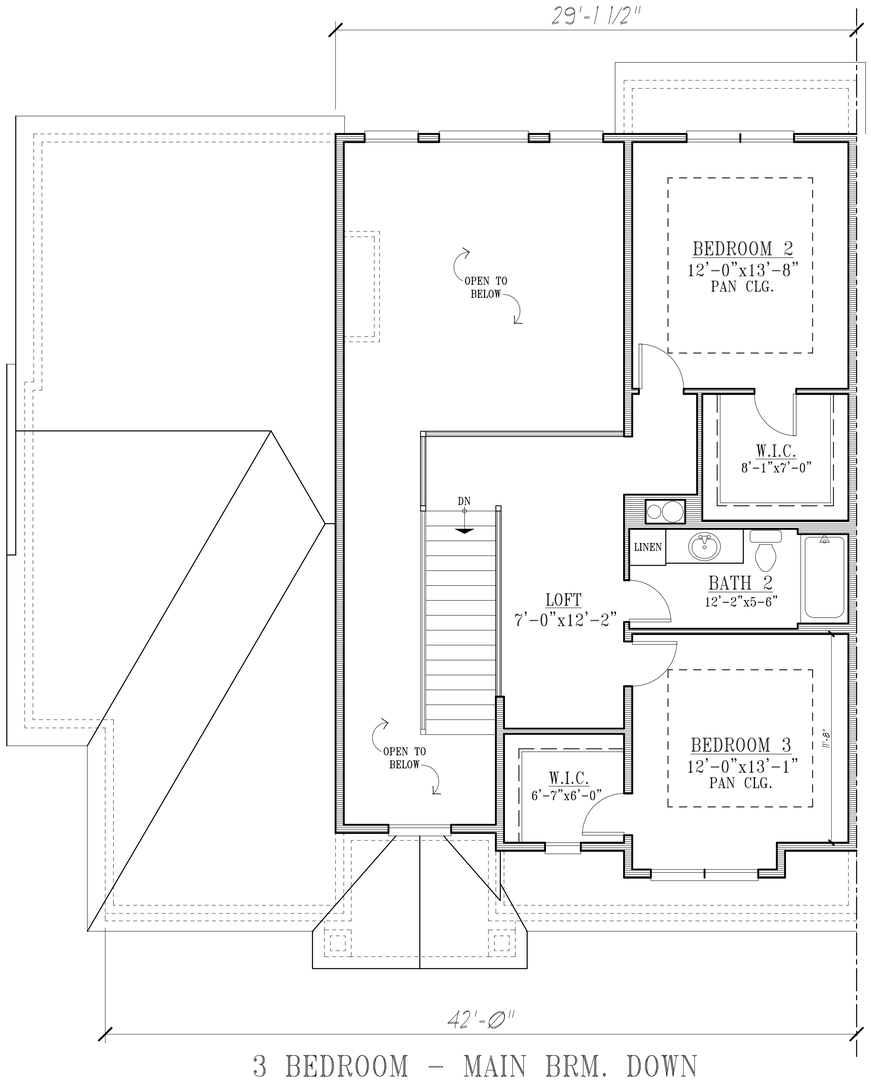
MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	1,549 SQ.FT.
SECOND FLOOR	=	721 SQ.FT.
TOTAL GROSS	=	2,270 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

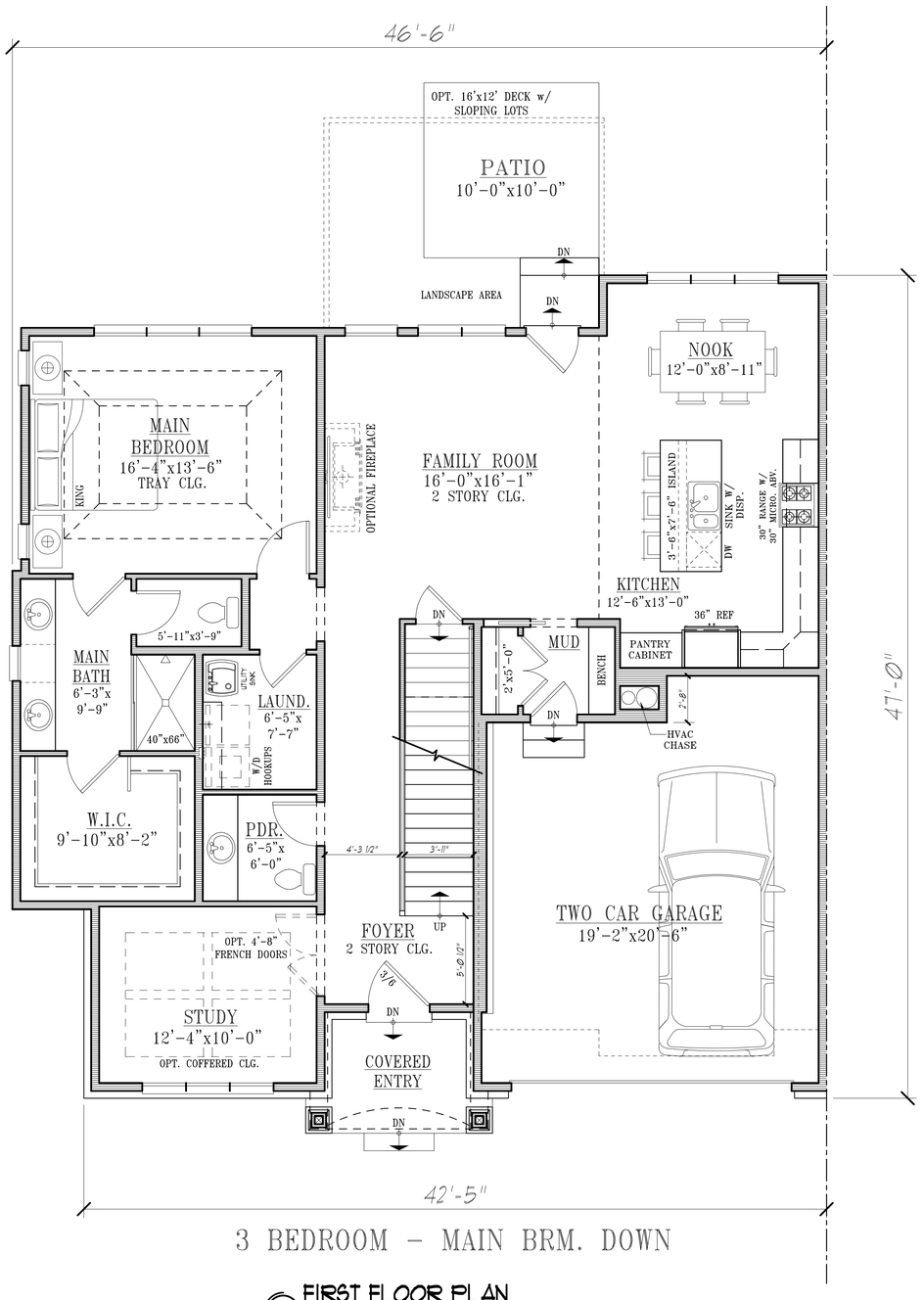
LIVABLE	=	2,270 SQ.FT.
GARAGE	=	453 SQ.FT.
FRONT PORCH	=	55 SQ.FT.
TOTAL GROSS	=	2,778 SQ.FT.



3 BEDROOM - MAIN BRM. DOWN

SECOND FLOOR PLAN

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



3 BEDROOM - MAIN BRM. DOWN

FIRST FLOOR PLAN

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

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JMB ARCHITECTS, LTD.

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Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:

ND NITTI DEVELOPMENT

SCHAUMBURG, IL. 60193

DATE:	01-05-2015
DRAWN BY:	JMB
CHECKED BY:	JMB
PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2016

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B1

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2 BDRM. w/ LOFT
MIDDLE UNIT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	904 SQ.FT.
SECOND FLOOR	=	1,047 SQ.FT.
TOTAL GROSS	=	1,951 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

LIVABLE	=	1,951 SQ.FT.
GARAGE	=	456 SQ.FT.
FRONT PORCH	=	45 SQ.FT.
TOTAL GROSS	=	2,454 SQ.FT.

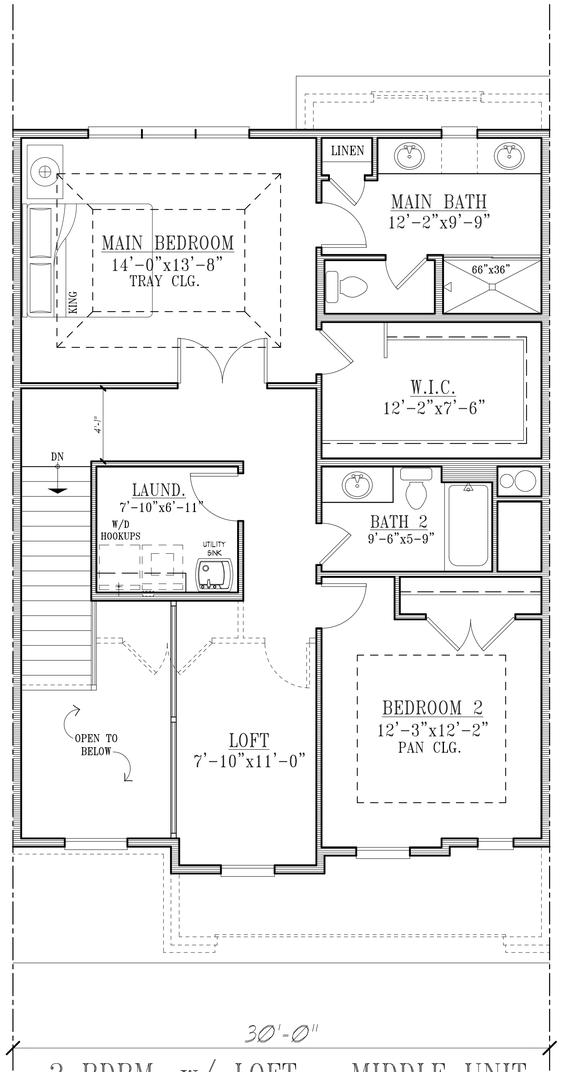
OPTIONAL 3RD BEDROOM
MIDDLE UNIT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	904 SQ.FT.
SECOND FLOOR	=	1,165 SQ.FT.
TOTAL GROSS	=	2,069 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

LIVABLE	=	2,069 SQ.FT.
GARAGE	=	456 SQ.FT.
FRONT PORCH	=	45 SQ.FT.
TOTAL GROSS	=	2,570 SQ.FT.

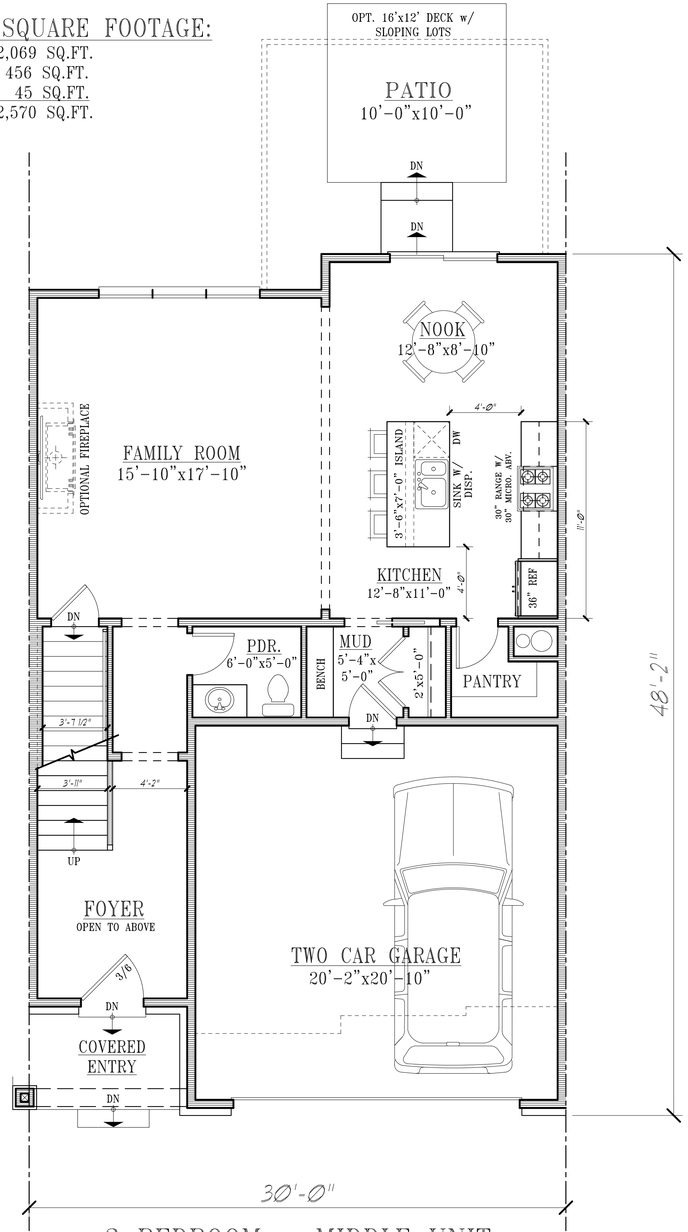


OPTIONAL
BEDROOM 3
16'-5"x12'-4"

2 BDRM. w/ LOFT - MIDDLE UNIT

SECOND FLOOR PLAN

SCALE:1/4"=1'-0" JMB ARCHITECTS LTD.



3 BEDROOM - MIDDLE UNIT

FIRST FLOOR PLAN

SCALE:1/4"=1'-0" JMB ARCHITECTS LTD.

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JMB ARCHITECTS, LTD.
John Michael Belcher A.I.A. N.C.A.R.B.
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Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE: 01-05-2025
DRAWN BY: JMB
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REVISION:
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2 BDRM. w/ LOFT
MIDDLE UNIT



2 BDRM. w/ LOFT
MIDDLE UNIT

TOWN HOME - 3 UNITS

COLOR GROUP SKU: B22

JMB ARCHITECTS LTD
John Michael Belcher A.I.A. N.C.A.R.B.
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Elmhurst, Illinois 60126
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NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE:	01-05-2025
DRAWN BY:	JMB
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REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2026

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2 BDRM. w/ LOFT
END UNIT - RIGHT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,132 SQ.FT.
TOTAL GROSS	=	2,111 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,111 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,615 SQ.FT.

OPTIONAL 3RD BEDROOM
END UNIT - RIGHT

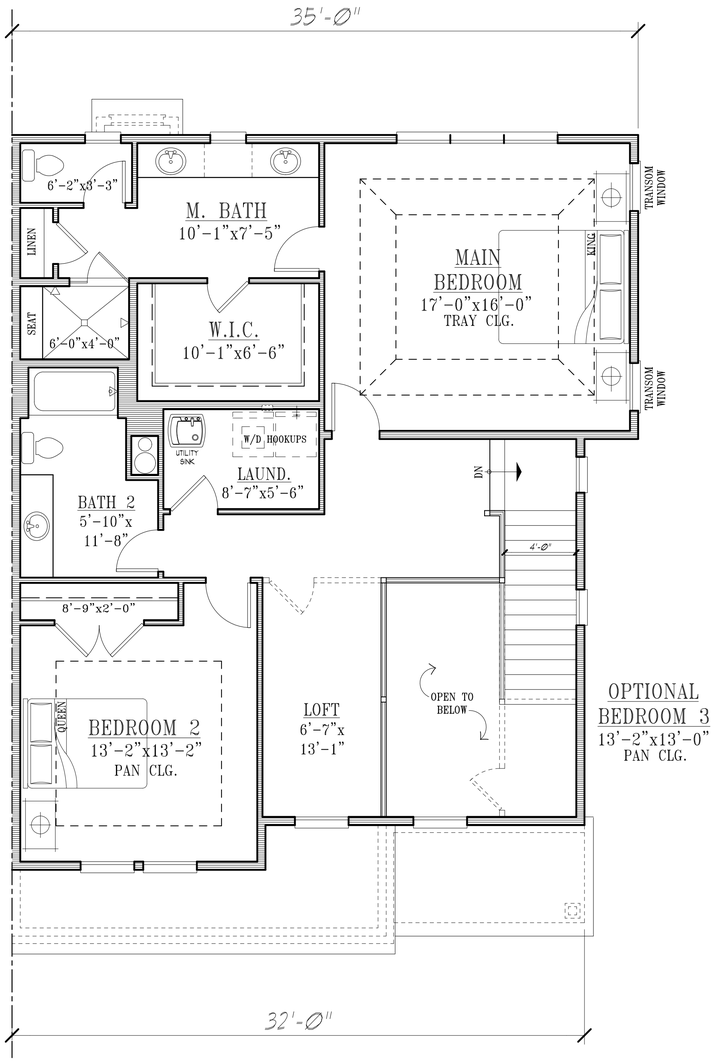
MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,253 SQ.FT.
TOTAL GROSS	=	2,232 SQ.FT.

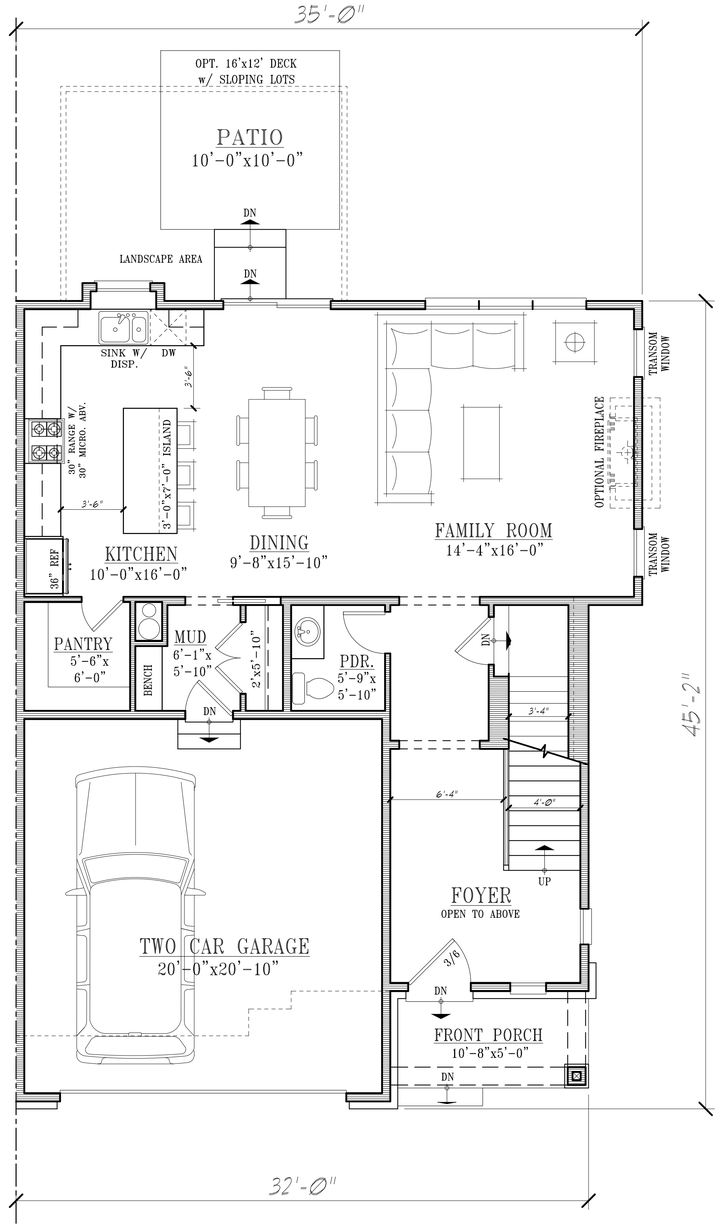
TOTAL GROSS SQ. FT.:

LIVABLE	=	2,232 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,736 SQ.FT.



SECOND FLOOR PLAN

SCALE:1/4"=1'-Ø" ◈JMB ARCHITECTS LTD.



FIRST FLOOR PLAN

SCALE:1/4"=1'-Ø" ◈JMB ARCHITECTS LTD.

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JMB ARCHITECTS, LTD.
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E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE: 01-05-2025
DRAWN BY: JMB
CHECKED BY: JMB
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REVISION:
PROJECT NO.:
SEAL DATE:
EXPIRES DATE: 11/30/2026

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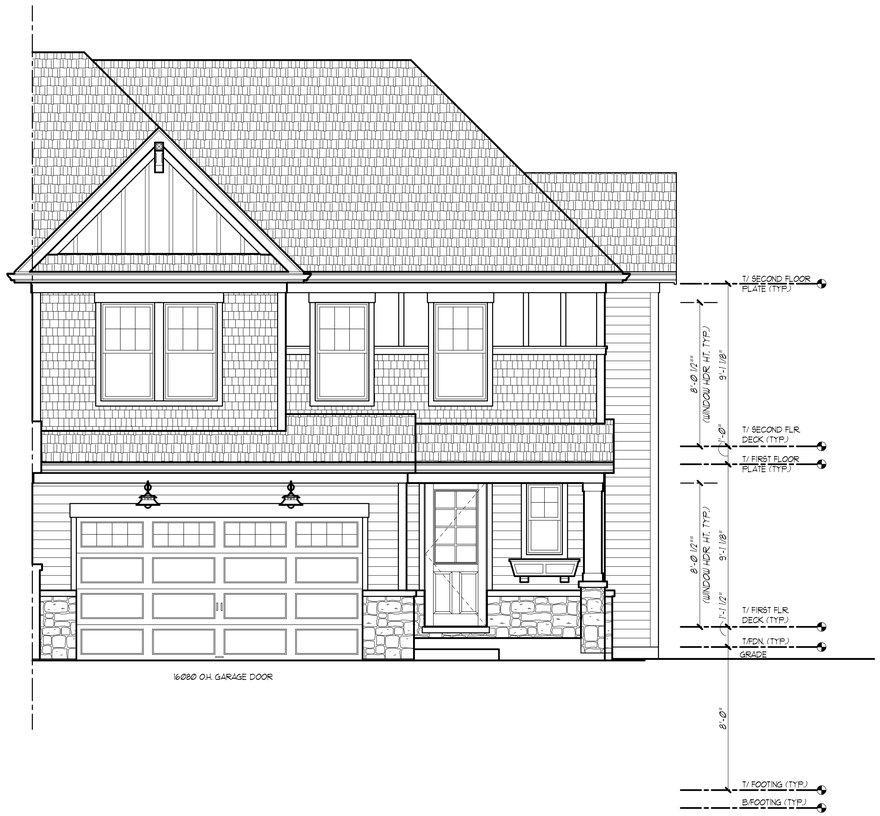

2 BDRM. w/ LOFT
END UNIT - RIGHT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,132 SQ.FT.
TOTAL GROSS	=	2,111 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,111 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,615 SQ.FT.

OPTIONAL 3RD BEDROOM
END UNIT - RIGHT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,253 SQ.FT.
TOTAL GROSS	=	2,232 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,232 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,736 SQ.FT.

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Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE:	02-05-2025
DRAWN BY:	JMB
CHECKED BY:	JMB
PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2026

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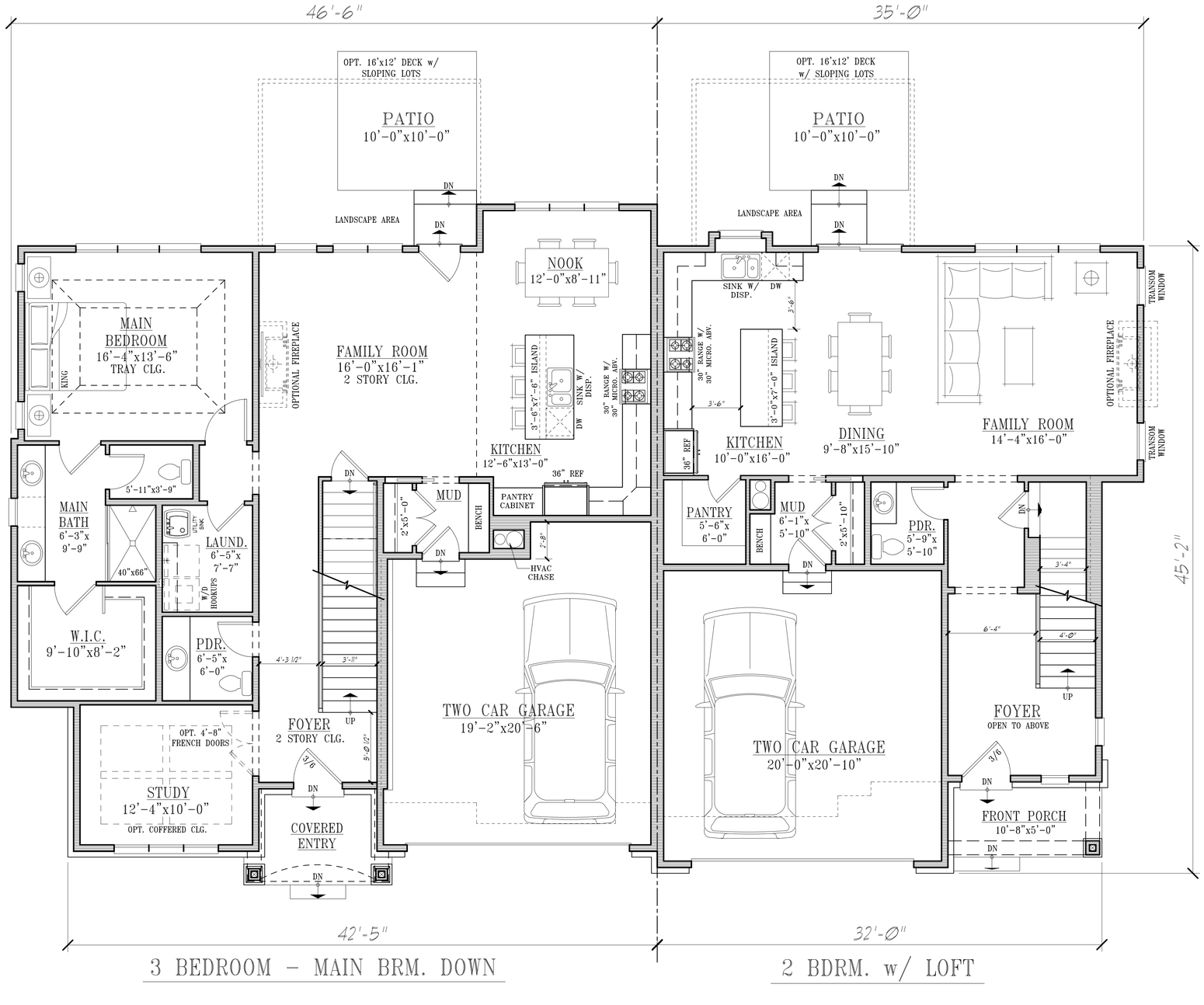

3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT

FIRST FLOOR PLAN

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

JMB ARCHITECTS LTD.

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John Michael Belcher A.I.A. N.C.A.R.B.
180 W. Park #10
Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

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NEW TOWN HOUSE FOR:

ND NITTI DEVELOPMENT

SCHAUMBURG, IL. 60193

DATE:	01-06-2025
DRAWN BY:	JMB
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REVISION:	
PROJECT NO.:	
SEAL DATE:	
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P1

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3 BEDROOM – MAIN BRM. DOWN
END UNIT – LEFT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	1,549 SQ.FT.
SECOND FLOOR	=	721 SQ.FT.
TOTAL GROSS	=	2,270 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

LIVABLE	=	2,270 SQ.FT.
GARAGE	=	453 SQ.FT.
FRONT PORCH	=	55 SQ.FT.
TOTAL GROSS	=	2,778 SQ.FT.

2 BDRM. w/ LOFT
END UNIT – RIGHT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,132 SQ.FT.
TOTAL GROSS	=	2,111 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,111 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,615 SQ.FT.

OPTIONAL 3RD BEDROOM
END UNIT – RIGHT

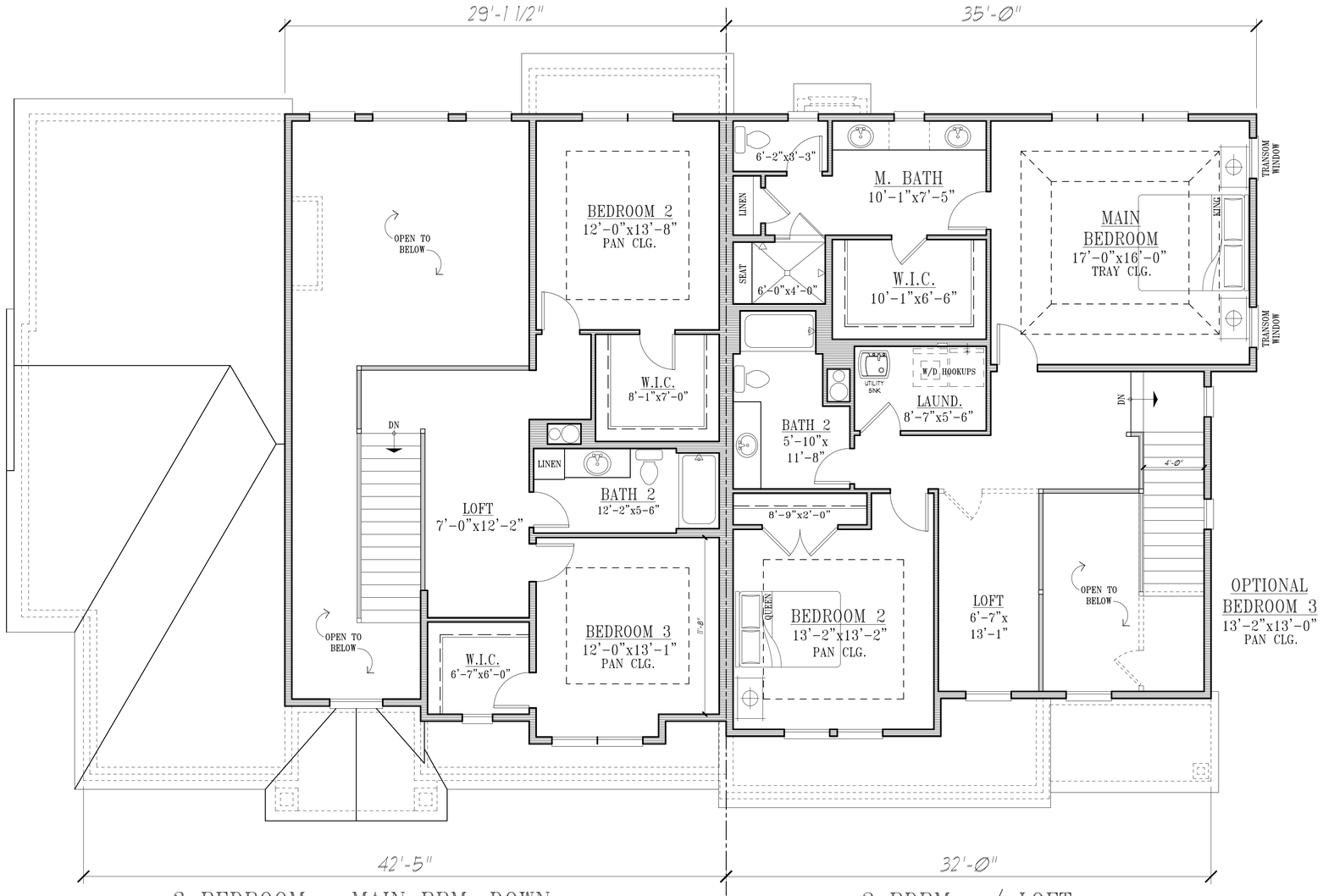
MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,253 SQ.FT.
TOTAL GROSS	=	2,232 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,232 SQ.FT.
GARAGE	=	451 SQ.FT.
FRONT PORCH	=	53 SQ.FT.
TOTAL GROSS	=	2,736 SQ.FT.



SECOND FLOOR PLAN

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

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NEW TOWN HOUSE FOR:
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SCHAUMBURG, IL. 60193

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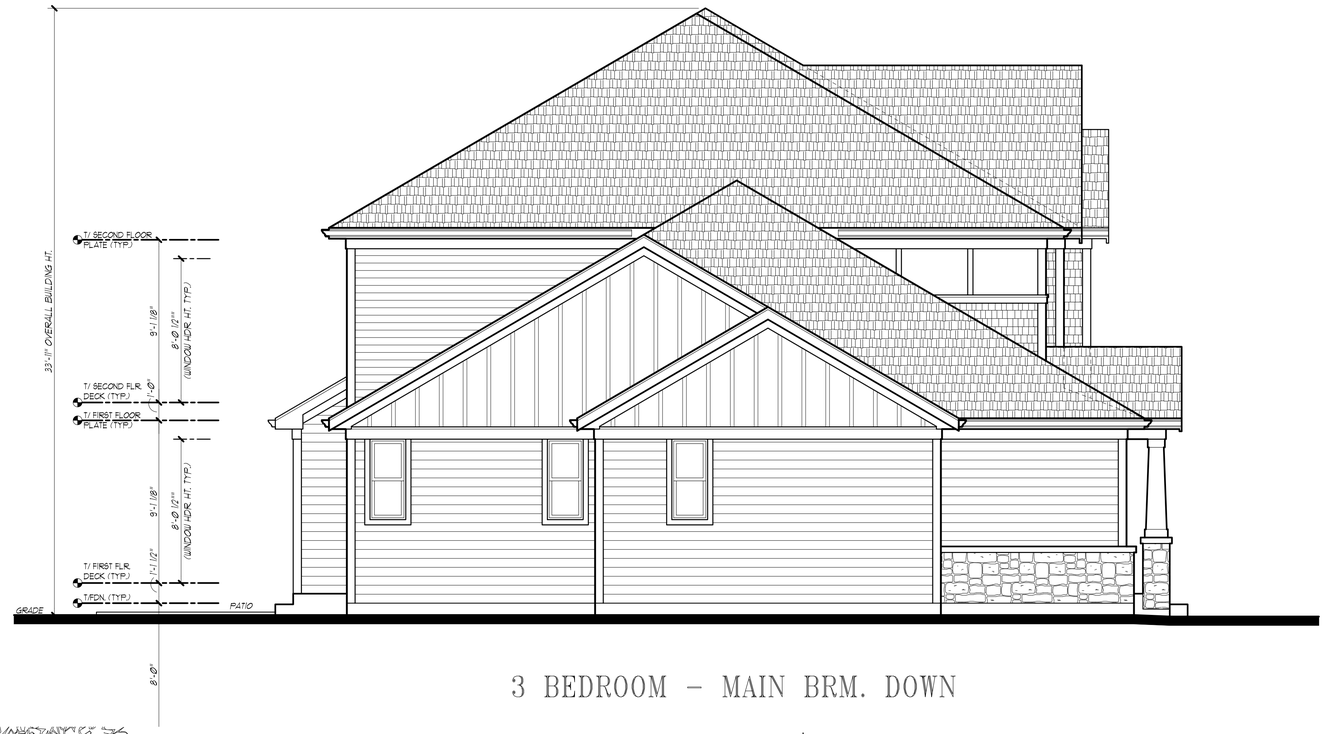

3 BEDROOM - MAIN BRM. DOWN



3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT
END UNIT

TOWN HOME - 2 UNITS

COLOR GROUP SKU: B22

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NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE:	01-05-2015
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REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2016

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2 BDRM. w/ LOFT
END UNIT

3 BEDROOM - MAIN BRM. DOWN

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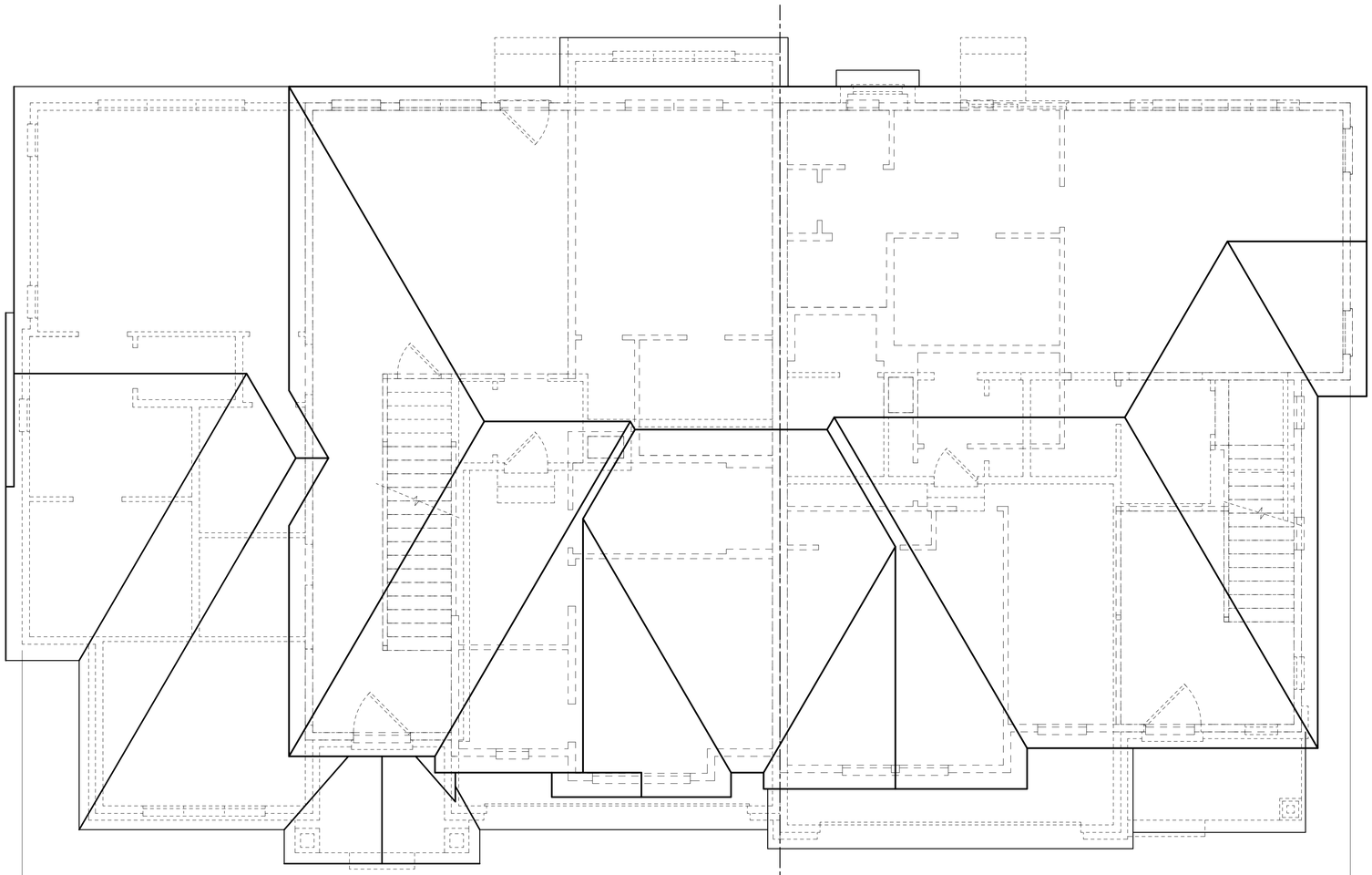

3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT - END UNIT

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NEW TOWN HOUSE FOR:
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SCHAUMBURG, IL. 60193

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REVISION:
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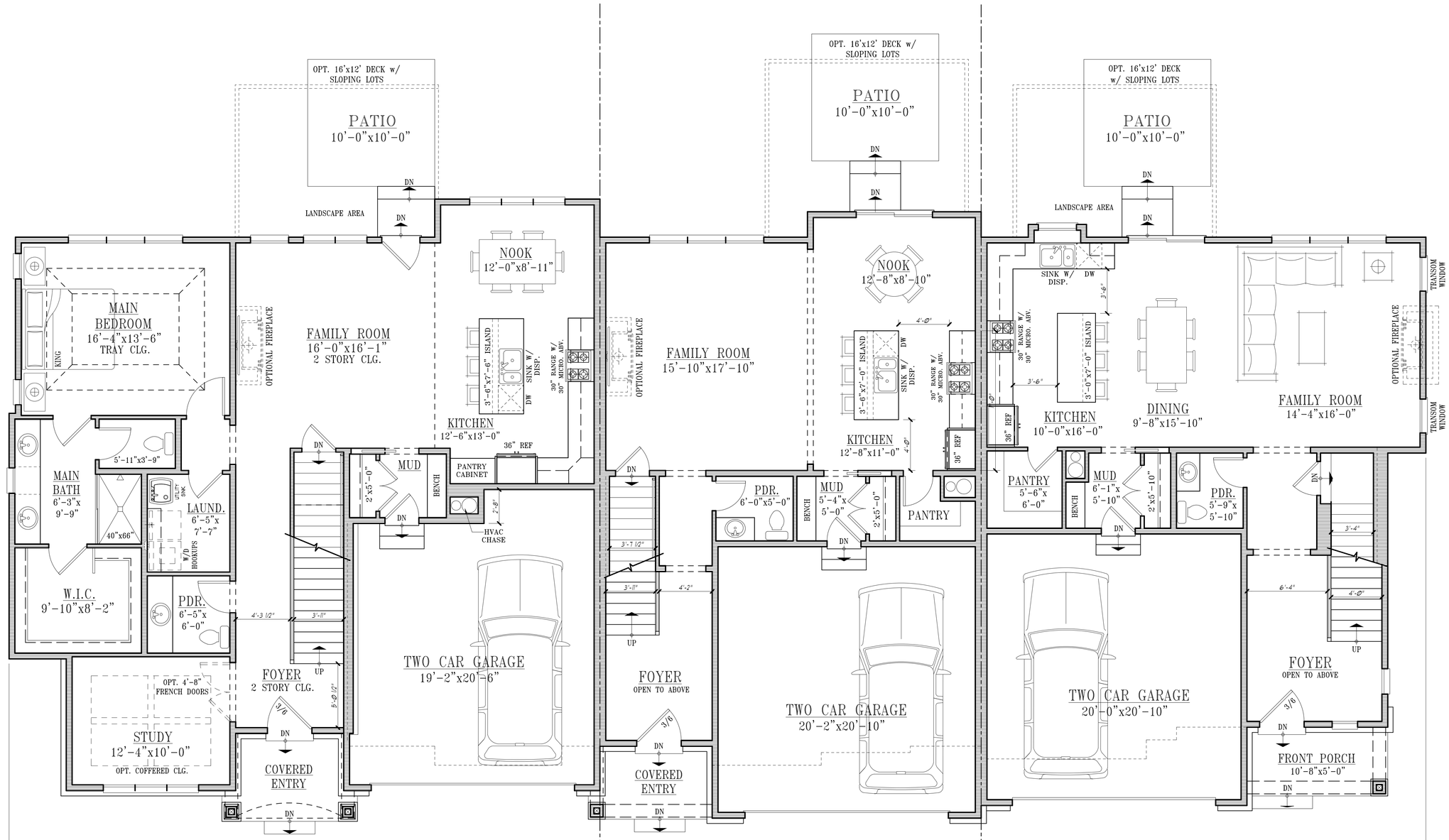

FIRST FLOOR PLAN

SCALE:1/4"=1'-0" ◇JMB ARCHITECTS LTD.

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SCHAUMBURG, IL. 60193

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3 BEDROOM – MAIN BRM. DOWN
END UNIT – LEFT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 1,549 SQ.FT.
SECOND FLOOR	= 721 SQ.FT.
TOTAL GROSS	= 2,270 SQ.FT.

TOTAL GROSS SQUARE FOOTAGE:

LIVABLE	= 2,270 SQ.FT.
GARAGE	= 453 SQ.FT.
FRONT PORCH	= 55 SQ.FT.
TOTAL GROSS	= 2,778 SQ.FT.

2 BDRM. w/ LOFT
MIDDLE UNIT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 904 SQ.FT.
SECOND FLOOR	= 1,047 SQ.FT.
TOTAL GROSS	= 1,951 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	= 1,951 SQ.FT.
GARAGE	= 456 SQ.FT.
FRONT PORCH	= 47 SQ.FT.
TOTAL GROSS	= 2,456 SQ.FT.

OPTIONAL 3RD BEDROOM
MIDDLE UNIT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 904 SQ.FT.
SECOND FLOOR	= 1,165 SQ.FT.
TOTAL GROSS	= 2,069 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	= 2,069 SQ.FT.
GARAGE	= 456 SQ.FT.
FRONT PORCH	= 47 SQ.FT.
TOTAL GROSS	= 2,572 SQ.FT.

2 BDRM. w/ LOFT
END UNIT – RIGHT

MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 979 SQ.FT.
SECOND FLOOR	= 1,132 SQ.FT.
TOTAL GROSS	= 2,111 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	= 2,111 SQ.FT.
GARAGE	= 451 SQ.FT.
FRONT PORCH	= 53 SQ.FT.
TOTAL GROSS	= 2,615 SQ.FT.

OPTIONAL 3RD BEDROOM
END UNIT – RIGHT

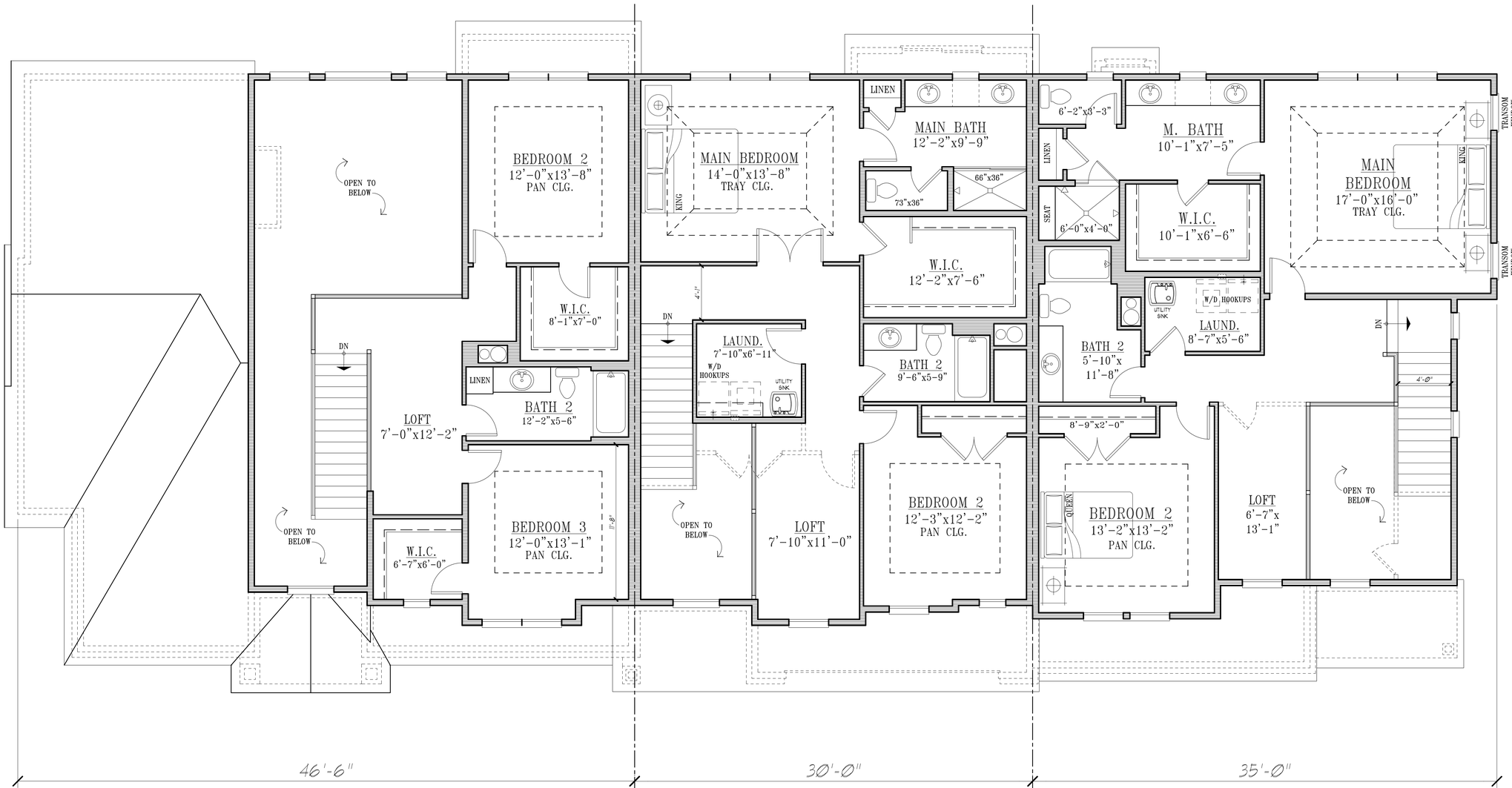
MEASURED TO CENTERLINE OF PARTY WALL

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 979 SQ.FT.
SECOND FLOOR	= 1,253 SQ.FT.
TOTAL GROSS	= 2,232 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	= 2,232 SQ.FT.
GARAGE	= 451 SQ.FT.
FRONT PORCH	= 53 SQ.FT.
TOTAL GROSS	= 2,736 SQ.FT.



3 BEDROOM – MAIN BRM. DOWN | 2 BDRM. w/ LOFT – MIDDLE UNIT | 2 BDRM. w/ LOFT – END UNIT

SECOND FLOOR PLAN

SCALE: 1/4"=1'-0" ◈JMB ARCHITECTS LTD.

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Elmhurst, Illinois 60126
E-Mail: jmbarch@comcast.net Phone: 630.279.8228

NEW TOWN HOUSE FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE:	01-05-2015
DRAWN BY:	JMB
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REVISION:	
PROJECT NO.:	
SEAL DATE:	
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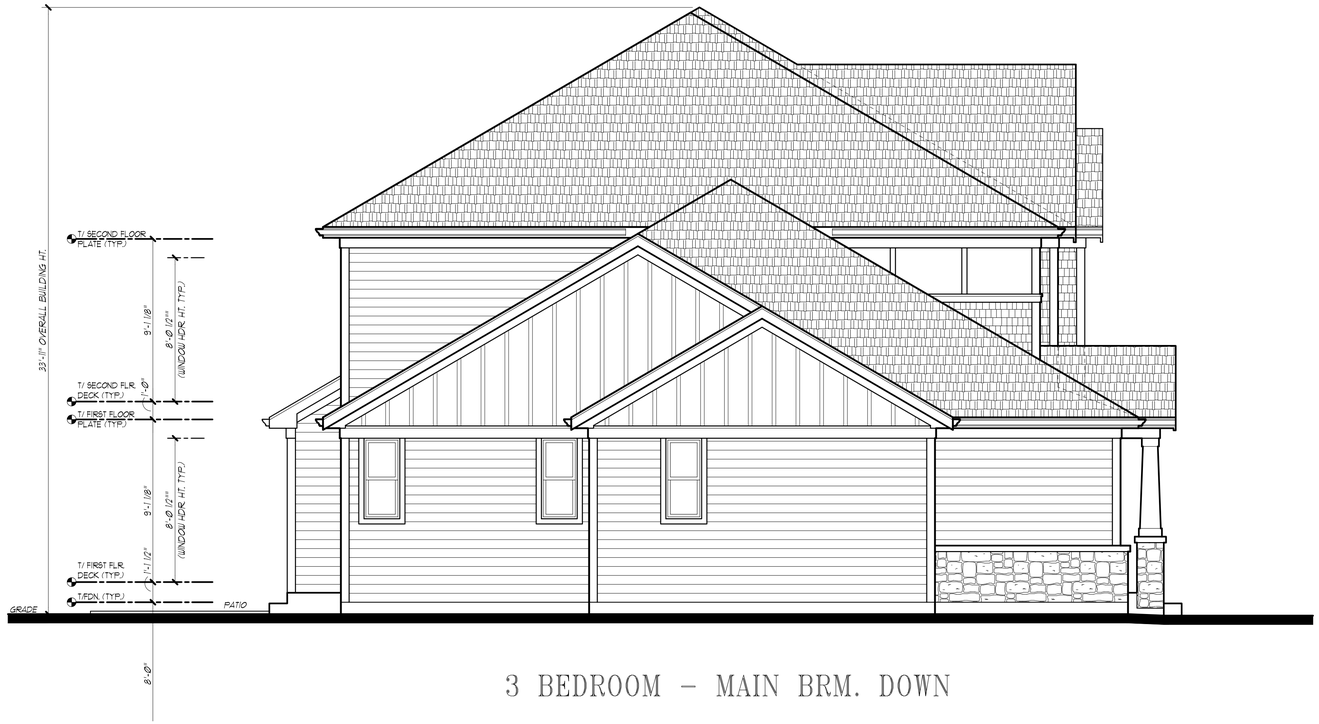

3 BEDROOM - MAIN BRM. DOWN



3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT
MIDDLE UNIT

2 BDRM. w/ LOFT
END UNIT

TOWN HOME - 3 UNITS

COLOR GROUP SKU: B22

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2 BDRM. w/ LOFT
END UNIT

2 BDRM. w/ LOFT
MIDDLE UNIT

3 BEDROOM - MAIN BRM. DOWN

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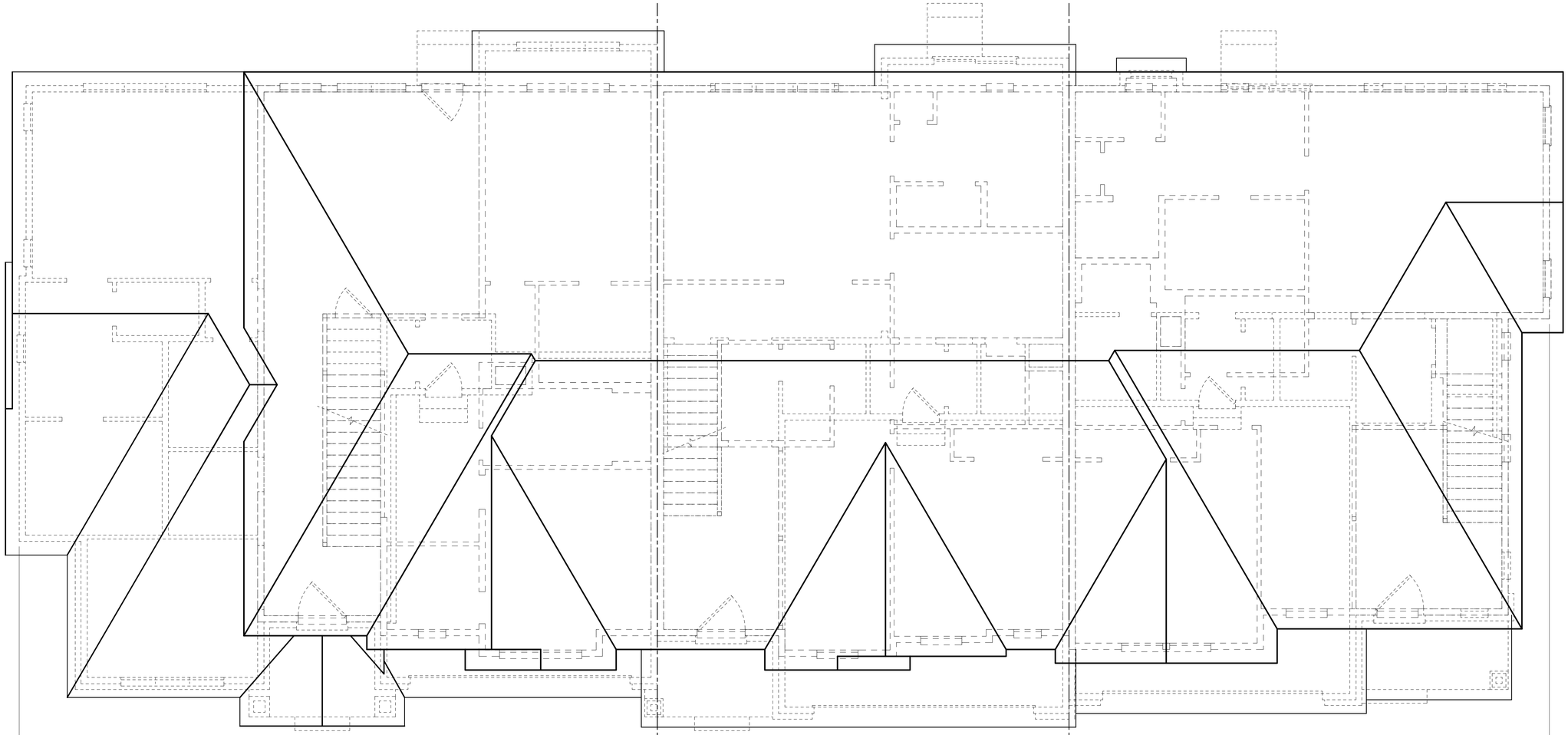

46'-6"

3 BEDROOM - MAIN BRM. DOWN

30'-0"

2 BDRM. w/ LOFT - MIDDLE UNIT

35'-0"

2 BDRM. w/ LOFT - END UNIT

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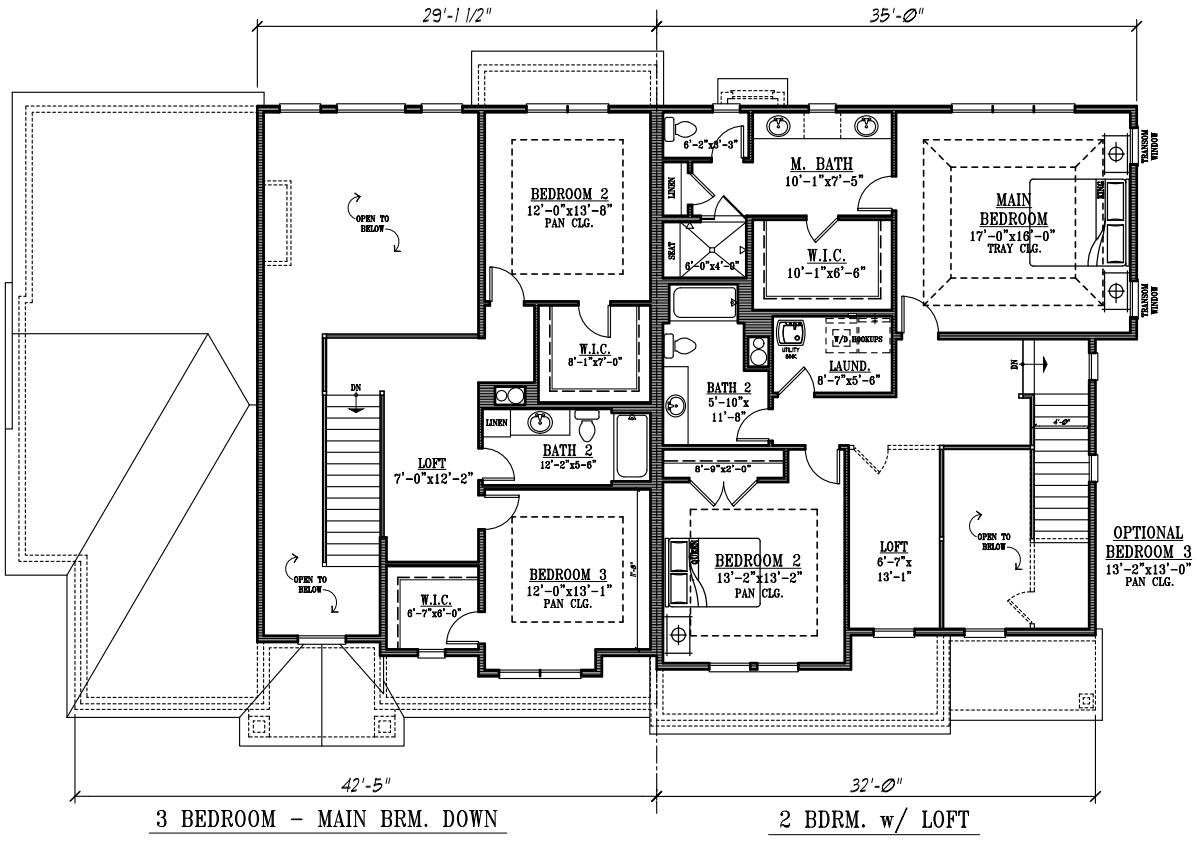
3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT
END UNIT

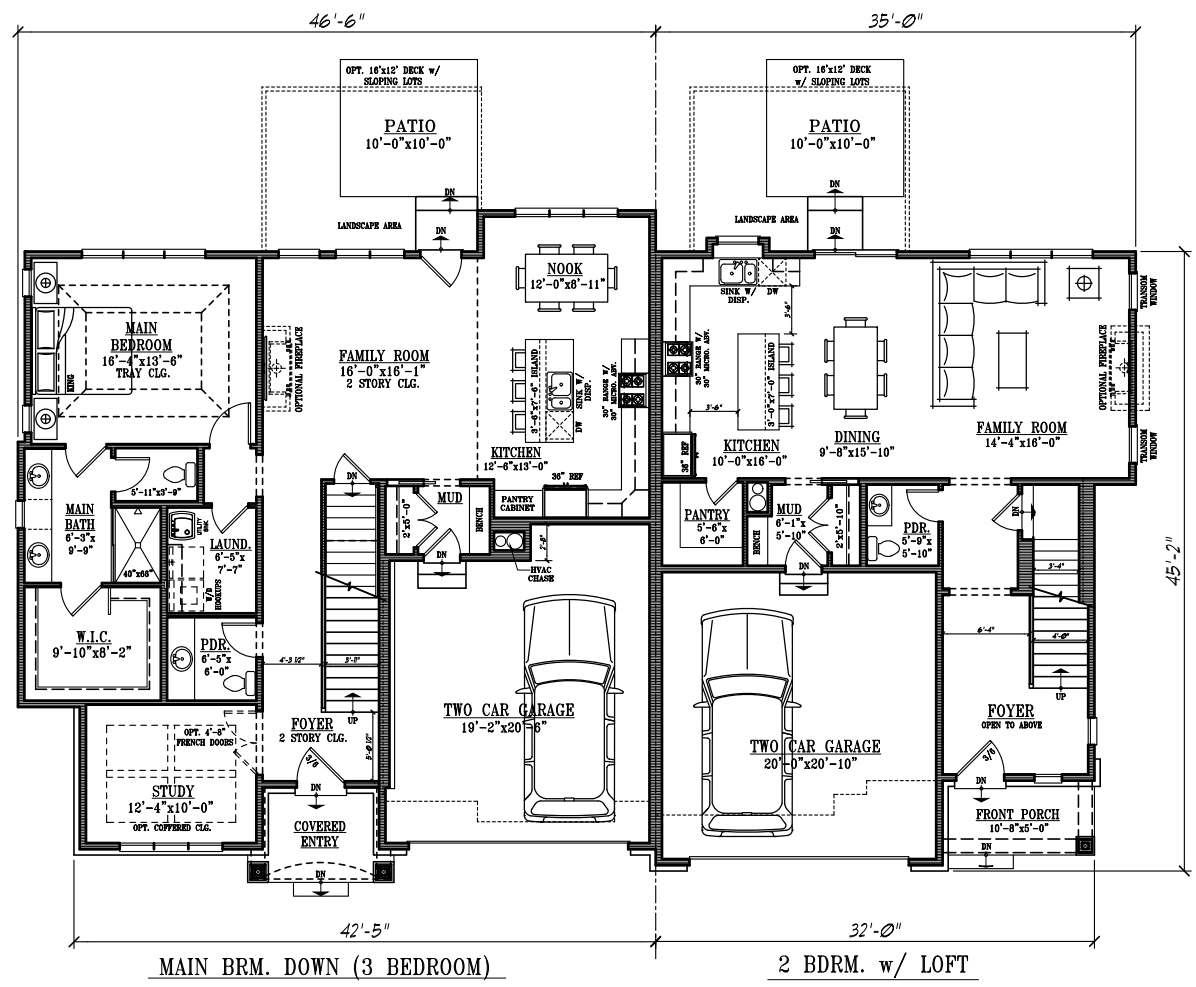
TOWN HOME - 2 UNITS



3 BEDROOM - MAIN BRM. DOWN

2 BDRM. w/ LOFT

SECOND FLOOR PLAN



MAIN BRM. DOWN (3 BEDROOM)

2 BDRM. w/ LOFT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	1,549 SQ.FT.
SECOND FLOOR	=	721 SQ.FT.
TOTAL GROSS	=	2,270 SQ.FT.

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	979 SQ.FT.
SECOND FLOOR	=	1,132 SQ.FT.
TOTAL GROSS	=	2,111 SQ.FT.

FIRST FLOOR PLAN

NITTI DEVELOPMENT

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Elmhurst, Illinois 60126
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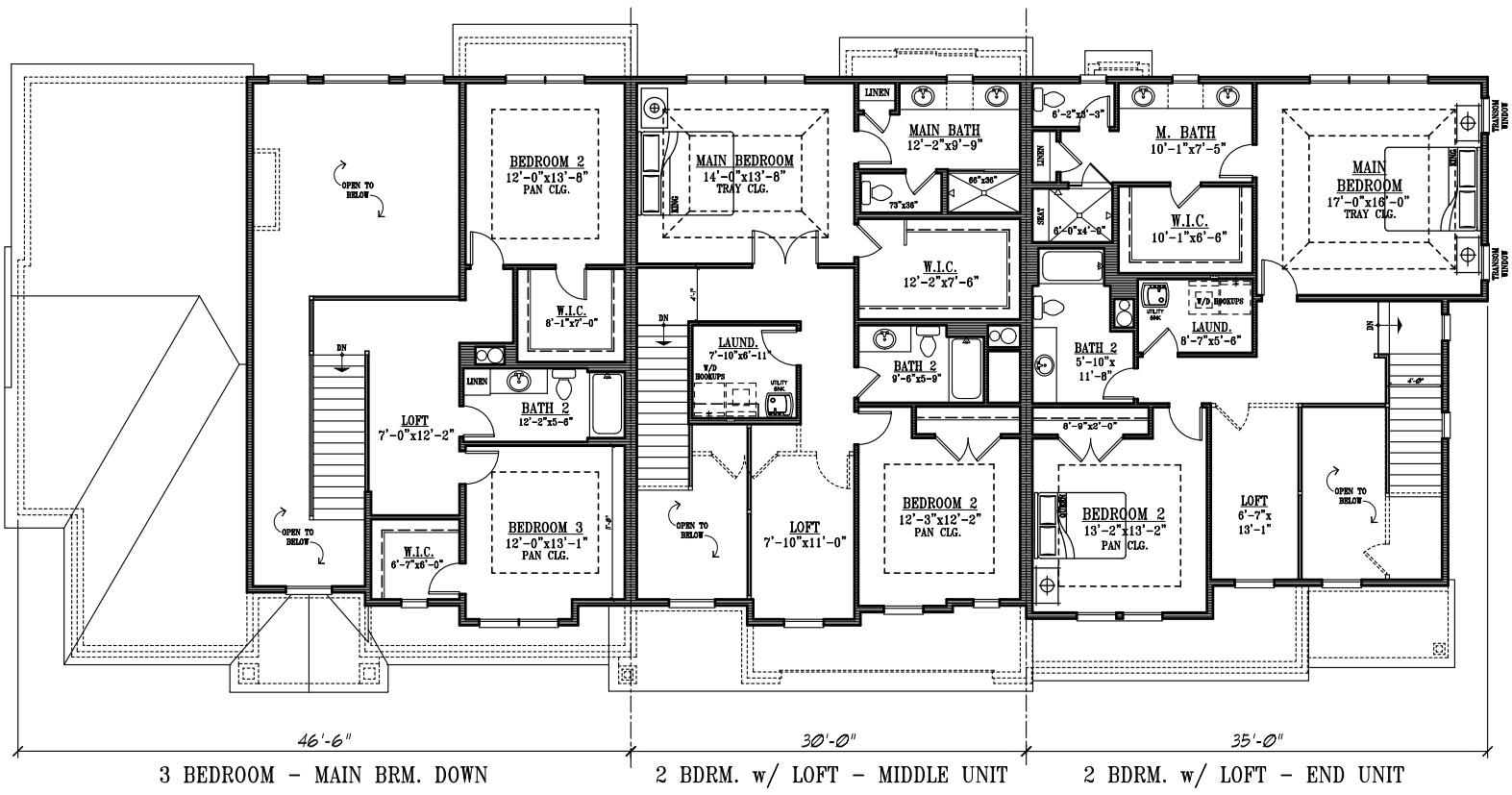
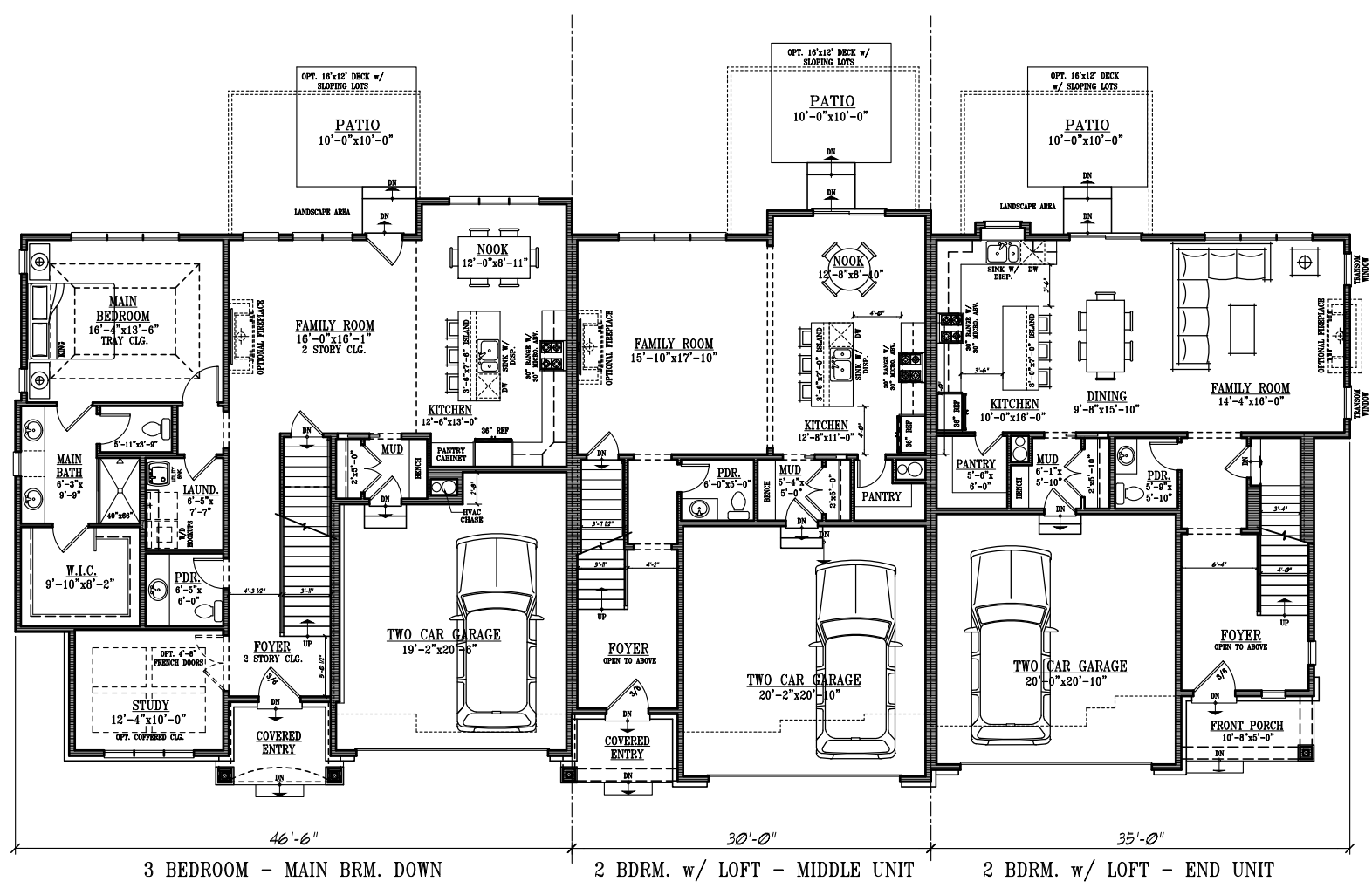
3 BEDROOM - MAIN BRM. DOWN | 2 BDRM. w/ LOFT MIDDLE UNIT | 2 BDRM. w/ LOFT END UNIT

TOWN HOME - 3 UNITS



3 BEDROOM - MAIN BRM. DOWN | 2 BDRM. w/ LOFT - MIDDLE UNIT | 2 BDRM. w/ LOFT - END UNIT

SECOND FLOOR PLAN



3 BEDROOM - MAIN BRM. DOWN | 2 BDRM. w/ LOFT - MIDDLE UNIT | 2 BDRM. w/ LOFT - END UNIT

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	= 1,549 SQ.FT.
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FIRST FLOOR PLAN

ND NITTI DEVELOPMENT

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Elmhurst, Illinois 60126
E-Mail: JMBArch@JMBArchitect.com Phone: 630.279.8228 JMBArchitect.com



ELEVATION A



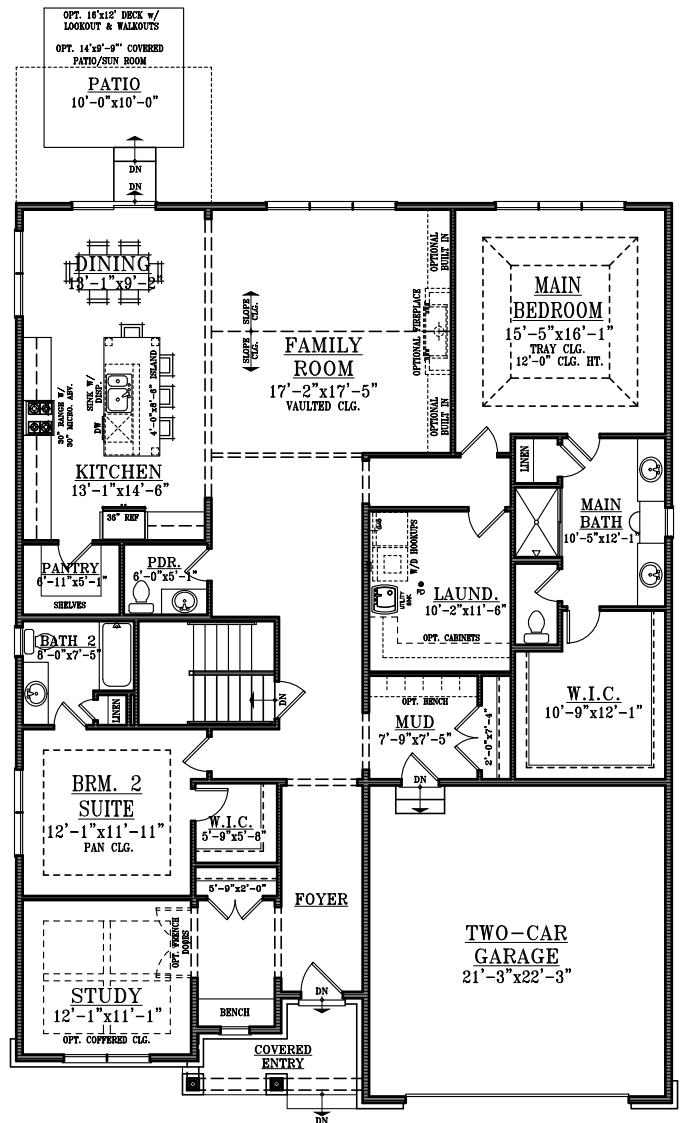
ELEVATION B



ELEVATION C



ELEVATION D



FIRST FLOOR PLAN

2,436 SQ. FT. - LIVABLE

THE CRESTONE
PLAN '2'

2,436 SQ. FT. - LIVABLE
RANCH 2BR w. STUDY - 2.5 BA - 2CAR
10'-0" FIRST FLOOR

NITTI DEVELOPMENT

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E-Mail: JMBArch@JMBArchitect.com Phone: 630.279.8228 JMBArchitect.com



ELEVATION A



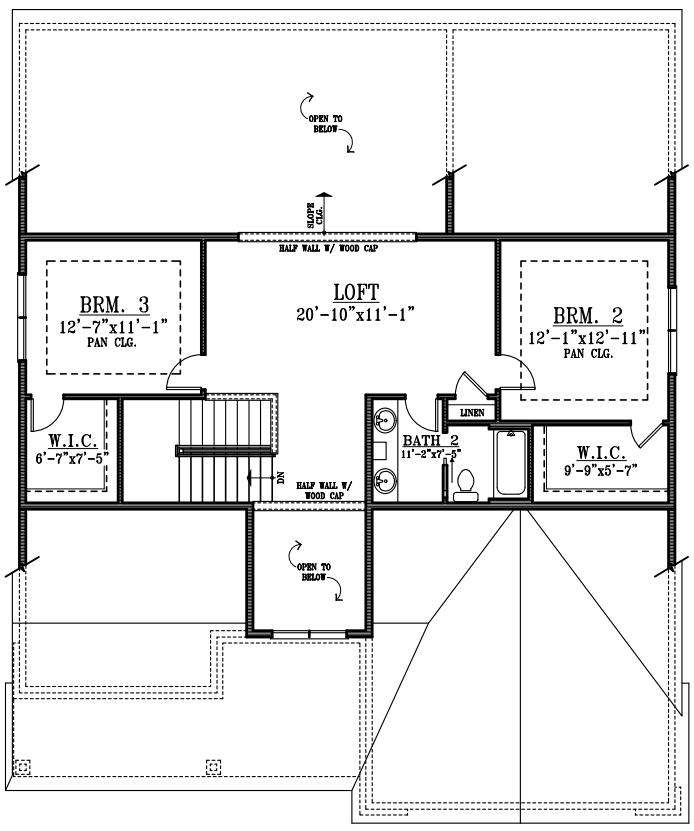
ELEVATION B



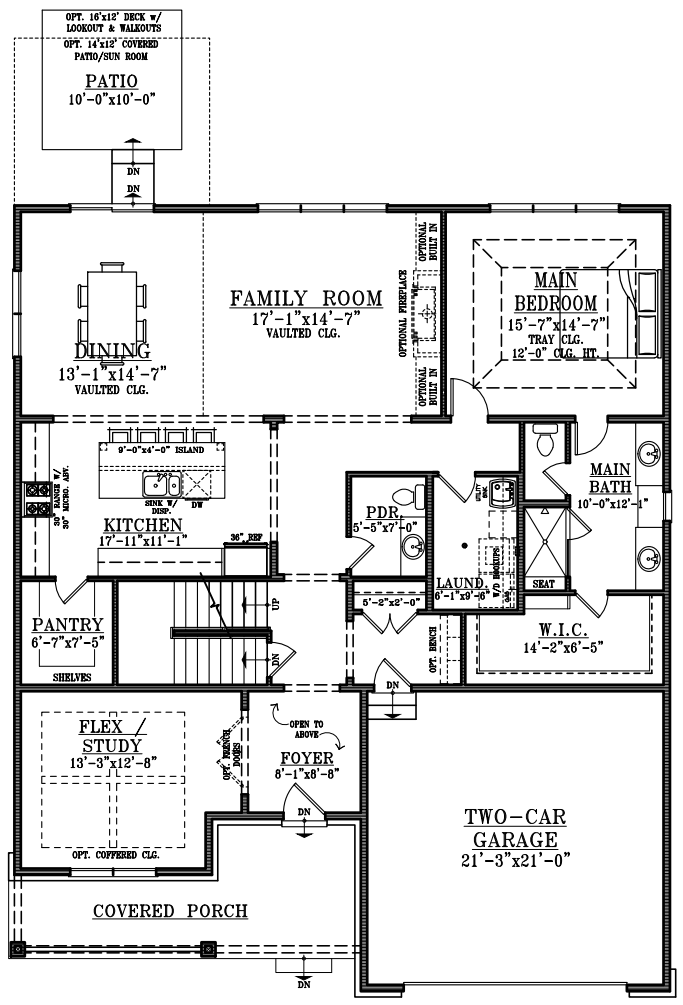
ELEVATION C



ELEVATION D



SECOND FLOOR PLAN
843 SQ. FT. – LIVABLE



FIRST FLOOR PLAN
1,940 SQ. FT. – LIVABLE

THE DOHERTY
PLAN '3'

2,783 SQ. FT. – LIVABLE
1.5 STORY 3BR w. LOFT – 2.5 BA – 2CAR
10'-0" FIRST FLOOR

NITTI DEVELOPMENT

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ELEVATION A



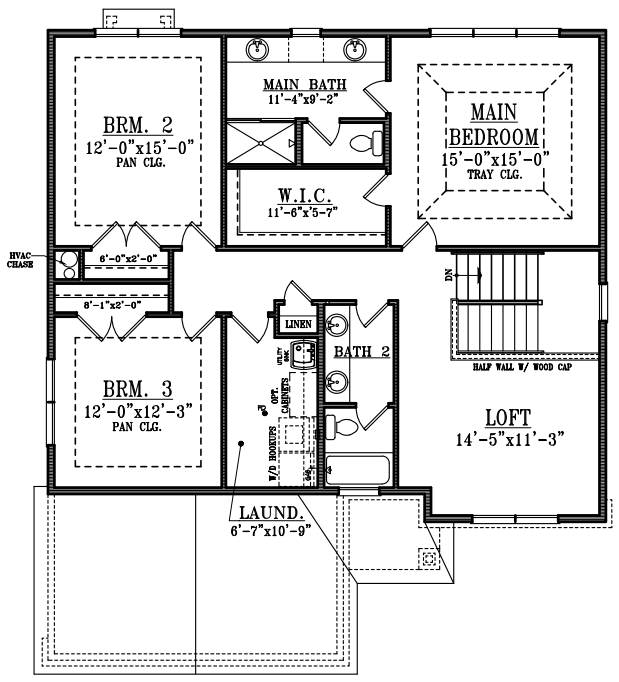
ELEVATION B



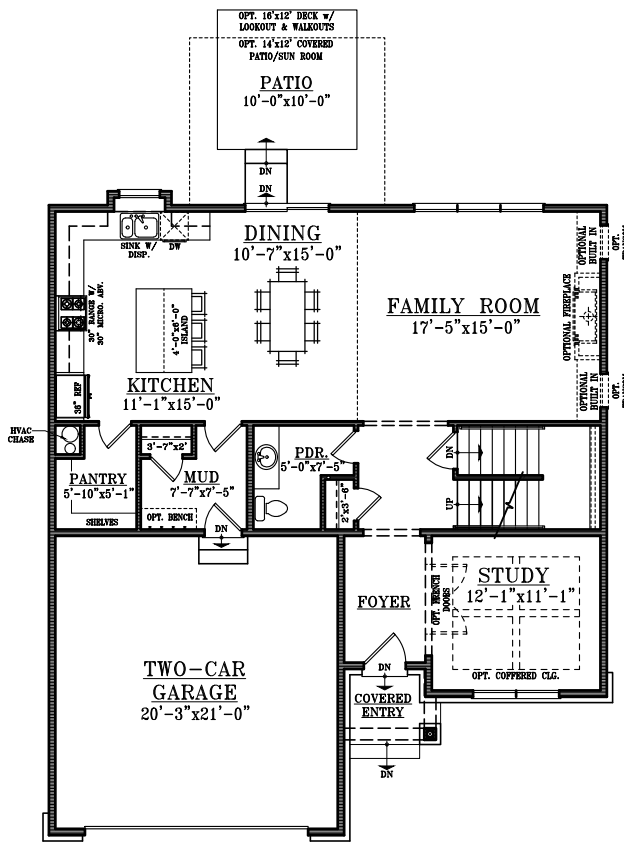
ELEVATION C



ELEVATION D



SECOND FLOOR PLAN
1,278 SQ.FT. - LIVABLE



FIRST FLOOR PLAN
1,169 SQ.FT. - LIVABLE

THE LANCER
PLAN '4'

2,447 SQ. FT. - LIVABLE
2 STORY 3BR w. LOFT - 2.5 BA - 2CAR

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ELEVATION A



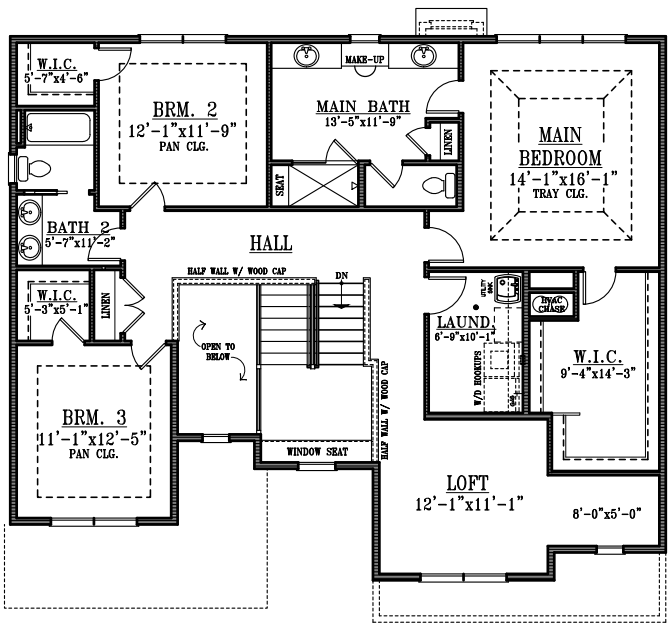
ELEVATION B



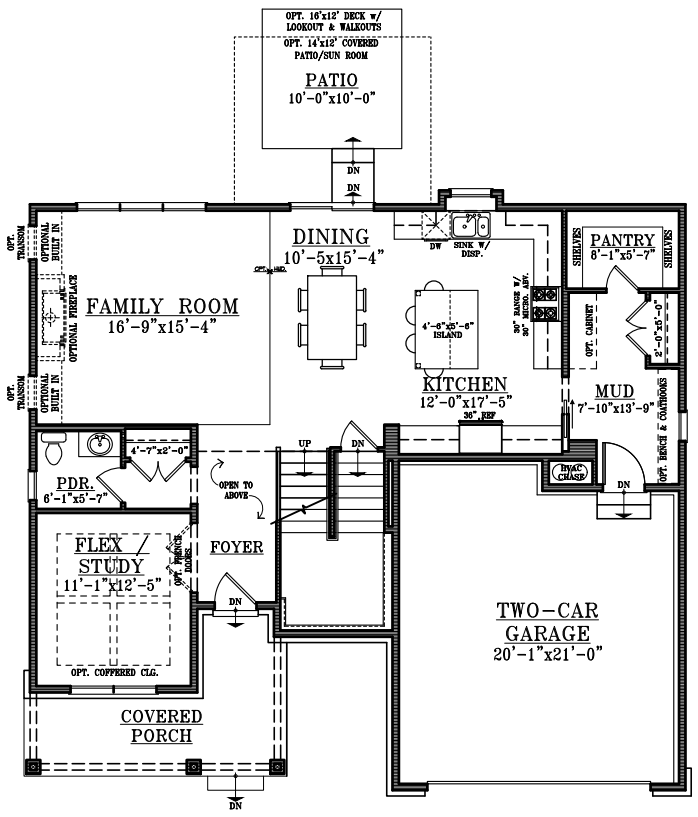
ELEVATION C



ELEVATION D



SECOND FLOOR PLAN
1,474 SQ. FT. – LIVABLE



FIRST FLOOR PLAN
1,273 SQ. FT. – LIVABLE

THE MORGAN
PLAN '5'

2,747 SQ. FT. – LIVABLE
2 STORY 3BR w. LOFT – 2.5 BA – 2CAR

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ELEVATION A



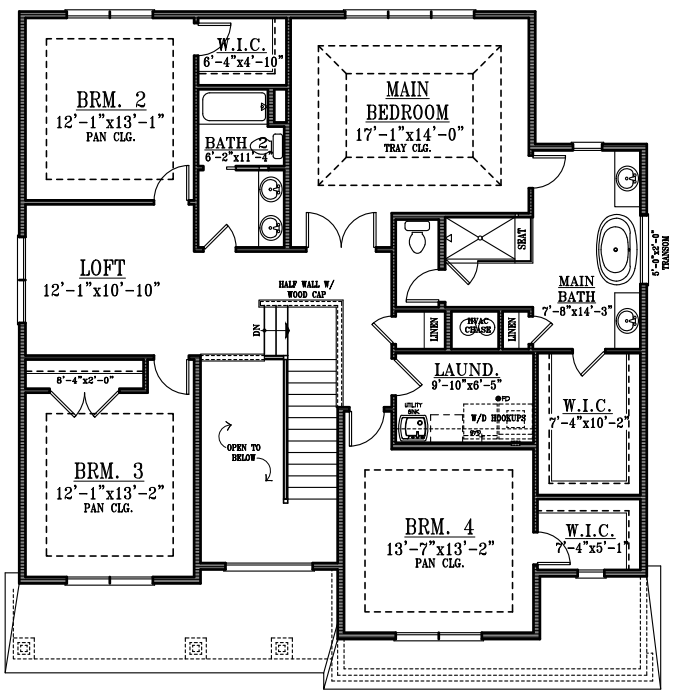
ELEVATION B



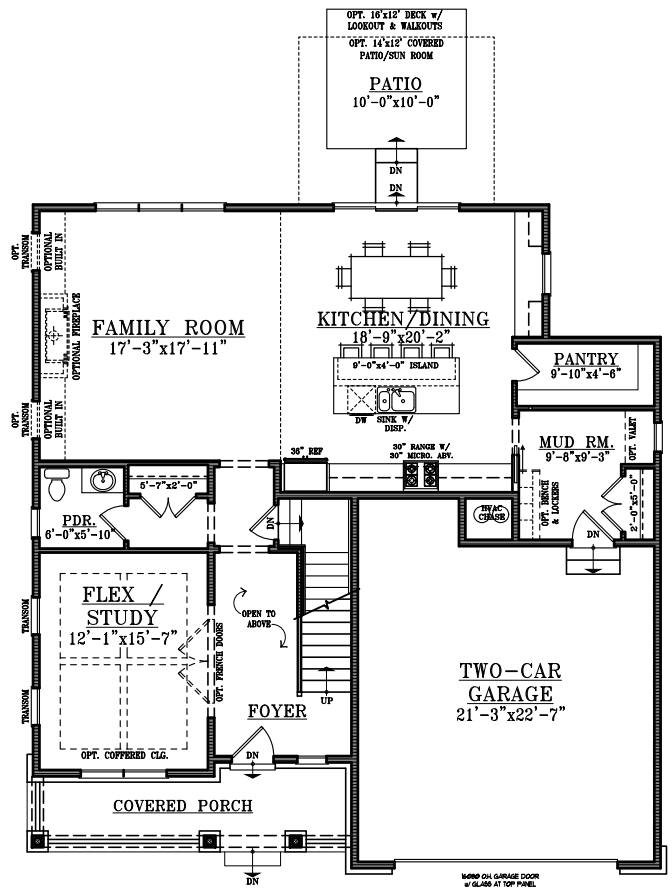
ELEVATION C



ELEVATION D



SECOND FLOOR PLAN
1,645 SQ. FT. – LIVABLE



FIRST FLOOR PLAN
1,387 SQ. FT. – LIVABLE

THE PRAIRIE
PLAN '6'

3,032 SQ. FT. – LIVABLE
2 STORY 4BR w. LOFT – 2.5 BA – 2CAR

NITTI DEVELOPMENT

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ELEVATION A



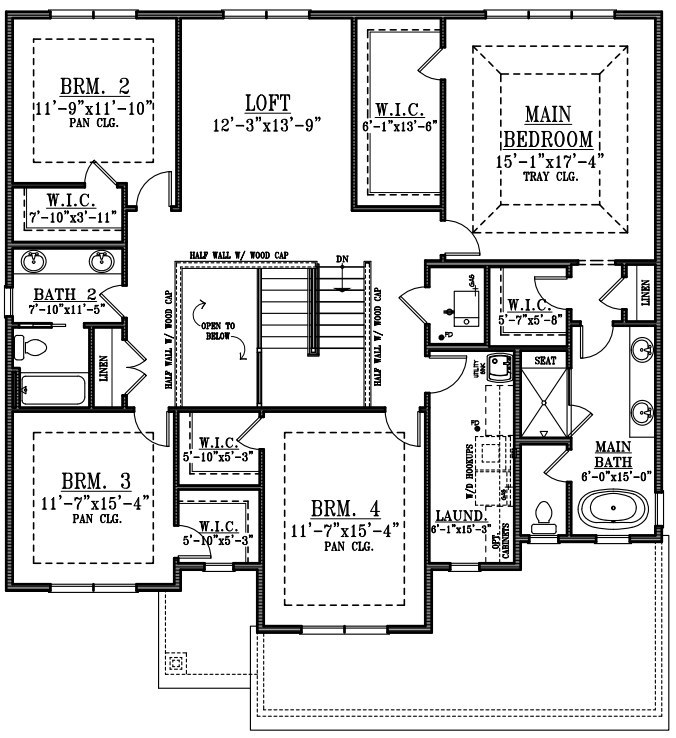
ELEVATION B



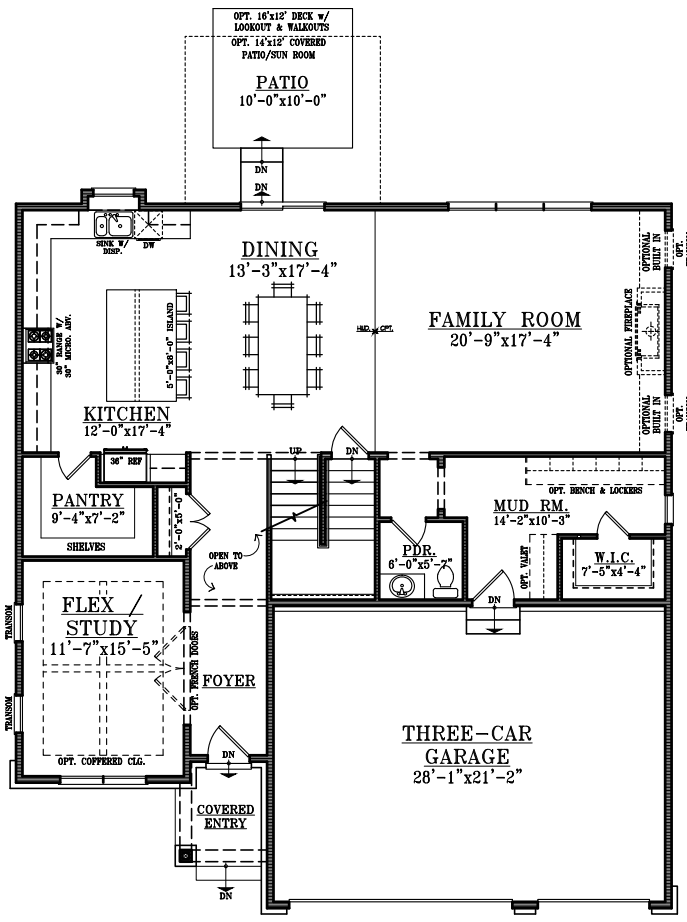
ELEVATION C



ELEVATION D



SECOND FLOOR PLAN
1,801 SQ. FT. – LIVABLE



FIRST FLOOR PLAN
1,589 SQ. FT. – LIVABLE

THE SUNSET
PLAN '7'

3,390 SQ. FT. – LIVABLE
2 STORY 4BR w. LOFT – 2.5 BA – 3CAR

ND NITTI DEVELOPMENT

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ELEVATION A



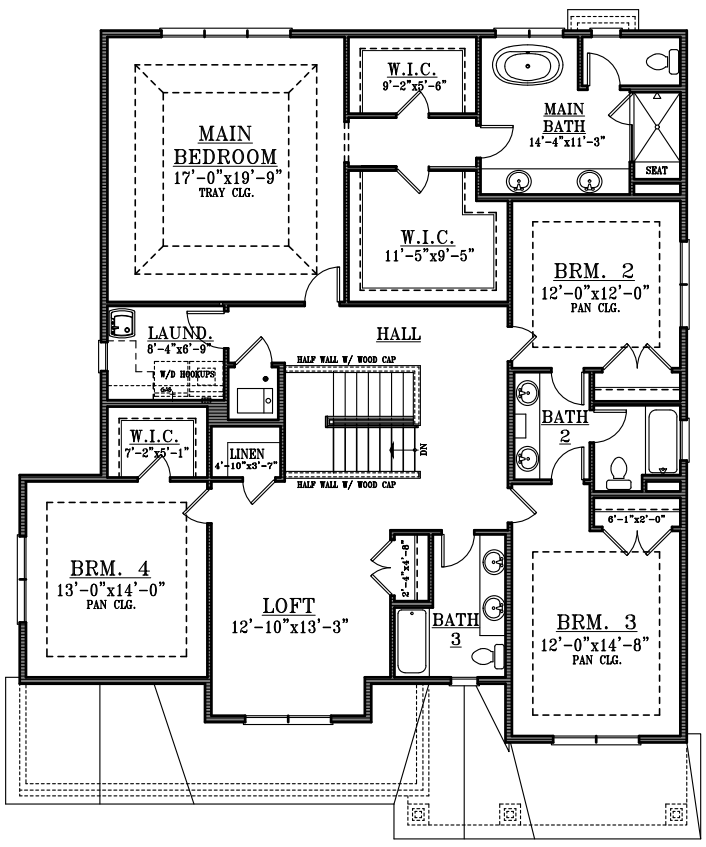
ELEVATION B



ELEVATION C

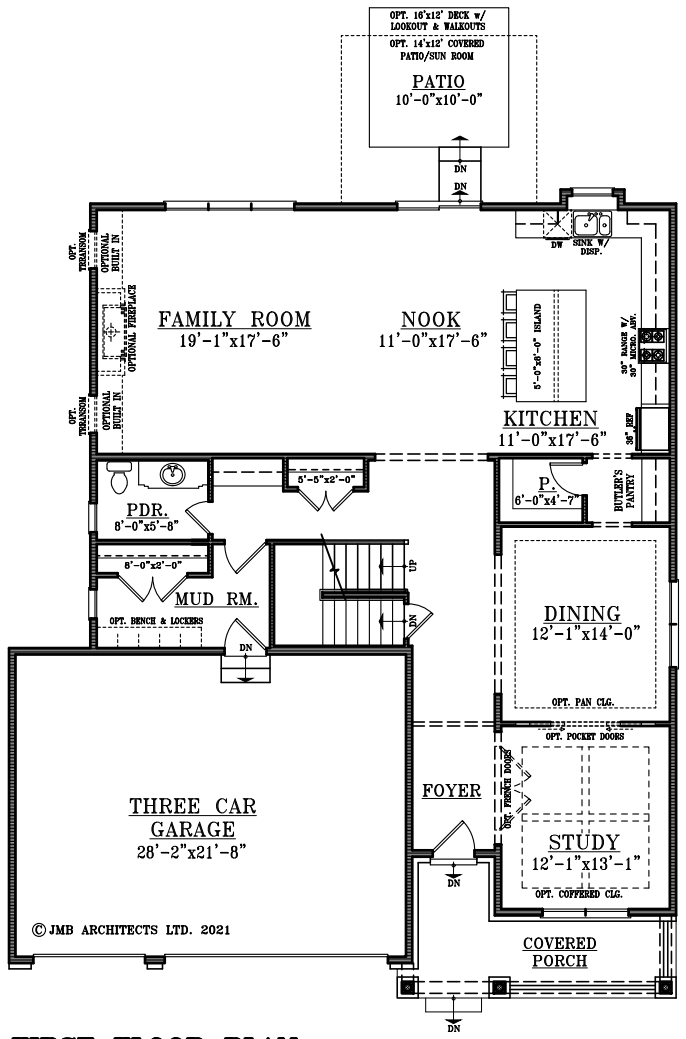


ELEVATION D



SECOND FLOOR PLAN

2,074 SQ. FT. - LIVABLE



FIRST FLOOR PLAN

1,703 SQ. FT. - LIVABLE

THE WINDMERE
PLAN '8'

3,777 SQ. FT. - LIVABLE

2 STORY 4BR w. LOFT - 3.5 BA - 3CAR

NITTI DEVELOPMENT

JMB ARCHITECTS, LTD.

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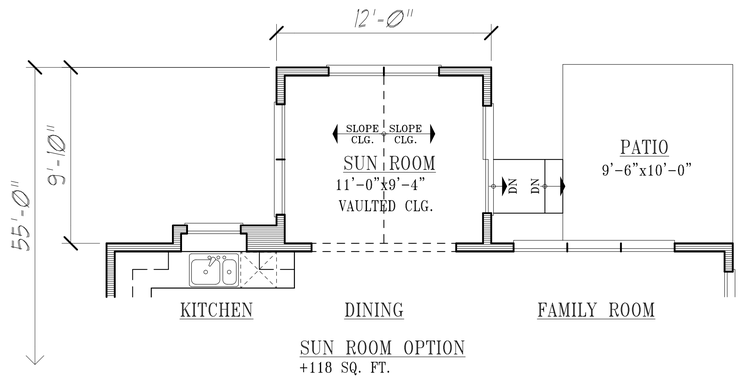
3RD BEDROOM

LIVABLE SQUARE FOOTAGE:

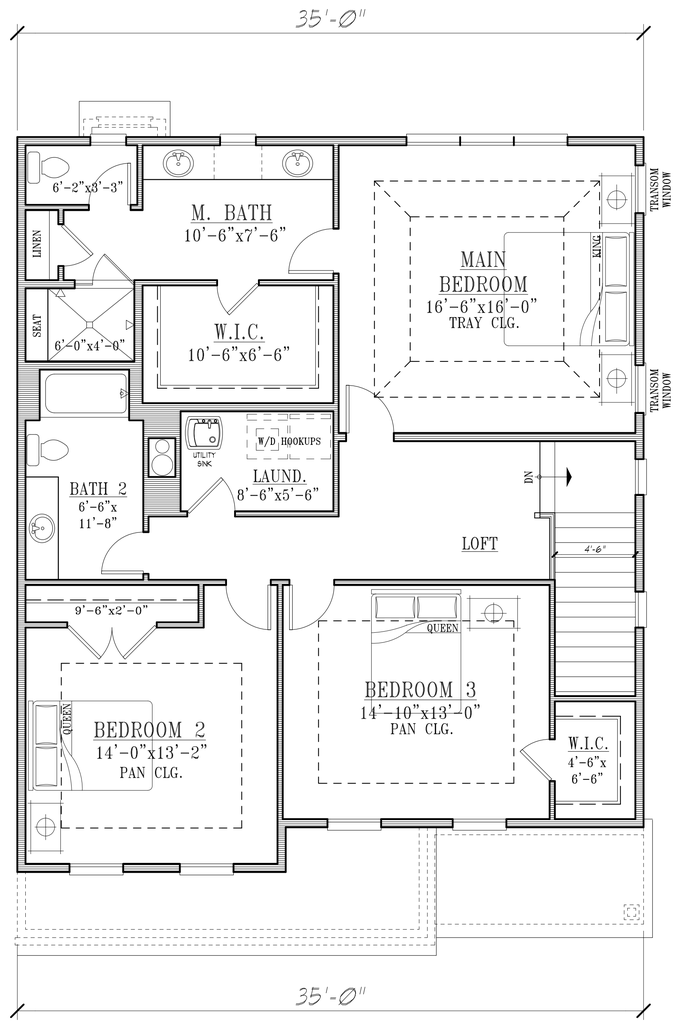
FIRST FLOOR	= 1,014 SQ.FT.
SECOND FLOOR	= 1,314 SQ.FT.
TOTAL GROSS	= 2,328 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	= 2,328 SQ.FT.
GARAGE	= 495 SQ.FT.
FRONT PORCH	= 58 SQ.FT.
TOTAL GROSS	= 2,881 SQ.FT.

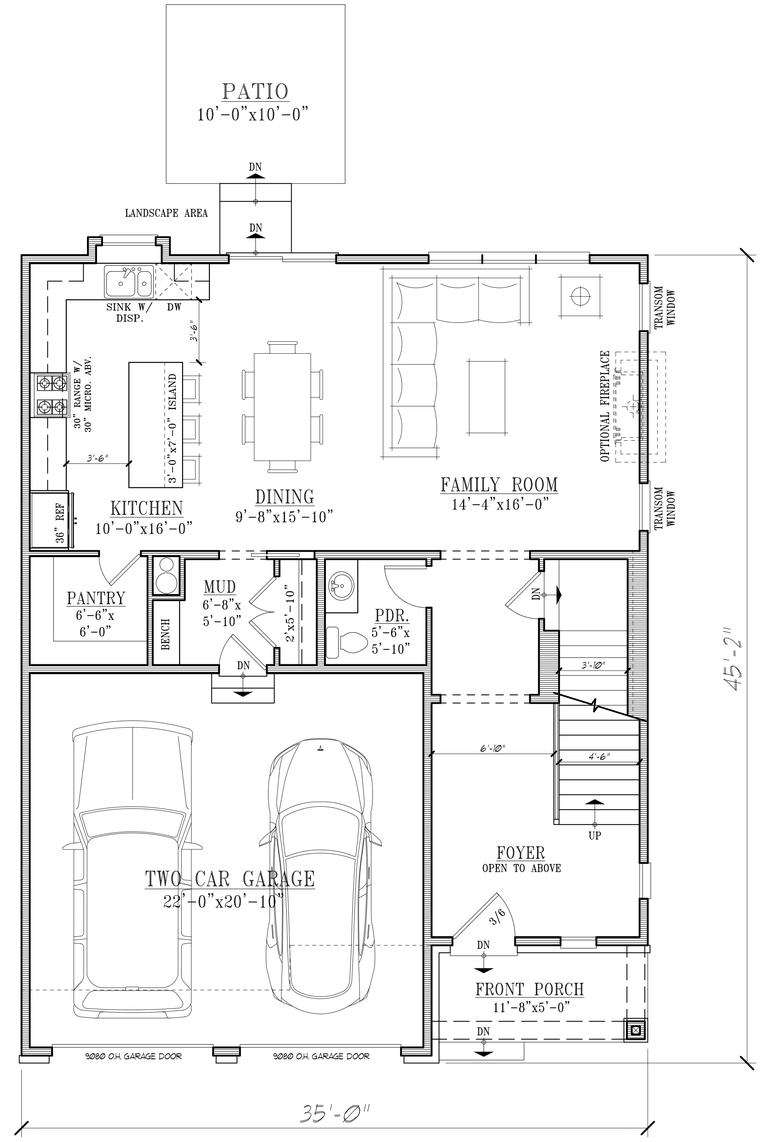


SUN ROOM OPTION
+118 SQ. FT.



SECOND FLOOR PLAN

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



FIRST FLOOR PLAN

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

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NEW VILLAGE HOME FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE: 01-05-2025
DRAWN BY: JMB
CHECKED BY: JMB
PERMIT:
REVISION:
REVISION:
PROJECT NO.:
SEAL DATE:
EXPIRES DATE: 11/30/2026

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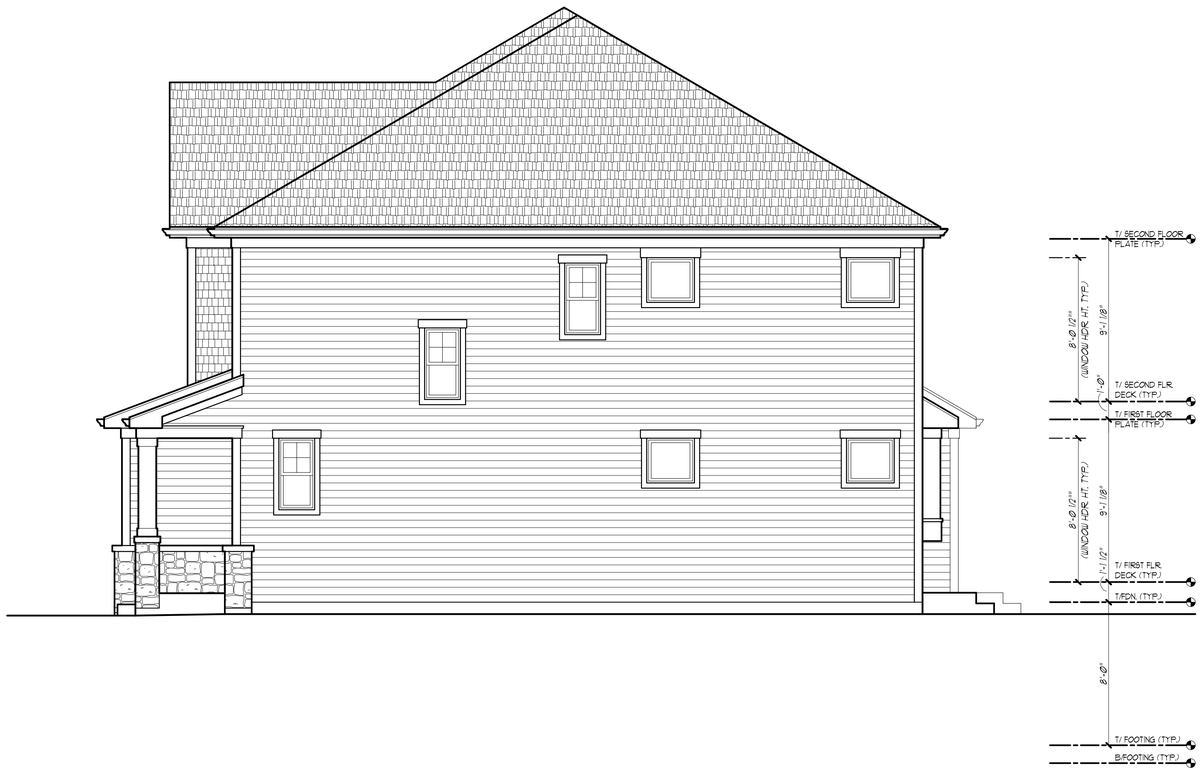



3RD BEDROOM

LIVABLE SQUARE FOOTAGE:

FIRST FLOOR	=	1,014 SQ.FT.
SECOND FLOOR	=	1,314 SQ.FT.
TOTAL GROSS	=	2,328 SQ.FT.

TOTAL GROSS SQ. FT.:

LIVABLE	=	2,328 SQ.FT.
GARAGE	=	495 SQ.FT.
FRONT PORCH	=	58 SQ.FT.
TOTAL GROSS	=	2,881 SQ.FT.

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NEW VILLAGE HOME FOR:
ND NITTI DEVELOPMENT
SCHAUMBURG, IL. 60193

DATE:	01-06-2015
DRAWN BY:	JMB
CHECKED BY:	JMB
PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2016

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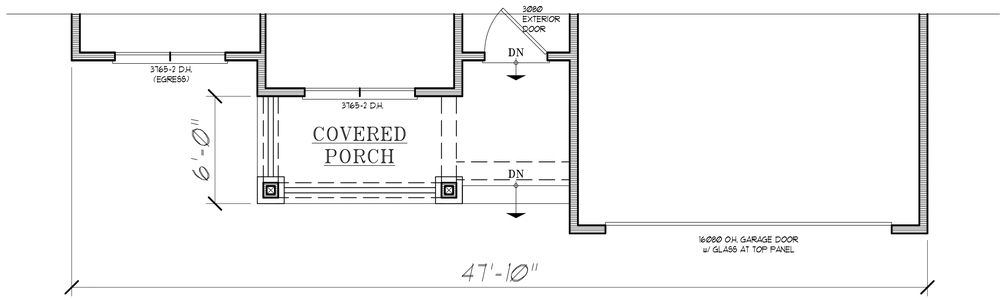
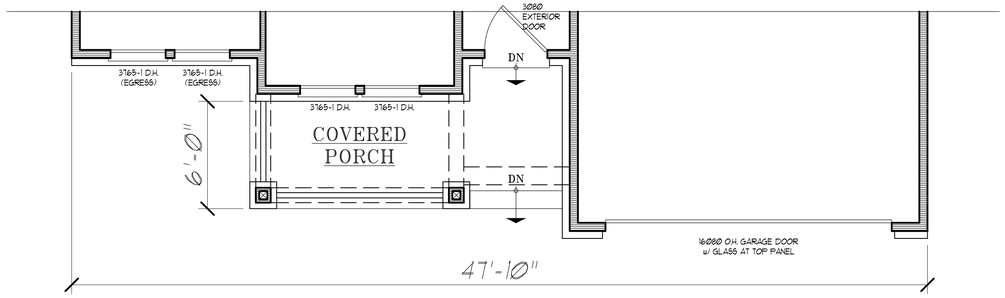


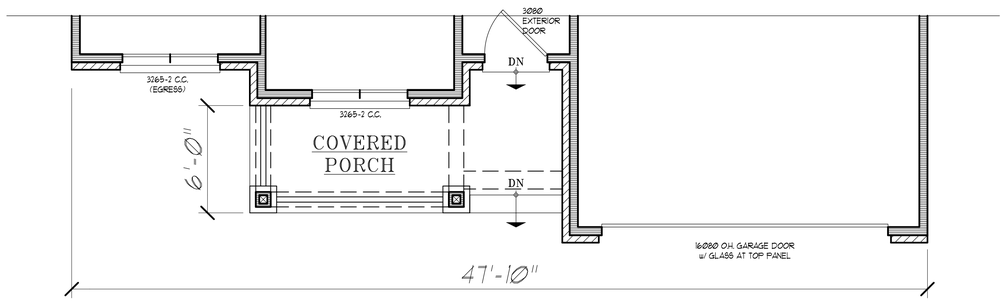
FIRST FLOOR PLAN - B

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



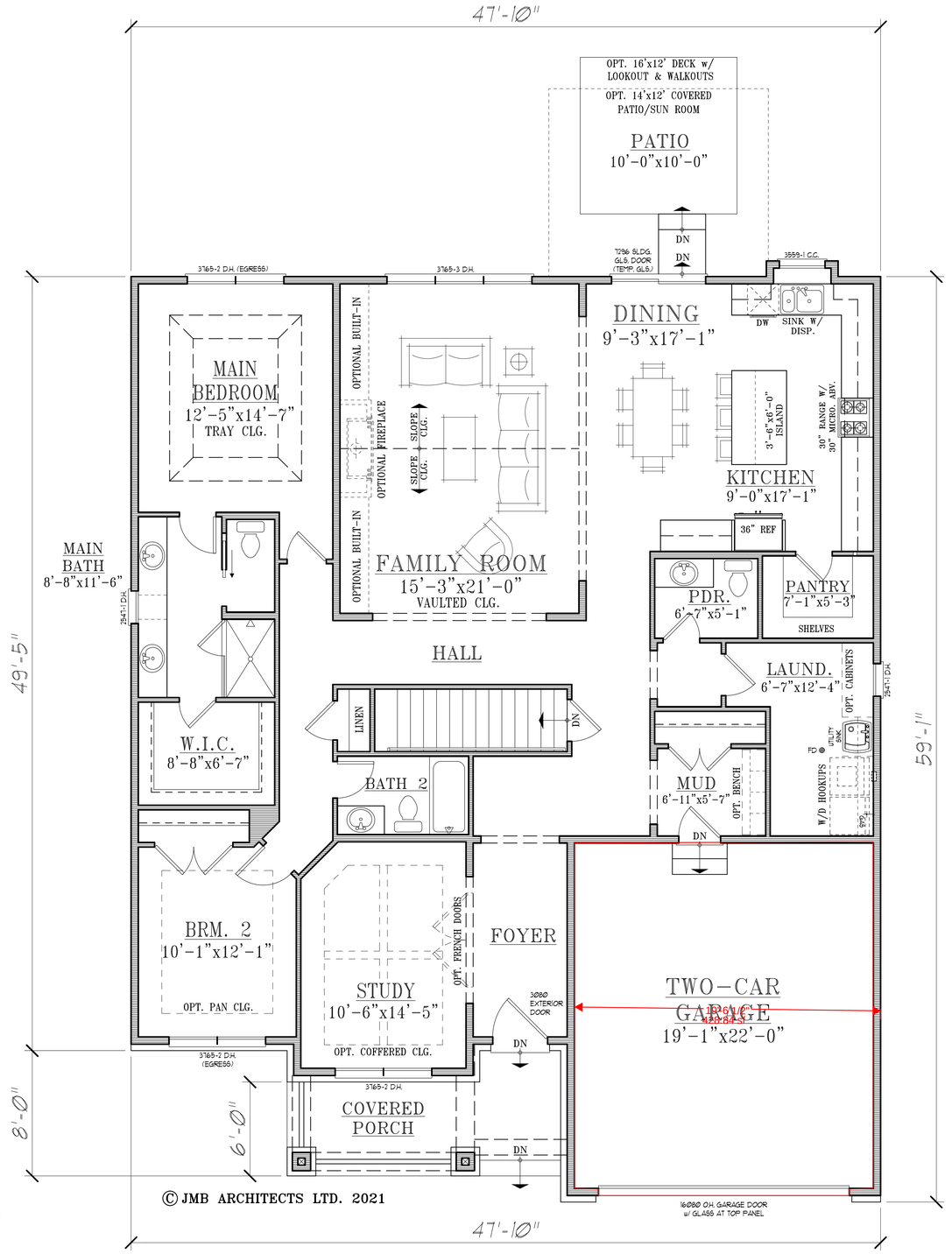
FIRST FLOOR PLAN - C

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



FIRST FLOOR PLAN - D

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



FIRST FLOOR PLAN - A

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

PLAN '1'

2,129 SQ. FT. - LIVABLE
RANCH 2BR - 2.5 BA - 2CAR
10'-0" FIRST FLOOR

2,129 SQ. FT. - LIVABLE

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NEW RESIDENCE FOR:
Nitti Development
ADDRESS - PLAN 1
SCHAUMBURG, IL. 60193

DATE:	06-22-2021
DRAWN BY:	KPM
CHECKED BY:	JMB
PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2022

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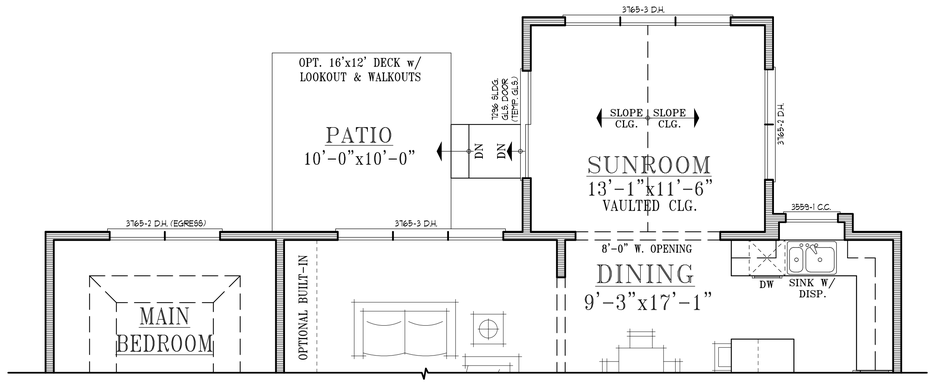
A2

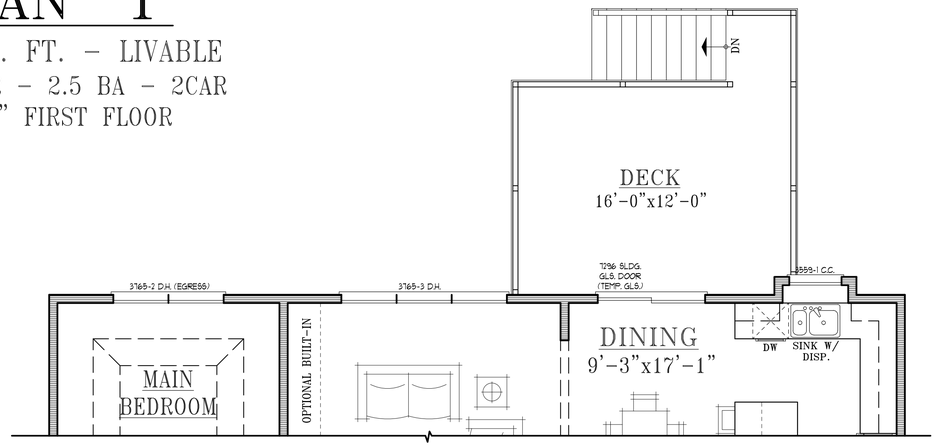
SHEET:

PLAN '1'

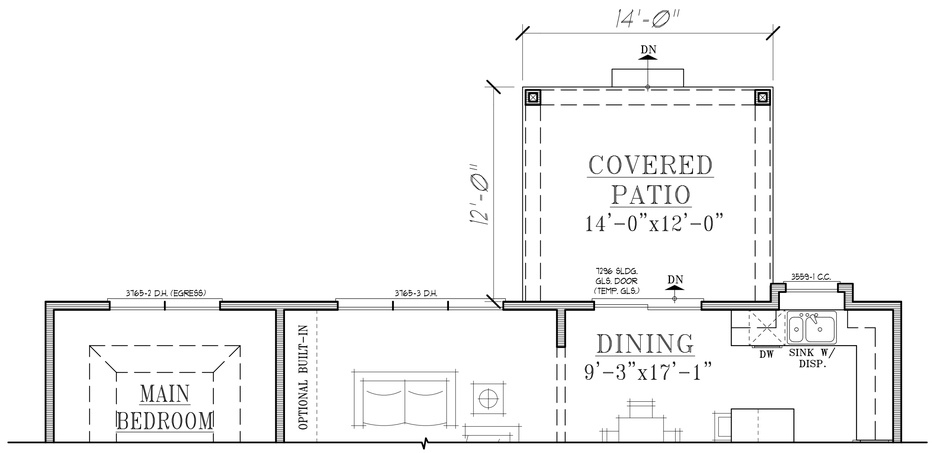
2,129 SQ. FT. - LIVABLE
RANCH 2BR - 2.5 BA - 2CAR
10'-0" FIRST FLOOR



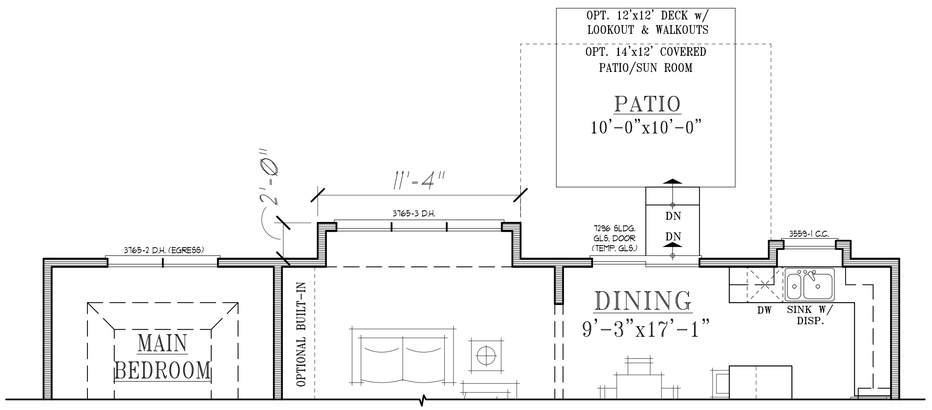
FIRST FLOOR PLAN
OPT. SUNROOM
168 SQ. FT.



FIRST FLOOR PLAN
OPT. DECK
0 SQ. FT.



FIRST FLOOR PLAN
OPT. COVERED PATIO
0 SQ. FT.



FIRST FLOOR PLAN
OPT. EXPANDED FAMILY ROOM
23 SQ. FT.

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NEW RESIDENCE FOR:
Nitti Development
ADDRESS - PLAN 1
SCHAUMBURG, IL. 60193

DATE:	06-22-2021
DRAWN BY:	
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PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2022

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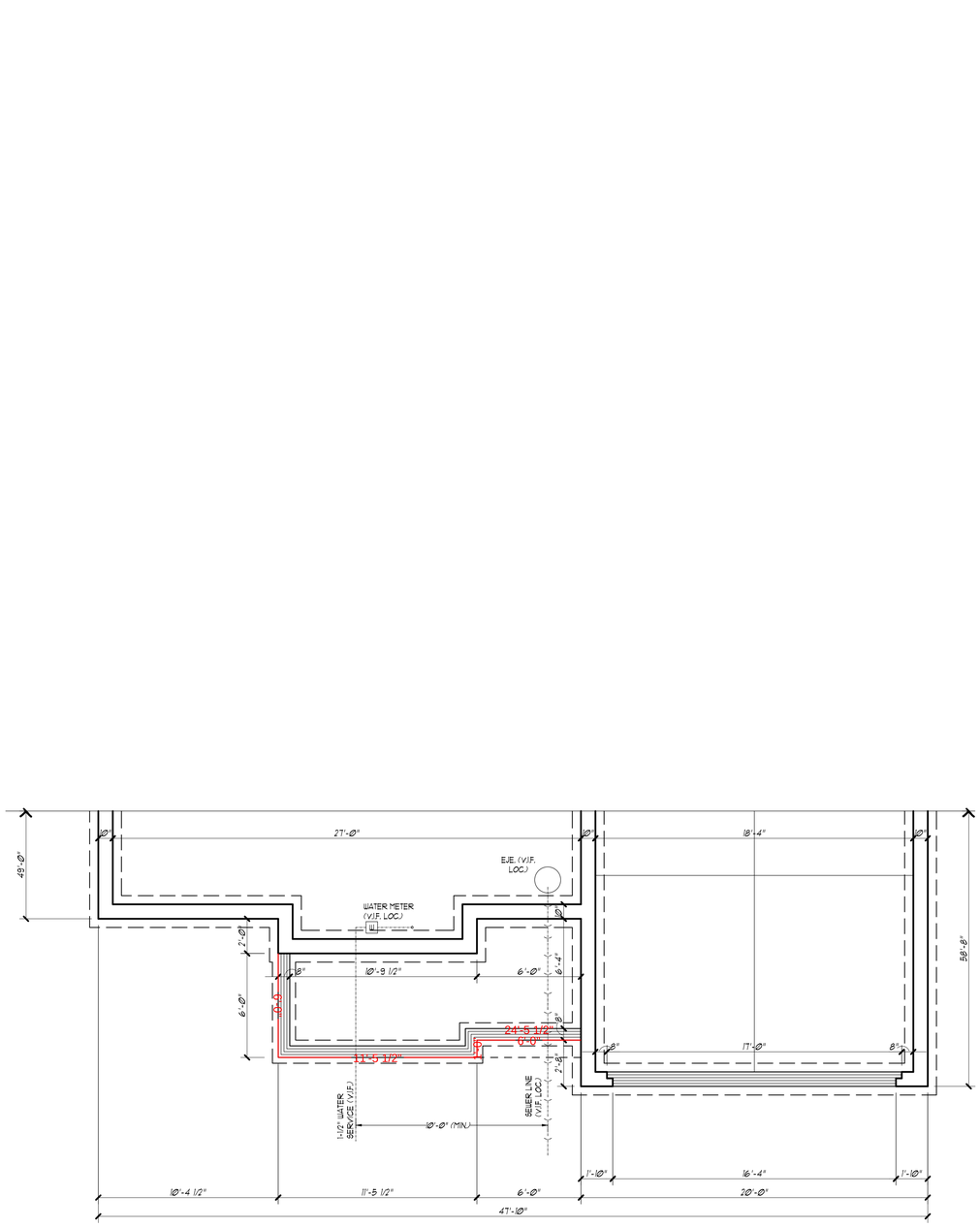
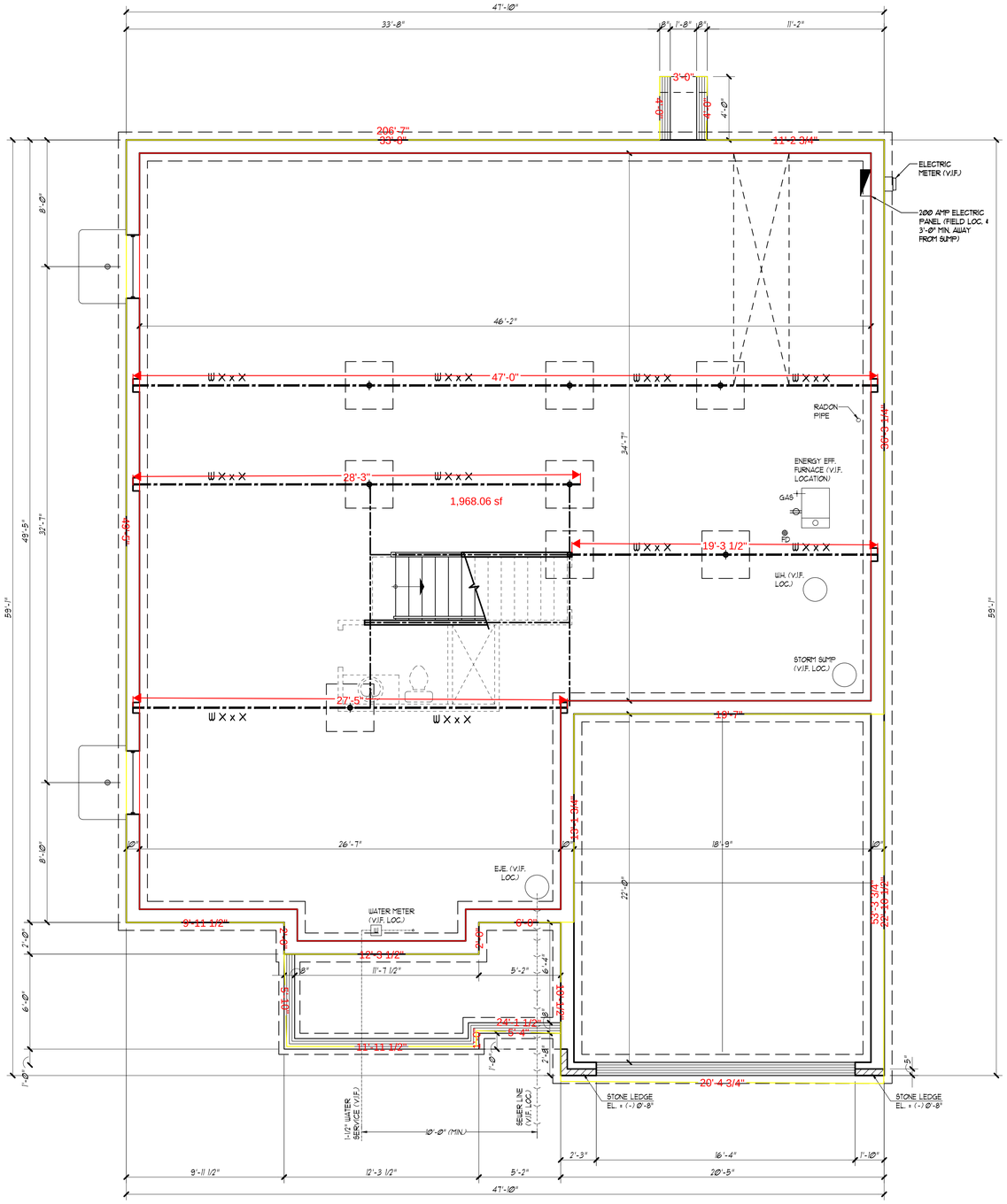


FOUNDATION PLAN - B

SCALE:1/4"=1'-Ø" ⊕JMB ARCHITECTS LTD.



FOUNDATION PLAN - A, C, & D

SCALE:1/4"=1'-Ø" ⊕JMB ARCHITECTS LTD.

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NEW RESIDENCE FOR:
Nitti Development
ADDRESS - PLAN 1
SCHAUMBURG, IL. 60193

DATE: 06-22-2021
DRAWN BY:
CHECKED BY: JMB
PERMIT:
REVISION:
REVISION:
PROJECT NO.:
SEAL DATE:

EXPIRES DATE: 11/30/2022

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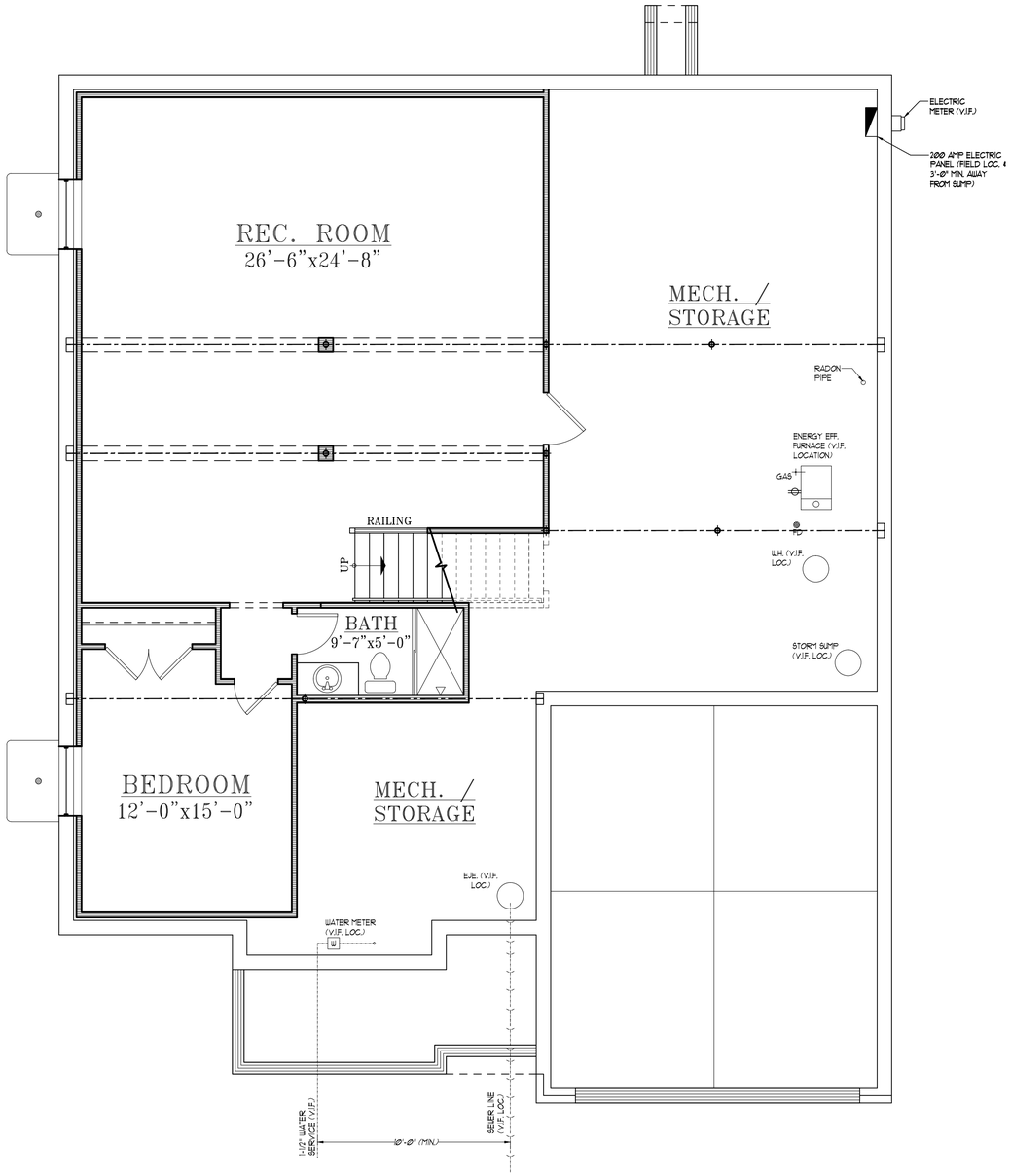

FINISHED BASEMENT PLAN

990 SQ. FT. - FINISHED

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180 W. Park Suite #10
Elmhurst, Illinois 60126
E-Mail: John.b@JMBArchitect.com Phone: 630.279.8228

NEW RESIDENCE FOR:
Nitti Development
ADDRESS - PLAN 1
SCHAUMBURG, IL. 60193

DATE:	06-22-2021
DRAWN BY:	
CHECKED BY:	JMB
PERMIT:	
REVISION:	
REVISION:	
PROJECT NO.:	
SEAL DATE:	
EXPIRES DATE:	11/30/2022

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SHEET: B3



REAR ELEVATION

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

JMB ARCHITECTS LTD.



RIGHT SIDE ELEVATION

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

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PLAN '1'

ELEVATION A – TRADITIONAL



LEFT SIDE ELEVATION

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

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FRONT ELEVATION

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

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NEW RESIDENCE FOR:
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DATE: 06-22-2021
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REAR ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



RIGHT SIDE ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

PLAN '1'

ELEVATION B – FARMHOUSE



LEFT SIDE ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



FRONT ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

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REAR ELEVATION

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

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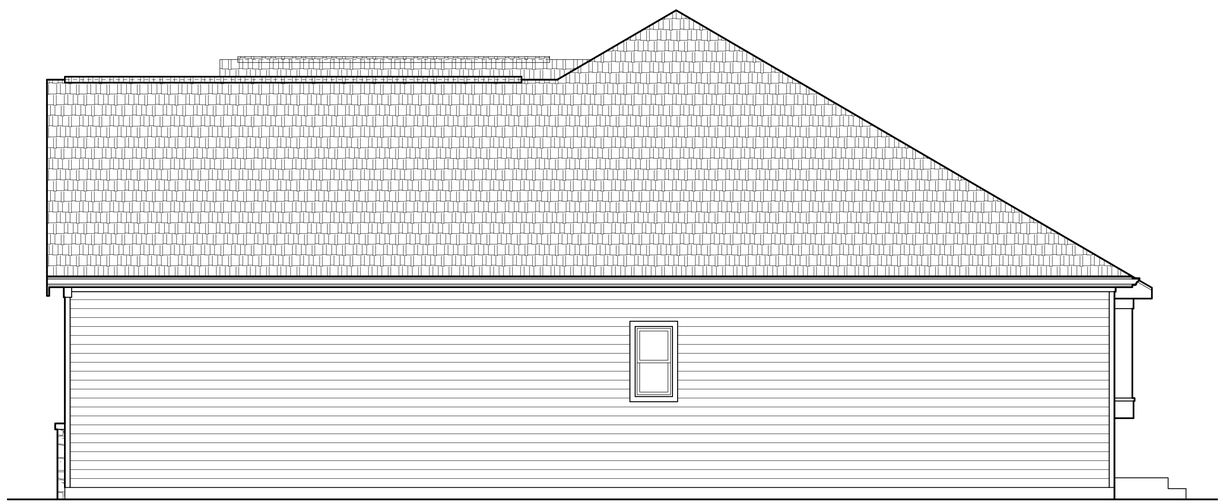

RIGHT SIDE ELEVATION

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

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PLAN '1'

ELEVATION C – NANTUCKET



LEFT SIDE ELEVATION

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

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FRONT ELEVATION

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

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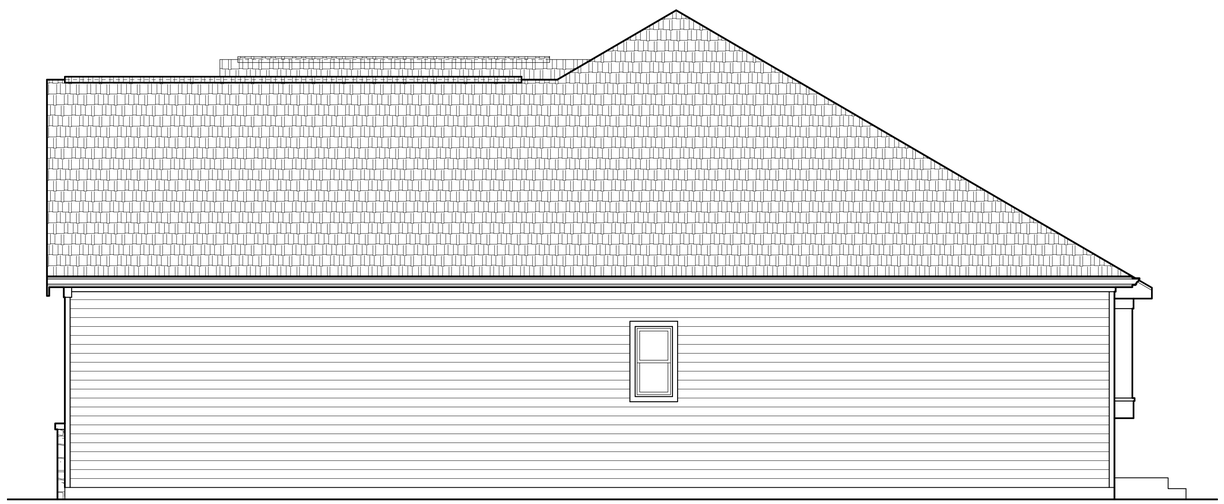
REAR ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



RIGHT SIDE ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.

PLAN '1'

ELEVATION D – TRANSITIONAL



LEFT SIDE ELEVATION

SCALE:1/4"=1'-0" ◈JMB ARCHITECTS LTD.



FRONT ELEVATION

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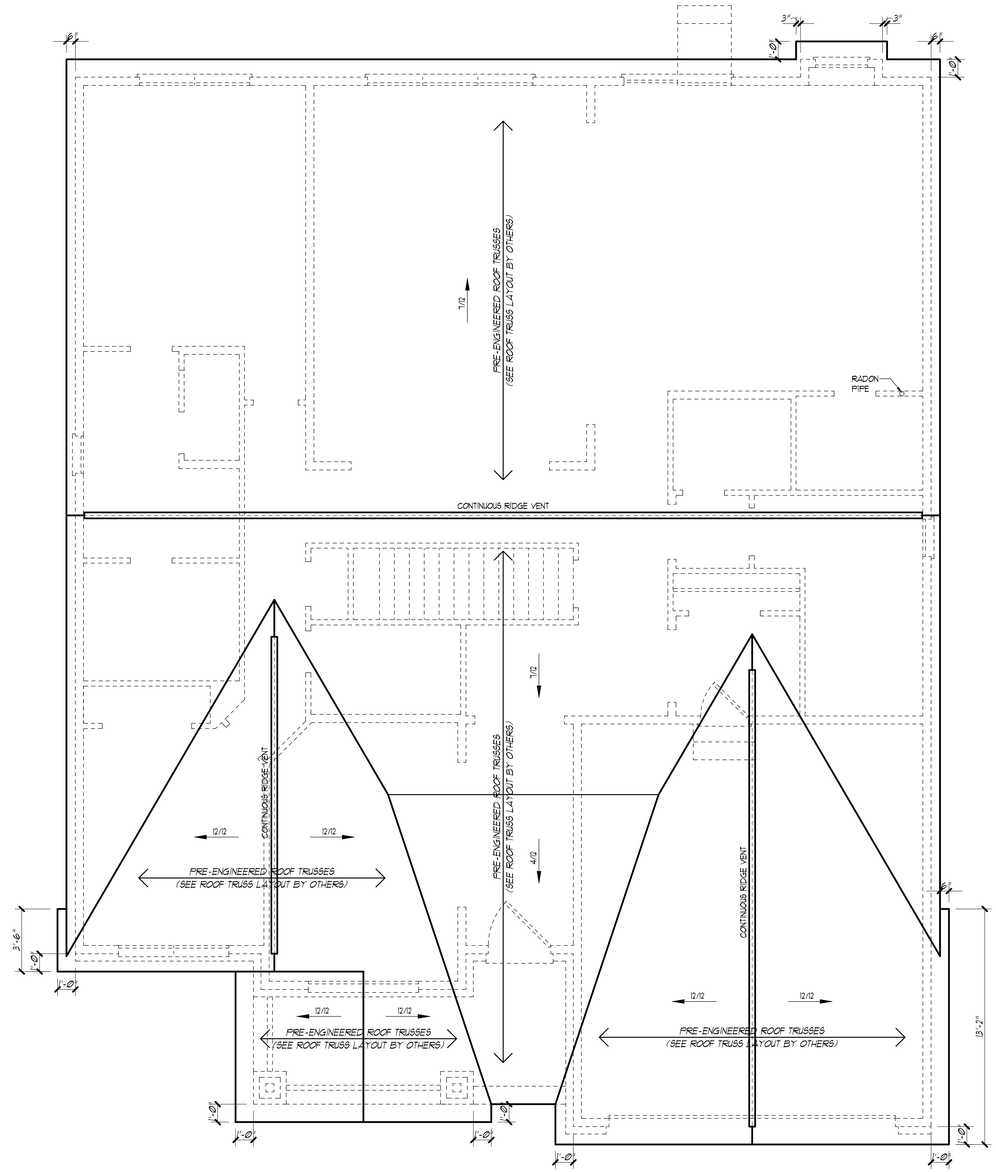

ROOF PLAN - A

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

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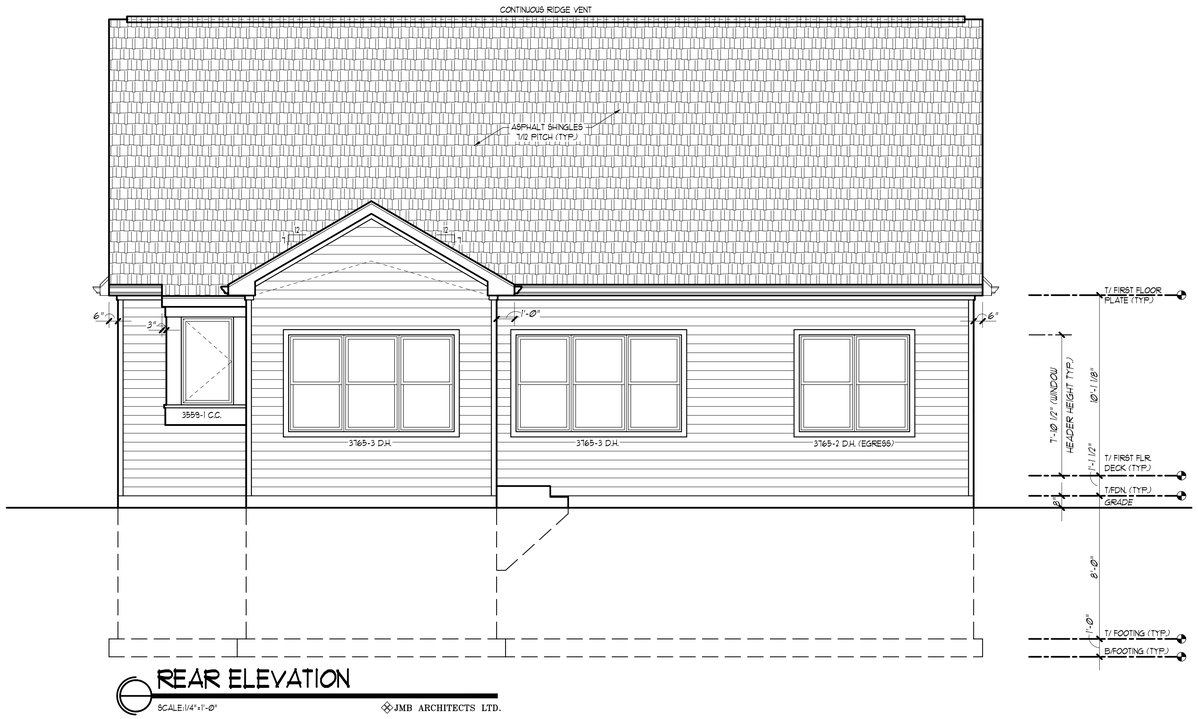
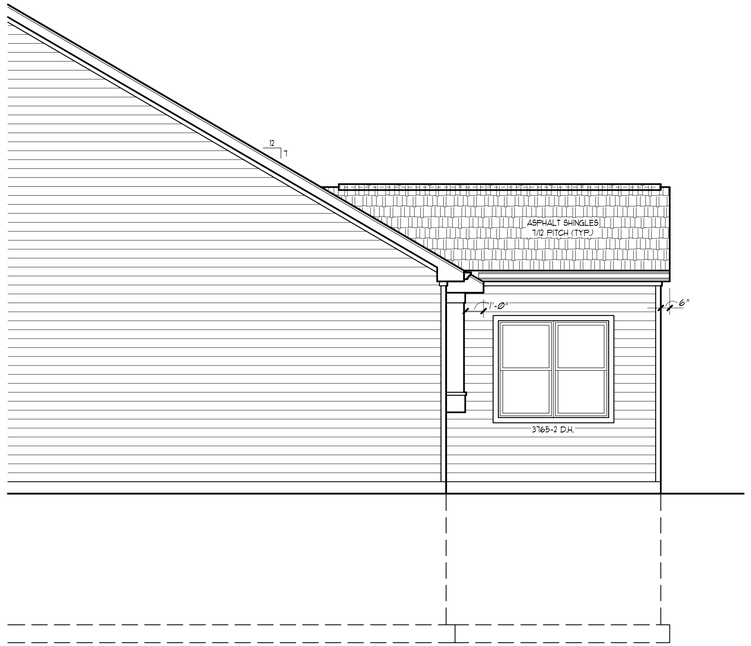


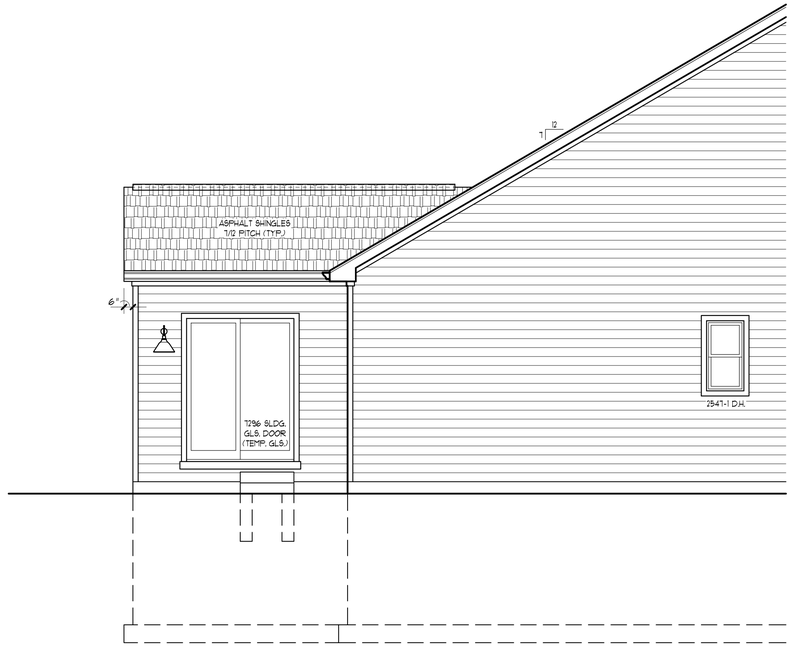
REAR ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.



LEFT SIDE ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.



RIGHT SIDE ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.

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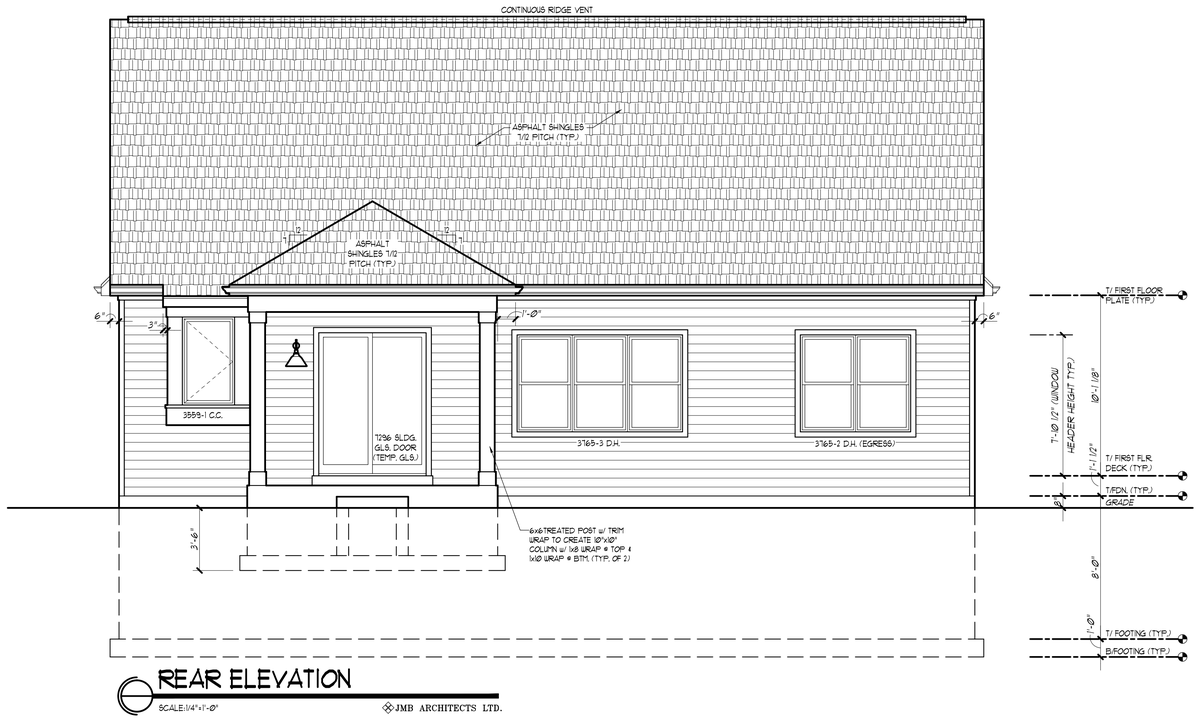
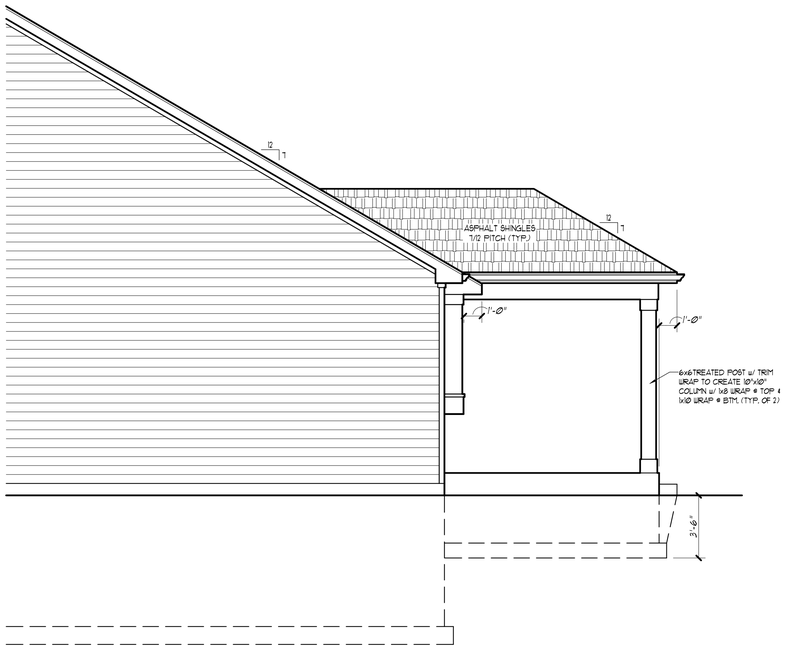


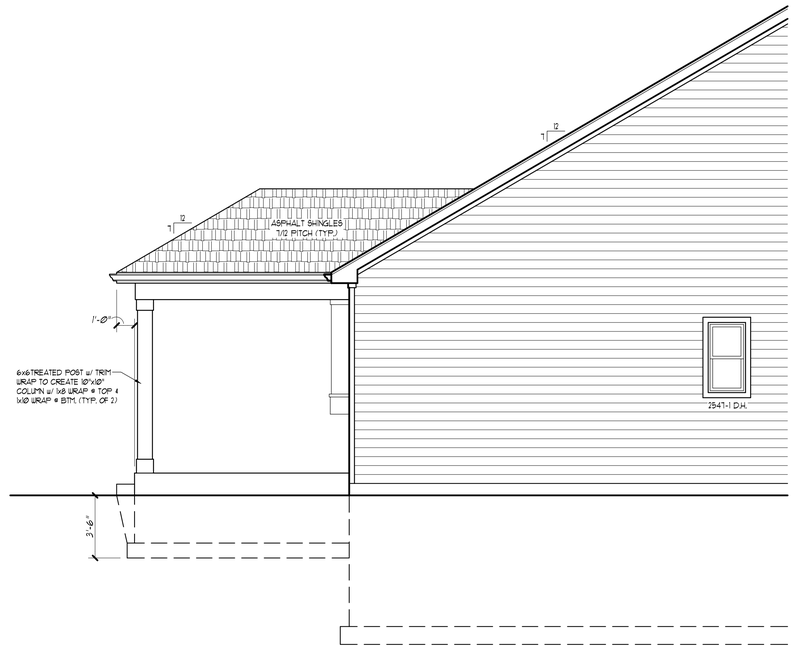
REAR ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.



LEFT SIDE ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.



RIGHT SIDE ELEVATION

SCALE:1/4"=1'-0" ⊗JMB ARCHITECTS LTD.

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A8

SHEET:





ATCHER MODEL

(additional color palettes will be offered but not shown)









CRESTONE MODEL

(additional color palettes will be offered but not shown)









DOHERTY MODEL

(additional color palettes will be offered but not shown)









LANCER MODEL

(additional color palettes will be offered but not shown)









MORGAN MODEL

(additional color palettes will be offered but not shown)









PRARIE MODEL

(additional color palettes will be offered but not shown)









SUNSET MODEL

(additional color palettes will be offered but not shown)









WINDMERE MODEL

(additional color palettes will be offered but not shown)











R-3C R-3B R-3A R-3B R-3C

FRONT ELEVATION



FRONT ELEVATION

PARKWAY NOT IN FRONT OF HOMES TO BE MAINTAINED BY HOA (TYP)

#4716
WATER VALVE VAULT
RIM=747.34
TP 8" DIP E=741.99

BROCKWAY

W. SUE LN.

GREENWICH CT.

WOODCLIFF CT.

BROOKDALE LN.

S. MEACHAM ROAD

OUTLOT 1

OUTLOT 2

OUTLOT 3

OUTLOT 4

OUTLOT 5

DETENTION POND 1

DETENTION POND 2

SALT CREEK

FLOODPLAIN COMPENSATION BASIN

ZONE AE

LEGEND

STORM SEWER TO BE MAINTAINED BY HOA

LAND TO BE MAINTAINED BY HOA

GRAPHIC SCALE
100 50 0 100
1" = 100'

NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: JULY 2, 2025

REVISIONS

NO.	DATE	DESCRIPTION

PROJECT NO: 220205 S04
PROJECT MANAGER: DF
DESIGNED BY: MW
DRAWN BY: MK

MAINTENANCE RESPONSIBILITY EXHIBIT

LOEBER FARM

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge,IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

EX

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

May 12, 2025

Javier Millan
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Meacham Road @ Algonquin Road
IDOT, Village of Schaumburg

Dear Mr. Millan:

In response to a request made on your behalf and dated 5/12/2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Algonquin Rd east of Meacham Rd	27,400 (2023)	33,700
Algonquin Rd west of Meacham Rd	28,100 (2023)	34,600
Meacham Rd north of Algonquin Rd	12,100 (2022)	14,900
Meacham Rd south of Algonquin Rd	25,100 (2022)	30,900
Old Plum Grove Rd west of Meacham Rd / Plum Grove Rd	2,300 (2022)	2,830

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 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 or email me at jrodriguez@cmap.illinois.gov

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

cc: IDOT, Village of Schaumburg
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Schaumburg\ck-47-25\ck-47-25.docx

TRAFFIC FORECAST RECORD

Record Number: ck-47-25
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: KLOA
Contact: Javier Millan
Email or Phone: jmillan@kloainc.com
Sponsor: IDOT, Village of Schaumburg
Date request was received: 5/12/2025
Date that response was emailed: 5/12/2025
Facility Location: Meacham Road @ Algonquin Road
Municipality: Schaumburg



Prepared For:

NITTI DEVELOPMENT

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

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Loeber Farm residential development to be located in Schaumburg, Illinois. The site, which is currently vacant, is located on the west side of Meacham Road across from Brookdale Lane. As proposed, the development will contain 43 single-family homes and 79 townhouses/rowhouses. Access to the development will be provided via a full-movement access road on Meacham Road forming the fourth (west) leg of the existing intersection with Brookdale Lane. An emergency-only access connection is also proposed to Brockway Street.

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

The sections of this report present the following:

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

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

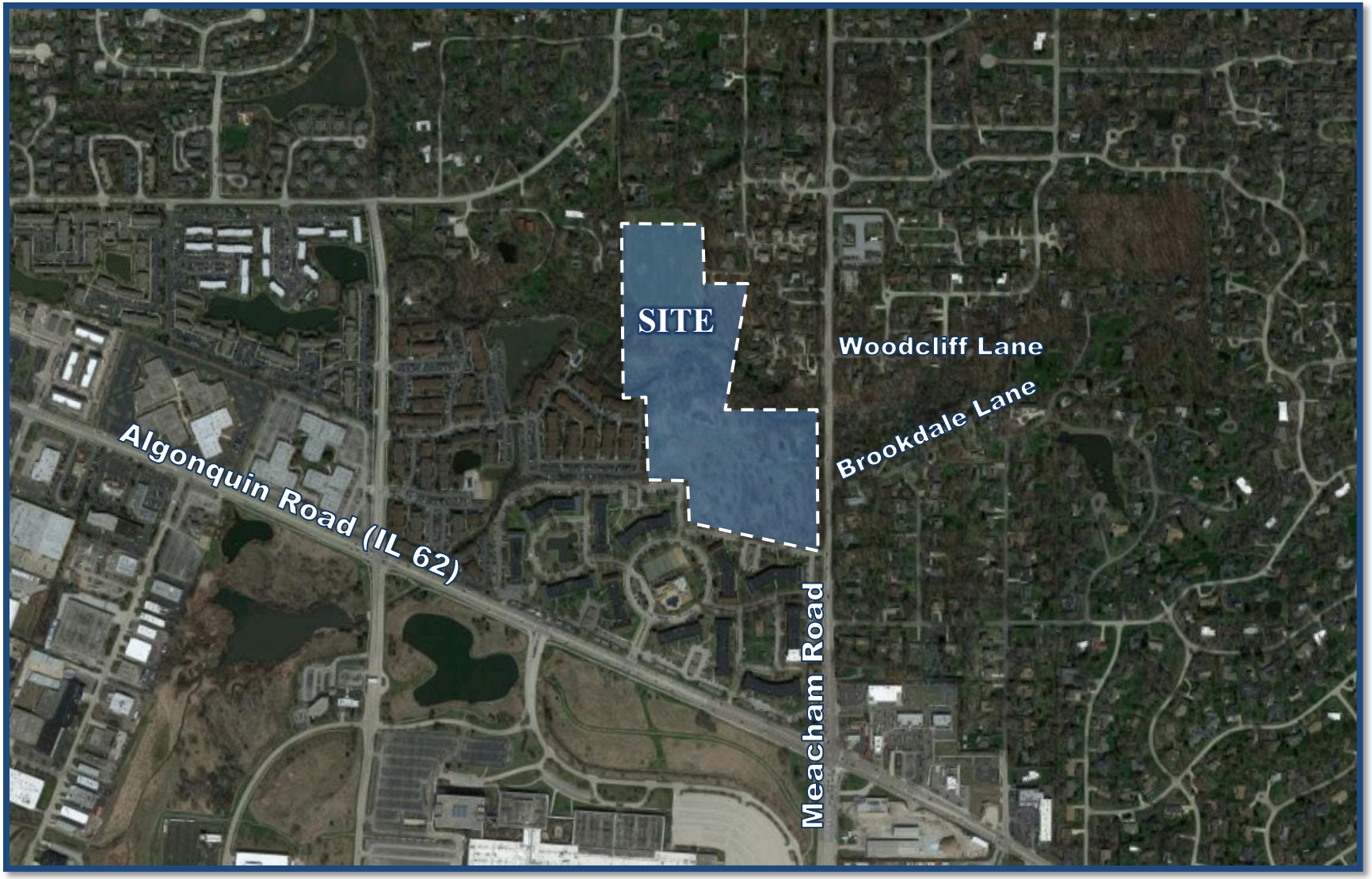
1. Base Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area adjusted to reflect 2024 conditions.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the base traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by other area developments.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the base traffic volumes, ambient area growth not attributable to any particular development, the traffic estimated to be generated by other area developments, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

Site Location

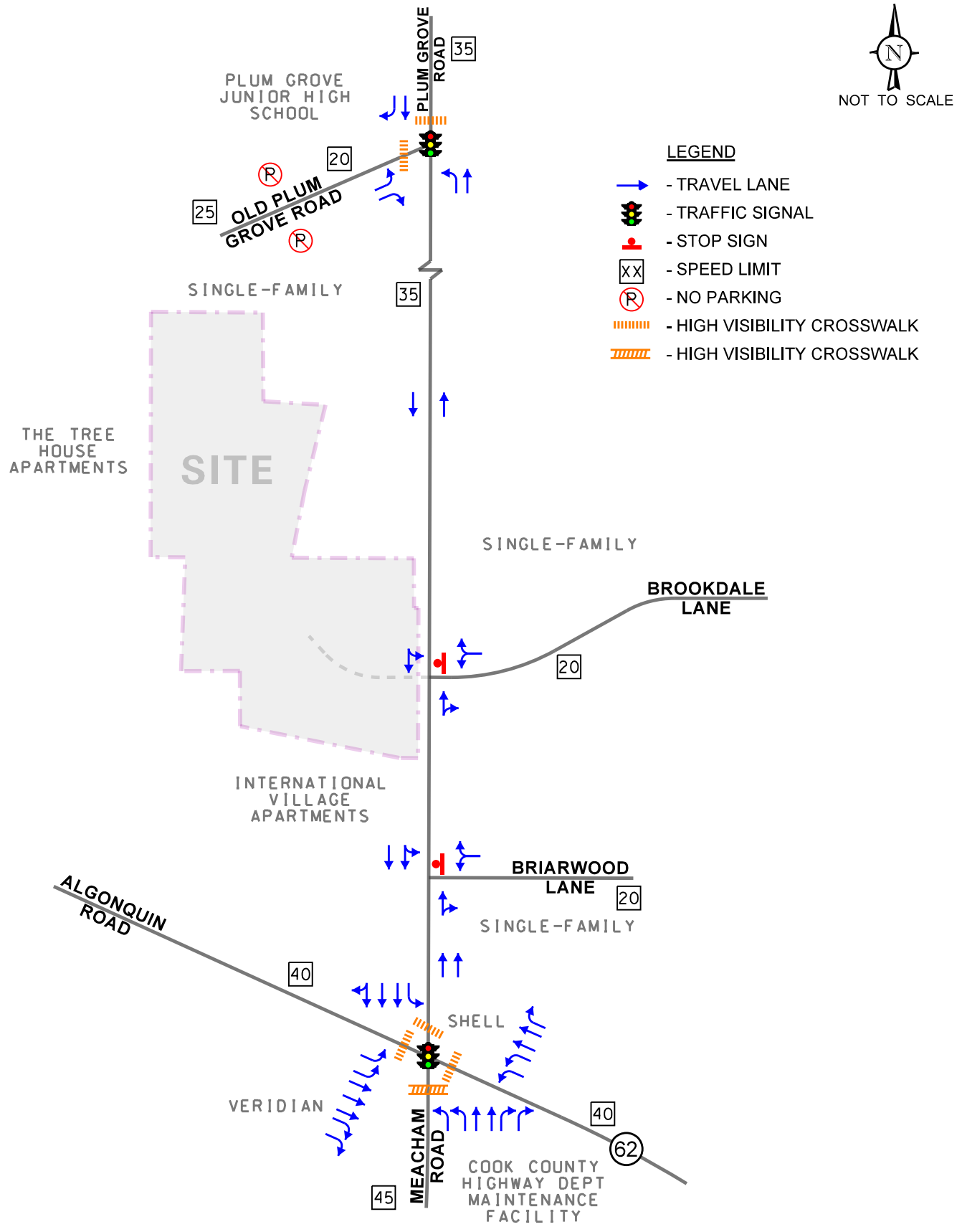
The site is located on the west side of Meacham Road north of Algonquin Road. The land uses within the vicinity of the site are primarily residential with single-family homes north and east of the site. The International Village and Treehouse apartment complexes border the site on the south and west sides, respectively.

Existing Roadway System Characteristics

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

Meacham Road is a north-south, minor arterial roadway that becomes Plum Grove Road north of Old Plum Grove Road. Within the vicinity of the site, Meacham Road provides one lane in each direction. It is important to note that Meacham Road and Algonquin Road were recently widened and improved as part of the Veridian development. At its signalized intersection with Algonquin Road, Meacham Road provides dual left-turn lanes, two through lanes and dual right-turn lanes in the northbound approach. The southbound approach provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. At its unsignalized intersection with Briarwood Lane, the northbound approach provides a shared through/right-turn lane and the southbound approach provides a through lane and a shared through/left-turn lane. At its unsignalized intersection with Brookdale Lane, the northbound approach provides a shared through/right-turn lane and the southbound approach provides a shared through/left-turn lane. At its signalized intersection with Old Plum Grove Road, Meacham Road is widened to provide an exclusive left-turn lane and a through lane in the northbound approach. The southbound approach is widened to provide a through lane and an exclusive right-turn lane. Meacham Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 35 mph along the site's frontage, and carries an Annual Average Daily Traffic (AADT) volume of 12,100 (IDOT 2022) vehicles.

Algonquin Road (IL 62) is an east-west, other principal arterial. At its signalized intersection with Meacham Road, Algonquin Road provides dual left-turn lanes, three through lanes and dual right-turn lanes in the eastbound approach. The westbound approach provides dual right-turn lanes, two through lanes and an exclusive right-turn lane. Algonquin Road is designated as a strategic regional arterial (SRA), has a posted speed limit of 40 mph and carries an AADT of 31,900 vehicles west of Meacham Road increasing to 33,000 east of Meacham Road (IDOT 2019).



Proposed Loeber Farm Development
Schaumburg, Illinois

Existing Roadway Characteristics

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

Job No: 22-134 Figure: 3

Old Plum Grove Road is a north-south minor arterial that becomes an east-west local road at its signalized intersection with Meacham Road. At its signalized intersection with Meacham Road, Old Plum Grove Road provides two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane. Old Plum Grove Road has a posted speed limit of 20 mph when children are present, increasing to 25 mph further west. Old Plum Grove Road is under the jurisdiction of the City of Rolling Meadows and carries an AADT of 2,300 vehicles (IDOT 2022).

Brookdale Lane is an east-west local road that provides one lane in each direction. At its intersection with Meacham Road, Brookdale Lane terminates and provides one inbound and one outbound lane with outbound movements under stop sign control. Brookdale Lane has a posted speed limit of 20 mph and is under the jurisdiction of Palatine Township.

Briarwood Lane is an east-west local road that provides one lane in each direction. At its intersection with Meacham Road, Briarwood Lane terminates and provides one inbound and one outbound lane with outbound movements under stop sign control. Briarwood Lane has a posted speed limit of 20 mph and is under the jurisdiction of Palatine Township.

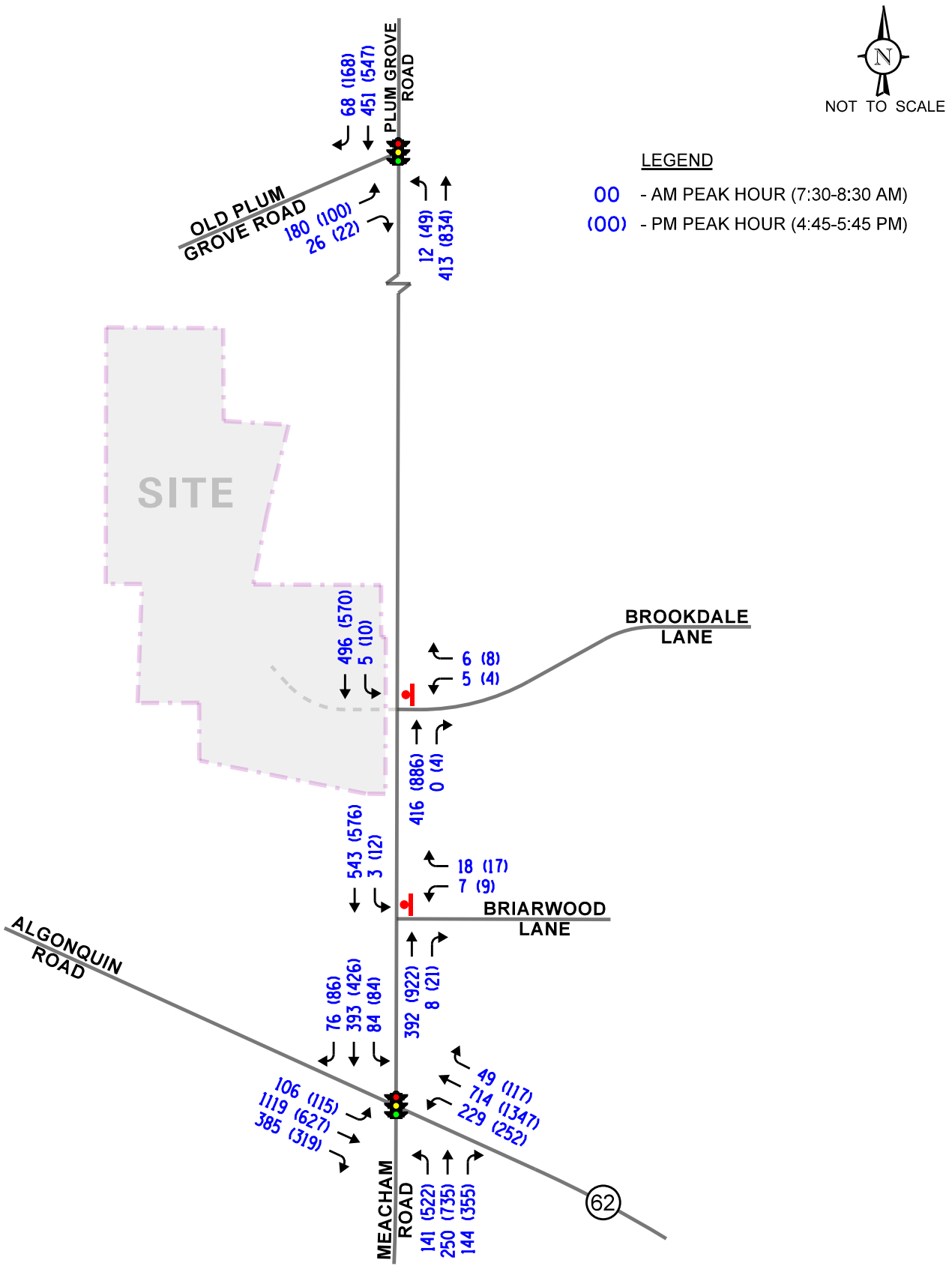
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Tuesday, May 2, 2023, during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the intersections of Meacham Road with Algonquin Road, Briarwood Lane, Brookdale Lane and Old Plum Grove Road.

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M.

To reflect Year 2024 conditions, the Year 2023 traffic volumes were increased by an annual growth rate of 0.8 percent (to be discussed later in this report). The Year 2024 traffic volumes serve as the Year 2024 base peak hour traffic volumes to be analyzed.

Figure 4 illustrates the base peak hour traffic volumes for both peak periods that the counts were performed. **Figure 5** illustrates the existing peak hour pedestrian and bicycle volumes. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Loeber Farm Development
Schaumburg, Illinois

Year 2024 Base Traffic Volumes

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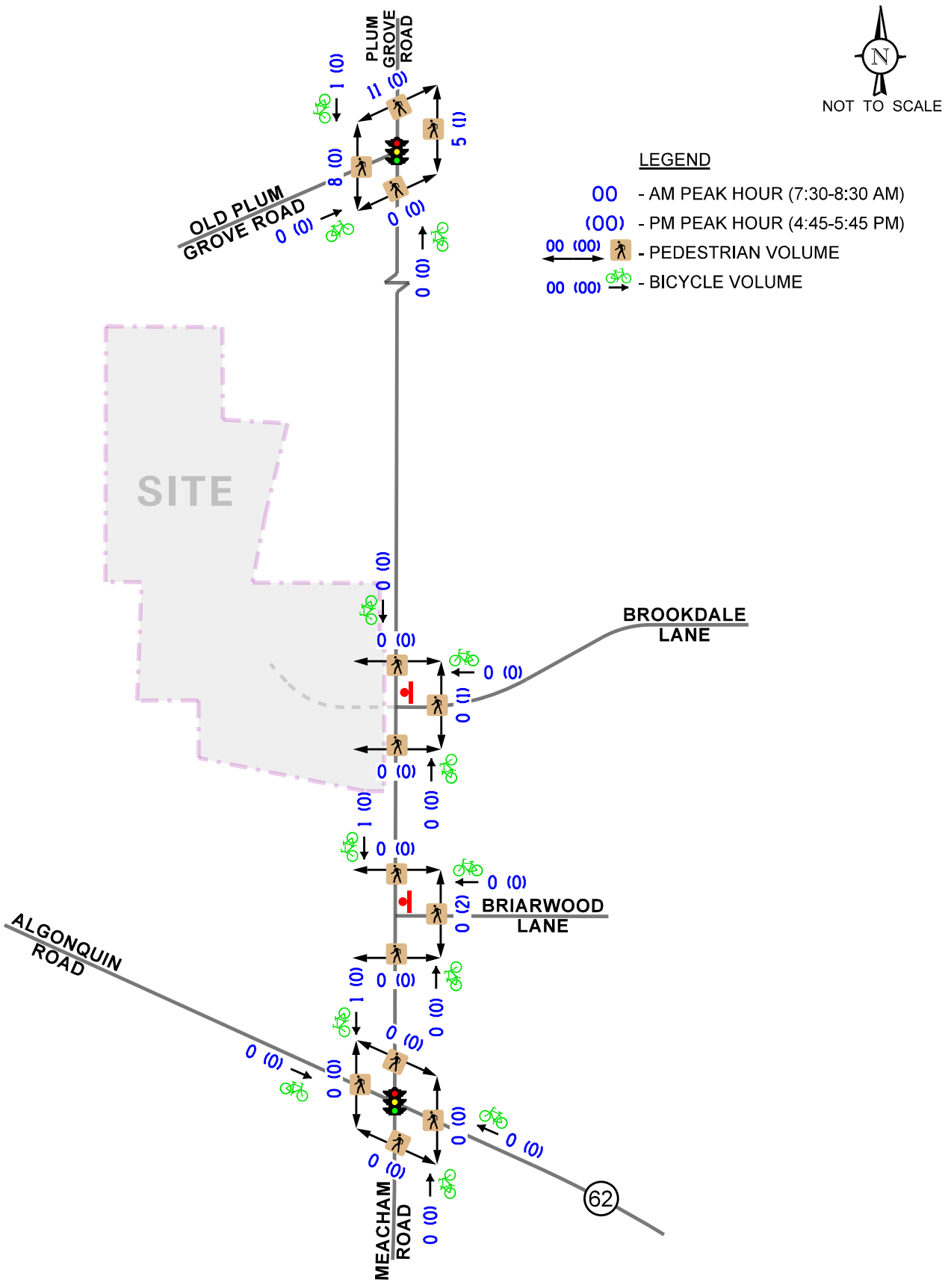
Job No: 22-134 Figure: 4



Proposed Loeber Farm Development
Schaumburg, Illinois

Existing Pedestrian and Bicycle Traffic Volumes

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Job No: 22-134 Figure: 5

Crash Data Summary

KLOA, Inc. obtained crash data for the past most recent five years (2017 to 2021) for the intersections of Meacham Road with Algonquin Road, Briarwood Lane, Brookdale Lane and Old Plum Grove Road. No crashes were reported for the intersection of Meacham Road with Briarwood Lane. **Tables 1** through **3** summarize the crash data.

Table 1
ALGONQUIN ROAD WITH MEACHAM ROAD

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Ped	Total	PD	I	F
2017	1	0	0	12	0	5	0	18	11	7	0
2018	1	0	0	13	1	4	1	20	14	6	0
2019	0	0	1	5	0	3	0	9	4	5	0
2020	0	0	0	1	1	0	0	2	2	0	0
2021	0	0	0	6	1	3	0	10	6	4	0
Total	**2**	**0**	**1**	**37**	**3**	**15**	**1**	**59**	**37**	**22**	**0**
Avg	**<1.0**	**0.0**	**<1.0**	**7.4**	**<1.0**	**3.0**	**<1.0**	**11.8**	**7.4**	**4.4**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning; Ped - Pedestrian
PD – Property Damage; I – Injury; F - Fatal

Table 2
MEACHAM ROAD WITH BROOKDALE LANE

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Ped	Total	PD	I	F
2017	0	0	0	1	0	2	0	3	3	0	0
2018	1	0	0	0	0	0	0	1	1	0	0
2019	0	0	0	1	0	0	0	1	1	0	0
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**2**	**0**	**2**	**0**	**5**	**5**	**0**	**0**
Avg	**<1.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**0.0**	**1.0**	**1.0**	**0.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
MEACHAM ROAD WITH OLD PLUM GROVE ROAD

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Ped	Total	PD	I	F
2017	0	0	0	1	0	0	0	1	1	0	0
2018	0	0	0	0	0	0	0	0	0	0	0
2019	0	0	0	2	0	0	0	2	2	0	0
2020	0	0	0	0	0	1	0	1	0	1	0
2021	0	0	0	1	0	1	0	2	1	2	0
Total	**0**	**0**	**0**	**4**	**0**	**2**	**0**	**6**	**4**	**3**	**0**
Avg	**0.0**	**0.0**	**0.0**	**<1.0**	**0.0**	**<1.0**	**0.0**	**1.2**	**<1.0**	**<1.0**	**0.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Based on a review of the accident data, no fatalities were reported at any intersection during the reviewed period.

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the plans call for developing the site with 43 single-family homes and 79 townhouses/rowhouses. Access will be provided via a single access road that will intersect Meacham Road opposite Brookdale Lane. The access road should provide one inbound lane and two outbound lanes with outbound movements under stop sign control. The outbound lanes should be striped to provide an exclusive right-turn and a shared through/left-turn lane. A northbound left-turn lane will be warranted (see page 23) while a southbound right-turn lane will not be warranted on Meacham Road. Emergency access will be provided via cross connection to Brockway Street. A copy of the proposed site plan is included in the Appendix.

Directional Distribution

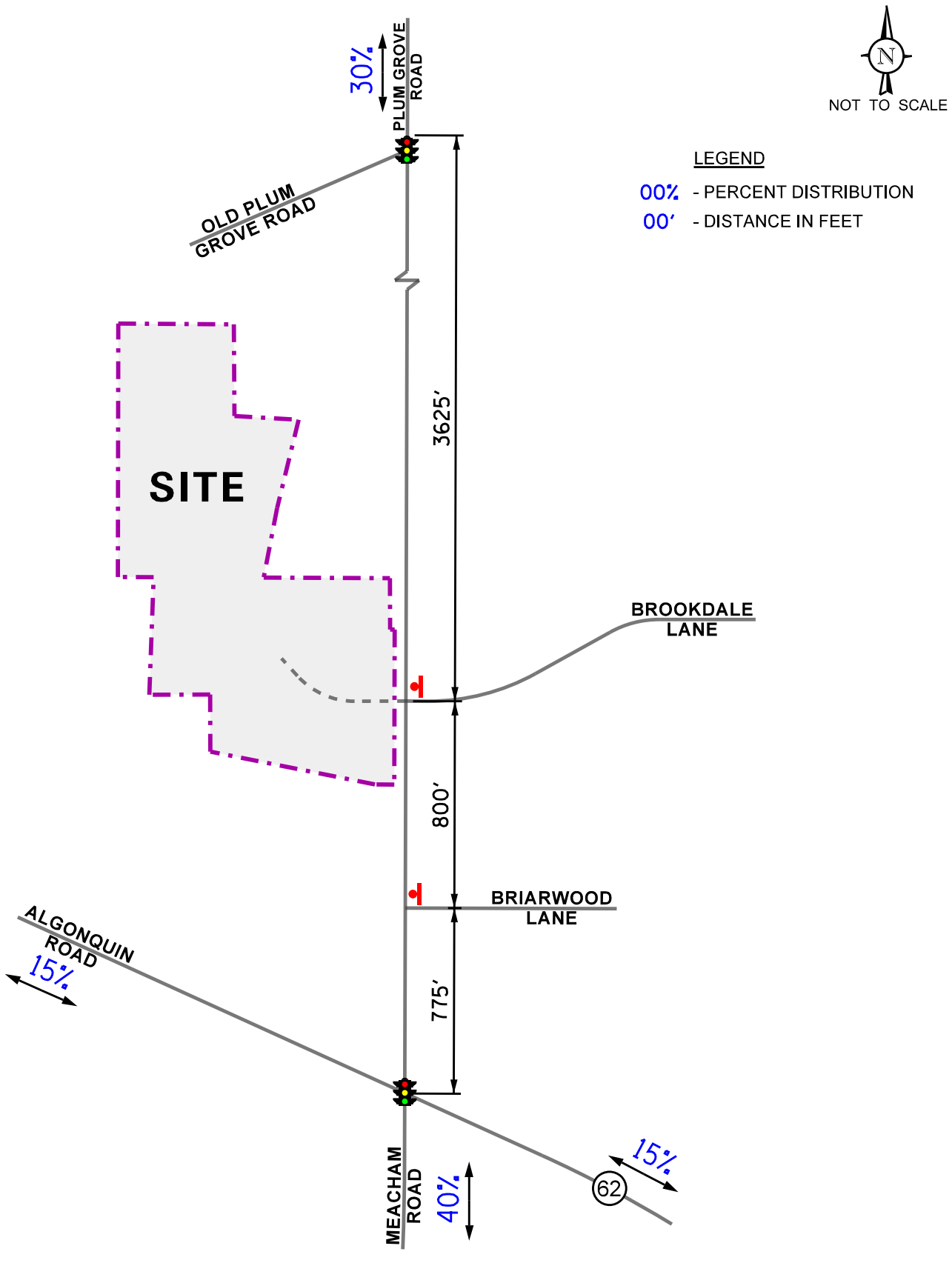
The directions from which residents of the homes will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development of 43 single-family homes and 79 townhouses/rowhouses was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 4** shows the site-generated traffic volumes for the proposed development. A copy of the ITE trip generation sheets is included in the Appendix.

Table 4
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
210	43 Single-Family Homes	9	26	35	28	17	45	232	232	464
215	79 Townhomes	9	26	35	26	17	43	276	276	552
	Total	18	52	70	54	34	88	508	508	1,016



Proposed Loeber Farm Development
Schaumburg, Illinois

Directional Distribution

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Job No: 22-134 Figure: 6

4. Projected Traffic Conditions

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

Development Traffic Assignment

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

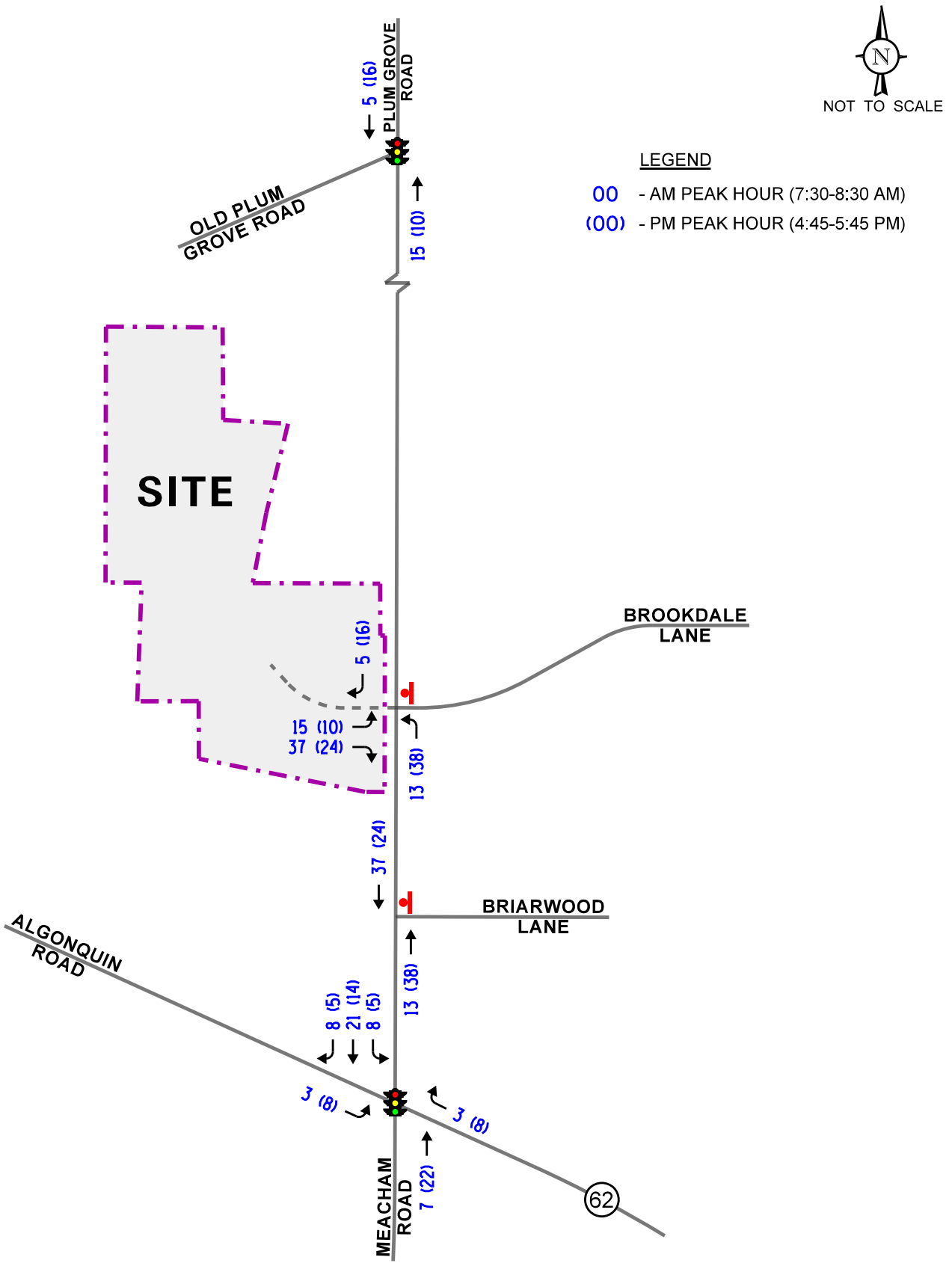
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on annual average daily traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the base traffic volumes are projected to increase by an annual growth rate of 0.8 percent per year. The base traffic volumes were increased by a total of five percent to represent Year 2030 background conditions. A copy of the CMAP projections letter is included in the Appendix.

Included in the Year 2030 background (no-build) projections is the traffic to be generated by the Year 2030 by the proposed Veridian development in the southwest quadrant of the intersection of Meacham Road with Algonquin Road. **Figure 8** shows the Year 2030 no-build traffic volumes.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2030 total projected traffic volumes, as shown in **Figure 9**.



Proposed Loeber Farm Development
Schaumburg, Illinois

Site-Generated Traffic Volumes

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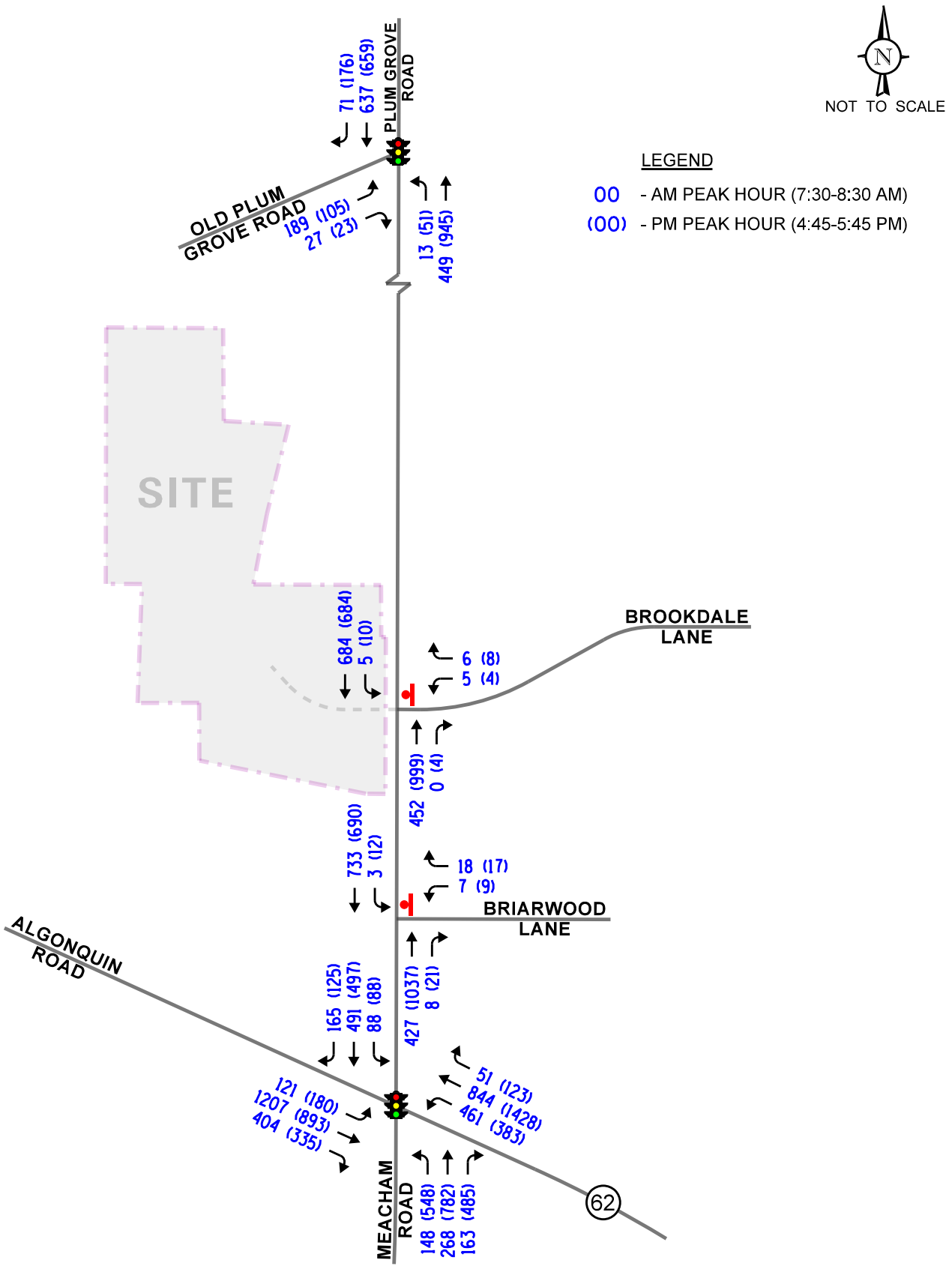

Proposed Loeber Farm Development
Schaumburg, Illinois

Year 2030 No-Build Traffic Volumes

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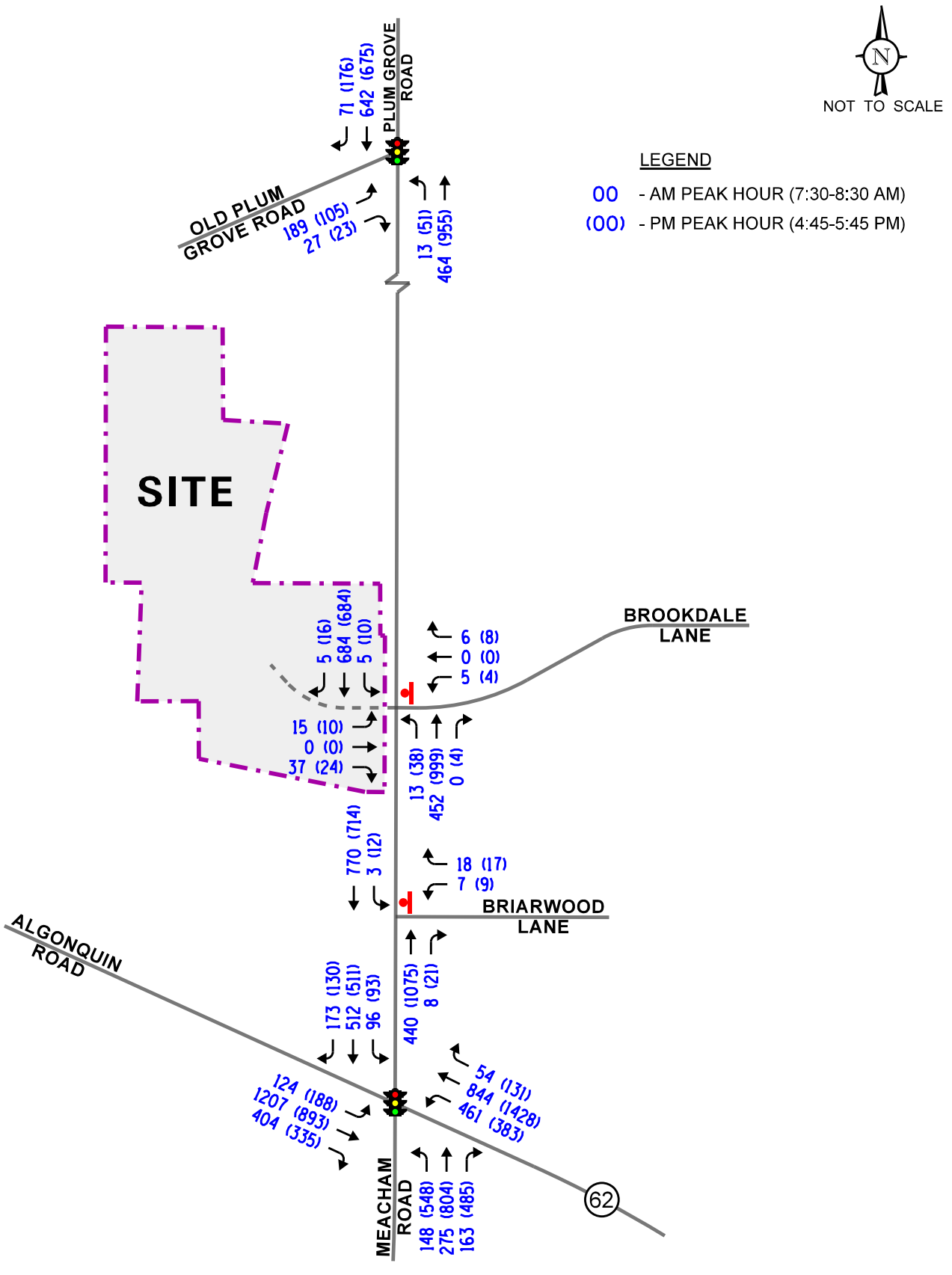
Job No: 22-134 Figure: 8



Proposed Loeber Farm Development
Schaumburg, Illinois

Year 2030 Total Traffic Volumes

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Job No: 22-134 Figure: 9

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing, Year 2030 no-build, and Year 2030 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings from the timing plans to determine the average overall vehicle delay and levels of service. Copies of the timing sheets are included in the Appendix.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected existing, Year 2030 no-build, and Year 2030 total projected conditions are presented in **Tables 5** through **8**.

A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS – MEACHAM ROAD WITH ALGONQUIN ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		Overall
		L	T	R	L	T	R	L	T	R	L	T/R	
Base Year 2024 Conditions	**Weekday Morning**	E 73.5	D 40.6	B 12.6	E 68.2	C 33.7	A 2.6	E 69.3	D 40.9	A 4.0	E 75.4	D 38.7	D 38.7
		D – 36.1			D – 40.1			D – 38.5			D – 44.3		
	Weekday Evening	E 72.7	C 32.2	A 8.7	E 70.1	D 47.4	A 4.7	E 65.4	D 49.7	A 7.7	E 79.3	D 54.1	D 44.3
		C – 29.5			D – 47.8			D – 45.5			E – 57.6		
2030 No-Build Conditions	**Weekday Morning**	E 76.1	D 44.6	B 16.2	F 85.3	C 32.5	A 2.5	E 69.6	D 44.8	A 3.7	E 75.5	D 43.6	D 44.1
		D – 40.2			D – 49.3			D – 39.6			D – 47.4		
	Weekday Evening	F 88.4	D 35.3	A 9.1	F 89.4	D 53.0	A 5.0	E 66.7	D 52.9	B 17.9	E 80.3	E 59.0	D 49.7
		D – 35.9			E – 57.1			D – 47.7			E – 61.6		
2030 Projected Conditions[1]	**Weekday Morning**	E 77.0	D 44.6	B 16.2	F 85.3	C 32.5	A 2.7	E 69.6	D 45.7	A 3.8	E 75.7	D 44.2	D 44.4
		D – 40.3			D – 49.2			D – 40.1			D – 48.0		
	Weekday Evening	F 92.3	D 35.3	A 9.1	F 89.4	D 53.0	A 5.5	E 66.7	D 54.2	B 18.4	F 81.6	E 59.9	D 50.2
		D – 36.7			E – 57.0			D – 48.5			E – 62.7		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through 1 – Assuming geometric improvements and the provision of a westbound right-turn overlap phase.

Table 6
CAPACITY ANALYSIS RESULTS – MEACHAM ROAD WITH OLD PLUM GROVE ROAD – SIGNALIZED

	Peak Hour	Eastbound		Northbound		Southbound		Overall
		L	R	L	T	T	R	
Base Year 2024 Conditions	Weekday Morning	C 20.1	A 8.6	A 5.6	B 10.1	B 13.2	A 5.6	B 12.5
		B – 18.7		A – 9.9		B – 12.2		
	Weekday Evening	C 27.1	B 11.7	A 3.8	A 9.3	B 12.0	A 4.0	B 10.6
		C – 24.3		A – 9.0		B – 10.1		
2030 No-Build Conditions	Weekday Morning	C 26.1	B 10.4	A 5.8	A 9.8	B 15.4	A 6.1	B 14.4
		C – 24.1		A – 9.7		B – 14.5		
	Weekday Evening	C 32.3	B 13.5	A 3.7	B 10.3	B 12.4	A 4.3	B 11.5
		C – 28.9		A – 10.0		B – 10.7		
2030 Projected Conditions	Weekday Morning	C 26.2	B 10.5	A 5.8	B 10.0	B 15.5	A 6.1	B 14.4
		C – 24.3		A – 9.8		B – 14.5		
	Weekday Evening	C 32.9	B 13.6	A 3.7	B 10.4	B 12.5	A 4.4	B 11.6
		C – 29.4		B – 10.1		B – 10.8		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
CAPACITY ANALYSIS RESULTS
MEACHAM ROAD WITH BRIARWOOD LANE – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Year 2024 Conditions				
• Southbound Left Turns	A	8.2	B	10.3
• Westbound Approach	B	12.4	C	23.7
Year 2030 No-Build Conditions				
• Southbound Left Turns	A	8.3	B	10.9
• Westbound Approach	B	13.3	D	29.2
Year 2030 Future Conditions				
• Southbound Left Turns	A	8.4	B	11.2
• Westbound Approach	B	13.8	D	31.3

LOS = Level of Service
Delay is measured in seconds.

Table 8
CAPACITY ANALYSIS RESULTS
MEACHAM ROAD WITH BROOKDALE LANE/PROPOSED ACCESS ROAD – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Base Year 2024 Conditions				
• Southbound Left Turns	A	8.2	B	10.0
• Westbound Approach	B	14.4	C	24.1
Year 2030 No-Build Conditions				
• Southbound Left Turns	A	8.3	B	10.6
• Westbound Approach	C	16.9	D	30.7
Year 2030 Future Conditions				
• Northbound Left Turns	A	9.1	A	9.4
• Southbound Left Turns	A	8.3	B	10.6
• Eastbound Approach	C	15.5	C	19.4
• Westbound Approach	C	15.1	C	23.5

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

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

Meacham Road with Algonquin Road

As previously indicated, the intersection of Meacham Road with Algonquin Road was recently widened and improved as part of the Veridian mixed-use development. Based on the results of the capacity analyses, the intersection overall operates at LOS D during the weekday morning and evening peak hours. It is important to note that the left-turn movements operate at LOS E due to the long cycle length and the fact that these movements only occur during a protected phase.

Under Year 2030 no-build traffic conditions, the intersection will continue operating at LOS D with increases in overall delay of approximately five seconds or less over base conditions. Under Year 2030 future conditions, the overall delay will increase by less than one second over the no-build conditions, thus indicating the proposed development will have a minimal impact on traffic conditions. Inspection of the projected traffic volumes indicate that the proposed development will contribute less than two percent to the future traffic volumes at this intersection. As such, no additional geometric or traffic control improvement will be necessary at this intersection in conjunction with the proposed development.

Meacham Road with Old Plum Grove Road

The results of the capacity analyses indicate that the intersection currently operates at LOS B during the weekday morning and weekday evening peak hours. All movements currently operate at an acceptable LOS C or better during the peak hours. Under Year 2030 no-build and future conditions, all of the turning movements will continue to operate at an acceptable LOS with minimal increases in delay. As such, no additional geometric or traffic control improvement will be necessary at this intersection in conjunction with the proposed development.

Meacham Road with Briarwood Lane

The results of the capacity analyses indicate that all movements currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Under Year 2030 no-build conditions, all of the turning movements are projected to operate at LOS D or better. Under Year 2030 future conditions, all movements are projected to continue to operate at the same LOS as those under the no-build conditions with increases in delay of less than three seconds. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Meacham Road with Brookdale Lane/Proposed Access Road

The results of the capacity analyses indicate all of the turning movements at the intersection of Meacham Road with Brookdale Lane currently operate at an acceptable level of service during the morning and evening peak hours.

Based on projected left turning movements and IDOT's *Bureau Of Design And Environment Manual*, Chapter 36, Fig 36-3.G, a northbound exclusive left-turn lane will be warranted at this intersection. In order to maintain roadway symmetry, a southbound exclusive left-turn lane should also be provided for Brookdale Lane. The widening for the left-turn lane should begin south from its existing widened cross-section north to the bridge. This widening will provide 125 feet of stacking in both directions, which will be adequate in accommodating the existing and projected left-turning movements. Additionally, based on right-turn warrants (Fig 36-3.A), a southbound right-turn lane will not be warranted. A copy of the turn lane warrants is included in the Appendix.

Under future conditions, the existing westbound approach will continue to operate at an acceptable level of service during both peak hours. The proposed access road's eastbound approach will operate at LOS C during both the weekday morning and evening peak hours. The northbound and southbound left-turn movements will operate at LOS B or better during the peak hours. Furthermore, under projected conditions, the northbound and southbound left-turn movement 95th percentile queues are projected to be approximately 50 feet or less which can be accommodated by the proposed storage of the left-turn lanes. Therefore, the results of the capacity analyses indicate that the proposed access road coupled with the recommended improvements will be adequate in accommodating the future traffic volumes.

6. Conclusion

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

- The results of the capacity analysis indicate that the roadway system has adequate reserve capacity to accommodate the increase in traffic.
- The access road, as proposed, will provide one inbound lane and two outbound lanes with outbound movements under stop sign control.
- The proposed access system will be adequate in accommodating the site-generated traffic.
- Meacham Road will be widened to accommodate a left-turn lane in both directions for inbound left-turning movements onto the proposed access road and Brookdale Lane.
- A southbound right-turn lane on Meacham Road will not be warranted.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Signal Timing Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets
Turn Lane Warrants

Traffic Count Summary Sheets

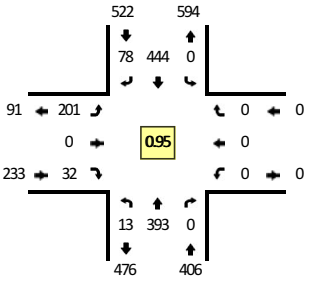
Type of peak hour being reported: Intersection Peak

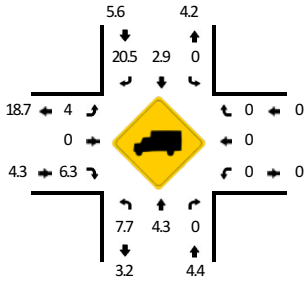
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Old Plum Grove Rd
CITY/STATE: Rolling Meadows, IL

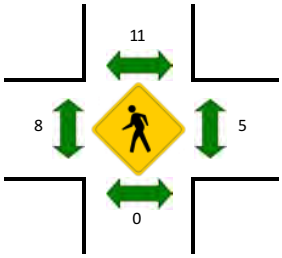
QC JOB #: 16183701
DATE: Tue, May 2 2023

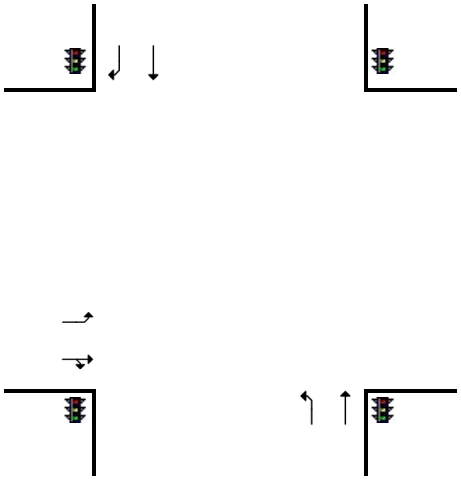
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

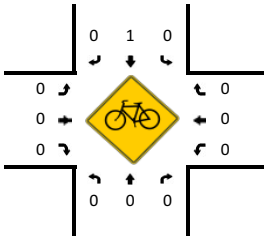


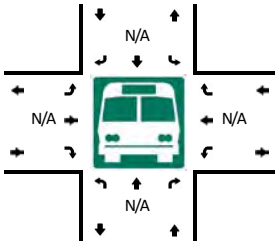


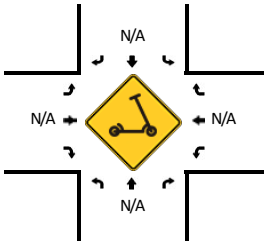
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Old Plum Grove Rd (Eastbound)				Old Plum Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	92	0	0	0	70	10	0	49	0	5	0	0	0	0	0	231	
7:15 AM	4	88	0	0	0	113	27	0	61	0	10	0	0	0	0	0	303	
7:30 AM	4	89	0	0	0	117	20	0	67	0	10	0	0	0	0	0	307	
7:45 AM	3	120	0	0	0	103	19	0	44	0	7	0	0	0	0	0	296	1137
8:00 AM	2	96	0	0	0	111	12	0	29	0	5	0	0	0	0	0	255	1161
8:15 AM	3	105	0	0	0	116	16	0	39	0	4	0	0	0	0	0	283	1141
8:30 AM	3	92	0	0	0	103	18	0	36	0	3	0	0	0	0	0	255	1089
8:45 AM	2	96	0	0	0	106	7	0	32	0	9	0	0	0	0	0	252	1045

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	356	0	0	0	468	80	0	268	0	40	0	0	0	0	0	1228
Heavy Trucks	0	20	0		0	16	12		8	0	8		0	0	0		64
Buses																	
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

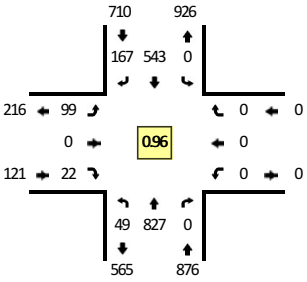
Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

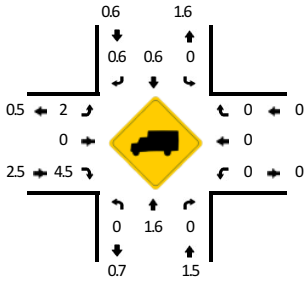
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

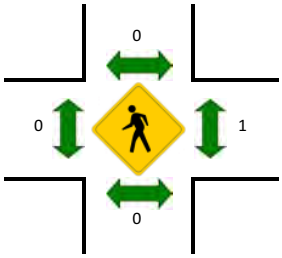
LOCATION: Meacham Rd -- Old Plum Grove Rd | **QC JOB #:** 16183702
CITY/STATE: Rolling Meadows, IL | **DATE:** Tue, May 2 2023

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

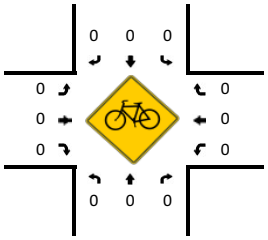


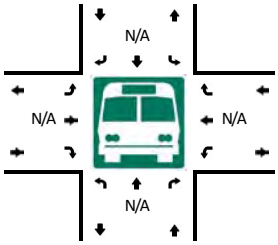




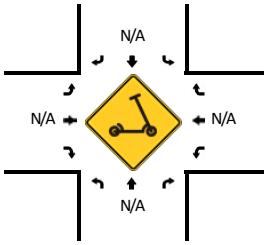












15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Old Plum Grove Rd (Eastbound)				Old Plum Grove Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	167	0	0	0	143	27	0	22	0	5	0	0	0	0	0	368	
4:15 PM	6	173	0	0	0	151	33	0	13	0	5	0	0	0	0	0	381	
4:30 PM	7	164	0	0	0	141	39	0	25	0	5	0	0	0	0	0	381	
4:45 PM	10	191	0	0	0	155	35	0	24	0	8	0	0	0	0	0	423	1553
5:00 PM	10	197	0	0	0	141	42	0	32	0	4	0	0	0	0	0	426	1611
5:15 PM	16	234	0	0	0	132	40	0	21	0	3	0	0	0	0	0	446	1676
5:30 PM	13	205	0	0	0	115	50	0	22	0	7	0	0	0	0	0	412	1707
5:45 PM	11	185	0	0	0	134	43	0	33	0	7	0	0	0	0	0	413	1697

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	936	0	0	0	528	160	0	84	0	12	0	0	0	0	0	1784
Heavy Trucks	0	16	0		0	4	4		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

1024

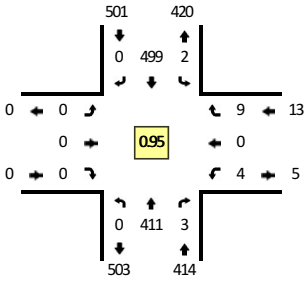
Type of peak hour being reported: Intersection Peak

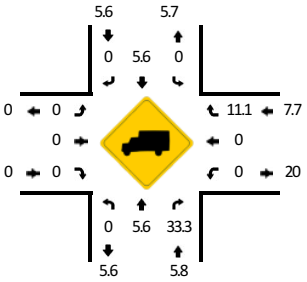
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Brookdale Ln
CITY/STATE: Schaumburg, IL

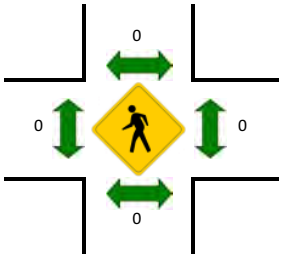
QC JOB #: 16183703
DATE: Tue, May 2 2023

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

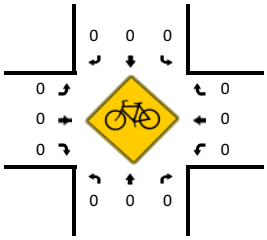


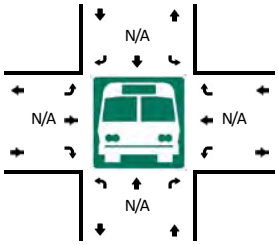


Quality Counts
DATA THAT DRIVES COMMUNITIES

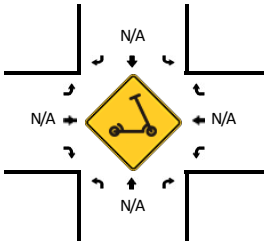












15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Brookdale Ln (Eastbound)				Brookdale Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	79	1	0	0	88	0	0	0	0	0	0	0	0	5	0	173	
7:15 AM	0	92	0	0	0	114	0	0	0	0	0	0	2	0	5	0	213	
7:30 AM	0	93	0	0	3	127	0	0	0	0	0	0	2	0	1	0	226	
7:45 AM	0	110	0	0	1	120	0	0	0	0	0	0	1	0	1	0	233	845
8:00 AM	0	92	0	0	0	123	0	0	0	0	0	0	0	0	3	0	218	890
8:15 AM	0	118	0	0	1	122	0	0	0	0	0	0	2	0	1	0	244	921
8:30 AM	0	101	3	0	1	115	0	0	0	0	0	0	2	0	4	0	226	921
8:45 AM	0	100	0	0	0	139	0	0	0	0	0	0	0	0	1	0	240	928

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	472	0	0	4	488	0	0	0	0	0	0	8	0	4	0	976
Heavy Trucks	0	36	0		0	16	0		0	0	0		0	0	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

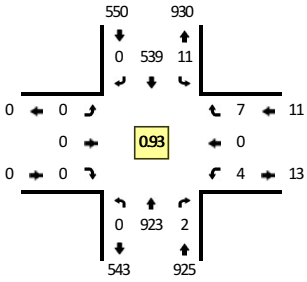
Type of peak hour being reported: Intersection Peak

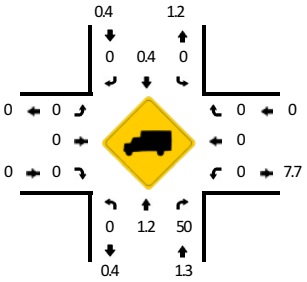
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Brookdale Ln
CITY/STATE: Schaumburg, IL

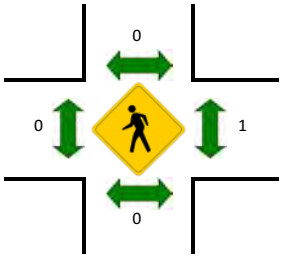
QC JOB #: 16183704
DATE: Tue, May 2 2023

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

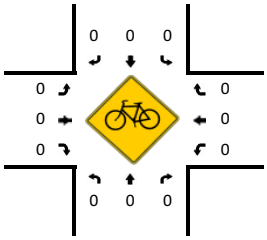


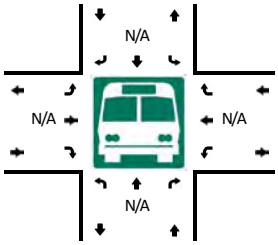


Quality Counts
DATA THAT DRIVES COMMUNITIES

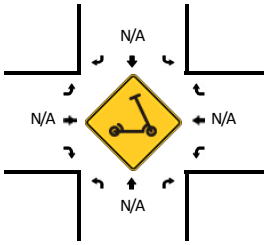












15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Brookdale Ln (Eastbound)				Brookdale Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	183	0	0	1	159	0	0	0	0	0	0	0	0	1	0	344	
4:15 PM	0	162	0	0	0	153	0	0	0	0	0	0	2	0	1	0	318	
4:30 PM	0	206	2	0	1	157	0	0	0	0	0	0	1	0	2	0	369	
4:45 PM	0	174	2	0	2	163	0	0	0	0	0	0	0	0	2	0	343	1374
5:00 PM	0	232	0	0	3	130	0	0	0	0	0	0	0	0	4	0	369	1399
5:15 PM	0	261	0	0	1	136	0	0	0	0	0	0	1	0	2	0	401	1482
5:30 PM	0	212	2	0	4	136	0	0	0	0	0	0	3	0	0	0	357	1470
5:45 PM	0	218	0	0	3	137	0	0	0	0	0	0	0	0	1	0	359	1486

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1044	0	0	4	544	0	0	0	0	0	0	4	0	8	0	1604
Heavy Trucks	0	12	0		0	4	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

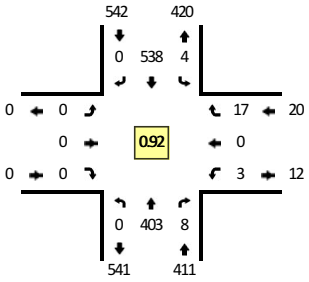
Type of peak hour being reported: Intersection Peak

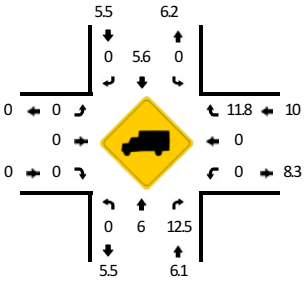
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Briarwood Ln
CITY/STATE: Schaumburg, IL

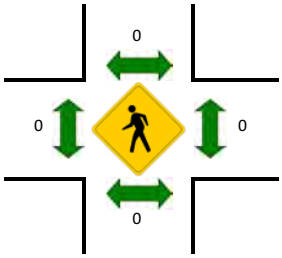
QC JOB #: 16183705
DATE: Tue, May 2 2023

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

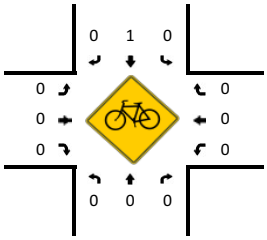


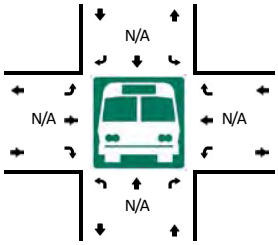


Quality Counts
DATA THAT DRIVES COMMUNITIES

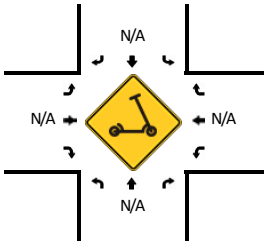












15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Briarwood Ln (Eastbound)				Briarwood Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	71	2	0	2	93	0	0	0	0	0	0	3	0	8	0	179	
7:15 AM	0	87	2	0	6	111	0	0	0	0	0	0	0	0	2	0	208	
7:30 AM	0	98	1	0	2	135	0	0	0	0	0	0	4	0	3	0	243	
7:45 AM	0	92	1	0	0	135	0	0	0	0	0	0	1	0	3	0	232	862
8:00 AM	0	85	4	0	0	128	0	0	0	0	0	0	2	0	7	0	226	909
8:15 AM	0	114	2	0	1	141	0	0	0	0	0	0	0	0	5	0	263	964
8:30 AM	0	100	0	0	2	121	0	0	0	0	0	0	0	0	2	0	225	946
8:45 AM	0	104	2	0	1	148	0	0	0	0	0	0	1	0	3	0	259	973

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	456	8	0	4	564	0	0	0	0	0	0	0	0	20	0	1052
Heavy Trucks	0	28	0		0	16	0		0	0	0		0	0	8		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM

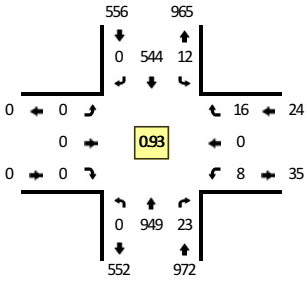
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

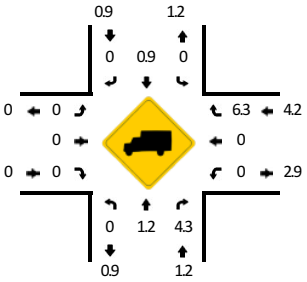
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Briarwood Ln
CITY/STATE: Schaumburg, IL

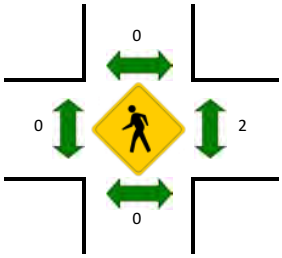
QC JOB #: 16183706
DATE: Tue, May 2 2023

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

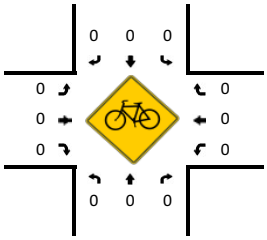


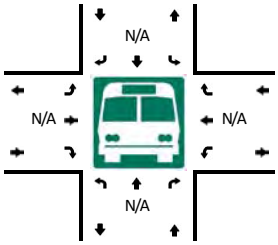


Quality Counts
DATA THAT DRIVES COMMUNITIES

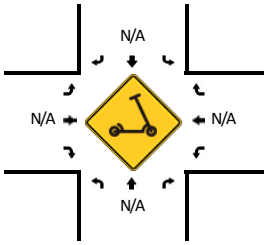












15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Briarwood Ln (Eastbound)				Briarwood Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	182	5	0	1	165	0	0	0	0	0	0	3	0	3	0	359	
4:15 PM	0	174	8	0	5	163	0	0	0	0	0	0	3	0	10	0	363	
4:30 PM	0	199	4	0	4	161	0	0	0	0	0	0	3	0	6	0	377	
4:45 PM	0	178	3	0	3	159	0	0	0	0	0	0	2	0	5	0	350	1449
5:00 PM	0	256	4	0	2	118	0	0	0	0	0	0	5	0	4	0	389	1479
5:15 PM	0	249	8	0	0	151	0	0	0	0	0	0	2	0	5	0	415	1531
5:30 PM	0	232	6	0	7	143	0	0	0	0	0	0	0	0	3	0	391	1545
5:45 PM	0	212	5	0	3	132	0	0	0	0	0	0	1	0	4	0	357	1552

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	996	32	0	0	604	0	0	0	0	0	0	8	0	20	0	1660
Heavy Trucks	0	16	0		0	4	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

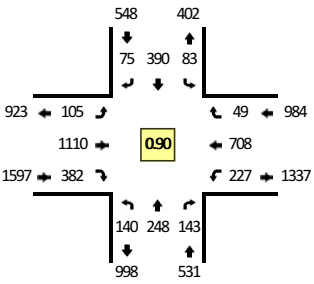
Type of peak hour being reported: Intersection Peak

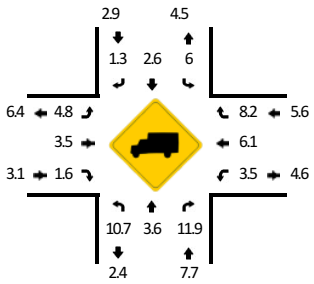
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Algonquin Rd
CITY/STATE: Schaumburg, IL

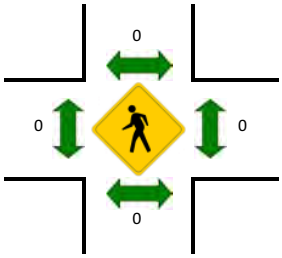
QC JOB #: 16183707
DATE: Tue, May 2 2023

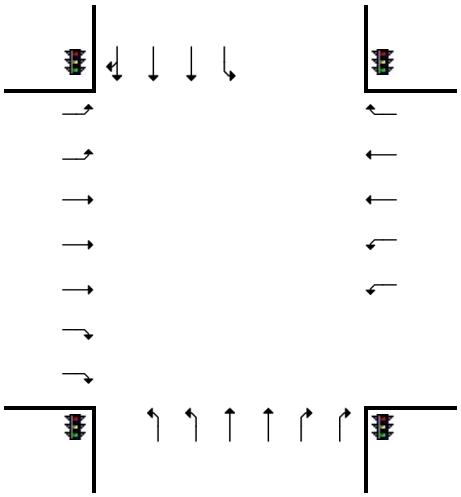
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

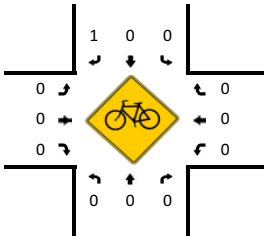


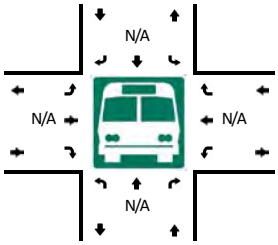


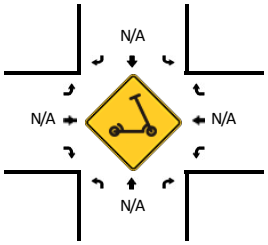
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Algonquin Rd (Eastbound)				Algonquin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	25	46	24	0	19	76	11	0	21	221	68	0	24	139	8	0	682	
7:15 AM	20	50	20	0	16	82	9	0	26	290	78	0	43	178	10	1	823	
7:30 AM	37	63	22	0	22	94	19	0	28	251	77	0	54	177	11	0	855	
7:45 AM	27	54	36	0	15	104	19	0	29	334	115	0	67	209	9	0	1018	3378
8:00 AM	48	66	45	0	22	89	22	0	22	269	82	0	52	159	10	0	886	3582
8:15 AM	28	65	40	0	24	103	15	0	26	256	108	0	53	163	19	1	901	3660
8:30 AM	27	65	35	0	20	85	16	0	21	229	89	0	41	166	13	0	807	3612
8:45 AM	35	71	33	0	21	117	12	0	20	205	98	0	40	158	16	0	826	3420

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	216	144	0	60	416	76	0	116	1336	460	0	268	836	36	0	4072
Heavy Trucks	16	8	16		12	0	4		4	52	4		4	60	4		184
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

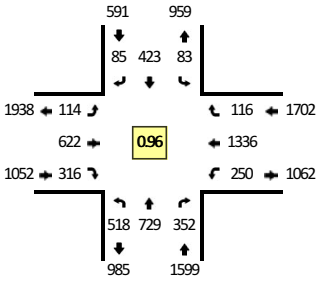
Type of peak hour being reported: Intersection Peak

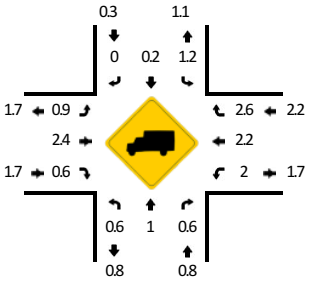
Method for determining peak hour: Total Entering Volume

LOCATION: Meacham Rd -- Algonquin Rd
CITY/STATE: Schaumburg, IL

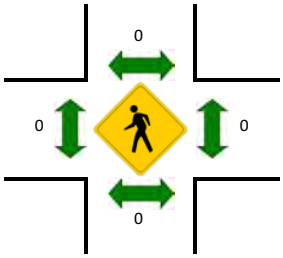
QC JOB #: 16183708
DATE: Tue, May 2 2023

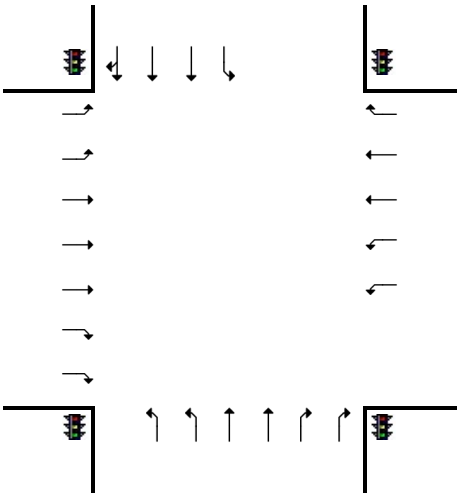
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

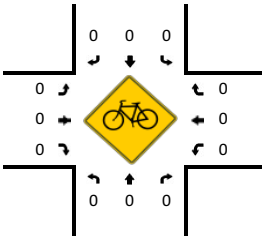


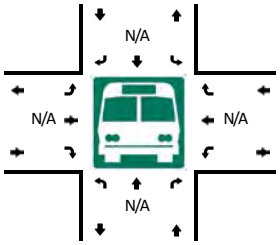


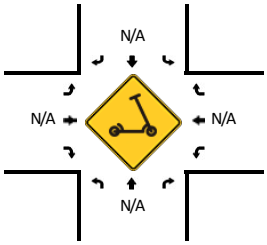
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Meacham Rd (Northbound)				Meacham Rd (Southbound)				Algonquin Rd (Eastbound)				Algonquin Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	108	141	89	2	12	121	25	0	30	158	73	0	60	282	24	1	1126	
4:15 PM	116	126	79	0	26	116	21	0	29	175	85	0	66	338	28	1	1206	
4:30 PM	108	155	86	1	15	114	28	0	23	163	81	0	62	296	23	2	1157	
4:45 PM	111	126	77	0	23	110	24	0	27	155	88	0	61	368	25	2	1197	4686
5:00 PM	153	225	100	0	13	104	23	0	31	161	79	0	64	287	29	2	1271	4831
5:15 PM	122	185	80	0	15	112	18	0	20	176	76	0	60	389	30	1	1284	4909
5:30 PM	131	193	95	1	32	97	20	0	36	130	73	0	60	292	32	0	1192	4944
5:45 PM	113	142	56	0	13	79	21	0	26	162	92	0	62	301	35	3	1105	4852

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	488	740	320	0	60	448	72	0	80	704	304	0	240	1556	120	4	5136
Heavy Trucks	0	12	8		0	0	0		4	20	4		8	36	0		92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

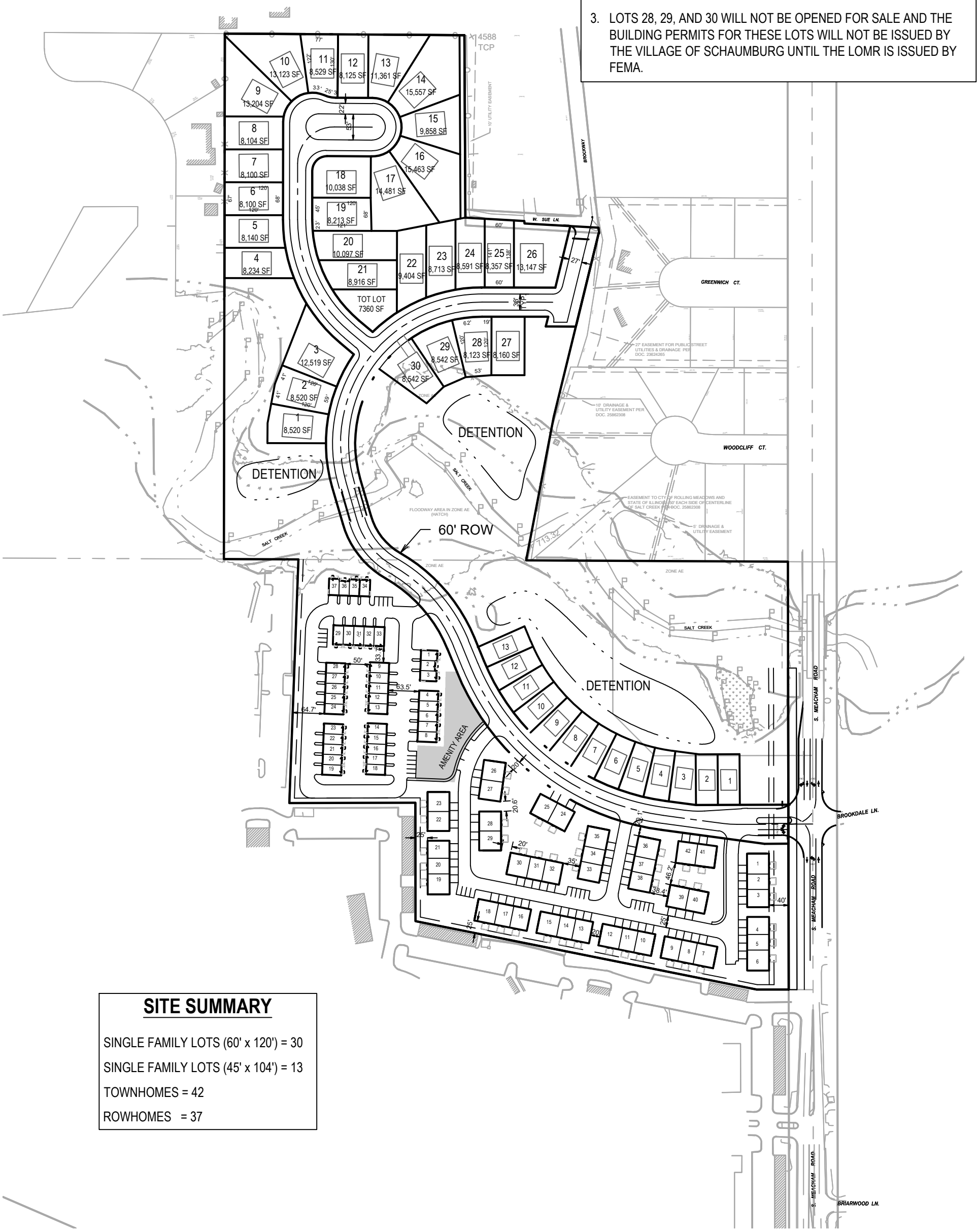
Report generated on 5/5/2023 9:51 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Site Plan

NOTES:

1. SIDEWALK TO BE PROVIDED ON BOTH SIDES OF PUBLIC ROADWAY.
2. BIKE RACKS TO BE PROVIDED NEAR AMENITY AREAS.
3. LOTS 28, 29, AND 30 WILL NOT BE OPENED FOR SALE AND THE BUILDING PERMITS FOR THESE LOTS WILL NOT BE ISSUED BY THE VILLAGE OF SCHAUMBURG UNTIL THE LOMR IS ISSUED BY FEMA.



SITE SUMMARY

SINGLE FAMILY LOTS (60' x 120') = 30
SINGLE FAMILY LOTS (45' x 104') = 13
TOWNHOMES = 42
ROWHOMES = 37

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LOEBER FARM

SCHAUMBURG *ILLINOIS*

SKETCH PLAN ALTERNATE 8

DATE: 12-09-24

0 100 200
SCALE: 1"=200'

N:\2022\220205\Drawings\ACAD\LD\S01\Misc Drawings\Sketch Plan220205_alt8.dwg 12/9/2024

ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

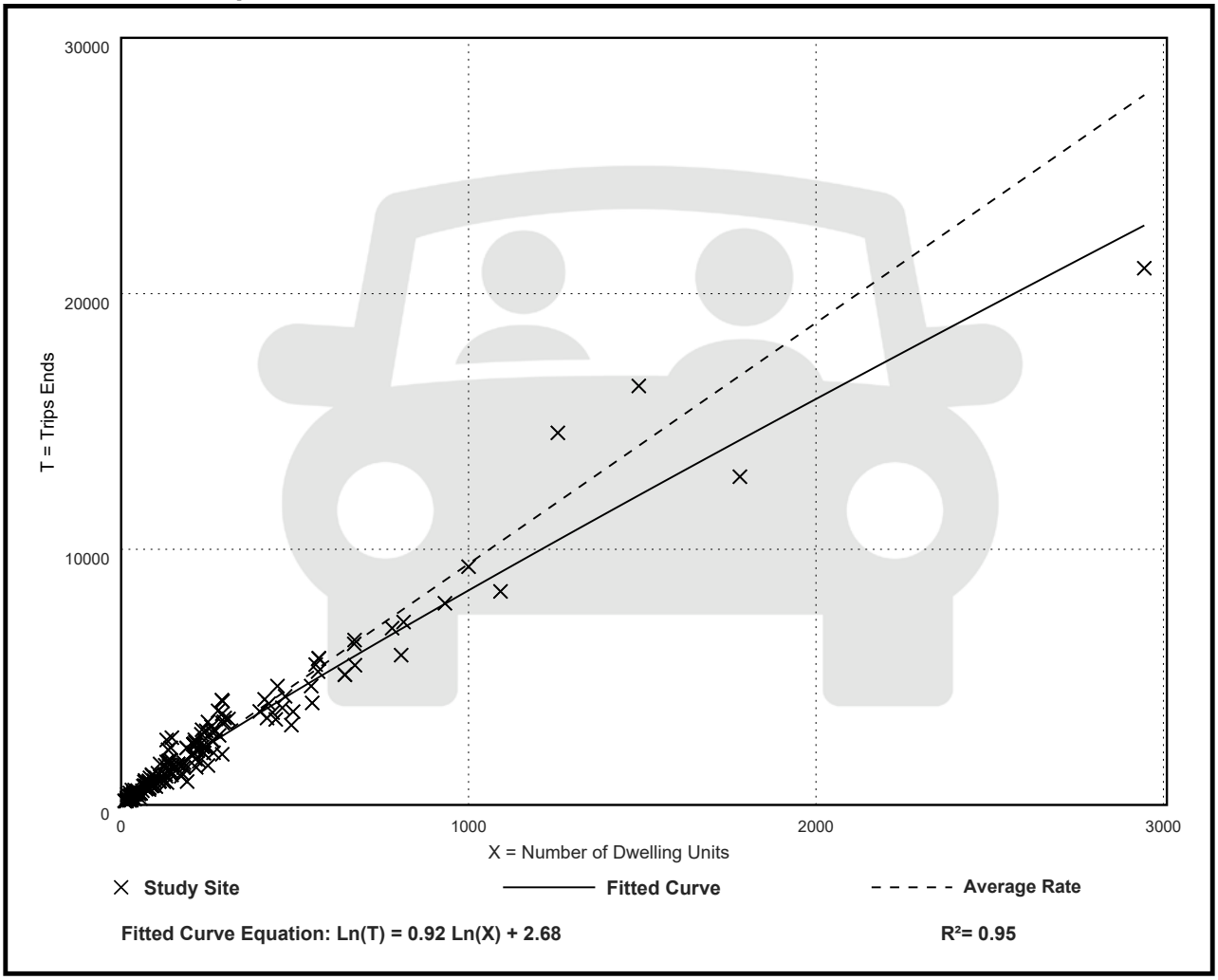
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

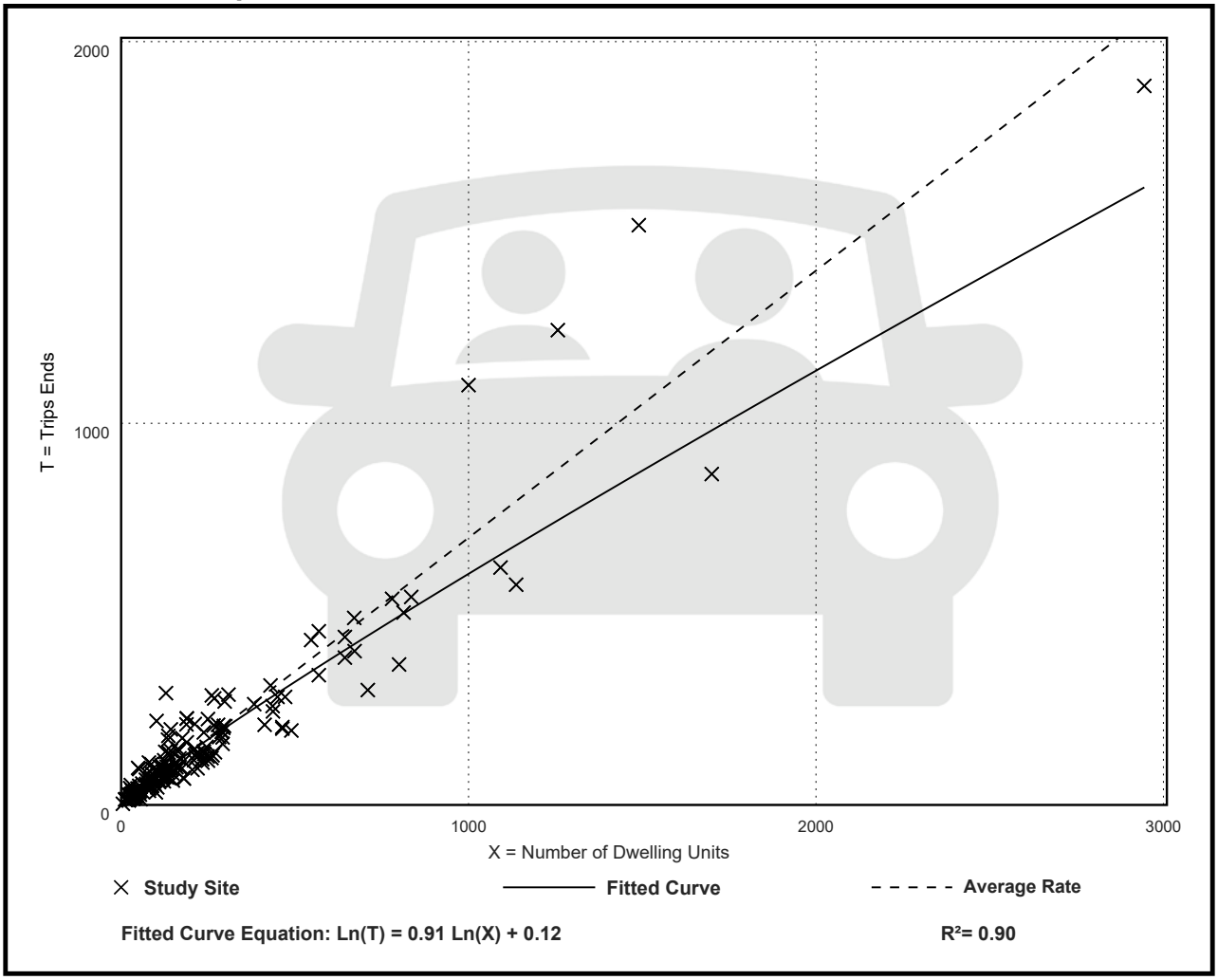
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



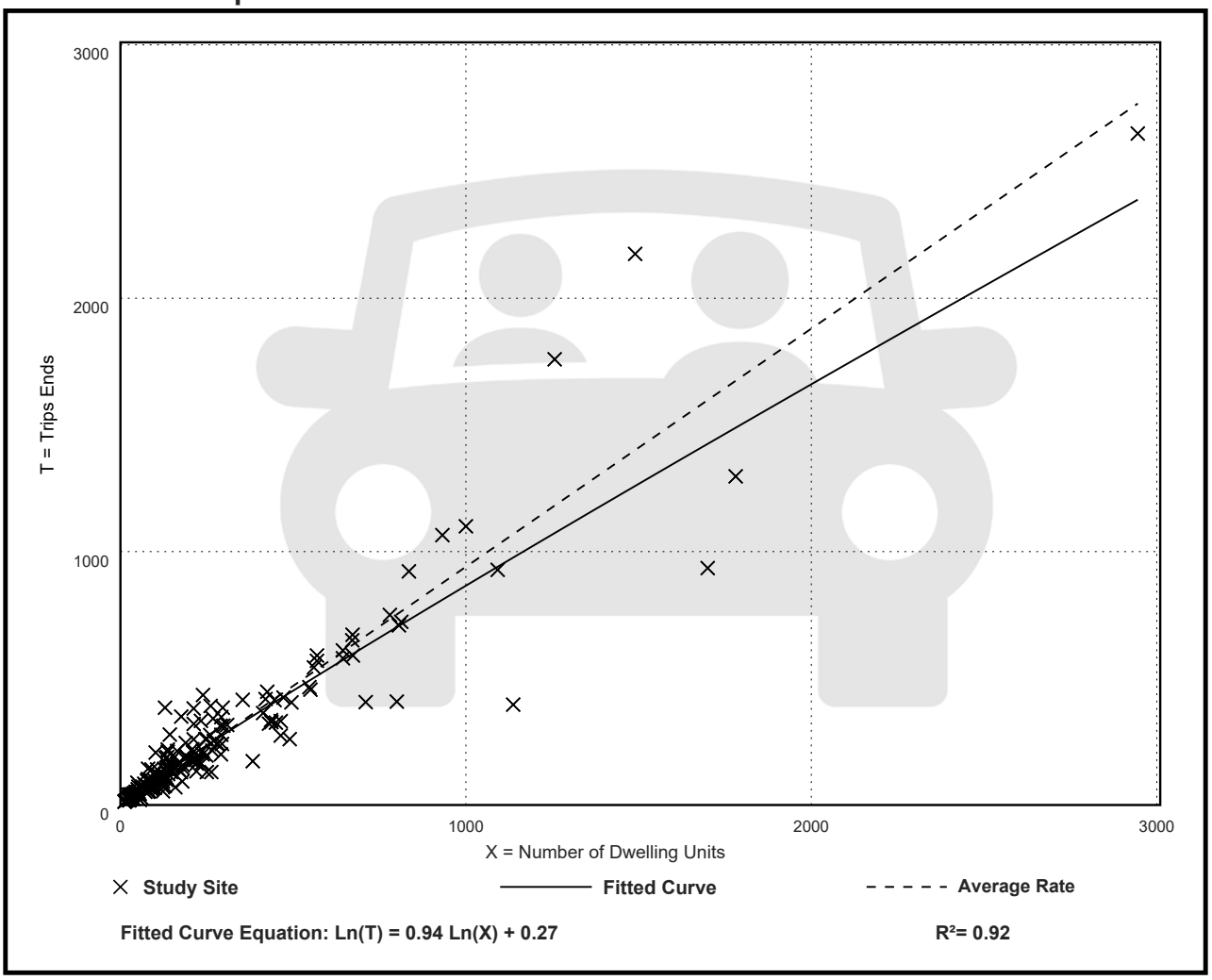
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Attached Housing
(215)

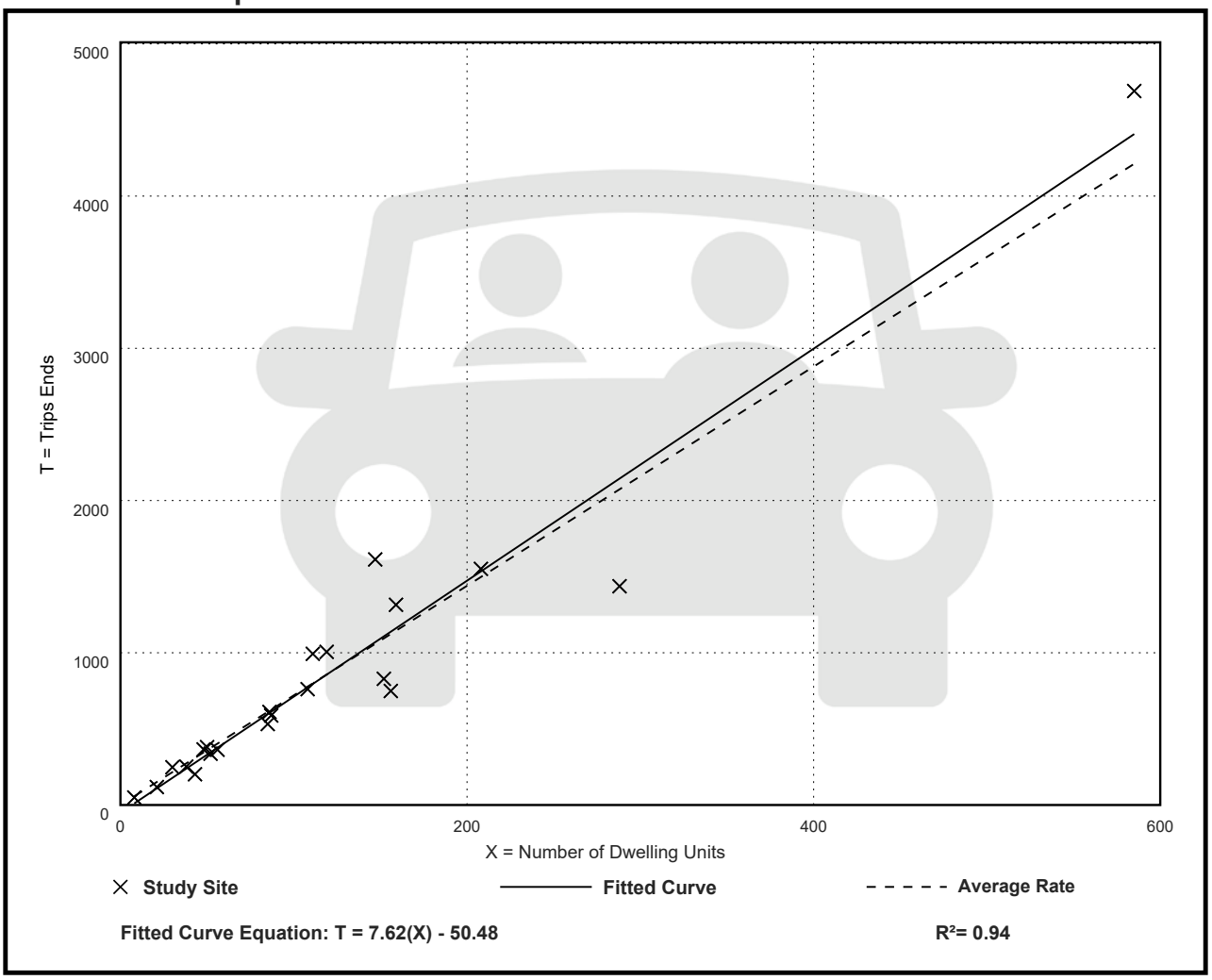
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



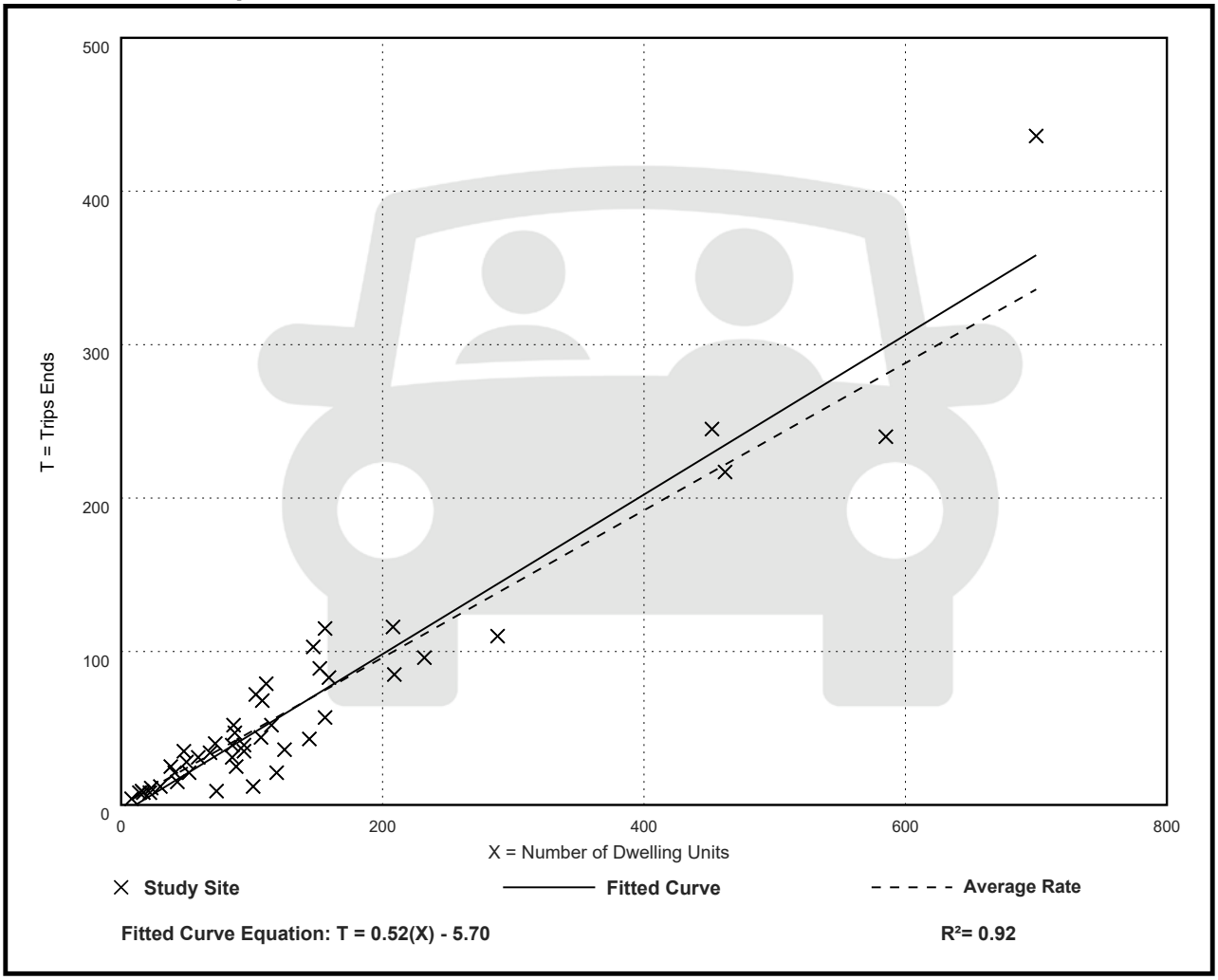
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



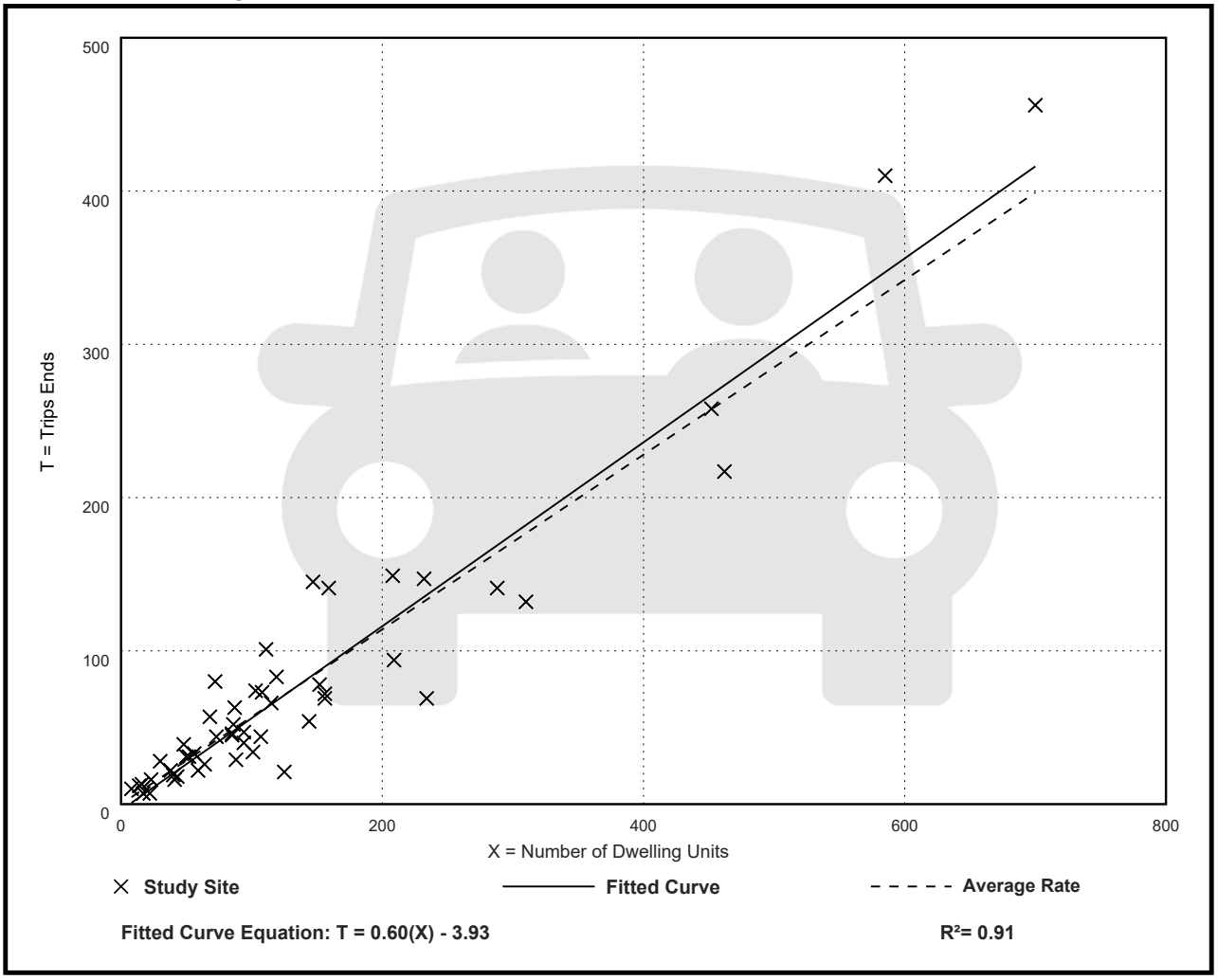
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
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: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

May 8, 2023

Javier Millan
Principal
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Meacham Rd @ Algonquin Rd***
IDOT

Dear Mr. Millan:

In response to a request made on your behalf and dated May 8, 2023, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Algonquin Rd east of Meacham Rd	33,000	45,600
Algonquin Rd west of Meacham Rd	31,900	40,500
Meacham Rd north of Algonquin Rd	12,100	14,900
Meacham Rd south of Algonquin Rd	25,100	31,900
Old Plum Grove Rd west of Meacham / Plum Grove	2,300	3,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2022 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)
2023_TrafficForecasts\Schaumburg\ck-72-23\ck-72-23.docx

Signal Timing Sheets

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sequence 1																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**7**	**8**	**11**	**12**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**7**	**8**	**12**	**11**	**15**	**16**	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	.	.	.	.	.	.	.	.

Sequence 12																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**5**	**6**	**8**	**7**	**11**	**12**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 13																
Ring 1	**1**	**2**	**3**	**4**	**9**	**10**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 14																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 15																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Sequence 16																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	**.**	**.**	**.**	**.**	**.**	**.**	**.**	**.**

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X	X	X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
1	5
1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	**1**		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	**2**	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phases		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	**6**	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	**7**	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	**8**	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
With	**9**	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	**10**	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

Phase / Overlap	Type	Dimming	Power Up	Auto	Flash Together

			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		X
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		
5	5	V				-	X				X		X
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		X
14	2	O				-	X				X		
15	3	O				+	X				X		X
16	4	O				-	X				X		

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Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel	Can Serve with Channel
Channel 1	Channel 2
1	5
1	6
1	11
1	16
2	5
2	6
2	9
2	11
3	7
3	8
3	12
3	13
3	15
4	7
4	8
4	10
4	12
4	15
5	9
5	16
6	9
6	11

6	16
7	10
7	13
7	15
8	10
8	12
8	13
9	11
10	12
10	15
11	16
12	13
13	15

Color Check Enable (MM)1-4-3
Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X
Yellow	X	X	X	X	X	X	X	X					X		X	X
Red	X	X	X	X	X	X	X	X								

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

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Configuration Communications

Ethernet Port Configuration (MM)1-5-1		**NTCIP Parameters (MM)1-5-5**	
Controller IP:	172.16.1.254	Backup Time:	0
Subnet Mask:	255.255.0.0	UDP Port:	501
Default Gateway IP:	0.0.0.0	Ethernet Priority:	1
Server IP:	10.70.10.1	Port 2 Priority:	4
		Port 3A Priority:	2
		Port 3B Priority:	3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	ECPIP	ECPIP	NTCIP
Enable	Yes	No	No
Data Rate	9600	9600	1200
Data Parity Stop	8 N 1	8 0 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	7	7	0
System Detector 9-1	0	0	0
Telemetry Response Delay	8.0	8.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	No	No	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	Yes	Yes	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	300
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 7

Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

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Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Advanced
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Solutions that Move the World

Sign On Message Line 2: 501 Rev D 10/15/2021

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Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control
16	D
17	D
18	D
19	E
20	E
21	E
22	D
23	D
24	D
25	E
26	E
27	E
31	D
32	D
33	D
34	D

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Logic Processor Page 2

Logic Statements (MM)1-8-2

Statement Number: 16

IF:

	Assignment	#		State
IF	PED CLEAR ON PHASE	2	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	2	ON

ELSE:

Assignment	#	State

Statement Number: 17

IF:

	Assignment	#		State
IF	LOGIC FLAG	2	IS	ON

THEN:

Assignment	#	State
SET COORD FREE		ON
SET ALARM	10	ON

ELSE:

Assignment	#	State

Statement Number: 18

IF:

	Assignment	#		State
IF	GREEN ON PHASE	4	IS	ON
AND	GREEN ON PHASE	8	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	2	OFF

ELSE:

Assignment	#	State

Statement Number: 19

IF:

	Assignment	#		State
IF	PED CLEAR ON PHASE	4	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	4	ON

ELSE:

Assignment	#	State

Statement Number: 20

IF:

	Assignment	#		State
IF	LOGIC FLAG	4	IS	ON

THEN:

Assignment	#	State
SET COORD FREE		ON
SET ALARM	11	ON

ELSE:

Assignment	#	State

Statement Number: 21

IF:

	Assignment	#		State
IF	GREEN ON PHASE	2	IS	ON
AND	GREEN ON PHASE	6	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	4	OFF

ELSE:

Assignment	#	State

Statement Number: 22

IF:

	Assignment	#	State

IF	PED CLEAR ON PHASE	6	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	6	ON

ELSE:

Assignment	#	State

Statement Number: 23

IF:

	Assignment	#		State
IF	LOGIC FLAG	6	IS	ON

THEN:

Assignment	#	State
SET COORD FREE		ON
SET ALARM	12	ON

ELSE:

Assignment	#	State

Statement Number: 24

IF:

	Assignment	#		State
IF	GREEN ON PHASE	4	IS	ON
AND	GREEN ON PHASE	8	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	6	OFF

ELSE:

Assignment	#	State

Statement Number: 25

IF:

	Assignment	#		State
IF	PED CLEAR ON PHASE	8	IS	ON

THEN:

Assignment	#	State

SET LOGIC FLAG	8	ON

ELSE:

Assignment	#	State

Statement Number: 26

IF:

	Assignment	#		State
IF	LOGIC FLAG	8	IS	ON

THEN:

Assignment	#	State
SET COORD FREE		ON
SET ALARM	13	ON

ELSE:

Assignment	#	State

Statement Number: 27

IF:

	Assignment	#		State
IF	GREEN ON PHASE	2	IS	ON
AND	GREEN ON PHASE	6	IS	ON

THEN:

Assignment	#	State
SET LOGIC FLAG	8	OFF

ELSE:

Assignment	#	State

Statement Number: 31

IF:

	Assignment	#		State
IF	PHASE TIMING	6	IS	ON
AND	GREEN ON PHASE	6	IS	OFF

THEN:

Assignment	#	State
SET PHASE YELLOW	1	OFF

ELSE:

Assignment	#	State

Statement Number: 32

IF:

	Assignment	#		State
IF	PHASE TIMING	2	IS	ON
AND	GREEN ON PHASE	2	IS	OFF

THEN:

Assignment	#	State
SET PHASE YELLOW	5	OFF

ELSE:

Assignment	#	State

Statement Number: 33

IF:

	Assignment	#		State
IF	PHASE TIMING	8	IS	ON
AND	GREEN ON PHASE	8	IS	OFF

THEN:

Assignment	#	State
SET PHASE YELLOW	3	OFF

ELSE:

Assignment	#	State

Statement Number: 34

IF:

	Assignment	#		State
IF	PHASE TIMING	4	IS	ON
AND	GREEN ON PHASE	4	IS	OFF

THEN:

Assignment	#	State
SET PHASE YELLOW	7	OFF

ELSE:

Assignment	#	State

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	3	15	3	8	3	15	3	8	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	10	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	29	0	39	0	32	0	30	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	50	20	40	20	50	20	40	0	0	0	0	0	0	0	0
Max 2	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Time B4	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0

Min Gap	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	3	15	3	8	3	15	3	8	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Time B4	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	3	15	3	8	3	15	3	8	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Time B4	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	3	15	3	8	3	15	3	8	0	0	0	0	0	0	0	0

BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	4.5	3.0	4.5	3.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	1.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Time B4	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	20	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	4.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green
E	Normal	0.0	0.0	0.0	0.0
F	Normal	0.0	0.0	0.0	0.0
G	Normal	0.0	0.0	0.0	0.0
H	Normal	0.0	0.0	0.0	0.0
I	Normal	0.0	0.0	0.0	0.0
J	Normal	0.0	0.0	0.0	0.0
K	Normal	0.0	0.0	0.0	0.0
L	Normal	0.0	0.0	0.0	0.0
M	Normal	0.0	0.0	0.0	0.0
N	Normal	0.0	0.0	0.0	0.0
O	Normal	0.0	0.0	0.0	0.0
P	Normal	0.0	0.0	0.0	0.0

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	3	Yes	No	No	No		No	No	0
C	7	Yes	No	No	No		No	No	0
D	1	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	0	0	7	3.0	0.0	0
B02	0	0	7	3.0	0.0	0
C03	0	0	7	3.0	0.0	0
D04	0	0	7	3.0	0.0	0
E05	0	0	7	3.0	0.0	0
F06	0	0	7	3.0	0.0	0
G07	0	0	7	3.0	0.0	0
H08	0	0	7	3.0	0.0	0

I09	0	0	7	3.0	0.0	0
J10	0	0	7	3.0	0.0	0
K11	0	0	7	3.0	0.0	0
L12	0	0	7	3.0	0.0	0
M13	0	0	7	3.0	0.0	0
N14	0	0	7	3.0	0.0	0
O15	0	0	7	3.0	0.0	0
P16	0	0	7	3.0	0.0	0

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase Ped Overlap

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap

Flash > Mon:	Yes
Flash Time:	0
All Red:	6
Power Start Sequence:	1
MUTCD Enabled:	Yes
MUTCD Yellow to Green:	No

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit

Flash > Mon:	Yes
Exit Flash Interval:	G
Minimum Auto Flash:	8
Minimumin Recall:	No
Cycle Through Phase:	No

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	X	X	X		X	X	X									
Vehicle Recall		X				X										
Ped Recall																

Max Recall																
Soft Recall																
No Rest																
AI Calc																

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Coordination Options
Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Percent	Offsets In	Percent
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Percent
Cycle	120	Std (COS)	111	Offsets in	Percent
Offset Value	93%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	21	34	22	23	13	42	18	27	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Special Function Output								

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Percent
Cycle	140	Std (COS)	211	Offsets in	Percent
Offset Value	97%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	19	41	14	26	10	50	19	21	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Percent
Cycle	140	Std (COS)	311	Offsets in	Percent
Offset Value	99%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 3)	16	41	24	19	10	47	12	31	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X

Special Function Output								

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X			X											
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	0.0	120	25.5	25.5

Preempt Active Out	F1	Preempt Active Dwell	No
Other Priority Preempt	F1	Non-Priority Preempt	On
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X			X									
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X			X									
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	0.0	120	25.5	25.5

Preempt Active Out	F1	Preempt Active Dwell	No
Other Priority Preempt	F1	Non-Priority Preempt	On
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase	X					X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0

Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	0.0	120	25.5	25.5

Preempt Active Out	F1	Preempt Active Dwell	No
Other Priority Preempt	F1	Non-Priority Preempt	On
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle			X					X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																

Exit Phase			X					X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	No	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	0.0	120	25.5	25.5

Preempt Active Out	F1	Preempt Active Dwell	No
Other Priority Preempt	F1	Non-Priority Preempt	On
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1

Pattern	1	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2

Pattern	2	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3

Pattern	3	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 100

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Day Plan - 1

Event	Action Plan	Start Time
1	2	6:00 AM
2	1	9:00 AM
3	3	3:00 PM
4	1	7:00 PM
5	100	10:30 PM

Day Plan - 2

Event	Action Plan	Start Time
1	1	7:00 AM
2	100	11:00 PM

Day Plan - 3

Event	Action Plan	Start Time
1	1	8:00 AM
2	100	10:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
		X	X	X	X	X	

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan Number: 2

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 3

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	S-STANDARD	Yes	
2	S-STANDARD	Yes	
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	S-STANDARD	Yes	
17	S-STANDARD	Yes	

18	S-STANDARD	Yes
19	S-STANDARD	Yes
20	S-STANDARD	Yes
21	S-STANDARD	Yes
22	S-STANDARD	Yes
23	S-STANDARD	Yes
24	S-STANDARD	Yes
25	S-STANDARD	Yes
26	S-STANDARD	Yes
27	S-STANDARD	Yes
28	S-STANDARD	Yes
29	S-STANDARD	Yes
30	S-STANDARD	Yes
31	S-STANDARD	Yes
32	S-STANDARD	Yes
33	S-STANDARD	Yes
34	S-STANDARD	Yes
35	S-STANDARD	Yes
36	S-STANDARD	Yes
37	S-STANDARD	Yes
38	S-STANDARD	Yes
39	S-STANDARD	Yes
40	S-STANDARD	Yes
41	S-STANDARD	Yes

42	S-STANDARD	Yes
43	S-STANDARD	Yes
44	S-STANDARD	Yes
45	S-STANDARD	Yes
46	S-STANDARD	Yes
47	S-STANDARD	Yes
48	S-STANDARD	Yes
49	S-STANDARD	Yes
50	S-STANDARD	Yes
51	S-STANDARD	Yes
52	S-STANDARD	Yes
53	S-STANDARD	Yes
54	S-STANDARD	Yes
55	S-STANDARD	Yes
56	S-STANDARD	Yes
57	S-STANDARD	Yes
58	S-STANDARD	Yes
59	S-STANDARD	Yes
60	S-STANDARD	Yes
61	S-STANDARD	Yes
62	S-STANDARD	Yes
63	S-STANDARD	Yes
64	S-STANDARD	Yes

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	5	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
7	2	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
8	2	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	1	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
9	2	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	1	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
10	2	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	6	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No

11	2	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	11	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	6	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
12	2	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	12	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
13	2	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	13	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
14	2	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	14	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
15	2	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	15	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	Yes	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	16	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	4	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	4	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No

22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	4	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	7	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	8	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	8	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	3	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	3	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	8	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	8	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No

33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No

44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No

55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector Call Phase

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

IL 62 (Algonquin) & Meacham Rd - IL 62 (Algonquin) & Meacham Rd TEMP

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 | ECPI Log Period: TBAP | Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0

1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 6th Edition.

Capacity Analysis Summary Sheets

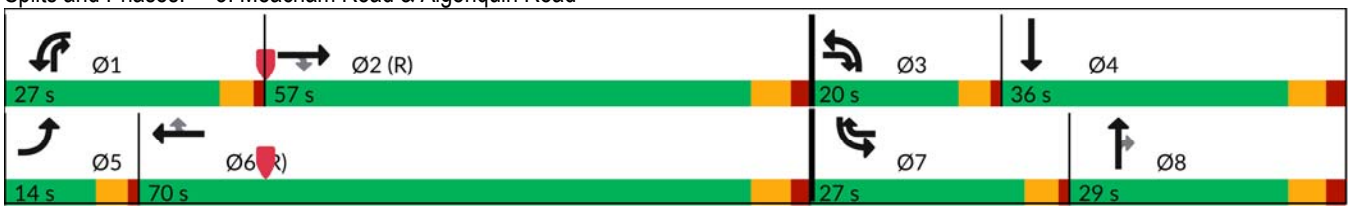
Existing Weekday Morning Peak Hour

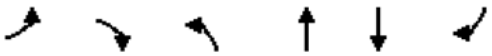
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1119	385	229	714	49	141	250	144	84	393	76
Future Volume (vph)	106	1119	385	229	714	49	141	250	144	84	393	76
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4920	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4920	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			58			160		26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	2%	4%	6%	8%	11%	4%	12%	6%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1243	428	254	793	54	157	278	160	93	521	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	20.0	27.0	70.0	27.0	20.0	29.0	27.0	27.0	36.0	
Total Split (%)	10.0%	40.7%	14.3%	19.3%	50.0%	19.3%	14.3%	20.7%	19.3%	19.3%	25.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.0	49.0	67.2	15.8	55.8	74.8	12.2	41.2	63.0	13.0	42.0	
Actuated g/C Ratio	0.06	0.35	0.48	0.11	0.40	0.53	0.09	0.29	0.45	0.09	0.30	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.55	0.68	0.30	0.67	0.55	0.07	0.57	0.26	0.13	0.59	0.35	
Control Delay (s/veh)	73.5	40.6	12.6	68.2	33.7	2.6	69.3	40.9	4.0	75.4	38.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	73.5	40.6	12.6	68.2	33.7	2.6	69.3	40.9	4.0	75.4	38.7	
LOS	E	D	B	E	C	A	E	D	A	E	D	
Approach Delay (s/veh)		36.1			40.1			38.5			44.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	54	351	74	116	292	0	72	102	0	83	129	
Queue Length 95th (ft)	88	384	101	158	318	15	108	162	26	138	186	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	226	1930	1489	541	1638	923	349	1075	1344	273	1492	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.64	0.29	0.47	0.48	0.06	0.45	0.26	0.12	0.34	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 38.7		Intersection LOS: D	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	26	12	413	451	68
Future Volume (vph)	180	26	12	413	451	68
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.96					0.98
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1524	1671	1923	1942	1335
Flt Permitted	0.950		0.347			
Satd. Flow (perm)	1672	1524	610	1923	1942	1307
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27				48
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)	11		8			
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	6%	8%	4%	3%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	27	13	435	475	72
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	44.0	44.0	12.0	76.0	64.0	64.0
Total Split (%)	36.7%	36.7%	10.0%	63.3%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	11.9	11.9	26.5	23.9	22.5	22.5
Actuated g/C Ratio	0.25	0.25	0.55	0.49	0.46	0.46

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.44	0.07	0.03	0.46	0.53	0.11
Control Delay (s/veh)	20.1	8.6	5.6	10.1	13.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	8.6	5.6	10.1	13.2	5.6
LOS	C	A	A	B	B	A
Approach Delay (s/veh)	18.7			9.9	12.2	
Approach LOS	B			A	B	
Queue Length 50th (ft)	33	0	1	65	73	3
Queue Length 95th (ft)	124	17	8	149	237	28
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	1430	1260	529	1923	1875	1264
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.02	0.02	0.23	0.25	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 48.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 42.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	18	392	8	3	543
Future Vol, veh/h	7	18	392	8	3	543
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	12	6	12	0	6
Mvmt Flow	8	20	426	9	3	590

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	430	0	0	435	0
Stage 1	430	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.6	6.38	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.414	-	-	2.2	-
Pot Cap-1 Maneuver	376	599	-	-	1136	-
Stage 1	660	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	599	-	-	1136	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.41	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	513	20	-
HCM Lane V/C Ratio	-	-	0.053	0.003	-
HCM Control Delay (s/veh)	-	-	12.4	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	416	0	5	496
Future Vol, veh/h	5	6	416	0	5	496
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	11	6	0	0	6
Mvmt Flow	5	6	438	0	5	522

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	971	438	0	0	438	0
Stage 1	438	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	283	600	-	-	1133	-
Stage 1	655	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	281	600	-	-	1133	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.37	0	0.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	396	18	-
HCM Lane V/C Ratio	-	-	0.029	0.005	-
HCM Control Delay (s/veh)	-	-	14.4	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

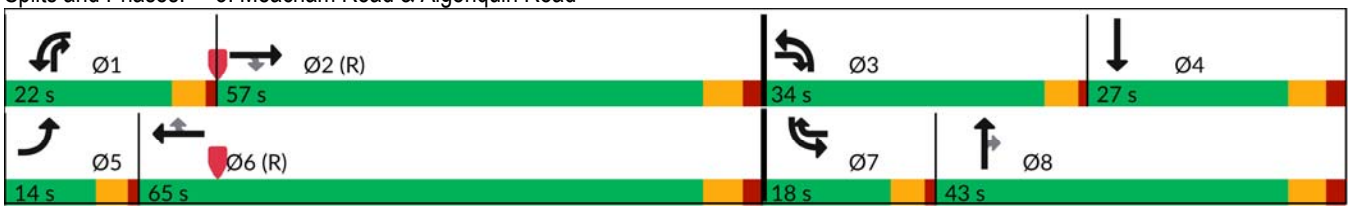
Existing Weekday Evening Peak Hour

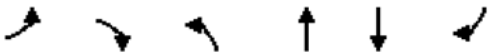
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	627	319	252	1347	117	522	735	355	84	426	86
Future Volume (vph)	115	627	319	252	1347	117	522	735	355	84	426	86
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	5004	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	5004	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94			264		26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	2%	2%	3%	1%	1%	1%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	653	332	263	1403	122	544	766	370	88	534	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	34.0	22.0	65.0	18.0	34.0	43.0	22.0	18.0	27.0	
Total Split (%)	10.0%	40.7%	24.3%	15.7%	46.4%	12.9%	24.3%	30.7%	15.7%	12.9%	19.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.0	52.0	84.7	15.4	58.4	75.8	26.7	40.2	61.6	11.4	24.9	
Actuated g/C Ratio	0.06	0.37	0.61	0.11	0.42	0.54	0.19	0.29	0.44	0.08	0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.54	0.33	0.19	0.70	0.90	0.14	0.82	0.71	0.27	0.61	0.59	
Control Delay (s/veh)	72.7	32.2	8.7	70.1	47.4	4.7	65.4	49.7	7.7	79.3	54.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	72.7	32.2	8.7	70.1	47.4	4.7	65.4	49.7	7.7	79.3	54.1	
LOS	E	C	A	E	D	A	E	D	A	E	D	
Approach Delay (s/veh)		29.5			47.8			45.5			57.6	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	55	154	48	120	617	11	244	336	31	78	160	
Queue Length 95th (ft)	89	192	73	166	723	41	307	417	67	136	207	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	235	1987	1793	429	1572	913	730	1081	1424	172	912	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.33	0.19	0.61	0.89	0.13	0.75	0.71	0.26	0.51	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 44.3		Intersection LOS: D	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	22	49	834	547	168
Future Volume (vph)	100	22	49	834	547	168
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1538	1805	1961	1980	1599
Flt Permitted	0.950		0.327			
Satd. Flow (perm)	1770	1538	621	1961	1980	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				130
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	5%	0%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	23	51	869	570	175
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	28.0	28.0	12.0	92.0	80.0	80.0
Total Split (%)	23.3%	23.3%	10.0%	76.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	9.2	9.2	40.6	39.7	34.0	34.0
Actuated g/C Ratio	0.16	0.16	0.72	0.71	0.61	0.61

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.36	0.08	0.09	0.63	0.48	0.17
Control Delay (s/veh)	27.1	11.7	3.8	9.3	12.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	27.1	11.7	3.8	9.3	12.0	4.0
LOS	C	B	A	A	B	A
Approach Delay (s/veh)	24.3			9.0	10.1	
Approach LOS	C			A	B	
Queue Length 50th (ft)	29	0	4	160	136	8
Queue Length 95th (ft)	85	18	15	325	258	38
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	721	640	635	1961	1980	1599
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.04	0.08	0.44	0.29	0.11

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 56.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	922	21	12	576
Future Vol, veh/h	9	17	922	21	12	576
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	6	1	4	0	1
Mvmt Flow	10	18	991	23	13	619

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1340	1005	0	0	1016	0
Stage 1	1005	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.6	6.29	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.357	-	-	2.2	-
Pot Cap-1 Maneuver	158	286	-	-	691	-
Stage 1	357	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	285	-	-	689	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.73	0	0.43
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	220	73	-
HCM Lane V/C Ratio	-	-	0.127	0.019	-
HCM Control Delay (s/veh)	-	-	23.7	10.3	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	8	886	4	10	570
Future Vol, veh/h	4	8	886	4	10	570
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	50	0	1
Mvmt Flow	4	9	953	4	11	613

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1590	956	0	0	958	0
Stage 1	956	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	120	316	-	-	726	-
Stage 1	377	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	315	-	-	725	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.1	0	0.17
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	201	31	-
HCM Lane V/C Ratio	-	-	0.064	0.015	-
HCM Control Delay (s/veh)	-	-	24.1	10	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Morning Peak Hour

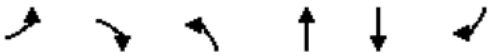
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	1207	404	461	844	51	148	268	163	88	491	165
Future Volume (vph)	121	1207	404	461	844	51	148	268	163	88	491	165
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4852	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129			58			181		55	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	2%	4%	6%	8%	11%	4%	12%	6%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1341	449	512	938	57	164	298	181	98	729	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	20.0	27.0	70.0	27.0	20.0	29.0	27.0	27.0	36.0	
Total Split (%)	10.0%	40.7%	14.3%	19.3%	50.0%	19.3%	14.3%	20.7%	19.3%	19.3%	25.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.2	46.8	65.3	22.5	60.1	79.5	12.5	36.3	64.8	13.4	37.2	
Actuated g/C Ratio	0.07	0.33	0.47	0.16	0.43	0.57	0.09	0.26	0.46	0.10	0.27	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.76	0.33	0.95	0.61	0.07	0.59	0.31	0.14	0.60	0.55	
Control Delay (s/veh)	76.1	44.6	16.2	85.3	32.5	2.5	69.6	44.8	3.7	75.5	43.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	76.1	44.6	16.2	85.3	32.5	2.5	69.6	44.8	3.7	75.5	43.6	
LOS	E	D	B	F	C	A	E	D	A	E	D	
Approach Delay (s/veh)		40.2			49.3			39.6			47.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	62	395	98	240	341	0	75	116	0	87	196	
Queue Length 95th (ft)	98	435	128	#351	392	16	112	174	26	145	257	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	226	1912	1425	541	1638	967	349	947	1271	273	1330	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.59	0.70	0.32	0.95	0.57	0.06	0.47	0.31	0.14	0.36	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 44.1		Intersection LOS: D	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	189	27	13	449	639	71
Future Volume (vph)	189	27	13	449	639	71
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1524	1671	1923	1942	1335
Flt Permitted	0.950		0.223			
Satd. Flow (perm)	1736	1524	392	1923	1942	1335
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28				35
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	6%	8%	4%	3%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	28	14	473	673	75
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	44.0	44.0	12.0	76.0	64.0	64.0
Total Split (%)	36.7%	36.7%	10.0%	63.3%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.3	14.3	35.6	32.9	31.5	31.5
Actuated g/C Ratio	0.24	0.24	0.59	0.55	0.52	0.52

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.48	0.07	0.04	0.45	0.66	0.10
Control Delay (s/veh)	26.1	10.4	5.8	9.8	15.4	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.1	10.4	5.8	9.8	15.4	6.1
LOS	C	B	A	A	B	A
Approach Delay (s/veh)	24.1			9.7	14.5	
Approach LOS	C			A	B	
Queue Length 50th (ft)	47	0	2	82	134	5
Queue Length 95th (ft)	167	21	9	185	410	34
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	1176	1041	426	1830	1757	1211
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.03	0.03	0.26	0.38	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 60.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 14.4		Intersection LOS: B	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	18	427	8	3	733
Future Vol, veh/h	7	18	427	8	3	733
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	12	6	12	0	6
Mvmt Flow	8	20	464	9	3	797

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	873	468	0	0	473	0
Stage 1	468	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Critical Hdwy	6.6	6.38	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.414	-	-	2.2	-
Pot Cap-1 Maneuver	308	569	-	-	1100	-
Stage 1	634	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	307	569	-	-	1100	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.33	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	15	-
HCM Lane V/C Ratio	-	-	0.059	0.003	-
HCM Control Delay (s/veh)	-	-	13.3	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	6	452	0	5	684
Future Vol, veh/h	5	6	452	0	5	684
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	11	6	0	0	6
Mvmt Flow	5	6	476	0	5	720

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1206	476	0	0	476	0
Stage 1	476	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	205	571	-	-	1097	-
Stage 1	629	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	571	-	-	1097	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.94	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	313	13	-
HCM Lane V/C Ratio	-	-	0.037	0.005	-
HCM Control Delay (s/veh)	-	-	16.9	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Evening Peak Hour

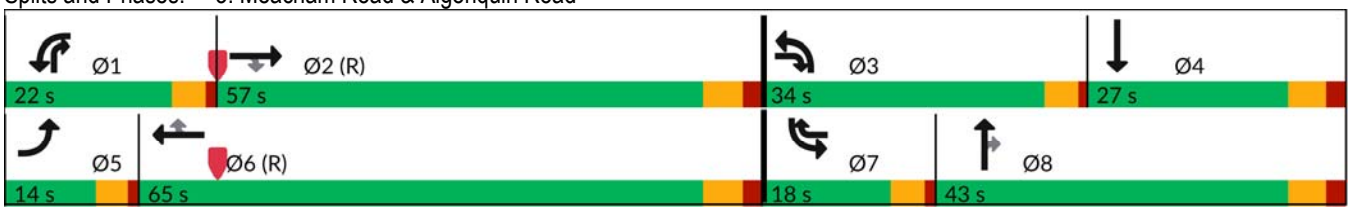
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	893	335	383	1428	123	548	782	485	88	497	125
Future Volume (vph)	180	893	335	383	1428	123	548	782	485	88	497	125
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	4978	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94			165		37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	2%	2%	3%	1%	1%	1%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	930	349	399	1488	128	571	815	505	92	648	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	34.0	22.0	65.0	18.0	34.0	43.0	22.0	18.0	27.0	
Total Split (%)	10.0%	40.7%	24.3%	15.7%	46.4%	12.9%	24.3%	30.7%	15.7%	12.9%	19.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.5	50.9	84.1	17.5	58.9	76.4	27.3	39.1	62.6	11.6	23.4	
Actuated g/C Ratio	0.07	0.36	0.60	0.13	0.42	0.55	0.20	0.28	0.45	0.08	0.17	

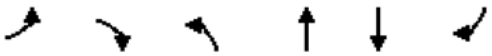
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.80	0.48	0.20	0.93	0.95	0.14	0.85	0.78	0.37	0.63	0.75	
Control Delay (s/veh)	88.4	35.3	9.1	89.4	53.0	5.0	66.7	52.9	17.9	80.3	59.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.4	35.3	9.1	89.4	53.0	5.0	66.7	52.9	17.9	80.3	59.0	
LOS	F	D	A	F	D	A	E	D	B	F	E	
Approach Delay (s/veh)		35.9			57.1			47.7			61.6	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	88	237	53	188	678	14	257	365	113	82	200	
Queue Length 95th (ft)	#150	280	77	#286	#839	44	324	449	165	142	250	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	235	1950	1771	429	1569	919	730	1050	1348	172	862	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.80	0.48	0.20	0.93	0.95	0.14	0.78	0.78	0.37	0.53	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay (s/veh): 49.7 Intersection LOS: D
Intersection Capacity Utilization 88.2% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	105	23	51	945	659	176
Future Volume (vph)	105	23	51	945	659	176
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1538	1805	1961	1980	1599
Flt Permitted	0.950		0.269			
Satd. Flow (perm)	1770	1538	511	1961	1980	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				113
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	5%	0%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	24	53	984	686	183
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	28.0	28.0	12.0	92.0	80.0	80.0
Total Split (%)	23.3%	23.3%	10.0%	76.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	10.1	10.1	47.8	47.0	41.3	41.3
Actuated g/C Ratio	0.16	0.16	0.75	0.73	0.64	0.64

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.39	0.09	0.10	0.69	0.54	0.17
Control Delay (s/veh)	32.3	13.5	3.7	10.3	12.4	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.3	13.5	3.7	10.3	12.4	4.3
LOS	C	B	A	B	B	A
Approach Delay (s/veh)	28.9			10.0	10.7	
Approach LOS	C			A	B	
Queue Length 50th (ft)	35	0	5	212	185	13
Queue Length 95th (ft)	105	22	16	436	343	45
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	644	574	562	1944	1910	1547
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.04	0.09	0.51	0.36	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 64.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	1037	21	12	690
Future Vol, veh/h	9	17	1037	21	12	690
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	6	1	4	0	1
Mvmt Flow	10	18	1115	23	13	742

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1525	1128	0	0	1140	0
Stage 1	1128	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.6	6.29	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.357	-	-	2.2	-
Pot Cap-1 Maneuver	120	241	-	-	620	-
Stage 1	312	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	241	-	-	619	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.22	0	0.46
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	176	62	-
HCM Lane V/C Ratio	-	-	0.159	0.021	-
HCM Control Delay (s/veh)	-	-	29.2	10.9	0.3
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	8	999	4	10	684
Future Vol, veh/h	4	8	999	4	10	684
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	50	0	1
Mvmt Flow	4	9	1074	4	11	735

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1834	1077	0	0	1079	0
Stage 1	1077	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	85	268	-	-	654	-
Stage 1	330	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	82	268	-	-	653	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	30.72	0	0.15
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	26	-
HCM Lane V/C Ratio	-	-	0.084	0.016	-
HCM Control Delay (s/veh)	-	-	30.7	10.6	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour

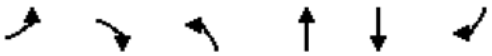
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1207	404	461	844	54	148	275	163	96	512	173
Future Volume (vph)	124	1207	404	461	844	54	148	275	163	96	512	173
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4852	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	5250	2787	3367	3585	1495	3155	3654	2538	1703	4852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129			58			181		56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	2%	4%	6%	8%	11%	4%	12%	6%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	1341	449	512	938	60	164	306	181	107	761	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	20.0	27.0	70.0	27.0	20.0	29.0	27.0	27.0	36.0	
Total Split (%)	10.0%	40.7%	14.3%	19.3%	50.0%	19.3%	14.3%	20.7%	19.3%	19.3%	25.7%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.2	46.8	65.3	22.5	60.1	80.2	12.5	35.6	64.1	14.1	37.2	
Actuated g/C Ratio	0.07	0.33	0.47	0.16	0.43	0.57	0.09	0.25	0.46	0.10	0.27	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.76	0.33	0.95	0.61	0.07	0.59	0.33	0.14	0.63	0.57	
Control Delay (s/veh)	77.0	44.6	16.2	85.3	32.5	2.7	69.6	45.7	3.8	75.7	44.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	77.0	44.6	16.2	85.3	32.5	2.7	69.6	45.7	3.8	75.7	44.2	
LOS	E	D	B	F	C	A	E	D	A	E	D	
Approach Delay (s/veh)		40.3			49.2			40.1			48.0	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	63	395	98	240	341	1	75	121	0	95	206	
Queue Length 95th (ft)	101	435	128	#351	392	18	112	181	26	154	269	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	226	1912	1425	541	1638	967	349	928	1259	273	1331	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.61	0.70	0.32	0.95	0.57	0.06	0.47	0.33	0.14	0.39	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 44.4		Intersection LOS: D	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	189	27	13	464	642	71
Future Volume (vph)	189	27	13	464	642	71
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1736	1524	1671	1923	1942	1335
Flt Permitted	0.950		0.223			
Satd. Flow (perm)	1736	1524	392	1923	1942	1335
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		28				35
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	6%	8%	4%	3%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	199	28	14	488	676	75
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	44.0	44.0	12.0	76.0	64.0	64.0
Total Split (%)	36.7%	36.7%	10.0%	63.3%	53.3%	53.3%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	14.3	14.3	35.7	33.0	31.6	31.6
Actuated g/C Ratio	0.24	0.24	0.59	0.55	0.52	0.52

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.48	0.07	0.04	0.46	0.66	0.10
Control Delay (s/veh)	26.2	10.5	5.8	10.0	15.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	26.2	10.5	5.8	10.0	15.5	6.1
LOS	C	B	A	A	B	A
Approach Delay (s/veh)	24.3			9.8	14.5	
Approach LOS	C			A	B	
Queue Length 50th (ft)	47	0	2	86	135	5
Queue Length 95th (ft)	168	21	9	193	413	34
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	1172	1038	425	1829	1755	1210
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.03	0.03	0.27	0.39	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 60.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 14.4		Intersection LOS: B	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	18	452	8	3	770
Future Vol, veh/h	7	18	452	8	3	770
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	12	6	12	0	6
Mvmt Flow	8	20	491	9	3	837

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	921	496	0	0	500	0
Stage 1	496	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.6	6.38	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.414	-	-	2.2	-
Pot Cap-1 Maneuver	288	549	-	-	1075	-
Stage 1	616	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	549	-	-	1075	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.78	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	14	-
HCM Lane V/C Ratio	-	-	0.062	0.003	-
HCM Control Delay (s/veh)	-	-	13.8	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	37	5	0	6	13	452	0	5	684	5
Future Vol, veh/h	15	0	37	5	0	6	13	452	0	5	684	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	11	0	6	0	0	6	0
Mvmt Flow	16	0	39	5	0	6	14	476	0	5	720	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1236	-	723	1234	1239	476	725	0	0	476	0	0
Stage 1	733	-	-	503	503	-	-	-	-	-	-	-
Stage 2	503	-	-	731	736	-	-	-	-	-	-	-
Critical Hdwy	7.1	-	6.2	7.1	6.5	6.31	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.3	3.5	4	3.399	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	154	0	430	155	177	571	887	-	-	1097	-	-
Stage 1	415	0	-	554	545	-	-	-	-	-	-	-
Stage 2	554	0	-	417	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	150	-	430	138	173	571	887	-	-	1097	-	-
Mov Cap-2 Maneuver	279	-	-	259	290	-	-	-	-	-	-	-
Stage 1	413	-	-	546	536	-	-	-	-	-	-	-
Stage 2	540	-	-	377	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.49	15.09	0.26	0.06
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	279	430	369	1097	-	-
HCM Lane V/C Ratio	0.015	-	-	0.057	0.091	0.031	0.005	-	-
HCM Control Delay (s/veh)	9.1	-	-	18.7	14.2	15.1	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	0	-	-

Capacity Analysis Summary Sheets

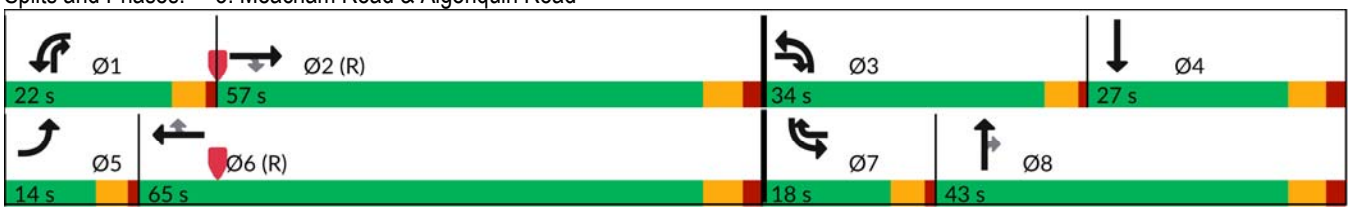
Year 2030 Total Projected Weekday Evening Peak Hour

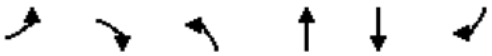
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	893	335	383	1428	131	548	804	485	93	511	130
Future Volume (vph)	188	893	335	383	1428	131	548	804	485	93	511	130
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		505	420		110	700		525	200		0
Storage Lanes	2		2	2		1	2		2	1		0
Taper Length (ft)	290			250			300			235		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.95	1.00	0.97	0.95	0.88	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt			0.850			0.850			0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	4978	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5353	2814	3433	3725	1568	3467	3762	2814	1787	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94			157		37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1819			1291			1128			411	
Travel Time (s)		41.3			29.3			25.6			9.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	1%	2%	2%	3%	1%	1%	1%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	930	349	399	1488	136	571	838	505	97	667	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	9.5	9.5	24.0	
Total Split (s)	14.0	57.0	34.0	22.0	65.0	18.0	34.0	43.0	22.0	18.0	27.0	
Total Split (%)	10.0%	40.7%	24.3%	15.7%	46.4%	12.9%	24.3%	30.7%	15.7%	12.9%	19.3%	
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None	None	Max	None	None	Max	
Act Effct Green (s)	9.5	50.9	84.1	17.5	58.9	76.6	27.3	38.9	62.4	11.8	23.4	
Actuated g/C Ratio	0.07	0.36	0.60	0.13	0.42	0.55	0.20	0.28	0.45	0.08	0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.83	0.48	0.20	0.93	0.95	0.15	0.85	0.80	0.38	0.65	0.77	
Control Delay (s/veh)	92.3	35.3	9.1	89.4	53.0	5.5	66.7	54.2	18.4	81.6	59.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	92.3	35.3	9.1	89.4	53.0	5.5	66.7	54.2	18.4	81.6	59.9	
LOS	F	D	A	F	D	A	E	D	B	F	E	
Approach Delay (s/veh)		36.7			57.0			48.5			62.7	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	92	237	53	188	678	17	257	380	117	86	207	
Queue Length 95th (ft)	#160	280	77	#286	#839	48	324	464	168	148	#269	
Internal Link Dist (ft)		1739			1211			1048			331	
Turn Bay Length (ft)	350		505	420		110	700		525	200		
Base Capacity (vph)	235	1950	1771	429	1569	919	730	1044	1340	172	862	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.83	0.48	0.20	0.93	0.95	0.15	0.78	0.80	0.38	0.56	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 50.2		Intersection LOS: D	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Meacham Road & Algonquin Road





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	105	23	51	955	675	176
Future Volume (vph)	105	23	51	955	675	176
Ideal Flow (vphpl)	1900	1900	1900	2000	2000	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	295	0	110			110
Storage Lanes	1	1	1			1
Taper Length (ft)	85		115			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1538	1805	1961	1980	1599
Flt Permitted	0.950		0.261			
Satd. Flow (perm)	1770	1538	496	1961	1980	1599
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				110
Link Speed (mph)	30			30	30	
Link Distance (ft)	609			3610	502	
Travel Time (s)	13.8			82.0	11.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	5%	0%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	24	53	995	703	183
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	9.5	24.0	24.0	24.0
Total Split (s)	28.0	28.0	12.0	92.0	80.0	80.0
Total Split (%)	23.3%	23.3%	10.0%	76.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	0.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	3.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	Min	Min	Min
Act Effct Green (s)	10.1	10.1	48.7	47.8	42.2	42.2
Actuated g/C Ratio	0.16	0.16	0.75	0.73	0.65	0.65

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.40	0.09	0.10	0.69	0.55	0.17
Control Delay (s/veh)	32.9	13.6	3.7	10.4	12.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.9	13.6	3.7	10.4	12.5	4.4
LOS	C	B	A	B	B	A
Approach Delay (s/veh)	29.4			10.1	10.8	
Approach LOS	C			B	B	
Queue Length 50th (ft)	36	0	5	218	193	14
Queue Length 95th (ft)	106	22	16	449	357	46
Internal Link Dist (ft)	529			3530	422	
Turn Bay Length (ft)	295		110			110
Base Capacity (vph)	632	564	551	1938	1905	1542
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.04	0.10	0.51	0.37	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 65.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Meacham Road/Plum Grove Road & Old Plum Grove Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	1075	21	12	714
Future Vol, veh/h	9	17	1075	21	12	714
Conflicting Peds, #/hr	0	0	0	2	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	6	1	4	0	1
Mvmt Flow	10	18	1156	23	13	768

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1579	1169	0	0	1180	0
Stage 1	1169	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.6	6.29	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.357	-	-	2.2	-
Pot Cap-1 Maneuver	111	228	-	-	599	-
Stage 1	298	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	228	-	-	598	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	31.28	0	0.48
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	165	60	-
HCM Lane V/C Ratio	-	-	0.17	0.022	-
HCM Control Delay (s/veh)	-	-	31.3	11.2	0.3
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	0.8

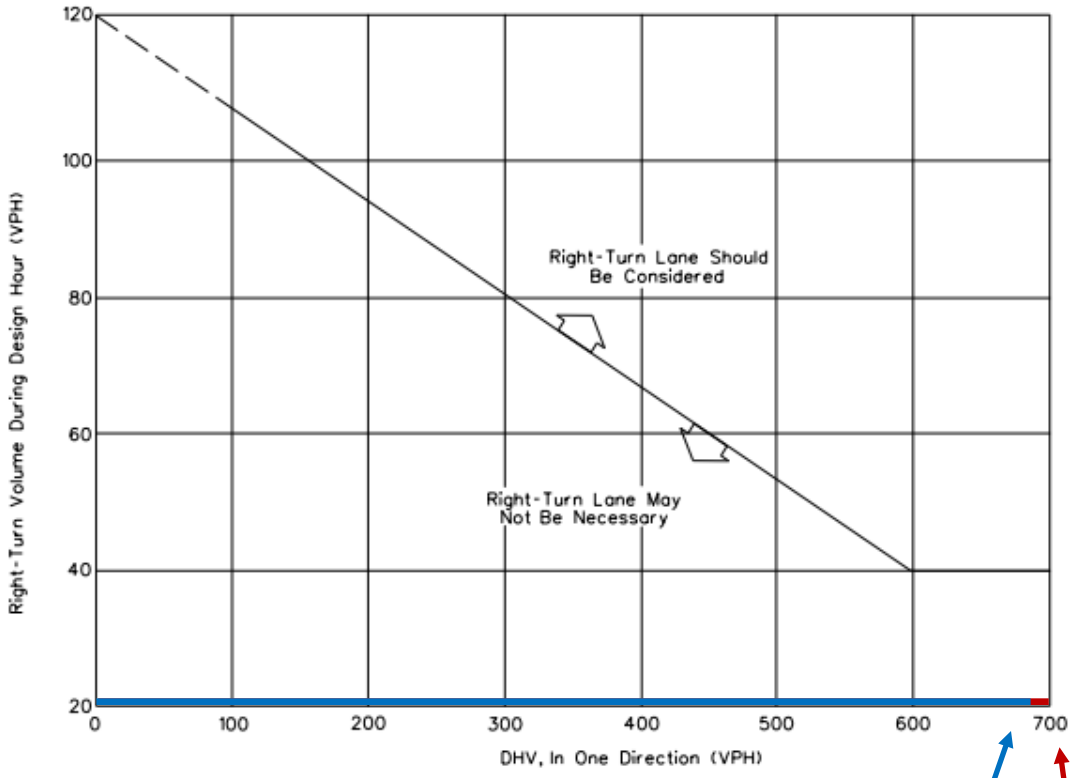
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	24	4	0	8	38	999	4	10	684	16
Future Vol, veh/h	10	0	24	4	0	8	38	999	4	10	684	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	-	-	-	125	-	-	125	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	50	0	1	0
Mvmt Flow	11	0	26	4	0	9	41	1074	4	11	735	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1922	-	744	1916	1933	1077	753	0	0	1079	0	0
Stage 1	766	-	-	1159	1159	-	-	-	-	-	-	-
Stage 2	1156	-	-	757	774	-	-	-	-	-	-	-
Critical Hdwy	7.1	-	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	51	0	418	52	67	268	866	-	-	654	-	-
Stage 1	399	0	-	241	272	-	-	-	-	-	-	-
Stage 2	242	0	-	403	411	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	-	418	46	62	268	866	-	-	653	-	-
Mov Cap-2 Maneuver	145	-	-	143	166	-	-	-	-	-	-	-
Stage 1	392	-	-	229	259	-	-	-	-	-	-	-
Stage 2	223	-	-	372	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	19.39	23.45	0.34	0.15
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	145	418	208	653	-	-
HCM Lane V/C Ratio	0.047	-	-	0.074	0.062	0.062	0.016	-	-
HCM Control Delay (s/veh)	9.4	-	-	31.9	14.2	23.5	10.6	-	-
HCM Lane LOS	A	-	-	D	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0.2	0.1	-	-

Turn Lane Warrants



Note: For highways with a design speed below 50 mph (80 km/hr), with a DHV in one direction of less than 300, and where right turns are greater than 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 mph (60 km/hr)
	DHV (in one direction)	=	250 vph
	Right Turns	=	100 vph

AM Peak Hour (694, 5)

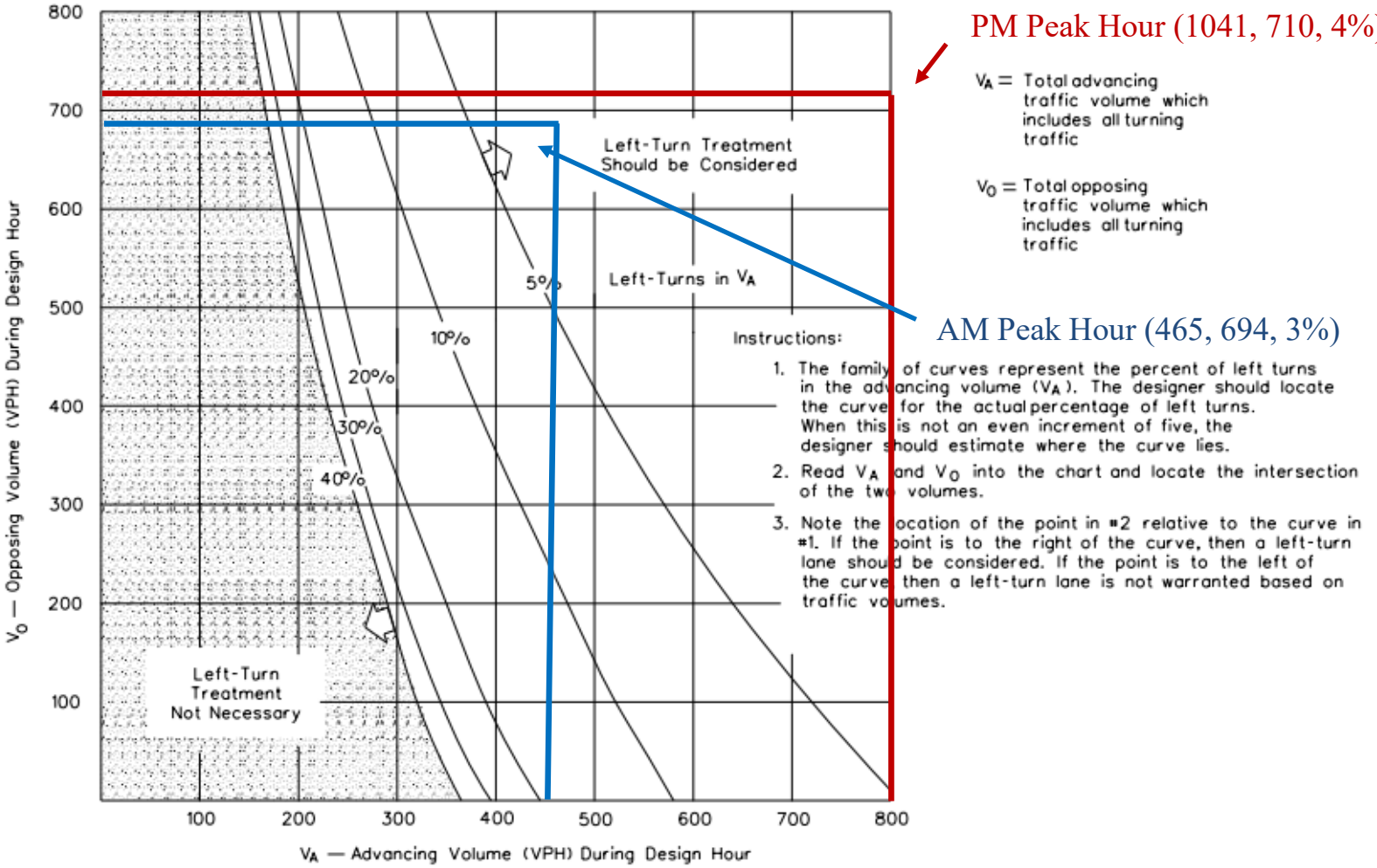
PM Peak Hour (710, 10)

Problem: Determine if a right-turn lane is warranted.

Solution: To read the vertical axis, use 100 - 20 = 80 vph. The figure indicates that right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS

Figure 36-3.A



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
(40 mph Design Speed)

Figure 36-3.G

An Analysis of the Market Potential For Residential Development --- Loeber Farms --- Schaumburg, Illinois

Prepared on behalf of:

Nitti Group, LLC
132 North York Street, Suite 2F
Elmhurst, IL 60126

March 14, 2025

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REAL ESTATE MARKET ANALYSIS

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INTRODUCTION

At the request of Nitti Group, LLC, Tracy Cross & Associates evaluated the market potential for residential development in Schaumburg, Cook County, Illinois. Specifically, this analysis addresses the marketability of a variety of attached and single family homes within the 33.0-acre Loeber Farms assemblage aligning Meacham Road at Brookdale Lane (as extended) in the far north quadrant of the village. The objective of this analysis is to provide the Client with a thorough understanding of relevant economic and residential construction trends as they may impact upon future ownership housing development initiatives within the property.

GEOGRAPHIC DELINEATION: THE LOEBER FARMS PROPERTY
-- SCHAUMBURG, ILLINOIS --



Source: Nitti Group, LLC and Google Maps

Overall, this analysis establishes the following:

- An understanding of the strengths and weaknesses of the Schaumburg area's residential marketplace over the immediate- to mid-term (i.e., through 2030). This evaluation is based upon forecasts of economic, demographic and residential construction trends which define the marketplace.

- Conclusions regarding the marketability of 121 attached and single family homes within the subject property, hereinafter referred to as *Loeber Farms*. These conclusions are based upon factors associated with location, sales trends in the market area's new and existing home sectors, the performance of similar new construction townhome and single family developments in similar suburban locales, and the likely future alignment of the residential marketplace.

- ❑ Within the context of the established land plan and preliminary product concepts, forward product development guidelines for attached and single family housing forms which have measurable market support, complement adjoining established neighborhoods and are thus suitable for market introduction. These development guidelines address plan styles, unit size and bedroom/bath requirements, interior appointments and finishes necessary to attain acceptable levels of absorption at market-consistent sales prices.

- ❑ Alternative benchmark pricing strategies and associated sales forecasts to enable financial modeling and aid in the ultimate positioning of the community.

THE SUBJECT PROPERTY AND ITS ENVIRONS

The subject property consists of a 33.0-acre assemblage aligning north Meacham Road, one-quarter mile north of IL-62/Algonquin Road and one mile northwest of the IL-62/IL-53/Interstate 355 interchange in the Woodfield District of the village of Schaumburg. Meacham Road represents the principal commutation and commercial corridor of the village, characterized by extensive office/commercial development, numerous retail centers including the regional Woodfield Shopping Center, grocery/pharmacy, automotive services, banking facilities, restaurants, and other consumer service providers found within a two-mile distance south. The property is heavily wooded and features a rolling topography. The immediate environs are principally characterized by a number of larger-scale apartment and condominium communities developed, for the most part, during the 1970-1989 era, together with a modicum of single family subdivisions of the same era.

Over the last five years, however, three larger-scale apartment communities, along with a townhome for sale development have been introduced within one mile of the subject site aligning Algonquin Road. These include the 180-unit *North 680 apartments* introduced in 2017; *Element at Veridian*, a 260-unit apartment development introduced in 2020 as part of the 225-acre Veridian mixed-use redevelopment of the Motorola Campus; and, most recently, the 373-unit *The Quin* introduced in 2023. In addition to these luxury apartment communities, 2020 also saw the introduction of D.R. Horton's *Northgate at Veridian*, a 326-unit Rowhome development, summarized as follows:



The Quin Apartments

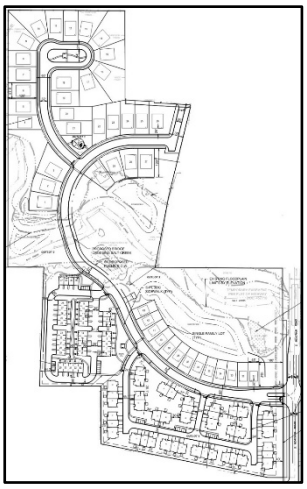
- ***Northgate at Veridian*** represents the first large-scale attached for sale development introduced in Schaumburg in more than two decades. This development consists of 326 rowhomes distributed among a series of three-story, rear-load garage buildings. Representing D.R. Horton's Tradition Series, plan offerings range in unit size from 1,576 to 1,782 square feet and feature two and three bedroom, two and one-half bath designs. Most plan types also feature a loft and/or lower level (at grade) bonus. *Base* sales prices at the close of 2024 extended from $474,990 to $494,990 and averaged $486,657 for a 1,713 square foot residence, yielding a base price value of $284.10 per square foot. It is also noted, however, that finished inventory at this community carry sales prices extending from $549,990 to $624,990 and averaging $583,323 or $340.53 per square foot. A homeowner's association fee of $230 monthly includes lawn maintenance and snow removal. At the close of 2024, 246 units had been sold, translating to an overall sales velocity of 4.5 units per month.



Northgate at Veridian

THE PROPOSED DEVELOPMENT

As conceptualized, the proposed Residences at Loeber Farm would represent a departure from higher-density development of late, with planning areas designed for respectful preservation of the natural enhancements of the site. Developed along a curvilinear street system, the community will feature areas of dedicated conservancy wetlands and detention ponds, with potential walking/bike paths providing linkage to nearby parks, school campuses and the like. A total of 78 Rowhome and Townhome units are planned in the southern quadrant of the property closest to the existing vintage apartment development, while a 30-unit single family planning area with appeal to established family profiles, will reflect plans adapted from the company's very successful *Summit Grove* community in Schaumburg to be developed on typical 60 ft. x 120 ft. homesites in the far northern quadrant of the site, while a 13-unit *Village Series* will be developed on 45 ft. x 104 ft. homesites aligning the community's main boulevard, representing the final phase of the development.



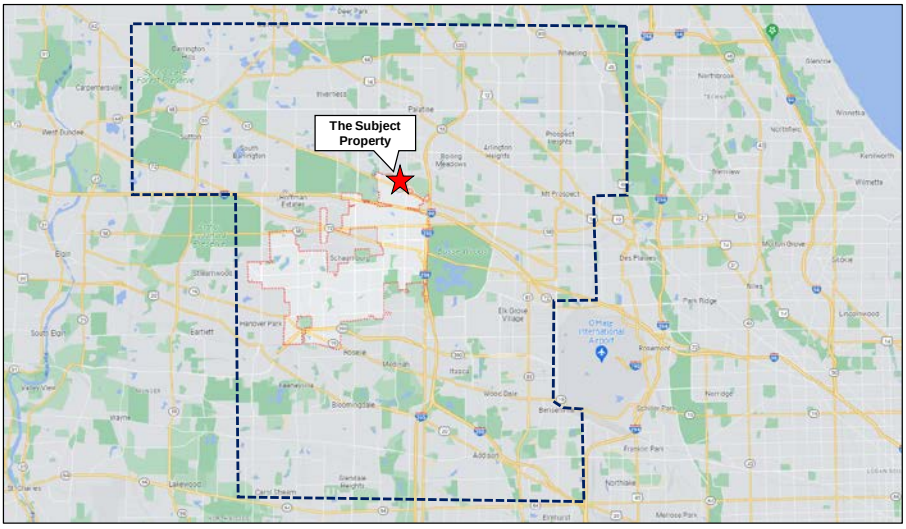
Illustrative Land Plan-
Loeber Farms

Overall, the site occupies an ***excellent*** location relative to employment, shopping and ancillary services, while its location aligning Meacham Road affords a strong marketing window for the community.

THE MARKET AREA

For purposes of this analysis, the *Schaumburg Market Area* is defined as the townships of Addison, Barrington, Bloomingdale, Elk Grove, Palatine, Schaumburg, and Wheeling in DuPage and Cook counties, IL. *Generally* extending south from Lake-Cook Road to IL-64/North Avenue and west from Interstate 294 to Barrington Road, this market area forms a homogeneous component of the northwest suburban region defined by its dependence upon like sources of employment, commuting patterns established along the I-90/355/294, US 14, US 20, and IL-53, 62 and 72 highway systems; socio-economic similarities in demographic and household composition; as well as the alignment of newer for sale developments which will serve as sources of competitive influence.

GEOGRAPHIC DELINEATION: THE SCHAUMBURG MARKET AREA



Source: Google Maps & Tracy Cross & Associates, Inc.

CONCLUSION

Lifestyle residential for sale development within the subject property is viewed as a viable development opportunity based upon the overall lack of new for sale development of scale in the market area, coupled with the property's strong location proximate to significant concentrations of employment, healthcare, and in-place ancillary shopping and services, along with convenient access to regional transportation systems. Today, there is more than adequate support for properly priced, quality for sale development which would expand housing options to appeal across a broad range of consumer segments and enhance the lifestyle orientation of the general area where civic amenities, shopping and (importantly) concentrations of employment are all within a reasonable distance of one's home. This conclusion also considers the expectation of *measured* regional economic growth during the 2025-2030 forecast period and beyond, summarized as follows:

- Lifestyle residential development within the subject property is consistent with its environs and also adheres to the Village of Schaumburg's Comprehensive Plan. As noted, the property is proximate to a wide variety of established shopping, dining, and entertainment venues. For example, the property is within two miles north of Schaumburg's Woodfield District, including the 2.2 million square foot *Woodfield Shopping Center*, one the nation's largest indoor malls, along with the *Streets of Woodfield* and the many retail centers which align Meacham, Golf, and Higgins roads as well as Woodfield Drive, which are host to virtually every national and regional retailer, restauranteur, big box merchant, and consumer service and daily needs provider. The property is also directly north of the Schaumburg's developing *Convention Center and 90 North District* area which includes the aforementioned *Veridian master community* envisioned to include a "Main Street" mixed-use environment to include a variety of mixed-use rental apartment, attached for sale and/or senior housing idioms, along with office, retail, hotel and restaurant uses, up to 22.0-acres of park and open space, pedestrian-oriented trail systems connecting the development to the Zurich America headquarter facilities, and ultimately linking walking/biking trails to future mixed-use residential, commercial, entertainment and/or hospitality uses to be developed east of Meacham Road intended to support/enhance Convention Center activity. Infrastructure improvements to date include the 67,000 square foot Top Golf entertainment facility which opened in November 2019, and the noted DR Horton *Northgate at Veridian* rowhomes along with the *Element at Veridian* apartments.

- Schaumburg is also well-served by local and regional transportation systems including the I-90, Route 53/I-355 and I-290/294 highway systems, along with Algonquin/Route 62, Rand/Route 12, US 14/Northwest Highway, Golf Road/Route 58, and Higgins Road/Route 72, which represent major commutation and commercial arterials of the northwestern suburbs. These roadways link area residents with some 2.1 million *suburban* private sector jobs accounting for nearly three-quarters (87.4 percent) of all suburban private sector jobs in the six-county metro region. These include the many established office parks and logistics centers aligning the I-90 corridor extending east from Hoffman Estates to O'Hare International Airport; the I-355/IL-53 corridor in the Woodfield District of Schaumburg and in Itasca; and along the I-88 corridor from Aurora east to Oak Brook. which can all be reached within a 40-minute drive time. The property is also within a reasonable five-mile distance of several major suburban medical campuses including Northwest Community Hospital in Arlington Heights, St. Alexius Medical Center in Hoffman Estates, and Alexian Brothers Medical Center in Elk Grove Village. These medical campuses and associated outpatient facilities, together with school district and public administrations also represent significant sources of local employment and lend support to the sustaining strength of the marketplace for residential development.



Northwest Community Hospital

- The proposed Residences at Loeber Farm is expected to enter the market at a time of tangible yet reserved regional economic growth which will have a positive influence upon the residential market. That said, we would be remiss not to acknowledge the impact of the pandemic and recent periods of social unrest upon the national and regional economies, exacerbated by rapidly accelerating rates of inflation which had an adverse impact upon our region's housing market over the last four years. For example, the Schaumburg market area suffered relatively sharp levels of household contractions during the post-pandemic 2020-2025 period, averaging the loss of 1,901 household yearly as opportunities for remote work, coupled with a very favorable interest rate climate during the 2020-2022 period (in particular) spurred strong movership levels out-of-state or out-of-region. Household contractions in the village itself were relatively modest, averaging 83 households yearly or only 4.4 percent of total market area contractions. However, in tandem with a stabilizing regional economy, household additions in the Schaumburg Market Area are expected to advance through 2030, projected at 792 households yearly, *before factoring the impact of potential new residential development of scale* in this urbanized area where diminishing parcels of land suitable for development, coupled with land use covenants in many of the market area's constituent municipalities, effectively *limits new construction* to redevelopment sites such as the subject Meacham Road property. As will be detailed in later sections of this report, despite persistent rates of inflation and a still tight mortgage lending climate, home sales have recently begun to respond and are expected to continue to gain traction through the balance of 2025 and achieve tangible improvement over the 2025-2030 forecast period, lending support to the introduction of the Residences at Loeber Farm over the 2026-2030 timeframe.

POPULATION AND HOUSEHOLD TRENDS:
-- THE SCHAUMBURG MARKET AREA --

Area	2010	2020	2025 (Est.)	2030 (Proj.)	Average Annual Change 2010 - 2020	Average Annual Change 2020 - 2025	Average Annual Change 2025 - 2030
Population							
The Schaumburg Market Area	707,026	718,947	689,510	699,851	+1,192	-5,887	+2,068
Village of Schaumburg	74,731	78,723	77,449	78,611	+399	-255	+232
Percent of Market Area	10.6	10.9	11.2	11.2	---	---	---
Remainder of Market Area	632,295	640,224	612,061	621,240	+793	-5,633	+1,836
Percent of Market Area	89.4	89.1	88.8	88.8	---	---	---
Households							
The Schaumburg Market Area	266,689	273,670	264,165	268,127	+698	-1,901	+792
Village of Schaumburg	30,927	31,280	30,864	31,327	+35	-83	+93
Percent of Market Area	11.6	11.4	11.7	11.7	---	---	---
Remainder of Market Area	235,762	242,390	233,301	236,800	+663	-1,818	+700
Percent of Market Area	88.4	88.6	88.3	88.3	---	---	---

Source: U.S. Bureau of the Census Bureau: Census 2010 and 2020; Environics Analytics; and Tracy Cross & Associates, Inc.

- Our favorable conclusion also considers tenure, age and income characteristics of householders in the Schaumburg Market Area. Consistent with the proposed master community, tenure distribution in the Schaumburg Market Area strongly favor ownership housing which currently accounts for an estimated 70.0 percent of all occupied housing units. In Schaumburg itself, some 64.9 percent of residents are homeowners (refer to Appendix A1).

- When focusing upon *family household* segments, it is estimated that roughly 30.0 percent of market area households represent married couples *with children under the age of 18*, while 36.3 percent reflect couples without children. Also, householders in the Schaumburg Market Area are relatively young, supporting a median age of 54 years with those in the village of Schaumburg supporting a median age of 49 years. As summarized in Appendix A2, with just over one-third (36.5 percent or 96,402 householders) aligning age categories of 35 to 54, while another 36.1 percent are aged 55 to 74. Collectively, these two age categories, which total 191,674 households, represent the strongest age cohorts for lifestyle attached and/or single family ownership options consistent with the proposed development. Moreover, not only is there a sizeable base of existing households across all potential lifestyle ownership age categories, but these profile age cohorts are generally expected to advance proportionately over the forecast period.

HOUSEHOLD GROWTH PROJECTIONS BY AGE GROUP
-- THE SCHAUMBURG MARKET AREA --

Age Range	Schaumburg Market Area		Village of Schaumburg	
	2025	2030	2025	2030
Under 35	36,316	32,953	4,714	4,007
35-44	48,628	47,405	6,531	6,378
45-54	47,774	49,228	5,740	6,175
55-64	50,305	48,102	5,345	5,266
65-74	44,967	47,995	4,794	5,006
75 and over	36,175	42,444	3,740	4,495
Total	***264,165***	***268,127***	***30,864***	***31,327***

Source: Environics Analytics and Tracy Cross & Associates, Inc.

- While households throughout the Schaumburg Market Area earn an estimated median income of $96,594, among target profile age categories younger than 75 years, some 30.0 percent currently earn *at least* $150,000 per annum. Of this latter higher-income group, a substantial 57.2 percent (or 39,028 households) in excess of $200,000 per annum, incomes requisite to meet the affordability requirements of new lifestyle/established family ownership housing types *before factoring likely equity positions of potential transitioning resident homeowners*.

HOUSEHOLD AGE AND INCOME CHARACTERISTICS: 2025
-- SCHAUMBURG MARKET AREA --

Attribute	Schaumburg Market Area			Village of Schaumburg		
	Number	Percent	Median	Number	Percent	Median
Total Households	**264,165**	**100.0**	**$96,594**	**30,864**	**100.0**	**$97,141**
Under 25 Years	4,969	1.9	57,455	588	1.9	65,888
25 - 34 Years	31,347	11.9	89,154	4,126	13.4	88,785
35 - 44 Years	48,628	18.4	117,846	6,531	21.2	117,326
45 - 54 Years	47,774	18.1	121,143	5,740	18.6	114,071
55 - 64 Years	50,305	19.0	109,018	5,345	17.3	101,558
65 - 74 Years	44,967	17.0	81,712	4,794	15.5	84,784
75 - 84 Years	26,081	9.9	62,385	2,777	9.0	63,026
85 Years and Over	10,094	3.8	43,449	963	3.1	43,762
Total Households Under 35 Years	**36,316**	**13.7**	**$84,817**	**4,714**	**15.3**	**$85,929**
With Incomes of $100,000 to $149,999	7,863	21.7	---	1,223	25.9	---
With Incomes of $150,000 to $199,999	3,371	9.3	---	404	8.6	---
With Incomes of $200,000 and Above	2,972	8.2	---	241	5.1	---
Total Households Aged 35 to 54 Years	**96,402**	**36.5**	**$119,480**	**12,271**	**39.8**	**$115,803**
With Incomes of $100,000 to $149,999	23,012	23.9	---	3,441	28.0	---
With Incomes of $150,000 to $199,999	14,651	15.2	---	1,508	12.3	---
With Incomes of $200,000 and Above	20,686	21.5	---	2,097	17.1	---
Total Households Aged 55 to 74 Years	**95,272**	**36.1**	**$96,130**	**10,139**	**32.9**	**$93,627**
With Incomes of $100,000 to $149,999	18,642	19.6	---	2,244	22.1	---
With Incomes of $150,000 to $199,999	11,204	11.8	---	1,138	11.2	---
With Incomes of $200,000 and Above	15,370	16.1	---	1,315	13.0	---

Source: Environics Analytics and Tracy Cross & Associates, Inc.

- One potential barrier to anticipated economic expansion in the market area and associated household formations is the overall lack of residential construction in the Schaumburg Market Area over the last 30+ years. As summarized, Census estimates indicate that *less than 10.0 percent* of all housing units in the seven-township market area have been built *since 1990*, with only 2.5 percent built in 2010 or later. In Schaumburg itself, only 2.8 percent of all housing units have been construction since 2010 (again) reflecting the maturing character of the village as new construction is necessarily limited to redevelopment and/or infill initiatives. The overall lack of (particularly) quality new ownership alternatives throughout the market area lends support to the proposed Residences at Loeber Farm initiative which is expected to appeal across multiple consumer segments ranging from younger professional singles and childless couples to more mature cohorts.

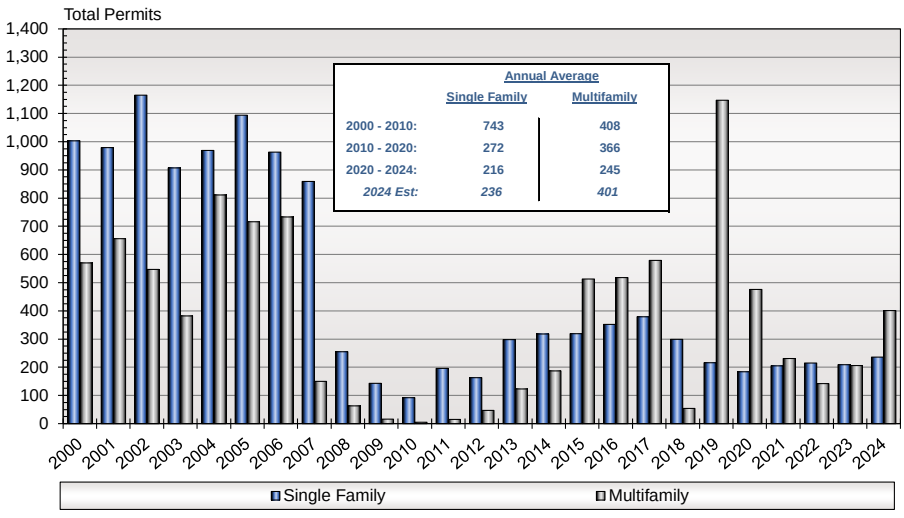
2025 HOUSING UNITS BY YEAR BUILT
-- THE SCHAUMBURG MARKET AREA --

Attribute	Schaumburg Market Area		Village of Schaumburg	
	Number	Percent	Number	Percent
Total Housing Units	**281,828**	**100.0**	**33,087**	**100.0**
Built in 2020 or Later	1,389	0.5	46	0.1
Built in 2010 to 2019	5,703	2.0	581	1.8
Built 2000 to 2009	16,451	5.8	1,216	3.7
Built 1990 to 1999	30,809	10.9	4,849	14.7
Built 1960 to 1989	181,212	64.3	24,594	74.3
Built 1959 or Earlier	46,264	16.4	1,801	5.4
Median Year Structure Built	***1975***		***1978***	

Source: Environics Analytics

- These statistics are further supported by analysis of residential construction trends over the last 25 years. Specifically, since 2000 and through 2024, the Schaumburg Market Area has averaged 852 residential construction authorizations yearly. As detailed in Appendix A3, the majority of annual permits (481 units yearly or 56.5 percent) represented single family forms which include single address townhomes and duplexes. Not surprisingly, ownership housing development activity fell dramatically during the 2010-2020 timeframe, when a modest 272 units single family units were permitted annually, down 63.4 percent compared to the previous decade and have yet to show signs of sustainable recovery, averaging 216 units yearly during the more recent 2010-2024 period, lending support to attached and single family initiatives proposed for Loeber Farms which will expand housing options across a broad range of consumer segments and serve to alleviate at least some measure of pent-up demand for quality lifestyle ownership alternatives.

RESIDENTIAL PERMIT TRENDS: THE SCHAUMBURG MARKET AREA
2000 – 2024



Source: U.S. Department of Commerce, Bureau of the Census: *C-40 Construction Reports*

- The market fundamentals which have guided the region's economy over the last decade remain intact and support future ownership housing initiatives within the Meacham Road property. A synthesis of economic factors and empirical residential trends reveals that over the 2025-2030 forecast period and, for planning purposes, extended through 2035, the Schaumburg Market Area could support construction of 950 new residential units yearly, distributed between 450 yearly in ownership forms and 500 in multifamily forms. Development potentials thereafter are contingent upon sustainable economic growth through 2035. To this latter point, given the overall absence of (particularly) for sale development of scale over the last several decades, potentials *could potentially double in any given year if supply were made available* and *competitive sales prices are maintained* on the basis of market constraint and levels of pent-up demand. This new construction requirement primarily reflects replacement demand as large components of existing ownership (and rental) housing throughout the market area as a whole are now at or nearing obsolescence. Projected new construction requirements also consider sales trends among existing single family and attached ownership alternatives, coupled with demand for housing forms which meet the transitioning needs of maturing residents in Schaumburg and throughout the market area.

ANNUAL RESIDENTIAL CONSTRUCTION POTENTIALS BY PRODUCT TYPE
-- SCHAUMBURG MARKET AREA --
2025 - 2030

Product Type	Average Annual Absorption in Number of Units		
	Schaumburg Market Area	Village of Schaumburg	
		Units	Percent of Market Area
Total	***950***	***335***	***35.3***
For Sale	**450**	**135**	**30.0**
Single Family Detached	175	50	28.6
Townhome/Condominium	275	85	30.9
For Rent	**500**	**200**	**40.0**

(1) *Estimates* are subject to zoning constraints which could pose limitations on project densities, product form, development timeline, etc. These estimates assume that sufficient redevelopment parcels are available and, most importantly, that future for sale and rental apartment developments maintain *competitive sales prices/rents*.

Source: Tracy Cross & Associates, Inc.

- To this latter point, as of January 2025, there were only four (4) *announced* single family and nine (9) townhome developments and a potential *collective* 590 units in some stage of planning and review within a 15.0-mile radius of Schaumburg. Of these, however, only two single family projects, including Pulte Homes 32-unit *Villas of Fair Oaks* in Carol Stream, and the eight (8) unit *Verde Estates* in Schaumburg are under construction and expected to begin marketing in 2025. Similarly, among attached alternatives, only four (4) developments totaling 149 units have been approved. Of these latter projects, only Pulte Homes 68-unit *Wise Commons Townhomes* in Schaumburg has begun infrastructure development. The remaining approved projects include a 38-unit condominium development approved in Barrington, along with M/I Homes' *Everly Central Townhomes* (35 units) and UrbanStreet Group's *Element Rowhomes* (8 units) in Schaumburg. Hence, the introduction of Loeber Farms is expected to alleviate at least some small measure of market constraint.

- Further disaggregating ownership construction requirements and considering the diminishing availability of land suitable for development of scale, roughly 275 units yearly will represent low-density rowhome/townhome alternatives, with another 175 units yearly representing single family forms. Based upon the distribution of household incomes in the Schaumburg Market Area, together with an examination of attached and detached home sales over the last four years, new construction for sale potneitals will carry an overall average *closing sales price of* $654,128 in 2025 dollars. As detailed in the following table, it is estimated that some 49.0 percent of new attached closings will occur at price points betwee, $500,000 and $599,999, with another 14.5 percent aligning closing price categories of $600,000 to $699,999 thus aligning with resale values in the marketplace today. New ownership single family idioms, in turn, will hover at the $804,400 mark on average. To reiterate, these price points are consistent with household incomes in the market area by profile age cohort and align with today's 30-year mortgage interest and lending requirements, *before factoring likely equity positions of transitioning resident homeowners.*

ANNUAL NEW CONSTRUCTION POTENTIALS BY CLOSING PRICE RANGE AND PRODUCT TYPE
-- SCHAUMBURG MARKET AREA --
2025 - 2030

Closing Price Range *(In 2025 Dollars)*	Total		Single Family Detached		Townhome/Condominium	
	Annual Closings	Percent	Number of Sales	Percent	Number of Sales	Percent
$350,000 - 399,999	0	0.0	0	0.0	0	0.0
400,000 - 449,999	15	3.3	0	0.0	15	5.5
450,000 - 499,999	50	11.1	0	0.0	50	18.2
500,000 - 549,999	60	13.3	0	0.0	60	21.8
550,000 - 599,999	75	16.7	0	0.0	75	27.3
600,000 - 699,999	60	13.3	20	11.4	40	14.5
700,000 - 799,999	90	20.0	65	37.1	25	9.1
800,000 - 899,999	65	14.4	60	34.3	5	1.8
900,000 - 999,999	20	4.4	15	8.6	5	1.8
1,000,000 - 1,199,999	10	2.2	10	5.7	0	0.0
2,000,000 And Over	5	1.1	5	2.9	0	0.0
Total	***450***	***100.0***	***175***	***100.0***	***275***	***100.0***
Average	***$654,128***		***$804,400***		***$558,500***	

Source: Tracy Cross & Associates, Inc.

A FRAMEWORK FOR PLANNING

To reiterate Nitti Group, LLC's proposed Loeber Farms community represents a viable opportunity for the company based upon a synthesis of local home values, household composition and incomes. As detailed, a thorough analysis of various lifestyle factors reveals that there is sustaining demand for ownership housing development directed to a broad range of consumer segments extending from younger professionals tied to a lifestyle setting and growing/established family components through more mature move-over consumers desirous of a low maintenance lifestyle.

Applying these factors to the subject property, the following table and respective exhibits summarize the proposed development matrix and suggested benchmark positioning strategies for consideration. As noted, the proposed development matrix yields 122 total units within approximately 23.0 acres of the overall assemblage. It is assumed that the remaining 10.0 acres will be utilized for roadways/right-of-way, detention/conservancy and other passive amenities which link the various planning areas.

A PROPOSED DEVELOPMENT MATRIX: LOEBER FARMS
-- SCHAUMBURG, ILLINOIS --







	Rowhomes	Townhomes	Village Single Family	Established Family Single Family
Product Designation	**Three-Story Two-Car Garage RH Series**	**Two-Story Two-Car Garage TH Series**	**Single Family Two-Car Garage SF45 Series**	**Single Family Two-Car Garage SF60 Series**
Typical Lot Dimension (W' x D')	---	---	45' x 104'	60' x 120'
Density in Units Per Acre	10.0 - 12.0	5.0	5.0	3.5
Garage Orientation:	Rear	Front	Front	Front
Plan Size:				
Range	1,676 - 1,955	1,951 - 2,270	2328	2,436 - 3,777
Average	1,841	2,119	2,328	2,972
Benchmark *Base* Sales Price:				
Range	$512,900 - $557,900	$577,900 - $630,900	$677,900	$724,900 - $897,900
Average	$539,850	$605,200	$677,900	$804,067
Benchmark *Estimated* Closing Price:				
Range	$543,700 - $591,900	$612,900 - $668,900	$732,100	$782,900 - $969,700
Average	$572,435	$641,600	$732,100	$868,400
Total Units Per Product Line:	37	42	13	30
Sales Forecast at Benchmark (Units/Mo.):	3.0	3.0	2.0	3.0
Total Acres Per Product Line:	3.4	8.4	2.6	8.6
Overall Development Size:				
In Units	122			
In Acres (Estimated Net Buildable)	23.0			
Open Space/R.O.W./Commercial, etc.	10.0			
Overall Marketing Life:	14.0 Months			

Source: Nitti Group, LLC and Tracy Cross & Associates, Inc.

Master development covenants will establish cohesive architectural requirements, while a master association fee will be required for common area lawn maintenance/snow removal and lighting. For all *attached* housing products and (potentially) the SF45 Series single family homes, it is assumed that a separate maintenance fee will be required for homesite landscape maintenance/snow removal, exterior building maintenance, insurance, and reserves. Across all product lines, *base* sales prices assume quality interior appointments and finishes commensurate with the company's developments throughout the suburban region and throughout the Midwest, but *do not include* options, upgrades, various elements of customization, or homesite premiums. For proforma modeling, *estimated* closing prices which (by product line) reflect a 6.0 to 8.0 percent over base for some measure of customization, etc., are provided in 2025 dollars. Finally, across all proposed product lines, sales projections assume an extensive dedicated marketing program, on-site sales offices, decorated model(s) and, most importantly, *a continuous construction and delivery schedule*. ***Please carefully review all exhibit footnotes.***

PRODUCT CRITERIA: PROTOTYPE ATTACHED AND SINGLE FAMILY ALTERNATIVES
-- LOEBER FARMS - SCHAUMBURG, IL --

Features and Amenities

UNIT STANDARDS

- Solid-Core Entry Doors
- Nine-Foot First Floor Ceiling Height
- Six-Panel Passage Doors
- Choice of One Paint Color
- Painted Trim
- Kwik-Set Door Hardware/Knobs
- Engineered Wood Plank Floor in Kitchens and Living Areas
- Carpeted Bedrooms / Bedroom-Wing Hallways and Stairwell
- Contemporary Lighting Package Throughout

KITCHEN FEATURES

- Quality Wood Cabinetry
- Energy-Efficient Stainless Steel Appliances or Allowance
  -- Self-Clean Five-Burner Range
  -- Five-Cycle Dishwasher
  -- Refrigerator w/Icemaker
  -- Microwave with Hood Vent
- Double Bowl Undermount Stainless Steel Sink with Garbage Disposal
- Walk-in Pantry with Wire Shelving
- Ceramic Tile Backsplash
- Granite/Quartz Countertop/Island
- Passage Patio Doors

BATH STANDARDS

- MBR Separate Garden Tub and Shower w/Frmls Shower Door (per plan)
- Granite/Quartz Double Bowl Vanity in Master Bath
- Ceramic Surround with Accessory Niche in Master and Secondary Baths
- Single Bowl Vanity in Powder Room w/Beveled Mirror
- Unilever Chrome or Nickel Faucets
- Engineered Wood Plank or Ceramic Flooring
- Elongated Commodes

CLOSETS, UTILITIES, AND STORAGE

- Walk-In MBR Closet(s)
- Contemporary Closet Shelving
- Linen Closet / Adequate Secondary Storage
- Separate Utility Room with Laundry Tray and Cabinetry
- No-Wax Flooring in Laundry/Mud Room
- Programmable Smart Thermostat
- Direct-Wire Smoke Detectors per Code
- Integrated / Smart Technology Connectivity
- Energy-Efficient 40 Gal. Water Heater
- Air Conditioning
- 150-Amp Electric Service
- Paneled Garage Doors
- Unfinished Basement (as Designated by Product Type)

COMMUNITY FEATURES/AMENITIES

- Energy-Efficient Engineered Wood Siding with Masonry Accent
- Three (3) Architecturally-Cohesive Elevations per Plan
- Low-E Double-Hung Windows
- Professionally Graded/Seeded Front and Rear Lawn with Foundation Plantings
- 10 Ft. x 10 Ft. Patio (as Designated by Product Type)
- Front and Rear Exterior Lighting and Faucets
- Asphalt Driveway / Concrete Entrance Walkway
- Parks/Greenbelt Throughout
- As Defined by Covenants, Master Association Fee to Include Common Area Lighting, Landscape Maintenance
- Separate Association Fee (Rowhomes/Townhomes) to include Exterior Maintenance and Reserves

CUSTOMIZATION

- Pre-Priced Options to Allow for Customization Including but certainly not limited to, Expanded Patio/Deck, Sunroom, Cathedral and Tray Ceilings, Crown Moldings, Detailed Archways, Contemporary Kitchen/ Bath Upgrades, Built-Ins, Fireplace, Bay Windows, Garage Door Opener, Finished Basements, etc.

Source: Tracy Cross & Associates, Inc.

ATTACHED FOR SALE ALTERNATIVES

Exhibits 1 and 2 forward suggested benchmark strategies for the proposed 37-unit Rowhome (RH Series) and 42-unit Townhome (TH Series) planning areas of Loeber Farms which (again) will appeal across multi-generational consumer segments including younger professional singles and couples and young families as well as more mature households who wish to remain in their community but transition to a low maintenance “lock and leave” lifestyle environment.



Illustrative Image

As outlined in **Exhibit 1**, the Rowhome Series represents a three-story product line featuring two and/or three bedroom, two and one-half bath plan styles which range in unit size from 1,676 to 1,955 square feet, with the average residence providing 1,841 square feet of living area. Most homes will include a loft or study, and all homes will include a rear-load two car garage. The RH Series will be developed in three- to five-unit building modules in *slab-on-grade condition*. Benchmark *base* sales prices extend from $512,900 to $557,900 and average $539,850 or $293.32 per square foot in current 2025 dollars. Benchmark *estimated* closing prices, which include a conservative 6.0 percent estimate over purchase price for some measure of options/upgrades, various elements of customization, end-unit and/or enhanced site location premiums are anticipated to extend from $543,700 to $591,900 and average $572,435 for an 1,841 square foot residence,

1

BENCHMARK PRODUCT CRITERIA AND PRICING GUIDELINES[1:5]: THREE-STORY ROWHOMES - 37 UNITS
-- LOEBER FARMS - SCHAUMBURG, IL --

Product Line Summary

Product Form:	***Three-Story Rowhomes (Rear-Load Garage)*** ***2- to 5-Unit Buildings***
Density in Units Per Acre:	***10.0 to 12.0***
Average Plan Size (Sq. Ft.):	***1,841***
Average Base Sales Price[2]:	***$539,850***
Per Sq. Ft.:[2]	***$293.32***
Average Estimated Closing Price[3]:	***$572,435***
Per Sq. Ft.:[3]	***$311.02***
Average Closing Rate (Units/Month)[4]:	***3.0***
Marketing Life (In Months)[4]:	***12.3***



Illustrative Image

Plan Detail

Plan Designation	A (Interior)	B (Interior or End)	C (Interior or End)
Percent Distribution	30.0	35.0	35.0
Garage	2-Car	2-Car	2-Car
Plan Type	2BR	2BR (Dbl MBR or 3BR Opt)	3BR
Bedroom/Bath Mix	2+Study / 2.5	2+Study / 2.5	3 / 2.5
Unit Size (Sq. Ft.)	1,676	1,867	1,955
Benchmark Base Sales Price:[2]	$512,900	$544,900	$557,900
Per Sq. Ft.:[2]	$306.03	$291.86	$285.37
Estimated Closing Price:[3]	***$543,700***	***$577,600***	***$591,900***
Per Sq. Ft.:[3]	***$324.40***	***$309.37***	***$302.76***

Sales Forecasts at Varying Price Points[4]

Average *Estimated* Closing Price	Variance From Benchmark	Anticipated Sales Per Month / Months to Sell-Out
$617,435	+45,000	1.9 / 19.5
602,435	+30,000	2.3 / 16.0
587,435	+15,000	2.7 / 13.7
572,435	***Benchmark***	***3.0 / 12.3***

[1] To be used for financial planning; all images intended for illustrative purposes only. Product form yields a density of 10.0 to 12.0 units per acre. Based upon land planning approvals, total unit count could vary by +/-10.0 percent without material impact upon absorption potentials.

[2] Benchmark base sales prices are presented in February 2025 dollars and assume ***slab-on-grade*** construction. They assume quality level interior appointments/finishes, but *do not include* options/upgrades, various elements of customization, or premiums for end-unit condition or enhanced site location.

[3] Closing prices, which are presented in February 2025 dollars, include a 6.0 percent *estimate* for options/upgrades and various elements of customization, end-unit condition and/or enhanced site location; utilized for analytical purposes only.

[4] Sales forecast at benchmark sales prices assumes a dedicated marketing program, staffed on-site sales office and decorated model(s) and ***a continuous construction and delivery schedule is maintained***.

[5] It is assumed a master association fee will be required to include common area lighting, landscape maintenance, snow removal, and reserves.

Source: Tracy Cross & Associates, Inc.

yielding a value ratio of $311.02 per square foot. It is acknowledged that an *additional* 2.0 to 4.0 percent in customization may be generated based upon individual consumer preferences. At benchmark closing prices, and assuming concurrent marketing with the TH Series, the proposed 37-unit RH Series is expected to generate 3.0 sales monthly, leading to sellout within an approximate 12.0-month timeframe.

Exhibit 2, in turn, outlines benchmark *base* and *estimated closing price* strategies to competitively position a 42-unit two-story townhome product line in the marketplace. Distributed in a series of three-unit building modules (duplexed as necessary), this TH Series includes two bedroom plus loft (or optional three bedroom) designs offering 1,951 or 2,111 square feet of living area, together with a 2,270 square foot master-on-main three bedroom style. All homes include a two-car, front-load garage and an unfinished basement. Corresponding *base* sales prices, presented in February 2025 dollars, extend from $577,900 to $630,900. Benchmark estimated closing prices are anticipated to extend from $612,900 to $668,900 and average $641,600 for a 2,119 square foot residence, translating to a value ratio of $302.83 per square foot. In this series as well, benchmark closing prices include a conservative 6.0 percent estimate over purchase price for some measure of options/upgrades, various elements of customization, end-unit condition and/or enhanced site location. It is acknowledged that an *additional* 3.0 to 5.0 percent in customization may be generated based upon individual consumer preferences. At benchmark closing prices, the proposed 42-unit TH Series is also expected to generate 3.0 sales monthly, leading to sellout within an approximate 14.0-month timeframe, *assuming concurrent marketing with the RH Series*.



Illustrative Image

- Benchmark strategies for the attached housing alternatives have been established to present an understandable hierarchy of product types and price points and maintain appropriate differentials between product lines internal to the community itself. The respective sales volumes are consistent with velocities noted among newer developments in the marketplace and fully consider the competitive position of the product lines (in whole dollars and for comparable footage) compared to newer counterparts throughout the suburban region as illustrated in **Exhibits 3 and 4**. These value positions balance variances in location, community aesthetics and amenities, plan offerings, as well as Nitti Group, LLC's dedicated sales and marketing approach.

- As summarized in the following table and detailed in Appendix A5, the suggested benchmark sales strategy has been established to appropriately position the RH Series and TH Series well above resales of attached units throughout the Schaumburg Market Area which, for the most part, are now some 35+ years old and lack the energy-efficiencies and daily conveniences expected of today's lifestyle consumers. For example, despite their age and varying condition, the definitive lack of new construction alternatives has resulted in accelerated sales of older existing units since 2021, reaching a recent peak volume of 625 resale closings in 2024, up 30.0 percent over volumes noted one year earlier. Similarly, although statistics must be viewed in context, among limited newer construction *resale* units as well, closings volume accelerated in 2024, while closing prices rose a sharp 14.3 percent year-over-year to an average closing price of $537,416. Further, as will be detailed in following sections of this report, the benchmark pricing strategies also appropriately position the RH Series and TH Series in line with resale values in the existing single family home sector where (again) homes which are now some 40+ years old carried an average closing price of $589,192 in 2024, likely supporting some measure of draw potential on the basis of affordability for younger cohorts transitioning to homeownership while also facilitating more mature householders desirous of a low maintenance lifestyle enhanced by functional living areas and contemporary floor layouts.

2

BENCHMARK PRODUCT CRITERIA AND PRICING GUIDELINES[1:5]: TWO-STORY TOWNHOMES - 42 UNITS
-- LOEBER FARMS - SCHAUMBURG, IL --

Product Line Summary

Product Form:	***Two-Story Townhomes (Front-Load Garage)*** ***2- to 3-Unit Buildings***
Density in Units Per Acre:	***5.0***
Average Plan Size (Sq. Ft.):	***2,119***
Average Base Sales Price[2]:	***$605,200***
Per Sq. Ft.:[2]	***$285.65***
Average Estimated Closing Price[3]:	***$641,600***
Per Sq. Ft.:[3]	***$302.83***
Average Closing Rate (Units/Month)[4]:	***3.0***
Marketing Life (In Months)[4]:	***14.0***



Illustrative Image

Plan Detail

Plan Designation	A (Interior)	B (End)	C (End)
Percent Distribution	30.0	35.0	35.0
Garage	2-Car	2-Car	2-Car
Plan Type	2BR (Opt 3BR)	2BR (3BR Opt)	3BR Master-on-Main
Bedroom/Bath Mix	2+Loft / 2.5	2+Loft / 2.5	3+ Study / 2.5
Unit Size (Sq. Ft.)	1,951	2,111	2,270
Benchmark Base Sales Price:[2]	$577,900	$602,900	$630,900
Per Sq. Ft.:[2]	$296.21	$285.60	$277.93
Estimated Closing Price:[3]	***$612,900***	***$638,900***	***$668,900***
Per Sq. Ft.:[3]	***$314.15***	***$302.65***	***$294.67***

Sales Forecasts at Varying Price Points[4]

Average *Estimated* Closing Price	Variance From Benchmark	Anticipated Sales Per Month / Months to Sell-Out
$686,600	+45,000	2.0 / 21.0
671,600	+30,000	2.4 / 17.5
656,600	+15,000	2.8 / 15.0
641,600	***Benchmark***	***3.0 / 14.0***

(1) To be used for financial planning; all images intended for illustrative purposes only. Product form yields a density of 5.0 units per acre. Based upon land planning approvals, total unit count could vary by +/-10.0 percent without material impact upon absorption potentials.

(2) Benchmark base sales prices are presented in February 2025 dollars and include end-unit premiums as designated as well as an unfinished basement. They assume quality interior appointments/finishes, but *do not include* options/upgrades, various elements of customization, or premiums for enhanced site location.

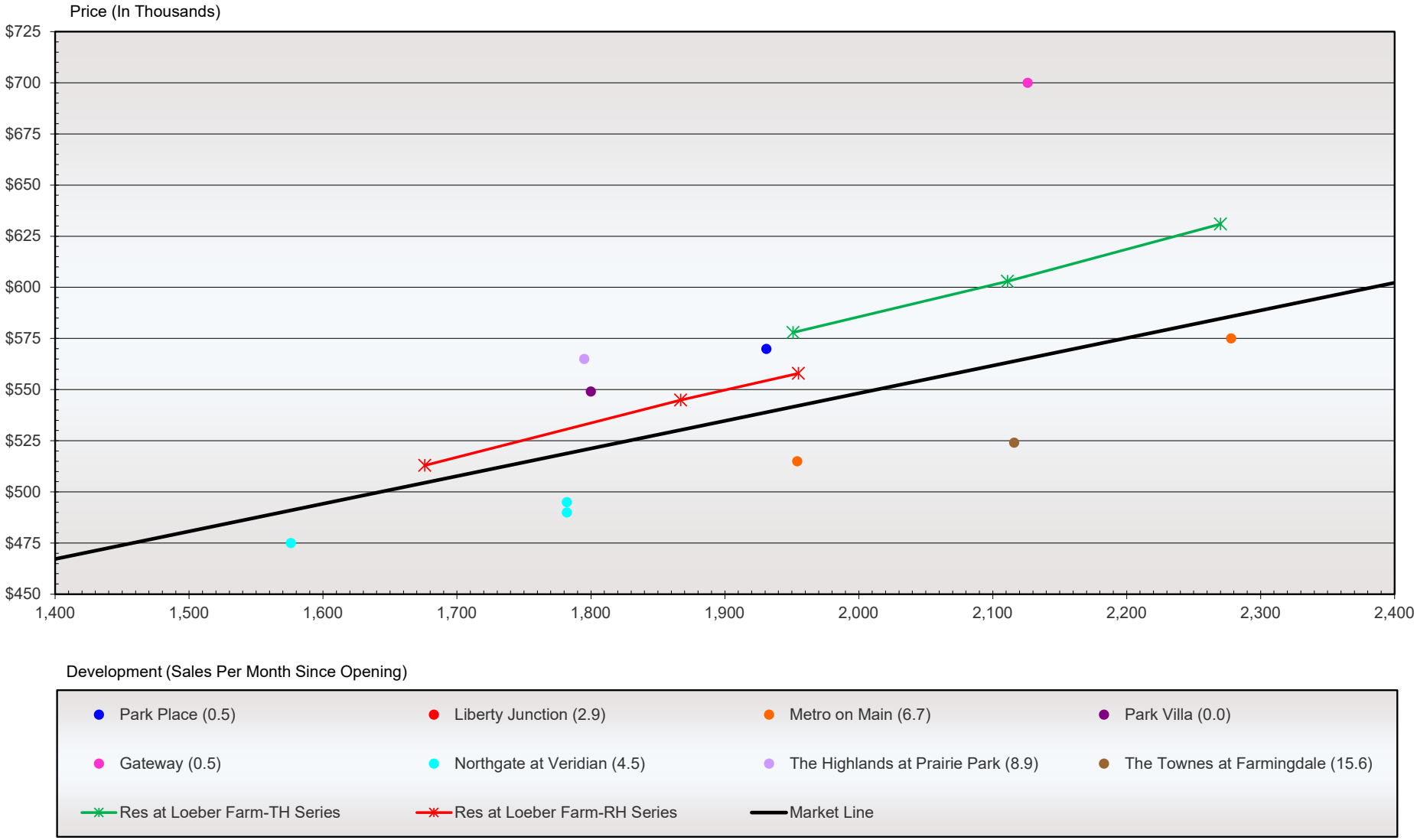
(3) Closing prices, which are presented in February 2025 dollars, include a 6.0 percent *estimate* for options/upgrades and various elements of customization, end-unit condition and/or enhanced site location; utilized for analytical purposes only.

(4) Sales forecast at benchmark sales prices assumes a dedicated marketing program, staffed on-site sales office and decorated model(s) and ***a continuous construction and delivery schedule is maintained***.

(5) It is assumed a master association fee will be required to include common area lighting, landscape maintenance, snow removal, and reserves.

Source: Tracy Cross & Associates, Inc.

Price/Value Analysis
Selected Rowhome/Townhome Developments: Excludes Ranch Duplex and Age-Restricted Idioms
Suburban Chicago Region
4th Quarter 2024



Price/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of models offered and their associated sales prices. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the sales rate of currently available product lines.

Source: Tracy Cross & Associates, Inc.

Price/Value Analysis
Selected Rowhome/Townhome Developments: Excludes Ranch Duplex and Age-Restricted Idioms
Suburban Chicago Region
4th Quarter 2024

Plan Size (Sq. Ft.)	Average Market Price	Development/Location (Builder)	Average Plan Size (Sq. Ft.)	Average Base Sales Price: Dollars	Average Base Sales Price: Price Per Sq. Ft.	Average Market Price	Price Variance From Market	Seasonally Adjusted, Annualized Rate 2024	Average Monthly Sales Rate Since Opening
1,500	$480,665	Gateway/Northbrook (The Jacobs Companies LLC)	2,420	$712,450	$294.40	$604,874	$+107,576	14.00	0.5
1,600	494,166	(1) **Loeber Farms SF45 Series @ 2025 Bnmk *Base* $**	**2,328**	**677,900**	**291.19**	**592,453**	**+85,447**	**NA**	**2.0/Mo. Fcst**
1,700	507,667	(2) The Highlands at Prairie Park/Wheeling (Smith Family Dev)	1,795	565,000	314.76	520,493	+44,507	106.75	8.9
1,800	521,168	**Loeber Farms-TH Series @ 2025 Bnmk *Base* $**	**2,119**	**605,200**	**285.61**	**564,236**	**+40,964**	**NA**	**3.0/Mo. Fcst**
1,900	534,669	Park Place/Buffalo Grove (The Huron Group)	1,931	569,900	295.13	538,854	+31,046	4.00	0.5
2,000	548,170	Park Villa/Morton Grove (P&P Properties)	1,800	549,000	305.00	521,168	+27,832	0.00	0.0
2,100	561,671	**Loeber Farms-RH Series @ 2025 Bnmk *Base* $**	**1,841**	**539,850**	**293.24**	**526,703**	**+13,147**	**NA**	**3.0/Mo. Fcst**
2,200	575,172	(3) Link Crossing-Villas/Buffalo Grove (M/I Homes)	2,208	584,990	264.94	576,252	+8,738	---	2.1
2,300	588,673								
2,400	602,174	***---- Market ----***	***2,051***	***555,055***	***270.63***	***555,055***	***0***	***52.09***	***4.1***
2,500	615,675								
2,600	629,176	Metro on Main/Morton Grove (Lexington Homes)	2,116	544,990	257.56	563,831	-18,841	80.14	6.7
2,700	642,677	Northgate at Veridian/Schaumburg (D. R. Horton)	1,713	486,657	284.10	509,422	-22,765	48.00	4.5
2,800	656,178	The Townes at Farmingdale/Woodridge (M/I Homes)	2,116	523,990	247.63	563,831	-39,841	187.46	15.6
		Liberty Junction/Libertyville (Pulte Group)	2,403	516,490	214.94	602,579	-86,089	31.00	2.9

Slope: $135.01 per sq. ft.

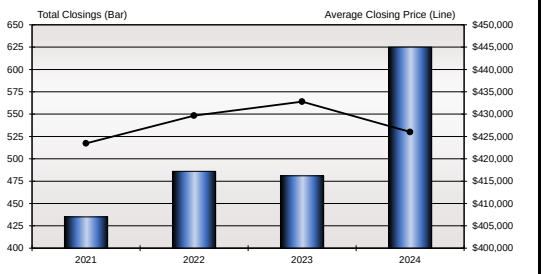
(1) Development not included in derivation of market line.

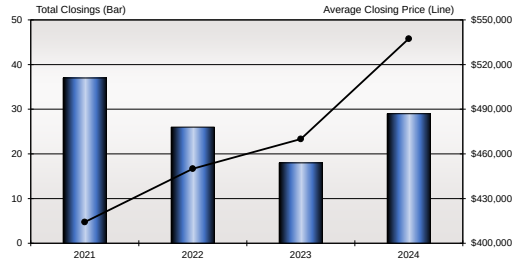
(2) Development opened December 2024; initial sales rate *excluded* from market average.

(3) Development sold out 2024; utilized for analytical purposes only.

Source: Tracy Cross & Associates, Inc.

CLOSING TRENDS: NEW AND EXISTING ATTACHED UNITS
-- THE SCHAUMBURG MARKET AREA --





Year	Total Closings: Existing (Resale) Units				New Construction Closings[1]				
	Total Closings	% Change Y-O-Y	Average Closing Price	% Change Y-O-Y	Total Closings	% Change Y-O-Y	Percent of Total Closings	Average Closing Price	% Change Y-O-Y
2021	435	---	$423,460	---	37	---	8.5	$414,228	---
2022	486	+11.7	429,672	+1.5	26	-29.7	5.3	450,077	+8.7
2023	481	-1.0	432,798	+0.7	18	-30.8	3.7	470,000	+4.4
2024	625	+29.9	426,021	-1.6	29	+61.1	4.6	537,416	+14.3

[1] Represents units built in the previous five (5) year period.

Source: Midwest Real Estate Data Services

THE SINGLE FAMILY SECTOR

Complementing the proposed rowhome and townhome planning areas, Loeber Farms will also offer a variety of single family alternatives intended to appeal to mainstream and established families. To this end, **Exhibit 5** forwards a benchmark pricing strategy for a 13-unit Village Homes (SF45 Series) planning area to align the main boulevard of the master community directly north of the Rowhome and Townhome programs. Anticipated to be introduced in later phases of development, the SF45 Series will be developed on homesites measuring 45 ft. x 104 ft. and feature a standard 2,328 square foot two-story home providing four bedrooms, two and one-half baths, an unfinished basement and a front-load, two-car garage. The corresponding benchmark base sales price is established at $677,900, with estimated closing prices anticipated to hover at the $732,100 mark on average. Benchmark closing prices include a conservative 8.0 percent estimate over purchase price for some measure of options/upgrades, various elements of customization, end-unit condition and/or enhanced site location. At benchmark, the SF45 Series is expected to sell-out within a short 6.5-month timeframe from initial contract, translating to an average sales rate of 2.0 units per month.



Illustrative Image

5

BENCHMARK PRODUCT CRITERIA AND PRICING GUIDELINES[1:5]: VILLAGE HOMES (SF45 SERIES) - 13 UNITS
-- LOEBER FARMS - SCHAUMBURG, IL --

Product Line Summary

Product Form:	***Two-Story Single Family Homes 45 Ft. x 104 Ft. Homesites***
Density in Units Per Acre:	***5.0***
Average Plan Size (Sq. Ft.):	***2,328***
Average Base Sales Price[2] :	***$677,900***
Per Sq. Ft.:[2]	***$291.19***
Average Estimated Closing Price[3] :	***$732,100***
Per Sq. Ft.:[3]	***$314.48***
Average Closing Rate (Units/Month)[4] :	***2.0***
Marketing Life (In Months)[4] :	***6.5***



Illustrative Image

Plan Detail

Plan Designation	STANDARD
Plan Type	4BR
Garage	2-Car (Front Load)
Bedroom/Bath Mix	4 / 2.5
Unit Size (Sq. Ft.)	2,328
Benchmark *Base* Sales Price:[2]	$677,900
Per Sq. Ft.:[2]	$291.19
Estimated Closing Price:[3]	***$732,100***
Per Sq. Ft.:[3]	***$314.48***

Sales Forecasts at Varying Price Points[4]

Average *Estimated* Closing Price	Variance From Benchmark	Anticipated Sales Per Month / Months to Sell-Out
$722,900	+$45,000	1.3 / 10.0
707,900	+30,000	1.6 / 8.1
692,900	+15,000	1.8 / 7.2
677,900	***Benchmark***	***2.0 / 6.5***

(1) To be used for financial planning; all images intended for illustrative purposes only. Product form yields a density of 5.0 units per acre. Based upon land planning approvals, total unit count could vary by +/-10.0 percent without material impact upon absorption potentials.

(2) Benchmark base sales prices are presented in February 2025 dollars. They assume quality level interior appointments/finishes and an unfinished basement. They *do not include* options/upgrades, various elements of customization, or premiums for enhanced site location.

(3) Closing prices, which are presented in February 2025 dollars, include an 8.0 percent *estimate* for options/upgrades and various elements of customization, or enhanced site location; utilized for analytical purposes only.

(4) Sales forecast at benchmark sales prices assumes a dedicated marketing program, staffed on-site sales office and decorated model(s) and ***a continuous construction and delivery schedule is maintained***.

(5) It is assumed a master association fee will be required to include common area lighting, landscape maintenance, snow removal, water/sewer and refuse collection fees, and reserves.

Source: Tracy Cross & Associates, Inc.

Lastly, **Exhibit 6** forwards a benchmark sales strategy for introduction of a 30-unit single family planning area to be developed within the northern quadrant of the overall assemblage. The proposed SF60 Series will reflect better-selling ranch and two-story designs adapted from the Client's extensive luxury home plan portfolio as represented by the highly successful Summit Grove in Schaumburg which has now reached final sell-out. As outlined in Exhibit 6, the SF60 Series will feature a variety of ranch and two-story plan styles which range in unit size from 2,436 to 3,777 square feet, with the average home providing 2,972 square feet of living area. All homes will provide two-, three- or four bedrooms, a family room, study and/or loft and at least two and one-half baths, along with an unfinished basement and a two- or three-car (per plan type) front-load garage. Corresponding benchmark 2025 *base* sales prices extend from $724,900 to $897,900, with estimated *closing prices* anticipated to hover at the $868,400 mark on average. Benchmark closing prices include a conservative 8.0 percent estimate over purchase price for some measure of options/upgrades, various elements of customization, end-unit condition and/or enhanced site location. It is acknowledged that an additional 3.0 to 5.0 percent in options/customization could be generated based upon consumer preferences. At benchmark, the SF60 series is expected to achieve sell-out within a short +/-9.0-month timeframe from initial contract, translating to a sales velocity of 3.0 homes per month or at a pace consistent with homesite release and construction schedules.

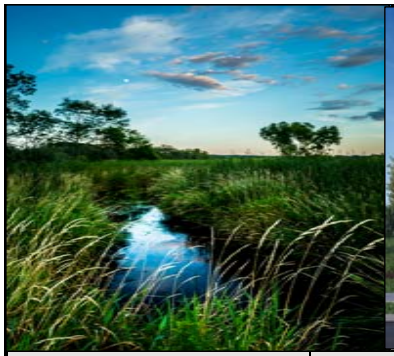


Illustrative Image

- Benchmark *base* and estimated closing prices forwarded are in direct concert with recent closings among newer (i.e., built in 2020 or later) single family homes in Schaumburg and its near northwest suburban environs. As summarized in the following table and detailed in Appendix A6, newer construction single family homes sold through the brokerage network in the Schaumburg Market Area during the 2021-2024 timeframe commanded *average* closing prices *well above* those generated in the market area as a whole during the four-year timeframe. In 2022, for example, the average closing price of a newer single family home in the market area stood at $846,194, representing a sharp +/-16.0 percent differential above the $730,179 average noted one year earlier. Since 2022, new construction home prices have continued to escalate, reaching the $952,123 mark at the close of 2024. Rapidly accelerating home prices overall and (particularly) among newer construction alternatives reflects *very tight inventories* exacerbated by diminishing availability of land suitable for new construction of scale throughout the market area, largely limiting options to teardown/replacement construction and/or redevelopment parcels.

- Notably, with focus upon homes closed over the last two years at price points of $500,000 and above, a substantial 36.9 percent of *older resale* homes sold at price points *in excess of* $700,000 for homes which (again) are now some 30- to 40+ years old. Among newer construction resales, nearly three-quarters (70.6 percent or 96 resales) carried closing prices between $700,000 and $999,999, lending perspective to the benchmark base and estimated closing prices for the SF 45 Series and SF60 Series when options and other upgrades are factored.

SINGLE FAMILY PRODUCT CRITERIA AND BENCHMARK PRICING GUIDELINES: SF60 SERIES
-- LOEBER FARMS - SCHAUMBURG, ILLINOIS --





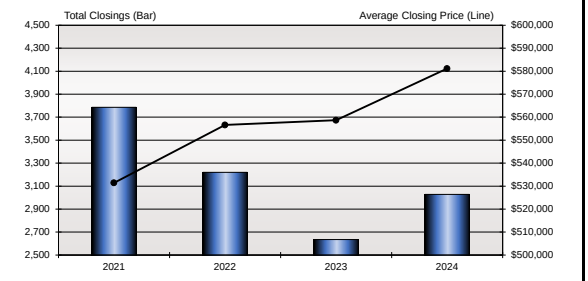

Plan Designation	Style	Garage Condition[2]	Bedrooms/ Baths	Plan Size (Sq. Ft.)	Benchmark Base Sales Price[3]	Estimated Closing Price With Options, Upgrades, & Site Premiums[4]
Crestone	Ranch	Two-Car	2+Study / 2.5	2,436	$764,900	$826,100
Lancer	Two-Story	Two-Car	3+Fam+Loft / 2.5	2,447	724,900	782,900
Morgan	Two-Story	Two-Car	4+Fam+Loft / 2.5	2,747	774,900	836,900
Prairie	Two-Story	Two-Car	4+Loft / 2.5	3,032	805,900	870,400
Sunset	Two-Story	Three-Car	4+Fam+Loft / 2.5	3,390	855,900	924,400
Windemere	Two-Story	Three-Car	4+Fam+Loft / 3.5	3,777	897,900	969,700
Total/ Average	---	---	---	***2,972***	***$804,067 ($270.55 Sq. Ft.)***	***$868,400 ($292.19 Sq. Ft.)***

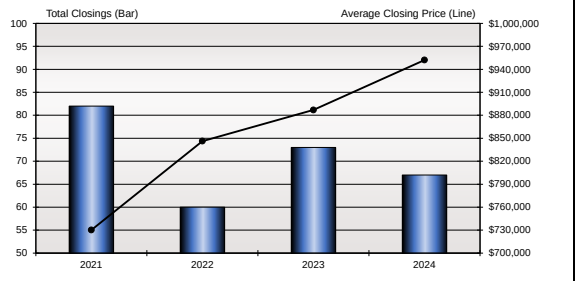
Community Summary		Sales Forecasts At Varying Price Points[5] Average *Estimated* Closing Price	Variance From Benchmark	Anticipated Sales Per Month / Months to Sell-Out
Number of Units	***30***			
Total Acreage	***8.6***			
Typical Lot Size (W' x D')	***60 x 120***	$913,400	$+45,000	2.2 / 13.6
Minimum Lot Size (Sq. Ft.)	***7,200***	898,400	+30,000	2.5 / 12.0
		883,400	+15,000	2.8 / 10.7
Average Sales Rate @ Benchmark Prices	***3.0 per Month***	***868,400***	***Benchmark***	***3.0 / 10.0***
Marketing Life @ Benchmark Prices	***8.6 Months***			

[1] To be used for financial planning purposes only.
[2] Where possible, plans should be adapted to offer a side-entry and/or split garage.
[3] Benchmark base sales prices, which are presented in February 2025 dollars, include a standard *unfinished* basement. They assume a quality level of interior appointments and finishes but *do not include* options, upgrades, walk-out/garden/finished basement conditions, various elements of customization, or homesite premiums.
[4] Closing prices, which are presented in February 2025 dollars, include an *estimated* 8.0 percent for options, upgrades, some finished basement conditions, various elements of customization, and homesite premiums. It is acknowledged that an additional 3.0 to 5.0 percent could be generated based upon consumer preferences.
[5] Sales forecast at benchmark sales prices *assume* a dedicated marketing program, staffed on-site sales office and decorated model(s).

Source: Nitti Group, LLC and Tracy Cross & Associates, Inc.

SINGLE FAMILY CLOSING TRENDS: NEW AND EXISTING SINGLE FAMILY HOMES
-- THE SCHAUMBURG MARKET AREA --





Year	Total Closings: Existing (Resale) Units				New Construction Closings[1]				
	Total Closings	% Change Y-O-Y	Average Closing Price	% Change Y-O-Y	Total Closings	% Change Y-O-Y	Percent of Total Closings	Average Closing Price	% Change Y-O-Y
2021	3,786	---	$531,409	---	82	---	2.2	$730,179	---
2022	3,220	-14.9	556,618	+4.7	60	-26.8	1.9	846,194	+15.9
2023	2,635	-18.2	558,676	+0.4	73	+21.7	2.8	886,980	+4.8
2024	3,028	+14.9	581,161	+4.0	67	-8.2	2.2	952,123	+7.3

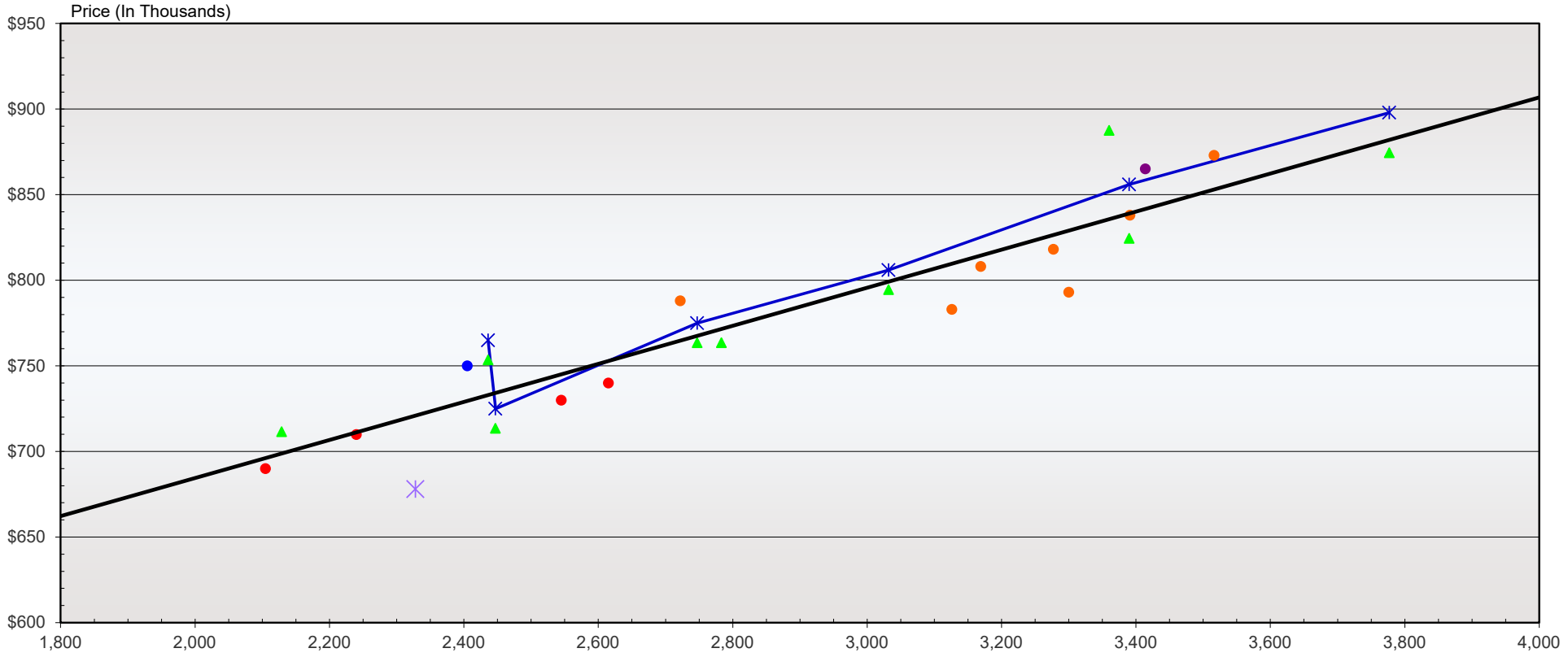
[1] Represents units built in the previous five (5) year period.

Source: Midwest Real Estate Data Services

- The benchmark pricing strategies and projected sales velocity also considers that Loeber Farms will face *limited* levels of direct competition. Specifically, at the close of 2024, there were only seven production/semi-custom single family developments marketing similar established family alternatives priced above $700,000 throughout suburban Chicago. As summarized in Appendix A7, all except Westport Homes' *Stone Bridge Court* and Nitti Homes' *Summit Grove* in Schaumburg itself the remaining five established family programs are all located *some 8.0- to 20.0-miles from Schaumburg*. Overall, the average base sales price among these representative developments stood at $748,861 which includes a 2,949 square foot residence, consistent with the benchmark base pricing strategies. The average project is currently generating 2.2 sales per month since opening or 25.29 sales annually. In 2024, sales were led by Pulte Group's recently introduced *Estates at Rivers Edge* in Lisle which generated an annualized sales rate of 78.43 at an average base sales price of $814,419, along with the Client's Summit Grove which generated an annualized 44.00 sales during the twelve-month timeframe at an average *base* sales price of $787,389. Again, only one (1) Summit Grove home remained to be sold at the close of 2024. The collective 43-unit annual sales rate (SF45 and SF60 series) is consistent with volumes generated by Nitti Group, LLC in Schaumburg and among leading developments when variances in location, project scale and/or pricing strategies are factored. **Exhibits 7 and 8** illustrate the competitive benchmark positioning of the two single family product lines in the marketplace for additional perspective.

- Lastly, the benchmark strategy also reflects the fact, apart from the remaining home at Summit Grove and the 12-unit Stone Bridge Court (where homes prices extend from $1.25 million) the *only* single family project active in the whole of the seven-township Schaumburg Market Area is the 17-unit *Arlington Market* in Arlington Heights, where only one (1) home remained to be sold at the close of 2024. Moreover, as previously noted, while there are only four (4) *announced* single family developments (and nine (9) townhome developments) in some stage of planning and review within a 15.0-mile radius of Schaumburg, only the eight (8) unit *Verde Estates* in Schaumburg and the 32-unit *Villas of Fair Oaks* in Carol Stream are under construction and expected to begin marketing in 2025. Introduction of Loeber Farms is thus expected to alleviate at least some small measure of market constraint.

Price/Value Analysis
Selected Single Family Developments: Average Sales Price Generally $600,000 to $999,999
West/Northwest Suburban Chicago
4th Quarter 2024



Development (Sales Per Month Since Opening)

- Arlington Market II (0.3)
- Hawthorn Place-Rear Load (0.1)
- Estates at Rivers Edge (6.5)
- Breckenridge Estates (0.5)
- Summit Grove (3.6)
- Res at Loeber Farm-SF45 Series
- Res at Loeber Farm SF60 Series
- Market Line

Price/value analysis uses a scatter diagram to graphically represent a set of observations found in today's marketplace, specifically the square footage of models offered and their associated sales prices. Regression analysis is then used to fit a line through the set of market observations that represent the "best fit" or average market line. This market line can then be used to predict the performance of a new, untested product line or offer explanations regarding the sales rate of currently available product lines.

Source: Tracy Cross & Associates, Inc.

Price/Value Analysis
Selected Single Family Developments: Average Sales Price Generally $600,000 to $999,999
West/Northwest Suburban Chicago
4th Quarter 2024

Plan Size (Sq. Ft.)	Average Market Price	Development/Location (Builder)	Average Plan Size (Sq. Ft.)	Average Base Sales Price: Dollars	Average Base Sales Price: Price Per Sq. Ft.	Average Market Price	Price Variance From Market	Seasonally Adjusted, Annualized Rate 2024	Average Monthly Sales Rate Since Opening
2,100	$695,473	(1) Stone Bridge Court / Schaumburg (Westport Homes)	3,637	$1,449,000	398.41	$866,372	$+582,628	3.00	0.5
2,200	706,592	(1) Timber Trails SF55-65 / Western Springs (Timber Trails Dev.)	2,875	1,237,400	430.40	781,645	+455,755	1.00	0.4
2,300	717,711	(1) The Ponto Collection / Morton Grove (@ Properties)	3,970	1,268,550	319.53	903,398	+365,152	0.00	0.0
2,400	728,830	Breckenridge Estates / Naperville (M/I Homes)	3,414	864,990	253.37	841,576	+23,414	5.48	0.5
2,500	739,949	Arlington Market II / Arlington Heights (D'Aprile Properties)	2,405	750,000	311.85	729,386	+20,614	0.00	0.3
2,600	751,068	**Res at Loeber Farm SF60 Series @ 2025 Bnmk *Base* $**	**2,972**	**804,067**	**270.55**	**792,430**	**+11,637**	**NA**	**3.0/Mo. Fcst**
2,700	762,187	*Summit Grove / Schaumburg (Nitti Builders)*	*2,900*	*787,389*	*271.50*	*784,437*	*+2,952*	*44.00*	*3.6*
2,800	773,306								
2,900	784,425	***---- Market ----***	***2,906***	***785,092***	***270.16***	***785,092***	***0***	***25.78***	***2.2***
3,000	795,544								
3,100	806,663	Estates at Rivers Edge / Lisle (Pulte Group)	3,214	814,419	253.40	819,338	-4,919	78.43	6.5
3,200	817,782	Hawthorn Place-RL / Hawthorn Woods (Icon Building Group LL	2,376	717,400	301.94	726,161	-8,761	1.00	0.1
3,300	828,901	**Res at Loeber Farm SF45 Series @ 2025 Bnmk *Base* $**	**2,328**	**677,900**	**291.19**	**720,824**	**-42,924**	**NA**	**2.0/Mo. Fcst**
3,400	840,020								
3,500	851,139								
3,600	862,258								
3,700	873,377								
3,800	884,496								

Slope: $111.19 per sq. ft.

(1) Development not included in derivation of market line.

Source: Tracy Cross & Associates, Inc.

CLOSING REMARKS

The overall absence of proposed residential development of scale in Schaumburg and its immediate environs clearly indicates the necessity for residential development of scale to alleviate at least some measure of pent-up demand for quality housing alternatives which meet the needs of today's – and tomorrow's – consumers. To this end, the proposed development strategies, adapted from Nitti Homes' proprietary plan portfolios, are consistent with the newest for sale housing products marketed throughout the Midwest, and provide a logical continuum of plan types, unit sizes and price points which place the projected sales volumes in perspective. The benchmark pricing strategies for all for sale idioms also appropriately position each suggested housing product in line with closing values among *newer* existing attached and detached homes in the greater region, with forecasted sales volumes established to achieve reasonable annual sales cast against new construction demand at price points extending from $550,000 to $999,999 over the near term 2025-2030 forecast period.

It must also be noted, however, that recent sharp rates of growth in both existing and new construction home prices *are not sustainable*, especially considering the impact of elevated rates of inflation and related economic uncertainties which could serve as a barrier to residential development initiatives for at least the near term. For proforma comparisons and barring additional unforeseen economic turmoil, it is strongly suggested that benchmark closing prices *be held constant through at least the 1st Quarter 2026* with modest annual appreciation in the range of 2.0 to 3.0 percent applied to proforma financial models thereafter – a level generally consistent with long term CPI levels.

CERTIFICATION AND SIGNATURE

This analysis represents our objective and independent opinion regarding the market potential for residential development within the Loeber Farms property located in Schaumburg, Cook County, Illinois as certified below:

TRACY CROSS & ASSOCIATES, INC.
An Illinois Corporation

By: _____
HollyAnn Eageny

Its: Executive Vice President & COO

Date: March 14, 2025

A1

POPULATION, HOUSEHOLDS, TENURE, AND INCOME: 2025
-- THE SCHAUMBURG MARKET AREA --

Attribute/Year	Schaumburg Market Area	Village of Schaumburg	Attribute/Year	Schaumburg Market Area	Village of Schaumburg
Population			**Households**		
2010	707,026	74,731	2010	266,689	30,927
2020	718,947	78,723	2020	273,670	31,280
2025	689,510	77,449	2025	264,165	30,864
2030	699,851	78,611	2030	268,127	31,327
Average Annual Change			**Average Annual Change**		
2010 - 2020	1,192	399	2010 - 2020	698	35
2020 - 2025	-5,887	-255	2020 - 2025	-1,901	-83
2025 - 2030	2,068	232	2025 - 2030	792	93
2025 Household Tenure			**2025 Household Income**		
Total Housing Units	***281,828***	***33,087***	**Total Households**	**264,165**	**30,864**
Total Occupied	**264,165**	**30,864**	Under $50,000	60,534	6,534
Owner Occupied	184,906	20,025	50,000 - 74,999	39,366	4,635
Percent	70.0	64.9	75,000 - 99,999	36,907	4,794
			100,000 - 149,999	53,969	7,440
Renter Occupied	79,259	10,839	150,000 - 199,999	31,459	3,559
Percent	30.0	35.1	200,000 and Over	41,930	3,902
Vacant	**17,663**	**2,223**	***Average***	***$129,160***	***$119,970***
Percent	6.3	6.7	***Median***	***$96,594***	***$97,141***
2025 Household Size			**2025 Travel Time to Work**		
Total Population	**689,510**	**77,449**	**Total Workers Aged 16+**	**318,630**	**35,563**
In Group Quarters	6,549	1,109	Less than 30 Minutes	189,305	21,004
In Households	682,961	76,340	30 - 44 Minutes	74,358	8,280
			45 - 59 Minutes	27,641	3,219
Total Households	**264,165**	**30,864**	60 Minutes or More	27,326	3,060
Average Persons Per Household	**2.59**	**2.47**	***Average Travel Time***	***30.0***	***30.0***

Source: U.S. Department of Commerce, Bureau of the Census: *Census 2010, 2020;* Environics Analytics; and estimates by Tracy Cross & Associates, Inc.

A2

HOUSEHOLDS BY TYPE AND AGE OF HOUSEHOLDER: 2025
-- THE SCHAUMBURG MARKET AREA --

Attribute	Schaumburg Market Area		Village of Schaumburg	
	Number	Percent	Number	Percent
2025 Households by Type				
Total Households	**264,165**	**100.0**	**30,864**	**100.0**
Average Household Size	**2.59**		**2.47**	
Households with Children	75,393	28.5	9,025	29.2
Married/Co-Habitating Couple	63,366	24.0	7,673	24.9
Other Family	12,027	4.6	1,352	4.4
Households without Children	188,772	71.5	21,839	70.8
Married/Co-Habitating Couple	95,845	36.3	9,935	32.2
Single Householder	68,355	25.9	9,119	29.5
NonFamily	24,572	9.3	2,785	9.0
2025 Households by Age of Householder				
Total Households	**264,165**	**100.0**	**28,364**	**100.0**
Under 25	4,969	1.9	588	2.1
25 - 34	31,347	11.9	4,126	14.5
35 - 44	48,628	18.4	6,531	23.0
45 - 54	47,774	18.1	5,740	20.2
55 - 64	50,305	19.0	5,345	18.8
65 - 74	44,967	17.0	4,794	16.9
75 - 84	26,081	9.9	277	1.0
85 and Over	10,094	3.8	963	3.4
Median	***54.0 Years***		***49.0 Years***	
Households Under 35	36,316	13.7	4,714	16.6
Households 35 - 54	96,402	36.5	12,271	43.3
Households 55 - 74	95,272	36.1	10,139	35.7

Source: Environics Analytics and Tracy Cross & Associates, Inc.

A3

RESIDENTIAL BUILDING PERMIT TRENDS: SUBURBAN CHICAGO AND THE SCHAUMBURG MARKET AREA[1]
2000 - 2024

	Suburban Chicago			Schaumburg Market Area						Village of Schaumburg					
Year	Total	Single Family	Multi-Family	Total	Percent of Suburban Area	Single Family	Percent of Suburban Area	Multi-Family	Percent of Suburban Area	Total	Percent of Market Area	Single Family	Percent of Market Area	Multi-Family	Percent of Market Area
2000	32,476	26,475	6,001	1,573	4.8	1,003	3.8	570	9.5	3	0.2	3	0.3	0	0.0
2001	34,970	28,072	6,898	1,635	4.7	979	3.5	656	9.5	37	2.3	31	3.2	6	0.9
2002	37,252	30,469	6,783	1,712	4.6	1,165	3.8	547	8.1	106	6.2	92	7.9	14	2.6
2003	37,409	31,402	6,007	1,289	3.4	907	2.9	382	6.4	22	1.7	22	2.4	0	0.0
2004	36,905	31,200	5,705	1,780	4.8	969	3.1	811	14.2	108	6.1	57	5.9	51	6.3
2005	38,553	32,181	6,372	1,810	4.7	1,094	3.4	716	11.2	301	16.6	127	11.6	174	24.3
2006	29,336	24,216	5,120	1,696	5.8	963	4.0	733	14.3	31	1.8	31	3.2	0	0.0
2007	17,359	14,868	2,491	1,009	5.8	859	5.8	150	6.0	25	2.5	25	2.9	0	0.0
2008	7,371	6,113	1,258	318	4.3	255	4.2	63	5.0	12	3.8	12	4.7	0	0.0
2009	4,052	3,263	789	159	3.9	143	4.4	16	2.0	1	0.6	1	0.7	0	0.0
2010	4,266	3,169	1,097	97	2.3	92	2.9	5	0.5	0	0.0	0	0.0	0	0.0
2011	4,048	3,213	835	211	5.2	196	6.1	15	1.8	1	0.5	1	0.5	0	0.0
2012	6,679	4,283	2,396	210	3.1	163	3.8	47	2.0	1	0.5	1	0.6	0	0.0
2013	7,069	5,542	1,527	421	6.0	298	5.4	123	8.1	32	7.6	1	0.3	31	25.2
2014	8,500	5,931	2,569	505	5.9	318	5.4	187	7.3	46	9.1	30	9.4	16	8.6
2015	8,620	5,905	2,715	832	9.7	319	5.4	513	18.9	200	24.0	2	0.6	198	38.6
2016	9,795	5,888	3,907	870	8.9	352	6.0	518	13.3	37	4.3	2	0.6	35	6.8
2017	10,891	5,949	4,942	958	8.8	379	6.4	579	11.7	36	3.8	7	1.8	29	5.0
2018	9,336	6,272	3,064	353	3.8	299	4.8	54	1.8	4	1.1	4	1.3	0	0.0
2019	8,794	5,353	3,441	1,363	15.5	216	4.0	1,147	33.3	262	19.2	2	0.9	260	22.7
2020	10,267	5,745	4,522	660	6.4	184	3.2	476	10.5	48	7.3	2	1.1	46	9.7
2021	10,610	7,090	3,520	436	4.1	205	2.9	231	6.6	110	25.2	12	5.9	98	42.4
2022	8,354	6,248	2,106	357	4.3	215	3.4	142	6.7	119	33.3	56	26.0	63	44.4
2023	9,374	6,508	2,866	415	4.4	209	3.2	206	7.2	107	25.8	92	44.0	15	7.3
2024	10,300	6,674	3,626	637	6.2	236	3.5	401	11.1	106	16.6	86	36.4	20	5.0
Annual Average															
2000 - 2024	16,103	12,481	3,622	852	5.3	481	3.9	372	10.3	70	8.2	28	5.8	42	11.4

[1] Defined as Addison, Barrington, Bloomingdale, Elk Grove Village, Palatine, Schaumburg, and Wheeling townships in Cook and DuPage counties, IL.

Sources: U.S. Department of Commerce, Bureau of the Census, *C-40 Construction Reports* and Tracy Cross & Associates, Inc.

PROJECTS IN PLANNING: THE SCHAUMBURG MARKET AREA

Municipality/ Proposed Development Name	Address	Builder/Developer	Number of Units[2]						
			Status	Total	Single Family	Duplex	Townhome	Condo	Apartments
Arlington Heights									
TBD	Eastman Street and Highland Avenue	Compasspoint Development	CS	136	---	---	---	---	136
TBD	Golf Road east of Arlington Heights Road	UrbanStreet Group	CS	266	---	---	---	---	266
Chestnut Building	1 North Chestnut Avenue	NA	CS	40	---	---	---	---	40
Arlington 425-Chestnut Building	33 South Chestnut Avenue	CCH LLC	IP	85	---	---	---	---	85
Arlington 425-Campbell Building	225 West Campbell Street	CCH LLC	IP	234	---	---	---	---	234
		Subtotal:		**761**	**0**	**0**	**0**	**0**	**761**
Barrington									
TBD	200-300 N. Hough Street	Compasspoint Development	Approved	125	---	---	---	---	125
TBD	200-300 N. Hough Street	Compasspoint Development	Approved	62	---	---	---	38	---
		Subtotal:		**187**	**0**	**0**	**0**	**38**	**125**
Bensenville									
A&E Apartments II	800 W. Irving Park Road	A&E Luxury Development	IP	125	---	---	---	---	125
214 N. Walnut Townhomes	214 North Walnut Street	Walnut Grove Development LLC	IP	10	---	---	10	---	---
		Subtotal:		**135**	**0**	**0**	**10**	**0**	**125**
Bloomingdale									
Stratford Square Redevelopment	Springfield and Stratford drives	NA	CS	TBD	---	---	TBD	---	TBD
		Subtotal:		**0**	**0**	**0**	**0**	**0**	**0**
Carol Stream									
TBD	1475 West Lies Road	Bridge Street Properties	CS	38	---	38	---	---	---
Villas of Fair Oaks	Lies and Fair Oaks roads	Pulte Homes	UC	32	32	---	---	---	---
		Subtotal:		**70**	**32**	**38**	**0**	**0**	**0**
Elk Grove Village									
Elk Woods Lofts & Rowhomes	SEC Arlington Heights and Higgins roads	Wingspan Development Group	INF	283	---	---	---	---	283
		Subtotal:		**283**	**0**	**0**	**0**	**0**	**283**
Hoffman Estates									
TBD	2300 Hassell Road	The Jade Group	CS	112	---	---	---	---	112
TBD	2302-56 West Higgins Road	The Prime Group	CS	600	---	---	---	---	600
Bell Works Apartments	1705 Lakewood Boulevard	Somerset Development	IP	300	---	---	---	---	300
Bell Works Townhomes	1705 Lakewood Boulevard	Somerset Development	IP	164	---	---	164	---	---
Kensington Fields	1950 Hassell Road	Pulte Homes	INF	69	---	---	69	---	---
		Subtotal:		**1,245**	**0**	**0**	**233**	**0**	**1,012**
Itasca									
TBD	George and Elm streets	Airhart Construction	CS	6	6	---	---	---	---
Itasca Station	115-125 West Orchard Street	Holladay Properties	INF	87	---	---	---	---	87
		Subtotal:		**93**	**6**	**0**	**0**	**0**	**87**
Mount Prospect									
TBD	500 West Central Avenue	Project Consulting & Implementation Inc.	CS	20	---	---	---	---	20
		Subtotal:		**20**	**0**	**0**	**0**	**0**	**20**
Palatine									
TBD	SWC Brockway Street and Palatine Road	Northshore Development Group	CS	18	---	---	---	---	18
TBD	180-90 North Smith Street	Jonathan Payne	CS	85	---	---	---	---	85
TBD	301 W. Johnson Street	Northpointe Development	Approved	58	---	---	---	---	58
		Subtotal:		**161**	**0**	**0**	**0**	**0**	**161**
Rolling Meadows									
TBD	3405 W. Algonquin Road	Sam Patel	CS	170	---	---	---	---	170
		Subtotal:		**170**	**0**	**0**	**0**	**0**	**170**
Roselle									
Metro 19	SEC Lawrence Avenue and Irving Park Road	400 Roselle LLC	UC	297	---	---	---	---	297
		Subtotal:		**297**	**0**	**0**	**0**	**0**	**297**
Schaumburg									
90 North District East	North Meacham and Thoreau Drive	TBD	CS	TBD	---	TBD	TBD	TBD	TBD
Wise Commons	300 W. Wise Road	Pulte Homes	INF	68	---	---	68	---	---
Woodfield Apartments	1699 E. Woodfield Road	GSP Development	IP	98	---	---	---	---	98
Element Rowhomes	2204-18 Progress Parkway	UrbanStreet Group	Approved	8	---	---	8	---	---
Everly Central Roselle	818-60 S. Roselle Road	M/I Homes	Approved	133	---	---	35	---	98
The Lofts	846-60 E. Algonquin Road	RMS Properties	Approved	411	---	---	---	---	411
Verde Estates	SWC Thacker Street and Verde Drive	Projades LLC	UC	8	8	---	---	---	---
		Subtotal:		**726**	**8**	**0**	**111**	**0**	**607**
South Barrington									
Sundance South Barrington	61 E. Palatine Road	Vintage Luxury Homes	IP	65	65	---	---	---	---
		Subtotal:		**65**	**65**	**0**	**0**	**0**	**0**
Wheeling									
TBD	300 W. Dundee Road	Turk Walker Ventures	CS	384	---	---	49	---	335
Forest View	350 E. Dundee Road	Forrest Capital LLC	IP	53	---	---	---	---	53
		Subtotal:		**437**	**0**	**0**	**49**	**0**	**388**
Wood Dale									
Wood Dale Station	372 North Wood Dale Road	Holladay Properties	Approved	152	---	---	---	---	152
		Subtotal:		**152**	**0**	**0**	**0**	**0**	**152**
		Total Potential Units:[3]	**---**	**4,778**	**111**	**38**	**403**	**38**	**4,188**

[1] As of January 2025; excludes designated income-qualifying/affordable and congregate senior units.
[2] Status Key: Concept Stage (CS); In Planning Review (IP); Infrastructure/Site Improvements (INF); Permits Issued/Under Construction (UC).
[3] Total excludes developments where product distribution has yet to be determined.

Source: Tracy Cross & Associates, Inc.

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CLOSINGS BY PRICE RANGE: NEW AND EXISTING ATTACHED UNITS PRICED $350,000 AND ABOVE
-- THE SCHAUMBURG MARKET AREA[1] --

Price Range	ATTACHED FOR SALE											
	2021			2022			2023			2024		
		New Construction[2]			New Construction[2]			New Construction[2]			New Construction[2]	
	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area
$350,000 - 399,999	224	23	10.3	228	6	2.6	213	2	0.9	315	0	0.1
400,000 - 449,999	139	8	5.8	127	8	6.3	118	6	5.1	152	3	2.0
450,000 - 499,999	48	0	0.0	69	6	8.7	73	7	9.6	73	8	11.0
500,000 - 549,999	29	3	10.3	55	5	9.1	50	3	6.0	50	11	22.0
550,000 - 599,999	14	2	14.3	15	0	0.0	27	0	0.0	36	1	2.8
600,000 - 699,999	11	1	9.1	13	1	7.7	15	0	0.0	18	3	16.7
700,000 - 799,999	6	0	0.0	3	0	0.0	2	0	0.0	4	2	50.0
800,000 - 899,999	1	0	0.0	2	0	0.0	0	0	0.0	4	1	25.0
900,000 and Over	0	0	0.0	0	0	0.0	1	0	0.0	2	0	0.0
Total	***472***	***37***	***7.8***	***512***	***26***	***5.1***	***499***	***18***	***3.6***	***654***	***29***	***4.5***
Average Price	***$422,736***	***$414,228***		***$430,706***	***$450,077***		***$434,140***	***$470,000***		***$430,961***	***$537,416***	
Median Price	***$401,113***	***$385,000***		***$408,145***	***$442,500***		***$410,000***	***$455,322***		***$400,000***	***$520,000***	
Average Days on Market	***69***	***98***		***41***	***22***		***31***	***44***		***30***	***90***	
Village of Schaumburg												
Total	*80*	*9*	*11.3*	*118*	*4*	*3.4*	*102*	*2*	*2.0*	*108*	*3*	*2.8*
Average Price	*$411,854*	*$415,722*		*$454,118*	*$485,000*		*$460,043*	*$503,495*		*$470,136*	*$504,997*	
Median Price	*$410,030*	*$378,500*		*$449,490*	*$450,000*		*$471,490*	*$503,495*		*$450,576*	*$500,000*	
Average Days on Market	*38*	*22*		*41*	*26*		*41*	*70*		*51*	*87*	

[1] Defined as the municipalities of Addison, Arlington Heights, Barrington, Barrington Hills, South Barrington, Bloomingdale, Carol Stream, Elk Grove Village, Glendale Heights, Hoffman Estates, Inverness, Itasca, Medinah, Mount Prospect, Palatine, Rolling Meadows, Roselle, Schaumburg, Wheeling and Wood Dale in northwest suburban Cook and DuPage counties.
[2] Represents homes built in the previous five (5) year period.

Source: Midwest Real Estated Data Services

CLOSINGS BY PRICE RANGE: NEW AND EXISTING SINGLE FAMILY DETACHED HOMES PRICED $350,000 AND ABOVE
-- THE SCHAUMBURG MARKET AREA[1] --

Price Range	SINGLE FAMILY DETACHED											
	2021			2022			2023			2024		
		New Construction[2]			New Construction[2]			New Construction[2]			New Construction[2]	
	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area	Schaumburg Market Area	Number	Percent of Market Area
$350,000 - 399,999	1,058	2	0.2	785	0	0.0	607	0	0.0	602	0	0.0
400,000 - 449,999	749	7	0.9	580	0	0.0	519	1	0.2	606	1	0.2
450,000 - 499,999	468	6	1.3	435	2	0.5	316	2	0.6	422	0	0.0
500,000 - 549,999	356	5	1.4	305	5	1.6	268	2	0.7	297	1	0.3
550,000 - 599,999	278	5	1.8	277	3	1.1	214	1	0.5	216	1	0.5
600,000 - 699,999	370	14	3.8	337	16	4.7	288	8	2.8	324	6	1.9
700,000 - 799,999	221	18	8.1	207	17	8.2	159	16	10.1	199	10	5.0
800,000 - 899,999	130	15	11.5	113	6	5.3	109	24	22.0	137	22	16.1
900,000 - 999,999	82	3	3.7	72	4	5.6	74	9	12.2	104	15	14.4
1,000,000 - 1,199,999	147	7	4.8	147	4	2.7	140	8	5.7	167	10	6.0
2,000,000 and Above	9	0	0.0	22	3	13.6	14	2	14.3	21	1	4.8
Total	***3,868***	***82***	***2.1***	***3,280***	***60***	***1.8***	***2,708***	***73***	***2.7***	***3,095***	***67***	***2.2***
Average Price	***$535,623***	***$730,179***		***$561,915***	***$846,194***		***$567,526***	***$886,980***		***$589,192***	***$952,123***	
Median Price	***$460,837***	***$679,767***		***$477,000***	***$749,892***		***$484,400***	***$758,904***		***$484,782***	***$845,075***	
Average Days on Market	***56***	***136***		***38***	***94***		***36***	***107***		***33***	***86***	
Village of Schaumburg												
Total	*344*	*30*	*8.7*	*328*	*31*	*9.5*	*329*	*53*	*16.1*	*323*	*47*	*14.6*
Average Price	*$475,836*	*$767,010*		*$492,975*	*$718,250*		*$523,096*	*$890,814*		*$549,477*	*$888,590*	
Median Price	*$443,593*	*$736,330*		*$463,620*	*$689,920*		*$481,313*	*$855,200*		*$507,662*	*$853,000*	
Average Days on Market	*46*	*204*		*33*	*104*		*38*	*145*		*36*	*72*	

[1] Defined as the municipalities of Addison, Arlington Heights, Barrington, Barrington Hills, South Barrington, Bloomingdale, Carol Stream, Elk Grove Village, Glendale Heights, Hoffman Estates, Inverness, Itasca, Medinah, Mount Prospect, Palatine, Rolling Meadows, Roselle, Schaumburg, Wheeling and Wood Dale in northwest suburban Cook and DuPage counties.
[2] Represents homes built in the previous five (5) year period.

Source: Midwest Real Estate Data Services

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COMPOSITE SALES SUMMARY: SELECTED ATTACHED AND SINGLE FAMILY DEVELOPMENTS PRICED $500,000 AND ABOVE
-- WEST/NORTHWEST SUBURBAN CHICAGO --
4TH QUARTER 2024

Location/Development	Builder	Year Open	Lot Size (W' x D')	Total Units	Total Sold	Average Plan Size (Sq. Ft.)	Average *Base* Sales Price	Sales History: Monthly Since Opening	Sales History: SAAR[1] 2024
Rowhome / Townhome Developments									
TOTAL/AVERAGE:	---	---	---	***835***	***520***	***1,927***	***$532,844***	***4.2***	***49.80***
Buffalo Grove									
Link Crossing-Villas	M/I Homes	2021	---	63	63	2,208	$584,990	2.1	22.00
Park Place	The Huron Group	2023	---	12	10	1,931	569,900	0.5	4.00
Libertyville									
Liberty Junction	Pulte Group		---	80	59	2,403	$516,490	2.9	31.00
Morton Grove									
Metro on Main	Lexington Homes	2024	---	89	67	2,004	$518,323	6.7	80.14
Park Villa	P&P Properties	2024	---	10	0	1,800	549,000	0.0	0.00
Northbrook									
Gateway Northbrook	The Jacobs Co's	2020	---	68	46	2,420	$712,450	0.5	14.00
Schaumburg									
Northgate at Veridian[2]	D.R. Horton	2020	---	326	246	1,713	$486,657 [2]	4.5	48.00
Wheeling									
The Highlands at Prairie Park	Smith Family Dev.	2024	---	48	7	1,795	$565,000	8.9	106.75
Woodridge									
Rivers Edge-Landings	Pulte Group	2024	---	62	1	1,577	$543,990	0.4	4.69
The Townes at Farmingdale	M/I Homes	2024	---	77	21	1,962	523,990	15.6	187.46
Single Family Detached									
TOTAL/AVERAGE:	---	---	---	***275*** [3]	***217*** [3]	***2,949*** [3]	***$748,861*** [3]	***2.2*** [3]	***25.29*** [3]
Arlington Heights									
Arlington Market II	D'Aprile Properties	2019	28 x 100	17	16	2,405	$750,000	0.3	0.00
Hawthorn Woods									
Hawthorn Place (RL)	Icon Building Group	2015	35 x 102	20	11	2,376	$717,400	0.1	1.00
Lisle									
Estates at Rivers Edge	Pulte Group	2024	75 x 135	20	12	3,214	$814,419	6.5	78.43
Naperville									
Breckenridge Estates	M/I Homes	2023	90 x 130	10	10	3,414	$864,990	0.5	5.48
Naperville Polo Club-Estates	Pulte Group	2024	66 x 120	59	20	3,253	619,990	1.9	22.80
Schaumburg									
Stone Bridge Court[3]	Westport Homes	2023	78 x 172	12	10	3,637	$1,449,000	0.5	3.00
Summit Grove	Nitti Builders	2021	60 x 135	149	148	2,900	787,389	3.6	44.00

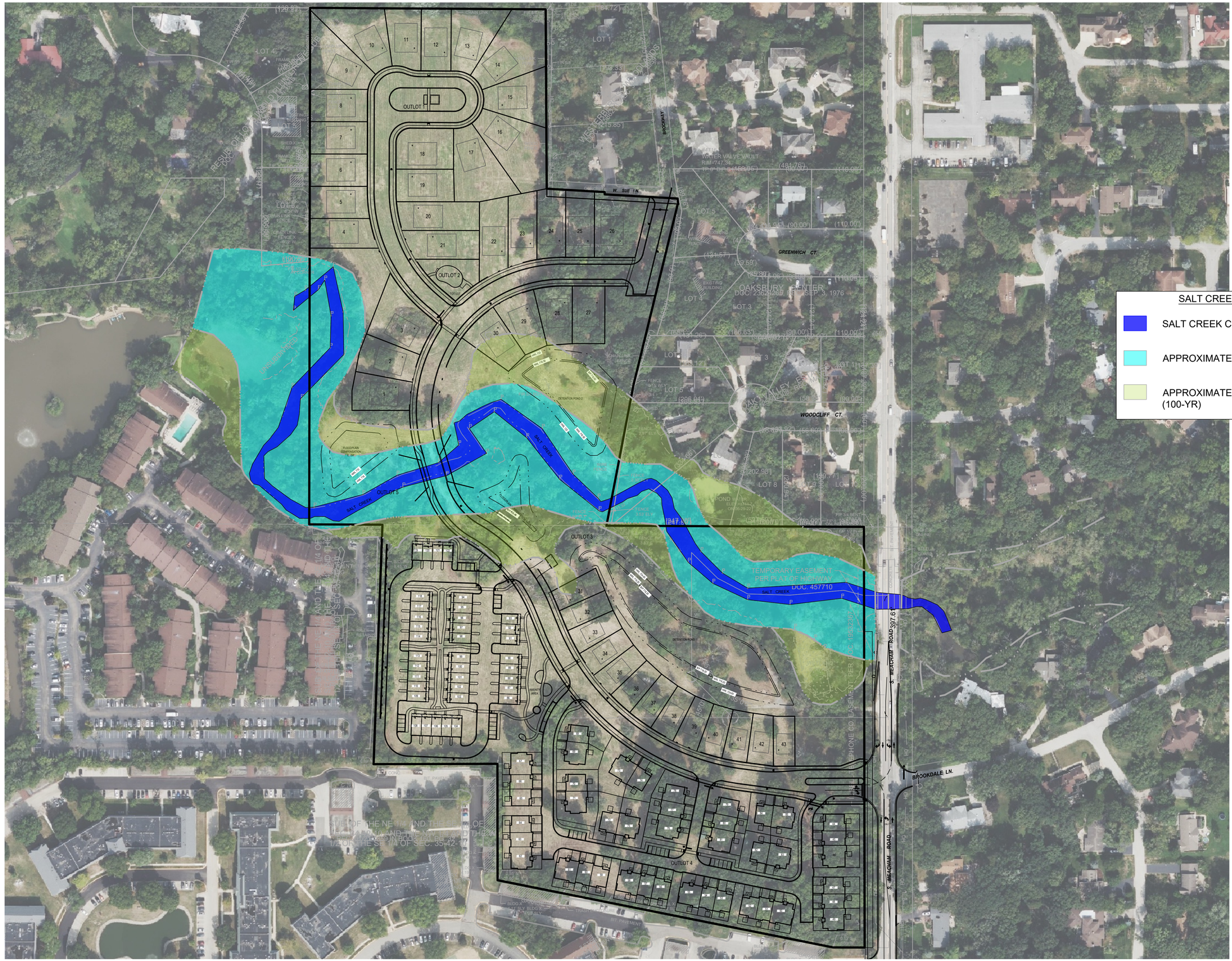
[1] Sales seasonally adjusted and annualized 2020.
[2] Currently marketing inventory units which carry an average base sales price of $583,323.
[3] Statistics *exclude* Stone Bridge Court in Schaumburg.

Source: Tracy Cross & Associates, Inc.

GENERAL LIMITING CONDITIONS

Tracy Cross & Associates, Inc. has made extensive efforts to confirm the accuracy and timeliness of the information contained in this study. Such information was compiled from a variety of sources, including interviews with developers and their agents, government officials, and other third parties. Although Tracy Cross & Associates, Inc. believes all information in this study is correct, it does not warrant the accuracy of such information and assumes no responsibility for inaccuracies in the information provided by third parties.

Conclusions and recommendations established in this analysis represent a professional opinion and are based upon forecasts into the future which could be significantly altered by outside occurrences. These include, among others, the possible interplay of unforeseen social, economic, physical/environmental, and governmental actions. In this regard, Tracy Cross & Associates, Inc., its owners, and its employees shall be held harmless of changes in conditions that may materially result from these occurrences.



REVISIONS		
NO.	DATE	DESCRIPTION

ORIGINAL ISSUE DATE: 02-06-23

NO.	DATE	DESCRIPTION
1	07-17-24	REVISED SITE PLAN
2	12-10-25	REVISED SITE PLAN

PROJECT NO: 220205
PROJECT MANAGER: DEF
DESIGNED BY: ND
DRAWN BY:

AERIAL SITE PLAN

LOEBER FARM

SCHAUMBURG ILLINOIS

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

DRAWING NO.

EX A

DETENTION POND 2

HWL 723

NWL 716.50

4809 WOODCLIFF COURT

4807 WOODCLIFF COURT

WOODCLIFF CT.

OUTLOT 3

WATER
ELEV.=±711.7
ON 06-29-22

SALT CREEK LEGEND

- SALT CREEK CHANNEL
- APPROXIMATE FLOODWAY LIMITS
- APPROXIMATE FLOODPLAIN LIMITS (100-YR)

7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

LOEBER FARM

SCHAUMBURG *ILLINOIS*

EXISTING FLOODPLAIN EXHIBIT

DATE: 12-10-25

0 20 40

SCALE: 1"=40'

NITTI
GROUP

MEMORANDUM

TO: Village of Schaumburg Zoning Board of Appeals
FROM: Nitti Group, LLC
DATE: December 10, 2025
SUBJECT: Public Letter Received regarding Loeber Farm Redevelopment

This memo is in response to the public letter recently submitted regarding the Loeber Farm project. While we do not believe a point-by-point rebuttal is necessary, we want the ZBA to receive an overall response from us. The claims made in that letter are either exaggerated, unfounded, or already addressed in our submitted documents as part of the process. We do not want this to skew the integrity of Nitti or the Loeber Farm project.

Redevelopment Benefits

Redevelopment of Loeber Farm is both necessary and beneficial. There is significant market demand and need for this type of housing. This site has sat underutilized for decades, and the proposed plan finally delivers what the community has long asked for—modern utilities, floodplain improvements, and a thoughtfully designed, for-sale neighborhood that aligns with the Village's vision.

Collaboration and Evolution

This is not a rushed or careless proposal. The Village and applicant have worked extensively to move from a 357-unit rental concept to a lower-density, ownership-driven plan that respects corridor character. That evolution reflects collaboration, compromise, and responsiveness to community input.

Engineering Review Summary

The Loeber Farm project has undergone extensive analysis of Salt Creek, with design work by V3 and independent review by Christopher Burke, ensuring compliance with FEMA, IDNR-OWR, Army Corps, and MWRD requirements before permits are issued. The development meets current WMO standards, provides nearly 3 million gallons of detention and volume control, and includes creek restoration measures, ensuring no adverse impact to public health, safety, or floodplain limits. The engineers response to this letter has been submitted separately and attached hereto.

Emergency Access

Emergency access and safety have been vetted by professionals. The Fire Department and engineering staff review these configurations as part of the approval process.

Z2503-03 DEC 10 '25

132 N. York Road • Suite 2F • Elmhurst, IL 60126 • Office: 630.980.4364

Developer Track Record and Timeline

The Nitti Team is a seasoned developer and builder with a proven record of success in complex projects, including Summit Grove in Schaumburg. Summit Grove delivered on every promise and more, creating a new housing market and attracting satisfied homeowners. Regarding timelines, the submitter is conflating sales cycles with construction timelines to suggest uncertainty where none exists, Our track record demonstrates disciplined execution and accurate scheduling, and Loeber Farm will follow the same professional approach.

Financial Protections

Financial risk is not being shifted to homeowners. Performance security mechanisms are in place to protect taxpayers and ensure completion.

In Summary

This project is not a gamble—it is a carefully planned investment in the future of Schaumburg and the Nitti brand. Approving this PUD moves us forward responsibly and in the best interest of the entire community.

Response to Videos in Appendix B

The submitter resides at 5100 Grove Road, Rolling Meadows, within a Special Flood Hazard Area adjacent to Salt Creek. The videos submitted were taken July 15, 2024, during a week of nearly 4 inches of rainfall—far above the normal July average of under 1 inch and not a “medium storm” as referenced in the document. The footage shows the floodway functioning exactly as intended, consistent with FEMA mapping and designed to convey excess stormwater during heavy rainfall events.

Closing

We look forward to this evening’s ZBA hearing and are fully prepared to address any questions or concerns the ZBA may have. We also look forward to receiving a formal recommendation from the ZBA that aligns with the PRG’s approval—an endorsement we earned through close collaboration, detailed engagement, and a thorough understanding of every aspect of this project.

Sincerely,

Nico Nitti

From: Dan Free <dfree@v3co.com>
Sent: Wednesday, December 10, 2025 9:16 AM
To: Nico Nitti
Subject: Re: Public comment for tomorrow
Attachments: Floodplain - Aerial Site Plan_2025-12-10.pdf; Floodplain - Woodcliff Court_2025-12-10.pdf

Nico,

Here are my thoughts for a response. I attached two exhibits that I had shown at the neighbor meeting which would probably be helpful for the discussion tonight.

The review and analysis of Salt Creek has been extensive for the Loeber Farm project. We understand that work V3 does as civil engineers may affect the public health, safety, and welfare of not only the developer, future residents on the Loeber Farm property, but also the existing residents upstream, downstream, and directly adjacent to the property. That is why there has been great care to understand and mitigate the impacts this development will have to the Salt Creek watershed.

Not only has this been designed and calculated by V3, but it has also been reviewed by the Village of Schaumburg's 3rd party consultant, Christopher Burke. Prior to obtaining permits for work within the floodplain/floodway, this project will require additional reviews/approvals by FEMA, IDNR-OWR, Army Corps of Engineers, and MWRD.

There were public comments provided by several concerned residents in the area. Much of it relates to concerns on the impacts to Salt Creek and the accuracy of the floodplain maps. The floodplain maps for this area were revised in August 19, 2008 which is less than 20 years old. Most of the development had already occurred at this time. There were referenced projects such as Treehouse Apartments and the Veridian development. The Treehouse Apartments were built in the late 70s to early 80s, and the Veridian development was previously the Motorola campus. In looking at historical aerials, the amount of impervious area has not significantly changed. Additionally, since the MWRD's implementation of the Watershed Management Ordinance (WMO) in 2014, any new development or redevelopment requires significantly more detention volume and volume control compared to previous requirements.

There was a video provided of a specific storm on July 15, 2024 that shows the Treehouse pond overtopping. This adds to the veracity of the floodplain maps as the Treehouse pond is shown completely within floodplain. Also, the Treehouse pond is within the path of the Salt Creek Tributary D that travels from the southwest. There are also properties associated with the Woodcliff Court development that have mentioned flooding up to the back of their house. This is also accurate with with what is shown on the floodplain maps with the base flood elevation (BFE) showing right up to the back of the home.

The proposed bridge over Salt Creek is set at an elevation that is similar to the Meacham Road bridge which will minimize the impact to the creek and provide safe passage across the bridge even during heavy storms. While it does introduce a chokepoint, there are other improvements to offset that such as compensated volume and cleaning out of the channel. This has all been analyzed in an updated model that uses comprehensive data from the entire watershed.

The existing condition of Salt Creek in this area has degraded over time with significant erosion within the Loeber property limits. As requested by the village, the project will include restoring the bank of the creek, providing native plants in the floodplain area, and some areas of heavy armoring with large rip rap to protect from erosion.

The Loeber Farm development will be following the latest WMO requirements with a combined detention volume of over 8 ac-ft plus over 1 ac-ft of volume control which helps reduce the amount of volume entering the watershed by promoting infiltration. For an idea of how much volume 1 ac-ft is, it is equivalent to about 325,000 gallons. Therefore, the amount of detention volume and volume control proposed for Loeber farm is nearly 3 million gallons.

In summary, the proposed Loeber Farm development is being designed to not impact the public health, safety, and welfare of the public. The floodplain limits will not be effected, and the increased runoff from new impervious area will be mitigated with detention volume and volume control.

Dan Free, P.E. (IL)
Project Manager
V3 Companies • **P** 331.645.7813 • **E** dfree@v3co.com

From: Nico Nitti <nnitti@nittidevelopment.com>
Sent: Tuesday, December 9, 2025 10:30 AM
To: Dan Free <dfree@v3co.com>
Subject: Public comment for tomorrow

*** CAUTION! EXTERNAL SENDER *** STOP. ASSESS. VERIFY!! ***: Were you expecting this email? Is the grammar and spelling correct? Does the content make sense? Can you verify the sender? If suspicious, report this email to Help Desk. Do not click links. Do not open attachments. Do not enter your username or password.

Dan,

Attached are the first three documents received from the public and my response in Appendix B. The ZBA has already reviewed these as part of their packet. I'd like to prepare a general response highlighting the key points before the meeting. Please refer to my response in Appendix B. I will call you shortly to discuss further.

Nico Nitti
Nitti Development
Office: 630.980.4364
NittiDevelopment.com

STAFF REPORT

TO: PLAN COMMISSION

PREPARED BY: Parth Joshi, AICP
Planning Manager

HEARING DATE: December 10, 2025

DATE PREPARED: November 26, 2025

CASE NUMBER: Z2503-03

TITLE: Z2503-03 / LOEBER FARM REDEVELOPMENT / 2014 N. Meacham Rd / Site Plan Approval, Special Use For A PUD, Special Use to Construction In The Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit

BACKGROUND INFORMATION

Petitioner:	Mr. Nico Nitti
Address of Petitioner:	Nitti Group, LLC 132 N. York Street, Suite 2F Elmhurst, IL 60126
Status of Petitioner:	Contract Purchaser
Owner of Parcel:	Mr. Paul M. Loeber Mr. George Loeber 4255 W. Touhy Ave, Lincolnwood, IL 60712
Existing Zoning:	R-4 - Single Family Residential
Existing Land Use:	Single Family Residential/Horse Farm

Requested Actions:

- Preliminary and Final Plat of Subdivision [Title 15, Chapter 151, Section 151.20(D) & (E) of the Subdivision and Land Development Ordinance]
- Plat of Vacation [Title 15, Chapter 151, Section 151.20(D) of the Subdivision and Land Development Ordinance]
- Rezoning from R-4 (Single Family Residential District) to R-6 PUD (Residential Planned Unit Development [Title 15, Chapter 154, Section 154.43(B)(2)]

- Site Plan Approval for 43 single-family homes, 16 townhome buildings/42 units, and 8 rowhome buildings/37 units [Title 15, Chapter 154, Section 154.46 (A) of the Zoning Ordinance]
- Special Use Approval for a Planned Unit Development (PUD) [Title 15, Chapter 154, Section 154.106(A) of the Zoning Ordinance]
- Special Use to construct a building in the Wetlands, Streams and Aquatic Resources Protection Overlay District [Title 15, Chapter 154, Section 154.196 (C) of the Zoning Ordinance]
- Variation to Reduce Lot Size from 10,000 to 8,100 [Title 15, Chapter 154, Section 154.160 (D)(1)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Size from 10,000 to 4,680 [Title 15, Chapter 154, Section 154.160 (D)(1)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Width from 70 feet to 60 feet [Title 15, Chapter 154, Section 154.160 (D)(2)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Width from 70 feet to 45 feet [Title 15, Chapter 154, Section 154.160 (D)(2)(a) of the Village Zoning Ordinance]
- Variation to Increase Building Height from 28 feet to 35 feet [Title 15, Chapter 154, Section 154.160 (D)(5)(a) of the Village Zoning Ordinance]
- Variation to Increase Lot Coverage from 32% to 39% [Title 15, Chapter 154, Section 154.160 (D)(3) of the Village Zoning Ordinance]
- Variation to Increase the minimum Floor Area Ratio (FAR) from 32% to 37% [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Increase the maximum Floor Area Ratio (FAR) from 40% to 48% for the Single-Family Homes [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Increase the maximum Floor Area Ratio (FAR) from 40% to 55% for the Village Homes [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Reduce the Front Yard Building Setback from 30’ to 25’ feet [Title 15, Chapter 154, Section 154.161 (D)(6)(a)(1) of the Village Zoning Ordinance]
- Building Height Credit to Increase Building Height from 35’ to 42’6” feet (rowhomes) [Title 15, Chapter 154, Section 154.108(1)(d)]
- Variation to Reduce the Building Setback between a Rowhome to a road from 45’ to 18’ feet [Title 15, Chapter 154, Section 154.108(A)(c)(1)]
- Variation to Reduce the Building Setback between a Townhome and road from 36’ to 18’ feet[Title 15, Chapter 154, Section 154.108(A)(c)(1)]
- Variation to Reduce the Building Setback between a building and a structure from 45’ to 11’4” feet [Title 15, Chapter 154, Section 154.108(A)(c)(2)]
- Parking Variation to Reduce Roads and Parking areas to peripheral property lines from 20 feet to 11’1” feet [Title 15, Chapter 154, Section 154.108(A)(c)(5)]

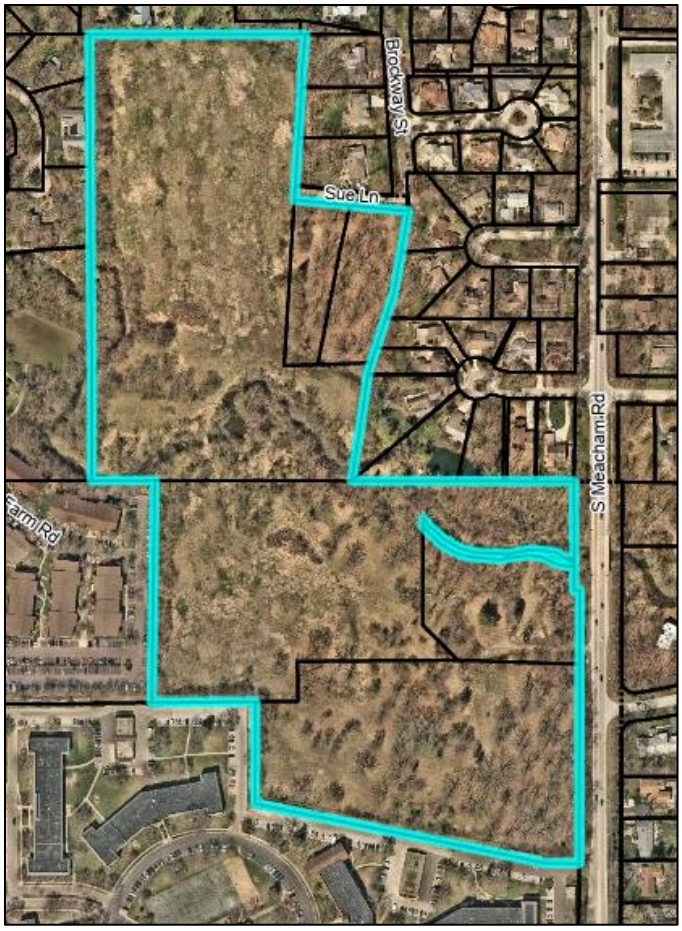
ANALYSIS

Summary

The petitioner requests Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezoning from R-4 (Single Family Residential) to R-6 PUD (Residential Planned Unit Development), Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variation, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variations and Building Height Credit for the property located at 2014 N. Meacham Road. The property commonly known as the Loeber Farm is located north of Algonquin Road and west of Meacham Road at the northern boundary of the Village. The approximate 33-acre site is situated north of the International Village apartments, and east of the Treehouse of Schaumburg apartments. The property borders Rolling Meadows to the north, and partially to the east and west. The proposed residential subdivision will only include homes for-sale.

Background

In 2002, the Village Board adopted a concept plan for the property which shows that the entire site should be developed as single family. Since the property contains significant natural amenities and provides one of the last opportunities for residential development in the Village, the Village Board subsequently adopted design guidelines which specifically address the unique characteristics of the site. The guidelines, which were adopted as an element of the Comprehensive Plan following public hearing in June 2003, include directives regarding the treatment of natural resources, site access, general site layout, and building architecture. The principal points are summarized below.



1. The site is bisected by a creek which runs east-west through the property. The guidelines state that a bridge must be constructed over the creek to connect the northern and southern portions of the site. This will provide adequate and safe

access both for residents and for emergency services. Access points into the property should be provided from both Meacham Road and Brockway Lane.

2. The guidelines state that attention should be given to preservation of the property's existing natural resources. Open space, roads, and structures should be designed and located in such a way as to be sensitive to and to preserve trees, existing drainage patterns and native vegetation. To create a neighborhood which preserves the site's natural amenities and blends with the existing surrounding neighborhood, the guidelines encourage the use of narrower street widths and rural typical roadways.
3. Natural stormwater management practices, such as the use of grassy swales along roadsides, are encouraged, rather than curb and gutter and a piped system, to allow for stormwater to be dispersed in a more natural way. Native vegetation should be incorporated into swales to increase biodiversity and take advantage of infiltration processes.
4. The use of native plantings is encouraged both for common open space areas and for private lots.
5. The guidelines state that a pedestrian circulation system should be incorporated into a subdivision's design. Specific guidelines for trail design are included.
6. Creative placement of homes is encouraged to preserve natural features and open up views to open space and unique features of the site. The guidelines state that each lot should be examined individually to determine the best placement for a home within the context of the development as a whole and the adjacent lots.
7. Architectural guidelines are intended to encourage and facilitate the design of custom, high quality homes.

The guidelines were not meant to replace, but rather to supplement, Village ordinances. It should be noted that some of the guidelines, such as narrower street widths and rural typical road sections, which are integral in establishing a rural neighborhood character, would require variations to the Subdivision and Land Development Ordinance. The guidelines also state that variations to the Zoning Ordinance should also be considered to allow for flexible placement of homes, and that these variations should be carefully considered, but are essential to provide a rural streetscape, preserve natural features, and sustain views of open space.

Many of the directives included in the guidelines have been met. Although the guidelines designate the property entirely for single family residential development, which is partially different than the proposed plan, staff utilized guidelines to review the overall site layout and features that have been incorporated into the proposed plan.

Special Use Approval – Residential PUD

The subject property is currently zoned R-4 for single family residential and is comprised of six (6) irregular and odd shaped parcels. The petitioner proposes to consolidate the lots, rezone the

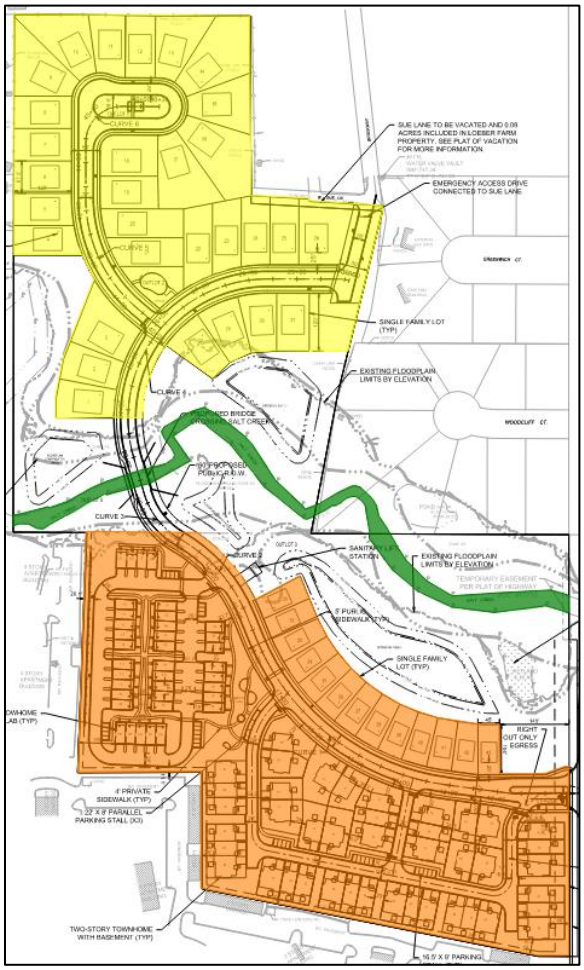
property from R-4 to R-6 PUD, and construct a residential Planned Unit Development (PUD) comprised of single-family homes, rowhomes and townhomes on the north and south side of the 33-acre property.

Site Plan Approval

The proposed PUD will consist of a mix of single-family homes, townhomes, and rowhomes. Below is a breakdown of units per housing type –

Type	Buildings	Unit Counts
Single-Family	43	-
Townhome	16	42
Rowhome	8	37
Total	**67**	**122 (including single-family homes)**

The site is bisected by Salt Creek which runs east-west through the property. The petitioner has worked extensively with Village staff over the past year to develop a plan which complies with many of the design guidelines. As a result, the proposed residential development is clustered at the northern and southern portion of the property, with common open space left in the middle of the site adjacent to the Salt Creek. The proposed plan includes one public access point into the neighborhood located along Meacham Road, with an emergency access to Brockway Street on the north side of the property. Consistent with the Village adopted guidelines for the property, the development has been designed to be sensitive to the natural features and includes a significant incorporation of biodiversity.



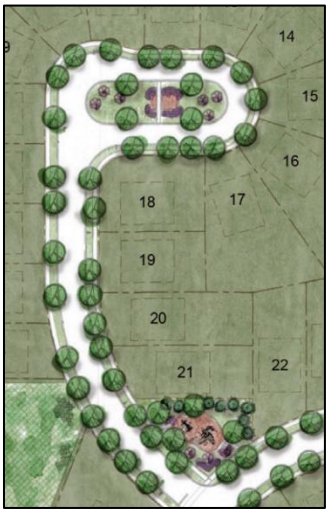
The northern part of the development will include 30 single-family homes. Along the connecting curved streets, the lots follow a parallel, linear pattern but still adjust to the roadway curvature. The proposed single-family homes on the north side will be 2-stories tall. The large island proposed within the cul-de-sac will include a small pocket park with bench seating. The petitioner is

also proposing a tot-lot at the intersection along the main roadway which will include a typical setup of a park with multiple play structures, coupled with bench seating and perimeter landscaping.

The southern section of the development will feature a mix of housing types including small single-family homes, herein referred to as Village Homes, and townhomes and rowhomes. 13 Village Homes will be situated along the north side of the main drive aisle. The Village Homes will include individual driveways for access. The south section of the main drive-aisle will include 16 townhome buildings in a curvilinear cluster pattern. The proposed buildings are arranged along private drives and homes are grouped in small clusters. Three access points are provided within the main drive aisle for the townhomes. Two of the access points will be right-in right-out, whereas one access point on the far east, closest to the entrance of the subdivision, will be limited to right-out only. The number of units per townhome building varies from 2-3. The proposed Village homes and townhomes will be 2-stories tall

The petitioner is proposing 8 rowhome buildings at the southwest corner of the property. These are arranged in a grid-like, traditional linear block pattern where buildings are narrow but aligned in straight rows. One ingress/egress is provided within the main drive aisle to access the rowhomes. The number of units per rowhome building vary from 3-5. The proposed rowhomes will be 3-stories tall.

As mentioned, access to the development is provided via one north/south street. The drive-aisle will be a dedicated public street. The proposed internal drive aisles within the townhomes and rowhomes section on the south side will be private streets, which calls for narrower road widths that allow the street layout to follow the natural contours as suggested in adopted design guidelines.



Due to the property containing significant natural amenities, the design guidelines include recommendations to incorporate specific open space design standards for the development. Additionally, the general design standards of a PUD requires incorporating amenities such as recreational facilities, gardens, plazas, public art, site furnishings, decorative lighting and signage. The petitioner has incorporated a mix of pocket parks, amenity areas, tot-lot and multiple outdoor seating areas in the open space design. They are thoughtfully designed spaces to enhance quality of life in the development. The plans show 2 pocket parks, one in the north phase located within the large landscape island within the cul-de-sac and one in the south phase located on the east side of the rowhomes, abutting the main drive-aisle. As previously mentioned, the north phase will also include a tot-

lot (playground). This will provide a safe and convenient play area for young children, enhancing the overall appeal and functionality of the development for families.

The pocket parks and the playground are conveniently located and accessible via multiple pathways. The petitioner has integrated amenities such as a pergola, benches, fire pit, and additional native plantings within the pocket parks. Additionally, the applicant is proposing a courtyard style open space with benches between the four rowhome buildings situated (east/west) in the middle of the rowhome section. Lastly, the single-family homes on the north side on lots 1, and 27 through 30 will be adjacent to detention basins. Similarly, the proposed Village homes within the south side of the lot will also back up to a detention pond to their north. These homes will benefit with a dedicated overlook space for residents to enjoy the views of the pond and the naturalized greenspace in the vicinity.



Sidewalks are provided on both sides of the street for continuous access, and paths have been provided between lots and through common open space areas to create a pedestrian circulation system that is separate from the vehicular system. A new bridge will be constructed over the creek. Staff will work with the petitioner to finalize the design of the bridge by incorporating design details such as formliner, staining, etc. A condition of approval has been added to this staff report to revise the appearance of the proposed bridge.

Design Analysis

The PUD code requires high quality architecture with respect to the design, material, and fenestration of the buildings. Additionally, the adopted design guidelines for the Loeber Farm property also includes architectural guidelines for homes. Both recommend a design compatible with surrounding buildings and harmonious with the character of the existing neighborhood. The rowhome and townhome buildings are modeled after a modern farmhouse style architecture influenced with contemporary craftsman styles. As a result, the proposed homes will be constructed with a mix of high-quality architectural materials. Consistent with the design guidelines, stone veneer is proposed at the base of the homes to help ground its appearance and it will be wrapped on all sides. Board and batten siding is proposed at the top of the homes to provide

a rustic look with vertical lines that elongate the structure visually. While horizontal lap siding in the middle portion provides a contrast in texture and visual interest.



The townhomes will be constructed of similar materials, however, the general design of these units will allow for a large front elevation with a combination of modern and traditional elements. Each townhome unit will include a prominent two-car garage integrated into the front façade and will have a uniform yet distinctive exterior with large windows and prominent gable bump outs. The design includes spacious front porches.



Overall, the proposed light and dark color contrast of the homes represents the typical modern farmhouse palettes and neutral tones with complementary accent colors, enhancing the aesthetic appeal. The combination of materials and design elements creates a balanced and harmonious look, blending modern and traditional aesthetics. The use of white for the siding and trim creates a clean and crisp appearance, while the black accents and natural stone veneer add contrast and

sophistication. Staff believes the proposed architecture of the development is compatible with the surrounding properties and conforms to the design guidelines for the property.

Special Use – Wetland Overlay District

The petitioner is requesting to construct the proposed residential development in the Wetlands, Streams, and Aquatic Resources Protection Overlay District. The purpose of this overlay district is to protect persons and property within and adjacent to wetlands from potentially hazardous geological and hydrological conditions; prevent environmental degradation of the land and water, and ensure that development enhances rather than detracts from or ignores the natural topography, resources, amenities, and fragile environment of wetlands within the Village.

The existing site contains old-field/pasture, upland woods, flood plain forest, wetlands, and a portion of Salt Creek, which bisects the property generally from west to east. The development avoids direct impact to wetlands and Salt Creek except for a single bridge crossing of the creek, and restoration of a few eroded sections of the creek's streambank.

The project's stormwater management plan maintains the onsite existing drainage patterns. The proposed development will have 2 detention ponds on site. The north detention pond is located east of the main drive aisle (going north) prior to entering the rowhome/townhome area. The south detention pond is located north of the main roadway by the entrance to the development. The proposed roadway crossing of Salt Creek will consist of a concrete span (CONSPAN) bridge structure that will span the entire creek and maintain the natural streambed. The proposed bridge is higher and wider than the existing bridge, which will not only allow for a greater volume of water to flow under the bridge, but it will also reduce the existing upstream high water level flooding and reduce the surge in the downstream by generating an even distribution of water.

The site design minimizes impact to the stream corridor and associated wetlands and flood plain forest. The grading that is proposed along Salt Creek will create additional flood storage compared to the pre-project condition. In addition, the proposed plan will stabilize a stretch of severely eroded streambank, which has been a long-standing issue in this location. Sustaining wetland/flood plain hydrology is being maintained. The petitioner has submitted a copy of the wetland delineation report for the proposed development which has been reviewed by Village engineering consultants. Staff, along with the wetland consultant, conducted site visits on several occasions to assess the site and the proposed development's potential impacts on the property. Following a collaborative process with the developer and their engineer, the Village's 3rd party consultant has concluded that the project will have minimal impact on the preserved wetlands, flood plain forest, and Salt Creek.

Plat of Vacation

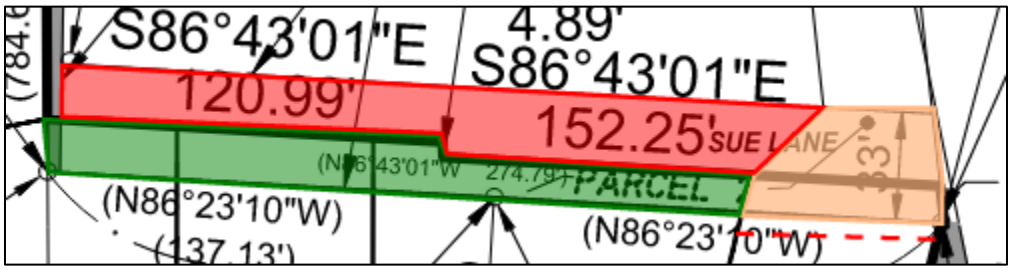
Sue Lane is an existing Village street (33-foot right-of-way) at the northern boundary of Schaumburg that provides access to one home on the north side of the street which is located in Rolling Meadows. It is located north of the proposed single-family home lots 24 through 26. Going east, Sue Lane connects to Brockway Street in Rolling Meadows. Brockway is a north/south street. A secondary access point connection to Brockway Street for Fire/emergency access is required. The petitioner is proposing a north/south road located on the far east side of lot 26 to serve as the secondary access route and connect to Brockway Street for emergency access. As part of the development, staff recommends that Sue Lane and its associated right-of-way be vacated by the Village. Although the right-of-way is 33 feet wide, the pavement in this area is approximately 15 feet wide, includes no curb and gutter, and generally does not conform to Schaumburg's public street requirements.

There will be a secured gate on the developer's property which will be controlled by Schaumburg Fire Department for access with a knox box. The future residents of the development will not be allowed to use this access to enter/exit the development.

There are 2 options the developer could pursue. They are as follows –

Option 1

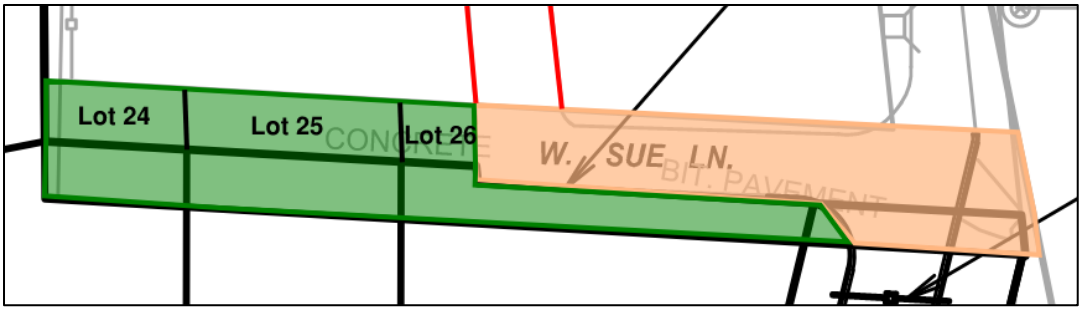
- Developer can vacate the south half of Sue Ln ROW (as shown in green below) and incorporate into the proposed development for Lots 24, 25, & 26.
- Developer can propose ownership of the north section (as shown in red below) of Sue Ln to the resident in Rolling Meadows for continued access to the resident's driveway. The Village would own and maintain the ROW section highlighted in orange below.



Option 2 –

- If the resident to the north declines ownership, then the developer can expand Lots 24, 25, and part of 26 to the north (west side of the Rolling Meadows resident's driveway and as shown in green below).

- Village will maintain ROW (as shown in orange below). This would be required so the resident does not lose access to their driveway.



Staff recommends adding a condition of approval that prior to the issuance of a land development permit, the developer select and execute either of the options listed regarding Sue Lane.

Preliminary and Final Plat Approval

A plat of subdivision has been submitted for review. The petitioner proposes to consolidate the 6 existing parcels and subdivide into 43 residential lots parcels. The petitioner is also proposing a total of 5 outlots that will be maintained as common area by the Homeowners' Association (HOA),

- Outlot 1 – Landscape island within the cul-de-sac with small pocket park and bench seating.
- Outlot 2 – HOA park which includes play structures and bench seating.
- Outlot 3 – Landscape area north of the Village homes and south of the single-family lots 27 – 30. This area includes the salt creek and three detention ponds.
- Outlot 4 – Private drive aisle, guest parking, and common areas including rear yards in the townhome section.
- Outlot 5 – Private drive aisles, guest parking, sidewalks and pathways, and amenity area with bench seating in the rowhome section.

The plat illustrates limits for the outlots for common areas (green space areas, detention areas and roadways). The plat also illustrates long pieces of grey areas on the eastern side of the property. Upon research by the developer and staff, ownership information was not found for the grey shaded areas on the plat. In addition, staff's research found that the grey areas are not part of the Village. While this condition of unmarked territories is rare, staff is requiring the developer incorporate the "grey areas" to their property. The developer has been made aware of this requirement as they will likely need to pursue a legal process (i.e., quiet title action) to claim and obtain ownership of the tract of lands. These areas are generally slivers of property. The ALTA survey provided by the developer shows the location of the existing fences within portions of these slivers. However,

based on site visits, the slivers are free of any fences and it doesn't appear that the adjacent homeowners are utilizing the property. It should be noted that the slivers are not critical to the overall development except that leaving them perpetuates the issue of having land with no clear title or maintenance responsibility, and that needs to be addressed.

Staff has reviewed the Final Plat of Consolidation and is recommending the following conditions:

- Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
- The signed Plat of Subdivision must be recorded with Cook County prior to the issuance of a Land Development Permit.

An HOA will be created to ensure the maintenance of the common areas including but not limited to the wetland, detention ponds, storm sewers, landscaping, HOA Park, and retaining wall. A Special Service Area (SSA) will also be created to ensure the common areas are maintained. If the HOA defaults, the SSA will allow the Village to levy a special tax on the property owners within the development for the maintenance of the common areas. The Village would then assume responsibility for maintaining the common areas.

Rezoning

The petitioner is requesting approval to rezone the subject property from R-4 (Single Family Residential District) to R-6 PUD (Planned Unit Development). The Village's Comprehensive Plan identifies the subject property be developed as single family and even though, part of the proposed development includes townhomes and rowhomes, staff is supportive of the proposed PUD development. The residential planned unit development district zoning is appropriate for the subject parcel for several reasons. First, the Vision and Goals in chapter 2 of the Comprehensive Plan suggests the Village provide a diverse range of quality housing options that allow the Village to remain and attract residents that contribute to the local economy. Staff recognizes the increasing demand for diverse housing options. The proposed mix of single-family and multi-family development will provide future Village residents array of housing options.

Second, the strategic placement of rowhomes and townhomes adjacent to the existing multi-family developments on the south side, and the single-family adjacent to the single-family homes on the north side, creates a smooth and thoughtful transition between different housing types. This layout

mitigates potential conflicts and preserves the character of the neighboring single-family homes in the adjacent municipality, ensuring a seamless blend of housing forms.

Third, the development will enhance the community by providing well-designed living spaces that include modern amenities and ample natural open and green spaces. The Planned Unit Development (PUD) zoning will allow for greater flexibility in design and layout, ensuring that the development is both aesthetically pleasing and functionally superior. This approach aligns with the Village's long-term vision for sustainable and attractive urban growth.

Lastly, the proposed rezoning to R-6 PUD allows for a more efficient and optimal use of the available land. The proposed density is in line with the surrounding area's character, especially given the existing multi-family developments to the south and west sides of the property. This rezoning will help maximize the potential of the property, making it a productive and valuable asset for the community.

Based on the review of the traffic study, staff believes the rezoning will not negatively impact the adjacent parcels or traffic flow on Meacham Road.

Per Village code, requests for rezoning must be considered by the Zoning Board of Appeals. The zoning code lists three findings that must be met to rezone a property. Those findings and their application to the requested rezoning are as follows:

General Welfare: That the proposed zoning classification at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. While the R-6 PUD zoning classification does not directly align with the future land use map directive in the Comprehensive Plan, due to the allowance for multifamily units, staff believes it is similar and compatible. It complements the multi-family units in the area and provides for additional housing diversity within the Village near existing and future major employment and entertainment centers. Existing single-family homes to the north and east of the subject property are compatible with the proposed single-family homes.

Desirability: That such zoning classification will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvements in the vicinity. The proposed rezoning will not negatively impact traffic flow on Meacham Road, existing adjacent uses, or be detrimental to the health, safety, morals, or general welfare of persons working or living in the vicinity. Since the proposed use conforms to the R-6 PUD district requirements, there are no findings or evidence that the rezoning will be injurious to property value or improvements in the vicinity. The properties south and west of the subject

parcel are zoned R-6 PUD and the properties north and east of the subject parcel are single-family land use.

Conformance: That the amendment shall conform to the regulations and conditions specified in this chapter for such use, and with the stipulations and conditions made a part of the authorization granted by the village board. The proposed amendment conforms to the regulations and conditions of the code. Furthermore, the property owner has requested the rezoning.

Floorplans and Elevations

The proposed plan illustrates a total of 8 different home models:

Model	Style	Size (Including Garage)	# of Bedrooms	# of Bathrooms
A	Ranch	2,548 sf	2	2.5
B	Ranch	2,908 sf	2	2.5
C	Two-Story (First Floor Master Bedroom)	3,229 sf	3	2.5
D	Two-Story	2,872 sf	3	2.5
E	Two-Story	3,168 sf	3	2.5
F	Two-Story	3,512 sf	4	2.5
G	Two-Story	3,984 sf	4	2.5
H	Two-Story	4,387 sf	4	2.5

Each model has a minimum of 4 sample elevations with Plan B showing 8 sample elevations. The proposed materials include a combination of different types of siding, stone, and brick. The petitioner is requesting variations for Building Height, Floor Area Ratio and Lot Coverage, which are addressed in the Variation section later in the report.

The Village Code includes an anti-monotony provision, which is intended to provide variety in the front facades of homes. The code states that "the same front facade of single-family residential buildings shall be at least five (5) lots distant from each other along either side of the same street." Based on the variety of elevations, Staff believes that the antimonotony provision has been met. During building permit review, Staff will continue to evaluate the elevations to verify that the homes comply with the antimonotony provision.

Single-Family Variations

The petitioner is requesting several single-family variations as part of the development approvals. The variation requests include variations for lot size, lot width, building height, lot coverage and Floor Area Ratio (FAR).

Lot Size Variation

The R-6 zoning designation requires a minimum lot size of 12,500 square feet for corner properties and 10,000 square feet for interior lots. Proposed lot sizes for the subdivision range in size from 8,100 square feet up to 16,717 square feet. The petitioner is requesting a lot size variation to reduce the interior lots from 10,000 square feet to 8,100 square feet for the single-family homes to the north and to reduce the interior lots from 10,000 square feet to 4,680 square feet for the Village Homes on the south. The intention of the R-6 zoning district is to provide for suburban single-family residential environment. The proposed subdivision proposes large amounts of open space in combination with smaller lot sizes. The petitioner is preserving 47% of the subject property as open space to be maintained by the HOA, which is nearly half of the overall development.

The proposed Village Homes will be first of its kind in the Village since 1988. Haverford PUD, located on the east side of Martingale Road and south of Higgins Road included approvals for 8 such similar homes. Village Homes are considered eco-conscious or community-focused housing developments. They are often part of new urbanism efforts, integrating green spaces, shared amenities, and close-knit community living. The proposed small lots on the south side will provide a housing option for aging residents, and seniors who desire to downsize while living in upscale homes, but don't want the responsibility for exterior maintenance.

Other subdivisions in the Village that have received lot size variations include Strathmore Subdivision and Pheasant Walk Subdivision. Strathmore Subdivision, located north of Schaumburg Road at Springinsguth Road, also received a variation approval to reduce the lot sizes to 7,500 square feet. Additionally, Pheasant Walk Subdivision, north of Hartford Drive and west of Roselle Road, was constructed with lot sizes of approximately 7,500 square feet. Summit Grove Subdivision, located between Summit Drive and Plum Grove Road between Weathersfield Way and Wise Road, also received a similar variation to reduce the lot sizes to 8,100 square feet.

Although the homes are architecturally different due to design trends, the development has been designed to blend with the surrounding neighborhoods. Additionally, the Comprehensive Plan states that it is essential to provide options that support "aging-in-place", including small-lot single family homes. For these reasons, Staff is supportive of the requested lot size variations. Additionally, the preservation of open space limits the number of lots that can be constructed on the development.

It should be noted that outlots 1 and 2 do not meet the minimum size requirements. Outlot 1 measures 8,000 square feet and Outlot 2 measures 7,500 square feet. The outlots are considered common area and will be maintained by the HOA. These lots are smaller than the minimum lot size but are not designed for or intended to be a buildable lot. It is common for outlots to be smaller than the minimum lot size required. Best practice is to call these common areas as outlots to ensure that maintenance responsibilities remain with the HOA.

Lot Width Variation
The R-6 Zoning District requires a minimum lot width of 70 feet. The petitioner is requesting a variation to reduce the lot width from 70 feet to 60 feet on the north side and a variation to reduce the lot width from 70 feet to 45 feet on the south side. The request is consistent with other subdivisions that are zoned to a similar and compatible zoning district R-6C within the Village, which has the same minimum lot width requirement of 70 feet. Kingsport Village East received variation approval to reduce the lot width to 60 feet. Strathmore Subdivision also received a variation approval to reduce the lot sizes to 60 feet, and Pheasant Walk Subdivision was constructed with 60-foot wide lots. The preservation of open space limits the number of lots that can be constructed on the development. Summit Grove Subdivision also received a similar variation to reduce the lot widths from 70 feet to 60 feet.

The proposed Village Homes on the south will be situated on small lots, which naturally decreases the width of the lots too. Given staff is supportive of the lot size variation, it makes sense to also support a reduction in lot width for the Village Homes to be at 45 feet.

Building Setback Variation
The petitioner is requesting a reduction in the front yard building setback from 30 feet to 25 feet for the single-family homes. This is being requested so that the petitioner can provide a larger rear yard for future residents. Staff is supportive of this variation for a few reasons. First, providing a larger rear yard will improve rear yard functionality which will enhance the livability and usability of private open space. It can better accommodate outdoor amenities, play areas, landscaping, and accessory structures. Second, it provides flexibility for future building additions such as sunrooms or accessory structures such as decks while still maintaining the required 30 feet rear yard setback requirement. Third, the proposed variation is being requested for all the single-family homes within the development which will provide consistent streetscape, maintain compatibility and minimize any visual impacts.

Height Variation
Village Code allows a maximum building height of 28 feet for the R-6 Zoning District. The proposed building heights range from 27 feet, 5 inches (Plan A) up to 34 feet (Plan G).

Model	Style	Minimum Illustrated	Maximum Illustrated
A	Ranch	27'5"	27'7"
A	Ranch	27'5"	27'5"
B	Two-Story (First Floor Master Bedroom)	31'3"	31'3"
C	Two-Story	32'5"	32'5"
D	Two-Story	33' 7"	33' 7"
E	Two-Story	34'8"	34'8"
F	Two-Story	33'9"	33'9"
G	Two-Story	33'10"	34'1"

Staff is supportive of the variation to exceed the maximum height of 28 feet. Allowing flexibility in height will help provide a variety of housing products within the development and contribute to the Village's anti-monotony requirement. Although Staff is supportive of the request, Staff recommends that the ranch model comply with the maximum height of 28 feet. Summit Grove Subdivision also received a similar variation to increase the maximum building height from 28 feet to 35 feet.

Lot Coverage Variation
Lot Coverage is defined in the Village Code as the "area or portion of a lot occupied by buildings". Essentially, lot coverage is calculated by the total footprint of any buildings on the property (include detached accessory structures) as a percentage of the lot size. The maximum lot coverage allowed in the R-6 zoning district is 32%. The petitioner is requesting a variation to increase the lot coverage for the ranch models and homes with first floor master bedrooms up to 39%.

The base model measures a total of 2,908 square feet, including a 472 square foot garage. Based on a square footage of 2,908 square feet, the proposed lot coverage is 35.9%. The petitioner has included additional options such as a study room, sunroom or 3-season room that could increase the square footage by 136.5 square feet (for a lot coverage total up to 37.5%).

Staff is supportive of the requested lot coverage variation. The proposed ranch model provides an additional option for residents that want to age in place. The Comprehensive Plan states that it is essential to provide options that support "aging-in-place". This combined with the smaller lot size will help minimize property maintenance. Additionally, all other setbacks will still be met so the increased lot coverage will not block adjacent properties' views. Summit Grove Subdivision also received a similar variation to increase lot coverage from 32% to 39% for the given reasons.

Floor Area Ratio (FAR) Variations
The petitioner is requesting the following FAR variations

- Increase the minimum FAR from 32% to 37% (all single-family homes)
- Increase the maximum FAR from 40% to 48% (all single-family homes on the north side)
- Increase the maximum FAR from 40% to 55% (all Village homes on the south side)

The Village Code defines FAR as "the sum of the net horizontal floor area of the several floors of the dwelling unit, including attached/detached garages as measured from the exterior walls of a building." Essentially, FAR is determined as a percentage of the size of the home compared to the size of the lot.

FAR was first established to regulate the mass and bulk of "teardown" homes that were being constructed or proposed for construction in the Village. In April 2010, the Village Board approved an amendment to revise the FAR regulations to allow for additional square footage for homes that provided architectural features on the front of the home, thereby reducing the mass and bulk as viewed from the street. FAR was split into 3 different categories: baseline, midline and maximum, which allowed for different types of review with each category.

The Village Code identifies a list of architectural features to be considered when allowing FAR credits. Each category of features counts as a certain percentage of FAR credit, and only one credit is given for each category of features. Existing features on the home would be eligible for the FAR credit. For example, if a home has exterior trim details in addition to separate garage doors they would only be eligible for a 1% credit from that category. These categories were selected based on how these features impact the mass and the bulk from the front of the home and how structurally integral the feature is to the home or how easy it could be removed.

Architectural Features that Qualify for FAR Credit

Category of Features that Minimize Bulk/Mass	Conditions	FAR Credit
Varying Building Materials	Varying materials must cover 1/3 of the home	1%
Varying Rooflines & Pitches, Sloping Roofline		1%
Exterior Trim Details (such as a Tudor home), Separate Garage Doors		1%
Gradual Decrease in Height to Adjacent Homes		2%
Unenclosed Front Porch	Porch must be covered by a roof & measure a minimum of 50 square feet	2.5% Additional 0.5% for posts and balusters

Sideload/Rearload Garage		2%
2nd Story Setback, Multiple Front & Back Progressions	2nd story setback must be at least 5'	1%
Bay Window		1%
Wide Casing Around Windows, Other Window Detail (Rowlock, Soldier Course, Keystones, etc.)		2%
Front Entrance Feature Other than Front Porch (Such as porticos, recessed entryways or 2 story entryways)		1%
Horizontal Trim/Eave to break up the 1st & 2nd Stories	Trim must cover 70%of the front house.	1%
Lower Level	Must be more than 50% below ground level.	2%

There are three different levels of FAR in the Village. For the R-6 zoning district, the Village Code designates the FAR and corresponding review is as follows:

- Baseline FAR – 32%
  - A building permit is issued without staff analysis of FAR credits.
- Midline FAR – 35%
  - Staff can approve after reviewing and confirming FAR credits.
- Maximum FAR – 40%
  - Plan Commission reviews and provides a recommendation to the Village Board related to FAR credits.
- Homes that exceeds the Maximum FAR require a variation





**Sample Ranch Model Renderings*

The petitioner is proposing to exceed the minimum FAR to 37%, increase the maximum FAR to 48% for the single-family homes to the north and increase the maximum FAR to 55% for the Village Homes. Staff has evaluated the model home elevations for compliance with the FAR requirements. All homes qualify for FAR credits and the amount of credits vary by elevation. Should the FAR calculations start at the minimum of 32%, then some of the 2-story single-family homes on the north side will be unable to meet the requested maximum of 48% considering all architectural features listed in the table above. Staff also evaluated the Village Home elevations for FAR credits. Assuming the minimum FAR starts at 32%, then they will also be unable to meet the requested maximum of 45% considering all architectural elements. Should the minimum baseline FAR start at 37%, then all homes will be able to achieve the requested maximum FAR. Staff is proposing to grant a bonus of 10% FAR credit to all Village homes, should they meet the FAR of 45%. For example, if the baseline FAR starts at 37%, and a Village home includes credits up to 8% which would total 45%, then an additional 10% FAR would be granted to the house which would be 55% FAR. This is due to the small size lots of the Village Homes as well as to provide











flexibility in floor space for residents who prefer to age-in-place, or want to downsize but stay in the Village.





**Sample Village Homes Renderings*

Most of the homes qualify for FAR credits, such as front porch or entry feature, varying building materials and wide window casing. Plans E and F are the largest models but cannot fit on the smallest lots of 8,100 square feet as they would exceed the proposed FAR of 48%.

Staff is supportive of all the FAR variations for the proposed development. Although Staff is supportive of the request, Staff still recommends that the elevations must qualify for enough FAR credits if the baseline FAR is exceeded. For example, if the elevation qualifies for 11% in FAR credits, then this would be added to the requested baseline FAR of 37%, which would allow for a maximum FAR of 48% for single-family homes to the north. Approving a variation for the development would allow Staff to evaluate the requested FAR based on FAR credits. If a variation is approved, Staff will evaluate each elevation on a case-by-case basis to confirm there are sufficient FAR credits to comply with an FAR of 45% and 48% respectively. Summit Grove Subdivision received a similar variation to increase FAR to 48%.

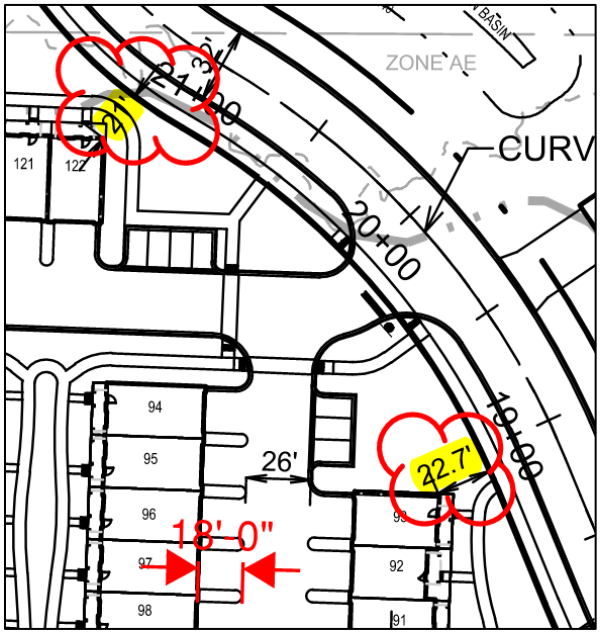
PUD Variations

The petitioner is requesting building setbacks and a parking variation. Each of these variation requests are evaluated below.

Building Setback Variation

The PUD code includes setback requirements for buildings, parking, and structures. The petitioner is requesting various building setback variations from the PUD code. Below is a table illustrating the setbacks requested –

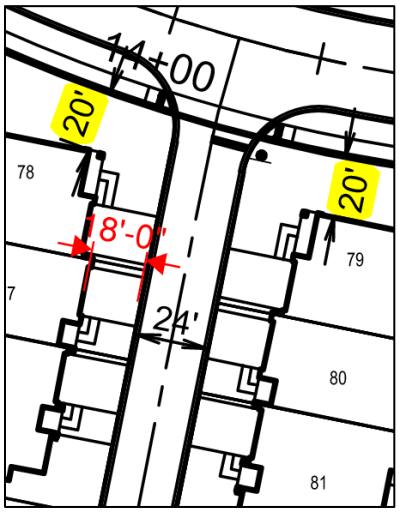
North Phase		
	Required	**Proposed (range)**
Rowhome (to road)	39 feet	18 feet – 21 feet
Townhome (to road)	36 feet	18 feet – 20 feet
Buildings (to other buildings or structures)	45 feet	11 feet 4 inch – 33 feet



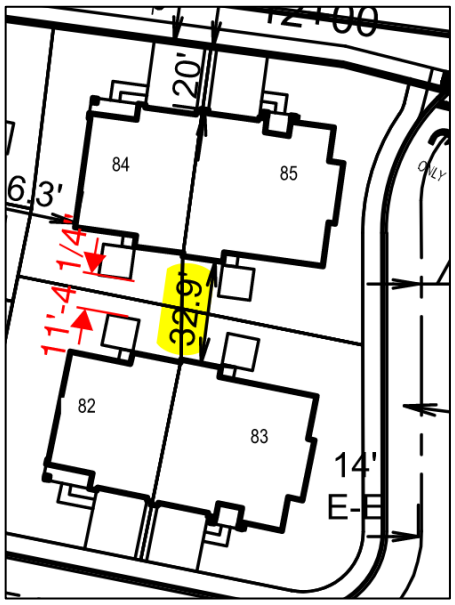
Rowhomes (to road) – the smallest setback between the proposed rowhomes and road is 18 feet as proposed within the overall rowhome scheme. The purpose of the required 35 foot setback is to ensure adequate space is dedicated for driveways, parking, aesthetics, and pedestrian safety. As illustrated, the setbacks in question here are between the principle structure and the private loop style drive within the rowhomes area. No additional site components are present in the subject area which would be impacted with the requested reduction in the setback. The private drive on the west side has a setback requirement of 20 feet from the peripheral boundary line. Compliance with the minimum 35 setback requirement would require the proposed rowhomes to be pushed closer to the streets and shifting the drive aisle on the far west side cause a variation on the required buffer areas from adjacent properties/residents.

There are a few other areas where the proposed rowhomes are setback at various distances ranging anywhere between 21-22 feet. Staff worked closely with the developer to have all units be equipped with full length driveways. Additionally, the proposed building height for the rowhomes is 42.5 feet. The fire code requires aerial access to buildings exceeding 30 feet in height. The aerial access must be located within 30 feet of the home. Lastly, the proposed reduction in the setback

reinforces better connectivity for guest parking in the area, promotes social interactions, and activates a lively and dynamic street.



Townhome (to road) – The petitioner requests similar variation for the townhomes to be 18 feet away from the private drives. Similar reasons apply in this instance as well. No additional site components are present in the subject area which would be impacted with the requested reduction in the setback. Ample street parking is provided for guests throughout the south section of the development. The developer is proposing a greater bufferyard in the rear yards of the townhomes adjacent to other townhomes to maximize green space. Meeting the setback would reduce the rear yards. In addition, the overall height of the proposed townhomes is 33'11". The fire code requires aerial access to buildings exceeding 30 feet in height. The aerial access must be located within 30 feet of the home.



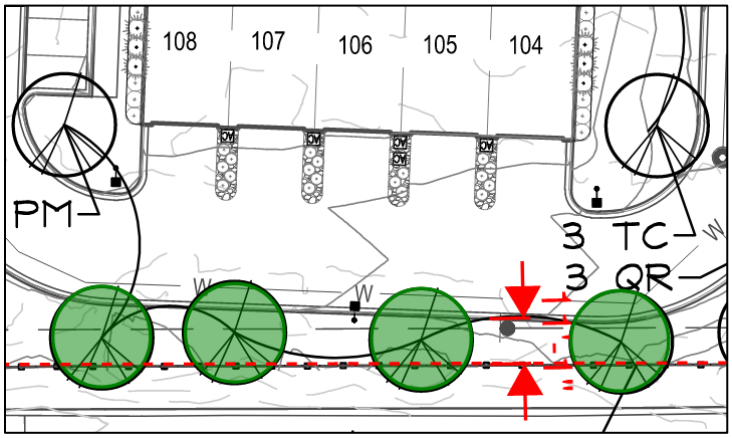
Buildings (to structures) – some of the patios in the townhomes are setback closer than the code requirement. This variation is only by the 2 townhome buildings units 82 through 85. The proposed setback between patios to patios is 11'4", whereas the setback requirement is 45 feet. The subject area is the only back-to-back facing townhomes which causes this variation. Reorienting the homes east/west would negate the variation, however, the street curvature on the east side is a right-out only, which limits the ability to construct a code compliant driveway, especially for unit 85. In addition, the variation does not introduce a condition that is out of the character with the proposed surrounding pattern within the development. Each patio will maintain adequate functional outdoor spaces for residents. The reduced distance does not impede access, maintenance, or the intended usability of the patios. The patios are located between units within the same development and under unified ownership. Because the affected units are part of the PUD, the reduced setback functions as an internal condition rather than a bufferyard or setback between adjacent properties. The areas in the rear still provide a large setback to be landscaped and provides plenty of buffer.

Buildings (to buildings) – townhome building unit 82/83 and 84/85 is required to be setback a minimum of 45 feet. Similar to the patio setback, this variation is also only between these two

buildings. Staff is supportive of this variation for the same reasons mentioned above in the patio setback section. The petitioner is exceeding this setback requirement in all other parts of the townhome section.

Parking Setback Variation

The PUD code requires a minimum setback of 20 feet for roads and parking areas abutting peripheral property lines. At the far south end of the loop drive aisle in the rowhomes section, the proposed setback is 11.1 feet.



Staff is supportive of this variation for a few reasons. The adjacent property, International Village Apartments have similar parking and drive aisle configurations. Granting this variation will ensure consistency in the area's development pattern and maintain the visual and functional cohesion of the neighborhood. Additionally, compliance with the 20 feet requirement will cause the other site components, such as buildings, drive aisles, to move further north. While this can be achieved, the existing wetlands on site, specifically the salt creek limits flexibility on placement of the main internal drive aisle. Lastly, the proposed reduction in the parking setback is unlikely to have any significant adverse impact on the surrounding properties or the overall subdivision. The petitioner will install 4 shade trees along with a 6 feet tall vinyl fence to minimize the impact. For the reasons mentioned above, staff is supportive of the proposed setback variation.

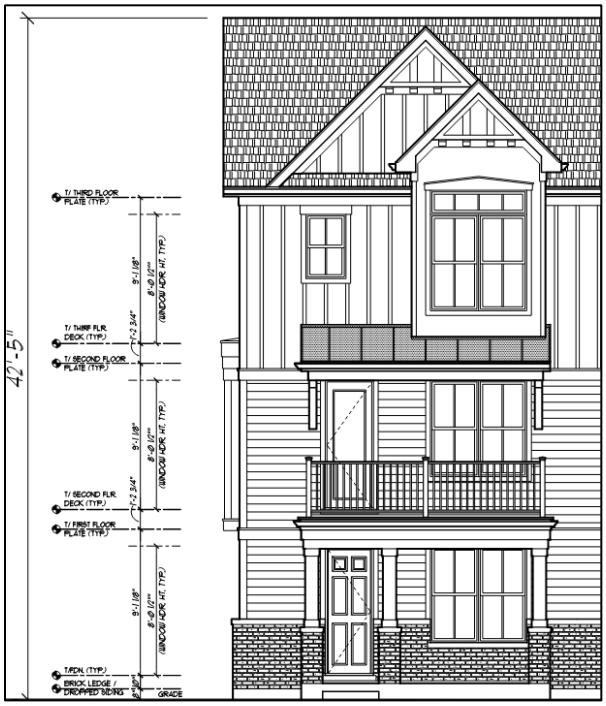
Tree Preservation

As discussed previously, the site contains a variety of natural amenities, including a number of existing trees and wooded areas particularly around the perimeter of the site and along the waterways. Staff has worked closely with the developer's team of consultants to thoughtfully plan the layout of the proposed buildings and roads to try and minimize the removal of high-quality trees wherever possible. This is particularly challenging given the large amount of grade change on the property. The proposed removals strike a balance between the competing community needs of housing and preservation of open space. While a large number of existing trees are being removed (approximately 349) to facilitate the proposed development, approximately 138 identified trees are being preserved along with hundreds of unidentified trees along Salt Creek. In addition, approximately 815 new trees are being installed, including many native Oaks, Lindens, Maples, and Hackberry. Several thousands of shrubs, perennials, and grove covers will be installed

through the property and over 1,400 perennial plantings will be installed in and around the wetlands. Staff believes that the developer has provided a sufficient compensation of new trees to remediate for the loss of existing trees.

Building Height Credit

Special use for a Planned Unit Development (PUD) is required. The purpose and intent of a PUD is to permit and encourage a more creative, imaginative, and desirable approach to certain residential, commercial, and industrial developments, than is generally possible under conventional zoning regulations. Flexibility is given to PUD developments to allow for open space and site layout. All multi-family developments in the Village are zoned as a PUD. As proposed, the petitioner requests a building height credit as part of the Special Use for the PUD. The additional building height would be incorporated into the approved PUD special use.



The petitioner requests an increase in building height for the proposed rowhome buildings only. The maximum height for a building in a PUD is 35 feet; however, Section 154.108(A)(1)(d)(1) of the PUD Ordinance allows the Village to approve a credit to increase the maximum building height provided the PUD meets the general design standards and conforms to the Village's Comprehensive Plan. The proposed building height for the rowhomes is 42.5 feet which is a request to increase the building height by 7.5 feet. The rowhomes are setback approximately 724 feet from Meacham Road. Previous requests to increase building height were approved for North 680 PUD (from 35' to 52 feet) and for The Quin (from 35' to 55'10") whose buildings are set back from Algonquin Road 65'-68', and from adjacent multi-family apartment buildings 66' to 68'. Staff believes the impact of the additional building height is mitigated by the distance between it and adjacent parcels and streets. The proposed development conforms to the intent of Comprehensive Plan and the PUD design standards; therefore, staff is supportive of the increased building height.

Traffic Study Summary & Off-site Improvements

The petitioner submitted a Traffic Impact Study that was evaluated by the Village's consultant Christopher B. Burke Engineering, Ltd (CBBEL). In summary, the existing roadway system has adequate reserve capacity to accommodate the increase in traffic generated by the proposed

development. However, based on the one access point to the development, the traffic study includes recommendations on modifying the existing Meacham Road conditions. As a result, Meacham Road will be modified to add a left turn lane in both directions for inbound left-turning movements onto the proposed access road and for vehicles to access Brookdale Lane. This section of Meacham Road is within Illinois Department of Transportation (IDOT) authority. The developer will be required to obtain an IDOT permit for off-site improvements on Meacham Road. CBBEL concurs with the findings in the Traffic Impact Study.

Market Demand

The petitioner submitted a Market Demand Study by Tracy Cross & Associates evaluating the need for new ownership housing and the potential school impacts of the proposed development, which includes 43 single-family homes, 42 townhomes, and 37 rowhomes. The study finds that the Schaumburg Market Area continues to experience a shortage of modern for-sale housing, with very limited new construction over the past several decades and strong projected demand for approximately 450 new ownership units annually through 2030. The proposed mix of attached and detached homes responds to demand from younger professionals, move-over buyers, and empty-nesters seeking new lifestyle-oriented ownership options, with only a portion of units expected to attract families with school-aged children. Overall, the study finds that the site is well positioned for for-sale residential development given its location, limited competition, and strong underlying market fundamentals. Staff, including the Village's Economic Development Department concur with the proposed comps, price points, and absorption rates listed in the market study.

Impact Fees

The Village recently amended its Impact Fees and adopted a formula to calculate the impact of new residential developments on school and park districts. Based on the calculation using the new formula, the proposed development is expected to generate 59 school-aged children encompassing all grades from kindergarten through grade 12. Additionally, the formula calculates a total of 337 residents anticipated for the development. Staff has added the following conditions regarding contributions:

- Prior to the issuance of permits for each building, the petitioner shall make a School District contribution of $206,500 or $1,692 per unit, based on total students x acres of school land per student (2 acres/100 students) x fair market value per acre of land x 50% (59 students x .02 acres per student x $350,000 per acre of land x 50% = $206,500). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit. The impact fee will be provided to Districts 15 and 211.
- Prior to the issuance of permits for each building, the petitioner shall make a Palatine Park District contribution of $324,362.50 or $2,658 per unit, based on total residents x acres of park land per resident (5.5 acres/1,000 residents) x fair market value per acre of land x 50% (337 residents x .0055 acres per resident x $350,000 per acre of land x 50% = $324,362.50).

A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit.

Zoning History

The property has been zoned for large lot residential development since its incorporation into the Village. The Village has received multiple requests to develop the property in the past. In 2004, the Village received a single-family, residential development proposal from Toll Brothers, Inc. for the subject property requesting approval for rezoning the 33-acre parcel from R-4 to R-6, and subdivision of the property into 55 single family lots. The proposed plan included on public access point into the neighborhood located along Meacham Road, with an emergency access to Brockway Street in Rolling Meadows on the north side of the property.

The plans received preliminary plat approval in June 2005 (Case No. Z0412-06, Ordinance No. 05-081). However, the project was not constructed. In 2008 and 2013, similar single family development proposals were submitted by Schaumburg One LLC and Cambridge Homes Inc., understanding that there was support of the previously approved development plans; however, both requests were withdrawn.

In 2017, another single-family development proposal was submitted by Pulte Homes LLC. Like others, this proposal request was also withdrawn. In 2023, Nitti Development submitted a plan to construct an all-rental community on the subject property which included 13 townhome building/37 units, 12 rowhome building/45 units, and 6 apartment building/270 units (Case No. P2309-02). A public hearing was held in July and August of 2024. The proposal received a negative recommendation from the advisory commission, and before the item could be placed on a Village Board agenda, the petitioner withdrew the case.

Surrounding Zoning and Land Uses

North: Single Family Residential / Rolling Meadows
South: R-6 PUD - Multi Family Residential - International Village Apartments
East: Single Family Residential - Rolling Meadows and Unincorporated
West: R-6 PUD - Multi Family Residential – Schaumburg Treehouse Apartments

Compatibility with Surrounding Land Uses

The proposed development is compatible with the multi-family residential adjacent on the south and west side of the property. The developer is proposing attached single-family homes on the south side of the property. The proposed single-family homes will be adjacent to existing single-family homes to the north. It may serve as a smooth and thoughtful transition.

Comprehensive Plan Designation

Adopted by the Village Board in March 2018, the updated Comprehensive Plan identifies the subject property and adjacent properties to be redeveloped as detached single family. The proposed development is a mix of single-family and multi-family housing. However, there are various reasons staff believes the proposed development project complies with the directives in the Comprehensive Plan as listed under the "Rezoning" section of this report.

Parking:

Village Code requires a minimum of 2 parking spaces for single family residential developments. The proposed homes will include 2 and 3 car garages. Additionally, each home with a driveway will be able to accommodate 2 additional parking spaces. As proposed, the development exceeds parking code requirements. Street parking will also be available on both sides of the street within the development.

Single-Family Homes		
Quantity	**Parking Rate**	**Required Parking**
43 single-family units	2 spaces per unit	86 spaces
Guest Parking	1 space for every 20 required spaces	4 spaces
Parking Required	90 spaces	
Parking Provided	4 spaces per unit (2 garage + 2 driveway) = 176 **spaces (including guest spaces)**	
Parking Surplus	86 spaces	

Rowhomes/Townhomes		
Use/Square Footage	**Parking Rate**	**Required Parking**
2-Bedroom Units (33)	2 spaces per unit (1.5 spaces for the first bedroom plus ½ space each additional bedroom)	66 spaces
3-Bedroom Units (46)	2.5 spaces per unit (1.5 spaces for the first bedroom plus ½ space each additional bedroom)	115 spaces
Guest Parking	1 space for every 20 required spaces	9 spaces
Parking Required	190 spaces	
Parking Provided	158 driveway spaces + 158 garage parking spaces + 31 guest parking spaces = 347 **spaces**	

Parking Surplus	157 spaces

Developer Contributions

1. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $27,783 in lieu of installing streetlights along Algonquin Road. This figure is based on the total lot frontage of 882 linear feet at $31.50 per linear foot.
2. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $10,978.38 in lieu of installing parkway trees along Meacham Road. This figure is based on the total lot frontage of 882 linear feet at $12.50 per linear foot. The Village will coordinate the selection and installation of all parkway trees.
3. Prior to the issuance of a building permit, the petitioner shall provide a public sidewalk contribution to the Village for proportionate share of the path that will be located along the subject property's frontage (approximately 882 feet) for future development on Meacham Road. A preliminary cost estimate has been prepared of $130 per linear foot of street frontage, which includes cost for excavation, installation, restoration of the rest of the parkway with topsoil and seed, traffic control, and engineering fees for construction observation. Staff has determined a total cost estimate in the amount of $114,660.
4. Prior to the issuance of a building permit, the petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $30,500 (122 units x $250.00/unit = $30,500.00).
5. Prior to the issuance of a building permit, the petitioner shall make a Cultural Center Fund contribution of $200.00 per unit, or a total of $24,400 (122 units x $200.00 = $24,400.

Planning

1. Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
2. Prior to the issuance of any building permits for any of the proposed lots, with the exception of model units the Declarations for the development shall be recorded against the property.
3. A dormant Special Service Area (SSA) will be created upon approval of the plat of subdivision, and prior to the issuance of any building permits, except building permits issued for the construction of model homes, so that the Village has the right, but not the obligation, to perform maintenance work relative to common areas maintained by the Homeowner's Association, including but not limited to wetlands, detention ponds, landscaping, retaining walls, fences, HOA Park, and paths, in the event that the Homeowners' Association fails to

do so, and can recoup the costs of doing so through a SSA tax levy. The developer will reimburse the Village for the cost of creating the dormant special service area.

4. Prior to the issuance of a land development permit, the developer must select and execute either of the options regarding Sue Lane, including access to Brockway Street is conveyed to the Village and access to the driveway for the resident in Rolling Meadows is maintained.
5. Prior to the issuance of a land development permit, the plans must be revised to show improvements on Meacham Road to meet IDOT standards. These improvements may include a continuous three lane section. This improvement will require an IDOT permit.
6. Prior to the issuance of a land development permit, the Plat of Consolidation shall be recorded and placed on file with the Cook County Recorder of Deeds.
7. The PUD is approved with a maximum height of 42.5 feet for the rowhomes and 35 feet for the single-family homes
8. The PUD is approved with a minimum FAR of 37% and maximum FAR of 48% for the single-family homes on the north side.
9. The PUD is approved with a maximum FAR of 55% for the Village Homes on the south side.
10. The PUD is approved with a maximum lot coverage of 39% for all ranch and first floor primary bedroom models only.
11. Access to Brockway Street is limited for the use of emergency purposes only. Residents of the development shall not be allowed to use this access to enter/exit the development.
12. The emergency access gate must remain locked at all times when it is not in use and must be closed as soon as possible following the end of the emergency event triggering its use.
13. Provide a construction plan illustrating truck staging and routes during construction for review and approval. Construction traffic on Sue Lane will not be permitted.
14. Enhance the bridge by incorporating design details such as formliner, staining, etc. Provide a plan to the Community Development Department showing an enhanced design prior to issuance of a land development permit.
15. The developer must use Meacham Road as the primary access for construction trucks, including but not limited to lumber trucks and concrete trucks. Any vehicles affiliated with construction of the subject property must park on the subject property.

Engineering

1. A land development permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Separate permits are issued for the site work and the building; therefore, separate applications and separate sets of plans are required.
2. A Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of the land development permit. The Security must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which should include landscaping and site lighting. Sample forms of the project security can be found on the Village's website or are available upon request.

Landscaping

1. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.
2. Provide a shade tree at the ends of each parking row in areas indicated on the Marked Exhibits. Light poles shall be shifted to avoid conflicts as required trees take precedent. Locate trees in islands which are shared with proposed fire hydrants such that they coexist and do not interfere with hydrant operations.
3. Resolve conflicts between parking lot island trees and proposed light pole locations by shifting poles accordingly.

Transportation

1. Prior to the issuance of a permit, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the Village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.
2. The Villages third-party consultant, Chastain & Associates, has completed the review of the proposed traffic study and has recommended the Village accept the study.

RECOMMENDATION

Staff has reviewed the petitioner's request and recommends **approval** of a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezoning from R-4 (Single Family Residential) to R-6 PUD (Residential Planned Unit Development), Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variation, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for the Loeber Farms property located at 2014 N. Meacham Road, subject to the following conditions:

1. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $27,783 in lieu of installing streetlights along Algonquin Road. This figure is based on the total lot frontage of 882 linear feet at $31.50 per linear foot.
2. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $10,978.38 in lieu of installing parkway trees along Meacham Road. This figure is based on the total lot frontage of 882 linear feet at $12.50 per linear foot. The Village will coordinate the selection and installation of all parkway trees.
3. Prior to the issuance of a building permit, the petitioner shall provide a public sidewalk contribution to the Village for proportionate share of the path that will be located along the

subject propertys frontage (approximately 882 LF) for future development on Meacham Road. A preliminary cost estimate has been prepared of $130 per linear foot of street frontage, which includes cost for excavation, installation, restoration of the rest of the parkway with topsoil and seed, traffic control, and engineering fees for construction observation. Staff has determined a total cost estimate in the amount of $114,660.

4. Prior to the issuance of permits for each building, the petitioner shall make a School District contribution of $206,500 or $1,692 per unit, based on total students x acres of school land per student (2 acres/100 students) x fair market value per acre of land x 50% (59 students x .02 acres per student x $350,000 per acre of land x 50% = $206,500). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit. The Impact Fee will be provided to Districts 15 and 211.
5. Prior to the issuance of permits for each building, the petitioner shall make a Palatine Park District contribution of $324,362.50 or $2,658 per unit, based on total residents x acres of park land per resident (5.5 acres/1,000 residents) x fair market value per acre of land x 50% (337 residents x .0055 acres per resident x $350,000 per acre of land x 50% = $324,362.50). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit.
6. Prior to the issuance of a building permit, the petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $30,500 (122 units x $250.00/unit = $30,500.00).
7. Prior to the issuance of a building permit, the petitioner shall make a Cultural Center Fund contribution of $200.00 per unit, or a total of $24,400 (122 units x $200.00 = $24,400.
8. Prior to the issuance of any permits, the developer shall develop a mechanism for communicating the construction schedule with the surrounding residents. The website must provide contact information or other means of submitting questions from residents about the construction schedule and any concerns.
9. Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
10. Prior to the issuance of any building permits for any of the proposed lots, with the exception of model units, the Declarations for the development shall be recorded against the property

11. A dormant Special Service Area (SSA) will be created upon approval of the plat of subdivision, and prior to the issuance of any building permits, except building permits issued for the construction of model homes, so that the Village has the right, but not the obligation, to perform maintenance work relative to common areas maintained by the Homeowner's Association, including but not limited to wetlands, detention ponds, landscaping, retaining walls, fences, HOA Park, and paths, in the event that the Homeowners' Association fails to do so, and can recoup the costs of doing so through a SSA tax levy. The developer will reimburse the Village for the cost of creating the dormant special service area.
12. Prior to the issuance of a land development permit, the developer must select and execute either of the options regarding Sue Lane. The options must include maintaining emergency access to Brockway Street and maintain access to the driveway for the resident in Rolling Meadows.
13. Prior to the issuance of a land development permit, the plans must be revised to show improvements on Meacham Road to meet IDOT standards. This improvement will require an IDOT permit.
14. Prior to the issuance of a land development permit, the Plat of Consolidation shall be recorded and placed on file with the Cook County Recorder of Deeds.
15. The PUD is approved with a maximum height of 42.5 feet for the rowhomes and 35 feet for the single-family homes
16. The PUD is approved with a minimum FAR of 37% and maximum FAR of 48% for the single-family homes on the north side.
17. The PUD is approved with a maximum FAR of 55% for the Village Homes on the south side.
18. The PUD is approved with a maximum lot coverage of 39% for all ranch and first floor primary bedroom models only.
19. Construction hours shall be Mondays through Saturdays 7 am to 6 pm. No exterior construction is allowed on Sundays without prior written authorization from the Director of Community Development.
20. Access to Brockway Street is limited for the use of emergency purposes only. Residents of the development shall not be allowed to use this access to enter/exit the development.
21. The emergency access gate must remain locked at all times when it is not in use and must be closed as soon as possible following the end of the emergency event triggering its use.
22. Provide a construction plan illustrating truck staging and routes during construction for review and approval. Construction traffic on Sue Lane will not be permitted.

23. Enhance the bridge by incorporating design details such as formliner, staining, etc. Provide a plan to the Community Development Department showing an enhanced design prior to issuance of a land development permit.

24. The developer must use Meacham Road as the primary access for construction trucks, including but not limited to lumber trucks and concrete trucks. Any vehicles affiliated with construction of the subject property must park on the subject property.

25. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.

26. A land development permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Separate permits are issued for the site work and the building; therefore, separate applications and separate sets of plans are required.

27. A Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of the land development permit. The Security must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which should include landscaping and site lighting. Sample forms of the project security can be found on the Village's website or are available upon request.

28. Prior to the issuance of a permit, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the Village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.

29. A thorough review of final lighting/electrical plans will be performed during permit review. Lighting/electrical plans must be submitted which shall include conduit routing/size/type and wire size/type/quantity, plus lighting details including pole foundation, pole handhole wiring/grounding/bonding detail, splicing/fusing detail, conduits burial detail, etc.

30. The applicant has acknowledged that the proposed work within the floodplain/floodway will require a FEMA Conditional Letter of Map Revision (CLOMR), LOMR and an IDNR-OWR Floodway Construction Permit. Since the proposed grading (fill) within the floodway associated with the basins is not considered an appropriate use of the floodway per IDNR-OWR Part 3708 Rules, nor is it allowed per §602.21 of the WMO, the proposed improvements cannot start until these approvals are obtained.

31. A review of the stormwater conveyance (storm sewer and overland flow route) calculations will be performed as part of the final engineering review. Please note that these calculations should account for any offsite drainage areas to the property.

32. Prior to the issuance of a land development permit, the petitioner shall revise the engineering plans to include the following –

    a. There is a swale located behind Lots 62-64 being directed towards Lot 65. Extend/design a swale to provide positive drainage to the street.

    b. Provide a swale between Lots 46 and 47 to direct drainage to the street.

    c. There is a significant amount of offsite drainage coming onto the dead end street from Brockway. An additional inlet will be needed at the corner.

    d. The east-west street in the rowhomes portion, has an inlet accepting 500 feet of roadway drainage. Determine if additional inlets are needed.

    e. Move Structure ST 2-42 out of the sidewalk.

    f. Show all drainage overflow routes on the grading plan.

    g. For the pedestrian crossing near Lot 34, provide two W11-2 Ped Signs, each with W16-7P Slanted Down Arrow plaques.

    h. Riprap the bank below the water line down to the stream bed up to approximately the elevation 710 or a little higher, to prevent the bank from undercutting/failing and moving laterally north.

    i. Investigate moving the force main out of the property lines (lots 31-43).

33. Prior to the issuance of a land development permit, the petitioner shall revie the plat of subdivision to include the following –

    a. There is a light pole located on Lot 83 which is outside of Outlot 5. A utility easement will be required.

    b. There is a light pole located on Lot 77 which is outside of Outlot 5. A utility easement will be required.

34. A Floodway Construction Permit from IDNR-OWR is required for the proposed work within the regulatory floodway.

35. Prior to the issuance of a land development permit, the petitioner must revise the photometric plans to include the following -

    a. The pole locations and spacings along the main road and the roads around buildings 44 thru 85 do not match the photometrics. The pole locations shall be revised to match.

36. Prior to the issuance of a Land Development Permit, the petitioner shall revise the Landscape Plans to include the following changes:

    a. Provide a shade tree at the ends of each parking row in areas indicated on the Marked Exhibits. Light poles shall be shifted to avoid conflicts as required trees take precedent.

Locate trees in islands which are shared with proposed fire hydrants such that they coexist and do not interfere with hydrant operations.

b. Resolve conflicts between parking lot island trees and proposed light pole locations by shifting poles accordingly.

37. Prior to the issuance of a Land Development Permit, the petitioner must revise the lift station plans to include the following:

a. Final Engineering Plans should include a profile of the forcemain with the ground elevation over it. The force main alignment is currently shown outside of the ROW in front of Lots 31-43. The ground profile also has a peak of around 737 in front of Lots 37-40 which would require a deep run of force main to keep a rising profile. Provide a profile of the forcemain for review.

b. Provide sanitary manhole sizes.

c. Provide Contech bridge plans and elevations and sanitary profiles across the bridge.

d. Provide a detail with larger scale, showing the location of the lift station relative to property lines, easements, driveway, sidewalk, and other site elements as a part of final engineering plans.

38. The following plans/exhibits shall be adopted as part of the governing ordinance:

a. Loeber Farms Nitti – Title Sheet, Sheet 0.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

b. Loeber Farms Nitti – General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

c. Loeber Farms Nitti – Specifications, Sheet 1.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

d. Loeber Farms Nitti – Demolition Plan, Sheet 2.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

e. Loeber Farms Nitti – Overall Site Plan, Sheet 3.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

f. Loeber Farms Nitti – Layout Plan Area 1 – Area 4, Sheets 3.1–3.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

g. Loeber Farms Nitti – Site Signage Plan, Sheet 3.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

h. Loeber Farms Nitti – Overall Grading Plan, Sheet 4.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

i. Loeber Farms Nitti – Grading Plan Area 1 – Area 4, Sheets 4.1–4.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

j. Loeber Farms Nitti – Typical Grading Sections, Sheet 4.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

k. Loeber Farms Nitti – Erosion Control Plan, Sheet 5.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

l. Loeber Farms Nitti – Erosion Control Details, Sheets 5.1–5.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

m. Loeber Farms Nitti – Overall Bank Stabilization Plans, Sheet 5.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

n. Loeber Farms Nitti – Bank Stabilization Plan Area 1 – Area 2, Sheets 5.4–5.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

o. Loeber Farms Nitti – Overall Utility Plan, Sheet 6.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

p. Loeber Farms Nitti – Utility Plan Area 1 – Area 4, Sheets 6.1–6.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

q. Loeber Farms Nitti – Offsite Utility Plan, Sheets 6.5–6.6, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

r. Loeber Farms Nitti – Plan and Profile STA. 10+00 to STA. 18+00, Sheet 7.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

s. Loeber Farms Nitti – Plan and Profile STA. 18+00 to STA. 27+00, Sheet 7.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

t. Loeber Farms Nitti – Plan and Profile STA. 27+00 to STA. 31+00, Sheet 7.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

u. Loeber Farms Nitti – Plan and Profile STA. 30+50 to STA. 34+50 / STA. 10+00 to STA. 11+81, Sheet 7.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

v. Loeber Farms Nitti – Construction Details, Sheets 8.0–8.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

w. Street Lighting Plan, Sheet P.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

x. Final Plat of Subdivision of Loeber Farm, Sheets 1-4, prepared by V3 dated August 3, 2025, last revised August 21, 2025, and received by the Community Development Department on September 29, 2025.

y. Plat of Vacation of Sue Lane, Sheet 1 of 1, prepared by V3 dated August 7, 2025, and received by the Community Development Department on August 7, 2025.

z. Landscape Plan Loeber Farm Cover Sheet L1.0, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

aa. Landscape Plan Loeber Farm Overall Landscape Plan L1.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

bb. Landscape Plan Loeber Farm Landscape Plan L1.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

cc. Landscape Plan Loeber Farm Landscape Plan L1.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

dd. Landscape Plan Loeber Farm Landscape Details L1.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ee. Landscape Plan Loeber Farm Landscape Details L1.5, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ff. Landscape Plan Loeber Farm Rowhome Foundation Plans L1.6, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

gg. Landscape Plan Loeber Farm Townhome Foundation Plans L1.7, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

hh. Landscape Plan Loeber Farm Typical Foundation Plans L1.8, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ii. Landscape Plan Loeber Farm Layout Details L2.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

jj. Landscape Plan Loeber Farm Amenity Details L2.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

kk. Landscape Plan Loeber Farm Playground Details L2.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ll. Landscape Plan Loeber Farm Monument Details L2.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

mm. Landscape Plan Loeber Farm Tree Preservation L3.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

nn. Landscape Plan Loeber Farm Tree Inventory L3.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

oo. Landscape Plan Loeber Farm Tree Inventory L3.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

pp. Landscape Plan Loeber Farm Landscape Specifications L4.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

qq. Fire Truck Route Exhibit, prepared by V3, dated August 2, 2025, and received by the Community Development Department on September 9, 2025.

rr. Loeber Farm Offsite Improvements, Title Sheet, Sheet 0.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ss. Loeber Farm Offsite Improvements, General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

tt. Loeber Farm Offsite Improvements, Specifications and Typical Cross Sections, Sheet 1.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

uu. Loeber Farm Offsite Improvements, Demolition Plan, Sheet 2.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

vv. Loeber Farm Offsite Improvements, Layout & Paving Plan, Sheet 3.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ww. Loeber Farm Offsite Improvements, Utility Plan, Sheet 4.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

xx. Loeber Farm Offsite Improvements, Erosion Control Plan, Sheet 4.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

yy. Loeber Farm Offsite Improvements, Erosion Control Details, Sheet 4.2, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

zz. Loeber Farm Offsite Improvements, Plan and Profile, Sheet 5.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

aaa. Loeber Farm Offsite Improvements, Construction Details, Sheet 6.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

bbb. Loeber Farm Offsite Improvements, IDOT Details, Sheets 6.1 – 6.7, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ccc. Preliminary stormwater management report, prepared by V3, dated May 16, 2025, latest revision date September 26, 2025, and received by the Community Development Department on September 29, 2025.

ddd. Topo Work Map, Sheet 3, prepared by V3, dated February 14, 2025, latest revision date August 3, 2025, and received by the Community Development Department on September 29, 2025.

eee. Maintenance Responsibility Exhibit, Sheet EX, prepared by V3, and received by the Community Development Department on August 7, 2025.

fff. Draft Declaration for Loeber Townhome and Rowhome Owners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

ggg. Draft Declaration for Covenants, Conditions, Easements and Restrictions for Loeber Homeowners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

hhh. Building Height Credit Narrative, prepared by the Nitti Group, Pages 1 through 4, received by the Community Development Department on August 7, 2025.

iii. Single family homes renderings, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

jjj. Architectural Plans, Rowhomes and Townhomes, Sheets 1 through 19, prepared by JMB Architects, Ltd, and received by the Community Development Department on May 19, 2025.

kkk. Village home architectural plans, Sheets B1 – B2, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

lll. Townhome architectural plans, Sheets B1 – B3.2, P1 – P10, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

mmm. Single family architectural plans, Sheets 1 – 7, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

nnn. Rowhome architectural plans, Sheets 1 – 4, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

ooo. Home renderings with material call outs exhibit, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

ppp. Lot Exhibit, Sheet EX1, prepared by V3, and received by the Community Development Department on May 19, 2025.

qqq. Loeber – Lift Station Building Materials & Color Exhibit, received by the Community Development Department on May 19, 2025.

rrr. Project Narrative. prepared by the Nitti Group, received by the Community Development Department March 3, 2025.

sss. Variation justification letter, prepared by Nitti Development, received by the Community Development Department on December 1, 2025.

ttt. Traffic Impact Study Loeber Farm prepared by KLOA dated January 9, 2025, and received by the Community Development Department on March 4, 2025.

uuu. ALTA/Plat of Survey, Sheets 1 through 3, prepared by V3, received by the Community Development Department on March 3, 2025.

vvv. Conspan Bridge Details, Sheets D1 through D9, prepared by Contech Engineered Solutions, LLC, dated May 25, 2023, and received by the Community Development Department on March 5, 2025.

pc: Petitioner
Owner

CALL TO ORDER

The meeting was called to order by Chairman Harry Raimondi at 7:43pm.

ROLL CALL

Members Present: Chairman Harry Raimondi, Rob Morreale, Glenn Szurgot, Patty Errera, Jeff Mytych and Dhitu Bhagwakar

Member(s) Absent: James Dolbeare, Elizabeth Veatch and Pat Riley

A quorum was present.

Also Present:

Julie Fitzgerald Director of Community Development	Todd Wenger Senior Planner

Sworn in for testimony:

Parth Joshi Planning Manager	Nico Nitti 132 N. York Street Suite 2F Elmhurst, IL	Dan Free V3 Companies 7325 Janes Avenue Woodridge, IL
Carl Peterson Gary R. Weber Associates 402 W. Liberty Dr. Wheaton, IL	Andrew Bowen KLOA 9575 Higgins Road Rosemont, IL	Luke Sherry Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL
Jedd Anderson Wetland Consultant Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL	Elizabeth Jensen Traffic Engineer Christopher Burke Engineering 9575 W. Higgins Rd Rosemont, IL	

NOTE: Comments from residents are identified in the minutes

Mr. Nico Nitti, Petitioner, stated that they are excited to share their vision for the Loeber Farm community in Schaumburg. It is a modern, well-planned neighborhood designed to meet the area's growing housing needs. The project is backed by a highly experienced team. The Nitti Group and Nitti Development bring decades of quality construction. The Loeber Farm site is ideally located near Meacham and Algonquin Roads with convenient access to major employment centers, retail and recreation. Single-family homes are

adjacent to the north, east and part of the west. There are 2 major apartment complexes to the south and west. Their plan brings a mix of single-family homes, townhomes and rowhomes designed for today's buyers, from young professionals to empty nesters. He added that market studies show strong demand for modern, for-sale housing in Schaumburg, and this site is perfectly positioned to deliver. They are building on the success of Summit Grove and already have a high interest level and pent-up demand for this project.

The south phase includes beautifully landscaped pocket parks and courtyards, and walking paths connect homes and amenities. They have also designed ample residents and guest parking that blends into the community, avoiding the look and feel of large parking lots. In the south phase, they will offer 3-story rowhomes with 2-to-3 bedrooms ranging from 1,600 to 1,947 square feet. Townhomes with 2-to-3 bedrooms ranging from 1,950 to 2,200 square feet and Village Homes with 3-to-4 bedrooms around 2,300 square feet. The Village Homes are a product rarely seen in this market, which they expect will be very popular. One of their townhome models will feature a first-floor primary suite. Buyers will have structural options in the design selection process to personalize layouts and finishes to their lifestyle.

The north phase features multiple pocket parks--- including a tot-lot for young children and extensive open space along Salt Creek. Like the south phase area, it is designed for walkability with pads linking homes and green spaces. They will offer single family homes with 2-to-5 bedrooms that range from 2,100 to nearly 4,000 square feet. Like the south phase, these homes include structural customization options in the design process so buyers can make their home truly their own.

Mr. Nitti said that they are requesting rezoning to R-6 PUD (Planned Unit Development), special use approvals and variations for lot size and setbacks. These adjustments will allow them to create a cohesive, high-quality community while preserving open space and natural features. They have received support from the Village Project Review Group (PRG) and hope that the Zoning Board will do the same. He concluded that the Loeber Farm will deliver what Schaumburg needs--- modern housing and community built on proven success.

Stormwater Management

Mr. Dan Free, civil engineer, stated that they have gone through a lot of extensive analysis and review of this site, including the impacts to Salt Creek which is at the center of the site, and it is critical in making the site plan work. Part of it includes a bridge to be built over Salt Creek for access to the north side of the site. He referred to the drawings showing the site plan within an aerial overlaid with the floodplain and floodway limits. He noted some areas where some improvements to the creek will be made. Currently, there are areas where significant erosion has occurred. The dash yellow line in a few spots along the creek indicate significant erosion and the plan is to restore and stabilize those creek banks to prevent further erosion and protect the Salt Creek corridor from further erosion in the floodplain area. He addressed public concerns about the flood plan mapping accuracy. The flood plan maps were revised in August 2008. Much of the nearby commercial and residential development in the area had already happened at that point, and even some of the recent re-developments have been modifications to the existing developments that have not seen a great significant increase in the impervious area. One such redevelopment is the Veridian project

which is a redevelopment of the former Motorola campus. That development did not add a significant amount of impervious area. Along with that, the ordinance requiring detention and volume control has changed since then, based on MWRD's (Metropolitan Water Reclamation District) requirements. So, there is much more detention and volume control that was provided for each of the recent projects in recent history. Along with that detention and volume control, this project will be following all categories of the WMO (Watershed Management Ordinance). This includes approximately 8-acre feet of detention storage which is nearly 3 million gallons of detention and volume control. It will also help to slow down that runoff from the added impervious area by this project. Mr. Free said this project was not only reviewed by V3 Companies but was also independently reviewed by Christopher Burke, the Village's review engineer. They are also going to be seeking additional approvals from FEMA (Federal Emergency Management Agency), IDNR (Illinois Department of Natural Resources), OWR (Office of Water Resources), Army Corps of Engineers and MWRD. Referring to the drawings of the FEMA flood maps, he said the blue areas indicate where there is floodplain and floodway. There was concern about overtopping into the Treehouse Apartments, just upstream of this subject development. The Treehouse's pond is actually doing what it was designed to do as illustrated on the FEMA maps. That's because that pond is actually part of the Salt Creek system. As the creek fills up, that pond will fill up and then overtop into the channel of the creek.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Landscaping

Mr. Carl Peterson, landscape architect and natural resource consultant, stated that the subject parcel has some challenges and feels that the entire team has done a good job of addressing those challenges. Their approach to the landscaping centered around Salt Creek, its riparian habitat and the stormwater management requirements. There is an open space corridor going through the center of the site with naturalized stormwater management that will be planted and managed with deep-rooted native vegetation. A significant portion of the site is an undisturbed, existing wooded area that is within that riparian corridor. The bridge that crosses Salt Creek spans the entire channel. There are no impacts or impediments to the existing channel, which keeps it open for wildlife passage and preserves an important part of the site. From there, they looked at pathways to connect the areas to ensure that they have sidewalks along all of the roads and parkway trees. The multi-family area to the south has a courtyard-like feature with pocket parks, landscaping and fencing along the large, visible entrance coming in and out of the development. From a planning standpoint, Mr. Peterson feels that the team has done a great job on this project, and he is proud to be a part of it.

Traffic Study

Mr. Andrew Bowen, traffic consultant, stated that they studied the intersections right along the side of the frontage on Meacham Road, at the signals to the north of Old Plum Grove Road and to the south at Algonquin Road. They used this to project future conditions. They estimated the traffic which this type of development will generate based on survey data from the Institute of Transportation Engineers. With all that information, they have made a projection of what the future will look like and analyzed that. Starting

with the access point of the development on Meacham Road, it is aligned opposite Brookdale Lane, which will reduce the number of points where vehicles are turning on Meacham Road. On top of that, when they looked at the future numbers at the access drive, it was determined that turn lanes would be necessary to make sure that traffic keeps flowing along Meacham Road. As part of the development, a northbound left-turn lane will be provided to accommodate vehicles entering the site, as well as a southbound right-turn lane. As the road will be widened to accommodate this northbound left-turn lane, a southbound left-turn lane onto Brookdale Lane will be provided. With the volume of traffic that will be generated, Brookdale Lane is not expected to increase capacity, and the turn lane will still be beneficial. They looked at the expected queues of vehicles waiting to enter the site at the existing entrance of the site, especially for the northbound left and found that those queues can be accommodated within the proposed turn lane, since these turn lanes will hold vehicles and traffic will be able to flow efficiently along Meacham Road. After looking at the area traffic signals, they found that the traffic from this subject development is low enough that it will have very little impact on them and that changes there are not necessary. The study has been reviewed by the Village of Schaumburg and has been submitted to IDOT (Illinois Department of Transportation) because Meacham Road is an IDOT route.

Mr. Parth Joshi, Planning Manager, stated that the Loeber Farm property is located north of Algonquin Road and west of Meacham Road. The approximate 33-acre site is north of the International Village Apartments and east of the Treehouse Apartments and is bisected by Salt Creek, which runs east-west and limits the construction of the project in two phases, north and south. The Petitioner is proposing to consolidate the 6 parcels into 43 single-family lots, in addition to dedicating 5 additional outlots for the HOA (homeowners' association).

Site Plan

The overall site plan includes a mix of single-family homes, townhomes and rowhomes. Because Salt Creek bisects the property, development is clustered within the north and south portion of the site. The Petitioner has designed the site plan in an effort to preserve as many trees as possible while giving consideration to the sensitivity of the unique site constraints. As was mentioned, access to the development will be off of Meacham Road, and there will only be one access to the site for primary residents. An emergency access point is proposed off of Brockway Street, which leads to Rolling Meadows. That access will not be used by residents; there will be a fence with a gate and access to that gate will be maintained and owned by the Village of Schaumburg's Fire Department and will only be used for emergency purposes.

Referring to the north site plan, Mr. Joshi stated that it includes 30 single-family lots which will be a mix of customizable 2-story homes combined with ranch models. There are 2 amenity areas in the north section of the property. One of them is the large landscape island in the cul-de-sac which will include a pocket park and a tot-lot at the intersection along the main street which will include traditional play structures and bench seating with landscaping. The site plan on the south side will include 13 single-family homes on the north side of the street which are being referred to as Village Homes. The south side of the street will include 16 townhome buildings and 8 rowhome buildings. Additional amenities are also proposed in the area just east of the rowhomes such as a pocket park, which will have bench seating and a pergola. The Petitioner is

proposing a courtyard style amenity area between the rowhomes. There will be 3 access points for the townhome section, however, the most eastern access will be right-out only. There will be no right-turn lanes going north into the development and people will not be entering the townhome area by the easternmost access from the street. The rowhome section is limited to one access point from the main roadway. The single-family homes and Village Homes will be 2 stories, and the rowhomes will be 3 stories. Since Salt Creek does bisect the property, a bridge will be constructed over the top of the creek to provide connectivity from south to north. Staff will work closely with the Petitioner on the final design of that bridge during the permitting stage. Sidewalks are proposed on both sides of the street, and paths have been provided throughout the development to provide internal connections and complete pedestrian connections.

The PUD code requires buildings and structures to be positioned to provide the maximum use of open space. Therefore, the Petitioner has provided natural amenities and features. The code also requires that passive and active requirements be met. Passive requirements include benches and gazebos, which the Petitioner is providing, and the tot-lot is considered as the active requirement. As mentioned, the Petitioner is preserving approximately 1/3 of the property, which is 33% and then 47% of the property will be maintained by the HOA. An HOA will be created to ensure the maintenance of the common areas, including wetlands, detention ponds, storm sewers, landscaping and the HOA park. Upon approval of the case, the Village will also create a dormant SSA (Special Service Area) in case the HOA were to default in the future. In that case, the Village will come in and take over the maintenance and charge a tax rate to the future residents of the property.

Special Use to Construct in the Wetland Streams and Aquatic Resources for the Protection Overlay District.

The purpose of the special use to construct in the wetlands, streams and aquatic resources protection overlay district is to protect persons and property within adjacent wetlands and prevent degradation of land and water. The development does avoid direct impact to wetlands and Salt Creek except for a single bridge crossing which is required along the creek and restoration of a few eroded sections of the creek's streambank is also warranted. A brief summary of the stormwater for the project will also be addressed later in his presentation.

Preliminary and Final Plat of Subdivision

The Petitioner is proposing to consolidate the 6 parcels into 43 single family lots. Five additional outlots will be dedicated to the HOA. The drawings illustrate long pieces of grey areas on the eastern side of the property. Staff has researched the ownership information and found that those grey shaded areas on the plat are not part of the Village of Schaumburg. Ownership information was not found. Staff is requiring that the developer incorporate those shaded grey areas into their property. The Petitioner has been made aware of this requirement as they would like to pursue a legal process to claim ownership of the tract lands. A condition has been added to the Staff Report addressing this situation.

Plat of Vacation for Sue Lane

A plat of vacation is also required for Sue Lane, which is an existing Village street on the north side of the property. Referring to the drawing noted as option 1 listed in the Staff Report, the green section will be vacated and become part of lots 24 through 26. The Petitioner will then provide ownership of the northern section which is shown in red in this exhibit and that is due to a Rolling Meadows resident whose driveway access is off of Sue Lane. In order to continue providing them access, the Petitioner will provide ownership of that section and the Village of Schaumburg will own the section marked in orange for emergency purposes. A condition has been added to the Staff Report addressing the aforementioned.

Rezoning from R-4 to R-6 PUD

Mr. Joshi said that Staff is supportive of the rezoning from R-4 to R-6 PUD for the following reasons:

- One of the main directives in the Village's Comprehensive Plan is to provide a diverse range of housing options. The proposed development will include townhomes, rowhomes and single-family homes.
- The placement of the buildings on this particular land provides a smoother transition along the R-6 PUD existing zoning. The Petitioner is providing rowhomes and townhomes, which will blend in nicely with the R-6 PUD. To the north, the Petitioner is providing single family homes to blend in and provide compatibility with the existing Rolling Meadows single-family homes.
- Third, the development will enhance the community by providing well-designed living spaces that include modern amenities and ample natural open and green spaces.

The proposed rezoning allows for more efficient and optimal land use. The proposed density is in line with the surrounding area's character--- especially given the existing multi-family development to the south and west sides of the property.

Landscaping, Tree Preservation, Stormwater and Wetlands

Mr. Todd Wenger, Senior Planner, stated that a lot of landscaping is proposed and being saved on this site. The 33% of open space cuts through primarily along the creek areas. Down the middle of the site, there is a lot of preservation taking place around the creek. While there are 349 trees being removed, 138 high-quality trees were identified as oak, hardwood, hickory and the like which the landscape consultants inspected, verified their condition and worked hard to preserve them and incorporate them into the site plan. While there are 138 being preserved, there are hundreds more along the creek areas that were not surveyed and are also being preserved in place and kept untouched. Very extensive new plantings will complement the architecture and buildings that are being proposed. Eight hundred and fifteen new trees, 2,200 shrubs and over 3,300 perennials and ground covers and over 14,000 wetland plantings to enhance and provide that native, deep-rooted perennial protection for the sides of the banks to establish and maintain both the detention areas, as well as some of the stream bank restoration that the Petitioner is proposing. He added that Staff is very happy with the work the Petitioner has done to preserve, protect, as well as replace the trees that they are removing and enhance the overall site with the top lots.

Mr. Luke Sherry, Christopher Burke Engineering, stated that he is primarily responsible for reviewing the stormwater and flood plan portions of the subject development. He focused on the stormwater management aspect, ensuring that the site was compliant with the Village code and MWRD's Watershed Management Ordinance. Those are the 2 regulations that they follow in terms of stormwater management, which is twofold. The WMO requires volume control storage, which is where you are trying to infiltrate water into the ground. In addition to that, there is a stormwater detention requirement for every new development. The important thing to note there is about 6 years ago, MWRD hired an Illinois State Water Survey to do a study of all the watersheds in Cook County. He said that they made sure that when they were sizing and designing their detention basins, that they were releasing from those basins in a way that was not going to create any additional flood problems. The Illinois State Water Survey came up with a certain release rate for the upper Salt Creek watershed. It's the most restrictive in Cook County so you need to provide the most storage and you release the lowest in the Salt Creek area. The subject site is compliant with those provisions. In tandem with the stormwater management, Salt Creek flows through the middle of the site, so floodplains and floodways are a huge concern. Outside of the Village, the IDNR and OWR regulate the floodway and the MWRD and FEMA also have their requirements. All of those agencies inevitably need to improve this plan. He said that there are a lot of eyes on this other than just the design engineer.

So, to recap, the floodway and floodplain impact the design. They have the 60' wide bridge structure, they had some grading within that floodplain area, but the Village code has a compensatory storage provision. Therefore, there is a 25% penalty for every scoop of dirt that you throw into the floodplain, and they have to excavate 1.25 times that. They are doing some work in the floodplain but they also have to excavate in other places of 1.25 times that. Mr. Sherry said that in the end, there is actually a net increase of flood storage with this project. Others at this public hearing have addressed the stream bank stabilization portion of the project. This is a great opportunity to fix a long-standing issue. When this project went before the Plan Commission in 2023, a couple of the residents stated that they have literally witnessed the creek widen over the years, and he believes every word of what they said. There is significant erosion going on, which is a problem for this site but if you live downstream, that is washing a lot of sediment your way also. So, it's a two-fold concern. They spent a lot of time scrutinizing the hydraulic modeling of Salt Creek, itself, to ensure there wasn't going to be any sort of impact upstream or downstream. Mr. Sherry and the V3 design engineer met with the IDNR and OWR in a pre-application meeting and showed them what they are proposing, walked them through all the impacts to the floodway, the proposed bridge and streambank stabilization to make sure there wasn't anything they saw that they either disagreed with or thought would be a bad idea. After that meeting, both agencies were in agreement that everything the Petitioner's team was doing was consistent with their rules and what they wanted to see. A letter of map revision from FEMA was received. The Petitioner's team will have to revise some of the floodplain mapping that is out there. They want to put some homes in a location that is currently mapped as floodplain so the last stop in this whole process is going to FEMA to revise those flood maps. He concluded that, all in all, it is compliant with the County and State requirements.

Mr. Jedd Anderson, wetland consultant on the Village's behalf, stated that he reviewed the project to confirm that it meets the Village's requirements. He also conducted reviews from MWRD's perspective. The Petitioner will be required to get an Army Corps of Engineers permit as part of the process. He confirmed that this project meets the requirements of the Village of Schaumburg's Wetland Streams and Aquatic Resources Protection Overlay District. He also confirmed that it complies with the WMRD Watershed Management Ordinance regulations. There are going to be minor wetland impacts for the bridge construction and the stream bank stabilization. That will be part of the restoration activities which they are proposing to the Salt Creek area as part of that mitigation for those temporary impacts. The Army Corps of Engineers will also require them to do maintenance and monitoring and the restoration of those areas associated with the bridge and the stream bank stabilization. The entire green space corridor, the natural area they are preserving, will be preserved by the HOA and in perpetuity, there will be a special service area that is established in case the HOA doesn't perform the required maintenance. The Village will have the right to enact that service area and raise taxes to fund that required activity.

Mr. Joshi continued his presentation by addressing the requested variations.

Lot Size Variations

Mr. Joshi said that the Petitioner is requesting lot size variations. The R-6 zoning code requires a 10,000 square-foot minimum lot size and the Petitioner is requesting the interior lots on the north side be 8,100 square feet. The Petitioner is proposing that the single-family lots on the south side, referred to as Village Homes, be at 4,680 square feet. He noted that 19 out of the 30 lots on the north side do conform to the 10,000 square-foot requirements and only 11 lots are being requested for an 8,100 square-foot variation. Staff is comfortable with this variation because a large amount of open space is being preserved because of the unique conditions of the property which limits the ability to construct homes on the site. He added that the Village Homes are unique and distinctive housing options and are integrated into green spaces and considered close-knit, community living. They are an excellent option for residents who want to age in place, desire upscale housing in the Village but don't want exterior maintenance, which is also a directive in the Village's Comprehensive Plan. Although the homes are architecturally different, due to the design trends, the development has been designed to blend in with the surrounding neighborhoods. There are existing subdivisions in the Village which are also similar sizes and some precedence has been set with reduction in the requested lot size.

Lot Width Variations

The Petitioner is requesting a lot width variation. The minimum lot width required in R-6 is 70'. On the north side, the homes will be 60' wide and the Village Homes on the south side will be 45' wide. The aforementioned reasons apply in this situation as the preservation of open space limits the number of lots that can be constructed onsite. This request is also consistent with other similar and comparable subdivisions in the Village and given the Village Homes, Staff is supportive of the small lots as it naturally decreases the ability to provide a 70' lot.

Lot Coverage Variation

The Petitioner is requesting a lot coverage variation. The R-6 zoning code limits the maximum lot coverage to 32%. The Petitioner is proposing to go up to 39% for a ranch model and first-floor master bedroom models only. The zoning code refers to an area or a portion of a lot that is occupied by buildings. A similar variation was approved for the Summit Grove subdivision, primarily for 2 reasons:

- It provides a good option for people who want to age in place so they can have a larger home and they will also be required to comply with the setback requirements.
- In terms of having a negative impact to the views of adjacent neighbors, those are not expected because they are not requesting any setback requirements for side and rear yards.

Building Setback Variation

The Petitioner is requesting a building setback variation for all of the single-family homes. The requirement is 30' from the front lot line, and they are proposing to have them setback 25'. The purpose is to provide a larger rear yard. If you push the home front, it gives more space and usability of the rear yard. Staff is supportive of this variation because it does provide functionality and usability of the rear yards for the future homeowners, and it will allow room to install play areas, landscaping and accessory structures such as sheds and patios. It also provides flexibility for future building additions. It is a unified request, so all of the homes will be setback 25' so there will be no impacts from the streetscape. It will maintain compatibility and will minimize any visual impacts for drivers.

Building Height Variation

The Petitioner is requesting a building height variation for 2-story models only. The maximum height allowed in the R-6 zoning district is 28' and the Petitioner is requesting to go up to 35'. This will allow the Petitioner to design a different type of housing option which they can provide to their perspective buyers. This also contributes to the Village's anti-monotony requirement, which is intended to provide variety to the front facades of homes. The code does state the same front façade of single-family residential buildings shall be at least 5 lots' distance from each other along either side of the same street. A similar variation was also granted to the Summit Grove development.

Floor Area Ratio (FAR) Variations

The Petitioner is requesting 3 FAR's (Floor Area Ratio) variations.

- Increase the minimum FAR from 32% to 37% (all single-family homes)
- Increase the maximum FAR from 40% to 48% (all single-family homes on the north side only)
- Increase the maximum FAR from 40% to 55% (all Village homes on the south side)

Per code, FAR is basically a percentage of the size of the home compared to the lot size. Referring to the table on the screen, Mr. Joshi said the code includes a laundry list of items that a home can get credits for. Some of those credits include building materials, certain setbacks, exterior trim details, an enclosed front

porch, etc. Staff will do a thorough analysis of each building permit in order to determine how many FAR credits can be provided. Staff will have the ability to approve them at the permitting stage. Staff has reviewed all of the elevations that the developer has submitted. These are just sample elevations and they are a total of 8 models. They will be constructed with high-quality building materials such as brick, stone and siding. All of these homes do qualify for a credit. In addition, pointing to the power point presentation, the image is a Village Home elevation. Staff is proposing to grant a 10% bonus to the Village Homes due to the small lots of the homes, as well as to provide flexibility and floor space for residents who prefer to age in place and would like to downsize. A similar variation was granted to other developments.

PUD Variations

Townhomes & Rowhomes - The Petitioner is requesting 2 variations in the PUD section of the development which includes building and parking setback variations. The building setback variations are primarily for the rowhomes and townhomes. All of the townhomes are required to be 36' away from the private roads. The Petitioner is proposing that those be 18' and the rowhomes are proposed to be at 18' as well but they are required to be 45'. The purpose of the required 30' setback is to ensure adequate space is dedicated for driveways, parking, aesthetics and pedestrian safety. During the review process, Staff worked closely with the Petitioner to provide full-length driveways. Ample guest parking is also being provided. There are no additional site components that are being impacted with these requested variations. In addition, the fire code requires aerial access for buildings over 30' in height. Both the townhomes and rowhomes are over 30'. Therefore, the fire code requires access to those buildings within 30' of the home. If they were to meet the setback requirements, they would not be able to meet the fire code, which is a life safety issue. The Petitioner is proposing that the townhomes be a little closer to the roadway so they can provide larger buffer yards for recreational purposes. The narrow street widths also comply with the adopted Design Guidelines for this property. The Fire Department has approved this from an emergency access standpoint.

Building Setback - The building setback variations are only being requested in Units 82 – 85. This variation is not out of character. The variation in question is for a building or structure setback from other buildings or structures. Basically, the patio distance between the units is required to be 45' whereas, an 11'4" variation is being requested. Between buildings, the required setback is 45' and the Petitioner is proposing that it be 32'9". These setbacks are based on the depth of the patio. However, this variation is not out of character with the adjacent townhome pattern within the development. Each patio will still maintain adequate functional outdoor spaces for residents. The areas in the rear are to provide a large setback to be landscaped and provides plenty of buffer. There will be no negative impacts with these variations. Because the aforementioned units are part of a PUD, the review setback functions as an internal condition rather than a bufferyard or a setback between adjacent properties. Staff is supportive of these variations.

PUD Parking - The PUD code requires drive aisles to be 20' away from the property line. In the southern section of the rowhome area is approximately 11' wide from the International Village Apartments property. This is somewhat of an existing situation on the other side of the street. The Petitioner is mirroring that

condition so it will not negatively affect any existing impacts to the adjacent property owner. The Petitioner can move the rowhome section to the north, but if they do, the wetlands provide a limitation on how much you can go up north. In order to avoid any negative impacts, the Petitioner is proposing 4 shade trees and a 6' tall vinyl fence to screen the adjacent property owner.

Building Height Credit - The Petitioner is also requesting a building height credit, which is different than the single-family homes since the rowhomes fall under the PUD code. The maximum height of homes in a PUD is 35'. The Petitioner is proposing to go as high as 42'6". The purpose and intent of a PUD is to permit and encourage a more creative, imaginative and desirable approach for a residential development. Staff believes the additional building height is mitigated by the distance between the homes that are setback approximately 724' off of Meacham Road. Similar variations have been granted for other developments in the vicinity. The proposed also meets the intent of the Comprehensive Plan and the PUD code.

Design Analysis - The PUD code requires high-quality architecture with respect to design material and demonstration of the buildings. The Petitioner has designed the proposed rowhomes to be a modern farmhouse style, influenced with craftsman-style homes. The rowhomes will have brick veneer or stone at the base and will have a combination of vertical and horizontal siding, along with gable bump-outs to create additional geometry. The rowhomes will also have second floor decks projecting. The townhomes will have a similar architecture, but they will have large, expansive facades with 2-car garages, large windows and gable bump-outs. Mr. Joshi said that Staff believes the proposed architectural development is compatible with the surrounding properties and conforms to the Design Guidelines for the site.

Ms. Elizabeth Jensen, Traffic Engineer, stated that she has reviewed the traffic study prepared by KLOA. She noted that they currently do not have an IDOT permit or approval, which the Petitioner will need. IDOT does have some comments that they will need to work through before starting on this project. The Village has emergency access on Brockway Street. It should be securely closed because cut-through traffic would use it otherwise and that street is not designed for high-volume. She and her team have reviewed IDOT's comments which mirror Christopher Burke's comments. Mr. Joshi reiterated that one access point is proposed off of Meacham Road, as the traffic consultant mentioned. This section of Meacham Road falls within IDOT's jurisdiction, so these are considered offsite improvements for which the developer will be required to obtain IDOT permits. They will be adding turn lanes in both directions. The submitted traffic study includes the level of service which is a measure of performance quality for transportation systems. It indicates user experience or service standards. So, the existing level of service in the area ranges from A – C, depending on the moment and time of the day. The traffic study does conclude that the proposed turn lanes will maintain and continue to operate with the same sort of level of services. These will be coordinated with IDOT, as well.

Parking Summary - Each single-family home is required to have 2 parking spaces. The Petitioner will exceed that by adding 2 parking spaces inside the attached garage, and each driveway will accommodate 2 parking spaces. The overall required parking for the single-family homes is 90 spaces, and they exceed that requirement by 86 spaces. The parking requirement for the PUD section of the code, the overall parking

required, including guest parking is 190 spaces. The Petitioner is exceeding that number by providing 347 spaces, which is a parking surplus of 157 spaces.

Mr. Joshi stated that Staff is recommending approval of the overall project with the conditions listed in the Staff Report.

Ms. Julie Fitzgerald, Director of Community Development, stated that Mr. Joshi laid out a couple of items. The Sue Lane vacation and the areas that have questionable titles such as the "No Man's Land" or the grey areas. Staff laid out the ideal scenarios or conditions that should be addressed by the Petitioners, but she pointed out alternatives in both of the aforementioned situations. For example, if Nitti Development is unable to get title to those areas or if an adjacent resident should come forward and claim some title to those areas through the court process, then the condition is written to allow that kind of flexibility. Mr. Joshi has laid out the ideal, but the condition is written a little differently in the Staff Report to lay out some flexibility if the court process does not proceed, thus, they (Nitti Development) could get clear title to the property. Similarly, for the Sue Lane vacation, should the homeowner to the north chose not to take that piece of property, then the Village would need to retain additional ownership of Sue Lane and that alternative is laid out in the Staff Report, and the condition is written for the developer to undertake one of those scenarios.

Chairman Raimondi asked if the public had any questions or concerns.

Rachel Barth
4807 Greenwich Court
Rolling Meadows

Ms. Rachel Barth stated the following comments and concerns:

She and her husband have lived on the banks of Salt Creek for the last decade. Referring to grey areas or "No Man's Land" in the Staff Report, it is planned to be a requirement of the developer to seek possession of this land through a quiet title action. As someone whose property directly abuts one of these areas, she asked that the residents be granted formal ownership of them. She said that contrary to the comments in the Staff Report, they do use this land today. They garden on it, maintain the trees and the landscaping. The previous owners before them did the same, as do their neighbors. To take this land away from them and allow the proposed development to encroach even closer to their homes is not necessary and they feel it is an overreach. The property is a vital part of the Salt Creek watershed. A watershed is a miscalculation in planning or development of this density and will have a disastrous impact on the surrounding areas. Based on the tree preservation, the majority of the existing trees on this property will not be preserved but removed. Dozens of studies have uncovered the impact of mature trees on flood plan and stormwater management and then all come back with the same thing. Mature trees are the best form of stormwater management. Based on these studies, the removal of the 350 trees on this property intercepts a quarter of a million gallons of rainfall per year and help avoid nearly 45,000 gallons of stormwater runoff. Those numbers are staggering. The existing mature trees on the property are incredibly important to the existing

stormwater management. Even with that, there still are floods on a regular basis. The density with which this land is proposed to be developed means that the runoff is expected to be 8% worse post development based on the stormwater management report. This land is vital to manage stormwater drainage in the area, but removing those 300 trees means that 8% of additional runoff will have nowhere to go except the already overflowed detention ponds in the surrounding neighborhoods. She said she understands that the developer plans to plant trees post-build but those are saplings and they are not mature trees, nor can they replace the removal of the 100 year-old specimens that are planned. This is also very dense. There is open space but only in that floodplain. This is going from 100% green space to just 30% green space. They are seeking to re-work and develop nearly every inch of land they can. The developer is seeking an exceptional amount of variances, all of which drive density. That is not necessary for any reason besides increasing profits. Asked to reduce lot widths by nearly half and lot size minimums by more than half? They are cited as being difficult to adhere to by the developers, but in reality, poor planning or drive for even more profits is what seems to be driving these asks. These homes will be on top of each other and they don't align with the area where lot sizes are generous and there is space between homes. Her last concern is the traffic that this development will create. The traffic study was completed 2.5 years ago and does not represent current conditions. Their development now did not exist when this study was completed like the massive new apartment complex being built at Veridian and the additional row homes. The Zurich building is already at capacity. None of these could have or would have been adequately accounted for in the early 2023 study. She works in the Zurich building and drives down Meacham Road every day. Traffic is regularly backed up all the way from the light at the junior high school to the light at Algonquin Road at a standstill. She understands that the development plans to re-work a section of the road to allow for a middle turn lane, that will not help the residents north or south of the development get in and out of their neighborhoods with additional traffic. The traffic conditions are not safe. She concluded that there are no sidewalks, accidents happen regularly and there have been fatalities.

Linda Nagle
Attorney
6401 N. Lincoln Avenue
Lincolnwood, IL

Ms. Linda Nagle stated that she represents the owner of the International Village Apartments complex to the south of the proposed development and has the following comments and concerns:

She feels that the May, 2023, traffic study should be updated. The International Village Apartments are at Meacham and Algonquin Roads. It's very important to have an accurate study. This developer has to go through our property in order to access the water and sewer. We are subject to a 1,000-foot easement that they have a right to. She has been corresponding over the last couple years with the developer off and on and she has read the hundreds of pages that the Village put on line for the public to access. They don't see anything about one of their big concerns which is, can the mains handle all this extra water and sewer? Our service lines are probably 50 years old. They don't know how old those water and sewer lines are. She has asked the question to the developer over the years and she did not receive any information about that and

has not seen any information on the Village website. That is a big concern. The last concern is the practical application of how this would work for their property. Last month, a counsel for the developer contacted her about an access agreement to try to facilitate the practicality of installing the utilities. Their plan is for us not to have any parking in that area for maybe 6 weeks. Where are they supposed to put the residents? They have no extra parking on that property. Put them in a hotel for a couple months? It's not practical, and it's not considerate. If the Village does approve this development, her client would like those considerations to be taken into account.

Karen McHale
1st Ward Alderman
2703 Old Mill Lane
Rolling Meadows, IL

Ms. Karen McHale, Rolling Meadows 1st Ward Alderman, had the following comments and concerns:

She expressed her sincere appreciation for the Village to listen to the concerns of the residents who will be directly impacted by the large residential development planned for the Loeber Farm site. Your engagement, your questions and your thoughtful approach mean a great deal to the families who call this area home. She represents many of the residents who live against the Loeber property that are attending this public hearing. Loeber Farm has a significant number of trees and a landscape barrier that historically has provided a natural setting for surrounding properties. In 2023 and 2025, the Village of Schaumburg received the Arbor Day Foundation's prestigious Tree City USA Growth Award. It recognizes the Village's commitment to planting, care and celebration of trees. Rolling Meadows is also a Tree USA City which has received the Growth Award. With the development of the Loeber Farm site, maintaining the natural aesthetic and mature trees along the periphery of the property will serve to benefit future home buyers within the new development, as well as existing residential properties that surround the site. She respectfully asked that the ZBA require as deep of a setback as possible along the boundary of the Loeber Farm site and secure a commitment from the developer to maintain as much of the natural landscape buffer along the property line to protect the natural beauty of the area. Doing so will not impact the developer's ability of the Loeber site but will align with the development of the Village's values of tree preservation that comes with being a Tree City USA community. As the project moves forward, they ask for careful attention to the day-to-day impact the construction will have on the surrounding neighborhoods. Many residents will experience increased noise, traffic and disruption over what may be several years. So, they are asking for common sense protections that maintain quality of life. One of the most important requests from residents is clear and consistent communication. Whenever significant work is scheduled, such as major grading or driving pylons or any activity that creates high noise levels or traffic interruptions, they ask that the developer provide advance notice to nearby residents. Many residents work from home, care for children, have schedules that are sensitive to sudden disruptive construction activity, and timely updates will go a long way in reducing frustration and allowing their households to plan ahead. She said they also respectfully ask the Board to set reasonable and allowable construction hours. Specifically, from 7am – 7pm. This development is embedded within an established residential area, and these hours strike a fair balance between allowing

progress on the project and preserving quiet time for the families who live here. In addition, construction traffic must be prohibited from using Brockway Street. It is a residential community and not an industrial corridor. Large trucks and heavy equipment on that road would pose safety risks, disrupt daily routines and negatively impact the character of the neighborhood. She concluded that they respectfully ask that construction access be routed through Meacham Road, which is better suited to handle that type of traffic.

Michael Bryskier
5100 Grove Road
Rolling Meadows, IL

Mr. Michael Bryskier stated the following comments and concerns:

He lives on the west line of the property and the creek cuts through his property. He said that he was the person who submitted the 25-page report to the ZBA and added that he hopes they have had a chance to look at it before making a decision. He said he will not go over any of that. He stated that he actually had nice things to say. He understands that the Loeber Farm development is important and inevitable. He did not attend this public hearing to stop development, rather he is present to support the most responsible version of it, one that matches the reality of the property. Everything he is about to say comes back to one thing. This is an exceptionally difficult site to build on with elevated risks to everyone--- especially the people who live next to it. Multiple proposals to develop this property have fallen through, going back decades-- even from some of the most "deep-pocketed developers" in the country. That fact, alone, tells us this site is extremely difficult to develop. The developer and the Village now publicly acknowledge this by seeking public funding. Before he began what he is asking for, he wanted to give Schaumburg some overdue credit. The Village Board, the Mayor, the ZBA and Staff all created thoughtful guidelines for this property, and it has shown discipline in applying them. In the past, he said that they have been willing to say no to proposals that fell short and that record matters. He acknowledged the Nitti Group, stating they have shown patience with this property, listened to the residents' feedback and adjusted their plans. Including pivoting from rental housing to single-family homes. They have stayed committed where others have walked away. That flexibility matters and he respects it. At the end of the day, they all want the same result, which is a successful project that works for everyone. What is being discussed is how they all get there. He is not here to tell everyone how to do their jobs. They are all professionals and you've been through this process many times. What he is asking the ZBA to do is imagine if they and their families were living next door to a construction zone for 5, 6, 7 or more years. He said he has not heard a single word about what will happen during construction. The next 5+ years of construction will impact hundreds of people surrounding this property. This will not be business as usual for any of them. This project will be built almost in their backyards. Even with the best intentions and the best contractor, years of construction will disrupt livability even under the best circumstances. There will be day-to-day problems and long-term challenges. For those who will be living through many years of construction on the front line, the difference between a tolerable experience and a miserable one is whether there is a real-time system for accountability. He is asking the Village to acknowledge the very real disruption this project will cause and to ensure that conditions don't become miserable. Residents need clarity when problems arise. Who do they call? Who is responsible for

fixing something? Without that, they are all left with nowhere to turn. What they need is a designated construction liaison with authority to solve problems quickly and regular communication about what's happening week-to-week. Everyone in the area also deserves an honest, overall timeline, and not marketing headlines. The 18-to-30- month buildout number does not seem realistic. Talk of how to deal with construction has been completely ignored. The developer gave the same timeline to Summit Grove, which had none of the aforementioned complications such as no bridge, no floodplain, no flooding creek, straightforward access and more than one entry point. Given the complexity of this site and its history, he feels they should receive a realistic phase, project timeline that spells out when construction will begin, how long each phase will take and when it will actually be complete. He reiterated that he is asking for 3 things, all reasonable and consistent with the Village's own disciplined approach to property:

1) Building real protection for residence. A designated construction liaison with clear authority and escalation and a realistic phase timeline that treats the residents' livability as a legitimate concern and not an afterthought. He asked that the Board make their approval conditional on there being clear protections provided to the surrounding neighborhood.

2) Continue the rigorous standard that has already been demonstrated. Match the level of review to the exceptional complexity of this site. Don't treat minimum compliance as sufficient judgment for a property this challenging.

3) He asks that the Village delay their decision at least one month. The TIF (Tax Increment Finance) process will take months, regardless. This is the holidays, and many people have been caught unaware or unable to participate. People deserve adequate time to review and respond to a project of this magnitude. He said he is not opposed to thoughtful development of this site.

Mr. Briskier concluded that what he is opposed to is "wishful thinking dressed up as a plan." After more than 20 years of failed proposals, this is the Village's chance to do it right. With a decision grounded in realism, discipline and fairness to the people who will live next door to years of major construction, and it all begins with the ZBA tonight.

Becky Booth
3143 California Court
Rolling Meadows, IL

Mrs. Becky Booth stated the following comments and concerns:

She said the primary issue is the egress. She lives north of the proposed development and has 7 ways to get out of her subdivision. When she and her husband were purchasing their home in 1985, long before the traffic was as it is now, she refused to look at any homes that had one egress onto Meacham Road. She feels sorry for the buyers of this development because of how many cars are going to be backing up to get out or to get in. How are Door Dash and Amazon going to get there? It will be a nightmare. That is an

amazing amount of traffic to get in and out with one way in and one way out. That is the primary issue. She respects the hours that have gone into this but maintained that the issue is the egress and the density. It's obvious that this is going to be a big problem for years to come. This area is exploding with more and more traffic. She concluded that there is only one road that could possibly be widened.

Erik Lund
2101 S. Meacham Road
Palatine, IL

Mr. Erik Lund stated the following comments and concerns:

He lives directly across the street at the southeast corner of the subject property. The vote here tonight will make the next 7 years of his life hell. He appreciates the thought that Nitti has done. It is way better than it was 1.5 years ago. Although it doesn't resolve some of the fundamental questions that are here. Referring to Mr. Bryskier's comments, Mr. Lund said that is critical. He works from home 2 days per week. He comes home to escape; he doesn't come home from 7am – 7pm even at the best proposal of construction 12 hours per day for the next 6 to 7 years of his life. He asked that there be some consideration there, whether the road is being widened, whether it's construction on the property itself. Regarding all the concerns about traffic. Coming south, he has to deal with trying to turn into his property every day of the week. It sometimes takes him 3-5 minutes where he is the one car blocking the lane or he has to go around the block. That will only get worse. To think that an uncontrolled intersection can work at that entry way is madness. There is no room to have a stop light, otherwise drivers will back up to Algonquin Road. Yet, there is no room not to have a stop light for all the traffic that goes through there. It's simply too dense. He referred to the Village's motto of "Progress through Thoughtful Planning." Moving in next to Schaumburg, he took a look at the Village's plan. He noted that part of the Village's criteria for variances is that it cannot be driven solely by financial gain of the property owner. That's literally what this is. They freely admitted the last time (a developer tried to build on the subject property) that they cannot do single family homes and be financially viable. By definition, that is against the Village's own code. He encouraged the Board to think about this; it is better but it's not where it needs to be. Chairman Raimondi informed the audience to keep in mind that the ZBA is a recommending body and that the Village Board makes the final say. Mr. Lund asked for clarification on the timeline. Ms. Fitzgerald suggested that after the public comments Chairman Raimondi can choose to let the developer clarify that point. Mr. Lund concurred.

Mr. Tom Hargrove
260 Brockway Street
Palatine, IL

Mr. Tom Hargrove stated the following comments and concerns:

He has lived in this area since 1979. He has driven through and around Schaumburg that entire time. When you enter Schaumburg, most of the entrance signs say, "Progress Through Thoughtful Planning." For the most part, that's what Schaumburg has done during the past 47 years. He feels this development is not

thoughtful planning. The developer wants a special PUD to build 85 connected and 35 standalone homes. The area to the north is a radical improvement over what he's had. Mr. Hargrove referred to the overhead screen and said that there are some townhomes which will abut Meacham Road directly. Meacham Road will be widened in our lifetime and when it is, those are going to have to go. If you build homes there when they are widened, they have to be paid for, torn down and people will have to move. It's going to add to the cost, it's going to add to the timeline and it's going to add to the hassle. The PUD ordinance in Schaumburg says "The purpose of the PUD regulations are to enhance the character of the Village in accordance with the Village's goals as set forth in the Comprehensive Plan." The Comprehensive Plan calls for single-family homes on this parcel. It has been that way for decades. The Village code also addresses tree preservation cited in Section 154.145 which reads, "The purpose of this section is to establish regulations limiting the removal and ensuring the replacement of trees removed from private property. In so doing, safeguard the ecological and aesthetic environment of the community." They are going to lose hundreds of trees and if you look at the list that was attached to the papers, some of these trees are over 4' in diameter at chest level. Viable, living red and white oaks, bur oaks, shagbark and hickories will be destroyed. According to the developer's planting list, they will be replaced by trees that are 2.5 to 4 inches in diameter and no more than 8' tall. Some of these trees are over 60' tall and will be turned into mulch. The ordinance also says that "Preserving trees is an important public resource to enhance the quality of life and the general welfare of the Village and to preserve the essential character of those areas throughout the Village which are heavily wooded and in a more natural state with plant materials indigenous to the region." That's what they have now and the developer wants to take them out and replace them with "crap" from the nursery. If you look at Summit Grove, look at the tiny little twigs that he (the developer) planted. The developer has a cadre of engineers at this public hearing. Mr. Hargrove has been a trial attorney for 32 years. He concluded that when you have a paid engineer coming to talk for you, he is here to support you. They are being paid to support the developer's position.

Ms. Kendra Kroll
4809 Woodcliff Court
Rollin Meadows, IL

Ms. Kendra Kroll said just because you can, doesn't mean you should. We're putting 10 pounds of "crap" in a 2-pound bag and pretending it's OK. It's not OK; it will never be OK and just so you know, I think the whole idea is miserable and I think everyone here thinks the same.

Ms. Jane Koszewski
5120 Grove Road
Rolling Meadows, IL

Ms. Jane Koszewski stated the following:

She has lived at the back side of the development for 40+ years and is downhill from the development. She has been building trenches to get the water away from her property. She is 62 years old and doesn't think

she can continue doing this. She concluded, please if you develop this, make sure you consider all of us who live down from this development.

Chairman Raimondi asked the Board for their comments.

Mr. Mytych had no questions or comments.

Mr. Bhagwakar asked that the comments and questions asked by the public be addressed.

Mr. Morreale stated that he understands the concerns of the neighbors and it is an empty track of land now. He appreciated the residents' comments and added that nothing is ever going to be perfect for them and he appreciated the information provided by Mr. Nitti. Mr. Morreale is hopeful that everyone can come to some sort of middle ground.

Mr. Szurgot asked if Staff can answer some of the questions. Mr. Szurgot asked if it's correct that the developer will build a 2-bedroom home. Mr. Nitti said they are offering ranch homes that will attract those who are aging in place. That model starts at 2 bedrooms and buyers will be able to upgrade to a 3-bedroom option. Mr. Szurgot asked if Salt Creek is a tributary because he knows it runs from north to south and this is going east-west across the property. It looks like it dumps in across Plum Grove Road at that point. Mr. Nitti said yes, it runs east-west throughout the Loeber property. Mr. Szurgot asked where Salt Creek begins. Mr. Free said that Salt Creek has a pretty big watershed and up to the point on the site, it's 16 square miles that flow to this point. He believes it is referred to as the west tributary of Salt Creek. It's not the main part of Salt Creek, but it generally goes north-south. Mr. Free added that he participated in a town project in Elmhurst that also backed up to Salt Creek. Mr. Szurgot asked where the road improvement begins and where it ends. He asked if it's correct that it ends further north on Plum Grove Road. He asked what is actually going to be done because one gentleman said it will be going on right in front of his house. He asked if it will go from 2 lanes to 4 lanes. Mr. Nitti said currently, Meacham Road is 2 lanes and there are no dedicated turn lanes. If a driver is waiting to turn left, they have to wait for oncoming traffic to clear and everyone else behind gets queued up. He noted that he got held up there upon leaving the site by a driver waiting to turn right onto Meacham Road to head south. He had a line of a few drivers waiting to turn left onto Brookdale. The recommendation to the Nitti Group was to add dedicated right-turn lanes. If someone needs to turn left, the traffic behind them can continue going without having to break up. Mr. Nitti said that they are presenting an upgrade. It runs from just north of the subject property, basically where International Village's property ends or a little past that. Then it runs north and stops just south of the bridge where Plum Grove Road goes over Salt Creek. Mr. Nitti said they are also doing some stormwater and utility work in the existing stream. Mr. Szurgot asked if the Village of Rolling Meadows ever intended to make Meacham Road 4 lanes from Algonquin Road all the way up through Palatine? Ms. Fitzgerald said there was a plan several years ago but doesn't recall the exact date. There was a plan at one point to widen it. It was going to be partially paid for, she believes by IDOT and the municipalities would take over sections of the roadway and that plan was not supported at the time, she believes, by Rolling Meadows. She is unaware of it being discussed in recent years. Mr. Szurgot asked how much roadwork they were

going to do out there and how far it was going to go up. Ms. Fitzgerald said it doesn't go far north and the only widening is to accommodate the construction of the turn lanes, which are required based on the level of service and the traffic study. Referring to "No Man's Land," Mr. Szurgot said if an HOA exists, is the HOA responsible for what happens in "No Man's Land?" Mr. Nitti said if they acquire the property, it will be managed by the HOA and added that they divided it into 3 sections. There's a north section which backs up to 3 future lots in their neighborhood. Those areas would become part of the new lots and the 2 sections to the south would be maintained by the HOA. Mr. Szurgot asked if it's correct that if it is not maintained, there are taxes to be paid for the maintenance of that. Ms. Fitzgerald stated that is separate from "No Man's Land." There are 2 different things. For approximately the past 10 to 15 years, when a residential subdivision has been approved in Schaumburg, the Village has required creation of a "Dorman SSA." It is a special service area that is a special taxing district where taxes can be levied for specific items that are to maintain that property. These became somewhat popular during the housing recession approximately 20 years ago when a larger development that wouldn't all get approved but there would be open space, detention or stormwater areas and there would not be enough homeowners to define maintenance of that. What the Village has been requiring is that this SSA is created and it is a taxing district but the Village only levies taxes if the common areas, like these detention areas, the HOA pocket parks or the playground fall dormant and are not maintained. The Village then has the right to maintain the property and levy taxes. So, the remainder of the Village tax payers are not bearing that burden, the Village would levy that tax against the properties in that area. Mr. Nitti said in an effort to clarify the gap areas, they are not using any of those gap lands in any of their calculations or planning. They will not be building on them. Mr. Nitti said they worked on a condition with Staff whereby the Nitti Group could give it to the neighbors but they are flexible either way. Mr. Szurgot told the audience that the Board members are concerned about the existing homes and want to make sure that what the developer is doing is right by everyone. Chairman Raimondi added that he recalled that when the Summit Grove development was in process, a Village employee was specifically assigned to communicate with the existing residents of that area. He said he assumes that they will do the same thing here and that the Village is not going to "dump" on the residents who live around there. He said that, "Progress Through Thoughtful Planning" is what the Village has been doing. He has lived in the Village for 55 years and has seen a lot of changes and a lot of growth. The Village does a wonderful job of taking care of its residents. He said the creek will be better on this property, but it will not make the existing homes any worse. Someone in the audience asked if what Chairman Raimondi said is a guarantee. Mr. Szurgot added that there are no guarantees in life. Mr. Morreale asked Mr. Nitti to address the timeline because the residents asked for 18 – 30 months. Mr. Nitti said there is confusion. There are 2 separate things. The 18 months referred to the "sell out" whereby they expect sales will take approximately 18 months. They anticipate that the construction process may take approximate 36-months. Referring to Ms. Nagle's comments (International Village Apartments), Mr. Szurgot asked how the water connection takes place. Mr. Nitti said they have an easement on the International Village property. The easement reads that 1,000 easterly feet of International Village property is allowed for a "Loeber Easement" for sanitary connections. It is something that Mark Loeber put in the deed when he sold the property to whomever built International Village, and it has been on every recorded deed on every transaction since. Mr. Nitti said that 2 water lines and one sanitary line go through the parking lot and his team planned it so that they would not require water from Rolling Meadows and they just began discussions with Ms. Nagle. He said that they

will be working out their construction plan and timeline with International Village, but it is designed so that the 2 water lines will actually be bordered around so as to have very limited interruption. Mr. Szurgot asked if that will resolve the parking problem that Ms. Nagle mentioned. Mr. Nitti said they will need limited time parking and right now, he is still working with his contractors before they lay out a plan. He said he will not leave parking lots with no parking for 6 weeks—that is not going to happen. There will be impacts on a day-to-day basis for certain time periods. They will break it up in sections and will do what they can to minimize the impact to the International Village residents. They have built apartment projects before and have had to be conscious of where parking needs are met. He said they will develop a reasonable plan that will take everything into consideration. It's still a work in progress as they are working on finalizing their plan, contractors, the scope to work and they will lay out a nice plan that minimizes the impact to them. Mr. Nitti said they don't have plans for anyone to have nowhere to park at night or during the day. They may be displaced for a few days, but he doesn't want anyone to come home and have no where to park. That is not going to happen. Chairman Raimondi noted that the Village will have their eyes on this proposed development constantly, and Mr. Nitti concurred.

Ms. Errera stated that she agreed with one of the resident's comments about one way in and out not being the best. She said that traffic has always been bad for several years. If it was opened up to 2 lanes each way, drivers would be able to get around easier. She asked how the Salt Creek water levels can be kept down and what can be done from a construction standpoint. She asked about retaining walls, or something that can keep the water so it's not overflowing as much. Mr. Free said that there are 16 square miles that are tributary to this area, so it is not just something they can do on this property that would make a significant impact. There are many feet of Salt Creek upstream of this and everything contributes to that, obviously. The floodplain is pretty expansive, specifically on this site, partially because the property does not come up in elevation as quickly, which is part of the reason why we have a 60' span bridge to go over that. As part of that, Mr. Sherry (Christopher Burke) stated that there is additional floodplain storage to mitigate the areas that will be impacted. Ms. Errera asked what "additional storage" means and she also asked what the lift station is. Mr. Free said the lift station is different. There's a cut and fill. Basically, they are filling portions of the floodplain in order to build a bridge. In order to help with the erosion, there are areas that need to be filled and as part of that, there's a compensation you need to cut additional streambank where you actually provide more area for the creek to overflow and flood out, too. The lift station is in regards to sanitary sewer. The creek is the low point and there is no nearby sanitary main. She asked if it's correct that all of the sewers from the homes go to a lift station. Mr. Free said, correct and it is then pumped up and basically goes into a gravity sewer right before it goes through International Village's property. She asked if they could connect it anywhere else, and Mr. Free said no. They did look at that but it is several thousand feet to get through International Village and then over to where there is a main that has enough capacity to get into MWRD's sewer system. She asked if there is a way to straighten the creek a little bit because it's by some of the existing homes. Mr. Free said that all of it impacts on the flow. The models are based on all the time it takes for the water to go around that. If they try to cut the channel through or to bypass and make it straighter, it would cause problems downstream. She asked if it's correct that they will fill in dirt on the sides to make it less erosive, and Mr. Free concurred. She asked if grading is not going to the existing homes. Mr. Free said, correct and that one of the residents who spoke mentioned that they live to the north

of Old Plum Grove Road. There is a section where the Loeber Farm property currently drains towards their property, which is probably part of the drainage issues they are having. The grading plan will provide for a swale in the rear yards of the proposed homes to be able to pick up that water between the properties and then bring it around to the detention basin. Ms. Errera said the proposed homes look beautiful but anticipates that the traffic will be bad for everyone on the subject property with all the construction at Algonquin and Meacham Roads. Mr. Nitti said that one thing he wants to clarify with the International Village connection is that Nitti development is not connecting to the International Village's sanitary. They are connecting to an MWRD receptor that is on the south side of International Village's property which they also connect to. The Nitti Group will be are upgrading that utility which they will share with International Village and have received proper MWRD approvals.

Chairman Raimondi stated that Schaumburg will be celebrating 70 years in 2026. Throughout the years, they take pride in working with people and companies. We have a good reputation. Staff spends endless hours preparing the Staff Reports so the Board members can understand what is being proposed. He doesn't want the Rolling Meadows residents to think they are getting "dumped on." The Village is trying to work with those who will be affected by this. A lot of issues that come up in discussion will be addressed during construction time, too. That's the communication that goes along with the developer and residents. The Village will have their eyes on this the whole time. Referring to the entrance off of Meacham Road, he said there will be turn lanes. He asked what other options were part of the initial conversation for that traffic and if another road was looked at. Mr. Bowen, traffic consultant, said the only connection would be Brockway Street, but from the get go, they did not want any residential traffic because they will keep it as an emergency access. There will be no construction there as the road is not rated for heavy construction. He added that the only time that will be used is in an emergency situation where the main access is blocked.

Debra Flannigan
4801 Woodcliff Court
Rolling Meadows, IL

Ms. Debra Flannigan stated the following comments and concerns:

She has lived in her home for 40 years. Loeber had 3 houses on the property and had 2 exits onto Meacham Road and asked why they can't have that other exit back again. Right now, it's closed down, there's a fence in front of it and there's a tree across it. Mr. Bowen said that Meacham Road is an IDOT road and there is almost no chance they would ever allow a second access on the frontage there.

Chairman Raimondi stated that he feels the Village will take care of those concerns now and in the future. Mr. Morreale complimented Staff for doing a great job on the Staff Report. Referring to the new turn lane going into the new neighborhood, Mr. Morreale asked how many cars that left-hand turn lane will hold. Mr. Bowen said it is 125' of storage which may equate to 5 or 6 cars.

Ms. Fitzgerald asked Chairman Raimondi if he would be agreeable to adding a construction condition since the Board made some comments about the need for a point of contact during construction. She noted that the Summit Grove development included a similar condition. Chairman Raimondi said, yes absolutely, adding that it should be a liaison between the Village, the developer and the residents. Ms. Fitzgerald said that Staff can draft that condition. She recalled that there was information on the Village website so the public knew who to contact during the Summit Grove development process. Mr. Nitti said that was correct.

She said there were some comments about the construction hours. Mr. Joshi said that the regular construction hours for the Village are Monday – Saturday from 7am – 9pm and on Sunday from 8am – 6pm. The residents were very upset. Ms. Fitzgerald said that as a point of clarification Staff wanted to provide those hours to allow some discussion. That is the default for the construction hours. There were some changes made at Summit Grove, which the developer agreed to. The Summit Grove hours were limited to 7am – 6pm, Monday – Saturday and exterior construction activity was prohibited on Sundays, however, interior work only was permitted on Sundays. She said that exterior construction activity could be permitted with the Director of Community Development's prior approval. So, if there was an extenuating circumstance, that could be approved. Chairman Raimondi said that he feels 7am – 6pm Monday – Saturday. Mr. Nitti said that he is agreeable to that and noted there have been no complaints during the Summit Grove development these past 4.5 years. Chairman Raimondi was agreeable to Staff drafting a condition very similar to the Summit Grove Staff Report that stipulates those hours. Mr. Morreale asked if it's correct that on Sundays, only interior work can occur from 8am – 6pm. Ms. Fitzgerald said that if they work inside, there is no timeframe.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Morreale, to close the hearing. **MOTION CARRIED**

Mr. Szurgot made a motion, seconded by Mr. Mytych, to recommend approval of a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment located at 2014 N. Meacham Road, Case No. Z2503-03 subject to the following conditions:

1. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $27,783 in lieu of installing streetlights along Algonquin Road. This figure is based on the total lot frontage of 882 linear feet at $31.50 per linear foot.
2. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $10,978.38 in lieu of installing parkway trees along Meacham Road. This figure is based on the total lot frontage of 882 linear feet at $12.50 per linear foot. The Village will coordinate the selection and installation of all parkway trees.

3. Prior to the issuance of a building permit, the petitioner shall provide a public sidewalk contribution to the Village for proportionate share of the path that will be located along the subject propertys frontage (approximately 882 LF) for future development on Meacham Road. A preliminary cost estimate has been prepared of $130 per linear foot of street frontage, which includes cost for excavation, installation, restoration of the rest of the parkway with topsoil and seed, traffic control, and engineering fees for construction observation. Staff has determined a total cost estimate in the amount of $114,660.
4. Prior to the issuance of permits for each building, the petitioner shall make a School District contribution of $206,500 or $1,692 per unit, based on total students x acres of school land per student (2 acres/100 students) x fair market value per acre of land x 50% (59 students x .02 acres per student x $350,000 per acre of land x 50% = $206,500). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit. The Impact Fee will be provided to Districts 15 and 211.
5. Prior to the issuance of permits for each building, the petitioner shall make a Palatine Park District contribution of $324,362.50 or $2,658 per unit, based on total residents x acres of park land per resident (5.5 acres/1,000 residents) x fair market value per acre of land x 50% (337 residents x .0055 acres per resident x $350,000 per acre of land x 50% = $324,362.50). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit.
6. Prior to the issuance of a building permit, the petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $30,500 (122 units x $250.00/unit = $30,500.00).
7. Prior to the issuance of a building permit, the petitioner shall make a Cultural Center Fund contribution of $200.00 per unit, or a total of $24,400 (122 units x $200.00 = $24,400.
8. Prior to the issuance of any permits, the developer shall develop a mechanism for communicating the construction schedule with the surrounding residents. The website must provide contact information or other means of submitting questions from residents about the construction schedule and any concerns.
9. Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
10. Prior to the issuance of any building permits for any of the proposed lots, with the exception of model units, the Declarations for the development shall be recorded against the property
11. A dormant Special Service Area (SSA) will be created upon approval of the plat of subdivision, and prior to the issuance of any building permits, except building permits issued for the construction of model homes, so that the Village has the right, but not the obligation, to perform maintenance work relative to common areas maintained by the Homeowner’s Association, including but not limited to

wetlands, detention ponds, landscaping, retaining walls, fences, HOA Park, and paths, in the event that the Homeowners' Association fails to do so, and can recoup the costs of doing so through a SSA tax levy. The developer will reimburse the Village for the cost of creating the dormant special service area.

12. Prior to the issuance of a land development permit, the developer must select and execute either of the options regarding Sue Lane. The options must include maintaining emergency access to Brockway Street and maintain access to the driveway for the resident in Rolling Meadows.
13. Prior to the issuance of a land development permit, the plans must be revised to show improvements on Meacham Road to meet IDOT standards. This improvement will require an IDOT permit.
14. Prior to the issuance of a land development permit, the Plat of Consolidation shall be recorded and placed on file with the Cook County Recorder of Deeds.
15. The PUD is approved with a maximum height of 42.5 feet for the rowhomes and 35 feet for the single-family homes
16. The PUD is approved with a minimum FAR of 37% and maximum FAR of 48% for the single-family homes on the north side.
17. The PUD is approved with a maximum FAR of 55% for the Village Homes on the south side.
18. The PUD is approved with a maximum lot coverage of 39% for all ranch and first floor primary bedroom models only.
19. Construction hours shall be Mondays through Saturdays 7 am to 6 pm. No exterior construction is allowed on Sundays without prior written authorization from the Director of Community Development.
20. Access to Brockway Street is limited for the use of emergency purposes only. Residents of the development shall not be allowed to use this access to enter/exit the development.
21. The emergency access gate must remain locked at all times when it is not in use and must be closed as soon as possible following the end of the emergency event triggering its use.
22. Provide a construction plan illustrating truck staging and routes during construction for review and approval. Construction traffic on Sue Lane will not be permitted.
23. Enhance the bridge by incorporating design details such as formliner, staining, etc. Provide a plan to the Community Development Department showing an enhanced design prior to issuance of a land development permit.
24. The developer must use Meacham Road as the primary access for construction trucks, including but not limited to lumber trucks and concrete trucks. Any vehicles affiliated with construction of the subject property must park on the subject property.

25. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.
26. A land development permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Separate permits are issued for the site work and the building; therefore, separate applications and separate sets of plans are required.
27. A Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of the land development permit. The Security must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which should include landscaping and site lighting. Sample forms of the project security can be found on the Village's website or are available upon request.
28. Prior to the issuance of a permit, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the Village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.
29. A thorough review of final lighting/electrical plans will be performed during permit review. Lighting/electrical plans must be submitted which shall include conduit routing/size/type and wire size/type/quantity, plus lighting details including pole foundation, pole handhole wiring/grounding/bonding detail, splicing/fusing detail, conduits burial detail, etc.
30. The applicant has acknowledged that the proposed work within the floodplain/floodway will require a FEMA Conditional Letter of Map Revision (CLOMR), LOMR and an IDNR-OWR Floodway Construction Permit. Since the proposed grading (fill) within the floodway associated with the basins is not considered an appropriate use of the floodway per IDNR-OWR Part 3708 Rules, nor is it allowed per §602.21 of the WMO, the proposed improvements cannot start until these approvals are obtained.
31. A review of the stormwater conveyance (storm sewer and overland flow route) calculations will be performed as part of the final engineering review. Please note that these calculations should account for any offsite drainage areas to the property.
32. Prior to the issuance of a land development permit, the petitioner shall revise the engineering plans to include the following –
    a. There is a swale located behind Lots 62-64 being directed towards Lot 65. Extend/design a swale to provide positive drainage to the street.
    b. Provide a swale between Lots 46 and 47 to direct drainage to the street.
    c. There is a significant amount of offsite drainage coming onto the dead end street from Brockway. An additional inlet will be needed at the corner.
    d. The east-west street in the rowhomes portion, has an inlet accepting 500 feet of roadway drainage. Determine if additional inlets are needed.

e. Move Structure ST 2-42 out of the sidewalk.

f. Show all drainage overflow routes on the grading plan.

g. For the pedestrian crossing near Lot 34, provide two W11-2 Ped Signs, each with W16-7P Slanted Down Arrow plaques.

h. Riprap the bank below the water line down to the stream bed up to approximately the elevation 710 or a little higher, to prevent the bank from undercutting/failing and moving laterally north.

i. Investigate moving the force main out of the property lines (lots 31-43).

33. Prior to the issuance of a land development permit, the petitioner shall revie the plat of subdivision to include the following –

    a. There is a light pole located on Lot 83 which is outside of Outlot 5. A utility easement will be required.

    b. There is a light pole located on Lot 77 which is outside of Outlot 5. A utility easement will be required.

34. A Floodway Construction Permit from IDNR-OWR is required for the proposed work within the regulatory floodway.

35. Prior to the issuance of a land development permit, the petitioner must revise the photometric plans to include the following -

    a. The pole locations and spacings along the main road and the roads around buildings 44 thru 85 do not match the photometrics. The pole locations shall be revised to match.

36. Prior to the issuance of a Land Development Permit, the petitioner shall revise the Landscape Plans to include the following changes:

    a. Provide a shade tree at the ends of each parking row in areas indicated on the Marked Exhibits. Light poles shall be shifted to avoid conflicts as required trees take precedent. Locate trees in islands which are shared with proposed fire hydrants such that they coexist and do not interfere with hydrant operations.

    b. Resolve conflicts between parking lot island trees and proposed light pole locations by shifting poles accordingly.

37. Prior to the issuance of a Land Development Permit, the petitioner must revise the lift station plans to include the following:

    a. Final Engineering Plans should include a profile of the forcemain with the ground elevation over it. The force main alignment is currently shown outside of the ROW in front of Lots 31-43. The ground profile also has a peak of around 737 in front of Lots 37-40 which would require a deep run of force main to keep a rising profile. Provide a profile of the forcemain for review.

    b. Provide sanitary manhole sizes.

c. Provide Contech bridge plans and elevations and sanitary profiles across the bridge.

d. Provide a detail with larger scale, showing the location of the lift station relative to property lines, easements, driveway, sidewalk, and other site elements as a part of final engineering plans.

38. The following plans/exhibits shall be adopted as part of the governing ordinance:

a. Loeber Farms Nitti – Title Sheet, Sheet 0.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

b. Loeber Farms Nitti – General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

c. Loeber Farms Nitti – Specifications, Sheet 1.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

d. Loeber Farms Nitti – Demolition Plan, Sheet 2.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

e. Loeber Farms Nitti – Overall Site Plan, Sheet 3.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

f. Loeber Farms Nitti – Layout Plan Area 1 – Area 4, Sheets 3.1–3.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

g. Loeber Farms Nitti – Site Signage Plan, Sheet 3.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

h. Loeber Farms Nitti – Overall Grading Plan, Sheet 4.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

i. Loeber Farms Nitti – Grading Plan Area 1 – Area 4, Sheets 4.1–4.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

j. Loeber Farms Nitti – Typical Grading Sections, Sheet 4.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

k. Loeber Farms Nitti – Erosion Control Plan, Sheet 5.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

l. Loeber Farms Nitti – Erosion Control Details, Sheets 5.1–5.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

m. Loeber Farms Nitti – Overall Bank Stabilization Plans, Sheet 5.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

n. Loeber Farms Nitti – Bank Stabilization Plan Area 1 – Area 2, Sheets 5.4–5.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

o. Loeber Farms Nitti – Overall Utility Plan, Sheet 6.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

p. Loeber Farms Nitti – Utility Plan Area 1 – Area 4, Sheets 6.1–6.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

q. Loeber Farms Nitti – Offsite Utility Plan, Sheets 6.5–6.6, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

r. Loeber Farms Nitti – Plan and Profile STA. 10+00 to STA. 18+00, Sheet 7.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

s. Loeber Farms Nitti – Plan and Profile STA. 18+00 to STA. 27+00, Sheet 7.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

t. Loeber Farms Nitti – Plan and Profile STA. 27+00 to STA. 31+00, Sheet 7.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

u. Loeber Farms Nitti – Plan and Profile STA. 30+50 to STA. 34+50 / STA. 10+00 to STA. 11+81, Sheet 7.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

v. Loeber Farms Nitti – Construction Details, Sheets 8.0–8.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

w. Street Lighting Plan, Sheet P.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

x. Final Plat of Subdivision of Loeber Farm, Sheets 1-4, prepared by V3 dated August 3, 2025, last revised August 21, 2025, and received by the Community Development Department on September 29, 2025.

y. Plat of Vacation of Sue Lane, Sheet 1 of 1, prepared by V3 dated August 7, 2025, and received by the Community Development Department on August 7, 2025.

z. Landscape Plan Loeber Farm Cover Sheet L1.0, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

aa. Landscape Plan Loeber Farm Overall Landscape Plan L1.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

bb. Landscape Plan Loeber Farm Landscape Plan L1.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

cc. Landscape Plan Loeber Farm Landscape Plan L1.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

dd. Landscape Plan Loeber Farm Landscape Details L1.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ee. Landscape Plan Loeber Farm Landscape Details L1.5, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ff. Landscape Plan Loeber Farm Rowhome Foundation Plans L1.6, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

gg. Landscape Plan Loeber Farm Townhome Foundation Plans L1.7, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

hh. Landscape Plan Loeber Farm Typical Foundation Plans L1.8, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ii. Landscape Plan Loeber Farm Layout Details L2.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

jj. Landscape Plan Loeber Farm Amenity Details L2.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

kk. Landscape Plan Loeber Farm Playground Details L2.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ll. Landscape Plan Loeber Farm Monument Details L2.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

mm. Landscape Plan Loeber Farm Tree Preservation L3.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

nn. Landscape Plan Loeber Farm Tree Inventory L3.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

oo. Landscape Plan Loeber Farm Tree Inventory L3.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

pp. Landscape Plan Loeber Farm Landscape Specifications L4.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

qq. Fire Truck Route Exhibit, prepared by V3, dated August 2, 2025, and received by the Community Development Department on September 9, 2025.

rr. Loeber Farm Offsite Improvements, Title Sheet, Sheet 0.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ss. Loeber Farm Offsite Improvements, General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

tt. Loeber Farm Offsite Improvements, Specifications and Typical Cross Sections, Sheet 1.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

uu. Loeber Farm Offsite Improvements, Demolition Plan, Sheet 2.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

vv. Loeber Farm Offsite Improvements, Layout & Paving Plan, Sheet 3.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ww. Loeber Farm Offsite Improvements, Utility Plan, Sheet 4.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

xx. Loeber Farm Offsite Improvements, Erosion Control Plan, Sheet 4.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

yy. Loeber Farm Offsite Improvements, Erosion Control Details, Sheet 4.2, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

zz. Loeber Farm Offsite Improvements, Plan and Profile, Sheet 5.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

aaa. Loeber Farm Offsite Improvements, Construction Details, Sheet 6.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

bbb. Loeber Farm Offsite Improvements, IDOT Details, Sheets 6.1 – 6.7, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ccc. Preliminary stormwater management report, prepared by V3, dated May 16, 2025, latest revision date September 26, 2025, and received by the Community Development Department on September 29, 2025.

ddd. Topo Work Map, Sheet 3, prepared by V3, dated February 14, 2025, latest revision date August 3, 2025, and received by the Community Development Department on September 29, 2025.

eee. Maintenance Responsibility Exhibit, Sheet EX, prepared by V3, and received by the Community Development Department on August 7, 2025.

fff. Draft Declaration for Loeber Townhome and Rowhome Owners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

ggg. Draft Declaration for Covenants, Conditions, Easements and Restrictions for Loeber Homeowners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

hhh. Building Height Credit Narrative, prepared by the Nitti Group, Pages 1 through 4, received by the Community Development Department on August 7, 2025.

iii. Single family homes renderings, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

jjj. Architectural Plans, Rowhomes and Townhomes, Sheets 1 through 19, prepared by JMB Architects, Ltd, and received by the Community Development Department on May 19, 2025.

kkk. Village home architectural plans, Sheets B1 – B2, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

lll. Townhome architectural plans, Sheets B1 – B3.2, P1 – P10, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

mmm. Single family architectural plans, Sheets 1 – 7, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

nnn. Rowhome architectural plans, Sheets 1 – 4, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

ooo. Home renderings with material call outs exhibit, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

ppp. Lot Exhibit, Sheet EX1, prepared by V3, and received by the Community Development Department on May 19, 2025.

qqq. Loeber – Lift Station Building Materials & Color Exhibit, received by the Community Development Department on May 19, 2025.

rrr. Project Narrative. prepared by the Nitti Group, received by the Community Development Department March 3, 2025.

sss. Variation justification letter, prepared by Nitti Development, received by the Community Development Department on December 1, 2025.

ttt. Traffic Impact Study Loeber Farm prepared by KLOA dated January 9, 2025, and received by the Community Development Department on March 4, 2025.

uuu. ALTA/Plat of Survey, Sheets 1 through 3, prepared by V3, received by the Community Development Department on March 3, 2025.

vvv. Conspan Bridge Details, Sheets D1 through D9, prepared by Contech Engineered Solutions, LLC, dated May 25, 2023, and received by the Community Development Department on March 5, 2025.

MOTION CARRIED: vote: 6-0 with three member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Absent
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Absent
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Absent

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 1/13/26.

ADJOURNMENT
The meeting was adjourned at 9:53pm.

Parth Joshi

Parth Joshi, AICP, Planning Manager
I have reviewed the minutes and they accurately represent the actions taken by the Zoning Board of Appeals

Mary Kirschbaum, Recording Secretary
Zoning Board of Appeals

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Award a Bid for the Engineering and Public Works Material Storage Bin Rebuild Project to Carmichael Construction
01/13/26
Village Board

Presenter: Mark Rysavy, Facilities Division Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
5729020-7401 (23012-20-230)	$280,000	$229,671
6809010-7401 (23012-20-230)	$280,000	$229,671

The budget status for this request is: Under Budget

Amount Under Budget: $100,658

Executive Summary:

The FY 25/26 Capital Improvement Plan includes a replacement of the material storage bins at the Engineering and Public Works (EPW) yard. The bins hold spoils from underground utility repairs that require haul away disposal, plus some new fill material that is used around the Village. These bins are made of solid concrete walls that are cracked and damaged from years of use and now require replacement.

Staff worked with ARCON Associates (ARCON) over the past two years to develop design drawings for a replacement with a roof structure over the largest bin to prevent runoff of spoils materials into the yard. After preliminary pricing came back significantly over budget, ARCON suggested a value engineering option to switch from poured concrete walls to stackable large format concrete blocks. The cost effective design does not require a significant foundation. The design drawings are included as an attachment to this item.

On November 21, 2025, staff received bids from four bidders for the revised design. The lowest bidder was Carmichael Construction with a bid of $459,342. This work includes the full demolition and removal of the existing bins, the installation of a new slab and base system for the block walls, the block walls and all necessary structural connections, the roof system, and the alternate to paint the outside face of the bins facing the residential properties to the south. If approved, work is expected to start in the spring and be completed by summer, weather permitting.

Carmichael completed the concrete work for the new mulch bin at EPW in early 2025. They were also the concrete subcontractors for BEAR Construction on the left and right field seating projects at the ballpark over the last two years. Staff has been extremely happy with the quality that Carmichael provides. Because of their excellent history of work for the Village over the past two years, staff recommends approval of the project to Carmichael Construction.

Recommended Action:

The Village Manager recommends the Village Board to award the bid for the Engineering and Public Works Material Storage Bin Rebuild Project to the lowest responsible bidder, Carmichael Construction of Marengo, IL in the amount of $459,342.

ATTACHMENTS:

- Bin Bid
- Carmichael Response
- Storage Improvement Plan

EPW Storage Bin Replacement Project			
Contractor	**Base Bid**	**Alternate Bid**	**Total Bid**
Acura, Inc.	$485,000.00	$25,000.00	$510,000.00
Bear Construction	$569,300.00	$0.00	$569,300.00
Camosy Construction	$602,220.00	$10,554.00	$612,774.00
Carmichael Construction	$457,890.00	$1,452.00	$459,342.00

Village of Schaumburg
Engineering and Public Works
Mike Hall, Department Director
Atcher Municipal Center, Schaumburg, IL 60193

[CARMICHAEL CONSTRUCTION, INC] RESPONSE DOCUMENT REPORT

IFB No. 2025-IFB-066

Material Storage Bins for Public Works Yard

RESPONSE DEADLINE: November 21, 2025 at 11:00 am

Report Generated: Tuesday, December 2, 2025

Carmichael Construction, Inc Response

CONTACT INFORMATION

Company:
Carmichael Construction, Inc

Email:
connie@carmichaelconstruction.com

Contact:
Connie Solarz

Address:
1080 E Grant Highway
Marengo, IL 60152

Phone:
N/A

Website:
www.carmichaelconstruction.com

Submission Date:
Nov 21, 2025 10:29 AM (Central Time)

ADDENDA CONFIRMATION

Addendum #1
Confirmed Nov 21, 2025 9:30 AM by Connie Solarz

QUESTIONNAIRE

1. Authorized Person(s)*

Pass

Please provide the following information for each person(s) authorized to submit a response on behalf of your organization:

Name
Title
Phone Number
Email Address

Jim Carmichael

President

815-568-8337

jimmer47@yahoo.com

2. Equal Employment Opportunity Clause*

Pass

EQUAL EMPLOYMENT OPPORTUNITY CLAUSE required by the Illinois Fair Employment Practices Commission as a material term of all public contracts.

During the performance of this contract, the contractor agrees as follows:

A. That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, or ancestry; and further, that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such under utilization.

B. That, if it hires additional employees in order to perform this contract, or any portion hereof, it will determine the availability (in accordance with the Commission's Rules and Regulations for Public Contracts) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

C. That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin, or ancestry.

D. That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the contractor's obligations under the Illinois Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts. If any such labor organization or representative fails or refuses to cooperate with the contractor in its efforts to comply with such Act and Rules and Regulations the contractor will promptly so notify the Illinois Fair Employment Practices Commission and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations there under.

E. That it will submit reports as required by the Illinois Fair Employment Practices Commission's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Commission or the contracting agency, and in all respects comply with the Illinois Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts.

F. That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Illinois Fair Employment Practices Commission for purposes of investigation to ascertain compliance with the Illinois Fair Employment Practices Act and the Commission's Rules and Regulations for Public Contracts.

G. That it will include verbatim or by reference the provisions of paragraphs 1 through 7 of this clause in every performance subcontract as defined in Section 2.10 (b) of the Commission's Rules and Regulations for Public Contracts so that such provision will be binding upon every such subcontractor; and that it will also include the provisions of paragraphs 1,5, 6, and 7 in every supply subcontract as defined in Section 2.10(a) of the Commission's Rules and Regulations for Public Contracts so that such provisions will be binding upon every such subcontractor. In the same manner as with other provisions of this

contract, the contractor will be liable for compliance with applicable provisions of this clause by all its subcontractors; and further it will promptly notify the contracting agency and the Illinois Fair Employment Practices Commission in the event any subcontractor fails or refuses to comply therewith. In addition, no contractor will utilize any subcontractor declared by the Commission to be non-responsible and therefore ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

The Village of Schaumburg does not discriminate on the basis of disability status in admission or access to, or treatment or employment in, its programs and activities.

Confirmed

3. Bid Security *

Pass

Each bid shall be accompanied by a certified cashier's check, or bid bond, in the amount of ten percent (10%) of the total bid price, payable to Village of Schaumburg, Illinois, as a guarantee that the bidder, if its bid is accepted, will promptly execute the Agreement.

Please upload a copy of your bid bond/cashier's check. Bidder must also submit an original copy of the bid guarantee to be received no later thanFriday, November 21, 2025 addressed to:

Village of Schaumburg
Purchasing Division
Jillian Ostman
1000 Woodfield Rd
Schaumburg, IL 60173

Please have the Bidder Name, Contract Title ("Material Storage Bins for Public Works Yard"), and Contract Number ("2025-IFB-066") listed clearly on the outside of the envelope.

Bid_Bond_Schaumburg_PW_Yard.pdf

4. Performance Security*

Pass

The successful Bidder shall furnish as performance security a Performance Bond acceptable to the Village prior to the start of any work. Each of the bonds shall be in the sum of 100% of the contract amount. The performance bond shall: 1) serve as security for faithful performance of the work; and 2) guarantee the work against defective workmanship and material for a period of not less than one (1) year following acceptance of the work. For contract awards that are less than $100,000.00, a Letter of Credit, in a form suitable to the Village, may be submitted as performance security, instead of a Performance Bond.

Confirmed

5. Bid Sheet*

Pass

By submitting a response to this solicitation, the authorized person(s), confirms having examined the specifications and all conditions affecting the specified project, offer to furnish all services, labor, and incidentals specified for the price as provided with their response.

The Bidder certifies that they are not barred from bidding on this contract as a result of a conviction for the violation of state laws prohibiting bid rigging or bid rotating, (720ILCS 5/33E-1, et seq.) and is not delinquent in any taxes to the Illinois Department of Revenue. (65ILCS 5/11-42.1-1)

It is understood that the Village reserves the right to reject any and all bids and to waive any irregularities and that the prices contained herein will remain valid for a period of not less than sixty (60) days.

The bidder proposes to complete the following project as more fully described in the specifications for the following: in this solicitation document.

Confirmed

6. Subcontractor Utilization*

Pass

If it is the Contractor’s intention to utilize a subcontractor(s) to fulfill the requirements of this contract, the Village must be advised of the subcontractor’s company name, address, telephone and fax numbers, and a contact person’s name at the time of bid submittal.

Confirmed

7. Subcontractor*

Pass

Will you be utilizing a subcontractor?

Yes

8. Subcontractor Information*

Pass

Please provide the following information for each subcontractor that will be utilized on this project:

Subcontractor's Company Name
Address
Telephone
Email Address
Contact Person's Name at the time of Bid Submittal

If no subcontractor will be utilized, please type "N/A".

Bird Inc.

201 S. Gary Ave., Carol Stream, IL 60188

630-878-9405

dan@birdexcavating.com

Dan Bird

Champion Paving, Inc.

PO Box 310, Hampshire, IL 60140

224-625-2085

cameronchampionpaving@gmail.com

Cameron Waterworth

9. Indemnification*

Pass

The Bidder hereby agrees to protect, defend, indemnify, and save harmless the Village against loss, damage, or expense from any suit, claim, demand, judgment, cause of action, or shortage initiated by any person whatsoever, arising or alleged to have arisen out of work described herein, except that in no instance shall the Bidder be held responsible for any liability, claim, demand, or cause of action attributable solely to the negligence of the Village.

Confirmed

10. Not Barred by Law*

Pass

By submitting a response to this solicitation, the bidder hereby certifies that the item(s) proposed is/are in accordance with the specifications as noted and that the prices quoted are not subject to change; and that on behalf of the organization, is not barred by law from submitting a bid to the Village for the project contemplated herein because of a conviction for prior violations of either Illinois Compiled Statutes, 720 ILCS 5/33E-3 (Bid Rigging) or 720 ILCS 5/33-4 (Bid Rotating).

Confirmed

11. Not Delinquent in Payment*

Pass

By submitting a response to this solicitation, the bidder hereby certifies that the item(s) proposed is/are in accordance with the specifications as noted and that the prices quoted are not subject to change; and that on behalf of the organization, is not delinquent in payment of any taxes to the Illinois Department of Revenue in accordance with 65 ILCS 5/11-42.1.

Confirmed

12. Drug-Free Workplace*

Pass

By submitting a response to this solicitation, the bidder hereby certifies that the item(s) proposed is/are in accordance with the specifications as noted and that the prices quoted are not subject to change; and that on behalf of the organization, provides a drug free workplace pursuant 30 ILCS 580/1, et seq.

Confirmed

13. Substance-Abuse Program*

Pass

By submitting a response to this solicitation, the bidder hereby certifies that the item(s) proposed is/are in accordance with the specifications as noted and that the prices quoted are not subject to change; and that on behalf of the organization, certifies they have a substance-abuse program and provide drug testing in accordance with 820 ILCS 265/1 et. seq., Public Act 095-0635

Confirmed

14. Illinois Human Rights Act*

Pass

By submitting a response to this solicitation, the bidder hereby certifies that the item(s) proposed is/are in accordance with the specifications as noted and that the prices quoted are not subject to change; and that on behalf of the organization, is in compliance with the Illinois Human Rights Act 775 ILCS 5/1.101, et seq. including establishment and maintenance of sexual harassment policies and program.

Confirmed

15. Detail Exceptions Sheet*

Pass

Any exceptions must be clearly noted on the Detail Exceptions Sheet(s). Failure to do so may be reason for rejection of the bid. It is not our intention to prohibit any potential Bidder from bidding by virtue of the specifications, but to describe the material and services actually required. The Village reserves the right to accept or reject any or all exceptions.

DETAIL EXCEPTIONS SHEET MUST BE SUBMITTED WITH THE BID RESPONSE.

Please download the below documents, complete, and upload.

- Detail_Exceptions_Sheet.pdf

Detail_Exceptions_Sheet_Completed.pdf

16. Provide 3 Municipal Government References*

Pass

Project Name: _____

Year Completed: _____

Location and Agency: _____

Contact Person Name and Number: _____

City of Woodstock - Emricson Park Storage Building

2024

City of Woodstock

Jack Dell - 815-338-4300

City of Elgin - Various

2024

City of Elgin

Vanessa Scott - 847-931-5652

Joint Firing Range/Joint Training Facility

2024

McHenry County, A Body Politc

Tom Burrough - 815-334-4155

17. Upload any additional project docs (not required)

Pass

BID_DOCS_SUBMITTED_Material_Storage_Bins_for_Public_Works_Yard_112125.pdf

PRICE TABLES

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	New PW Storage Bin Construction Project	1	Project	$457,890.00	$457,890.00
TOTAL					**$457,890.00**

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CONCRETE STORAGE IMPROVEMENT

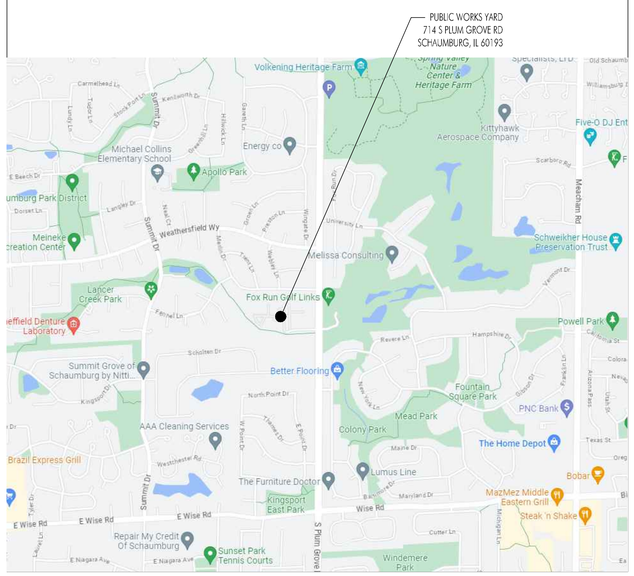
at

ENGINEERING AND PUBLIC WORKS YARD

for the

Village of Schaumburg
714 S Plum Grove Rd, Schaumburg, IL 60193

LOCATION MAP



INDEX OF DRAWINGS

Sheet	Description	Sheet	Description
G0.1	COVER SHEET		
C2.0	SITE LAYOUT & GRADING PLAN		
R1.1	SITE REFERENCE		
A0.1	DEMO WORK		
A1.1	NEW WORK		
A3.1	ELEVATIONS		
A3.2	DETAILS		
S0.1	GENERAL NOTES - STRUCTURAL		
S1.0	FOUNDATION PLAN AND DETAILS		

SYMBOL LIST

DWG # / SHT # — SECTION TARGET

DWG # / SHT # — DETAIL TARGET

DWG # / SHT # — EXTERIOR ELEVATION TARGET

SHT # / DWG # 1 — INTERIOR ELEVATION TARGET

ROOM NAME AND NUMBER

DOOR OR FRAMED OPENING TARGET

ITEM # — WALL OR TOILET ACCESSORY TAG

PT # — PARTITION TYPE TAG

FEC # — FIRE EXTINGUISHER & FIRE EXTINGUISHER CABINET TYPE

COLUMN LINE

TOP / JOIST BRG. ELEV. = 0'-0" — ELEVATION TARGET (VERTICAL HEIGHT)

DWG # / SHT # — DETAIL BLOW-UP

NORTH ARROW

ITEM # — WOOD CASEWORK TAG

ITEM # — PLASTIC LAMINATE CASEWORK TAG

ITEM # — WINDOW TAG

ABBREVIATIONS

ACOUST	- ACOUSTICAL	EL	- ELEVATION	MASRY	- MASONRY	SCHED	- SCHEDULE
AFF	- ABOVE FINISHED FLOOR	ELEC	- ELECTRICAL	MAX	- MAXIMUM	SHT	- SHEET
ALUM	- ALUMINUM	ELEV	- ELEVATOR	MECH	- MECHANICAL	SIM	- SIMILAR
ASS'Y	- ASSEMBLY	EQ	- EQUAL	MTL	- METAL	SPEC	- SPECIFICATION
AT	- ACOUSTICAL TILE	EWC	- ELECTRIC WATER COOLER	MIN	- MINIMUM	SS	- STAINLESS STEEL
BD	- BOARD	EXIST	- EXISTING	MJ	- MOVEMENT JOINT	STD	- STANDARD
BLDG	- BUILDING	FDN	- FOUNDATION	MO	- MASONRY OPENING	STL	- STEEL
BRG	- BEARING	FE	- FIRE EXTINGUISHER	NIC	- NOT IN CONTRACT	STOR	- STORAGE
BUR	- BUILT UP ROOF	FEC	- FIRE EXTINGUISHER CABINET	NOM	- NOMINAL	STRUCT	- STRUCTURE
CJ	- CONTROL JOINT	FH	- FIRE HYDRANT	NTS	- NOT TO SCALE	SQ	- SQUARE
CLG	- CEILING	FIN	- FINISH	OC	- ON CENTER	TEL	- TELEPHONE
CLR	- CLEAR	FIXT	- FIXTURE	OD	- OUTSIDE DIAMETER	TEMP	- TEMPERED
CMU	- CONCRETE MASONRY UNIT	FLR	- FLOOR	OPER	- OPERABLE	THK	- THICK
COL	- COLUMN	FT	- FOOT/FEET	OPG	- OPENING	TYP	- TYPICAL
CONC	- CONCRETE	GA	- GAUGE	OP H	- OPPOSITE HAND	UNO	- UNLESS NOTED OTHERWISE
CONT	- CONTINUOUS	GALV	- GALVANIZED	OZ	- OUNCE	VERT	- VERTICAL
CPT	- CARPET	GYP	- GYPSUM	PLT	- PLATE	VCT	- VINYL COMPOSITION TILE
CT	- CERAMIC TILE	HGT	- HEIGHT	PLAM	- PLASTIC LAMINATE	VIF	- VERIFY IN THE FIELD
DIA	- DIAMETER	HM	- HOLLOW METAL	PLYWD	- PLYWOOD	W/	- WITH
DIM	- DIMENSION	HORIZ	- HORIZONTAL	PREFIN	- PRE-FINISHED	W/O	- WITHOUT
DN	- DOWN	HP	- HIGH POINT	R	- RISERS	WD	- WOOD
DOCS.	- DOCUMENTS	ID	- INSIDE DIAMETER	RAD	- RADIUS	WP	- WATERPROOF
DR	- DOOR	INSUL	- INSULATION	REINF	- REINFORCED		
DTL	- DETAIL	LBS	- POUND	REQ'D	- REQUIRED		
DWG	- DRAWING	LP	- LOW POINT	RM	- ROOM		
EA	- EACH	LOC	- LOCATION	RRD	- RAISED RUBBER DISC TILE		
EJ	- EXPANSION JOINT	MANUF	- MANUFACTURER	SC	- SOLID CORE		

MATERIAL SYMBOLS

- FACE BRICK
- CONCRETE MASONRY UNIT
- CONCRETE
- WOOD BLOCKING
- PLYWOOD
- FINISH WOOD
- STEEL
- BATT INSULATION
- RIGID INSULATION
- GYPSUM BOARD
- ACOUSTICAL TILE/PLASTER
- ALUMINUM
- ASPHALT PAVING
- EARTH
- GRANULAR FILL
- SAND, MORTAR, OR GROUT

GENERAL NOTES

A. SCOPE OF WORK AND GENERAL CONDITIONS

1. THESE GENERAL NOTES APPLY TO ALL WORK IN THIS PROJECT.
2. THIS SET OF DOCUMENTS CONSISTS OF ALL SHEETS LISTED IN THE INDEX OF DRAWINGS ON THE TITLE SHEET, THE SPECIFICATIONS AND ALL ADDENDA. WORK SHOWN ON ANY OF THE ARCHITECTURAL, STRUCTURAL, MECHANICAL, PLUMBING, ELECTRICAL AND/OR FIRE PROTECTION DRAWINGS, WHERE APPLICABLE, INVOLVING ANY ONE TRADE SHALL BE PERFORMED BY THAT PARTICULAR TRADE WHETHER SUCH REQUIRED WORK IS SHOWN ON THE DRAWINGS BELONGING TO THAT PARTICULAR CATEGORY OR NOT. FOR CONFLICTS OR INCONSISTENCIES THAT MAY ARISE BETWEEN THE VARIOUS DOCUMENTS THE BIDDER SHALL ASSUME THE MORE STRINGENT OR SEVERE CONDITION.
3. THE CONTRACTORS ARE RESPONSIBLE FOR VERIFYING THE EXTENT, NATURE AND SCOPE OF WORK DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTORS SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO EXECUTE ALL WORK AS SHOWN ON THESE DRAWINGS EXCEPT WHERE NOTED AS NOT IN CONTRACT (N.I.C.). THEY SHALL BE RESPONSIBLE FOR COORDINATING THEIR WORK WITH THAT OF ALL OTHER TRADES. ALL WORK SHALL BE PERFORMED BY SKILLED AND QUALIFIED WORKERS IN ACCORDANCE WITH THE BEST PRACTICES OF EACH TRADE.
4. THE CONTRACTORS SHALL SUPPLY ALL LABOR, TRANSPORTATION, APPARATUS, SCAFFOLDING, ANY TOOLS NECESSARY FOR THE COMPLETION OF THE WORK. THEY SHALL MAINTAIN AND REMOVE ANY TEMPORARY EQUIPMENT, AND CONSTRUCT IN EXCELLENT AND WORKMANLIKE MANNER THE COMPLETE WORK AND EVERYTHING PROPERLY INCIDENTAL THERETO AS STATED IN THE CONTRACT DOCUMENTS OR REASONABLY IMPLIED THEREFROM. IT IS NOT THE INTENT OF THE CONTRACT DOCUMENTS TO SET FORTH IN DETAIL EVERY ITEM NECESSARY TO PROVIDE FOR THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTORS MUST BE QUALIFIED FOR THIS WORK AND MUST, WITHOUT DIRECTION, FURNISH AND INSTALL EVERYTHING NECESSARY TO PROVIDE CONSTRUCTION IN A COMPLETE AND ACCEPTABLE ORDER READY FOR USE WITHOUT ANY ADDITIONAL WORK. ALL PARTS MUST BE COORDINATED, COMPLETE, READY TO OPERATE AND DELIVERED TO THE OWNER IN NEW CONDITION.
5. DUE TO THE NATURE OF RENOVATION WORK, THE BIDDER SHALL CONSIDER CONTINGENCIES IN THE BID. NO ADDITIONAL FUNDS WILL BE PROVIDED FOR EXISTING FIELD CONDITIONS THAT MAY ARISE, IF IT IS DEEMED BY THE ARCHITECT THAT THE CONTRACTORS COULD HAVE ANTICIPATED A PROBLEM FROM A FIELD VISIT. THE CONSTRUCTION DOCUMENTS ARE SCOPE DOCUMENTS AND AS SUCH MAY NOT DETAIL EXISTING CONDITIONS EXACTLY; HOWEVER, THIS DOES NOT RELEASE THE BIDDER FROM CAREFULLY REVIEWING THE EXISTING CONDITIONS THAT AFFECT THE WORK.
6. THE CONTRACTORS ACKNOWLEDGE AND AGREE THAT THEY HAVE INDIVISIBLE, INDELEGABLE, INTRANSFERABLE, AND CONTRACTUAL OBLIGATION TO THE OWNER TO MAKE THEIR OWN INSPECTIONS ON THEIR OWN WORK AT THE STAGES OF CONSTRUCTION, AND SHALL SUPERVISE AND SUPERINTEND PERFORMANCE OF WORK IN SUCH MANNER AS TO ENABLE THEM TO CONFIRM, CERTIFY AND CORROBORATE AT ALL TIMES THAT ALL WORK HAS BEEN EXECUTED STRICTLY, LITERALLY, RIGIDLY, AND INFLEXIBLY IN ACCORDANCE WITH THEIR METHODS, MATERIALS AND STANDARDS.
7. THE CONTRACTORS WILL REPAIR AND/OR REPLACE ALL DAMAGED MATERIALS THAT ARE FOUND TO HAVE BEEN MADE DURING THE COURSE OF THE WORK AND CLEANUP PROCEDURE. REPAIR SHALL MEAN THE ITEM(S) ARE RETURNED TO THEIR ORIGINAL STATE, AS A MINIMUM, AS DETERMINED BY THE OWNER AND THE ARCHITECT.
8. ALL CONTRACTORS SHALL BE LICENSED TO PRACTICE IN THE JURISDICTION OF THE SITE.

B. CONTRACT DRAWINGS AND SPECIFICATIONS

1. THE CONTRACTORS ARE REQUIRED TO THOROUGHLY INSPECT THESE DRAWINGS AND SPECIFICATIONS AND SHALL VERIFY ALL DIMENSIONS AND CONDITIONS SHOWN ON THE DRAWINGS AT THE JOB SITE, AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES AND/OR CONFLICTS IN WRITING BEFORE PROCEEDING WITH THE WORK.
2. EACH TRADE IS REQUIRED TO THOROUGHLY EXAMINE THESE DRAWINGS AND INSPECT THE EXISTING CONDITIONS AT THE JOB SITE TO IDENTIFY POTENTIAL PROBLEMS, CONFLICTS, DISCREPANCIES OR INTERFERENCE WITH OTHER TRADES.
3. ALL CONTRACTORS SHALL EXAMINE AND BE RESPONSIBLE FOR ALL ARCHITECTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL DRAWINGS AND SPECIFICATIONS WHEN ESTABLISHING THE SCOPE OF WORK FOR THEIR RESPECTIVE TRADES.
4. NOTES APPEAR ON VARIOUS SHEETS FOR DIFFERENT SYSTEMS AND CONSTRUCTION MATERIALS. ALL SHEETS ARE TO BE REVIEWED AND NOTES ON ANY ONE SHEET ARE TO BE APPLIED TO ALL RELATED DRAWINGS AND DETAILS.
5. DETAILS NOT SHOWN ARE SIMILAR IN CHARACTER TO THOSE DETAILED. WHERE SPECIFIC DIMENSIONS, DETAILS OR DESIGN INTENT CANNOT BE DETERMINED, CONSULT THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.
6. DRAWINGS MAY BE DISTORTED AND ARE NOT TO BE SCALED. WRITTEN DIMENSIONS GOVERN; LARGE SCALE DETAILS GOVERN OVER SMALL SCALE DRAWINGS.
7. ARCHITECTURAL DIMENSIONS AND NOTES SHALL TAKE PRECEDENCE OVER ENGINEERING DIMENSIONS AND NOTES. IF DISCREPANCIES BETWEEN ARCHITECTURAL AND ENGINEERING DRAWINGS ARE DISCOVERED, CONTACT ARCHITECT FOR INTERPRETATION.

C. EXISTING CONDITIONS

1. ALL CONTRACTORS SHALL VERIFY AND BE FAMILIAR WITH THE EXISTING CONDITIONS AS AFFECTED BY THE SCOPE OF WORK TO BE PERFORMED. BY SUBMITTING A BID OR EXECUTING THE CONTRACT, THE CONTRACTORS REPRESENT THAT THEY HAVE VISITED THE SITE AND FAMILIARIZED THEMSELVES WITH THE LOCAL CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED.
2. NO REQUESTS FOR ADDITIONAL FUNDS WILL BE ALLOWED DUE TO IGNORANCE OF EXISTING CONDITIONS OR INTERFERENCE WITH THE WORK OF OTHER TRADES.
3. THE CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES, OMISSIONS AND/OR CONFLICTS BETWEEN THE EXISTING CONDITIONS AND THE WORK AS DESCRIBED IN THE CONTRACT DOCUMENTS.
4. THE CONTRACTORS MUST VERIFY ALL EXISTING CONDITIONS AT THE SITE. WHERE REQUIRED, NEW WORK MUST BE ADAPTED TO FIT EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE OWNER.
5. EXISTING CONDITIONS ARE INDICATED FOR THE CONTRACTORS' CONVENIENCE ONLY. IT IS THE CONTRACTORS' RESPONSIBILITY TO VERIFY EXISTING CONDITIONS AS THEY ARE AFFECTED BY THE WORK. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OR COMPLETENESS OF THE EXISTING CONDITIONS SHOWN. NO ADDITIONAL FUNDS WILL BE AUTHORIZED FOR THE CONTRACTORS' IGNORANCE OF EXISTING CONDITIONS AND THEIR IMPLICATIONS.

D. DEMOLITION AND REMOVALS

1. OWNER SHALL HAVE THE OPTION OF SELECTING ANY OR ALL OF THE ITEMS WHICH ARE DESIGNATED TO BE REMOVED BY THE CONTRACTORS AS SALVAGE FOR THE OWNER. CONTRACTORS SHALL REMOVE SUCH ITEMS WITH EXTREME CARE AND RETURN SUCH ITEMS TO THE OWNER.
2. OWNER SHALL REMOVE AND/OR RELOCATE PORTABLE EQUIPMENT, FURNITURE, ETC. WHICH WILL BE IN CONFLICT WITH NEW CONSTRUCTION.

E. CUTTING AND PATCHING

1. THE CONTRACTORS SHALL COORDINATE ALL WORK WITH ADJACENT AND AFFECTED TRADES. THE CONTRACTORS SHALL PERFORM ALL CUTTING, PATCHING AND FITTING AS REQUIRED TO PERFORM ALL OF THE WORK INDICATED OR IMPLIED ON THE DRAWINGS AND ALL OTHER WORK AS MAY BE REQUIRED TO COMPLETE THE JOB. PATCH AND REPAIR FLOORS, WALLS, CEILINGS, ETC. AS REQUIRED TO MATCH ADJACENT SURFACES AND/OR AS INDICATED ON THE DRAWINGS.

F. MATERIALS, ASSEMBLIES AND INSTALLATION

1. IT IS THE CONTRACTORS' RESPONSIBILITY TO COORDINATE AND ACCURATELY LOCATE ELECTRICAL, MECHANICAL AND PLUMBING DEVICES WITH CASEWORK AND OTHER CONSTRUCTION TO AVOID CONFLICTS. NO ADDITIONAL FUNDS WILL BE AUTHORIZED BY THE ARCHITECT FOR MISCOORDINATED WORK.

G. SITE CONDITIONS

1. ACTIVE PIPES, CONDUITS AND OTHER UTILITIES OF ALL TYPES, WHETHER SHOWN OR NOT, MUST BE PROTECTED BY THE CONTRACTORS AT ALL TIMES DURING THE CONSTRUCTION OF THE WORK. EXTREME CARE SHALL BE EXERCISED AT ALL TIMES NOT TO DAMAGE ANY SUCH PIPES AND CONDUITS. WHERE DAMAGE OCCURS, THE CONTRACTORS SHALL REPAIR SUCH DAMAGE IN A MANNER APPROVED BY THE ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
2. UNLESS SPECIFICALLY OTHERWISE APPROVED BY THE OWNER, ALL MECHANICAL, PLUMBING AND/OR ELECTRICAL LINES MUST BE KEPT ACTIVE DURING AND/OR AFTER CONSTRUCTION. WHERE THEY INTERFERE WITH THE NEW OR REMODELING WORK, THEY MUST BE TEMPORARILY RELOCATED DURING CONSTRUCTION AND PERMANENTLY RELOCATED AFTER CONSTRUCTION, TO LOCATIONS APPROVED BY THE ARCHITECT, AT NO ADDITIONAL COST TO THE OWNER.
3. THE CONTRACTORS SHALL TAKE ALL NECESSARY PRECAUTIONS TO INSURE THE SAFETY OF THE STRUCTURE AND ITS INHABITANTS
4. THROUGHOUT THE PERIOD OF DEMOLITION AND CONSTRUCTION, PROVIDE ALL NECESSARY ACCOMMODATIONS TO KEEP THE TENANT-OCCUPIED PORTIONS OF THE BUILDING OPERATIONAL AND SAFE. THESE ACCOMMODATIONS INCLUDE, BUT ARE NOT LIMITED TO MECHANICAL SYSTEMS, ELECTRICAL AND COMMUNICATION WIRING, PLUMBING SYSTEMS, NOISE AND DUST CONTROL, TEMPORARY SIGNAGE, AND LIFE SAFETY MEASURES.
5. ALL CORRIDORS ARE TO BE KEPT FREE OF REFUSE AND CONSTRUCTION MATERIAL. CONTRACTORS SHALL DISPOSE OF DEMOLISHED MATERIALS OFF SITE AND PROVIDE DUMPSTERS AS REQUIRED.

H. SITE RESTORATION

1. WHETHER OR NOT SPECIFICALLY INDICATED, THE CONTRACT DOCUMENTS REQUIRE THAT THE CONTRACTORS SHALL INCLUDE AS A PART OF THEIR BID PROVISIONS FOR PROVIDING SITE RESTORATION FOR ANY PORTION OF THE SITE AFFECTED BY THE WORK. THIS SITE RESTORATION SHALL INCLUDE, BUT SHALL NOT BE LIMITED TO RESTORING EXISTING LANDSCAPING, WALKS AND ROADWAYS TO A CONDITION ACCEPTABLE TO THE ARCHITECT.

J. UNDERGROUND UTILITIES

1. THE CONTRACTORS SHALL EXERCISE CARE IN EXCAVATION AND CONSTRUCTION SO AS NOT TO DISTURB EXISTING UNDERGROUND SITE UTILITIES (UNLESS SPECIFICALLY DOCUMENTED TO DO SO.) THE CONTRACTORS SHALL EMPLOY A SERVICE TO LOCATE SUCH UTILITIES AND SHALL CONSULT WITH THE OWNER AS TO POSSIBLE LOCATIONS OF UNDERGROUND UTILITIES. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO RESTORE SERVICE AND PAY FOR ANY UTILITY FEES IN CONNECTION WITH RESTORATION OF SERVICE IN THE EVENT OF DISRUPTION DUE TO EXCAVATION OR CONSTRUCTION.

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE COMPLY WITH THE APPLICABLE CODES.

STATE OF ILLINOIS — GASPARE P. PITRELLO — 001-020010 — LICENSED ARCHITECT

SIGNATURE

001-020010
REGISTRATION NO.

10-23-2025
DATE

SEAL

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STATE OF ILLINOIS — GASPARE P. PITRELLO — 001-020010 — LICENSED ARCHITECT

ISSUED FOR PERMIT

REVISIONS

No.	Date	By

Project Number: 23036.1

Issue Date: October 23, 2025

Drawn by: NXG

Sheet Title: COVER SHEET

Sheet Number: G0.1

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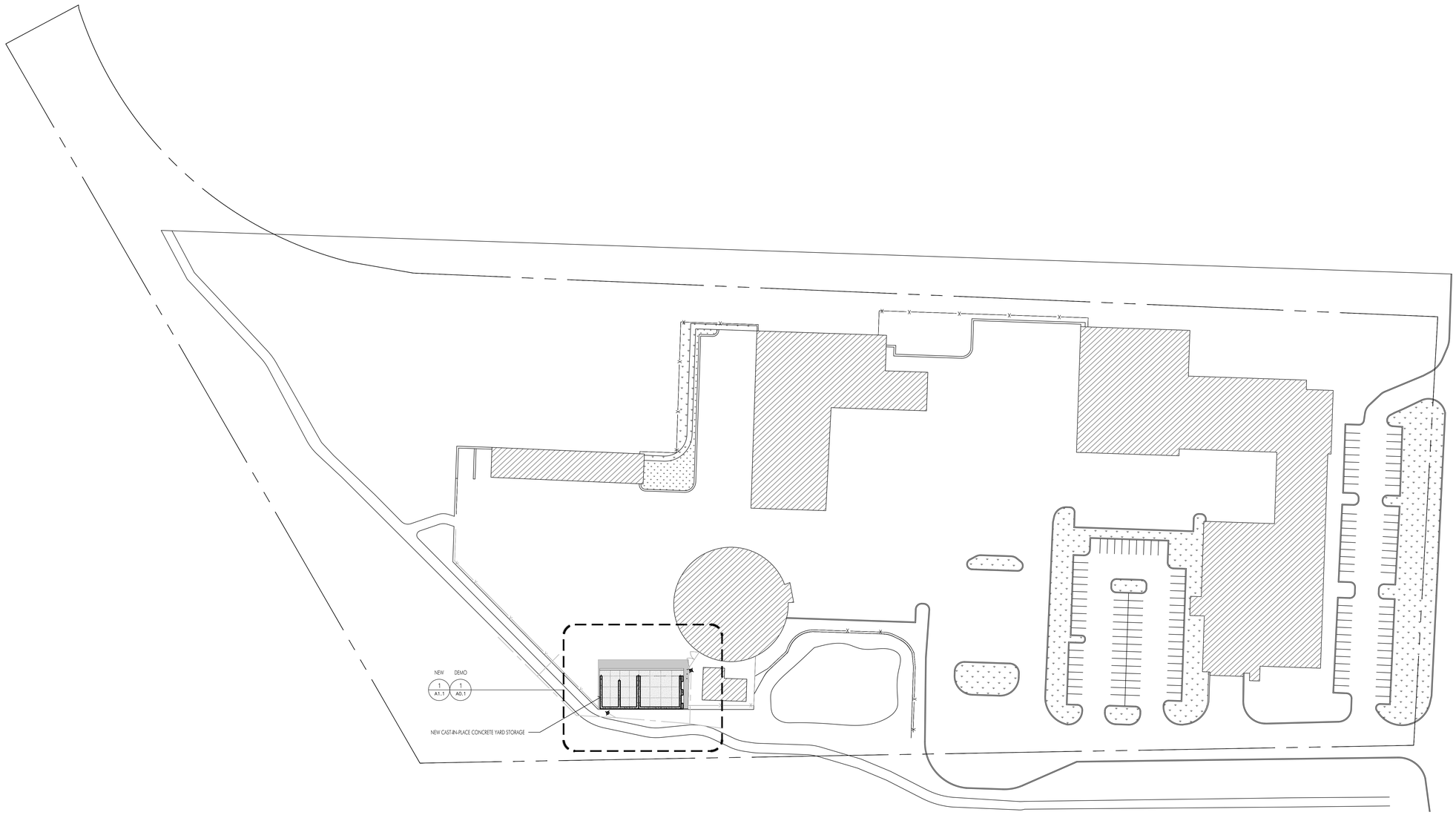

N

1 **SITE PLAN**
SCALE: 1:50

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Project Number:
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Issue Date:
October 23, 2025

Drawn by:
NXG

Sheet Title
SITE REFERENCE

Sheet Number

R1.1

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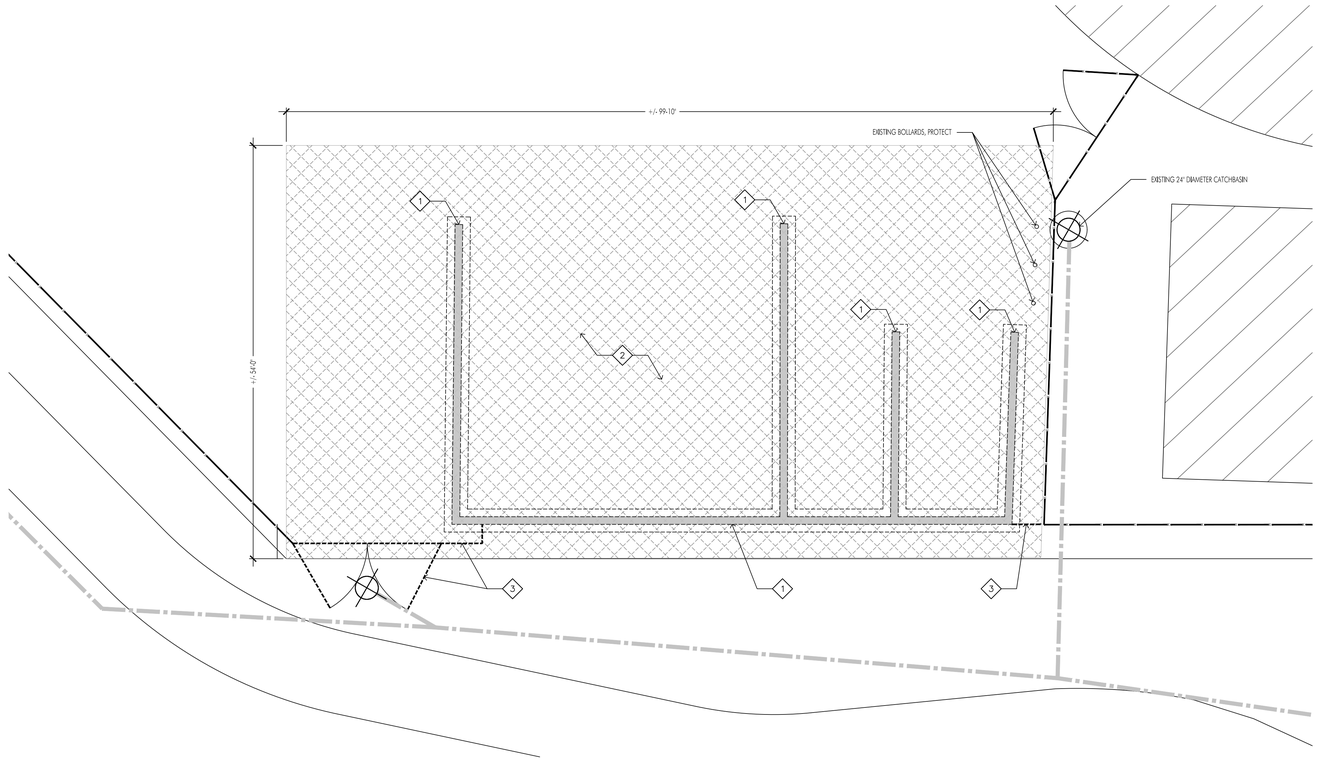
DEMOLITION WORK NOTES

1. CONCRETE STORAGE WALL: WHERE INDICATED WITH HATCH, DEMOLISH COMPLETE EXISTING CONCRETE STORAGE WALLS INCLUDING BUT NOT LIMITED TO; REBAR, SUPPORTS, ANCHORS, FOUNDATIONS, ETC, CUT DOWN EXISTING FOUNDATION WALL TO TOP OF NEW CONCRETE SLAB - SEE STRUCTURAL SHEETS FOR MORE INFORMATION.
2. ASPHALT PAVEMENT: WHERE INDICATED WITH HATCH, DEMOLISH COMPLETE ASPHALT PAVEMENT INCLUDING BUT NOT LIMITED TO; ASPHALT SURFACE, BASE, AND SUB-GRADE. EXISTING DIRT BENEATH TO REMAIN FOR NEW CONCRETE FOUNDATION. PROTECT ADJACENT SURFACES AND FENCE. REFER TO STRUCTURAL AND CIVIL FOR FURTHER INFORMATION.
3. FENCE: WHERE INDICATED, CAREFULLY REMOVE EXISTING PORTION OF FENCE INCLUDING BUT NOT LIMITED TO; CHAIN-LINK GRATE, WOOD PANELS, POSTS, SUPPORTS, ETC. PROTECT ADJACENT FENCE.



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1 DEMOLITION PLAN

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

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Project Number: 23036.1
Issue Date: October 23, 2025
Drawn by: NXG
Sheet Title DEMO WORK
Sheet Number

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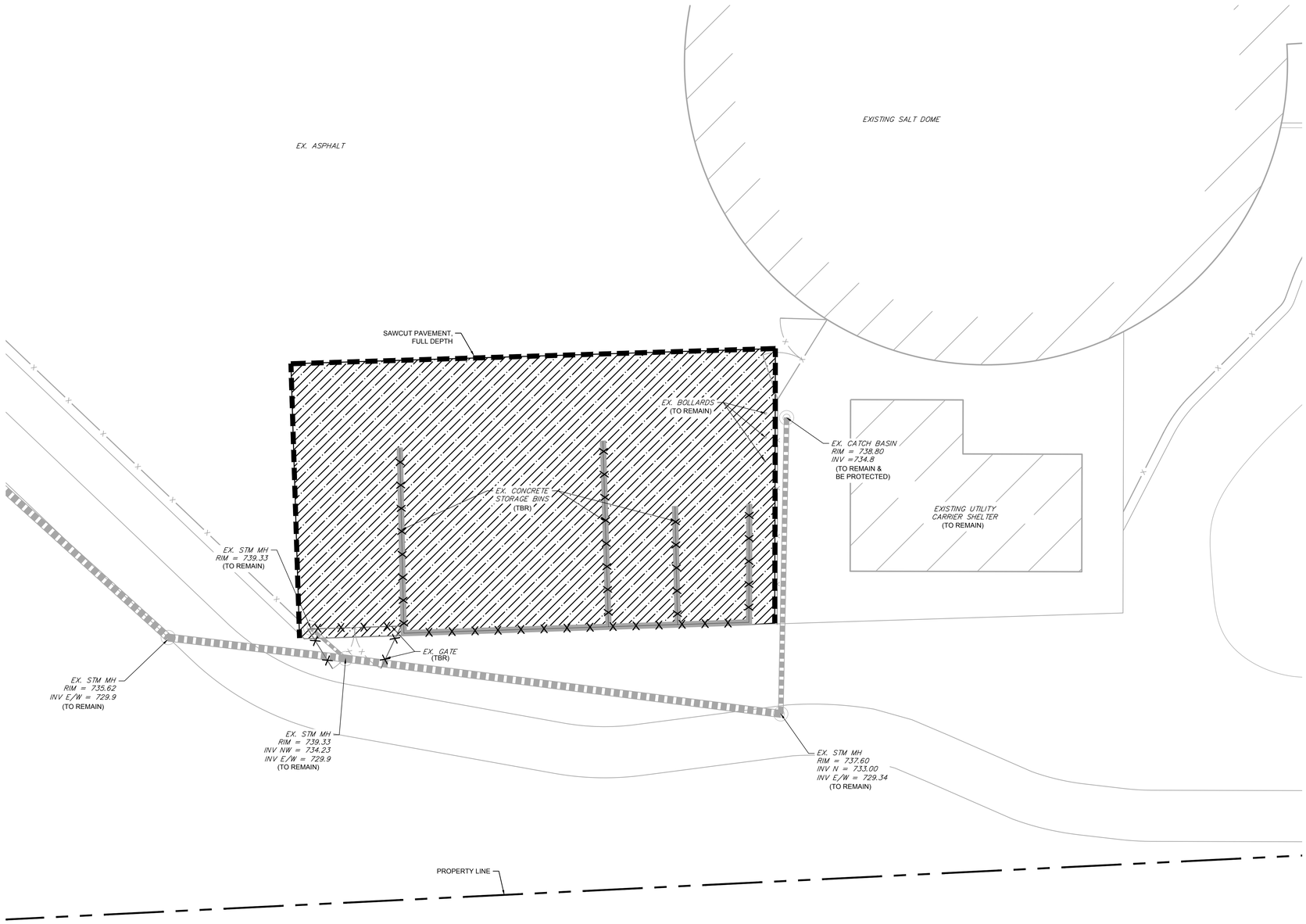

DEMOLITION LEGEND

- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CONCRETE WALL REMOVAL
- (TBR) TO BE REMOVED

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JULIE
CALL BEFORE
YOU DIG
811

0 10' 20'
1" = 10' (HORIZONTAL)

N

Project Number: 23036
Issue Date: October 23, 2025
Drawn by: JDL
Sheet Title: EXISTING CONDITIONS & DEMOLITION PLAN
Sheet Number: C2.0

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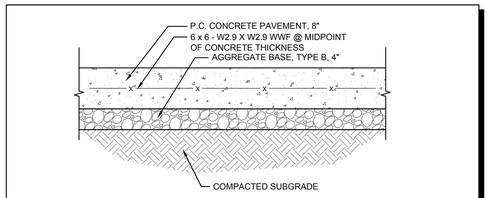
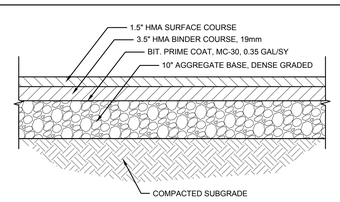
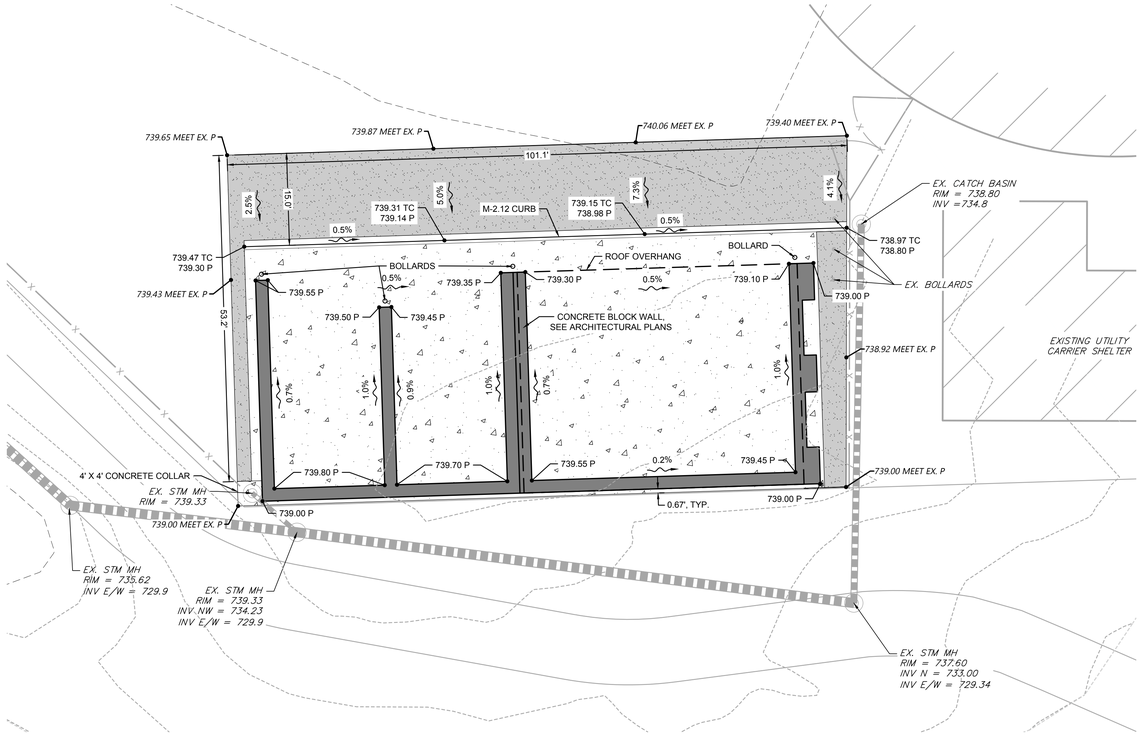
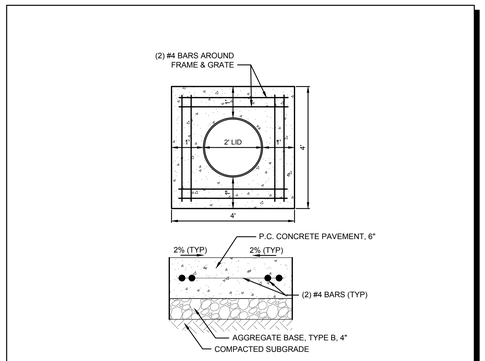


HEAVY DUTY CONCRETE PAVEMENT DETAIL
Scale: NOT TO SCALE

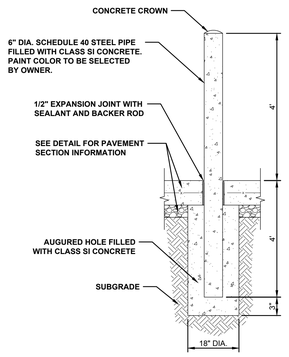


HEAVY DUTY BITUMINOUS PAVEMENT DETAIL
Scale: NOT TO SCALE





CONCRETE COLLAR DETAIL
Scale: NOT TO SCALE



HEAVY DUTY BITUMINOUS PAVEMENT DETAIL
Scale: NOT TO SCALE

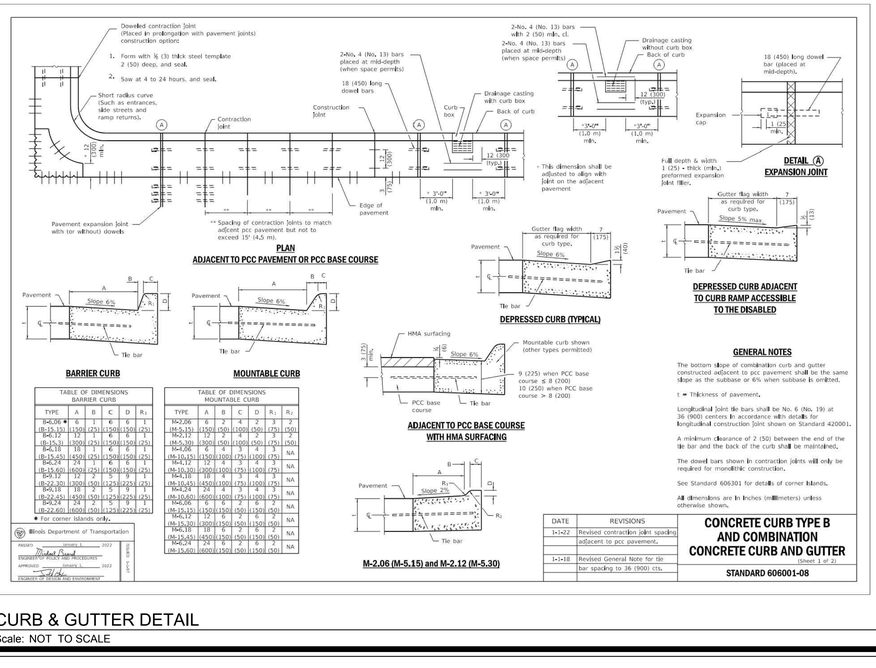


TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R_1
M-C.06 ★ (B-15.15)	6 (150)	12 (25)	6 (150)	6 (150)	(25)
M-C.12 (B-15.30)	12 (300)	12 (25)	6 (150)	6 (150)	(25)
M-C.18 (B-15.45)	18 (450)	12 (25)	6 (150)	6 (150)	(25)
M-C.24 (B-15.60)	24 (600)	12 (25)	6 (150)	6 (150)	(25)
M-D.12 (B-22.30)	12 (300)	18 (50)	7½ (175)	7½ (175)	(25)
M-D.18 (B-22.45)	18 (450)	18 (50)	7½ (175)	7½ (175)	(25)
M-D.24 (B-22.60)	24 (600)	18 (50)	7½ (175)	7½ (175)	(25)

★ For corner Islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R_1	R_2
M-C.206 (M-5.15)	6 (150)	2 (50)	4 (100)	3 (75)	(50)	2 (50)
M-C.212 (M-5.30)	12 (300)	2 (50)	4 (100)	3 (75)	(50)	2 (50)
M-C.218 (M-10.15)	6 (150)	4 (100)	3 (75)	3 (75)	(50)	N.A.
M-C.224 (M-10.30)	12 (300)	4 (100)	3 (75)	3 (75)	(50)	N.A.
M-C.230 (M-10.45)	18 (450)	4 (100)	3 (75)	3 (75)	(50)	N.A.
M-C.236 (M-10.60)	24 (600)	4 (100)	3 (75)	3 (75)	(50)	N.A.
M-D.224 (M-15.30)	12 (300)	6 (150)	3 (75)	3 (75)	(50)	(50)
M-D.230 (M-15.45)	18 (450)	6 (150)	3 (75)	3 (75)	(50)	(50)
M-D.236 (M-15.60)	24 (600)	6 (150)	3 (75)	3 (75)	(50)	(50)

Illinois Department of Transportation
PASSED 1-1-22
ENGINEER OF POLICY AND PROCEDURES
APPROVED 1-1-22
CHIEF ENGINEER

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) ctrs.

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

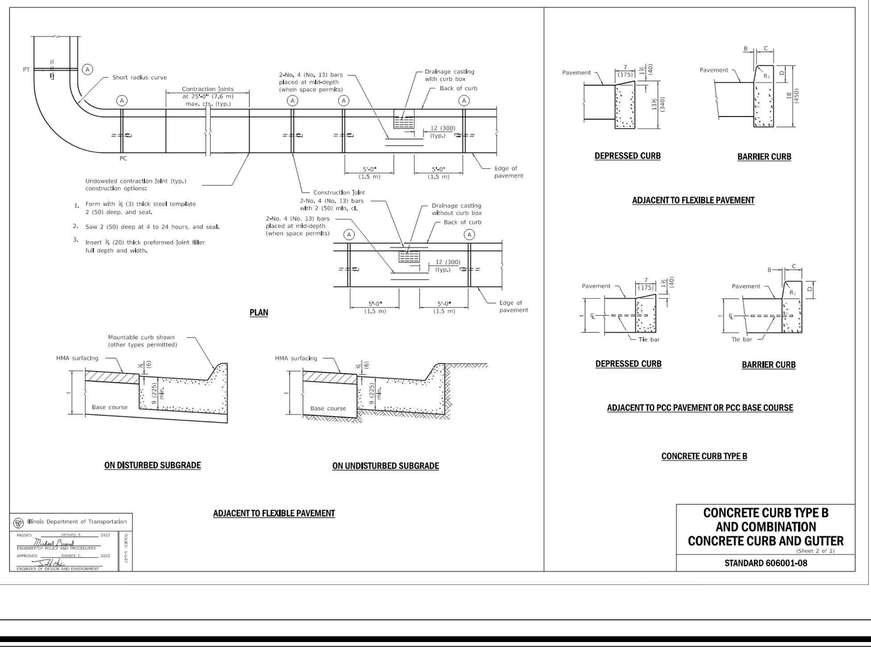
A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner Islands.

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

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)
STANDARD 606001-08



Illinois Department of Transportation
PASSED 1-1-22
ENGINEER OF POLICY AND PROCEDURES
APPROVED 1-1-22
CHIEF ENGINEER

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)
STANDARD 606001-08

CURB & GUTTER DETAIL
Scale: NOT TO SCALE

LEGEND

- HEAVY DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE BLOCK WALL
- 1.0% — DRAINAGE ARROW
- 700.00 P — SPOT ELEVATION
- 700 — EXISTING MAJOR CONTOUR
- 701 — EXISTING MINOR CONTOUR

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JULIE CALL BEFORE YOU DIG 811

0 10' 20'
1" = 10' (HORIZONTAL)

N

Project Number: 23036
Issue Date: October 23, 2025
Drawn by: JDL
Sheet Title SITE LAYOUT & GRADING PLAN
Sheet Number C2.0

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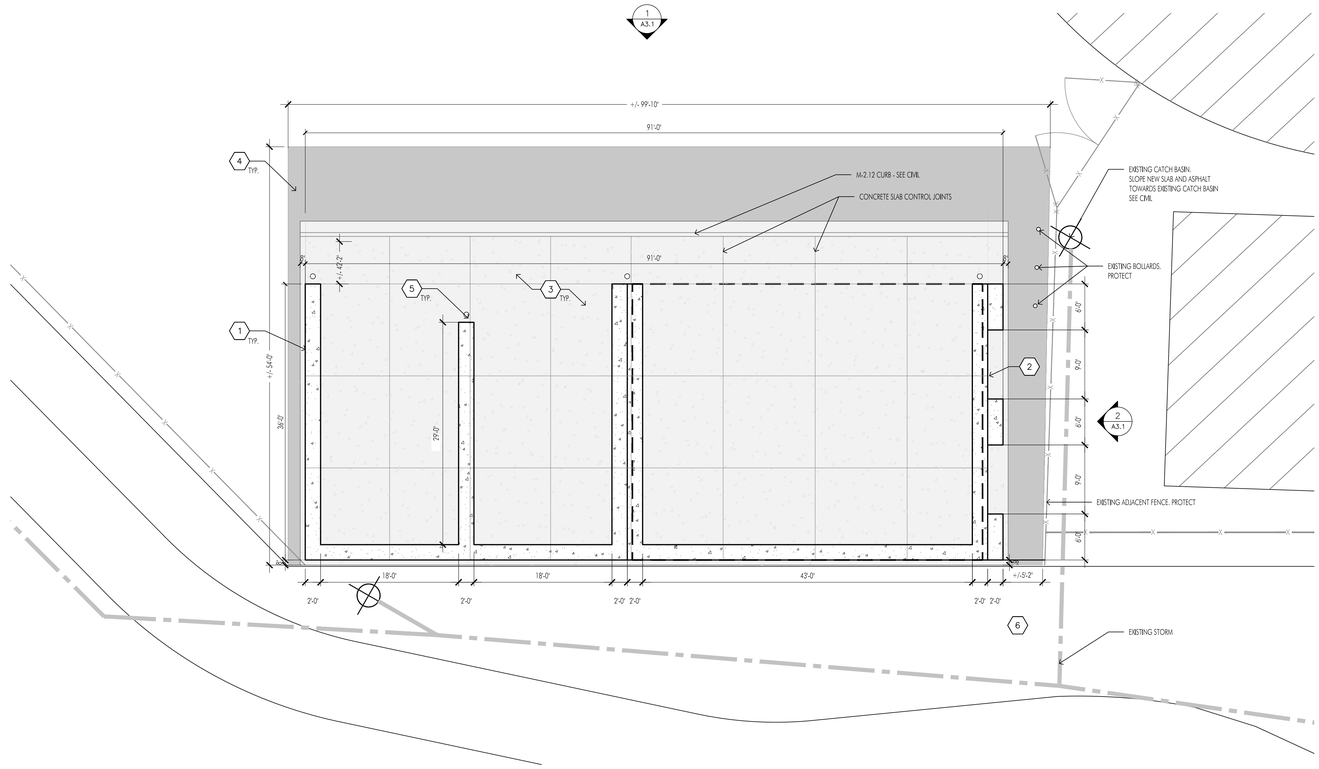
NEW WORK NOTES

1. LARGE FORMAT CONCRETE BLOCK: WHERE INDICATED, FURNISH AND INSTALL NEW LARGE FORMAT CONCRETE BLOCK 2'-0"H X 6'-0"W X 2'-0"D. SEE PLANS, DETAILS, CIVIL, AND STRUCTURAL FOR MORE INFORMATION.
2. PRE-ENGINEERED TENSION FABRIC STRUCTURE: WHERE INDICATED, FURNISH AND INSTALL PRE-ENGINEERED TENSION FABRIC STRUCTURE WITH POWDER COATED STEEL TRUSS SYSTEM. ALL FABRICS SHALL BE FIRE RESISTANT TO NFPA 701. MANUFACTURER TO PROVIDE IL PROFESSIONAL SEALED STRUCTURAL DRAWINGS. SEE PLANS, ELEVATIONS, AND STRUCTURAL FOR MORE INFORMATION.

   MANUF: GNB GLOBAL OR EQUAL
   CONTACT: DEREK.HARTMAN@GNB.GROUP
   BASE BID: 36' - 0" x 47' - 0" STRUCTURE
3. CONCRETE SLAB: WHERE INDICATED, FURNISH AND INSTALL NEW 8" CONCRETE SLAB COMPLETE. SLOPE SLAB TOWARDS EXISTING CATCH BASIN - SEE CIVIL, AND STRUCTURAL FOR MORE INFORMATION.
4. ASPHALT PAVEMENT: WHERE INDICATED, FURNISH AND INSTALL NEW ASPHALT PAVEMENT COMPLETE. SLOPE TOWARDS EXISTING CATCH BASIN - SEE CIVIL, AND STRUCTURAL FOR MORE INFORMATION.
5. BOLLARDS: WHERE INDICATED, FURNISH AND INSTALL NEW 6" DIAMETER BOLLARD (QTY 4) SEE DETAIL 1/A3.2
6. FENCING: FURNISH AND INSTALL NEW FENCING TO MATCH EXISTING ADJACENT FENCE.



N

1 PARTIAL SITE PLAN - NEW

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

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23036.1

Issue Date:
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Sheet Title
NEW WORK

Sheet Number

A1.1

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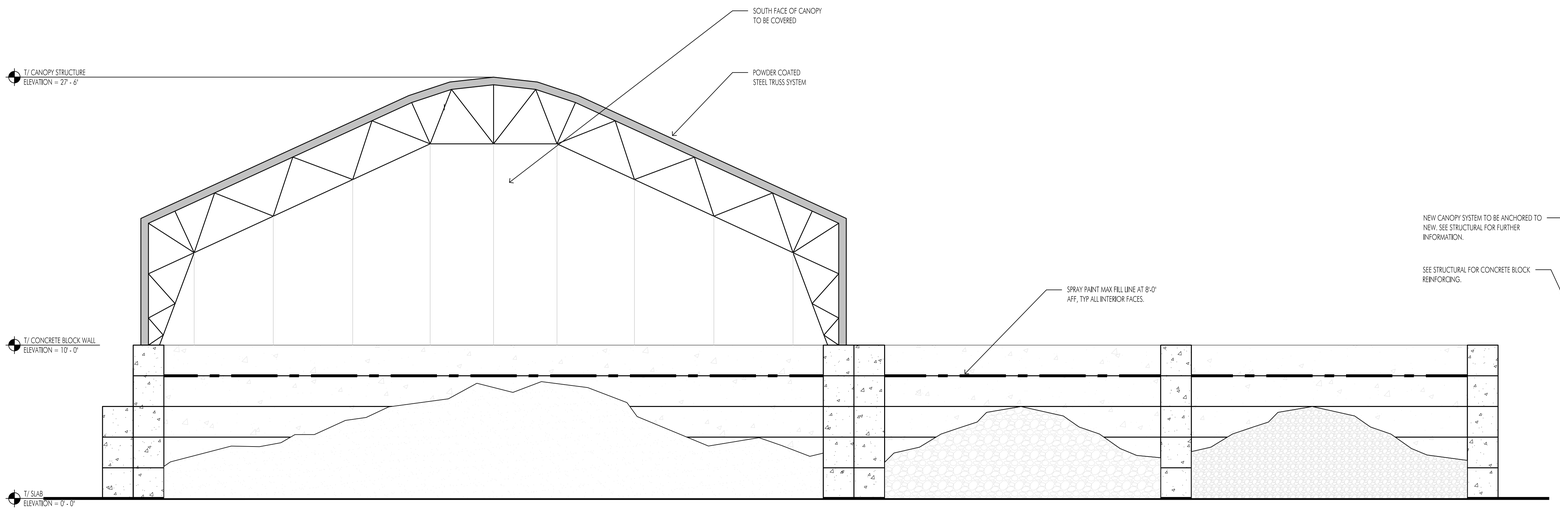
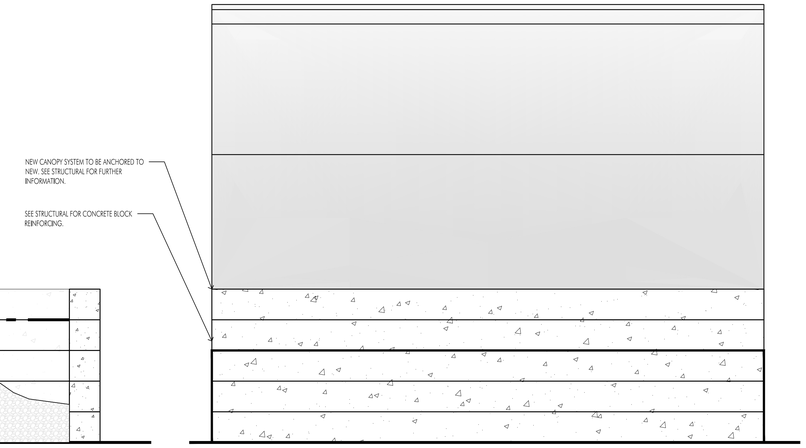


1 FRONT ELEVATION - NORTH

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



2 SIDE ELEVATION - EAST

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

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No.	Date	By

Project Number:
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Issue Date:
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Sheet Title
ELEVATIONS

Sheet Number

A3.1

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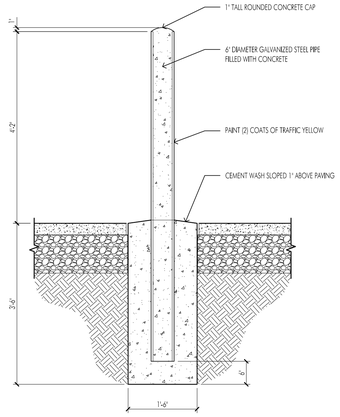

1 BOLLARD DETAIL

SCALE: 3/4" = 1'-0"

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Sheet Title
DETAILS

Sheet Number

A3.2

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STRUCTURAL NOTES:

GOVERNING CODES & SPECIFICATIONS:
2021 INTERNATIONAL BUILDING CODE (IBC)
AMERICAN CONCRETE INSTITUTE (ACI)

LATEST SUPPLEMENTS AND REVISIONS, THERETO.

DESIGN LOADING:

DESIGN CRITERIA:
ASCE 7 DESIGN CATEGORIES

RISK CATEGORY	II
SURFACE ROUGHNESS	B
EXPOSURE CATEGORY	B

WIND LOADS

ANALYSIS METHOD	ANALYTICAL PROC.
BASIC DESIGN WIND SPEED	107 MPH

COORDINATION:
1. ALL DIMENSIONS SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE CHECKED AGAINST THE ARCHITECTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS, BY THE CONTRACTOR, AND ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE ARCHITECT.
2. CONTRACTOR TO VERIFY ALL DIMENSIONS AT JOB SITE BEFORE FABRICATION
3. SHOP DRAWINGS OF THE STRUCTURAL ITEMS SHALL BE SUBMITTED BEFORE FABRICATION, FOR REVIEW BY THE STRUCTURAL ENGINEER.
4. DETAILS, SECTION MARKS, AND NOTES SHOWN ON THESE DRAWINGS SHALL APPLY TO ALL SIMILAR CONDITIONS WHETHER THE DETAILS, SECTION MARKS, AND NOTES ARE REPEATED OR NOT THROUGHOUT THE STRUCTURAL DRAWINGS.
5. THE INFORMATION CONTAINED ON THE STRUCTURAL DRAWINGS IS, IN ITSELF, INCOMPLETE AND VOID UNLESS USED IN CONJUNCTION WITH ALL OF THE CONTRACT DOCUMENTS AND ALL SPECIFICATIONS, TRADE PRACTICES, OR APPLICABLE STANDARDS, CODES, ETC., INCORPORATED THEREIN BY REFERENCE.
6. SPECIFICATIONS ARE AN INTEGRAL PART OF CONTRACT DOCUMENTS. IN CASE OF DISCREPANCIES BETWEEN SPECIFICATIONS AND DRAWINGS THE CONTRACTOR SHALL REQUEST CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
7. EXISTING CONDITIONS AND RELATED DIMENSIONS INDICATED ON THE DRAWINGS ARE PROVIDED FOR INFORMATION ONLY AND SHALL BE FIELD VERIFIED PRIOR TO COMMENCING WORK. SUBMIT CONDITIONS THAT DIFFER FROM THAT INDICATED ON DRAWINGS TO ARCHITECT FOR REVIEW PRIOR TO COMMENCING WORK.
8. THE CONTRACTOR AND SUBCONTRACTORS SHALL PROVIDE ALL WORK, LABOR, AND MATERIALS, WHICH ANY SECTION OR PART OF THE DRAWINGS, SPECIFICATIONS, OR CONDITIONS REQUIRE HIM TO PROVIDE, REGARDLESS OF WHETHER SUCH REQUIREMENT IS OR IS NOT FAITHFULLY REPEATED IN OTHER PARTS OF THE DRAWINGS AND SPECIFICATIONS.
9. CONTRACTOR SHALL COORDINATE ALL PITCHES AND DEPRESSIONS IN THE FLOOR SLABS, AND OPENINGS IN THE FOUNDATION WALLS, WITH THE PERTINENT TRADES, AND SHALL REVIEW LOCATIONS OF SUCH OPENINGS AS THEY MAY RELATED TO THE WEAKENING OF THE STRUCTURE.
10. SLEEVES FOR OPENINGS SHALL BE PROVIDED BY THE RELEVANT TRADE.
11. BURNING OF STRUCTURAL STEEL, AT THE SITE, IN ORDER TO ACCOMMODATE THE MECHANICAL, ELECTRICAL, PLUMBING AND FIRE PROTECTION TRADES WILL NOT BE PERMITTED.
12. THE STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND, UNLESS NOTED OTHERWISE, DO NOT INDICATE METHOD OF CONSTRUCTION.
13. THE STRUCTURAL ENGINEER HAS NO CONTROL OVER OR CHARGE OF, AND SHALL NOT BE RESPONSIBLE FOR THE MEANS, METHODS, PROCEDURES, AND TECHNIQUES OF CONSTRUCTION OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK, NOR DOES HE HAVE ANY RIGHT OR POWER TO STOP THE WORK.
14. THE USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED. ANY REPRODUCTION OR DISTRIBUTION IS EXPRESSLY LIMITED TO SUCH USE. ANY OTHER REPRODUCTION, REUSE, OR DISCLOSURE BY ANY METHOD, IN WHOLE OR IN PART, OR FOR ANY OTHER PURPOSE OTHER THAN THAT AS A CONTRACT DOCUMENT, IS PROHIBITED.
15. DO NOT SCALE DRAWINGS.

EXCAVATION:
1. PROVIDE TEMPORARY SHEETING AS REQUIRED IF THE NATURE OF THE MATERIAL DOES NOT ALLOW FOR GRADUAL SLOPING TO THE EXCAVATION.
2. REMOVE ALL SOFT, LOOSE, FILL, OR ORGANIC MATERIAL WHICH MAY BE IN THE FINAL GRADING BENEATH THE BUILDING SLAB.

ALLOWABLE SOIL BEARING PRESSURE:
1. FOUNDATIONS HAVE BEEN DESIGNED FOR AN ASSUMED NET ALLOWABLE SOIL BEARING OF 3000 PSF TO BE VERIFIED AT THE TIME OF EXCAVATION.
2. ALL BEARING ALLOWABLES SHALL BE FIELD VERIFIED BY A QUALIFIED SOIL TESTING LABORATORY.
3. IF FOR ANY REASON THE INDICATED BEARING ALLOWABLE IS NOT ATTAINABLE AT ELEVATIONS SHOWN ON THE DRAWINGS, THE ARCHITECT/ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
4. BEARING SHALL BE ON VIRGIN, UNDISTURBED NATURAL MEDIUM DENSE GRANULAR SOILS, STIFF COHESIVE SOILS, OR IF FILL IS REQUIRED, IT SHALL BE APPROVED FOR USE BY THE PROJECT TESTING LABORATORY, AND SHALL BE COMPACTED IN ACCORDANCE WITH APPROPRIATE ASTM STANDARDS TO OBTAIN REQUIRED ALLOWABLE BEARING PRESSURE.

BACKFILLING:
1. ALL BACKFILL MATERIALS ALONG FOUNDATION WALLS AND UNDER BUILDING SLABS SHALL BE FREE DRAINING AND SUBJECT TO THE REVIEW OF THE ARCHITECT/ENGINEER.
2. BACKFILLING SHALL BE DONE EVENLY ON BOTH SIDES OF WALLS.
3. RETAINING WALLS SHALL BE BACKFILLED ONLY AFTER HAVING REACHED DESIGN STRENGTH OR WHILE BEING TEMPORARILY BRACED UNTIL FINAL CURING OF ITS FINAL SUPPORT.
4. FILL MATERIALS FOR ALL SLAB AREAS SHALL BE PLACED IN LAYERS NOT EXCEEDING 9" AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASMT D1557, UNTIL FINAL GRADE IS ATTAINED.
5. ALL SLAB ON GRADE AREAS SHALL BE PROOF ROLLED WITH THE HEAVIEST EQUIPMENT AVAILABLE (25 TONS) AND ALL SOFT SPOTS SHALL BE REMOVED AND REPLACED WITH APPROVED FILL MATERIALS, TO THE REQUIRED GRADES.

CONCRETE:
1. ALL CONCRETE SHALL BE DESIGNED, MIXED, AND PLACED IN ACCORDANCE WITH ACI RECOMMENDATIONS, REQUIREMENTS, AND STANDARDS.
2. CONTRACTOR SHALL PROVIDE THE ARCHITECT/ENGINEER SUFFICIENT TIME TO ALLOW FOR REVIEW OF THE MIX DESIGN AND CYLINDER TEST RESULTS, AND SHALL NOT PROCEED WITHOUT ARCHITECT/ENGINEER COMMENT.
3. CEMENTITIOUS MATERIAL - READY MIX SUPPLIER MAY SUBSTITUTE FLY ASH AS 25% OF THE TOTAL CEMENT MIX TO MAINTAIN THE WATER CEMENT RATIO AND MINIMUM STRENGTHS NOTED.
4. CALCIUM CHLORIDE, OR ADMIXTURES CONTAINING THE SAME, SHALL NOT BE PERMITTED.
5. CONCRETE MAY CONTAIN WATER REDUCING ADMIXTURE AND ALL CONCRETE SUBJECT TO FREEZE-THAW SHALL BE AIR ENTRAINED.
6. SEE CIVIL DRAWINGS AND SITE WORK SPECIFICATIONS FOR SITE WORK CONCRETE STRENGTHS, I.E. SIDEWALKS, CURBS, ETC.
7. PROVIDE CONCRETE WITH 28 DAY COMPRESSIVE STRENGTHS AS FOLLOWS:

LOCATION:	*f'c @ 28 DAYS*	*MAX W/C RATIO*	*AIR CONTENT*
• LEAN CONCRETE FILL	500 PSI	--	--
• FOUNDATION WALLS & FOOTINGS	4500 PSI	0.45	6% +/- 1.5%
• EXTERIOR STOOPS & SLABS ON GRADE	5000 PSI	0.40	6% +/- 1.5%

CONCRETE SLAB-ON-GRADE AND WALL CONSTRUCTION JOINTS:
1. LIMIT LENGTHS OF WALL PLACEMENTS TO NO MORE THAN 60 FEET.
2. COORDINATE SLAB FINISHES WITH ARCHITECTURAL DRAWINGS AND PROJECT SPECIFICATIONS, NOTE AREAS INDICATED ON THE ARCHITECTURAL/STRUCTURAL DRAWINGS WHICH MAY REQUIRE A HAND RUB FINISH OF EXPOSED CONCRETE SURFACES.
3. CONTRACTOR TO SUBMIT A LAYOUT OF SLAB CONTROL JOINTS FOR REVIEW BY THE ARCHITECT/ENGINEER.
4. SLAB CONSTRUCTION JOINTS SHALL BE A BEVELED FORMED KEYWAY AT MID SLAB DEPTH. KEYWAYS AT WALL JOINTS AND WALL TO FOOTING WILL BE A FORMED KEYWAY.
5. HOLD ALL WWR 1" CLEAR FROM TOP OF SLAB AND 1" CLEAR FROM CONTROL AND CONSTRUCTION JOINTS.

CONCRETE REINFORCEMENT:
1. ASTM A615-60; PLACE TO ACI CLEARANCES UNLESS DETAILED OTHERWISE.
2. ALL REINFORCING SHALL BE PLACED TO CLEARANCES PER THE ACI AND IN ACCORDANCE WITH THE RECOMMENDATIONS OF ACI AND THE CONCRETE REINFORCING INSTITUTE (CRSI).
3. SUBMIT CONCRETE REINFORCING SHOP DRAWINGS TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION/INSTALLATION.
4. PROVIDE BAR SUPPORTS AND OTHER ACCESSORIES IN ACCORDANCE WITH CRSI RECOMMENDATIONS AND STANDARD PRACTICES, AND AS NECESSARY TO HOLD REINFORCING IN PROPER POSITION DURING CONCRETING.
5. REINFORCING SHALL BE CLEANED OF ALL OIL, SCALE, RUST, ETC., WHICH MAY IMPAIR BOND.
6. PLACE "L" BARS AT ALL CORNERS AND WALL INTERSECTIONS. SIZE AND SPACING TO MATCH THOSE OF THE HORIZONTAL REINFORCING DETAILED. PROVIDE ADDITIONAL VERTICAL BARS AS REQUIRED TO SUPPORT OUTSIDE CORNER "L" BARS.
7. PLACE 2 - #5 ADDITIONAL BARS ALL AROUND WALL OPENINGS. EXTEND 2'-0" BEYOND OPENING EDGE.
8. ALL EMBEDMENT LENGTHS AND LAPS SHALL BE AS REQUIRED BY ACI 318, UNLESS OTHERWISE NOTED.
9. MINIMUM EMBEDMENT FOR #6 BARS AND SMALLER TO BE 38 BAR DIAMETERS OR 24", WHICHEVER IS GREATER. MINIMUM EMBEDMENT FOR #7 BARS AND LARGER TO BE 47 BAR DIAMETERS.
10. MINIMUM LAP LENGTH FOR #6 BARS AND SMALLER TO BE 50 BAR DIAMETERS. MINIMUM LAP LENGTH FOR #7 BARS AND LARGER TO BE 62 BAR DIAMETERS.
11. ASTM A185; WELDED WIRE REINFORCEMENT; PLAIN FLAT SHEET (WWF).
12. DETAIL ALL WWF IN ACCORDANCE WITH THE LATEST EDITION OF THE WELDED WIRE FABRIC MANUAL OF STANDARD PRACTICE (WRI MANUAL WP-100).
13. ALL WWF SHALL BE FLAT IN SHEETS AND SUPPORTED IN POSITION (CHAIR SUPPORTS) PRIOR TO CONCRETE PLACEMENT.
14. HOLD ALL WWR 1" CLEAR FROM TOP OF SLAB AND 1" CLEAR FROM CONTROL AND CONSTRUCTION JOINTS.

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for the

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101 Schaumburg ct.
Schaumburg, IL 60193

STATE OF ILLINOIS
GASPARE P. PITRELLO
001-020010
LICENSED ARCHITECT

ISSUED FOR PERMIT

REVISIONS

No.	Date	By

Project Number: 23036

Issue Date: October 23, 2025

Drawn by: LA/PKM

Sheet Title GENERAL NOTES

Sheet Number

S0.1

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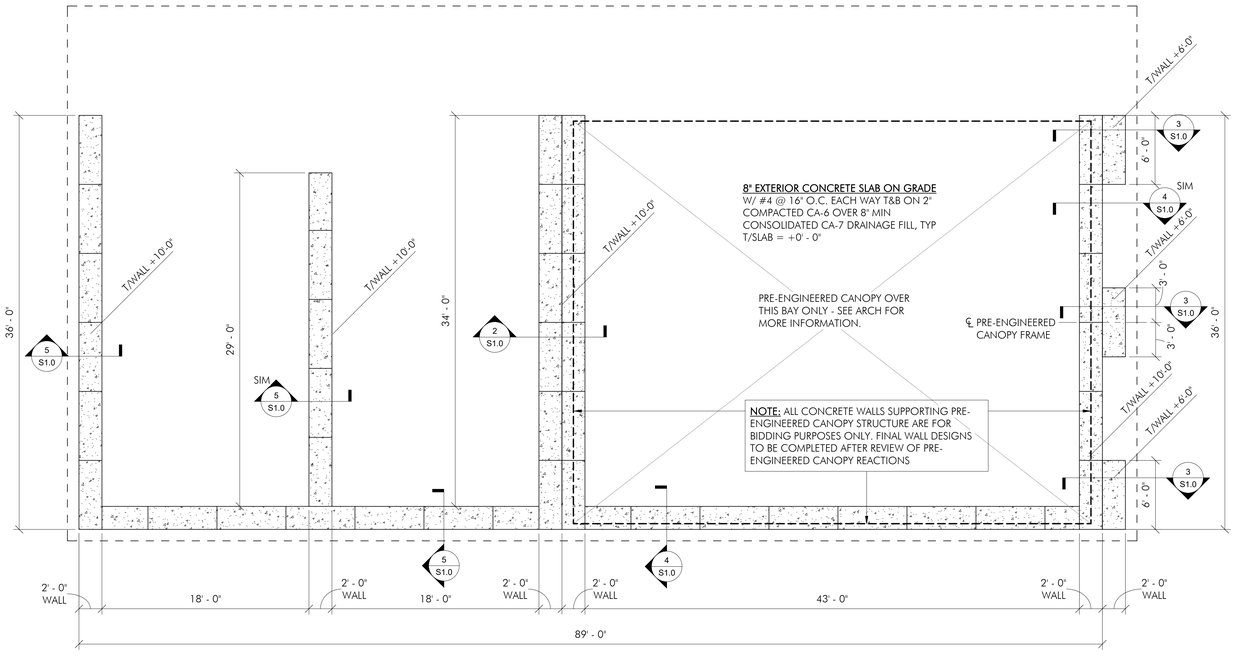
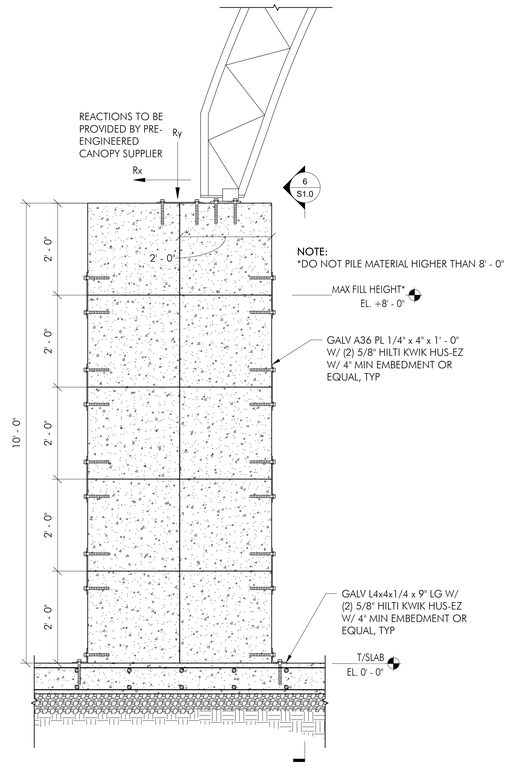


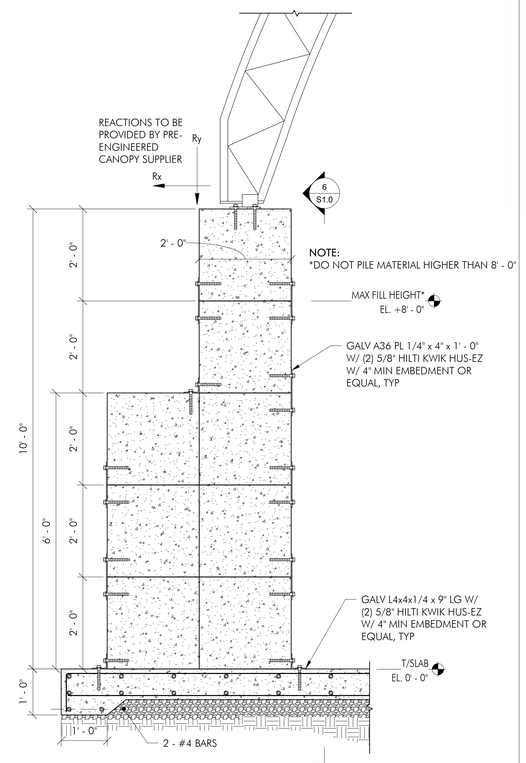
FOUNDATION NOTES:

1. FOUNDATIONS HAVE BEEN DESIGNED FOR AN ASSUMED NET ALLOWABLE SOIL BEARING PRESSURE OF 3,000 PSF TO BE FIELD VERIFIED AT THE TIME OF EXCAVATION.
2. CONTRACTOR TO LAYOUT CONTROL JOINTS IN SLAB ON GRADE NO MORE THAN 20'-0" OC AND IN PANELS WITH LENGTH TO WIDTH RATIOS NOTE EXCEEDING 2:1

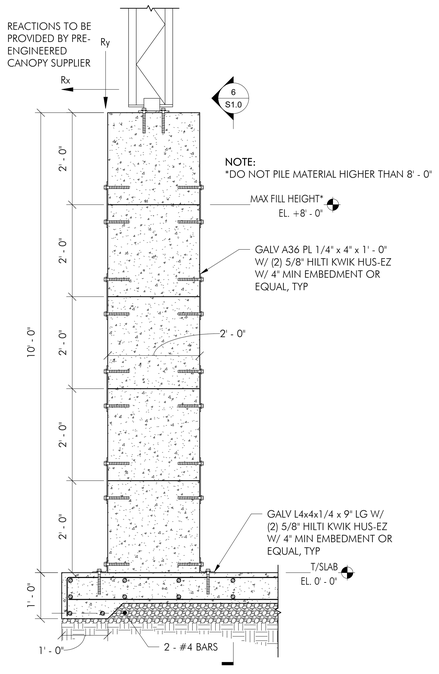
1 FOUNDATION PLAN
3/16" = 1'-0"



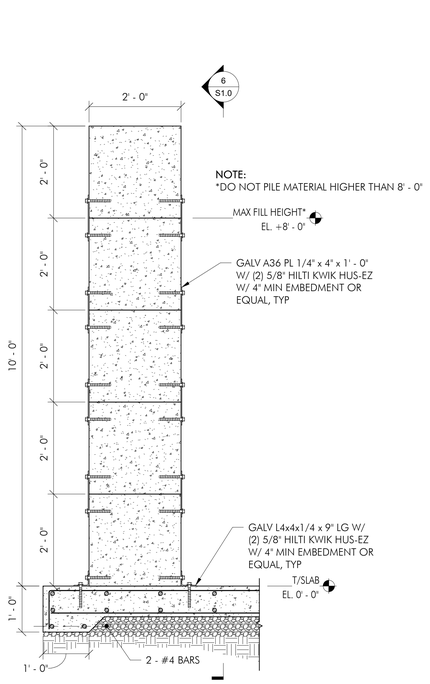
2 TYP WALL SUPPORTING CANOPY DETAIL
3/4" = 1'-0"



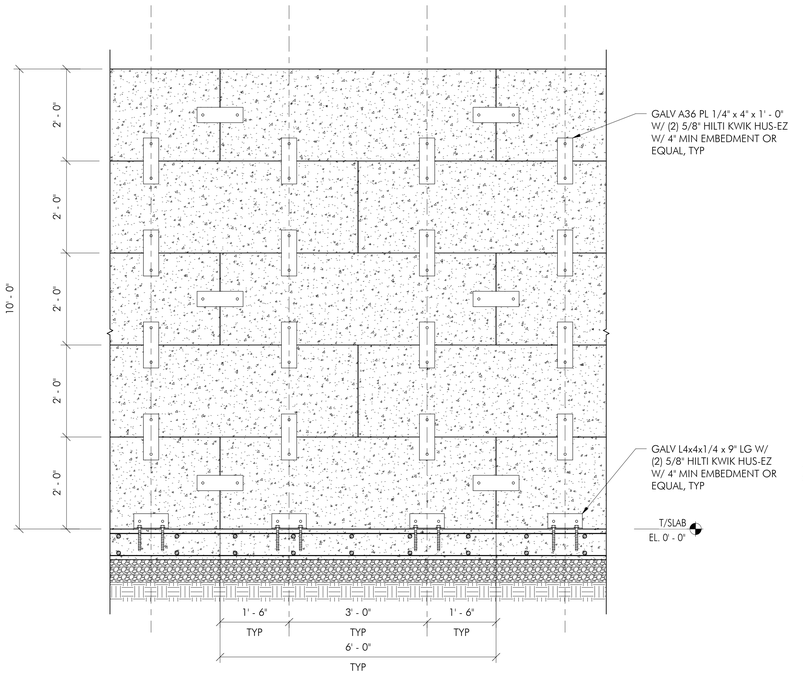
3 TYP WALL SUPPORTING CANOPY DETAIL
3/4" = 1'-0"



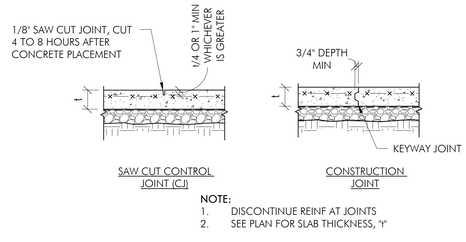
4 TYP BACK PUSH WALL DETAIL
3/4" = 1'-0"



5 TYP DEMISING/END WALL NOT SUPORTING CANOPY
3/4" = 1'-0"



6 STACKED WALL ELEVATION
3/4" = 1'-0"



7 SLAB JOINTS
3/4" = 1'-0"

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REVISIONS

No.	Date	By

Project Number: 23036

Issue Date: October 23, 2025

Drawn by: LA/PKM

Sheet Title FOUNDATION PLAN AND DETAILS

Sheet Number

S1.0

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Award Bid for the North Braintree and Bode Lift Station Basin Manhole Rehabilitation project to KIM Construction Company
01/13/26
Village Board

Presenter: Brent McQueen, Engineering Division Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
5729020-7455 (19043-20-230)	$437,000.00	$390,057.80
5729020-7455 (25024-20-230)	$550,000.00	$496,437.20

The budget status for this request is: Under Budget

Amount Under Budget: $100,505.00

Executive Summary:

In 2015, the Metropolitan Water Reclamation District (MWRD) introduced a new program to minimize excessive stormwater entering the facility's sanitary sewer system, known as the Infiltration and Inflow Control Program (IICP). In April of 2025, the Village Board approved an agreement with RJN Group, Inc. (RJN) to assist the Village with reporting, design, and construction administration tasks associated with the IICP program in FY 25/26. Included in those tasks was the design of the rehabilitation of high-priority sanitary sewer manhole deficiencies within the North Braintree and Bode Lift Station basins.

RJN recently completed Final Engineering Plans detailing the rehabilitation of 226 sanitary manholes within the basins. In addition, the plans included two alternates, A and B, which included an additional nine manholes for rehabilitation.

The project was released for bid via OpenGov, the Village's bidding assistance platform, on November 14, 2025. Bids were opened on December 5, 2025, with three contractors submitting bids: KIM Construction, Archon Construction, and National Power Rodding Corp. KIM Construction Inc. (KIM) was identified as the lowest responsible bidder for the project, with a base bid of $798,745.00. KIM's bid included a bid of $214,100 for Alternate A and $87,750 for Alternate B. RJN has reviewed the bid submittals and recommends award of the project to KIM. KIM has successfully performed similar work supervised by RJN in the past, and RJN has been satisfied with KIM's work.

The Village has budgeted funds in the Capital Improvement Program in FY 25/26 to support the construction of the proposed improvements. The Village has budgeted a total of $987,000 in two projects for construction. KIM's base bid of $798,745 is under the budgeted amount. Therefore, staff recommends including Alternate B in the award, which includes the rehabilitation of an additional seven manholes. The addition of Alternate B brings the award up to $886,495, which is still below the

budgeted amount.

Alternate A included the rehabilitation of two deep manholes located in high-traffic and high-flow volume locations. Due to the flow volume, Alternate A included bypass pumping, which significantly increased the price. Staff plans to include these improvements in an upcoming project that also requires bypass pumping, in an effort to get some economy of scale.

Recommended Action:

The Village Manager recommends the Village Board award the bid for the North Braintree and Bode Lift Station Basin Manhole Rehabilitation project to the lowest responsible bidder, KIM Construction Co., Inc. of Steger, IL, in the amount of $886,495.00.

ATTACHMENTS:

- RJN Recommendation Letter
- Bid Tabulation
- KIM Construction's Submittal

December 10, 2025

Mr. Scott Shirley
Engineering Division Manager
Village of Schaumburg
714 South Plum Grove Road
Schaumburg, Illinois 60193-4329

Subject: Village of Schaumburg, North Braintree and Bode Sanitary Manhole Rehabilitation Project - Contract Award Recommendation

Dear Mr. Shirley:

Three bids were received for the above-referenced project. The lowest base bid was received from KIM Construction Co., Inc. (KIM) of Steger, IL in the bid amount of $798,745.00. A summary of the bids received for this project are as follows:

Base Bid

KIM Construction Co., Inc. $798,745.00
Archon Construction Company $1,016,265.00
National Power Rodding Corp. $1,560,252.00

Alternate Bid A

KIM Construction Co., Inc. $214,100.00
Archon Construction Company ..... *No Bid*
National Power Rodding Corp. $132,040.00

Alternate Bid B

KIM Construction Co., Inc. $87,750.00
Archon Construction Company ..... *No Bid*
National Power Rodding Corp. $82,960.00

The engineer's estimate for the above referenced base bid was $985,675.00. The lowest responsible bidder was approximately 19% under the engineer's estimate. Lower bid prices observed are likely due to economy of scale, a competitive bid and the work mostly taking place in easily accessible residential work sites.

Alternate Bid A from KIM, priced at $214,100.00, was approximately 83% higher than the engineer's estimate of $116,850.00 due to high pricing for Bypass Pumping. Alternate Bid B from KIM was $87,750.00, approximately 10% higher than the engineer's estimate of $79,900.00.

RJN Group has had several positive experiences working with KIM on previous projects in the field of sanitary manhole rehabilitation and have confidence in their experience to handle a project of this size. It is recommended to reward the contract to KIM Construction Co., Inc. in the amount of $886,495.00 for the Base Bid and Alternate Bid B to complete the maximum work possible within the Village's budget.

If additional supplemental funds become available, it is recommended that the Village consider also awarding Alternate Bid A due to the urgency of the repairs involved. However, due to the high cost of the bypass pumping bid pricing received relative to the work being performed, two manholes, it may be most prudent to defer the work to be combined with rehabilitation of the sewers connected to these structures. This would avoid duplicating efforts associated with permitting and bypass pumping.

Please call me with any questions at 224.425.1014.

Sincerely yours,

RJN GROUP, INC.

Patrick Hulsebosch, P.E.
Senior Project Manager

Kiran Lantrip, E.I.
Staff Engineer

Attachments:

Bid Tabulation

VILLAGE OF SCHAUMBURG

Village of Schaumburg
North Braintree and Bode Sanitary Manhole Rehabilitation Project
Bid Tabulation
Base Bid

						KIM Construction Co., Inc.		Archon Construction Company		National Power Rodding Corp.	
ITEM NO.	BID DESCRIPTION	UNIT OF MEASURE	BID QUANTITY	ENGINEER'S UNIT PRICE	ENGINEER'S TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
1	PRE-CONSTRUCTION SURFACE TELEVISING	L SUM	1	$ 3,000.00	$ 3,000.00	$ 10,500.00	$ 10,500.00	$ 4,730.00	$ 4,730.00	$ 55,000.00	$ 55,000.00
2	REPLACE COVER	EACH	83	$ 425.00	$ 35,275.00	$ 310.00	$ 25,730.00	$ 420.00	$ 34,860.00	$ 448.00	$ 37,184.00
3	SEAL & ADJUST MANHOLE FRAME (PAVED)	EACH	7	$ 4,500.00	$ 31,500.00	$ 3,100.00	$ 21,700.00	$ 3,598.00	$ 25,186.00	$ 11,760.00	$ 82,320.00
4	SEAL & ADJUST MANHOLE FRAME (NON-PAVED)	EACH	3	$ 3,250.00	$ 9,750.00	$ 2,025.00	$ 6,075.00	$ 1,800.00	$ 5,400.00	$ 5,040.00	$ 15,120.00
5	REPLACE FRAME & BOLTED COVER (PAVED)	EACH	3	$ 5,250.00	$ 15,750.00	$ 3,850.00	$ 11,550.00	$ 4,188.00	$ 12,564.00	$ 12,096.00	$ 36,288.00
6	REPLACE FRAME & BOLTED COVER (NON-PAVED)	EACH	1	$ 4,000.00	$ 4,000.00	$ 2,700.00	$ 2,700.00	$ 2,390.00	$ 2,390.00	$ 5,040.00	$ 5,040.00
7	REPLACE FRAME & COVER (PAVED)	EACH	42	$ 4,750.00	$ 199,500.00	$ 3,600.00	$ 151,200.00	$ 4,029.00	$ 169,218.00	$ 11,760.00	$ 493,920.00
8	REPLACE FRAME & COVER (NON-PAVED)	EACH	82	$ 3,500.00	$ 287,000.00	$ 2,475.00	$ 202,950.00	$ 2,374.00	$ 194,668.00	$ 4,760.00	$ 390,320.00
9	CEMENTITIOUS MANHOLE SEALING, 36" DIA.	VF	10	$ 350.00	$ 3,500.00	$ 330.00	$ 3,300.00	$ 303.00	$ 3,030.00	$ 395.00	$ 3,950.00
10	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	VF	450	$ 360.00	$ 162,000.00	$ 350.00	$ 157,500.00	$ 317.00	$ 142,650.00	$ 415.00	$ 186,750.00
11	VACUUM TESTING	EACH	6	$ 1,250.00	$ 7,500.00	$ 850.00	$ 5,100.00	$ 615.00	$ 3,690.00	$ 2,000.00	$ 12,000.00
12	GROUT WALL JOINTS	EACH	57	$ 850.00	$ 48,450.00	$ 480.00	$ 27,360.00	$ 1,020.00	$ 58,140.00	$ 1,000.00	$ 57,000.00
13	CURTAIN GROUT BOTTOM 18"	EACH	24	$ 1,300.00	$ 31,200.00	$ 795.00	$ 19,080.00	$ 3,126.00	$ 75,024.00	$ 1,000.00	$ 24,000.00
14	CURTAIN GROUT MANHOLE	EACH	30	$ 2,750.00	$ 82,500.00	$ 2,500.00	$ 75,000.00	$ 6,916.00	$ 207,480.00	$ 3,000.00	$ 90,000.00
15	REPAIR BENCH & TROUGH	EACH	5	$ 1,750.00	$ 8,750.00	$ 1,500.00	$ 7,500.00	$ 2,228.00	$ 11,140.00	$ 1,680.00	$ 8,400.00
16	INSTALL BARREL SECTION (PAVED)	EACH	1	$ 8,000.00	$ 8,000.00	$ 19,000.00	$ 19,000.00	$ 14,191.00	$ 14,191.00	$ 14,000.00	$ 14,000.00
17	INSTALL BARREL SECTION (NON-PAVED)	EACH	1	$ 8,000.00	$ 8,000.00	$ 12,500.00	$ 12,500.00	$ 11,904.00	$ 11,904.00	$ 8,960.00	$ 8,960.00
18	CONTINGENT CASH ALLOWANCE	L SUM	1	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00	$ 40,000.00
				BID TOTAL	**$ 985,675.00**						
					AS READ		**$ 798,745.00**		**$ 1,016,265.00**		**$ 1,560,252.00**
					AS CORRECTED		**$ 798,745.00**		**$ 1,016,265.00**		**$ 1,560,252.00**

VILLAGE OF SCHAUMBURG

Village of Schaumburg
North Braintree and Bode Sanitary Manhole Rehabilitation Project
Bid Tabulation
Alternate Bid A

ITEM NO.	BID DESCRIPTION	UNIT OF MEASURE	BID QUANTITY	ENGINEER'S UNIT PRICE	ENGINEER'S TOTAL PRICE	KIM Construction Co., Inc.		Archon Construction Company		National Power Rodding Corp.	
						UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
A.1	BYPASS PUMPING	LS	1	$ 50,000.00	$ 50,000.00	$ 140,000.00	$ 140,000.00	$ -	$ -	$ 50,000.00	$ 50,000.00
A.2	REPLACE FRAME & COVER (NON-PAVED)	EACH	1	$ 3,500.00	$ 3,500.00	$ 4,000.00	$ 4,000.00	$ -	$ -	$ 5,040.00	$ 5,040.00
A.3	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	VF	60	$ 360.00	$ 21,600.00	$ 475.00	$ 28,500.00	$ -	$ -	$ 500.00	$ 30,000.00
A.4	VACUUM TESTING	EACH	1	$ 1,250.00	$ 1,250.00	$ 2,000.00	$ 2,000.00	$ -	$ -	$ 4,000.00	$ 4,000.00
A.5	EPOXY COATING, 48" DIA.	VF	60	$ 425.00	$ 25,500.00	$ 410.00	$ 24,600.00	$ -	$ -	$ 300.00	$ 18,000.00
A.6	TRAFFIC CONTROL AND PROTECTION	LS	1	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ 15,000.00	$ -	$ -	$ 25,000.00	$ 25,000.00
				BID TOTAL	**$ 116,850.00**						
					AS READ		**$ 214,100.00**		**$ -**		**$ 132,040.00**
					AS CORRECTED		**$ 214,100.00**		**$ -**		**$ 132,040.00**

Alternate Bid B

ITEM NO.	BID DESCRIPTION	UNIT OF MEASURE	BID QUANTITY	ENGINEER'S UNIT PRICE	ENGINEER'S TOTAL PRICE	KIM Construction Co., Inc.		Archon Construction Company		National Power Rodding Corp.	
						UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
B.1	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	VF	90	$ 360.00	$ 32,400.00	$ 400.00	$ 36,000.00	$ -	$ -	$ 500.00	$ 45,000.00
B.2	VACUUM TESTING	EACH	1	$ 1,250.00	$ 1,250.00	$ 1,000.00	$ 1,000.00	$ -	$ -	$ 2,000.00	$ 2,000.00
B.3	INSTALL BARREL SECTION (NON-PAVED)	EACH	1	$ 8,000.00	$ 8,000.00	$ 12,500.00	$ 12,500.00	$ -	$ -	$ 8,960.00	$ 8,960.00
B.4	EPOXY COATING, 48" DIA.	VF	90	$ 425.00	$ 38,250.00	$ 425.00	$ 38,250.00	$ -	$ -	$ 300.00	$ 27,000.00
				BID TOTAL	**$ 79,900.00**						
					AS READ		**$ 87,750.00**		**$ -**		**$ 82,960.00**
					AS CORRECTED		**$ 87,750.00**		**$ -**		**$ 82,960.00**

Village of Schaumburg
Engineering and Public Works
Mike Hall, Department Director
Atcher Municipal Center, Schaumburg, IL 60193

EVALUATION TABULATION

IFB No. 2025-IFB-065

2025 North Braintree and Bode Lift Station Basin Manhole Rehabilitation

RESPONSE DEADLINE: December 5, 2025 at 10:00 am
Report Generated: Tuesday, January 6, 2026

SELECTED VENDOR TOTALS

Vendor	Total
Archon Construction Company	$976,265.00
KIM Construction Co.Inc	$1,060,595.00
National Power Rodding Corp.	$1,735,252.00

BASE BID

Base Bid					Archon Construction Company		KIM Construction Co.Inc		National Power Rodding Corp.	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	1	PRE-CONSTRUCTION SURFACE TELEVISING	1	LS	$4,730.00	$4,730.00	$10,500.00	$10,500.00	$55,000.00	$55,000.00
X	2	REPLACE COVER	83	EACH	$420.00	$34,860.00	$310.00	$25,730.00	$448.00	$37,184.00
X	3	SEAL & ADJUST MANHOLE FRAME (PAVED)	7	EACH	$3,598.00	$25,186.00	$3,100.00	$21,700.00	$11,760.00	$82,320.00

Base Bid					Archon Construction Company		KIM Construction Co.Inc		National Power Rodding Corp.	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	4	SEAL & ADJUST MANHOLE FRAME (NON-PAVED)	3	EACH	$1,800.00	$5,400.00	$2,025.00	$6,075.00	$5,040.00	$15,120.00
X	5	REPLACE FRAME & BOLTED COVER (PAVED)	3	EACH	$4,188.00	$12,564.00	$3,850.00	$11,550.00	$12,096.00	$36,288.00
X	6	REPLACE FRAME & BOLTED COVER (NON-PAVED)	1	EACH	$2,390.00	$2,390.00	$2,700.00	$2,700.00	$5,040.00	$5,040.00
X	7	REPLACE FRAME & COVER (PAVED)	42	EACH	$4,029.00	$169,218.00	$3,600.00	$151,200.00	$11,760.00	$493,920.00
X	8	REPLACE FRAME & COVER (NON-PAVED)	82	EACH	$2,374.00	$194,668.00	$2,475.00	$202,950.00	$4,760.00	$390,320.00
X	9	CEMENTITIOUS MANHOLE SEALING, 36" DIA.	10	VF	$303.00	$3,030.00	$330.00	$3,300.00	$395.00	$3,950.00
X	10	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	450	VF	$317.00	$142,650.00	$350.00	$157,500.00	$415.00	$186,750.00
X	11	VACUUM TESTING	6	EACH	$615.00	$3,690.00	$850.00	$5,100.00	$2,000.00	$12,000.00
X	12	GROUT WALL JOINTS	57	EACH	$1,020.00	$58,140.00	$480.00	$27,360.00	$1,000.00	$57,000.00

Base Bid					Archon Construction Company		KIM Construction Co.Inc		National Power Rodding Corp.	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	13	CURTAIN GROUT BOTTOM 18"	24	EACH	$3,126.00	$75,024.00	$795.00	$19,080.00	$1,000.00	$24,000.00
X	14	CURTAIN GROUT MANHOLE	30	EACH	$6,916.00	$207,480.00	$2,500.00	$75,000.00	$3,000.00	$90,000.00
X	15	REPAIR BENCH & TROUGH	5	EACH	$2,228.00	$11,140.00	$1,500.00	$7,500.00	$1,680.00	$8,400.00
X	16	INSTALL BARREL SECTION (PAVED)	1	EACH	$14,191.00	$14,191.00	$19,000.00	$19,000.00	$14,000.00	$14,000.00
X	17	INSTALL BARREL SECTION (NON-PAVED)	1	EACH	$11,904.00	$11,904.00	$12,500.00	$12,500.00	$8,960.00	$8,960.00
Total						$976,265.00		$758,745.00		$1,520,252.00

BASE BID

Base Bid				Archon Construction Company	KIM Construction Co.Inc	National Power Rodding Corp.
Selected	Line Item	Description	Unit of Measure	Unit Cost	Unit Cost	Unit Cost
	18	CONTINGENT CASH ALLOWANCE	LS	$40,000.00	$40,000.00	$40,000.00
Total				$0.00	$0.00	$0.00

ALTERNATE BID A

If the Village decides to award the alternate bid(s) depending on their funds available, the lowest responsible bid shall be based on the base bid and any combination of the alternate bid(s).

Alternate Bid A					Archon Construction Company		KIM Construction Co.Inc		National Power Rodding Corp.	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	A-1	BYPASS PUMPING	1	LS	$0.00	$0.00	$140,000.00	$140,000.00	$50,000.00	$50,000.00
X	A-2	REPLACE FRAME & COVER (NON-PAVED)	1	EACH	$0.00	$0.00	$4,000.00	$4,000.00	$5,040.00	$5,040.00
X	A-3	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	60	VF	$0.00	$0.00	$475.00	$28,500.00	$500.00	$30,000.00
X	A-4	VACUUM TESTING	1	EACH	$0.00	$0.00	$2,000.00	$2,000.00	$4,000.00	$4,000.00
X	A-5	EPOXY COATING, 48" DIA.	60	VF	$0.00	$0.00	$410.00	$24,600.00	$300.00	$18,000.00
X	A-6	TRAFFIC CONTROL AND PROTECTION	1	LS	$0.00	$0.00	$15,000.00	$15,000.00	$25,000.00	$25,000.00
Total						$0.00		$214,100.00		$132,040.00

ALTERNATE BID B

If the Village decides to award the alternate bid(s) depending on their funds available, the lowest responsible bid shall be based on the base bid and any combination of the alternate bid(s).

Alternate Bid B					Archon Construction Company		KIM Construction Co.Inc		National Power Rodding Corp.	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total	Unit Cost	Total
X	B-1	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	90	VF	$0.00	$0.00	$400.00	$36,000.00	$500.00	$45,000.00
X	B-2	VACUUM TESTING	1	EACH	$0.00	$0.00	$1,000.00	$1,000.00	$2,000.00	$2,000.00
X	B-3	INSTALL BARREL SECTION (NON-PAVED)	1	EACH	$0.00	$0.00	$12,500.00	$12,500.00	$8,960.00	$8,960.00
X	B-4	EPOXY COATING, 48" DIA.	90	VF	$0.00	$0.00	$425.00	$38,250.00	$300.00	$27,000.00
Total						$0.00		$87,750.00		$82,960.00

Village of Schaumburg
Engineering and Public Works
Mike Hall, Department Director
Atcher Municipal Center, Schaumburg, IL 60193

[KIM CONSTRUCTION CO.INC] RESPONSE DOCUMENT REPORT

IFB No. 2025-IFB-065

2025 North Braintree and Bode Lift Station Basin Manhole Rehabilitation

RESPONSE DEADLINE: December 5, 2025 at 10:00 am

Report Generated: Tuesday, January 6, 2026

KIM Construction Co.Inc Response

CONTACT INFORMATION

Company:
KIM Construction Co.Inc

Email:
info@kimconstruction.com

Contact:
kim vallow

Address:
3142 Holeman Ave
P.O. Box 276
STEGER, IL 60475

Phone:
(708) 754-1181

Website:
www.kimconstruction.com

Submission Date:
Dec 4, 2025 4:11 PM (Central Time)

Confirmed

PRICE TABLES

BASE BID

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	PRE-CONSTRUCTION SURFACE TELEVISING	1	LS	$10,500.00	$10,500.00
2	REPLACE COVER	83	EACH	$310.00	$25,730.00
3	SEAL & ADJUST MANHOLE FRAME (PAVED)	7	EACH	$3,100.00	$21,700.00
4	SEAL & ADJUST MANHOLE FRAME (NON-PAVED)	3	EACH	$2,025.00	$6,075.00
5	REPLACE FRAME & BOLTED COVER (PAVED)	3	EACH	$3,850.00	$11,550.00
6	REPLACE FRAME & BOLTED COVER (NON-PAVED)	1	EACH	$2,700.00	$2,700.00
7	REPLACE FRAME & COVER (PAVED)	42	EACH	$3,600.00	$151,200.00
8	REPLACE FRAME & COVER (NON-PAVED)	82	EACH	$2,475.00	$202,950.00
9	CEMENTITIOUS MANHOLE SEALING, 36" DIA.	10	VF	$330.00	$3,300.00
10	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	450	VF	$350.00	$157,500.00
11	VACUUM TESTING	6	EACH	$850.00	$5,100.00
12	GROUT WALL JOINTS	57	EACH	$480.00	$27,360.00
13	CURTAIN GROUT BOTTOM 18"	24	EACH	$795.00	$19,080.00
14	CURTAIN GROUT MANHOLE	30	EACH	$2,500.00	$75,000.00
15	REPAIR BENCH & TROUGH	5	EACH	$1,500.00	$7,500.00
16	INSTALL BARREL SECTION (PAVED)	1	EACH	$19,000.00	$19,000.00
17	INSTALL BARREL SECTION (NON-PAVED)	1	EACH	$12,500.00	$12,500.00
TOTAL					$758,745.00

BASE BID

Line Item	Description	Unit of Measure	Unit Cost
18	CONTINGENT CASH ALLOWANCE	LS	$40,000.00

ALTERNATE BID A

If the Village decides to award the alternate bid(s) depending on their funds available, the lowest responsible bid shall be based on the base bid and any combination of the alternate bid(s).

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
A-1	BYPASS PUMPING	1	LS	$140,000.00	$140,000.00
A-2	REPLACE FRAME & COVER (NON-PAVED)	1	EACH	$4,000.00	$4,000.00
A-3	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	60	VF	$475.00	$28,500.00
A-4	VACUUM TESTING	1	EACH	$2,000.00	$2,000.00
A-5	EPOXY COATING, 48" DIA.	60	VF	$410.00	$24,600.00
A-6	TRAFFIC CONTROL AND PROTECTION	1	LS	$15,000.00	$15,000.00
TOTAL					**$214,100.00**

ALTERNATE BID B

If the Village decides to award the alternate bid(s) depending on their funds available, the lowest responsible bid shall be based on the base bid and any combination of the alternate bid(s).

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
B-1	CEMENTITIOUS MANHOLE SEALING, 48" DIA.	90	VF	$400.00	$36,000.00
B-2	VACUUM TESTING	1	EACH	$1,000.00	$1,000.00
B-3	INSTALL BARREL SECTION (NON-PAVED)	1	EACH	$12,500.00	$12,500.00
B-4	EPOXY COATING, 48" DIA.	90	VF	$425.00	$38,250.00
TOTAL					**$87,750.00**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Traffic Agreement with 100 West Golf, LLC for the property located at 180 W. Higgins Road
01/13/26
Village Board

Presenter: Sidney Kenyon - Director of Transportation
Lead Department: Transportation

Executive Summary:

Attached is a proposed agreement between the Village of Schaumburg and100 WEST GOLF, LLC. The Traffic Agreement facilitates the Village's efforts to enforce and prosecute parking violations at 180 W Higgins Rd, Schaumburg, IL 60195. This is a new 20-year Traffic Agreement for this property.

Recommended Action:

The Village Manager recommends the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and 100 WEST GOLF, LLC located at 180 W Higgins Rd, Schaumburg, IL 60195.

ATTACHMENTS:

- 100 WEST GOLF, LLC Signed Traffic Agreement.pdf
- 100 WEST GOLF, LLC Site Map.pdf

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

April 4, 2023

100 West Golf, LLC
110 W Golf Road
Schaumburg, IL 60195

RE: Traffic Agreement for the Subaru located at 200 West Higgins Road

Dear 100 West Golf, LLC,

Per section 154.121 (K) of the Code of Ordinances, a recorded traffic agreement is required prior to the issuance of a permit or Certificate of Occupancy. Traffic agreements between the Village and the property owner allow the Police Department to patrol and enforce all 625 ILCS 5/11-209.1 Vehicle Codes during and after hours on private property, including but not limited to speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.

While the Police Department can enforce fire lane and disabled parking violations on private property at any time, an executed traffic agreement allows the Police Department to enforce additional parking and traffic regulations. This can serve as a crime prevention tool as an increased presence of Police and Auxiliary Officers are on your property may potentially deter would be criminals from carrying out a crime. It will also help us to ensure proper parking restrictions are in place so that emergency access onto and around your property is not impeded.

I have enclosed a blank agreement for your review and signature. When executing a traffic agreement with the Village of Schaumburg, please include the legal description of the property when you mail in the original.

Should you have any questions, please contact me at (847) 923-3856 or rbenson@schaumburg.com.

Sincerely,

VILLAGE OF SCHAUMBURG

Rachel Benson
Transportation Planner

Mail To:

Village of Schaumburg
Transportation Department
101 Schaumburg Court
Schaumburg, IL 60193

Address of Subject Property: 180 -200 W. Higgins Rd., Schaumburg, IL 60195

Pin Number: 07-15-100-044-0000

TRAFFIC AGREEMENT

WHEREAS, acting pursuant to the Illinois Vehicle Code, 625 Illinois Compiled Statutes 5/11-209, 65 Illinois Compiled Statues 5/1-1-7, and Article VIII, Sections 6 and 10 of the Constitution of the State of Illinois, the Village of Schaumburg, Cook County, Illinois, a municipal corporation (hereinafter referred to as "Village") and 100 WEST GOLF, LLC (hereinafter referred to as "Owner") desire and are fully authorized to enter into an agreement covering regulation of traffic within certain described portions of parking areas within the Village of Schaumburg and the enforcement of those regulations by law enforcement personnel of the Village.

NOW, THEREFORE, it is agreed by and between the Owner and the Village as follows:

1. Regulation of Traffic. The Owner hereby grants to the Village the authority, and the Village hereby agrees to regulate vehicular traffic in and upon said premises known as 180-200 W. Higgin Rd. in Schaumburg, Illinois, and to cause the law enforcement personnel of the Village to enforce such regulation, as herein provided.

2. Powers of Village. Pursuant to paragraph 1 hereof, the Village shall have the following powers under this Agreement:

    a. The Village shall have authority to establish, and to enforce through the issuance of traffic citations and any other means provided by law, such parking and traffic regulations applicable to said property to provide for the safe and efficient movement of traffic in and upon said property. Said regulations may include the regulation of speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property. If the Village of Schaumburg establishes by ordinance maximum speed limits on any private street, that street shall be considered a "highway" for enforcement purposes. Notwithstanding the foregoing, the Village agrees that it will not

impose any regulation without prior consultation with the Owner.

b. The Village shall have the authority to provide for the removal and storage of vehicles which are in violation of any regulation duly established by the Village pursuant to this paragraph 2, and to provide for the payment of reasonable charges for such removal and storage by the owner or operator of any vehicle so removed or stored.

c. Subject to paragraph 3 hereof, the Village shall have the authority to install, at the expense of the Owner, such signs, signals on the property, and/or markings as the Village and the Owner shall jointly deem necessary and appropriate to ensure public safety and efficient movement of traffic in and upon said property and/or to provide adequate notice to the operators of vehicles upon the premises of regulations duly established by the Village pursuant to this paragraph 2.

d. The Village shall have authority to enforce any and all ordinances of the Village of Schaumburg and any and all laws of the State of Illinois on said property through the issuance of citations and any other lawful means.

3. Procedure for Installation of Signs, Signals and Markings. No sign, signal or marking shall be installed by the Village in or upon said property except pursuant to the following procedure:

a. The Village, through its Village Manager, or his legally designated representative, and the Manager of 100 West Golf, LLC or its designated representative, shall jointly inspect said property for the purpose of determining what (if any) signs, signals and/or markings are necessary for public safety and efficient movement of traffic in and upon said property.

b. Following such inspection, and upon agreement with the Owner as to the necessary signs, signals, and/or markings to ensure public safety and efficient movement of traffic in and upon said property, the Village may cause to be installed in and upon said property such traffic or no trespassing signs, signals and/or markings as are deemed necessary.

c. The Owner agrees to pay the Village the actual cost to the Village of installation of such signs, signals and/or markings, including the cost of maintenance thereof.

4. Term of Agreement; Cancellation. This Agreement shall continue in full force and effect for a period of twenty (20) years from the date first herein set forth, and by mutual written agreement of the Village and the Owner, may be renewed for successive additional twenty (20) year periods; PROVIDED, however, that either party may cancel this Agreement at any time upon thirty (30) days prior written notice to the other party, whereupon this Agreement shall cease and terminate and have no further force or effect.

5. Recordation. Within thirty (30) days next following the date first herein set forth, the

Village shall cause this Agreement to be recorded in the Office of the Recorder of Deeds of Cook County Illinois.

6. Covenant to Run With The Land/Binding on Successors and Assigns. Unless otherwise cancelled pursuant to Section 4, during the term of this Agreement the provisions contained herein shall run with the land and shall be binding on the Owner, and any and all successors and assigns.

IN WITNESS WHEREOF, the Village and the Owner have caused this Agreement to be executed on their behalf, and their corporate seals to be affixed hereto and attested by their duly authorized officers, all on the day and year herein set forth.

DATED this ____ day of _____, 20 __.

VILLAGE OF SCHAUMBURG

By: _____
(Signature)

Name: Brian Townsend

Title: Village Manager

100 WEST GOLF, LLC
(Business Name)

By: _____
(Signature)

Name: Stephen R. Napleton
(Print Name)

Title: Manager

Approved by Village Board on:

Date: _____

Please attach a legal description of the subject property along with this agreement that includes ALL addresses for the subject property and the 14-digit parcel number.

Property Contact Information:

Name of Property Owner/Manager: Stephen R. Napleton

Business Address: 425 N. Martingale Rd., Schaumbur Business Phone: 847-350-7200

Contact Name: Stephen R. Napleton Contact Phone: 630-842-8619

Contact Email: srn@napletonmail.com

Secondary/Off-Hours Contact: Chris Napleton Secondary Phone: 773-885-4206

Secondary Contact Email: cn@napletonmail.com

EXHIBIT A

LEGAL DESCRIPTION FOR

Business Name Here and Address 100 WEST GOLF LLC

180- 200 W. Higgins Rd., Schaumburg, IL 60195

PIN# 07-15-100-044-0000

*TYPE LEGAL DESCRIPTION OF PROPERTY HERE **ALL IN CAPS** BELOW:*

LOT 1 IN DAMEN SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE TOWNSHIP OF SCHAUMBURG, IN COOK COUNTY, ILLINOIS.

LOT 1 AND 2 IN THE EQUITIES SCHAUMBURG SUBDIVISION, FORMERLY KNOWN AS EQUITIES-GROBMAR SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 27, 2011 AS DOCUMENT NUMBER 1120831067, BEING A RESUBDIVISION OF LOT 2 IN DAMEN SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 6, 1974 AS DOCUMENT NUMBER 22926613, ALL IN COOK COUNTY, ILLINOIS.

(625 ILCS 5/11-209.1) (from Ch. 95 1/2, par. 11-209.1)

Sec. 11-209.1. Powers of local authorities - enforcing the provisions of this Code on private streets and roads.

a) Any person or board of directors owning, operating or representing a residential subdivision, development, apartment house or apartment project; containing a minimum of 10 apartments or single family residences may file a written request, with the appropriate local authority wherein such property is situated, requesting their law enforcement agency enforce the provisions of this Code on all private streets or roads open to or used by the tenants, owners, employees or the public for the purposes of vehicular traffic by permission of such person or board of directors and not as a matter of public right. Notwithstanding Section 1-126 and Section 1-201 of this Code, if the local authority grants such request by the adoption of an enabling ordinance, then all such private streets or roads shall be considered "highways" only for the enforcement purposes of this Code.

b) All regulations adopted, and traffic control devices employed by a local authority in the enforcement of this Code on such streets or roads within any private area, pursuant to this Section, shall be consistent with the provisions of this Code and shall conform to the Illinois Manual on Uniform Traffic Control Devices. A local authority may require that any person who files a request for the installation of traffic signs pay for the cost of such traffic signs. Such traffic signs shall be in conformity with Section 11-604 of this Code.

c) Any person or board of directors which has filed such a request under this Section, may rescind that request by filing with the appropriate local authority a written request for such rescission. Upon receipt of the written request, the local authority shall subsequently repeal the original enabling ordinance. Such repeal shall not take effect until the first day of January following any such action by the local authorities. However, no such rescission request may be filed within 12 months of the date of the original written request.

d) The filing of a written request or the adoption of the enabling ordinance under this Section in no way constitutes a dedication to public use of any street, road, driveway, trail, terrace, bridle path, parkway, parking area, or other roadway open to or used by vehicular traffic, nor does it prevent such person or board of directors, as owners of such property, from requiring additional regulations than those specified by the local authorities or otherwise regulating such use as may seem best to such person or board of directors as long as they do not conflict with the powers granted to local authorities under Section 11-208 of this Code.

e) This amendatory act of 1972 is not a prohibition upon the contractual and associational powers granted by Article VII, Section 10 of the Illinois Constitution.

(Source: P.A. 86-521.)

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

VILLAGE OF SCHAUMBURG
TRESPASS/LOITERING AGREEMENT

100 WEST GOLF LLC

Local Property Name

I, Stephen R. Napleton (owner/manager) give the Village of Schaumburg through the Police Department permission to enforce the offense of "Trespassing". Notices (have / have not) been posted on the property at (address) 180-200 W. Higgins Rd., Schaumburg, IL. 6019 5 .

I, Stephen R. Napleton further agree to promptly notify the Schaumburg Police Department should I no longer own said property or if the address or phone number changes during the standing term of this agreement.

This agreement shall remain in effect until cancelled in writing at anytime by either party.

Name of Property Owner/Manager: Stephen R. Napleton

Signature: Stephen R Napleton Print Name: STEPHEN R NAPLETON

Corporate Business Address: 425 N. Maringale Rd., Ste 1000 Schaumburg, IL 60195

Corporate Business Phone: 847-350-7200

Email: srn@napletonmail.com Fax: _____

Emergency Contact: Chris Napleton - 773-885-4206

For Office Use Only

****

Approved [ ] Denied [ ]

Quality of Life Lieutenant: _____ Date: _____

Executed Agreement Date: _____ Beat No: _____



Printed: December 5, 2025
Author: VOS Transportation

N

0 160 320 Feet

Map prepared by the Village of Schaumburg IT Department. Information is for reference only and provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the requestor to determine the accuracy, timeliness, completeness, or appropriateness of its use.

Data Source: Village of Schaumburg; Cook County

VILLAGE OF SCHAUMBURG

Traffic Agreement Exhibit

1310

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Traffic Agreement with MRE Schaumburg LLC d/b/a Cloud9 Cannabis for the property located at 1823 W. Wise Road
01/13/26
Village Board

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

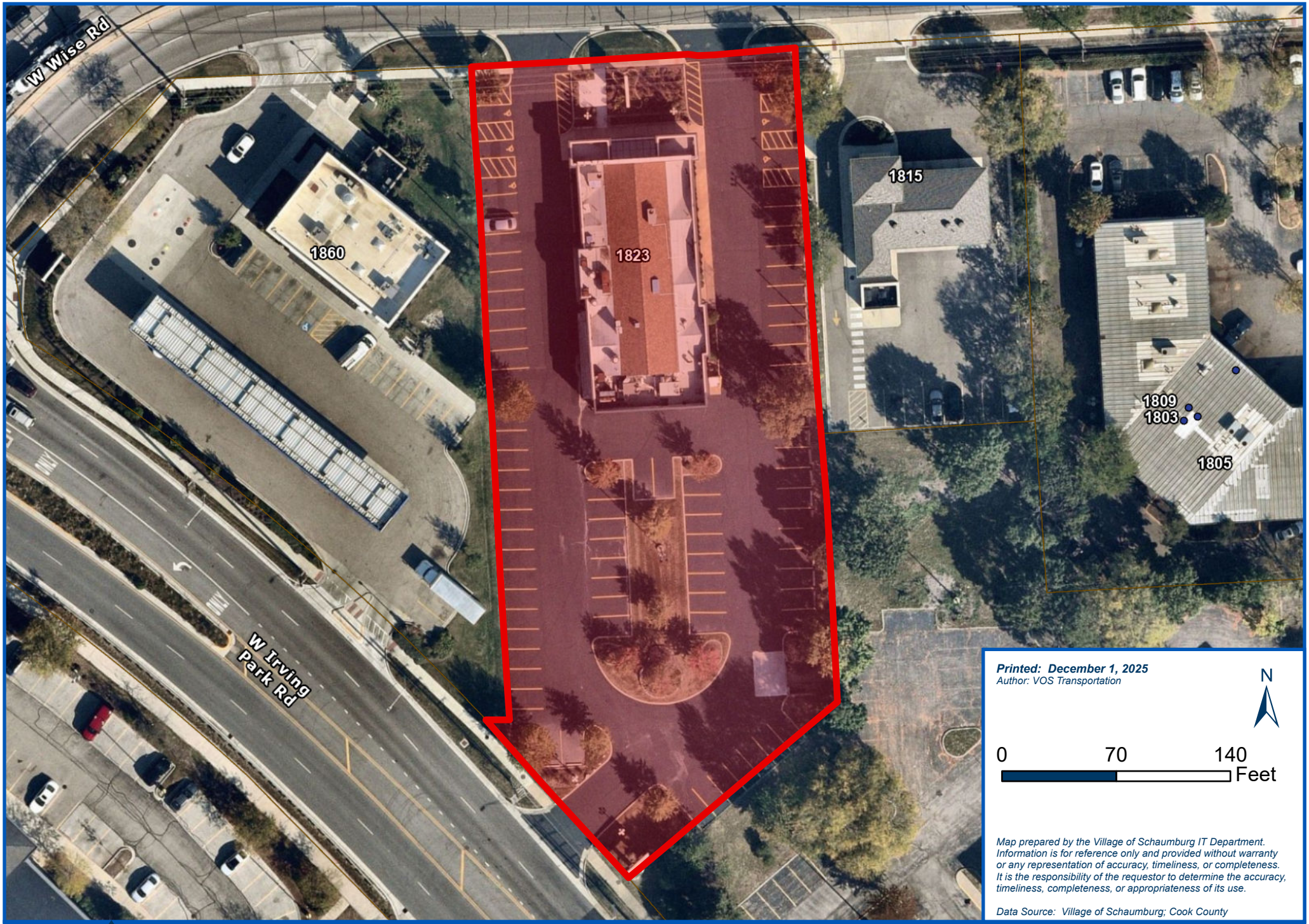
Attached is a proposed agreement between the Village of Schaumburg and MRE Schaumburg LLC d/b/a Cloud9 Cannabis. The Traffic Agreement facilitates the Village's efforts to enforce and prosecute parking violations at 1823 W Wise Rd, Schaumburg, IL 60193. This is a new 20-year Traffic Agreement for this property.

Recommended Action:

The Village Manager recommends the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and MRE Schaumburg LLC d/b/a Cloud9 Cannabis located at 1823 W Wise Rd, Schaumburg, IL 60193.

ATTACHMENTS:

- MRE Schaumburg LLC dba Cloud9 Cannabis Site Map.pdf
- MRE Schaumburg LLC dba Cloud9 Cannabis Signed Traffic Agreement.pdf



Printed: December 1, 2025
Author: VOS Transportation

N

0 70 140 Feet

Map prepared by the Village of Schaumburg IT Department. Information is for reference only and provided without warranty or any representation of accuracy, timeliness, or completeness. It is the responsibility of the requestor to determine the accuracy, timeliness, completeness, or appropriateness of its use.

Data Source: Village of Schaumburg; Cook County

VILLAGE OF SCHAUMBURG

Traffic Agreement Exhibit

1312

Mail To:

Village of Schaumburg
Transportation Department
101 Schaumburg Court
Schaumburg, IL 60193

Address of Subject Property: 1823 W Wise Rd, Schaumburg, IL 60193

Pin Number: 07-32-107-005-0000, 07-32-107-009-0000, 07-32-107-011-0000

TRAFFIC AGREEMENT

WHEREAS, acting pursuant to the Illinois Vehicle Code, 625 Illinois Compiled Statutes 5/11-209, 65 Illinois Compiled Statues 5/1-1-7, and Article VIII, Sections 6 and 10 of the Constitution of the State of Illinois, the Village of Schaumburg, Cook County, Illinois, a municipal corporation (hereinafter referred to as "Village") and MRE Schaumburg LLC d/b/a Cloud9 Cannabis (hereinafter referred to as "Owner") desire and are fully authorized to enter into an agreement covering regulation of traffic within certain described portions of parking areas within the Village of Schaumburg and the enforcement of those regulations by law enforcement personnel of the Village.

NOW, THEREFORE, it is agreed by and between the Owner and the Village as follows:

1. Regulation of Traffic. The Owner hereby grants to the Village the authority, and the Village hereby agrees to regulate vehicular traffic in and upon said premises known as 1823 W Wise Rd, Schaumburg, IL 60193 Cloud9 Cannabis in Schaumburg, Illinois, and to cause the law enforcement personnel of the Village to enforce such regulation, as herein provided.

2. Powers of Village. Pursuant to paragraph 1 hereof, the Village shall have the following powers under this Agreement:

   a. The Village shall have authority to establish, and to enforce through the issuance of traffic citations and any other means provided by law, such parking and traffic regulations applicable to said property to provide for the safe and efficient movement of traffic in and upon said property.

Said regulations may include the regulation of speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property. If the Village of Schaumburg establishes by ordinance maximum speed limits on any private street, that street shall be considered a "highway" for enforcement purposes. Notwithstanding the foregoing, the Village agrees that it will not impose any regulation without prior consultation with the Owner.

b. The Village shall have the authority to provide for the removal and storage of vehicles which are in violation of any regulation duly established by the Village pursuant to this paragraph 2, and to provide for the payment of reasonable charges for such removal and storage by the owner or operator of any vehicle so removed or stored.

c. Subject to paragraph 3 hereof, the Village shall have the authority to install, at the expense of the Owner, such traffic signs, signals on the property, and/or markings as the Village and the Owner shall jointly deem necessary and appropriate to provide for the safe and efficient movement of traffic in and upon said property and/or to provide adequate notice to the operators of vehicles upon the premises of regulations duly established by the Village pursuant to this paragraph 2.

d. The Village shall have authority to enforce any and all ordinances of the Village of Schaumburg and any and all laws of the State of Illinois on said property through the issuance of citations and any other lawful means.

3. Procedure for Installation of Signs, Signals and Markings. No traffic sign, signal or marking shall be installed by the Village in or upon said property except pursuant to the following procedure:

a. The Village, through its Village Manager, or his legally designated representative, and the Manager of Cloud9 Cannabis or its designated representative, shall jointly inspect said property for the purpose of determining what (if any) traffic signs, signals and/or markings are necessary for the safe and efficient movement of traffic in and upon said property.

b. Following such inspection, and upon agreement with the Owner as to the necessary signs, signals, and/or markings to ensure safe and efficient movement of traffic in and upon said property, the Village may cause to be installed in and upon said property such traffic signs, signals and/or markings as are deemed necessary.

c. The Owner agrees to pay the Village the actual cost to the Village of installation of such traffic signs, signals and/or markings, including the cost of maintenance thereof.

4. Term of Agreement; Cancellation. This Agreement shall continue in full force and effect for a period of twenty (20) years from the date first herein set forth, and by mutual written agreement of the Village and the Owner, may be renewed for successive additional twenty (20) year periods; PROVIDED, however, that either party may cancel this Agreement at any time upon thirty (30) days prior written notice to the other party, whereupon this Agreement shall cease and terminate and have no further force or effect.

5. Recordation. Within thirty (30) days next following the date first herein set forth, the Village shall cause this Agreement to be recorded in the Office of the Recorder of Deeds of Cook County Illinois.

IN WITNESS WHEREOF, the Village and the Owner have caused this Agreement to be executed on their behalf, and their corporate seals to be affixed hereto and attested by their duly authorized officers, all on the day and year herein set forth.

DATED this 4 day of June, 2024.

VILLAGE OF SCHAUMBURG

By:_____
(Signature)

Name:_____
(Print Name)

Title: Village Manager

Cloud9 Cannabis
(Business Name)

By:_____
(Signature)

Name: Joshua Simons
(Print Name)

Title: Owners Representative

Approved by Village Board on:

Date:_____

Please include a legal description of the subject property on next page.

LEGAL DESCRIPTION FOR

Business Name Here and Address MRE Schaumburg LLC d/b/a Cloud9 Cannabis - 1823 W Wise Rd, Schaumburg, IL 60193

PIN# 07-32-107-005-0000, 07-32-107-009-0000, 07-32-107-011-0000

*TYPE LEGAL DESCRIPTION OF PROPERTY HERE **ALL IN CAPS** BELOW:*

THE WEST 47.38 FEET OF LOT 5, ALL OF LOT 6 AND THAT PART OF LOT 8 LYING NORTHWESTERLY OF A LINE DRAWN FROM A POINT ON THE SOUTHWESTERLY LINE OF SAID LOT 8 (SAID SOUTHWESTERLY LINE ALSO BEING THE NORTHEASTERLY LINE OF IRVING PARK ROAD) 381.45 FEET NORTHWESTERLY OF THE MOST SOUTHERLY CORNER OF LOT 8, TO A POINT ON THE NORTH LINE OF SAID LOT 8, SAID POINT BEING THE SOUTH EAST CORNER OF AFORESAID WEST 47.38 FEET OF LOT 5, IN WEATHERSFIELD INDUSTRIAL PARK SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST ¼ OF SECTION 32, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(625 ILCS 5/11-209.1) (from Ch. 95 1/2, par. 11-209.1)

Sec. 11-209.1. Powers of local authorities - enforcing the provisions of this Code on private streets and roads. (a) Any person or board of directors owning, operating or representing a residential subdivision, development, apartment house or apartment project; containing a minimum of 10 apartments or single family residences may file a written request, with the appropriate local authority wherein such property is situated, requesting their law enforcement agency enforce the provisions of this Code on all private streets or roads open to or used by the tenants, owners, employees or the public for the purposes of vehicular traffic by permission of such person or board of directors and not as a matter of public right. Notwithstanding Section 1-126 and Section 1-201 of this Code, if the local authority grants such request by the adoption of an enabling ordinance then all such private streets or roads shall be considered "highways" only for the enforcement purposes of this Code.

(b) All regulations adopted and traffic control devices employed by a local authority in the enforcement of this Code on such streets or roads within any private area, pursuant to this Section, shall be consistent with the provisions of this Code and shall conform to the Illinois Manual on Uniform Traffic Control Devices.

A local authority may require that any person who files a request for the installation of traffic signs pay for the cost of such traffic signs. Such traffic signs shall be in conformity with Section 11-604 of this Code.

(c) Any person or board of directors which has filed such a request under this Section, may rescind that request by filing with the appropriate local authority a written request for such rescission. Upon receipt of the written request, the local authority shall subsequently repeal the original enabling ordinance. Such repeal shall not take effect until the first day of January following any such action by the local authorities. However, no such rescission request may be filed within 12 months of the date of the original written request.

(d) The filing of a written request or the adoption of the enabling ordinance under this Section in no way constitutes a dedication to public use of any street, road, driveway, trail, terrace, bridle path, parkway, parking area, or other roadway open to or used by vehicular traffic, nor does it prevent such person or board of directors, as owners of such property, from requiring additional regulations than those specified by the local authorities or otherwise regulating such use as may seem best to such person or board of directors as long as they do not conflict with the powers granted to local authorities under Section 11-208 of this Code.

(e) This amendatory act of 1972 is not a prohibition upon the contractual and associational powers granted by Article VII, Section 10 of the Illinois Constitution.

(Source: P.A. 86-521.)

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Traffic Agreement with Hydac Technologies-Hydraulic Division for the property located at 2050 Mitchell Boulevard
01/13/26
Village Board

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

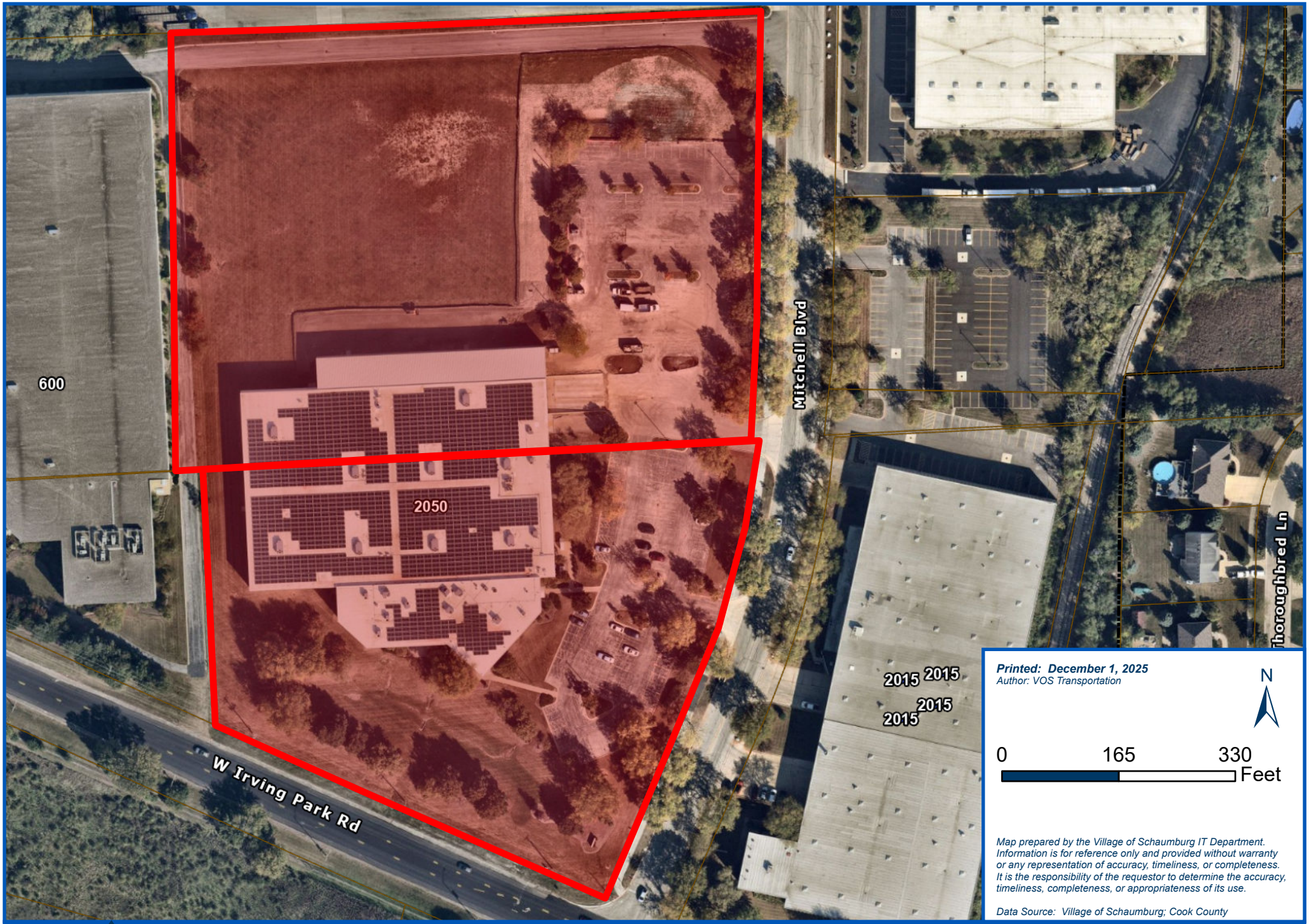
Attached is a proposed agreement between the Village of Schaumburg and Hydac Technologies-Hydraulic Division. The Traffic Agreement facilitates the Village's efforts to enforce and prosecute parking violations at 2050 Mitchell Blvd, Schaumburg, IL 60193 This is a new 20-year Traffic Agreement for this property.

Recommended Action:

The Village Manager recommends the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and Hydac Technologies-Hydraulic Division located at 2050 Mitchell Blvd, Schaumburg, IL 60193.

ATTACHMENTS:

- Hydac Technologies-Hydraulic Divison Site Map.pdf
- Hydac Technology-Hydraulic Division Signed Traffic Agreement.pdf



VILLAGE OF SCHAUMBURG

Traffic Agreement Exhibit

1319

Mail To:

Village of Schaumburg
Transportation Department
101 Schaumburg Court
Schaumburg, IL 60193

Address of Subject Property: 2050 Mitchell Boulevard

Pin Number: 07-33-400-050, 02-04-201-005

TRAFFIC AGREEMENT

WHEREAS, acting pursuant to the Illinois Vehicle Code, 625 Illinois Compiled Statutes 5/11-209, 65 Illinois Compiled Statues 5/1-1-7, and Article VIII, Sections 6 and 10 of the Constitution of the State of Illinois, the Village of Schaumburg, Cook County, Illinois, a municipal corporation (hereinafter referred to as "Village") and Hydac Technologies-Hydraulic Division (hereinafter referred to as "Owner") desire and are fully authorized to enter into an agreement covering regulation of traffic within certain described portions of parking areas within the Village of Schaumburg and the enforcement of those regulations by law enforcement personnel of the Village.

NOW, THEREFORE, it is agreed by and between the Owner and the Village as follows:

1. Regulation of Traffic. The Owner hereby grants to the Village the authority, and the Village hereby agrees to regulate vehicular traffic in and upon said premises known as 2050 Mitchell Boulevard in Schaumburg, Illinois, and to cause the law enforcement personnel of the Village to enforce such regulation, as herein provided.

2. Powers of Village. Pursuant to paragraph 1 hereof, the Village shall have the following powers under this Agreement:

   a. The Village shall have authority to establish, and to enforce through the issuance of traffic citations and any other means provided by law, such parking and traffic regulations applicable to said property to provide for the safe and efficient movement of traffic in and upon said property.

Said regulations may include the regulation of speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property. If the Village of Schaumburg establishes by ordinance maximum speed limits on any private street, that street shall be considered a "highway" for enforcement purposes. Notwithstanding the foregoing, the Village agrees that it will not impose any regulation without prior consultation with the Owner.

b. The Village shall have the authority to provide for the removal and storage of vehicles which are in violation of any regulation duly established by the Village pursuant to this paragraph 2, and to provide for the payment of reasonable charges for such removal and storage by the owner or operator of any vehicle so removed or stored.

c. Subject to paragraph 3 hereof, the Village shall have the authority to install, at the expense of the Owner, such traffic signs, signals on the property, and/or markings as the Village and the Owner shall jointly deem necessary and appropriate to provide for the safe and efficient movement of traffic in and upon said property and/or to provide adequate notice to the operators of vehicles upon the premises of regulations duly established by the Village pursuant to this paragraph 2.

d. The Village shall have authority to enforce any and all ordinances of the Village of Schaumburg and any and all laws of the State of Illinois on said property through the issuance of citations and any other lawful means.

3. Procedure for Installation of Signs, Signals and Markings. No traffic sign, signal or marking shall be installed by the Village in or upon said property except pursuant to the following procedure:

a. The Village, through its Village Manager, or his legally designated representative, and the Manager of Hydac Technologies-Hydraulic Division or its designated representative, shall jointly inspect said property for the purpose of determining what (if any) traffic signs, signals and/or markings are necessary for the safe and efficient movement of traffic in and upon said property.

b. Following such inspection, and upon agreement with the Owner as to the necessary signs, signals, and/or markings to ensure safe and efficient movement of traffic in and upon said property, the Village may cause to be installed in and upon said property such traffic signs, signals and/or markings as are deemed necessary.

c. The Owner agrees to pay the Village the actual cost to the Village of installation of such traffic signs, signals and/or markings, including the cost of maintenance thereof.

4. Term of Agreement; Cancellation. This Agreement shall continue in full force and effect for a period of twenty (20) years from the date first herein set forth, and by mutual written agreement of the Village and the Owner, may be renewed for successive additional twenty (20) year periods; PROVIDED, however, that either party may cancel this Agreement at any time upon thirty (30) days prior written notice to the other party, whereupon this Agreement shall cease and terminate and have no further force or effect.

5. Recordation. Within thirty (30) days next following the date first herein set forth, the Village shall cause this Agreement to be recorded in the Office of the Recorder of Deeds of Cook County Illinois.

IN WITNESS WHEREOF, the Village and the Owner have caused this Agreement to be executed on their behalf, and their corporate seals to be affixed hereto and attested by their duly authorized officers, all on the day and year herein set forth.

DATED this 4 day of April, 20 25.

VILLAGE OF SCHAUMBURG

By:_____
(Signature)

Name:_____
(Print Name)

Title: Village Manager

Hydac Technologies-Hydraulic Division
(Business Name)

By: Daniel Banko Digitally signed by Daniel Banko Date: 2025.04.08 09:02:36 -05'00'
(Signature)

Name: Daniel A Banko
(Print Name)

Title: Operations Director

Approved by Village Board on:

Date:_____

Please include a legal description of the subject property on next page.

LEGAL DESCRIPTION FOR

Business Name Here and Address Hydac Technologies-Hydraulic Division

2050 Mitchell Boulevard

PIN# 07-33-400-050, 02-04-201-005

*TYPE LEGAL DESCRIPTION OF PROPERTY HERE **ALL IN CAPS** BELOW:*

LOT 1 IN KOMET SUBDIVISION, BEING A SUBDIVISION IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 40 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THE SOUTH HALF OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK AND DUPAGE COUNTIES, ILLINOIS.

THE PLAT OF SUBDIVISION WAS RECORDED IN COOK COUNTY ON OCTOBER 18, 1991 AS DOCUMENT 91545922 AND DUPAGE COUNTY ON APRIL 17, 1998 AS DOCUMENT R1998-071364.

(625 ILCS 5/11-209.1) (from Ch. 95 1/2, par. 11-209.1)

Sec. 11-209.1. Powers of local authorities - enforcing the provisions of this Code on private streets and roads. (a) Any person or board of directors owning, operating or representing a residential subdivision, development, apartment house or apartment project; containing a minimum of 10 apartments or single family residences may file a written request, with the appropriate local authority wherein such property is situated, requesting their law enforcement agency enforce the provisions of this Code on all private streets or roads open to or used by the tenants, owners, employees or the public for the purposes of vehicular traffic by permission of such person or board of directors and not as a matter of public right. Notwithstanding Section 1-126 and Section 1-201 of this Code, if the local authority grants such request by the adoption of an enabling ordinance then all such private streets or roads shall be considered "highways" only for the enforcement purposes of this Code.

(b) All regulations adopted and traffic control devices employed by a local authority in the enforcement of this Code on such streets or roads within any private area, pursuant to this Section, shall be consistent with the provisions of this Code and shall conform to the Illinois Manual on Uniform Traffic Control Devices.

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(c) Any person or board of directors which has filed such a request under this Section, may rescind that request by filing with the appropriate local authority a written request for such rescission. Upon receipt of the written request, the local authority shall subsequently repeal the original enabling ordinance. Such repeal shall not take effect until the first day of January following any such action by the local authorities. However, no such rescission request may be filed within 12 months of the date of the original written request.

(d) The filing of a written request or the adoption of the enabling ordinance under this Section in no way constitutes a dedication to public use of any street, road, driveway, trail, terrace, bridle path, parkway, parking area, or other roadway open to or used by vehicular traffic, nor does it prevent such person or board of directors, as owners of such property, from requiring additional regulations than those specified by the local authorities or otherwise regulating such use as may seem best to such person or board of directors as long as they do not conflict with the powers granted to local authorities under Section 11-208 of this Code.

(e) This amendatory act of 1972 is not a prohibition upon the contractual and associational powers granted by Article VII, Section 10 of the Illinois Constitution.

(Source: P.A. 86-521.)

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Schaumburg Road to Bode Road.
01/13/26
Village Board

Presenter: Mateusz Pec, Senior Civil Engineer
Lead Department: Engineering and Public Works

Executive Summary:

Braintree Drive is a north/south collector road located between Salem Drive to the east and Springinsguth Road to the west. The Village is planning pavement improvements along Braintree Drive, from Wise Road to Bode Road. This corridor has an average pavement condition index (PCI) of 47 (out of 100), indicating a need for improvement. Due to the length of the corridor, the improvements have been divided into three projects (Wise Road to Weathersfield Way, Weathersfield Way to Schaumburg Road, and Schaumburg Road to Bode Road).

The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the construction of the proposed improvements. Last month, the Engineering and Public Works Committee approved the Joint Funding Agreements for Federally Funded Construction for each of the three projects. The agreements detailed the expected federal funding and local share based on current estimates. The Village intends to utilize Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

As shown in the Joint Funding Agreements passed last month, the expected Village share of participating construction costs is $4,175,254 for the improvements from Wise Road to Weathersfield Way, $477,714 for the improvements from Weathersfield Way to Schaumburg Road, and $800,724 for the improvements from Schaumburg Road to Bode Road. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for

Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and

Weathersfield Way to Wise Road - Improvement Projects, and approve the required Resolutions.

ATTACHMENTS:
- Resolution - Schaumburg to Bode-MFT
- IDOT Agreement - Schaumburg to Bode

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM SCHAUMBURG ROAD TO BODE ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Schaumburg Road to Bode Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of eight hundred thousand seven hundred twenty-four dollars ($800,724) from the Village's allotment of Motor Fuel Tax funds for the resurfacing of Braintree Drive from Schaumburg Road to Bode Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		25-00149-02-RS

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive- Schaumburg to Bode	0.89	MUN 4029	0.00	0.89

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

pavement patching and resurfacing with HMA binder and surface courses, curb and gutter and driveway replacement, construction of a PCC shared use path, ADA curb ramp construction, watermain installation, drainage structure adjustment and replacement, storm sewer replacement, traffic signal modification, street lighting relocation, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of eight hundred thousand seven hundred twenty four Dollars ($800,724.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Weathersfield Way to Schaumburg Road.
01/13/26
Village Board

Presenter: Mateusz Pec, Senior Civil Engineer
Lead Department: Engineering and Public Works

Executive Summary:

Braintree Drive is a north/south collector road located between Salem Drive to the east and Springinsguth Road to the west. The Village is planning pavement improvements along Braintree Drive, from Wise Road to Bode Road. This corridor has an average pavement condition index (PCI) of 47 (out of 100), indicating a need for improvement. Due to the length of the corridor, the improvements have been divided into three projects (Wise Road to Weathersfield Way, Weathersfield Way to Schaumburg Road, and Schaumburg Road to Bode Road).

The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the construction of the proposed improvements. Last month, the Engineering and Public Works Committee approved the Joint Funding Agreements for Federally Funded Construction for each of the three projects. The agreements detailed the expected federal funding and local share based on current estimates. The Village intends to utilize Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

As shown in the Joint Funding Agreements passed last month, the expected Village share of participating construction costs is $4,175,254 for the improvements from Wise Road to Weathersfield Way, $477,714 for the improvements from Weathersfield Way to Schaumburg Road, and $800,724 for the improvements from Schaumburg Road to Bode Road. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for

Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and

Weathersfield Way to Wise Road - Improvement Projects, and approve the required Resolutions.

ATTACHMENTS:
- Resolution - Weathersfield to Schaumburg-MFT
- IDOT Agreement - Weathersfield to Schaumburg

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM FROM WEATHERSFIELD WAY TO SCHAUMBURG ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Weathersfield Way to Schaumburg Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of four hundred seventy-seven thousand seven hundred fourteen ($477,714) from the Village's allotment of Motor Fuel Tax funds for the resurfacing of Braintree Drive from Weathersfield Way to Schaumburg Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		25-00149-01-RS

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive - Weathersfield to Schaumburg	0.51	MUN 4029	0.90	1.41

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

pavement patching and resurfacing with HMA binder and surface courses, curb and gutter and driveway replacement, construction of a PCC shared use path, ADA curb ramp construction, watermain installation, drainage structure adjustment and replacement, storm sewer replacement, street lighting relocation, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of four hundred seventy-seven thousand seven hundred fourteen Dollars ($477,714.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the Braintree Drive Improvement Project from Wise to Weathersfield Way.
01/13/26
Village Board

Presenter: Mateusz Pec, Senior Civil Engineer
Lead Department: Engineering and Public Works

Executive Summary:

Braintree Drive is a north/south collector road located between Salem Drive to the east and Springinsguth Road to the west. The Village is planning pavement improvements along Braintree Drive, from Wise Road to Bode Road. This corridor has an average pavement condition index (PCI) of 47 (out of 100), indicating a need for improvement. Due to the length of the corridor, the improvements have been divided into three projects (Wise Road to Weathersfield Way, Weathersfield Way to Schaumburg Road, and Schaumburg Road to Bode Road).

The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the construction of the proposed improvements. Last month, the Engineering and Public Works Committee approved the Joint Funding Agreements for Federally Funded Construction for each of the three projects. The agreements detailed the expected federal funding and local share based on current estimates. The Village intends to utilize Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

As shown in the Joint Funding Agreements passed last month, the expected Village share of participating construction costs is $4,175,254 for the improvements from Wise Road to Weathersfield Way, $477,714 for the improvements from Weathersfield Way to Schaumburg Road, and $800,724 for the improvements from Schaumburg Road to Bode Road. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for

Braintree Drive - Bode Road to Schaumburg Road, Schaumburg Road to Weathersfield Way, and

Weathersfield Way to Wise Road - Improvement Projects, and approve the required Resolutions.

ATTACHMENTS:
- Resolution - Wise-Weathersfield-MFT
- IDOT Agreement - Wise to Weathersfield

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE BRAINTREE DRIVE IMPROVEMENT PROJECT FROM FROM WISE ROAD TO WEATHERSFIELD WAY

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to improve Braintree Drive from Wise Road to Weathersfield Way in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees.

SECTION TWO: That there is hereby appropriated the sum of four million, one hundred seventy-five thousand, two hundred fifty-four dollars ($4,175,254) from the Village's allotment of Motor Fuel Tax funds for the reconstruction of Braintree Drive from Wise Road to Weathersfield Way

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation

SECTION FIVE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original		23-00146-00-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
Braintree Drive - Wise to Weathersfield	1.14	MUN 4029	1.41	2.55

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

earth excavation, pavement removal, watermain installation, construction of storm sewers and drainage structures, HMA binder and surface courses, construction of a roundabout at Weathersfield Way, combination concrete curb and gutter and driveway replacement, construction of a concrete shared use path, ADA curb ramp construction, street lighting, traffic signal loop replacement, landscaping, erosion control, pavement markings, signing, and all incidental and collateral work necessary to complete the project as shown on the plans. Work also includes construction engineering for the roadway improvements.

2. That there is hereby appropriated the sum of Four million one hundred seventy-five thousand two hundred fifty four Dollars ($4,175,254.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Utilization of Motor Fuel Tax Funds for the McConnor Parkway Improvement Project from Meacham Road to Roosevelt Boulevard.
01/13/26
Village Board

Presenter: Tyler Quattrocchi, Engineering Project Manager
Lead Department: Engineering and Public Works

Executive Summary:

McConnor Parkway serves numerous large businesses in the northeastern corner of the Village of Schaumburg, connecting Tower Road to W. Frontage Road. The section of McConnor Parkway from Meacham Road to Golf Road (spanning 1.1 miles) has reached the end of its useful life and requires reconstruction. Due to the length of the corridor, the reconstruction of this section of McConnor Parkway was split into two projects – Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road.

The proposed projects were included on the August 2025 Illinois Department of Transportation (IDOT) letting. The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the projects, which contributes 80% of participating construction costs. Based on the accepted bid amounts, STP funding will fund a total of $9,422,673.20 for the two projects, while the Village share totals $2,355,668.30 ($1,152,217.18 for Meacham Road to Roosevelt Boulevard and $1,203,451.12 for Roosevelt Boulevard to Golf Road). The Village intends to utilize Illinois Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

The Village has budgeted funds in its Vital Streets fund for FY 25/26 and FY 26/27 to pay for the local share of the proposed improvements. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board to authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road, and approve the required Resolutions.

ATTACHMENTS:

- Resolution - McConnor Meacham to Roosevelt
- Agreement - McConnor-Meacham to Roosevelt

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE MCCONNOR PARKWAY IMPROVEMENT PROJECT FROM MEACHAM ROAD TO ROOSEVELT BOULEVARD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to appropriate Motor Fuel Tax Funds for the purpose of reconstructing McConnor Parkway from Meacham Road to Roosevelt Boulevard in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees

SECTION TWO: That there is hereby appropriated the sum of one million one hundred and fifty-two thousand two hundred seventeen ($1,152,217.18) of the Village's allotment of Motor Fuel Tax funds for the reconstruction of McConnor Parkway from Meacham Road to Roosevelt Boulevard.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation.

SECTION FIVE: That this Resolution shall be in full force and effect of this passage and approval by required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original	R-26-	22-00142-01-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
McConnor Parkway	0.49	FAU 7008	Meacham Road	Roosevelt Boulevard

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed
NA				

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Reconstruction of McConnor Pkwy from Meacham Rd to Roosevelt Blvd. The existing HMA roadway will be reconstructed in place with new full depth HMA pavement and new curb and gutter, increased median left turn lane storage and tapers, replacement of sidewalk on north side of road, replacement of multi-use on south side of road, replace existing storm sewer. Traffic signal modernization at Roosevelt Blvd. Project will also include corridor lighting replacement.

2. That there is hereby appropriated the sum of One million, one hundred and fifty two thousand two hundred and seventeen dollars and eighteen cents Dollars ($1,152,217.18) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing Utilization of Motor Fuel Tax Funds for the McConnor Parkway Improvement Project from Roosevelt Boulevard to Golf Road.
01/13/26
Village Board

Presenter: Tyler Quattrocchi, Engineering Project Manager
Lead Department: Engineering and Public Works

Executive Summary:

McConnor Parkway serves numerous large businesses in the northeastern corner of the Village of Schaumburg, connecting Tower Road to W. Frontage Road. The section of McConnor Parkway from Meacham Road to Golf Road (spanning 1.1 miles) has reached the end of its useful life and requires reconstruction. Due to the length of the corridor, the reconstruction of this section of McConnor Parkway was split into two projects – Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road.

The proposed projects were included on the August 2025 Illinois Department of Transportation (IDOT) letting. The Village of Schaumburg has been awarded Surface Transportation Program (STP) funding for the projects, which contributes 80% of participating construction costs. Based on the accepted bid amounts, STP funding will fund a total of $9,422,673.20 for the two projects, while the Village share totals $2,355,668.30 ($1,152,217.18 for Meacham Road to Roosevelt Boulevard and $1,203,451.12 for Roosevelt Boulevard to Golf Road). The Village intends to utilize Illinois Motor Fuel Tax (MFT) funds to cover the local share of participating construction costs.

The Illinois Motor Fuel Tax (MFT) is derived from a tax on the privilege of operating motor vehicles upon public highways based on the consumption of motor fuel. The Illinois Department of Transportation (IDOT) allocates these funds and initiates the process for distributing MFT funds to municipalities. MFT funding can be used to pay for the Village's share of participating construction costs for STP projects. Per IDOT requirements, the Village must adopt an ordinance or resolution appropriating the use of the MFT funds.

The Village has budgeted funds in its Vital Streets fund for FY 25/26 and FY 26/27 to pay for the local share of the proposed improvements. The Village will pay the participating construction invoices for the projects out of the Vital Streets fund, which will then be reimbursed with MFT funds.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board to authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for McConnor Parkway Reconstruction Project - Meacham Road to Roosevelt Boulevard and Roosevelt Boulevard to Golf Road, and approve the required Resolutions.

ATTACHMENTS:

- Resolution - McConnor-Roosevelt to Golf
- Agreement - McConnor-Roosevelt to Golf

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING UTILIZATION OF MOTOR FUEL TAX FUNDS FOR THE MCCONNOR PARKWAY IMPROVEMENT PROJECT FROM ROOSEVELT BOULEVARD TO GOLF ROAD

WHEREAS, The President and Board of Trustees of the Village of Schaumburg deem it necessary to appropriate Motor Fuel Tax Funds for the purpose of reconstructing McConnor Parkway from Roosevelt Boulevard to Golf Road in accordance with the Illinois Highway Code; and

WHEREAS, it will be in the best interest of the citizens of Schaumburg to do said work;

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the above be incorporated as official findings of the Village of Schaumburg Board of Trustees

SECTION TWO: That there is hereby appropriated the sum of one million two hundred and three thousand four hundred fifty-one ($1,203,451.12) of the Village's allotment of the Motor Fuel Tax funds for the reconstruction of McConnor Parkway from Roosevelt Boulevard to Golf Road.

SECTION THREE: That the Village Clerk be and hereby is authorized to sign the Illinois Department of Transportation (IDOT) Resolution, Exhibit A, and any documents in furtherance of this Resolution.

SECTION FOUR: That the Village Clerk is hereby directed to transmit four certified copies of this Resolution to the District Office of the Department of Transportation.

SECTION FIVE: That this Resolution shall be in full force and effect of this passage and approval by required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?
☒ Yes ☐ No

Resolution Type	Resolution Number	Section Number
Original	R-26-	22-00142-02-PV

BE IT RESOLVED, by the Board (Governing Body Type) of the Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
McConnor Parkway	0.51	FAU 7008	Roosevelt Boulevard	Golf Road

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed
NA				

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

Reconstruction of McConnor Pkwy from Roosevelt Blvd to Golf Rd. The existing HMA roadway will be reconstructed in place with new full depth HMA pavement and new curb and gutter, increased median left turn lane storage and tapers, replacement of sidewalk on north side of road, replacement of multi-use on south side of road, replace existing storm sewer. Traffic signal modernization at Golf Rd and the addition of east bound dual left turn lanes on Golf Rd at McConnor Pkwy. Project will also include corridor lighting replacement.

2. That there is hereby appropriated the sum of One million, two hundred and three thousand four hundred and fifty one dollars and twelve cents Dollars ($1,203,451.12) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Jane Lentino (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Schaumburg (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

Board (Governing Body Type) of Schaumburg (Name of Local Public Agency) at a meeting held on _____ (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this _____ (Day) day of _____ (Month, Year).

(SEAL, if required by the LPA)

Clerk Signature & Date

Approved

Regional Engineer Signature & Date
Department of Transportation

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax(MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement?	Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.
Resolution Number	Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type	From the drop down box choose the type of resolution: - Original would be used when passing a resolution for the first time for this project. - Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions. - Amended would be used when a previously passed resolution is being amended.
Section Number	Insert the section number of the improvement the resolution covers.
Governing Body Type	From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type	From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Contract or Day Labor	From the drop down choose either Contract or Day Labor.
Roadway/Street Improvements:	
Name Street/Road	Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length	Insert the length of this segment of roadway being improved in miles.
Route	Insert the Route Number of the road/street to be improved if applicable.
From	Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To	Insert the ending point of the improvement as it relates to the Street/Road listed to the left.
Structures:	
Name Street/Road	Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No.	Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route	Insert the Route number on which the structure is located.
Location	Insert the location of the structure.
Feature Crossed	Insert the feature the structure crosses.
1	Insert a description of the major items of work of the proposed improvement.
2	Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().

Name of Clerk	Insert the name of the LPA clerk.
LPA Type	Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.
Name of LPA	Insert the name of the LPA.
Governing Body Type	Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town
Name of LPA	Insert the name of the LPA.
Date	Insert the date of the meeting.
Day	Insert the day Clerk is signing the document.
Month, Year	Insert the month and year of the Clerk's signature.
Seal	The Clerk shall seal the document here, if required. If a seal is required, electronic signatures should not be used.
Clerk Signature	Clerk shall sign here.
Approved	The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer's District office OR email PDF completed form with electronic signatures to your local District LRS office.
Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Village President to Execute an Intergovernmental Agreement for an Emergency Water Interconnect with the Village of Hoffman Estates.
01/13/26
Village Board

Presenter: Ryan Rivard, Superintendent of Utility Services
Lead Department: Engineering and Public Works

Executive Summary:

The Village of Schaumburg and the Village of Hoffman Estates have drafted a Water Service Interconnect Agreement to formalize a cooperative framework for emergency water supply between the two municipalities. The existing interconnect, installed on an emergency basis in early 2024 due to an impending shutdown from the Northern Suburban Municipal Joint Action Water Agency (NSMJAWA), is currently limited in functionality and does not adequately serve the needs of either community.

At that time, both Villages mutually agreed to construct a temporary emergency connection consisting of a water main and valve located at the intersection of Lincoln Drive and Thacker Street. While this measure provided short-term operational resilience, it was not intended to serve as a long-term solution.

The proposed agreement develops a fully functional, permanent interconnect capable of supporting both communities during emergency conditions. The enhanced interconnect will improve operational efficiency, reliability, and regional resiliency.

The agreement further defines the roles, responsibilities, and cost-sharing framework associated with the design, construction, equipping, ownership, maintenance, and operation of the interconnect facility.

Key Provisions Include:

- **Purpose:** The agreement establishes a cooperative arrangement for emergency water supply through a shared interconnect facility, allowing mutual aid between Schaumburg and Hoffman Estates.
- **Cost Sharing:** Both parties will share equally (50/50) in the cost of design, construction, and maintenance for shared infrastructure, while each municipality will be responsible for 100% of costs related to its dedicated equipment.
- **Fiscal Agent:** Hoffman Estates will serve as the fiscal agent for the facility, responsible for processing payments and reimbursements between the parties.
- **Facility Ownership:** Hoffman Estates maintains ownership of the eight-inch interconnect water main section within its jurisdiction, while Schaumburg assumes responsibility for facilities on its side of the connection.
- **Operations and Maintenance:** Each municipality will perform maintenance within its respective limits, following all local, state, and federal safety guidelines.
- **Activation Procedure:** The interconnect may only be activated during an emergency, such as a

pump failure, main break, or disruption in normal supply. Activation requires mutual approval, coordinated site presence, and continuous communication. Billing for emergency water use will be based on wholesale water rates and flow duration.

- **Response Time:** Both municipalities must respond within two hours of notification during an emergency.
- **Duration and Termination:** The agreement remains in effect for 20 years and may be modified or terminated only by mutual written consent.
- **Compliance:** Both parties agree to comply with all federal, state, and local regulations, including the Illinois Intergovernmental Cooperation Act and applicable human rights, prevailing wage, and public record laws.

This partnership exemplifies intergovernmental collaboration that strengthens emergency preparedness, promotes efficiency, and enhances service reliability for both communities. The agreement serves as a proactive measure ensuring that Schaumburg and Hoffman Estates can maintain water service during critical events or system failures.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize the Village President to execute an Intergovernmental Agreement for an Emergency Water Interconnect with the Village of Hoffman Estates, and approve the required Resolution.

ATTACHMENTS:

- Resolution
- Agreement

RESOLUTION NO. R-26-____

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT FOR AN EMERGENCY WATER INTERCONNECT WITH THE VILLAGE OF HOFFMAN ESTATES

WHEREAS, the President and Board of Trustees wish to execute an agreement with the Village of Hoffman Estates, IL for an Emergency Water Interconnect; and

WHEREAS, it would be in the best interests of the citizens of Schaumburg to execute the attached Agreement, Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village President is hereby authorized and directed to execute the attached Agreement, Exhibit "A", between the Village of Schaumburg and Village of Hoffman Estates, IL**.**

SECTION TWO: That the Village President is hereby authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

WATER SERVICE
INTERCONNECT AGREEMENT
BETWEEN THE VILLAGE OF HOFFMAN ESTATES
AND THE
VILLAGE OF SCHAUMBURG

This agreement, entered into this _____ day of _____, 202_, between the Village of Hoffman Estates ("Hoffman Estates") and Village of Schaumburg ("Schaumburg"), the (hereinafter collectively "Parties" and individually "Party"), provides as follows:

Section 1: **Recitals**

Section 2: **Purpose**

Section 3: **Definitions**

Section 4: **Allocations and Cost Sharing**

Section 5: **Cooperation and Facility Ownership**

Section 6: **Maintenance/Service**

Section 7: **Communication**

Section 8: **Billing**

Section 9: **Regulatory Compliance**

Section 10: **Response Times**

Section 11: **Activation of the Interconnect (Water Flow and Water Rates)**

Section 12: **Rights of Amendment and Termination**

Section 13: **Miscellaneous**

Appendix A: **Facility**
Appendix B: **Contact List**

Section 1: Recitals

A. The Parties are units of local government of the State of Illinois serving the health, welfare, and safety needs of the residents of the Village of Hoffman Estates and the Village of Schaumburg.

B. Each of the Parties desires to enter a cooperative effort in the design, construction, equipping, furnishing, ownership, maintenance, and operation of a water service interconnect to serve both communities, including related improvements, which will enable the Parties to provide emergency water supply to each other.

C. The Illinois Constitution, Article VII "Local Government", Section 10 "Intergovernmental Cooperation", states "Units of local government and school districts may contract or otherwise associate among themselves, with the State, with other states and their units of local government, and with the United States to obtain or share services and to exercise, combine, or transfer any power or function, in any manner not prohibited by law or by ordinance. Units of local government may contract and otherwise associate with individuals, associations, and corporations in any manner not prohibited by law or by ordinance. Participating units of government may use their credit, revenues, and other resources to pay costs and to service debt related to intergovernmental activities."

D. The Illinois Compiled Statutes (5 ILCS 220/1 *et seq*., as amended) titled "Intergovernmental Cooperation Act" includes Section 3 (5 ILCS 220/3) titled "Intergovernmental Cooperation" which states "Any power or powers, privileges, functions, or authority exercised or which may be exercised by a public agency of this State may be exercised, combined, transferred, and enjoyed jointly with any other public agency of this State and jointly with any public agency of any other state or of the United States to the extent that laws of such other state or of the United States do not prohibit joint exercise or enjoyment and except where specifically and expressly prohibited by law."

E. Each of the Parties has individual statutory power and authority to design, construct, equip, furnish, own, maintain, and operate a water main interconnect and to contract with other persons for that purpose and accordingly the power and authority to do so jointly by virtue of the authorities cites herein.

F. Each of the Parties, by proper authorization of its governing body, has approved such Party's entry into this Water Service Interconnect Agreement ("Agreement").

Section 2: Purpose

The Village of Hoffman Estates and the Village of Schaumburg have a long tradition of providing outstanding services to customers. To continue to provide excellent municipal services, it is essential the cooperative spirit between agencies remains strong. The stakeholders and leaders within the Parties' communities have an expectation that the Parties work together to find the most economical, efficient, and equitable solutions. This unique opportunity proves an example of both units of local government working together to maximize their investments and offer their employees and customers a functional and professional facility to provide critical water service backups. The purpose of this Agreement is to clarify and define the cooperative efforts toward an emergency water interconnect system as the Parties are publicly responsible to the residents and businesses of Hoffman Estates and Schaumburg.

This Agreement was made in recognition of the fact that there may potentially be cost savings, as well as increased efficiencies and critical backup water service to both governmental bodies by entering into this Agreement. In adopting this Agreement, each Party expresses its intent to recognize its own responsibilities in the operation of this water service interconnect.

Accordingly, the Parties acknowledge that each Village's Department of Public Works is accountable to a different authority, and at times, there may be competing or even conflicting goals. With that in mind, the following guidelines have been developed to maintain a level of professionalism and to provide the infrastructure and Facility with an effective working agreement.

Section 3: Definitions

In consideration of the foregoing preambles (which are incorporated in this Agreement by reference) and the mutual covenants hereinafter contained, the Parties agree as follows:

1. This Agreement hereafter may be referred to and cited as the "Water Service Interconnect Agreement between the Village of Hoffman Estates and the Village of Schaumburg".

2. The Parties acting jointly shall themselves and through contracts with third parties, as appropriate, design, construct, equip, furnish, own, maintain, and operate an Emergency Interconnection Service Pipeline and related improvements (collectively, the "Facility").
3. "Water rate" means the unit cost of water consistent with the wholesale water rates paid by the community providing water. Monthly service fees and sewer rates shall not be included in the calculation of the customer water rate.
4. The term "emergency" means any temporary and unexpected disruption of the designed and established manner of public water supply production and distribution within ones community's water system, including without limitation an act of God, a catastrophe, disruption in normal delivery of source water, and any electrical and mechanical or other system failures. By illustration, examples of an emergency would include a sudden main break or a pump failure or an electrical power failure that prevents the community from being able to adequately convey its water through its water supply distribution system. "Emergency" does not include the inability of the designed production capacity of the community's water system to meet peak water use demands nor leaks in the water supply distribution system due to a general deterioration or failure to maintain a water supply distribution system. Notwithstanding the foregoing: (a) the Parties may agree, from time to time, on a case-by-case basis, whether a particular circumstance constitutes an emergency; and (b) any and all water furnished under this Agreement is deemed to have been used for emergency purposes only. As soon as convenient, the community requesting water through the interconnect shall provide the other community with all pertinent facts involved in the emergency and will, during the period of the emergency, keep the other community fully informed of the situation and the progress of corrective actions.

5. All Parties agree to comply with all applicable laws regulating public contracts.

Section 4: Allocations and Cost Sharing

The allocation of cost for and the provisions for acquiring service regarding all improvements and/or repairs to equipment, facilities, supplies, accessories, or infrastructure are as follows:

All shared cost items must be reviewed and mutually approved by both parties before any design work begins or any work commences.

Areas identified as dedicated equipment will be improved, repaired, and maintained at 100% cost to the Party identified as maintaining said equipment.

The cost for additions, repairs, improvements, other work to or on the Facility, and for the purpose of water transfer that is not identified as dedicated equipment shall be paid for by the Village of Hoffman Estates with reimbursement from Schaumburg of fifty percent (50%) of the total invoiced cost.

For the purposes connected with the Facility, Hoffman Estates is hereby designated as the "Fiscal Agent". In that capacity, subject to the terms and conditions provided in this Agreement, Hoffman Estates shall pay for the cost of designing, constructing, equipping, furnishing, maintaining, and operating the Facility for which it shall receive contributions or reimbursement from Schaumburg in accordance with the following cost-sharing percentages or breakdowns:

A. For the cost of architect and engineer services in the design, construction, and equipping the Facility, the Parties will contribute as follows:

Hoffman Estates	50%
Schaumburg	50%

B. For the cost of Facility equipment and infrastructure, the Parties will contribute as follows:

1. Equipment and infrastructure located in and solely serving Hoffman Estates' use exclusively:

Hoffman Estates	100%
Schaumburg	0%

2. Equipment and infrastructure located in and solely serving Schaumburg's use exclusively:

Hoffman Estates	0%
Schaumburg	100%

3. Equipment and infrastructure located in and/or serving shared use by both parties:

Hoffman Estates	50%
Schaumburg	50%

Section 5: Cooperation and Facility Ownership

A. Ownership of the eight-inch water main depicted between STA 1+65L and STA 1+64R on "Exhibit A" shall be the Village of Hoffman Estates.

B. The Parties agree to work in good faith to mutually resolve any disputes occurring or arising out of the performance of this Agreement. The Parties agree to do all things reasonably necessary or appropriate to carry out the terms, provisions and objectives of this Agreement. It is the intent of the Parties, as reflected by the terms of this Agreement, to ensure compliance and fulfillment with the terms and provisions of this Agreement as may be necessary to give effect to the objectives of this Agreement. Should problems between the Parties occurring or arising out of the performance of this Agreement be unable to be resolved in a mutually agreeable way, the Parties agree that claims against the other relating to the performance of this Agreement may be brought in a civil action. The laws of the State of Illinois shall govern all questions and interpretations concerning the validity, construction

and enforcement of this Agreement, and the legal relations between the Parties and performance under it. The Parties agree that, for the purpose of any litigation relative to this Agreement and its enforcement, venue shall be in the Circuit Court of Cook County, Illinois, or the United States District Court, Northern District of Illinois (Chicago), and the Parties consent to the *in personam* jurisdiction of said Courts for any such action or proceeding.

C. For all purposes relating to this Agreement, the Village Manager of each Party or its designee shall be the designated representative of Hoffman Estates and Schaumburg, respectively.

D. Should either Party desire to add or otherwise further improve the Facility beyond the scope or the original construction, the cost responsibilities and all other factors shall be determined in accordance with the terms of the Agreement and by whether the addition or improvement is for exclusive use or common. All such additions and/or improvements shall be made with the mutual consent and approval of both Parties in writing. If the addition or improvement is for the exclusive use of one Party, then the cost of the addition or improvement shall be the sole responsibility of the Party desiring the addition or improvement. If the addition or improvement is for the common use of both Parties, then the cost of the addition or improvement shall be the joint responsibility of both Parties. All such improvements, whether for exclusive or common use, shall be subject to the terms and conditions of this Agreement upon completion of such additions or improvements.

E. Nothing in this Agreement or otherwise shall limit or shall be construed to limit the Parties' right to mutually change, modify, amend, or terminate this Agreement. This Agreement shall be in full force and effect and binding equally upon both Parties until such time as it is changed, modified, amended, or terminated by mutual consent and Agreement in writing and signed by both of the herein defined Parties' authorized representatives.

Section 6: Maintenance/Service

All general in-house maintenance on-site at the Facility within the Village of Hoffman Estates will be performed by Hoffman Estates, and all general in-house maintenance on-site at the Facility within the Village of Schaumburg will be performed by Schaumburg, with both exercising a minimum service level to keep the Facility and its equipment in service. All maintenance and service will comply with all local, state, and federal safety guidelines. Maintenance costs shall be subject to Section 4 above.

Section 7: Communication

Both Parties will designate representatives to meet at least twice annually to review the Agreement, budgetary items that impact both Parties, and/or any items either Party has a need to discuss with the opposite Party. The meetings shall be in April and October of each year.

This section shall not limit the ability of either Party to call a meeting for any reason at any point during the calendar year.

Section 8: Billing

This section does not waive either Party's duty to send, receive, or pay bills or invoices if timely invoices or billing are not available each month. A missed invoice or bill by either Party does not excuse the other Party from reimbursing said Party.

Section 9: Regulatory Compliance

Both Parties agree to abide by all federal, state, and local statutes, regulations, and ordinances.

Section 10: Response Times

If the need arises to flow water to either community in a time of emergency need, a call-out list will be furnished, listing the names and contact numbers during normal work hours and after hours of normal operation. As personnel changes, an updated list should be provided to each Party's Public Works Director.

At any time during routine scheduled inspections or others, if a problem is noted that needs attention, a repair request will be dated and forwarded to both Parties. If the repair is considered an emergency, the site will be monitored by whoever came upon the situation until a qualified individual responsible for the repair arrives. All Parties shall keep open communication of the process during and after the repair has been completed. Repairs will be made in a timely manner unless parts and materials are not readily available. At that time, a mutually agreed upon direction will be made between the Parties. If a mutually agreed upon time frame is not able to be reached, Hoffman Estates, as Fiscal Agent, shall proceed to rectify the issue and proceed with the administration and processing of all related billing or invoices per this Agreement.

All emergencies shall be responded to by Hoffman Estates and Schaumburg within a two-hour time frame, or less, from the time of notification. All matters related to this Facility and its operational impacts will hold the utmost urgency in Hoffman Estates and Schaumburg response times.

Section 11: Activation of the Interconnect (Water Flow and Water Rates)

Below is the protocol/procedure if and when the interconnect is requested to be activated:

A. A callout to the other community representative requesting to activate the interconnect water source.

B. Receive appropriate approvals from both communities prior to the activation of the interconnect water system.

C. Upon approval, both community representatives shall be on-site to activate the interconnect water system.

D. . Water billing will be based on time of interconnect activation and established flow rates. Flow rates to be mutually agreed upon during time of use and based on theoretical hydraulic flow rates established through water modeling. If future improvements are completed and a water meter installed, billing will be based on the reading of that meter. The community in receipt of the activation request shall take an opening read of the meter associated with the interconnection system. Prior to the operation of the interconnect, the requesting community shall be notified of the reading and offered the opportunity to verify the reading by accompanying personnel from the community providing the emergency water for another reading, to take place within two (2) hours of such a request for verification. Upon receipt of a written request from the requesting community to end operation of the interconnect system, the community providing emergency water shall end emergency interconnect operation and take a closing reading of the meter

associated with interconnection system. The community receiving emergency water shall be notified of the closing read within twenty four (24) hours of it being taken and shall be offered the opportunity to verify the reading by accompanying personnel from the community providing the water for another reading to take place within twenty four (24) hours of such request for verification.

E. Both communities shall maintain continuous communications and monitoring of the interconnect water flow during the activation period.

F. If any unusual circumstances arise during the interconnect water flow period, either Party may exercise its right to cease the interconnect water flow. This request shall be communicated to the other Party prior to taking any action. If the other Party is not responsive, the requesting Party will take appropriate action as deemed necessary.

G. Water rates will be consistent with the wholesale water rates paid by the community providing water. Water usage shall be billed according to the system water meter or estimated water supplied and mutually agreed upon.

H. Upon activation of the interconnect, the Party providing the water will execute any water bills as a result of the activation of the interconnect system. The Party providing water shall present the invoice for said work to the other within thirty days of concluding the activation. Payment shall be made within 30 days of invoice receipt and approval, unless otherwise agreed upon. This section does not waive either Party's duty to send, receive, or pay bills or invoices if timely invoices or billing are not available each month. A missed invoice or bill by either Party does not excuse the other Party from reimbursing said Party.

Section 12: Rights of Amendment and Termination

Nothing in this Agreement or otherwise shall or shall be construed to limit each Party's rights to mutually change, modify, amend, or terminate this Agreement. This Agreement shall be in full force and effect and binding equally upon both Parties for a period of at least 20 years or until such time as it is changed, modified, amended, or terminated by mutual consent and agreement in writing and signed by each Party's authorized representative, whichever is later.

In witness whereof, the Parties hereto have caused this Agreement to be executed by their respective authorized representatives pursuant to Resolutions duly and properly adopted by the governing bodies of the respective Parties hereto.

Section 13: Miscellaneous

To the fullest extent permitted by law, the Parties shall indemnify, protect, defend and hold harmless each other and its and their past and present appointed and elected officials, commissioners, presidents/mayors and trustees, directors, agents, officers, representatives, attorneys, engineers, contractors, volunteers, successors or predecessors, and each Party's respective interest in any property, from and against any and all claims, obligations, liens, encumbrances, demands, liabilities, penalties, causes of action, and costs and expenses of any kind, including, without limitation, orders, damages, judgments, fines, forfeitures, amounts paid in settlement, and attorneys' fees and litigation costs relating to, arising out of or alleged to have occurred in whole or in part in connection with this Agreement or the Interconnection or sought by or brought by persons or other third parties against

either Party or both Parties relative to any matters covered by or arising out of this Agreement, except for any claims, obligations, liens, encumbrances, demands, liabilities, penalties, causes of action, and costs and expenses of any kind that arise solely from the negligent or willful acts or omissions of one Party.

The Parties to this Agreement shall comply with all applicable federal, state and local laws, rules and regulations in carrying out the terms and conditions of this Agreement, including the following:

A. Certification. Each Party and its officers, corporate authorities, employees and agents certify that they are not barred from entering into this Agreement as a result of a violation of 720 ILCS 5/33E-3 or 5/33E-4 (bid rigging or bid rotating) or 5/33E-6 (interference with contract submission and award by public official) or as a result of a violation of 820 ILCS 130/1 et seq. (the Illinois Prevailing Wage Act) or as a result of: (1) a delinquency in the payment of any tax administered by the Illinois Department of Revenue or any fee required by any unit of local government or the State, unless the Party is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax or the fee, as set forth in Section 11-42.1-1 et seq. of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 et seq. Each Party and its officers, corporate authorities, employees and agents further certify, by signing this Agreement, that the Party and its officers, corporate authorities, employees and agents have not been convicted of or are not barred for attempting to rig bids, price-fixing or attempting to fix prices as defined in the Sherman Anti-Trust Act and Clayton Act. 15 U.S.C. § 1 et seq.; and has not been convicted of or barred for bribery or attempting to bribe an officer or employee of a unit of state or local government or school district in the State of Illinois in that officer's or employee's official capacity. Nor has either of the Parties and their officers, corporate authorities, employees and agents made admission of guilt of such conduct which is a matter of record, nor has any official, officer, agent or employee of the Parties been so convicted nor made such an admission.

B. Non-Discrimination. Each Party and its officers, corporate authorities, employees and agents agree not to commit unlawful discrimination and agree to comply with all applicable provisions of the Illinois Human Rights Act, Title VII of the Civil Rights Act of 1964, as amended, the Americans with Disabilities Act, the Age Discrimination in Employment Act, Section 504 of the Federal Rehabilitation Act, and all applicable rules and regulations. Each Party maintains a written Sexual Harassment Policy in compliance with Section 2-105 of the Illinois Human Rights Act (775 ILCS 5/2-105(A)(4)). Each Party certifies that it is an "Equal Opportunity Employer" as defined by Federal and State laws and regulations, and agrees to comply with the Illinois Department of Human Rights ("IDHR") Equal Opportunity Employment clause as required by the IDHR's Regulations (44 III. Admin. Code, 750.10). As required by Illinois law and IDHR Regulation, the Equal Opportunity Employment clause is incorporated by reference in its entirety as though fully set forth herein. Each Party certifies that it agrees to comply with the Prohibition of Segregated Facilities clause, which is incorporated by reference in its entirety as though fully set forth herein. See, Illinois Human Rights Act (775 ILCS 5/2-105). See also, Illinois Department of Human Rights Rules and Regulations (44 Ill. Admin. Code 750.10).

C. Illinois Freedom of Information Act. The definition of a public record in the Freedom of Information Act (5 ILCS 140/1 et seq.) ("FOIA") includes a "public record that is not in the possession of a public body but is in the possession of a party with whom the agency has contracted to perform a governmental function on behalf of the public body and that directly relates to the governmental function and is not otherwise exempt under this Act." (5 ILCS 140/7(2). Consequently, each Party must maintain and make available to the other Party, upon request, their public records

relating to the performance of this Agreement in compliance with the requirements of the Local Records Act (50 ILCS 205/1 et seq.) and FOIA.

Nothing in this Agreement is intended or shall be construed as establishing a relationship of agency, partnership or joint venture between the Parties hereto. Each Party hereto shall retain the sole right to control its own employees.

Neither Party shall be liable for damages for any delay or default in performing its respective obligations under this Agreement, if the delay or default is caused by conditions beyond its control. Such conditions include, but are not limited to, acts of God, government restrictions, strikes, fires, floods or work stoppages, or acts or failures to act of third parties, excluding acts or failures to act by the Parties or their respective employees, contractors or agents. So long as any such delay or default continues, the Party affected by the conditions shall keep the other Party at all times fully informed concerning the matters causing the delay or default and the prospects of their ending.

This Agreement may be executed in any number of counterparts, with each counterpart deemed to be an original. This Agreement shall be effective on the date that the last signatory executes this Agreement.

Village of Hoffman Estates	Village of Schaumburg
William D. McLeod	
William D. McLeod, Village President	Tom Daily, Village President

PLAN
SURVEYED
PLOTTED
NOTE BOOK (BK. NO.'S)
NO.
ALIGNMENT CHECKED
AT OF WAY CHECKED
CADFILE NAME

PROFILE
SURVEYED
PLOTTED
NOTE BOOK (BK. NO.'S)
NO.
DATE
DATE
BY
ALIGNMENT CHECKED
PROFILE NOTED
STRUCTURE NOTATNS CHKD

EX. SAN MH
RIM 100.00
W –E INV 12" VCP – 84.80

STA 1+65L, 27' LT
8" PRESSURE CONNECTION
VALVE IN BOX
RIM 99.81

24'

10" AC (VOHE)

8" DI B/P – 92.40
12" VCP T/P – 84.60

12" VCP (VOHE)

27'

60 LF – 8" CL 52 DI
50 CY TBF

30' E–E

80' ROW

4'

SAWCUT EX. 11" HMA PAV'T

35'

34' E–E

BM #1 – 100.00

8" AC (VOHE)

8" PVC (VOS)

10" DI (VOS)

STA 1+64R, 35' RT.
8" PRESSURE CONNECTION
VALVE IN BOX
RIM 97.46

EX. VALVE VAULT (VOS)
RIM 98.07
10" DI – T/P 92.27

LINCOLN STREET

NOTES:
1. SAWCUT EXISTGIN PAVEMENT, CURB & GUTTER, AND SIDEWALK PRIOR TO REMOVAL.
2. PAVEMENT, SIDEWALK, CURB & GUTTER, AND PARKWAY RESTORATION TO BE COMPLETED BY OTHERS.
3. MAINTAIN 6 FOOT MINIMUM BURY DEPTH TO TOP OF PROPOSED WATER MAIN.

FILE NAME =
Schaumburg Water Interconnect – Thacker.dwg

DESIGNED – AJW | REVISED –
DRAWN – AJW | REVISED –
CHECKED – | REVISED –
DATE – 12–20–23 | REVISED –

VILLAGE OF
HOFFMAN ESTATES
1900 Hassell Road, Hoffman Estates, IL 60169
Phone Number: 847 252–5800

Schaumburg Water Interconnect
Thacker Street

SCALE: 1" = 10' | SHEET NO. 1 OF 2 SHEETS | STA. X+XX TO STA X+XX

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		Cook		

ILLINOIS FED. AID PROJECT

Emergency Phone Call List for the Village of Schaumburg- Interconnect

NAME	POSITION	PHONE #
Ryan Rivard	Superintendent of Utility Services	630-417-2591
Josh Orin	Water Division Supervisor	847-627-6811
Duty Supervisor	Duty Supervisor for the Week	847-857-1091
Dan Randolph	Assistant Director of Engineering and Public Works	847-254-8249
Michael Hall	Director of Engineering and Public Works	847-687-9633

Emergency Phone Call List for the Village of Schaumburg- Interconnect

NAME	POSITION	PHONE #
Ryan Christensen	Superintendent of Water and Sewer	224-828-3856
Jeremy Jahnke	Supervisor Water Operations	224-281-8636
Joseph Nebel	Director of Public Works	847-815-3878
Bryan Ackerlund	Assistant Director of Public Works	847-370-0401

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Accepting Public Improvements (Metra Access Roadway, Sidewalks, Street Lights, Water Main and Storm Sewer) for the Experior Development.
01/13/26
Village Board

Presenter: Ryan Franklin, Assistant Director of Community Development
Lead Department: Community Development

Executive Summary:

Community Development Department staff are recommending that the following improvements be accepted by the Village. Once accepted by the Village Board, these improvements will be considered public.

1. Metra roadway including street lighting and storm sewer infrastructure
2. Approximately 7,971 feet of 8-inch water main

Project History

The Experior project was approved by the Village Board on April 12, 2022, and a Land Development Permit was issued on June 7, 2023 to the Developer, Experior Group, LLC. The project included construction of a roadway connecting Rodenburg Road to the Metra computer parking lot providing secondary access to the Metra station and Boomers Stadium. The roadway was constructed by Experior, but planned as a public roadway dedicated as village right-of-way.

The new water main serves the adjacent properties, the main is looped and considered a public main under IEPA rules.

Throughout construction, inspections of the Metra roadway improvements were conducted by Community Development. Following completion of the roadway, Engineering and Public Works staff and Community Development staff made multiple inspections of the Metra Road work. Punch list items identified during these inspections have been addressed.

The water main installation was inspected by Community Development Department inspectors. Pressure and chlorination testing was performed and passed. The location of the water main is within the dedicated Metra Road and within utility easements depicted in the recorded Plat.

An MWRD partial inspection passed on January 17, 2025, which covers use of the Metra Road.

Maintenance Bond

Village code Sections 151.16 and 151.17 require a 12-month maintenance bond in the amount of 20% of the Engineer's Opinion of Probable Cost of the accepted improvements. The amount of the maintenance bond will be 20% of the EOPC amount for the Metra Road (including bike path, storm sewer and lights) plus 20% of the EOPC amount for the water main (including appurtenances - hydrants and valves etc). At the time of drafting this memo, staff have made the Developer aware of the maintenance bond requirements; however, to date the Village has not received the requested maintenance bond. Although the developer has agreed to provide the bond, staff has been made aware that obtaining the bond may be difficult.

Staff have thoroughly inspected the infrastructure to be accepted. Ensuring the acceptance of the roadway and infrastructure as soon as possible is a priority for the village. As a result, the Village Manager recommends waiving the maintenance bond requirement, should the developer be unable to obtain the bond before December 31, 2025. The purpose of the bond is to fund repairs should any portion of the infrastructure fail within the first year of acceptance. There is some risk to the village; however, ensuring that the roadway be maintained (including snow plowing) to provide a safe and efficient secondary access to the Metra station is a priority.

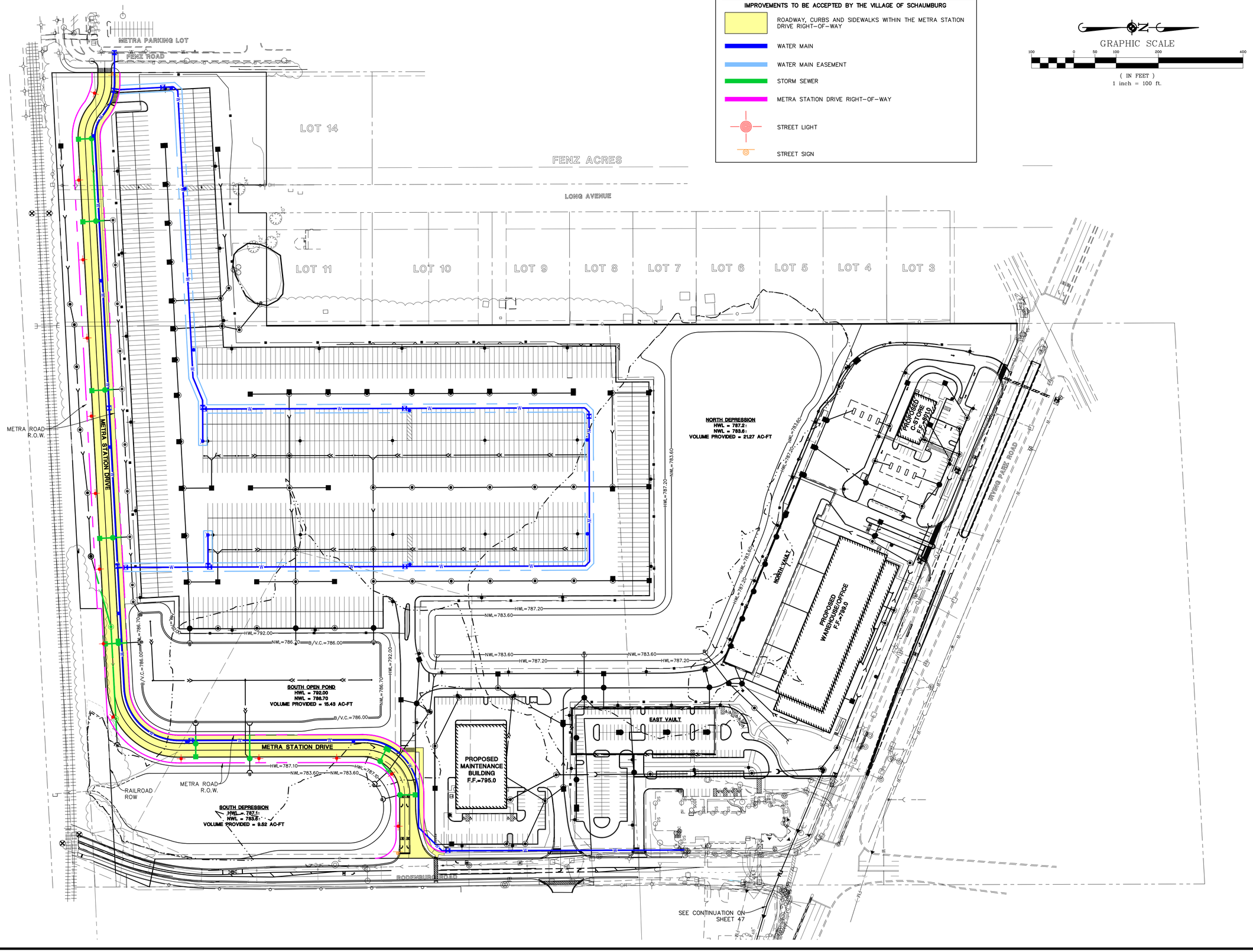
This approach will ensure the road can be accepted and maintained as soon as possible. Requiring a maintenance bond could delay the acceptance of the roadway which is not in the best interest of the Village.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board accept the subject improvements as depicted in the Exhibits, waive the requirement for a maintenance bond, and direct staff to obtain a Bill of Sale, at no cost to the Village, from Experior Group, LLC for the subject improvements.

ATTACHMENTS:

- EXPERIOR Public Dedication Exhibit Nov 18 2025.pdf
- Experior Public Improvement Acceptance Resolution .pdf



DRAWN BY	DATE	REVISIONS
QDH	11-18-25	REVISED PER VILLAGE COMMENTS

Manhard CONSULTING
303 East Butterfield Road, Suite 600, Lombard, IL 60148 ph:(630)691-8000 fx:(630)691-8585 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

EXPERIOR LOGISTICS FACILITY
VILLAGE OF SCHAUMBURG, ILLINOIS
PUBLIC DEDICATION EXHIBIT - METRA STATION DRIVE

PROJ. MGR.:	QDH
PROJ. ASSOC.:	NAH
DRAWN BY:	NAH
DATE:	8/25/2025
SCALE:	1"=100'

SHEET
EXB
EXP.SCIL01

© 2025 MANHARD CONSULTING, LTD. ALL RIGHTS RESERVED

August 25, 2025 - 15:58 Dwg Name: P:\Projects\Vgrs\Engr Drawings\Exhibits Eng\Metra Road Public Improvements Exhibit.dwg Updated By: hkronkon

RESOLUTION NO. _____

A RESOLUTION ACCEPTING PUBLIC IMPROVEMENTS (METRA ACCESS ROADWAY, SIDEWALKS, STREET LIGHTS, WATER MAIN AND STORM SEWER) FOR THE EXPERIOR DEVELOPMENT

WHEREAS, the Village of Schaumburg required the developer to provide certain public improvements within the Experior Development, such as the installation of the Metra Access Roadway, Public Sidewalks, Public Water Main, Street Lights and Public Storm Sewers (the "Public Improvements"); and

WHEREAS, the approximate limits of the Public Improvements being accepted by the Village is shown on the attached Exhibit "A"; and

WHEREAS, the Village of Schaumburg has inspected the Public Improvements and found them to be in compliance with Village codes; and

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: The Village of Schaumburg hereby accepts the Experior Development Public Improvements, specifically Metra Access Roadway, Public Sidewalks, Public Water Main, Street Lights and Public Storm Sewers upon presentation of a bill of sale in form acceptable to the Village Attorney.

SECTION TWO: This Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED THIS _____ DAY OF _____ , 2026.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Village President and Village Clerk to Execute an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering for the Higgins Road (IL-72) Bike Path Project from Roselle Road to Glen Lake Road.
01/13/26
Village Board

Presenter: Rachel Applegate, Transportation Planner
Lead Department: Transportation

Account(s):	Budget:	Expense Request:
4409010-7451, 25017 10-110	$150,000 (FY2026)	$427,378.89
4409010-7451, 25017 10-110	$230,000 (FY2027)	
4400165-5452, 24019 10-110	$137,196.97	

Executive Summary:

Project Overview
The Higgins Road Bike Path project spans approximately 1.75 miles between Roselle Road and Glen Lake Road and will replace the existing 5-foot sidewalk on the north side of Higgins Road with a 10-foot multi-use path. The project serves as a key link within the regional bicycle network and is identified as a Priority Corridor in the Northwest Municipal Conference Bicycle Plan. When complete, the improvements will contribute to an approximately 4.25-mile continuous bicycle facility extending from Martingale Road on the east to Glen Lake Road on the west.

In December 2025, the Village Board approved the Phase I Preliminary Engineering professional services agreement for the Higgins Road (IL-72) Bike Path Improvements project in the amount of $427,378.89. As part of this project, staff has been coordinating with the Village of Hoffman Estates to develop an Intergovernmental Agreement (IGA) based on each municipality's proportionate share of the proposed path within their respective municipal boundaries.

IGA Discussion
The project limits extend through both Schaumburg and Hoffman Estates. As a result, the two municipalities have coordinated to ensure continuity of design, jurisdictional clarity, and a consistent approach to achieve the necessary Phase I clearances and obtain design approval. An IGA is necessary to formalize the cost share arrangement and define each municipality's responsibilities for Phase I Preliminary Engineering.

Staff evaluated the distribution of the proposed multi-use path and determined the proportional path length located within each municipality. The attached map illustrates the project corridor with each municipality's jurisdictional share. Of the 9,600 total linear footage of bike path, 6,585 feet are located

within the Village of Schaumburg, leaving 3,015 feet within the Village of Hoffman Estates. The proposed Intergovernmental Agreement establishes a cost share for Phase I Preliminary Engineering commensurate with each municipality's jurisdictional share of the project corridor. Under the agreement, the Village of Hoffman Estates will contribute 31.4% of the total project cost, totaling $137,196.97. The Village of Schaumburg will be responsible for the remaining cost of $293,181.92. The Village of Schaumburg will act as the lead agency for Phase I Preliminary Engineering.

Village of Hoffman Estates staff have reviewed the agreement and communicated that the proposed Intergovernmental Agreement would be scheduled for review by their Transportation and Road Committee and Village Board in January. Hoffman Estates staff have already participated in project meetings with Transportation Department staff and the consultant, and the project team has committed to continued engagement throughout the course of the project.

The proposed Intergovernmental Agreement includes only the Phase I Preliminary Engineering portion of the project. Staff will continue coordination with the Village of Hoffman Estates regarding future phases, including Phase II Final Design, Phase III Construction Engineering, construction, and grant funding opportunities. The collaboration with the Village of Hoffman Estates also strengthens the project's competitiveness for federal grant programs, including the Illinois Transportation Enhancement Program (ITEP) and Congestion Mitigation and Air Quality (CMAQ) funding.

Recommended Action:

The Village Manager recommends that the Transportation Committee recommend the Village Board authorize the Village President and Village Clerk to execute an Intergovernmental Agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering Services for Higgins Road (IL-72) Bike Path Improvements, and approve the required Resolution.

ATTACHMENTS:

- Resolution
- Intergovernmental Agreement
- Exhibit A - RFP
- Exhibit B - Estimated Cost of Work
- Exhibit C - Project Location Map

RESOLUTION NO. R-26-_____

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT AND VILLAGE CLERK TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE VILLAGE OF HOFFMAN ESTATES FOR PHASE I PRELIMINARY ENGINEERING FOR THE HIGGINS ROAD (IL-72) BIKE PATH PROJECT FROM ROSELLE ROAD TO GLEN LAKE ROAD

WHEREAS, the Transportation, Finance Departments, and Legal have reviewed the appropriate sections of the agreement marked Attachment "A" attached hereto; and

WHEREAS, The Transportation Committee of the Village of Schaumburg has recommended that the Village of Schaumburg authorize the Village President and Village Clerk to execute an intergovernmental agreement with the Village of Hoffman Estates for Phase I Preliminary Engineering for Higgins Road Bike Path; and

WHEREAS, it is in the best interests of the Village of Schaumburg to execute an intergovernmental agreement for Spring South Road.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village President and the Village Clerk are hereby authorized to approve the intergovernmental agreement with Village of Hoffman Estates.

SECTION TWO: That the Village President and the Village Clerk be and hereby are authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: This Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

INTERGOVERNMENTAL AGREEMENT BETWEEN THE VILLAGE OF SCHAUMBURG AND THE VILLAGE OF HOFFMAN ESTATES RELATED TO THE HIGGINS ROAD (IL-72) BIKE PATH PROJECT FROM ROSELLE ROAD TO GLEN LAKE ROAD

This INTERGOVERNMENTAL AGREEMENT (hereinafter referred to as the "Agreement") is entered into this _____ day of _____, 2025, by and between THE VILLAGE OF SCHAUMBURG, (hereinafter called "Schaumburg"), and THE VILLAGE OF HOFFMAN ESTATES, (hereinafter called "Hoffman Estates") individually referred to as "Party", and collectively referred to as "Parties".

WITNESSETH:

WHEREAS, Schaumburg and Hoffman Estates are Illinois Municipal Corporations with the constitutional and statutory power to enter into intergovernmental agreements; and

WHEREAS, Schaumburg and Hoffman Estates have determined that improvements are necessary for the Higgins Road Bike Path between Roselle Road and Glen Lake Road (hereinafter the "Project"), with Higgins Road being within the corporate boundaries of each Party, in part. The property line at the juncture to the Parties' respective jurisdictions shall be referred to as the "Work Boundary"; and

WHEREAS, the Project is planned to proceed in Phases; and

WHEREAS, Schaumburg and Hoffman Estates desire to work jointly to complete Phase I Preliminary Engineering of the Project in conformance with the terms of this Agreement; and

WHEREAS, Phase I of the Project includes the engineering required to complete construction of a shared use path between Roselle Road and Glen Lake Road and will also consider drainage, lighting, safety, and accessibility improvements; and

WHEREAS, Schaumburg and Hoffman Estates agree to cooperate on Phase I of the Project to complete its Phase I goals in an efficient and timely manner subject to their respective budgeting constraints; and

WHEREAS, Schaumburg and Hoffman Estates desire to share the costs of completing the Phase I engineering work;

NOW, THEREFORE, in consideration of the aforementioned recitals and the mutual covenants contained herein, the PARTIES hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS

The above recitals are incorporated into this Agreement as if fully set forth herein as representing the intent of the Parties and as substantive provisions.

SECTION 2. PROJECT OBLIGATIONS

A. **Higgins Road Bike Path Project Phase I Work.** For purposes of this Agreement, the Higgins Road Bike Path Project Phase I Work ("Work") shall include all engineering services as set forth in the *Higgins Road Bike Path Improvements (Roselle Road to Glen Lake Road) Request for Proposal for Phase I Engineering Services,* dated September 10, 2025, and attached hereto as **Exhibit A.**

B. **Engineering Services.** Schaumburg has solicited proposals and entered into a contract with the engineering consultant Civiltech Engineering, Inc., for the Work in the amount of $427,378.89. Hoffman Estates agrees that any Schaumburg prequalified engineer is qualified to perform the Work. The Parties shall attend all Project meetings and provide joint coordination of public notification of scope, timing, and duration of the Project, as appropriate. The Parties shall each review and make final decisions on all aspects of the Work that fall within their jurisdiction. Each Party shall have the final determination of all aspects of the Project to be included in their jurisdiction but shall notify the other Party of their decisions especially if there is an impact to the other Party's portion of the Work. The Parties shall jointly review the Work deliverables regarding all aspects of the Project that fall within their jurisdiction and address comments to reach design approval.

C. **Reimbursement.** The overall estimated cost of the Work is $427,378.89, as indicated on **Exhibit B**, attached hereto, and will be divided proportionately between Schaumburg and Hoffman Estates, as indicated on **Exhibit C**. Hoffman Estates shall reimburse Schaumburg for thirty-one and four-tenths percent (31.4%) of the actual cost of the Work, not to exceed an estimated amount of $134,196.97 unless otherwise approved in writing by the Parties.

Hoffman Estates shall make quarterly reimbursement payments to Schaumburg based on Hoffman Estates' proportionate share of the Work costs incurred during each quarter. Quarterly invoices shall be issued by Schaumburg following the close of each fiscal quarter in accordance with Schaumburg's fiscal year, defined as follows:

a. **Q1:** May, June, July
b. **Q2:** August, September, October
c. **Q3:** November, December, January
d. **Q4:** February, March, April

Each quarterly payment shall be due within thirty (30) days of Hoffman Estates' receipt of Schaumburg's invoice and shall be paid in accordance with the Local Government Prompt Payment Act. Schaumburg shall provide reasonable supporting documentation with each invoice reflecting the Work performed during the applicable quarter.

Final reconciliation of costs shall occur upon Schaumburg's approval of the engineer's final invoice. Any remaining balance owed by Hoffman Estates shall be paid within thirty (30) days of invoicing, and any overpayment shall be credited or refunded as appropriate.

D. **Change Order.** All change orders for the Work must be approved in writing by both Parties. The distribution of the cost related to each change order will be mutually agreed upon in writing by both Parties prior to proceeding with any work outside of the original scope of the contract. This provision in no way obligates any Party to approve any change order if that Party has determined it is not in its best interests to approve such change order. In the event that one Party desires to approve a change order and one Party opposes that same change order, the approving Party may approve the change order without the consent of the opposing Party, but only if that approving Party agrees to solely pay for all costs associated with the change order.

E. **Phase II and Phase III Construction and Construction Engineering.** This Agreement does not apply to Phase II Final Design or Phase III Construction or Construction Engineering. This Agreement in no way obligates the Parties to undertake any further phase of the Project or participate in further cost sharing related to the Project.

SECTION 3. GENERAL PROVISIONS

A. It is understood and agreed that this is an Agreement between Schaumburg and Hoffman Estates.

B. It is understood and agreed that this Agreement constitutes the complete and exclusive statement of the agreement of the Parties relative to the subject matter hereof and supersedes all previous oral and written proposals, negotiations, representations, or understandings concerning such subject matter.

C. Wherever in this Agreement approval or review by Schaumburg or Hoffman Estates is provided for, said approval or review shall not be unreasonably delayed or withheld.

D. This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.

E. This Agreement may only be modified by written modification executed by duly authorized representatives of the Parties hereto.

F. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors and approved assigns.

G. The descriptive headings used in this Agreement are for convenience only and shall not control or affect the meaning or construction of any of the provisions hereof.

H. The failure by Schaumburg or Hoffman Estates to seek redress for violation of or to insist upon the strict performance of any condition or covenant of this Agreement shall not constitute a waiver of any such breach or subsequent breach of such covenants, terms, conditions, rights and remedies. No provision of this Agreement shall be deemed waived by Schaumburg or Hoffman Estates unless such provision is waived in writing.

I. The Parties shall consult and negotiate with each other in good faith to address and resolve any concerns raised by the Parties with respect to the Work of the Project.

J. It is agreed that the laws of the State of Illinois shall apply to this Agreement and that, in the event of litigation, venue shall lie in Cook County, Illinois.

K. The Parties shall at all times observe and comply with all laws, ordinances, rules or regulations of the Federal, State, County and local governments, as amended from time to time, which may in any manner affect the performance of this Agreement.

L. All written reports, notices and other communications related to this Agreement shall be in writing and shall be personally delivered, mailed via certified mail, overnight mail delivery, or electronic mail delivery to the following persons at the following addresses:

To HOFFMAN ESTATES:
The Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, Illinois 60169
Attn: Jennifer Horn

To SCHAUMBURG :
The Village of Schaumburg
101 Schaumburg Court
Schaumburg, Illinois 60193
Attn: Sidney Kenyon

IN WITNESS WHEREOF, Schaumburg and Hoffman Estates have caused this Agreement to be executed by their respective officials on the dates as shown.

The Village of Schaumburg,
a Municipal Corporation

By:_____
Tom Dailly, Village President

Attest:

_____
Jane E. Lentino, Village Clerk

The Village of Hoffman Estates,
a Municipal Corporation

By:_____
William D. McLeod, Mayor

Attest:

_____
Patty Richter, Village Clerk

Exhibit A

Higgins Road (IL-72) Bike Path Project (Roselle Road to Glen Lake Road)
Request for Proposal for Phase I Engineering Services, dated September 10, 2025

Exhibit B
Estimated Cost of Work

Exhibit C
Project Limits and Jurisdiction

Exhibit A

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

September 10, 2025

Subject: **Request for Proposals for Phase I Engineering Services for the Higgins Road (IL-72) Bike Path Project, Roselle Road to Glen Lake Road**

The Village of Schaumburg is seeking the assistance of a Consulting Engineer for Phase I Engineering Services for the proposed Higgins Road (IL-72) Bike Path between Roselle Road and Glen Lake Road. Higgins Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), and Roselle Road is under the jurisdiction of Cook County (CCDOTH). The project scope and schedule should include any requirements necessary to make the project eligible for grant funding, such as the completion of a Phase I Preliminary Design Reports and submittal to IDOT.

The Consulting Engineer shall perform and carry out, in a professional and satisfactory manner, the necessary services required to complete the requirements included in the project. The Village will provide a qualified Liaison to assist the Consulting Engineer in Village interpretations. Phase I of the project will be managed through the Village's Transportation Department in coordination with the Engineering and Public Works Department and the Village of Hoffman Estates. The services to be provided related to this Request for Proposal (RFP) are described in the Minimum Scope of Services section of this RFP. All work must adhere to Village and IDOT standards as required.

The Consulting Engineer shall have successfully completed a minimum of three projects of a similar size and type as this bikeway improvement project within the past five years. The proposed Phase I Project Manager shall have a minimum of five years of Phase I project management experience following IDOT Bureau of Design and Environment (BDE) guidelines. A list of these projects, the IDOT contact, and local agency contact (or equivalent contacts) for the project should be provided.

Your firm has been selected to submit an RFP based on your experience and expertise in these types of projects.

Project Description

This project will seek to construct approximately 1.75 miles of a shared use path on the northerly side of Higgins Road, from Roselle Road to Glen Lake Road. The path will close a gap in the regional bicycle network and is a Priority Corridor in the Northwest Municipal Conference Bicycle Plan. In addition, the path will expand access to existing and planned facilities, residential areas, commercial uses, employment centers, and Hoffman Estates High School.

A map depicting the general project limits along Higgins Road is attached.

Minimum Scope of Services - Phase I Engineering

- Attend, with Village staff, all appropriate meetings with other agencies involved to support project coordination. The selected Consulting Engineer must be familiar with the submittal requirements as set forth by the Village and the Chicago Metropolitan Agency for Planning (CMAP). The consultant shall coordinate the project on behalf of the Village with IDOT, CCDOTH, NWMC, CMAP, and any other

agencies as deemed necessary by the Village.

- Prepare all necessary design reports and studies as required by the Village, CCDOTH, and IDOT in the processing of the project. These include, but are not limited to, project reports, drainage reports, intersection studies, and environmental reports. Refer to the IDOT Bureau of Design and Environment Manual and Bureau of Local Roads Manual for additional information on Phase I Engineering requirements.
- Obtain updated development plans, maps, traffic data, and crash reports. The Village will be able to provide this information as requested.
- Perform a detailed topographic and boundary survey of the project area for use in Phase I Engineering. The survey information shall meet all necessary requirements of IDOT and the Village for project implementation. The survey shall also be suitable for use during Phase II engineering.
- Determination of any needed right-of-way, temporary, and/or permanent easements required for the proposed improvement.
- Meet with affected property owners as necessary to discuss access requirements, right-of-way requirements, construction staging, schedule, and project-related issues.
- Coordinate with private utility companies to identify potential conflicts.
- Conduct regularly scheduled meetings with the Village throughout the duration of the project to present design studies, obtain environmental and design concerns, and administer the project. Regular meetings should be held once per month.
- Conduct public outreach such as property owner letters or a public meeting as required. Consulting Engineer will be responsible for mailing letters and publishing legal notices.
- Preliminary estimates of cost based on the improvement plan shall be prepared when requested by the Village. The Village funding cycle is different than other agencies, and it is important to ensure that the Consulting Engineer provide accurate information to the Village on all identified issues which may impact the budget.
- Develop implementation/phasing strategies that would best qualify the project(s) for local, state, and federal funding. Prepare corresponding grant applications for any eligible funding opportunities.

Deliverables

Submittals shall include:

- Statement of Project Understanding: A brief description of the scope of the project and items that may require special attention or detail. Not to exceed two (2) pages.
- Statement of Qualifications: A brief summary that shall contain a list of the names and roles of each of the personnel assigned to the project, including subconsultants. Not to exceed two (2) pages.
- Project Team: Resumes for three key personnel on the project. Not to exceed one (1) page each.
- Project References: Up to five (5) project summaries for recent related projects completed by the proposed project team, not to exceed three (3) pages total. Project references should include:
    - Project Name
    - Brief Summary
    - Project Manager
    - Local Agency Contact Information
- Project Schedule: A schedule demonstrating how the work is planned to be implemented. Not to exceed two (2) pages. The schedule shall include the following activities and milestones (at a minimum), and any

other activities or milestones deemed relevant to the successful completion of the project:

- Assume a November 19, 2025 project start date.
- Phase I Kick-off Meeting with the Village of Schaumburg, Village of Hoffman Estates and any other relevant parties.
- IDOT/FHWA/Municipality coordination meeting
- Submittal of preliminary plans to Village for review.
- Village review of preliminary plans (approximately 4 weeks).
- Response to the Village's review and comments (Consulting Engineer to estimate duration).
- Submittal of draft Phase I PDR to IDOT.
- IDOT review and comment (Consulting Engineer to estimate duration).
- Response to IDOT's review and comments (Consulting Engineer to estimate duration).
- Submittal of final Phase I PDR to IDOT.
- IDOT approval of Phase I PDR.
- Preparation of corresponding possible grant applications.

- Cost Proposal: A fee and hour-based proposal shall be provided in a **separate file** due at the same time as the proposal.

Due Date

The Village is requesting that responses be submitted no later than **Monday, October 6, 2025, at 4:00 PM CST**. Proposals must be submitted via the Village's OpenGov portal.

Selection Procedure

The Village reserves the right to reject any or all of the Proposals, to waive any and all technicalities, or to accept the proposal deemed most advantageous to the Village. The winning selections will be based upon professional qualifications, personnel, project approach, and previous municipal experience.

Responses will be reviewed by the Village evaluation team for the purpose of identifying and recommending the firm offering the highest qualifications and experience with this scope of work. If desired, the Village may interview a short-list of applicants in order to better evaluate and compare. Interviews may be waived if determined unnecessary, in order to reduce the amount of effort requested by unsuccessful applicants.

Proposal Evaluation

Proposals will be evaluated based on the following criteria:

Evaluation Criteria	Maximum Points
Key Personnel	5
Qualifications of Firm and Team	15
Project Approach and Understanding	20
Relevant Experience	10
Total	50

Proposals will be scored for each criterion. Criterion totals are then summed and the firm with the highest total is selected.

Exhibit B

CIVILTECH

REQUEST FOR PROPOSALS FOR PHASE I ENGINEERING SERVICES

Higgins Road (IL-72) Bike Path Project, Roselle Road to Glen Lake Road

COST PROPOSAL







Village of Schaumburg

October 6, 2025
Revised November 17, 2025

1389

SCOPE OF SERVICES

The Village of Schaumburg (Village) is looking to secure federal funds for construction and construction engineering for the implementation of a bike path along Higgins Road (IL Route 72) between Glen Lake Road and Roselle Road. The use of federal funds requires the preparation of a Phase I Engineering study. This section of path is part of the Northwest Municipal Conference's (NWMC) Priority Corridor Plan and is partially located in the Village of Hoffman Estates.

Higgins Road is an Other Principal Arterial roadway under the maintenance and jurisdiction of the Illinois Department of Transportation (IDOT). A continuous sidewalk is present along the north side of Higgins Road within the proposed project limits; however, there are currently no bicycle accommodations provided. land use is primarily commercial in nature. Intersections of Higgins Road (IL Route 72) with Gannon Drive, Salem Drive, Golf Road (IL Route 58), Spring Mill Drive, Grand Canyon Parkway, and Roselle Road are signalized. The remaining intersections are minor-leg stop-controlled. A continuous off-street, shared-use path is anticipated to be provided on the north side of Higgins Road (IL Route 72). All facilities will be evaluated for compliance with the Americans with Disabilities Act (ADA).

The Phase I scope of services assumes that this project will be processed as a Federal Approved Categorical Exclusion with the preparation of a Project Development Report using IDOT's BLR 22210 form. It is also assumed that this project will be processed under BDE Chapter 17 Bicycle and Pedestrian Accommodation Guidelines. The path improvements are proposed adjacent to Hoffman Estates High School and Vogelei Park. Upon preliminary review, it appears there is enough public right-of-way near Vogelei Park to avoid impacts to this recreational area and the portions of Hoffman Estates High School that are adjacent to the roadway do not have recreational use. Because of this, it is not anticipated that Section 4(f) documentation will be needed.

It is also assumed that the preferred route will utilize existing crosswalks and pedestrian signal equipment. Therefore, it is not anticipated that IDOT will require the preparation of capacity analyses or Intersection Design Studies (IDS). Submittals and other analyses are not anticipated to require existing traffic counts. No traffic analysis tasks are included in this scope. The scope also assumes that no Maximum Extent Feasible (MEF) conditions will be proposed and therefore no ADA detail sheets will be necessary. It is assumed that the pedestrian structure over the Salt Creek West Tributary will not require modifications. Because the path will be located within state right-of-way, it is assumed that IDOT will perform the PESA.

The Phase I Engineering for Higgins Road (IL Route 72) Bike Path Project will include environmental and location-design studies needed to develop and refine geometric improvements, evaluate costs and impacts, and undertake coordination with jurisdictional agencies and the public. The primary objective of the Phase I Engineering Study is to develop a conceptual improvement plan which provides the desired level of safety and operation, minimizes impacts to adjacent properties, and which fulfills all of the requirements for processing and funding of this project by the Village of Schaumburg, Village of Hoffman Estates, Illinois Department of Transportation (IDOT), and the Federal Highway Administration (FHWA).

Task 1:

Early Coordination and Data Collection

This work item will consist of collecting available existing information as follows:

a. Collect and review previous studies and existing roadway plans from IDOT and the Villages.

b. Collect land use, public transit, zoning, school district, driveway permits, maps and plans.

c. Obtain public and private utility atlases, including a call to JULIE, continued coordination with utility companies, and incorporation of atlases into survey files.

d. Obtain and review existing traffic signal timings and plans.

e. Obtain existing right-of-way data.

f. Perform 1 field visit to the project area to confirm desktop observations and capture corridor photos for use in photologs.

g. Obtain recent stock digital aerial photography of study area at a scale of 1" = 50'.

Task 2:

Field Survey and Preparation of Base Maps

In order to develop accurate construction costs and limits of grading needed for driveways, and the path to meet Americans with Disability Act (ADA) requirements, a topographic survey will be collected along the north side of the roadway from the back-of-curb or shoulder to 25 feet beyond the right-of-way at 50-foot cross sections. The topographic survey will include: structures, ground shots, roadway shots, drainage and utilities, street lighting, vegetation, and other pertinent items within the project corridor. The surveyor will identify tree location and size. Cross sections will also be taken at all intersecting side streets and driveways on the north side of the roadway to aid in the final design. An attempt will be made to recover as many property and/or other survey monuments as can be located for use in calculating the existing right-of-way.

The survey will include the establishment of the existing right-of-way lines within the project corridor. Location and elevation of survey control points will be established.

The preparation of the project CAD base files will include identification and drafting of all existing public and private utilities within the project limits. Existing cross section information would be generated from the survey data to aid in the review of compliance with ADA grades of the proposed path and driveway improvements.

A surveying subconsultant will perform the above tasks. We propose using Jorgensen and Associates, Inc. as a subconsultant to perform the field survey. A copy of their detailed proposal is included in Attachment B.

This item includes the following tasks (performed by Civiltech):

a. Prepare a base map to be used in all elements of the study, including right-of-way and property lines, street names, and individual house/business addresses.

b. Coordination with the subconsultant and desk review of the field survey files.

Task 3:

Environmental Survey Request

In order to meet requirements of the Federal-aid process, environmental clearances must be obtained prior to project approval. Environmental Pre-Screening Forms for biological and cultural clearance reviews will be submitted to IDOT as required to verify method of processing environmental reviews. It is anticipated that after completing the IDOT ESR Prescreening process, an Environmental Survey Request (ESR) will need to be prepared and processed through IDOT. The following tasks comprise this item:

a. Prepare and submit Natural Resources and Cultural Resources Pre-Screening Forms and appropriate exhibits including location map, USGS map, National Wetlands Inventory map, cultural resources map, and Environmental Survey Limits exhibits.

b. It is anticipated that a Bridge Bat Assessment will be necessary for the pedestrian structure as well as the large culverts in the project area that carry the Salt Creek West Tributary under driveways and Higgins Road (IL Route 72). This task will require one field visit.

c. Identify properties greater than 40-years old. Prepare 40-year-old Building Photolog and Summary Table. (Assumes photos will be acquired from online sources)

d. Prepare and submit ESR Form.

e. Prepare GIS Shape Files for inclusion in ESR submittal.

It is assumed that an Addendum Environmental Survey Request submittal is not included as part of this scope of services and will be completed during Phase II design if necessary.

Task 4:

Crash Analyses

In order to satisfy IDOT and FHWA requirements, it will be necessary to gather and review crash data for the study area to determine the existence of any safety hazards. It is anticipated that only pedestrian and bicyclist crashes will need to be analyzed, and roadway crash analysis will not be necessary. This work item will consist of the following tasks:

a. Collect 5 years of police crash reports (SR-1050) for all pedestrian and bicycle crashes in the corridor. (To be provided by the Villages.)

b. Tabulate data and plot collision diagrams for bicycle and pedestrian crashes.

c. Evaluate safety improvement needs, identify countermeasures and recommendations to increase safety for pedestrians and cyclists, and write crash analysis text for the PDR.

Task 5:

Geometric Studies

Geometric studies will be performed to meet the requirements of the Bureau of Design and Environmental Manual, Americans with Disabilities Act (ADA), AASHTO Guide for the Development of Bicycle Facilities, the Village of Schaumburg design criteria, and the Village of Hoffman Estates design criteria. Where meeting design criteria is not feasible, justifications for design exceptions will be developed. This item will consist of the following tasks:

Alternatives Evaluation

There are numerous constraints within the parkway between Higgins Road and the northerly right-of-way line, including trees, landscaped areas, ditches, potential wetlands, a tributary to Salt Creek, culvert crossings, steep grades, utilities, light posts, traffic signal equipment, driveway crossings, other sidewalk or bike path intersections, and the right-of-way line itself. To avoid or minimize impacts to these features, it is possible that there could be multiple bike path alignment alternatives within any given segment of the corridor. For example, the path alignment could be placed near the right-of-way line, or adjacent to the back of curb or shoulder on Higgins Road. Or, in some cases, it would be reasonable to place the path adjacent to Higgins Road while maintaining the existing sidewalk near the right-of-way line.

a. Conceptually evaluate two alternatives for the proposed bike path alignment. This will be done using aerial photography, topographic survey, plotted contours, and field visit information versus a detailed geometric analysis of profiles and cross-sections.

b. Prepare an alternatives memorandum summarizing the conceptual alignment evaluation.

c. Prepare exhibits for the alternatives memorandum and submit memorandum to the Villages. Includes one revision.

Preferred Alignment

d. Prepare detailed horizontal geometrics on topographic base sheets.

e. Define vertical geometrics including analysis of proposed cross sections.

f. Determine grading limits and driveway tie-ins to confirm where right-of-way acquisition and temporary easements are required.

g. Determine existence of and potential for environmental impacts due to the proposed improvement.

h. Preparation of tree impact exhibits and tabulations.

i. Evaluate retaining walls and grading strategies to avoid/minimize wetland and floodplain impacts.

j. Prepare Plan and Profile exhibits.

k. Cross-section sheets will be prepared showing sections on 50-foot intervals and at all 28 driveways along Higgins Road (IL Route 72).

l. Submit detailed geometrics to both Villages. Includes up to 2 revisions.

m. Prepare a Geometric Technical Memorandum for IDOT-Geometric review and approval for the proposed improvements along Higgins Road (IL Route 72). Up to 2 revisions are included with this task.

n. Submittal of Geometric Memorandum to CCDOTH for improvements at Roselle Road.

o. While it is anticipated that traffic analyses will not be necessary, assess existing traffic signal equipment to determine if pedestrian signal equipment meets current ADA/PROWAG standards and if any of the intersections will need upgrades to APS. If APS is not present, IDOT will require APS upgrades for the entire intersection at any of the proposed path crossings. This assessment will be integral to preparing an accurate cost estimate.

p. Complete ADA/PROWAG Project Alert Form (D1 PD0038).

q. Complete Bicycle Travel Assessment Form (BDE 1702) and applicable exhibits.

It is assumed that ADA improvements, other than possible APS installation, will not be required for any corners that are not within the route of the proposed path.

Task 6:

Location Drainage Technical Memo and Hydraulic Report

Since the project follows Higgins Road, an IDOT route, and will modify drainage conditions within the IDOT right-of-way, a Location Drainage Technical Memorandum that includes an analysis of the existing drainage and impacts to the existing drainage as a result of the proposed improvements will be required and coordinated through IDOT – Hydraulics. In addition there is a Zone A mapped FEMA floodplain as well as waterway structure crossings within the project limits. Parallel to Higgins Road between approximately Evanston Street and Roselle there is a section of Salt Creek West Branch Tributary A that will likely be impacted due to the proposed improvements and therefore we anticipate that a detailed Hydraulic Report will be required by IDOT. The following tasks will be performed as part of this item.

Existing Drainage Plan

a. Obtain and review previous drainage studies, applicable permits, and documented drainage problems and complaints.

b. Prepare General Location Drainage Map.

c. Obtain contour mapping of study area.

d. Determine watershed divides and identify drainage features.

e. Identify drainage outlets and determine interpreted drainage divides.

f. Identify existing drainage problems within the project limits.

g. Perform plan in hand field reconnaissance to review existing drainage conditions.

h. Develop Existing Drainage Plan sheets for the project study limits which will be a plan view exhibit at 1-inch = 50 feet scale.

i. Submit Existing Drainage Plan (EDP) to the Villages.

Proposed Drainage Plan

j. Develop and document design criteria for the proposed drainage design.

k. Address project compliance with the MWRD Watershed Management Ordinance as well as IDNR floodplain requirements.

l. Develop recommended Proposed Drainage Plan for the project study limits. The Proposed Drainage Plan will be a plan over profile sheet that matches the proposed roadway plan over profile sheet layout.

m. Submit Proposed Drainage Plan (PDP) to the Villages.

Location Drainage Technical Memorandum

n. Develop a Drainage Technical Memorandum (DTM) that summarizes the existing and proposed drainage plan, drainage design criteria, and recommendations.

o. Submit the LDTM to the Villages. Includes one revision and disposition of comments.

p. Submit the LDTM to IDOT-Hydraulics. Includes up to two revisions and a disposition of comments.

Hydraulic Report for Salt Creek West Branch Tributary A

The tasks that will be completed for completion of the Hydraulic Report item include the following:

q. Obtain the existing regulatory floodplain model.

r. Verify the regulatory hydraulic analysis and create an existing condition hydraulic model and analysis for the project area by extending the upstream limits of the existing regulatory model.

s. Develop the proposed condition hydraulic analysis based on the proposed improvements.

t. Evaluate any proposed condition alternatives such as culvert replacement or various alignments and waterway impacts as a result of the proposed path.

u. Evaluate roadway profile and existing structures for structure for floodplain freeboard and clearance design requirements.

v. Evaluate any floodplain encroachments and the need and locations for floodplain compensatory storage (if required).

w. Prepare Hydraulic Report(s) documenting analysis, results, and recommendations.

x. Prepare Hydraulic Report exhibits.

y. Submit Hydraulic Report(s) to IDOT Hydraulics for approval. Includes one revision and disposition of comments.

Task 7:

Wetland Study

Available resources identify potential wetlands are located within the project limits. The National Wetland Inventory (NWI) maps, Cook County GIS, NRCS Soil Survey, FEMA Flood Insurance Rate Maps, and Google Earth aerial imagery indicate wetlands, water bodies, hydrophytic vegetation, hydric soils, floodplains, and depressional areas may be located within the limits of the project. Therefore, a Wetland and Water Body Delineation Report for all potential wetland and water body areas within the project limits will be prepared. This includes riparian environment and Ordinary High Water Mark (OHWM) delineations when applicable. Although preliminary regulatory coordination is not included in this scope of services, preliminary coordination with the U.S. Army Corps of Engineers (USACE) Chicago District, the Metropolitan Water Reclamation District of Greater Chicago (MWRD), and the Village of Schaumburg may be necessary for regulatory, methodology, and/or access coordination.

The proposed wetland science services will be completed in accordance with the USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), (Midwest Regional Supplement), and the MWRD Watershed Management Ordinance (WMO). Delineating both USACE jurisdictional "waters of the U.S." (WOUS) and MWRD regulated Isolated Wetlands will satisfy requirements of the Illinois Interagency Wetlands Policy Act (IWPA) of 1989 for the Illinois Department of Natural Resources (IDNR) and the Illinois Department of Transportation (IDOT) Phase I process. Tasks for the Wetland Study include:

a. Resource Review - An off-site records/document review of the project limits and all areas within 100 feet of the project limits, using available historical and current topographic maps, aerial imagery, NWI data, watershed plans, flood maps, and soil survey data.

b. Field Investigation - An on-site investigation of the project limits and all areas within 100 feet of the project limits, including testing for the presence of hydrologic soils, hydrophytic vegetation, and wetland hydrology to determine wetland areas and boundaries, including the determination of High-Quality Aquatic Resources. A Floristic Quality Assessment will be conducted for each identified wetland, as required by MWRD. All wetland boundaries will be flagged and surveyed using GPS collection systems. The field investigation includes the determination of riparian environments, buffers, and OHWM as outlined in the WMO.

c. **Wetland and Water Body Delineation Report** - A Wetland and Water Body Delineation Report that documents the findings of the on-site investigation.

d. **Wetland Impact Evaluation (WIE)** - Preparation and submittal of the IDOT WIE form and impact exhibits, once impacts from the proposed improvements have been identified. One resubmittal is included in this scope of services.

Task 8:

Draft Project Development Report

This item consists of preparation of the Local Project Development Form for Categorical Exclusions and Design Approval (BLR 22210) and required attachments (PDR). This item consists of the following tasks:

a. Prepare report exhibits.

b. Write Draft PDR (BLR 22210) text.

c. Compile appendices.

d. Prepare Design Exception forms (BDE 3100), if necessary. Assume no more than four design exception requests will be necessary.

e. Draft PDR Submittals will be the following:

i. Submit Draft PDR to Villages of Schaumburg and Hoffman Estates for review.

ii. Address one set of both Villages' comments and provide a disposition of comments. Submit Draft PDR to IDOT for review.

f. Conduct review meeting with both Villages and IDOT, if necessary.

Task 9:

Cost Estimate

It is important for both planning and funding purposes to maintain an accurate and up-to-date project cost throughout the Phase I Study. This task item includes preparing an initial construction cost and revising it throughout the project study. Up to three revisions are included at the project milestone submittals as noted below:

a. Funding Application

b. Draft PDR

c. Final PDR

This item also includes time for Civiltech's internal Quality Assurance/Quality Control (QA/QC) review process with Phase II, Phase III, and Right-of-Way Acquisition staff.

Task 10:

Agency Coordination

The efficiency and timeliness of executing a project can hinge on the level and frequency of coordination with applicable jurisdictional agencies. In addition to a kick-off meeting with the Village and IDOT and an IDOT/FHWA Coordination Meeting, we propose to schedule the following meetings listed below. It is assumed all meetings will be virtual unless specifically noted. All meetings will include preparation of an agenda, exhibits, meeting attendance, and preparation of meeting minutes. Meetings are summarized as follows:

a. Kickoff meeting with the Village of Schaumburg and the Village of Hoffman Estates.
b. IDOT kickoff meeting.
c. FHWA/IDOT Coordination Meeting including preparation of Coordination Meeting Data form (BLR 22410). Assume one meeting.
d. Phone/email coordination with Village of Schaumburg and Village of Hoffman Estates Police and Fire, schools, Post Office, Park District, bicycle groups and local businesses to inform them of the project.
e. Coordination with Cook County Department of Transportation and Highways (CCDOTH) for improvements at Roselle Road. Assume two meetings.
f. Prepare for and present Design Exceptions at IDOT MEF/DE meeting.
g. Coordination with PACE.
h. Coordination with Hoffman Estates High School regarding anticipated impacts to the school property. Assume one meeting.
i. Coordination with IDOT regarding processing of submittals and reviews.

Task 11:

Federal Funding Application

This item consists of aiding in the application process to obtain funding for the construction of the bike path. This item assumes the completion of an application for Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Transportation Alternatives Program-Local (TAP-L) funding grant in the fall of 2026. This will consist of the following tasks:

a. Funding Application text
b. Narrative Project Summary
c. Exhibits and Tables
d. Cost Estimate (workhours for this task are included in Item 9 – Cost Estimate)
e. Milestone Schedule

Task 12:

Public Involvement

The purpose of public involvement process is to promote a proactive and responsive approach that seeks the input of all concerned stakeholders early and often, and that provides for appropriate input at key points in the project decision making process. It is anticipated that one open house style public information meeting will be held for the project. This scope also includes time for meeting with individual project stakeholders should that become necessary. Following are the specific public involvement tasks that are anticipated:

Public Information Meeting

a. Select and coordinate with public meeting venue.
b. Prepare public meeting newspaper legal notice.
c. Prepare public meeting brochure.
d. Prepare and distribute public meeting notification letters to area residents and businesses. This task includes the preparation of certified letters for residents/business owners whose property will be impacted.
e. Prepare public meeting exhibits.
f. Prepare for and attend public meeting dry run with both Villages.
g. Attend public information meeting.
h. Prepare meeting summary and responses to comments received.
i. Provide public meeting materials to both Villages for inclusion on websites.

Individual Stakeholder Meetings

j. Initial coordination with business/property identified as having particular interest or concern.

k. Prepare meeting materials and/or presentation.

l. Attend up to three virtual meetings with property owners.

m. Prepare meeting minutes/summaries and responses to comments received.

n. Provide post-meeting materials to Villages and property owners.

Task 13:

Pre-Final and Final Project Development Report

Based on the outcome of the draft report review by the Village and IDOT as well as the public involvement activities and comments, the Final PDR will be prepared. Design Approval will be requested from IDOT. It is assumed the Final PDR submittal will be electronic. This work item consists of the following tasks:

a. Complete Checklist for Determination of State/Federal Approved Categorical Exclusions (BLR 19110).

b. Prepare a disposition of IDOT comments on the Draft PDR.

c. Revise, proofread and edit the Draft PDR.

d. Revise Draft PDR exhibits and appendices.

e. Provide Pre-Final PDR for Villages' approval.

f. Provide a disposition of Villages' comments and revise Pre-Final PDR up to one time.

g. Submit Pre-Final PDR to IDOT for review.

h. Prepare a disposition of IDOT comments on the Pre-Final PDR.

i. Revise, proofread and edit the Pre-Final PDR report.

j. Revise Pre-Final PDR exhibits and appendices.

k. Provide Final PDR for Village signature.

l. Submit the Final PDR to IDOT for Design Approval.

Task 14:

Supervision, Administration and Project Coordination

This item includes project setup, monthly invoicing and preparation of status reports, client coordination and meetings as well as in-house coordination meetings. This item also includes implementation of Civiltech's Quality Assurance/Quality Control in-house review process. The duration of the project is estimated to be 24 months. Specifically, the following items are included:

a. Project setup.

b. Monthly invoicing and status reports (assume 24 months).

c. Internal coordination meetings (assume 3 people, 24 meetings, 1 hour each).

d. Regular client coordination meetings as needed (assume 2 people, 12 remote meetings, 1 hour each consisting of preparation, attendance, and summary e-mail).

e. NWMC Quarterly Status Reports (assume 3 to be prepared following funding award).

f. Prepare Project Program Information (PPI) Form (#D1-PI0004) as per IDOT requirements. Revise up to one time.

g. Implementation of QA/QC procedures.

ATTACHMENT A

Civiltech Engineering, Inc.

COST ESTIMATE OF CONSULTANT SERVICES

Work Item	Staff Classifications, Billing Rate and Workhours											Total Workhours	% of Workhours	Labor Cost
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant			
Hourly Rates	$79.50	$71.50	$46.00	$37.00	$45.50	$90.00	$45.50	$82.50	$47.50	$37.00	$25.00			
Item 1 - Early Coordination and Data Collection	0	6	16	36	12	0	0	0	0	0	0	**70**	**3%**	**$3,043.00**
Item 2 - Field Survey and Preparation of Base Maps	0	2	0	8	16	0	0	0	0	0	0	**26**	**1%**	**$1,167.00**
Item 3 - Environmental Survey Request	0	10	14	46	30	0	0	2	0	8	0	**110**	**4%**	**$4,887.00**
Item 4 - Crash Analyses	0	6	6	12	0	0	0	0	0	0	0	**24**	**1%**	**$1,149.00**
Item 5 - Geometric Studies	22	96	138	386	132	0	0	0	0	0	0	**774**	**29%**	**$35,249.00**
Item 6 - Location Drainage Technical Memo and Hydraulic Report	0	8	0	0	4	50	368	0	0	0	0	**430**	**16%**	**$21,998.00**
Item 7 - Wetland Study	0	0	0	0	0	0	0	7	45	32	0	**84**	**3%**	**$3,899.00**
Item 8 - Draft Project Development Report	0	38	32	132	24	0	0	0	0	0	0	**226**	**8%**	**$10,165.00**
Item 9 - Cost Estimate	14	14	14	68	0	0	0	0	0	0	0	**110**	**4%**	**$5,274.00**
Item 10 - Agency Coordination	0	32	26	32	30	0	0	0	0	0	0	**120**	**4%**	**$6,033.00**
Item 11 - Federal Funding Application	4	12	20	34	0	0	0	0	0	0	0	**70**	**3%**	**$3,354.00**
Item 12 - Public Involvement	0	42	50	124	48	0	0	0	0	0	16	**280**	**10%**	**$12,475.00**
Item 13 - Pre-Final and Final Project Development Report	0	24	24	56	16	0	0	0	0	0	0	**120**	**4%**	**$5,620.00**
Item 14 - Supervision, Administration, and Project Coordination	40	70	92	32	0	0	0	0	0	0	0	**234**	**9%**	**$13,601.00**
Total Workhours by Staff Classification:	**80**	**360**	**432**	**966**	**312**	**50**	**368**	**9**	**45**	**40**	**16**	**2,678**		
Percentage of Total Workhours:	**3%**	**13%**	**16%**	**36%**	**12%**	**2%**	**14%**	**0%**	**2%**	**1%**	**1%**	**100%**		
Direct Labor Cost by Staff Classification:	**$6,360.00**	**$25,740.00**	**$19,872.00**	**$35,742.00**	**$14,196.00**	**$4,500.00**	**$16,744.00**	**$742.50**	**$2,137.50**	**$1,480.00**	**$400.00**			

Total Labor Cost: **$127,914.00**
2.6831 Multiplier*: **$343,206.05**
Total In-House Direct & Subconsultant Costs (see separate calculation): **$84,172.84**

PROJECT TOTALS: **2,678** **100%** **$427,378.89**

* Developed using Civiltech's current IDOT-approved Overhead Rate of 134.33% and IDOT BLRS Cost Plus Fixed Fee Method 1 formula: 14.5%[DL+R(DL)+ OH(DL)+IHDC], where DL = Direct Labor, R = Complexity Factor (use "0"), OH = Overhead Rate, and IHDC = In-House Direct Costs (Use $0).

WORKHOURS

Work Item and Sub-items	Staff Classifications & Workhours											Total Workhours	% of Workhours
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 1 - Early Coordination and Data Collection													
By Civiltech													
A. Collect previous studies and existing roadway plans.		2	4	8								**14**	20.0%
B. Collect land use, public transit, zoning, school district, driveway permits, maps, and plans.			2	4								**6**	8.6%
C. Obtain private and public utility atlases.		2	4	12								**18**	25.7%
D. Obtain and review existing traffic signal timing and plans.			2	4								**6**	8.6%
E. Obtain existing right-of-way data.				4	4							**8**	11.4%
F. Perform 1 field visits to the project area.		2	4	4								**10**	14.3%
G. Obtain recent digital aerial photography of the study area.					8							**8**	11.4%
Subtotal:	**0**	**6**	**16**	**36**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**100%**
Item 2 - Field Survey and Preparation of Base Maps													
By Civiltech and Jorgensen and Associates, Inc.													
A. Prepare a base map to be used in all phases of the study, including right-of-way and property lines, street names, and individual house/business addresses.				4	12							**16**	61.5%
B. Subconsultant coordination and review of survey files.		2		4	4							**10**	38.5%
Subtotal:	**0**	**2**	**0**	**8**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**100.0%**
Item 3 - Environmental Survey Request													
By Civiltech													
A. Prepare and submit Natural Resources and Cultural Resources Pre-Screening Forms and appropriate exhibits.		4	8	24	24							**60**	54.5%
B. Bridge Bat Assessments.				8				2		8		**18**	16.4%
C. Identify properties greater than 40-years old. Prepare photolog and summary table.		2	2	4								**8**	7.3%
D. Prepare and submit ESR Form.		4	4	8	4							**20**	18.2%
E. Prepare GIS Shapefiles of ESR Boundary.				2	2							**4**	3.6%
Subtotal:	**0**	**10**	**14**	**46**	**30**	**0**	**0**	**2**	**0**	**8**	**0**	**110**	**100.0%**

WORKHOURS (CONTINUED)

Work Item and Sub-items	Staff Classifications & Workhours											Total Workhours	% of Workhours
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 4 - Crash Analyses													
By Civiltech													
A. Collect 5 years of crash data from the Villages for all pedestrian/bike crashes.		2	2									**4**	16.7%
B. Tabulate data and plot collision diagrams.		2	2	8								**12**	50.0%
C. Evaluate safety improvement needs, identify countermeasures, and write crash analysis text.		2	2	4								**8**	33.3%
Subtotal:	**0**	**6**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**100.0%**
Item 5 - Geometric Studies													
By Civiltech													
A. Conceptually evaluate two alternatives for the path alignment with desktop data sources.	4	8	12	36	12							**72**	9.3%
B. Prepare an alternatives memo summarizing two concepts.	2	4	4	12								**22**	2.8%
C. Prepare exhibits for the alternatives memo and submit to the Villages. Includes 1 revision.	2	4	8	16	20							**50**	6.5%
D. Prepare detailed horizontal geometrics on topographic base sheets.	2	10	10	48								**70**	9.0%
E. Define vertical geometrics including analysis of cross sections.	2	16	24	48								**90**	11.6%
F. Determine grading limits and driveway tie-ins to confirm where right-of-way acquisition and temporary easements will be required.		4	4	8								**16**	2.1%
G. Determine existence and potential for environmental impacts.		2	2	8								**12**	1.6%
H. Prepare exhibits and tabulations of tree impacts.		2	2	4	8							**16**	2.1%
I. Evaluate retaining walls and grading strategies to avoid/minimize wetland and floodplain impacts.		2	4	8								**14**	1.8%
J. Prepare Plan and Profile Sheets.	2	8	8	48	20							**86**	11.1%
K. Prepare cross section sheets on 50-foot intervals and at all driveways.		8	24	48								**80**	10.3%
L. Submit detailed geometrics to Villages. Includes 2 revisions.	2	4	4	30	24							**64**	8.3%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
M.	Prepare a Geometric Technical Memorandum for IDOT-Geometrics Review. Up to 2 revisions.	4	12	16	48	40							**120**	15.5%
N.	Submittal of a Geometric Technical Memorandum to CCDOTH for Roselle Road.	2	2	4	8	4							**20**	2.6%
O.	Assess existing signals for ADA/PROWAG compliance and need for APS upgrades.		8	8	8								**24**	3.1%
P.	Complete ADA/PROWAG Project Alert Form.		1	2	4	2							**9**	1.2%
Q.	Complete Bicycle Travel Assessment Form and exhibits.		1	2	4	2							**9**	1.2%
	Subtotal:	**22**	**96**	**138**	**386**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**774**	**100.0%**

Item 6 -	**Location Drainage Technical Memo and Hydraulic Report**													
By Civiltech														
Existing Drainage Plan														
A.	Data Collection						1	6					**7**	1.6%
B.	Prepare General Location Drainage Exhibit						1	6					**7**	1.6%
C.	Contour mapping							4					**4**	0.9%
D.	Watershed Divides						1	8					**9**	2.1%
E.	Identify Drainage Outlets						2	12					**14**	3.3%
F.	Identify Existing Drainage Problems						1	6					**7**	1.6%
G.	Field Visit						4	4					**8**	1.9%
H.	Existing Drainage Plan - Exhibits (6 sheets)		2				6	60					**68**	15.8%
I.	Submit EDP to Villages		2				2						**4**	0.9%
Proposed Drainage Plans														
J.	Develop Design Criteria						1	6					**7**	1.6%
K.	Address MWRD WMO						1	4					**5**	1.2%
L.	Proposed Drainage Plan Exhibits (6 sheets)						6	96					**102**	23.7%
M.	Submit Proposed Drainage Plan		1				1						**2**	0.5%
Location Drainage Technical Memorandum														
N.	LDTM Narrative						2	16					**18**	4.2%
O.	Submit LDTM to Village		1				1	2					**4**	0.9%
P.	Submit LDTM to IDOT		1			2	1	2					**6**	1.4%
Hydraulic Report														
Q.	Obtain Regulatory Model						1	6					**7**	1.6%
R.	Existing Condition Model and Analysis						4	24					**28**	6.5%
S.	Proposed Condition Model and Analysis						4	32					**36**	8.4%
T.	Analysis of Alternatives						2	16					**18**	4.2%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
U.	Evaluate Freeboard/Clearance						1	4					**5**	1.2%
V.	Floodplain Encroachment Evaluation						2	20					**22**	5.1%
W.	Hydraulic Report Narrative						2	12					**14**	3.3%
X.	Hydraulic Report Exhibits						2	20					**22**	5.1%
Y.	Submit Hydraulic Report to IDOT		1			2	1	2					**6**	1.4%
	Subtotal:	**0**	**8**	**0**	**0**	**4**	**50**	**368**	**0**	**0**	**0**	**0**	**430**	**100.0%**
Item 7 -	**Wetland Study**													
By Civiltech														
A.	Conduct desktop resource review.								1	1	4		**6**	7.1%
B.	Complete field investigation.								2	12	8		**22**	26.2%
C.	Prepare and submit Wetland and Water Body Delineation Report.								2	32	16		**50**	59.5%
D.	Prepare and submit Wetland Impact Evaluation and applicable exhibits.								2		4		**6**	7.1%
	Subtotal:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**45**	**32**	**0**	**84**	**100.0%**
Item 8 -	**Draft Project Development Report**													
By Civiltech														
A.	Prepare report exhibits.		8	8	36	24							**76**	33.6%
B.	Write Draft PDR text.		8	8	36								**52**	23.0%
C.	Compile appendices.		8	4	24								**36**	15.9%
D.	Prepare Design Exception forms, if necessary. Assume no more than 4 design exceptions.		2	4	28								**34**	15.0%
E.	Draft PDR Submittals.		8	4	8								**20**	8.8%
F.	Conduct review meeting with both Villages and IDOT.		4	4									**8**	3.5%
	Subtotal:	**0**	**38**	**32**	**132**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**226**	**100.0%**
Item 9 -	**Cost Estimate**													
By Civiltech														
A.	Funding Application	14	8	8	48								**78**	70.9%
B.	Draft PDR		4	4	16								**24**	21.8%
C.	Final PDR		2	2	4								**8**	7.3%
	Subtotal:	**14**	**14**	**14**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**100.0%**

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
Item 10 -	**Agency Coordination**													
By Civiltech														
A.	Kickoff meeting with the Village of Schaumburg and the Village of Hoffman Estates.		2	4	4	2							**12**	10.0%
B.	IDOT kickoff meeting.		4	4	4	8							**20**	16.7%
C.	FHWA/IDOT Coordination Meeting and preparation of materials.		8	8	16	16							**48**	40.0%
D.	Phone/email coordination with Village Police, Fire, Schools, Post Office Park District, etc.		2	2	2	2							**8**	6.7%
E.	Coordination with CCDOTH.		2	2	2	2							**8**	6.7%
F.	Prepare for and present at IDOT MEF/DE meeting.		2	2	2								**6**	5.0%
G.	Coordination with PACE.		2	2									**4**	3.3%
H.	Coordination with Hoffman Estates High School.		2	2	2								**6**	5.0%
I.	Coordination with IDOT regarding processing of submittals and reviews.		8										**8**	6.7%
	Subtotal:	**0**	**32**	**26**	**32**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**100.0%**
Item 11 -	**Federal Funding Application**													
By Civiltech														
A.	Funding application text.	2	2	6	8								**18**	25.7%
B.	Narrative project summary.	2	2	4	6								**14**	20.0%
C.	Exhibits and tables.		6	8	18								**32**	45.7%
D.	Cost Estimate. Included in Item 9.												**0**	
E.	Milestone schedule		2	2	2								**6**	8.6%
	Subtotal:	**4**	**12**	**20**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**100.0%**
Item 12 -	**Public Involvement**													
By Civiltech														
A.	Select and coordinate with pubic meeting venue.		2	2									**4**	1.4%
B.	Prepare public meeting newspaper legal notice.		2	2	2								**6**	2.1%
C.	Prepare public meeting brochure.		2	4	12								**18**	6.4%
D.	Prepare and distribute public meeting notification letters to area residents and businesses.		2	4	24							16	**46**	16.4%
E.	Prepare public meeting exhibits.		8	16	48	48							**120**	42.9%
F.	Prepare for and attend public meeting dry run with both Villages.		4	4	4								**12**	4.3%

WORKHOURS (CONTINUED)

Work Item and Sub-items		Staff Classifications & Workhours											Total Workhours	% of Workhours
		Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
G.	Attend public information meeting.		6	6	6								**18**	6.4%
H.	Prepare meeting summary and responses to comments.		2	2	8								**12**	4.3%
I.	Provide public meeting materials to both Villages.		2										**2**	0.7%
J.	Initial coordination with business/property owners.		2	2	2								**6**	2.1%
K.	Prepare meeting materials/presentation for business/property owner meetings.		2	2	8								**12**	4.3%
L.	Attend up to 3 virtual meetings.		4	4	4								**12**	4.3%
M.	Prepare meeting minutes/summaries and responses to comments received.		2	2	6								**10**	3.6%
N.	Provide post-meeting materials to Villages and property owners.		2										**2**	0.7%
	Subtotal:	**0**	**42**	**50**	**124**	**48**	**0**	**0**	**0**	**0**	**0**	**16**	**280**	**100.0%**
Item 13 -	**Pre-Final and Final Project Development Report**													
By Civiltech														
A.	Complete Checklist for Determination of State/Federal Approved Categorical Exclusion.		2	2	4								**8**	6.7%
B.	Prepare a disposition of IDOT comments on the Draft PDR.		4	4	8								**16**	13.3%
C.	Revise, proofread, and edit the Draft PDR.		4	8	12								**24**	20.0%
D.	Revise Draft PDR exhibits and appendices.		2	2	12	12							**28**	23.3%
E.	Provide Pre-Final PDR to IDOT for review.		2										**2**	1.7%
F.	Prepare a disposition of IDOT comments on the Pre-Final PDR.		4	4	8								**16**	13.3%
G.	Revise, proofread, and edit the Pre-Final PDR.		2	4	8								**14**	11.7%
H.	Revise Pre-Final PDR Exhibits and appendices.				4	4							**8**	6.7%
I.	Provide Final PDR for Village signature.		2										**2**	1.7%
J.	Submit Final PDR to IDOT for Design Approval.		2										**2**	1.7%
	Subtotal:	**0**	**24**	**24**	**56**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**100.0%**
Item 14 -	**Supervision, Administration, and Project Coordination**													
By Civiltech														
A.	Project setup.		4										**4**	1.7%

WORKHOURS (CONTINUED)

Work Item and Sub-items	Staff Classifications & Workhours											Total Workhours	% of Workhours
	Director & QA/QC	Sr. Project Manager	Engineer IV	Engineer I	Sr. Design Technician	Sr. Water Resources Engineer	Water Resources Engineer III	Sr. Prof. Wetland Scientist	Certified Wetland Specialist	Ecological Engineer I	Admin. Assistant		
B. Monthly invoicing and status reports. Assume 24 months.		24	48									**72**	30.8%
C. Internal coordination meetings.		24	24	24								**72**	30.8%
D. Regular client coordination meetings as needed.		12	12									**24**	10.3%
E. NWMC Quarterly Status Reports.		4	4									**8**	3.4%
F. Prepare Project Program Information (PPI) form. Includes one revision.		2	4	8								**14**	6.0%
G. Implementation of QA/QC procedures.	40											**40**	17.1%
Subtotal:	**40**	**70**	**92**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**100.0%**

Total:	**80**	**360**	**432**	**966**	**312**	**50**	**368**	**9**	**45**	**40**	**16**	**2,678**
% of Workhours:	**2.99%**	**13.44%**	**16.13%**	**36.07%**	**11.65%**	**1.87%**	**13.74%**	**0.34%**	**1.68%**	**1.49%**	**0.60%**	

DIRECT COSTS

Item No.	Work Item	In-House Direct Cost	Sub-Consultant Cost
Item 1 -	**Early Coordination and Data Collection**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi	$22.40	
	Item 1 Subtotal	**$22.40**	
Item 2 -	**Field Survey and Preparation of Base Maps**		
Subconsultant:	Jorgensen and Associates, Inc.		$81,691.14
	Item 2 Subtotal		**$81,691.14**
Item 3 -	**Environmental Survey Request**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi	$22.40	
	Item 3 Subtotal	**$22.40**	
Item 6 -	**Location Drainage Technical Memo and Hydraulic Report**		
FEMA Data Request		$500.00	
	Item 6 Subtotal	**$500.00**	
Item 7 -	**Wetland Study**		
Mileage:	2 trips @ 16 mi./round trip @ $0.7/mi.	$44.80	
	Item 7 Subtotal	**$44.80**	
Item 11 -	**Federal Funding Application**		
Mileage:	1 trip @ 16 mi./round trip @ $0.70/mi.	$22.40	
	Item 11 Subtotal	**$22.40**	
Item 12 -	**Public Involvement**		
Mileage:	2 trips @ 16 mi./round trip @ $0.70/mi.	$67.20	
Printing:	750 8"x11" pages @ $0.30/ea.	$225.00	
Printing:	75 11"x17" pages @ $0.50/ea.	$37.50	
Printing:	50 22"x34" sheets @ $1.50/ea.	$75.00	
Legal Ad:	2 each @ $250	$500.00	
Public Meeting Supplies (foam core board, easels, etc.):		$500.00	
Postage:	1 meeting @ 500 letters @ $0.73 each	$365.00	
Certified Letters:	10 letters	$100.00	
	Item 12 Subtotal	**$1,869.70**	
	Total In-House Direct Costs:	**$2,481.70**	-
	Total Subconsultant Costs:	-	**$81,691.14**
	TOTAL IN-HOUSE DIRECT & SUBCONSULTANT COSTS:	**$84,172.84**	

ATTACHMENT B

Jorgensen & Associates, Inc.

SCOPE OF SERVICES

Topographic Survey

The project corridor being along Higgins Road (IL Route 72) from the west side of Glen Lake Road to the east side of Roselle Road on the north side of the roadway with additional areas at various intersections along the corridor.

Establish horizontal and vertical control based on NGS geodetic survey monuments (if available) and using G.P.S. survey methods. The project control will be based on NAD 83 (2011 adjustment) and NAVD 88 datums. Horizontal control will be tied and benchmarks will be located and described.

The topographic survey will include structures, ground shots, roadway shots, drainage and utilities, street lighting, vegetation, trees with diameter at breast-height, curb and gutters, and all other pertinent items within the project corridor. All surveyed structures to include inverts. Cross sections will also be obtained at all intersecting side street and driveways on the north side of the roadway. The cross-sections will be at 50 foot intervals and will extend 10 feet beyond existing right-of-way or to nearest back of curb of parking lot. The southerly topo limit is generally the back of shoulder or curb along the north side of Higgins Road.

An attempt will be made to recover as many property and/or other survey monuments within the project corridor in order to identify and compute the existing right-of-way within the project corridor. The existing right-of-way will be drawn and included in the topographic cad files.

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Exhibit "A"

Payroll Burden & Fringe Costs

	% of Direct Productive Payroll
Federal Insurance Contributions Act	11.96%
State Unemployment Compensation	0.32%
Federal Unemployment Compensation	0.13%
Workmen's Compensation Insurance	1.35%
Paid Holidays, Vacation, Sick Leave, Personal Leave	11.22%
Bonus	4.12%
401(K)	0.88%
Group Insurance	42.24%
Total Payroll Burden & Fringe Costs	72.22%

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Exhibit "B"

Overhead and Indirect Costs

	% of Direct Productive Payroll
Business Insurance	4.26%
Depreciation	4.22%
Indirect wages and salaries	43.10%
Office Expenses	1.18%
Office Supplies	2.59%
Dues & Subscriptions	0.54%
Computer Software	4.32%
Professional Fees	1.57%
Telephone	2.77%
Fees, license & dues	0.05%
Repairs and maintenance	2.30%
Business space rent	4.74%
Facilities - capital	0.33%
In-house mileage	-5.71%
Survey Supplies	0.80%
Automobile/travel expense	7.16%
Miscellaneous Expense	0.54%
State Income Tax	0.39%
Recruiting	1.05%
Postage	0.10%
Educational & Professional Registrations	0.26%
Tech	1.66%
Total Overhead	78.22%

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME	Jorgensen & Associates, Inc.			**DATE**	11/14/25
PRIME/SUPPLEMENT	Prime			**PTB NO.**	
	CONTRACT TERM	12	**MONTHS**	**OVERHEAD RATE**	150.44%
	START DATE	11/14/2025		**COMPLEXITY FACTOR**	
	RAISE DATE	6/1/2026		**% OF RAISE**	0.00%

ESCALATION PER YEAR

11/14/2025 - 6/1/2026	6/2/2026 - 11/1/2026			
7 / 12	5 / 12			
= 58.33%	41.67%			
= 1.0000				

The total escalation for this project would be: **0.00%**

PAYROLL RATES

FIRM NAME Jorgensen & Associates **DATE** 11/14/25
PRIME/SUPPLEMENT Prime
PSB NO.

ESCALATION FACTOR 0.00%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Survey Party Chief, P.L.S.	$36.50	$36.50
Survey Party Chief	$30.25	$30.25
Instrument Operator	$21.00	$21.00
Cadd Supervisor	$38.25	$38.25
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

FIRM Jorgensen & Associates, Inc. **DATE** 11/14/25

PSB

PRIME/SUPPLEMENT Prime

OVERHEAD RATE 1.5044

COMPLEXITY FACTOR 0

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	Outside Direct Costs (F)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
	(1) Field-Topographic Survey	696	17,835.00	26,830.97	2,464.00	6,833.85				53,963.82	66.06%
	(2) Office-Compile Field Data	116	4,311.00	6,485.47	880.00	1,693.09				13,369.56	16.37%
	(3) Office-Create Existing Topogrpahy Base File	92	3,519.00	5,293.98		1,277.88				10,090.87	12.35%
	(4) Office-Create T.I.N. & Contours	16	612.00	920.69		222.24				1,754.93	2.15%
	(5) QC/QA	24	876.00	1,317.85		318.11				2,511.96	3.07%
	Subconsultant DL					0.00				0.00	0.00%
	TOTALS	944	27,153.00	40,848.97	3,344.00	10,345.17	0.00	0.00	0.00	**81,691.14**	100.00%

DBE 0.00%

AVERAGE HOURLY PROJECT RATES

FIRM Jorgensen & Associates, Inc.
PSB
PRIME/SUPPLEMENT Prime

DATE 11/14/25

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			(1) Field-Topographic Survey			(2) Office-Compile Field Data			(3) Office-Create Existing Topogrpahy Base File			(4) Office-Create T.I.N. & Contours			(5) QC/QA		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Survey Party Chief, P.L.S.	36.50	96	10.17%	3.71				72	62.07%	22.66							24	100.00%	36.50
Survey Party Chief	30.25	348	36.86%	11.15	348	50.00%	15.13												
Instrument Operator	21.00	348	36.86%	7.74	348	50.00%	10.50												
Cadd Supervisor	38.25	152	16.10%	6.16				44	37.93%	14.51	92	100.00%	38.25	16	100.00%	38.25			
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TOTALS		944	100%	$28.76	696	100.00%	$25.63	116	100%	$37.16	92	100%	$38.25	16	100%	$38.25	24	100%	$36.50

Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Manhour Breakdown
Topographic Survey Estimate

Higgins Road ± 9,250' = ± 1.752 miles

Total Length ± 9,250' = ± 1.752 miles

1. Field – Topographic Survey

   a. Measure traverse, level circuit & G.P.S. survey
      32 hours x 2 men = 64 MH

   b. Search & locate existing R.O.W. lines
      80 hours x 2 men = 160 MH

   c. Locate existing topography & inverts
      236 hours x 2 men = 472 MH

   Sub-total Item #1 696 MH

2. Office - Compile Field Data

   a. Compute traverse, level circuit & G.P.S. survey
      8 hours x 1 man = 8 MH

   b. Edit & compile field data
      40 hours x 1 man = 40 MH

   c. Research records
      4 hours x 1 man = 4 MH

   d. Compute existing R.O.W. lines
      64 hours x 1 man = 64 MH

   Sub-total Item #2 116 MH

3. Office - Create Existing Topography Base File

    a. Layout and drafting
    92 hours x 1 man = 92 MH

4. Office - Create T.I.N. & Contours

    a. Compute contours
    16 hours x 1 man = 16 MH

5. QC/QA

    a. Check topographic survey & contours
    24 hours x 1 man = 24 MH

Total All Items 944 MH

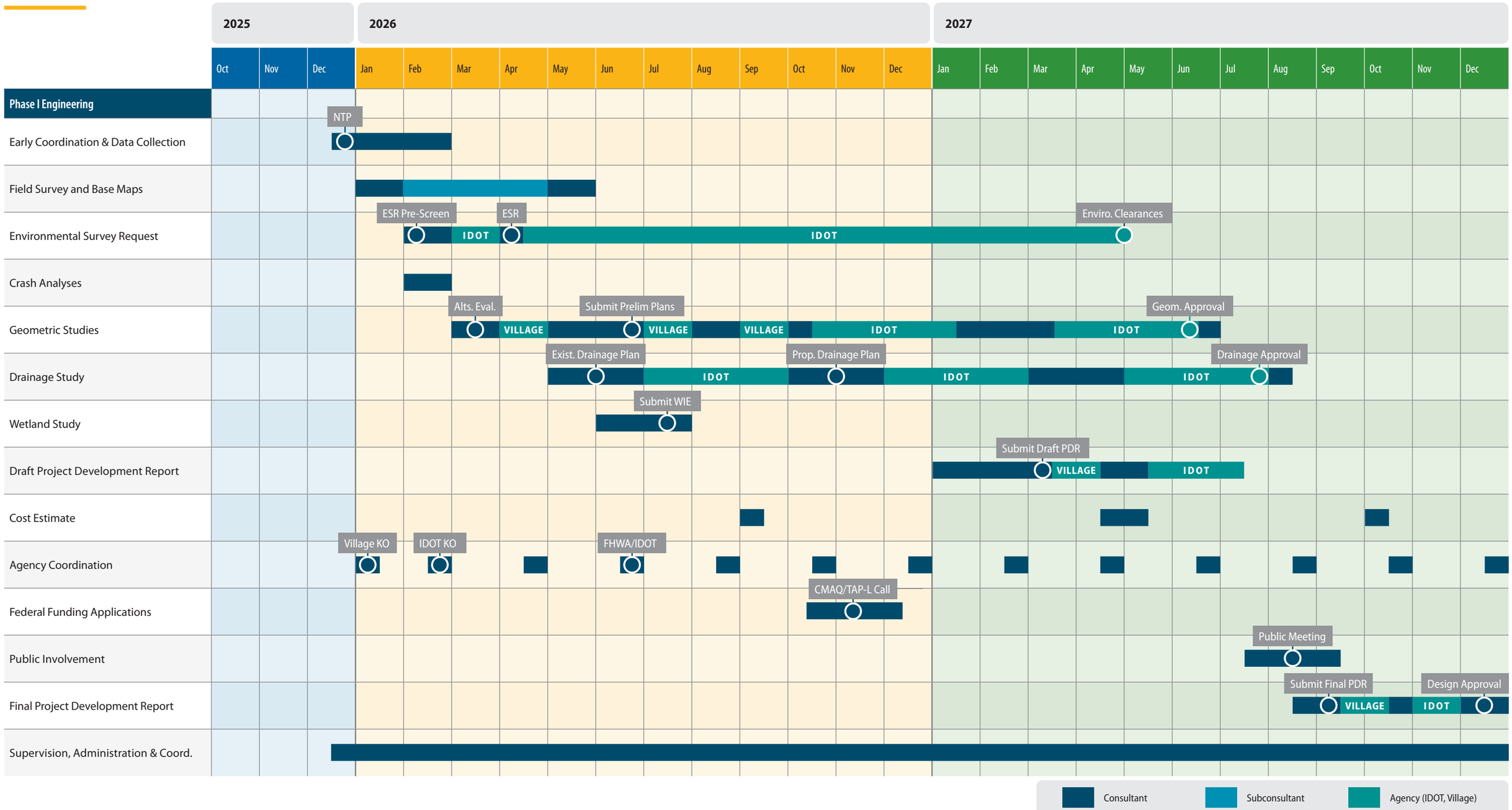
Route: Higgins Road
Section: Glen Lake Road to Roselle Road
County: Cook
Job No.:

Breakdown of
In House Direct Costs

Item		
1. Field – Topographic Survey		
a. Trips to project site – 44 each ± 80 miles/trip x 44 trips = ± 3,520 miles ± 3,520 miles @ $0.70/mile =		$ 2,464.00
2. Office – Compile Field Data		
a. Subdivisions and deeds =		$ 880.00
	Total All Items	$ 3,344.00

E:\Civiltech\Hoffman\Higgins Rd Bike Path\IHC

SCHEDULE


2025
2026
2027
Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
Phase I Engineering
Early Coordination & Data Collection
NTP
Field Survey and Base Maps
Environmental Survey Request
ESR Pre-Screen
ESR
Enviro. Clearances
IDOT
IDOT
Crash Analyses
Geometric Studies
Alts. Eval.
Submit Prelim Plans
Geom. Approval
VILLAGE
VILLAGE
VILLAGE
IDOT
IDOT
Drainage Study
Exist. Drainage Plan
Prop. Drainage Plan
Drainage Approval
IDOT
IDOT
IDOT
Wetland Study
Submit WIE
Draft Project Development Report
Submit Draft PDR
VILLAGE
IDOT
Cost Estimate
Agency Coordination
Village KO
IDOT KO
FHWA/IDOT
Federal Funding Applications
CMAQ/TAP-L Call
Public Involvement
Public Meeting
Final Project Development Report
Submit Final PDR
Design Approval
VILLAGE
IDOT
Supervision, Administration & Coord.
Consultant
Subconsultant
Agency (IDOT, Village)



CIVILTECH

1420



VILLAGE OF SCHAUMBURG

Higgins Road (IL-72) Bike Path Project

1421

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resolution No. R-26-_____A Resolution Authorizing the Village Manager and Village Clerk to Execute an Agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road, in the Amount of $207,073.70.
01/13/26
Village Board

Presenter: Marisa Krawiec, AiCP, Transportation Program Manager
Lead Department: Transportation

Account(s):	Budget:	Expense Request:
4429010-7454, 26051 10-110	247,000	207,073.70

The budget status for this request is: Under Budget

Amount Under Budget: ($39,926.30)

Executive Summary:

Weathersfield Way between Salem Drive and Roselle Road is a minor collector. Weathersfield Way has a two-lane pavement cross-section with bike lanes in each direction. The roadway has curb & gutter and a closed drainage system with sidewalks located on both sides of the road. At the western terminus, the intersection of Weathersfield Way and Salem Drive is served by an all-way stop. At the eastern terminus, the intersection of Weathersfield Way and Roselle Road is served by a traffic signal. The intersection and the traffic signal are both controlled by the Cook County Department of Transportation and Highways (CCDOTH).

Between Salem Drive and Roselle Road, the village is seeking to resurface the roadway and improve bicycle and pedestrian accommodations on the north side of Weathersfield Way. The locations of mid-block multi-use path crossings and the dedication of pavement to other uses such as parking will be evaluated as part of the scope of work. Connections and repairs for sanitary and water lines under Weathersfield Way will also need to be evaluated. A public information meeting will be held to solicit public input on proposed alternatives.

Consultant Selection

Staff received proposals from four qualified consulting firms. Staff evaluated the proposals based on the qualifications of the project team, the firm's relevant experience, and the proposed project approach. Based on these evaluation criteria, staff recommends Strand Associates, Inc. to complete Phase I Preliminary Engineering for the Weathersfield Way Improvements project. Strand’s proposal set themselves apart through their strong understanding of the project corridor, by providing a clear and

efficient work plan, and demonstrating success on comparable projects. In September, the project team was awarded preliminary engineering for Weathersfield Way Resurfacing (Barrington to Springinsguth) project. The consulting firm has completed additional projects for Engineering and Public Works not related to roadways. Most recently Strand worked on the Centex Water Tank painting project and final design for the Athena Court reservoir tank, the latter of which is still underway. EPW staff has been pleased with Strand's performance on those projects.

Strand Associates, Inc. submitted a scope and cost proposal in the amount of $207,073.70 for Phase I Preliminary Engineering for Weathersfield Way Improvements. A detailed scope and breakdown of the costs is attached. The village budgeted a total of $247,000 for this project in FY25. Based on the attached cost proposal, this phase of the project would be $39,926.30 under the budgeted amount of $247,000. Funds for Phase I of this project will be paid from the Vital Streets fund. Surface Transportation Program (STP) funds are awarded to the project for construction in 2029.

Recommended Action:

The Village Manager recommends that the Transportation Committee recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way Improvements, Salem Drive to Roselle Road in the amount of $207,073.70 and approve the required Resolution.

ATTACHMENTS:

- Weathersfield Way Resolution.docx
- Professional Services Agreement.pdf
- Evaluation Tabulation.docx

RESOLUTION NO. R-26-_____

A RESOLUTION AUTHORIZING THE VILLAGE MANAGER AND VILLAGE CLERK TO EXECUTE AN AGREEMENT WITH STRAND ASSOCIATES, INC. OF JOLIET, IL FOR PHASE I PRELIMINARY ENGINEERING SERVICES FOR WEATHERSFIELD WAY IMPROVEMENTS, SALEM DRIVE TO ROSELLE ROAD, IN THE AMOUNT OF $207,073.70

WHEREAS, the Transportation Committee of the Village of Schaumburg has recommended that the Village of Schaumburg authorize the Village Manager and Village Clerk to execute a Professional Services Agreement with Strand Associates, Inc. of Joliet, IL for Phase I Preliminary Engineering Services for Weathersfield Way, Salem Drive to Roselle Road; and

WHEREAS, the Transportation Committee, Transportation Department, Finance Department, and Legal have reviewed the professional services agreement marked Attachment "A" attached hereto; and

WHEREAS, it would be in the best interest of the Village of Schaumburg to execute the professional services agreement for Phase I Preliminary Engineering Services for Weathersfield Way.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That the Village Manager and Village Clerk are hereby authorized to execute the professional services agreement with Strand Associates, Inc. marked as Attachment "A" for Weathersfield Way Improvements Phase I Preliminary Engineering Services.

SECTION TWO: That the Village Manager and Village Clerk are hereby authorized to sign any documents in furtherance of this Resolution.

SECTION THREE: That this Resolution shall be in full force and effect after passage and approval as required by law.

AYES:

NAYS:

ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF SCHAUMBURG
PROFESSIONAL SERVICES AGREEMENT FOR
WEATHERSFIELD WAY IMPROVEMENTS (SALEM DRIVE TO ROSELLE ROAD)
PHASE I PRELIMINARY ENGINEERING SERVICES

THIS AGREEMENT is dated as of the ____ day of _____, 20__ (***"Agreement"***) and is by and between the **VILLAGE OF SCHAUMBURG**, an Illinois municipal corporation (***"Village"***) and the Consultant identified in Subsection 1A below.

IN CONSIDERATION OF the recitals and the mutual covenants and agreements set forth in the Agreement, and pursuant to the Village's statutory powers, the parties agree as follows:

SECTION 1. CONSULTANT.

A. Engagement of Consultant. The Village desires to engage the Consultant identified below to provide all necessary professional consulting services and to perform the work in connection with the project identified below:

Consultant Firm Name: Strand Associates, Inc.®
Street Address: 1170 South Houbolt Road
City, State, Zip: Joliet, Illinois 60431
Telephone: (815) 744-4200
Email: Marc.Grigas@strand.com

B. Project Description.
Phase I Preliminary Engineering Services for Weathersfield Way Resurfacing between Salem Drive and Roselle Road.

C. Representations of Consultant. The Consultant has submitted to the Village a description of the services to be provided by the Consultant, a copy of which is attached as Exhibit 1 to this Agreement (***"Services"***). The Consultant represents that it is financially solvent, has the necessary financial resources, and is sufficiently experienced and competent to perform and complete the professional consulting services set forth in Exhibit 1 in a manner consistent with the standards of professional practice by recognized consulting firms providing services of a similar nature.

D. Agreement Amount. The total amount billed by the Consultant for the Services under this Agreement shall not exceed $207,073.70, as outlined in Exhibit 1, including reimbursable expenses as identified in Exhibit 1, unless amended pursuant to Subsection 8A of this Agreement.

SECTION 2. SCOPE OF SERVICES.

A. Retention of the Consultant. The Village retains the Consultant to perform, and the Consultant agrees to perform, the Services.

B. Services. The Consultant shall provide the Services pursuant to the terms and conditions of this Agreement.

C. Commencement; Time of Performance. The Consultant shall commence the Services immediately upon receipt of written notice from the Village that this Agreement has been fully executed by the Parties or on the date specified in Exhibit 1 (the ***"Commencement Date"***). The Consultant shall diligently and continuously prosecute the Services until the completion of the Services, but in no event later than 365 days after the date of the execution of this Agreement (***"Time of Performance"***).

D. Reporting. The Consultant shall regularly report to the Village, regarding the progress of the Services during the term of this Agreement.

SECTION 3. COMPENSATION AND METHOD OF PAYMENT.

A. Agreement Amount. The total amount billed for the services during the term this Agreement shall not exceed the amount identified as the Agreement Amount in Subsection 1D of this Agreement, without the prior express written authorization of the Village.

B. Invoices and Payment. The Consultant shall be paid as provided in Exhibit 1. The Consultant shall submit invoices to the Village in an approved format for those portions of the Services performed and completed by the Consultant. The amount billed in any such invoice shall be based on the method of payment set forth in Exhibit 1. The Village shall pay to the Consultant the amount billed within 30 days after its receipt and approval of such an invoice.

C. Records. The Consultant shall maintain records showing actual time devoted and costs incurred, and shall permit the authorized representative of the Village to inspect and audit all data and records of the Consultant for services done under the Agreement. The records shall be made available to the Village at reasonable times during the Agreement period, and for three years after the termination of the Agreement.

D. Claim In Addition To Agreement Amount. If the Consultant wishes to make a claim for additional compensation as a result of action taken by the Village, the Consultant shall provide written notice to the Village of such claim within 7 days after occurrence of such action as provided by Subsection 8D of this Agreement, and no claim for additional compensation shall be valid unless made in accordance with this Subsection. Any changes in the Agreement Amount shall be valid only upon written amendment pursuant to Subsection 8A of this Agreement. Regardless of the decision of the Village relative to a claim submitted by the Consultant, the Consultant shall proceed with all of the Services required to complete the Services under this Agreement as determined by the Village without interruption.

E. Taxes, Benefits and Royalties. The Agreement Amount includes all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or similar benefits and all costs, royalties and fees arising from the use on, or the incorporation into, the Services, of patented or copyrighted equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

F. Final Acceptance. The Services, or, if the Services are to be performed in separate phases, each phase of the Services, shall be considered complete on the date of final written acceptance by the Village of the Services or each phase of the Services, as the case may be, which acceptance shall not be unreasonably withheld or delayed.

SECTION 4. PERSONNEL; SUBCONSULTANTS.

A. Key Project Personnel. The Key Project Personnel identified in Exhibit 1 shall be primarily responsible for carrying out the Services on behalf of the Consultant. The Key Project Personnel shall not be changed without the Village's prior written approval.

B. Availability of Personnel. The Consultant shall provide all personnel necessary to complete the Services including, without limitation, any Key Project Personnel identified in this Agreement. The Consultant shall notify the Village as soon as practicable prior to terminating the employment of, reassigning, or receiving notice of the resignation of, any Key Project Personnel. The Consultant shall have no claim for damages and shall not bill the Village for additional time and materials charges as the result of any portion of the Services which must be duplicated or redone due to such termination or for any delay or extension of the Time of Performance as a result of any such termination, reassigning, or resignation.

C. Approval and Use of Subconsultants. The Consultant shall perform the Services with its own personnel and under the management, supervision, and control of its own organization unless otherwise approved by the Village in writing. All subconsultants and subagreements used by the Consultant shall be acceptable to, and approved in advance by, the Village. The Village's approval of any subconsultants or subagreements shall not relieve the Consultant of full responsibility and liability for the provision, performance, and completion of the Services as required by the Agreement. All Services performed under any subagreement shall be subject to all of the provisions of this Agreement in the same manner as if performed by employees of the Consultant. For purposes of this Agreement, the term "Consultant" shall be deemed also to refer to all subconsultants of the Consultant, and every subagreement shall include a provision binding the subconsultants to all provisions of this Agreement.

D. Removal of Personnel and Subconsultants. If any personnel or subconsultants fails to perform the Services in a manner satisfactory to the Village, the Consultant shall immediately upon notice from the Village remove and replace such personnel or subconsultants. The Consultant shall have no claim for damages, for compensation in excess of the amount contained in this Agreement or for a delay or extension of the Time of Performance as a result of any such removal or replacement.

SECTION 5. CONFIDENTIAL INFORMATION.

A. Confidential Information. The term ***"Confidential Information"*** shall mean information designated as "Confidential" in the possession or under the control of the Village relating to the technical, business or corporate affairs of the Village; Village property; user information, including, without limitation, any information pertaining to usage of the Village's computer system, including and without limitation, any information obtained from server logs or other records of electronic or machine readable form; and the existence of, and terms and conditions of, this Agreement. Village Confidential Information shall not include information that can be demonstrated: (i) to have been rightfully in the possession of the Consultant from a source other than the Village prior to the time of disclosure of said information to the Consultant under this Agreement (***"Time of Disclosure"***); (ii) to have been in the public domain prior to the Time of Disclosure; (iii) to have become part of the public domain after the Time of Disclosure by a publication or by any other means except an unauthorized act or omission or breach of this Agreement on the part of the Consultant or the Village; or (iv) to have been supplied to the Consultant after the Time of Disclosure without restriction by a third party who is under no obligation to the Village to maintain such information in confidence.

B. No Disclosure of Confidential Information by the Consultant. The Consultant acknowledges that it shall, in performing the Services for the Village under this Agreement, have access to or be directly or indirectly exposed to Confidential Information. The Consultant shall hold confidential all Confidential Information and shall not disclose or use such Confidential Information without express prior written consent of the Village unless required to perform the Services set forth in this Agreement. The Consultant shall be permitted to disclose Confidential Information as necessary to its subconsultants to fulfill the obligations required by this Agreement. The Consultant shall use reasonable measures at least as strict as those the Consultant uses to protect its own confidential information. Such measures shall include, without limitation, requiring subcontractors of the Consultant to execute a non-disclosure agreement before obtaining access to Confidential Information.

SECTION 6. STANDARD OF CARE; INDEMNIFICATION; INSURANCE.

A. Standard of Care. The Consultant warrants that the Services shall be performed in accordance with the standards of professional practice, care, and diligence practiced by recognized consulting firms in performing services of a similar nature in the same locale in existence at the time of performance of this Agreement. The standard of care expressed shall be in addition to any other representations expressed in the Agreement, or expressed or implied by law, which are hereby reserved unto the Village.

B. Indemnification. The Consultant shall, without regard to the availability or unavailability of any insurance either of the Village or the Consultant, indemnify and save harmless, the Village, its officials, and its employees, against any and all damages, liabilities, losses, and expenses, including reasonable attorneys' fees and administrative expenses recoverable under applicable law, to the extent arising, out of or caused by, the Consultant's negligent acts, errors or omissions in the performance of, or failure to perform, the Services or any part thereof, except to the extent caused by the negligence of the Village.

C. Insurance. Contemporaneous with the Consultant's execution of this Agreement, the Consultant shall provide certificates of insurance and upon request, policies of insurance, all with coverages and limits acceptable to the Village, and evidencing at least the minimum insurance coverages and limits as set forth in Exhibit 2 to this Agreement. But in no event shall any services begin without an insurance certificate or policy having been provided and approved by the Village. Such certificates shall be from companies with a general rating of A and a financial size category of Class X or better, in Best's Insurance Guide. Such certificates of insurance shall provide that no insurer change, modification in, or cancellation of any insurance shall become effective until the expiration of 30 days after written notice thereof shall have been given to the Village. The Consultant shall, at all times during the term of this Agreement, maintain and keep in force, at the Consultant's expense, the insurance coverages provided above, including without limitation at all times to meet the Standard of Care requirements of Subsection 6(A) of this section.

D. No Personal Liability. No elected or appointed official or employee of the Village shall be personally liable, in law or in contract, to the Consultant as the result of the execution of this Agreement. Likewise, no claims or suits shall be made against the employees of the Consultant as a result of the execution of this Agreement.

SECTION 7. CONSULTANT AGREEMENT GENERAL PROVISIONS.

A. Relationship of the Parties. The Consultant shall act as an independent contractor in providing and performing the Services. Nothing, in or done pursuant to this Agreement, shall be construed (i) to create the relationship of principal and agent, employer and employee, partners, or joint venturers between the Village and Consultant; or (ii) to create any relationship between the Village and any subcontractor of the Consultant.

B. Conflict of Interest. The Consultant represents and certifies that, to the best of its knowledge, (1) no Village employee or agent is interested in the business of the Consultant or this Agreement; (2) as of the date of this Agreement neither the Consultant nor any person employed or associated with the Consultant has any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement; and (3) neither the Consultant nor any person employed by or associated with the Consultant shall at any time during the term of this Agreement obtain or acquire any interest that would conflict in any manner or degree with the performance of the obligations under this Agreement.

C. No Collusion. The Consultant represents and certifies that the Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless the Consultant is contesting, in accordance with the procedures established by the appropriate revenue act, its liability for the tax or the amount of the tax, as set forth in Section 11-42.1-1 *et seq.* of the Illinois Municipal Code, 65 ILCS 5/11-42.1-1 *et seq.*; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code, 720 ILCS 5/33E-1 *et seq.* The Consultant represents that the only persons, firms, or corporations interested in this Agreement as principals are those disclosed to the Village prior to the execution of this Agreement, and that this Agreement is made without collusion with any other person, firm, or corporation. If at any time it shall be found that the Consultant has, in procuring this Agreement, colluded with any other person, firm, or corporation, then the Consultant shall be liable to the Village for all loss or damage that the Village may suffer, and this Agreement shall, at the Village's option, be null and void.

D. Sexual Harassment Policy. The Consultant certifies that it has a written sexual harassment policy in full compliance with Section 2-105(A) (4) of the Illinois Human Rights Act, 775 ILCS 5/2-105(A) (4).

E. Patriot Act Compliance. The Consultant represents and warrants to the *Village* that neither it nor any of its principals, shareholders, members, partners, or affiliates, as applicable, is a person or entity named as a Specially Designated National and Blocked Person (as defined in Presidential Executive Order 13224) and that it is not acting, directly or indirectly, for or on behalf of a Specially Designated National and Blocked Person. The Consultant further represents and warrants to the Village that the Consultant and its principals, shareholders, members, partners, or affiliates, as applicable, are not, directly or indirectly, engaged in, and are not facilitating, the transactions contemplated by this Agreement on behalf of any person or entity named as a Specially Designated National and Blocked Person. The Consultant hereby agrees to defend, indemnify and hold harmless the Village, its corporate authorities, and all Village elected or appointed officials, officers, employees, agents, representatives, engineers, and attorneys, from and against any and all claims, damages, losses, risks, liabilities, and expenses (including reasonable attorneys' fees and costs) arising from or related to any breach of the representations and warranties in this subsection.

F. Termination. Notwithstanding any other provision hereof, the Village may terminate this Agreement at any time upon 15 days prior written notice to the Consultant. In the event that this Agreement is so terminated, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed as determined as provided in Exhibit 1. The Consultant may also terminate the Agreement in the event the Village fails to make payment for services rendered, but only after the Consultant has provided written notice to the Village of the lack of payment and allowed the Village 30 days to make payment or contest the payment or amount.

G. Term. The time of performance of this Agreement, unless terminated pursuant to the terms of this Agreement, shall expire on the date the Village determines that all of the Services under this Agreement are completed or upon final payment to Consultant. A determination of completion shall not constitute a waiver of any rights or claims which the Village may have or thereafter acquire with respect to any breach hereof by the Consultant or any right of indemnification of the Village by the Consultant.

H. Compliance with Laws and Grants. Consultant shall give notices, pay all fees, and take all other action that may be necessary for the Services that are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable building and zoning statutes, ordinances, rules, and regulations, and the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 *et seq*., and the Illinois Human Rights Act, 775 ILCS 5/1-101 *et seq*. Consultant shall also comply with all conditions of any federal, state, or local grant received by Village and made known to the Consultant with respect to this Agreement or the Services.

Consultant shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Consultant's, or its subconsultants', negligent performance of, or failure to perform, the Services or any part thereof.

I. Default. If it should appear at any time that the Consultant has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that permits completion of the Services in full compliance with the requirements of this Agreement, or has otherwise failed, refused, or delayed to perform or satisfy the Services or any other material requirement of this Agreement (***"Event of Default"***), and fails to cure any such Event of Default within ten business days after the Consultant's receipt of written notice of such Event of Default from the Village, then the Village shall have the right, without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. Cure by Consultant. The Village may require the Consultant, within a reasonable time, to complete or correct all or any part of the Services that are the subject of the Event of Default; and to take any or all other action necessary to bring the Consultant and the Services into compliance with this Agreement.

2. Termination of Agreement by Village. The Village may terminate this Agreement without liability for further payment of amounts due or to become due under this Agreement.

3. Withholding of Payment by Village. The Village may withhold from any payment, whether or not previously approved, or may recover from the Consultant, any and all costs, including attorneys' fees and administrative expenses, incurred by the Village as the result of any Event of Default by the Consultant or as a result of reasonable actions taken by the Village in response to any Event of Default by the Consultant.

J. No Additional Obligation. The Parties acknowledge and agree that the Village is under no obligation under this Agreement or otherwise to negotiate or enter into any other or additional contracts or agreements with the Consultant or with any vendor solicited or recommended by the Consultant.

K. Village Board Authority. Notwithstanding any provision of this Agreement, any negotiations or agreements with, or representations by the Consultant to vendors shall be subject to the approval of the Village Board of Trustees. The Village shall not be liable to any vendor or other third party for any agreements made by the Consultant, purportedly on behalf of the Village, without the knowledge and approval of the Village Trustees.

L. Mutual Cooperation. The Village agrees to cooperate with the Consultant in the performance of the Services, including meeting with the Consultant and providing the Consultant with such non-confidential information that the Village may have that may be relevant and helpful to the Consultant's performance of the Services. The Consultant agrees to cooperate with the Village in the performance of the Services to complete the work and with any other consultants engaged by the Village.

M. News Releases. The Consultant shall not issue any news releases or other public statements regarding the Services without prior approval from the Village

N. Ownership. Designs, drawings, plans, specifications, photos, reports, information, observations, calculations, notes, and any other documents, data, or information, in any form, prepared, collected, or received by the Consultant in connection with any or all of the Services to be performed under this Agreement (***"Documents"***) shall be and remain the exclusive property of the Village. At the Village's request, or upon termination of this Agreement, the Consultant shall cause the Documents to be promptly delivered to the Village upon payment of all sums due and owing Consultant under the Agreement. Any reuse of Documents other than for the purposes of this Agreement shall be at Village risk and Consultant shall not be liable for any reuse of the Documents.

O. GIS Data. ***[NOTE: Use this only if applicable]*** The Village has developed digital map information through Geographic Information Systems Technology (***"GIS Data"***) concerning the real property located within the Village. If requested to do so by the Consultant, the Village agrees to supply the Consultant with a digital copy of the GIS Data, subject to the following conditions:

1. Limited Access to GIS Data. The GIS Data provided by the Village shall be limited to the scope of the Services that the Consultant is to provide for the Village;

2. Purpose of GIS Data. The Consultant shall limit its use of the GIS Data to its intended purpose of furtherance of the Services; and

3. Agreement with Respect to GIS Data. The Consultant does hereby acknowledge and agree that:

a. **Trade Secrets of the Village.** The GIS Data constitutes proprietary materials and trade secrets of the Village and, shall remain the property of the Village;

b. **Consent of Village Required.** The Consultant will not provide or make available the GIS Data in any form to anyone without the prior written consent of the Village;

c. **Supply to Village.** At the request of the Village, the Consultant shall supply the Village with any and all information that may have been developed by the Consultant based on the GIS Data;

d. **No Guarantee of Accuracy.** The Village makes no guarantee as to the accuracy, completeness, or suitability of the GIS Data in regard to the Consultant's intended use thereof; and

e. **Discontinuation of Use.** At such time as the Services have been completed to the satisfaction of the Village, the Consultant shall cease its use of the GIS Data for any purpose whatsoever; and, upon request, an authorized representative of the Village shall be afforded sufficient access to the Consultant's premises and data processing equipment to verify that all use of the GIS Data has been discontinued.

SECTION 8. GENERAL PROVISIONS.

A. Amendment. No amendment or modification to this Agreement shall be effective unless and until such amendment or modification is in writing, properly approved in accordance with applicable procedures, and executed.

B. Assignment. This Agreement may not be assigned by the Village or by the Consultant without the prior written consent of the other party.

C. Binding Effect. The terms of this Agreement shall bind and inure to the benefit of the Parties hereto and their agents, successors, and assigns.

D. Notice. Any notice or communication required or permitted to be given under this Agreement shall be in writing and shall be delivered (i) personally, (ii) by a reputable overnight courier, (iii) by certified mail, return receipt requested, and deposited in the U.S. Mail, postage prepaid, (iv) by facsimile, or (v) by electronic internet mail ("e-mail"). Facsimile notices shall be deemed valid only to the extent that they are (a) actually received by the individual to whom addressed and (b) followed by delivery of actual notice in the manner described in either (i), (ii), or (iii) above within three business days thereafter at the appropriate address set forth below. E-mail notices shall be deemed valid and received by the addressee thereof when delivered by e-mail and (a) opened by the recipient on a business day at the address set forth below, and (b) followed by delivery of actual notice in the manner described in either (i), (ii) or (iii) above within three business days thereafter at the appropriate address set forth below. Unless otherwise expressly provided in this Agreement, notices shall be deemed received upon the earlier of (a) actual receipt; (b) one business day after deposit with an overnight courier as evidenced by a receipt of deposit; or (c) three business days following deposit in the U.S. mail, as evidenced by a return receipt. By notice complying with the requirements of this Subsection, each Party shall have the right to change the address or the addressee, or both, for all future notices and communications to such party, but no notice of a change of addressee or address shall be effective until actually received.

Notices and communications to the Village shall be addressed to, and delivered at, the following address:

Village of Schaumburg 714 S. Plum Grove Road
Schaumburg, Illinois 60193
Attention: Ogar Somo
E-mail: OSomo@schaumburg.com

Notices and communications to the Consultant shall be addressed to, and delivered at, the following address:

Consultant Firm Name: Strand Associates, Inc.®
Street Address: 1170 South Houbolt Road
City, State, Zip: Joliet, Illinois 60431
Attention: Marc Grigas
Facsimile: _____
Email: Marc.Grigas@strand.com

E. Third Party Beneficiary. No claim as a third party beneficiary under this Agreement by any person, firm, or corporation other than the Consultant shall be made or be valid against the Village or Consultant.

F. Provisions Severable. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

G. Time. Time is of the essence in the performance of this Agreement.

H. Governing Laws. This Agreement shall be interpreted according to the laws of the State of Illinois.

I. Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes any and all previous or contemporaneous oral or written agreements and negotiations between the Village and the Consultant with respect to the Proposal and the Services.

J. Waiver. No waiver of any provision of this Agreement shall be deemed to or constitute a waiver of any other provision of this Agreement (whether or not similar) nor shall any such waiver be deemed to or constitute a continuing waiver unless otherwise expressly provided in this Agreement.

K. Exhibit. Exhibits 1 and 2, are attached hereto, and by this reference incorporated in and made a part of this Agreement. In the event of a conflict between the Exhibit and the text of this Agreement, the text of this Agreement shall control.

L. Rights Cumulative. Unless expressly provided to the contrary in this Agreement, each and every one of the rights, remedies, and benefits provided by this Agreement shall be cumulative and shall not be exclusive of any other such rights, remedies, and benefits allowed by law.

M. **Counterpart Execution.** This Agreement may be executed in several counterparts, each of which, when executed, shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[SIGNATURES FOLLOW]

VILLAGE OF SCHAUMBURG

By: _____
Village Manager

ATTEST:

By: _____
Village Clerk

CONSULTANT

By: Joseph M Breslin 12/19/25

TITLE: Corporate Secretary

ATTEST:

By: Gretchen J. Christensen

TITLE: N/A

EXHIBIT 1

SCOPE OF SERVICES

AGREEMENT AMOUNT

[TO BE PREPARED BY CONSULTANT AND ACCEPTABLE TO VILLAGE]

[INCLUDE HOURLY RATES, LUMP SUM AMOUNTS, REIMBURSABLE COSTS, SCHEDULE FOR LUMP SUM OR INSTALLMENT PAYMENTS, INVOICE FORMAT, ETC.]

[SHALL INCLUDE SCHEDULE]

EXHIBIT 1

Services Name: Phase I Engineering Services for Weathersfield Way Resurfacing Project from Salem Drive to Roselle Road (PROJECT).

Project Understanding

PROJECT consists of roadway and multi-use path modifications to 1.0 miles of Weathersfield Way from Salem Drive to Roselle Road in the Village of Schaumburg, Illinois (Village). Roadway modifications include resurfacing, pavement patching, curb and gutter and sidewalk removal and replacement. A multi-use path will be designed from the existing path at Salem Drive to Roselle Road.

Phase I and Phase II will be locally funded. Other phases of PROJECT will be partially funded with Surface Transportation Program federal funds. PROJECT will be processed through the Illinois Department of Transportation's (IDOT) District One's Bureau of Local Roads & Streets and the Federal Highway Administration (FHWA). PROJECT is anticipated to be processed as a Categorical Exclusion—State Approved. Village has scheduled PROJECT for the March 2029 IDOT letting.

Scope of Services

Phase I Preliminary Engineering

Administration and Communication

1. Track PROJECT schedule, budget, and task completion.
2. Prepare monthly PROJECT invoices.
3. Prepare subconsultant agreements and communicate with subconsultants.
4. Communicate with Northwest Municipal Conference (NWMC) and prepare PROJECT program information and quarterly reports to NWMC.

Data Collection, Site Visit, and Review of Materials

1. Collect and review data provided by Village which may include, but will not be limited to, subdivision plats, as-built plans, traffic signal plans at Roselle Road, crash data for the previous five years, microfilm, historic aerial imagery, flood plain and wetland mapping, and permits.
2. Review Village's geographical information system data.
3. Perform one site visit and prepare an Environmental Survey Request photograph log.
4. Review existing pavement conditions and pavement patching sizes and quantities.
5. Review existing sidewalk not proposed to be replaced with a multi-use path for areas that may not meet current Americans with Disabilities Act/Public Right-Of-Way (ROW) Accessibility Guidelines. Areas to be replaced shall be determined by Village.
6. Perform a condition assessment of existing driveway aprons and curb and gutter.

Environmental Engineering

1. Prepare and submit an Environmental Survey Request to IDOT including exhibits and photograph log.

2. Subconsultant Hampton, Lenzini and Renwick, Inc. (HLR) will perform services related to completing a Preliminary Environmental Site Assessment (PESA). The PESA will be prepared using historical and geological information. The specific methods used to conduct the assessment will be in accordance with the following documents:

   a. American Society for Testing and Materials Standards E1527-13.

   b. A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects.

   c. Special Wastes Procedures for Local Highway Improvements (IDOT Local Roads Manual, July 22, 2004).

   d. IDOT Bureau of Design and Environment (BDE) Manual, Section 27-3.03 (b) (October 2015).

   The PESA will include a database search, review of historical records, an on-site evaluation, and review of other project conditions that may give insight into the existing environmental conditions along the route.

   Once the review has been completed, a written report will be prepared and submitted as documentation for the on-site analysis. This report will accompany various site photographs, maps, and the above-mentioned documentation; which will be utilized to assist with the project evaluation.

3. Review PESA results and incorporate into the Project Development Report, as appropriate.

4. Communicate with HLR regarding its services.

Topographical Survey

1. Subconsultant Claassen, White & Associates (CWA) will provide the topographical survey services. The survey will be bound by the ROW, generally extending 15 feet beyond the existing roadway ROW. Longitudinal limits of the survey will be the east edge of pavement of Salem Drive to the full intersection of Roselle Road. Side street topography will extend 50 feet beyond the curb returns. Survey will include entrances, utility structures with discharge pipe inverts, fire hydrants, sidewalks, curb ramps, paths, fences, handholes, traffic signal equipment, retaining walls, pavement, trees, signs, and curb and gutter. All trees will be located within the PROJECT limits and will be identified as deciduous or coniferous. Tree species and tree tagging will not be included. The horizontal control will be set in accordance with a global positioning system (GPS) based on Illinois State Plane Coordinates/East Zone NAD83 (2011). Provide vertical control in accordance with a GPS unit based on NAVD 88 datum and National Geodetic Survey control.

2. Develop a base map of the topographical survey results with Open Roads Designer. Import spatially-tied aerial photography provided by Village into the base map.

3. Communicate with CWA regarding its services.

Geotechnical Engineering and Analyses

1. Subconsultant Rubino Engineering, Inc., (Rubino) will provide geotechnical engineering services and prepare a Roadway Geotechnical Report. Rubino will perform up to 18 pavement cores to up to two feet deep on Weathersfield Way.

2. Communicate with Rubino regarding its services.

Utility Communication

1. Prepare initial communication letters for utilities that are on the J.U.L.I.E. locate design stage ticket.

2. Review utility atlases provided by utility companies and Village.

3. Communicate with utility companies.

Stakeholder Involvement Plan

1. Prepare a log of PROJECT stakeholders. This is anticipated to include residents along the corridor, Schaumburg Park District, and businesses at the Farmgate Shopping Center. Up to 150 stakeholders are anticipated.

2. Provide the following for one public information meeting held by Village.

    a. Prepare a public meeting advertisement for Village approval. Advertise the Public Information Meeting for two publications in one Village-approved newspaper (two publications total). Prepare the advertisement and communicate with one newspaper to publish the advertisement following IDOT Bureau of Local Roads and Streets criteria.

    b. Prepare a public meeting notification letter on Village letterhead. Prepare and mail the letters to up to 150 property owners along the corridor. For the multi-unit residential development near Roselle Road, letters will be mailed to the Lakewood Condominium Association, not individual units. For the commercial developments near Roselle Road, letters will be mailed to only the buildings that abut Weathersfield Way.

    c. Prepare up to six exhibit boards (to be displayed on easels) and aerial exhibits (to be laid flat on a table) summarizing PROJECT. Make exhibits available for review by Village prior to the meeting. The exhibit boards will be used to facilitate discussions about PROJECT with members of the public.

    d. Facilitate the public information meeting in an open house format. It is anticipated that the open house will last up to three hours and will be held on a weeknight.

    e. Provide a sign-in sheet and comment forms for members of the public. Collect comment forms at the end of the open house.

    f. Prepare an electronic log of up to 50 written comments received before, during, and up to two weeks after the public information meeting.

    g. Prepare a written summary of the public information meeting, including information about the number of attendees and a summary of the comments that were received. The written summary will be made available to Village.

3. Review and prepare responses to comments received before, during, and up to two weeks after the public information meeting. Formal responses on Village letterhead will be emailed or mailed to respond to each comment received within that timeframe.

4. Meet individually with up to three stakeholders to discuss PROJECT.

Crash Analysis

1. Obtain and review crash data from Village for the previous five years.

2. Prepare crash summary and collision diagrams for up to 100 crashes.

Geometric Studies

1. Prepare a multi-use path alternative analysis reviewing two alternative for the Village to select a preferred alternative. Provide a summary letter of results to the Village. Discuss alternatives with Village for Village to select preferred location.

2. Design horizontal alignment and vertical profile for up to 5,400 linear feet of multi-use path.

3. Review existing pavement structure from pavement core results and review up to two alternatives for the resurfacing pavement structure.

4. Evaluate existing crosswalk and curb ramp locations along the corridor for pedestrian connectivity. Each intersection will be evaluated for adding crosswalks and/or removing crosswalks and curb ramps.

5. Prepare preliminary plans for Village's review. Preliminary plans shall consist of plan and profile at 20 scale, existing and proposed typical sections, and cross sections. Cross sections will be prepared for the location of the Village-prepared multi-use path every 50 feet and at entrances. Cross sections will not be included in the Project Development Report and side street cross sections will not be provided.

Project Development Report

1. Prepare an opinion of probable construction cost (OPCC).

2. Prepare a Prefinal Project Development Report utilizing IDOT's Form BLR 22110 with attachments at 95 percent completion. The following attachments are anticipated to be included.

    a. Location map.

    b. Functional classification map.

    c. Existing and proposed typical sections.

    d. Roadway plan and profile drawings. A proposed profile for the multi-use path will be shown.

    e. Communication meeting data (BLR 22410).

    f. Design Exception Guidelines (BLR 22000).

    g. Design Exception Forms (BLR 22120), as appropriate.

    h. Bicycle and Pedestrian Assessment (BDE 1702).

    i. Crash analysis.

    j. PESA summary.

    k. Biological and cultural clearances.

    l. Meeting minutes.

m. Agency, stakeholder, and utility communication.

n. OPCC.

3. Submit the Prefinal Project Development Report (anticipated to be Categorical Exclusion—State Approved) for Village and IDOT review. Prepare Checklist for Determination of State/Federal Approved Categorical Exclusions (BLR 19110).

4. Revise the Project Development Report based on review comments from Village and IDOT, as appropriate.

5. Prepare up to four design exception forms on IDOT forms.

6. Prepare design approval request notices for publication by Village.

Meetings

Attend and prepare meeting minutes for the following meetings:

1. One virtual kickoff meeting with IDOT.

2. One kickoff meeting with Village.

3. Up to 12 virtual 30-minute progress meetings with Village.

4. One meeting with FHWA.

Quality Control/Quality Assurance (QA/QC)

Perform QA/QC reviews prior to each submittal and throughout the PROJECT as appropriate. QA/QC review will be implemented in accordance with Consultant's QA/QC procedures.

Service Elements Not Included

The following services are not included in this Agreement. If required, they will be provided through an amendment to this Agreement or through a separate agreement with the Village.

1. Additional Village-required Site Visits and/or Meetings: Additional Village-required site visits or meetings.

2. Archaeological or Botanical Investigations: Consultant will assist Village in engaging the services of an archaeologist or botanist, if required, to perform the field investigations necessary for agency review.

3. Flood Studies: Any services involved in performing flood and floodway studies.

4. Land and Easement Surveys/Procurement: Any services of this type including, but not limited to, a record search, field work, preparation of legal descriptions, or assistance to Village for securing land rights necessary for the specified project.

5. Location Drainage Study or Location Drainage Technical Memorandum Preparation.

6. PESA Response and Preliminary Site Investigation.

7. Phase II Design Services.

8. PowerPoint Presentation for the Public Meeting.

9. Preparation for and/or Appearance in Litigation on Behalf of Village: Any services related to litigation.

10. Revising Designs, Drawings, Specifications, and Documents: Any services required after these items have been previously approved by state or federal regulatory agencies, because of a change in project scope or where such revisions are necessary to comply with changed state and federal regulations that are put in force after Services have been partially completed.

11. Section 4(f) and Section 6(f) Impacts.

12. Village Board and Committee Presentations.

Client: Village of Schaumburg, IL
Project: Weathersfield Way Improvements
Phase: Phase I Engineering
Date: 22-Dec-2025

STRAND ASSOCIATES®

	Task (Note: Numbering does not align with the Schedule numbering in Approach)	PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECH LEAD	SECRETARY	BUDGET TOTALS Hours	Subconsultant Cost	Labor Cost	Line Cost	% of Project
1.0	**Administration & Communication**															
1.1	Track project schedule, budget, and task completion (13 months @ 1 hrs/mo)	2.00	6.00		3.00						2.00	13.00		$2,504.25	$2,504.25	1.34%
1.2	Prepare and submit monthly invoices (13 months @ 1 hrs/mo)	2.00	6.00		3.00						2.00	13.00		$2,504.25	$2,504.25	1.34%
1.3	Develop subconsultant agreements and track subconsultant progress (13 months @ 0.5 hrs/mo)	1.00	2.00		1.50						2.00	6.50		$1,176.73	$1,176.73	0.63%
1.4	Communicate with Northwest Municipal Conference (NWMC) and prepare Project Program Information and quarterly reports to NWMC		2.00		4.00						1.00	7.00		$1,164.85	$1,164.85	0.62%
1.0	**Administration & Communication**	5.00	16.00	0.00	11.50	0.00	0.00	0.00	0.00	0.00	7.00	39.50	$0.00	$7,350.08	$7,350.08	3.92%
2.0	**Data Collection, Site Visit, and Review of Materials**															
2.1	Collect and review data provided by the Village		2.00	4.00			8.00					14.00		$1,973.77	$1,973.77	1.05%
2.2	Review the Village's GIS data			2.00			4.00					6.00		$793.00	$793.00	0.42%
2.3	Visit site and prepare ESR photo log			6.00	6.00		6.00					18.00		$2,598.28	$2,598.28	1.39%
2.4	Review existing pavement conditions and pavement patching sizes and quantities			6.00			6.00					12.00		$1,610.40	$1,610.40	0.86%
2.5	Evaluate existing sidewalk for potential areas of replacement		2.00	4.00			12.00					18.00		$2,486.17	$2,486.17	1.33%
2.6	Perform a condition assessment of existing driveway aprons and curb and gutter		2.00	6.00			10.00					18.00		$2,510.57	$2,510.57	1.34%
2.0	**Data Collection, Site Visit, and Review of Materials**	0.00	6.00	28.00	6.00	0.00	46.00	0.00	0.00	0.00	0.00	86.00	$0.00	$11,972.19	$11,972.19	6.39%
3.0	**Environmental Engineering**															
3.1	Prepare and submit Environmental Survey Request with exhibits and photo log		2.00	12.00			26.00					40.00		$5,401.97	$5,401.97	2.88%
3.2	Subconsultant HLR will perform services related to completing a PESA												$11,500.00		$11,500.00	6.14%
3.3	Review PESA results and incorporate into PDR as appropriate		1.00	2.00								3.00		$474.49	$474.49	0.25%
3.4	Communicate with HLR regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
3.0	**Environmental Engineering**	0.00	5.00	16.00	0.00	0.00	26.00	0.00	0.00	0.00	0.00	47.00	$11,500.00	$6,544.83	$18,044.83	9.63%
4.0	**Topographical Survey (Claassen, White & Associates)**															
4.1	Subconsultant Claassen, White & Associates will provide the topographical survey services												$39,460.00		$39,460.00	21.05%
4.2	Develop base map of topographical survey results with Open Roads Designer and import spatially-tied aerial photography			2.00			2.00			8.00		12.00		$2,122.80	$2,122.80	1.13%
4.3	Communicate with Claassen, White & Associates regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
4.0	**Topographical Survey (Claassen, White & Associates)**	0.00	2.00	4.00	0.00	0.00	2.00	0.00	0.00	8.00	0.00	16.00	$39,460.00	$2,791.17	$42,251.17	22.54%
5.0	**Geotechnical Engineering and Analyses (Rubino)**															
5.1	Subconsultant Rubino will provide geotechnical engineering services												$5,970.00		$5,970.00	3.19%
5.2	Communicate with Rubino regarding its services		2.00	2.00								4.00		$668.37	$668.37	0.36%
5.0	**Geotechnical Engineering and Analyses (Rubino)**	0.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	$5,970.00	$668.37	$6,638.37	3.54%
6.0	**Utility Communication**															
6.1	Prepare initial coordination letters for utilities identified by JULIE			2.00			4.00				2.00	8.00		$1,029.99	$1,029.99	0.55%
6.2	Review utility atlases provided by utility companies			2.00			6.00					8.00		$1,049.20	$1,049.20	0.56%
6.3	Communicate with utility companies			2.00			6.00					8.00		$1,049.20	$1,049.20	0.56%
6.0	**Utility Communication**	0.00	0.00	6.00	0.00	0.00	16.00	0.00	0.00	0.00	2.00	24.00	$0.00	$3,128.39	$3,128.39	1.67%
7.0	**Stakeholder Involvement Plan**															
7.1	Advertise public meeting notification and communicate with newspaper		1.00	12.00							2.00	15.00		$2,114.48	$2,114.48	1.13%
7.2	Prepare for and hold one Public Information meeting		6.00	24.00			48.00					78.00		$10,679.31	$10,679.31	5.70%
7.3	Review and prepare responses to public comments		2.00	8.00			8.00				2.00	20.00		$2,771.97	$2,771.97	1.48%
7.4	Meet individually with stakeholders to discuss the project, upon request		6.00	6.00								12.00		$2,005.11	$2,005.11	1.07%
7.0	**Stakeholder Involvement Plan**	0.00	15.00	50.00	0.00	0.00	56.00	0.00	0.00	0.00	4.00	125.00	$0.00	$17,570.87	$17,570.87	9.37%
8.0	**Crash Analysis**															
8.1	Obtain and review crash data for the previous 5 years			4.00	4.00		12.00					20.00		$2,756.98	$2,756.98	1.47%
8.2	Prepare crash summary and collision diagrams			4.00			24.00					28.00		$3,635.60	$3,635.60	1.94%
8.0	**Crash Analysis**	0.00	0.00	8.00	4.00	0.00	36.00	0.00	0.00	0.00	0.00	48.00	$0.00	$6,392.58	$6,392.58	3.41%
9.0	**Geometric Studies**															
9.1	Prepare a multi-use path alternatives analysis and summary letter		2.00	4.00			12.00				2.00	20.00		$2,723.17	$2,723.17	1.45%
9.2	Design horizontal alignment and vertical profile for up to 5,400 feet of multi-use path		2.00	8.00			24.00		8.00			42.00		$5,438.57	$5,438.57	2.90%
9.3	Review existing pavement structure and resurfacing alternatives			4.00			4.00					8.00		$1,073.60	$1,073.60	0.57%
9.4	Evaluate crosswalk and curb ramp locations		1.00	4.00			8.00					13.00		$1,779.89	$1,779.89	0.95%

Client: Village of Schaumburg, IL
Project: Weathersfield Way Improvements
Phase: Phase I Engineering
Date: 22-Dec-2025

STRAND ASSOCIATES®

Task (Note: Numbering does not align with the Schedule numbering in Approach)		PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECH LEAD	SECRETARY	BUDGET TOTALS Hours	Subconsultant Cost	Labor Cost	Line Cost	% of Project
9.5	Prepare plan and profile (10 shts, 6hr/sht), existing and proposed typical sections (1 sht, 16 hr/sht), and cross sections (50' intervals and driveways = 142 sections, 3 sections/sht, 1.5 hr/sht)		8.00	12.00		12.00	95.00			20.00		147.00		$21,111.21	$21,111.21	11.26%
9.0 Geometric Studies		0.00	13.00	32.00	0.00	12.00	143.00	0.00	8.00	20.00	2.00	230.00	$0.00	$32,126.44	$32,126.44	17.14%
10.0 Project Development Report																
10.1	Prepare Opinion of Probable Construction Cost	2.00	4.00	8.00			20.00					34.00		$5,069.94	$5,069.94	2.70%
10.2	Prepare a Prefinal Project Development Report and address comments	4.00	8.00	20.00			50.00				12.00	94.00		$13,404.05	$13,404.05	7.15%
10.3	Submit the Prefinal PDR for Village and IDOT review		1.00	2.00			4.00				1.00	8.00		$1,105.38	$1,105.38	0.59%
10.4	Revise the PDR based on review comments	1.00	2.00	4.00			12.00				2.00	21.00		$3,028.17	$3,028.17	1.62%
10.5	Prepare up to 4 design exception forms on IDOT forms		2.00	4.00			12.00					18.00		$2,486.17	$2,486.17	1.33%
10.6	Prepare design approval request notices		2.00								2.00	4.00		$624.77	$624.77	0.33%
10.0 Project Development Report		7.00	19.00	38.00	0.00	0.00	98.00	0.00	0.00	0.00	17.00	179.00	$0.00	$25,718.48	$25,718.48	13.72%
11.0 Meetings																
11.1	Prepare, attend, and create meeting minutes for meetings defined in the scope															
11.1a	Attend and prepare meeting minutes for one virtual kickoff meeting with IDOT		2.00	2.00		1.00	2.00				1.00	8.00		$1,188.24	$1,188.24	0.63%
11.1b	Attend and prepare meeting minutes for one kickoff meeting with Village.		2.00	2.00			2.00				1.00	7.00		$1,043.07	$1,043.07	0.56%
11.1c	Attend and prepare meeting minutes for up to twelve virtual 30-minute progress meetings with Village		6.00	4.00		2.00	4.00				1.00	17.00		$2,645.75	$2,645.75	1.41%
11.1d	Attend and prepare meeting minutes for one meeting with FHWA		2.00	2.00		1.00	2.00				1.00	8.00		$1,188.24	$1,188.24	0.63%
11.0 Meetings		0.00	12.00	10.00	0.00	4.00	10.00	0.00	0.00	0.00	4.00	40.00	$0.00	$6,065.30	$6,065.30	3.24%
12.0 Quality Control/Quality Assurance (QA/QC)																
12.1	Perform QA/QC reviews prior to each submittal and as needed						8.00	30.00				38.00		$10,174.80	$10,174.80	5.43%
12.0 Quality Control/Quality Assurance (QA/QC)		0.00	0.00	0.00	0.00	0.00	8.00	30.00	0.00	0.00	0.00	38.00	$0.00	$10,174.80	$10,174.80	5.43%
	Total Hours 876.50	12.00	90.00	194.00	21.50	16.00	441.00	30.00	8.00	28.00	36.00	876.50	$56,930.00	$130,503.50	$187,433.50	100.00%
	% of Total Hours 100.00%	1.4%	10.3%	22.1%	2.5%	1.8%	50.3%	3.4%	0.9%	3.2%	4.1%					
	Staff	PRINCIPAL	PROJ. MANAGER	LEAD ENGR.	TRAFFIC ENGINEER	DRAINAGE ENGR.	ENGINEER	QA/QC	OFFICE TECH	OFFICE TECHLEAD	SECRETARY					
	Billing Rate	$305.00	$193.89	$140.30	$164.65	$145.17	$128.10	$305.00	$106.75	$198.25	$118.50					
	Fee	$3,660.00	$17,449.70	$27,218.20	$3,539.89	$2,322.70	$56,492.10	$9,150.00	$854.00	$5,551.00	$4,265.91					

Subtotal Fee	**$130,510.00**
Subconsultant Fees	$56,930.00
Subconsultant Administration	$5,692.90
Expenses	$13,940.80
Total Fee	**$207,073.70**

Project Schedule

Village of Schaumburg
Weathersfield Way Resurfacing Project
Project Schedule

	Tasks	2025	2026											2027
		Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan
1	**Phase I Planning Engineering**														
1.1	Notice to Proceed														
1.2	Village and IDOT Kick-Off Meetings														
1.3	Data Collection														
1.4	Environmental Survey Request														
1.5	Utility Communication														
1.6	PESA														
1.7	Topographical Survey														
1.8	Field Investigation														
1.9	Geotechnical Engineering														
1.10	Crash Analysis														
1.11	Preliminary Design														
1.12	Respond to Village's Review and Comments														
1.13	FHWA Meeting #1														
1.14	Public Meeting #1														
1.15	Project Development Report (Draft and Final)														
1.16	Design Approval														

Legend
Submittal Milestone
Approval from Agency
Agency Review Time
On-Going Engineering Efforts

EXHIBIT 2

INSURANCE COVERAGES

A. Worker's Compensation and Employer's Liability with limits not less than:

(1) Worker's Compensation: Statutory;

(2) Employer's Liability:

$500,000 injury-per occurrence

$500,000 disease-per employee

$500,000 disease-policy limit

Such insurance shall evidence that coverage applies in the State of Illinois.

B. Comprehensive Motor Vehicle Liability with a combined single limit of liability for bodily injury and property damage of not less than $1,000,000 for vehicles owned, non-owned, borrowed or rented.

All employees shall be included as insureds.

C. Comprehensive General Liability with coverage written on an "occurrence" basis and with limits no less than:

$1,000,000 Bodily Injury and Property Damage $2,000,000 Aggregate

Coverages shall include:

- Broad Form Property Damage Endorsement
- Broad Form Contractual Liability (must expressly cover the indemnity provisions of the Contract)

D. Umbrella Policy or Excess liability Insurance with a limit of liability of not less than $2,000,000.

The required coverages may be in any combination of primary, excess, and umbrella policies. Any excess or umbrella policy must provide excess coverage over underlying insurance, except professional liability, on a following-form basis such that when any loss covered by the primary policy exceeds the limits under the primary policy, the excess or umbrella policy becomes effective to cover such loss.

E. Professional Liability Insurance. With a limit of liability of not less than $1,000,000 per claim/$2,000,000 in the aggregate and covering Consultant against all sums that Consultant may be obligated to pay on account of any liability arising from the Consultant's negligent acts, errors, or omissions set forth in the Agreement. If the policy is a claims made policy, it shall remain in effect for 5 years after the services have been completed.

F. Village as Additional Insured. Village shall be named as an Additional Insured on all policies except for:

Worker's Compensation

Professional Liability

Each such additional Insured endorsement shall identify Village as follows: Village of Schaumburg, including its Board members and elected and appointed officials, its officers, and employees.

G. Other Parties as Additional Insureds. In addition to Village, the following parties shall be named as additional insured on the following policies:

Additional Insured	Policy or Policies
None	None

The Consultant will provide certificates of insurance evidencing the types and limits of insurance specified. The certificates of insurance will specifically address each of the requirements noted. All insurance noted is primary and in no event will be considered contributory to any insurance purchased by the Village.

The same full insurance coverage provided to the named insured, whether it is the Consultant or a subconsultant, shall be provided to the Village without any limitations or endorsements that might limit or exclude coverage.

Any and all deductibles or other forms of retention are the responsibility of the Consultant. All deductibles or other forms of retention are subject to the approval of the Village. Consultant will disclose to the Village in writing the amounts of any deductible or self-insured retentions on the insurance required under this agreement.

Consultant waives any right of subrogation it may have or later acquire against the Village.

The Consultant shall not allow any subconsultants to commence services on their subgreement until the same insurance has been obtained by the subconsultants. The Consultant and their subcontractor(s) shall maintain all insurance required for not less than one (1) year after completion of this agreement except professional liability which shall be for 5 years.

WEATHERSFIELD WAY IMPROVEMENTS
EVALUATION TABULATION

VENDOR SCORES BY EVALUATION CRITERIA

Vendor	Key Personnel Points Based 5 Points (10%)	Qualifications of the Firm and Team Points Based 15 Points (30%)	Project Approach and Understanding Points Based 20 Points (40%)	Relevant Experience Points Based 10 Points (20%)	Total Score (Max Score 50)
Bowman	8.0	8.3	16.0	7.7	40.00
Gewalt-Hamilton	8.0	8.3	14.3	7.7	38.33
Strand	8.3	8.3	16.7	8.0	41.33
Thomas	8.3	8.3	15.7	8.3	40.67

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc (1475 Rodenburg Road – Z2502-07) [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- FINAL Z2502-07 New Stone Design ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT, PARKING VARIATIONS, LANDSCAPE VARIATIONS AND BUSINESS OPERATIONS VARIATION FOR NEW STONE DESIGN, INC (1475 RODENBURG ROAD)

CASE NO. Z2502-07

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

JANUARY 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT, PARKING VARIATIONS, LANDSCAPE VARIATIONS AND BUSINESS OPERATIONS VARIATION FOR NEW STONE DESIGN, INC (1475 RODENBURG ROAD)

CASE NO. Z2502-07

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on December 10, 2025 and has recommended a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc located at 1475 Rodenburg Road, Case No. Z2502-07;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of a Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation for New Stone Design, Inc located at 1475 Rodenburg Road, Case No. Z2502-07 is desirable to provide a service or a facility, which is in the interest of public convenience, and is in the best interest of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That said Site Plan Amendment, Parking Variations, Landscape Variations and Business Operations Variation is desirable to provide a service or a facility, which is described as follows:

- Site Plan Amendment – Façade and Site Modifications [Title 15, Chapter 154, Section 154.46(A)]
- Variation to Reduce the Front Yard Parking Setback from 25 feet to 14 feet 8 inches [Title 15, Chapter 154, Section 154.188(D)(6)(a)(2)]
- Parking Variation to Reduce Parking from 37 spaces to 21 spaces [Title 15, Chapter 154, Section 154.123]
- Variation to Reduce Foundation Landscaping from 10 feet to 0 feet on the south side of the building [Title 15, Chapter 163, Section 154.136(M)]
- Variation to Reduce Overall Landscaping from 20% to 16.5% [Title 15, Chapter 154, Section 154.136(J)(1)]
- Variation to Exceed the Maximum Floor Space Permitted for a Showroom from 1,000 square feet (10%) to 3,730 square feet (14.05%) [Title 15, Chapter 154, Section 154.188(B)(4)]

for New Stone Design, Inc located at 1475 Rodenburg Road, Case No. Z2502-07 be and is hereby granted on the property legally described as:

> LOT 1 IN SIMONINI RESUBDIVISION, BEING A RESUBDIVISION OF LOT 6 OF BLOCK 6 IN CENTEX-SCHAUMBURG INDUSTRIAL PARK UNIT NUMBER 119, BEING A SUBDIVISION IN THE NORTH 1/2 OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 1, EAST Of THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SECTION TWO: That the granting of the approvals and/or variations of Section One, be and is hereby granted subject to compliance with the following conditions:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT, PARKING VARIATIONS, LANDSCAPE VARIATIONS AND BUSINESS OPERATIONS VARIATION FOR NEW STONE DESIGN, INC (1475 RODENBURG ROAD)

CASE NO. Z2502-07

1. Prior to the issuance of a site maintenance or land development permit, the petitioner shall remove the 4 parking spaces at the far west side of the northern drive aisle. The spaces do not conform to the minimum length of a parking space.
2. The Special Use shall be substantially in accordance with the Project Narrative received by the Community Development Department on August 4, 2025.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A site maintenance or a land development permit will be required.
5. Per submitted the plans, the showroom will be separated from the remainder of the building. The showroom will be required to be provided with sprinklers per Village of Schaumburg Amendment 903.2.7.
6. Exterior access shall be provided to the sprinkler riser.
7. Provide complete building and code compliance information, including accessibility, life safety, egress, and site verification details, to demonstrate compliance will all applicable codes and standards, as adopted by the Village of Schaumburg.
8. Petitioner hereby agrees, at no cost to the Village, to allow for a temporary construction easement on PIN 07-33-103-029 in the area identified on the attached plat for the construction of bike path improvements, under such terms and conditions as shall be needed at the time construction is set to occur.
9. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
    a. Provide hydrant detail, village prefers clow hydrants.
    b. Add the Village of Schaumburg standard detail for accessible parking space
    c. Remove the 3 western most parking spaces in the south drive aisle as shown on the plans where there is currently landscaping on-site.
10. Prior to the issuance of a site maintenance or land development permit, the petitioner must revise the plans to include the following:
    a. Separate the landscape information onto their own Landscape Plan sheets as combining all information on one sheet is too confusing and doesn't meet record copy requirements.
    b. Remove existing dead arborvitae along Rodenburg Road and from right-of-way area along north drive isle. No plantings other than parkway trees are allowed in the right-of-way, which could obstruct motorists' visibility.
    c. Change proposed plant species along building addition foundation from barberry which are considered invasive and boxwood which would be difficult to grow in this location to other more suitable species (i.e.: Japanese Yew, Dwarf Korean Lilac, Dwarf Cranberry bush Viburnum, etc.).
    d. Provide additional foundation plantings (i.e.: daylilies, hosta, spirea, etc.) along the new building addition to add color/interest and meet the 10' min. foundation planting requirement and to justify the requested landscape variations for reduction in green space and foundation plantings.

e. Specify the variety of Elm trees selected for the area along Rodenburg Road.

f. All parking areas shall be screened from the street with plant material and include a shade tree at the end of each row of parking. Show existing plantings and/or provide additional plantings to meet village requirements.

g. Provide a note on plans that all planting beds shall have a spaded edge and be mulched with shredded bark mulch.

h. Provide note on plans that all turf areas shall be restored with sod.

11. The following plans shall be adopted as part of the governing ordinance:

a. Site Plan, Sheet T-1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

b. Existing Floor Plan, Sheet D1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

c. New Addition Foundation and Floor Plan, Sheet A1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

d. Elevations, Sheet A2, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

e. Color Elevations, Sheet R1, prepared by MD Architects, dated October 17, 2024, latest revised date September 29, 2025, and received by the Community Development Department on September 9, 2025.

f. Bike Rack Specs, received by the Community Development Department on September 9, 2025.

g. Project Narrative, received by the Community Development Department on February 2, 2025.

h. Variation Narrative, received by the Community Development Department on September 9, 2025.

SECTION THREE: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form and posting in the manner provided by law.

AYES:
NAYS:
ABSENT:

ADOPTED this 13th day of January, 2026.

_____
Tom Dailly, Village President

ATTEST:

_____
Jane Lentino, Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean (680 Mall Drive – Z2511-01) [first reading – motion to waive first reading].

01/13/26

Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- FINAL Z2511-01 Neos Eclectic Mediterranean ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR SITE MODIFICATIONS AND LANDSCAPE VARIATIONS FOR NEOS ECLECTIC MEDITERRANEAN (680 MALL DRIVE)

CASE NO. Z2511-01

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

JANUARY 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR SITE MODIFICATIONS AND LANDSCAPE VARIATIONS FOR NEOS ECLECTIC MEDITERRANEAN (680 MALL DRIVE)

CASE NO. Z2511-01

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on December 10, 2025 and has recommended a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of a Site Plan Amendment for Site Modifications and Landscape Variations for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01 is desirable to provide a service or a facility, which is in the interest of public convenience, and is in the best interest of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That said Site Plan Amendment for Site Modifications and Landscape Variations is desirable to provide a service or a facility, which is described as follows:

- Site Plan Amendment for Site and Landscape Modifications [Title 15, Chapter 154, Section 154.46(A)]
- Buffer Yard Variation to Reduce the North Buffer Yard from 10' to 1'8" [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Landscape Variation to Waive the Parking Lot Island Requirement [Title 15, Chapter 154, Section 154.136(L)(2)(a) of the Zoning Ordinance]

for Neos Eclectic Mediterranean located at 680 Mall Drive, Case No. Z2511-01 be and is hereby granted on the property legally described as:

> ALL THAT PART OF THE SOUTH 1/4 OF SECTION 13, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF WOODFIELD ROAD AS DEDICATED PER DOCUMENT NO. 20494554 WITH THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION; THENCE SOUTH 0 DEGREES 29 MINUTES 34 SECONDS WEST, ALONG SAID WEST LINE, 669.54 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL OF LAND; THENCE NORTH 89 DEGREES 55 MINUTES 45 SECONDS EAST, ALONG A LINE DRAWN PERPENDICULARLY TO THE WEST LINE OF MALL DRIVE AS DEDICATED PER DOCUMENT NO. 21076064, A DISTANCE OF 899.46 FEET TO THE POINT OF INTERSECTION WITH SAID WEST LINE OF MALL DRIVE; THENCE SOUTH 0 DEGREES 43 MINUTES 45 SECONDS, ALONG SAID WEST LINE OF MALL DRIVE, 175.00 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 36 SECONDS WEST 401.46 FEET TO THE WEST LINE OF THE AFORESAID PART 1/4 OF THE SOUTH 1/4 OF SAID SECTION; THENCE NORTH 0 DEGREES 29 MINUTES 34 SECONDS EAST, ALONG

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR SITE MODIFICATIONS AND LANDSCAPE VARIATIONS FOR NEOS ECLECTIC MEDITERRANEAN (680 MALL DRIVE)

CASE NO. Z2511-01

SAID WEST LINE 175.00 FEET TO THE HEREIN ABOVE DESIGNATED POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS. KNOWN AS MALL DRIVE, SCHAUMBURG, ILLINOIS.

SECTION TWO: That the granting of the approvals and/or variations of Section One, be and is hereby granted subject to compliance with the following conditions:

1. A site maintenance permit is required to address the drainage issue around the pathway.
2. The following plans, exhibits and documents shall be adopted as part of the governing ordinance:
   a. New Landscaped Area Plan, Sheet SP-3b, prepared by Architectural Consulting Services, dated July 21, 2021, latest revised date July 27, 2022, and received by the Community Development Department on October 28, 2025.
   b. Variation justification letter, prepared by the applicant, dated October 28, 2025, and received by the Community Development Department on October 28, 2025.

SECTION THREE: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form and posting in the manner provided by law.

AYES:

NAYS:

ABSENT:

ADOPTED this 13th day of January, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare (129 S. Roselle Road – Z2509-02) [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- FINAL Z2509-02 Firefly Daycare ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SPECIAL USE FOR A DAYCARE CENTER AND SITE PLAN AMENDMENT FOR FIREFLY DAYCARE (129 S. ROSELLE ROAD)

CASE NO. Z2509-02

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

JANUARY 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SPECIAL USE FOR A DAYCARE CENTER AND SITE PLAN AMENDMENT FOR FIREFLY DAYCARE (129 S. ROSELLE ROAD)

CASE NO. Z2509-02

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on December 10, 2025 and has recommended a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare located at 129 S. Roselle Road, Case No. Z2509-02;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of a Special Use for a Daycare Center and Site Plan Amendment for Firefly Daycare located at 129 S. Roselle Road, Case No. Z2509-02 is desirable to provide a service or a facility, which is in the interest of public convenience, and is in the best interest of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That said Special Use for a Daycare Center and Site Plan Amendment is desirable to provide a service or a facility, which is described as follows:

- Special Use for a Daycare Facility [Title 15, Chapter 154, Section 154.173 (B) of the Zoning Ordinance]
- Site Plan Amendment for Site and Landscape Modifications[Title 15, Chapter 154, Section 154.46 (A) of the Zoning Ordinance]

for Firefly Daycare located at 129 S. Roselle Road, Case No. Z2509-02 be and is hereby granted on the property legally described as:

> LOT 1 (EXCEPT THE NORTH 23210 FEET) AS MEASURED ALONG THE EAST LINE OF SAID LOT IN BLOCK 7 IN HENRY QUINDEL'S SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUADER IN SECTION 22, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

SECTION TWO: That the granting of the approvals and/or variations of Section One, be and is hereby granted subject to compliance with the following conditions:

1. Prior to the issuance of an occupancy permit, the property owner shall address existing property maintenance issues that were identified at the site by code enforcement on 8/19/2025.
2. Prior to submittal of Building Permit drawings, the Architectural Plan shall be revised to state the correct address for the property.
3. A building permit, in accordance with the current regulations and requirements of the Village of Schaumburg, must be issued within one (1) year from the date of adoption of the enabling ordinance by the Village Board which authorized the development proposal.
4. A Land Development Permit and fee are required prior to commencing any site work, and prior to receiving any building permits for the site.

5. A Sign permit will be required for any signage proposed on the property.
6. The proposed plans have been accepted as preliminary by the Environmental Health Division. The plans will receive a much more detailed review during the commercial building permit process.
7. The west drive aisle shall be designated as a fire lane. The curbs shall be painted yellow and a "No Parking Fire Lane" sign shall be provided.
8. Prior to the issuance of building permits, building plans shall be revised to show:
    a. The proposed water supply to sprinkler room shall be protected from freezing and enclosed within an approved 2-hour fire-rated assembly, per IBC/IFC fire-resistance requirements.
    b. Details of the method for supporting the water supply line from the building structure shall be provided. Structural calculations shall be submitted to verify that the proposed supports are adequate to carry the load of the water line.
    c. The fire department connection shall be provided on the west side of the building. A concrete path and pad shall be provided to the connection from the drive aisle.
9. Prior to the issuance of land development permits, a completed traffic agreement shall be submitted to the village for review and approval.
10. Prior to the issuance of a Land Development permit the Engineering and Landscape plans shall be revised to:
    a. Indicate the type of proposed pavement i.e. concrete or asphalt within the legend on sheet C2 of the Engineering Plan.
    b. Omit the stop control on sheet 2 of the Landscape plan and instead provide a W11-2 Pedestrian Crossing warning sign with a W16-6pL left turn arrow plaque, consistent with MUTCD standards.
    c. Provide solid white pavement markings defining the limits of the crosswalk to the rear playground and front entrance.
11. A permit from Cook County Department of Transportation and Highways is required for work in Roselle Road.
12. Prior to the issuance of a Land Development Permit, the Engineering Plans shall be revised to include the following:
    a. A 60-inch valve vault for the new 8-inch water service valve
    b. Confirm the connection point for the water main proposed for the hydrant.
    c. Add the Village standard detail for valve, valve vault and water main in trench.
    d. Add Village of Schaumburg standard engineering notes.
    e. Add a note that compacted trench back fill is required where the water main is under pavement.
    f. Add a note that 3 #5 rebar are required where sidewalk passes over the water main trench (refer to Village standard).

13. The landscape plan shall be revised to provide additional groupings of perennial plantings along the west side of the building in front of the proposed junipers to add color and interest.
14. The Tree Preservation Plan shall be revised to protect all existing trees to remain which are within 20' of any new construction, including fencing or playground equipment.
15. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet T-1, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 11, 2025, and received by the Community Development Department on November 10, 2025.
    b. Proposed Main Plan, Sheet A1.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    c. Egress Plan, Sheet A2.0, prepared by Purohit Architects, dated September 5, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    d. Existing Exterior Elevations, prepared by Purohit Architects, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    e. Title Sheet, Sheet C1, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    f. Site Plan, Sheet C2, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    g. Grading and Drainage Plan, Sheet C3, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    h. Erosion and Sediment Control Plan, Sheet C4, prepared by Fluenta Consulting , dated November 1, 2025, latest revision dated November 21, 2025, and received by the Community Development Department on November 21, 2025.
    i. Tree Preservation Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    j. Landscape Plan, prepared by Kestrel Design, dated October 25, 2025, latest revision dated November 10, 2025, and received by the Community Development Department on November 10, 2025.
    k. Project Narrative, prepared by Bogdan Mamalat, received by the Community Development Department on November 10, 2025.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SPECIAL USE FOR A DAYCARE CENTER AND SITE PLAN AMENDMENT FOR FIREFLY DAYCARE (129 S. ROSELLE ROAD)

CASE NO. Z2509-02

SECTION THREE: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form and posting in the manner provided by law.

AYES:

NAYS:

ABSENT:

ADOPTED this 13th day of January, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green (1400-1572 E. Golf Road – Z2511-02) [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- FINAL Z2511-02 Woodfield Village Green ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING AN AMENDMENT TO APPROVED SHOPPING CENTER SIGNAGE PLAN FOR WOODFIELD VILLAGE GREEN (1400-1572 E. GOLF ROAD)

CASE NO. Z2511-02

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

JANUARY 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING AN AMENDMENT TO APPROVED SHOPPING CENTER SIGNAGE PLAN FOR WOODFIELD VILLAGE GREEN (1400-1572 E. GOLF ROAD)

CASE NO. Z2511-02

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on December 10, 2025 and has recommended an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green located at 1400-1572 E. Golf Road, Case No. Z2511-02;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of an Amendment to Approved Shopping Center Signage Plan for Woodfield Village Green located at 1400-1572 E. Golf Road, Case No. Z2511-02 is desirable to provide a service or a facility, which is in the interest of public convenience, and is in the best interest of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That said an Amendment to Approved Shopping Center Signage Plan is desirable to provide a service or a facility, which is described as follows:

- Shopping Center Signage Plan Approval [Title 15, Chapter 155, Section 155.96.a of the Sign Ordinance]

for Woodfield Village Green located at 1400-1572 E. Golf Road, Case No. Z2511-02 be and is hereby granted on the property legally described as:

PARCEL I:
LOTS 2 AND 4 IN WOODFIELD VILLAGE GREEN RESUBDIVISION NUMBER THREE, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 17, 2021 AS DOCUMENT NUMBER 2107619008, IN COOK COUNTY, ILLINOIS.

PARCEL II:
LOTS 1, 2 AND 3 IN WOODFIELD VILLAGE GREEN RESUBDIVISION NUMBER FOUR, BEING A RESUBDIVISION OF LOTS 1 AND 3 IN WOODFIELD VILLAGE GREEN RESUBDIVISION NUMBER THREE, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 23, 2023 AS DOCUMENT NUMBER 2335634015, IN COOK COUNTY, ILLINOIS.

PARCEL III:
NON-EXCLUSIVE EASEMENTS APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II FOR WATER RETENTION OR DETENTION, OR BOTH, AND DRAINAGE, GRANTED PURSUANT TO THAT CERTAIN POND AGREEMENT MADE AS OF MARCH 23, 1993, BY AND AMONG UNION OIL COMPANY OF

CALIFORNIA, ROUTE 58 CORP., AND HOMART COMMUNITY CENTERS, INC., AND RECORDED MAY 7, 1993, AS DOCUMENT NO. 93344618, AND AS AMENDED BY AMENDMENT DATED APRIL 25, 1995 AND RECORDED AUGUST 15, 1995 AS DOCUMENT 95539354, BETWEEN UNION OIL COMPANY OF CALIFORNIA, A CALIFORNIA CORPORATION, D/B/A UNOCAL AND ROUTE 58 CORP., A DELAWARE CORPORATION AND HOMART COMMUNITY CENTERS, INC., A DELAWARE CORPORATION; ON, OVER, UNDER AND ACROSS THE LAND DESCRIBED THEREIN.

PARCEL IV:
NON-EXCLUSIVE EASEMENT APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II FOR MOTOR VEHICLE AND PEDESTRIAN INGRESS AND EGRESS, GRANTED PURSUANT TO THAT CERTAIN EASEMENT AGREEMENT MADE AS OF MARCH 23, 1993, BY AND AMONG UNION OIL COMPANY OF CALIFORNIA, ROUTE 58 CORP., AND HOMART COMMUNITY CENTERS, INC., AND RECORDED MAY 10, 1993, AS DOCUMENT NO. 93350373; OVER, UPON AND ACROSS THE LAND DESCRIBED THEREIN.

PARCEL V:
NON-EXCLUSIVE EASEMENT APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II TO DISCHARGE STORM DRAINAGE INTO THE MAIN DRAIN LOCATED ALONG GOLF ROAD BY MEANS OF AN EXISTING 66" STUB LOCATED ON PARCEL I APPROXIMATELY 50' NORTH OF A MANHOLE TO SAID MAIN DRAIN, AND BY MEANS OF AN EXISTING 54" STUB LOCATED IN GOLF ROAD APPROXIMATELY 15' NORTH OF A MANHOLE TO SAID MAIN DRAIN, GRANTED PURSUANT TO THAT CERTAIN AGREEMENT FOR CONVEYANCES OF HIGHWAY PARCELS AND CONSTRUCTION OF PRIVATE BENEFITS MADE AS OF OCTOBER 15, 1968 BY AND AMONG THE STATE OF ILLINOIS FOR ITS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS AND UNION OIL COMPANY OF CALIFORNIA AND ROUTE 58 CORP., AS EVIDENCED BY AFFIDAVIT REGARDING GRANT OF EASEMENT DATED MARCH 22, 1993, AND RECORDED MAY 10, 1993, AS DOCUMENT NO. 93350377.

PARCEL VI:
NON-EXCLUSIVE EASEMENTS APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II FOR USE OF PARKING AREAS, SIDEWALKS, WALKWAYS, ROADWAYS AND UTILITIES AS GRANTED AND DEFINED IN THAT CERTAIN RECIPROCAL EASEMENT AGREEMENT BETWEEN HOMART DEVELOPMENT CO. AND CALIFORNIA PIZZA KITCHEN, INC. DATED DECEMBER 28, 1993 AND RECORDED DECEMBER 28, 1993 AS DOCUMENT NO. 03070271; OVER, UPON, UNDER AND ACROSS THE LAND DESCRIBED THEREIN.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING AN AMENDMENT TO APPROVED SHOPPING CENTER SIGNAGE PLAN FOR WOODFIELD VILLAGE GREEN (1400-1572 E. GOLF ROAD)

CASE NO. Z2511-02

PARCEL VII:
NON-EXCLUSIVE EASEMENTS APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II FOR THE USE OF PARKING AREAS, WALKWAYS, DRAINAGE, UTILITIES AND ENCROACHMENTS, AS GRANTED AND DESCRIBED IN OPERATION AND RECIPROCAL EASEMENT AGREEMENT BY AND BETWEEN COMMUNITY CENTERS ONE L.L.C., ROCK SOLID L.L.C. AND COSTCO WHOLESALE CORPORATION RECORDED JUNE 16, 1998 AS DOCUMENT 98521687, AS AMENDED BY FIRST AMENDMENT TO OPERATION AND RECIPROCAL EASEMENT AGREEMENT DATED OCTOBER 6, 2000 AS DOCUMENT 00786753 AND SECOND AMENDMENT TO OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED FEBRUARY 11, 2002 AS DOCUMENT 0020172988.

PARCEL VIII:
NON-EXCLUSIVE EASEMENTS APPURTENANT TO AND FOR THE BENEFIT OF PARCELS I AND II FOR THE USE OF PARKING AREAS, DRIVEWAYS, WALKWAYS AND UTILITIES, AS GRANTED AND DESCRIBED IN RECIPROCAL EASEMENT AGREEMENT DATED OCTOBER 9, 1997 BETWEEN COMMUNITY CENTERS ONE L.L.C. AND COMMUNITY CENTERS THREE L.L.C. RECORDED OCTOBER 14, 1997 AS DOCUMENT 97762700.

TOGETHER WITH THOSE CERTAIN EASEMENTS, BENEFITS AND RIGHTS, ESTABLISHED IN THE EASEMENT AGREEMENT RECORDED AS DOCUMENT 27155654, AS AMENDED IN THAT CERTAIN AMENDMENT RECORDED AS DOCUMENT 27312705 AND DOCUMENT 86016645 IN THE OFFICIAL RECORDS OF COOK COUNTY, ILLINOIS.

SECTION TWO: That the granting of the approvals and/or variations of Section One, be and is hereby granted subject to compliance with the following conditions:

1. All terms and conditions of Ordinance No. 15-103 and enabling ordinances not specifically revised herein are hereby reaffirmed by reference.
2. A sign permit will be required for installation of the signs.
3. The following conditions shall apply to the Woodfield Village Green Signage Plan:
    a. Woodfield Village Green shall be allowed an additional monument sign on the corner of Golf Road and Meacham Road measuring 17 feet and 8 inches wide and 7.5 feet high.
    b. Duly Health and Care (1325 N. Meacham), or a subsequent business within the same tenant space, shall be allowed one additional monument sign measuring 8 feet wide and 5 feet high.
4. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Sign Detail, prepared by Parvin-Clauss, dated October 14, 2025, received by the Community Development Department October 16, 2025.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING AN AMENDMENT TO APPROVED SHOPPING CENTER SIGNAGE PLAN FOR WOODFIELD VILLAGE GREEN (1400-1572 E. GOLF ROAD)

CASE NO. Z2511-02

b. Landscape Plan, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.

c. Plant List, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.

d. Landscape Rendering, prepared by Yellowstone Landscape, dated June, 2025, received by the Community Development Department November 3, 2025.

e. Sign Detail, prepared by Sign Palace Inc., dated May 2, 2025, received by the Community Development Department October 28, 2025.

f. Sign Plan, prepared by Sign Palace Inc., dated May 5, 2025, received by the Community Development Department October 28, 2025.

g. Landscape Plan, prepared by Pamela Self Landscape Architecture, dated May 15, 2025, received by the Community Development Department October 28, 2025.

SECTION THREE: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form and posting in the manner provided by law.

AYES:

NAYS:

ABSENT:

ADOPTED this 13th day of January, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment (2014 N. Meacham Road – Z2503-03) [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter:
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- FINAL_ORD Z2503-03 Loeber Farm.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

JANUARY 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on December 10, 2025 and has recommended a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment located at 2014 N. Meacham Road, Case No. Z2503-03;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of a Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit for Loeber Farm Redevelopment located at 2014 N. Meacham Road, Case No. Z2503-03 is desirable to provide a service or a facility, which is in the interest of public convenience, and is in the best interest of the Village.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: That said Site Plan Approval, Special Use for a PUD, Special Use to Construct in the Wetlands, Streams and Aquatic Resources Protection Overlay District, Rezone from R4 to R6 PUD, Preliminary and Final Plat Approval, Plat of Vacation, Building Setback Variations, Building Height Variation, Parking Variations, Lot Size Variations, Lot Width Variations, Lot Coverage Variation, Floor Area Ratio (FAR) Variation and Building Height Credit is desirable to provide a service or a facility, which is described as follows:

- Preliminary and Final Plat of Subdivision [Title 15, Chapter 151, Section 151.20(D) & (E) of the Subdivision and Land Development Ordinance]
- Plat of Vacation [Title 15, Chapter 151, Section 151.20(D) of the Subdivision and Land Development Ordinance]
- Rezoning from R-4 (Single Family Residential District) to R-6 PUD (Residential Planned Unit Development [Title 15, Chapter 154, Section 154.43(B)(2)]
- Site Plan Approval for 43 single-family homes, 16 townhome buildings/42 units, and 8 rowhome buildings/37 units [Title 15, Chapter 154, Section 154.46 (A) of the Zoning Ordinance]

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

- Special Use Approval for a Planned Unit Development (PUD) [Title 15, Chapter 154, Section 154.106(A) of the Zoning Ordinance]
- Special Use to construct a building in the Wetlands, Streams and Aquatic Resources Protection Overlay District [Title 15, Chapter 154, Section 154.196 (C) of the Zoning Ordinance]
- Variation to Reduce Lot Size from 10,000 to 8,100 [Title 15, Chapter 154, Section 154.160 (D)(1)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Size from 10,000 to 4,680 [Title 15, Chapter 154, Section 154.160 (D)(1)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Width from 70 feet to 60 feet [Title 15, Chapter 154, Section 154.160 (D)(2)(a) of the Village Zoning Ordinance]
- Variation to Reduce Lot Width from 70 feet to 45 feet [Title 15, Chapter 154, Section 154.160 (D)(2)(a) of the Village Zoning Ordinance]
- Variation to Increase Building Height from 28 feet to 35 feet [Title 15, Chapter 154, Section 154.160 (D)(5)(a) of the Village Zoning Ordinance]
- Variation to Increase Lot Coverage from 32% to 39% [Title 15, Chapter 154, Section 154.160 (D)(3) of the Village Zoning Ordinance]
- Variation to Increase the minimum Floor Area Ratio (FAR) from 32% to 37% [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Increase the maximum Floor Area Ratio (FAR) from 40% to 48% for the Single-Family Homes [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Increase the maximum Floor Area Ratio (FAR) from 40% to 55% for the Village Homes [Title 15, Chapter 154, Section 154.160 (D)(7) of the Village Zoning Ordinance]
- Variation to Reduce the Front Yard Building Setback from 30’ to 25’ feet [Title 15, Chapter 154, Section 154.161 (D)(6)(a)(1) of the Village Zoning Ordinance]
- Building Height Credit to Increase Building Height from 35’ to 42’6” feet (rowhomes) [Title 15, Chapter 154, Section 154.108(1)(d)]
- Variation to Reduce the Building Setback between a Rowhome to a road from 45’ to 18’ feet [Title 15, Chapter 154, Section 154.108(A)(c)(1)]
- Variation to Reduce the Building Setback between a Townhome and road from 36’ to 18’ feet[Title 15, Chapter 154, Section 154.108(A)(c)(1)]

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

- Variation to Reduce the Building Setback between a building and a structure from 45' to 11'4" feet [Title 15, Chapter 154, Section 154.108(A)(c)(2)]
- Parking Variation to Reduce Roads and Parking areas to peripheral property lines from 20 feet to 11'1" feet [Title 15, Chapter 154, Section 154.108(A)(c)(5)]

for Loeber Farm Redevelopment located at 2014 N. Meacham Road, Case No. Z2503-03 be and is hereby granted on the property legally described as:

PARCEL 1
2114 N Meacham Road – Schaumburg, IL
P.I.N. 02-34-400-019
LEGAL DESCRIPTION
THAT PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EAST LINE OF SAID SOUTHEAST QUARTER, 397.63 FEET SOUTH OF THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE WEST PERPENDICULAR TO SAID EAST LINE, 710.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 95.34 FEET; THENCE WEST 101.70 FEET TO A POINT 1812.45 FEET EAST OF THE WEST LINE OF SAID SOUTHEAST QUARTER AND 498.0 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 242.93 FEET; THENCE SOUTHEASTERLY, A DISTANCE OF 714.26 FEET TO A POINT 878.18 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHEAST QUARTER; THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID SOUTHEAST QUARTER, 116.44 FEET TO SAID EAST LINE; THENCE NORTH ALONG SAID EAST LINE, 480.55 FEET MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2
P.I.N. 02-34-400-170
2114 N MEACHAM ROAD – SCHAUMBRUG, IL

THAT PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, 142.78 FEET TO THE SALT CREEK; THENCE WEST

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

ALONG SAID SALT CREEK TO A POINT 410 FEET WEST OF SAID EAST LINE; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 250 FEET; THENCE SOUTHEASTERLY ALONG A LINE DEFLECTING 45° TO THE LEFT FROM AN EXTENSION OF THE LAST DESCRIBED COURSE, 121.62 FEET; THENCE WEST PERPENDICULAR TO SAID EAST LINE, 386.0 FEET; THENCE SOUTH PARALLEL WITH SAID EAST LINE, 95.34 FEET; THENCE WEST 356.45 FEET TO A POINT BEING 500 FEET SOUTH OF THE NORTH LINE AND 1557.70 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH TO A POINT ON SAID NORTH LINE, 1575.37 FEET EAST OF THE CENTER OF SAID SECTION 34; THENCE EAST TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY TRUSTEE'S DEED DATED AUGUST 20, 1997 AND RECORDED DECEMBER 9, 1997 AS DOCUMENT 97924658, IN COOK COUNTY, ILLINOIS.

PARCEL 3
P.I.N. 02-342-000-820
2114 N MEACHAM ROAD – SCHAUMBRUG, IL

THAT PART OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE EAST AND WEST QUARTER LINE OF SECTION 34, AFORESAID, 1422.65 FEET EAST OF THE CENTER OF SAID SECTION, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 25, IN THE ASSESSOR'S DIVISION OF SAID SECTION; THENCE NORTH ALONG A LINE 1422.65 FEET EAST OF AND PARALLEL TO THE NORTH AND SOUTH QUARTER LINE OF SAID DIVISION TO A POINT, SAID POINT BEING THE NORTHWEST CORNER OF LOT 25 IN THE ASSESSOR'S DIVISION OF SAID SECTION; THENCE EAST ALONG THE NORTH LINE OF SAID RESUBDIVISION EXTENDED EAST, 491.70 FEET; THENCE SOUTHERLY ALONG A FENCE 784.60; THENCE EAST 179.62 FEET TO A POINT BEING 2099.11 FEET EAST OF THE WEST LINE OF SAID NORTHEAST QUARTER; THENCE SOUTHERLY 300.00 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID SOUTH LINE, 620.28FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

PARCEL 4
P.I.N. 02-34-200-083
143 SUE LANE – SCHAUMBURG, IL

THAT PART OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF WESTERBERG'S WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT 17586213 IN COOK COUNTY, ILLINOIS; THENCE NORTH 86°23'10" WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 137.13 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 86°23'10" WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 137.13 FEET; THENCE SOUTH, A DISTANCE OF 394.41 FEET; THENCE EAST, A DISTANCE OF 78.19 FEET; THENCE NORTH 10°21'11" EAST, A DISTANCE OF 290.71 FEET; THENCE NORTH 03°36'50" EAST, A DISTANCE OF 100.00 FEET TO A POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 5
P.I.N. 02-344-000-180
2710 S MEACHAM ROAD – SCHAUMBURG, IL

AT PART OF THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 142.76 FEET TO THE CENTERLINE OF SALT CREEK FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 254.85 FEET TO A POINT; THENCE WEST PERPENDICULAR TO THE LAST DESCRIBED LINE, A DISTANCE OF 324.0 FEET TO A POINT; THENCE NORTHWESTERLY ALONG A LINE FORMING AN ANGLE OF 45° TO THE RIGHT WITH AN EXTENSION OF THE LAST DESCRIBED LINE, A DISTANCE OF 121.62 FEET TO A POINT; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 250 FEET TO THE CENTERLINE OF SALT CREEK; THENCE EASTERLY ALONG THE CENTERLINE OF SAID CREEK TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THOSE PARTS WHICH FALL WITHIN THE BOUNDARY AS IT EXISTED ON FEBRUARY 28, 1950

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

OF PLUM GROVE ROAD (ALSO KNOWN AS MEACHAM ROAD), AND FURTHER EXCEPTING THEREFROM THAT PART CONVEYED TO PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, BY WARRANTY DEED DATED JULY 14, 1997 AND RECORDED OCTOBER 17, 1997 AS DOCUMENT 97772377, IN COOK COUNTY, ILLINOIS.

PARCEL 6
P.I.N. 02-34-200-084
121 SUE LANE – SCHAUMBURG, IL

THAT PART OF THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF WESTERBERG'S WOODLAND SUBDIVISION AS RECORDED JULY 2, 1959 AS DOCUMENT NUMBER 17586213 IN COOK COUNTY, ILLINOIS; THENCE NORTH 86°23'10" WEST ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 137.13 FEET; THENCE SOUTH 03°36'50" WEST, A DISTANCE OF 100.00 FEET; THENCE SOUTH 10°21'11" WEST, A DISTANCE OF 290.71 FEET; THENCE EAST, A DISTANCE OF 101.43 FEET; THENCE NORTH 14°00'30" EAST, A DISTANCE OF 388.70 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SECTION TWO: That the granting of the approvals and/or variations of Section One, be and is hereby granted subject to compliance with the following conditions:

1. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $27,783 in lieu of installing streetlights along Algonquin Road. This figure is based on the total lot frontage of 882 linear feet at $31.50 per linear foot.
2. Prior to the issuance of a Land Development Permit, the petitioner shall make a cash contribution in the amount of $10,978.38 in lieu of installing parkway trees along Meacham Road. This figure is based on the total lot frontage of 882 linear feet at $12.50 per linear foot. The Village will coordinate the selection and installation of all parkway trees.
3. Prior to the issuance of a building permit, the petitioner shall provide a public sidewalk contribution to the Village for proportionate share of the path that will be located along the subject propertys frontage (approximately 882 LF) for future development on Meacham Road. A preliminary cost estimate has been prepared of $130 per linear foot of street frontage, which includes cost for excavation, installation,

restoration of the rest of the parkway with topsoil and seed, traffic control, and engineering fees for construction observation. Staff has determined a total cost estimate in the amount of $114,660.

4. Prior to the issuance of permits for each building, the petitioner shall make a School District contribution of $206,500 or $1,692 per unit, based on total students x acres of school land per student (2 acres/100 students) x fair market value per acre of land x 50% (59 students x .02 acres per student x $350,000 per acre of land x 50% = $206,500). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit. The Impact Fee will be provided to Districts 15 and 211.
5. Prior to the issuance of permits for each building, the petitioner shall make a Palatine Park District contribution of $324,362.50 or $2,658 per unit, based on total residents x acres of park land per resident (5.5 acres/1,000 residents) x fair market value per acre of land x 50% (337 residents x .0055 acres per resident x $350,000 per acre of land x 50% = $324,362.50). A calculation will be done based on the number of bedrooms for each unit prior to issuance of each building permit.
6. Prior to the issuance of a building permit, the petitioner shall make a Police and Fire Fund contribution of $250.00 per unit. The total amount due is $30,500 (122 units x $250.00/unit = $30,500.00).
7. Prior to the issuance of a building permit, the petitioner shall make a Cultural Center Fund contribution of $200.00 per unit, or a total of $24,400 (122 units x $200.00 = $24,400.
8. Prior to the issuance of any permits, the developer shall develop a mechanism for communicating the construction schedule with the surrounding residents. The website must provide contact information or other means of submitting questions from residents about the construction schedule and any concerns.
9. Prior to the issuance of any building permits, the petitioner shall undertake all reasonable efforts to determine ownership of the gap areas identified on the Plat of Subdivision (prepared V3 and dated July 7, 2025), including, but not limited to, if factually and legally feasible, filing a quiet title action to obtain ownership over said gap areas, and if successful in obtaining ownership, shall voluntarily annex said gap areas to the Village of Schaumburg, which shall be incorporated into the subdivision and maintained by the HOA, or convey ownership to the adjacent homeowners. If the developer submits a petition for annexation, the Village agrees to annex the properties.
10. Prior to the issuance of any building permits for any of the proposed lots, with the exception of model units, the Declarations for the development shall be recorded against the property
11. A dormant Special Service Area (SSA) will be created upon approval of the plat of subdivision, and prior to the issuance of any building permits, except building permits issued for the construction of model homes, so that the Village has the right, but not the obligation, to perform maintenance work relative to common areas maintained by the Homeowner's Association, including but not limited to wetlands, detention ponds, landscaping, retaining walls, fences, HOA Park, and paths, in the event that the

Homeowners' Association fails to do so, and can recoup the costs of doing so through a SSA tax levy. The developer will reimburse the Village for the cost of creating the dormant special service area.

12. Prior to the issuance of a land development permit, the developer must select and execute either of the options regarding Sue Lane. The options must include maintaining emergency access to Brockway Street and maintain access to the driveway for the resident in Rolling Meadows.
13. Prior to the issuance of a land development permit, the plans must be revised to show improvements on Meacham Road to meet IDOT standards. This improvement will require an IDOT permit.
14. Prior to the issuance of a land development permit, the Plat of Consolidation shall be recorded and placed on file with the Cook County Recorder of Deeds.
15. The PUD is approved with a maximum height of 42.5 feet for the rowhomes and 35 feet for the single-family homes
16. The PUD is approved with a minimum FAR of 37% and maximum FAR of 48% for the single-family homes on the north side.
17. The PUD is approved with a maximum FAR of 55% for the Village Homes on the south side.
18. The PUD is approved with a maximum lot coverage of 39% for all ranch and first floor primary bedroom models only.
19. Construction hours shall be Mondays through Saturdays 7 am to 6 pm. No exterior construction is allowed on Sundays without prior written authorization from the Director of Community Development.
20. Access to Brockway Street is limited for the use of emergency purposes only. Residents of the development shall not be allowed to use this access to enter/exit the development.
21. The emergency access gate must remain locked at all times when it is not in use and must be closed as soon as possible following the end of the emergency event triggering its use.
22. Provide a construction plan illustrating truck staging and routes during construction for review and approval. Construction traffic on Sue Lane will not be permitted.
23. Enhance the bridge by incorporating design details such as formliner, staining, etc. Provide a plan to the Community Development Department showing an enhanced design prior to issuance of a land development permit.
24. The developer must use Meacham Road as the primary access for construction trucks, including but not limited to lumber trucks and concrete trucks. Any vehicles affiliated with construction of the subject property must park on the subject property.

25. Provide an itemized landscape cost estimate at the time of Land Development Permit review. The estimate shall include an itemized listing for each plant, all mulched areas, turf, hardscape, tree removals, site furnishings, etc.

26. A land development permit is required prior to commencing any site work, and prior to receiving any building permits for the site. Separate permits are issued for the site work and the building; therefore, separate applications and separate sets of plans are required.

27. A Project Security in the form of a Letter of Credit or Bond must be submitted prior to issuance of the land development permit. The Security must be written for a period of 2 years in the amount of 50 percent of the approved construction cost estimate, which should include landscaping and site lighting. Sample forms of the project security can be found on the Village's website or are available upon request.

28. Prior to the issuance of a permit, a recorded traffic agreement is required. Traffic agreements between the Village and the property owner allow the Village to enforce parking and traffic regulations on the property, including but not limited to, speed of vehicles, reckless driving, stop signs, fire lanes, loading zones, handicap parking, and the prohibition, restriction, or limitation of the stopping, standing, or parking of vehicles in and upon said property.

29. A thorough review of final lighting/electrical plans will be performed during permit review. Lighting/electrical plans must be submitted which shall include conduit routing/size/type and wire size/type/quantity, plus lighting details including pole foundation, pole handhole wiring/grounding/bonding detail, splicing/fusing detail, conduits burial detail, etc.

30. The applicant has acknowledged that the proposed work within the floodplain/floodway will require a FEMA Conditional Letter of Map Revision (CLOMR), LOMR and an IDNR-OWR Floodway Construction Permit. Since the proposed grading (fill) within the floodway associated with the basins is not considered an appropriate use of the floodway per IDNR-OWR Part 3708 Rules, nor is it allowed per §602.21 of the WMO, the proposed improvements cannot start until these approvals are obtained.

31. A review of the stormwater conveyance (storm sewer and overland flow route) calculations will be performed as part of the final engineering review. Please note that these calculations should account for any offsite drainage areas to the property.

32. Prior to the issuance of a land development permit, the petitioner shall revise the engineering plans to include the following –

    a. There is a swale located behind Lots 62-64 being directed towards Lot 65. Extend/design a swale to provide positive drainage to the street.

    b. Provide a swale between Lots 46 and 47 to direct drainage to the street.

c. There is a significant amount of offsite drainage coming onto the dead end street from Brockway. An additional inlet will be needed at the corner.

d. The east-west street in the rowhomes portion, has an inlet accepting 500 feet of roadway drainage. Determine if additional inlets are needed.

e. Move Structure ST 2-42 out of the sidewalk.

f. Show all drainage overflow routes on the grading plan.

g. For the pedestrian crossing near Lot 34, provide two W11-2 Ped Signs, each with W16-7P Slanted Down Arrow plaques.

h. Riprap the bank below the water line down to the stream bed up to approximately the elevation 710 or a little higher, to prevent the bank from undercutting/failing and moving laterally north.

i. Investigate moving the force main out of the property lines (lots 31-43).

33. Prior to the issuance of a land development permit, the petitioner shall revie the plat of subdivision to include the following –

    a. There is a light pole located on Lot 83 which is outside of Outlot 5. A utility easement will be required.

    b. There is a light pole located on Lot 77 which is outside of Outlot 5. A utility easement will be required.

34. A Floodway Construction Permit from IDNR-OWR is required for the proposed work within the regulatory floodway.

35. Prior to the issuance of a land development permit, the petitioner must revise the photometric plans to include the following -

    a. The pole locations and spacings along the main road and the roads around buildings 44 thru 85 do not match the photometrics. The pole locations shall be revised to match.

36. Prior to the issuance of a Land Development Permit, the petitioner shall revise the Landscape Plans to include the following changes:

    a. Provide a shade tree at the ends of each parking row in areas indicated on the Marked Exhibits. Light poles shall be shifted to avoid conflicts as required trees take precedent. Locate trees in islands which are shared with proposed fire hydrants such that they coexist and do not interfere with hydrant operations.

    b. Resolve conflicts between parking lot island trees and proposed light pole locations by shifting poles accordingly.

37. Prior to the issuance of a Land Development Permit, the petitioner must revise the lift station plans to include the following:
    a. Final Engineering Plans should include a profile of the forcemain with the ground elevation over it. The force main alignment is currently shown outside of the ROW in front of Lots 31-43. The ground profile also has a peak of around 737 in front of Lots 37-40 which would require a deep run of force main to keep a rising profile. Provide a profile of the forcemain for review.
    b. Provide sanitary manhole sizes.
    c. Provide Contech bridge plans and elevations and sanitary profiles across the bridge.
    d. Provide a detail with larger scale, showing the location of the lift station relative to property lines, easements, driveway, sidewalk, and other site elements as a part of final engineering plans.
38. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Loeber Farms Nitti – Title Sheet, Sheet 0.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    b. Loeber Farms Nitti – General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    c. Loeber Farms Nitti – Specifications, Sheet 1.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    d. Loeber Farms Nitti – Demolition Plan, Sheet 2.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    e. Loeber Farms Nitti – Overall Site Plan, Sheet 3.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    f. Loeber Farms Nitti – Layout Plan Area 1 – Area 4, Sheets 3.1–3.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.
    g. Loeber Farms Nitti – Site Signage Plan, Sheet 3.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

h. Loeber Farms Nitti – Overall Grading Plan, Sheet 4.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

i. Loeber Farms Nitti – Grading Plan Area 1 – Area 4, Sheets 4.1–4.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

j. Loeber Farms Nitti – Typical Grading Sections, Sheet 4.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

k. Loeber Farms Nitti – Erosion Control Plan, Sheet 5.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

l. Loeber Farms Nitti – Erosion Control Details, Sheets 5.1–5.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

m. Loeber Farms Nitti – Overall Bank Stabilization Plans, Sheet 5.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

n. Loeber Farms Nitti – Bank Stabilization Plan Area 1 – Area 2, Sheets 5.4–5.5, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

o. Loeber Farms Nitti – Overall Utility Plan, Sheet 6.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

p. Loeber Farms Nitti – Utility Plan Area 1 – Area 4, Sheets 6.1–6.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

q. Loeber Farms Nitti – Offsite Utility Plan, Sheets 6.5–6.6, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

r. Loeber Farms Nitti – Plan and Profile STA. 10+00 to STA. 18+00, Sheet 7.1, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

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s. Loeber Farms Nitti – Plan and Profile STA. 18+00 to STA. 27+00, Sheet 7.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

t. Loeber Farms Nitti – Plan and Profile STA. 27+00 to STA. 31+00, Sheet 7.3, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

u. Loeber Farms Nitti – Plan and Profile STA. 30+50 to STA. 34+50 / STA. 10+00 to STA. 11+81, Sheet 7.4, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

v. Loeber Farms Nitti – Construction Details, Sheets 8.0–8.2, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

w. Street Lighting Plan, Sheet P.0, prepared by V3, dated February 14, 2025, latest revision dated September 22, 2025, and received by the Community Development Department on September 29, 2025.

x. Final Plat of Subdivision of Loeber Farm, Sheets 1-4, prepared by V3 dated August 3, 2025, last revised August 21, 2025, and received by the Community Development Department on September 29, 2025.

y. Plat of Vacation of Sue Lane, Sheet 1 of 1, prepared by V3 dated August 7, 2025, and received by the Community Development Department on August 7, 2025.

z. Landscape Plan Loeber Farm Cover Sheet L1.0, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

aa. Landscape Plan Loeber Farm Overall Landscape Plan L1.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

bb. Landscape Plan Loeber Farm Landscape Plan L1.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

cc. Landscape Plan Loeber Farm Landscape Plan L1.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

dd. Landscape Plan Loeber Farm Landscape Details L1.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ee. Landscape Plan Loeber Farm Landscape Details L1.5, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ff. Landscape Plan Loeber Farm Rowhome Foundation Plans L1.6, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

gg. Landscape Plan Loeber Farm Townhome Foundation Plans L1.7, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

hh. Landscape Plan Loeber Farm Typical Foundation Plans L1.8, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ii. Landscape Plan Loeber Farm Layout Details L2.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

jj. Landscape Plan Loeber Farm Amenity Details L2.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

kk. Landscape Plan Loeber Farm Playground Details L2.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

ll. Landscape Plan Loeber Farm Monument Details L2.4, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

mm. Landscape Plan Loeber Farm Tree Preservation L3.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

nn. Landscape Plan Loeber Farm Tree Inventory L3.2, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

oo. Landscape Plan Loeber Farm Tree Inventory L3.3, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

pp. Landscape Plan Loeber Farm Landscape Specifications L4.1, prepared by Gary R. Weber Associates, Inc., dated May 10, 2023, latest revision date August 28, 2025, and received by the Community Development Department on September 29, 2025.

qq. Fire Truck Route Exhibit, prepared by V3, dated August 2, 2025, and received by the Community Development Department on September 9, 2025.

rr. Loeber Farm Offsite Improvements, Title Sheet, Sheet 0.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ss. Loeber Farm Offsite Improvements, General Notes, Legend, and Abbreviations, Sheet 1.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

tt. Loeber Farm Offsite Improvements, Specifications and Typical Cross Sections, Sheet 1.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

uu. Loeber Farm Offsite Improvements, Demolition Plan, Sheet 2.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

vv. Loeber Farm Offsite Improvements, Layout & Paving Plan, Sheet 3.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ww. Loeber Farm Offsite Improvements, Utility Plan, Sheet 4.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

xx. Loeber Farm Offsite Improvements, Erosion Control Plan, Sheet 4.1, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

yy. Loeber Farm Offsite Improvements, Erosion Control Details, Sheet 4.2, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

zz. Loeber Farm Offsite Improvements, Plan and Profile, Sheet 5.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

aaa. Loeber Farm Offsite Improvements, Construction Details, Sheet 6.0, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

bbb. Loeber Farm Offsite Improvements, IDOT Details, Sheets 6.1 – 6.7, prepared by V3, dated August 22, 2025, and received by the Community Development Department on September 29, 2025.

ccc. Preliminary stormwater management report, prepared by V3, dated May 16, 2025, latest revision date September 26, 2025, and received by the Community Development Department on September 29, 2025.

ddd. Topo Work Map, Sheet 3, prepared by V3, dated February 14, 2025, latest revision date August 3, 2025, and received by the Community Development Department on September 29, 2025.

eee. Maintenance Responsibility Exhibit, Sheet EX, prepared by V3, and received by the Community Development Department on August 7, 2025.

fff. Draft Declaration for Loeber Townhome and Rowhome Owners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

ggg. Draft Declaration for Covenants, Conditions, Easements and Restrictions for Loeber Homeowners Association, prepared by Kenneth M. Florey and Robbins Schwartz, and received by the Community Development Department on May 19, 2025.

hhh. Building Height Credit Narrative, prepared by the Nitti Group, Pages 1 through 4, received by the Community Development Department on August 7, 2025.

iii. Single family homes renderings, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

jjj. Architectural Plans, Rowhomes and Townhomes, Sheets 1 through 19, prepared by JMB Architects, Ltd, and received by the Community Development Department on May 19, 2025.

kkk. Village home architectural plans, Sheets B1 – B2, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

lll. Townhome architectural plans, Sheets B1 – B3.2, P1 – P10, prepared by JMB Architects, Ltd, dated February 5, 2025, and received by the Community Development Department on March 3, 2025.

mmm. Single family architectural plans, Sheets 1 – 7, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

nnn. Rowhome architectural plans, Sheets 1 – 4, prepared by JMB Architects, Ltd, and received by the Community Development Department on March 3, 2025.

ooo. Home renderings with material call outs exhibit, prepared by Nitti Development, and received by the Community Development Department on May 19, 2025.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A PUD, SPECIAL USE TO CONSTRUCT IN THE WETLANDS, STREAMS AND AQUATIC RESOURCES PROTECTION OVERLAY DISTRICT, REZONE FROM R4 TO R6 PUD, PRELIMINARY AND FINAL PLAT APPROVAL, PLAT OF VACATION, BUILDING SETBACK VARIATIONS, BUILDING HEIGHT VARIATION, PARKING VARIATIONS, LOT SIZE VARIATIONS, LOT WIDTH VARIATIONS, LOT COVERAGE VARIATION, FLOOR AREA RATIO (FAR) VARIATION AND BUILDING HEIGHT CREDIT FOR LOEBER FARM REDEVELOPMENT (2014 N. MEACHAM ROAD)

CASE NO. Z2503-03

ppp. Lot Exhibit, Sheet EX1, prepared by V3, and received by the Community Development Department on May 19, 2025.

qqq. Loeber – Lift Station Building Materials & Color Exhibit, received by the Community Development Department on May 19, 2025.

rrr. Project Narrative. prepared by the Nitti Group, received by the Community Development Department March 3, 2025.

sss. Variation justification letter, prepared by Nitti Development, received by the Community Development Department on December 1, 2025.

ttt. Traffic Impact Study Loeber Farm prepared by KLOA dated January 9, 2025, and received by the Community Development Department on March 4, 2025.

uuu. ALTA/Plat of Survey, Sheets 1 through 3, prepared by V3, received by the Community Development Department on March 3, 2025.

vvv. Conspan Bridge Details, Sheets D1 through D9, prepared by Contech Engineered Solutions, LLC, dated May 25, 2023, and received by the Community Development Department on March 5, 2025.

SECTION THREE: This ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form and posting in the manner provided by law.

AYES:

NAYS:

ABSENT:

ADOPTED this 13th day of January, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Amending Title 9, Chapter 99, Section 99.02 of the Schaumburg Village Code Relative to Local Amendments to the International Property Maintenance Code Regarding Heat Supply [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter: Julie Fitzgerald, DIrector, Community Development Department
Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:
- Ordinance_IPMC_Code_Regarding_Heat_Supply (1).docx

PUBLICATION OF:

ORDINANCE NO. 26-_____

AN ORDINANCE AMENDING TITLE 9, CHAPTER 99, SECTION 99.02 OF THE SCHAUMBURG VILLAGE CODE RELATIVE TO LOCAL AMENDMENTS TO THE INTERNATIONAL PROPERTY MAINTENANCE CODE REGARDING HEAT SUPPLY

ADOPTED: JANUARY 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON JANUARY 14, 2026

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 9, CHAPTER 99, SECTION 99.02 OF THE SCHAUMBURG VILLAGE CODE RELATIVE TO LOCAL AMENDMENTS TO THE INTERNATIONAL PROPERTY MAINTENANCE CODE REGARDING HEAT SUPPLY

WHEREAS, the Village of Schaumburg, as a home rule unit of local government as provided by Article VII, Section 6 of the Illinois Constitution of 1970, has the authority to exercise any power and perform any function pertaining to its government and affairs, except as limited by Article VII, Section 6 of the Illinois Constitution of 1970; and

WHEREAS, the Village of Schaumburg has adopted the 2021 International Property Maintenance Code, and has codified certain local amendments in Section 99.02 of the Village Code; and

WHEREAS, the Village of Schaumburg desires to further locally amend the 2021 International Property Maintenance Code with respect to heat supply; and

WHEREAS, the Village of Schaumburg finds it in the best interests of the Village to amend the Village Code to provide for the same;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: The recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION TWO: That Title 9, Chapter 99, Section 99.02 of the Schaumburg Village Code is hereby amended to add an additional exception under Section 602.3, to read in its entirety as follows:

"3. In buildings where the heat and air conditioning is provided by a boiler system requiring a seasonal process to convert from heat or air conditioning, this process may be conducted as early as May 1st and as late as October 15th. In these cases, minimum heat must be provided between October 15th and May 1st."

SECTION THREE: This Ordinance shall be in full force and effect, after passage, approval and publication as required by law.

AYES:

NAYS:

ABSENT:

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 9, CHAPTER 99, SECTION 99.02 OF THE SCHAUMBURG VILLAGE CODE RELATIVE TO LOCAL AMENDMENTS TO THE INTERNATIONAL PROPERTY MAINTENANCE CODE REGARDING HEAT SUPPLY

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Amending Title 15, Chapter 150 with regard to Floodplain Regulations [first reading – motion to waive first reading].
01/13/26
Village Board

Presenter: Ryan Franklin, Assistant Director, Community Development Department
Lead Department: Community Development

Executive Summary:

Schaumburg participates in the National Flood Insurance Program (NFIP). Participation in the program offers financial protection for property owners by providing coverage for flood damage. Some federally backed mortgages for homes in high-risk areas require participation in NFIP. Communities must also participate in the NFIP for residents to be eligible for some federal disaster assistance and grants.

The Village's Floodplain Ordinance is being revised to adopt the Federal Emergency Management Agency (FEMA) approved revised floodplain maps for Cook County, effective January 23, 2026. The ordinance is being updated to reference the new adoption date of the Flood Insurance Rate Maps (FIRMs). Being in this program requires the village to adopt the most current maps.

Currently, the Floodplain Ordinance contains references to Cook County FIRMs from 2008 and a couple of DuPage FIRM panels from 2019. With these new maps coming out, the Village Code will have to include references to: (1) Cook County FIRM panels from 2008, (2) the Cook County FIRM panels that will be updated effective 2026, and (3) the couple of DuPage FIRM panels from 2019. And to further clarify, only 3 of the Cook County FIRM panels within the Village are being updated; all others will keep their effective date of 2008.

In conjunction with updating the Code to match the upcoming FIRM effective dates, Illinois Department of Natural Resources is also requesting updates to the floodplain regulations based on their newest model language. Our engineering consultant, Christopher Burke Engineering, has reviewed the IDNR model ordinance. They have redlined our existing ordinance to identify which areas will need to be amended. The redline and proposed ordinance are attached for review.

The map update impacts three FIRM panels within the Village of Schaumburg limits. The floodplain boundary shown on the three panels largely remains unchanged. However, some buildings that were previously depicted outside the floodplain limits on the 2008 panels are now identified within the 100-year floodplain on the updated panels. This change is due to increases in the flood elevation based on updated stormwater studies. There are mechanisms in place from FEMA for the property owner to appeal / contest the need for flood insurance through the preparation of a certified survey and filing the appropriate paperwork.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve the amendment to the municipal code Title 15: Land Usage, Chapter 150 Flood Control.

ATTACHMENTS:

- Schaumburg - Ordinance re_ Floodplain Regulations - final draftrf.docx
- CHAPTER_150____FLOOD_CONTROL_CBBEL121625 (3)rf1finalredlinepdf.pdf
- 2008-2026 FIRM Comparison - Schaumburg-F (1)rf.pdf

PUBLICATION OF:

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

ADOPTED: _____, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

_____, 2026

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

WHEREAS, the Village of Schaumburg, as a home rule unit of local government as provided by Article VII, Section 6 of the Illinois Constitution of 1970, has the authority to exercise any power and perform any function pertaining to its government and affairs except as limited by Article VII, Section 6 of the Illinois Constitution of 1970; and

WHEREAS, the Village pursuant to the police powers granted to by the Illinois Municipal Code (65 ILCS 5/1-2-1, 5/11-12-12, 5/11-30-2, 5/11-30-8 and 5/11-31-2), wishes to establish eligibility in the National Flood Insurance Program and in order to do so must meet the requirements of Title 44 of the Code of Federal Regulations (CFR) Sections 59 to 79 of the National Flood Insurance Program Regulations, necessary for such participation; and

WHEREAS, the President and Board of Trustees of the Village of Schaumburg find it to be in the best interest of the Village to establish rules and regulations for floodplain management throughout the Village and superseding any less restrictive municipal rules and regulations therein.

NOW THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG:

SECTION ONE: The recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION TWO: Title 15, Chapter 150 of the Schaumburg Village Code is hereby amended to read in its entirety as follows:

§ 150.01 PURPOSE.

This floodplain ordinance is enacted pursuant to the police powers granted to the village by 65 Illinois Compiled Statutes 5/2-21, 5/11-30-8, 5/11-31-2 and its home rule powers. The purpose of this chapter is to maintain this village's eligibility in the national flood insurance program; to minimize potential losses due to periodic flooding including loss of life, loss of property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and to preserve and enhance the quality of surface waters, conserve economic and natural values and provide for the wise utilization of water and related land resources. The ordinance codified herein is adopted in order to accomplish the following specific purposes:

(A) To meet the requirements of 615 Illinois Compiled Statutes 5/4.9 of the Rivers, Lakes and Streams Act of the State of Illinois, approved September 6, 1990, as amended;

(B) To assure that new development does not increase the flood or drainage hazards to others, or create unstable conditions susceptible to erosion;

(C) To protect new buildings and major improvements to buildings from flood damage;

(D) To protect human life and health from the hazards of flooding;

(E) To lessen the burden on the taxpayer for flood control projects, repairs to flood damaged public facilities and utilities, and flood rescue and relief operations;

(F) To make federally subsidized flood insurance available for property in the village by fulfilling the requirements of the national flood insurance program;

(G) To comply with the rules and regulations of the national flood insurance program codified as 44 CFR 59-79, as amended;

(H) To protect, conserve, and promote the orderly development of land and water resources;

(I) To preserve the natural hydrologic and hydraulic functions of watercourses and floodplains and to protect water quality and aquatic habitats;

(J) To preserve the natural characteristics of stream corridors in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

§ 150.02 DEFINITIONS.

For the purposes of this chapter, the following definitions are adopted:

ACT: The Rivers, Lakes and Streams Act, 615 ILCS 5/4.9, September 6, 1990.

APPLICANT: Any person, firm, corporation or agency which submits an application.

APPROPRIATE USE: Only uses of the designated floodway that are permissible and will be considered for permit issuance. The only uses that will be allowed are as specified in subsection 150.07(B)(1) of this chapter.

BASE FLOOD: The flood having a one percent (1%) probability of being equaled or exceeded in any given year. The base flood is also known as the 100-year frequency flood event. Application of the base flood elevation at any location is as defined in section 150.05 of this chapter.

BASE FLOOD ELEVATION (BFE): The height in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified) of the crest of the base flood.

BUILDING: A structure that is principally aboveground and is enclosed by walls and a roof. The term includes a gas or liquid storage tank, a manufactured home, mobile home or a prefabricated building. This term also includes recreational vehicles and travel trailers to be installed on a site for more than one hundred eighty (180) days.

CHANNEL: Any river, stream, creek, brook, branch, natural or artificial depression, ponded area, flowage, slough, ditch, conduit, culvert, gully, ravine, wash, or natural or manmade drainageway, which has a definite bed and banks or shoreline, in or into which surface or groundwater flows, either perennially or intermittently.

CHANNEL MODIFICATION: Alteration of a channel by changing the physical dimensions or materials of its bed or banks. Channel modification includes: damming, riprapping (or other armoring), widening, deepening, straightening, relocating, lining and significant removal of bottom or woody vegetation. Channel modification does not include the clearing of dead or dying vegetation, debris, or trash from the channel. Channelization is a severe form of channel modification involving a significant change in the channel cross section and typically involving relocation of the existing channel (e.g., straightening).

COMPENSATORY STORAGE: An artificially excavated, hydraulically equivalent volume of storage within the SFHA used to balance the loss of natural flood storage capacity when artificial fill or structures are placed within the floodplain. The uncompensated loss of natural floodplain storage can increase off-site floodwater elevations and flows.

CONDITIONAL APPROVAL OF A DESIGNATED FLOODWAY MAP CHANGE: Preconstruction approval by IDNR/OWR and the Federal Emergency Management Agency of a proposed change to the floodway map. This preconstruction approval, pursuant to this title, gives assurances to the property owner that once an appropriate use is constructed according to permitted plans, the floodway map can be changed, as previously agreed, upon review and acceptance of as built plans.

CONDITIONAL LETTER OF MAP REVISION (CLOMR): A letter which indicates that the Federal Emergency Management Agency will revise base flood elevations, flood insurance rate zones, flood boundaries or floodway as shown on an effective flood hazard boundary map or Flood Insurance Rate Map, once the as built plans are submitted and approved.

CONTROL STRUCTURE: A structure designed to control the rate of flow that passes through the structure, given a specific upstream and downstream water surface elevation.

DAM: All obstructions, wall embankments or barriers, together with their abutments and appurtenant works, if any, constructed for the purpose of storing or diverting water or creating a pool. Undergroundwater storage tanks are not included.

DESIGNATED FLOODWAY: Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. In no case shall the designated height be more than 0.1 foot at any point within the community. The floodway for the floodplains shall be as delineated on the FIRM prepared by FEMA. For other areas, the entire floodplain shall be considered to be the floodway unless an analysis is approved by the IDNR/OWR demonstrating that a project site is outside of the floodway. If an floodway analysis is not required by IDNR/OWR under 17 ILL. ADM. Code 3700, the floodways shall be according to the best data available from the Federal, State, or other sources.

(A) The floodways are designated on panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J,

17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by FEMA. When two (2) floodway maps exist for a waterway, the more restrictive floodway limit shall prevail.

(B) The floodways for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.

(C) To locate the designated floodway boundary on any site, the designated floodway boundary should be scaled off the designated floodway map and located on a site plan, using reference marks common to both maps. Where interpretation is needed to determine the exact location of the designated floodway boundary, IDNR/OWR should be contacted for the interpretation.

DEVELOPMENT: Any manmade change to real estate, including:

(A) Construction, reconstruction, repair, or placement of a building or any addition to a building;

(B) Drilling, mining, installing utilities, construction of roads, bridges, or similar projects;

(C) Demolition of a structure or redevelopment of a site;

(D) Clearing of land as an adjunct of construction;

(E) Construction or erection of levees, walls, fences, dams, or culverts; channel modification; filling, dredging, grading, excavating, paving, or other nonagricultural alterations of the ground surface; storage of materials;

(F) Any other activity of man that might change the direction, height, or velocity of flood or surface water, including extensive vegetation removal.

DIRECTOR OF ENGINEERING AND PUBLIC WORKS: The duly appointed head of the department of engineering and public works or his or her designee.

ELEVATION CERTIFICATES: A form published by the federal emergency management agency that is used to certify the elevation to which a building has been elevated.

EROSION: The general process whereby soils are moved by flowing water or wave action.

EXEMPT ORGANIZATIONS: Organizations which are exempt from this chapter per the Illinois Compiled Statutes including state, federal or local units of government.

***EXISTING MANUFACTURED HOME PARK OR SUBDIVISION*:** A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

EXPANSION TO AN EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

FEMA: Federal Emergency Management Agency and its regulations at 44 CFR 59-79, as amended.

FLOOD: A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal waves, or the unusual and rapid accumulation or runoff of surface waters from any source.

FLOOD FREQUENCY: A period of years, based on a statistical analysis, during which a flood of a stated magnitude may be expected to be equaled or exceeded.

FLOOD FRINGE: That portion of the floodplain outside of the designated floodway.

FLOOD INSURANCE RATE MAPS (FIRM): A map prepared by the Federal Emergency Management Agency that depicts the special flood hazard area (SFHA) within a community. This map includes insurance rate zones and floodplains and may or may not depict floodways.

FLOOD INSURANCE STUDY (FIS): An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

FLOOD PROTECTION ELEVATION (FPE): The elevation of the base flood or 100-year frequency flood plus two feet (2') of freeboard at any given location in the SFHA.

FLOODPLAIN AND SPECIAL FLOOD HAZARD AREA (SFHA) : These two terms are synonymous. SFHA is the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. Those lands within the jurisdiction of the community and the extraterritorial jurisdiction of the community, or that may be annexed into the community, that are subject to inundation by the base flood. The floodplains of the community are identified as such on panel number(s) of the countywide FIRM prepared by the FEMA. The area may be designated as Zone A on the FHBM. After detailed ratemaking has

been completed in preparation for publication of the Flood Insurance Rate Map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V. SFHA may also refer to areas identified by the community that are flood prone and designated from other federal state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood prone soils associated with a watercourse.

(A) The floodplains are those lands within the jurisdiction of the village that are subject to inundation by the base flood or 100-year frequency flood. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of Cook County prepared by FEMA and dated January 23, 2026. Flood Insurance Rate Map (FIRM) panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026 and Flood Insurance Rate Map (FIRM) panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of DuPage County prepared by FEMA and dated August 1, 2019. Flood Insurance Rate Map (FIRM) panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019.

(B) The SFHAs of those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.

(C) USGS-NIPC hydrologic investigation atlases (floods of record) if included as best available data in the Illinois State Water Survey Floodplain Information Repository.

FLOODPROOFING: Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODPROOFING CERTIFICATE: A form published by the Federal Emergency Management Agency that is used to certify that a building has been designed and constructed to be structurally dry floodproofed to the flood protection elevation.

FLOODWAY: See definition of Designated Floodway.

FREEBOARD: An increment of elevation added to the base flood elevation to provide a factor of safety for uncertainties in calculations, unknown localized conditions, wave actions and unpredictable effects such as those caused by ice or debris jams.

HISTORIC STRUCTURE: Any structure that is:

(A) Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register.

(B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.

(C) Individually listed on the state inventory of historic places by the Illinois Historic Preservation Agency.

(D) Individually listed on a local inventory of historic places that has been certified by the Illinois Historic Preservation Agency.

HYDROLOGIC AND HYDRAULIC CALCULATIONS: Engineering analyses which determine expected flood flows and flood elevations based on land characteristics and rainfall events.

IDNR/OWR: Illinois Department of Natural Resources, Office of Water Resources.

LETTER OF MAP AMENDMENT (LOMA): Official determination by FEMA that a specific structure is not in a 100-year flood zone; amends the effective flood hazard boundary map or FIRM.

LETTER OF MAP REVISION (LOMR): Letter that revises base flood or 100-year frequency flood elevations, flood insurance rate zones, flood boundaries or floodways as shown on an effective FHBM or FIRM.

LOWEST FLOOR: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area is not considered a building's lowest floor. Provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Section 6 of this ordinance.

MANUFACTURED HOME: A building, transportable in one or more sections that is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities.

MANUFACTURED HOME PARK OR SUBDIVISION: A parcel (or contiguous parcels) of land divided into two or more lots for rent or sale.

MITIGATION: Includes those measures necessary to minimize the negative effects which floodplain development activities might have on the public health, safety and welfare. Examples of mitigation include: compensatory storage, soil erosion and sedimentation control, and channel restoration.

NATURAL: When used in reference to channels means those channels formed by the existing surface topography of the earth prior to changes made by man. A natural stream tends to follow a meandering path; its floodplain is not constrained by levees; the area near the bank has not been cleared, mowed or cultivated; the stream flows over soil and geologic materials typical of the area with no substantial alteration of the course or cross section of the stream caused by filling or excavating. A modified channel may regain some natural characteristics over time as the channel meanders and vegetation is reestablished. Similarly, a modified channel may be restored to more natural conditions by man through regrading and revegetation.

NAVD: North American Vertical Datum of 1988. The vertical datum for orthometric heights established for vertical control surveying in the United States.

NEW CONSTRUCTION: Structures for which the start of construction commenced on or after the effective date of floodplain management regulations adopted by a community and includes any subsequent improvements of such structures.

NEW MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of the floodplain management regulations adopted by a community.

NFIP: National Flood Insurance Program.

NGVD: National geodetic vertical datum of 1929. Reference surface set by the national geodetic survey deduced from a continental adjustment of all existing adjustments in 1929.

ORDINARY HIGH WATER MARK (OHWM): The point on the bank or shore up to which the presence and action of surface water is so continuous so as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation or other easily recognized characteristics.

PUBLIC FLOOD CONTROL PROJECT: A flood control project which will be operated and maintained by a public agency to reduce flood damages to existing buildings and structures which includes a hydrologic and hydraulic study of the existing and proposed conditions of the watershed. Nothing in this definition shall preclude the design, engineering, construction or financing, in whole or in part, of a flood control project by persons or parties who are not public agencies.

PUBLICLY NAVIGABLE WATERS: All streams and lakes capable of being navigated by watercraft.

RECREATIONAL VEHICLE OR TRAVEL TRAILER: A vehicle which is:

(A) Built on a single chassis;

(B) Four hundred (400) square feet or less in size, when measured at the largest horizontal projection;

(C) Designed to be self-propelled or permanently towable by a light duty truck; and

(D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

REGISTERED LAND SURVEYOR: A land surveyor registered in the State of Illinois, under the Illinois Professional Land Surveyors Act of 1989.

REGISTERED PROFESSIONAL ENGINEER: An engineer registered in the State of Illinois, under the Illinois Professional Engineering Act of 1989.

State law reference(s)—225 ILCS 330 et seq.

REPETITIVE LOSS: Flood-related damages sustained by a structure on two separate occasions during a ten year period for which the cost of repairs at the time of each such flood event on the average equals or exceeds twenty-five percent (25%) of the market value of the structure before the damage occurred.

RETENTION/DETENTION FACILITY: A retention facility stores stormwater runoff without a gravity release. A detention facility provides for storage of stormwater runoff and controlled release of this runoff during and after a flood or storm.

RIVERINE SFHA: Any SFHA subject to flooding from a river, creek, intermittent stream, ditch, on stream lake system or any other identified channel. This term does not include areas subject to flooding from lakes, ponding areas, areas of sheet flow, or other areas not subject to overbank flooding.

RUNOFF: The water derived from melting snow or rain falling on the land surface, flowing over the surface of the ground or collected in channels or conduits.

SEDIMENTATION: The processes that deposit soils, debris, and other materials either on other ground surfaces or in bodies of water or watercourses.

START OF CONSTRUCTION: Includes substantial improvement and means the date the building permit was issued. This, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement or other improvement, was within one hundred eighty (180) days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns or any work beyond the stage of excavation or placement of a manufactured home on a foundation. For a substantial improvement, actual start of construction means the first alteration of any wall, ceiling, floor or other structural part of a building whether or not that alteration affects the external dimensions of the building.

STRUCTURE: The results of a manmade change to the land constructed on or below the ground, including the construction, reconstruction or placement of a building or any addition to a building.

SUBSTANTIAL DAMAGE: Damage of any origin sustained by a structure whereby the (cumulative) percentage of damage during a ten (10) year period equals or exceeds fifty percent (50%) of the market value of the structure before the damage occurred regardless of actual repair work performed. Volunteer labor and materials must be included in this determination. The term includes "Repetitive Loss Buildings" (see definition).

SUBSTANTIAL IMPROVEMENT Any reconstruction, rehabilitation, repair, addition or improvement of a structure taking place during a ten (10) year period in which the (cumulative) percentage of improvements equals or exceeds fifty percent (50%) of the market value of the structure before the improvement or repair is started and/or increases the floor area by more than twenty percent (20%).

TRANSITION SECTION: Reaches of the stream or floodway where water flows from a narrow cross section to a wide cross section or vice versa.

VARIANCE: A grant of relief by a community from the terms of a flood plain management regulation.

VILLAGE: The Village of Schaumburg, a home rule municipality located in Cook and DuPage Counties.

VIOLATION: The failure of a structure or other development to be fully compliant with this ordinance.

§ 150.03 USE OF THIS CHAPTER.

The director of engineering and public works shall be responsible for fulfilling all of the duties listed in section 150.04 of this chapter. To fulfill those duties, the director of engineering and public works first should use the criteria listed in section 150.05, "Base Flood Elevation", of this chapter, to help determine to the best of his knowledge whether the development site is located within a floodplain. In the event the director of engineering and public works deems it necessary, he may require verification be supplied by the applicant, from IDNR/OWR, FEMA or the corps of engineers to determine whether the area is in a designated floodplain. Once it has been determined that a site is located within a floodplain, a detailed engineering study must be submitted to the director of engineering and public works to determine whether the development site is within a flood fringe, a designated floodway, or within a SFHA or floodplain on which no floodway has been identified. If the site is within a flood fringe, the director of engineering and public works shall require that the minimum requirements of section 150.06 of this chapter be met. If the site is within a floodway, the director of engineering and public works shall require that the minimum requirements of section 150.07 of this chapter be met. If the site is located

within a SFHA or floodplain for which no detailed study has been completed and approved, the director of engineering and public works shall require that the minimum requirements of section 150.08 of this chapter be met. In addition, the general requirements of section 150.09 of this chapter shall be met for all developments meeting the requirements of sections 150.06, 150.07 or 150.08 of this chapter. The director of engineering and public works shall assure that all subdivision proposals shall meet the requirements of section 150.10 of this chapter. If a variance is to be granted for a proposal, the director of engineering and public works shall review the requirements of section 150.11 of this chapter to make sure they are met. In addition, the director of engineering and public works shall complete all notification requirements.

In order to assure that property owners obtain permits as required in this chapter, the director of engineering and public works may take any and all actions as outlined in section 150.13 of this chapter.

§ 150.04 DUTIES OF THE ENFORCEMENT OFFICIAL(S).

The director of engineering and public works shall be responsible for the general administration and enforcement of this chapter which shall include the following:

(A) Floodplain Designation: In the event the director of engineering and public works deems it necessary, he may require that verification be supplied by the applicant, from IDNR/OWR, FEMA, or the army corps of engineers to determine whether the development site is in an SFHA. A detailed engineering study may be required by the director of engineering and public works to determine whether the development is within an SFHA. If the development sites are in an SFHA, determine whether they are in a floodway, flood fringe or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile.

(B) Professional Engineer Review: If the development site is within a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile then the permit shall be referred to a registered professional engineer (PE) under the employ or contract of the village, or approved by the director of engineering and public works, for review to ensure that the development meets the requirements of section 150.07 of this chapter. In the case of an appropriate use, the PE shall state in writing that the development meets the requirements of section 150.07 of this chapter.

(C): Substantial Damage/Substantial Improvement Requirements: Establish procedures for administering and documenting determinations, as outlined below, of substantial improvement and substantial damage:

(1) Determine the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building before the start of construction of the proposed work. In the case of repair, the market value of the building shall be the market value before the damage occurred and before any repairs are made.

(2) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building. Substantial damage determinations take into account all damage sustained to the structure regardless if the structure is repair or not.

(3) Determine and document whether the proposed work constitutes substantial improvement or substantial damage.

(4) Notify property owner of all determinations and responsibilities for permitting and mitigation of the structure.

(D) Dam Safety Requirements: Ensure that an IDNR/OWR dam safety permit has been issued or a letter indicating no dam safety permit is required, if the proposed development activity includes construction of a "dam" as defined in section 150.02 of this chapter. Regulated dams may include weirs, restrictive culverts or impoundment structures.

(E) Other Permit Requirements: Ensure that any and all required federal, state and local permits are received prior to the issuance of a land development permit.

(F) Plan Review and Permit Issuance: Ensure that all development activities within the SFHAs of the jurisdiction of the village meet the requirements of this chapter and issue a land development permit in accordance with the provisions of this chapter and other regulations of this community when the development meets the conditions of this chapter.

(G) Inspection Review: Inspect all development projects before, during and after construction to assure proper elevation of the structure and to ensure that they comply with the provisions of this chapter.

(H) Elevation and Floodproofing Certificates: Maintain in the permit files an elevation certificate certifying the elevation of the lowest floor (including basement) of a residential or non-residential building or the elevation to which a non-residential building has been floodproofed, using a floodproofing certificate, for all buildings subject to section 150.09 of this chapter for public inspection and provide copies of same. No certificate of occupancy shall be issued without a floodproofing certificate or elevation certificate being on file with the village engineering and public works department, if required.

(I) Records for Public Inspection: Maintain for public inspection and furnish upon request base flood data, SFHA and designated floodway maps, copies of federal or state permit documents, variance documentation, conditional letter of map revision, letter of map revision, letter of map amendment and "as built" elevation and floodproofing or elevation and floodproofing certificates for all buildings constructed subject to this chapter.

(J) State Permits: Ensure that construction authorization has been granted by the Illinois Department of Natural Resources, for all development projects subject to sections 150.07,

"Occupation and Use of Identified Floodways", and 150.08, "Occupation and Use of SFHA Areas Where Floodways Are Not Identified, Draining More Than One Square Mile", of this chapter, unless enforcement responsibility has been delegated to the village. Upon acceptance of this chapter by IDNR/OWR and FEMA, responsibility is hereby delegated to the village as per 92 Illinois Administrative Code 708, for construction in the designated floodway and floodplain when floodways have not been defined in sections 150.07 and 150.08 of this chapter. However, the following review approvals are not delegated to the village and shall require review or permits from IDNR/OWR:

(1) Organizations which are exempt from this chapter, as per the Illinois Compiled Statutes;

(2) Department of transportation projects, dams or impoundment structures as defined in section 150.02 of this chapter and all other state, federal or local unit of government projects, including projects of the village and county, except for those projects meeting the requirements of subsection 150.07(B)(6) of this chapter;

(3) An engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, per subsection 150.07(B)(2)(e) of this chapter;

(4) An engineer's analysis of the flood profile due to subsection 150.07(B)(2)(d) of this chapter;

(5) Alternative transition sections and hydraulically equivalent compensatory storage as indicated in subsections 150.07(B)(2)(a), (B)(2)(b) and (B)(2)(h) of this chapter;

(6) Permit issuance of structures within or over publicly navigable rivers, lakes and streams;

(7) Any changes in the base flood elevation or floodway locations; and

(8) Base flood elevation determinations where none now exist.

(K) Cooperation With Other Agencies: Cooperate with state and federal floodplain management agencies to improve base flood or 100-year frequency flood and floodway data and to improve the administration of this chapter. Submit data to IDNR/OWR and the Federal Emergency Management Agency for proposed revisions of a designated map. Submit reports as required for the national flood insurance program. Notify the Federal Emergency Management Agency of any proposed amendments to this chapter.

(L) Letters of Map Revision. The director of engineering and public works shall require a CLOMR prior to issuance of a development permit for:

(1) Proposed floodway encroachments that will cause an increase in the BFE; and

(2) Proposed development which will increase the BFE by more than 0.1 feet in riverine area where FEMA has provided a BFE but no floodway.

Once a CLOMR has been issued by FEMA, the development permit may be issued for site grading and structures necessary in the area of the map change to achieve the final LOMR. Upon completion, the applicant shall submit as-built certifications, as required by FEMA, to achieve a final LOMR prior to the release of final development permits.

§ 150.05 BASE FLOOD ELEVATION.

This section's protection standard is based on the countywide flood insurance study for Cook and DuPage Counties and those additional designated floodways noted in section 150.02 of this chapter. If a base flood elevation or 100-year frequency flood elevation is not available for a particular site, then the protection standard shall be according to the best existing data available in the Illinois State Water Survey's Floodplain Information Repository. When a party disagrees with the best available data, he/she may finance the detailed engineering study needed to replace existing data with better data and submit it to IDNR/OWR and FEMA.

(A) The BFE for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study of Cook and DuPage Counties, prepared by FEMA dated January 23, 2026, and August 1, 2019, respectively, and such amendments to such study and maps as may be prepared from time to time. Flood Insurance Rate Map (FIRM) map numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and map numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and map numbers 17043C0051J and 17043C0052J dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by the Federal Emergency Management Agency.

(B) The base flood or 100-year frequency flood elevation for the SFHAs of those parts of unincorporated Cook and DuPage Counties that are within the extraterritorial jurisdiction of the Village of Schaumburg or that may be annexed into the village are noted in subsection (B) of the definition of "designated floodway", section 150.02 of this chapter.

(C) The base flood or 100-year frequency flood elevation for each SFHA delineated as an "AH zone" or "AO zone" shall be that elevation (or depth) delineated on the Flood Insurance Rate Map.

(D) The base flood or 100-year frequency flood elevation for each of the remaining SFHAs delineated as an "A zone" on the maps listed in section 150.02 of this chapter shall be according to the best existing data available in the Illinois State Water Survey Floodplain Information Repository. When no base flood or 100-year frequency flood elevation exists, the base flood or 100-year frequency flood elevation for a riverine SFHA shall be determined from a backwater model, such as HEC-II, WSP-2, or a dynamic model such as HIP. The flood flows used in the hydraulic models shall be obtained from a hydrologic

model, such as HEC-I TR-20, or HIP, or by techniques presented in various publications prepared by the United States geological survey for estimating peak flood discharges. Flood flows should be based on anticipated future land use conditions in the watershed as determined from adopted local and regional land use plans. Along any watercourses draining more than one (1) square mile, the above analyses shall be submitted to IDNR/OWR for approval, once approved it must be submitted to the Illinois State Water Survey Floodplain Information Repository for filing. For a non-riverine SFHA, the base flood elevation shall be the historic flood of record plus three feet (3'), unless calculated by a detailed engineering study and approved by the Illinois State Water Survey.

(E) Establishing a BFE is required in a Zone A for all new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or 5 acres, whichever is the lesser.

(F) The BFE for each of the remaining floodplains delineated as an "A Zone" on the FIRM shall be according to the best data available from federal, state, or other sources. Should no other data exist, an engineering study must be financed by the applicant to determine BFEs.

§ 150.06 OCCUPATION AND USE OF FLOOD FRINGE AREAS.

Development in and/or filling of the flood fringe will be permitted if protection is provided against the base flood or 100-year frequency flood by proper elevation, and compensatory storage and other provisions of this chapter are met. No use will be permitted which adversely affects the capacity of drainage facilities or systems. Developments located within the flood fringe shall meet the requirements of this section, along with the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation, or governmental body not exempted by state law shall commence any development in the SFHA without first obtaining a land development permit from the village.

(1) Application for a land development permit, as required in section 151.17 of this title, shall be made on a form provided by the village. The application shall be accompanied by drawings of the site, drawn to scale, showing property line dimensions and legal description for the property and sealed by a licensed engineer, architect or land surveyor; existing grade elevations in MSL, 1988 datum or NAVD and all changes in grade resulting from excavation or filling; the location and dimensions of all buildings and additions to buildings. For all proposed buildings, the elevation of the lowest floor (including basement) and lowest adjacent grade shall be shown on the submitted plans and the development will be subject to the requirements of section 150.09 of this chapter.

(2) Upon receipt of a land development permit application, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood. Any development located on land that can be shown to have been

higher than the base flood elevation as of the site's first Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this chapter. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first Flood Insurance Rate Map identification.

(3) A soil erosion and sedimentation control plan for disturbed areas shall be submitted, as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(4) The director of engineering and public works shall ensure all other local state and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters or approvals.

(B) Preventing Increased Damages: No development in the flood fringe shall create a threat to public health and safety.

(1) Elevation of Site: If fill is being used to elevate the site above the base flood or 100-year frequency flood elevation, the applicant shall submit sufficient data and obtain a letter of map revision (LOMR) from FEMA for the purpose of removing the site from the floodplain.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

§ 150.07 OCCUPATION AND USE OF IDENTIFIED FLOODWAYS.

This section applies to proposed development, redevelopment, site modification or building modification within a designated floodway. The designated floodway for those streams listed in

section 150.02 of this chapter shall be as delineated on the designated floodway maps designated by IDNR/OWR and referenced in section 150.02 of this chapter. Only those uses and structures will be permitted which meet the criteria in this section. All floodway modifications shall be the minimum necessary to accomplish the purpose of the project. The development shall also meet the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation or governmental body not exempted by state law shall commence any development in a floodway without first obtaining a land development permit from the director of engineering and public works.

(1) Application for a land development permit shall be made on a form provided by the director of engineering and public works. The application shall include the following information:

(a) Name and address of applicant;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway map;

(c) Name of stream or body of water affected;

(d) Description of proposed activity;

(e) Statement of purpose of proposed activity;

(f) Anticipated dates of initiation and completion of activity;

(g) Name and mailing address of the owner of the subject property if different from the applicant;

(h) Signature of applicant or the applicant's agent;

(i) If the applicant is a corporation, the president or other authorized officer shall sign the application form;

(j) If the applicant is a partnership, each partner shall sign the application form;

(k) If the applicant is a land trust, the trust officer shall sign the name of the trustee by him (her) as trust officer. A disclosure affidavit shall be filed with the application, identifying each beneficiary of the trust by name and address and defining the respective interests therein;

(l) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work,

elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, location of any channels and any existing or future access roads, designated floodway limit, floodplain limit, specifications and dimensions of any proposed channel modifications, locations and orientation of cross sections, north arrow, and a graphic or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in plan view existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphic or numerical scales (horizontal and vertical),
4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance,
5. A copy of the designated floodway map, marked to reflect any proposed change in the designated floodway location.

(m) Any and all other local, state and federal permits or approval letters that may be required for this type of development;

(n) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the permit criteria of subsection (B) of this section;

(o) If the designated floodway delineation, base flood or 100-year frequency flood elevation will change due to the proposed project, the application will not be considered complete until IDNR/OWR has indicated conditional approval of the designated floodway map change. No structures may be built until a letter of map revision has been approved by FEMA;

(p) The application for a structure shall be accompanied by drawings of the site, drawn to scale showing property line dimensions and existing ground elevations and all changes in grade resulting from any proposed excavation or filling, and floodplain and floodway limits; sealed by a registered professional engineer; the location and dimensions of all buildings and additions to buildings; and the elevation of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter;

(q) If the proposed project involves a channel modification, the applicant shall submit the following information:

1. A discussion of the purpose of and need for the proposed work,
2. A discussion of the feasibility of using alternative locations or methods to accomplish the purpose of the proposed work,
3. An analysis of the extent and permanence of the impacts the project would have on the physical and biological conditions of the body of water affected,
4. An analysis of the extent and permanence of the impacts each feasible alternative identified in subsection (B)(2)(d)1 of this section would have on the physical and biological conditions of the body of water affected,
5. An analysis of the impacts of the proposed project, considering cumulative effects on the physical and biological conditions of the body of water affected.

(2) The director of engineering and public works shall ensure all other local, state and federal permits and approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. A registered professional engineer, under the employ or contract of the village shall review and approve applications reviewed under this chapter.

(B) Preventing Increased Damages and a List of Appropriate Uses: The only development in a floodway which will be allowed are appropriate uses, which will not cause a rise in the base flood elevation, and which will not create a damaging or potentially damaging increase in flood heights or velocity or be a threat to public health and safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or permanently impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter. Only those appropriate uses listed in 92 Illinois Administrative Code 708 will be allowed. Appropriate uses do not include the construction or placement of any new structures, fill, building additions, buildings on stilts, excavation or channel modifications done to accommodate otherwise nonappropriate uses in the floodway, fencing (including landscaping or planting designed to act as a fence) and storage of materials except as specifically defined above as an appropriate use.

(1) Approved Uses: The approved appropriate uses are as follows:

(a) Flood control structures, dikes, dams and other public works or private improvements relating to the control of drainage, flooding, erosion, or water quality or habitat for fish and wildlife;

(b) Structures or facilities relating to the use of, or requiring access to, the water or shoreline, such as pumping and treatment facilities, and facilities and

improvements related to recreational boating, and other functionally water dependant uses;

(c) Storm and sanitary sewer outfalls;

(d) Underground and overhead utilities;

(e) Recreational facilities such as playing fields and trail systems including any related fencing (at least fifty percent (50%) open when viewed from any one direction) built parallel to the direction flood flows, and including open air pavilions;

(f) Bridges, culverts, roadways, sidewalks, railways, runways and taxiways and any modification thereto;

(g) Parking lots and any modifications thereto (where depth of flooding at the 100-year frequency flood event will not exceed 1.0 foot) and aircraft parking aprons built at or below ground elevation;

(h) Designated floodway regrading, without fill, to create a positive nonerosive slope toward a watercourse;

(i) Floodproofing activities to protect previously existing lawful structures including the construction of watertight window wells, elevating structures, or construction of floodwalls around residential, commercial or industrial principal structures where the outside toe of the floodwall shall be no more than ten feet (10') away from the exterior wall of the existing structure, and which are not considered substantial improvements to the structure;

(j) In the case of damaged or replacement buildings, reconstruction or repairs made to a building that are valued at less than fifty percent (50%) of the market value of the building before it was damaged or replaced, and which do not increase the outside dimensions of the building;

(k) Additions to existing buildings above the BFE that do not increase the building's footprint and are valued at less than fifty percent (50%) of the market value of the building.

(2) Engineering and Mitigation Criteria: Within the designated floodway as identified on the designated floodway maps designated by IDNR/OWR, the construction of an appropriate use, will be considered permissible provided that the proposed project meets the following engineering and mitigation criteria and is so stated in writing with supporting plans, calculations and data by a registered professional engineer and provided that any structure meets the protection requirements of section 150.09 of this chapter:

(a) Preservation of Flood Conveyance, so as not to Increase Flood Stages Upstream: For appropriate uses other than bridge or culvert crossings, on stream structures or

dams, all effective designated floodway conveyance lost due to the project will be replaced for all flood events up to and including the 100-year frequency flood. In calculating effective designated floodway conveyance, the following factors shall be taken into consideration:

1. Designated floodway conveyance,

$$"K" = \frac{1.486 \times AR^{2/3}}{n}$$

Where:

"n" is Manning's roughness factor,

"A" is the effective area of the cross section,

"R" is the ratio of the area to the wetted perimeter.

(See "Open Channel Hydraulics", Ven Te Chow, 1959, McGraw-Hill Book Company, New York)

2. The same Manning's "n" value shall be used for both existing and proposed conditions unless a recorded maintenance agreement with a federal, state, or local unit of government can assure the proposed conditions will be maintained or the land cover is changing from a vegetative to a nonvegetative land cover.

3. Transition sections shall be provided and used in calculations of effective designated floodway conveyance. The following expansion and contraction ratios shall be used unless applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

    A. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length.

    B. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length.

    C. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used.

D. Transition sections shall be provided between cross sections with rapid expansions and contractions and when meeting the designated floodway delineation on adjacent properties.

E. All cross sections used in the calculations shall be located perpendicular to flood flows.

(b) Preservation of Floodway Storage so as not to Increase Downstream Flooding: Compensatory storage shall be provided for any designated floodway storage lost due to the proposed work from the volume of fill or structures placed and the impact of any related flood control projects. Compensatory storage for fill or structures shall be equal to at least 1.25 times the volume of floodplain storage lost. Artificially created storage lost due to a reduction in head loss behind a bridge shall not be required to be replaced. The compensatory designated floodway storage shall be placed between the proposed normal water elevation and the proposed 100-year flood elevation. All designated floodway storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All designated floodway storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse. If the compensatory storage will not be placed at the location of the proposed construction, the applicant's engineer shall demonstrate to IDNR/OWR through a determination of flood discharges and water surface elevations that the compensatory storage is hydraulically equivalent. Finally, there shall be no reduction in floodway surface area as a result of a floodway modification, unless such modification is necessary to reduce flooding at the existing structure.

(c) Preservation of Floodway Velocities SO AS NOT To Increase Stream Erosion or Flood Heights: For all appropriate uses, except bridges or culverts or on stream structures, the proposed work will not result in an increase in the average channel or designated floodway velocities or stage, for all flood events up to and including the 100-year frequency event. However, in the case of bridges or culverts or on stream structures built for the purpose of backing up water in the stream during normal or flood flows, velocities may be increased at the structure site if scour, erosion and sedimentation will be avoided by the use of riprap or other design measures.

(d) Construction of New Bridges or Culvert Crossings and Roadway Approaches: The proposed structure shall not result in an increase of upstream flood stages greater than 0.1 foot when compared to the existing conditions for all flood events up to and including the 100-year frequency event; or the upstream flood stage increases will be contained within the channel banks (or within existing vertical extensions of the banks) such as within the design protection grade of existing

levees or flood walls or within recorded flood easements. If the proposed construction will increase upstream flood stages greater than 0.1 foot the developer must contact IDNR/OWR, dam safety section, for a dam safety permit or waiver.

1. The engineering analysis of upstream flood stages must be calculated using the flood study flows, and corresponding flood elevations for tailwater conditions for the flood study specified in section 150.05 of this chapter. Culverts must be analyzed using the U.S. DOT, FHWA hydraulic chart for the selection of highway culverts. Bridges must be analyzed using the U.S. DOT/federal highway administration hydraulics of bridge waterways calculation procedures.
2. Lost floodway storage must be compensated for per subsection (B)(2)(b) of this section.
3. Velocity increases must be mitigated per subsection (B)(2)(c) of this section.
4. If the crossing is proposed over a public water that is used for recreational or commercial navigation, a department of transportation permit must be received.
5. The hydraulic analysis for the backwater caused by the bridge showing the existing condition and proposed designated profile must be submitted to IDNR/OWR for concurrence that a LOMR is not required by subsection 150.06(B) of this chapter.
6. All excavations for the construction of the crossing shall be designed per subsection (B)(2)(h) of this section.

(e) Reconstruction or Modification of Existing Bridges, Culverts, and Approach Roads:

1. The bridge or culvert and roadway approach reconstruction or modification shall be constructed with no more than 0.1 foot increase in backwater over the existing flood profile for all flood frequencies up to and including the 100-year event, if the existing structure is not a source of flood damage.
2. If the existing bridge or culvert and roadway approach is a source of flood damage to buildings or structures in the upstream floodplain, the applicant's engineer shall evaluate the feasibility of redesigning the structure to reduce the existing backwater, taking into consideration the effects on flood stages on upstream and downstream properties.
3. The determination as to whether or not the existing crossing is a source of flood damage and should be redesigned must be prepared in accordance with the department of transportation rules 92 Illinois Administrative Code 708

(floodway construction in northeastern Illinois) and submitted to the division for review and concurrence before a permit is issued.

(f) On Stream Structures Built for the Purpose of Backing Up Water: Any increase in upstream flood stages greater than 0.0 foot when compared to the existing conditions, for all flood events up to and including the 100-year frequency event shall be contained within the channel banks (or within existing vertical extensions of the channel banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. A permit or letter indicating a permit is not required must be obtained from IDNR/OWR, dam safety section, for a dam safety permit or waiver for any structure built for the purpose of backing up water in the stream during normal or flood flow. All dams and impoundment structures as defined in section 150.02 of this chapter shall meet the permitting requirements of 92 Illinois Administrative Code 702 (construction and maintenance of dams). If the proposed activity involves a modification of the channel or floodway to accommodate an impoundment, it shall be demonstrated that:

1. The impoundment is determined to be in the public interest by providing flood control, public recreation, or regional stormwater detention;
2. The impoundment will not prevent the migration of indigenous fish species, which require access to upstream areas as part of their life cycle, such as for spawning;
3. The impoundment will not cause or contribute to degraded water quality or habitat conditions. Impoundment design should include gradual bank slopes, appropriate bank stabilization measures, and a presedimentation basin;
4. A nonpoint source control plan has been implemented in the upstream watershed to control the effects of sediment runoff as well as minimize the input of nutrients, oil and grease, metals, and other pollutants. If there is more than one municipality in the upstream watershed, the municipality in which the impoundment is constructed should coordinate with upstream municipalities to ensure comprehensive watershed control;
5. The project otherwise complies with the requirements of this section.

(g) Floodproofing of Existing Habitable, Residential and Commercial Structures: If construction is required beyond the outside dimensions of the existing building, the outside perimeter of the floodproofing construction shall be placed no further than ten feet (10') from the outside of the building. Compensation of lost storage and conveyance will not be required for floodproofing activities.

(h) Excavation in the Floodway: When excavation is proposed in the design of bridges and culvert openings including the modifications to and replacement of

existing bridge and culvert structures, or to compensate for lost conveyance for other appropriate uses, transition section shall be provided for the excavation. The following expansion and contraction ratios shall be used unless an applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

1. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length;
2. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length;
3. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used;
4. Erosion/scour protection shall be provided inland upstream and downstream of the transition sections.

(i) Channel Modification: If the proposed activity involves a channel modification, it shall be demonstrated that:

1. There are no practicable alternatives to the activity which would accomplish its purpose with less impact to the natural conditions of the body of water affected. Possible alternatives include levees, bank stabilization, flood proofing of existing structures, removal of structures from the floodplain, clearing the channel, high flow channel, or the establishment of a stream side buffer strip or greenbelt. Channel modification is acceptable if the purpose is to restore natural conditions and improve water quality and fish and wildlife habitat.
2. Water quality, habitat, and other natural functions would be significantly improved by the modification and no significant habitat area may be destroyed, or the impacts are offset by the replacement of an equivalent degree of natural resource values.
3. The activity has been planned and designed and will be constructed in a way which will minimize its adverse impacts on the natural conditions of the body of water affected, consistent with the following criteria:
    A. The physical characteristics of the modified channel shall match as closely as possible those of the existing channel in length, cross section, slope and sinuosity. If the existing channel has been previously modified, restoration of more natural physical

conditions should be incorporated into channel modification design, where practical.

B. Hydraulically effective transitions shall be provided at both the upstream and downstream ends of the project, designed such that they will prevent erosion.

C. One sided construction of a channel shall be used when feasible. Removal of streamside (riparian) vegetation should be limited to one (1) side of the channel, where possible, to preserve the shading and stabilization effects of the vegetation.

D. Clearing of vegetation shall be limited to that which is essential for construction of the channel.

E. Channel banks shall be constructed with a side slope no steeper than three to one (3:1) horizontal to vertical, wherever practicable. Natural vegetation and gradual side slopes are the preferred methods for bank stabilization. Where high velocities or sharp bends necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, gabions, or construction rubble should be avoided unless there are no practicable alternatives.

F. All disturbed areas associated with the modification shall be seeded or otherwise stabilized as soon as possible upon completion of construction. Erosion blanket or an equivalent material shall be required to stabilize disturbed channel banks prior to establishment of the vegetative cover.

G. If the existing channel contains considerable bottom diversity such as deep pools, riffles, and other similar features, such features shall be provided in the new channel. Spawning and nesting areas and flow characteristics compatible with fish habitat shall also be established, where appropriate.

H. A sediment basin shall be installed at the downstream end of the modification to reduce sedimentation and degradation of downstream water quality.

I. New or relocated channels should be built in the dry and all items of construction, including vegetation, should be completed prior to diversion of water into the new channel.

J. There shall be no increases in stage or velocity as the channel enters or leaves the project site for any frequency flood unless

necessitated by a public flood control project or unless such an increase is justified as part of a habitat improvement or erosion control project.

K. Unless the modification is for a public flood control project, there shall be no reduction in the volume of floodwater storage outside the floodway as a result of the modification.

4. The project otherwise complies with the requirements of this section.

(j) Seeding and Stabilization Plan: For all activities located in a floodway, a seeding and stabilization plan shall be submitted by the applicant.

(k) Soil Erosion and Sedimentation Measures: For all activities in the floodway, including grading, filling and excavation, in which there is potential for erosion of exposed soil, soil erosion and sedimentation control measures shall be employed consistent with the following criteria and in accordance with section 151.09 of this title:

1. The construction area shall be minimized to preserve the maximum vegetation possible. Construction shall be scheduled to minimize the time soil is exposed and unprotected. In no case shall the existing natural vegetation be destroyed, removed, or disturbed more than fifteen (15) days prior to the initiation of improvements.

2. Temporary and/or permanent soil stabilization shall be applied to denuded areas as soon as possible. As a minimum, soil stabilization shall be provided within fifteen (15) days after final grade is reached on any portion of the site, and within fifteen (15) days to denuded areas which may not be at final grade but will remain undisturbed for longer than sixty (60) days.

3. Sedimentation control measures shall be installed before any significant grading or filling is initiated on the site to prevent the movement of eroded sediments off site or into the channel. Potential sediment control devices include filter fences, straw bale fences, check dams, diversion ditches, and sediment basins.

4. A vegetated buffer strip of at least twenty-five feet (25') in width shall be preserved and/or reestablished, where possible, along existing channels (see subsection (B)(2)(p) of this section). Construction vehicle use of channels shall be minimized. Temporary stream crossings shall be constructed, where necessary, to minimize erosion. Necessary construction in or along channels shall be restabilized immediately.

5. Soil erosion and sedimentation control measures shall be designed and implemented consistent with "Procedures and Standards For Urban Soil

Erosion and Sedimentation Control in Illinois" (1988) also known as the "Green Book" and "Standards And Specifications For Soil Erosion And Sediment Control" (IEPA, 1987).

(l) Public Flood Control Projects: For public flood control projects, the permitting requirements of this section will be considered met if the applicant can demonstrate to IDNR/OWR through hydraulic and hydrologic calculations that the proposed project will not singularly or cumulatively result in increased flood heights outside the project right-of-way or easements for all flood events up to and including the 100-year frequency event.

(m) General Criteria for Analysis of Flood Elevations:

1. The flood profiles, flows and floodway data in the designated floodway study, referenced in section 150.05 of this chapter, must be used for analysis of the base conditions. If the study data appears to be in error or conditions have changed, IDNR/OWR shall be contacted for approval and concurrence on the appropriate base conditions data to use.

2. If the 100-year designated floodway elevation at the site of the proposed construction is affected by backwater from a downstream receiving stream with a larger drainage area, the proposed construction shall be shown to meet the requirements of this section for the 100-year frequency flood elevations of the designated floodway conditions and conditions with the receiving stream at normal water elevations.

3. If the applicant learns from IDNR/OWR, local governments, or a private owner that a downstream restrictive bridge or culvert is scheduled to be removed, reconstructed, modified, or a regional flood control project is scheduled to be built, removed, constructed or modified within the next five (5) years, the proposed construction shall be analyzed and shown to meet the requirements of this section for both the existing conditions and the expected flood profile conditions when the bridge, culvert or flood control project is built.

(n) Conditional Letter of Map Revision: If the appropriate use would result in a change in the designated floodway location or the 100-year frequency flood elevation, the applicant shall submit to IDNR/OWR and to FEMA all the information, calculations and documents necessary to be issued a conditional designated floodway map revision and receive from IDNR/OWR a conditional approval of the designated floodway change before a permit is issued. However, the final designated floodway map will not be changed by IDNR/OWR until as built plans or record drawings are submitted and accepted by FEMA and IDNR/OWR. In the case of nongovernment projects, the municipality in incorporated areas and the county in unincorporated areas shall concur with the

proposed conditional designated floodway map revision before IDNR/OWR approval can be given. No filling, grading, dredging or excavating shall take place until a conditional approval is issued. No further development activities shall take place until a final letter of map revision (LOMR) is issued by FEMA and IDNR/OWR. Within six (6) months, FEMA shall be notified of physical changes in the Base Flood Elevation (increases or decreases) by submitting technical or scientific data through the Letter of Map Change (LOMC) process, so that insurance rates and floodplain management requirements will be based on current data.

(o) Professional Engineer's Supervision: All engineering analyses shall be performed by or under the supervision of a registered professional engineer.

(p) Construction Near Channel: For all activities in the floodway involving construction within twenty-five feet (25') of the channel, the following criteria shall be met:

1. A natural vegetation buffer strip shall be preserved within at least twenty-five feet (25') of the ordinary high water mark of the channel.
2. Where it is impossible to protect this buffer strip during the construction of an appropriate use, a vegetated buffer strip shall be established upon completion of construction.
3. The use of native riparian vegetation is preferred in the buffer strip. Access through this buffer strip shall be provided, when necessary, for stream maintenance purposes.

(q) Designated Floodway Designation Change: After receipt of conditional approval of the designated floodway change and issuance of a permit and a conditional letter of map revision, construction as necessary to change the designated floodway designation may proceed but no buildings or structures or other construction that is not an appropriate use may be placed in that area until the designated floodway map is changed and a final letter of map revision is received. The designated floodway map will be revised upon acceptance and concurrence by IDNR/OWR and FEMA of the "as built" plans.

(3) State Review: For those projects listed below located in a designated floodway, the following criteria shall be submitted to IDNR/OWR for their review and concurrence prior to the issuance of a permit:

(a) IDNR/OWR will review an engineer's analysis of the flood profile due to a proposed bridge pursuant to subsection (B)(2)(d) of this section.

(b) IDNR/OWR will review an engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, pursuant to subsection (B)(2)(e) of this section.

(c) The IDNR/OWR will review alternative transition sections and hydraulically equivalent storage pursuant to subsections (B)(2)(a), (B)(2)(b) and (B)(2)(h) of this section.

(d) The IDNR/OWR will review and approve prior to the start of construction any department projects, dams (as defined in section 150.02 of this chapter) and all other state, federal or local units of government projects, including projects of the municipality or county.

(4) Other Permits: In addition to the other requirements of this chapter, a development permit for a site located in a floodway shall not be issued unless the applicant first obtains a permit or written documentation that a permit is not required from IDNR/OWR, issued pursuant to 615 ILCS 5/5 et seq. No permit from IDNR/OWR shall be required if the division has delegated this responsibility to the village, and has been accepted by the Village of Schaumburg.

(5) Dam Safety Permits: Any work involving the construction, modification or removal of a "dam" as defined in section 150.02 of this chapter per 92 Illinois Administrative Code 702 (rules for construction of dams) shall obtain an IDNR/OWR dam safety permit prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, the director of engineering and public works shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, the director of engineering and public works shall immediately notify the owner of the dam, IDNR/OWR, dam safety section in Springfield and the Illinois Emergency Services and Disaster Agency (ESDA).

(6) Activities That Do Not Require a Registered Professional Engineer's Review: The following activities may be permitted without a registered professional engineer's review, unless otherwise required by Village of Schaumburg ordinance or other governmental laws. Such activities shall still meet the other requirements of this chapter, including the mitigation requirements.

(a) Underground and overhead utilities that:

1. Do not result in any increase in existing ground elevations; or

2. Do not require the placement of above ground structures in the floodway; or

3. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed; and

4. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris.

(b) Storm and sanitary sewer outfalls that:

1. Do not extend riverward or lakeward of the existing adjacent natural bank slope; and
2. Do not result in an increase in ground elevation; and
3. Are designed so as not to cause stream erosion at the outfall location.

(c) Construction of sidewalks, athletic fields (excluding fences), properly anchored playground equipment and patios at grade.

(d) Construction of shoreline and stream bank protection that:

1. Does not exceed one thousand feet (1,000') in length;
2. Materials are not placed higher than the existing top of bank;
3. Materials are placed so as not to reduce the cross sectional area of the stream channel or bank of the lake;
4. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

(e) Temporary stream crossings in which:

1. The approach roads will be one-half foot or less above natural grade.
2. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert.
3. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel.
4. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction.
5. The access road and temporary crossings will be removed within one year after authorization.

§ 150.08 OCCUPATION AND USE OF SFHA AREAS WHERE FLOODWAYS ARE NOT IDENTIFIED, DRAINING MORE THAN ONE SQUARE MILE.

(A) Development Not to Worsen Flooding: In SFHA or floodplains, where no floodways have been identified and no base flood or 100-year frequency flood elevations have been established by FEMA, and draining more than a square mile, no development shall be permitted unless the cumulative effect of the proposals, when combined with all other existing and anticipated uses and structures, shall not significantly impede or increase the flow and passage of the floodwaters nor significantly increase the base flood or 100-year frequency flood elevation.

(1) Land Development Permit: No person, firm, corporation, or governmental body, not exempted by state law, shall commence any development in a SFHA or floodplain without first obtaining a land development permit from the director of engineering and public works. Application for a land development permit shall be made on a form provided by the Village of Schaumburg. The application shall be accompanied by drawings of the site, drawn to scale showing property line dimensions; and existing grade elevations and all changes in grade resulting from excavation or filling, sealed by a licensed engineer, the location and dimensions of all buildings and additions to buildings; and the elevations of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter. The application for a land development permit shall also include the following information:

(a) A detailed description of the proposed activity, its purpose, and intended use;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway maps;

(c) Anticipated dates of initiation and completion of activity;

(d) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, floodplain limit, location and orientation of cross sections, north arrow, and a graphical or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in "plan view," existing and proposed elevations, normal water

elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphical or numerical scales (horizontal and vertical), and

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(e) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the criteria of subsection (B) of this section;

(f) Any and all other local, state and federal permits or approvals that may be required for this type of development.

(2) Elevation: Based on the best available existing data according to the Illinois State Water Survey's Floodplain Information Repository, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood elevation. Should no elevation information exist for the site, the developer's engineer shall calculate the elevation according to subsection 150.05(D) of this chapter. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this section. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first Flood Insurance Rate Map identification.

(3) Federal Permits: The director of engineering and public works shall ensure that copies of all other local, state, and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. The director of engineering and public works shall not issue the development permit unless all required local, state and federal permits have been obtained.

(B) Preventing Increased Damages: No development in the SFHA, where a floodway has not been determined shall create a damaging or potentially damaging increase in flood heights or velocity or threat to public health, safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter.

(1) Floodway Not Determined: Within all riverine SFHAs where the floodway has not been determined, the following standards shall apply:

(a) The developer shall have a registered professional engineer state in writing and show through supporting plans, calculations, and data that the project meets the engineering requirements of subsections 150.07(B)(2)(a) through (B)(2)(l) of this chapter for the entire floodplain as calculated under the provisions of subsection 150.05(D) of this chapter. As an alternative, the developer should have an engineering study performed to determine a floodway and submit that engineering study to IDNR/OWR for acceptance as a designated floodway. Upon acceptance of the floodway by the department, the developer shall then demonstrate that the project meets the requirements of section 150.07 of this chapter for the designated floodway. The "floodway" shall be defined according to the definition in section 150.02 of this chapter.

(b) A land development permit shall not be issued unless the applicant first obtains a permit from IDNR/OWR or written documentation that a permit is not required from IDNR/OWR.

(c) No permit from IDNR/OWR shall be required if the division has delegated permit responsibility to the village per 92 Illinois Administrative Code, part 708 for designated floodways, per IDNR/OWR's state-wide permit entitled "Construction in Floodplains With No Designated Floodways in Northeastern Illinois".

(d) Any work involving the construction, modification or removal of a "dam" or an on stream "structure" to impound water as defined in section 150.02 of this chapter shall obtain an Illinois Division of Water Resources dam safety permit or letter indicating a permit is not required prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, then he or she shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, then he or she shall immediately notify the owner of the dam and the Illinois Emergency Services and Disaster Agency (ESDA), IDNR/OWR, dam safety section in Springfield.

(e) The following activities may be permitted without a registered professional engineer's review or calculation of a base flood elevation and designated floodway. Such activities shall still meet the other requirements of this chapter, other village ordinances or other governmental laws:

1. Underground and overhead utilities that:

A. Do not result in any increase in existing ground elevations, or

B. Do not require the placement of above ground structures in the floodway, or

C. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed, and

D. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris;

2. Storm and sanitary sewer outfalls that:

A. Do not extend riverward or lakeward of the existing adjacent natural bank slope, and

B. Do not result in an increase in ground elevation, and

C. Are designed so as not to cause stream bank erosion at the outfall location;

3. Construction of shoreline and streambed protection that:

A. Does not exceed one thousand feet (1,000') in length or two (2) cubic yards per linear foot of streambed;

B. Materials are not placed higher than the existing top of bank;

C. Materials are placed so as not to reduce the cross sectional area of the stream channel by more than ten percent (10%);

D. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

4. Temporary stream crossings in which:

A. The approach roads will be one-half foot or less above natural grade,

B. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert,

C. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel,

D. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction,

E. The access road and temporary crossings will be removed within one (1) year after authorization;

5. The construction of light poles, signposts and similar structures;

6. The construction of sidewalks, driveways, athletic fields (excluding fences), patios and similar surfaces which are built at grade;

7. The construction of properly anchored, unwalled, open structures such as playground equipment, pavilions, and carports built at or below existing grade that would not obstruct the flow of floodwaters;

8. Minor maintenance dredging of a stream channel where:

A. The affected length of stream is less than one thousand feet (1,000'),

B. The work is confined to reestablishing flows in natural stream channels, or

C. The cross sectional area of the dredged channel conforms to that of the natural channel upstream and downstream of the site.

(f) The flood-carrying capacity within any altered or relocated watercourse shall be maintained.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

§ 150.09 PERMITTING REQUIREMENTS APPLICABLE TO ALL FLOODPLAIN AREAS.

In addition to the requirements found in sections 150.06, 150.07 and 150.08 of this chapter for development in flood fringes, designated floodways, and SFHA or floodplains where no floodways have been identified (zones A, AO, AH, AE, A99, VE, V, X or D), the following requirements shall be met:

(A) Public Health Standards:

(1) No developments in the SFHA shall include locating or storing chemicals, explosives, buoyant materials, animal wastes, fertilizers, flammable liquids, pollutants, or other hazardous or toxic materials below the floodplain elevation, and/or as otherwise provided in this code.

(2) New and replacement water supply systems, wells, sanitary sewer lines and on site waste disposal systems may be permitted providing all manholes or other above ground openings located below the FPE are watertight.

(B) Carrying Capacity And Notification: For all projects involving channel modification, fill, or stream maintenance (including levees), the flood-carrying capacity of the watercourse shall be maintained. In addition, the village shall notify adjacent communities in writing thirty (30) days prior to the issuance of a permit for the alteration or relocation of the watercourse.

(C) Protecting Buildings: All buildings located within a 100-year floodplain also known as an SFHA, shall be protected from flood damage below the flood protection elevation.

(1) However, existing buildings located within a designated floodway shall also meet the more restrictive appropriate use standards included in section 150.07 of this chapter. This building protection criteria applies to the following situations:

(a) Construction or placement of a new building.

(b) A structural alteration to an existing building that either increases the first floor area by more than twenty percent (20%) and/or the building's market value by more than fifty percent (50%).

(2) A residential, substantially improved, or non-residential building, when allowed, may be constructed on permanent land fill in accordance with the following:

(a) The lowest floor (including basement) shall be at or above the flood protection elevation. See definition of Flood Protection Elevation in section 150.02 of this chapter.

(b) The fill shall be placed in layers no greater than one foot (1') deep before compaction and should extend at least ten feet (10') beyond the foundation of the building before sloping below the flood protection elevation. The top of the fill

shall be above the flood protection elevation. However, the ten foot (10') minimum may be waived if a structural engineer certifies an alternative method to protect the building from damages due to hydrostatic pressures. The fill shall be protected against erosion and scour. The fill shall not adversely effect the flow or surface drainage from or onto neighboring properties.

(3) A residential (including manufactured homes) or non-residential building may be elevated in accordance with the following:

(a) The building or improvements shall be elevated on crawl space, piles, walls, or other foundation that is permanently open to floodwaters and not subject to damage by hydrostatic pressures of the base flood or 100-year frequency flood. The permanent openings shall be no more than one foot (1') above grade, and consists of a minimum of two (2) openings. The openings must have a total net area of not less than one (1) square inch for every one (1) square foot of enclosed area subject to flooding below the base flood elevation.

(b) The foundation and supporting members shall be anchored and aligned in relation to flood flows and adjoining structures so as to minimize exposure to known hydrodynamic forces such as current, waves, ice and floating debris.

(c) All areas below the flood protection elevation shall be constructed of materials resistant to flood damage. The lowest floor (including basement) and all electrical, heating, ventilating, plumbing, and air conditioning equipment and utility meters shall be located at or above the flood protection elevation. Water and sewer pipes, electrical and telephone lines, submersible pumps, and other waterproofed service facilities may be located below the flood protection elevation.

(d) No area below the flood protection elevation shall be used for storage of items or materials.

(4) Only a non-residential building may be structurally dry floodproofed (in lieu of elevation) provided that a registered professional engineer shall certify that the building has been structurally dry floodproofed below the flood protection elevation, the structure and attendant utility facilities are watertight and capable of resisting the effects of the base flood or 100-year frequency flood. The building design shall take into account flood velocities, duration, rate of rise, hydrostatic and hydrodynamic forces, the effects of buoyancy, and impacts from debris or ice. Floodproofing measures shall be operable without human intervention and without an outside source of electricity (levees, berms, floodwalls and similar works are not considered floodproofing for the purpose of this subsection).

(5) Nonconforming structures located in a designated floodway may remain in use, but may not be enlarged, replaced or structurally altered. A nonconforming structure damaged by flood, fire, wind or other natural or manmade disaster may be restored

unless the damage exceeds fifty percent (50%) of its market value before it was damaged, in which case it shall conform to this chapter.

(6) All new construction and substantial improvements shall:

(a) Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,

(b) Be constructed with materials resistant to flood damage, and

(c) Be constructed by methods and practices that minimize flood damages.

(7) All manufactured homes are to be elevated and anchored to resist flotation, collapse, or lateral movement.

(8) Recreational vehicles are not permitted in the floodplain.

§ 150.10 OTHER DEVELOPMENT REQUIREMENTS.

The board of trustees shall take into account flood hazards, to the extent that they are known in all official actions related to land management, use and development.

(A) New subdivisions, annexation agreements, and planned unit developments (PUDs) within the SFHA shall be reviewed to assure that the proposed developments are consistent with sections 150.06, 150.07, 150.08 and 150.09 of this chapter and be reasonably safe from flooding and public utilities and facilities are constructed so as to minimize flood damage. Plats or plans for new subdivisions, and planned unit developments (PUDs) shall include a signed statement by a registered professional engineer that the plat accounts for changes in the drainage of surface waters in accordance with the Plat Act, that the plat must contain a certificate from a registered land surveyor that the property is situated within five hundred feet (500') of a watercourse serving or not serving a tributary area of six hundred forty (640) acres or more. See chapter 151, "Subdivision and Land Development", of this title for detailed requirements.

State law reference(s) 765 ILCS 205/2.

(B) Proposals for new subdivisions, planned unit developments (PUDs) and additions to subdivisions shall include base flood or 100-year frequency flood elevation data and floodway delineations. Where this information is not available from an existing study filed with the Illinois state water survey, the applicant's engineer shall be responsible for calculating the base flood or 100-year frequency flood elevation per subsection 150.05(D) of this chapter and the floodway delineation per section 150.02 of this chapter and submitting it to the state water survey and IDNR/OWR for review and approval as best available designated data.

(C) Streets, blocks, lots, parks and other public grounds shall be located and laid out in such a manner as to preserve and utilize natural streams and channels. Wherever possible, the floodplains shall be included within parks or other public grounds.

(D) The board of trustees shall not approve any planned unit development (PUD) or plat of subdivision located outside the corporate limits unless such agreement or plat is in accordance with the provisions of this chapter.

§ 150.11 VARIANCES.

No variances shall be granted to any development located in "designated floodway" as defined in section 150.02 of this chapter. However, when a development proposal is located outside of a designated floodway, and whenever the standards of this chapter place undue hardship on a specific development proposal, the applicant may apply to the director of engineering and public works for a variance. The director of engineering and public works shall review the applicant's request for a variance and shall submit its recommendation to the board of trustees.

(A) No variance shall be granted unless the applicant demonstrates that:

(1) The development activity cannot be located outside the SFHA;

(2) An exceptional hardship would result if the variance were not granted;

(3) The relief requested is the minimum necessary;

(4) There will be no additional threat to public health, safety, beneficial stream uses and functions, especially aquatic habitat, or creation of a nuisance;

(5) There will be no additional public expense for flood protection, lost environmental stream uses and functions, rescue or relief operations, policing, or repairs to streambeds and banks, roads, utilities, or other public facilities;

(6) The provisions of subsections 150.06(B) and 150.08(B) of this chapter shall still be met;

(7) The activity is not in a designated floodway;

(8) The applicant's circumstances are unique and do not represent a general problem; and

(9) The granting of the variance will not alter the essential character of the area involved including existing stream uses.

(B) The director of engineering and public works shall notify an applicant in writing that a variance from the requirements of section 150.09 of this chapter that would lessen the degree of protection to a building will:

(1) Result in increased premium rates for flood insurance up to amounts as high as twenty-five dollars ($25.00) for one hundred dollars ($100.00) of insurance coverage;

(2) Increase the risks to life and property; and

(3) Require that the applicant proceed with knowledge of these risks and that he will acknowledge in writing that he assumes the risk and liability.

(C) Variances requested in connection with restoration of a site or building listed on the National Register of Historical Places or documented as worthy of preservation by the Illinois Historic Preservation Agency may be granted using criteria more permissive than the requirements of subsections (A) and (B) of this section.

§ 150.12 DISCLAIMER OF LIABILITY.

The degree of flood protection required by this chapter is considered reasonable for designated purposes and is based on available information derived from engineering and scientific methods of study. Larger floods may occur or flood heights may be increased by manmade or natural causes. This chapter does not imply that development, either inside or outside of the SFHA, will be free from flooding or damage. This chapter does not create liability on the part of the village or any officer or employee thereof for any flood damage that results from reliance on this chapter or any administrative decision made lawfully thereunder.

§ 150.13 PENALTY.

Failure to comply with the requirements of a permit or conditions of a variance resolution shall be deemed to be a violation of this chapter. Upon due investigation, the director of engineering and public works may determine that a violation of the minimum standards of this chapter exist. The director of engineering and public works shall notify the owner in writing of such violation.

(A) If such owner fails after ten (10) days' notice to correct the violation:

(1) The village may make application to the circuit court for an injunction requiring conformance with this chapter or make such other order as the court deems necessary to secure compliance with the chapter.

(2) Any person who violates this chapter shall, upon conviction thereof, be fined as required in an amount not less than one hundred dollars ($100.00) nor more than one thousand dollars ($1,000.00) per day for each violation of this chapter.

(B) The director of engineering and public works shall inform the owner that any such violation is considered a wilful act to increase flood damages and, therefore, may cause coverage by a standard flood insurance policy to be suspended.

(C) Nothing herein shall prevent the village from taking such other lawful action to prevent or remedy any violation. All costs connected therewith shall accrue to the person or persons responsible.

§ 150.14 ABROGATION AND GREATER RESTRICTIONS.

This chapter is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. Where this chapter and other ordinance, easements, covenants, or deed restrictions conflict or overlap, whichever imposes the more stringent restrictions shall prevail. The ordinance codified in this chapter is intended to repeal the original ordinance or resolution which was adopted to meet the national flood insurance program regulations, but is not intended to repeal the resolution which the village passed in order to establish initial eligibility for the program.

ORDINANCE NO. 26-___

AN ORDINANCE AMENDING TITLE 15, CHAPTER 150 WITH REGARD TO FLOODPLAIN REGULATIONS

§ 150.15 SEPARABILITY.

The provisions and sections of this chapter shall be deemed separable and the invalidity of any portion of this chapter shall not affect the validity of the remainder.

SECTION THREE: That this Ordinance shall be in full force and effect after passage, approval and publication as required by law.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____day of _____, 2026.

_____
Tom Dailly, Village President

ATTEST:

_____
Jane Lentino, Village Clerk

CHAPTER 150: FLOOD CONTROL

Section

§ 150.01 PURPOSE.

This floodplain ordinance is enacted pursuant to the police powers granted to the village by 65 Illinois Compiled Statutes 5/2-21, 5/11-30-8, 5/11-31-2 and its home rule powers. The purpose of this chapter is to maintain this village's eligibility in the national flood insurance program; to minimize potential losses due to periodic flooding including loss of life, loss of property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety and general welfare; and to preserve and enhance the quality of surface waters, conserve economic and natural values and provide for the wise utilization of water and related land resources. The ordinance codified herein is adopted in order to accomplish the following specific purposes:

(A) To meet the requirements of 615 Illinois Compiled Statutes 5/4.9 of the Rivers, Lakes and Streams Act of the State of Illinois, approved September 6, 1990, as amended;

(B) To assure that new development does not increase the flood or drainage hazards to others, or create unstable conditions susceptible to erosion;

(C) To protect new buildings and major improvements to buildings from flood damage;

(D) To protect human life and health from the hazards of flooding;

(E) To lessen the burden on the taxpayer for flood control projects, repairs to flood damaged public facilities and utilities, and flood rescue and relief operations;

(F) To make federally subsidized flood insurance available for property in the village by fulfilling the requirements of the national flood insurance program;

(G) To comply with the rules and regulations of the national flood insurance program codified as 44 CFR 59-79, as amended;

(H) To protect, conserve, and promote the orderly development of land and water resources;

(I) To preserve the natural hydrologic and hydraulic functions of watercourses and floodplains and to protect water quality and aquatic habitats;

(J) To preserve the natural characteristics of stream corridors in order to moderate flood and stormwater impacts, improve water quality, reduce soil erosion, protect aquatic and riparian habitat, provide recreational opportunities, provide aesthetic benefits and enhance community and economic development.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.02 DEFINITIONS.

For the purposes of this chapter, the following definitions are adopted:

ACT: The Rivers, Lakes and Streams Act, 615 ILCS 5/4.9, September 6, 1990.

APPLICANT: Any person, firm, corporation or agency which submits an application.

APPROPRIATE USE: Only uses of the designated floodway that are permissible and will be considered for permit issuance. The only uses that will be allowed are as specified in subsection 150.07(B)(1) of this chapter.

BASE FLOOD: The flood having a one percent (1%) probability of being equaled or exceeded in any given year. The base flood is also known as the 100-year frequency flood event. Application of the base flood elevation at any location is as defined in section 150.05 of this chapter.

BASE FLOOD ELEVATION (BFE): The height in relation to the North American Vertical Datum (NAVD) of 1988 (or other datum, where specified) of the crest of the base flood.

BUILDING: A structure that is principally aboveground and is enclosed by walls and a roof. The term includes a gas or liquid storage tank, a manufactured home, mobile home or a prefabricated building. This term also includes recreational vehicles and travel trailers to be installed on a site for more than one hundred eighty (180) days.

CHANNEL: Any river, stream, creek, brook, branch, natural or artificial depression, ponded area, flowage, slough, ditch, conduit, culvert, gully, ravine, wash, or natural or manmade drainageway, which has a definite bed and banks or shoreline, in or into which surface or groundwater flows, either perennially or intermittently.

CHANNEL MODIFICATION: Alteration of a channel by changing the physical dimensions or materials of its bed or banks. Channel modification includes: damming, riprapping (or other armoring), widening, deepening, straightening, relocating, lining and significant removal of bottom or woody vegetation. Channel modification does not include the clearing of dead or dying vegetation, debris, or trash from the channel. Channelization is a severe form of channel modification involving a significant change in the channel cross section and typically involving relocation of the existing channel (e.g., straightening).

COMPENSATORY STORAGE: An artificially excavated, hydraulically equivalent volume of storage within the SFHA used to balance the loss of natural flood storage capacity when artificial fill or structures are placed within the floodplain. The uncompensated loss of natural floodplain storage can increase off-site floodwater elevations and flows.

CONDITIONAL APPROVAL OF A DESIGNATED FLOODWAY MAP CHANGE: Preconstruction approval by IDNR/OWR and the Federal Emergency Management Agency of a proposed change to the floodway map. This preconstruction approval, pursuant to this title, gives assurances to the property owner that once an appropriate use is constructed according to permitted plans, the floodway map can be changed, as previously agreed, upon review and acceptance of as built plans.

CONDITIONAL LETTER OF MAP REVISION (CLOMR): A letter which indicates that the Federal Emergency Management Agency will revise base flood elevations, flood insurance rate zones, flood boundaries or floodway as shown on an effective flood hazard boundary map or ~~flood insurance rate map~~Flood Insurance Rate Map, once the as built plans are submitted and approved.

CONTROL STRUCTURE: A structure designed to control the rate of flow that passes through the structure, given a specific upstream and downstream water surface elevation.

DAM: All obstructions, wall embankments or barriers, together with their abutments and appurtenant works, if any, constructed for the purpose of storing or diverting water or creating a pool. Undergroundwater storage tanks are not included.

DESIGNATED FLOODWAY: Floodway means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. In no case shall the designated height be more than 0.1 foot at any point within the community. The floodway for the floodplains shall be as delineated on the FIRM prepared by FEMA. For other areas, the entire floodplain shall be considered to be the floodway unless an analysis is approved by the IDNR/OWR demonstrating that a project site is outside of the floodway. If an floodway analysis is not required by IDNR/OWR under 17 ILL. ADM. Code 3700, the floodways shall be according to the best data available

from the Federal, State, or other sources. ~~The channel, including on stream lakes, and that portion of the floodplain adjacent to a stream or watercourse as designated by FEMA, which is needed to store and convey the existing 100-year frequency flood discharge with no more than a 0.1 foot increase in stage due to the loss of flood conveyance or storage, and no more than a ten percent (10%) increase in velocity.~~

(A) ~~—~~The floodways are designated on ~~the following map~~panel ~~number 17031C and panel~~ numbers ~~0167J, 0169J,~~ 17031C0179J, 17031C0183J, 17031C0184J, ~~0186J,~~ 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026,~~ of the countywide ~~f~~Flood ~~i~~Insurance ~~r~~Rate M~~m~~aps for Cook County, Illinois, and ~~map~~ panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide ~~f~~Flood ~~i~~Insurance R~~r~~ate ~~m~~Maps for DuPage County, prepared by ~~the Federal Emergency Management Agency~~FEMA. When two (2) floodway maps exist for a waterway, the more restrictive floodway limit shall prevail.

(B) The floodways ~~for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on panel numbers 17031C0156K and 17031C0178K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County prepared by FEMA, and panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by FEMA.~~ ~~for those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the Village of Schaumburg and may be annexed into the village are designated for Poplar Creek tributary, Salt Creek and various tributaries of, on the following map number 17031C, dated August 19, 2008, of the countywide flood insurance rate map for Cook County prepared by the Federal Emergency Management Agency.~~

(C) To locate the designated floodway boundary on any site, the designated floodway boundary should be scaled off the designated floodway map and located on a site plan, using reference marks common to both maps. Where interpretation is needed to determine the exact location of the designated floodway boundary, IDNR/OWR should be contacted for the interpretation.

DEVELOPMENT: Any manmade change to real estate, including:

(A) Construction, reconstruction, repair, or placement of a building or any addition to a building;

(B) Drilling, mining, installing utilities, construction of roads, bridges, or similar projects;

(C) Demolition of a structure or redevelopment of a site;

(D) Clearing of land as an adjunct of construction;

(E) Construction or erection of levees, walls, fences, dams, or culverts; channel modification; filling, dredging, grading, excavating, paving, or other nonagricultural alterations of the ground surface; storage of materials;

(F) Any other activity of man that might change the direction, height, or velocity of flood or surface water, including extensive vegetation removal.

~~"Development" does not include maintenance of existing buildings and facilities such as reroofing or resurfacing of roads when there is no increase in elevation, or gardening, plowing, and similar agricultural practices that do not involve filling, grading, or construction of levees.~~

DIRECTOR OF ENGINEERING AND PUBLIC WORKS: The duly appointed head of the department of engineering and public works or his or her designee.

ELEVATION CERTIFICATES: A form published by the federal emergency management agency that is used to certify the elevation to which a building has been elevated.

EROSION: The general process whereby soils are moved by flowing water or wave action.

EXEMPT ORGANIZATIONS: Organizations which are exempt from this chapter per the Illinois Compiled Statutes including state, federal or local units of government.

EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

EXPANSION TO AN EXISTING MANUFACTURED HOME PARK OR SUBDIVISION: The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

FEMA: Federal Emergency Management Agency and its regulations at 44 CFR 59-79, as amended. ~~effective as of October 1, 1988. This incorporation does not include any later editions or amendments.~~

FLOOD: A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal waves, or the unusual and rapid accumulation or runoff of surface waters from any source.

FLOOD FREQUENCY: A period of years, based on a statistical analysis, during which a flood of a stated magnitude may be expected to be equaled or exceeded.

FLOOD FRINGE: That portion of the floodplain outside of the designated floodway.

FLOOD INSURANCE RATE MAPS (FIRM): A map prepared by the Federal Emergency Management Agency that depicts the special flood hazard area (SFHA) within a community. This map includes insurance rate zones and floodplains and may or may not depict floodways.

FLOOD INSURANCE STUDY (FIS): An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

FLOOD PROTECTION ELEVATION (FPE): The elevation of the base flood or 100-year frequency flood plus two feet (2') of freeboard at any given location in the SFHA.

FLOODPLAIN AND SPECIAL FLOOD HAZARD AREA (SFHA) : These two terms are synonymous. SFHA is the land in the floodplain within a community subject to a 1 percent or greater chance of flooding in any given year. Those lands within the jurisdiction of the community and the extraterritorial jurisdiction of the community, or that may be annexed into the community, that are subject to inundation by the base flood. The floodplains of the community are identified as such on panel number(s) of the countywide FIRM prepared by the FEMA. The area may be designated as Zone A on the FHBM. After detailed ratemaking has been completed in preparation for publication of the Flood Insurance Rate Map, Zone A usually is refined into Zones A, AO, AH, A1-30, AE, A99, AR, AR/A1-30, AR/AE, AR/AO, AR/AH, AR/A, VO, or V1-30, VE, or V. SFHA may also refer to areas identified by the community that are flood prone and designated from other federal state or local sources of data including but not limited to historical flood information reflecting high water marks, previous flood inundation areas, and flood

prone soils associated with a watercourse.~~That land typically adjacent to a body of water with ground surface elevations at or below the base flood or the 100-year frequency flood elevation. Floodplains may also include special flood hazard areas, ponding areas, etc. The floodplain is also known as the special flood hazard area (SFHA).~~

(A) The floodplains are those lands within the jurisdiction of the village that are subject to inundation by the base flood or 100-year frequency flood. ~~The SFHAs~~The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of Cook County prepared by FEMA and dated January 23, 2026. ~~of the Village of Schaumburg are generally identified as~~ Flood Insurance Rate Map (FIRM) panel numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026 and Flood Insurance Rate Map (FIRM) panel numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008. The BFEs for the floodplains shall be as delineated on the base flood profiles in the countywide Flood Insurance Study (FIS) of DuPage County prepared by FEMA and dated August 1, 2019. Flood Insurance Rate Map (FIRM) panel numbers 17043C0051J and 17043C0052J, dated August 1, 2019. ~~such on the following map number 17031C, panels 0167J, 0169J, 0179J, 0183J, 0184J, 0186J, 0187J, 0188J, 0189J, 0191J, 0192J, 0193J, 0194J, 0307J, and 0330J, dated August 19, 2008, of the countywide flood insurance rate map for Cook County, and also map numbers 17043C0051J and 17043C0052J on the countywide flood insurance rate maps for DuPage County, dated August 1, 2019, prepared by the Federal Emergency Management Agency (FEMA).~~

(B) The SFHAs of those parts of unincorporated Cook County that are within the one and one-half (1½) mile extraterritorial jurisdiction of the village and may be annexed into the village are shown on ~~map~~ panel number~~s 17019717031C, panels 0156J~~ 0156K and 17031C~~0178J~~0178K, dated ~~August 19, 2008~~January 23, 2026, of the countywide ~~flood insurance rate map~~Flood Insurance Rate Maps for Cook County prepared by FEMA, and ~~map~~ panel numbers 17043C0051J and 17043C0052J~~ for DuPage County~~, dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County prepared by ~~the Federal Emergency Management Agency (~~FEMA~~)~~.

(C) USGS-NIPC hydrologic investigation atlases (floods of record) if included as best available data in the Illinois State Water Survey Floodplain Information Repository.

FLOODPROOFING: Any combination of structural and nonstructural additions, changes or adjustments to structures which reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, structures and their contents.

FLOODPROOFING CERTIFICATE: A form published by the Federal Emergency Management Agency that is used to certify that a building has been designed and constructed to be structurally dry floodproofed to the flood protection elevation.

FLOODWAY: See definition of Designated Floodway.

FREEBOARD: An increment of elevation added to the base flood elevation to provide a factor of safety for uncertainties in calculations, unknown localized conditions, wave actions and unpredictable effects such as those caused by ice or debris jams.

HISTORIC STRUCTURE: Any structure that is:

(A) Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register.

(B) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district.

(C) Individually listed on the state inventory of historic places by the Illinois Historic Preservation Agency.

(D) Individually listed on a local inventory of historic places that has been certified by the Illinois Historic Preservation Agency.

HYDROLOGIC AND HYDRAULIC CALCULATIONS: Engineering analyses which determine expected flood flows and flood elevations based on land characteristics and rainfall events.

IDNR/OWR: Illinois Department of Natural Resources, Office of Water Resources.

LETTER OF MAP AMENDMENT (LOMA): Official determination by FEMA that a specific structure is not in a 100-year flood zone; amends the effective flood hazard boundary map or FIRM.

LETTER OF MAP REVISION (LOMR): Letter that revises base flood or 100-year frequency flood elevations, flood insurance rate zones, flood boundaries or floodways as shown on an effective FHBM or FIRM.

LOWEST FLOOR: The lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access, or storage in an area other than a basement area is not considered a building's lowest floor. Provided that such enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements of Section 6 of this ordinance.

MANUFACTURED HOME: A building, transportable in one or more sections that is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities.

MANUFACTURED HOME PARK OR SUBDIVISION: A parcel (or contiguous parcels) of land divided into two or more lots for rent or sale.

MITIGATION: Includes those measures necessary to minimize the negative effects which floodplain development activities might have on the public health, safety and welfare. Examples of mitigation include: compensatory storage, soil erosion and sedimentation control, and channel restoration.

NATURAL: When used in reference to channels means those channels formed by the existing surface topography of the earth prior to changes made by man. A natural stream tends to follow a meandering path; its floodplain is not constrained by levees; the area near the bank has not been cleared, mowed or cultivated; the stream flows over soil and geologic materials typical of the area with no substantial alteration of the course or cross section of the stream caused by filling or excavating. A modified channel may regain some natural characteristics over time as the channel meanders and vegetation is reestablished. Similarly, a modified channel may be restored to more natural conditions by man through regrading and revegetation.

NAVD: North American Vertical Datum of 1988. The vertical datum for orthometric heights established for vertical control surveying in the United States.

NEW CONSTRUCTION: Structures for which the start of construction commenced on or after the effective date of floodplain management regulations adopted by a community and includes any subsequent improvements of such structures.

NEW MANUFACTURED HOME PARK OR SUBDIVISION: A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed or buildings to be constructed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of the floodplain management regulations adopted by a community.

NFIP: National Flood Insurance Program.

NGVD: National geodetic vertical datum of 1929. Reference surface set by the national geodetic survey deduced from a continental adjustment of all existing adjustments in 1929.

ORDINARY HIGH WATER MARK (OHWM): The point on the bank or shore up to which the presence and action of surface water is so continuous so as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation or other easily recognized characteristics.

PUBLIC FLOOD CONTROL PROJECT: A flood control project which will be operated and maintained by a public agency to reduce flood damages to existing buildings and structures which includes a hydrologic and hydraulic study of the existing and proposed conditions of the watershed. Nothing in this definition shall preclude the design, engineering, construction or financing, in whole or in part, of a flood control project by persons or parties who are not public agencies.

PUBLICLY NAVIGABLE WATERS: All streams and lakes capable of being navigated by watercraft.

RECREATIONAL VEHICLE OR TRAVEL TRAILER: A vehicle which is:

(A) Built on a single chassis;

(B) Four hundred (400) square feet or less in size, when measured at the largest horizontal projection;

(C) Designed to be self-propelled or permanently towable by a light duty truck; and

(D) Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

REGISTERED LAND SURVEYOR: A land surveyor registered in the State of Illinois, under the Illinois Professional Land Surveyors Act of 1989.

REGISTERED PROFESSIONAL ENGINEER: An engineer registered in the State of Illinois, under the Illinois Professional Engineering Act of 1989.

State law reference(s)—225 ILCS 330 et seq.

REPETITIVE LOSS: Flood-related damages sustained by a structure on two separate occasions during a ten year period for which the cost of repairs at the time of each such flood event on the average equals or exceeds twenty-five percent (25%) of the market value of the structure before the damage occurred.

~~***REPAIR, REMODELING OR MAINTENANCE***: Development activities which do not result in any increases in the outside dimensions of a building or any changes to the dimensions of a structure.~~

RETENTION/DETENTION FACILITY: A retention facility stores stormwater runoff without a gravity release. A detention facility provides for storage of stormwater runoff and controlled release of this runoff during and after a flood or storm.

RIVERINE SFHA: Any SFHA subject to flooding from a river, creek, intermittent stream, ditch, on stream lake system or any other identified channel. This term does not include areas subject to flooding from lakes, ponding areas, areas of sheet flow, or other areas not subject to overbank flooding.

RUNOFF: The water derived from melting snow or rain falling on the land surface, flowing over the surface of the ground or collected in channels or conduits.

SEDIMENTATION: The processes that deposit soils, debris, and other materials either on other ground surfaces or in bodies of water or watercourses.

~~***SPECIAL FLOOD HAZARD AREA (SFHA)***: Any base flood area subject to flooding from a river, creek, intermittent stream, ditch, or any other identified channel or ponding and shown on a flood hazard boundary map or flood insurance rate map as zone A, AO, AE, A99, AH, X or D.~~***START OF CONSTRUCTION***: Includes substantial improvement and means the date the building permit was issued. This, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement or other improvement, was within one hundred eighty (180) days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns or

any work beyond the stage of excavation or placement of a manufactured home on a foundation. For a substantial improvement, actual start of construction means the first alteration of any wall, ceiling, floor or other structural part of a building whether or not that alteration affects the external dimensions of the building.

STRUCTURE: The results of a manmade change to the land constructed on or below the ground, including the construction, reconstruction or placement of a building or any addition to a building.

SUBSTANTIAL DAMAGE: Damage of any origin sustained by a structure whereby the (cumulative) percentage of damage during a ten (10) year period equals or exceeds fifty percent (50%) of the market value of the structure before the damage occurred regardless of actual repair work performed. Volunteer labor and materials must be included in this determination. The term includes "Repetitive Loss Buildings" (see definition).

SUBSTANTIAL IMPROVEMENT Any reconstruction, rehabilitation, repair, addition or improvement of a structure taking place during a ten (10) year period in which the (cumulative) percentage of improvements equals or exceeds fifty percent (50%) of the market value of the structure before the improvement or repair is started and/or increases the floor area by more than twenty percent (20%). ~~: Any repair, reconstruction or improvement of a structure, the cost of which equals or exceeds fifty percent (50%) of the market value of the structure either: a) before the improvement or repair is started, or b) if the structure has been damaged, and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either: a) any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions; or b) any alteration of a structure listed on the National Register of Historic Places or a state inventory of historic places.~~

TRANSITION SECTION: Reaches of the stream or floodway where water flows from a narrow cross section to a wide cross section or vice versa.

VARIANCE: A grant of relief by a community from the terms of a flood plain management regulation.

VILLAGE: The Village of Schaumburg, a home rule municipality located in Cook and DuPage Counties.

VIOLATION: The failure of a structure or other development to be fully compliant with this ordinance.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 04-02, passed 1-13-2004; Am. Ord. 05-214, passed 12-13-2005; Am. Ord. 07-110, passed 7-24-2007; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 08-090, passed 6-24-2008; Am. Ord. 19-061, passed 7-9-2019)

§ 150.03 USE OF THIS CHAPTER.

The director of engineering and public works shall be responsible for fulfilling all of the duties listed in section 150.04 of this chapter. To fulfill those duties, the director of engineering and public works first should use the criteria listed in section 150.05, "Base Flood Elevation", of this chapter, to help determine to the best of his knowledge whether the development site is located within a floodplain. In the event the director of engineering and public works deems it necessary, he may require verification be supplied by the applicant, from IDNR/OWR, FEMA or the corps of engineers to determine whether the area is in a designated floodplain. Once it has been determined that a site is located within a floodplain, a detailed engineering study must be submitted to the director of engineering and public works to determine whether the development site is within a flood fringe, a designated floodway, or within a SFHA or floodplain on which no floodway has been identified. If the site is within a flood fringe, the director of engineering and public works shall require that the minimum requirements of section 150.06 of this chapter be met. If the site is within a floodway, the director of engineering and public works shall

require that the minimum requirements of section 150.07 of this chapter be met. If the site is located within a SFHA or floodplain for which no detailed study has been completed and approved, the director of engineering and public works shall require that the minimum requirements of section 150.08 of this chapter be met. In addition, the general requirements of section 150.09 of this chapter shall be met for all developments meeting the requirements of sections 150.06, 150.07 or 150.08 of this chapter. The director of engineering and public works shall assure that all subdivision proposals shall meet the requirements of section 150.10 of this chapter. If a variance is to be granted for a proposal, the director of engineering and public works shall review the requirements of section 150.11 of this chapter to make sure they are met. In addition, the director of engineering and public works shall complete all notification requirements.

In order to assure that property owners obtain permits as required in this chapter, the director of engineering and public works may take any and all actions as outlined in section 150.13 of this chapter.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.04 DUTIES OF THE ENFORCEMENT OFFICIAL(S).

The director of engineering and public works shall be responsible for the general administration and enforcement of this chapter which shall include the following:

(A) Floodplain Designation: In the event the director of engineering and public works deems it necessary, he may require that verification be supplied by the applicant, from IDNR/OWR, FEMA, or the army corps of engineers to determine whether the development site is in an SFHA. A detailed engineering study may be required by the director of engineering and public works to determine whether the development is within an SFHA. If the development sites are in an SFHA, determine whether they are in a floodway, flood fringe or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile.

(B) Professional Engineer Review: If the development site is within a floodway or in a floodplain on which a detailed study has not been conducted which drains more than one (1) square mile then the permit shall be referred to a registered professional engineer (PE) under the employ or contract of the village, or approved by the director of engineering and public works, for review to ensure that the development meets the requirements of section 150.07 of this chapter. In the case of an appropriate use, the PE shall state in writing that the development meets the requirements of section 150.07 of this chapter.

(C): Substantial Damage/Substantial Improvement Requirements: Establish procedures for administering and documenting determinations, as outlined below, of substantial improvement and substantial damage:

(1) Determine the market value or require the applicant to obtain an appraisal of the market value prepared by a qualified independent appraiser, of the building before the start of construction of the proposed work. In the case of repair, the market value of the building shall be the market value before the damage occurred and before any repairs are made.

(2) Compare the cost to perform the improvement, the cost to repair a damaged building to its pre-damaged condition, or the combined costs of improvements and repairs, if applicable, to the market value of the building. Substantial damage determinations take into account all damage sustained to the structure regardless if the structure is repair or not.

(3) Determine and document whether the proposed work constitutes substantial improvement or substantial damage.

(4) Notify property owner of all determinations and responsibilities for permitting and mitigation of the structure.

(~~C~~D) Dam Safety Requirements: Ensure that an IDNR/OWR dam safety permit has been issued or a letter indicating no dam safety permit is required, if the proposed development activity includes construction of a "dam" as defined in section 150.02 of this chapter. Regulated dams may include weirs, restrictive culverts or impoundment structures.

(E~~D~~) Other Permit Requirements: Ensure that any and all required federal, state and local permits are received prior to the issuance of a land development permit.

(F~~E~~) Plan Review and Permit Issuance: Ensure that all development activities within the SFHAs of the jurisdiction of the village meet the requirements of this chapter and issue a land development permit in accordance with the provisions of this chapter and other regulations of this community when the development meets the conditions of this chapter.

(~~F~~G) Inspection Review: Inspect all development projects before, during and after construction to assure proper elevation of the structure and to ensure that they comply with the provisions of this chapter.

(H~~G~~) Elevation and Floodproofing Certificates: Maintain in the permit files an elevation certificate certifying the elevation of the lowest floor (including basement) of a residential or ~~nonresidential~~non-residential building or the elevation to which a ~~nonresidential~~non-residential building has been floodproofed, using a floodproofing certificate, for all buildings subject to section 150.09 of this chapter for public inspection and provide copies of same. No certificate of occupancy shall be issued without a floodproofing certificate or elevation certificate being on file with the village engineering and public works department, if required.

(I~~H~~) Records for Public Inspection: Maintain for public inspection and furnish upon request base flood data, SFHA and designated floodway maps, copies of federal or state permit documents, variance documentation, conditional letter of map revision, letter of map revision, letter of map amendment and "as built" elevation and floodproofing or elevation and floodproofing certificates for all buildings constructed subject to this chapter.

(~~I~~J) State Permits: Ensure that construction authorization has been granted by the Illinois ~~d~~Department of ~~n~~Natural ~~r~~Resources, for all development projects subject to sections 150.07, "Occupation and Use of Identified Floodways", and 150.08, "Occupation and Use of SFHA Areas Where Floodways Are Not Identified, Draining More Than One Square Mile", of this chapter, unless enforcement responsibility has been delegated to the village. Upon acceptance of this chapter by IDNR/OWR and FEMA, responsibility is hereby delegated to the village as per 92 Illinois Administrative Code 708, for construction in the designated floodway and floodplain when floodways have not been defined in sections 150.07 and 150.08 of this chapter. However, the following review approvals are not delegated to the village and shall require review or permits from IDNR/OWR:

(1) Organizations which are exempt from this chapter, as per the Illinois Compiled Statutes;

(2) Department of transportation projects, dams or impoundment structures as defined in section 150.02 of this chapter and all other state, federal or local unit of government projects, including projects of the village and county, except for those projects meeting the requirements of subsection 150.07(B)(6) of this chapter;

(3) An engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, per subsection 150.07(B)(2)(e) of this chapter;

(4) An engineer's analysis of the flood profile due to subsection 150.07(B)(2)(d) of this chapter;

(5) Alternative transition sections and hydraulically equivalent compensatory storage as indicated in subsections 150.07(B)(2)(a), (B)(2)(b) and (B)(2)(h) of this chapter;

(6) Permit issuance of structures within or over publicly navigable rivers, lakes and streams;

(7) Any changes in the base flood elevation or floodway locations; and

(8) Base flood elevation determinations where none now exist.

(K~~J~~) Cooperation With Other Agencies: Cooperate with state and federal floodplain management agencies to improve base flood or 100-year frequency flood and floodway data and to improve the administration of this chapter. Submit data to IDNR/OWR and the Federal Emergency Management Agency for proposed revisions of a designated map. Submit reports as required for the national flood insurance program. Notify the Federal Emergency Management Agency of any proposed amendments to this chapter.

(L) Letters of Map Revision. The director of engineering and public works shall require a CLOMR prior to issuance of a development permit for:

(1) Proposed floodway encroachments that will cause an increase in the BFE; and

(2) Proposed development which will increase the BFE by more than 0.1 feet in riverine area where FEMA has provided a BFE but no floodway.

Once a CLOMR has been issued by FEMA, the development permit may be issued for site grading and structures necessary in the area of the map change to achieve the final LOMR. Upon completion, the applicant shall submit as-built certifications, as required by FEMA, to achieve a final LOMR prior to the release of final development permits.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-110, passed 7-24-2007; Am. Ord. 07-198, passed 12-11-2007)

§ 150.05 BASE FLOOD ELEVATION.

This section's protection standard is based on the countywide flood insurance study for Cook and DuPage Counties and those additional designated floodways noted in section 150.02 of this chapter. If a base flood elevation or 100-year frequency flood elevation is not available for a particular site, then the protection standard shall be according to the best existing data available in the Illinois State Water Survey's Floodplain Information Repository. When a party disagrees with the best available data, he/she may finance the detailed engineering study needed to replace existing data with better data and submit it to IDNR/OWR and FEMA.

(A) The ~~base flood or 100-year frequency flood elevation for the SFHAs of streams listed in section 150.02 of this chapter shall be as delineated on the 100-year~~BFE for the floodplains shall be as delineated on the base flood profiles in the countywide F~~f~~lood ~~i~~Insurance S~~s~~tudy of Cook and DuPage Counties, prepared by FEMA dated ~~August 19, 2008~~January 23, 2026, and August 1, 2019, respectively, and such amendments to such study and maps as may be prepared from time to time. Flood Insurance Rate Map (FIRM) map numbers 17031C0179J, 17031C0183J, 17031C0184J, 17031C0187J, 17031C0188J, 17031C0189J, 17031C0191J, 17031C0192J, 17031C0193J, 17031C0194J, 17031C0307J, and 17031C0330J, dated August 19, 2008, of the countywide Flood Insurance Rate Maps for Cook County, Illinois and map numbers 17031C0167K, 17031C0169K, and 17031C0186K, dated January 23, 2026, of the countywide Flood Insurance Rate Maps for Cook County, Illinois, and map numbers 17043C0051J and 17043C0052J dated August 1, 2019, of the countywide Flood Insurance Rate Maps for DuPage County, prepared by the Federal Emergency Management Agency.

(B) The base flood or 100-year frequency flood elevation for the SFHAs of those parts of unincorporated Cook and DuPage Counties that are within the extraterritorial jurisdiction of the Village of Schaumburg or that may be annexed into the village are noted in subsection (B) of the definition of "designated floodway", section 150.02 of this chapter.

(C) The base flood or 100-year frequency flood elevation for each SFHA delineated as an "AH zone" or "AO zone" shall be that elevation (or depth) delineated on the ~~flood insurance rate map~~Flood Insurance Rate Map.

(D) The base flood or 100-year frequency flood elevation for each of the remaining SFHAs delineated as an "A zone" on the maps listed in section 150.02 of this chapter shall be according to the best existing data available in the Illinois State Water Survey Floodplain Information Repository. When no base flood or 100-year frequency flood elevation exists, the base flood or 100-year frequency flood elevation for a riverine SFHA shall be determined from a backwater model, such as HEC-II, WSP-2, or a dynamic model such as HIP. The flood flows used in the hydraulic models shall be obtained from a hydrologic model, such as HEC-I TR-20, or HIP, or by techniques presented in various publications prepared by the United States geological survey for estimating peak flood discharges. Flood flows should be based on anticipated future land use conditions in the watershed as determined from adopted local and regional land use plans. Along any watercourses draining more than one (1) square mile, the above analyses shall be submitted to IDNR/OWR for approval, once approved it must be submitted to the Illinois State Water Survey Floodplain Information Repository for filing. For a non-riverine SFHA, the base flood elevation shall be the historic flood of record plus three feet (3'), unless calculated by a detailed engineering study and approved by the Illinois State Water Survey.

(E) Establishing a BFE is required in a Zone A for all new subdivision proposals and other proposed developments (including proposals for manufactured home parks and subdivisions) greater than 50 lots or 5 acres, whichever is the lesser.

(F) The BFE for each of the remaining floodplains delineated as an “A Zone” on the FIRM shall be according to the best data available from federal, state, or other sources. Should no other data exist, an engineering study must be financed by the applicant to determine BFEs.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 08-090, passed 6-24-2008; Am. Ord. 19-061, passed 7-9-2019)

§ 150.06 OCCUPATION AND USE OF FLOOD FRINGE AREAS.

Development in and/or filling of the flood fringe will be permitted if protection is provided against the base flood or 100-year frequency flood by proper elevation, and compensatory storage and other provisions of this chapter are met. No use will be permitted which adversely affects the capacity of drainage facilities or systems. Developments located within the flood fringe shall meet the requirements of this section, along with the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation, or governmental body not exempted by state law shall commence any development in the SFHA without first obtaining a land development permit from the village.

(1) Application for a land development permit, as required in section 151.17 of this title, shall be made on a form provided by the village. The application shall be accompanied by drawings of the site, drawn to scale, showing property line dimensions and legal description for the property and sealed by a licensed engineer, architect or land surveyor; existing grade elevations in MSL, 1988 datum or NAVD and all changes in grade resulting from excavation or filling; the location and dimensions of all buildings and additions to buildings. For all proposed buildings, the elevation of the lowest floor (including basement) and lowest adjacent grade shall be shown on the submitted plans and the development will be subject to the requirements of section 150.09 of this chapter.

(2) Upon receipt of a land development permit application, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this chapter. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that

this ground elevation existed prior to the date of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification.

(3) A soil erosion and sedimentation control plan for disturbed areas shall be submitted, as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(4) The director of engineering and public works shall ensure all other local state and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters or approvals.

(B) Preventing Increased Damages: No development in the flood fringe shall create a threat to public health and safety.

(1) Elevation of Site: If fill is being used to elevate the site above the base flood or 100-year frequency flood elevation, the applicant shall submit sufficient data and obtain a letter of map revision (LOMR) from FEMA for the purpose of removing the site from the floodplain.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.07 OCCUPATION AND USE OF IDENTIFIED FLOODWAYS.

This section applies to proposed development, redevelopment, site modification or building modification within a designated floodway. The designated floodway for those streams listed in section 150.02 of this chapter shall be as delineated on the designated floodway maps designated by IDNR/OWR and referenced in section 150.02 of this chapter. Only those uses and structures will be permitted which meet the criteria in this section. All floodway modifications shall be the minimum necessary to accomplish the purpose of the project. The development shall also meet the requirements of section 150.09 of this chapter.

(A) Land Development Permit: No person, firm, corporation or governmental body not exempted by state law shall commence any development in a floodway without first obtaining a land development permit from the director of engineering and public works.

(1) Application for a land development permit shall be made on a form provided by the director of engineering and public works. The application shall include the following information:

(a) Name and address of applicant;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway map;

(c) Name of stream or body of water affected;

(d) Description of proposed activity;

(e) Statement of purpose of proposed activity;

(f) Anticipated dates of initiation and completion of activity;

(g) Name and mailing address of the owner of the subject property if different from the applicant;

(h) Signature of applicant or the applicant's agent;

(i) If the applicant is a corporation, the president or other authorized officer shall sign the application form;

(j) If the applicant is a partnership, each partner shall sign the application form;

(k) If the applicant is a land trust, the trust officer shall sign the name of the trustee by him (her) as trust officer. A disclosure affidavit shall be filed with the application, identifying each beneficiary of the trust by name and address and defining the respective interests therein;

(l) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, location of any channels and any existing or future access roads, designated floodway limit, floodplain limit, specifications and dimensions of any proposed channel modifications, locations and orientation of cross sections, north arrow, and a graphic or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in plan view existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphic or numerical scales (horizontal and vertical),

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance,

5. A copy of the designated floodway map, marked to reflect any proposed change in the designated floodway location.

(m) Any and all other local, state and federal permits or approval letters that may be required for this type of development;

(n) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the permit criteria of subsection (B) of this section;

(o) If the designated floodway delineation, base flood or 100-year frequency flood elevation will change due to the proposed project, the application will not be considered complete until

IDNR/OWR has indicated conditional approval of the designated floodway map change. No structures may be built until a letter of map revision has been approved by FEMA;

(p) The application for a structure shall be accompanied by drawings of the site, drawn to scale showing property line dimensions and existing ground elevations and all changes in grade resulting from any proposed excavation or filling, and floodplain and floodway limits; sealed by a registered professional engineer; the location and dimensions of all buildings and additions to buildings; and the elevation of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter;

(q) If the proposed project involves a channel modification, the applicant shall submit the following information:

1. A discussion of the purpose of and need for the proposed work,
2. A discussion of the feasibility of using alternative locations or methods to accomplish the purpose of the proposed work,
3. An analysis of the extent and permanence of the impacts the project would have on the physical and biological conditions of the body of water affected,
4. An analysis of the extent and permanence of the impacts each feasible alternative identified in subsection (B)(2)(d)1 of this section would have on the physical and biological conditions of the body of water affected,
5. An analysis of the impacts of the proposed project, considering cumulative effects on the physical and biological conditions of the body of water affected.

(2) The director of engineering and public works shall ensure all other local, state and federal permits and approvals or permit not required letters that may be required for this type of activity shall be obtained prior to the issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. A registered professional engineer, under the employ or contract of the village shall review and approve applications reviewed under this chapter.

(B) Preventing Increased Damages and a List of Appropriate Uses: The only development in a floodway which will be allowed are appropriate uses, which will not cause a rise in the base flood elevation, and which will not create a damaging or potentially damaging increase in flood heights or velocity or be a threat to public health and safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or permanently impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter. Only those appropriate uses listed in 92 Illinois Administrative Code 708 will be allowed. Appropriate uses do not include the construction or placement of any new structures, fill, building additions, buildings on stilts, excavation or channel modifications done to accommodate otherwise nonappropriate uses in the floodway, fencing (including landscaping or planting designed to act as a fence) and storage of materials except as specifically defined above as an appropriate use.

(1) Approved Uses: The approved appropriate uses are as follows:

(a) Flood control structures, dikes, dams and other public works or private improvements relating to the control of drainage, flooding, erosion, or water quality or habitat for fish and wildlife;

(b) Structures or facilities relating to the use of, or requiring access to, the water or shoreline, such as pumping and treatment facilities, and facilities and improvements related to recreational boating, and other functionally water dependant uses;

(c) Storm and sanitary sewer outfalls;

(d) Underground and overhead utilities;

(e) Recreational facilities such as playing fields and trail systems including any related fencing (at least fifty percent (50%) open when viewed from any one direction) built parallel to the direction flood flows, and including open air pavilions;

(f) Bridges, culverts, roadways, sidewalks, railways, runways and taxiways and any modification thereto;

(g) Parking lots and any modifications thereto (where depth of flooding at the 100-year frequency flood event will not exceed 1.0 foot) and aircraft parking aprons built at or below ground elevation;

(h) Designated floodway regrading, without fill, to create a positive nonerosive slope toward a watercourse;

(i) Floodproofing activities to protect previously existing lawful structures including the construction of watertight window wells, elevating structures, or construction of floodwalls around residential, commercial or industrial principal structures where the outside toe of the floodwall shall be no more than ten feet (10') away from the exterior wall of the existing structure, and which are not considered substantial improvements to the structure;

(j) In the case of damaged or replacement buildings, reconstruction or repairs made to a building that are valued at less than fifty percent (50%) of the market value of the building before it was damaged or replaced, and which do not increase the outside dimensions of the building;

(k) Additions to existing buildings above the BFE that do not increase the building's footprint and are valued at less than fifty percent (50%) of the market value of the building.

(2) Engineering and Mitigation Criteria: Within the designated floodway as identified on the designated floodway maps designated by IDNR/OWR, the construction of an appropriate use, will be considered permissible provided that the proposed project meets the following engineering and mitigation criteria and is so stated in writing with supporting plans, calculations and data by a registered professional engineer and provided that any structure meets the protection requirements of section 150.09 of this chapter:

(a) Preservation of Flood Conveyance, so as not to Increase Flood Stages Upstream: For appropriate uses other than bridge or culvert crossings, on stream structures or dams, all effective designated floodway conveyance lost due to the project will be replaced for all flood events up to and including the 100-year frequency flood. In calculating effective designated floodway conveyance, the following factors shall be taken into consideration:

1. Designated floodway conveyance,

$$"K" = \frac{1.486}{n} \times AR^{2/3}$$

Where:

"n" is Manning's roughness factor,

"A" is the effective area of the cross section,

"R" is the ratio of the area to the wetted perimeter.

(See "Open Channel Hydraulics", Ven Te Chow, 1959, McGraw-Hill Book Company, New York)

2. The same Manning's "n" value shall be used for both existing and proposed conditions unless a recorded maintenance agreement with a federal, state, or local unit of government can assure the proposed conditions will be maintained or the land cover is changing from a vegetative to a nonvegetative land cover.

3. Transition sections shall be provided and used in calculations of effective designated floodway conveyance. The following expansion and contraction ratios shall be used unless applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

    A. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length.

    B. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length.

    C. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used.

    D. Transition sections shall be provided between cross sections with rapid expansions and contractions and when meeting the designated floodway delineation on adjacent properties.

    E. All cross sections used in the calculations shall be located perpendicular to flood flows.

(b) Preservation of Floodway Storage so as not to Increase Downstream Flooding: Compensatory storage shall be provided for any designated floodway storage lost due to the proposed work from the volume of fill or structures placed and the impact of any related flood control projects. Compensatory storage for fill or structures shall be equal to at least 1.25 times the volume of floodplain storage lost. Artificially created storage lost due to a reduction in head loss behind a bridge shall not be required to be replaced. The compensatory designated floodway storage shall be placed between the proposed normal water elevation and the proposed 100-year flood elevation. All designated floodway storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All designated floodway storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse. If the compensatory storage will not be placed at the location of the proposed construction, the applicant's engineer shall demonstrate to IDNR/OWR through a determination of flood discharges and water surface elevations that the compensatory storage is hydraulically equivalent. Finally, there shall be no reduction in floodway surface area as a result of a floodway modification, unless such modification is necessary to reduce flooding at the existing structure.

(c) Preservation of Floodway Velocities SO AS NOT To Increase Stream Erosion or Flood Heights: For all appropriate uses, except bridges or culverts or on stream structures, the proposed work will not result in an increase in the average channel or designated floodway velocities or stage, for all flood events up to and including the 100-year frequency event. However, in the case of bridges or culverts or on stream structures built for the purpose of backing up water in the stream during normal or flood flows, velocities may be increased at the structure site if scour, erosion and sedimentation will be avoided by the use of riprap or other design measures.

(d) Construction of New Bridges or Culvert Crossings and Roadway Approaches: The proposed structure shall not result in an increase of upstream flood stages greater than 0.1 foot when compared to the existing conditions for all flood events up to and including the 100-year frequency event; or the upstream flood stage increases will be contained within the channel banks (or within existing vertical extensions of the banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. If the proposed construction will increase upstream flood stages greater than 0.1 foot the developer must contact IDNR/OWR, dam safety section, for a dam safety permit or waiver.

1. The engineering analysis of upstream flood stages must be calculated using the flood study flows, and corresponding flood elevations for tailwater conditions for the flood study specified in section 150.05 of this chapter. Culverts must be analyzed using the U.S. DOT, FHWA hydraulic chart for the selection of highway culverts. Bridges must be analyzed using the U.S. DOT/federal highway administration hydraulics of bridge waterways calculation procedures.
2. Lost floodway storage must be compensated for per subsection (B)(2)(b) of this section.
3. Velocity increases must be mitigated per subsection (B)(2)(c) of this section.
4. If the crossing is proposed over a public water that is used for recreational or commercial navigation, a department of transportation permit must be received.
5. The hydraulic analysis for the backwater caused by the bridge showing the existing condition and proposed designated profile must be submitted to IDNR/OWR for concurrence that a LOMR is not required by subsection 150.06(B) of this chapter.
6. All excavations for the construction of the crossing shall be designed per subsection (B)(2)(h) of this section.

(e) Reconstruction or Modification of Existing Bridges, Culverts, and Approach Roads:

1. The bridge or culvert and roadway approach reconstruction or modification shall be constructed with no more than 0.1 foot increase in backwater over the existing flood profile for all flood frequencies up to and including the 100-year event, if the existing structure is not a source of flood damage.
2. If the existing bridge or culvert and roadway approach is a source of flood damage to buildings or structures in the upstream floodplain, the applicant's engineer shall evaluate the feasibility of redesigning the structure to reduce the existing backwater, taking into consideration the effects on flood stages on upstream and downstream properties.
3. The determination as to whether or not the existing crossing is a source of flood damage and should be redesigned must be prepared in accordance with the department of transportation rules 92 Illinois Administrative Code 708 (floodway construction in northeastern Illinois) and submitted to the division for review and concurrence before a permit is issued.

(f) On Stream Structures Built for the Purpose of Backing Up Water: Any increase in upstream flood stages greater than 0.0 foot when compared to the existing conditions, for all flood events up to and including the 100-year frequency event shall be contained within the channel banks (or within existing vertical extensions of the channel banks) such as within the design protection grade of existing levees or flood walls or within recorded flood easements. A permit or letter indicating a permit is not required must be obtained from IDNR/OWR, dam safety section, for a dam safety permit or waiver for any structure built for the purpose of backing up water in the stream during normal or flood flow. All dams and impoundment structures as defined in section

150.02 of this chapter shall meet the permitting requirements of 92 Illinois Administrative Code 702 (construction and maintenance of dams). If the proposed activity involves a modification of the channel or floodway to accommodate an impoundment, it shall be demonstrated that:

1. The impoundment is determined to be in the public interest by providing flood control, public recreation, or regional stormwater detention;
2. The impoundment will not prevent the migration of indigenous fish species, which require access to upstream areas as part of their life cycle, such as for spawning;
3. The impoundment will not cause or contribute to degraded water quality or habitat conditions. Impoundment design should include gradual bank slopes, appropriate bank stabilization measures, and a presedimentation basin;
4. A nonpoint source control plan has been implemented in the upstream watershed to control the effects of sediment runoff as well as minimize the input of nutrients, oil and grease, metals, and other pollutants. If there is more than one municipality in the upstream watershed, the municipality in which the impoundment is constructed should coordinate with upstream municipalities to ensure comprehensive watershed control;
5. The project otherwise complies with the requirements of this section.

(g) Floodproofing of Existing Habitable, Residential and Commercial Structures: If construction is required beyond the outside dimensions of the existing building, the outside perimeter of the floodproofing construction shall be placed no further than ten feet (10') from the outside of the building. Compensation of lost storage and conveyance will not be required for floodproofing activities.

(h) Excavation in the Floodway: When excavation is proposed in the design of bridges and culvert openings including the modifications to and replacement of existing bridge and culvert structures, or to compensate for lost conveyance for other appropriate uses, transition section shall be provided for the excavation. The following expansion and contraction ratios shall be used unless an applicant's engineer can prove to IDNR/OWR through engineering calculations or model tests that more abrupt transitions may be used with the same efficiency:

1. When water is flowing from a narrow section to a wider section, the water should be assumed to expand no faster than at a rate of one foot (1') horizontal for every four feet (4') of the flooded stream's length;
2. When water is flowing from a wide section to a narrow section, the water should be assumed to contract no faster than at a rate of one foot (1') horizontal for every one foot (1') of the flooded stream's length;
3. When expanding or contracting flows in a vertical direction, a minimum of one foot (1') vertical transition for every ten feet (10') of stream length shall be used;
4. Erosion/scour protection shall be provided inland upstream and downstream of the transition sections.

(i) Channel Modification: If the proposed activity involves a channel modification, it shall be demonstrated that:

1. There are no practicable alternatives to the activity which would accomplish its purpose with less impact to the natural conditions of the body of water affected. Possible alternatives include levees, bank stabilization, flood proofing of existing structures, removal of structures from the floodplain, clearing the channel, high flow channel, or the establishment of a stream side buffer strip or greenbelt. Channel modification is acceptable

if the purpose is to restore natural conditions and improve water quality and fish and wildlife habitat.

2. Water quality, habitat, and other natural functions would be significantly improved by the modification and no significant habitat area may be destroyed, or the impacts are offset by the replacement of an equivalent degree of natural resource values.

3. The activity has been planned and designed and will be constructed in a way which will minimize its adverse impacts on the natural conditions of the body of water affected, consistent with the following criteria:

    A. The physical characteristics of the modified channel shall match as closely as possible those of the existing channel in length, cross section, slope and sinuosity. If the existing channel has been previously modified, restoration of more natural physical conditions should be incorporated into channel modification design, where practical.

    B. Hydraulically effective transitions shall be provided at both the upstream and downstream ends of the project, designed such that they will prevent erosion.

    C. One sided construction of a channel shall be used when feasible. Removal of streamside (riparian) vegetation should be limited to one (1) side of the channel, where possible, to preserve the shading and stabilization effects of the vegetation.

    D. Clearing of vegetation shall be limited to that which is essential for construction of the channel.

    E. Channel banks shall be constructed with a side slope no steeper than three to one (3:1) horizontal to vertical, wherever practicable. Natural vegetation and gradual side slopes are the preferred methods for bank stabilization. Where high velocities or sharp bends necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, gabions, or construction rubble should be avoided unless there are no practicable alternatives.

    F. All disturbed areas associated with the modification shall be seeded or otherwise stabilized as soon as possible upon completion of construction. Erosion blanket or an equivalent material shall be required to stabilize disturbed channel banks prior to establishment of the vegetative cover.

    G. If the existing channel contains considerable bottom diversity such as deep pools, riffles, and other similar features, such features shall be provided in the new channel. Spawning and nesting areas and flow characteristics compatible with fish habitat shall also be established, where appropriate.

    H. A sediment basin shall be installed at the downstream end of the modification to reduce sedimentation and degradation of downstream water quality.

    I. New or relocated channels should be built in the dry and all items of construction, including vegetation, should be completed prior to diversion of water into the new channel.

    J. There shall be no increases in stage or velocity as the channel enters or leaves the project site for any frequency flood unless necessitated by a public flood control project or unless such an increase is justified as part of a habitat improvement or erosion control project.

K. Unless the modification is for a public flood control project, there shall be no reduction in the volume of floodwater storage outside the floodway as a result of the modification.

4. The project otherwise complies with the requirements of this section.

(j) Seeding and Stabilization Plan: For all activities located in a floodway, a seeding and stabilization plan shall be submitted by the applicant.

(k) Soil Erosion and Sedimentation Measures: For all activities in the floodway, including grading, filling and excavation, in which there is potential for erosion of exposed soil, soil erosion and sedimentation control measures shall be employed consistent with the following criteria and in accordance with section 151.09 of this title:

1. The construction area shall be minimized to preserve the maximum vegetation possible. Construction shall be scheduled to minimize the time soil is exposed and unprotected. In no case shall the existing natural vegetation be destroyed, removed, or disturbed more than fifteen (15) days prior to the initiation of improvements.

2. Temporary and/or permanent soil stabilization shall be applied to denuded areas as soon as possible. As a minimum, soil stabilization shall be provided within fifteen (15) days after final grade is reached on any portion of the site, and within fifteen (15) days to denuded areas which may not be at final grade but will remain undisturbed for longer than sixty (60) days.

3. Sedimentation control measures shall be installed before any significant grading or filling is initiated on the site to prevent the movement of eroded sediments off site or into the channel. Potential sediment control devices include filter fences, straw bale fences, check dams, diversion ditches, and sediment basins.

4. A vegetated buffer strip of at least twenty-five feet (25') in width shall be preserved and/or reestablished, where possible, along existing channels (see subsection (B)(2)(p) of this section). Construction vehicle use of channels shall be minimized. Temporary stream crossings shall be constructed, where necessary, to minimize erosion. Necessary construction in or along channels shall be restabilized immediately.

5. Soil erosion and sedimentation control measures shall be designed and implemented consistent with "Procedures and Standards For Urban Soil Erosion and Sedimentation Control in Illinois" (1988) also known as the "Green Book" and "Standards And Specifications For Soil Erosion And Sediment Control" (IEPA, 1987).

(l) Public Flood Control Projects: For public flood control projects, the permitting requirements of this section will be considered met if the applicant can demonstrate to IDNR/OWR through hydraulic and hydrologic calculations that the proposed project will not singularly or cumulatively result in increased flood heights outside the project right-of-way or easements for all flood events up to and including the 100-year frequency event.

(m) General Criteria for Analysis of Flood Elevations:

1. The flood profiles, flows and floodway data in the designated floodway study, referenced in section 150.05 of this chapter, must be used for analysis of the base conditions. If the study data appears to be in error or conditions have changed, IDNR/OWR shall be contacted for approval and concurrence on the appropriate base conditions data to use.

2. If the 100-year designated floodway elevation at the site of the proposed construction is affected by backwater from a downstream receiving stream with a larger drainage area, the proposed construction shall be shown to meet the requirements of this section for the

100-year frequency flood elevations of the designated floodway conditions and conditions with the receiving stream at normal water elevations.

3. If the applicant learns from IDNR/OWR, local governments, or a private owner that a downstream restrictive bridge or culvert is scheduled to be removed, reconstructed, modified, or a regional flood control project is scheduled to be built, removed, constructed or modified within the next five (5) years, the proposed construction shall be analyzed and shown to meet the requirements of this section for both the existing conditions and the expected flood profile conditions when the bridge, culvert or flood control project is built.

(n) Conditional Letter of Map Revision: If the appropriate use would result in a change in the designated floodway location or the 100-year frequency flood elevation, the applicant shall submit to IDNR/OWR and to FEMA all the information, calculations and documents necessary to be issued a conditional designated floodway map revision and receive from IDNR/OWR a conditional approval of the designated floodway change before a permit is issued. However, the final designated floodway map will not be changed by IDNR/OWR until as built plans or record drawings are submitted and accepted by FEMA and IDNR/OWR. In the case of nongovernment projects, the municipality in incorporated areas and the county in unincorporated areas shall concur with the proposed conditional designated floodway map revision before IDNR/OWR approval can be given. No filling, grading, dredging or excavating shall take place until a conditional approval is issued. No further development activities shall take place until a final letter of map revision (LOMR) is issued by FEMA and IDNR/OWR. Within six (6) months, FEMA shall be notified of physical changes in the Base Flood Elevation (increases or decreases) by submitting technical or scientific data through the Letter of Map Change (LOMC) process, so that insurance rates and floodplain management requirements will be based on current data.

(o) Professional Engineer's Supervision: All engineering analyses shall be performed by or under the supervision of a registered professional engineer.

(p) Construction Near Channel: For all activities in the floodway involving construction within twenty-five feet (25') of the channel, the following criteria shall be met:

1. A natural vegetation buffer strip shall be preserved within at least twenty-five feet (25') of the ordinary high water mark of the channel.

2. Where it is impossible to protect this buffer strip during the construction of an appropriate use, a vegetated buffer strip shall be established upon completion of construction.

3. The use of native riparian vegetation is preferred in the buffer strip. Access through this buffer strip shall be provided, when necessary, for stream maintenance purposes.

(q) Designated Floodway Designation Change: After receipt of conditional approval of the designated floodway change and issuance of a permit and a conditional letter of map revision, construction as necessary to change the designated floodway designation may proceed but no buildings or structures or other construction that is not an appropriate use may be placed in that area until the designated floodway map is changed and a final letter of map revision is received. The designated floodway map will be revised upon acceptance and concurrence by IDNR/OWR and FEMA of the "as built" plans.

(3) State Review: For those projects listed below located in a designated floodway, the following criteria shall be submitted to IDNR/OWR for their review and concurrence prior to the issuance of a permit:

(a) IDNR/OWR will review an engineer's analysis of the flood profile due to a proposed bridge pursuant to subsection (B)(2)(d) of this section.

(b) IDNR/OWR will review an engineer's determination that an existing bridge or culvert crossing is not a source of flood damage and the analysis indicating the proposed flood profile, pursuant to subsection (B)(2)(e) of this section.

(c) The IDNR/OWR will review alternative transition sections and hydraulically equivalent storage pursuant to subsections (B)(2)(a), (B)(2)(b) and (B)(2)(h) of this section.

(d) The IDNR/OWR will review and approve prior to the start of construction any department projects, dams (as defined in section 150.02 of this chapter) and all other state, federal or local units of government projects, including projects of the municipality or county.

(4) Other Permits: In addition to the other requirements of this chapter, a development permit for a site located in a floodway shall not be issued unless the applicant first obtains a permit or written documentation that a permit is not required from IDNR/OWR, issued pursuant to 615 ILCS 5/5 et seq. No permit from IDNR/OWR shall be required if the division has delegated this responsibility to the village, and has been accepted by the Village of Schaumburg.

(5) Dam Safety Permits: Any work involving the construction, modification or removal of a "dam" as defined in section 150.02 of this chapter per 92 Illinois Administrative Code 702 (rules for construction of dams) shall obtain an IDNR/OWR dam safety permit prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, the director of engineering and public works shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, the director of engineering and public works shall immediately notify the owner of the dam, IDNR/OWR, dam safety section in Springfield and the Illinois Emergency Services and Disaster Agency (ESDA).

(6) Activities That Do Not Require a Registered Professional Engineer's Review: The following activities may be permitted without a registered professional engineer's review, unless otherwise required by Village of Schaumburg ordinance or other governmental laws. Such activities shall still meet the other requirements of this chapter, including the mitigation requirements.

(a) Underground and overhead utilities that:

1. Do not result in any increase in existing ground elevations; or

2. Do not require the placement of above ground structures in the floodway; or

3. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed; and

4. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris.

(b) Storm and sanitary sewer outfalls that:

1. Do not extend riverward or lakeward of the existing adjacent natural bank slope; and

2. Do not result in an increase in ground elevation; and

3. Are designed so as not to cause stream erosion at the outfall location.

(c) Construction of sidewalks, athletic fields (excluding fences), properly anchored playground equipment and patios at grade.

(d) Construction of shoreline and stream bank protection that:

1. Does not exceed one thousand feet (1,000') in length;

2. Materials are not placed higher than the existing top of bank;

3. Materials are placed so as not to reduce the cross sectional area of the stream channel or bank of the lake;

4. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

(e) Temporary stream crossings in which:

1. The approach roads will be one-half foot or less above natural grade.

2. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert.

3. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel.

4. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction.

5. The access road and temporary crossings will be removed within one year after authorization.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.08 OCCUPATION AND USE OF SFHA AREAS WHERE FLOODWAYS ARE NOT IDENTIFIED, DRAINING MORE THAN ONE SQUARE MILE.

(A) Development Not to Worsen Flooding: In SFHA or floodplains, where no floodways have been identified and no base flood or 100-year frequency flood elevations have been established by FEMA, and draining more than a square mile, no development shall be permitted unless the cumulative effect of the proposals, when combined with all other existing and anticipated uses and structures, shall not significantly impede or increase the flow and passage of the floodwaters nor significantly increase the base flood or 100-year frequency flood elevation.

(1) Land Development Permit: No person, firm, corporation, or governmental body, not exempted by state law, shall commence any development in a SFHA or floodplain without first obtaining a land development permit from the director of engineering and public works. Application for a land development permit shall be made on a form provided by the Village of Schaumburg. The application shall be accompanied by drawings of the site, drawn to scale showing property line dimensions; and existing grade elevations and all changes in grade resulting from excavation or filling, sealed by a licensed engineer, the location and dimensions of all buildings and additions to buildings; and the elevations of the lowest floor (including basement) of all proposed buildings subject to the requirements of section 150.09 of this chapter. The application for a land development permit shall also include the following information:

(a) A detailed description of the proposed activity, its purpose, and intended use;

(b) Site location (including legal description) of the property, drawn to scale, on the designated floodway maps;

(c) Anticipated dates of initiation and completion of activity;

(d) Plans of the proposed activity shall be provided which include as a minimum:

1. A vicinity map showing the site of the activity, name of the waterway, boundary lines, names of roads in the vicinity of the site, graphic or numerical scale, and north arrow,

2. A plan view of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the structure or work, elevations in mean sea level (1988 adjustment) datum or NAVD, adjacent property lines and ownership, drainage and flood control easements, floodplain limit, location and orientation of cross sections, north arrow, and a graphical or numerical scale,

3. Cross section views of the project and engineering study reach showing existing and proposed conditions including principal dimensions of the work as shown in "plan view," existing and proposed elevations, normal water elevation, 10-year frequency flood elevation, 100-year frequency flood elevation, and graphical or numerical scales (horizontal and vertical), and

4. A soil erosion and sedimentation control plan for disturbed areas as required in section 151.09 of this title. This plan shall include a description of the sequence of grading activities and the temporary sediment and erosion control measures to be implemented to mitigate their effects. This plan shall also include a description of final stabilization and revegetation measures, and the identification of a responsible party to ensure post construction maintenance.

(e) Engineering calculations and supporting data shall be submitted showing that the proposed work will meet the criteria of subsection (B) of this section;

(f) Any and all other local, state and federal permits or approvals that may be required for this type of development.

(2) Elevation: Based on the best available existing data according to the Illinois State Water Survey's Floodplain Information Repository, the director of engineering and public works shall compare the elevation of the site to the base flood or 100-year frequency flood elevation. Should no elevation information exist for the site, the developer's engineer shall calculate the elevation according to subsection 150.05(D) of this chapter. Any development located on land that can be shown to have been higher than the base flood elevation as of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification is not in the SFHA and, therefore, not subject to the requirements of this section. The director of engineering and public works shall maintain documentation of the existing ground elevation at the development site and certification that this ground elevation existed prior to the date of the site's first ~~flood insurance rate map~~Flood Insurance Rate Map identification.

(3) Federal Permits: The director of engineering and public works shall ensure that copies of all other local, state, and federal permits, approvals or permit not required letters that may be required for this type of activity shall be obtained prior to issuance of the permit. The director of engineering and public works shall obtain copies of said permit, permit not required letters, or approvals. The director of engineering and public works shall not issue the development permit unless all required local, state and federal permits have been obtained.

(B) Preventing Increased Damages: No development in the SFHA, where a floodway has not been determined shall create a damaging or potentially damaging increase in flood heights or velocity or threat to public health, safety and welfare or impair the natural hydrologic and hydraulic functions of the floodway or channel, or impair existing water quality or aquatic habitat. Construction impacts shall be minimized by appropriate mitigation methods as called for in this chapter.

(1) Floodway Not Determined: Within all riverine SFHAs where the floodway has not been determined, the following standards shall apply:

(a) The developer shall have a registered professional engineer state in writing and show through supporting plans, calculations, and data that the project meets the engineering requirements of subsections 150.07(B)(2)(a) through (B)(2)(l) of this chapter for the entire floodplain as calculated under the provisions of subsection 150.05(D) of this chapter. As an alternative, the developer should have an engineering study performed to determine a floodway and submit that engineering study to IDNR/OWR for acceptance as a designated floodway. Upon acceptance of the floodway by the department, the developer shall then demonstrate that the project meets the requirements of section 150.07 of this chapter for the designated floodway. The "floodway" shall be defined according to the definition in section 150.02 of this chapter.

(b) A land development permit shall not be issued unless the applicant first obtains a permit from IDNR/OWR or written documentation that a permit is not required from IDNR/OWR.

(c) No permit from IDNR/OWR shall be required if the division has delegated permit responsibility to the village per 92 Illinois Administrative Code, part 708 for designated floodways, per IDNR/OWR's state-wide permit entitled "Construction in Floodplains With No Designated Floodways in Northeastern Illinois".

(d) Any work involving the construction, modification or removal of a "dam" or an on stream "structure" to impound water as defined in section 150.02 of this chapter shall obtain an Illinois Division of Water Resources dam safety permit or letter indicating a permit is not required prior to the start of construction of a dam. If the director of engineering and public works finds a dam that does not have an IDNR/OWR permit, then he or she shall immediately notify the dam safety section of the IDNR/OWR. If the director of engineering and public works finds a dam which is believed to be in unsafe condition, then he or she shall immediately notify the owner of the dam and the Illinois Emergency Services and Disaster Agency (ESDA), IDNR/OWR, dam safety section in Springfield.

(e) The following activities may be permitted without a registered professional engineer's review or calculation of a base flood elevation and designated floodway. Such activities shall still meet the other requirements of this chapter, other village ordinances or other governmental laws:

1. Underground and overhead utilities that:

    A. Do not result in any increase in existing ground elevations, or

    B. Do not require the placement of above ground structures in the floodway, or

    C. In the case of underground stream crossings, the top of the pipe or encasement is buried a minimum of three feet (3') below the existing streambed, and

    D. In the case of overhead utilities, no supporting towers are placed in the watercourse and are designed in such a fashion as not to catch debris;

2. Storm and sanitary sewer outfalls that:

    A. Do not extend riverward or lakeward of the existing adjacent natural bank slope, and

    B. Do not result in an increase in ground elevation, and

    C. Are designed so as not to cause stream bank erosion at the outfall location;

3. Construction of shoreline and streambed protection that:

    A. Does not exceed one thousand feet (1,000') in length or two (2) cubic yards per linear foot of streambed;

    B. Materials are not placed higher than the existing top of bank;

C. Materials are placed so as not to reduce the cross sectional area of the stream channel by more than ten percent (10%);

D. Vegetative stabilization and gradual side slopes are the preferred mitigation methods for existing erosion problems. Where high channel velocities, sharp bends or wave action necessitate the use of alternative stabilization measures, natural rock or riprap are preferred materials. Artificial materials such as concrete, construction rubble, and gabions should be avoided unless there are no practicable alternatives.

4. Temporary stream crossings in which:

A. The approach roads will be one-half foot or less above natural grade,

B. The crossing will allow stream flow to pass without backing up the water above the stream bank vegetation line or above any drainage tile or outfall invert,

C. The top of the roadway fill in the channel will be at least two feet (2') below the top of the lowest bank. Any fill in the channel shall be nonerosive material, such as riprap or gravel,

D. All disturbed stream banks will be seeded or otherwise stabilized as soon as possible upon installation and again upon removal of construction,

E. The access road and temporary crossings will be removed within one (1) year after authorization;

5. The construction of light poles, signposts and similar structures;

6. The construction of sidewalks, driveways, athletic fields (excluding fences), patios and similar surfaces which are built at grade;

7. The construction of properly anchored, unwalled, open structures such as playground equipment, pavilions, and carports built at or below existing grade that would not obstruct the flow of floodwaters;

8. Minor maintenance dredging of a stream channel where:

A. The affected length of stream is less than one thousand feet (1,000'),

B. The work is confined to reestablishing flows in natural stream channels, or

C. The cross sectional area of the dredged channel conforms to that of the natural channel upstream and downstream of the site.

(f) The flood-carrying capacity within any altered or relocated watercourse shall be maintained.

(2) Compensatory Storage: Whenever any portion of a floodplain is authorized for use, the volume of space which will be occupied by the authorized fill or structure below the base flood or 100-year frequency flood elevation shall be compensated for and balanced by a hydraulically equivalent volume of excavation taken from below the base flood or 100-year frequency flood elevation. The excavation volume shall be at least equal to 1.25 times the volume of storage lost due to the fill or structure. In the case of streams and watercourses, such excavation shall be made opposite or adjacent to the areas so filled or occupied. All floodplain storage lost below the existing 10-year flood elevation shall be replaced below the proposed 10-year flood elevation. All floodplain storage lost above the existing 10-year flood elevation shall be replaced above the proposed 10-year flood elevation. All such excavations shall be constructed to drain freely and openly to the watercourse.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007; Am. Ord. 19-061, passed 7-9-2019)

§ 150.09 PERMITTING REQUIREMENTS APPLICABLE TO ALL FLOODPLAIN AREAS.

In addition to the requirements found in sections 150.06, 150.07 and 150.08 of this chapter for development in flood fringes, designated floodways, and SFHA or floodplains where no floodways have been identified (zones A, AO, AH, AE, A99, VE, V, X or D), the following requirements shall be met:

(A) Public Health Standards:

(1) No developments in the SFHA shall include locating or storing chemicals, explosives, buoyant materials, animal wastes, fertilizers, flammable liquids, pollutants, or other hazardous or toxic materials below the floodplain elevation, and/or as otherwise provided in this code.

(2) New and replacement water supply systems, wells, sanitary sewer lines and on site waste disposal systems may be permitted providing all manholes or other above ground openings located below the FPE are watertight.

(B) Carrying Capacity And Notification: For all projects involving channel modification, fill, or stream maintenance (including levees), the flood-carrying capacity of the watercourse shall be maintained. In addition, the village shall notify adjacent communities in writing thirty (30) days prior to the issuance of a permit for the alteration or relocation of the watercourse.

(C) Protecting Buildings: All buildings located within a 100-year floodplain also known as an SFHA, shall be protected from flood damage below the flood protection elevation.

(1) However, existing buildings located within a designated floodway shall also meet the more restrictive appropriate use standards included in section 150.07 of this chapter. This building protection criteria applies to the following situations:

(a) Construction or placement of a new building.

(b) A structural alteration to an existing building that either increases the first floor area by more than twenty percent (20%) and/or the building's market value by more than fifty percent (50%).

(2) A residential, substantially improved, ~~or nonresidential~~non-residential building, when allowed, may be constructed on permanent land fill in accordance with the following:

(a) The lowest floor (including basement) shall be at or above the flood protection elevation. See definition of Flood Protection Elevation in section 150.02 of this chapter.

(b) The fill shall be placed in layers no greater than one foot (1') deep before compaction and should extend at least ten feet (10') beyond the foundation of the building before sloping below the flood protection elevation. The top of the fill shall be above the flood protection elevation. However, the ten foot (10') minimum may be waived if a structural engineer certifies an alternative method to protect the building from damages due to hydrostatic pressures. The fill shall be protected against erosion and scour. The fill shall not adversely effect the flow or surface drainage from or onto neighboring properties.

(3) A residential (including manufactured homes) or ~~nonresidential~~non-residential building may be elevated in accordance with the following:

(a) The building or improvements shall be elevated on crawl space, piles, walls, or other foundation that is permanently open to floodwaters and not subject to damage by hydrostatic pressures of the base flood or 100-year frequency flood. The permanent openings shall be no more than one foot (1') above grade, and consists of a minimum of two (2) openings. The openings must have a

total net area of not less than one (1) square inch for every one (1) square foot of enclosed area subject to flooding below the base flood elevation.

(b) The foundation and supporting members shall be anchored and aligned in relation to flood flows and adjoining structures so as to minimize exposure to known hydrodynamic forces such as current, waves, ice and floating debris.

(c) All areas below the flood protection elevation shall be constructed of materials resistant to flood damage. The lowest floor (including basement) and all electrical, heating, ventilating, plumbing, and air conditioning equipment and utility meters shall be located at or above the flood protection elevation. Water and sewer pipes, electrical and telephone lines, submersible pumps, and other waterproofed service facilities may be located below the flood protection elevation.

(d) No area below the flood protection elevation shall be used for storage of items or materials.

(4) Only a ~~nonresidential~~non-residential building may be structurally dry floodproofed (in lieu of elevation) provided that a registered professional engineer shall certify that the building has been structurally dry floodproofed below the flood protection elevation, the structure and attendant utility facilities are watertight and capable of resisting the effects of the base flood or 100-year frequency flood. The building design shall take into account flood velocities, duration, rate of rise, hydrostatic and hydrodynamic forces, the effects of buoyancy, and impacts from debris or ice. Floodproofing measures shall be operable without human intervention and without an outside source of electricity (levees, berms, floodwalls and similar works are not considered floodproofing for the purpose of this subsection).

(5) Nonconforming structures located in a designated floodway may remain in use, but may not be enlarged, replaced or structurally altered. A nonconforming structure damaged by flood, fire, wind or other natural or manmade disaster may be restored unless the damage exceeds fifty percent (50%) of its market value before it was damaged, in which case it shall conform to this chapter.

(6) All new construction and substantial improvements shall:

(a) Be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,

(b) Be constructed with materials resistant to flood damage, and

(c) Be constructed by methods and practices that minimize flood damages.

(7) All manufactured homes are to be elevated and anchored to resist flotation, collapse, or lateral movement.

(8) Recreational vehicles are not permitted in the floodplain.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.10 OTHER DEVELOPMENT REQUIREMENTS.

The board of trustees shall take into account flood hazards, to the extent that they are known in all official actions related to land management, use and development.

(A) New subdivisions, annexation agreements, and planned unit developments (PUDs) within the SFHA shall be reviewed to assure that the proposed developments are consistent with sections 150.06, 150.07, 150.08 and 150.09 of this chapter and ~~the need to minimize flood damage~~be reasonably safe from flooding and public utilities and facilities are constructed so as to minimize flood damage. Plats or plans for new subdivisions, and planned unit developments (PUDs) shall include a signed statement by a registered professional

engineer that the plat accounts for changes in the drainage of surface waters in accordance with the Plat Act, that the plat must contain a certificate from a registered land surveyor that the property is situated within five hundred feet (500') of a watercourse serving or not serving a tributary area of six hundred forty (640) acres or more. See chapter 151, "Subdivision and Land Development", of this title for detailed requirements.

State law reference(s)—765 ILCS 205/2.

(B) Proposals for new subdivisions, planned unit developments (PUDs) and additions to subdivisions shall include base flood or 100-year frequency flood elevation data and floodway delineations. Where this information is not available from an existing study filed with the Illinois state water survey, the applicant's engineer shall be responsible for calculating the base flood or 100-year frequency flood elevation per subsection 150.05(D) of this chapter and the floodway delineation per section 150.02 of this chapter and submitting it to the state water survey and IDNR/OWR for review and approval as best available designated data.

(C) Streets, blocks, lots, parks and other public grounds shall be located and laid out in such a manner as to preserve and utilize natural streams and channels. Wherever possible, the floodplains shall be included within parks or other public grounds.

(D) The board of trustees shall not approve any planned unit development (PUD) or plat of subdivision located outside the corporate limits unless such agreement or plat is in accordance with the provisions of this chapter.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.11 VARIANCES.

No variances shall be granted to any development located in "designated floodway" as defined in section 150.02 of this chapter. However, when a development proposal is located outside of a designated floodway, and whenever the standards of this chapter place undue hardship on a specific development proposal, the applicant may apply to the director of engineering and public works for a variance. The director of engineering and public works shall review the applicant's request for a variance and shall submit its recommendation to the board of trustees.

(A) No variance shall be granted unless the applicant demonstrates that:

(1) The development activity cannot be located outside the SFHA;

(2) An exceptional hardship would result if the variance were not granted;

(3) The relief requested is the minimum necessary;

(4) There will be no additional threat to public health, safety, beneficial stream uses and functions, especially aquatic habitat, or creation of a nuisance;

(5) There will be no additional public expense for flood protection, lost environmental stream uses and functions, rescue or relief operations, policing, or repairs to streambeds and banks, roads, utilities, or other public facilities;

(6) The provisions of subsections 150.06(B) and 150.08(B) of this chapter shall still be met;

(7) The activity is not in a designated floodway;

(8) The applicant's circumstances are unique and do not represent a general problem; and

(9) The granting of the variance will not alter the essential character of the area involved including existing stream uses.

(B) The director of engineering and public works shall notify an applicant in writing that a variance from the requirements of section 150.09 of this chapter that would lessen the degree of protection to a building will:

(1) Result in increased premium rates for flood insurance up to amounts as high as twenty-five dollars ($25.00) for one hundred dollars ($100.00) of insurance coverage;

(2) Increase the risks to life and property; and

(3) Require that the applicant proceed with knowledge of these risks and that he will acknowledge in writing that he assumes the risk and liability.

(C) Variances requested in connection with restoration of a site or building listed on the National Register of Historical Places or documented as worthy of preservation by the Illinois Historic Preservation Agency may be granted using criteria more permissive than the requirements of subsections (A) and (B) of this section.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.12 DISCLAIMER OF LIABILITY.

The degree of flood protection required by this chapter is considered reasonable for designated purposes and is based on available information derived from engineering and scientific methods of study. Larger floods may occur or flood heights may be increased by manmade or natural causes. This chapter does not imply that development, either inside or outside of the SFHA, will be free from flooding or damage. This chapter does not create liability on the part of the village or any officer or employee thereof for any flood damage that results from reliance on this chapter or any administrative decision made lawfully thereunder.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.13 PENALTY.

Failure to comply with the requirements of a permit or conditions of a variance resolution shall be deemed to be a violation of this chapter. Upon due investigation, the director of engineering and public works may determine that a violation of the minimum standards of this chapter exist. The director of engineering and public works shall notify the owner in writing of such violation.

(A) If such owner fails after ten (10) days' notice to correct the violation:

(1) The village may make application to the circuit court for an injunction requiring conformance with this chapter or make such other order as the court deems necessary to secure compliance with the chapter.

(2) Any person who violates this chapter shall, upon conviction thereof, be fined as required in an amount not less than one hundred dollars ($100.00) nor more than one thousand dollars ($1,000.00) per day for each violation of this chapter.

(B) The director of engineering and public works shall inform the owner that any such violation is considered a wilful act to increase flood damages and, therefore, may cause coverage by a standard flood insurance policy to be suspended.

(C) Nothing herein shall prevent the village from taking such other lawful action to prevent or remedy any violation. All costs connected therewith shall accrue to the person or persons responsible.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000; Am. Ord. 07-198, passed 12-11-2007)

§ 150.14 ABROGATION AND GREATER RESTRICTIONS.

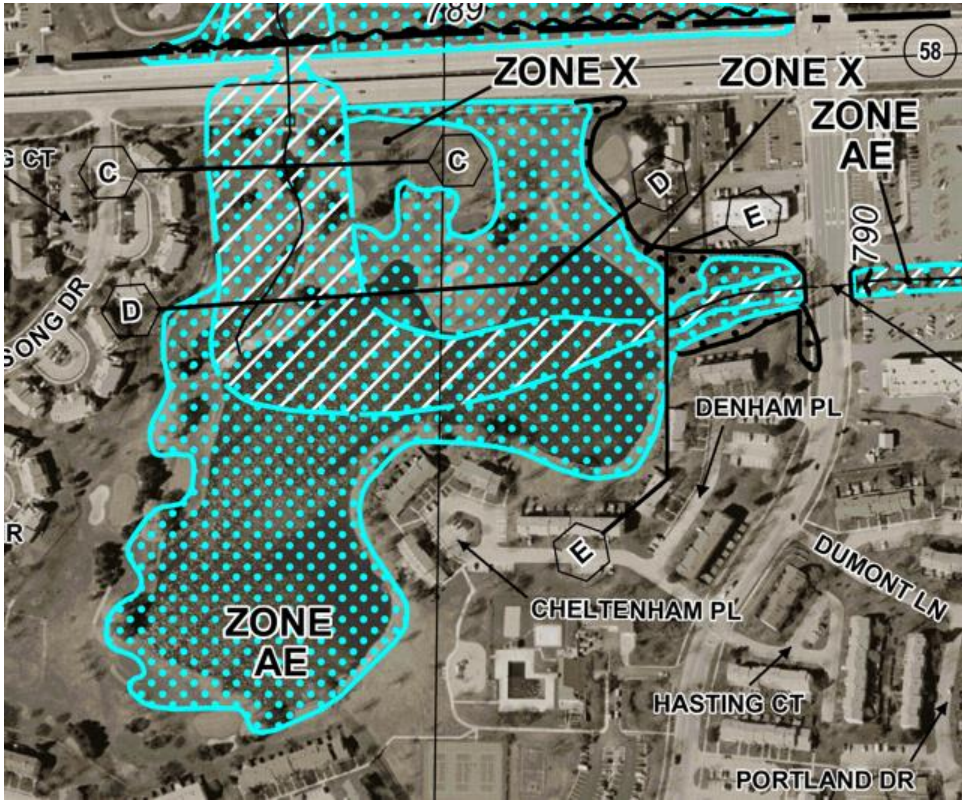
This chapter is not intended to repeal, abrogate or impair any existing easements, covenants, or deed restrictions. Where this chapter and other ordinance, easements, covenants, or deed restrictions conflict or overlap, whichever imposes the more stringent restrictions shall prevail. The ordinance codified in this chapter is intended to repeal the original ordinance or resolution which was adopted to meet the national flood insurance program regulations, but is not intended to repeal the resolution which the village passed in order to establish initial eligibility for the program.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)

§ 150.15 SEPARABILITY.

The provisions and sections of this chapter shall be deemed separable and the invalidity of any portion of this chapter shall not affect the validity of the remainder.

(Ord. 91-32, passed 3-26-1991; Am. Ord. 00-168, passed 10-24-2000)



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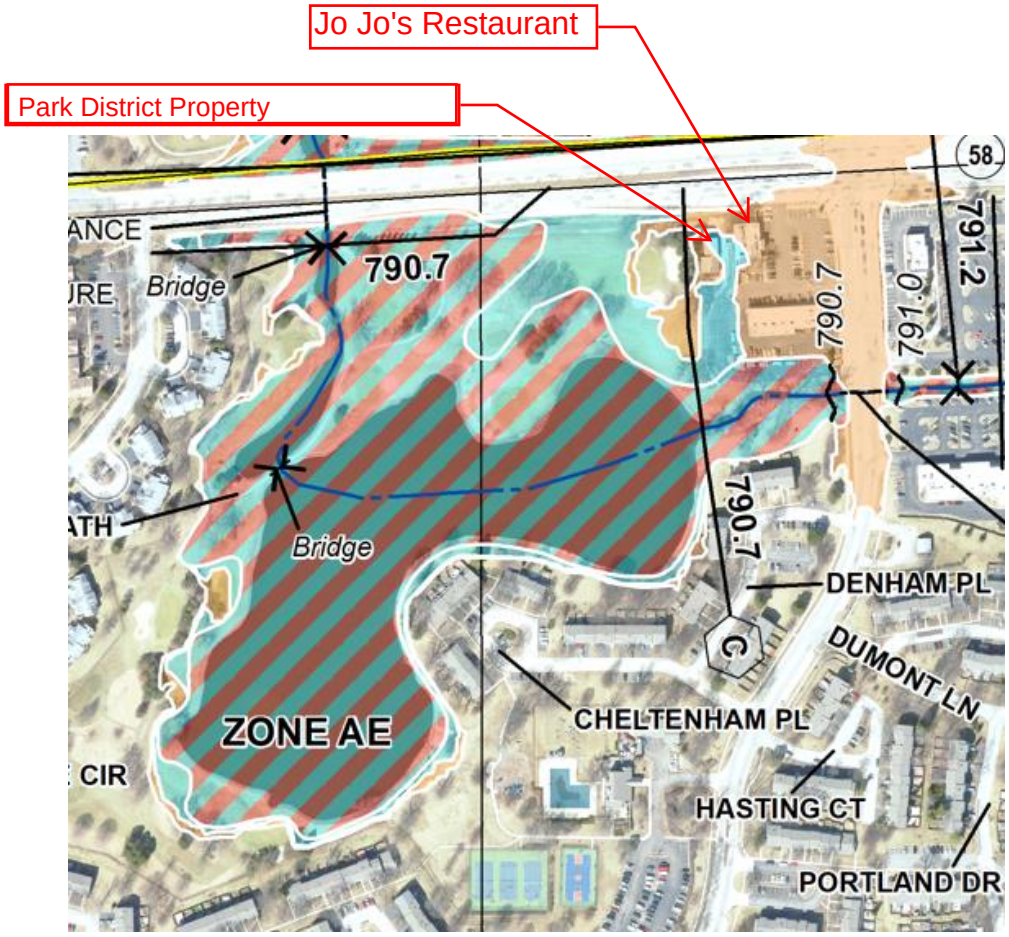
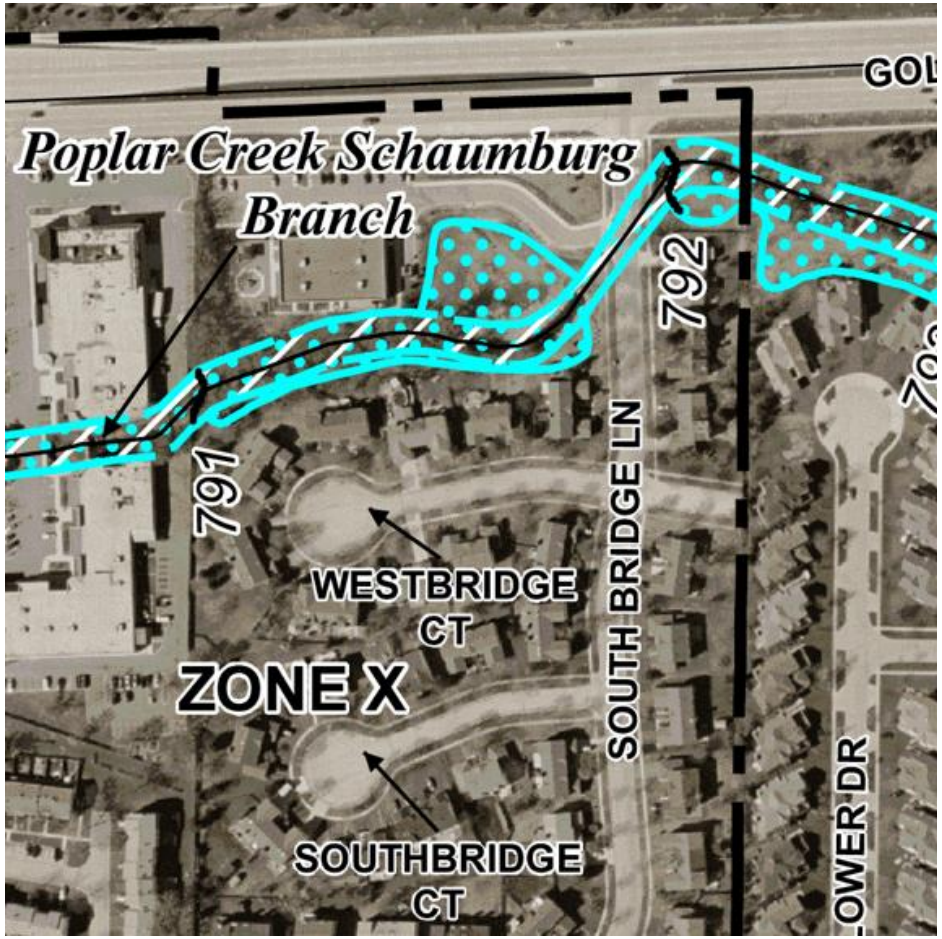
REVISED AUGUST 19, 2008



FIRM MAP NUMBER 17031C0167K
EFFECTIVE JANUARY 23, 2026

1724/1726 Westbridge Court



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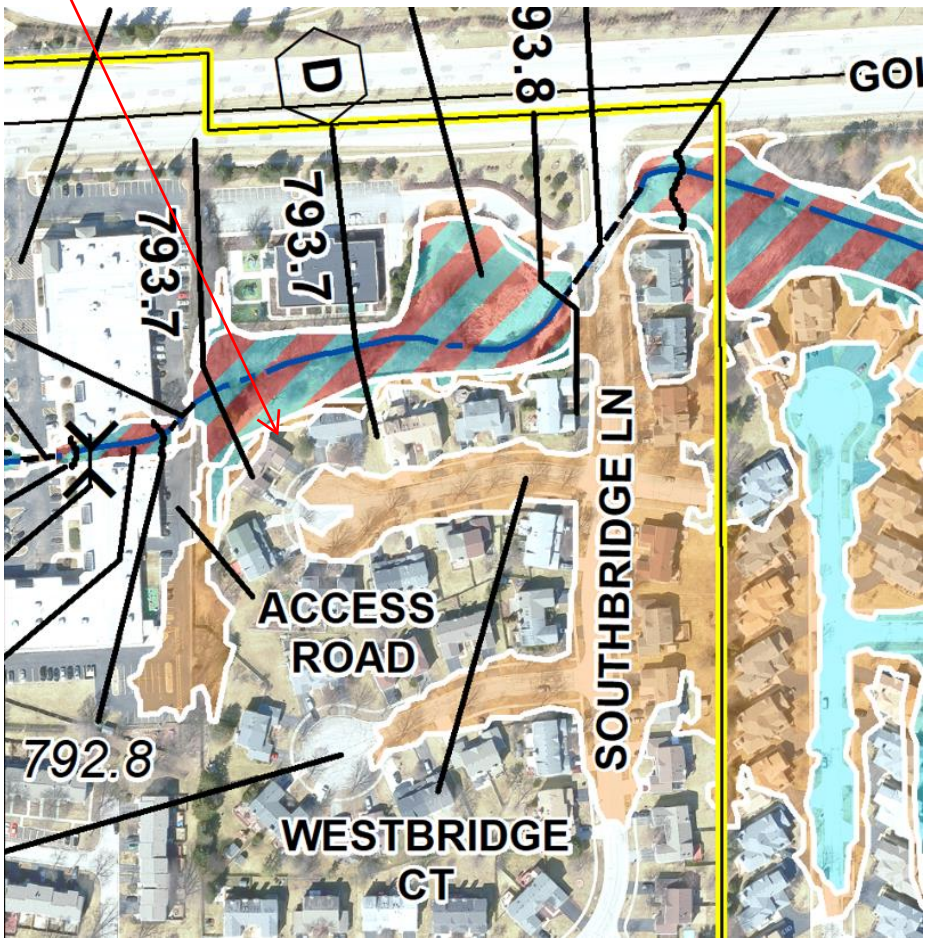

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EFFECTIVE JANUARY 23, 2026

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Resignations and Appointments of Committee Members
01/13/26
Village Board

Presenter:
Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:
- VBM January 13, 2026 Appointments Memo.pdf

VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

OFFICE OF MAYOR TOM DAILLY

MEMORANDUM

Date: December 22, 2025
To: Board of Trustees
From: Village President
Subject: Committee/Commission Appointments/Resignations

I ask for your concurrence in the appointments/resignations on the following committee/commissions at the January 13, 2026, Board meeting.

Bikeways Advisory Committee (all terms end 04/30/2026):
Removal(s): Burke MacDonald
Appointment(s): Robert Riddle

Electrical Commission (all terms end 04/30/2026):
Removal(s): Tom Lesiewicz (retired 12/31/2025)

Plan Commission:
Appointment(s): Tanvi Vora (term ends 04/30/2027)

Schaumburg Business Development Commission (all terms end 04/30/2026):
Removal(s): Bryan Funai
Appointment(s): Danielle Fox (Fox Sprinkler)
Frank Del Alberto (replacement for Mr. Funai)

Respectfully,

Tom Dailly

Tom Dailly
Mayor