AGENDA

Village Board

Tuesday, October 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. September 22, 2026

V. Approval of Expenditures

A. $10,212,364.38

VI. Liquor License Requests

A. Request from Mr. Vihang Amin for One (1) Class F 1 Liquor License for Royal Bar and Restaurant located at 939 W. Wise Road (New Owner).

B. Request from Ms. Geraldine Leon Teran for One (1) Class F1 Liquor License for Top Arepa Venezuelan Food located at 951 Wise Road (New Owner).

C. Request from Mr. George Bahramis for One (1) Class A Liquor License for Oak & Paddle Pickleball Club LLC located at 895 American Lane (New Business).

VII. 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.

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

A. Recommendation to Ratify the Request from Village Tavern & Grill Schaumburg for one (1) Class D One Day Liquor License for Schaumburg Live! At 90N event and to Waive the Fee
- [motion] to recommend the Village Board ratify the request from Ms. Nikki Lakomski of Village Tavern & Grill Schaumburg for One Class D One Day Liquor License for the Schaumburg Live! At 90N event on September 26, 2026, located near the intersection of Meacham Road and Progress Parkway (Waived Fee).

B. Recommendation to Approve the Request from the Schaumburg - Hoffman Estates Lions Club for One (1) Class D One Day Liquor License for Trivia Night Fundraiser and to Waive the Fee
- [motion] to recommend the Village Board approve the request from Mr. Lion Michael Rapp of the Schaumburg - Hoffman Estates Lions Club for One Class D One Day Liquor License for Trivia Night Fundraiser on November 14, 2026, at St. Peter's Lutheran Church located at 202 E. Schaumburg Road (Waived Fee).

C. Recommendation to Approve the Request from St. Gregory of Nyssa Parish for One (1) Class D One Day Liquor License for 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 Bingo event on October 25, 2026, located at 822 Springinsguth Road (Waived Fee)

IX. Correspondence

A. Recommendation to Approve the Request from Spring Valley Concert Band to Hold a Raffle
- [motion] to recommend the Village Board approve the request from Spring Valley Concert Band to hold a raffle on October 25, 2026 at Al Larson Cultural Center, 201 Schaumburg Court, and waive the fidelity bond requirement.

B. Recommendation to Approve the Request from St. Gregory of Nyssa Parish to Hold a

Raffle
- [motion] to recommend the Village Board approve the request from St. Gregory of Nyssa Parish to hold a 50/50 raffle on October 25, 2026 at 822 Springinsguth Road, and waive the fidelity bond requirement.

X. Engineering and Public Works Committee

A. Recommendation to Approve Completion of the Plans and Specifications for Bidding of the FY 27/28 Street Improvement Program
- [motion] to recommend the Village Board approve completion of the plans and specifications for bidding of the FY 27/28 Street Improvement Program.

B. Recommendation to Award Bid for Garage Door Safety Devices for Fire Stations to United Door and Dock, LLC
- [motion] to recommend the Village Board approve the bid for Garage Door Safety Devices for Fire Stations to the lowest responsible bidder, United Door and Dock, LLC of Glendale Heights, IL in the amount of $84,975.66.

C. Recommendation to Authorize Participation in the Interlocal Purchasing System Cooperative and Award the Engineering and Public Works Restroom Remodel to Miracle Method Surface Refinishing
- [motion] to recommend the Village Board authorize participation in the Interlocal Purchasing System Cooperative and award the Engineering and Public Works Restroom Remodel to Miracle Method Surface Refinishing of Villa Park, IL in the amount of $104,200.

D. Recommendation to Approve Additional Expenditures from the Illinois State Pricing for Fueling During the Underground Storage Tank Project with WEX Bank
- [motion] to recommend the Village Board approve additional expenditures from the Illinois State Pricing for Fueling during the underground storage tank project with WEX Bank of Carol Stream, IL in the amount of $36,000.

E. Recommendation to Reject all Bids, Approve Waiver of Competitive Bidding, and Award the New Municipal Signage Project to Divine Signs and Graphics
- [motion] to recommend the Village Board reject all bids, approve waiver of competitive bidding, and award the New Municipal Signage Project to Divine Signs and Graphics of Schaumburg, IL in the amount of $79,300.

XI. Finance, Legal, and General Government Committee

A. Recommendation to Approve the Finance Department Monthly Report for August 2026
- [motion] to recommend the Village Board approve the Finance Department Monthly Report for August 2026.

B. Recommendation to Adopt an Ordinance Approving the Fee Schedule for 2027
- [motion] to recommend the Village Board adopt an Ordinance to amend the Schaumburg Municipal Code Chapter 41, various sections of the Village Fee Schedule.

C. Recommendation to Amend Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 6B Tax Classification Policy
- [motion] to recommend the Village Board refer the amendment to Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 6B Tax Classification Policy to the Committee of the Whole.

D. Recommendation to Amend Policy Statement 5.66 – Village of Schaumburg, Cook County, Class 7 Tax Classification Policy
- [motion] to recommend the Village Board refer the amendment to Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 7 Tax Classification Policy to the Committee of the Whole.

E. Recommendation to Approve Schaumburg Business Association Member Dues
- [motion] to recommend the Village Board approve membership in the Schaumburg Business Association, and that the membership dues in the amount of $2,514 be paid.

F. Recommendation to Approve Lease Extension for 2222 Hammond between Hunter Realty Limited, LLC and SMG Hunter LLC and the Village of Schaumburg
- [motion] to recommend the Village Board approve a lease extension with Hunter Realty Limited, LLC and SMG Hunter LLC.

XII. Transportation Committee

A. Recommendation to Approve a Contract for Six (6) Lifepak 35 Cardiac Monitor Units
- [motion] to recommend the Village Board award the contract for Six (6) Lifepak 35 Cardiac Monitor Units to Stryker Sales, LLC of Chicago, IL in the total amount of $418,784.06.

B. Recommendation to Terminate the Road Improvement Impact Fee Program
- [motion] to recommend the Village Board adopt an Ordinance Amending Title 3, Chapter 31, Section 15 regarding the Road Improvement Impact Fee Advisory Committee, and direct staff to allocate remaining impact fees to the Thoreau Drive Realignment project.

C. Recommendation to Adopt an Ordinance Establishing Parking and Traffic Control for the Northgate at Veridian Subdivision
- [motion] to recommend the Village Board Adopt an Ordinance amending Title 7, Chapters 74 and 75, Various Schedules (Catalina Court, Lakepointe Drive, Landmark Avenue, Prestige Place, and Venture Drive).

D. Recommendation to Approve Option A for Segments 1 and 2 and Option B for the National Parkway and Thacker Street Intersection for the National Parkway Reconstruction Project
- [motion] to recommend the Village Board Approve Option A for Segments 1 and 2 and Option B for the National Parkway and Thacker Street Intersection for the National Parkway Reconstruction Project.

XIII. Planning, Building, and Development Committee

A. Recommendation to Amend Policy Statement 1.44 to Increase Village Manager Authorization Limits for Waiver of Fees for Government, Non-profit, and Faith-based Organizations
- [motion] to recommend the Village Board refer the Amendment to Policy Statement 1.44 to Increase Village Manager Authorization Limits for Waiver of Fees for Government, Non-profit, and Faith-based Organizations to the Committee of the Whole.

XIV. Zoning Board of Appeals

A. Recommendation to Approve a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment / 210 E. Golf Road

- [motion] to recommend the Village Board Approve a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment (210 E. Golf Road – Z2603-01).

B. Recommendation to Approve a Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard / 214 E. Golf Road - Copley Center
- [motion] to recommend the Village Board Approve a Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard (214 E. Golf Road - Copley Center – Z2608-04).

XV. Project Review Group

A. Recommendation to Approve a Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit / 1451 Bode Road
- [motion] to recommend the Village Board Approve a Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit (1451 Bode Road – SP2605-01).

XVI. Ordinances (Next Ord. 26-068)

A. Ordinance No. 26-____An Ordinance Granting a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment (210 E. Golf Road – Z2603-01).

B. Ordinance No. 26-____An Ordinance Granting a Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard (214 E. Golf Road - Copley Center – Z2608-04).

C. Ordinance No. 26-_____An Ordinance Amending Title 3 Chapter 41 (Fee Schedule), Section A.

D. Ordinance No. 26-_____An Ordinance Granting a Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit (1451 Bode Road - SP2605-01).

E. Ordinance No. 26-_____An Ordinance Amending Title 3, Chapter 31, Section 15 Road Improvement Impact Fee Advisory Committee.

F. Ordinance No. 26-_____An Ordinance Amending Title 7, Chapters 74 and 75, Various Schedules (Catalina Court, Lakepointe Drive, Landmark Avenue, Prestige Place, and Venture Drive).

XVII. Committee Reports

XVIII. Comments from the Public

XIX. Counsel Report

A. Release of Executive Session Minutes
- [motion] to recommend the Village Board approve the semi-annual review of executive session minutes and that no closed session minutes be authorized for release at this time.

XX. President's Report

XXI. Manager's Report

XXII. Trustee Comments

XXIII. Adjournment

XXIV. Executive Session

A. In accordance with Section 2(c)(1) of the Open Meetings Act, (Personnel). The appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body, including hearing testimony on a complaint lodged against an employee to determine its validity.

XXV. Reconvene

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

September 22, 2026
10/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2026-09-22.docx

VILLAGE OF SCHAUMBURG **"UNAPPROVED"**
VILLAGE BOARD MINUTES
TUESDAY, SEPTEMBER 22, 2026
PARKER HALL

M I N U T E S

I. CALL TO ORDER: 7:00 PM

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

STAFF PRESENT: B. Townsend – Village Manager
P. Hewson – Deputy Village Manager
L. Malina – Village Attorney
D. Bourgault – Village Attorney
F. Puccini – Fire Chief
G. Wolf - Chief of Police
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
T. Reid – Director/Communications and Outreach

OTHERS PRESENT: H. Raimondi – Chairman/Zoning Board of Appeals

III. PLEDGE OF ALLEGIANCE:

The pledge of allegiance was led by Trustee LaRosa.

IV. APPROVAL OF MINUTES:

A. Trustee Madej made a motion to approve the September 09, 2026, Village Board Minutes and Trustee LaRosa seconded the motion. Voice vote – 5-0. Motion carried unanimously.

V. APPROVAL OF EXPENDITURES:

$6,643,030.66 – Trustee Clar made a motion to approve the expenditures as presented and Trustee Bieschke seconded the motion. Roll Call – Trustee Clar, Sullivan, Madej, Bieschke, LaRosa. Trustee Patel absent. No Trustee voted nay. Motion carried unanimously.

VI. LIQUOR LICENSE REQUESTS:

A. Request from Ms. Geraldine Leon Teran for One (1) Class F1 Liquor License for Top Arepa Venezuelan Food located at 951 Wise Road (New Owner).

No one came forward.

B. Request from Mr. Vihang Amin for One (1) Class F 1 Liquor License for Royal Bar and Restaurant located at 939 W. Wise Road (New Owner).

No one came forward.

VII. CONSENT AGENDA:

President Pro Tem Sullivan 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.

VIII. Correspondence

A. Recommendation to Approve the Request from the YMCA of Metropolitan Chicago to Hold a Raffle
- [motion] to recommend the Village Board approve the request from the YMCA of Metropolitan Chicago to hold a raffle on September 24, 2026, at Top Golf located at 2050 Progress Parkway, and waive the fidelity bond requirement.

B. Recommendation to Approve the Request from Wings Program, Inc. to Hold a Raffle
- [motion] to recommend the Village Board approve the request from Wings Program, Inc. to hold a raffle on October 3, 2026, at the Renaissance Schaumburg Convention Center located at 1551 Thoreau Drive, and to grant a variance to Code Section 117.31.

C. Recommendation to Approve the Request from St. Gregory of Nyssa Parish to Hold a Raffle
- [motion] to recommend the Village Board approve the request from St. Gregory of Nyssa Parish to hold a 50/50 raffle on September 27, 2026, at 822 Springinsguth Road, and waive the fidelity bond requirement.

IX. Proclamations

A. National Code Compliance Month - October 2026

B. Community Planning Month - October 2026

C. National Manufacturing Month – October 2026

X. Engineering and Public Works Committee

A. Recommendation to Approve a Resolution in Support of an Illinois Transportation Enhancement Program (ITEP) Grant Application for the Higgins Road (IL-72) Bike Path Improvement Project
- [motion] to recommend the Village Board support the Illinois Transportation Enhancement Program (ITEP) grant application for the Higgins Road (IL-72) Bike Path Improvement project, commit to being responsible for payment of the required matching funds, and approve the required Resolution.

B. Recommendation to Approve an Agreement for the Weathersfield Way Resurfacing from Barrington Road to Springinsguth Road – Phase III Construction Administration with Engineering Enterprises, Inc.
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement for the Weathersfield Way Resurfacing between Barrington Road to Springinsguth Road – Phase III Construction Administration with Engineering Enterprises, Inc. of Sugar Grove, IL in the amount of $443,702, and approve the required Resolution.

C. Recommendation to Approve the Weathersfield Way Resurfacing from Barrington Road to Springinsguth Road – Local Agency Agreement for Federal Participation
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute the Weathersfield Way Resurfacing from Barrington Road to Springinsguth Road – Local Agency Agreement for Federal Participation, and approve the required Resolution.

D. Recommendation to Approve Utilization of Illinois Motor Fuel Tax Funds for Weathersfield Way - Barrington Road to Springinsguth Road Resurfacing Project
- [motion] to recommend the Village Board authorize the Village Clerk to execute the utilization of Illinois Motor Fuel Tax Funds for Weathersfield Way – Barrington Road to Springinsguth Road – Resurfacing Project, and approve the required Resolution.

E. Recommendation to Approve an Agreement for the Thoreau Drive Improvements - Phase II Final Design with Christopher B. Burke Engineering, Ltd.
- [motion] to recommend the Village Board authorize the Village Manager and Village Clerk to execute an agreement for Thoreau Drive Improvements – Phase II Final Design with Christopher B. Burke Engineering, Ltd. of Rosemont, IL in the amount of $ $1,029,960, and approve the required Resolution.

F. Recommendation to Authorize Participation in the Choice Partners Cooperative Contract and Award the Plum Grove Station Pump Replacement Project to BEAR Construction Company
- [motion] to recommend the Village Board authorize participation in the Choice Partners Cooperative Contract and award the Plum Grove Station Pump Replacement Project to BEAR Construction Company of Rolling Meadows, IL in the amount of $665,500.

G. Recommendation to Authorize Participation in the Choice Partners Cooperative and Award the Ballpark Concrete and Railing Restoration to BEAR Construction Company
- [motion] to recommend the Village Board authorize participation in the Choice Partners Cooperative Contract and award the Ballpark Concrete and Railing Restoration to BEAR Construction Company of Rolling Meadows, IL in the amount not to exceed $99,997.62.

H. Recommendation to Authorize Participation in the National Cooperative Purchasing Alliance and Award the Engineering and Public Works Vehicle Wash Modernization Project to FH Paschen
- [motion] to recommend the Village Board authorize participation in the National Cooperative Purchasing Alliance Contract and award the Engineering and Public Works Vehicle Wash Modernization Project to FH Paschen of Chicago, IL in the amount of $613,116.65.

I. Recommendation to Award Bid for Snow Removal in Cul-de-Sacs to Plote Construction Inc.
- [motion] to recommend the Village Board award a bid for Snow Removal in Cul-de-Sacs to Plote Construction Inc. of Hoffman Estates, IL for FY 26/27 with three optional one-year extensions, not to exceed the approved budget.

XI. Public Safety Committee

A. Recommendation to Authorize Participation in the Sourcewell Cooperative Purchasing Program and Award the Purchase of New Firefighter Turnout Gear to Municipal Emergency Services (MES).

- [motion] to recommend the Village Board authorize participation in the Sourcewell Cooperative Purchasing Contract and award the purchase of New Firefighter Turnout Gear to Municipal Emergency Services (MES) of Sandy Hook, CT in the total amount of $93,215.

B. Recommendation to Approve a Pilot Program to Deploy a 5th Front-line Ambulance
- [motion] to recommend the Village Board approve a 5th ambulance be placed in service during peak hours of emergency service requests.

C. Recommendation to Approve an Agreement with Schaumburg Christian School for a School Resource Officer
- [motion] to recommend the Village Board authorize the Village President and Village Clerk to execute an agreement between the Village of Schaumburg and Bethel Baptist Church for School Resource Officer Services to Schaumburg Christian School and approve the required Resolution.

D. Recommendation to Approve the Purchase of Two Additional Body Worn Camera Packages and Twenty-Five Additional Basic Software Licenses for Non-Sworn Personnel from Axon Enterprises
- [motion] to recommend the Village Board approve the purchase of two additional body-worn camera packages and twenty-five additional basic software licenses from Axon Enterprises of Scottsdale, AZ in a total of $83,028.70 for the term of the contract.

XII. Plan Commission

A. Recommendation to Approve a Rear Yard Setback Variation for 317 Shagbark Court
- [motion] to recommend the Village Board approve a Rear Yard Setback Variation (317 Shagbark Court - P2607-01).

XIII. Zoning Board of Appeals

A. Recommendation to Approve a Special Use for an Internet Auto Sales Facility for DH Automotive LLC / 1025 Lunt Avenue, Unit A
- [motion] to recommend the Village Board Approve a Special Use for an Internet Auto Sales Facility for DH Automotive LLC (1025 Lunt Avenue, Unit A - Z2608-05).

B. Recommendation to Approve a Sign Variation to Permit an Off-Premise Sign for Napleton Subaru / 200 W. Higgins Road
- [motion] to recommend the Village Board Approve a Sign Variation to Permit an Off-Premises Sign for Napleton Subaru (200 W. Higgins Road - Z2608-06).

XIV. Award of Bid

A. Recommendation to Award Bid for the 2026 Small Diameter Asbestos Cement Pipe (ACP) Rehabilitation Project to Hoerr Construction, Inc.
- [motion] to recommend the Village Board award the bid for the 2025 Small Diameter Asbestos Cement Pipe (ACP) Rehabilitation Project to the lowest responsible bidder, Hoerr Construction Inc. of Goodfield, IL, in the amount of $1,339,857.

XV. Traffic Agreements

A. Recommendation to Approve a Traffic Agreement with Woodfield Preserve Office Center, LLC for the property located at 10 and 20 North Martingale Road
- [motion] to recommend the Village Board authorize the Village Manager to execute the Traffic Agreement by and between the Village of Schaumburg and Woodfield Preserve Office Center, LLC located at 10 and 20 North Martingale Road.

XVI. Resolutions (Next Res. R-26-065)

A. Resolution No. R-26-065 A Resolution in Support of the Village of Schaumburg's Illinois Transportation Enhancement Program Grant Application for the Higgins Road (IL-72) Bike Path Improvement Project.

B. Resolution No. R-26-066 A Resolution Authorizing the Village Manager and Village Clerk to Execute an Agreement for Weathersfield Way Resurfacing Project - Phase III Construction Administration with Engineering Enterprises, Inc.

C. Resolution No. R-26-067 A Resolution Authorizing the Village Manager and Village Clerk to Execute the Weathersfield Way Resurfacing Project from Barrington Road to Springinsguth Road – Local Agency Agreement for Federal Participation.

D. Resolution No. R-26-068 A Resolution Authorizing Utilization of Motor Fuel Tax Funds for the Weathersfield Way Resurfacing Project from Barrington Road to Springinsguth Road.

E. Resolution No. R-26-069 A Resolution Authorizing the Village Manager and Village Clerk to Execute an Agreement for the Thoreau Drive Improvements – Phase II Final Design with Christopher B. Burke.

F. Resolution No. R-26-070 A Resolution Approving and Authorizing the Execution of an Agreement between Bethel Baptist Church and the Village of Schaumburg Relative to a School Resource Officer Position for Schaumburg Christian School.

XVII. Ordinances (Next Ord. 26-065)

A. Ordinance No. 26-065 An Ordinance Granting a Special Use for an Internet Auto Sales Facility for DH Automotive LLC (1025 Lunt Avenue, Unit A - Z2608-05).

B. Ordinance No. 26-066 An Ordinance Granting a Sign Variation to Permit an Off-Premises Sign for Napleton Subaru (200 W. Higgins Road - Z2608-06).

C. Ordinance No. 26-067 An Ordinance Granting an Approval of a Rear Yard Setback Variation (317 Shagbark Court – P2607-01).

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

XVIII. COMMITTEE REPORTS:

No Committee Reports.

XIX. COMMENTS FROM THE AUDIENCE:

A. Mary Shadel, 828 Santuit Court, which is across from Enders-Salk Elementary School. She came forward to ask the Board to implement signage in the court to alleviate parking and traffic problems during drop-off and pick up times. She said her driveway gets blocked and parents dropping their kids off have been verbally abusive. She presented pictures and said teachers are parking on Santuit Court instead of the school parking lot.

President Pro Tem Sullivan suggested talking with Police Chief Wolf. Village Manager Townsend suggested contacting the Transportation Department as well.

B. Chris Jessee, League of Women Voters for the Palatine, Barrington and Schaumburg areas, came forward to express concern for and support of the Trickster Cultural Center. She requested the Trickster Cultural Center remain at 190 South Roselle Road and the site be removed from the list of potential sites being considered for a Schaumburg Historical Museum.

Ms. Jessee suggested the League of Women Voters provide a volunteer to be on the Village of Schaumburg's review committee when and if it is set up. She read the resolution in support of the Trickster Cultural Center and invited the Board to a dinner event at the Cultural center in October.

XX. COUNSEL REPORT:

No Counsel Report.

XXI. PRESIDENT'S REPORT:

No President's Report.

XXII. MANAGER'S REPORT:

A. Village Manager Townsend reminded everyone that the final concert at 90 North will be this Saturday evening, September 26, 2026.

B. Village Manager Townsend said there are 3 more meetings left at the temporary location. Village Board meetings will be held at the new Village Hall after that.

XXIII. TRUSTEE COMMENTS/MENTIONS:

No Trustee Comments/Mentions

XXIV. ADJOURNMENT:

Trustee Clar made a motion to adjourn the Village Board meeting at 7:24 PM and Trustee LaRosa seconded the motion. Voice vote – 5-0. Motion carried unanimously.

_____ _____

Jane Lentino
Village Clerk

Date Approved

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

$10,212,364.38
10/13/26
Village Board

Presenter:
Lead Department: Finance

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2026-10-13 Bills List Approval.pdf

VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: October 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 October 13, 2026 meeting of the Village Board of Trustees. The total amount of the bills list for approval is $7,245,834.84. These bills lists are dated September 19, 2026 through October 9, 2026.

Also for approval is the payroll dated October 2, 2026 for a total amount of $2,966,529.54.

The total amount of disbursements for approval is $10,212,364.38.

Lisa Petersen
Director of Finance

Village of Schaumburg
Check Runs: 10/3/2026 - 10/9/2026

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Acura Incorporated	October 2026	$293,164.25	EPW Forestry Yard Improvements
		$293,164.25	
Adan Perez Jr	October 2026	$249.28	Mileage Reimbursement
	October 2026	$347.32	Mileage Reimbursement
		$596.60	
Air One Equipment Inc	October 2026	$884.00	Fire Facepiece
		$884.00	
Al Warren Oil Company Inc	October 2026	$866.25	Diesel Exhaust Fluid
	October 2026	$200.00	Fuel Transfer
		$1,066.25	
Alexandra Moss	October 2026	$342.00	Mileage Reimbursement
		$342.00	
Alvarez and Associates	October 2026	$4,000.00	Professional Services
		$4,000.00	
Alvarez, Inc.	October 2026	$241.02	Weed Abatement Program
		$241.02	
Amy Evans	October 2026	$17.33	Mileage Reimbursement
		$17.33	
Anchor Mechanical Inc	October 2026	$1,240.00	Annual Plumbing and Maintenance
	October 2026	$2,785.00	Annual Plumbing and Maintenance
	October 2026	$3,870.00	Annual Plumbing and Maintenance
	October 2026	$3,877.95	Annual Plumbing and Maintenance
	October 2026	$4,626.82	Annual Plumbing and Maintenance
	October 2026	$4,779.91	Annual Plumbing and Maintenance
	October 2026	$6,563.48	Ballpark Valves Replacement
	October 2026	$28,071.11	PCA Sump Pump Replacement
		$55,814.27	
Anna Jurek	October 2026	$48.26	Mileage Reimbursement
		$48.26	
Aquatic Eco Systems	October 2026	$382.00	Pond Monitoring at Town Square
		$382.00	
AT&T	October 2026	$234.65	Telephone Service
		$234.65	
Belmonte Printing Company	October 2026	$95.00	Business Cards
		$95.00	
Bernard Mukes	October 2026	$271.32	Mileage Reimbursement
		$271.32	
Builders Asphalt LLC	October 2026	$2,545.26	Hot Mix Asphalt
		$2,545.26	
Camosy Incorporated	October 2026	$2,787,363.98	Village Hall Construction
		$2,787,363.98	
CDWG LLC	October 2026	$3,264.00	NVH Monitors
		$3,264.00	
Chastain & Associates LLC	October 2026	$139,002.99	Engineering Services
	October 2026	$17,238.75	Facilities - Supplemental Project Management
		$156,241.74	

Chills Italian Ice	October 2026	$35.00	Food Ticket Credit At Septemberfest
		$35.00	
Christopher B Burke Engineering Ltd	October 2026	$4,755.00	Professional Services
	October 2026	$6,855.00	Professional Services
	October 2026	$22,788.75	Professional Services
	October 2026	$440.00	Reviewing Civil Design
		$34,838.75	
Cintas Corporation No 2	October 2026	$346.47	Replacement and Maintenance of Floor Mats
		$346.47	
Circle K Stores Inc.	October 2026	$665.00	Car Washes and Detailing
		$665.00	
Citi Cards-Costco	October 2026	$1,078.38	Supplies
		$1,078.38	
CivicPlus, LLC	October 2026	$2,154.40	Municipal Code
		$2,154.40	
Collision Service Center	October 2026	$1,920.75	Escrow Refund
		$1,920.75	
Commercial Tire Services Inc	October 2026	$3,177.04	Purchase of Tires
		$3,177.04	
Commonwealth Edison	October 2026	$54.51	Utility Service
	October 2026	$101.58	Utility Service
	October 2026	$105.95	Utility Service
	October 2026	$107.46	Utility Service
	October 2026	$114.25	Utility Service
	October 2026	$138.84	Utility Service
	October 2026	$476.00	Utility Service
	October 2026	$482.67	Utility Service
	October 2026	$863.50	Utility Service
	October 2026	$1,113.65	Utility Service
	October 2026	$1,475.38	Utility Service
	October 2026	$1,958.55	Utility Service
		$6,992.34	
Compassion Funeral Services Inc	October 2026	$471.00	Transport of Deceased
		$471.00	
Crystalyn DelaCruz	October 2026	$31.92	Mileage Reimbursement
		$31.92	
Darlene Boettin	October 2026	$26.60	Mileage Reimbursement
		$26.60	
David Carlson	October 2026	$78.28	Mileage Reimbursement
		$78.28	
Dianna Carlson	October 2026	$112.29	Travel Reimbursement
		$112.29	
Docu-Shred Inc	October 2026	$1,722.50	Document Destruction Event
		$1,722.50	
Edward Scheid	October 2026	$313.12	Mileage Reimbursement
		$313.12	
Elevated Safety LLC	October 2026	$4,200.00	Training

		$4,200.00	
Elizabeth Kotscha	October 2026	$109.44	Travel Reimbursement
		$109.44	
ENGIE North America Inc	October 2026	$176.64	Utility Service
	October 2026	$692.84	Utility Service
	October 2026	$849.18	Utility Service
	October 2026	$1,529.18	Utility Service
	October 2026	$1,779.99	Utility Service
	October 2026	$2,436.77	Utility Service
	October 2026	$3,304.18	Utility Service
		$10,768.78	
Engineering Enterprises Inc	October 2026	$104,366.64	Street Improvement Program
		$104,366.64	
Engineering Resource Associates	October 2026	$664.26	Gray Farm Marsh - Dredging Improvements
		$664.26	
Erik Ryan Trydal	October 2026	$132.54	Travel Reimbursement
		$132.54	
H32 Design and Development LLC	October 2026	$5,201.34	Entry Kiosk for Village Hall Partial
		$5,201.34	
Hayes Law LLC	October 2026	$7,259.33	Court Order Release
		$7,259.33	
Heather Anderson	October 2026	$213.56	Mileage Reimbursement
		$213.56	
Hennigh Law Corporation	October 2026	$52,084.00	Convention Ctr and Hotel Legal Services
		$52,084.00	
Home Depot Inc	October 2026	$554.53	Operating Supplies
		$554.53	
Ingersoll Music Company	October 2026	$204.70	Hotel Reimbursement For Eric Gutman
		$204.70	
Iteris Inc	October 2026	$5,465.00	On-Call Traffic Signal Engineering Services
		$5,465.00	
Jaclyn McGreevy	October 2026	$109.44	Travel Reimbursement
		$109.44	
James Nicolussi	October 2026	$134.52	Mileage Reimbursement
		$134.52	
Janelle Dougherty	October 2026	$134.52	Mileage Reimbursement
		$134.52	
Jessica K. Crowley	October 2026	$3,600.00	Public Safety Wellness Coordinator
		$3,600.00	
John Donovan	October 2026	$68.40	Travel Reimbursement
		$68.40	
Johnny's Coffee Mart LLC	October 2026	$700.00	Custodial Services Metra Station
		$700.00	
Joseph Benner	October 2026	$682.56	Travel Reimbursement
		$682.56	
Justifacts Credential Verification,	October 2026	$1,612.19	Background Checks
		$1,612.19	

Karla Persky	October 2026	$955.01	Travel Reimbursement
		$955.01	
Kathleen Henkelman	October 2026	$242.44	Mileage Reimbursement
		$242.44	
Keith Ketchman	October 2026	$1,207.00	Resident Reimbursement Driveway Repair
		$1,207.00	
Klein Thorpe & Jenkins Ltd	October 2026	$16,000.00	008 Legal Services
	October 2026	$70.50	009.011 Legal Services
	October 2026	$2,660.80	010 Legal Services
	October 2026	$587.50	010.016 Legal Services
	October 2026	$1,322.00	010.021 Legal Services
	October 2026	$579.50	010.029 Legal Services
	October 2026	$987.00	013 Legal Services
	October 2026	$990.00	013.018 Legal Services
	October 2026	$211.50	013.026 Legal Services
	October 2026	$1,447.50	013.044 Legal Services
	October 2026	$807.50	013.057 Legal Services
	October 2026	$171.50	013.061 Legal Services
	October 2026	$2,190.50	013.071 Legal Services
	October 2026	$605.00	013.075 Legal Services
	October 2026	$335.00	013.079 Legal Services
	October 2026	$852.50	013.084 Legal Services
	October 2026	$245.00	013.085 Legal Services
	October 2026	$2,067.50	013.087 Legal Services
	October 2026	$1,615.50	013.088 Legal Services
	October 2026	$245.00	013.089 Legal Services
	October 2026	$1,490.83	013.090 Legal Services
	October 2026	$245.00	013.091 Legal Services
	October 2026	$730.50	013.092 Legal Services
	October 2026	$73.50	013.093 Legal Services
	October 2026	$147.00	013.094 Legal Services
	October 2026	$472.50	016 Legal Services
	October 2026	$759.50	019.016 Legal Services
	October 2026	$699.00	020 Legal Services
	October 2026	$760.10	021 Legal Services
	October 2026	$311.00	025 Legal Services
	October 2026	$179.00	029 Legal Services
	October 2026	$529.00	037 Legal Services
		$40,388.23	
Knox Swan and Dog LLC	October 2026	$250.00	Swan Care
		$250.00	
Koziol Reporting Service	October 2026	$824.00	Professional Services
		$824.00	
Kristen Julian	October 2026	$707.56	Travel Reimbursement
		$707.56	
Kristena Rose	October 2026	$13.38	Mileage Reimbursement
		$13.38	

KTG Illinois, LLC	October 2026	$20,395.74	Septemberfest Temporary Labor Service
		$20,395.74	
Law Office of Elizabeth Hantzos	October 2026	$2,000.00	Prosecution Services
		$2,000.00	
LRS Holdings LLC	October 2026	$30,605.00	Village Street Sweeping
		$30,605.00	
M.J. Taylor Law, LLC	October 2026	$2,000.00	Prosecution Services
		$2,000.00	
MacQueen Equipment LLC	October 2026	$181.23	Purchase of Pierce Fire Apparatus Parts
	October 2026	$509.01	Purchase of Pierce Fire Apparatus Parts
	October 2026	$1,766.62	Purchase of Pierce Fire Apparatus Parts
	October 2026	$3,736.57	Purchase of Pierce Fire Apparatus Parts
		$6,193.43	
MECO Consulting Group	October 2026	$1,417.50	Communications & Outreach Consultant Services
		$1,417.50	
Michael J Newkirk	October 2026	$340.37	Employee Reimbursement Foreign Fire
		$340.37	
Mikala Miranda	October 2026	$109.44	Travel Reimbursement
		$109.44	
Mohamed Sobhy	October 2026	$74.72	Travel Reimbursement
	October 2026	$741.07	Travel Reimbursement
		$815.79	
Monoprice Inc	October 2026	$2,806.59	Monitor Mounts for New Village Hall
	October 2026	$8,834.70	Monitor Mounts for New Village Hall
		$11,641.29	
Niamh McPartlin	October 2026	$463.43	Travel Reimbursement
		$463.43	
Nimish Barodia	October 2026	$36.00	Commuter Lot Refund - Permit Purchase
		$36.00	
Northern Illinois Gas Company	October 2026	$155.63	Utility Service
	October 2026	$194.17	Utility Service
	October 2026	$254.14	Utility Service
	October 2026	$263.41	Utility Service
	October 2026	$362.79	Utility Service
		$1,230.14	
Northwest Central Dispatch System	October 2026	$14,256.20	Assessment Fees - Fire
	October 2026	$42,768.60	Assessment Fees - Police
		$57,024.80	
Pace Suburban Bus Division of RTA	October 2026	$33,442.87	Route 905 Woodfield Trolley Services
		$33,442.87	
Paddock Publications Inc	October 2026	$259.20	Legal Notices
		$259.20	
Parth Joshi	October 2026	$9.42	Mileage Reimbursement
		$9.42	
Patson Inc	October 2026	$125,188.00	One Freightliner Chassis Truck 34
	October 2026	$151,986.00	One Freightliner Chassis Truck 5
	October 2026	$3,290.60	Purchase of Freightliner and Cummins Parts

		$280,464.60	
Petty Cash (Collector's Office)	October 2026	$35.88	Replenish Petty Cash
		$35.88	
Promos 911 Inc	October 2026	$314.95	Promotional Items
		$314.95	
Proven Business Systems	October 2026	$157.30	Copier Usage
	October 2026	$7,575.84	Print Management Application Papercut
		$7,733.14	
Pulse Technology of Illinois Inc	October 2026	$1,151.00	Printer Maintenance
		$1,151.00	
Ray O'Herron Company Inc	October 2026	$3,204.60	Body Armor
	October 2026	$356.49	NIPAS Uniform/Equipment
	October 2026	$369.99	NIPAS Uniform/Equipment
	October 2026	$1,553.54	NIPAS Uniform/Equipment
		$5,484.62	
Robert Thomas Byrne	October 2026	$385.32	Mileage Reimbursement
		$385.32	
Robert W. Kryder	October 2026	$6.84	Mileage Reimbursement
	October 2026	$23.71	Mileage Reimbursement
		$30.55	
Sarah Schillerstrom	October 2026	$1,250.00	Coaching
		$1,250.00	
Schaumburg Business Association	October 2026	$2,514.00	Annual Member Dues
		$2,514.00	
Schroeder & Schroeder Inc	October 2026	$413,588.35	Concrete Repair Program
		$413,588.35	
Scientel Solutions LLC	October 2026	$6,137.54	CCure - Software House SSA
		$6,137.54	
Sidney Kenyon	October 2026	$160.53	Travel Reimbursement
	October 2026	$228.00	Travel Reimbursement
		$388.53	
Sierra Systems Inc	October 2026	$6,780.00	IT Technical Staffing Services
	October 2026	$7,245.00	IT Technical Staffing Services
	October 2026	$400.00	Website Coordinator
	October 2026	$400.00	Website Coordinator
		$14,825.00	
Stryker Sales Corporation	October 2026	$5,268.80	Docking Station, Lifepak Battery
		$5,268.80	
Sutton Ford Inc	October 2026	$52,120.00	One New Ford F-350
		$52,120.00	
Terrace Supply Company	October 2026	$153.92	Oxygen for Ambulances
	October 2026	$228.61	Oxygen for Ambulances
	October 2026	$321.60	Oxygen for Ambulances
		$704.13	
Thomas Engineering Group LLC	October 2026	$9,064.80	Prelim Design Meacham Streetscape
		$9,064.80	
Thomas Wisniewski	October 2026	$186.96	Mileage Reimbursement

		$186.96	
Thomson Weir LLC	October 2026	$9,000.00	Professional Services
		$9,000.00	
Tiana L. Weiler	October 2026	$1,370.70	Travel Reimbursement
		$1,370.70	
T-Mobile USA, Inc.	October 2026	$100.00	Cell Data Search Warrant
		$100.00	
Total Parking Solutions Inc	October 2026	$360.00	Metra Meter Paper
		$360.00	
TPI Building Code Consultants Inc	October 2026	$260.00	Septemberfest Main Stage Inspection
		$260.00	
Tracy Raimondo	October 2026	$2,250.64	Travel Reimbursement
		$2,250.64	
Trisha Kern	October 2026	$211.28	Mileage Reimbursement
		$211.28	
Tyler Technologies Inc	October 2026	$91,752.39	Munis ERP Software Support
		$91,752.39	
Uline Inc	October 2026	$4,317.25	Supplies for the New Village Hall
	October 2026	$30,944.39	Supplies for the New Village Hall
		$35,261.64	
Ultra Strobe Communications Inc	October 2026	$125.00	Regular Parts
	October 2026	$1,560.00	Regular Parts
	October 2026	$849.90	Upfit Parts
		$2,534.90	
Uno Mas Landscaping Inc	October 2026	$7,258.00	Landscape Plant Installation
		$7,258.00	
Village of Romeoville	October 2026	$1,300.00	Training
		$1,300.00	
William Wallrich	October 2026	$576.08	Mileage Reimbursement
		$576.08	
Woodbine Hill Kennel	October 2026	$442.00	Boarding for Onyx
		$442.00	
Woodfield Lake Office Campus	October 2026	$766.00	Monthly Assessment
		$766.00	
	GRAND TOTAL	**$4,726,465.36**	

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Accurate Translation Bureau	October 2026	$489.60	Language Services
		$489.60	
Action Lock & Key Inc	October 2026	$329.70	Door Lock and Repairs
	October 2026	$465.00	Door Lock and Repairs
		$794.70	
Adam Wis	October 2026	$27.60	Travel Reimbursement
		$27.60	
Advanced Tree Care	October 2026	$20,100.00	Tree Maintenance Services
		$20,100.00	
AF Ushering Services Inc	October 2026	$17,634.40	Septemberfest Security Services
		$17,634.40	
Al Warren Oil Company Inc	October 2026	$30,526.05	Unleaded Fuel
		$30,526.05	
Alliant Insurance Services, Inc	October 2026	$1,013.00	Event Insurance for Hops and Props
		$1,013.00	
Alvarez, Inc.	October 2026	$159.14	Weed Abatement Program
	October 2026	$951.99	Weed Abatement Program
		$1,111.13	
Anchor Mechanical Inc	October 2026	$2,735.00	Plumbing Work and Maintenance
		$2,735.00	
Andy Frain Services	October 2026	$8,259.90	Crossing Guard Services
		$8,259.90	
Ashit Patel	October 2026	$1,850.00	HSHP Program Payment
		$1,850.00	
AT&T	October 2026	$35.22	Telephone Service
		$35.22	
Belmonte Printing Company	October 2026	$81.00	Business Cards
	October 2026	$285.00	Business Cards
		$366.00	
BLA Inc	October 2026	$3,700.07	Plum Grove Road Midblock Crossing Study
		$3,700.07	
Blu Petroleum Inc	October 2026	$3,778.47	Diesel Services for Septemberfest
	October 2026	$7,418.95	Diesel Services for Septemberfest
		$11,197.42	
Blue Peak Tents Inc	October 2026	$41,332.30	Tents For Prairie Arts Fest And Septemberfest
		$41,332.30	

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Boller Construction Company	October 2026	$381,394.17	90 North Park Construction
		$381,394.17	
Builders Asphalt LLC	October 2026	$578.20	Hot Mix Asphalt
		$578.20	
CDWG LLC	October 2026	$839.00	Epson Receipt Printer
	October 2026	$40.00	Power Supply Cord
		$879.00	
Center for Enriched Living	October 2026	$1,250.00	Public Service Assistance
		$1,250.00	
Central Lawn Sprinklers Inc	October 2026	$67,812.00	90N Irrigation Installation
		$67,812.00	
Chicago Drone Light Shows Inc	October 2026	$30,000.00	Septemberfest Drone Display
		$30,000.00	
Children's Advocacy Center	October 2026	$1,462.50	Public Service Assistance
		$1,462.50	
Christopher B Burke Engineering Ltd	October 2026	$990.00	Police Design Drawings for CDD
	October 2026	$2,235.00	Police Design Drawings for CDD
	October 2026	$5,496.89	Preliminary Engineering for Thoreau Drive
		$8,721.89	
Ciorba Group Inc	October 2026	$7,253.65	N Meacham Ped Bridge Preliminary Design Eng Svcs
		$7,253.65	
Civiltech Engineering Inc	October 2026	$21,076.84	Eng Svcs Higgins Rd Bike Path
		$21,076.84	
Clearbrook	October 2026	$1,250.00	Public Service Assistance
		$1,250.00	
Comcast Cable Communications	October 2026	$36.43	Cable for EOC
	October 2026	$12,384.61	MetroE Network & Internet
		$12,421.04	
Commercial Tire Services Inc	October 2026	$1,405.00	Purchase of Tires
	October 2026	$1,405.00	Purchase of Tires
		$2,810.00	
Commonwealth Edison	October 2026	$24.19	Utility Service
	October 2026	$53.57	Utility Service
	October 2026	$222.62	Utility Service
	October 2026	$556.67	Utility Service
	October 2026	$695.36	Utility Service

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Commonwealth Edison	October 2026	$9,588.56	Utility Service
		$11,140.97	
Constellation Energy Services - Natural Gas LLC	October 2026	$3,563.59	Utility Service
		$3,563.59	
Cook County	October 2026	$326.00	Recording Fees
	October 2026	$88.00	Recording of Traffic Agreements
		$414.00	
Crystal Maintenance Plus, Corp	October 2026	$936.00	Cleaning Services For Septemberfest
	October 2026	$130.00	Custodial Services
	October 2026	$180.00	Custodial Services
	October 2026	$32,696.00	Custodial Services
		$33,942.00	
DACRA Adjudication Systems LLC	October 2026	$4,584.00	Monthly Service Fee
		$4,584.00	
Dupage County	October 2026	$840.00	Special Waste Disposal
		$840.00	
EMS Management & Consultants, Inc.	October 2026	$23,266.40	Ambulance Billing Fees
		$23,266.40	
ENGIE North America Inc	October 2026	$7,755.45	Utility Service
		$7,755.45	
Eurofins Environment Testing North Central, LLC	October 2026	$3,201.50	IEPA Mandated Water Samples
		$3,201.50	
Fellowship Housing Corporation	October 2026	$1,750.00	Public Service Assistance
		$1,750.00	
Ferguson US Holdings, Inc	October 2026	$2,775.00	Potable Water Meters
	October 2026	$3,643.00	Potable Water Meters
		$6,418.00	
First Student Inc	October 2026	$47,822.90	Septemberfest Shuttle Bus Service
		$47,822.90	
H & H Electric Company	October 2026	$10,147.89	Traffic Signal & Opticom Maintenance & Repair
		$10,147.89	
Hall's Rental Service Inc	October 2026	$6,546.00	Septemberfest Table Rental
		$6,546.00	
Hampton, Lenzini and Renwick Inc	October 2026	$7,383.75	Eng Svcs National Pkwy Improvements
	October 2026	$593.63	Meacham Road Resurfacing
	October 2026	$105,358.50	Salem Drive Design Services

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Hampton, Lenzini and Renwick Inc		**$113,335.88**	
Henry Schein Inc	October 2026	$2,197.90	EMS Supplies
		$2,197.90	
Hoffie Nursery Inc	October 2026	$2,226.79	Plants
		$2,226.79	
Home Depot Inc	October 2026	$84.90	Operating Supplies
		$84.90	
Jensen Hughes Inc	October 2026	$1,942.50	OPS Services
		$1,942.50	
Joy Andreassen	October 2026	$100.00	Zumba @ The Barn
		$100.00	
Kaluzny Brothers Inc	October 2026	$400.00	Waste Oil Container Rental for Septemberfest
		$400.00	
Kandace Spotts	October 2026	$350.00	Line Dance Lesson At 90N Event
		$350.00	
Knox Swan and Dog LLC	October 2026	$240.00	Swan Care
	October 2026	$240.00	Swan Care
	October 2026	$240.00	Swan Care
		$720.00	
Laura Trujillo	October 2026	$90.00	Yoga at The Barn
		$90.00	
Life Span	October 2026	$1,250.00	Public Service Assistance
		$1,250.00	
Lionheart Critical Power Specialists	October 2026	$725.00	Repair & Maintenance of Generators & UPS Systems
	October 2026	$1,129.00	Repair & Maintenance of Generators & UPS Systems
	October 2026	$1,905.00	Repair & Maintenance of Generators & UPS Systems
		$3,759.00	
Love Productions Inc	October 2026	$11,250.00	Performance Balance For The Dolly Show
		$11,250.00	
LRS Holdings LLC	October 2026	$452,981.77	Refuse and Recycling
		$452,981.77	
Lyons Electric Company Inc	October 2026	$1,239.16	Streetlight Repair
	October 2026	$1,961.26	Streetlight Repair
	October 2026	$9,881.01	Streetlight Repair
		$13,081.43	

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Mackie Consultants LLC	October 2026	$4,150.00	WaterMain Improvement Design 17 E Schaumburg
		$4,150.00	
MacQueen Equipment LLC	October 2026	$141.04	Purchase of Pierce Fire Apparatus Parts
	October 2026	$154.81	Purchase of Pierce Fire Apparatus Parts
	October 2026	$308.34	Purchase of Pierce Fire Apparatus Parts
	October 2026	$688.49	Purchase of Pierce Fire Apparatus Parts
	October 2026	$897.88	Purchase of Pierce Fire Apparatus Parts
	October 2026	$1,120.90	Purchase of Pierce Fire Apparatus Parts
		$3,311.46	
McWilliams Electric Company	October 2026	$38,823.07	Septemberfest Electrical Service
		$38,823.07	
Mead and Hunt, Inc.	October 2026	$8,561.60	Hangar Feasibility Study
		$8,561.60	
Meade Inc	October 2026	$1,102.77	EVP Repair Higgins and Plum Grove Rd
		$1,102.77	
Melissa Scheele	October 2026	$364.40	Summer Theatre Props Rental
		$364.40	
MR 1051 LLC	October 2026	$205.00	Refund Permit Fees
		$205.00	
Muse Piano Workshop	October 2026	$90.00	Piano Tuning Services
		$90.00	
MV Public Transportation, Inc.	October 2026	$156,629.76	Dial-a-Ride Transportation Services Aug
	October 2026	$171,546.88	Dial-a-Ride Transportation Services July
		$328,176.64	
National Testing Network Inc	October 2026	$3,970.00	Police Candidate Background
		$3,970.00	
Northwest Compass Inc	October 2026	$2,767.89	Public Service Assistance
		$2,767.89	
Paddock Publications Inc	October 2026	$307.80	Legal Notices
		$307.80	
Pads to Hope Inc	October 2026	$2,831.25	Public Service Assistance
		$2,831.25	
Patson Inc	October 2026	$816.78	Purchase of Freightliner and Cummins Parts
		$816.78	
Pentegra Systems LLC	October 2026	$3,532.50	Airport VOS Server Repairs
	October 2026	$731.05	Prox Reader Repairs

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Pentegra Systems LLC		**$4,263.55**	
Petty Cash (Prairie Center)	October 2026	$1,000.00	Food Ticket Reimbursement Septemberfest
		$1,000.00	
Play Design Scapes, Inc.	October 2026	$13,855.00	New Drinking Fountains
		$13,855.00	
Plum Grove Printers	October 2026	$152.92	Septemberfest Food Tickets
	October 2026	$1,117.62	Septemberfest Parking Passes & Posters
		$1,270.54	
Pro-Tech Security Sales	October 2026	$1,850.00	Respirator Mask Accessories
		$1,850.00	
R H Donnelley	October 2026	$58.10	Advertising Charges
		$58.10	
Ray O'Herron Company Inc	October 2026	$50.98	Body Armor
	October 2026	$47.16	Body Armor ID Tag
	October 2026	$457.88	Body Armor Tags
		$556.02	
Record A Hit Inc	October 2026	$2,980.00	LED Furniture Rental
		$2,980.00	
Ron Clesen's Ornamental Plants, Inc.	October 2026	$2,762.45	Fall Annual Order
		$2,762.45	
Sarah Schillerstrom	October 2026	$1,250.00	Coaching
		$1,250.00	
Schaumburg Bank and Trust	October 2026	$810.00	Snow & Ice Awards
		$810.00	
Scott W Sturm	October 2026	$173.60	Employee Reimbursement Foreign Fire
		$173.60	
Sebert Landscaping	October 2026	$90,402.63	Full Landscape Maintenance
		$90,402.63	
Secretary of State	October 2026	$151.00	License Plates Renewal
	October 2026	$604.00	License Plates Renewals
	October 2026	$9.00	Replacement License Plates
	October 2026	$173.00	Title and Plate Newly Purchased Vehicle
	October 2026	$173.00	Title and Plate Newly Purchased Vehicle
		$1,110.00	
Sisler's Ice, Inc.	October 2026	$1,477.00	Septemberfest Ice
	October 2026	$3,139.00	Septemberfest Ice

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Sisler's Ice, Inc.		**$4,616.00**	
Spaceco Inc	October 2026	$205.00	Sidewalk Gap Program Plum Grove Road
	October 2026	$1,537.50	Sidewalk Gap Program Plum Grove Road
	October 2026	$1,793.75	Sidewalk Gap Program Plum Grove Road
		$3,536.25	
Steven M East	October 2026	$15,000.00	Project Security Refund
		$15,000.00	
Strand Associates Incorporated	October 2026	$5,199.42	Weathersfield Resurfacing
		$5,199.42	
Suburban Primary Health Care Council	October 2026	$2,500.00	Public Service Assistance
		$2,500.00	
The Cubala Group Psychological Services PC	October 2026	$3,000.00	Public Safety Psychologist Services
		$3,000.00	
TheaterMania.com Inc	October 2026	$638.28	Ticketing System Licensing Fees
		$638.28	
Thomas Engineering Group LLC	October 2026	$42,024.87	Meacham Rd Streetscape
	October 2026	$48,832.07	Woodfield Rd Resurface Construction Engineer
		$90,856.94	
Town Square Owners Association	October 2026	$1,737.55	Town Square Association Dues
		$1,737.55	
United Door and Dock LLC	October 2026	$660.50	Overhead Doors Maintenance and Repairs
		$660.50	
Uno Mas Landscaping Inc	October 2026	$7,857.00	Landscape Plant Installation
		$7,857.00	
Utility Transport Service	October 2026	$293.60	Gravel Delivery & Debris Hauling
	October 2026	$293.60	Gravel Delivery & Debris Hauling
	October 2026	$587.20	Gravel Delivery & Debris Hauling
	October 2026	$676.76	Gravel Delivery & Debris Hauling
	October 2026	$969.97	Gravel Delivery & Debris Hauling
	October 2026	$1,716.09	Gravel Delivery & Debris Hauling
	October 2026	$2,251.37	Gravel Delivery & Debris Hauling
	October 2026	$2,409.76	Gravel Delivery & Debris Hauling
	October 2026	$4,958.42	Gravel Delivery & Debris Hauling
	October 2026	$6,781.39	Gravel Delivery & Debris Hauling
		$20,938.16	

VENDOR/PAYEE NAME	Check Date	Check Amount	Description
Verizon Wireless	October 2026	$7,220.47	Cellular Phone Service
	October 2026	$9,285.65	Mobile Broadband Services
	October 2026	$540.44	Water Meter Data Collection
		$17,046.56	
Vortex Technology Group, LLC	October 2026	$9,005.59	UV Point Repair
		$9,005.59	
Warehouse Direct, Inc.	October 2026	$315.09	Janitorial Supplies
	October 2026	$351.90	Janitorial Supplies
	October 2026	$4,739.47	Janitorial Supplies
		$5,406.46	
Williams Associates Architects Ltd	October 2026	$336,872.38	Design New Police Facility
	October 2026	$19,454.40	Village Hall - Construction Administration Service
		$356,326.78	
Wilson Nurseries Inc	October 2026	$1,846.15	Plants for Commuter Lot
		$1,846.15	
Wintergreen Corporation	October 2026	$12,132.74	New Holiday Decor - Wreathes
		$12,132.74	
	GRAND TOTAL	**$2,519,369.48**	

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Request from Mr. Vihang Amin for One (1) Class F 1 Liquor License for Royal Bar and Restaurant located at 939 W. Wise Road (New Owner).
10/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Royal Bar 2026.pdf

Dear Liquor Commissioner, Class "F 1" Liquor License (New Owner)

I am writing to provide an update regarding the business structure and licensing for Karmdeep LLC, doing business as Royal Bar and Restaurant.

Currently, Jaymina Patel and Vihang Amin are partners in the business. We would like to update the license to remove Jaymina Patel, leaving Vihang Amin as the sole licensee. Please note that the business will continue to operate under the current LLC.

Additionally, we have applied for a new license under Karmdeep Restaurant LLC, which will be used exclusively for our catering business.

Please let us know if you require any further information or documentation.

Best regards,

Royal Bar & Restaurant

RECEIVED
SEP 02 2026
MAYOR'S OFFICE

* Vihang Amin

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Request from Ms. Geraldine Leon Teran for One (1) Class F1 Liquor License for Top Arepa Venezuelan Food located at 951 Wise Road (New Owner).
10/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Top Arepa 2026.pdf

Magdalena Gerwel

From: Administrador 1 <info@toparepa1.com>
Sent: Friday, September 4, 2026 2:00 PM
To: Magdalena Gerwel
Subject: Ownership Update – Liquor License LIQL-24-32 – Top Arepa
Attachments: global trading new amendment.pdf

CAUTION: This email is from outside the organization.
Use caution before opening any links or attachments.

Hello, Class "F1" liquor license (New Owner)

I am writing regarding the Village of Schaumburg liquor license for TOP AREPA VENEZUELAN FOOD, License No. LIQL-24-32, operated by GLOBAL TRADING HUB LLC at 951 W Wise Rd, Schaumburg, IL 60193.

Effective September 3, 2026, the ownership percentages of the existing LLC members were updated as follows:

Geraldine G Leon Teran – 51%
Fernando A David Ojeda – 49%

Both individuals were already existing members of GLOBAL TRADING HUB LLC; no new owner has been added and no existing owner has been removed.

Please update the Village's liquor licensing records accordingly. We are currently completing our Illinois Liquor Control Commission state Retailer Liquor License application and would also appreciate written confirmation that the Village records reflect the ownership percentages above.

Please let me know if you require the amended Operating Agreement or any additional documentation.

Thank you,
Geraldine G Leon Teran
GLOBAL TRADING HUB LLC d/b/a TOP AREPA VENEZUELAN FOOD
951 W Wise Rd
Schaumburg, IL 60193

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Request from Mr. George Bahramis for One (1) Class A Liquor License for Oak & Paddle Pickleball Club LLC located at 895 American Lane (New Business).
10/13/26
Village Board

Presenter: Nicole Havlicek (General Manager)
Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:
- Oak & Paddle.pdf

VBM 10/13/2026

Liquor License Class "A" (New Business)

OAK & PADDLE
PICKLEBALL CLUB

Oak & Paddle Pickleball Club LLC
895 American Lane
Schaumburg, IL 60173

August 27, 2026

Tom Dailly
Village President & Liquor Commissioner
Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL 60193

RECEIVED
SEP 01 2026
MAYOR'S OFFICE

Re: Request for Class F1-S liquor license

Dear President Dailly:

Oak & Paddle Pickleball Club LLC (Oak & Paddle) respectfully requests authorization to apply for a Class F1-S liquor license at 895 American Lane, Schaumburg, Illinois. This letter is submitted for formal review so that, if the concept is acceptable, we may appear as required and be directed to file a formal application.

1. Business concept

Oak & Paddle is an indoor pickleball club: nine climate-controlled full size courts, a dedicated training court, pro shop, lounge, and an events room with approximately 32 seats. The primary business is court reservations, memberships, lessons, leagues, tournaments, other organized play and events. Food and beverage are incidental so players and guests can eat and drink after play. We will not operate a tavern. Alcohol will not be the principal business.

Proposed start of alcohol service: October 1, 2026, or as soon thereafter as Village and State licenses are issued.

2. License class requested

We request Class F1-S — self-service pouring of beer, wine, and cider, served with food in a licensed restaurant.

We will serve beer, wine, and cider only. We will not serve spirits. We will not offer packaged liquor for off-premises consumption, outdoor patio service, delivery of alcohol, or video gaming.

Alcohol will be dispensed from an eight-tap PourMyBev Premium self-pour station in the events room. Guests pour after staff activation. There will be no traditional bartender.

3. Applicant and premises

Licensee / operating entity: Oak & Paddle Pickleball Club LLC

DBA: Oak & Paddle Pickleball Club

Premises: 895 American Lane, Schaumburg, IL 60173

The building is owned by an affiliated entity of the club's owners. Oak & Paddle Pickleball Club LLC will operate at the premises.

Owners include George Bahramis and Patty Christopher.

On-site General Manager and proposed liquor manager: Nicole Havlicek.

We understand the applicant, owners, and general manager are subject to Village police background review.

4. Food

A small commercial kitchen will be installed, including food-prep and warewashing equipment sufficient for a limited restaurant menu. Whenever alcohol is served, food will be available from a short menu of commercially prepared items that are heated or assembled on site. Typical items may include pizza, chicken tenders or similar bites, mozzarella sticks, fries or chips, and other simple shareable plates. The kitchen supports the club and satisfies the food requirement for Class F1-S. Oak & Paddle will not operate as a full-service restaurant.

5. Alcohol controls (Class F1-S)

A BASSET-certified employee will be on duty whenever taps are on. Front-desk staff will be BASSET certified.

The front desk will check government-issued ID and hand the guest a club-marked glass/cup before any pour is enabled: 16 oz maximum for beer or cider, 9 oz maximum for wine.

The PourMyBev system will cap pour size, activate only after staff clearance, and allow the desk to shut off all taps immediately.

Pouring will integrate with CourtReserve for billing and account controls. Members and drop-in players may pour only after creating an account and completing the same ID and glass/cup process. The app does not replace the in-person ID check.

The tap station is in the events room. The front desk is in an adjacent space with line of sight around the corner, a camera on the tap wall, and regular walk-bys.

Clean glasses/cups will be issued from the desk and washed in the commercial dishwasher. Glasses/cups will not be available for self-pickup at the tap wall.

No person under 21 and no intoxicated person will be permitted to use the taps.

6. Hours

Facility hours: 5:00 a.m. to 12:00 midnight daily.

Proposed alcohol hours:

Daily: 11:00 a.m. to 11:00 p.m.

Taps will be off outside those hours, at midnight close, and whenever BASSET coverage is not on duty. We do not plan live music or events that extend alcohol service past 11:00 p.m.

7. Minors

This is a family recreational facility. Minors will be in the building and may sit in the events room with parents or groups. Minors will not be issued a pour glass/cup and will not have access to the taps. Alcohol service is limited to the events area under staff observation.

8. Other licenses

We will obtain the Village food establishment license and related health approvals, and a State of Illinois ILCC retailer license after local approval. Alcohol will not be sold until both the Village and State licenses are issued and displayed.

We respectfully request that this concept be accepted as Class F1-S, that we be scheduled to appear as the Village requires, and that we then be directed to file the formal application.

We are available to walk the premises with Village staff and to answer questions.

Respectfully,

George Bahramis
Owner
Oak & Paddle Pickleball Club LLC
895 American Lane
Schaumburg, IL 60173
(312) 437-5804
gjb@eon-group.net

Nicole Havlicek
General Manager
Oak & Paddle Pickleball Club LLC
895 American Lane
Schaumburg, IL 60173
(510) 684-8340
nicole@oakandpaddle.com

cc: Magdalena Gerwel, mgerwel@schaumburg.com

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Ratify the Request from Village Tavern & Grill Schaumburg for one (1) Class D One Day Liquor License for Schaumburg Live! At 90N event and to Waive the Fee
10/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- VT 09-26-2026.pdf

VBM 10/13/2026

September 16, 2026 1 Day Liquor license Fee Waiver Request

"Class D" One Day Waived Fee

To: The Honorable Mayor Tom Dailly, Liquor Commissioner

Re: Liquor License

Village Tavern & Grill Schaumburg is requesting a one-day liquor license from the Village of Schaumburg to participate in the Schaumburg Live! At 90N event located at 2020 Parkside Dr, Schaumburg IL 60173 near the intersection of Meacham Road and Progress Parkway on Saturday, September 26, from 3 to 9 pm. We kindly request a waiver of the license fee for this event again this year.

Contact Information:

Nikki Lakomski
General Manager
Village Tavern & Grill Schaumburg
901 W Wise Rd
Schaumburg, IL, 60193
VTG: 847-891-8866
CELL: 630-291-8715

RECEIVED
SEP 16 2026
MAYOR'S OFFICE

Thank you,

Roxane Benvenuti
Special Events Coordinator | Department of Cultural Services
rbenvenuti@schaumburg.com
847-923-3605
Al Larson Cultural Center | 201 Schaumburg Court, Schaumburg, IL 60193
Village of Schaumburg | 101 Schaumburg Court, Schaumburg, IL 60193

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve the Request from the Schaumburg - Hoffman Estates Lions Club for One (1) Class D One Day Liquor License for Trivia Night Fundraiser and to Waive the Fee
10/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Lions Club 11-14-2026.pdf

VBM 10/13/26

1 Day Liquor License Fee Waiver Request

"Class D" One Day Waived Fee

September 29, 2026

From: Schaumburg-Hoffman Estates Lions Club

To: Schaumburg Village Board and Liquor Commissioner

Subject: Not for Profit Waiver of Fee Request

RECEIVED
OCT 2 2026
MAYOR'S OFFICE

The Schaumburg-Hoffman Estates Lions Club is requesting a waiver of the temporary liquor license fee for our Trivia Night fundraiser at St. Peter's Lutheran Church on November 14, 2026.

Thank you for your attention to this request.

Lion Michael Rapp

President

Schaumburg-Hoffman Estates Lions Club

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 Bingo event and to Waive the Fee
10/13/26
Village Board

Presenter:

Lead Department: President and Board

Executive Summary:

Recommended Action:

ATTACHMENTS:

- St Gregory 10-25.pdf

VBM 10/13/26

ST GREGORY of NYSSA PARISH

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

www.saintgregoryofnyssaparish.org

1 Day liquor license Fee Waiver Request
"Class D" One Day Waived Fee

October 2, 2026

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

RECEIVED
OCT 02 2026
MAYOR'S OFFICE

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, October 25, 2026, from 3:30 to 5:30 PM at our parish campus located at 822 Springinsguth 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 Approve the Request from Spring Valley Concert Band to Hold a Raffle
10/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Request from Spring Valley Concert Band to hold a raffle on October 25, 2026 at Al Larson Cultural Center, 201 Schaumburg Court. Tickets will sell for $1 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 is requesting the same from the Village Board.

Recommended Action:

The Village Manager recommends the Village Board approve the request from Spring Valley Concert Band to hold a raffle on October 25, 2026 at Al Larson Cultural Center , 201 Schaumburg Court, and to waive the fidelity bond requirement.

ATTACHMENTS:

- Raffle Application
- Fidelity Bond Waiver
- NFP

Village of Schaumburg, IL

September 28, 2026

Record No: RAF-26-23

Raffle License Application

Status: Active

Submitted On: 9/22/2026

Primary Location

201 SCHAUMBURG CT
Schaumburg, IL 60193

Owner

VILLAGE OF SCHAUMBURG
101 SCHAUMBURG CT SCHAUMBURG, IL 60193

Raffle Details

Organization Name*

Spring Valley Concert Band

Organization Type*

Non-profit

Organization Address (Street)*

2100 Hassell Rd. 109

Address (City, State, Zip)*

Hoffman Estates, Il. 60169

Phone Number*

8476877375

Licenses may only be issued to qualifying not-for-profit organizations in existence for at least 5 consecutive years [230 ILCS 15/2(b)]

Purpose of the Raffle*

50/50 raffle for general fundraising

Does the organization possess a fidelity bond for it's members?

No

If not, is the organization requesting the fidelity bond requirement be waived?

Yes

Raffle Details

Ticket Sale Start Date:*

October 25, 2026

Ticket Sale End Date:*

October 25, 2026

Drawing Date:*

October 25, 2025

Drawing Time:*

6:00pm

Location(s) Where Tickets Will Be Sold:*

Al Larson Arts Center

Drawing Location:*

Al Larson Arts Center

Will the price charged for each raffle chance exceed $5?

No

Price Per Ticket/Chance:*

1

All net proceeds must be exclusively devoted to the lawful purposes of the organization [230 ILCS 15/4(a)(1)]

Prizes

Description of Prize:*

50/50 of total ticket sales

Retail Value ($):*

150

Donor/Source (if applicable):

Financial Controls

Name of Person Accounting for Raffle License:*

Michele Scott

Title:*

Raffle Coordinator

This person must NOT be the same individual who accounts for other revenues of the organization. [230 ILCS 15/5(b)]

Gross raffle receipts must be segregated into a separate account. Records must be preserved for 3 years. [230 ILCS 15/5(b),(d)]

Raffle Report

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.** When this report is ready, the applicant must return to this record and upload the report to the 'Attachments' section of the application.

Acknowledgment & Signature

The undersigned do hereby swear or affirm under penalty of perjury that: (1) the organization is a bona fide not-for-profit organization as described in 230 ILCS 15/2(b) and has been in continuous existence for at least five (5) years; (2) all information contained in this application is true and correct; (3) no officer, director, or employee of the organization has been convicted of a felony that would impair their ability to engage in the licensed position, is a professional gambler or gambling promoter, or is otherwise ineligible under 230 ILCS 15/3; and (4) all net proceeds from the raffle will be devoted exclusively to the lawful purpose of the organization. *

Michele Marie Scott
Sep 22, 2026

Spring Valley Concert Band

The Spring Valley Concert Band
P.O. Box 68901
Schaumburg, IL 60168
www.svcb.net

September 22, 2026

Village of Schaumburg
101 Schaumburg Court
Schaumburg, IL. 60193

To the Village Board of Schaumburg,

Along with the application for a license to sell raffle tickets at our upcoming Winter concert on October 25, 2026, the Spring Valley Concert Band Board of Directors submits this letter in response to the fidelity bond requirement.

The Spring Valley Concert Band unanimously voted in favor of waiving the fidelity bond. We are aware of the risks involved, but we agree that the prize value will not be great enough to warrant a bond.

If you have any questions, please contact me at (224)595-2013.

Respectfully,
Kathy Gomberg
President
Spring Valley Concert Band, Inc

Office of the Secretary of State
ilsos.gov

Business Entity Search

Entity Information

Entity Name	SPRING VALLEY CONCERT BAND,INC.		
File Number	58054607	**Status**	ACTIVE
Entity Type	CORPORATION	**Type of Corp**	NOT-FOR-PROFIT
Incorporation Date (Domestic)	11-04-1994	**State**	ILLINOIS
Duration Date	PERPETUAL		
Annual Report Filing Date	01-16-2025	**Annual Report Year**	2024
Agent Information	KATHY M. GOMBERG 705 JODY LANE HOFFMAN ESTATES ,IL 60169	**Agent Change Date**	02-26-2025

Services and More Information

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve the Request from St. Gregory of Nyssa Parish to Hold a Raffle
10/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Request from St. Gregory of Nyssa Parish, a religious organization, to hold a 50/50 raffle on October 25, 2026 at 822 Springinsguth Rd. Tickets will sell for 1 for $5. 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 of the Village Board.

Recommended Action:

The Village Manager recommends the Village Board approve the request from St. Gregory of Nyssa Parish to hold a 50/50 raffle on September 25, 2026 at 822 Springinsguth Rd. and waive the fidelity bond requirement.

ATTACHMENTS:

- Raffle Application
- Fidelity Bond Waiver

Village of Schaumburg, IL

October 5, 2026

Record No: RAF-26-24

Raffle License Application

Status: Active

Submitted On: 10/2/2026

Primary Location

1451 BODE RD
Schaumburg, IL 60194-2760

Owner

CHURCH OF THE HOLY SPIRIT
1451 BODE RD SCHAUMBURG, IL 60193

Raffle Details

Organization Name*

St Gregroy of Nyssa Parish

Organization Type*

Non-profit

Organization Address (Street)*

1451 W. Bode Road

Address (City, State, Zip)*

SCHAUMBURG, IL 60194

Phone Number*

8478827580

Licenses may only be issued to qualifying not-for-profit organizations in existence for at least 5 consecutive years [230 ILCS 15/2(b)]

Purpose of the Raffle*

50/50 Raffle as part of Bingo event

Does the organization possess a fidelity bond for it's members?

No

If not, is the organization requesting the fidelity bond requirement be waived?

Yes

Raffle Details

Ticket Sale Start Date:*

October 25, 2026

Ticket Sale End Date:*

October 25, 2026

Drawing Date:*

October 25, 2026

Drawing Time:*

Approx 5:00 PM

Location(s) Where Tickets Will Be Sold:*

822 Springinsguth Rd, Schaumburg, IL 60193

Drawing Location:*

822 Springinsguth Rd, Schaumburg, IL 60193

Will the price charged for each raffle chance exceed $5?

No

Price Per Ticket/Chance:*

5

All net proceeds must be exclusively devoted to the lawful purposes of the organization [230 ILCS 15/4(a)(1)]

Financial Controls

Name of Person Accounting for Raffle License:*

Maria Borla

Title:*

Office Manager

This person must NOT be the same individual who accounts for other revenues of the organization. [230 ILCS 15/5(b)]

Gross raffle receipts must be segregated into a separate account. Records must be preserved for 3 years. [230 ILCS 15/5(b),(d)]

Raffle Report

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.** When this report is ready, the applicant must return to this record and upload the report to the 'Attachments' section of the application.

Acknowledgment & Signature

The undersigned do hereby swear or affirm under penalty of perjury that: (1) the organization is a bona fide not-for-profit organization as described in 230 ILCS 15/2(b) and has been in continuous existence for at least five (5) years; (2) all information contained in this application is true and correct; (3) no officer, director, or employee of the organization has been convicted of a felony that would impair their ability to engage in the licensed position, is a professional gambler or gambling promoter, or is otherwise ineligible under 230 ILCS 15/3; and (4) all net proceeds from the raffle will be devoted exclusively to the lawful purpose of the organization. *

William L Solomon, III
Oct 2, 2026

ST GREGORY of NYSSA PARISH

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

October 2, 2026

Village of Schaumburg
Raffle Application
Schaumburg, IL 60193

To whom it may concern:

This is to inform you that our organization has voted to waive the fidelity bond requirement for the Bingo Raffle that will commence on Sunday, October 25, 2026.

Very truly yours,



Rev. Jeremy Thomas
Pastor

FEIN # 99-1591799

St. Gregory of Nyssa Parish is a nonprofit organization under section 501(c)(3) of the Internal Revenue Code. No tangible goods or services were provided to you in exchange for your donation.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Completion of the Plans and Specifications for Bidding of the FY 27/28 Street Improvement Program
10/13/26
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. Upon receiving Village Board approval, staff 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 27/28 Street Improvement Program is comprised of the following:

- 15.76 miles of Preventative Maintenance
- 2.24 miles of Corrective Resurfacing
- 2.90 miles of Modified Reconstruction
- 1.29 miles of Reconstruction

The estimated costs depicted in the attached memorandum are based on historical square foot costs tracked by our PAVER software program. Actual costs will be dependent upon bids received.

The FY 27/28 Street Improvement Program includes improvements to the Weathersfield Commons area, Cedarcrest area, and Strathmore area, among others.

The program includes the reconstruction of approximately 2.48 miles of bike paths. The planned bike path improvements include bike paths along Higgins Road, Irving Park Road, and Martingale Road, among others.

The final scope of the FY 27/28 Street Improvement Program, including professional engineering services for construction and design, will be based on the approved funding. The scope includes:

- FY 27/28 Reconstruction, Modified Reconstruction, and Corrective Resurfacing
- FY 27/28 Preventative Maintenance Improvements
- FY 27/28 Parking Lot Rehabilitation
- FY 27/28 Bike Path Improvements
- FY 27/28 Pedestrian Enhancement Maintenance and Replacement

Recommended Action:

The Village Manager recommends the Engineering & Public Works Committee recommend the Village Board approve completion of the plans and specifications for bidding of the FY 27/28 Street Improvement Program.

ATTACHMENTS:

- MEMO - Plans and Specs 2027
- 2027 Street Improvement Program - List
- 2027 Bike Path Program Map
- 2027 Bike Path Program - List
- 2027 Street Program Map

VILLAGE OF SCHAUMBURG
--- PROGRESSTHROUGH THOUGHTFULPLANNING ---

Date: October 1, 2026

To: Brian Townsend, Village Manager

From: Joseph Velna, Engineering Inspector

Subject: Recommendation to Approve Completion of Plans and Specifications for Bidding of the FY 27/28 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.

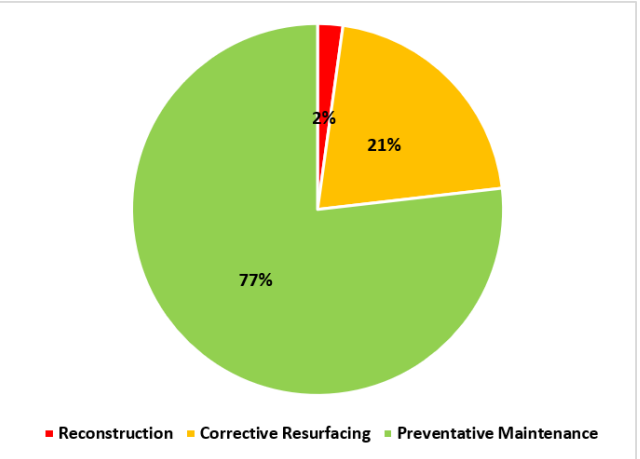
Village of Schaumburg Street Network

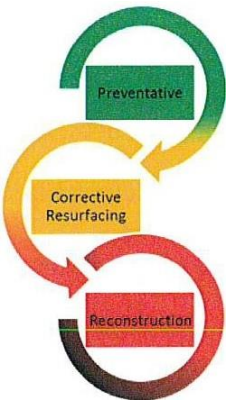
Local Street Network		
Classification	Centerline Miles	Percentage of Total Miles
Residential	136.7	65%
Residential Collectors	14.8	7%
Business, Industrial, and Frontage Roads	18.4	9%
Sub-Total	169.9	81%
Vital Street Network		
Classification	Centerline Miles	Percentage of Total Miles
FAU / TIF	41.2	19%
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 27/28 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.

Predicted Pavement Condition following FY 27/28 Street Program





The scope of the FY 27/28 SIP reflects the Village's PMP utilizing data from the last comprehensive street network evaluation gathered in 2024. The Collective pavement patching efforts completed both contractually and by the Street Division will continue in FY 27/28. Staff has seen significant increases in the streets Pavement Condition Index (PCI) where these patching efforts have been completed. The predicted pavement condition breakdown will be confirmed after new pavement data is collected in 2027 as a part of the Village's Pavement Evaluation.

The FY 27/28 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:

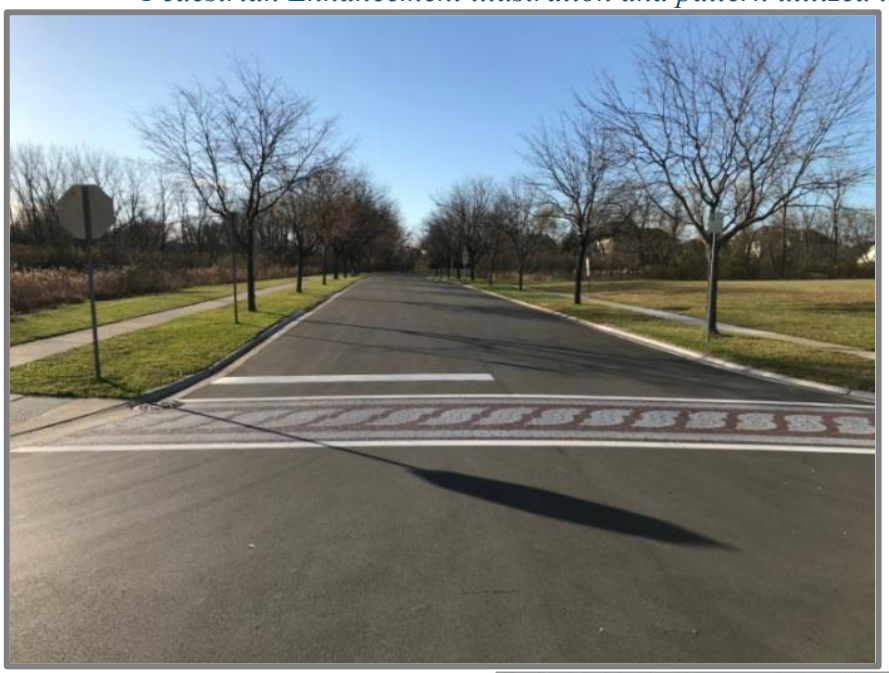
Improvement Category	Amount
Preventative Maintenance (Crack Sealing/Reclamite)	$240,000
Corrective Resurfacing	$1,560,847
Modified Reconstruction	$3,554,395
Reconstruction	$1,892,087
Total Construction Dollars	**$7,247,329**

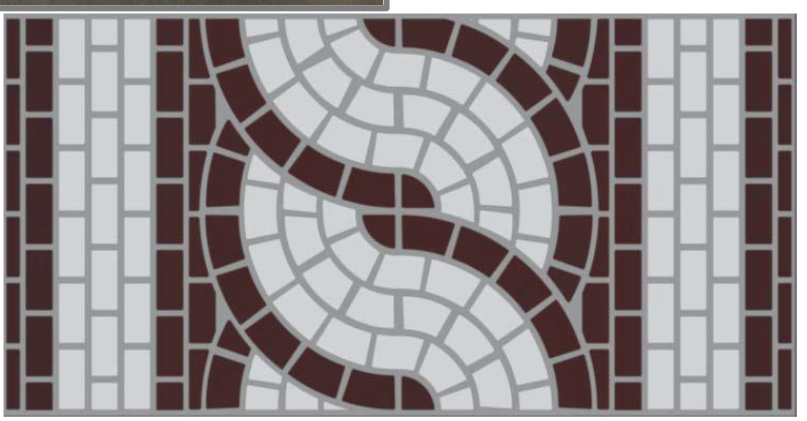
The recommended FY 27/28 Street Improvement Program includes 15.76 miles of preventative maintenance, 2.24 miles of corrective resurfacing, 2.90 miles of modified reconstruction, and 1.29 miles of reconstruction. Pavement cores and bores are typically completed while the plans and specifications are 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 27/28 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 27/28. All four legs of the Woodfield Road and Plaza Drive intersection are scheduled for replacement in FY 27/28.

Pedestrian Enhancement illustration and pattern utilized in Residential areas:





Bike Path Reconstruction and Resurfacing Program:
The FY 27/28 Bike Path program will restore about 2.48 miles of off-street bike paths. The total cost is estimated at around $425,000. The list of the locations planned for work is attached.

Parking Lot Rehabilitation and Resurfacing:
The FY 27/28 Parking Lot Rehabilitation will include the design for Schaumburg Boomers parking lots to prepare for calendar year 2028 pavement work.

Funding Summary:
The funding indicated in this report will be proposed in the FY 27/28 budget CIP and subject to Village Board approval. The proposed funding summary chart is illustrated below:

Proposed FY 27/28 Funding for the 2027 Street Improvement Program and 2027 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 27/28 Total		**$8,000,000**
5269010-7401	Ballpark Final Design	$47,000
Parking Lot Maintenance Funding FY 27/28 Total		**$47,000**
4409010-7451	Bike Path Rehabilitation	$425,000
4409010-7451	Bike Path Rehabilitation - Phase II Design Services	$50,000
4409010-7451	Bike Path Rehabilitation - Phase III Construction Services	$25,000
Bike Path Rehabilitation Funding FY 27/28 Total		**$500,000**
Proposed Funding Total for FY 27/28		**$8,547,000**

Proposed FY27/28 Street Program List

Street Name	From	To	Surface Type	Predicted PCI	Length (FT)	Area (SF)	Treatment	Cost / SF	Estimated Cost
CORRECTIVE RESURFACING									
CLIFTON CT	CEDARCREST DR	EAST END	AAC	65	368	8,842	CR1	$4.37	$38,640
CORAL CT	NORTH END	NORWELL LN	AAC	66	348	8,346	CR1	$4.37	$36,470
DANBURY CT	CEDARCREST DR	EAST END	AAC	65	383	9,189	CR1	$4.37	$40,156
LACONIA LN	CEDARCREST DR	EAST END	APZ	65	420	12,181	CR1	$4.37	$53,230
CEDARCREST DR	KENT CT	SIENNA DR	AAC	53	420	12,169	CR2	$4.73	$57,559
CEDARCREST DR	DESMOND DR	MILFORD CT	AAC	66	436	12,632	CR2	$4.73	$59,748
CEDARCREST DR	LACONIA LN	CLIFTON CT	AAC	55	385	11,179	CR2	$4.73	$52,878
CEDARCREST DR	DANBURY CT	WISE RD	AAC	51	243	7,039	CR2	$4.73	$33,293
CEDARCREST DR	OAKVIEW CT	JUNIPER LN	AAC	54	599	17,379	CR2	$4.73	$82,203
CEDARCREST DR	SPRUCE DR	OAKVIEW CT	AAC	53	365	10,596	CR2	$4.73	$50,120
CEDARCREST DR	JANINE LN	CHAUCER CT	AAC	60	128	3,704	CR2	$4.73	$17,522
CEDARCREST DR	BOXWOOD DR	DESMOND DR	AAC	51	194	5,633	CR2	$4.73	$26,645
CEDARCREST DR	WORCESTER CT	DANBURY CT	AAC	52	333	9,664	CR2	$4.73	$45,712
CEDARCREST DR	MILFORD CT	KENT CT	AAC	56	157	4,547	CR2	$4.73	$21,509
CEDARCREST DR	CLIFTON CT	WORCESTER CT	AAC	50	310	8,981	CR2	$4.73	$42,478
CEDARCREST DR	CHOPIN CT	BOXWOOD DR	AAC	59	207	5,993	CR2	$4.73	$28,345
CEDARCREST DR	GREGORY LN	PUTNAM LN	AAC	60	149	4,329	CR2	$4.73	$20,477
CEDARCREST DR	CHAUCER CT	CHOPIN CT	AAC	64	347	10,056	CR2	$4.73	$47,566
CHAUCER CT	CEDARCREST DR	EAST END	AAC	53	292	7,008	CR2	$4.73	$33,148
EASTHAM LN	CARVER LN	DENNIS CT	AAC	59	183	5,300	CR2	$4.73	$25,068
EASTHAM LN	YARMOUTH LN	EASTHAM CT	AAC	67	153	4,448	CR2	$4.73	$21,039
ELLISVILLE LN	CARVER LN	MILLBROOK LN	AAC	65	249	7,209	CR2	$4.73	$34,100
HILLTOP CT	HILLTOP DR	EAST END	APZ	51	280	8,112	CR2	$4.73	$38,369
HILLTOP DR	TREEBARK DR	FOREST LN	AC	53	227	6,584	CR2	$4.73	$31,140
HILLTOP DR	HILLTOP CT	TREEBARK DR	AC	56	318	9,226	CR2	$4.73	$43,641
HILLTOP DR	SCHAUMBURG RD	HILLTOP CT	AC	60	211	6,126	CR2	$4.73	$28,974
HILLTOP DR	FOREST LN	CEDARCREST DR	AC	58	471	13,661	CR2	$4.73	$64,615
MILLBROOK LN	TONSET LN	MILLBROOK CT	AAC	66	314	9,100	CR2	$4.73	$43,041
MILLBROOK LN	MILLBROOK CT	ELLISVILLE LN	AAC	63	294	8,517	CR2	$4.73	$40,287
OAKVIEW CT	WEST END	CEDARCREST DR	AC	50	179	4,286	CR2	$4.73	$20,274
TONSET LN	CARVER LN	TONSET CT	AAC	66	296	8,574	CR2	$4.73	$40,556
TONSET LN	TONSET CT	MILLBROOK LN	AAC	60	137	3,963	CR2	$4.73	$18,743
WAKEBY LN	YARMOUTH LN	COTUIT CT	AAC	68	101	2,923	CR2	$4.73	$13,828
WAKEBY LN	COTUIT CT	POCASSET CT	AAC	66	238	6,913	CR2	$4.73	$32,697
WAKEBY LN	POCASSET CT	CARVER LN	AAC	55	150	4,350	CR2	$4.73	$20,577
WESTOVER LN	WINTHROP LN	WARWICK LN	AAC	53	943	27,360	CR2	$4.73	$129,413
WORCESTER CT	CEDARCREST DR	EAST END	AAC	59	373	8,946	CR2	$4.73	$42,315
YARMOUTH LN	FORESTDALE CT	WAKEBY LN	AAC	65	229	6,628	CR2	$4.73	$31,352
YARMOUTH LN	YARMOUTH CT	FORESTDALE CT	AAC	60	236	6,844	CR2	$4.73	$32,372
YARMOUTH LN	EASTHAM LN	YARMOUTH CT	AAC	58	151	4,386	CR2	$4.73	$20,747
				Totals	**11,815**		**2.24**	**miles**	**$1,560,847**

MODIFIED RECONSTRUCTION									
ALLERTON DR	ALLERTON DR	FULBRIGHT LN	AC	43	324	9,382	MR1	$7.56	$70,931
ALLERTON DR	FULBRIGHT LN	ALLERTON DR	AC	39	590	17,098	MR1	$7.56	$129,263
CEDARCREST DR	LINWOOD CT	HICKORY LN	AAC	41	229	6,632	MR1	$7.56	$50,135
CEDARCREST DR	HICKORY LN	SPRUCE DR	AAC	45	159	4,622	MR1	$7.56	$34,940
CEDARCREST DR	ASHWOOD DR	WEATHERSFIELD W	AAC	42	699	20,267	MR1	$7.56	$153,219
CEDARCREST DR	WEATHERSFIELD W	JANINE LN	AAC	41	332	9,622	MR1	$7.56	$72,743
CEDARCREST DR	SIENNA DR	GREGORY LN	AAC	45	386	11,182	MR1	$7.56	$84,537
CEDARCREST DR	PUTNAM LN	LACONIA LN	AAC	48	198	5,751	MR1	$7.56	$43,479
CLOUD CT	NORTH END	NORWELL LN	AAC	44	212	5,081	MR1	$7.56	$38,410
COTUIT CT	WAKEBY LN	SOUTH END	AAC	42	320	7,671	MR1	$7.56	$57,989
DENNIS CT	NORTH END	EASTHAM LN	AAC	20	281	6,752	MR1	$7.56	$51,044
EASTHAM CT	NORTH END	EASTHAM LN	AAC	29	305	8,843	MR1	$7.56	$66,857
EASTHAM LN	DENNIS CT	YARMOUTH LN	AAC	48	64	1,842	MR1	$7.56	$13,922
ELLISVILLE LN	MILLBROOK LN	WEST END	AAC	33	227	6,595	MR1	$7.56	$49,856
FORESTDALE CT	YARMOUTH LN	WEST END	AAC	37	306	8,861	MR1	$7.56	$66,989
FORESTDALE CT	EAST END	YARMOUTH LN	AAC	38	307	8,892	MR1	$7.56	$67,224
FULBRIGHT LN	ALLERTON DR	SCHAUMBURG RD	AC	40	613	17,785	MR1	$7.56	$134,455
FULBRIGHT LN	ALLERTON DR	ALLERTON DR	AC	46	853	24,739	MR1	$7.56	$187,026
MILLBROOK CT	WEST END	MILLBROOK LN	APZ	32	206	4,947	MR1	$7.56	$37,401
NORWELL LN	WESTOVER LN	BROCKTON LN	AAC	36	351	10,165	MR1	$7.56	$76,844
NORWELL LN	SPRINGINSGUTH R	WESTOVER LN	AAC	42	338	9,790	MR1	$7.56	$74,013
NORWELL LN	CAPE LN	CORAL CT	AAC	45	180	5,213	MR1	$7.56	$39,412
NORWELL LN	BROCKTON LN	CAPE LN	AAC	44	137	3,966	MR1	$7.56	$29,985
POCASSET CT	WAKEBY LN	SOUTH END	AAC	38	319	7,667	MR1	$7.56	$57,966
TONSET CT	TONSET LN	SOUTH END	AAC	34	213	5,103	MR1	$7.56	$38,582
TONSET LN	MILLBROOK LN	WEST END	AAC	29	223	6,460	MR1	$7.56	$48,841
WAKEBY LN	EAST END	YARMOUTH LN	AAC	22	321	9,311	MR1	$7.56	$70,393
WEBSTER LN	WABAN LN	WINTHROP LN	AAC	43	193	5,599	MR1	$7.56	$42,328
WINTHROP LN	SPRINGINSGUTH R	WESTOVER LN	AAC	41	464	13,466	MR1	$7.56	$101,800
WINTHROP LN	WESTOVER LN	WINTHROP CT	AAC	42	350	10,145	MR1	$7.56	$76,694
YARMOUTH CT	WEST END	YARMOUTH LN	AAC	26	214	6,210	MR1	$7.56	$46,945
YARMOUTH CT	YARMOUTH LN	EAST END	AAC	33	305	8,849	MR1	$7.56	$66,896
CLOVERDALE CT	WEST END	CLOVERDALE LN	AAC	37	589	17,088	MR2	$9.29	$158,745
CLOVERDALE LN	TAMWORTH PL	WALNUT LN	AAC	30	949	27,535	MR2	$9.29	$255,802
CLOVERDALE LN	CLOVERDALE CT	EMERSON DR	AAC	37	395	11,444	MR2	$9.29	$106,313
TREEBARK CT	TREEBARK DR	EAST END	AC	37	144	3,451	MR2	$9.29	$32,063
TREEBARK DR	BRIARWOOD CT	HILLTOP DR	AC	38	207	5,992	MR2	$9.29	$55,670
WARWICK LN	WAREHAM LN	WARWICK CT	AAC	35	336	9,736	MR2	$9.29	$90,446
WARWICK LN	WEYMOUTH LN	WAVERLEY LN	AAC	33	145	4,217	MR2	$9.29	$39,176
WARWICK LN	WALNUT LN	WEYMOUTH LN	AAC	37	526	15,268	MR2	$9.29	$141,838
WEBSTER LN	WINTHROP LN	WARWICK LN	AAC	38	520	15,079	MR2	$9.29	$140,080
WILLOW RD	MEACHAM RD	COLUMBINE DR	AAC	45	416	12,065	MR2	$9.29	$112,079
WILLOW RD	WOBURN LN	LEXINGTON CIR	AAC	41	471	13,665	MR2	$9.29	$126,949
WINTHROP LN	WINTHROP CT	WEBSTER LN	AAC	33	424	12,284	MR2	$9.29	$114,115
				Totals	**15,338**		**2.90**	**miles**	**$3,554,395**

RECONSTRUCTION									
ALLERTON DR	ROSELLE RD	ALLERTON DR	AC	25	208	6,020	RCN	$9.61	$57,854
CAMBOURNE LN	SPRINGINSGUTH RD	COMPTON LN	AAC	23	799	23,168	RCN	$9.61	$222,644
CAMBOURNE LN	COMPTON LN	TEBAY PL	AAC	41	552	16,006	RCN	$9.61	$153,822
CAMBOURNE LN	TEBAY PL	CLOVERDALE LN	AAC	37	323	9,365	RCN	$9.61	$89,996
CEDARCREST DR	JUNIPER LN	ASHWOOD DR	AAC	27	292	8,463	RCN	$9.61	$81,330
CLOVERDALE LN	EMERSON DR	TAMWORTH PL	AAC	28	281	8,161	RCN	$9.61	$78,427
CLOVERDALE LN	CAMBOURNE LN	EPPING PL	AAC	27	149	4,314	RCN	$9.61	$41,460
NORWELL LN	CLOUD CT	SLINGERLAND DR	AAC	23	297	8,626	RCN	$9.61	$82,897
NORWELL LN	CLOVER LN	CLOUD CT	AAC	24	257	7,448	RCN	$9.61	$71,573
NORWELL LN	CORAL CT	CLOVER LN	AAC	25	133	3,867	RCN	$9.61	$37,161
SUTTON LN	COMPTON LN	ASPEN DR	AAC	33	365	10,593	RCN	$9.61	$101,800
SUTTON LN	ASPEN DR	WILMSLOW LN	AAC	28	289	8,376	RCN	$9.61	$80,497
SUTTON LN	WILMSLOW LN	CLOVERDALE LN	AAC	25	465	13,498	RCN	$9.61	$129,719
TREEBARK DR	SCHAUMBURG RD	TREEBARK CT	AC	24	251	7,279	RCN	$9.61	$69,947
TREEBARK DR	TREEBARK CT	BRIARWOOD CT	AC	21	187	5,414	RCN	$9.61	$52,025
WARWICK LN	WELLESLEY LN	WEBSTER LN	AAC	26	344	9,964	RCN	$9.61	$95,755
WARWICK LN	WARWICK CT	WELLESLEY LN	AAC	23	170	4,932	RCN	$9.61	$47,392
WARWICK LN	WAVERLEY LN	WAREHAM LN	AAC	29	339	9,828	RCN	$9.61	$94,445
WEBSTER LN	SCHAUMBURG RD	WABAN LN	AAC	23	655	18,988	RCN	$9.61	$182,470
WILLOW RD	COLUMBINE DR	WOBURN LN	AAC	29	288	8,338	RCN	$9.61	$80,129
WINTHROP CT	NORTH END	WINTHROP LN	AAC	25	177	4,240	RCN	$9.61	$40,744
				Totals	**6,820**		**1.29**	**miles**	**$1,892,087**

Contract Total		**$7,007,329**
6.43	**miles**	

CHASTAIN
CONSULTING ENGINEERS

90
HIGGINS ROAD
GOLF ROAD
BODE ROAD
ROSELLE ROAD
PLUM GROVE ROAD
MEACHAM ROAD
ALGONQUIN ROAD
62
53
90
GOLF ROAD
72
SCHAUMBURG ROAD
SCHAUMBURG ROAD
BARRINGTON ROAD
SPRINGINSGUTH ROAD
SALEM DRIVE
WEATHERSFIELD WAY
PLUM GROVE ROAD
290
WISE ROAD
IRVING PARK ROAD
MITCHELL BLVD
390
19

N
W
E
S

Legend

- 2027 Bike Program
- Schaumburg Limits
- Schaumburg Centerline
- Illinois Primary Roads

0 0.38 0.75 1.5 2.25 3 Miles

Proposed 2027 Bike Path Program

VILLAGE OF SCHAUMBURG

VILLAGE OF SCHAUMBURG - 2027 BIKE PATH IMPROVEMENTS							
ID	**Location**	**From**	**To**	**Width**	**Length**	**Area**	**Estimated Cost**
100446	Il 72/Higgins Rd	Plum Grove Rd	Morningside Dr	8	1122.54	8980.3	$ 35,921.00
100447	Il 72/Higgins Rd	Morningside Dr	Verde Dr	8	403.57	3228.5	$ 13,560.00
100452	Il 72/Higgins Rd	Verde Dr	Del Lago Pkwy	8	502.66	4021.3	$ 16,889.00
104215	Il 72/Higgins Rd	Driveway	Del Lago Pkwy	8	305.15	2441.2	$ 10,253.00
104214	Il 72/Higgins Rd	Driveway	National Pkwy	8	625.32	5002.6	$ 21,011.00
100448	IL 72/Higgins Rd	National Pkwy	Driveway	8	668.17	5345.4	$ 22,451.00
104171	IL 72/Higgins Rd	Driveway	Meacham Rd	8	615.20	4921.6	$ 20,671.00
100493	Il 19/Irving Park Rd	Rodenburg Rd	Albion Ave	8	728.20	5825.6	$ 24,468.00
100492	Il 19/Irving Park Rd	Albion Ave	Wright Blvd	8	1457.80	11662.4	$ 48,982.00
100489	Il 19/Irving Park Rd	Wright Blvd	Driveway	8	595.01	4760.1	$ 19,992.00
100490	Il 19/Irving Park Rd	Driveway	Driveway	8	1103.91	8831.3	$ 37,091.00
100491	Il 19/Irving Park Rd	Driveway	Driveway	8	555.71	4445.7	$ 18,672.00
100291	Walter Payton Dr	Roosevelt Blvd	Driveway	8	730.49	5843.9	$ 24,544.00
100338	State Pkwy	Basswood Dr	Driveway	8	651.65	5213.2	$ 21,895.00
100429	National Pkwy	American Ln	Woodfield Rd	8	1449.86	11598.9	$ 48,715.00
104168	Martingale Rd	Woodfield Rd	SOW North Entrance	8	410.88	3287.0	$ 13,806.00
104169	Martingale Rd	Streets of Woodfield North Entrance	Kimberly Dr	8	621.78	4974.2	$ 20,892.00
100438	Woodfield Rd	I-290 West Frontage Rd	I-290 East Frontage Rd	8	520.50	4164.0	$ 17,489.00
				TOTAL	**13068.4**		**$ 437,302.00**

CHASTAIN
CONSULTING ENGINEERS

90
HIGGINS ROAD
GOLF ROAD
ALGONQUIN ROAD
62
90
53
GOLF ROAD
BODE ROAD
ROSELLE ROAD
PLUM GROVE ROAD
MEACHAM ROAD
72
SCHAUMBURG ROAD
SCHAUMBURG ROAD
BARRINGTON ROAD
SPRINGINSGUTH ROAD
SALEM DRIVE
WEATHERSFIELD WAY
PLUM GROVE ROAD
290
WISE ROAD
IRVING PARK ROAD
MITCHELL BLVD
390
19

N
W
E
S

Legend

- 2027 Streets Program
- Illinois Primary Roads
- Schaumburg Centerline
- Schaumburg Boundary

0 0.38 0.75 1.5 2.25 3 Miles

Proposed 2027 Streets Program

VILLAGE OF SCHAUMBURG

9/21/2026

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Award Bid for Garage Door Safety Devices for Fire Stations to United Door and Dock, LLC
10/13/26
Village Board

Presenter: Mark Rysavy, Support Services Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
6809010-7401 (27018-20-230)	$266,000.00	$84,975.66

The budget status for this request is: Under Budget

Amount Under Budget: $181,024.34

Executive Summary:

The FY 26/27 Capital Improvement Plan (CIP) includes the first year of a three year project to upgrade the safety of all Village-owned garage and overhead doors. To improve safety and reduce vehicle impacts to doors, staff proposes the installation of full height edge sensors instead of individual eye sensors, thus avoiding larger vehicles from avoiding sensors and impacting the doors. Additionally, the installation of vertical linear strip lighting that changes from red to green will provide better notification of when it is safe for vehicles to exit and enter through the doors.

Staff evaluated each of the 21 garage doors at the five fire stations to verify if the current operators could be modified to support the new safety features. The budget for this fiscal year assumed the operators would need to be replaced, but staff concluded all the operators would either work as installed or would only require a small module to support the safety features. The result was a smaller scope of work than originally anticipated for the fire stations.

Staff developed a bid document and received responses on August 21, 2026, with two bidders. United Door and Dock, LLC (United) provided the low bid at $84,975.66. United currently holds the annual contract for overhead door and gate maintenance for the Village. They have performed well and are familiar with the fire facilities. Staff is confident United will perform the safety upgrade work with high quality and reliability.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve the bid for Garage Door Safety Devices for Fire Stations to the lowest responsible bidder, United Door and Dock, LLC of Glendale Heights, IL in the amount of $84,975.66.

ATTACHMENTS:

- Bid Tab
- Bid Submittal

					Allied Door Inc		United Door and Dock LLC	
Selected	Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total	Unit Cost	Total
	1	Fire Station 51 (950 W. Schaumburg Road)	1	Station	$12,979.00	$12,979.00	$12,139.38	$12,139.38
	2	Fire Station 52 (1024 N. Meacham Road)	1	Station	$27,882.00	$27,882.00	$20,232.30	$20,232.30
	3	Fire Station 53 (1351 Wright Blvd.)	1	Station	$42,410.00	$42,410.00	$24,278.76	$24,278.76
	4	Fire Station 54 (1601 N. Roselle Road)	1	Station	$22,796.00	$22,796.00	$20,232.30	$20,232.30
	5	Fire Station 55 (716 S. Plum Grove Road)	1	Station	$17,930.00	$17,930.00	$8,092.92	$8,092.92
		Total				**$123,997.00**		**$84,975.66**

[UNITED DOOR AND DOCK LLC] RESPONSE DOCUMENT REPORT

IFB No. 2026-IFB-052

Garage Door Safety Devices for Fire Stations

RESPONSE DEADLINE: August 21, 2026 at 5:00 pm

Report Generated: Friday, August 28, 2026

United Door and Dock LLC Response

CONTACT INFORMATION

Company:
United Door and Dock LLC

Email:
robert@unitedil.com

Contact:
Robert Featherstone

Address:
380 Windy Point Drive
Glendale Heights, IL 60139

Phone:
(630) 776-6885

Website:
unitedil.com

Submission Date:
Aug 20, 2026 1:52 PM (Central Time - Chicago)

PRICE TABLES

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Fire Station 51 (950 W. Schaumburg Road)	1	Station	$12,139.38	$12,139.38
2	Fire Station 52 (1024 N. Meacham Road)	1	Station	$20,232.30	$20,232.30
3	Fire Station 53 (1351 Wright Blvd.)	1	Station	$24,278.76	$24,278.76
4	Fire Station 54 (1601 N. Roselle Road)	1	Station	$20,232.30	$20,232.30
5	Fire Station 55 (716 S. Plum Grove Road)	1	Station	$8,092.92	$8,092.92
TOTAL					**$84,975.66**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Authorize Participation in the Interlocal Purchasing System Cooperative and Award the Engineering and Public Works Restroom Remodel to Miracle Method Surface Refinishing
10/13/26
Village Board

Presenter: Mark Rysavy, Support Services Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
6809010-7401 (27028-20-230)	$220,000	$104,200

The budget status for this request is: Under Budget

Amount Under Budget: $115,800

Executive Summary:

The FY 26/27 Capital Improvement Plan (CIP) includes a project to remodel two bathroom groups at Engineering and Public Works (EPW). The first area is the Vehicle Maintenance Facility (VMF) men's and women's locker rooms. These locker rooms are original to the building and have a variety of ceramic tile fixes, along with broken showers in the men's room that require full replacement. The second area of work is in the main EPW building, in the original part of the facility. The men's bathroom in this area also has been modified over the years and has mismatched tile on the walls, but most are in need of a cosmetic refresh. See pictures and diagrams included with this item.

Overall, the scope of work includes a shower replacement in the men's VMF locker room, painting of all ceilings, replacement of the toilet partitions in all restrooms, and an epoxy coating over all floors and walls in all the bathrooms. The main EPW men's room will utilize sinks and partitions that were salvaged from the old Atcher Municipal Center, while the VMF locker rooms will receive new partitions.

This item covers the epoxy resurfacing of all walls and floors throughout the restroom and locker rooms as listed. First used at the temporary Village Hall to recondition the staff bathrooms on the fourth floor, this epoxy system supplied by Miracle Method Surface Refinishing has proven to be an effective way to completely change the appearance of an old bathroom without remodeling the space. The floors will receive one color, while the walls will receive another.

Miracle Method is a member of The Interlocal Purchasing System (TIPS) which meets all criteria for the Village's purchasing policy and provided a proposal for $104,200. The Village has used TIPS in the past, most recently for Al Larson Cultural Center flooring projects through Diverzify. Staff is confident this Miracle Method system is the most cost effective and durable way to remodel and refresh these bathrooms without requiring a full remodel of the spaces. The epoxy will apply equally over the several types of tile and gypsum board walls alike and provide an even appearance.

Recommended Action:

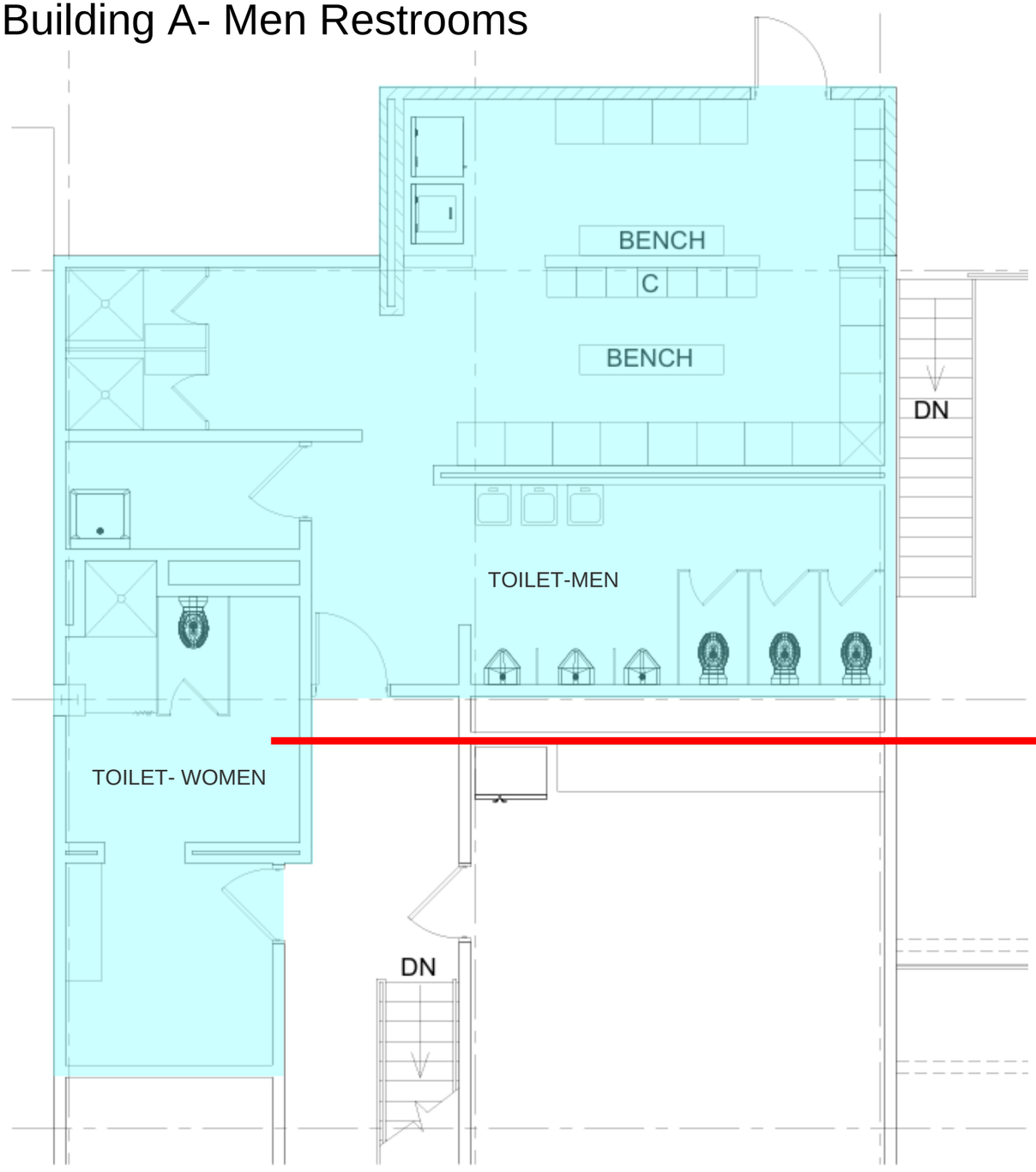
The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board authorize participation in the Interlocal Purchasing System Cooperative #240104 and award the Engineering and Public Works Restroom Remodel to Miracle Method Surface Refinishing of Villa Park, IL in the amount of $104,200.

ATTACHMENTS:

- Scope of Work
- Coop Document
- Proposal

EPW- RESTROOMS RENOVATION

Building A- Men Restrooms





EXISTING CONDITIONS

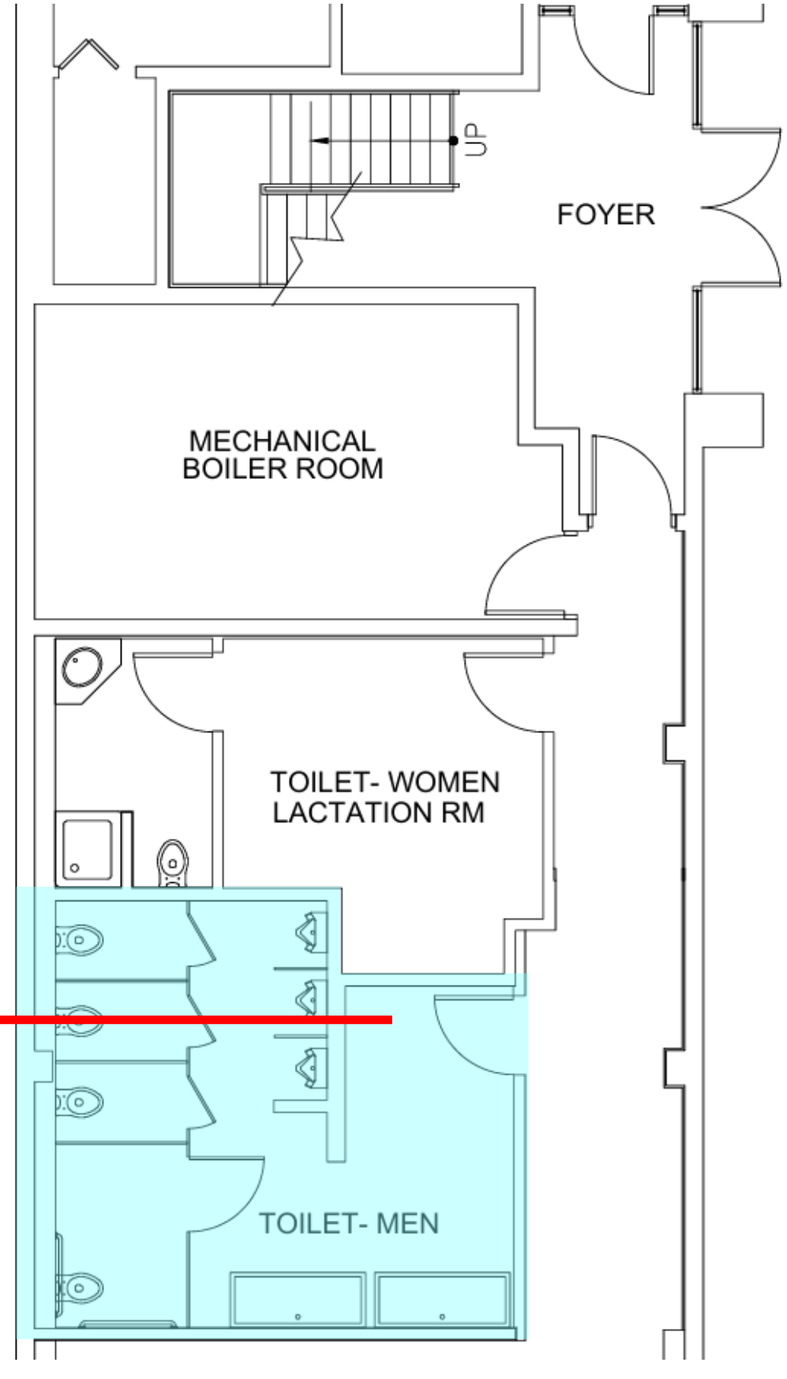
EPW- RESTROOMS RENOVATION

VMF- Women and Men Restrooms





EXISTING CONDITIONS



TIPS VENDOR AGREEMENT SIGNATURE FORM

TIPS 240104 Trades, Labor, and Materials (Part 1)

Vendor Name: Miracle Method Chicago NW Metro

Vendor Address: 629 N Addison Rd

City: Villa Park State: IL Zip Code: 60181

Vendor Authorized Signatory Name: David Haas

Vendor Authorized Signatory Title: President

Vendor Authorized Signatory Phone: 630-536-4326

Vendor Authorized Signatory Email: dhaas@miraclemethod.com

Vendor Authorized Signature: Date: 2/12/24

(*The following is for TIPS completion only*)

TIPS Authorized Signatory Name: Dr. David Fitts

TIPS Authorized Signatory Title: Executive Director

TIPS Authorized Signature: David Wayne Fitts Date: 4/25/2024

Estimate

Miracle Method SURFACE REFINISHING

Estimate: Q-706092
Village of Schaumburg

Estimate Date: Tuesday Dec 9th 2025
Total: $80,300.00

Service Address:
714 Plum Grove Road
Schaumburg, IL 60193

Billing Address:
714 Plum Grove Road
Schaumburg, IL 60193

PRODUCT	UNIT PRICE	QTY	TOTAL
Commercial TIPS (Non-JOC) 24010401 MENS LOCKER ROOM - consisting of laundry, showers and restroom areas: Deep clean 1x1 floor tile; repair small cracks and damaged tile where replacement is unnecessary, prepare all tile for resurfacing and use of proprietary MM4 Bonding Agent. Resurface all wall tile (COLOR #1 TBD, acrylic and resin system); Resurface all floor tile and up one row of 4x4 wall tile with double broadcast, flake floor system with highly durable polyaspartic top coat (CUSTOM COLOR, flake) **All fixtures, benches, lockers, laundry machines and partitions to be removed prior to installation **Large tile repair completed prior to Miracle Method in shower, inspected 9/1	$58,800.00	1	$58,800.00
Commercial TIPS (Non-JOC) 24010401 WOMENS LOCKER ROOM - consisting of locker room and restroom: Deep clean 1x1 floor tile; repair small cracks and damaged tile where replacement is unnecessary, prepare all tile for resurfacing and use of proprietary MM4 Bonding Agent. Resurface all wall tile (COLOR, acrylic and resin system); Resurface all floor tile and up one row of 4x4 wall tile with double broadcast, flake floor system with highly durable polyaspartic top coat (CUSTOM COLOR, flake size varies) **All fixtures, benches, lockers, laundry machines and partitions to be removed prior to installation **Large tile repair to be completed, plumbing capped where toilet removed	$21,500.00	1	$21,500.00

Subtotal	$80,300.00
Sales Tax	$0.00
Total	80300.00

Estimate

Miracle Method SURFACE REFINISHING

Estimate: Q-729909
Village of Schaumburg

Estimate Date: Friday Sep 4th 2026
Total: $23,900.00

Service Address:
714 Plum Grove Road
Schaumburg, IL 60193

Billing Address:
714 Plum Grove Road
Schaumburg, IL 60193

PRODUCT	UNIT PRICE	QTY	TOTAL
Commercial	$23,900.00	1	$23,900.00

TIPS (Non-JOC) 24010401
MENS RESTROOM (first floor, near north Entrance):
Deep clean all 4x4 floor tile; repair small cracks and damaged tile where replacement is unnecessary, prepare all tile for resurfacing and use of proprietary MM4 Bonding Agent.
Resurface all wall tile (COLOR, acrylic and resin system);
Resurface all floor tile and up one row of 4x4 wall tile with double broadcast, flake floor system with highly durable polyaspartic top coat (CUSTOM COLOR, flake size varies)
Sinks/Mirrors to be removed and all desired fixtures; partitions remain in place to be masked and worked around, *pilaster shoe to be raised and replaced after work completed on floor

Subtotal	$23,900.00
Sales Tax	$0.00
Total	23900.00

Notes:

THANK YOU

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Additional Expenditures from the Illinois State Pricing for Fueling During the Underground Storage Tank Project with WEX Bank
10/13/26
Village Board

Presenter: Mark Rysavy, Support Services Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
SEE ATTACHED BUDGET TABLE		

Executive Summary:

EPW's diesel and unleaded underground storage tanks (UST) were budgeted for replacement in the FY 25/26 Capital Improvement Plan (CIP). The bid for the UST and Fuel Island project was awarded to Crowne Industries, LLC at the Village Board on June 24, 2025. During this construction, WEX fuel cards were to be used at local fueling stations for the gasoline needs of the Village's fleet.

The WEX item was originally approved at $160,000 with $115,000 being applied to FY 26/27 due to the delay of underground tank ordering timelines.

EPW is expecting two new fuel terminals to be delivered and go live in October when the fuel island terminals are expected to be fully functional. Originally scheduled to be completed in June, the delay has caused the use of WEX cards longer than originally expected, thus required change orders.

Change Orders to the initial approval of $115,000 have increased funding for prior monthly payments to $168,911. September and October payments are expected to require an additional $36,000. Funds will be transferred from the unleaded fuel budget line to pay for these invoices. Staff is requesting authorization because the total change orders now exceed the Village Manager's spending authority.

Staff will bring a future item and a midyear amendment for the increased cost of fuel and related costs from WEX.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board approve additional expenditures from the Illinois State Pricing for Fueling during the underground storage tank project with WEX Bank, Carol Stream, IL in the amount of $36,000.

ATTACHMENTS:
- Budget Table

FY26/27 Fuel Budget

Account	Budget	COR #1	COR #2	COR #3	Expenses	Remaining
1014090-7029-11 DIESEL AL WARREN	$200,000	NA	NA	NA	$127,535	$72,465
1014090-7029-1 UNLEADED AL WARREN	$310,000	($40,000)	($13,911)	($36,000)	$85,446	$134,643
1014090-7029-21 WEX CARD	$115,000	$40,000	$13,911	$36,000	$204,911	$0
Totals	**$625,000**				**$417,892**	**$207,108**

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Reject all Bids, Approve Waiver of Competitive Bidding, and Award the New Municipal Signage Project to Divine Signs and Graphics
10/13/26
Village Board

Presenter: Mark Rysavy, Support Services Manager
Lead Department: Engineering and Public Works

Account(s):	Budget:	Expense Request:
4409010-7453 (26018-20-230)	$69,666.43	$79,300.00

The budget status for this request is: Over Budget

Amount Over Budget: $9,633.57

Executive Summary:

As part of the International Sculpture Park Upgrade project, staff identified the need for all new signage across the municipal campus. The existing signage included references to the Anthenaum for artwork, and non-artwork related signage is reaching the end of its useful life. With the opening of the new Village Hall in late 2026, the Village Manager's office provided direction to redesign all the signage across the campus and to simplify and reduce signage as possible.

Staff spent several months taking inventory and gathering information from Communications and Outreach, Cultural Services, Community Development, Williams Architects, and the Village Manager's office to be sure all bases were covered with this new signage design. The final designs, as approved by the Village Manager's office, include a simple metal two post design with a single horizontal panel sign between them. The sign panels will either be 24 inches high by 36 inches wide, or 12 inches high by 18 inches wide. The metal posts have small details added that allow for mounting and for decoration to match some detailing of the new Village Hall.

The included designs were prepared in-house by Facilities staff and were released for public bidding with multiple options. The first option was a painted sign panel with applied vinyl graphics, while the second requested option was for a full vinyl graphic over a panel. It was also communicated to bidders that voluntary alternates were allowed if there was a better panel construction method that would improve durability and life span of the signage. Bid pricing also included the removal of all existing signage along with the installation of all new signage.

Five bidders submitted, with all bidders being over the original budgeted amount for the project for both options requested. However, Divine Signs and Graphics (Divine Signs) provided a voluntary alternate that includes a direct printed sign panel made of High Pressure Laminate (HPL) that carries a ten year warranty and will be more durable. This was also above the original budget value, but staff had direct conversations with Divine Signs on how to keep the higher quality signage, but reduce the costs. It was decided that staff would perform the demolition of the existing signage and Divine Signs would reduce

their costs for the voluntary alternate from $91,550.00 to $79,300.00. In order to use Divine Signs, all the bids will be rejected and a waiver of competitive bidding will be required.

HPL is becoming very common for exterior signage of this type around the country. All the park signs for the Schaumburg Park District are directly printed on HPL and have weathered well over the first several years since installation. Divine Signs is a trusted partner of the Village and has provided signage for Village-owned buildings and events for years. Facilities staff used Divine Signs for all the signage at the temporary Village Hall as well.

Staff had originally planned for this signage to fit within the remaining $69,666.43 in the overall project budget, however with the bid pricing and upgrade of materials, a budget transfer from the 218 W. Schaumburg Road Demolition will be completed to offset the cost overruns. The money is available in the demolition budget because the bid pricing for that project was extremely favorable to the Village. The full cost of $79,300.00 will be covered with the help of this transfer.

Recommended Action:

The Village Manager recommends the Engineering and Public Works Committee recommend the Village Board reject all bids, approve waiver of competitive bidding, and award the New Municipal Signage Project to Divine Signs and Graphics of Schaumburg, IL in the amount of $79,300.00.

ATTACHMENTS:

- Divine Signs Proposal
- Municipal Grounds Signage Package

Divine Signs and Graphics
601 Estes Avenue
Schaumburg, IL 60193
Ph: (847) 534-9220
FAX: (847) 534-9221
Web: http://www.DivineSignsInc.com

Estimate #: 43740

Created Date:	9/15/2026 6:20:10PM	**Prepared For:**	Village Of Schaumburg
Salesperson:	Jeff Miller	**Contact:**	Mark Rysavy, Facilities Manager
Email:	jmiller@divinesignsinc.com	**Office Phone:**	(847) 923-6645
Office Phone:	(847) 534-9220		
Office Fax:	(847) 534-9221	**Email:**	mrysavy@schaumburg.com
Entered by:	Shawn Wilson	**Address:**	101 Schaumburg Court Schaumburg, IL 60193-

Description: Campus Signage w/install

		Quantity	Unit Price	Subtotal
1	**Product:** Non-Illuminated Ground Sign	1	$79,300.00	$79,300.00

Description: 37 Ground Signs for VOS Campus:

(37) 1/2" thick High Pressure Laminate (HPL) sign panels in specified sizes. Single-sided graphics with solid color backs.

(28) 24" x 38"
(9) 12" x 18"

Each sign face will be attached to 2 square aluminum posts 2"x2"x92" with a 1/8" wall thickness. 3 sides with 1/2"x1/2"x26" decorative flat-stock trim. One side with approximately 1"x1/2"x26" U-Channel trim with set screw for sign face. Powder Coated one color, TBD (most likely black). Closed/welded flat tops.

Price includes installation.
-Posts to be installed in minimum 42" deep x 8" diameter holes, set in concrete.

-Removal of existing signs to be performed by others.

Installation to begin 5-6 weeks after final approvals of order, proofs, etc,

Estimate Total:	$79,300.00
Subtotal:	$79,300.00
Total:	$79,300.00
Deposit Required:	$39,650.00

Client Reply Request

☐ **Estimate Accepted "As Is". Please proceed with Order.** ☐ **Other:** _____

☐ **Changes required, please contact me.** **SIGN:** _____ **Date:** / /

Print Date: 9/15/2026 10:33:44PM

MUNICIPAL GROUNDS WAYFINDING & SIGNANGE



Qty: 4



Qty: 8



Qty: 1



Qty: 2

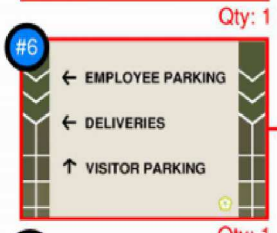


Qty: 1





Qty: 1



Qty: 1

Qty: 1



Qty: 1

Qty: 2



Qty: 1

Qty: 1

Qty: 1

Qty: 1

Qty: 3

Qty: 8

*The **"You are here"** marker will change based upon location

12 x 18" overall qty: 9
24 x 38" overall qty: 28

EXISTING / PROPOSED



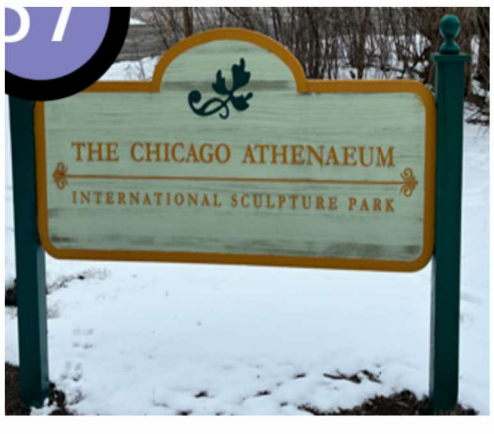














MUNICIPAL GROUNDS WAYFINDING & SIGNANGE

EXISTING / PROPOSED

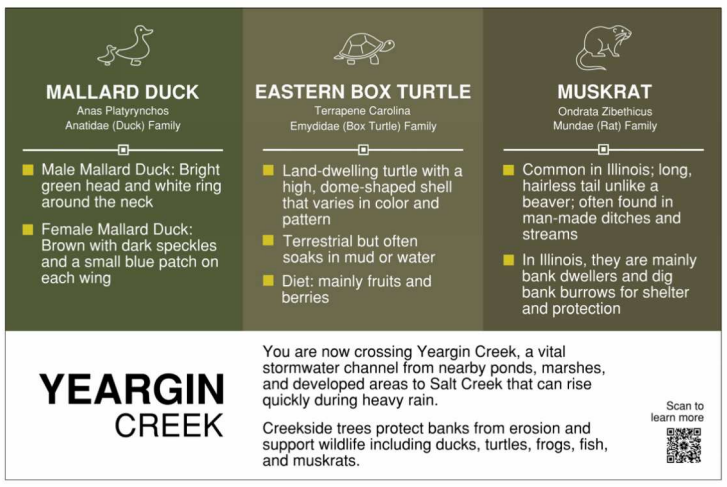








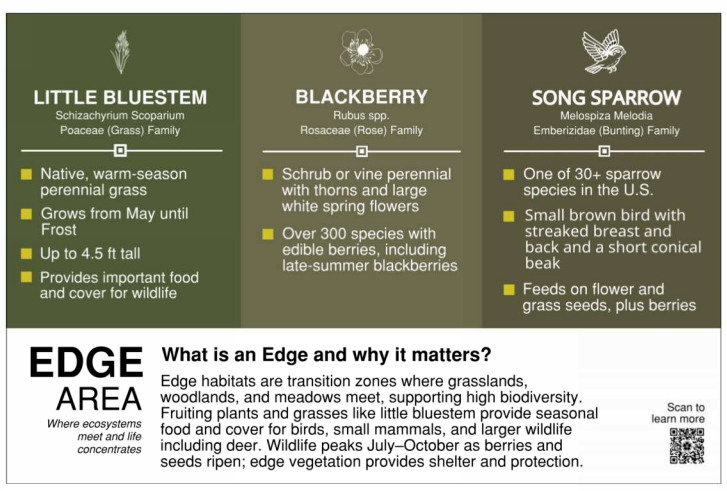












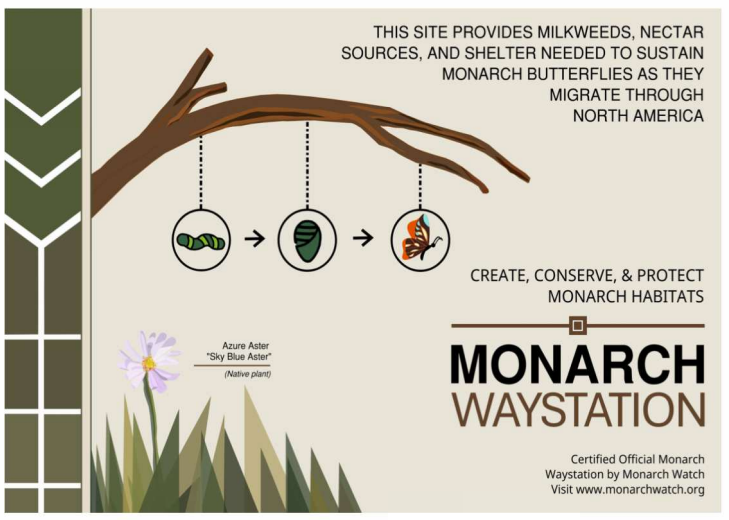
MUNICIPAL GROUNDS WAYFINDING & SIGNANGE

EXISTING / PROPOSED

















MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 24x36

#1



#2



#3


SCHAUMBURG
SCULPTURE
PARK
Scan
to
learn
more

#4


SARA MEGINNIS
PARK

MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 24x36

#5



#6



MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 24x36

#7



#8



MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 24x36

#9



MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 12x18

#10

MUTE SWAN

The largest of all waterfowl, known for its white plumage and elegant presence on water



WHAT TO LOOK FOR
- Bright white feathers
- Orange beak
- Black "Knob" above the beak

Male (Cob) | **Female** (Pen) | **Young** (Cygnets)

A BALANCED DIET
Fed a blend of:
- Corn
- Duck grower pellets
- Oats

Provided by the Village in a special feeder

FUN FACTS
- 7-8 ft wingspan• 19-24 lb
- Strong & hardy waterfowl
- Lifespan: 10-14 years

SWAN BEHAVIOR
- Neck curves into an "S" shape with the bill pointing down when swimming
- Males arch their wing feathers when aggressive
- Mostly silent; adults may snort, hiss, or make puppy-like barks

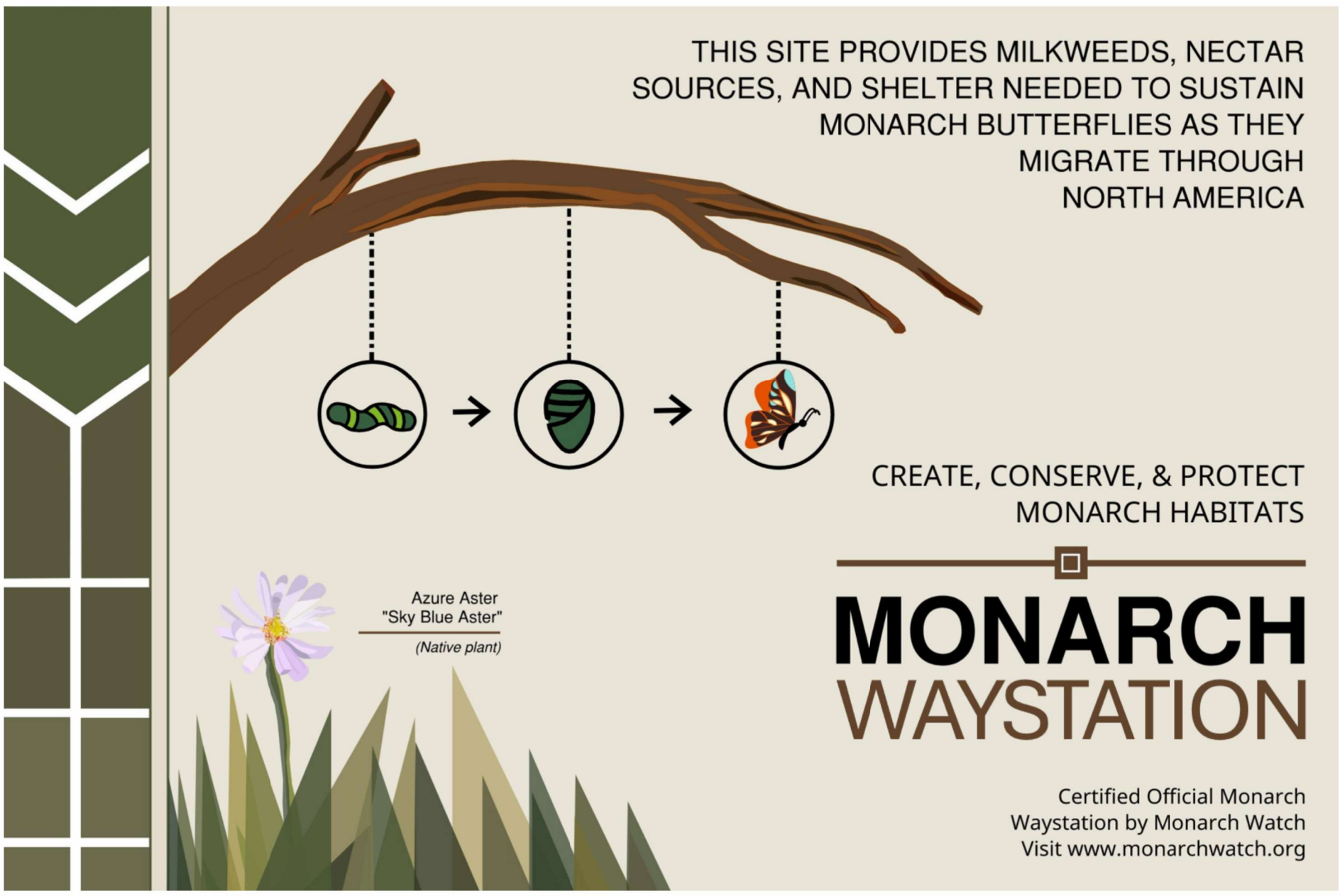
DO
- Give swans and cygnets plenty of space
- Watch from a distance
- Leave wildlife undisturbed

DON'T
- Feed swans
- Touch swans or cygnets
- Disturb nests

Scan to learn more

"Swans wash down each mouthful of food with a sip of water"

#11



MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 12x18

#12



#13



MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 12x18

#14

LITTLE BLUESTEM

Schizachyrium Scoparium
Poaceae (Grass) Family

- Native, warm-season perennial grass
- Grows from May until Frost
- Up to 4.5 ft tall
- Provides important food and cover for wildlife

BLACKBERRY

Rubus spp.
Rosaceae (Rose) Family

- Schrub or vine perennial with thorns and large white spring flowers
- Over 300 species with edible berries, including late-summer blackberries

SONG SPARROW

Melospiza Melodia
Emberizidae (Bunting) Family

- One of 30+ sparrow species in the U.S.
- Small brown bird with streaked breast and back and a short conical beak
- Feeds on flower and grass seeds, plus berries

EDGE AREA

Where ecosystems meet and life concentrates

What is an Edge and why it matters?

Edge habitats are transition zones where grasslands, woodlands, and meadows meet, supporting high biodiversity. Fruiting plants and grasses like little bluestem provide seasonal food and cover for birds, small mammals, and larger wildlife including deer. Wildlife peaks July–October as berries and seeds ripen; edge vegetation provides shelter and protection.

Scan to learn more

#15

MALLARD DUCK

Anas Platyrynchos
Anatidae (Duck) Family

- Male Mallard Duck: Bright green head and white ring around the neck
- Female Mallard Duck: Brown with dark speckles and a small blue patch on each wing

EASTERN BOX TURTLE

Terrapene Carolina
Emydidae (Box Turtle) Family

- Land-dwelling turtle with a high, dome-shaped shell that varies in color and pattern
- Terrestrial but often soaks in mud or water
- Diet: mainly fruits and berries

MUSKRAT

Ondrata Zibethicus
Mundae (Rat) Family

- Common in Illinois; long, hairless tail unlike a beaver; often found in man-made ditches and streams
- In Illinois, they are mainly bank dwellers and dig bank burrows for shelter and protection

YEARGIN CREEK

You are now crossing Yeargin Creek, a vital stormwater channel from nearby ponds, marshes, and developed areas to Salt Creek that can rise quickly during heavy rain.

Creekside trees protect banks from erosion and support wildlife including ducks, turtles, frogs, fish, and muskrats.

Scan to learn more

MUNICIPAL GROUNDS WAYFINDING & SIGNANGE - 12x18

#16

RESTORING A HEALTHY WOODLAND

Challenges, Why It Matters

- Invasive species crowded out native species
- Dense shade prevented native grasses from growing
- Soil erosion increased on slopes
- Wildlife habitat declined

FIRE: NATURE'S RESET BUTTON

For centuries, natural fires helped maintain healthy Illinois prairies and woodlands

- Encourage native species
- Controls invasive plants
- Supports healthy ecosystems
- Prevent excessive woody growth

RESTORATION TODAY

Our Goals

- Restore natural processes
- Reintroduce native plants
- Improve wildlife habitat
- Build resilient ecosystems

Scan to learn more

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve the Finance Department Monthly Report for August 2026
10/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Recommended Action:

ATTACHMENTS:
- 2026 August Finance Monthly Report.pdf

FINANCE DEPARTMENT MONTHLY REPORT

August 2026

VILLAGE OF SCHAUMBURG

PROGRESS THROUGH THOUGHTFUL PLANNING

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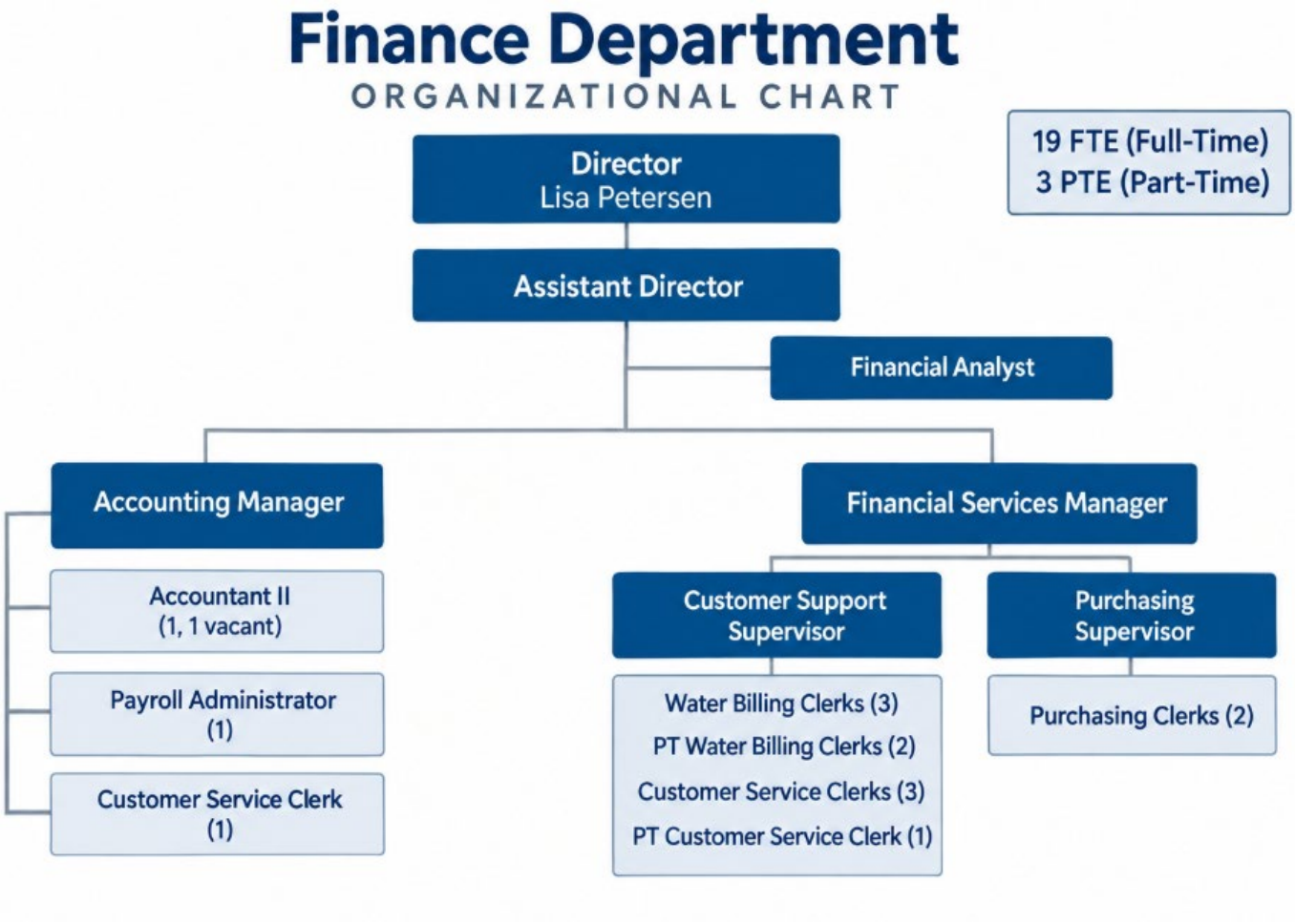

Finance Department
ORGANIZATIONAL CHART
19 FTE (Full-Time)
3 PTE (Part-Time)
Director
Lisa Petersen
Assistant Director
Financial Analyst
Accounting Manager
Accountant II
(1, 1 vacant)
Payroll Administrator
(1)
Customer Service Clerk
(1)
Financial Services Manager
Customer Support
Supervisor
Water Billing Clerks (3)
PT Water Billing Clerks (2)
Customer Service Clerks (3)
PT Customer Service Clerk (1)
Purchasing
Supervisor
Purchasing Clerks (2)

DEPARTMENT OVERVIEW

The Finance Department is responsible for all financial operations of the village including budgeting, forecasting, investing, and reporting compliance, and is comprised of three primary divisions, purchasing, revenue management and accounting. The mission of the Finance Department is to provide responsible fiscal leadership through transparent reporting; accurate, balanced, and accessible customer service; and proactive oversight of village resources.

There are three divisions within the Finance Department:

The Purchasing Division oversees the expenditure of village funds and provides departments with the processes necessary to ensure that village departments procure the items and services they need to operate efficiently and effectively, while maintaining control and accountability over the village's budget.

The Revenue Management Division is responsible for billing, collecting, and reporting all village revenue. This division generates, collects, and accounts for the monthly utility bills sent to all Schaumburg residents and businesses; it is also responsible for issuing business, liquor, raffle, rental licenses, and commuter parking passes.

The Accounting Division is responsible for all financial reporting requirements and reconciling the general ledger monthly. This division oversees and assists with the preparation of the Annual Comprehensive Financial Report (Annual Report), processes payroll for the entire organization, and provides reports and analyses to the pension boards, Cook and DuPage Counties, the State of Illinois, and other federal agencies as required.

KEY ACTIVITIES

- The Finance management team updated financial forecasts as part of the Capital Improvements Plan development.
- The Accounting Division coordinated fieldwork with the auditors who were on site during August.
- The Utility Billing and Customer Service teams are very busy as Summer is always a heavy time for residents to move in and out of the Village.

Renaissance Hotel & Convention Center Fund (591)

The Renaissance Hotel and Convention Center Fund accounts for the day-to-day operations of the hotel and convention center. This fund follows a calendar year fiscal year.

Revenues recorded in June totaled $4,639,852. Expenditures for the period totaled $4,530,581. Year-to-date revenues exceed expenses by $109,271.

Hotel/Convention Center Fund (590)

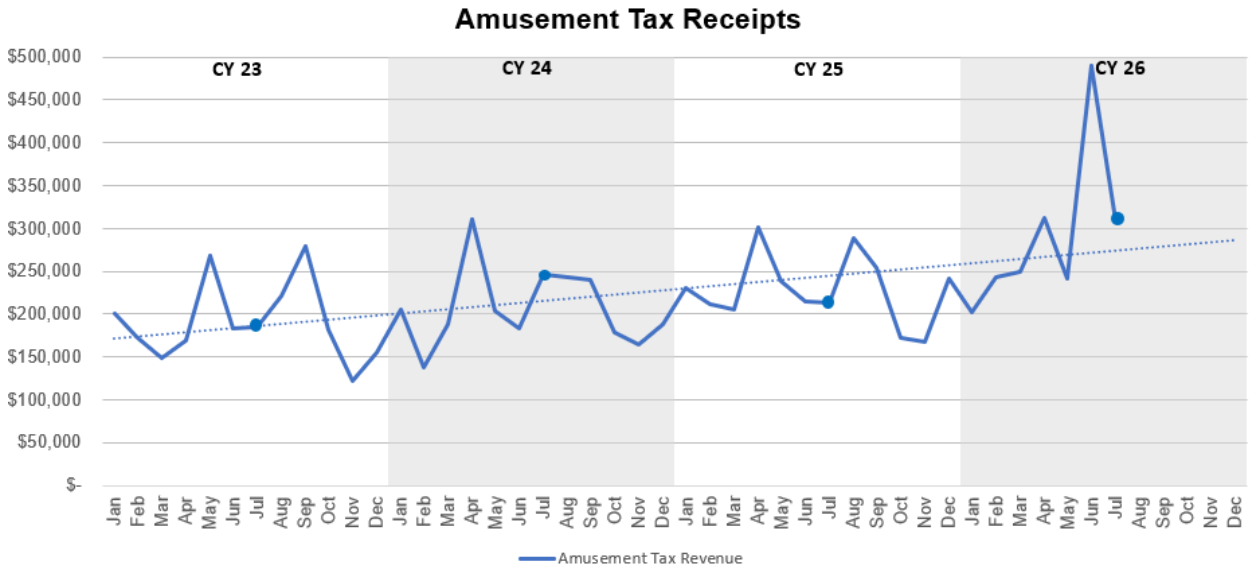
The Hotel and Convention Center Fund accounts for the receipt of various revenues earmarked for payment of debt on the bonds issued to fund the construction of the property. A total of $2,226,016 was earned as revenue in the Hotel and Convention Center Fund in July.

The Hotel Tax receipts portion of these deposits was $406,645, which was below the projected amount of $416,356. The Food and Beverage Tax receipts portion of these deposits was $311,206, which was below the projected amount of $337,260. The Amusement Tax receipts were $309,605, which was above the projected amount of $229,716. The remaining deposits of $1,198,560 are made up of other revenues including $142,278 in interest earned from investments.

Below is a forecast of cash available for Debt Service and owner obligations. The deficits in 2024 and 2025 are due to meeting space and guest room renovations, which are now complete.

Hotel & Convention Center Fund Projected Cash for Debt Service & Capital Improvements	Actual 2024	Actual 2025	Budget 2026
Net Operating Income/Due to Owner	9,117,447	7,366,497	9,112,771
Village-allocated Tax Revenue	9,925,457	10,337,155	10,650,786
Interest Income	3,004,498	1,492,709	2,000,000
Total Revenue	22,047,402	19,196,361	21,763,557
Debt Service	14,651,714	14,975,250	15,284,150
Owner Expenses (renovation & other)	8,525,504	5,398,880	564,000
Total Expenses	23,177,218	20,374,130	15,848,150
Net Income/(Deficit)	(1,129,816)	(1,177,769)	5,915,407
Ending Available Cash 1/31/2026		*39,832,667*	*45,748,074*

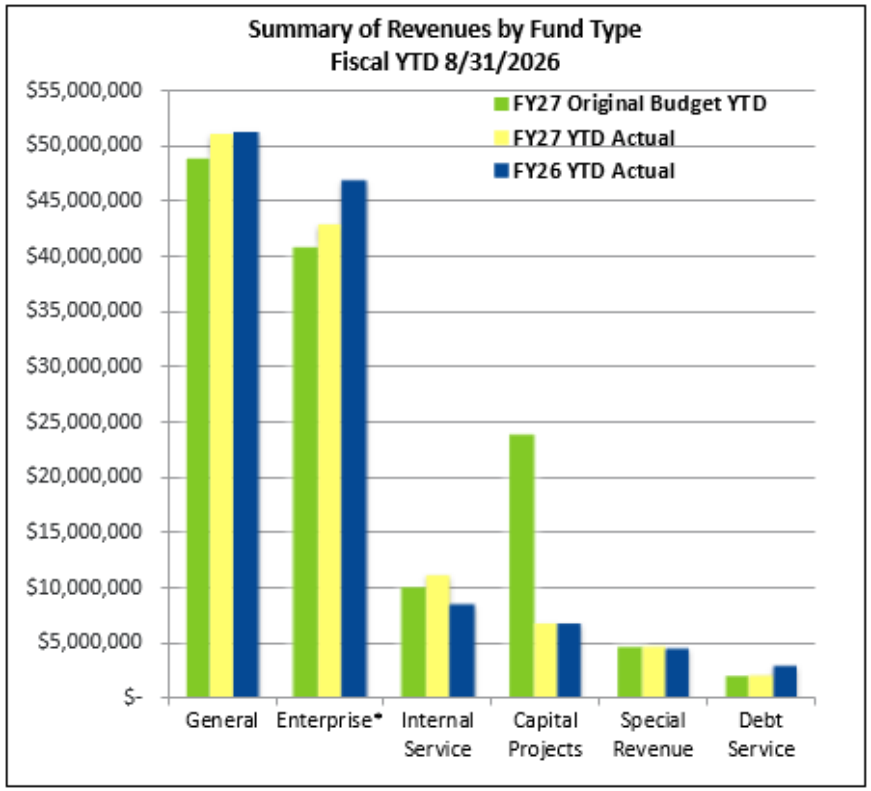
Amusement Tax – 100% of receipts are used to support the Hotel and Convention Center. Therefore, these revenues are reported on a calendar year basis to be consistent with the facility's budget. July tax receipts, which reflect June sales, totaled $309,605, a $95,586 or 44.7% increase compared to the same month last year. There were six delinquencies this month, compared to four the same month last year.

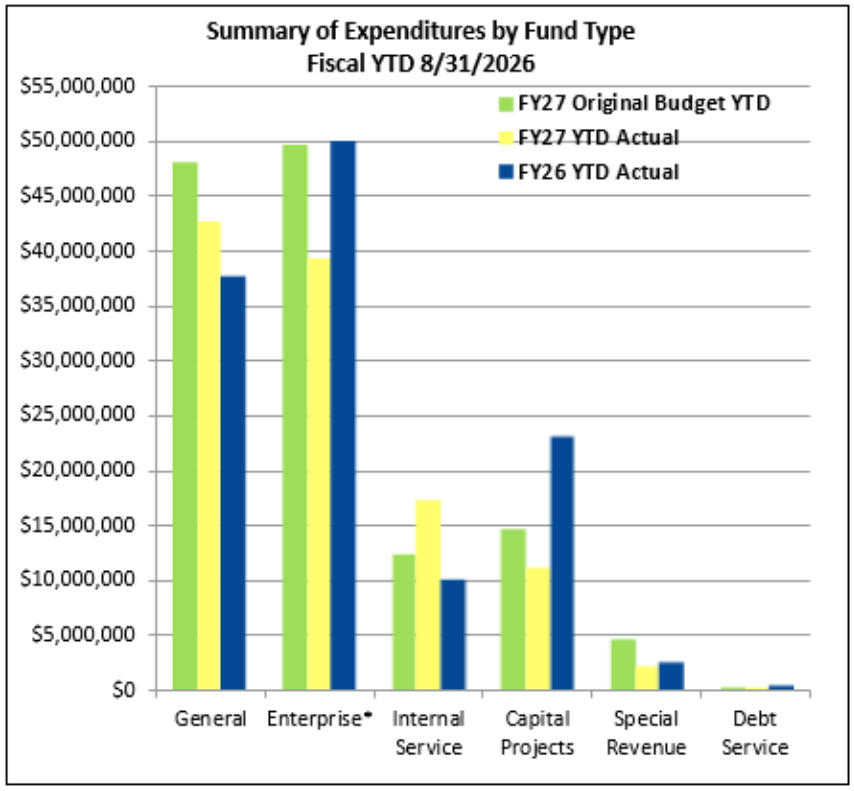


Baseball Fund

The Schaumburg Boomers baseball team occupies Wintrust stadium. There is no debt outstanding. YTD expenses exceed revenues by $246,877 including a non-cash charge for depreciation of $233,333.

REVENUE & EXPENSES BY FUND TYPE





*Enterprise includes Hotel Convention Center April-July revenue and expenses.

GENERAL FUND

For August, General Fund revenues totaled $11,025,590 and expenditures totaled $9,754,712 resulting in an operating surplus of $1,270,878. From a budget perspective, we expected expenses to exceed revenues by $1,164,930 in August. Further details of revenues and expenditures are provided below.

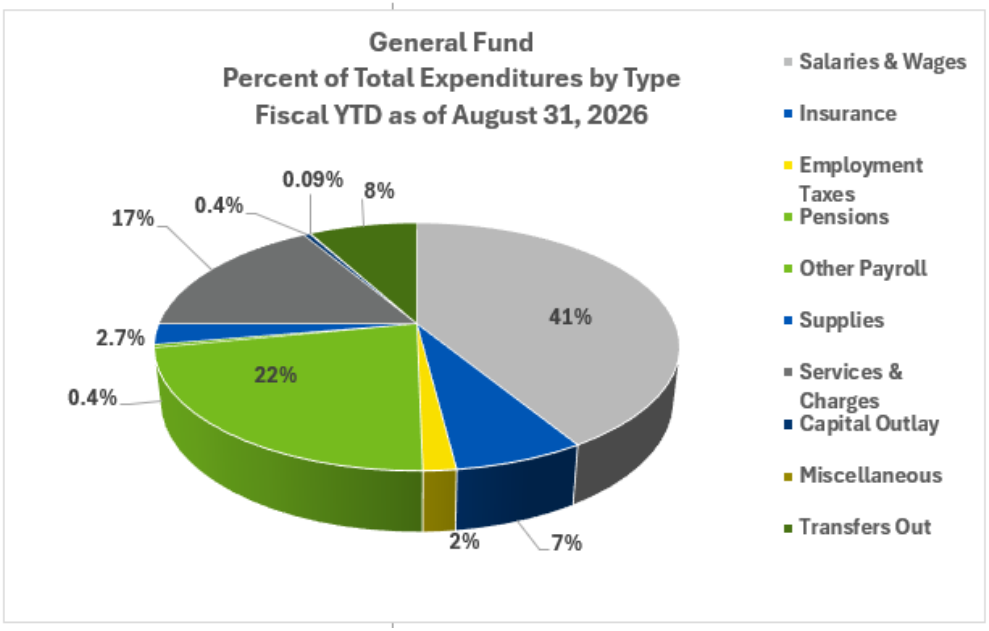
	MTD Original Budget	MTD Actual	YTD Original Budget	YTD Actual
Revenues	$ 10,024,010	$ 11,025,590	$ 48,821,752	$ 51,034,684
Expenditures	$ 11,188,940	$ 9,754,712	$ 48,026,748	$ 42,503,955
Excess (Deficiency)	$ (1,164,930)	$ 1,270,878	$ 795,004	$ 8,530,728

Revenues in the General Fund for August totaled $11,025,590 which was 10% above budgeted amounts of $10,024,010.

General Fund Revenue Type	MTD Original Budget	MTD Actual	$ Variance	% Variance	YTD Original Budget	YTD Actual	$ Variance	% Variance
Taxes	$ 3,425,899	$ 4,229,571	$ 803,671	23.5%	$ 21,023,022	$ 23,922,759	$ 2,899,737	13.8%
Licenses & Permits	278,895	276,359	(2,535)	(0.9%)	983,054	975,522	(7,532)	(0.8%)
Intergovernmental	4,511,496	4,751,317	239,822	5.3%	19,329,459	20,168,860	839,401	4.3%
Charges for Services	1,268,136	1,206,323	(61,813)	(4.9%)	5,295,375	3,698,278	(1,597,097)	(30.2%)
Fines & Forfeits	158,074	145,672	(12,402)	(7.8%)	640,424	669,443	29,019	4.5%
Investment Income	124,625	164,915	40,290	32.3%	498,500	637,134	138,634	27.8%
Miscellaneous	94,148	172,028	77,880	82.7%	400,965	645,068	244,103	60.9%
Operating Transfers	162,738	79,405	(83,333)	(51.2%)	650,953	317,619	(333,334)	(51.2%)
Total Revenue	**$ 10,024,010**	**$ 11,025,590**	**$ 1,001,580**	**10.0%**	**$ 48,821,752**	**$ 51,034,684**	**$ 2,212,931**	**4.5%**

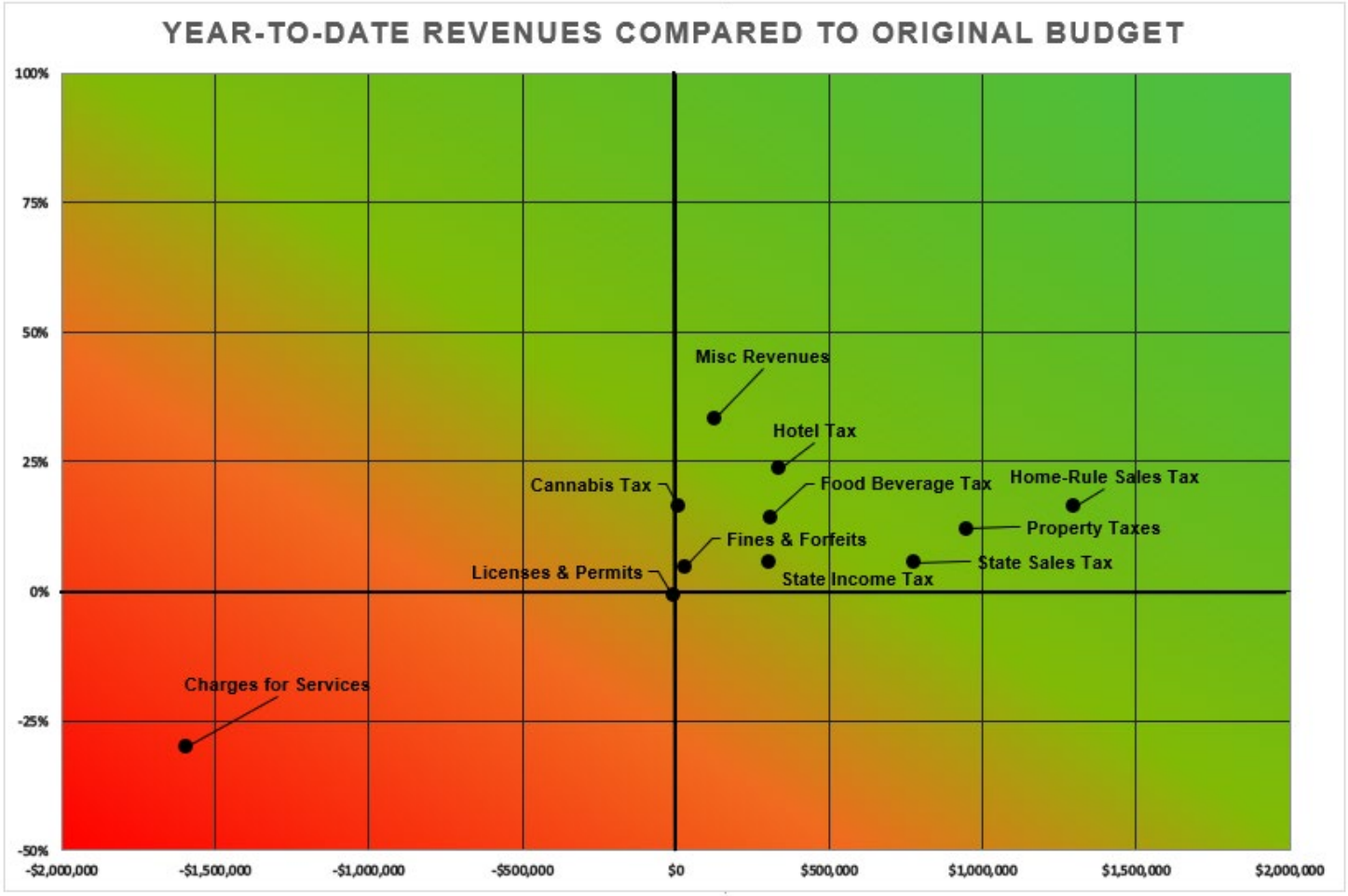
Expenditures in the General Fund for August totaled $9,754,712, which is 12.8% below budgeted amounts of $11,188,940. The Salaries & Wages category will be adjusted significantly when the new rates from the recently approved contract and retro pay for Police Officers is processed in September and October, respectively.

General Fund Expense Type	MTD Original Budget	MTD Actual	$ Variance	% Variance	YTD Original Budget	YTD Actual	$ Variance	% Variance
Salaries & Wages	$ 6,489,703	$ 5,028,753	$ (1,460,950)	(22.5%)	$ 21,777,996	$ 17,522,311	$ (4,255,685)	(19.5%)
Insurance	719,745	719,671	(74)	(0.0%)	2,878,982	2,878,362	(619)	(0.0%)
Employment Taxes	169,253	226,543	57,289	33.8%	762,347	725,036	(37,311)	(4.9%)
Pensions	356,451	361,975	5,524	1.5%	9,406,688	9,438,812	32,124	0.3%
Other Payroll	35,996	9,896	(26,100)	(72.5%)	276,964	172,694	(104,270)	(37.6%)
Supplies	388,638	339,690	(48,948)	(12.6%)	1,532,565	1,136,531	(396,034)	(25.8%)
Services & Charges	2,076,188	2,052,896	(23,292)	(1.1%)	7,579,345	7,024,173	(555,172)	(7.3%)
Capital Outlay	106,016	143,589	37,573	35.4%	424,066	185,312	(238,754)	(56.3%)
Miscellaneous	1,583	26,334	24,751	1,563.2%	6,333	39,263	32,930	519.9%
Operating Transfers Out	845,366	845,366	-	0.0%	3,381,462	3,381,462	-	0.0%
Total Expenditures	**$ 11,188,940**	**$ 9,754,712**	**$ (1,434,228)**	**(12.8%)**	**$ 48,026,748**	**$ 42,503,955**	**$ (5,522,793)**	**(11.5%)**



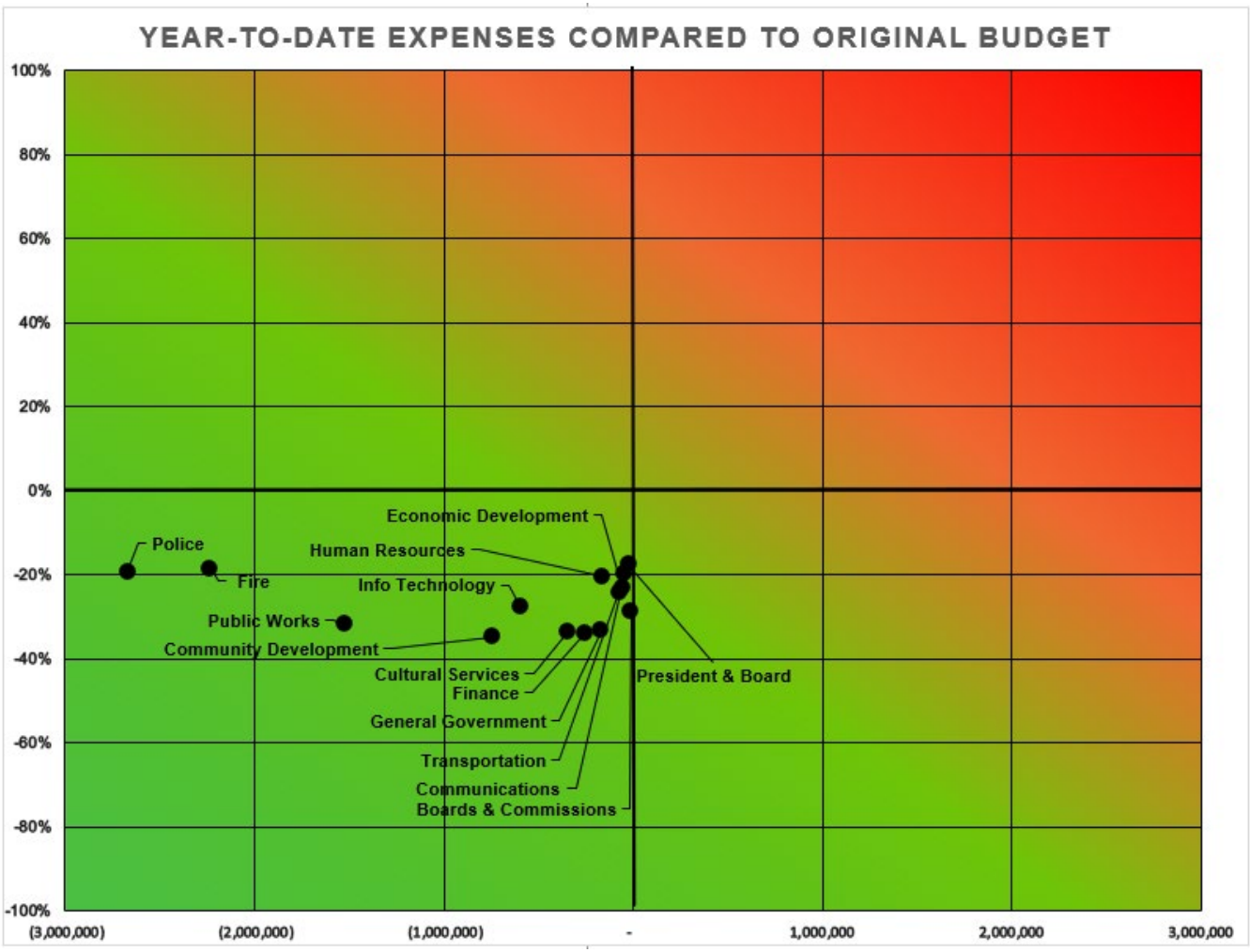
YEAR TO DATE GENERAL FUND REVENUES

The graph below visualizes how the YTD major General Fund Revenues compare to the FY 26/27 Budget Targets, both by dollar amount and percentage. Ambulance fees are under budget year-to-date bringing the charges for services category low respective to budget. The underperformance is a combination of larger write-offs due to higher rates and delayed reporting from the ambulance billing company (EMS/MC). Staff are working closely with EMS/MC to address the reporting issues.

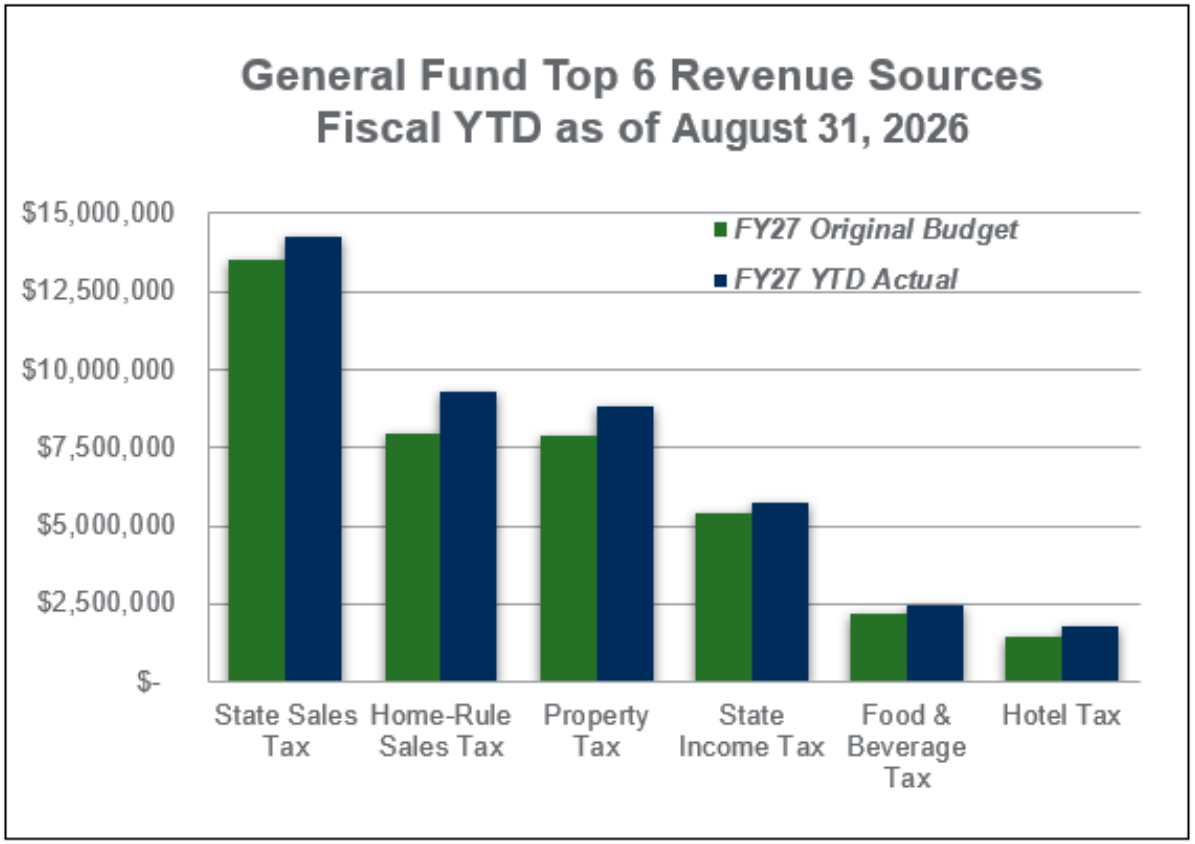


YEAR TO DATE GENERAL FUND EXPENSES

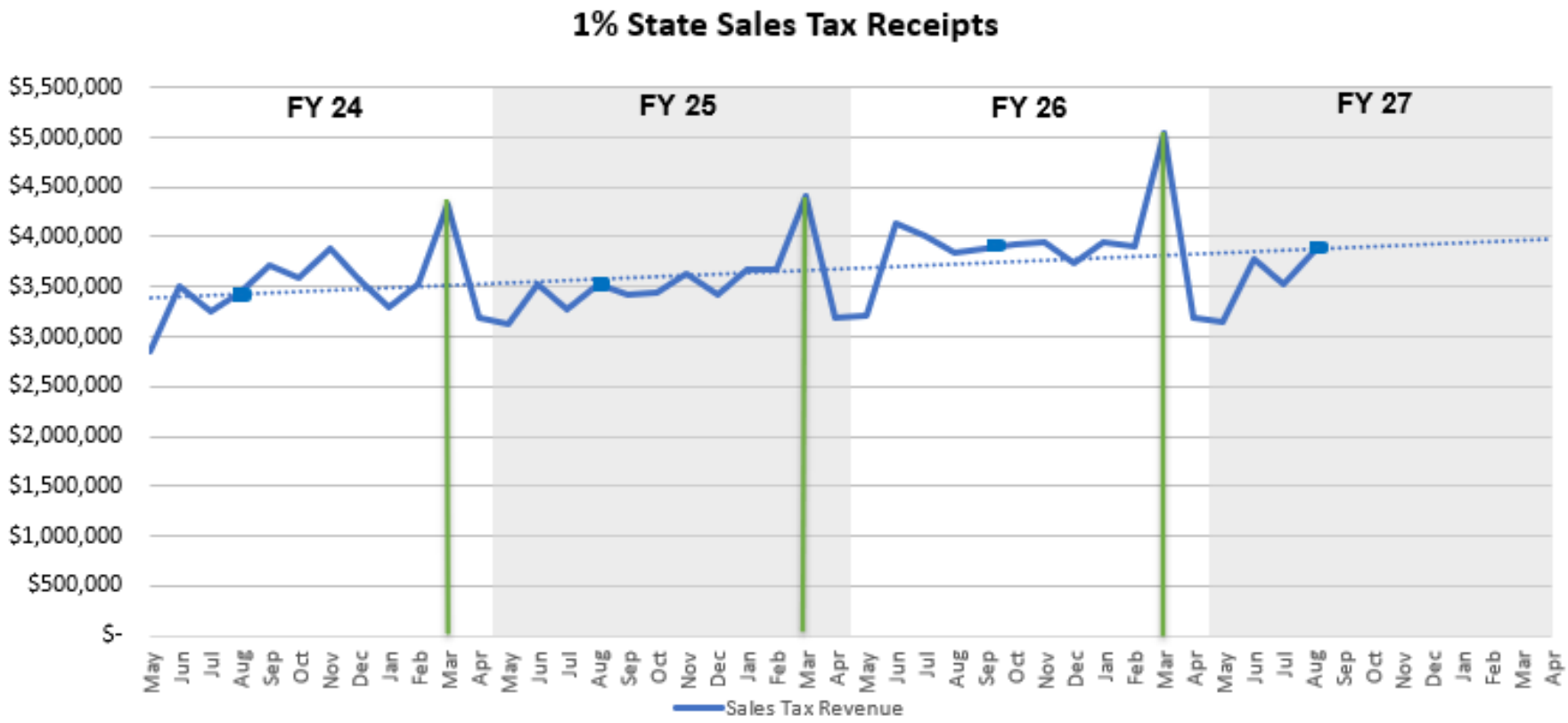
The graph below visualizes how the YTD Department General Fund Expenses compare to the FY 26/27 Budget Targets, both by dollar amount and percentage.



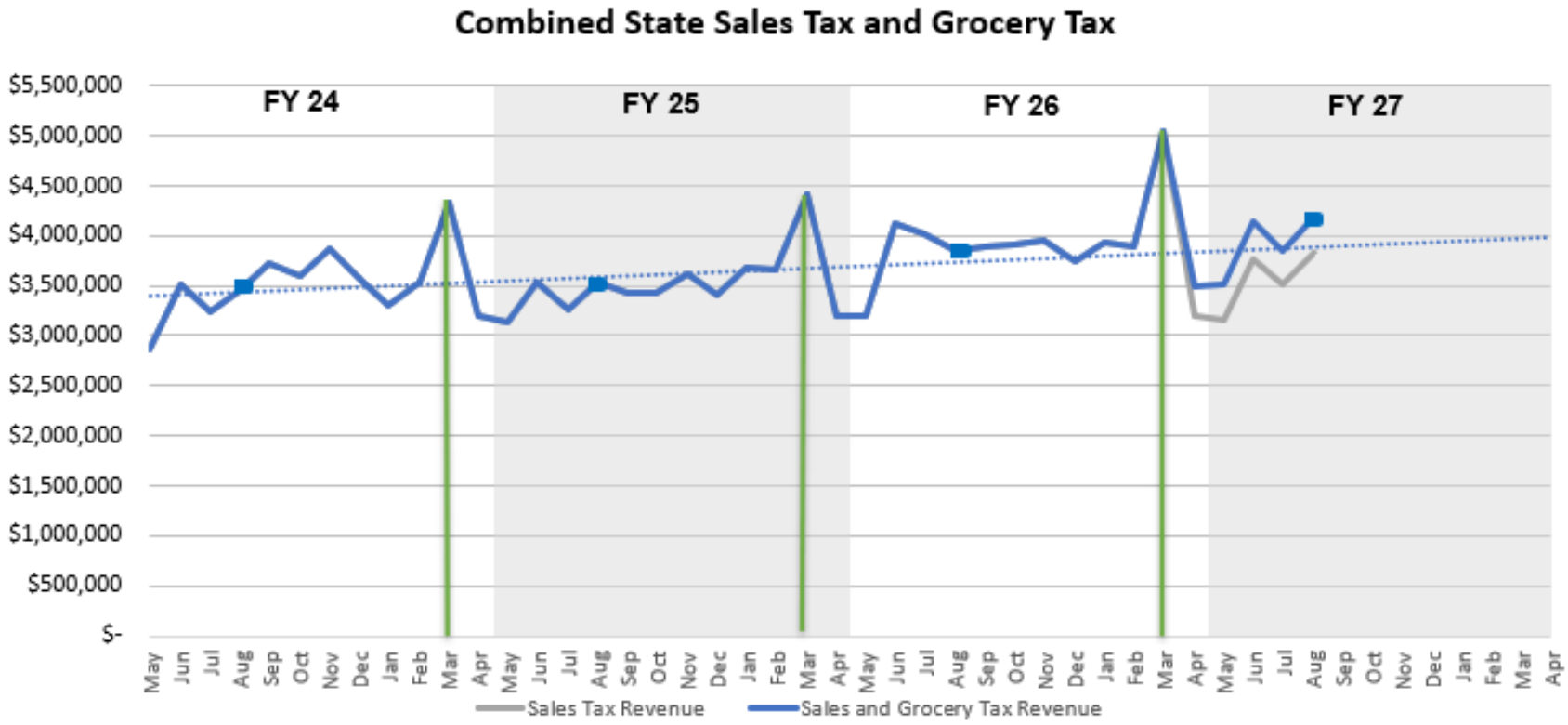
ANALYSIS OF KEY REVENUES



August **State Sales** tax receipts (General Fund), which were for May sales, totaled $3,833,996, a $16,153 or a -0.4% decrease compared to the same month last year. The peak values in this chart reflect March revenues, which correspond to December sales. The decline is largely driven by the implementation of Grocery Tax legislation, which shifted revenue from grocery purchases to a separate revenue category rather than State Sales Tax.

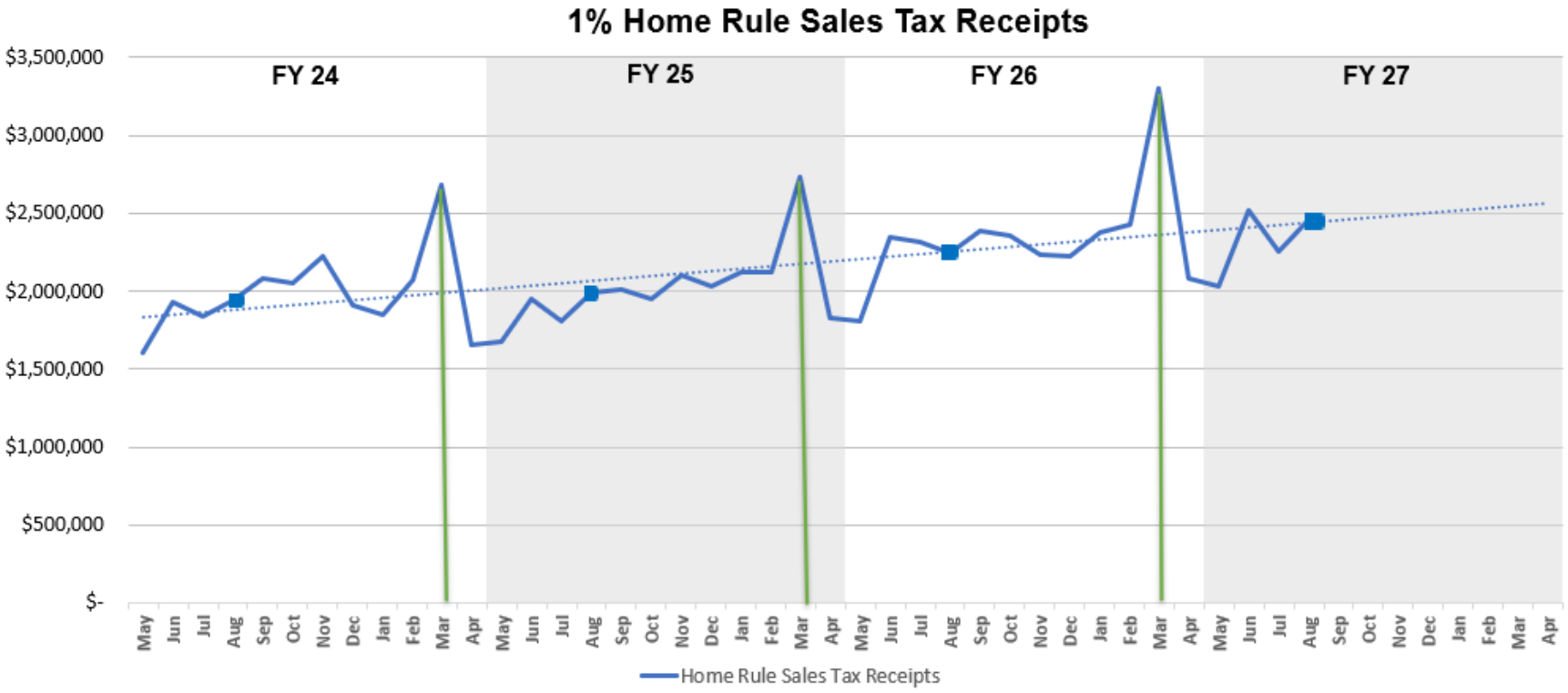


August **Grocery Tax Receipts** (General Fund), which were for May sales, totaled $355,552. When combined with State Sales Tax Receipts, the combined total for August is $4,189,548, which represents an 8.8% increase from the same month last year. The chart below represents the combined total of both revenues. The FY 26/27 Budget for Grocery Tax is $4,202,400, YTD receipts total $1,051,030, thus, revenue is aligned with budget expectations.



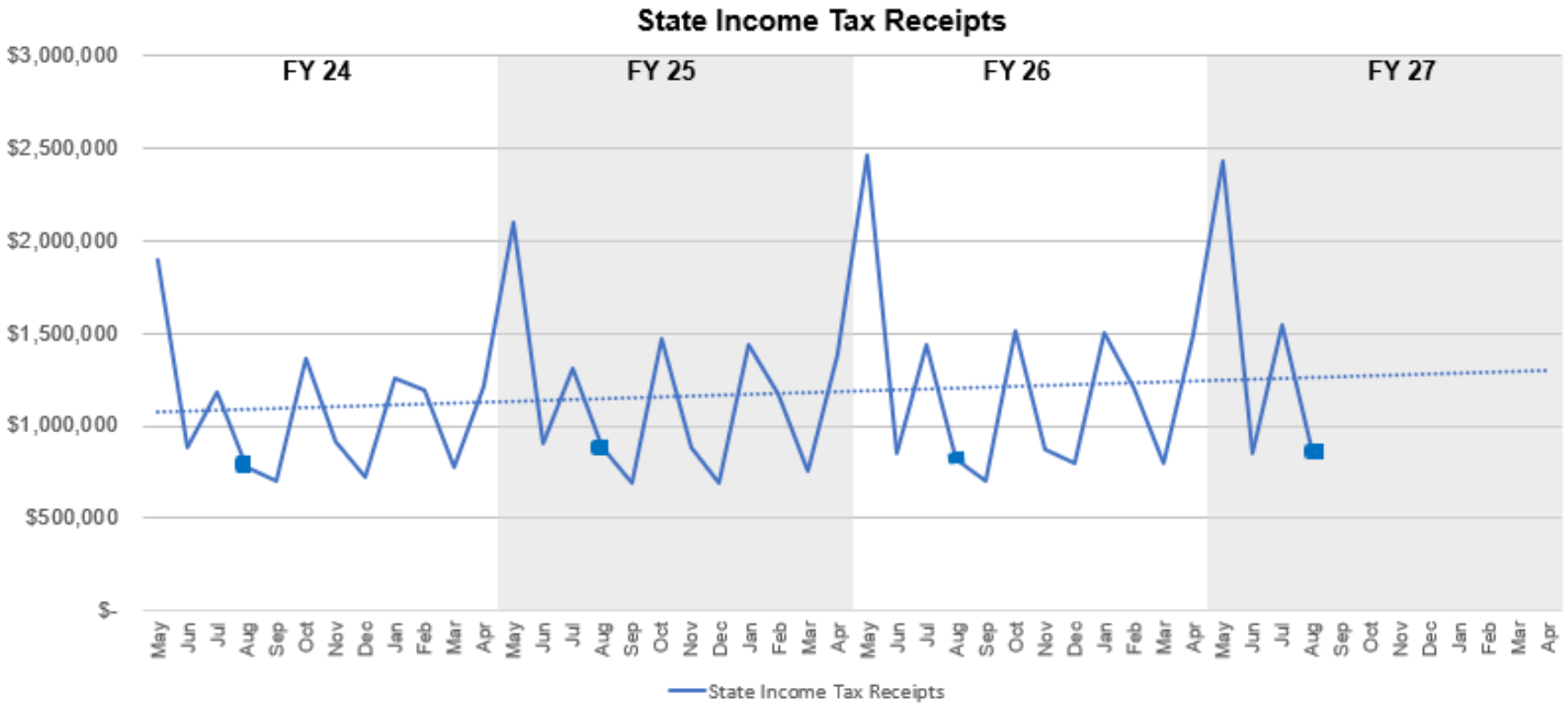
VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

August **Home Rule Sales** tax receipts (General Fund), which were for May sales, totaled $2,459,640, a $219,088 or a 9.9% increase compared to the same month last year. The peak values in this chart reflect March revenues, which correspond to December sales.

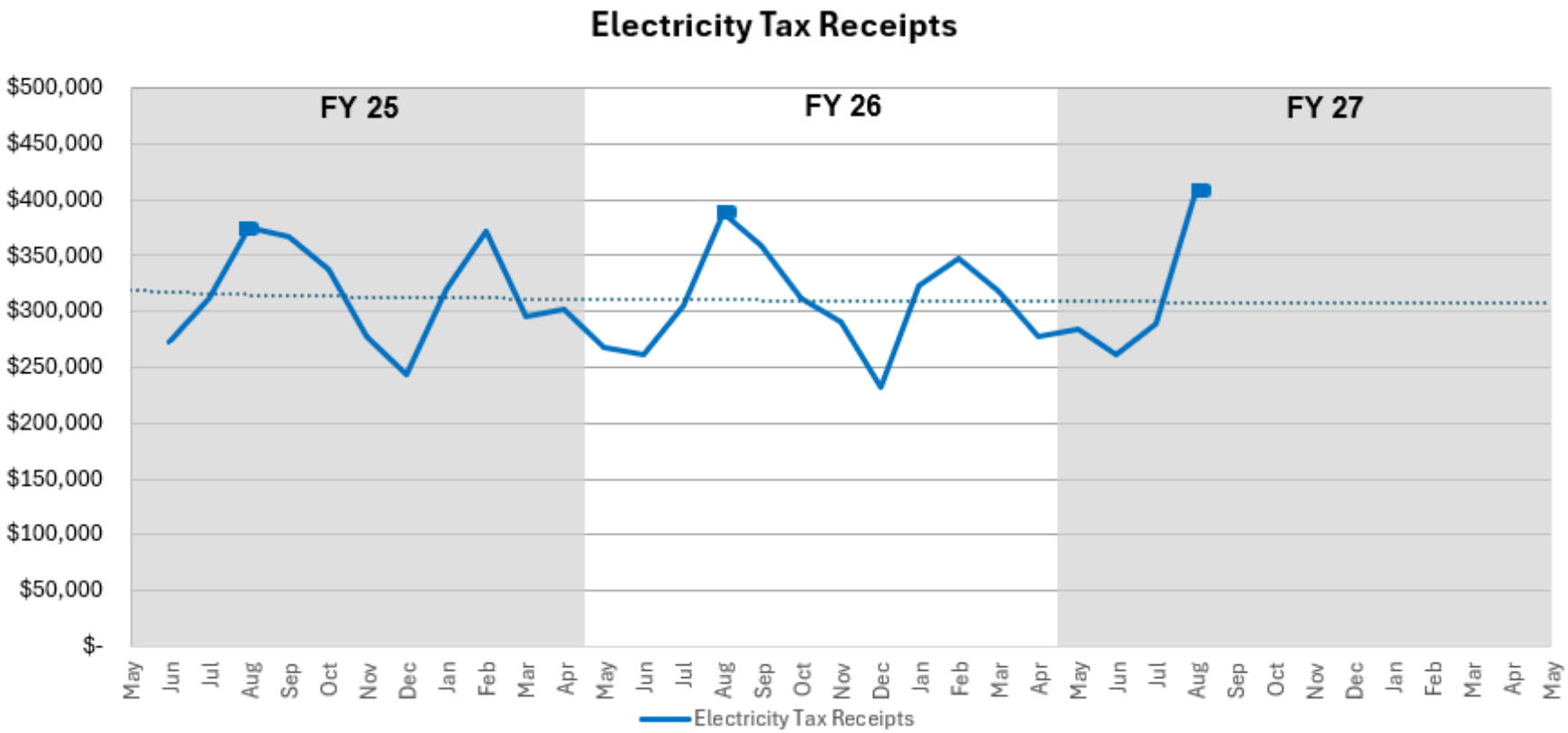


August **State Income Tax,** which are for July receipts, totaled $869,063, a $47,125 or 5.7% increase compared to the same month last year.

The State is distributing 6.47% of Income taxes to the Local Government Distributive Fund (LGDF), up from 6.16%, but still below the original allocation of 10%. The Village continues to advocate for restoration of this tax through its Legislative Action Plan.

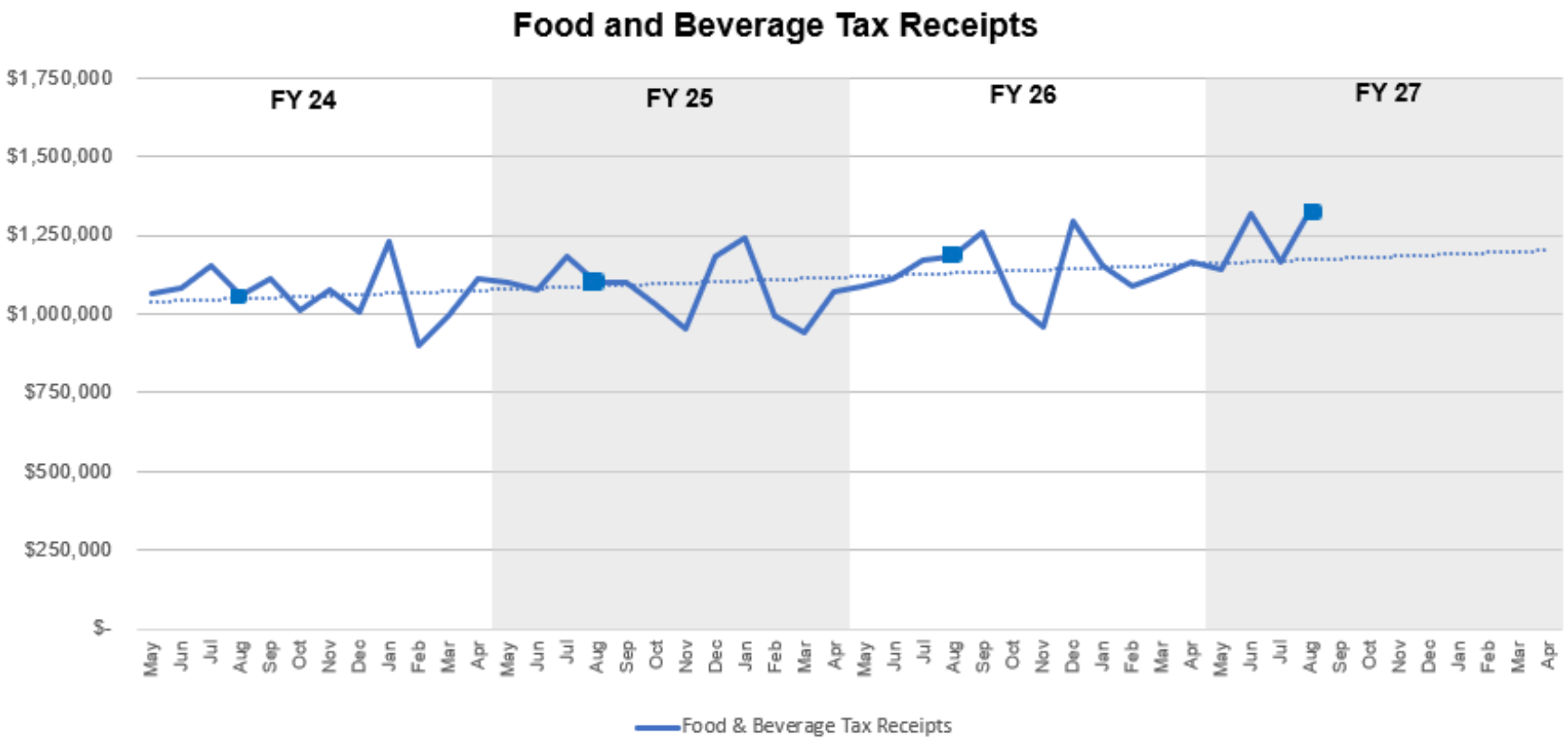


August **Electricity Tax**, totaled $407,076, a 5% increase compared to the same month last year. The FY 26/27 Budget is $3,850,000, our monthly average this Fiscal Year is $310,141 which puts us slightly under budget projections.

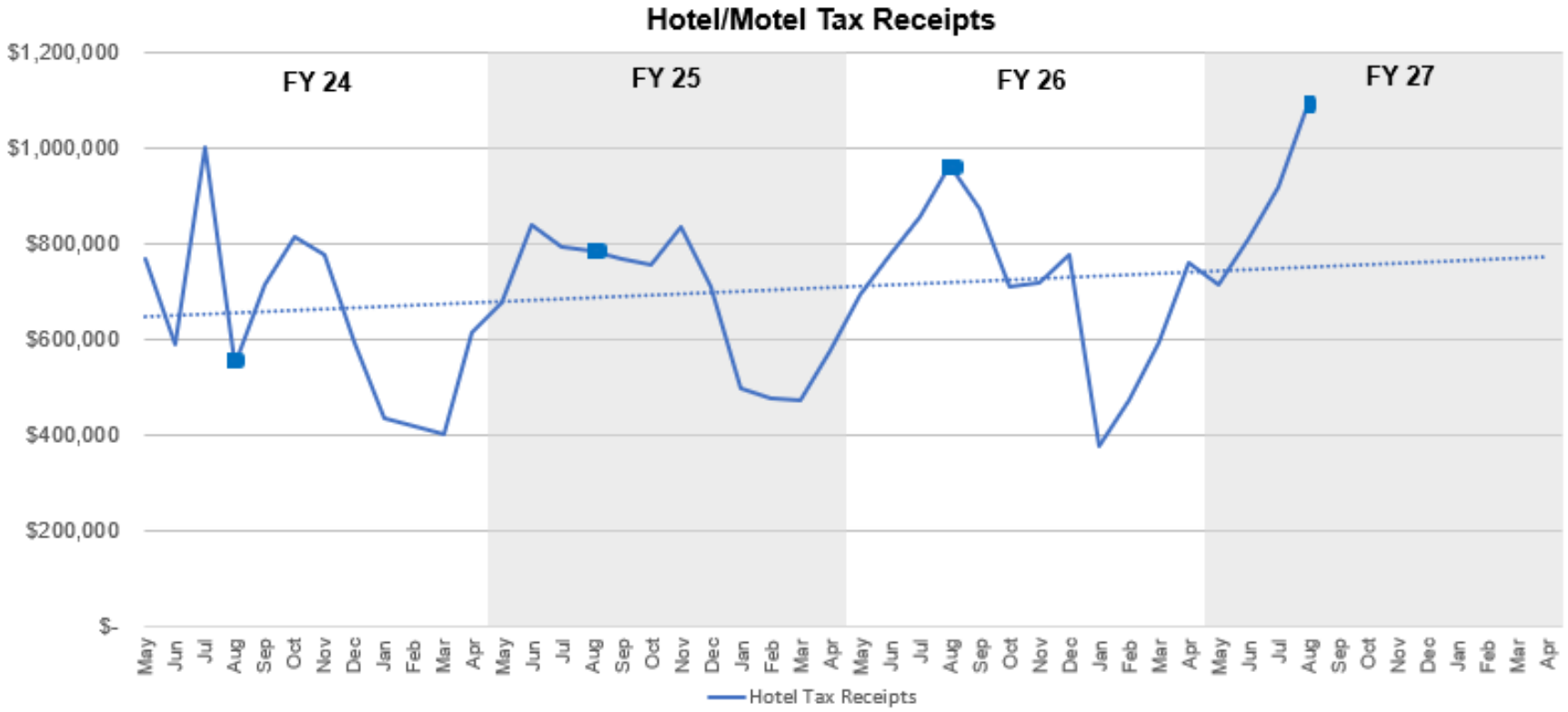


VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

August **Food and Beverage Tax** receipts, which reflect July sales, totaled $1,329,663, a $146,988 or 12.4% increase compared to the same month last year. There were 79 delinquent businesses compared to 97 in the same month last year.



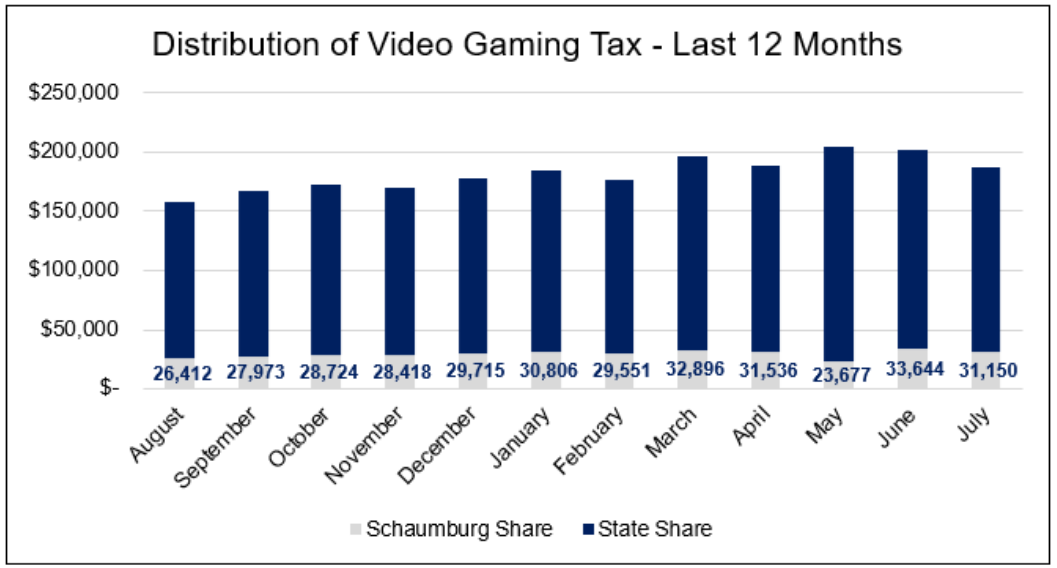
August **Hotel Tax** receipts totaled $1,095,273, which is a $127,617 or 13.2% increase compared to the same month last year. There were 7 delinquent taxpayers. Currently there are 35 active hotel/motel taxpayers, 31 hotels and 4 online travel companies. (Airbnb, Priceline, Rocket Travel, and Expedia - formerly Travelscape).



The Village of Schaumburg has been a financial supporter of Meet Chicago Northwest (MCNW) visitors and convention bureau for many years. Annual support is 10% of the Hotel/Motel tax revenue collected and deposited into the General Fund, which equates to the "10% of 4%" rule. This is used to support initiatives that bring tourism to the region. The first payment to MCNW of the Fiscal Year is $141,179. The FY 26/27 Budget is $429,748.

Video Gaming- the State of Illinois imposes a tax of 30% of net terminal income (NTI) earned on video gaming terminals (VGTs), of which 5/6 is retained by the state and the remaining 1/6 is distributed to municipalities. Additionally, the state imposes a 4% tax on NTI that was increased to 5% in the SFY2025 Budget. The state retains the entire portion of this tax, which is deposited into the Capital Projects Fund. Any licensed video gaming location may operate up to six (6) VGTs. To date, there are 21 Schaumburg businesses offering video gaming, with a total of 118 video gaming terminals as of July 2026.

In July 2026, gaming tax revenue of $31,150 was collected, contributing to a rolling 12-month total of $354,502. Displayed on the right is a listing of existing establishments along with their counts of VGTs.



Video Gaming July 2026	
Establishment Name	**VGT Count**
Bella Napoli Wood Fired Pizza	6
Moretti's Restaurant & Pizzeria	6
Finn McCool's Irish Sports pub	6
Drink	6
Global Brew Tap House	6
Matrix Bar & Grill	6
The Hideout of Schaumburg	6
Blackhawk Resturant and Bar	4
Chicago Prime Italian	6
Frato's	6
Mugs Pizza & Ribs	6
Izzy's Slots	6
McCullough's Pub & Billiards	6
Pilot Pete's	4
Hopscotch LLC	6
Jenny's - East Schaumburg	6
Jenny's - North Schaumburg	6
Jenny's - West Schaumburg	6
Jenny's - South Schaumburg	4
VILLAGE TAVERN & GRILL	6
WESTWOOD TAVERN & TAP	4
	118

Other Tax and Financial Indices Information

Real Estate Transfer Tax: receipts totaled $49,549 during August; a 41.22% decrease from the same month last year, bringing the cumulative revenue for this fiscal year to $255,701. A total of 184 stamps were issued in August, compared to 197 stamps in the same month last year, which is a 6.60% decrease.

Local Motor Fuel Tax is comprised of 16 gas stations remitting the $0.03/gallon local motor fuel tax. Receipts for August, which represent July sales, totaled $77,237.12, which is $8,068 or 11.6% higher compared to the same month last year. There are two delinquent taxpayers that Finance is working with to gain compliance. YTD revenues are $276,048; the total budget for this tax is $836,543.

Cannabis Tax revenue generated by adult-use cannabis sales began on January 1, 2020. Fiscal year tax receipts for State recreational cannabis tax are $163,419. CRTA allows Municipalities to collect up to 3% in cannabis tax, which the village has elected to do. Local cannabis taxes have decreased from a high of $1.28 million in FY22 to a projected $625,000 for FY27 due to high tax rates, competition from the underground marijuana market, and competition from hemp businesses.

August **Use Tax** receipts, which were for May activity, totaled $29,751 a $47,940 or 62% decrease, compared to the same month last year. IML reports: *Use Tax distributions continue to fall, and this rate of decline is expected to pick up once recent legislative changes come into effect. However, the Leveling the Playing Field Act, which established the collection of locally-imposed sales taxes on remote retailers and marketplace sales, municipalities can expect increased sales tax revenue.* The Village uses IML projections for budgeting, so this change was factored into the FY26/27 Budget of $783,809.

August **Telecommunications Tax** receipts, which represent May activity, totaled $131,172, a $13,994 or -9.6% decrease compared to the same month last year.

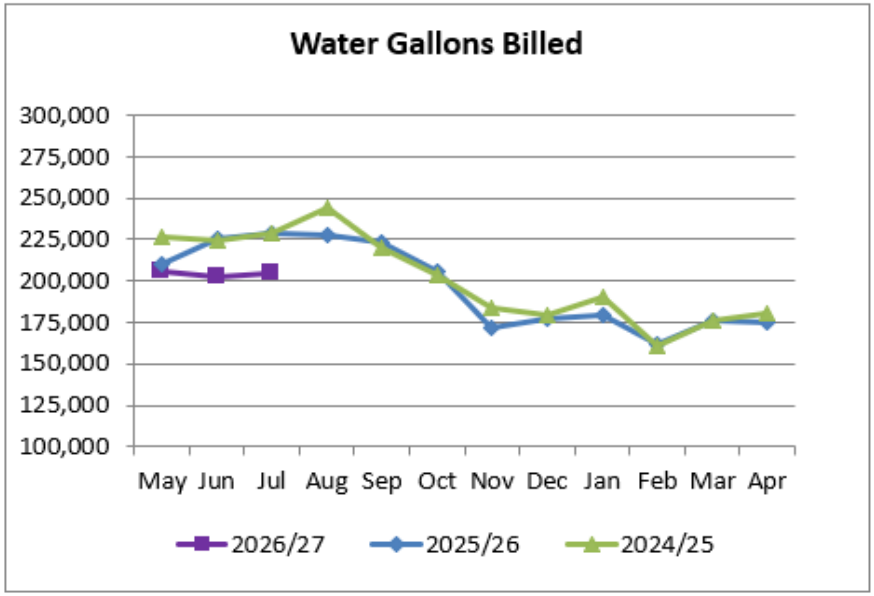
CPI (Consumer Price Index) From the August Report, CPI for Chicago-Naperville-Elgin area increased 2.4% for the 12 months ending in August. The index for all items less food and energy rose 1.8% over the year. The energy index was up 11%, and the food index also rose 2.1%.

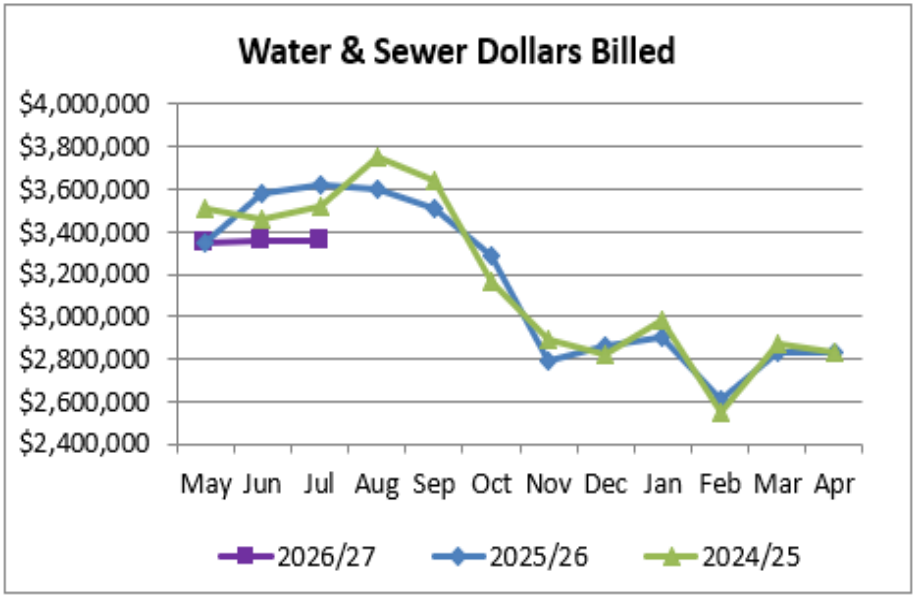
PCE (Personal Consumption Expenditures). From the same month one year ago, the PCE price index for July increased 3.7%. Excluding food and energy, the PCE price index increased 3.3% from one year ago.

Producer Price Index (PPI) for final demand moved up 0.4% in August. Prices for final demand goods increased 1.1%, and the index for final demand services increased 0.1% from July. Prices for final demand rose 5.4% from one year ago.

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

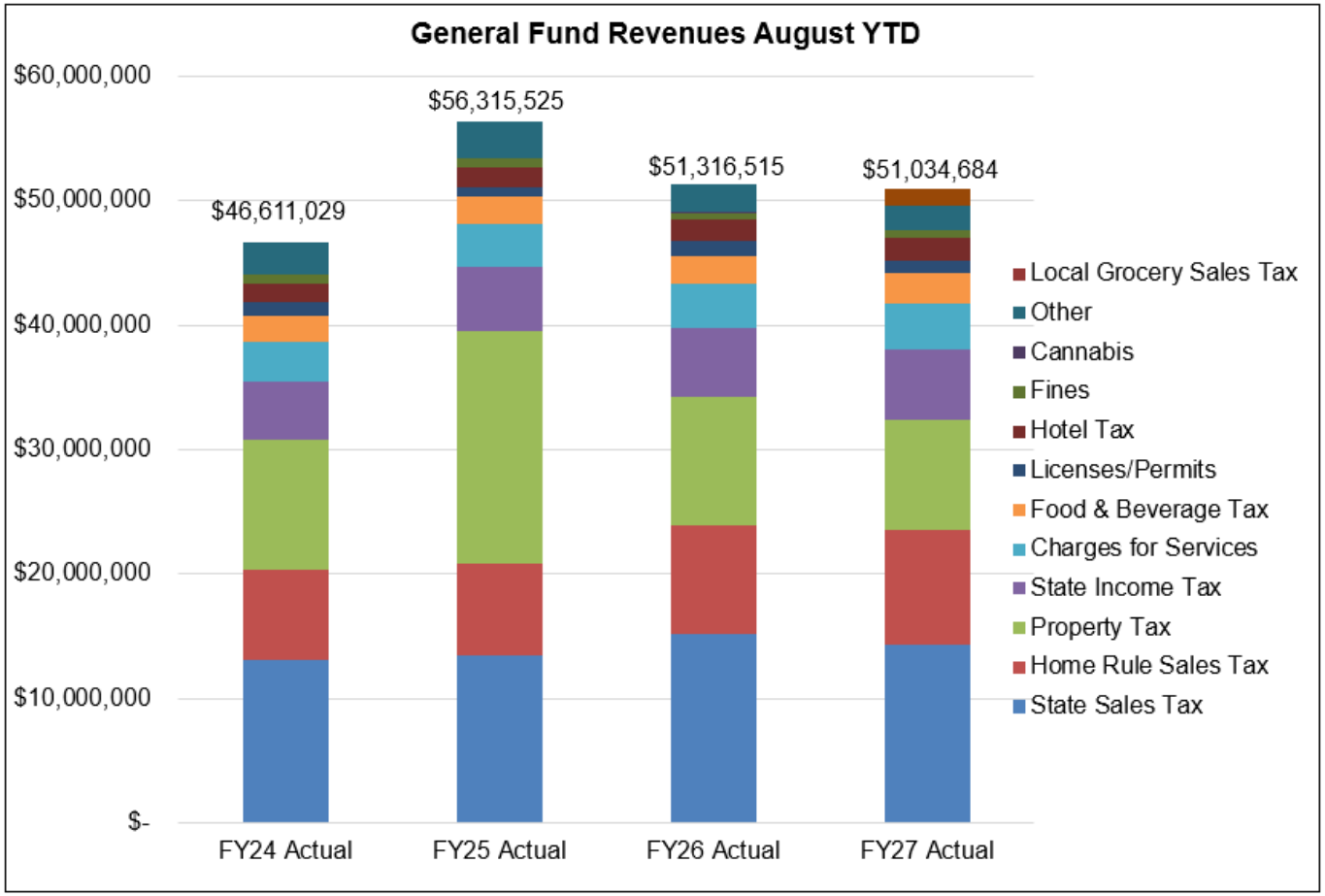
Description	July 2025 Number	Amount	July 2026 Number	Amount	YTD FY26/27 Number	Amount
Bills Sent	26,664	$3,624,779	26,745	$3,356,969	80,292	$10,141,177
Shut Off Notices Sent	643	$175,764	716	$165,106	1,893	$490,638
Services Shut Off	41	N/A	41	N/A	107	N/A
Penalties	3,534	$35,154	3,427	$39,515	10,269	$101,631
New Direct Debit Accounts	100	N/A	117	N/A	362	N/A
Total Direct Debits	7,823	N/A	8,377	N/A	25,066	N/A
Direct Debits as % of Total Invoices	29.3%	N/A	31.3%	N/A	31.2%	N/A





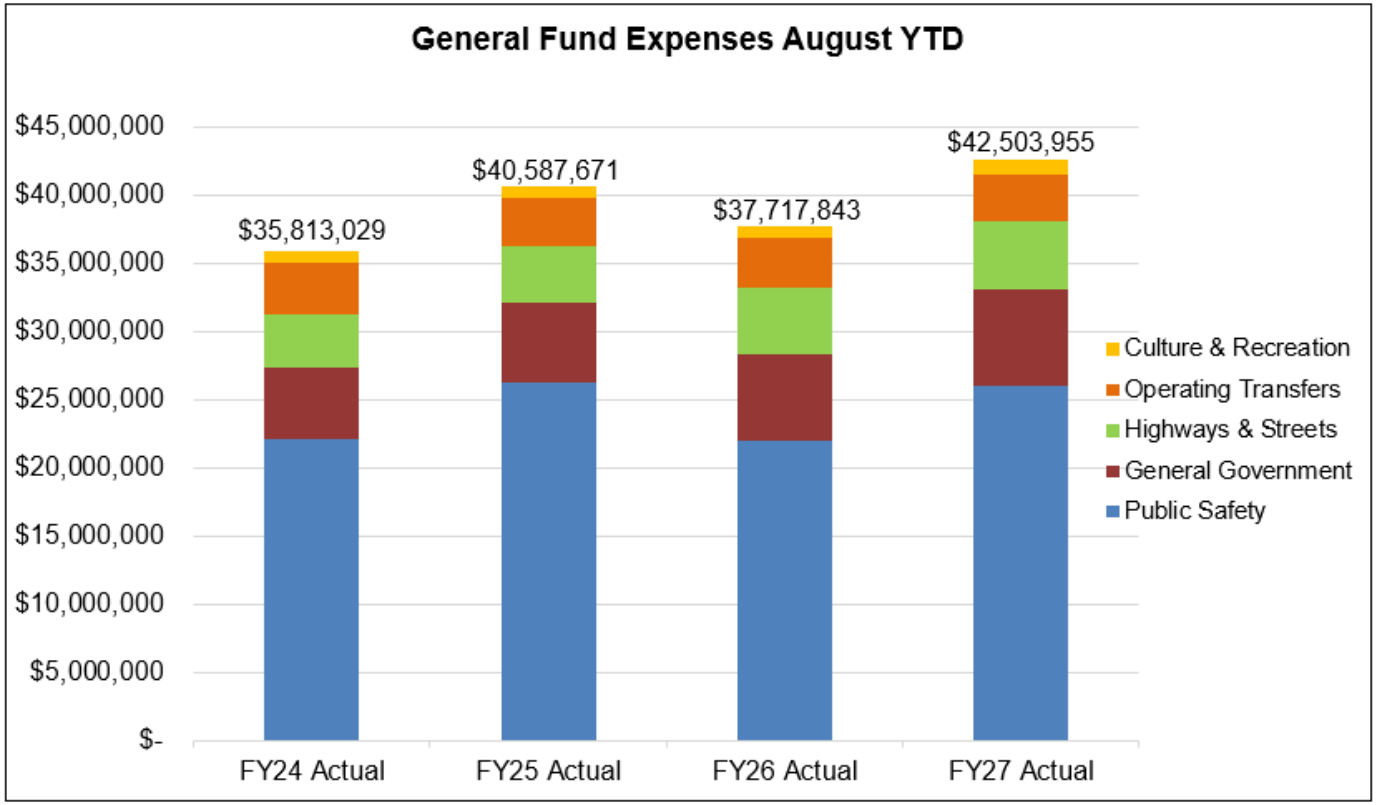
General Fund Historical Trends

Below are charts comparing the YTD actual results of FY 23/24 – FY 26/27.



General Fund Historical Trends

Below are charts comparing the YTD actual results of FY 23/24 – FY 26/27. The increase in Public Safety expenses for this Fiscal Year is related to Police & Firefighter Pension Expenses related to receipt of property taxes early on this fiscal year.



Monthly Financial Report - General Fund
August 31, 2026

	Current Month				YTD Actual					
	FY27 Original Budget	Actual	$ Variance	% Variance	FY27 Original Budget	Actual	$ Variance	% Variance	FY27 Original Budget	YTD Actual % of Original Budget
Revenues										
State Sales Tax	$ 3,483,872	$ 3,833,996	$ 350,124	10.0%	$ 13,500,004	$ 14,273,883	$ 773,879	5.7%	$ 43,548,400	32.8%
Property Taxes		161,609	161,609	0.0%	7,865,905	8,814,288	948,383	0.0%	19,479,582	45.2%
Home-Rule Sales Tax	2,125,920	2,459,640	333,720	15.7%	7,972,200	9,270,240	1,298,040	16.3%	26,574,000	34.9%
State Income Tax	853,326	869,063	15,737	1.8%	5,404,398	5,709,100	304,702	5.6%	14,222,097	40.1%
Food & Beverage Tax	537,672	664,832	127,160	23.7%	2,150,688	2,458,840	308,152	14.3%	6,452,065	38.1%
Hotel Tax	358,124	547,637	189,513	52.9%	1,432,495	1,770,794	338,299	23.6%	4,297,486	41.2%
Local Grocery Sales Tax	340,000	355,552	15,552	4.6%	1,345,000	1,406,582	61,582	4.6%	4,202,400	33.5%
Cannabis Tax	10,103	12,730	2,627	26.0%	40,411	47,103	6,692	16.6%	121,234	38.9%
Licenses & Permits	278,895	276,359	(2,536)	(0.9%)	983,054	975,522	(7,532)	(0.8%)	4,576,583	21.3%
Charges for Services	1,259,553	1,206,323	(53,230)	(4.2%)	5,261,042	3,698,278	(1,562,764)	(29.7%)	16,047,556	23.0%
Fines & Forfeits	158,074	145,672	(12,402)	(7.8%)	640,424	669,443	29,019	4.5%	1,831,848	36.5%
Other	455,734	412,772	(42,962)	(9.4%)	1,575,177	1,622,990	47,813	3.0%	4,707,250	34.5%
Transfers In	162,738	79,405	(83,333)	(51.2%)	650,953	317,619	(333,334)	(51.2%)	1,952,858	16.3%
Total Revenues	**$ 10,024,010**	**$ 11,025,590**	**$ 1,001,580**	**10.0%**	**$ 48,821,752**	**$ 51,034,684**	**$ 2,212,931**	**4.5%**	**$ 148,013,359**	**34.5%**
Expenditures										
President & Board	$ 36,273	$ 22,710	$ (13,563)	(37.4%)	$ 143,170	$ 128,832	$ (14,338)	(10.0%)	$ 409,392	31.5%
Boards & Commissions	19,823	10,768	(9,055)	(45.7%)	80,828	37,461	(43,367)	(53.7%)	326,336	11.5%
General Government	407,400	167,759	(239,641)	(58.8%)	987,131	504,490	(482,641)	(48.9%)	2,465,708	20.5%
Communications	116,919	68,951	(47,968)	(41.0%)	405,619	284,382	(121,237)	(29.9%)	1,142,606	24.9%
Finance	368,703	256,069	(112,634)	(30.5%)	979,352	753,043	(226,309)	(23.1%)	9,174,277	8.2%
Info Technology	507,347	594,756	87,409	17.2%	1,661,100	2,171,485	510,385	30.7%	4,496,045	48.3%
Human Resources	275,291	165,425	(109,866)	(39.9%)	1,006,903	810,611	(196,292)	(19.5%)	2,881,538	28.1%
Cultural Services	658,857	342,508	(316,349)	(48.0%)	1,433,128	1,026,102	(407,026)	(28.4%)	3,848,359	26.7%
Police	3,102,662	2,669,919	(432,743)	(13.9%)	15,619,172	13,957,413	(1,661,759)	(10.6%)	39,626,180	35.2%
Fire	2,329,851	2,235,061	(94,790)	(4.1%)	13,175,913	12,042,785	(1,133,128)	(8.6%)	34,629,687	34.8%
Public Works	1,570,476	1,531,886	(38,590)	(2.5%)	6,124,545	4,796,173	(1,328,372)	(21.7%)	18,548,201	25.9%
Community Development	781,222	740,844	(40,378)	(5.2%)	2,459,207	2,132,441	(326,766)	(13.3%)	6,667,836	32.0%
Economic Development	82,765	57,839	(24,926)	(30.1%)	284,829	251,394	(33,435)	(11.7%)	1,216,822	20.7%
Transportation	85,986	44,853	(41,133)	(47.8%)	284,390	225,879	(58,511)	(20.6%)	780,780	28.9%
Excess Reserve Distribution	-	-	-	0.0%	-	-	-	0.0%	-	0.0%
Operating Transfers Out	845,366	845,366	-	0.0%	3,381,462	3,381,462	-	0.0%	10,144,386	33.3%
Total Expenditures	**$ 11,188,940**	**$ 9,754,712**	**$ (1,434,227)**	**(12.8%)**	**$ 48,026,748**	**$ 42,503,955**	**$ (5,522,795)**	**(11.5%)**	**$ 136,358,153**	**31.2%**
Surplus (Deficit)	**$ (1,164,930)**	**$ 1,270,878**	**$ 2,435,807**		**$ 795,003**	**$ 8,530,729**	**$ 7,735,726**		**$ 11,655,206**	

Monthly Financial Report - August 31, 2026
Water Utility Fund

	Current Month				YTD Actual					
	FY26 Original Budget	Actual	$ Variance	% Variance	FY26 Original Budget	Actual	$ Variance	% Variance	Total Original Budget	YTD Actual % Amended Budget
Revenues										
W & S Charges	$ 3,932,180	$ 3,883,872	$ (48,308)	(1.2%)	$ 14,472,785	$ 13,604,930	$ (867,856)	(6.0%)	$ 40,906,488	33.3%
Tap On Fees	10,000	13,860	3,860	38.6%	40,000	44,773	4,773	12%	120,000	37.3%
Other Revenue	150,546	40,993	(109,554)	(72.8%)	602,185	158,433	(443,753)	(73.7%)	1,806,556	8.8%
Total Revenues	**$ 4,092,727**	**$ 3,938,725**	**$ (154,002)**	**(3.8%)**	**$ 15,114,971**	**$ 13,808,135**	**$ (1,306,835)**	**(8.6%)**	**$ 42,833,044**	**32.2%**
Expenditures										
Salaries & Wages	$ 479,253	$ 371,790	$ (107,463)	(22.4%)	$ 1,677,865	$ 1,261,330	$ (416,536)	(24.8%)	$ 4,591,632	27.5%
Employee Insurance	68,887	68,887	-	0.0%	275,548	275,548	-	0.0%	826,644	33.3%
Employment Taxes	25,142	28,546	3,404	13.5%	113,138	98,575	(14,563)	(12.9%)	326,843	30.2%
Pensions	27,107	29,786	2,679	9.9%	121,982	104,778	(17,203)	(14.1%)	352,391	29.7%
Other Payroll Expenses	1,950	232	(1,718)	(88.1%)	26,742	17,661	(9,081)	(34.0%)	42,343	41.7%
Supplies	67,992	100,014	32,022	47.1%	272,118	272,847	728	0.3%	816,055	33.4%
Services and Charges	438,149	224,740	(213,409)	(48.7%)	1,738,060	828,488	(909,572)	(52.3%)	5,218,786	15.9%
JAWA	1,602,779	1,722,203	119,424	7.5%	6,103,555	6,090,352	(13,203)	(0.2%)	17,487,632	34.8%
Capital Expenditures	1,484,979	957,501	(527,478)	(35.5%)	5,939,916	2,147,409	(3,792,507)	(63.8%)	17,819,747	12.1%
Depreciation/Bad Debt	200,000	200,000	-	0.0%	800,000	800,512	512	0.1%	2,401,000	33.3%
Operating Transfers Out	314,934	314,934	(0)	(0.0%)	1,259,737	1,259,737	(0)	(0.0%)	3,779,210	33.3%
Total Expenditures	**$ 4,711,173**	**$ 4,018,633**	**$ (692,539)**	**(14.7%)**	**$ 18,328,661**	**$ 13,157,237**	**$ (5,171,424)**	**(28.2%)**	**$ 53,662,283**	**24.5%**
Surplus (Deficit)	**$ (618,446)**	**$ (79,908)**	**$ 538,538**		**$ (3,213,690)**	**$ 650,898**	**$ 3,864,589**		**$ (10,829,239)**	

Monthly Financial Report - July 31, 2026
Hotel and Convention Center Funds

	Current Month				YTD Actual				2026 Annual	YTD Actual % of Annual
	Budget	Actual	$ Variance	% Variance	Budget	Actual	$ Variance	% Variance	Budget	Budget
Convention Center Fund (590)										
Revenues (590)										
Hotel Tax	$ 416,356	$ 406,645	$ (9,711)	(2.3%)	$ 2,013,106	$ 2,121,922	$ 108,816	5.4%	$ 3,625,610	58.5%
Telecommunications Tax	289	197	(92)	(31.9%)	2,025	1,501	(524)	(25.9%)	3,472	43.2%
Amusement Tax	229,716	309,605	79,889	34.8%	1,644,309	2,048,213	403,904	24.6%	2,827,103	72.4%
H. R. Sales Tax - Renaissance	16,993	17,458	465	2.7%	108,681	118,731	10,050	9.2%	189,472	62.7%
Food & Beverage Tax	337,260	311,206	(26,054)	(7.7%)	2,198,759	2,252,907	54,148	2.5%	3,732,800	60.4%
State Sales Tax - Renaissance	16,993	17,458	465	2.7%	108,681	118,731	10,050	9.2%	189,472	62.7%
Invstmt Inc/Host Lease/Land Sale	254,208	142,278	(111,930)	(44.0%)	1,779,458	951,255	(828,203)	(46.5%)	3,050,500	31.2%
Operating Transfers In	755,255	1,021,169	265,915	35.2%	5,286,782	6,767,950	1,481,168	28.0%	9,063,055	74.7%
Total Revenues (590)	**$ 2,027,071**	**$ 2,226,016**	**$ 198,945**	**9.8%**	**$ 13,141,801**	**$ 14,381,210**	**$ 1,239,409**	**9.4%**	**$ 22,681,484**	**63.4%**
Expenditures (590)										
Professional Services	$ 27,083	$ -	$ (27,083)	(100.0%)	$ 189,583	$ 85,861	$ (103,722)	(54.7%)	$ 325,000	26.4%
Tax Exempt Bond Interest	-	-	-	0.0%	3,942,075	3,972,075	30,000	0.0%	7,884,150	50.4%
Capital/Equity Transfers Out	-	-	-	0.0%	-	-	-	0.0%	-	0.0%
Depreciation and Amortization	525,000	525,000	-	0.0%	3,675,000	3,675,000	-	0.0%	6,300,000	58.3%
Total Expenditures (590)	**$ 552,083**	**$ 525,000**	**$ (27,083)**	**(4.9%)**	**$ 7,806,658**	**$ 7,732,936**	**$ (73,722)**	**(0.9%)**	**$ 14,509,150**	**53.3%**
Surplus/ (Deficit) (590)	**$ 1,474,988**	**$ 1,701,016**	**$ 226,028**		**$ 5,335,143**	**$ 6,648,274**	**$ 1,313,131**		**$ 8,172,334**	
Renaissance Hotel/CC Fund (591)										
Revenues (591)										
Hotel Room Revenue	$ 1,467,952	$ 2,235,000	$ 767,048	52.3%	$ 11,225,925	$ 13,620,722	$ 2,394,797	21.3%	$ 20,708,843	65.8%
Banquet Revenue	1,758,841	1,680,544	(78,298)	(4.5%)	11,247,720	12,619,509	1,371,789	12.2%	20,798,600	60.7%
Restaurant Revenue	259,840	332,644	72,804	28.0%	2,407,457	2,795,002	387,545	16.1%	4,149,500	67.4%
Other Hotel/CC Revenue	385,946	391,664	5,719	1.5%	3,058,536	3,491,975	433,439	14.2%	5,196,857	67.2%
Equity/Capital Transfers In	-	-	-	0.0%	-	-	-	0.0%	-	0.0%
Total Revenues (591)	**$ 3,872,578**	**$ 4,639,852**	**$ 767,274**	**19.8%**	**$ 27,939,638**	**$ 32,527,208**	**$ 4,587,570**	**16.4%**	**$ 50,853,800**	**64.0%**
Expenditures (591)										
Hotel Room Expenses	$ 549,476	$ 612,799	$ 63,323	11.5%	$ 3,739,687	$ 4,080,094	$ 340,407	9.1%	$ 6,338,275	64.4%
Kitchen Expenses	527,606	549,703	22,097	4.2%	3,958,277	4,151,760	193,483	4.9%	6,456,542	64.3%
Banquet Expenses	636,214	553,305	(82,909)	(13.0%)	3,992,552	4,047,042	54,490	1.4%	6,690,636	60.5%
Restaurant Expenses	211,271	178,446	(32,826)	(15.5%)	1,421,583	1,387,594	(33,989)	(2.4%)	2,201,286	63.0%
Capital Outlay	214,033	175,986	(38,048)	(17.8%)	1,498,233	1,615,958	117,725	7.9%	2,568,400	62.9%
Other Expenses	1,488,195	1,439,173	(49,022)	(3.3%)	9,971,130	10,268,265	297,136	3.0%	17,191,754	59.7%
Transfer to Convention Center	759,398	1,021,169	261,772	34.5%	5,315,783	6,767,950	1,452,167	27.3%	9,112,771	74.3%
Total Expenditures (591)	**$ 4,386,194**	**$ 4,530,581**	**$ 144,387**	**3.3%**	**$ 29,897,245**	**$ 32,318,663**	**$ 2,421,418**	**8.1%**	**$ 50,559,664**	**63.9%**
Surplus/ (Deficit) (591)	**$ (513,615)**	**$ 109,271**	**$ 622,886**		**$ (1,957,606)**	**$ 208,545**	**$ 2,166,151**		**$ 294,136**	
Net Surplus/ (Deficit)	**$ 961,372**	**$ 1,810,287**	**$ 848,915**		**$ 3,377,536**	**$ 6,856,819**	**$ 3,479,282**		**$ 8,466,470**	

BIDS, RFPS, AND CONTRACTS $25,000 TO $75,000

Date	Project	Vendor	Amount
9/2/2026	Al Larson Cultural Center Dressing and Conference Room Casework Project	Carmichael Construction	$ 39,404
9/2/2026	Purchase of Two Speed Trailers	All Traffic Solutions	$ 64,216
9/2/2026	Repair of Primrose Water Tank Leak	Bear Construction	$ 38,601
9/3/2026	Purchase of Shelving and Miscellaneous Items for the New Village Hall	Uline	$ 35,217
9/3/2026	Repair of Station 20 Masonry Wall	Bear Construction	$ 39,270
		Monthly Total	**$ 216,708**
		Year to Date Total	**$1,601,423**

SUMMARY OF CASH AND INVESTMENTS

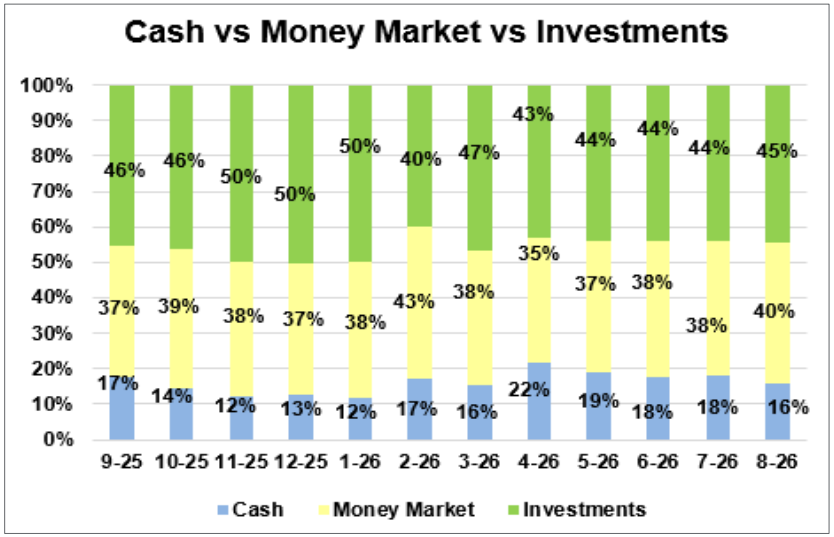
VILLAGE OF SCHAUMBURG
STATEMENT OF CASH AND INVESTMENTS
August 31, 2026

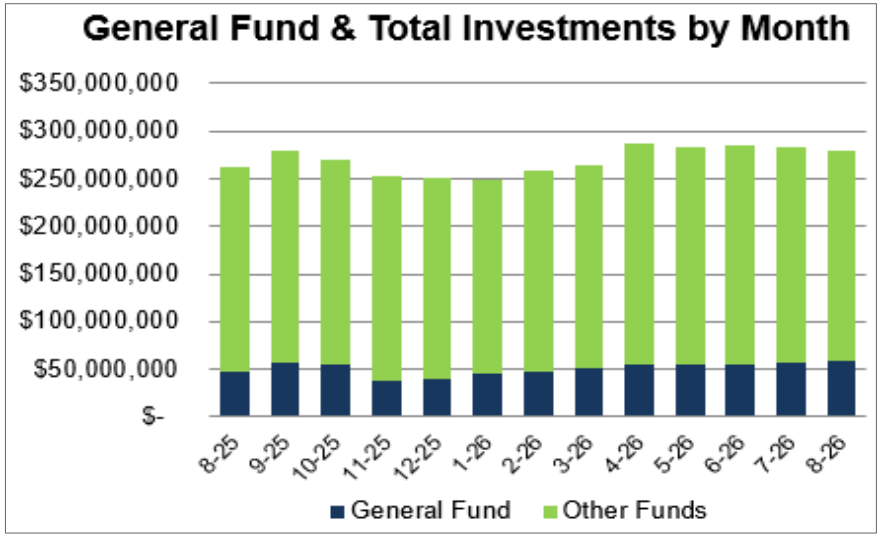
	Par Value	Current Book Value	Market Value	Percent Total Book Value
Cash	44,364,448	44,364,448	44,364,448	16%
Money Market	110,652,263	110,652,263	110,652,263	39%
CDs	29,980,895	29,980,895	29,961,841	11%
Agency Bonds	61,655,000	61,603,178	60,927,291	22%
US Treasury Notes	18,650,000	18,671,035	18,445,160	7%
Municipal Bonds	16,146,000	15,597,377	15,317,972	6%
	$ 281,448,606	$ 280,869,196	$ 279,668,975	100%
Last Year	$ 262,067,596	$ 261,579,820	$ 261,903,753	
% Change from Last Year	7.4%	7.4%	6.8%	

INTEREST RATES OF RETURN

Average rate of return on investments for FY26 was 3.9% and is 3.7% in FY27. Village investments are laddered over five years and diversified in the following categories:

Investment Type	Avg. Rate	Investment Weight	Avg. Weighted Total
CD	3.8%	13.1%	0.5%
Fifth Third Securities Investments	3.6%	41.0%	1.5%
Fifth Third Securities Money Market	3.5%	0.3%	0.0%
IL Funds	3.8%	28.2%	1.1%
Max Safe	3.9%	17.5%	0.7%
FY 27 YTD Average Interest Rate of Return			**3.72%**





**The Interest Rates of Return table will be updated quarterly; the current table was last updated in August of 2026.*

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Adopt an Ordinance Approving the Fee Schedule for 2027
10/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Annually, every department is tasked with evaluating the fee schedule to determine whether adjustments to the fees associated with their provided services are warranted. Following this year's assessment, staff recommends various adjustments. The changes are detailed in the attached Exhibit A, these adjustments are influenced by multiple factors, including but not limited to, current market conditions, economic variables, contractual commitments, cost recuperation, consumer pass-through fees, and inflation.

Recommended Action:

The Village Manager recommends that the FLAGG Committee recommend the Village Board adopt an ordinance to amend the Schaumburg Municipal Code Chapter 41, various sections of the Village Fee Schedule.

ATTACHMENTS:

- Fee Schedule
- Ordinance
- Exhibit A

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

Date: September 22, 2026

To: Village Manager

From: Director of Finance

Subject: 2027 Fee Schedule Recommendation

For: FLAGG

Introduction

Departments review their fees each year to cover costs, comply with law changes, and adjust for new service needs. This process helps prevent large one-time increases while keeping fees fair, relevant, and aligned with actual costs. For 2027, staff is recommending changes which are outlined in Exhibit A.

Discussion

Finance staff attended the annual GFOA Annual Conference which included discussions with municipalities sharing best practices and procedures surrounding updating fees in our respective communities. The Village's approach of conducting annual reviews and recommending incremental adjustments is consistent with these best practices and reflects GFOA's advice for evaluating fees within the broader context of service delivery.

Based on the annual review, the following changes, effective January 1, 2027, are proposed:

Finance:

Finance is proposing targeted increases across the fee schedule, primarily affecting business licenses, rental and association licenses, and miscellaneous licenses. Most of these proposed increases are $10, while several fees with greater administrative or regulatory requirements would receive slightly larger adjustments, including tobacco, association, and solicitor/vendor licenses. The proposed adjustments reflect increased administrative costs associated with assisting businesses through the application and licensing process, as well as the continued costs of third-party software used to facilitate licensing and fee administration. The proposed changes represent a routine review and modest update to maintain appropriate cost recovery while continuing to provide a balanced and competitive fee structure for businesses and residents.

Police Department:

The Police Department is proposing to increase the Solicitor License fee from $100 to $120. The proposed increase reflects the additional staff time required to assist applicants throughout the licensing and application process. A review of the Department's remaining fees indicates that they are generally consistent with fees charged by neighboring communities, while certain fees are established by state statute. Accordingly, no additional fee changes are recommended.

Engineering and Public Works (EPW):
Public Works is proposing a new $3,660 fee to recover the cost of water meters damaged by contractors or companies during construction or other work. The fee would cover the cost of purchasing a replacement meter or making necessary repairs, as the Village currently absorbs these expenses. Last year, the Village purchased six replacement meters, with an additional two meters planned for purchase this year to maintain adequate inventory.

Fire Department:
The Fire Department has experienced an increase in requests from businesses for Fire Extinguisher Training. Historically, the Department has conducted an average of eight training classes per year; however, demand has increased, with approximately double the number of classes conducted or anticipated this year. In response to the increased demand, the Fire Department is proposing a new $150 fee for Fire Extinguisher Training. The fee is intended solely to recover the cost of instructor time, with the average class requiring approximately two hours to complete, including setup, instruction, and breakdown. The Fire Department is also proposing an increase in CPR Training from $55 to $65.

Economic Development
The Economic Development Department is recommending an increase for Class 6B and 7 applications from $500 to $1,000. The increase is due to additional staff time to handle these requests as well as to be inline with our neighboring communities. Rolling Meadows, Elk Grove Village, and Arlington Heights charge a $1,000 application fee.

Community Development:
Last year, Community Development proposed fee increases across several categories, including the Tent Inspection fee for Special Event Permits and flat permit fees for sheds, decks, fences, patios, roofing, and sidewalks/stoops. Additionally, Residential Alterations and Additions moved from a subjective flat-rate tier system to a valuation-based fee (1% of construction value, with a $100 minimum and $4,600 maximum), aligning Schaumburg with most comparable communities and making fees more predictable while keeping overall revenue consistent. As such, Community Development is not proposing any fee changes this year.

Transportation:
Transportation is not proposing any fee increases this year. The Department last updated the Commuter Station Parking Fees effective May 1, 2025. This increase in commuter station parking fees is proposed to align with both market rates and surrounding suburbs. The updates from 2025 produced a year-over-year increase in parking revenue of 20% for FY24-25 and a 27% increase for FY25-26.

The **Cultural Services Department** brings forward its proposed fee changes earlier in the year. This timing allows staff to align updated rates with marketing efforts and rental agreements ahead of the production season.

Recommendation
Staff recommends the Village Manager recommends the FLAGG Committee recommends the Village Board adopt an ordinance amending the Schaumburg Village Code Chapter 41, Section 41.01, Village Fee Schedule.

Attachments:

Ordinance
Exhibit A

PUBLICATION OF:

ORDINANCE NO. 27-
ORDINANCE AMENDING TITLE 3 CHAPTER 41 (FEE SCHEDULE), SECTION A

ADOPTED: OCTOBER ____, 2026
PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER _, 2026

ORDINANCE NO. 27 -
ORDINANCE AMENDING TITLE 3 CHAPTER 41 (FEE SCHEDULE), SECTION 41.01(A)

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 Finance Department has conducted a review of the fees charged by the Village of Schaumburg for Fiscal Year 2026/2027 and

WHEREAS, the fees and charges have been revised to more closely reflect industry best practices and the actual cost of the service provided; and

WHEREAS, it would be in the best interests of the citizens of Schaumburg to update the village fee schedule and implement new fees on January 1, 2027; and

WHEREAS, the FLAGG Committee has recommended certain changes to the Village's fee schedule.

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

SECTION ONE: That Title 3, Chapter 41, Section 41.01(A) General Fees is hereby amended to add the proposed fees as set forth on Exhibit A attached hereto.

SECTION TWO: This ordinance shall be in full force and effect after passage and publication as required by law, with the effective date for each revised fee as indicated on Exhibit A.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Department: Finance				
Classification		**Detail**	**Current Fee Amount**	**2027 Proposed Fee Amount**
Business License				
	Entertainment:			
	Entertainment:	Annual license	$250	$260
	Firearm dealer		$750	$760
	Food court license		$1,100	$1,110
	Food establishments:			
	Food establishments:	0 - 4,000 floor area in square feet	$195	$205
	Food establishments:	4,001 - 5,000	$295	$305
	Food establishments:	5,001 - 6,000	$380	$390
	Food establishments:	6,001 - 7,500	$475	$485
	Food establishments:	7,501 - 9,000	$565	$575
	Food establishments:	9,001 - 12,000	$650	$660
	Food establishments:	12,001 - 15,000	$775	$785
	Food establishments:	15,001 and over	$885	$895
	Food trucks/Other:			
	Food trucks:	Mobile food vending	$115	$125
	Food trucks:	Mobile food preparation	$190	$200
	Gas station		$360	$370
	General business:			
	General business:	0 - 999 square feet	$110	$120
	General business:	1,000 - 4,999	$120	$130
	General business:	5,000 - 9,999	$135	$145
	General business:	10,000 - 14,999	$160	$170
	General business:	15,000 - 19,999	$185	$195
	General business:	20,000 - 29,999	$250	$260
	General business:	30,000 - 39,999	$325	$335
	General business:	40,000 - 49,999	$370	$380
	General business:	50,000 - 74,999	$460	$470
	General business:	75,000 - 99,999	$550	$560
	General business:	100,000 - 249,999	$635	$645
	General business:	250,000 - 499,999	$725	$735
	General business:	500,000 +	$815	$825
	Hotels/motels:			
	Hotels/motels:	0 - 100,000 floor area in square feet	$900	$910
	Hotels/motels:	100,001 - 300,000	$1,500	$1,510
	Hotels/motels:	300,001 - over	$2,100	$2,110

Classification		Detail	Current Fee Amount	2027 Proposed Fee Amount
Rental Licenses and Association Licenses				
	Association licenses:	Condominium, quadhome, townhouse - each rented dwelling	$75	$85
	Rental licenses:	Bed and breakfasts	$130	$140
	Rental licenses:	Nonresidential rental property each building/location	$150	$160
	Rental licenses:	Apartment buildings: 1 - 50 dwelling units	$375	$385
	Rental licenses:	Apartment buildings: 51 - 100 dwelling units	$750	$760
	Rental licenses:	Apartment buildings: 101 - 200 dwelling units	$1,100	$1,110
	Rental licenses:	Apartment buildings: 201 - 300 dwelling units	$1,450	$1,460
	Rental licenses:	Apartment buildings: 301 - 400 dwelling units	$1,775	$1,785
	Rental licenses:	Apartment buildings: 401 - 500 dwelling units	$2,150	$2,160
	Rental licenses:	Single-family dwelling units: Single-family home - per rented dwelling	$120	$130
	Rental licenses:	Condominium, quadhome, townhouse - per rented dwelling	$75	$85
Miscellaneous Licenses				
	Miscellaneous Licenses	Jukebox	$90	$100
	Miscellaneous Licenses	Peddler/solicitor/vendor license	$100	$120
	Miscellaneous Licenses	Pigeon license	$100	$110
	Miscellaneous Licenses	Gumball, stickers and trinket coin-operated machines	$10	$20
	Miscellaneous Licenses	All other coin-operated machines (other than amusement devices)	$50	$60
	Miscellaneous Licenses	Cleaning and dyeing establishment on-premises	$200	$210
	Tobacco:			
	Tobacco:	Retail electronic smoking device store	$280	$310
	Tobacco:	Retail sale of tobacco license	$120	$160
	Tobacco:	Retail tobacco and smoking store license	$280	$310

Classification		Detail	Current Fee Amount	2027 Proposed Fee Amount
	Legal publication notice			
	Nursing homes, shelter care, homes for the aged		$425	$430
	Psychic/fortune teller		$200	$210
	Psychic/fortune teller	Application fee	$75	$85
	Psychic/fortune telling establishment		$650	$660
	Psychic/fortune telling establishment	Application fee	$145	$155
	Refuse collector (per truck)		$225	$235
	Spa (open to public)		$125	$135
	Theater (per screen)		$150	$160
Department: Engineering & Public Works				
Hydrant Meter Rental Fees				
	Hydrant Meter	Cost of Hydrant Meter	$0	$3,660
Department: Fire				
General Fees: Other Charges				
	Extinguisher Training		$0	$150
	CPR Training		$55	$65
Department: Economic Development				
Cook County Business Incentives				
	Class 6B Application Fee		$500	$1,000
	Class 7 Application Fee		$500	$1,000

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Amend Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 6B Tax Classification Policy
10/13/26
Village Board

Presenter: Matt Frank
Lead Department: Economic Development

Executive Summary:

Staff surveyed other communities regarding application fees for the Cook County Class 6B incentives, and we found that Schaumburg's current application fee of $500 is noticeably lower than most. Schaumburg's application fee hasn't been updated in over six years. In comparison, most communities have set their application fee at $1,000. To better reflect the staff hours dedicated to reviewing and presenting these incentive requests, we believe increasing the application fee to $1,000 is fair and would bring us in line with prevailing practices.

Additionally, community involvement continues to play a vital role in evaluating these incentives. We'd like to enhance our approach by specifically highlighting Village of Schaumburg programs, such as Septemberfest and the Schweikher House, which are not currently listed in our policy. By doing so, we can strengthen our incentive evaluation process and encourage greater participation in local events.

Recommended Action:

The Village Manager recommends the FLAGG Committee recommend the Village Board refer the amendment to the Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 6B Tax Classification Policy to the Committee of the Whole.

ATTACHMENTS:

- Revised Class 6B Tax Classification Policy Clean.pdf
- Revised Class 6B Tax Classification Policy Redline.pdf

POLICY STATEMENT 5.64 TITLE: - VILLAGE OF SCHAUMBURG, COOK COUNTY, CLASS 6B TAX CLASSIFICATION POLICY

COW Approval: August 15, 1995/Revised: February 18, 2002; January 20, 2015; July 21, 2020

VB Approval Date: August 22, 1995/Revised: February 26, 2002; January 27, 2015; July 28, 2020

Statement: The following criteria will be used when considering requests for Cook County Class 6B Real Estate Tax Classifications ("Class 6B Classification"). The purpose of this incentive is to help the Village compete with other Cook County municipalities that offer the Class 6B Classification, and to compete with surrounding counties that have lower real estate tax rates, to encourage occupancy of vacant industrial space and attract new investment.

1. Class 6B Classification requests can be considered for all industrial uses locating in Schaumburg, moving within Schaumburg or for expanding their present facility within Schaumburg.

2. Class 6B Classification requests can be considered for industrial uses that have not received other forms of inducement from Schaumburg for the same project, such as industrial revenue bonds or Tax Increment Financing.

3. Class 6B Classification requests are required to pay a non-refundable application fee as noted in Chapter 41: Village Fee Schedule. This fee covers the cost of publication, notification and administrative costs of the Village. Additional fees may be required if the Village's Director of Economic Development determines that it will be necessary to employ third party, non-Village employee consultants to review and analyze the application, and/or prepare reports or draft documents relative to the application or the approval thereof.

4. Class 6B Classification requests seeking to reoccupy a vacant or abandoned property can only be considered for projects that have been vacant for a minimum of 2 years, or a minimum of 6 months with "special circumstances".

5. Class 6B Classification requests must provide evidence that the project would not be economically feasible without the Class 6B incentive.

6. Class 6B Classification requests and renewal requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate:
    a. Significant employment and business growth through the creation of additional jobs at the facility and within Schaumburg during the life of the Class 6B Classification incentive and/or planned growth for the upcoming years.
    b. Substantial capital expenditures at the facility which improves the building and raises the Equalized Assessed Value (EAV) of the property. Equipment costs and other improvements that do not add to the EAV will not be included as part of this requirement.
    c. Ongoing community involvement and financial support for the time period during which the Class 6B Classification is applicable, provided to agencies including but not limited to the Schaumburg Business Association, Schaumburg Township Library District, Al Larson Cultural Center, Schaumburg Park District, Harper College, School District 54, School District 211, the Golden Corridor Advanced Manufacturing Partnership and the Japanese Chamber of Commerce as well as Village of Schaumburg programs and events like Septemberfest and the Schweikher House.
    d. The need for an additional 12 years of reduced tax assessments.

7. Initial Class 6B Classification requests and renewal requests, relative to property located in a TIF District, will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate the fulfillment of the additional criteria:

a. Improvements to the property and/or building(s), at a value that shall result in an increase in the EAV of the property that is equal to or greater than 25% of the current EAV of the property within two years of the Class 6B Classification approval. Equipment costs and other improvements that do not add to the EAV will not be included as part of this requirement.
b. The EAV of the property after the completion of the proposed improvements shall be equal to or higher than the base EAV when the TIF District was established.
c. A minimum of 1 employee per 1,000 square feet of building space is required with an average salary equal to or greater than the Bureau of Labor Statistics current index for Cook County for the position the employee will hold.

8. Class 6B Classification second renewal requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate significant investment in Schaumburg.

9. Class 6B Classification requests approved by the Schaumburg Village Board will be subject to a Development Agreement, which will be used to document the agreed upon capital expenditures, total number of employees and community involvement in order to receive continued support for the Class 6B incentive. The Development Agreement will also provide for the reimbursement of reasonable costs incurred by the Village of Schaumburg in processing the Class 6B Classification request, and provide limitation on the applicant's ability to challenge the EAV of the property during the time period which the Class 6B incentive is applicable.

10. In the event of failure to meet any of the employment, capital expenditure, community involvement requirements, or EAV challenge limitations; the Village of Schaumburg may impose penalties including but limited to and termination of the Class 6B Classification for the property and monetary repayments of previously received property tax savings.

POLICY STATEMENT 5.64 TITLE: - VILLAGE OF SCHAUMBURG, COOK COUNTY, CLASS 6B TAX CLASSIFICATION POLICY

COW Approval: August 15, 1995/Revised: February 18, 2002; January 20, 2015; July 21, 2020

VB Approval Date: August 22, 1995/Revised: February 26, 2002; January 27, 2015; July 28, 2020

Statement: The following criteria will be used when considering requests for Cook County Class 6B Real Estate Tax Classifications ("Class 6B Classification"). The purpose of this incentive is to help the Village compete with other Cook County municipalities that offer the Class 6B Classification, and to compete with surrounding counties that have lower real estate tax rates, to encourage occupancy of vacant industrial space and attract new investment.

1. Class 6B Classification requests can be considered for all industrial uses locating in Schaumburg, moving within Schaumburg or for expanding their present facility within Schaumburg.

2. Class 6B Classification requests can be considered for industrial uses that have not received other forms of inducement from Schaumburg for the same project, such as industrial revenue bonds or Tax Increment Financing.

3. Class 6B Classification requests are required to pay a non-refundable application fee ~~of $500.00~~ as noted in Chapter 41: Village Fee Schedule. This fee covers the cost of publication, notification and administrative costs of the Village. Additional fees may be required if the Village's Director of Economic Development determines that it will be necessary to employ third party, non-Village employee consultants to review and analyze the application, and/or prepare reports or draft documents relative to the application or the approval thereof.

4. Class 6B Classification requests seeking to reoccupy a vacant or abandoned property can only be considered for projects that have been vacant for a minimum of 2 years, or a minimum of 6 months with "special circumstances".

5. Class 6B Classification requests must provide evidence that the project would not be economically feasible without the Class 6B incentive.

6. Class 6B Classification requests and renewal requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate:
    a. Significant employment and business growth through the creation of additional jobs at the facility and within Schaumburg during the life of the Class 6B Classification incentive and/or planned growth for the upcoming years.
    b. Substantial capital expenditures at the facility which improves the building and raises the Equalized Assessed Value (EAV) of the property. Equipment costs and other improvements that do not add to the EAV will not be included as part of this requirement.
    c. Ongoing community involvement and financial support for the time period during which the Class 6B Classification is applicable, provided to agencies including but not limited to the Schaumburg Business Association, Schaumburg Township Library District, Al Larson ~~Prairie Center for the Arts~~Cultural Center, Schaumburg Park District, Harper College, School District 54, School District 211, the Golden Corridor Advanced Manufacturing Partnership and the Japanese Chamber of Commerce as well as Village of Schaumburg programs and events like Septemberfest and the Schweikher House.
    d. The need for an additional 12 years of reduced tax assessments.

7. Initial Class 6B Classification requests and renewal requests, relative to property located in a TIF District, will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate the fulfillment of the additional criteria:

a. Improvements to the property and/or building(s), at a value that shall result in an increase in the EAV of the property that is equal to or greater than 25% of the current EAV of the property within two years of the Class 6B Classification approval. Equipment costs and other improvements that do not add to the EAV will not be included as part of this requirement.
b. The EAV of the property after the completion of the proposed improvements shall be equal to or higher than the base EAV when the TIF District was established.
c. A minimum of 1 employee per 1,000 square feet of building space is required with an average salary equal to or greater than the Bureau of Labor Statistics current index for Cook County for the position the employee will hold.

8. Class 6B Classification second renewal requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate significant investment in Schaumburg.

9. Class 6B Classification ~~renewal~~ requests ~~and initial requests for properties in a TIF district~~ approved by the Schaumburg Village Board will be subject to a Development Agreement, which will be used to document the agreed upon capital expenditures, total number of employees and community involvement in order to receive continued support for the Class 6B incentive. The Development Agreement will also provide for the reimbursement of reasonable costs incurred by the Village of Schaumburg in processing the Class 6B Classification request, and provide limitation on the applicant's ability to challenge the EAV of the property during the time period which the Class 6B incentive is applicable.

10. In the event of failure to meet any of the employment, capital expenditure, community involvement requirements, or EAV challenge limitations; the Village of Schaumburg may impose penalties including but limited to and termination of the Class 6B Classification for the property and monetary repayments of previously received property tax savings.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Amend Policy Statement 5.66 – Village of Schaumburg, Cook County, Class 7 Tax Classification Policy
10/13/26
Village Board

Presenter: Matt Frank
Lead Department: Economic Development

Executive Summary:

Staff surveyed other communities regarding application fees for the Cook County Class 7 incentives, and we found that Schaumburg's current application fee of $500 is noticeably lower than most. Schaumburg's application fee hasn't been updated in over six years. In comparison, most communities have set their application fee at $1,000. To better reflect the staff hours dedicated to reviewing and presenting these incentive requests, we believe increasing the application fee to $1,000 is fair and would bring us in line with prevailing practices.

Additionally, community involvement continues to play a vital role in evaluating these incentives. We'd like to enhance our approach by specifically highlighting Village of Schaumburg programs, such as Septemberfest and the Schweikher House, which are not currently listed in our policy. By doing so, we can strengthen our incentive evaluation process and encourage greater participation in local events.

Recommended Action:

The Village Manager recommends the FLAGG Committee recommend the Village Board refer the amendment to the Policy Statement 5.64 – Village of Schaumburg, Cook County, Class 7 Tax Classification Policy to the Committee of the Whole.

ATTACHMENTS:

- Class 7 Tax Classification Policy Clean.pdf
- Class 7 Tax Classification Policy Redline.pdf

POLICY STATEMENT TITLE: - VILLAGE OF SCHAUMBURG, COOK COUNTY, CLASS 7 TAX CLASSIFICATION POLICY

COW Approval: July, 21, 2020

VB Approval Date: July 28, 2020

Statement: The following criteria will be used when considering requests for Cook County Class 7 Real Estate Tax Classifications ("Class 7 Classification"). The purpose of this incentive is to help the Village compete with other Cook County municipalities that offer the Class 7 Classification, and to compete with surrounding counties that have lower real estate tax rates, to encourage occupancy of vacant commercial space and attract new investment.

1. Class 7 Classification requests are required to pay a non-refundable application fee as noted in Chapter 41: Village Fee Schedule. This fee covers the cost of publication, notification and administrative costs of the Village. Additional fees may be required if the Village's Director of Economic Development determines that it will be necessary to employ third party, non-Village employee consultants to review and analyze the application, and/or prepare reports or draft documents relative to the application or the approval thereof.

2. Class 7 Classification requests can only be considered for commercial uses which involve real estate used primarily for the buying and selling of goods and services, or for otherwise providing goods and services, including any real estate used for hotel, restaurant, or office purposes.

3. Class 7 Classification requests seeking to reoccupy a vacant or abandoned property can only be considered for projects that have been vacant for a minimum of 2 years, or a minimum of 1 year with "special circumstances".

4. Class 7 Classification requests can only be considered for the aforementioned commercial uses locating in Schaumburg or moving within Schaumburg, in an area(s) determined to be "in need of commercial development" as required by Section 74-65(a) of the Cook County Ordinance. The five eligibility requirements mandated by the Ordinance require that the project (1) be in a designated area in need of redevelopment; (2) complete a real estate tax analysis to determine that taxes in the project have declined or remained stagnant; (3) be viable and completed in a timely manner; (4) be necessary and unable to move forward without the incentive; and (5) ultimately result in an increase in real property tax revenue and employment opportunities within the area.

5. Class 7 Classification requests can only be considered for commercial uses that have not received other forms of inducement from Schaumburg for the same project such as Tax Increment Financing.

6. Class 7 Classification requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate:

    a. Significant employment and business growth through the creation of additional jobs at the facility and within Schaumburg during the life of the Class 7 Classification incentive and/or planned growth for the upcoming years.
    b. Substantial capital expenditures at the facility which improves the building and raises the Equalized Assessed Value (EAV) of the property. Examples include the expansion of the facility or substantial renovations to the property.
        1. For Class 7a applications, the total development costs, exclusive of land, must exceed one million dollars but must not exceed two million dollars.

2. For Class 7b applications, the total development costs, exclusive of land, must exceed two million dollars.
3. For Class 7c applications, the total development costs, exclusive of land, must exceed one millions dollars.

c. Ongoing community involvement and financial support for the time period during which the Class 7 Classification is applicable, provided to agencies including but not limited to the Schaumburg Business Association, Schaumburg Township Library District, Al Larson Cultural Center, Schaumburg Park District, Harper College, School District 54 and School District 211 as well as Village of Schaumburg programs and events like Septemberfest and the Schweikher House.
d. Evidence that the project would not be economically feasible without the Class 7 incentive.

7. Class 7 Classification requests for real estate located in a TIF District will be required to demonstrate the fulfillment of the following criteria in addition to the criteria in section 4:

    a. Improvements to the property and/or building(s), at a value that shall result in an increase in the EAV of the property that is equal to or greater than 25% of the current EAV of the property within two years of the Class 7 Classification approval. These improvements may include items such as build out of space and additions. Equipment and other investments that do not add to the EAV will not be included as part of the minimum requirement.
    b. The EAV of the property after the completion of the proposed improvements shall be equal to or higher than the base EAV when the TIF District was established.
    c. A minimum of 1 employee per 400 square feet of building space is required with an average salary equal to or greater than the Bureau of Labor Statistics current index for Cook County for the position the employee will hold.

8. Class 7 Classification requests approved by the Schaumburg Village Board will be subject to a Development Agreement, which will be used to document the agreed upon capital expenditures, total number of employees and community involvement in order to receive continued support for the Class 7 incentive. The Development Agreement will also provide for the reimbursement of reasonable costs incurred by the Village of Schaumburg in processing the Class 7 Classification request, and provide limitation on the applicant's ability to challenge the EAV of the property during the time period which the Class 7 incentive is applicable.

9. In the event of failure to meet any of the employment, capital expenditure, community involvement requirements, or EAV challenge limitations; the Village of Schaumburg may impose penalties including the termination of the Class 7 Classification for the property and monetary repayments of previously received property tax savings.

POLICY STATEMENT TITLE: - VILLAGE OF SCHAUMBURG, COOK COUNTY, CLASS 7 TAX CLASSIFICATION POLICY

COW Approval: July, 21, 2020

VB Approval Date: July 28, 2020

Statement: The following criteria will be used when considering requests for Cook County Class 7 Real Estate Tax Classifications ("Class 7 Classification"). The purpose of this incentive is to help the Village compete with other Cook County municipalities that offer the Class 7 Classification, and to compete with surrounding counties that have lower real estate tax rates, to encourage occupancy of vacant commercial space and attract new investment.

1. Class 7 Classification requests are required to pay a non-refundable application fee ~~of $500.00.~~ as noted in Chapter 41: Village Fee Schedule. This fee covers the cost of publication, notification and administrative costs of the Village. Additional fees may be required if the Village's Director of Economic Development determines that it will be necessary to employ third party, non-Village employee consultants to review and analyze the application, and/or prepare reports or draft documents relative to the application or the approval thereof.

2. Class 7 Classification requests can only be considered for commercial uses which involve real estate used primarily for the buying and selling of goods and services, or for otherwise providing goods and services, including any real estate used for hotel, restaurant, or office purposes.

3. Class 7 Classification requests seeking to reoccupy a vacant or abandoned property can only be considered for projects that have been vacant for a minimum of 2 years, or a minimum of 1 year with "special circumstances".

4. Class 7 Classification requests can only be considered for the aforementioned commercial uses locating in Schaumburg or moving within Schaumburg, in an area(s) determined to be "in need of commercial development" as required by Section 74-65(a) of the Cook County Ordinance. The five eligibility requirements mandated by the Ordinance require that the project (1) be in a designated area in need of redevelopment; (2) complete a real estate tax analysis to determine that taxes in the project have declined or remained stagnant; (3) be viable and completed in a timely manner; (4) be necessary and unable to move forward without the incentive; and (5) ultimately result in an increase in real property tax revenue and employment opportunities within the area.

5. Class 7 Classification requests can only be considered for commercial uses that have not received other forms of inducement from Schaumburg for the same project such as Tax Increment Financing.

6. Class 7 Classification requests will be reviewed on a case-by-case basis and will only be considered if the applicant can demonstrate:

    a. Significant employment and business growth through the creation of additional jobs at the facility and within Schaumburg during the life of the Class 7 Classification incentive and/or planned growth for the upcoming years.
    b. Substantial capital expenditures at the facility which improves the building and raises the Equalized Assessed Value (EAV) of the property. Examples include the expansion of the facility or substantial renovations to the property.
        1. For Class 7a applications, the total development costs, exclusive of land, must exceed one million dollars but must not exceed two million dollars.

2. For Class 7b applications, the total development costs, exclusive of land, must exceed two million dollars.
3. For Class 7c applications, the total development costs, exclusive of land, must exceed one millions dollars.

c. Ongoing community involvement and financial support for the time period during which the Class 7 Classification is applicable, provided to agencies including but not limited to the Schaumburg Business Association, Schaumburg Township Library District, Al Larson ~~Prairie Center for the Arts~~Cultural Center, ~~Next Level Northwest,~~ Schaumburg Park District, Harper College, School District 54 and School District 211 as well as Village of Schaumburg programs and events like Septemberfest and the Schweikher House.
d. Evidence that the project would not be economically feasible without the Class 7 incentive.

7. Class 7 Classification requests for real estate located in a TIF District will be required to demonstrate the fulfillment of the following criteria in addition to the criteria in section 4:

   a. Improvements to the property and/or building(s), at a value that shall result in an increase in the EAV of the property that is equal to or greater than 25% of the current EAV of the property within two years of the Class 7 Classification approval. These improvements may include items such as build out of space and additions. Equipment and other investments that do not add to the EAV will not be included as part of the minimum requirement.
   b. The EAV of the property after the completion of the proposed improvements shall be equal to or higher than the base EAV when the TIF District was established.
   c. A minimum of 1 employee per 400 square feet of building space is required with an average salary equal to or greater than the Bureau of Labor Statistics current index for Cook County for the position the employee will hold.

8. Class 7 Classification requests approved by the Schaumburg Village Board will be subject to a Development Agreement, which will be used to document the agreed upon capital expenditures, total number of employees and community involvement in order to receive continued support for the Class 7 incentive. The Development Agreement will also provide for the reimbursement of reasonable costs incurred by the Village of Schaumburg in processing the Class 7 Classification request, and provide limitation on the applicant's ability to challenge the EAV of the property during the time period which the Class 7 incentive is applicable.

9. In the event of failure to meet any of the employment, capital expenditure, community involvement requirements, or EAV challenge limitations; the Village of Schaumburg may impose penalties including the termination of the Class 7 Classification for the property and monetary repayments of previously received property tax savings.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Schaumburg Business Association Member Dues
10/13/26
Village Board

Presenter:
Lead Department: Economic Development

Account(s):	Budget:	Expense Request:
1014505-7216	2514.00	2514.00

Executive Summary:

The Schaumburg Business Association (SBA) has submitted the annual membership dues for fiscal year 2026/2027 in the amount of $2,514. This is an increase of $20 over last year.

Membership in the 900+ business association provides the village with a variety of programs and resources with local businesses including:

- 100+ Networking/Business Events
- Membership Directory Listing
- Online Profile
- Business Resource Guide
- Marketing
- Weekly e-Newsletter
- Member Spotlights
- Email Blasts
- Event Opportunities

The village's participation in the SBA is as follows:

- Brian Townsend, Village Manager - Ex-Officio Member of Board of Directors
- Matt Frank, Director of Economic Development - Executive Committee of Board of Directors

Staff believes that membership in this organization provides value to the village.

Recommended Action:

The Village Manager recommends that the FLAGG Committee recommend to the Village Board to approve membership in the Schaumburg Business Association, and that the membership dues in the amount of $2,514 be paid.

ATTACHMENTS:

- Member Dues Renewal 2026-27 #64526.pdf

Schaumburg Business Association
1501 E Woodfield Rd
Suite 115N
Schaumburg, IL 60173
(847) 413-1010

Invoice

Invoice Date: 8/19/2026
Invoice Number: 64526
Account ID: 18

Village of Schaumburg
Renee Romanowski
101 Schaumburg Court
Schaumburg, IL 60193

Date Due: 10/1/2026

Description	Quantity	Rate	Amount
Member Dues - Renewal	**1**	**$2,514.00**	**$2,514.00**
		Total:	**$2,514.00**
		Payment/Credit Applied:	**$0.00**
		Balance:	**$2,514.00**

Thank you for your support!

Please return this portion with your payment.

Remit to:
Schaumburg Business Association
1501 E Woodfield Rd
Suite 115N
Schaumburg, IL 60173

Member Name: Village of Schaumburg
Invoice #: 64526
Account No.: 18
Payment Amount: $_____

Payment Method: ☐ **Check #**_____ ☐ **Credit Card**
Make all checks payable to Schaumburg Business Association or enter credit card information below.

Name on Card: _____

Credit Card #: _____

Exp. Date: _____ **CVV Code** _____

Billing Zip: _____

Signature: _____

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Lease Extension for 2222 Hammond between Hunter Realty Limited, LLC and SMG Hunter LLC and the Village of Schaumburg
10/13/26
Village Board

Presenter: Matt Frank
Lead Department: Economic Development

Account(s):	Budget:	Expense Request:
4369010-7725	1,500,000	

Executive Summary:

A Purchase and Sale Agreement for $6,015,000 was approved by the Village Board with Hunter Realty Limited, LLC on May 28, 2024, for 2222 Hammond Drive. This will be the future home of the Cook County District 1 Maintenance Facility. Within the Purchase and Sale Agreement, a Leaseback Agreement was identified with the following terms:

- 18-month term at $1 per month
- Potential extension for an additional 6 months at $50,000 per month
- Seller can sublease to a purchaser of Tenant's business

The Purchase and Sale Agreement also included reimbursement of Relocation Costs of $1,500,000 in TIF funds which included:

- Property acquisition
- Renovation or construction expenses for new location
- Relocation costs and expenses
- Professional services

The Lease Agreement between the Village of Schaumburg and Hunter Realty Limited, LLC, was effective July 23, 2024.

SMG Hunter LLC bought Hunter Foundry from Karen and Bill Hunter in late 2024. The Village has been working with representatives from SMG Hunter LLC on options to relocate Hunter Foundry. SMG Hunter LLC has leased space in Bensenville. They are in the process of relocating to Bensenville and have requested an additional 3-month lease extension. The attached agreement continues with $50,000 in rent payments for up to $150,000 for three months. The agreement also includes a reduction

of $100,000 in TIF assistance per month that they occupy 2222 Hammond. If the business is not out by October 31st, no TIF relocation assistance will be provided. SMG Hunter LLC anticipates being out by the end of September but has asked for October 31st as the latest to salvage the cranes and any other equipment.

Staff is coordinating utility disconnection with SMG Hunter LLC in anticipation of demo work to start this year.

Recommended Action:

The Village Manger recommends the FLAGG Committee recommend the Village Board approve a lease extension with Hunter Realty Limited, LLC and SMG Hunter LLC.

ATTACHMENTS:

- 2222 Hammond Lease Extension.pdf

LEASE EXTENSION AGREEMENT

THIS LEASE EXTENSION AGREEMENT ("***Agreement***") is made this _____ day of_____, 2026, by and between the **VILLAGE OF SCHAUMBURG** ("***Landlord***"), **HUNTER REALTY LIMITED, LLC** ("***Tenant***") and **SMG HUNTER LLC** ("***Subtenant***").

Recitals

WHEREAS, Landlord and Tenant previously entered into a Purchase and Sale Agreement for the Leased Premises (the "***PSA***"), whereby Tenant sold to Landlord the Leased Premises (as hereinafter defined); and

WHEREAS, Landlord and Tenant also previously entered into a Lease Agreement effective July 23, 2024 (the "***Lease***") for the real property located at 2222 Hammond Drive, Schaumburg, Illinois (the "***Leased Premises***"); and

WHEREAS, Tenant and Subtenant previously entered into a Sublease Agreement dated as of July 24, 2024, whereby Tenant subleased the Leased Premises to Subtenant; and

WHEREAS, the initial term of the Lease was for eighteen (18) months, which expired on January 23, 2026 (the "***Initial Term***"); and

WHEREAS, Section 25 of the Lease provided for a single Extension Option for a period of six (6) months (the "***Extension Term***"), which was granted by Landlord at the request of Tenant and/or Subtenant; and

WHEREAS, in accordance with Section 25 the Lease, rent during the Extension Term is Fifty Thousand Dollars ($50,000) per month; and

WHEREAS, the Article XV of the PSA provided certain economic incentives for relocation costs payable by the Landlord to the Tenant for relocation from the Leased Premises

after the Initial Term and any Extension Term, in an amount not to exceed One Million Five Hundred Thousand Dollars ($1,500,000) (the "***Relocation Incentive***"); and

WHEREAS, as referenced in the PSA, Tenant and Subtenant previously entered into an Assignment of Rights to Economic Incentives whereby Tenant assigned its rights and interests to the Relocation Incentive to Subtenant (the "***Incentive Assignment***"); and

WHEREAS, the Extension Term expired on July 23, 2026, and Tenant and/or Subtenant has requested a further extension to remain on the Leased Premises up to October 31, 2026; and

WHEREAS, the Landlord is amenable to granting such further extension to the Lease, subject to the terms and conditions set forth herein;

NOW, THEREFORE for and in consideration of (i) the mutual agreements set forth herein, and (ii) other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Landlord and Tenant agree as follows:

1. Recitals Incorporated. The Recitals set forth above are incorporated herein and made a part of this Agreement.
2. Extension Term. Landlord hereby agrees to further extend the term of the Lease for the Leased Premises to October 31, 2026, subject to the payment of Rent in the amount of Fifty Thousand Dollars ($50,000) per month as set forth in Section 25 of the Lease.
3. Relocation Incentive. In consideration for the extension of the Lease to October 31, 2026, the Relocation Incentive as set forth in Article XV of the PSA and incorporated in Section 26 of the Lease, which Relocation Incentive has been assigned from Tenant to Subtenant pursuant to the Incentive Assignment, is hereby amended as follows:
    a. For each month Tenant remains on the Leased Premises after July 31, 2026, the maximum Relocation Incentive will be reduced by $100,000. For example, if

Tenant vacates and surrenders the Leased Premises by August 31, 2026, the maximum Relocation Incentive will be reduced to $1,400,000; and if Tenant vacates and surrenders the Leased Premises by September 30, 2026, the maximum Relocation Incentive will be reduced to $1,300,000.

b. If Tenant fails to vacate and surrender the Leased Premises by October 31, 2026, Tenant shall not be entitled to any amount of Relocation Incentive, and Article XV of the PSA shall be deemed null and void.

4. All other provisions of the Lease and PSA not otherwise amended by this Agreement shall remain in full force and effect.

[Signature Page Follows]

IN WITNESS WHEREOF, Landlord, Tenant and Subtenant have executed this Agreement as of the day and year first stated above.

LANDLORD:

VILLAGE OF SCHAUMBURG

By: _____
Name: _____
Title: _____

TENANT:

HUNTER REALTY LIMITED, LLC

By: _____
Name: _____
Title: _____

SUBTENANT:

SMG HUNTER LLC

By: _____
Name: _____
Title: _____

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Contract for Six (6) Lifepak 35 Cardiac Monitor Units
10/13/26
Village Board

Presenter: Fabio Puccini, Fire Chief
Lead Department: Fire Department

Account(s):	Budget:	Expense Request:
1013620-7403	This will be budgeted in FY28	$139,594.69

Executive Summary:

The Schaumburg Fire Department's cardiac monitor replacement program currently budgets for the purchase of two new Lifepak 35 (LP35) units each year. Based on analysis conducted by staff, an alternative procurement strategy-the STRYKER Lifepak 35 FLEX Plan-offers a more cost-effective and operationally beneficial approach for fiscal years 2028,2029 and 2030.

STRYKER is the sole source for the Lifepak 35 cardiac monitor. STRYKER was also awarded a purchase by the Village for Lifepak 35 cardiac monitors at the July 28, 2026 Village Board Meeting. The proposed FLEX Plan builds upon the department’s existing use of the Lifepak 35 and provides a multi-year purchasing option with guaranteed pricing.

The FLEX Plan is not a new program to STRYKER. It has been used for hospital environment purchases for multiple years; however, it is a new purchasing option available to prehospital consumers.

Financial Advantages

- The FLEX Plan provides a fixed annual cost of $139,594.69 for three consecutive years, totaling $418,784.06 for six monitors. This eliminates exposure to STRYKER’s documented annual price increases, which have historically ranged from 31% to 47% compounded across product lines, with Lifepak models increasing approximately 3% annually.
- Cost modeling shows an estimated savings of $21,211.94 when compared with purchasing monitors individually during future pricing cycles.
- Proposed yearly pricing under traditional purchasing would rise to approximately $146,549.42 in 2029 and $153,851.86 in 2030, making early commitment financially advantageous.

Operational Benefits

- The FLEX Plan ensures that all frontline apparatus remain equipped with the newest cardiac monitors across the fleet, providing standardization, improving reliability, and reducing maintenance variability.
- Predictable annual expenditures streamline long-term financial planning and stabilize budgeting requirements, particularly valuable during multi-year capital planning cycles.
- Coordinating annual scheduled replacements with the FLEX Plan improves operational readiness by standardizing equipment lifecycle management and avoiding gaps caused by deferred purchasing.

- Pricing includes an extended "bumper-to-bumper" warranty that covers the monitors through fiscal year 2034.

Replacement Schedule

- The Village currently budgets for two new monitors each fiscal year. Under the current replacement plan, equipment standardization across the fleet would not be achieved until after six years.
- The department is currently replacing cardiac monitors after approximately 10 years of service.
- Electing to utilize the FLEX Plan will allow the department to trade in current units after eight years of service, when they are expected to have a greater trade-in value.

Strategic Justification

Committing to the FLEX Plan supports the department's broader goals of fiscal responsibility, operational efficiency, modernization, and standardization. Locking in guaranteed monitor pricing allows the department to avoid future inflationary pressures while ensuring consistent equipment availability for emergency medical response.

Recommendation

Based on the financial analysis, historical pricing trends, and operational advantages outlined in the attached documents, adoption of the STRYKER Lifepak 35 FLEX Plan is strongly recommended for the 2028 budget cycle. The plan provides significant cost stabilization, measurable savings, and a structured replacement strategy while ensuring the Schaumburg Fire Department continues to maintain a modern, standardized, and reliable cardiac monitor fleet.

Recommended Action:

The Village Manager recommends the Village Board award the contract for Six (6) Lifepak 35 Cardiac Monitor units in the total amount of $418,784.06.

ATTACHMENTS:

- Schaumburg Fire Dept FLEX Proposal Breakdown LP35 - 8 year warranty.pdf
- Schaumburg FD - 6 LP 35 - 8 year warranty Payment Proposal.pdf
- 7282026 Agenda Item-Competitive Bidding Stryker.pdf

Schaumburg Fire Dept. Lifepak 35 Proposal – qty 6 – 8 year ext. warranty

2028 Price Quoted: $139,594.69
2029 Price Increase Estimated Cost: $146,549.42
2030 Price Increase Estimated Cost: $153,851.86

+ $ 21,211.94 if purchasing 2 monitors over the next 3 years (6 total)
****unknown trade-in values for future years, ex. 8k vs 5k trade-in ****

Proposed EMS+ Plan

2028	2029	2030
$139,594.69	$139,594.69	$139,594.69
		Total Price: $418,784.06

Cost Savings	$21,211.94

09/11/2026

SCHAUMBURG FIRE DEPT
1601 N ROSELLE RD RM EMS
SCHAUMBURG,Illinois 60195-3612

Equipment: See proposal for detailed equipment descriptions and pricing.

Finance structure: Conditional Sale

Payment terms:

	3 annual payments
Proposal total	$418,784.06
Total payment	$139,594.69

Payments are exclusive of all applicable taxes and freight unless otherwise noted.

Contract commencement: Upon delivery, installation, and acceptance.

Transfer of title: At contract commencement.

Down payment: No down payment required.

First payment due: Net 30 following installation.

Interim rent: Stryker does not charge interim rent.

Documentation fees: Stryker does not charge documentation fees.

Payment adjustment: The payments quoted herein were calculated based, in part, on an interest rate equivalent as quoted on Bloomberg under the SOFR Swap Rate that would have a repayment term equivalent to the initial term (or an interpolated rate if a like-term is not available) as reasonably determined by Stryker's Flex Financial division. Flex Financial reserves the right to adjust the payments prior to contract commencement to maintain current economics of this proposed transaction. "SOFR" with respect to any day means the secured overnight financing rate published for such day by the Federal Reserve Bank of New York, as the administrator of the benchmark (or a successor administrator) on the Federal Reserve Bank of New York's Website as quoted by Bloomberg.

Deal consummation: This proposal is subject to final credit, pricing, and documentation approval. Legal documents must be signed before your equipment can be delivered.

Please note that this proposal is subject to change if documents are not signed prior to **09/30/2026.**

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Waiver of Competitive Bidding and Award the Sole Source Purchase of Lifepak 35 Monitor/Defibrillators to Stryker Sales Corporation
07/28/26
Village Board

Presenter: Fabio Puccini, Fire Chief
Lead Department: Fire Department

Account(s):	Budget:	Expense Request:
1013620-7403	$141,670.00	$124,669.50

The budget status for this request is: Under Budget

Amount Under Budget: $17,000.50

Executive Summary:

The Fire Department respectfully requests approval from the Public Safety Committee to purchase two (2) Stryker LIFEPAK 35 cardiac monitor/defibrillators, the most current and advanced models available in the emergency medical services market. This purchase is a critical step in our long term plan to replace aging cardiac monitoring equipment and standardize modern, reliable, lifesaving technology across all fire department apparatus.

Modernizing Our Cardiac Care Equipment

The LIFEPAK 35 monitors represent the newest generation of cardiac monitor/defibrillator technology, offering improved reliability, enhanced diagnostic capabilities, advanced patient care features, and stronger interoperability with regional EMS systems. We currently have four LIFEPAK 35 units already in frontline service on our ambulances, and they have proven to be dependable, clinically advanced, and well received by our paramedic staff.
To maintain Advanced Life Support (ALS) status on our fire apparatus, every ALS capable unit must carry a cardiac monitor. Several of our apparatus still rely on outdated equipment no longer supported at an optimal level. Adding two additional LIFEPAK 35 units will reduce this gap and move us closer to our long term equipment standardization goals.

Department Wide Standardization

This purchase supports our multiyear transition plan to outfit all department apparatus with identical, modern cardiac monitors. Standardizing to a single platform:

- Improves clinical consistency and care quality
- Reduces training complexity
- Simplifies maintenance and service
- Ensures immediate familiarity for crews operating across multiple units

At the current scheduled rate of replacement, full department wide implementation of the LIFEPAK 35

platform is projected to be complete by Fiscal Year 2030.

Sole Source Justification & Waiver of Competitive Bidding

Stryker is the sole source provider of LIFEPAK 35 devices and related service components, as documented in the attached sole source letter. No third-party vendors are authorized to sell or service these monitors in the U.S. market for EMS and fire based emergency response agencies. Two years ago, the department evaluated an alternative manufacturer's monitor; after a full operational and clinical review, the LIFEPAK platform remained the superior choice and was selected as the department's standard.

Based on the exclusivity of the vendor and prior comparative evaluation, we request:

1. Waiver of competitive bidding

This will allow the department to continue replacing outdated equipment in a phased, fiscally responsible manner without requiring repeated committee actions for the same predetermined need.

Purchasing these two LIFEPAK 35 cardiac monitors advances the department's strategic goals of modernizing emergency medical equipment, maintaining ALS capability across all apparatus, improving operational consistency, and ensuring the highest standard of patient care. Approval of this request will keep the department on schedule to complete the full transition by 2030.

Recommended Action:

The Village Manager recommends the Public Safety Committee recommend the Village Board approve a waiver of competitive bidding and award the sole source purchase of (2) Lifepak 35 monitor/defibrillators from Stryker Sales Corporation of Portage, MI, at a cost of $124,669.50.

ATTACHMENTS:

- SCHAUMBURG FD LIFEPAK 35-Quote.pdf
- STRYKER_Treatment Sole-Source Letter US - Schaumburg.pdf

stryker

2 LIFEPAK 35 W 8-YR PM/EXT WARRANTY COVERAGE - HOLIDAY PROMO + TRADE-IN INCENTIVE PRICING - VALID THRU 12/25/2025

Quote Number: 11198264

Version: 1

Prepared For: SCHAUMBURG FIRE DEPT

Attn:

Remit to: Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Rep: Savannah Johnson

Email: savannah.johnson1@stryker.com

Phone Number:

Quote Date: 11/18/2025

Expiration Date: 12/25/2025

Delivery Address		Sold To - Shipping		Bill To Account	
Name:	SCHAUMBURG FIRE DEPT	Name:	SCHAUMBURG FIRE DEPT	Name:	VILLAGE OF SCHAUMBURG
Account #:	20083031	Account #:	20083031	Account #:	20057140
Address:	1601 N ROSELLE RD RM EMS	Address:	1601 N ROSELLE RD RM EMS	Address:	101 SCHAUMBURG CT
	SCHAUMBURG		SCHAUMBURG		SCHAUMBURG
	Illinois 60195-3612		Illinois 60195-3612		Illinois 60193-1881
Attn:	PETE DYER				

Equipment Products:

#	Product	Description	Qty	Sell Price	Total
1.0	70335-000042	LP35,EN-US,MAS-SP/CO,MED-CO2,SUN-NIBP,12L,WIFI/CELL/LN/CPRIN,STD,BT	2	$50,294.90	$100,589.80
2.0	11140-000131	AC Power Cord (North America, hospital grade)	2	$56.50	$113.00
3.0	11996-000519	LNCS-II Reusable rainbow 8-wavelength Adult Sensor	2	$462.50	$925.00
4.0	11996-000520	LNCS-II Reusable rainbow 8-wavelength Pediatric Sensor	2	$509.00	$1,018.00
5.0	11996-000455	RD SET DCI Reusable Sensor, Pediatric	2	$217.50	$435.00
6.0	11996-000456	RD SET DCI Reusable Sensor, Adult	2	$217.50	$435.00
7.0	11160-000011	Reusable Cuff, Infant, 8-14 cm	2	$16.50	$33.00
8.0	11160-000013	Reusable Cuff, Pediatric, 13-20 cm	2	$18.50	$37.00
9.0	11335-000005	LIFEPAK Printer Kit	2	$1,560.00	$3,120.00
10.0	11260-000073	Shoulder Strap	2	$39.00	$78.00
11.0	11335-000008	LIFEPAK 35 Storage Bag Kit	2	$312.00	$624.00
12.0	11330-000026	LP35 Docking Station	2	$1,664.00	$3,328.00
14.0	41335-000003	SHIP KIT, POWER SUPPLY,LP35	2	$1,300.00	$2,600.00
			Equipment Total:		$113,335.80

This is not an invoice

stryker

2 LIFEPAK 35 W 8-YR PM/EXT WARRANTY COVERAGE - HOLIDAY PROMO + TRADE-IN INCENTIVE PRICING - VALID THRU 12/25/2025

Quote Number: 11198264

Version: 1

Prepared For: SCHAUMBURG FIRE DEPT

Attn:

Quote Date: 11/18/2025

Expiration Date: 12/25/2025

Remit to:
Stryker Sales, LLC
21343 NETWORK PLACE
CHICAGO IL 60673-1213
USA

Rep: Savannah Johnson

Email: savannah.johnson1@stryker.com

Phone Number:

Trade In Credit:

Product	Description	Qty	Credit Ea.	Total Credit
TR-LP15H-LP35	TRADE IN LP15 V4 HIGH FOR LP35	2	-$9,000.00	-$18,000.00

ProCare Products:

#	Product	Description	Qty	Sell Price	Total
15.1	LIFEPK35-FLD-PRO	Lifepak35 for LP35 EN-US MAS-SP/CO MED-CO2 SUN-NIBP12L WIFI/CELL/LN/CPRIN STD BT *11/19/2025 - 11/18/2032*	2	$14,416.85	$28,833.70

ProCare Total: $28,833.70

Price Totals:

Estimated Sales Tax (0.000%):	$0.00
Shipping and Handling:	$500.00
Grand Total:	$124,669.50

Comments:

2 LIFEPAK 35 W 8-YR PM/EXT WARRANTY COVERAGE. HOLIDAY PROMO + TRADE-IN INCENTIVE PRICING - VALID THRU 12-25-25

SHIP DATE JUNE 2026

Prices: In effect for 30 days

Terms: Net 30 Days

stryker

June 2026

Dear Valued Customer,

Stryker is the sole-source provider in the Hospital (hospitals and hospital-owned facilities), Emergency Response Services and Emergency Response Training (paramedics, professional and volunteer fire) markets in the U.S. for the following products:

- New and certified-preowned LIFEPAK® 35 monitor/defibrillators
- New and certified-preowned LIFEPAK 15 monitor/defibrillators
- New and certified-preowned LIFEPAK 20e defibrillator/monitors
- New LIFEPAK CR2 automated external defibrillators
- New LIFEPAK CR2 cellular automated external defibrillators
- New LIFEPAK 1000 automated external defibrillators
- New HeartSine Samaritan PAD automated external defibrillators
- New and certified-preowned LUCAS® chest compression systems
- CODE-STAT™ data review software and service

Stryker is the sole source provider for the following products and services:

- RELI™ (Refurbished Equipment from the Lifesaving Innovators) devices
- LIFENET® system and related software
- New and certified-preowned ACLS (non-clinical) LIFEPAK monitor/defibrillators
- LIFELINKcentral™ Government Campus Solution
- MultiTech 4G and Titan III gateways
- LIFEPAK 35 Docking Station
- LIFEPAK FLEX®
- LIFEPAK Printer
- Crash Cart Stand
- Storage Bag Kit (left, right, and rear)
- Factory-authorized inspection and repair services which include repair parts, upgrades, inspections and repairs.

Stryker does not authorize any third-party companies to sell these products or services in the markets listed above. We will not fulfill orders placed by non-authorized businesses seeking to resell our products or services. If you have any questions, please contact your local Stryker Account Manager, or call 1-800-STRYKER.

Sincerely,

Matt Van Der Wende
Vice President, Americas Sales

A healthcare professional must always rely on his or her own professional clinical judgment when deciding whether to use a particular product when treating a patient and must refer to the instructions for use before using any Stryker product. Stryker Corporation or its divisions or other corporate affiliated entities own, use or have applied for the following trademarks or service marks: LIFELINKcentral, LIFEPAK, LIFEPAK FLEX, LUCAS, CODE-STAT, RELI, LIFENET, Stryker. All other trademarks are trademarks of their respective owners or holders.

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Terminate the Road Improvement Impact Fee Program
10/13/26
Village Board

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

Since the 1990, the Village has imposed traffic impact fees on developers based on their projected traffic demand on Village roads. These fees have supported necessary infrastructure expansion that proved to be vital to Schaumburg's economic competitiveness during times of significant growth. However, Schaumburg is now a mostly mature community and since the last comprehensive road improvement plan was approved in May of 2019, returns on impact fees have slowed and the list of eligible projects has shrunk substantially.

Staff has evaluated the viability of the impact fee program and has determined that it no longer serves its originally intended purpose. Therefore, staff is recommending that the Village end its impact fee program. To comply with State statute, the Village code provides for a Road Improvement Impact Fee Advisory Committee (RIFAC) to steward the development of comprehensive road improvement plans. Staff recommends repealing the ordinance that provides for the RIFAC, and staff is requesting concurrence from the Village Board to expend collected impact fee funds on an eligible project. Due to its criticality within a key redevelopment area, staff recommends expending remaining funds on the Thoreau Drive Realignment project.

Please review the attached memorandum for more information.

Recommended Action:

The Village Manager recommends the Village Board approve an Ordinance Amending Title 3, Chapter 31, Section 15 regarding the Road Improvement Impact Fee Advisory Committee, and direct staff to allocate remaining impact fees to the Thoreau Drive Realignment project.

ATTACHMENTS:

- Impact Fee Repeal Memo
- ORD 26-XXX.docx

MEMORANDUM

DATE: September 25, 2026

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Recommendation to Terminate the Road Improvement Impact Fee Program**

Introduction

Since the 1970s, the Traffic Impact Fee Program has helped the Village of Schaumburg (village) supplement the increasing costs of roadway infrastructure. Impact fees have been collected from developers in four high-activity sectors in Schaumburg. Developments within those designated sectors are mandated to provide fair share contributions to the Village based on the projected traffic impact that new development is expected to incur on the surrounding roadway network.

Funds that are collected must be expended in accordance with the State of Illinois' Road Improvement Impact Fee Law (605 ILCS 5/5-907 to et seq.), and are held in an interest-bearing account until eligible projects are identified. As of the date of this memorandum, the Village has a total of $3,137,307.57 in impact fee funds available. Impact fees must be expended on projects that increase roadway capacity and cannot be allocated to maintenance or capital maintenance activities. Eligible activities include the construction of new roads, widening existing roads, and expanding intersections. Eligible projects are identified and approved as part of a Comprehensive Road Improvement Plan (CRIP), which projects future traffic conditions based on assumptions about future land use and growth in associated travel demand. The last CRIP was approved by the Village Board in 2019 and expired after its five-year effective period concluded in 2024.

Impact fees are collected based on an approved impact fee schedule. In Schaumburg, the impact fee schedule is organized into six land use categories and fees are calculated based on building square footage.

- Approved Sector Borders
    - Tollway North Sector
    - Tollway South Sector
    - Woodfield Sector
    - Martingale Sector

- Approved Land Use Types
    - Commercial Service
    - Retail
    - Office

- Industrial/Warehouse
- Hotel
- Residential

The development of the fee schedule and program is ultimately approved by the Village Board of Trustees. However, the process is overseen by the Road Impact Fee Advisory Committee (RIFAC) whose makeup is dictated by the Impact Fee Law. As a recommending body, they provide concurrence with staff's land use assumptions, review the proposed CRIP, and recommend the CRIP and impact fee schedule to the Board for approval.

Discussion

Like many other Chicago suburbs, Schaumburg has reached a state of maturity. Its population growth remains steady but has slowed since 2000. Likewise, new developments in formerly productive impact fee sectors have slowed as well. The Martingale, Woodfield, and Tollway South sectors combined have generated just $227,288 since 2019. In contrast the Tollway North sector, which covers all of 90 North, has generated $365,840 alone. Because of the slowed pace of new development and associated traffic impacts, capacity expansion projects that are eligible for impact fee use have not been planned. Only the Tollway North sector has programmed and developed impact fee eligible projects since 2019.

Staff also calculated a draft set of impact fees based on the same inputs that were evaluated in the 2019 CRIP. Staff undertook the process of generating an impact fee schedule using a combination of land use assumptions, expected capital improvement projects, and updated trip generation figures in 90 North. The draft impact fee schedule significantly exceeded the rates established in 2019 and would have been burdensome to future developments.

Based on staff's evaluation, the village's impact fee program is no longer capable of serving its intended purpose without dampening future development. Staff consulted with the village's legal counsel for options to expend funds. By statute, the 2019 CRIP is no longer effective. However, the Village is afforded some flexibility due to its imposition of impact fees under its home rule authority prior to the enactment of the Road Improvement Impact Fee Law. The Village could sunset the program and allocate collected funds to projects that are in-line with the intent of the last adopted plan.

Impact fees are difficult to administer and the process to renew an impact fee ordinance must comply with State law. Because of those challenges, other communities that previously imposed traffic impact fees on new developments have ended their programs. The Village of Hoffman Estates ended their program in 2024 after determining that updating their impact fee schedule in accordance with State law would be too burdensome for new development. DuPage County sunset their impact fee program in 2023 after concluding they would encounter too many bureaucratic challenges to continue effectively administering their program.

Two projects in the Tollway North sector that were identified in the 2019 CRIP are impact fee eligible: the extension of Central Road from Top Golf to its western terminus at Sunstar of Americas; and the relocation of Thoreau Drive. Both projects add roadway capacity to support current and future development in 90 North. All of the fee revenues received by the village in the Tollway North sector since 2019 were provided by 90 North developments. These projects are vital to the redevelopment of the former Motorola site and many of them were public-private partnerships between the Village and a developer.

To ensure the Village remains competitive at attracting development opportunities while expending the $3.1 million in available funds, staff recommends that the Village eliminate the impact fee program. To sunset the program, the Village Board could disband the RIFAC through the attached code amendment, direct staff to end collection of any outstanding impact fees immediately, and further direct staff to commit funds on-hand in a manner that is consistent with the 2019 CRIP. If approved by Village Board, the Board would direct staff to commit the remaining impact fee funds to eligible projects that are consistent with the 2019 CRIP. Staff recommends allocating the remaining funds to the Thoreau Drive realignment project to support the construction phase.

Recommendation

The Village Manager recommends that the Transportation Committee recommend the Village Board approve an Ordinance Amending Title 3, Chapter 31, Section 15 regarding the Road Improvement Impact Fee Advisory Committee, and direct staff to commit remaining impact fees to the Thoreau Drive Realignment project.

PUBLICATION OF:

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER 13, 2026

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

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 has imposed traffic impact fees on developments that are proportionate, specific, and uniquely attributable to the traffic demands generated by new developments, pursuant to 605 Illinois Compiled Statutes, 5/5-901 et seq; and

WHEREAS, the Village adopted certain comprehensive road improvement plans and the imposition of traffic impact fees by Resolution No. 90-34, dated June 26, 1990, and has updated the comprehensive road improvement plan and traffic impact fees, most recently on May 28, 2019; and

WHEREAS, the Village desires to end the imposition of traffic impact fees on new developments and commit remaining traffic impact fee funds to eligible projects consistent with the most recent comprehensive road improvement plan; and

WHEREAS, amendments are necessary to the Village's Administration Code, Title 3 in order to reflect these desired changes; and

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that granting of said amendments to the Village Code 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: The recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION TWO: That Title 3, Chapter 31, Section 15 – Road Improvement Impact Fee Advisory Committee – be repealed.

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

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

ATTEST:

_____

Jane Lentino
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Adopt an Ordinance Establishing Parking and Traffic Control for the Northgate at Veridian Subdivision
10/13/26
Village Board

Presenter: Rachel Applegate, Transportation Planner
Lead Department: Transportation

Executive Summary:

Introduction
Northgate at Veridian Phases 1-4 is a newly constructed subdivision in the 90 North District West that includes 260 residential rowhome units and a network of residential roadways that connects Parkside Drive to the west with Veridian Boulevard to the east. Approved as part of the subdivision, DR Horton constructed the following roadways:

- Catalina Court
- Lakepointe Drive from Parkside Drive to 170 feet east of Prestige Place
- Landmark Avenue from Parkside Drive to Prestige Place
- Prestige Place from Catalina Court and Landmark Avenue
- Venture Drive

The public roadway improvements were accepted by the Village Board on July 22, 2025. The proposed ordinance will establish the required parking restrictions and traffic regulations for these roadways. Staff has prepared an exhibit illustrating the existing posted signage conditions.

Proposed Traffic and Parking Regulations
Staff has reviewed the applicable traffic and parking regulations to ensure the newly established roadways are appropriately reflected in the village code. The ordinance establishes stop control regulations at the following locations:

- Landmark Avenue stopping for Parkside Drive
- Prestige Place stopping for Lakepointe Drive
- Venture Drive stopping for Lakepointe Drive
- 4-Way Stop Control for Landmark Avenue and Prestige Place

At the intersection of Landmark Avenue and Prestige Place, stop signs are currently installed on three approaches. The south leg of the intersection is not currently open to public traffic and is being used intermittently for construction access. Upon approval, staff will coordinate with the Veridian Association to install the stop sign for northbound traffic, as provided in the Public Streets Maintenance Agreement.

The east leg of the intersection at Landmark Avenue and Prestige Place is also not currently open to public traffic and is being used more frequently for construction access. Given the increased construction traffic using this approach, establishing stop control at the intersection is appropriate.

Although the approved development plans for Northgate at Veridian only included stop control for the eastbound and southbound approaches of Landmark Avenue and Prestige Place, the four-way stop control was included in the approved Development Framework Plan for the District at Veridian, which was adopted on June 13, 2023. All other stop control regulations were included in the approved development plans for Northgate at Veridian, which was adopted on January 14, 2020.

Additionally, Lakepointe Drive west of Parkside Drive already has an established traffic regulation for 2-way stop control in the Village Code. This existing code language also applies to Lakepointe Drive east of Parkside Drive.

The approved development plans for Northgate at Veridian also adopted the following regulations:

- The overnight parking restriction and posted speed limit of 25 miles per hour will apply on the following roadways:
    - Catalina Court
    - Lakepointe Drive
    - Landmark Avenue
    - Prestige Place
    - Venture Drive
- Parking will be prohibited on the south side of Catalina Court from Venture Drive to Prestige Place.
- Parking will be prohibited on the north side of Lakepointe Drive from Parkside Drive to 170 feet east of Prestige Place.
- Parking will be prohibited on both sides of Landmark Avenue from Parkside Drive to Prestige Place.
- Parking will be prohibited on the west side of Prestige Place from Catalina Court to Lakepointe Drive.
- Parking will be prohibited on the east side of Venture Drive from Catalina Court to Landmark Avenue.

The approved Development Framework Plan for the District at Veridian adopted the following regulations:

- Parking will be prohibited on the east side of Prestige Place from Lakepointe Drive to 50 feet south of Lakepointe Drive.
- Parking will be prohibited on the east side of Prestige Place from 235 feet north of Landmark Avenue to Landmark Avenue.

In addition to the parking restrictions included in the approved development plans for Northgate at Veridian, staff is proposing the following parking restrictions to maintain clear access through the development:

- Parking will be prohibited on the east side of Prestige Place from Lakepointe Drive to 50 feet north of Lakepointe Drive.
- Parking will be prohibited on the west side of Prestige Place from Lakepointe Drive to 50 feet south of Lakepointe Drive.
- Parking will be prohibited on the west side of Venture Drive from Lake Point Drive to 50 feet north of Lakepointe Drive.
- Parking will be prohibited on the west side of Venture Drive from Lakepointe Drive to 40 feet

south of Lakepointe Drive.
- Parking will be prohibited on the west side Venture Drive from 115 feet north Landmark Avenue to 220 feet north of Landmark Avenue for a distance of 105 feet.

Staff coordinated with the homeowner's association to review the proposed parking restrictions, and the board members did not express any concerns with the proposed changes. Upon approval, staff will work with the Engineering and Public Works Department to install the proposed no parking signage on the accepted public roadways.

Recommendation
Staff is recommending that the Village Board adopt an ordinance amending the following sections of the Village of Schaumburg Code of Ordinances:

- Title 7, Chapter 74 - Schedule I - Two Way Stop Intersections
- Title 7, Chapter 74 - Schedule III - Four Way Stop Intersections
- Title 7, Chapter 74 - Schedule XIII (B) - Speed Limits [25 mph]
- Title 7, Chapter 75 - Schedule I - No Parking at Any Time

Recommended Action:
The Village Manager recommends the Village Board adopt an Ordinance amending Title 7, Chapters 74 and 75, Various Schedules (Catalina Court, Lakepointe Drive, Landmark Avenue, Prestige Place, and Venture Drive).

ATTACHMENTS:
- Schaumburg ORD No 26-XXX Northgate at Veridian.pdf
- Northgate Exhibit_final.pdf

PUBLICATION OF:

ORDINANCE NO. 26-_____

AN ORDINANCE AMENDING TITLE 7, CHAPTERS 74 AND 75, VARIOUS SCHEDULES (CATALINA COURT, LAKEPOINTE DRIVE, LANDMARK AVENUE, PRESTIGE PLACE, AND VENTURE DRIVE)

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER 14, 2026

ORDINANCE NO. 26-_____

AN ORDINANCE AMENDING TITLE 7, CHAPTERS 74 AND 75, VARIOUS SCHEDULES (CATALINA COURT, LAKEPOINTE DRIVE, LANDMARK AVENUE, PRESTIGE PLACE, AND VENTURE DRIVE)

WHEREAS, the Transportation Department recommended to the Transportation Committee amending the Code of Ordinances for Northgate at Veridian Phases 1-4 in regards to Two Way Stop Intersections, Four Way Stop Intersections, Speed Limits [25 mph], and No Parking at Any Time; and

WHEREAS, the Village President and Board of Trustees of the Village of Schaumburg have determined that said amendment is in the best interest of the Village.

BE IT ORDAINED by the President and Board of Trustees of the Village of Schaumburg, Cook County, Illinois, as follows:

SECTION ONE: That Title 7, Chapter 74, Section 74.01, Schedule I. Two Way Stop Intersections is hereby amended to add the following:

Parkside Drive and Landmark Avenue (Landmark Avenue to stop).
Lakepointe Drive and Prestige Place (Prestige Place to stop).
Lakepointe Drive and Venture Drive (Venture Drive to stop).

SECTION TWO: That Title 7, Chapter 74, Section 74.03, Schedule III. Four Way Stop Intersections is hereby amended to add the following:

Landmark Avenue and Prestige Place.

SECTION THREE: That Title 7, Chapter 74, Section 74.13, Schedule XIII, (B). Speed Limits [25 mph] is hereby amended to add the following:

Catalina Court
Lakepointe Drive
Landmark Avenue
Prestige Place
Venture Drive

SECTION FOUR: That Title 7, Chapter 75, Section 75.01, Schedule I. No Parking at Any Time is hereby amended to add the following:

Catalina Court, south side, from Venture Drive to Prestige Place.
Lakepointe Drive, north side, from Parkside Drive to 170 feet east of Prestige Place.
Landmark Avenue, both sides, from Parkside Drive to Prestige Place.
Prestige Place, east side, from Lakepointe Drive to 50 feet south of Lakepointe Drive and from 235 feet north of Landmark Avenue to Landmark Avenue.
Prestige Place, west side, from Catalina Court to Lakepointe Drive.
Prestige Place, east side, from Lakepointe Drive to 50 feet north of Lakepointe Drive.

Prestige Place, west side, from Lakepointe Drive to 50 feet south of Lakepointe Drive.
Venture Drive, east side, from Catalina Court to Landmark Avenue.
Venture Drive, west side, from Lake Point Drive to 50 feet north of Lakepointe Drive.
Venture Drive, west side, from Lakepointe Drive to 40 feet south of Lakepointe Drive.
Venture Drive, west side, from 115 feet north of Landmark Avenue to 220 feet north of Landmark Avenue for a distance of 105 feet.

SECTION FIVE: 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:

PASSED AND APPROVED THIS _____ DAY OF _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk



Northgate at Veridian Phases 1-4

VILLAGE OF SCHAUMBURG

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve Option A for Segments 1 and 2 and Option B for the National Parkway and Thacker Street Intersection for the National Parkway Reconstruction Project
10/13/26
Village Board

Presenter: Marisa Krawiec, AICP, Transportation Program Manager
Lead Department: Transportation

Executive Summary:

In July 2025, the Village executed a Professional Services Agreement with Hampton, Lenzini and Renwick, Inc (HLR) for Phase I Preliminary Engineering for the National Parkway Reconstruction Project between Schaumburg Road and Higgins Road (IL-72). HLR has prepared multiple design alternatives for the National Parkway corridor and intersection at Thacker Street and National Parkway. A Public Information Meeting was held on May 28, 2026, to solicit feedback on the proposed alternatives. Following the Public Information Meeting in response to the public feedback, the consultant developed two additional alternatives. Staff is proposing to advance the preferred alternative for both the corridor and intersection.

Recommended Action:

The Village Manager recommends the Village Board Approve Option A for Segments 1 and 2 and Option B for the National Parkway and Thacker Street Intersection for the National Parkway Reconstruction Project.

ATTACHMENTS:

- National Parkway Staff Memo
- HLR Technical Memo
- National Parkway Exhibits
- Public Comments
- National Parkway FAQ
- National & Beckett - Stop Sign Warrant
- National & Thacker - Stop Sign Compliance

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

MEMORANDUM

DATE: September 22, 2026

TO: Transportation Committee

FROM: Marisa Krawiec, AICP, Transportation Program Manager

SUBJECT: Recommendation to Approve the Preferred Cross Section Alternatives for the National Parkway Reconstruction Project

Background

In July 2025, the Village executed a Professional Services Agreement with Hampton, Lenzini and Renwick, Inc for Phase I Preliminary Engineering for the National Parkway Reconstruction Project between Schaumburg Road and Higgins Road. The condition of National Parkway's pavement has been deteriorating to the point of necessitating reconstruction rather than resurfacing. In addition to pavement rehabilitation, other improvements such as lighting and bicycle and pedestrian accommodations were also evaluated. The feasibility of installing a roundabout at the intersection of National Parkway and Thacker Street was also evaluated.

The segment of National Parkway between Schaumburg Road and Higgins Road (IL-72) is characterized by residential land uses throughout the corridor, with some commercial property on the north end. Russ Parker Park is situated on the east side of the road across from Germaine Place. At the northern project limits, the intersection of National Parkway and Higgins Road (IL-72) is served by a traffic signal. The intersection and the traffic signal are both controlled by the Illinois Department of Transportation (IDOT). At the southern project limits, the intersection of National Parkway and Schaumburg 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). The most recent annual average daily traffic volume for National Parkway through this intersection was 4,150 vehicles in 2022.

Proposed Alternatives

The consultant prepared alternatives for the corridor and intersection. The corridor is split into Segments 1 and Segments 2, with Segment 1 being north of Thacker Street and Segment 2 being south of Thacker Street. These alternatives are described in more detail in the attached Technical Memorandum.

Corridor Segment 1 – National Parkway (Between Thacker & Higgins)

- Corridor Segment 1: Option A – Through-Lane Removal
- Corridor Segment 2: Option B – Maintain Existing Cross Section

Corridor Segment 2 – National Parkway (Between Schaumburg & Thacker)

- Corridor Segment 2: Option A – Physical Roadway Narrowing
- Corridor Segment 2 Option B – Maintain Existing Cross Section
- Corridor Segment 2 Option C – On-Street Bike Lane*
- Corridor Segment 2 Option D – Optical Roadway Narrowing 2*

*Corridor Segment 2 Options C and D were developed following the Public Information Meeting as a result of feedback from public comment.

Intersection

- National Parkway at Thacker Street: Option A – Mini Roundabout
- National Parkway at Thacker Street: Option B – Maintain All-Way Stop

Public Information Meeting & Public Feedback

On Thursday, May 28, 2026, a Public Information Meeting was held to present the proposed corridor improvements and obtain public feedback. Notification letters were mailed to 40 property owners directly adjacent to the National Parkway corridor and one resident who attended Coffee with Council who requested to be notified of the upcoming meeting. Attendance at the meeting included 6 residents, along with representatives from the village's project team. The project team presented the alternatives to the attendees and answered questions.

To provide accessible information to members of the public who could not attend, a project website was created. Interested parties were able to provide comments at the public information meeting, by emailing the consultant, or by submitting written comments to staff directly.

The public comment period ran from May 28, 2026, through June 17, 2026. The village received a total of 91 comments on the project. A significant majority of the comments were opposed to the roundabout and narrowing of the roadway. Two responses supported the roundabout and two responses supported physical narrowing of the roadway.

There were numerous comments received opposing the physical narrowing of the roadway, and as a result, the consultant developed additional alternatives. Corridor Segment 2 Option C On-Street Bike Lane and Corridor Segment 2 Option D – Optical Roadway Narrowing as a result of the feedback received.

Additional Data Collection

Following the Public Information Meeting, Village staff completed two separate studies along the corridor:

- National Parkway at Thacker Street Stop Compliance Study
  This study was completed as part of the Transportation Department's program to conduct stop compliance studies at various intersections. A stop sign compliance study was completed on Tuesday, June 16, 2026, from 3 pm to 5 pm with a total of 1,047 vehicles observed during this timeframe.

The study measured the level of compliance by motorists stopping at the intersection and assessed the interactions observed with vulnerable users. Staff documented the number of vehicles at the intersection, noted what direction they were going (through, left or right) and sorted them into various categories:

- Full Compliance – Vehicles that made a complete stop without encroaching over the stop bar.
- Partial Compliance – Vehicles that made a complete stop but encroached into the stop bar or the crosswalk.
- No Compliance – Vehicles that did not make a complete stop.

Only 42% of observed vehicles completed full stops at the intersection. 26% of the vehicles were partially compliant, and 32% of vehicles were not compliant.

- National Parkway at Beckett Lane Stop Sign Warrant Analysis
  This study was completed as part of a Customer Service Request (CSR) requesting stop signs at this intersection. The stop warrant analysis evaluates a variety of criteria to determine if stop signs are warranted, including:

  - Average # of Crashes per year
  - Adequate Sight Distance
  - Traffic Volume
  - Speed
  - Other factors (left-turning conflicts, pedestrian/bike conflicts, etc.)

  The study was conducted June 16, 2026, through June 18, 2026, and the results demonstrated that stop warrants were not met at this intersection. The study evaluated speeds near this intersection and found the northbound and southbound 85th percentile speeds on National Parkway near this intersection were 41.23 miles per hour and 37.61 miles per hour, respectively. The posted speed limit is 25 miles per hour.

Project Funding

The Northwest Council of Mayors is allocated an annual budget for the distribution of Surface Transportation Program – Local (STP-L) funding to its member communities from the Chicago Metropolitan Agency for Planning (CMAP). The STP program is crucial to the success of the Village's Vital Streets Program. Projects that are awarded federal funds are eligible for up to 80% of the construction cost to be reimbursed by STP funds, depending on the project scope. Nearly every major roadway rehabilitation project that is in the Vital Streets Program has been funded by the Surface Transportation Program.

In the 2026 Call for Projects, the Village submitted a total of 10 grant applications. Three of the projects received funding and seven of the projects were placed on the Contingency List,

meaning that the project will remain eligible for funding should sufficient funds become available for the project.

National Parkway is on the Contingency List for funding. At the beginning of the project, it was contemplated that a roundabout should be evaluated for the intersection of National Parkway and Thacker Street. For this reason, the STP application did reference construction of a roundabout, which makes the application more competitive for funding by scoring more points under the Congestion Mitigation category. Should the roundabout not be advanced, the STP project score may be negatively impacted.

At the beginning of the project, physical reduction of the roadway was not contemplated, and the STP application did not reference this change. Should the physical reduction of the roadway be advanced, the STP project score may be positively impacted.

Staff Evaluation
Staff's evaluation of the Alternatives is as follows:

Corridor Segment 1

- *Corridor Segment 1: Option A – Through Lane Removal*
  One through lane would be removed, but the dedicated left turn lanes would remain. The average daily traffic does not justify four through lanes. In addition, a lane reduction would be needed for the mini roundabout, which would only be designed for a single lane of travel.

- *Corridor Segment 1: Option B – Maintain Existing Cross Section*
  There would be no change or improvement to the existing conditions. This option also leaves a significant amount of pavement for the village to maintain.

Corridor Segment 2

- *Corridor Segment 2: Option A – Physical Roadway Narrowing*
  This alternative reduces each lane from 18 feet to 15 feet. Three feet of pavement would be removed on each side of the roadway, thus expanding the parkways by 3 feet. Narrowing the roadway reduces the travel lanes and improves safety by reducing vehicular speeds.

- *Corridor Segment 2 Option B – Maintain Existing Cross Section*
  There would be no change or improvement to the existing conditions. This option also leaves a significant amount of pavement for the village to maintain.

- *Corridor Segment 2 Option C – On-Street Bike Lane*
  This alternative was not originally presented at the Public Information Meeting. Staff requested that the consultant provide an additional alternative based on the public's

concerns about narrowing the roadway and pushing on-street bicyclists to the multi-use path. Option C reduces the lane widths from 18 feet to 14 feet and provides a 4-foot on-street bike lane in compliance with IDOT requirements.

On-street parking is already not permitted on National Parkway. With the on-street bike facilities, parking would not be allowed on National Parkway per IDOT requirements. Similar to physical roadway narrowing, this is a traffic-calming alternative. This option provides both on-street and off-street bike facilities for bicyclists; however, having both options is not as cost-effective as leaving the shared use path. Additionally, if the roundabout option is chosen in conjunction with this alternative, any on-street bicyclists would need to traverse the roundabout with vehicular traffic.

- *Corridor Segment 2 Option D – Optical Roadway Narrowing*
  Similar to Corridor Segment 2 Option C, this alternative was not originally presented at the Public Information Meeting. Option D reduces the lane widths from 18 feet to 14 feet and provides a white hatched stripe 4 feet from the curb; thereby visually reducing the lane width for the driver. Although parking along National Parkway is not permitted, this option would visually discourage parking.

<u>Intersection</u>

- *National Parkway at Thacker Street: Option A – Mini Roundabout*
  There were several public comments opposed to the roundabout because of pedestrian safety concerns; however, in a roundabout, crosswalks are set back from the roundabout, so pedestrians walk around the perimeter of the circular roadway. If they need to cross the roadway, they cross only one direction of traffic at a time and the number of conflict points for each crossing is reduced.

  There were several public comments opposed to the roundabout because of speeding concerns; however, roundabouts are designed to slow the speed of vehicles because of the radius of the circular road and the angle of entry to the roundabout.

  This alternative requires land acquisition at both the southeast and southwest corners of the intersection. The property at the southwest corner of the intersection is owned by the Schaumburg Park District, and a permanent right of way easement (89.6 square feet) is required. The property at the southeast corner of the intersection is a single-family residence and requires both a permanent right of way easement (173.3 square feet) and a temporary construction easement (150.3 square feet). Three trees will need to be removed to accommodate the roundabout.

- *National Parkway at Thacker Street: Option B – Maintain All-Way Stop*
  There would be no change or improvement to the existing conditions.

Staff Recommendation

Based on the alternatives presented, staff concurs with the consultant's recommendation to advance the following preferred alternatives:

- Corridor Segment 1: Option A – Through Lane Removal
- Corridor Segment 2: Option A – Physical Roadway Narrowing
- National Parkway at Thacker Street: Option A – Mini Roundabout

The lane reduction and physical roadway narrowing provide traffic calming measures and will reduce speeds given the complaints about speeding and the speeds reported along the corridor. The 85th percentile speeds along the corridor as measured at National Parkway and Beckett Lane was 39.42 miles per hour. Additionally, lane reductions are needed for entry into the mini roundabout. The mini roundabout is designed to slow down vehicles at the intersection, which will address the stop sign compliance issues that were documented at the intersection. As the Stop Sign Compliance Study indicated, 42% of the vehicles completed full stops at the intersection, and 26% of the vehicles had partial compliance at the intersection, and 32% of vehicles were not compliant with stopping at the intersection.

Replacing the all-way stop with a mini roundabout improves the Level of Service and intersection delays for the intersection for both AM Peak and PM Peak times.

AM Peak

Approach	All Way Stop Controlled		Roundabout	
	Delay	LOS	Delay	LOS
Northbound (National Pkwy)	15.7	C	7.5	A
Southbound (National Pkwy)	10.2	B	6.1	A
Eastbound (Thacker St)	11.0	B	4.3	A
Westbound (Thacker St)	9.2	A	5.5	A

PM Peak

Approach	All Way Stop Controlled		Roundabout	
	Delay	LOS	Delay	LOS
Northbound (National Pkwy)	9.7	A	4.4	A
Southbound (National Pkwy)	10.6	B	6.0	A
Eastbound (Thacker St)	9.4	A	4.5	A
Westbound (Thacker St)	8.6	A	3.7	A

In August 2016, the Village Board adopted a preferred alternative for federally-funded Vital Streets projects. The approach involves eliminating bike lanes within the roadway and constructing an off-street multi-use path. The intent was to preserve the on-street parking valued by residents, maintain the existing roadway width without the need for additional pavement, and provide a dedicated bicycle facility. This corridor is unique as there is already an existing off-

street path and no on-street parking allowed (or proposed with an alternative) and no existing on-street bicycle facility.

The consultant has prepared an analysis of estimated costs for each alternative. As previously mentioned, the Village plans to utilize STP funding for the roadway reconstruction, which requires a local share of 20%. While all alternatives are eligible for STP funds, the estimated construction cost and Village funding responsibility vary depending on the alternative. It should be noted that the estimates below do not include the cost of lighting improvements or resurfacing the off-street path, which would be completed regardless of the alternative advanced.

If all of the preferred alternatives are advanced, the estimated construction cost and Village funding responsibility would be as follows:

Preferred Alternative	**Estimated Construction Cost**	**Village Cost**
Corridor Segment 1: Option A – Through Lane Removal	$420,000	$84,000
Corridor Segment 2: Option A – Physical Roadway Narrowing	$890,000	$178,000
National Parkway at Thacker Street: Option A – Mini Roundabout	$1,500,000	$300,000
TOTAL	**$2,810,000**	**$562,000**

If maintaining the existing corridor and intersection is advanced, the estimated construction cost and Village funding responsibility would be as follows:

Maintain Existing Alternative	**Estimated Construction Cost**	**Village Cost**
Corridor Segment 1: Option B – Maintain Existing	$560,000	$112,000
Corridor Segment 2: Option B – Maintain Existing	$1,025,000	$205,000
National Parkway at Thacker Street: Option B – Maintain Existing	$300,000	$60,000
TOTAL	**$1,885,000**	**$377,000**

Improvements to the intersection and improvements to corridor safety increase the funding score for the STP competitive application process. If no improvements are proposed, maintaining the existing configuration will make the application less competitive, which may cause the project to remain on the Contingency List for funds as other projects in the region are advanced.

The difference between the Village's cost of the preferred alternatives and the alternatives maintaining the existing condition is $185,000. The additional investment would improve safety along the corridor by providing traffic calming measures to reduce speeds, address the stop sign compliance issues at the intersection, and improve the Level of Service at the intersection. Additionally, by physically narrowing the roadway, there would be less pavement to maintain; thereby, reducing the Village's future maintenance and construction costs for the corridor.

Next Steps

Upon completion of preliminary design, staff will submit a Project Development Report (PDR) to the Illinois Department of Transportation for design approval and will then advance the project into Phase II Final Design Engineering. Construction is tentatively scheduled for FY30; however, construction is dependent on the award of grant funding.

Recommendation

The Village Manager recommends that the Transportation Committee recommend the Village Board Proceed with the Preferred Alternatives as part of Phase I Preliminary Engineering for the National Parkway Reconstruction

Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

MEMORANDUM

TO: Village of Schaumburg

FROM: Hampton, Lenzini and Renwick, Inc.

DATE: September 24th, 2026

SUBJECT: National Parkway (FAU 1103A) Improvement Project
Phase 1 Study (Section No. 25-00154-00-PV)

Project Background

The Village of Schaumburg is advancing Phase I preliminary engineering for corridor improvements along National Parkway (FAU 1103A) between Higgins Road (IL-72) and Schaumburg Road, including the intersection at Thacker Street. The project length is 0.75 miles and located within Cook County. National Parkway is classified as a Minor Collector operating with a posted speed limit of 25 mph and a current average daily traffic (ADT) volume of 4,150 vehicles per day (2022). Hampton, Lenzini and Renwick was selected to complete the Phase 1 Preliminary Engineering services for this project.

The project is currently on the contingency list for the federal Surface Transportation Program (STP) funding for Phase III construction and construction engineering. Because federal funding is anticipated to be utilized for construction of the project, the design must be developed and approved in accordance with current IDOT Bureau of Local Roads and Streets (BLRS) policies and guidance.

The existing facility consists of a 36-foot-wide hot-mix asphalt (HMA) roadway with two travel lanes and B-6.12 curb and gutter. Pedestrian and bicycle accommodations currently include a 5-foot sidewalk along the west side of National Parkway and an 8-foot shared-use path along the east side of National Parkway. Surrounding land use consists of commercial businesses, residential properties, and public facilities such as Russ Parker Park.

Pavement conditions along the corridor have deteriorated and require reconstruction. The weighted average Pavement Condition Index (PCI), rated on a scale of 0 to 100, of National Parkway north of Thacker Street is 29 and south of Thacker Street is 60, resulting in an overall corridor PCI of approximately 49. Environmental reviews were also completed for the project area. No threatened or endangered species, cultural resources, wetlands or water bodies were identified as impacted by the project.

Data Collection

Intersection turning movements were counted at the National Parkway and Thacker Street intersection during a 13-hour period from 6:00am to 7:00pm on August 19, 2025. The counts included through, left-turn, and right-turn movements and were then separated into auto and pick-up, pedestrian, heavy truck, and bicycle volumes by movement. From the data, peak periods were analyzed during the morning (6:30 – 9:30am), midday (11:00am – 1:00pm), and evening (3:30 – 6:30pm).

1707 N. Randall Road
Suite 100
Elgin, IL 60123
Tel. 847.697.6700
Fax 847.697.6753

380 Shepard Drive
Elgin, Illinois 60123-7010
Tel. 847.697.6700
Fax 847.697.6753

380 N. Terra Cotta Road
Unit G
Crystal Lake, Illinois 60012
Tel. 847.697.6700
Fax 847.697.6753

3085 Stevenson Drive
Suite 201
Springfield, Illinois 62703
Tel. 217.546.3400
Fax 217.546.8116

323 West 3rd Street
P.O. Box 160
Mt Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327

Due to the park within the corridor, the off-street path is heavily used with counts at the intersection of National Parkway and Thacker Street showing 298 pedestrians or bicyclists using the intersection over the 13-hour timeframe. No parking is allowed along the project corridor.

Crash data was also reviewed for the project corridor. Thirteen crashes occurred from 2020 to 2024, based on IDOT's most recent available data. The data indicated that there were no cluster locations for crashes, though several were attributed to failing to yield right of way, disregarding stop sign, and failing to reduce speed to avoid a crash. This implies that driver awareness and speeding may be concerns along the corridor.

Year	2020	2021	2022	2023	2024
Weather Conditions					
Clear-Dry	1	1	4	1	4
Clear-Wet	0				
Clear-Ice/Snow	0				
Rain-Wet	1		1		
Rain-Ice/Snow	0				
Snow-Dry	0				
Snow-Wet	0				
Snow-Ice/Snow	0				
Totals	2	1	5	1	4

Year	2020	2021	2022	2023	2024
Crash Severity					
Property Damage Only	2		4		2
Personal Injury Crashes					
Number A Injuries	0				
Number B Injuries	0		1		1
Number C Injuries	0	1		1	1
Fatal Crashes					
Number of Fatalities	0				
Totals	2	1	5	1	4

Year	2020		2021		2022		2023		2024	
Crash Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Turning			1		2		1		1	
Angle					2				1	
Fixed Object					1					
Run off the Road										
Overturned										
Animal										
Head-on										
Sideswipe	1	1							1	
Rear-end										
Pedestrian										
Pedalcyclist									1	
Train										
Totals	1	1	1		5		1		4	

Additionally, a lighting analysis was completed for the project corridor. Currently, the spacing between the roadway lights does not provide consistent illumination within the corridor

Proposed Improvement & Design Criteria

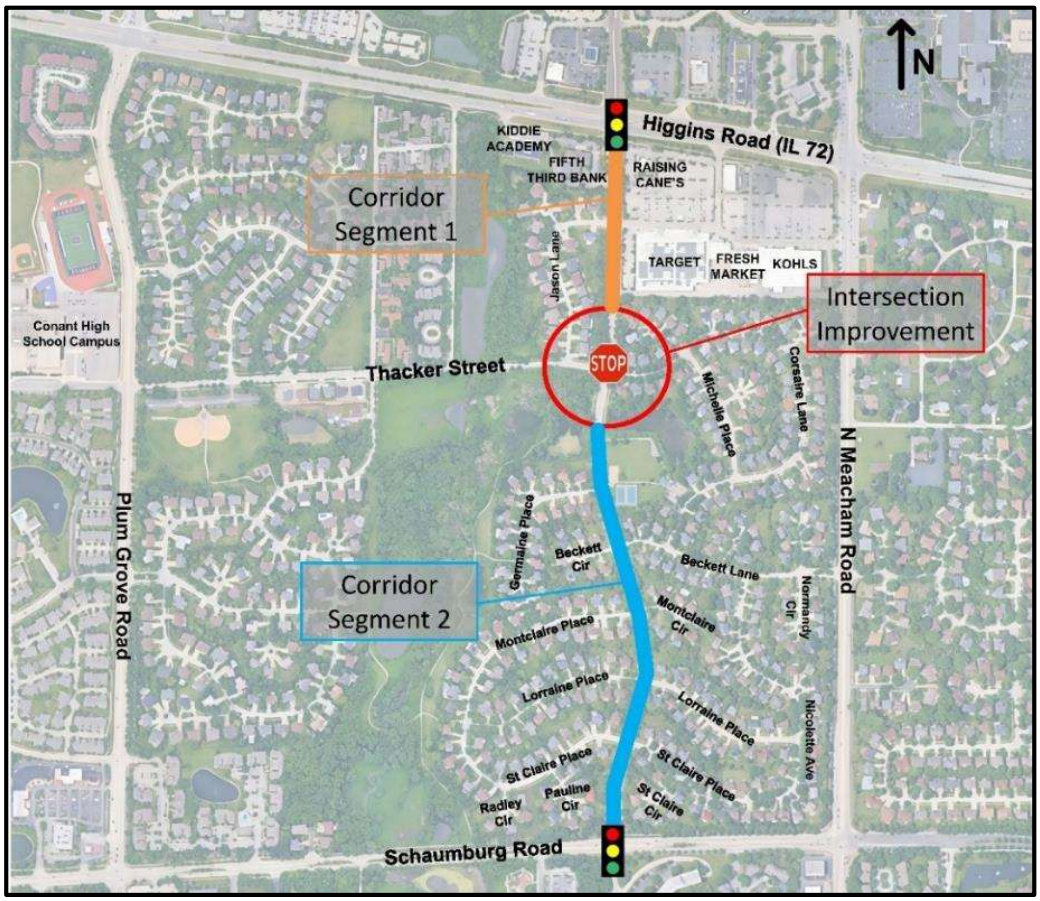
The purpose of the project is to improve the safety, operations, and pavement condition of the National Parkway corridor.

- **Improvement Scope:** Complete roadway reconstruction, bike path reconstruction, and intersection improvements.
- **Intersection Improvements:** Option for replacement of the existing 4-way stop at Thacker Street with a mini-roundabout featuring yield control and splitter islands at each approach to reduce conflict points and control speeds.
- **Multimodal Infrastructure:** Reconstruction of the 8-foot shared-use path and upgrading all sidewalk ramps to satisfy current PROWAG ADA accessibility requirements.

- **Design Parameters**: Design speed of 30 mph, 2050 Design ADT of 4,600 vehicles per day, and travel lane widths ranging from 11 to 18.5 feet.
- **Design Vehicle Criteria:** Per IDOT BLRS guidelines, the primary design vehicle is a WB-50 tractor/semitrailer (50-foot wheelbase). Additionally, a 12.5-foot-wide Village snowplow was utilized as a supplemental design vehicle for the mini-roundabout entry and departure channels.

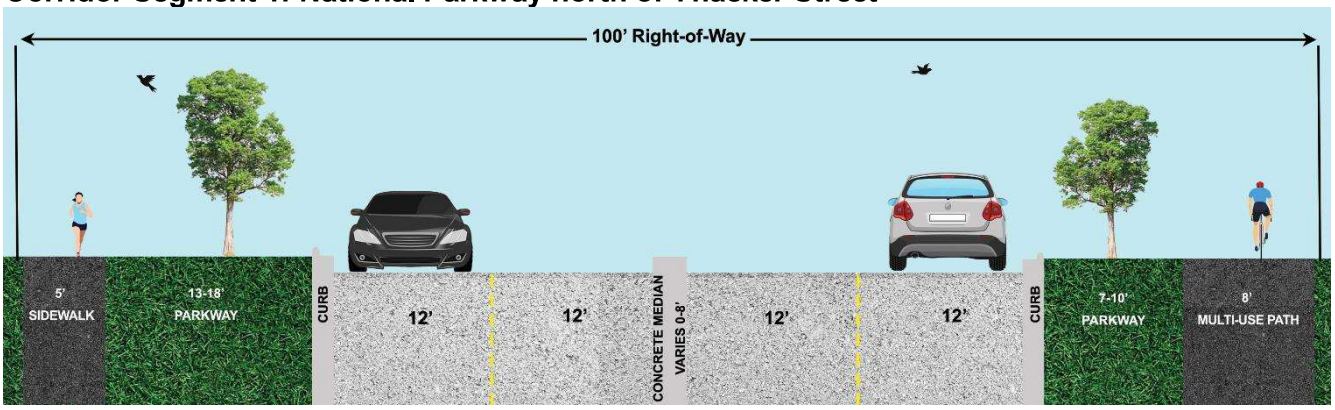
Corridor Design Alternatives

As part of the Phase 1 Preliminary Engineering and public involvement processes, multiple corridor alternatives were evaluated to determine how best to accommodate vehicles, pedestrians, and bicyclists for each of the primary segments of the project. The project area was broken down into two distinct segments due to the differences in typical section and adjacent land use. Corridor Segment 1 encompasses National Parkway from Higgins (IL-72) to Thacker Street. Corridor Segment 2 covers the southern segment of the project from Thacker Street to Schaumburg Road. National Parkway at Thacker Street was evaluated for intersection improvements. The following sections evaluate options for each segment or intersection.



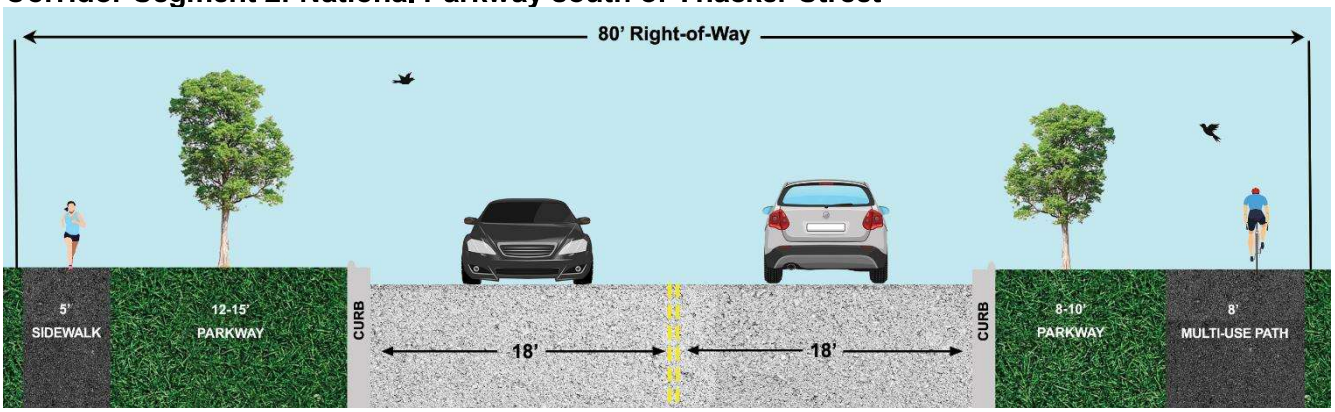
Existing Corridor Typical Cross Sections

Corridor Segment 1: National Parkway north of Thacker Street



The northernmost segment of National Parkway from Higgins Road (IL72) to Thacker Street includes 2 12-foot lanes in each direction and a concrete median and turn lanes intermittently throughout the segment. A 5-foot sidewalk and 8-foot-wide multi-use path are present along the west and east sides of the road, respectively. Trees are planted in the parkway throughout the segment.

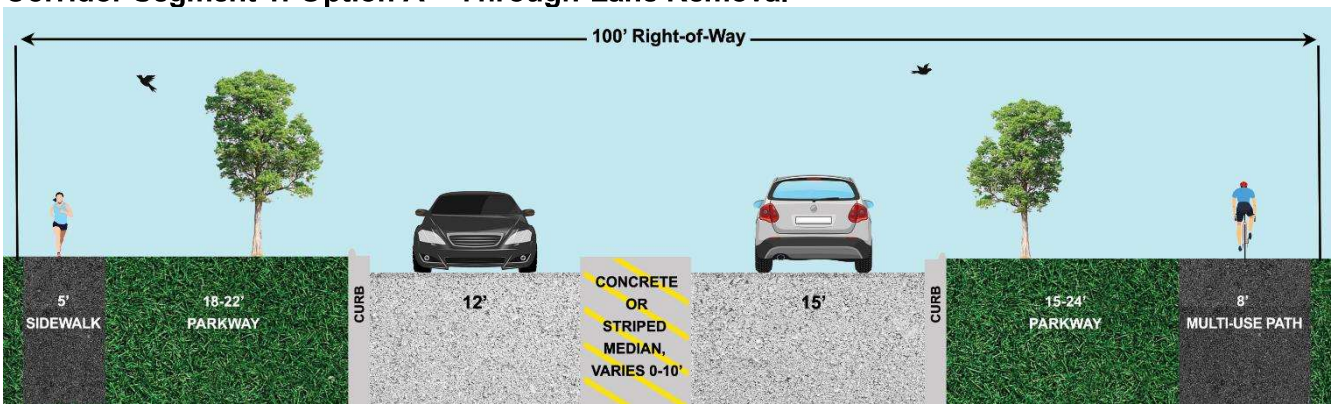
Corridor Segment 2: National Parkway south of Thacker Street



The southern segment of National Parkway from Thacker Street south to Schaumburg Road and features are approximately 36-foot-wide roadway with one 18-foot lane in each direction. A 5-foot sidewalk and 8-foot-wide multi-use path are present along the west and east sides of the road, respectively. Trees and plantings are present throughout the parkway throughout the segment.

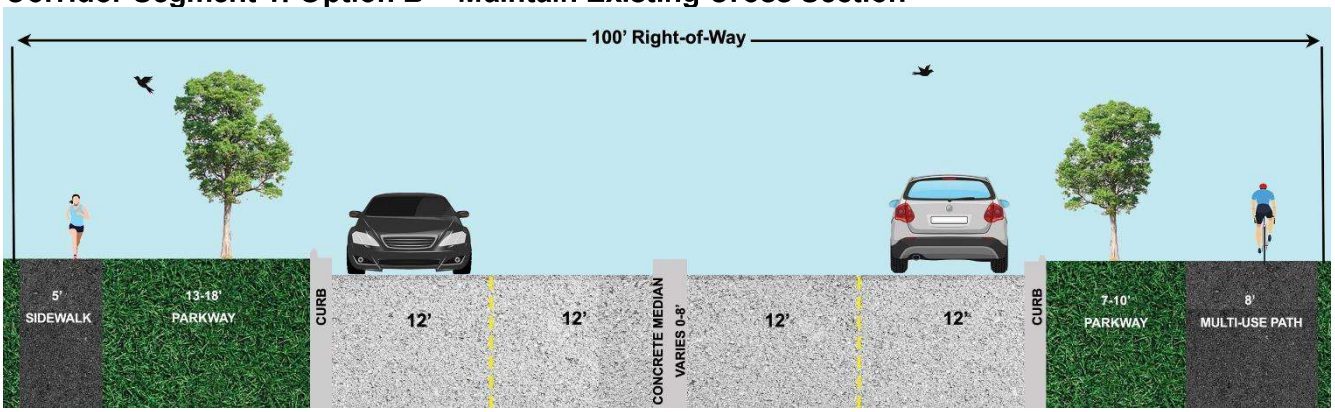
Proposed Segment 1 Alternatives

Corridor Segment 1: Option A – Through-Lane Removal



In this alternative, from Jason Lane to Thacker Street, one through lane in each direction would be eliminated. Curb lines would remain the same in this alternative. The existing 8-foot off street bike path and 5-foot-wide sidewalk would be maintained. The dedicated left-turn lanes at Jason Lane remain. Removing the additional through lane reduces conflict points and improves safety. This option also retains the left-turn lanes which help with key intersection operations.

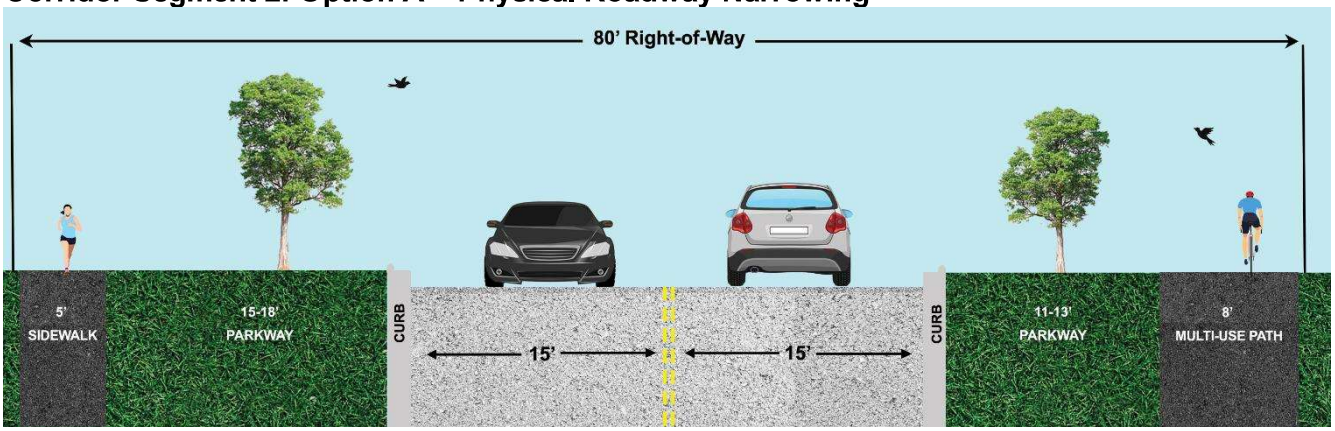
Corridor Segment 1: Option B – Maintain Existing Cross Section



This alternative maintains the existing cross section. The travel lanes would remain 12-feet wide. The existing off-street bike path and sidewalk would also remain the same at 8-foot and 5-foot widths. This option maintains the existing capacity and therefore has no impact on traffic flow. This alternative would have minimal impacts on surrounding properties and roadway operations. However, this alternative also does not improve the corridor beyond pavement conditions because the existing cross-section is being kept the same.

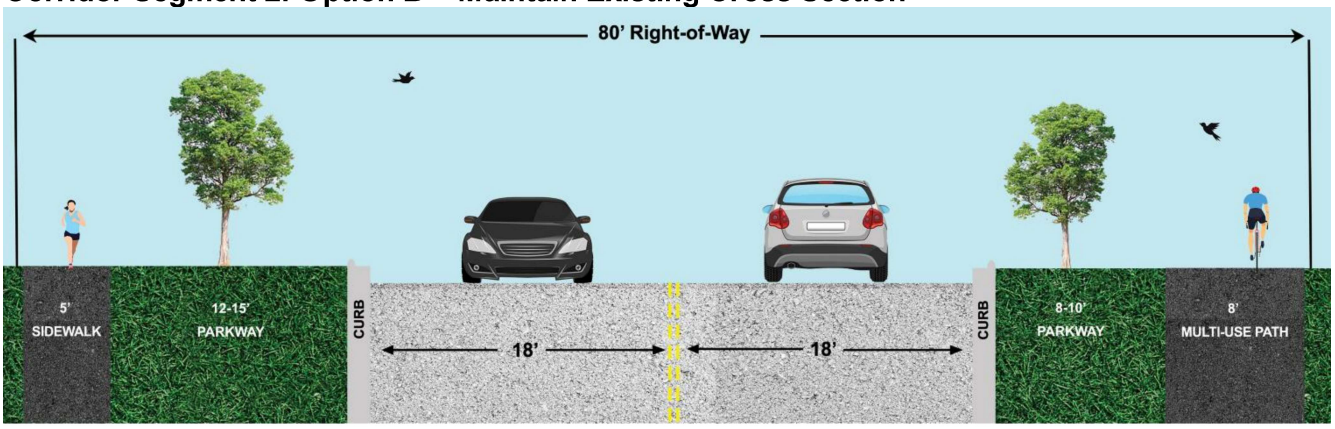
Proposed Segment 2 Alternatives

Corridor Segment 2: Option A – Physical Roadway Narrowing



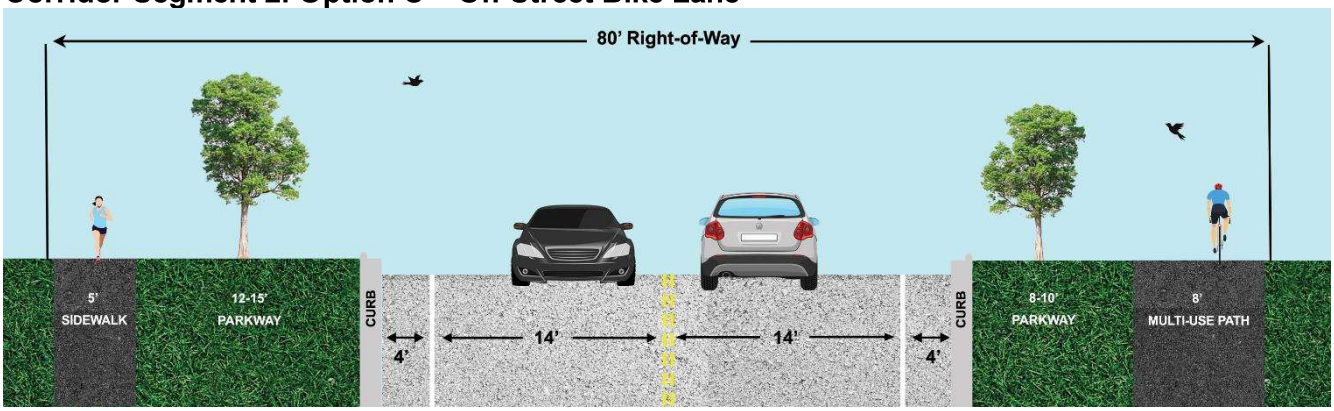
This alternative includes narrowing the 18-foot wide lanes to 15-foot wide lanes. Three feet of pavement would be removed on each side of the roadway making the road 6-feet narrower. The 8-foot off-street bike path and 5-foot wide sidewalk would be maintained. Narrowing the roadway improves safety by helping control vehicular speeds and shortening pedestrian crossing distances. Public comments cited concerns regarding reduced lateral clearance for on-street bicyclists and winter cycling opportunities. While a 15-foot lane remains wider than optimal for effective traffic calming, that lane width provides additional pavement for on-street bicyclists.

Corridor Segment 2: Option B – Maintain Existing Cross Section



This alternative maintains the existing cross section. This means that the travel lanes would remain 18-feet wide and the 8-foot off-street bike path and 5-foot wide sidewalk would be maintained. This option maintains the existing capacity and therefore has no impact on traffic flow. There would also be minimal impacts on the surrounding community. However, this alternative also does not improve the corridor beyond pavement conditions because the existing corridor is being kept the same.

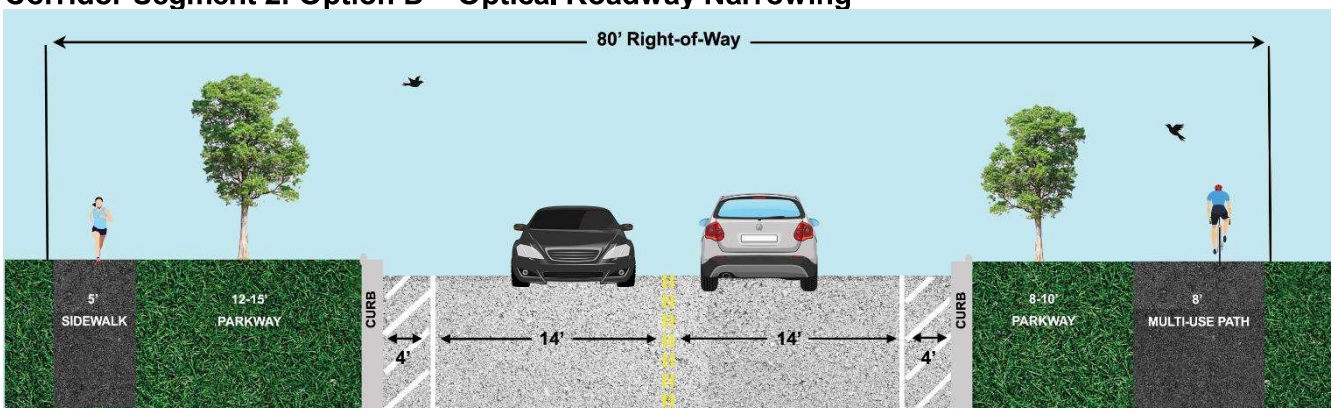
Corridor Segment 2: Option C – On-Street Bike Lane



This alternative was developed as a result of feedback received at the Public Information Meeting. The alternative maintains the existing cross section and adds an on-street bicycle facility to the corridor. This will visually reduce the lane widths for drivers without reducing the usable space for on-street bicycle users. This alternative would provide both on-street and off-street bicycle facilities along the corridor. The on-street bicycle lane would need to be a minimum of 4 feet per IDOT guidelines; thereby, reducing the drive lane to 14 feet.

Parking would continue to be prohibited along the corridor because of the presence of the on-street bike lane, which is, consistent with IDOT and federal guidelines. Pedestrian crossing distances across live traffic would be reduced. However, having both on-street and off-street accommodations could create confusion regarding the location of the designated bicycle route and expectations for drivers.

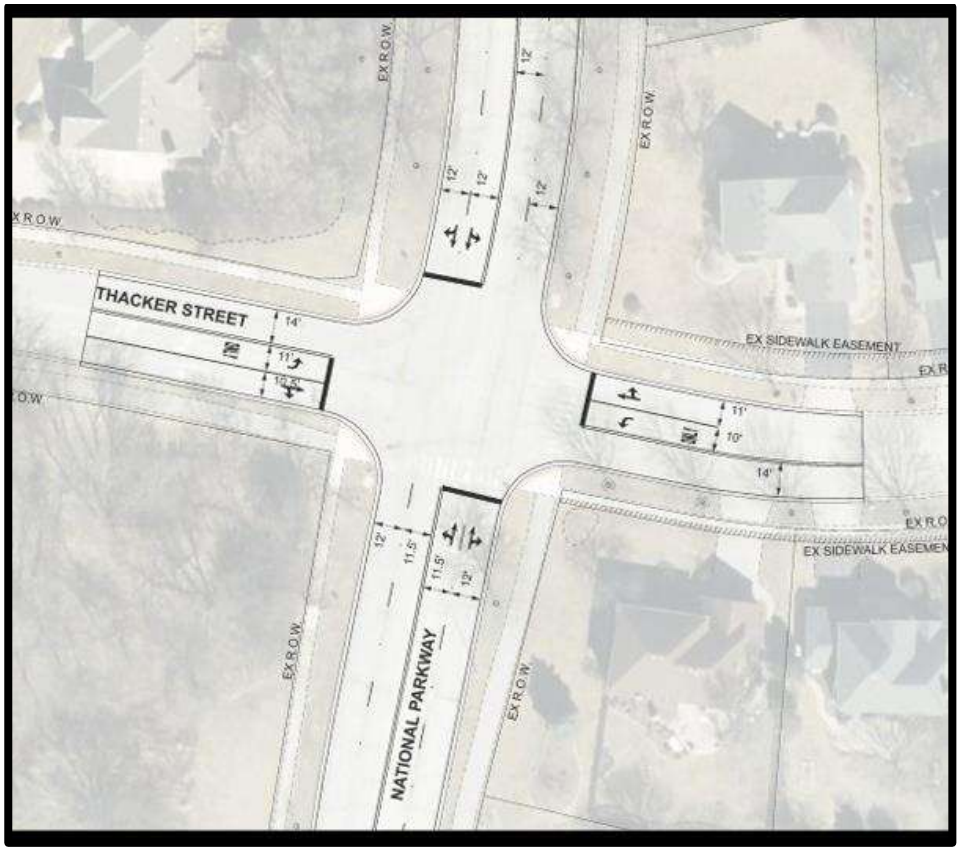
Corridor Segment 2: Option D – Optical Roadway Narrowing



This alternative would provide the same narrowed lane configuration in Option C, with a different striping configuration. The intended effect is to visually reduce the lane widths without physically narrowing the pavement. Diagonal hatching would be added to the area between the white edge stripe and the curb and gutter. This would make it clear to motorists that parking is not allowed along National Parkway. This may cause confusion for on-street bicyclists that the diagonal hatched area is available for their use.

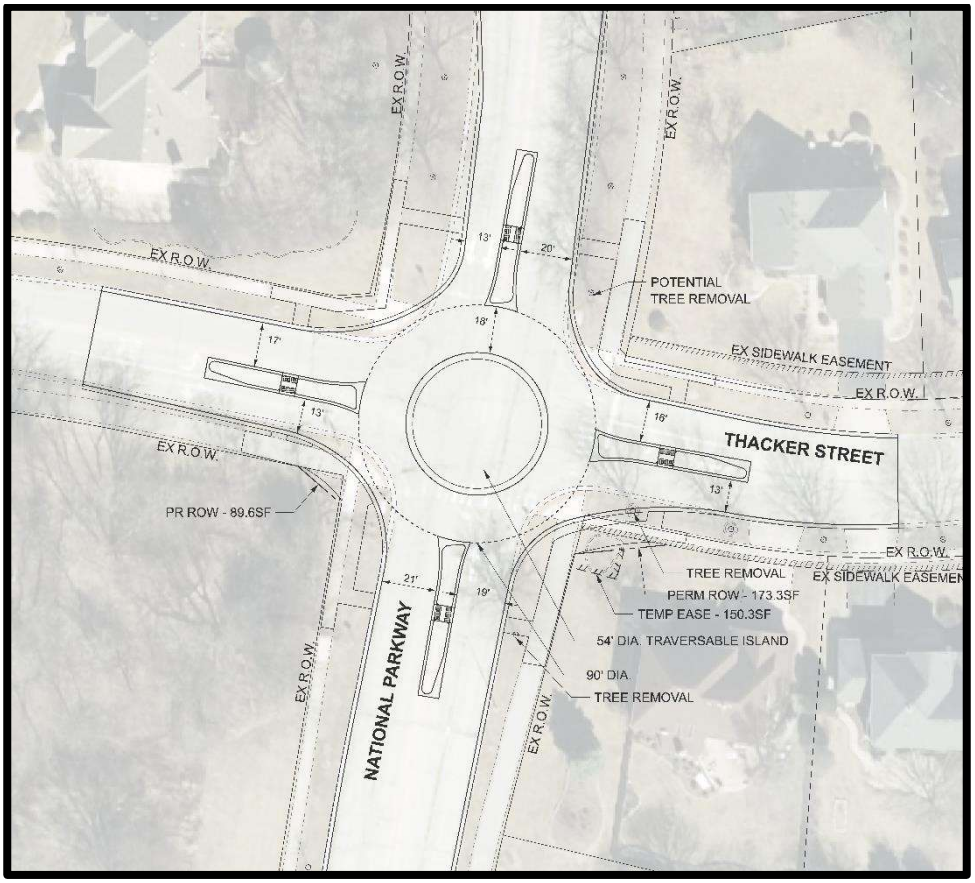
Existing Intersection Configuration – National Parkway at Thacker Street

This intersection is currently controlled by an all-way stop condition. The northbound and southbound approaches on National Parkway consist of a shared through/left turn lane and a shared through/right turn lane. The eastbound and westbound approaches on Thacker Street consist of a dedicated left turn and a shared through/right lane. There are crosswalks on all legs of the intersection. National Parkway has a 5-foot-wide sidewalk along the west side of the roadway, and an 8-foot-wide shared use path on the east side of the roadway. Thacker Street has a 5-foot-wide sidewalk on the north side of the roadway, a 5-foot-wide sidewalk on the east end of the south side of the roadway, and an 8-foot-wide shared use path on the west end of the south side of the roadway.



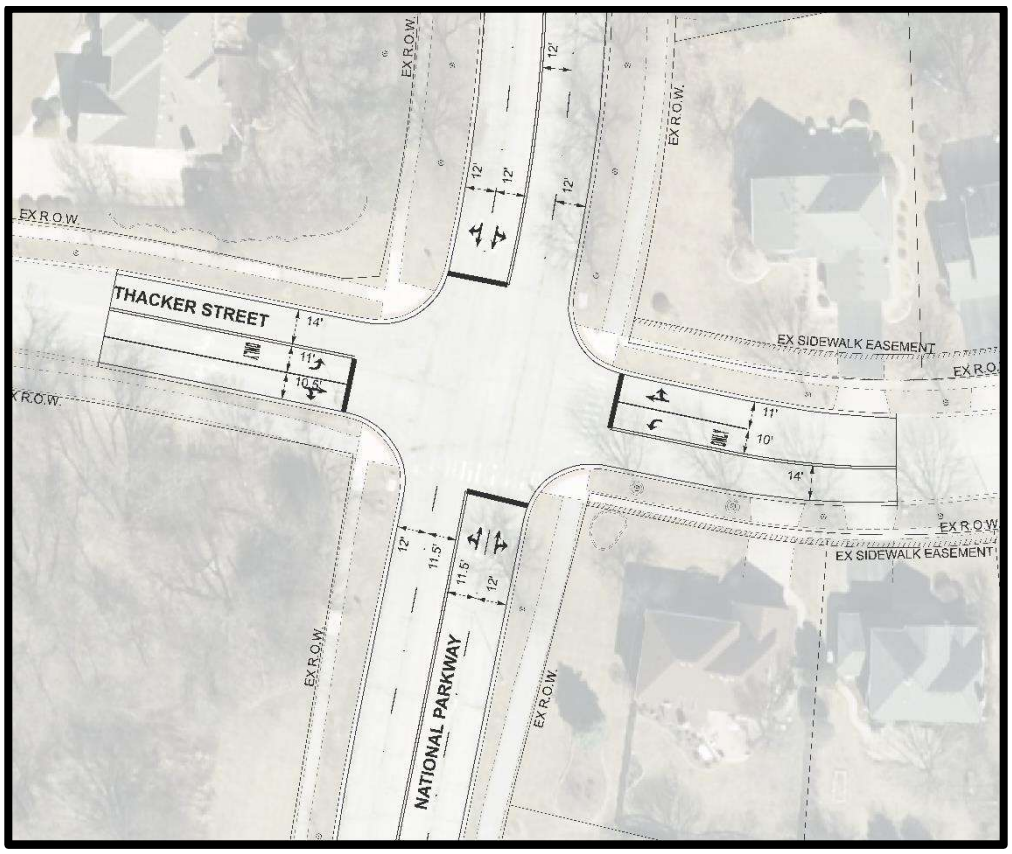
The intersection study report, dated March 2026, included traffic counts (conducted during the school year), crash data analysis, Highway Capacity Software (HCS) modeling, and warrant analyses. Three alternatives were discussed in the report. Due to the right of way acquisition needs from the traditional roundabout, it was not advanced. A mini-roundabout and maintaining the existing all-way-stop were presented at the Public Information Meeting and are described as proposed below.

National Parkway at Thacker Street: Option A – Mini-Roundabout



Option A for the intersection design includes replacement of the existing 4-way stop at Thacker Street with a mini-roundabout featuring yield control and splitter islands at each approach. Splitter islands are designed with raised barrier curbs to provide dedicated refuge areas for pedestrians and bicyclists, given high, non-motorized crossing counts. Roundabouts are also more efficient than traditional intersections. This alternative requires right-of-way acquisition from two corners and requires realignment of the sidewalk and shared use path crossings. This alternative may impact ease of access to one driveway on the southeast corner of the intersection. The overall design year Level of Service of the mini roundabout is A for both AM and PM. As a part of constructing the mini-roundabout, three trees would be removed.

National Parkway at Thacker Street: Option B – Maintain All-Way-Stop



Option B for the intersection design is to maintain the existing configuration, as shown in the above existing conditions section. This would leave the intersection as an all-way stop, which is warranted due to inadequate sight distances, with sight distance triangles showing conflicts with trees placed along the parkway on either side of National Parkway. The lane configurations along National Parkway at the intersection are dependent upon the Option for Corridor Segments 1 and 2. The overall design year Level of Service of the intersection is B and A for AM and PM respectively.

Stakeholder Feedback

Meetings with various stakeholders were held prior to the Public Information Meeting. These meetings were held with representatives from the three adjacent HOAs (Tuscany on the Pond, Del Lago 2, and the Park St. Clair), Conant High School (School District 211), and Schaumburg Park District. Priorities from these stakeholders included: cut-through traffic, bicycle and pedestrian use of the multi-use path, crossing safety, and parking. When the intersection improvements were mentioned, stakeholders were unsure about the roundabout. Stakeholders also provided information about the use of the roadway instead of the path during the winter months.

Public Information Meeting

A public information meeting was held on May 28th, 2026. One comment was received at the meeting, and 90 comments were received after the public meeting. Out of the comments received, 79 opposed or objected to the roundabout alternative. Two comments were received in favor of the roundabout. Some commenters provided only comments on the roundabout, while some focused on the

improvement of the corridor. 31 responses opposed physical narrowing of the roadway, while two supported the change. Four comments included requests to review further data or had specific questions, not indicating a stance for or against the alternatives at the time.

Funding Considerations

The current funding plan is to reapply for Surface Transportation Program funding in 2027. This is a federal funding source and requires the Village to conform to the NEPA (National Environmental Policy Act) process and IDOT design standards for local roads. Based on the alternatives presented, all are eligible for STP funding. Improvements to intersection operations and corridor safety provide additional points above strictly reconstructing the pavement in-kind. The expected STP funding split would be 80% federal/20% local cost share for construction and construction engineering. Based on scoring from the previous cycle, additional information about funding favorability is provided in the 'Federal STP Funding Score' column.

Segment	Alternative	Estimated Construction Cost	Federal STP Funding Score	Village Funding Responsibility
Corridor Segment 1	A – Through-Lane Removal	$420,000	Positive	$84,000
	B – Maintain Existing	$560,000	No change	$112,000
Corridor Segment 2	A – Physical Narrowing	$890,000	Positive	$178,000
	B – Maintain Existing	$1,025,000	No change	$205,000
	C – On-Street Bike Lane	$1,045,000	Slightly positive	$209,000
	D – Optical Narrowing – Hatched	$1,080,000	Slightly positive	$216,000
Intersection	A – Mini-Roundabout	$1,500,000	No change	$300,000
	B – Maintain Existing	$300,000	Reduced	$60,000

Recommendations

Based on the engineering and environmental review of the alternatives for each segment, HLR recommends advancing Segment 1 Option A – Through Lane Removal; Segment 2 Option A – Physical Roadway Narrowing, and the Intersection Option A – Mini-Roundabout through the Phase 1 process for IDOT Design Approval.

Segment 1 Option A – After reviewing the Segment 1 alternatives, the removal of a through lane between Jason Lane and Thacker Street is recommended. It is supported by the low 2050 Design Year ADT of 4,600 vehicles per day. This option retains the left turn lanes at key intersections while reducing the conflict points along the corridor and improving safety.

Segment 2 Option A – After reviewing the Segment 2 alternatives, the pavement narrowing option is recommended. It is also supported by the low 2050 Design Year ADT. Narrower lanes improve safety by controlling speed and providing shorter crossing distances for pedestrians. Since a standard lane is

12-feet, constructing 15-foot lanes provides enough width for on-street bicyclists to comfortably ride without encroaching on the driving lane.

Intersection Option A – After reviewing the all-way stop and mini roundabout alternatives as well as the benefits and drawbacks of each, a mini roundabout would be recommended as the best solution for this intersection. The mini roundabout should increase safety and capacity, while also providing traffic calming measures by lowering speeds through the intersection. The mini roundabout is recommended based on the limited right-of-way required. The roundabout alternative was submitted in the application for the Local Surface Transportation Program (STP) funding. This alternative will require the removal of three trees.

The recommended corridor would cost: $562,000 to the Village, at 20% as the local match. If the corridor were to remain the same as existing conditions, it would cost the Village approximately $377,000 if funded through the Federal Surface Transportation Program, at 20% local match. While federally eligible, maintaining the existing configuration will score lower, and may remain on the STP contingency program or need to be funded 100% locally.

It is also recommended that the lighting system be further evaluated during Phase II Final Design Engineering for a reduction in spacing between fixtures. Decreasing the spacing between fixtures would provide consistent lighting throughout the corridor and reduce eye strain, hidden hazards (pedestrians, debris, etc.), and depth perception difficulties. In all, this would improve safety and visibility for motorists in the corridor.

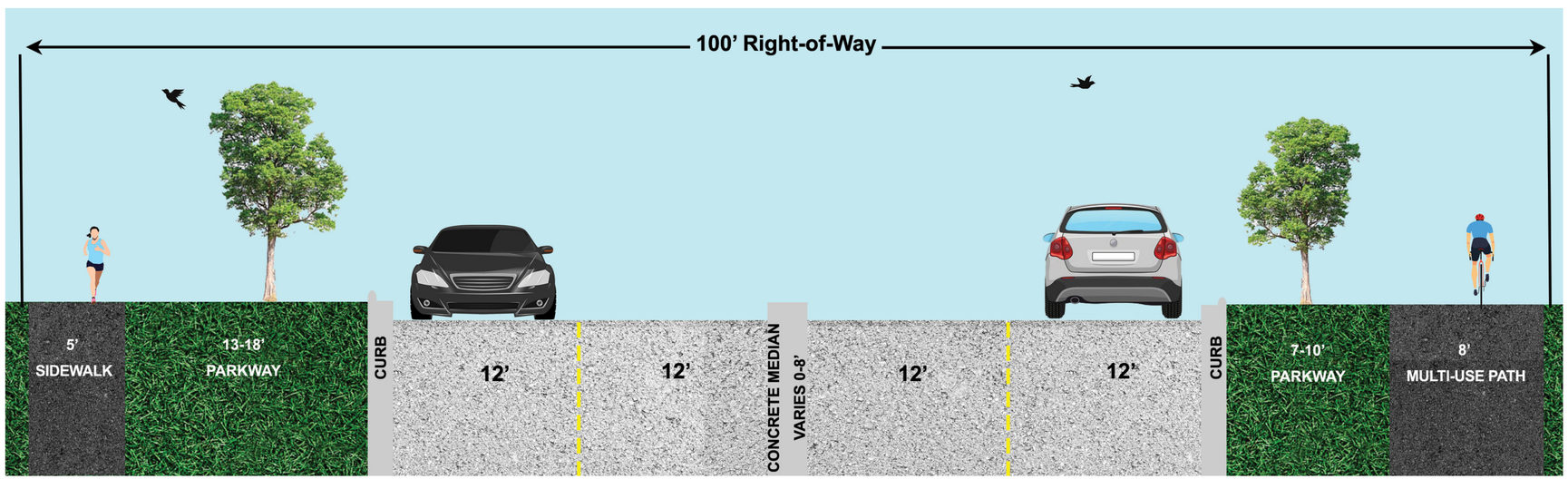
Project Area



Project Purpose:
Reconstruct National Parkway to improve the safety and mobility of motorists and pedestrians.

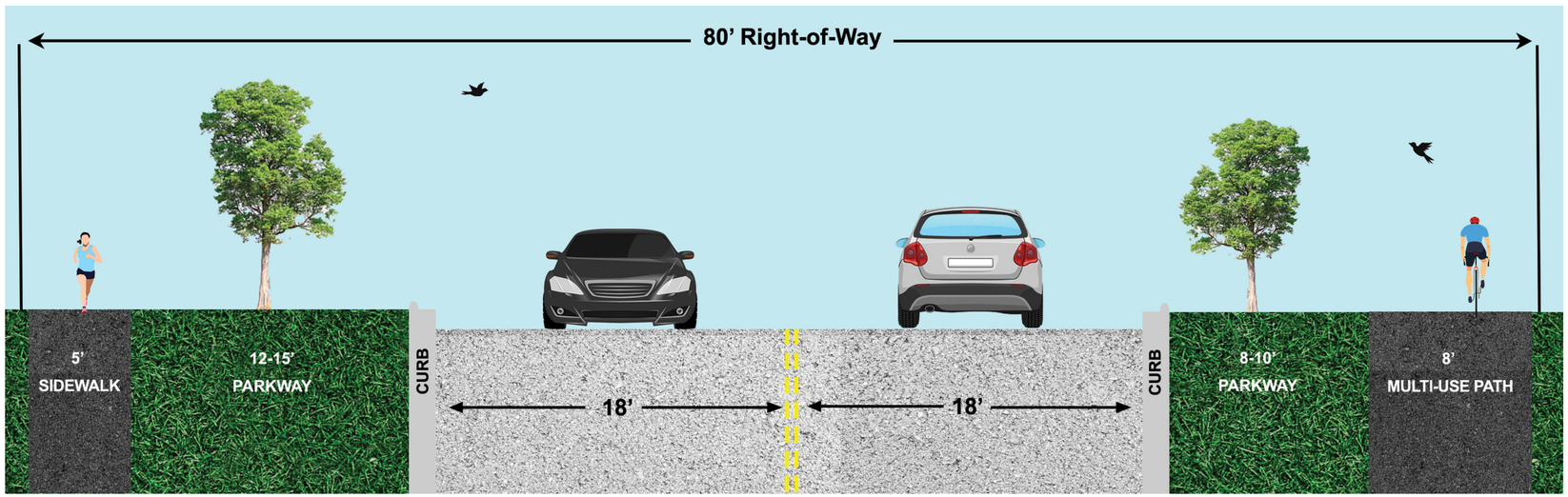
Project Limits:
Higgins Road (IL 72) to Schaumburg Road

Corridor Segments 1 and 2: Existing Cross Sections



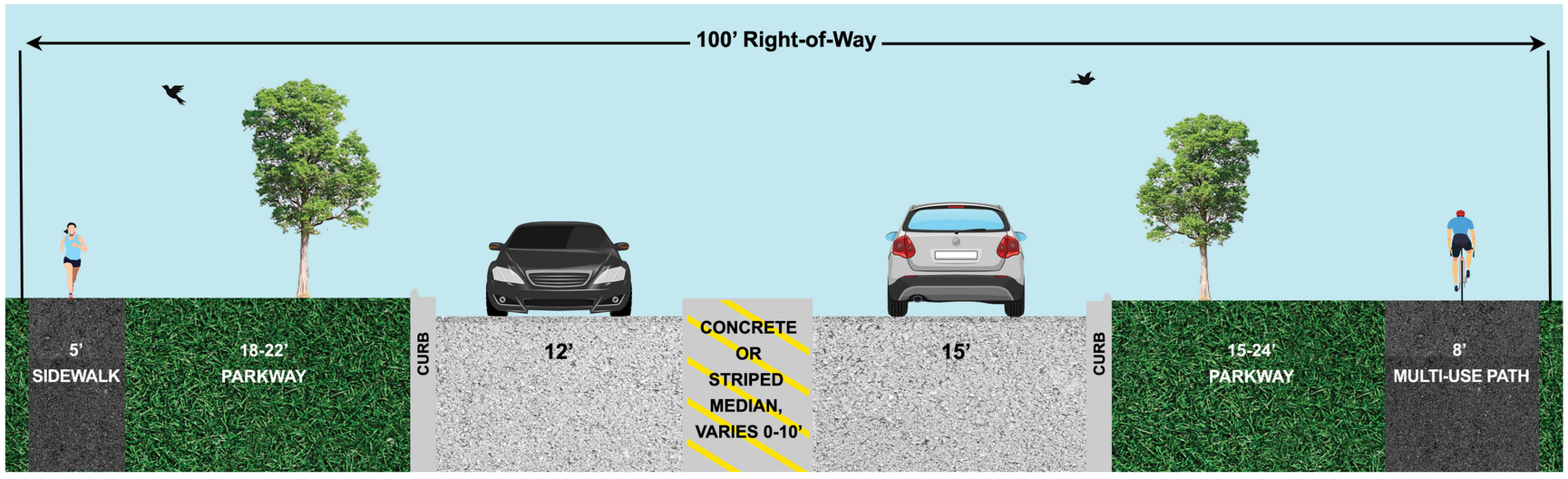
Corridor Segment 1:
(North of Thacker Street)
- 11.5-12’ wide travel lanes
- 8’ off-street bike path (East)
- 5’ wide sidewalk (West)
- Dedicated turn lanes at Jason Lane
- No parking allowed*

Corridor Segment 2:
(South of Thacker Street)
- 18’ wide travel lanes
- 8’ off-street bike path (East)
- 5’ wide sidewalk (West)
- No dedicated turn lanes
- No parking allowed*



*No parking is proposed along National Parkway for any segment improvements.

Corridor Segment 1: Cross Section Options



Option A:

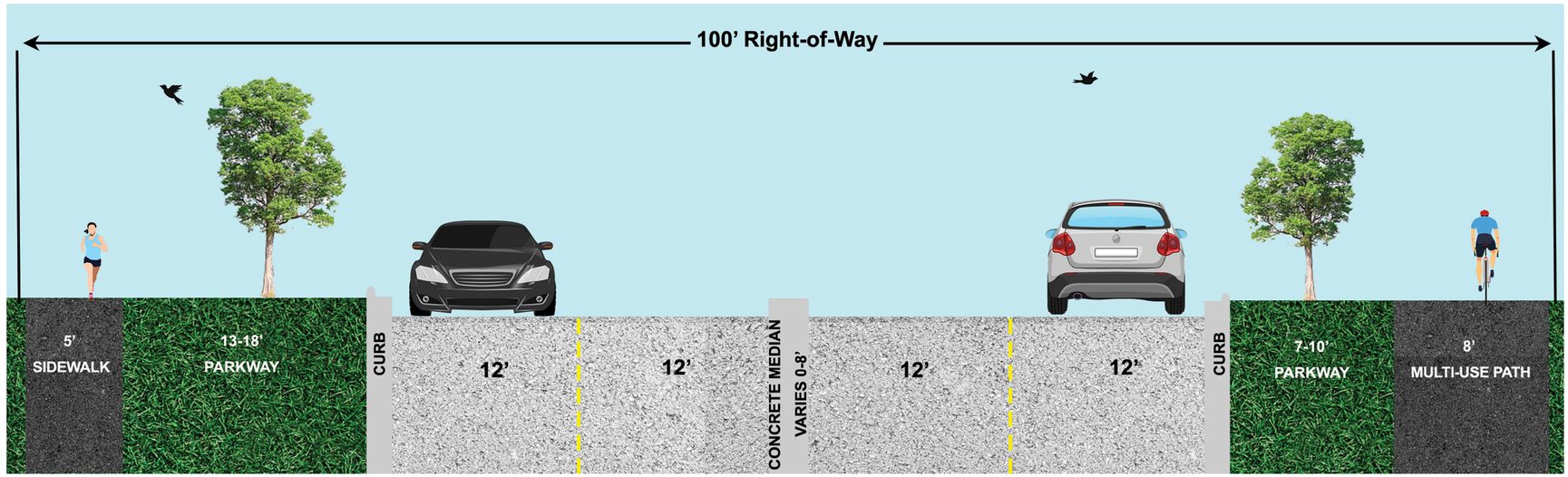
Drop through lane from Jason to Thacker

- 12-15’ wide travel lanes
- Maintain 8’ off-street bike path (East) and 5’ wide sidewalk (West)
- Dedicated turn lanes at Jason Lane remain

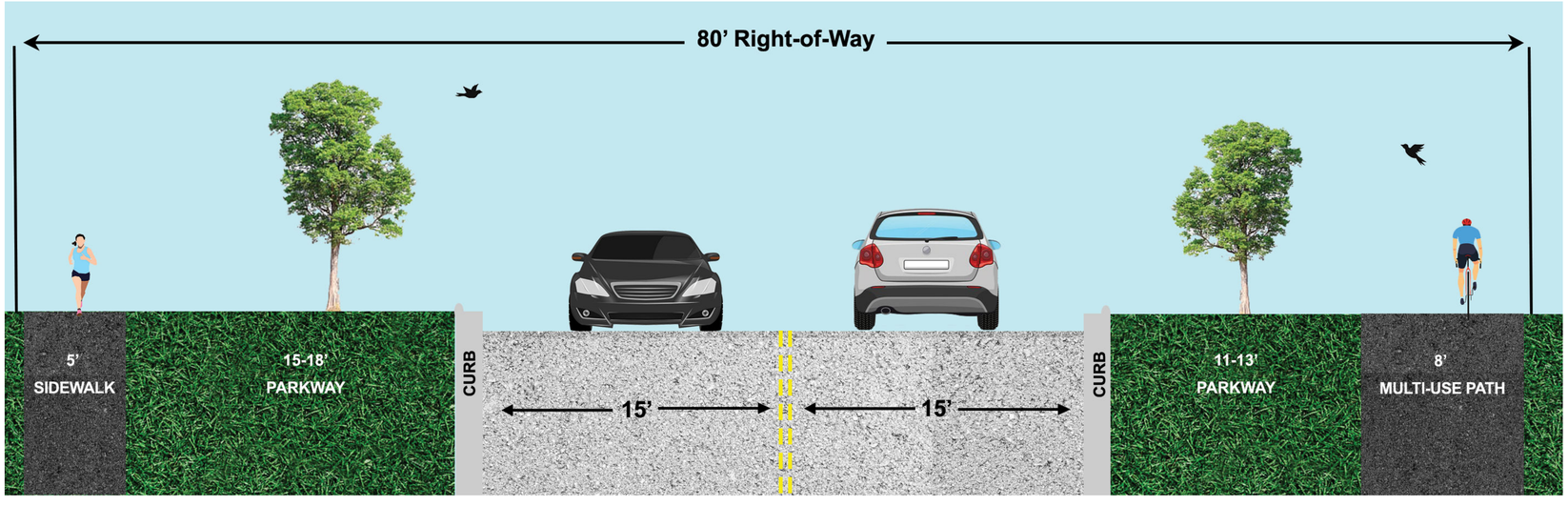
Option B:

No change to existing

- 12’ wide travel lanes
- Maintain 8’ off-street bike path (East) and 5’ wide sidewalk (West)



Corridor Segment 2: Cross Section Options



Option A:

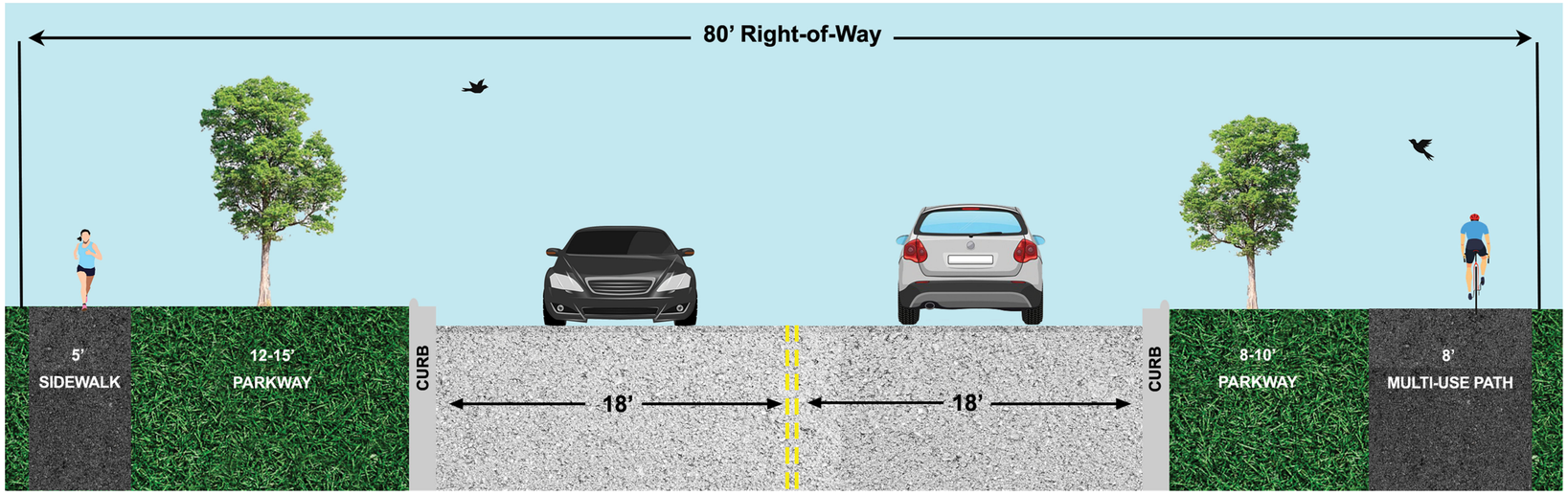
Narrow 18’ wide lanes to 15’ wide lanes

- 15’ wide travel lanes
- Reduce crossing distances
- Curb line move in 3’ on each side of the roadway
- Maintain 8’ off-street bike path (East) and 5’ wide sidewalk (West)

Option B:

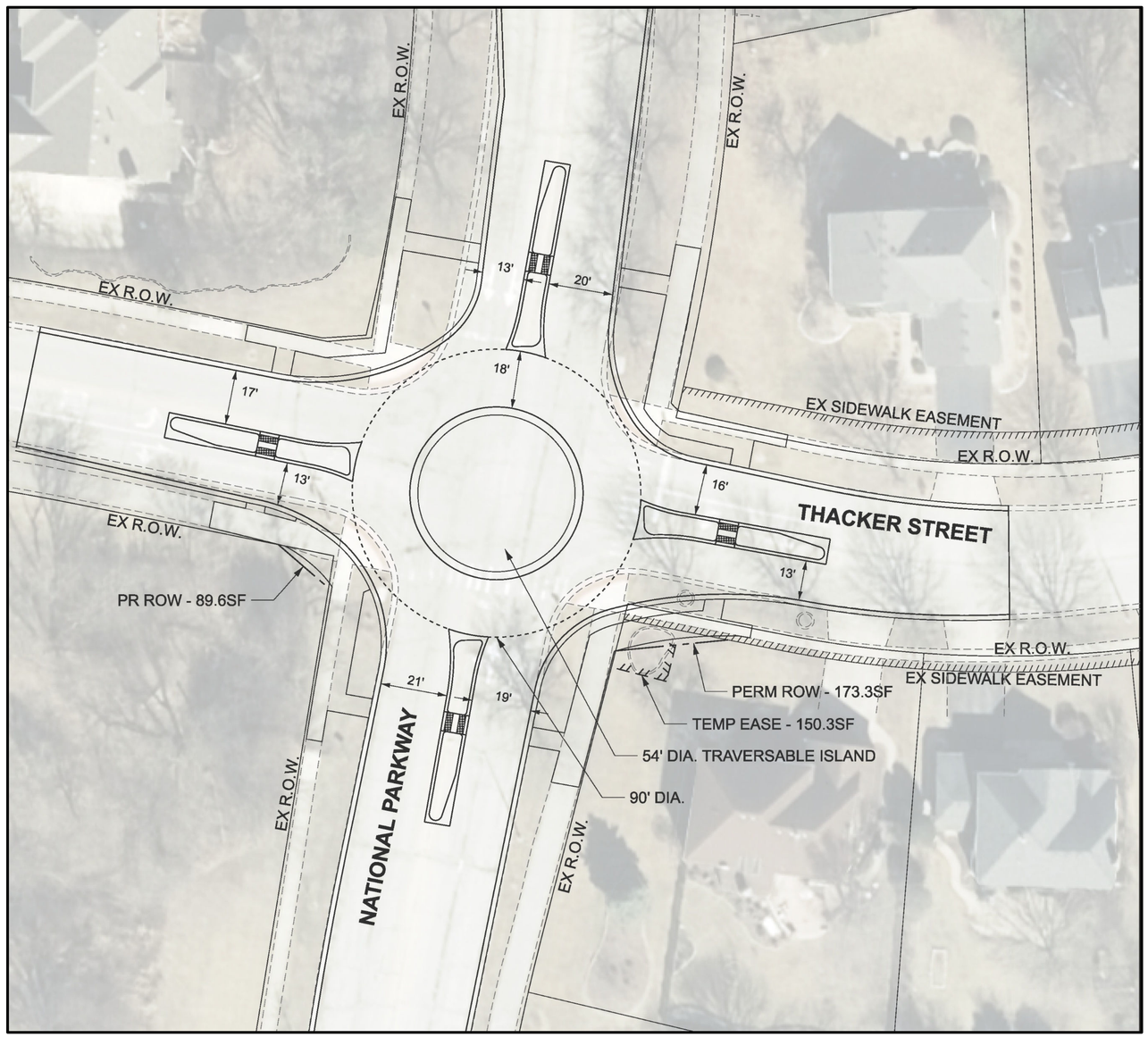
No change to existing

- 18’ wide travel lanes
- Maintain 8’ off-street bike path (East) and 5’ wide sidewalk (West)

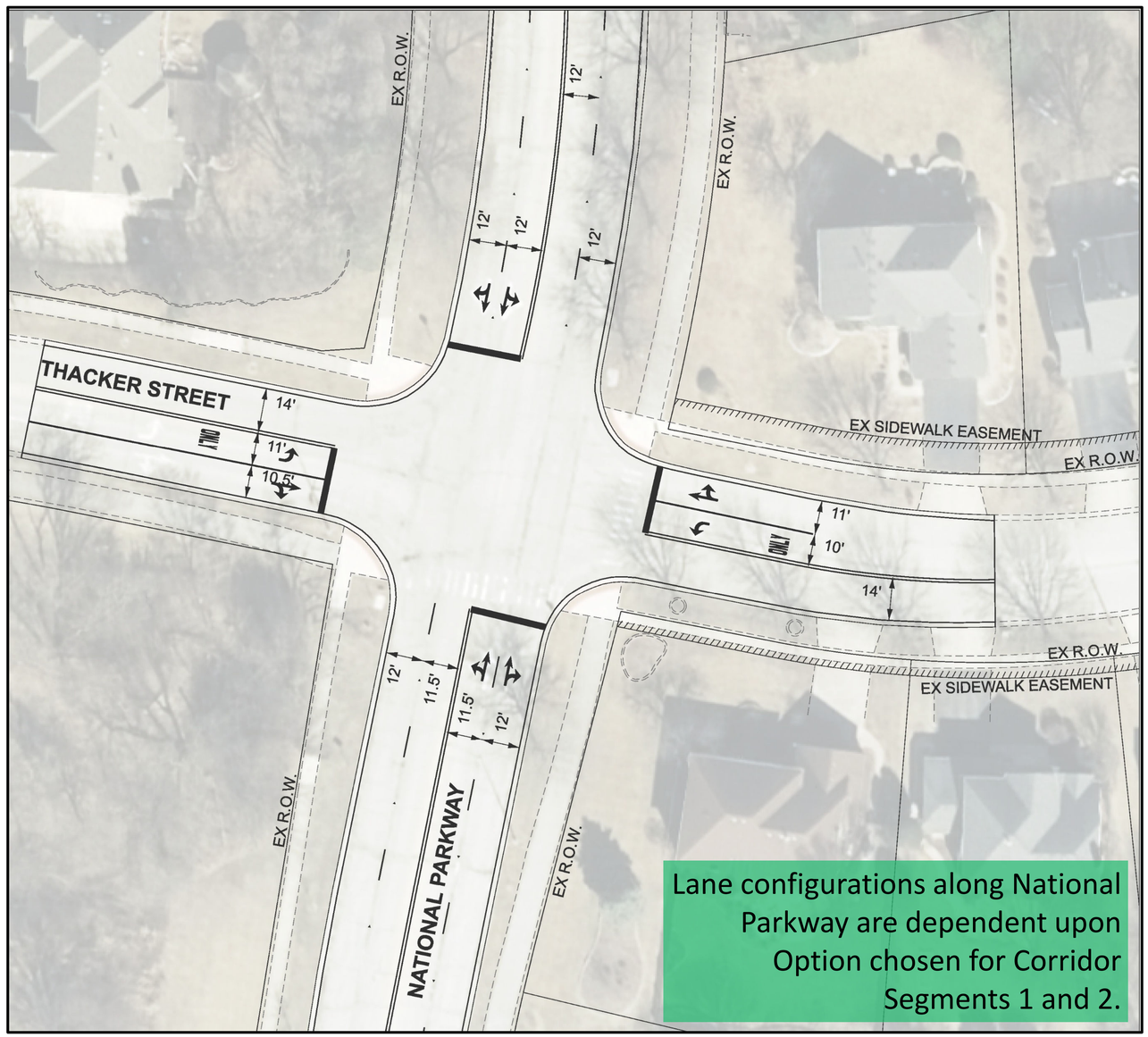


National Parkway at Thacker Street Options

Option A: Mini Roundabout



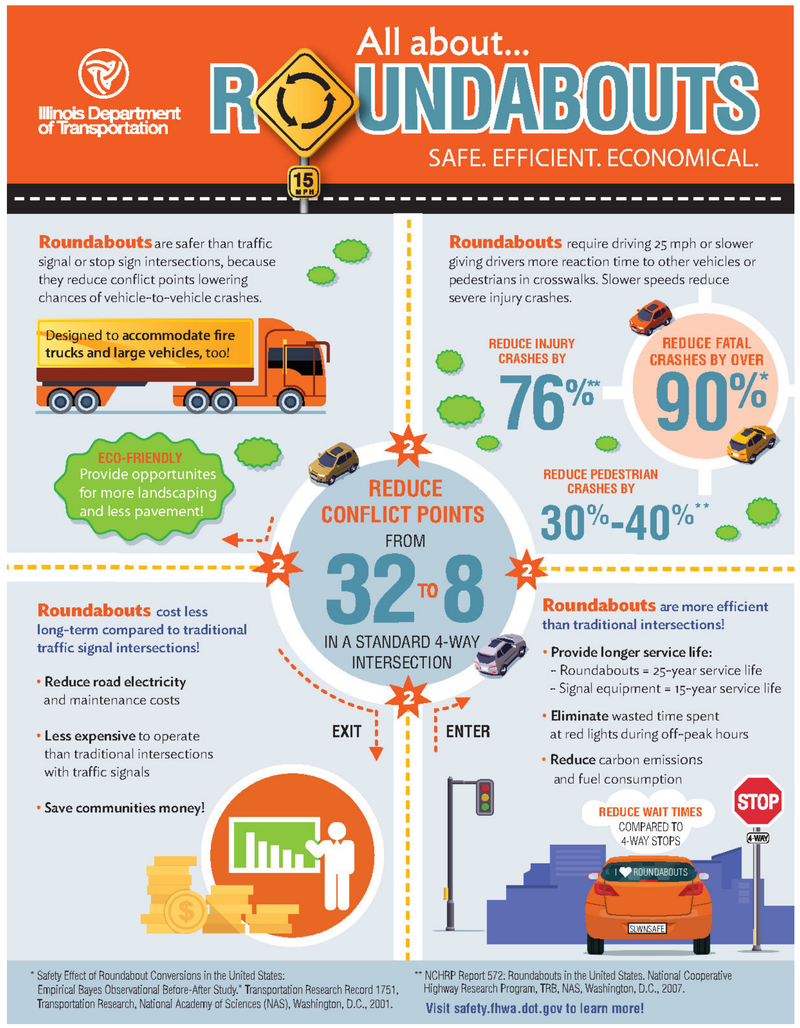
Option B: All-Way-Stop



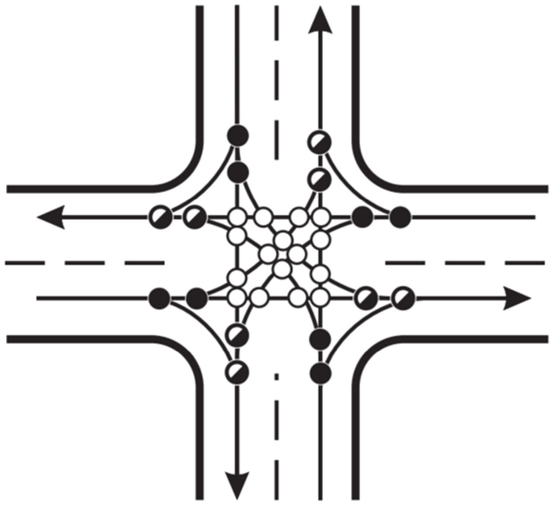
Lane configurations along National Parkway are dependent upon Option chosen for Corridor Segments 1 and 2.

*All crosswalks within project area will follow IDOT TRA-23 guidelines for signage.

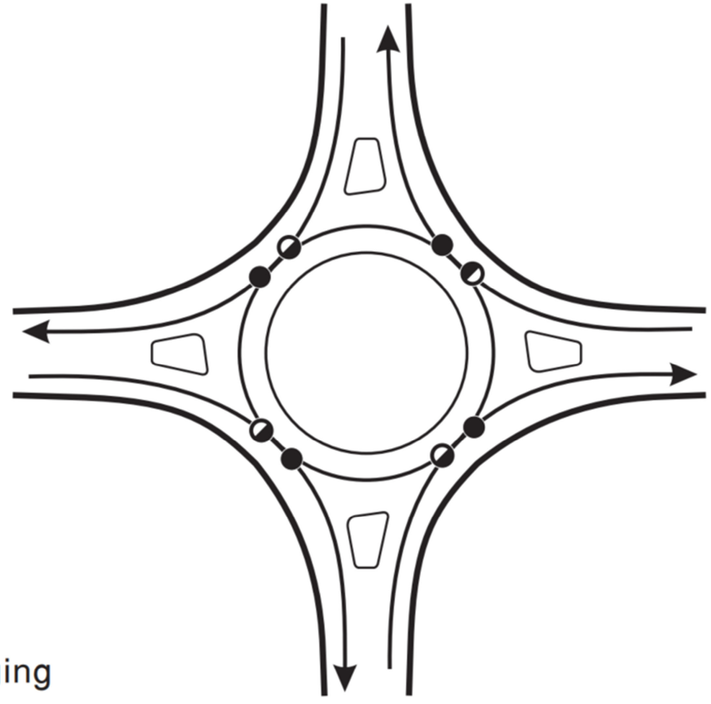
Roundabout vs Stop-Controlled Intersection



Intersection
32 Vehicle Conflicts
24 Pedestrian Conflicts

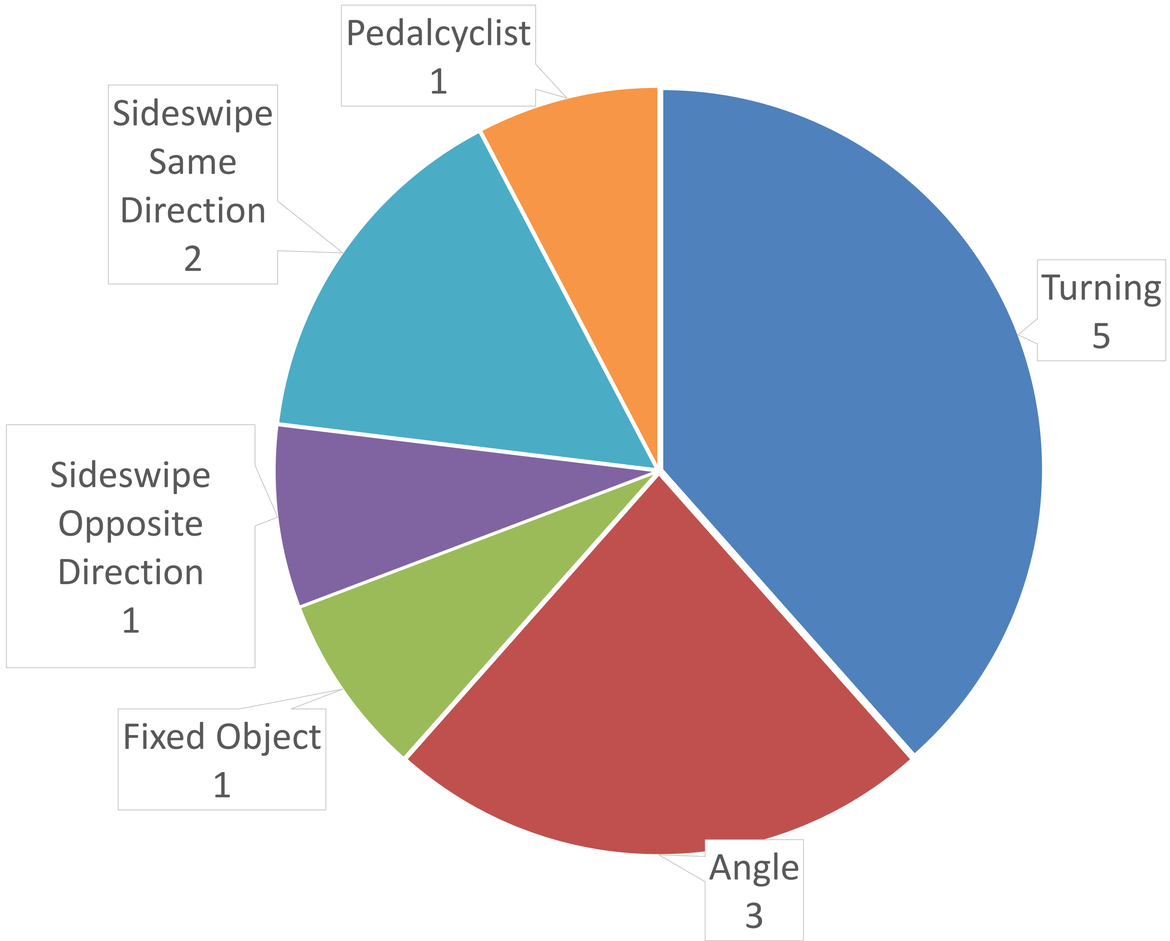


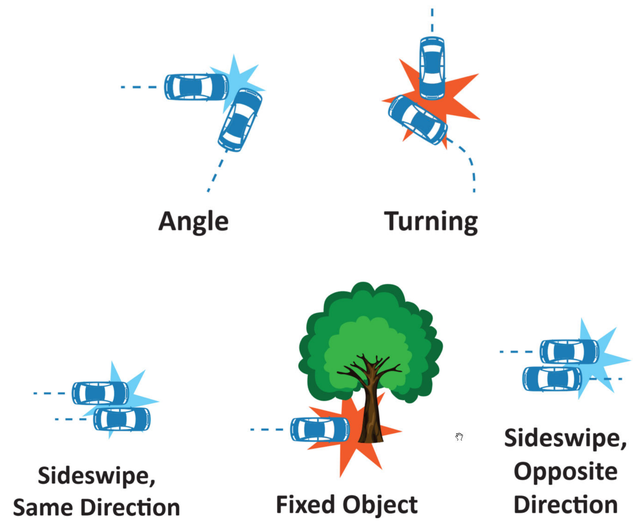
Roundabout
8 Vehicle Conflicts
8 Pedestrian Conflicts



- Diverging
- Merging
- Crossing

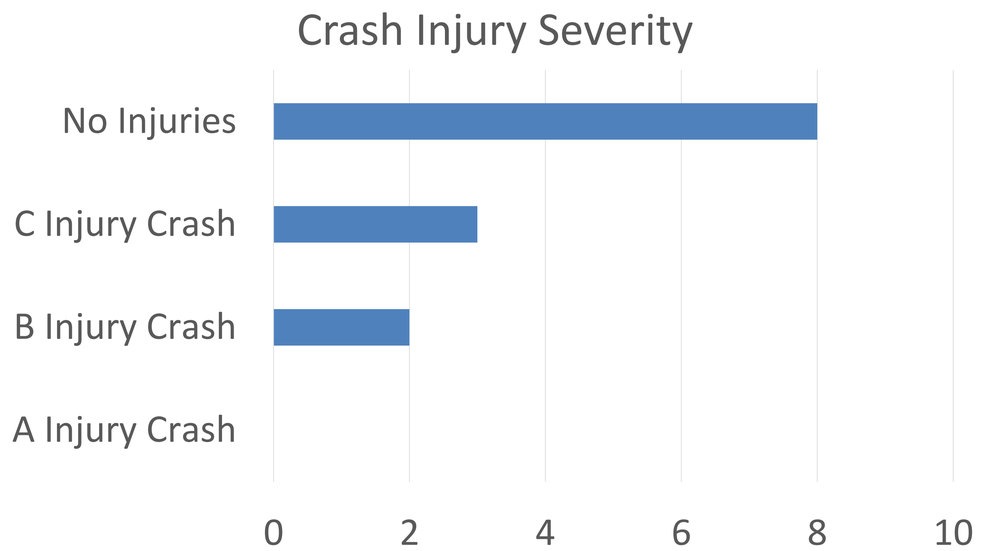
Overall Corridor Crash Data



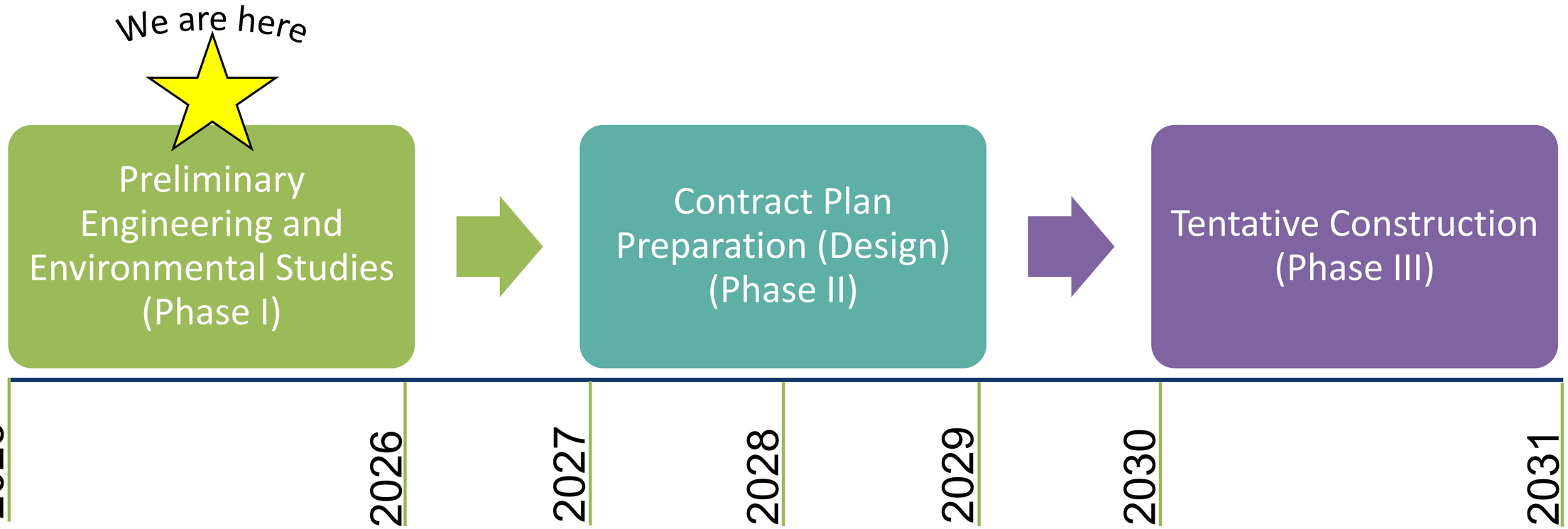


13 TOTAL CRASHES, 2020-2024

8 of which involved failure to yield right-of-way or disregarding a stop sign as the identified cause.



Engineering and Construction Timeline



Next Steps include...

- Review comments and feedback on proposed improvement options
- Complete Intersection Design Study, if warranted
- Investigate traffic management plan during construction
  - Considerations of construction timeline, overall worker and traveler safety and route congestion
  - If roundabout option advances: 4-5-month detour, full closure at intersection
- Design Approval from IDOT

	Comment
1	For National Parkway projects, some consideration should be made to reduce ability to speed. Currently the Target parking lot is serving as a meeting spot for people who race on national parkway, Higgins, meachem and back and continue doing it without much regard to other drivers or pedestrians. The intersection of national parkway and Higgins as well as national parkway and Jason lane need a well lit and marked pedestrian crossing as well.
2	As a Park St. Claire resident, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here is a dangerous mistake for our residential neighborhood. This specific intersection is heavily used by vulnerable pedestrians every day: Seniors & Trail-Using Children: Our neighborhood seniors rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids and seniors to dangerously judge gaps in moving traffic. Conant High School Students: This is a major walking route for student commuters walking home from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop, not a roundabout where drivers are distracted by navigating loops. The existing 4-way stop forces cars to a complete halt and guarantees pedestrian right-of-way. Please protect our children and seniors by rejecting the roundabout and keeping the stop signs.
3	I agree with HOA Board member Richard Bolesta's comments Regarding roundabouts... Since cars can proceed without stopping, the concern for National Parkway and Thacker is that it is located in a residential neighborhood close to a park. There will be children, students from Conant and elderly using our paths along National. Information and studies from the Federal Highway Administration were referenced by the Village Trustees to approve roundabouts in other locations in Schaumburg. The Federal Highway Administration report, FHWA-RD-00-067 on Roundabouts, states that roundabouts are "…more challenging to judge gaps, especially for visually impaired users, children, and the elderly." Also referenced in the same report is the National Cooperative Highway Research Program NCHRP report 572. The Safety Performance section of the summary states, "In general, roundabouts have improved overall crash rates and, particularly, injury crash rates …except for all- way stop control." The main benefit is seen on roads 30mph to 45mph. Regarding the narrowing of National Parkway from its current width…The current width provides a comfortable distance for adult / commuter cyclists and e-bikes to use the street. Narrowing the road will push more cyclists onto the multi-use path which will increase the risk of collisions with pedestrians. The multi-use path is used by families with children and pets, elderly and others. We do not need additional traffic on the paths. Also, when the path is covered with snow, the street is the only option. Those who use e-bikes as their main transportation, example to access Target, or walkers/runners will be placed at higher risk if the street is narrowed. Additionally, Quality of road construction: The quality of road construction in Schaumburg needs improvement. Anyone who has driven in other parts of the US - including colder places like Minneapolis etc. will attest that Schaumburg roads are horrible, full of potholes, poorly marked lanes, etc. If we extend the Broken Windows Theory (https://en.wikipedia.org/wiki/Broken_windows_theory), poor roads can lead to community decline.

4	My name is Arti Thakkar and I live at 1309 Saint Claire Place in Schaumburg, IL. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout intersection of National Parkway and Thacker Drive. The Village has stated that this project will cover the National Parkway corridor from Higgins road to Schaumburg road and will include potential safety improvements at Thacker Drive. My main concern is pedestrian safety. This intersection is regularly used by children, seniors, students and other pedestrians to cross over to the park and back. A roundabout may keep vehicle traffic continuously, but that same feature can make crossing back and forth way more difficult for pedestrians. This location should be designed for the safety of people walking on foot, not just vehicle flow. In a neighborhood setting, requiring vehicles to come to a complete stop provides a clearer and safer condition for pedestrians vs a roundabout where drivers are focused more on merging and circulating and beating traffic. For Conant High School Students this is a major walking route for student commuters walking back and forth from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop sign, not a roundabout where drivers are more focused on beating traffic. The existing 4-way stop sign forces cars to come to a complete stop and guarantees pedestrian right-of-way. It is for this reason, that I ask the village to retain a stop and controlled intersection or pursue another traffic controlled alternative that provides stronger pedestrian protection. Please protect our children and seniors who have limited mobility and visibility by rejecting the roundabout project and keep the stop signs as they are. Please include this letter in the official public comment record for the National Parkway Project. I understand the comments must be received by Wednesday, June 17th 2026.
5	I learned about the upcoming roundabout construction at National Parkway and Thacker street from a fellow runner in the neighborhood. I would like to express my concern that such roundabout construction would cause great inconvenience to pedestrians, runners, and cyclists especially during winter months when it gets slippery.
6	As a resident of Park St. Claire there is no way you can remove the 4 way stop sign and make it a round about. I oppose this decision due to bikers, walkers and children in the area. I also oppose narrowing of National Parkway this will be dangerous for drivers, bikers and walkers. Not sure why you would put the community at risk with these two proposed changes.
7	My husband and I were both shocked at upon hearing of the proposal of making a roundabout at the intersection of National Parkway and Thacker. We are original owners in the Park St. Claire neighborhood and we are both strongly against this proposal! First of all, we have never seen a roundabout on a residential street and we see no benefit to it whatsoever! Also, we are very concerned about the safety for all of the pedestrians that use this intersection! Lastly, we feel there are better ways to use our tax payer dollars!

8	Hi, this is Bonnie Fink at 1310 St. Claire Place. I'm writing regarding the "National Parkway Improvement Project" to share my concerns and respectfully voice my objection to the proposed roundabout at the intersection of National Parkway and Thacker Drive. I understand the project includes improvements along the corridor from Higgins Road to Schaumburg Road, including potential safety changes at this intersection. As someone who lives right here and sees this area used every day, I am truly concerned about pedestrian safety. This intersection sits in a residential neighborhood near a park and shared paths, and it is regularly used by children, students, seniors, and families out walking. While I understand that roundabouts can help keep traffic moving, I worry about what that means for people trying to cross. In my experience, drivers tend to focus on merging and navigating the circle, which can make it harder—and more stressful—for pedestrians to find a safe moment to cross. This feels especially concerning for younger children and older residents who use this area frequently. Personally, I strongly believe this location should prioritize the safety of people on foot, not just vehicle flow. In a neighborhood like ours, having vehicles come to a full stop creates a much clearer and safer environment for pedestrians than a roundabout does. I would respectfully ask the Village to consider keeping the intersection stop-controlled or exploring other traffic-calming options that better protect pedestrians—such as additional stop signs along National Parkway. I'm also concerned about how a roundabout would function with new or inexperienced drivers, who may not be familiar with navigating it and could unintentionally create confusion or accidents. In addition, there is frequent school bus traffic traveling through this intersection for Fairview Elementary and Conant High School, which adds another layer of concern for both safety and maneuverability. Thank you for taking the time to consider resident feedback. I truly appreciate the Village's efforts to improve safety and hope my perspective as a nearby resident is helpful in your decision-making. Please include this letter in the official public comment record for the National Parkway Project.
9	My name is Caitlin Mitsch, and I live at 55 Germaine Place in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.

10	I am writing to express my opposition to the proposed roundabout and roadway narrowing project on National Parkway. While I understand that the intent of the project may be to improve traffic flow and reduce vehicle speeds, I am concerned that the proposed design could create new safety risks for motorists, pedestrians, cyclists, emergency responders, and local residents. First, narrowing the roadway may reduce drivers' ability to safely maneuver around disabled vehicles, bicycles, maintenance equipment, or other obstacles. During periods of heavy traffic, adverse weather, or reduced visibility, the narrower travel lanes could increase the likelihood of side-swipe collisions and other accidents. Second, roundabouts can create confusion for drivers who are unfamiliar with them, particularly older drivers, new drivers, and visitors to the area. Driver hesitation, sudden lane changes, and uncertainty regarding right-of-way can contribute to crashes and near misses. I am also concerned about the impact on emergency vehicles. Fire trucks, ambulances, and other large vehicles which may face challenges navigating a smaller roadway and roundabout configuration, potentially affecting response times during critical situations. In addition, larger commercial vehicles, school buses, and agricultural or service vehicles may have difficulty negotiating the roundabout safely. This could lead to vehicles encroaching on adjacent lanes, increasing the risk of collisions. Public safety should remain the highest priority in any transportation project. Based on the concerns outlined above, I urge the city to reconsider the proposed roundabout and roadway narrowing plan.
11	I would like to formally voice my objection to the proposed roundabout at National Parkway and Thacker Drive. While I understand that roundabouts may be appropriate in certain commercial or lower-pedestrian areas, I do not believe this particular intersection is the right location for one. In my opinion, this project creates unnecessary safety concerns because the area is primarily residential and used by many pedestrians. My primary concern is that drivers entering and exiting a roundabout are already focused on navigating traffic, watching for vehicles coming from multiple directions, and determining when it is safe to proceed. Adding frequent pedestrian crossings into that same traffic pattern increases the risk of confusion and creates a dangerous situation for both drivers and walkers. This intersection is used by residents, families, and pedestrians who may assume it is safe to cross, while drivers may be moving through the roundabout with limited hesitation. If a vehicle exits the roundabout and suddenly encounters a pedestrian in the crosswalk, the driver may be forced to stop abruptly. That could create a chain reaction with vehicles behind them and increase the risk of rear-end collisions or pedestrian-related accidents. I am not opposed to improving traffic flow or exploring alternatives at intersections where they make sense. However, I believe roundabouts are better suited for areas with less foot traffic and fewer residential pedestrian patterns. At this location, the proposed roundabout feels less like a safety improvement and more like a potential hazard. For these reasons, I respectfully ask that the proposed roundabout at National Drive be reconsidered, and that the safety of pedestrians and nearby residents be made the top priority before moving forward.

12	I am a resident of Park St. Claire, and I have worked at the Raising Cane's on Higgins in Schaumburg for the past five years. While roundabouts are often safer and more effective than 4-Way-Stops, I believe a 4-Way-Stop will be safer at National/Thacker. This intersection deals with a lot of pedestrian crossings, with large groups of school children walking to and from Conant High School, families with young children, and elders, who all take a long time to cross the street. The issue with roundabouts in areas with heavy foot traffic is that many drivers will not notice a pedestrian crossing until they are right in front of the walkway, so they have to slam on their brakes and wait in the roundabout until the pedestrian finishes crossing. Due to the heavy vehicle traffic, this would result in cars getting backed up in the middle of the roundabout waiting for pedestrians, which frankly, defeats the point of a roundabout. I have seen many cars completely blow through this intersection. Speeding is also a concern along National Parkway, often in tandem with the failure to yield at National/Thacker. While roundabouts certainly help reduce speeding, I do not doubt that people will attempt to speed through the roundabout, and this will cause inevitable issues because there are so many pedestrians trying to cross. The only thing that I believe would improve safety at this intersection is introducing a PHB (Pedestrian Hybrid Beacon), with buttons that pedestrians can activate to signal drivers. Pedestrian safety needs to be top priority in a residental neighborhood such as this. While a roundabout would likely decrease motor accidents, I do not believe that a roundabout alone would improve pedestrian safety at this intersection. If installing a PHB of any form is not feasible, I believe the existing lanes and 4-Way-Stop should be maintained, so at the very least pedestrians can attempt to signal drivers before crossing. As a pedestrian attempting to cross a roundabout, signalling approaching drivers prior to crossing is much more difficult.
13	My husband and I have resided at 1367 Lorraine Place in the Park St. Claire neighborhood since 1991. We are opposed to replacing the 4-way stop at National Parkway and Thacker with a roundabout. This option is unsafe to pedestrians. There are families with children and pets, students, elderly and other area residents that utilize the paths and sidewalks along National Parkway and Thacker. We are opposed to narrowing National Parkway from its current width. It would push cyclists onto the multi-use path and increase the risk to area residents utilizing the path. This option is also unsafe to pedestrians. Therefore, we are opposed to the Village's proposed options.
14	As a Park St Claire resident since 2012, I would like to comment against a roundabout and against narrowing National Parkway. This neighborhood is full of kids and people walking with and without dogs, jogging, biking. The neighborhood park is right there. Kids walk and/or ride bikes to Target and Starbucks. An all way stop is essential for safety. The current width of National Parkway allows for bikers to safely use the street when the path is full of walkers. Please don't change what works. Progress through thoughtful planning. Be thoughtful, Schaumburg.

15	My name is Deepak Bangalore, and I live at 1260 Lorraine Pl in Schaumburg. I am writing to express my opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive as part of the National Parkway Improvement Project. My primary concern is pedestrian safety. This intersection is located in the heart of a PSC residential neighborhood and serves as an important crossing point for children, families, seniors, walkers, cyclists, and residents accessing nearby parks and walking paths. In particular, many children cross this intersection to reach Russ Parker Park for recreation and community activities. Any redesign of this intersection should prioritize the safety of these pedestrians, especially small children and older adults, above improvements to vehicle traffic flow. While roundabouts can improve traffic efficiency, they may create additional challenges for pedestrians who rely on clear and predictable vehicle stopping patterns when crossing. In a neighborhood setting, a stop-controlled intersection provides a safer and more comfortable crossing environment than a roundabout, where drivers are focused on merging and navigating continuous traffic movement. I believe pedestrian safety should take precedence over vehicle efficiency at this location. I respectfully ask the Village Board to retain the existing stop-controlled intersection or consider alternative traffic-calming measures that slow traffic while providing stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Improvement Project.
16	WE DO NOT WANT A ROUNDABOUT to replace the 4-way stop at Thacker.
17	My name is Dineshkumar Shah and I live at 1279, Montclaire Place in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.
18	I've been a Schaumburg resident for more than 20 years. I lived in Park St. Claire for a few years and moved the Essex Club in 2005. One of my favorite things to do is ride my bike around the neighborhood. I like to ride on National Parkway because it is wide, feels safe, and it's easy to share the road with cars. The bike path is often filled with small children and I have to zig zag around them, dogs and walkers. I've fallen and nearly strangled a dog by getting caught in his leash. It would be great if National Parkway were like Summit. That road is amazing! If that's not possible, please consider keeping National Parkway its current width so that I, and many others, can continue to ride safely. It's a main connector in a village that is known as a great place for cyclists.

19	Apologies if some of these details were covered at the information meeting. I would like some additional information regarding the safety, cost, and rationale behind the proposed change. Regarding safety, while I understand roundabouts may improve traffic flow, how well do they support pedestrian and cyclist safety relative to the existing 4-way stop? Drivers move quickly down National Parkway and frequently ignore pedestrians waiting at crosswalks. Given the proximity to the high school, this is a fairly heavy pedestrian area, and the stop signs help ensure cars properly yield to pedestrians. The data provided suggests there was only one accident involving a cyclist and none involving pedestrians from 2020-2024, indicating a relatively safe environment for those outside of vehicles. To support this change, I would like to see data showing it is safer than the current solution for pedestrians. Regarding cost, how will the project be funded? Roundabouts are relatively expensive to construct, and unlike a signalized intersection, there would be no savings on electricity costs.
20	My name is Eric Johnson, and I live at 1305 Beckett Circle in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026. As additional color, I've seen first-hand the use of National Pkwy as an alternative to Meacham, with traffic often using the same speed limit (45+). It's bad. Adding a round about would only encourage additional motorists and speeds unintended for a residential area. The village is only increasing the risk of injury to pedestrians and motorists with a round about. If the village cared about this neighborhood and tax-paying residents, this idea would have never been proposed. It's bad planning and should be shot down swiftly.

21	I am writing you as a resident of Park St. Claire (47 Germaine Pl) with regard to the proposed modifications at the corner of National Parkway and E Thacker St. While I tend to agree that additional safety precautions are warranted, I strongly oppose the idea of implementing a roundabout at the intersection. National Parkway traffic is already significant and at times, dangerous! Roundabouts are meant to speed up the flow of traffic and keeping traffic moving. The street is already abused by motorists looking to avoid Meacham and Plum Grove Road congestion and intermittent construction. Rather than encouraging faster movement through that intersection and on National Parkway as a whole, the objective of addressing safety at that intersection should be focused on reducing speed and enforcing the stop sign that already exists! Our neighborhood is densely populated with children, elderly residents, and families with dogs who deserve a safe and peaceful neighborhood to walk or ride their bikes & scooters. The volleyball court, tennis courts and park on National Parkway are regularly full of neighbors and guests and children enjoying the amenities. Implementing a roundabout will significantly decrease safety of this park! Fast moving vehicles are unprepared to stop for errant volleyballs, soccer balls, and slower moving young children and the elderly. During the school year, the intersection is heavily traveled by the our district's school buses and Conant student walkers & drivers. Frankly, Conant is so close to National Parkway that if we wanted to use the district bus, there's an additional cost for doing so because walking is expected! Placing a roundabout at that intersection is not safe. Has the village entertained alternatives, such as a flashing four way stop-sign or even a traffic light? Increased speed and motorist efficiency should not be prioritized over neighborhood safety.
22	As a homeowner in Park St. Claire I would ask that this project Not take place. Majority of people do not know how to properly navigate through a roundabout. This will cause more hesitation, frustrations, and accidents. The project is expensive and not worthy in this specific area. I believe the stop signs are fine. Have thier been numerous complaints about that corner? What reasons have been given to create a roundabout?

23	Please find the attached feedback along with some questions as requested. I appreciate the Village's efforts to improve safety along National Parkway and support improvements that enhance safety for motorists, pedestrians, bicyclists, and residents. However, I am concerned that the proposal appears to focus primarily on intersection operations at National Parkway and Thacker Street without fully addressing what many residents experience as the primary issue along the corridor: speeding and cut-through traffic. As a resident who regularly walks in the neighborhood, I frequently observe vehicles using National Parkway as a shortcut between Higgins Road and Schaumburg Road and traveling at speeds that appear to exceed the posted 25 MPH limit. Before advancing a roundabout, I would like to better understand: • What are the measured average and 85th-percentile vehicle speeds along National Parkway? • Has the Village conducted a cut-through traffic analysis? • How would a roundabout affect future traffic volumes through the neighborhood? • Were lower-cost traffic calming alternatives evaluated before proposing a roundabout? I support the roadway narrowing alternatives because narrower lanes can help reduce vehicle speeds and improve pedestrian safety. I would also encourage the Village to evaluate whether additional traffic-calming measures, including additional stop control, speed feedback signs, raised pedestrian crossings, or other speed-reduction strategies, could address resident concerns without encouraging additional through traffic. While the roundabout may improve intersection safety and traffic flow, I am concerned that it may also make National Parkway a more attractive route for non-resident drivers seeking to avoid congestion on surrounding arterial roads. Any preferred alternative should be evaluated not only for crash reduction but also for its impact on speeding, cut-through traffic, pedestrian comfort, and overall neighborhood quality of life. Thank you for considering these comments.
24	I am writing to express my opposition to the proposed roundabout at the intersection of Thacker Street and National Parkway. As a resident living near the intersection, I believe the proposed project risks creating new safety concerns while failing to address the actual problem:

25	I have lived in Park St. Claire with my wife since 1993, we raised our family here and our kids went to the local schools. We have seen an steady increased volume of traffic over the years. While I agree that the road clearly needs to be resurfaced, the main problem is the volume of traffic and people cutting through the neighborhood to avoid using Meachum or Plum Grove. I don't believe that this is a Conant issue as most of the kids that I see are respectful of the speed limits and traffic signs. National Parkway should be designated as local traffic only. Although I doubt that will help. The main problem is that people fail to stop at the intersection of Thacker and National Parkway. I see it every day. Most roll through the sign but some don't even touch their breaks. I know that the police will occasionally watch the intersection, but I have never seen anyone pulled over. Putting a roundabout at the intersection will only make this worse. If people don't stop at Stop signs, they certainly will not yield at a roundabout. This will end up a game of chicken between cars. I don't believe that pedestrians are an issue. We have more of an issue with electric scooter and bikes. The new e-bike laws are not enforced. Kids zip across the intersection from the bike path and sidewalks. As an alternative to the roundabout, I would suggest putting in speed bumps on National parkway between Thacker and Schaumburg road. I would also make the right lane going both ways, a right turn only situation. That said, I see people going straight through this on National Parkway on the north side of Woodfield road. I had a guy run me off the road earlier this week. These right turn only lanes must be enforced with some type of curbing. Put a camera on the Thacker and National parkway intersection for a week and you will see the issues. I would be the percentage of people stopping is 30%. Also, whom ever is doing the construction has to have accountability to finish the project on time. If this is going to be a two year project like National Parkway ang golf road, please don't do it. That was one of the worst run project I have ever seen. If you want to discuss please contact me.
26	I received a notice about proposed improvements to National Parkway in our housing development. I am providing our comments for "Not creating a roundabout and related changes to the intersection of Thacker and National Parkway". We are a resident owner of a home in Park St Claire since 1993 – when these homes were being built. It is one of the premier community to live, raise a family, and enjoy natural environment. Three corners of Thacker and Nat Parkway intersection has single family homes – which will have the greatest impact including safety concerns of continually moving traffic. Narrower roadways will also significantly affect safety of all (including senior citizens) pedestrians for evening and morning walks. More significant impact may be felt by school children walking and biking to school. Creating a roundabout has a potential of increasing through traffic on National Parkway for the home community – not very safe. Safety improvements are always good to continually be a focus. Wider roadways and walkways, stop signs, and lesser traffic contribute to a safe environment. Agree with all comments from our HOA. One suggestion for improvement is: Adding Aeration to the two retention ponds on National Parkway to minimize the in-grown vegetation. It will also improve the air quality around these ponds.
27	I am in agreement that changes are needed along National Parkway where cars drive through at 40-45 mph routinely. There should definitely be a stop sign at the crossing to the tennis courts and children's play area. A center median which would allow only 1 lane in each direction starting immediately south of the Target would also help. I'm not a big fan of roundabouts and don't see how that would help. Putting another light somewhere south of Higgins eg at Thacker or at the park would be OK. Sincerely, Janusz Srodulski, 1268 Lorraine Place

28	My name is Jenny Fu. My address is 1250 St Claire Pl, Schaumburg IL 60173. Regarding the project, I think the cost effective option is speed bumps.
29	Attached please find the National Parkway Corridor Public Information Meeting Comment form. I have also included my comments in the body of this e-mail. First, having been a resident of Park St. Claire since January, 1993, I am dismayed that neither the Village nor the Association felt it necessary to give notice to the residents of our neighborhood that this project was being discussed on May 28th. This project directly affects our neighborhood and no notice was given until after the meeting occurred. Not having had the opportunity to speak to anyone regarding the reasoning for the proposals, I am left to comment on what I see in the exhibits presented online. I do agree that National Parkway needs to be resurfaced. When we first moved into the neighborhood, National Parkway did not even meet Route 72. Once the roadway was completed, it quickly became a major thoroughfare for motorists to travel from Schaumburg Road and Golf Road through our residential neighborhood. The volume of cars clearly exceed the number of residents. There definitely needs to be some type of improvement to handle the volume of traffic and the number of people that violate the speed limit and stop signs, but I do not believe a round-about and/or a raised median is the best and safest solution. I have spent many years walking and biking through the neighborhood, one of the many assets our neighborhood offers. A raised median will effectively cut the neighborhood in two and inhibit access to the bike paths and park. Very few drivers obey the crosswalks in place now, and a raised median would be a further impediment to pedestrians and bicyclists. I have seen many, many people not stop at the stop sign at Thacker and National Parkway, but I do not believe a round- about is a safe resolution. People do not stop now - it will be nearly impossible and quite dangerous for a pedestrian or bicyclist to navigate that intersection if a round-about is installed and cars are only required to yield. Not only is this a popular route for walkers and bicyclists to enjoy the parks and paths, it is also an everyday route for high school students who attend Conant High School. A round-about will make crossing National Parkway more dangerous for non-motorists. I am excited that National Parkway will finally be resurfaced. It is a very rough road right now. Please don't install roadway improvements that cut the neighborhood in two, and/or a round-about that will be dangerous to cross.
30	My name is Julie Corcoran , owner of 44 Nicolette Ave, Schaumburg, IL 60173. I would like to comment on the National Parkway Project. I do not believe this is a good idea to have a roundabout on National Parkway and Thacker St because it is located too close to a residential neighborhood and a park that is very active in all seasons. We have children, Conant students, and senior citizens always walking in this area and that is what makes our neighborhood so family friendly. A roundabout would negate this type of activity for the community.There is not the traffic necessary to put a roundabout in at this intersection. Regarding the National Parkway width , I believe the current width provides an appropriate distance for everyone to merge into one lane as the street was intended. Narrowing this street will increase the possibility of collisions. We do not need additional traffic on sidewalk if streets are narrowed. We appreciate your diligence in this matter and hope the Village will make a cost effective and appropriate decision to NOT put in a roundabout or narrow the lanes on National Parkway.

31	I live on Jason Lane which is very close to the intersection of National Pkwy. & Thacker St. My family drives there all the time and we walk there all the time. Particularly, we walk our grandchildren to the park very frequently. I strongly believe that a roundabout at that intersection would make it very dangerous to cross for pedestrians and cyclists. There is a lot of pedestrian/cyclist traffic at that intersection due to the residential population and the Conant High School population. I am strongly against putting a roundabout there. I strongly believe that a roundabout would also be dangerous because there are many young drivers (particularly Conant High Schoolers) who drive through that intersection. They are not familiar with using a roundabout correctly and I believe it would cause many accidents to other cars and to pedestrians and cyclists. A roundabout is not appropriate for this residential neighborhood.
32	I am a resident of Park St. Claire, 1268 Lorraine PL. Do not change the 4 way stop at Thacker to a roundabout. The 4 way stop at Thacker could be changed to a red light but not a roundabout. There is no reason to narrow the width of National Parkway. It is fine as is. We could use speed cameras to ticket the automobiles which drive faster than 25 MPH. The speed of the cars is the problem not the 4 way stop at Thacker. Add stop signs at other streets with enforceable speed cameras which will make National Parkway less attractive to use as an alternate to Meacham. Put a stop light at the street that accesses the park across National Parkway. Repaving National Parkway is good.

33	My name is Kavita Venkatesh, and I live at Park St clare in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. National parkway between Higgins and Schaumburg Rd is passing thru a neighborhood where in kids are walking home from Conant high school to Home. A lot of younger kids are also walking around and using their bicycles etc in the summer on National parkway going to the park. Most of the kids that use Bicycles to the school rely on the four way stop to make a safe crossing on that four way stop. Additionally since the location is near the park a lot of the community seniors and residences are walking and crossing and these are the citizens that definitely cant walk and cross fast and do take time to cross the four way stop sign. I object to the round about at the intersection as the flow of traffic should be specifically stopped and slowed down passing thru the intersection. Each car should see all directions to make sure their is not passenger walking by. These are community roads and the walking and the kids/people of bikes should be given higher priority then cars. The cars/people who want to pass thru from national parkway going to schaumburg rd and just pass through the community shouid really be using either Mecham rd or Plum grove rd which are true roads. National parkway is a community road and should stay the same for the safety of the people dwelling and using the national parkway. If anything the city should make changes so that the cars are stopping and slowing down and discourage passerbys from using the National parkway Roads. Thacker rd from National parkway to Plum grove rd is heavily used by students during the school opening and closing and infact all the hours. Thacker rd should also be considered when evaluating on slowing down the traffic and while considering the safety of the walking and cyclist on the road. I am very opposed to the round about and request that the four way sign be kept as it currently is. Based on the survey of the accidents the accidents happened because the cars didn't yield. by having a round about it even more change that the cars will not yield as they see right of way instead of the stop signs. The 2nd objective of narrowing the National parkway is also not a good idea. Currently the road is used by both cars and cyclist during the winter months when the side walks are have snow , are not cleaned and are not safe for people. I would also oppose the narrowing of National parkway. If you want to do improvements , I would suggest the following 1) Increase safety - Traffic cameras to be installed so people stop and dont speed. All entry and exits should have cameras so cars dont speed. 2) Put speed bumps around so cars definitely slow down near the park area 3) There is a blind spot on national parkway just headed from thacker to schaumburg rd near Lorraine place. Some changes to be made to eliminate the blind spot for cars coming out of lorraine place on to national parkway from the west side. . 4) Install some more street lights

	5) Discourage passerbys from use National parkway and instead use Mecham or Plum grove rd 6) National parkway rd needs to stay broad because a lot of cars temporary stop by the park to pickup and drop off kids and elderly parents that go about to spend sometime in the park during the summer months. They walk around the path and some play tennis. Request you to keep the space neighborhoodly instead of making it a street that traffic uses to speed and pass from Higgins on to schaumburg. Lot of safety concerns in the proposed changes. Please do repair the National parkway and thacker rd so the road condition is good. But nothing else. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.
34	As a Park St. Claire resident, owner of 131 Michelle Pl, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here is a dangerous mistake for our residential neighborhood. This specific intersection is heavily used by vulnerable pedestrians every day including our son with special needs. Its very difficult for people with disabilities to navigate roundabout for crossing. Its very difficult to judge the continously flowing traffic while crossing the street. Seniors & Trail-Using Children rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids, seniors and people with disabilities to dangerously judge gaps in moving traffic. Conant High School Students: This is a major walking route for student commuters walking home from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop, not a roundabout where drivers are distracted by navigating loops. The existing 4-way stop forces cars to a complete halt and guarantees pedestrian right-of-way. Please protect our children, seniors and people with disabilities by rejecting the roundabout and keeping the stop signs.
35	My name is Keith Mitsch, and I live at 55 Germaine Place in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop- controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.

36	Thank you kindly for looking into making the intersection of National Parkway and Thacker Drive safer! I have lived just a few hundred feet from this intersection for 32 years. My family and I use this intersection numerous times per day via car traffic, and foot traffic and bicycle traffic, and particularly, regarding the last two modes, to access the nature area that runs between the Park St. Claire and the Essex Club neighborhoods. Sadly, I can tell you that every member of my family, including myself, have narrowly avoided getting hit by cars multiple times at high rates of speed at this very intersection by drivers who treat stop signs as optional or who are otherwise impaired or distracted! Most of the time we have been walking or bicycle riding when these near misses occur. Also, because of the lack of school busing rules and the proximity of several Schaumburg neighborhoods to Conant High School as well as to Raising Cane's and Target, there is a large amount, particularly in better weather, of Conant High School foot traffic that crosses this intersection. I have personally witnessed a number of near misses of Conant High School students trying to safely traverse this intersection. Finally, and sadly, I have also observed what appears to be some relatively young new drivers getting out of Conant after afternoon classes heading east on Thacker Street forgetting that Thacker Street was not designed to be a drag strip in this densely populated stretch. I have looked online at your Project Exhibits and Project Plans and I don't think they will work and they will be very costly. The real issue is auto drivers' speed and distraction coming from three directions (three of the four streets) -- traveling south on National Parkway, traveling north on National Parkway, and traveling east on Thacker Street. Your proposal to narrow the lanes might help but won't solve the problem. At less travelled times, drivers will still speed substantially (albeit on two lanes versus four lanes) and injury crashes will still happen. Your roundabout proposal with a number of required yield signs will be a strange, complex solution for a quasi commercial/residential border area that will lead to a lot of confusion for drivers and pedestrians and bicyclists alike (short of investing heavily in some sort of roundabout flyover like the flyovers over Higgins for Busse Woods) and will lead to lower speed injury crashes, but still injury crashes. Some of these crashes will also undoubtedly be attributable to complexity and failure to yield. Some other roundabouts in Schaumburg further north on National Parkway at various cross streets have nowhere near the pedestrian foot traffic of the National Parkway/Thacker intersection and cannot be compared. It's like comparing apples and mangoes. Rumble strips might be a step in the right direction but unfortunately my family really doesn't want to have to sacrifice sleep and/or our sanity for the reinforced safety of listening to the cars making that rumbling noise all day and all night. No, I believe the only viable and cost effective option that would slow these speeding drivers down and jolt/wake up the otherwise distracted drivers are speed humps (not speed bumps). I have seen speed humps used incredibly effectively on multiple previously high speed roads adjacent to schools, parks, and playgrounds in the city in the Lincoln Park neighborhood. Sidewalks near these streets that were previously too dangerous to push a stroller on have suddenly become family friendly again for strollers, bicyclists, joggers, etc. A few well placed speed humps with appropriate signage on National Parkway in both directions and Thacker Street traveling easterly would work wonders and likely cost less than 5% of some of the other options you are considering! There's nothing like a little auto undercarriage damage to remind a driver that his or her plan to blow through a stop sign at 60 mph was a really bad idea in hindsight! Would appreciate it if you would seriously consider some well placed speed humps to solve these problems. If it can work well in Lincoln Park neighborhoods, I guarantee you it will work in Schaumburg!!

37	I know these comments are late, and I missed the meeting this morning to bring up my concerns. I love roundabouts! But I do feel that one at this location will be very unsafe. Roundabouts are great for industrial areas or near highways, where pedestrian traffic is at a minimum. There are so many walkers that use this intersection - especially students of Conant High School. Drivers who are not experts at roundabouts will think they don't need to stop or slow, which will be dangerous. Please reconsider this option. If you have any questions, please let me know. Thank you for reading!
38	My name is Kristin Johnson and I live at 1305 Beckett Circle here in Schaumburg. My house is two houses off of National Parkway near the tennis courts. I was recently informed by our Homeowners Association that the Village of Schaumburg is proposing “improvements” to National Parkway that include narrowing the street as well as adding a roundabout at National Parkway and Thacker. I must say, this is very concerning to me as a homeowner in Park St. Claire. Since being a homeowner on Beckett Circle for 15 years, National Parkway has always been a concerning road for my family and many of my neighbors. Many drivers use it as an alternative to Meacham and treat it as such and totally disregard the 25mph speed limit. I have called the police with concerns numerous times. I have even requested they add a stop sign on National Parkway and Beckett to break up the speed of traffic and for drivers to be more aware of the neighborhood pedestrians and children. Nothing has ever been done and it has been frustrating. Crossing National Parkway has always been a challenge and most drivers totally disregard the pedestrian crosswalks. I have even been honked at crossing the street pushing a stroller and managing a toddler on a bike. It enrages me how people treat National Parkway and our neighborhood. We pay a lot of taxes to live where we do. I say all of this to let you know that I am in very strong opposition of creating a roundabout in our neighborhood. A roundabout would make it even less safe for pedestrians walking down National Parkway and specifically to the Target shopping area. Many high schoolers also walk through that intersection during the school year. If traffic never comes to a full stop it would make it extra challenging for pedestrians to cross. Instead of creating a roundabout, I think a better discussion would be how can we create ways for traffic to slow down not speed it up! Roundabouts are not built for intersections in the middle of single family neighborhoods. It would be like adding a round about at Summit and Weathersfield. Not good for that neighborhood or all the pedestrians. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.
39	I’m in favor of keeping the road as-is or modifying it to include dedicated bike lanes on National Parkway from Higgins to Schaumburg Rd. I am not in favor of narrowing the road to the degree that cars cannot pass bikes and runners comfortably. In addition, the multi-use path is not accessible in winter with snow and ice accumulation so runners in the area must use the roadway. Summit is a great example to follow with the dedicated bike lane. Can National Parkway be set up the same way?

40	My name is Lei Wang, resident of 1306 Lorraine Pl, Schaumburg, IL 60173. I drive on National Parkway daily. I highly recommend to keep the National Parkway as it now , instead of any change. Regarding roundabouts... Since cars can proceed without stopping, the concern for National Parkway and Thacker is that it is located in a residential neighborhood close to a park. There will be children, students from Conant and elderly using our paths along National. Information and studies from the Federal Highway Administration were referenced by the Village Trustees to approve roundabouts in other locations in Schaumburg. The Federal Highway Administration report, FHWA-RD-00-067 on Roundabouts, states that roundabouts are "…more challenging to judge gaps, especially for visually impaired users, children, and the elderly." Also referenced in the same report is the National Cooperative Highway Research Program NCHRP report 572. The Safety Performance section of the summary states, "In general, roundabouts have improved overall crash rates and, particularly, injury crash rates …except for all-way stop control." The main benefit is seen on roads 30mph to 45mph. Regarding the narrowing of National Parkway from its current width…The current width provides a comfortable distance for adult / commuter cyclists and e-bikes to use the street. Narrowing the road will push more cyclists onto the multi-use path which will increase the risk of collisions with pedestrians. The multi-use path is used by families with children and pets, elderly and others. We do not need additional traffic on the paths. Also, when the path is covered with snow, the street is the only option. Those who use e-bikes as their main transportation, example to access Target, or walkers/runners will be placed at higher risk if the street is narrowed.
41	I am writing to officially vote AGAINST the proposed roundabout at National Parkway & Thacker Drive. This intersection needs a mandatory stop sign to ensure the safety of our neighborhood families and students walking to school.
42	As a long time resident of Park St. Claire, I do not want to see a roundabout at Thacker and NP. I think it would be a disaster!

43	I am writing on behalf of my elderly parents, who have lived in this neighborhood on Lorraine Place since 1993. They do not have Facebook, and I became aware of the information regarding the proposed roundabout through a Facebook posting. Because my parents do not regularly use email or social media, I am submitting these comments on their behalf to ensure their concerns are heard. I am writing to express my concern regarding the proposal to replace the existing stop sign with a roundabout in the residential neighborhood where my parents have lived since 1993. While I understand that roundabouts can provide benefits in certain traffic environments, I question whether this type of traffic control is appropriate for a quiet residential neighborhood, particularly one that is not a major thoroughfare. Roundabouts may work well on larger roads with higher traffic volumes, but their implementation within an established neighborhood can create challenges for residents who are accustomed to the current traffic pattern. My primary concern is the impact on elderly residents, including my parents. As people age, changes to familiar driving routes can become more difficult to navigate. A roundabout requires different driving decisions and traffic movements than a traditional stop-controlled intersection. Because this proposed roundabout would be located only a few blocks from my parents' home, they would have little opportunity to avoid it in their daily travel. Many long-term residents may find themselves in a similar situation. This neighborhood has been established for more than three decades, and many homeowners have lived here since it was originally developed. Before making a significant change to the roadway design, I encourage the Town to carefully consider the needs and perspectives of those residents who have relied on the current traffic configuration for many years. If the Town's objective is to address traffic volume, speeding, or the use of neighborhood streets as cut-through routes by non-residents, I respectfully suggest that less disruptive alternatives be considered before implementing a roundabout. For example, the Town could evaluate additional signage, traffic-calming measures, or notices discouraging through-traffic by drivers who are not traveling to destinations within the neighborhood. Such measures may help address traffic concerns while preserving a roadway design that neighborhood residents have safely used for decades. In my view, any proposed solution should prioritize the quality of life, accessibility, and convenience of the residents who live in the neighborhood every day. Long-term homeowners and elderly residents will be most directly affected by this change and therefore deserve careful consideration as the Town evaluates potential alternatives. I respectfully request that the Town provide clear justification for why a roundabout is necessary at this location, including any traffic studies, accident data, and evaluations of alternative solutions. I also ask that the concerns of elderly residents and long-term homeowners be given significant consideration before any final decision is made. Thank you for your time and consideration of public input on this matter. I appreciate the opportunity to share my concerns and respectfully urge the Town to reconsider whether a roundabout is the most appropriate solution for this residential neighborhood.

44	My name is Meena Brahmbhatt, and I reside at 6 Saint Claire Circle, Schaumburg, IL. I am writing to provide comments regarding the National Parkway Improvement Project. I do not support the proposed roundabout at the intersection of National Parkway and Thacker Drive. The existing four- way stop has functioned effectively for many years and provides clear expectations for drivers, pedestrians, cyclists, and other users of the roadway. Given the proximity to residential neighborhoods, parks, walking paths, and schools, I believe requiring vehicles to come to a complete stop at this intersection enhances safety and predictability for all users. I also do not support narrowing National Parkway. The current roadway width safely accommodates vehicle traffic, cyclists, runners, and other users. Reducing the width of the roadway could create conflicts between motorists and cyclists while potentially pushing more bicycle traffic onto the adjacent multi-use path, where families with young children, pedestrians, pet owners, and seniors regularly travel. Maintaining the existing roadway width provides greater flexibility and safety for the diverse group of residents who use this corridor. As the Village evaluates improvements to National Parkway, I encourage consideration of alternatives that preserve the existing roadway width and intersection configuration while addressing any pavement rehabilitation or maintenance needs. Any changes should prioritize the safety and accessibility of all users without reducing the functionality that residents currently rely upon.
45	Thank you for the opportunity to provide input on the proposed improvements to National Parkway. My children and I have traveled this corridor daily for more than 20 years, and I appreciate the Village's focus on improving both safety and mobility in this area. While I understand that a roundabout can reduce the number of vehicular conflict points compared to a traditional intersection, I have a few concerns and questions for consideration: Pedestrian Safety and Complexity: Could a roundabout possibly increase crossing complexity for pedestrians, particularly children? With nearby schools generating surges of students walking and biking at the same time as peak vehicle traffic, would young pedestrians possibly then need to judge traffic gaps and rolling yields rather than rely on a full stop condition? Driver Predictability: For less experienced drivers—especially high school students with a higher risk of distracted behavior, could a yield-based system possibly make it feel less predictable than a full stop- controlled intersection? I acknowledge that both systems depend on rule compliance. Cut-Through Traffic: Would be valuable to further study why traffic uses National Parkway rather than nearby four-lane roads such as Plum Grove Road and Meacham Road? -both options are less than 800 meters away either East or West, are already designed to handle higher traffic volumes more so than National Parkway, and they are rarely full at the same time as the traffic on National Parkway. System-Level Approach: In addition to roadway resurfacing on National Parkway, is it possible to evaluate the broader traffic system—including National Parkway, Meacham Road, and Plum Grove Road—to identify opportunities to redirect cut-through traffic back to the appropriate arterial roads and increase safety overall? -and potentially consider typical neighborhood traffic calming measures on National Parkway that could also help improve both pedestrian and vehicle safety? I appreciate the Village taking a thoughtful approach to this project and considering resident feedback. I would welcome any additional discussion.

46	As a resident of Park St. Claire, I am writing to express my strong opposition to the proposal to replace the current 4- way stop at National Parkway and Thacker Drive with a roundabout. Introducing a continuous-flow intersection at this location is a serious safety risk for our residential community. This intersection is a vital crossing point for our neighborhood's most vulnerable residents every single day: Seniors and Young Children: Many local seniors cross here to access the park, and numerous young children use the adjacent trail to do the same. Roundabouts eliminate predictable, mandatory stops. Forcing children and elderly residents to judge gaps in oncoming, moving traffic is a recipe for disaster. Conant High School Students: A high volume of teenagers walk through this intersection on their daily commute to and from school. The sheer number of student pedestrians requires the absolute, guaranteed safety that only a 4-way stop provides—not a roundabout where drivers are focused on navigating a curve rather than watching the crosswalks. The current 4-way stop ensures that every vehicle comes to a complete halt, protecting pedestrian right-of-way. I urge you to prioritize the safety of our children and seniors by rejecting the roundabout proposal and maintaining the existing stop signs. Additionally, I would like to bring forward another critical traffic safety concern in our immediate neighborhood. I strongly request that the city conduct a traffic volume and speed study at the intersection of Beckett Ln/Beckett Cir and National Parkway with the goal of installing a stop sign. We routinely witness a high volume of vehicles speeding through this specific corner. Even more alarming, many drivers fail to stop for school buses loading and unloading children at this intersection. For the exact same safety reasons mentioned above, protecting our neighborhood's children and pedestrians, a stop sign is desperately needed here to calm traffic and force compliance.
47	My name is Nathan Cherry and I live in the Versailles Apartments at 1010 N Plum Grove Road in Schaumburg. I was made aware of this project and as a runner I'm in favor of keeping the road as-is or modifying it to include dedicated bike lanes on National Parkway from Higgins to Schaumburg Rd. Narrowing the lanes will make it dangerous as a runner and for my biking friends as the space between traffic and people could cause many serious injuries. In addition, the multi use path is not accessible in winter with snow and ice accumulation so runners in the area must use the roadway. Summit is a great example to follow with the dedicated bike lane. If National Parkway had a similar set up I believe this would help tremendously. Thank you for your time listening to us residents.
48	We are not for doing the roundabout in our neighborhood. We like the four way stop for pedestrian crossing and slower traffic in a residential area.
49	I am writing to officially vote AGAINST the proposed roundabout at National Parkway & Thacker Drive. This intersection needs a mandatory stop sign to ensure the safety of our neighborhood families and students walking to school.

50	I am a resident of Park St. Claire and live on Nicolette Avenue. I appreciate the Village taking steps to address National Parkway, as the roadway has been in poor condition for quite some time. I am glad to see this corridor finally being prioritized for improvements. After reviewing the proposed concepts, I strongly support the roundabout option at the intersection of Thacker Street and National Parkway. I believe roundabouts are an efficient way to keep traffic moving smoothly while still improving safety. Drivers are not required to come to a complete stop unless there is conflicting traffic, which helps reduce congestion and unnecessary idling. I also feel the roundabout design would add a thoughtful and visually appealing feature to the neighborhood while creating a calmer traffic flow overall. I was also pleased to see the inclusion of the wider off-street multi-use path in the proposed designs. Enhancing pedestrian and bicycle accessibility is a positive improvement for residents and families in the area. Regarding the corridor cross-section options, I prefer the wider roadway configuration rather than narrowing the lanes. Given the amount of daily traffic along National Parkway, I believe maintaining the wider road option will better support traffic flow while still accommodating the pedestrian and bicycle improvements.
51	Hello - As a Park St. Claire resident, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here is a dangerous mistake for our residential neighborhood. My family lives on Thacker drive and use this intersection multiple times daily. This specific intersection is heavily used by vulnerable pedestrians every day: Seniors & Trail-Using Children: Our neighborhood seniors rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids and seniors to dangerously judge gaps in moving traffic. Conant High School Students: This is a major walking route for student commuters walking home from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop, not a roundabout where drivers are distracted by navigating loops. The existing 4-way stop forces cars to a complete halt and guarantees pedestrian right-of-way. Please protect our children and seniors by rejecting the roundabout and keeping the stop signs.
52	My name is Nitin Maheshwari and I live at 1245 Saint claire Pl in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety and increased traffic from several cars trying to beat traffic on Mecham road. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026 Thank you for your consideration.

53	As a Park St. Claire resident, I appreciate the Village's efforts to improve our neighborhood infrastructure through pavement reconstruction, mobility enhancements, and streetscape improvements. Maintaining and investing in our community is important, and I support thoughtful improvements that enhance safety and quality of life for residents. However, I have concerns about the proposal to replace the existing 4-way stop at National Parkway and Thacker Drive with a roundabout, as well as the proposed narrowing of the roadway. This intersection serves a large number of pedestrians every day, including neighborhood seniors, young children accessing the park and trail system, and students walking to and from Conant High School. The current 4-way stop requires vehicles to come to a complete stop, creating a predictable crossing environment for pedestrians and helping residents feel safe when using the intersection. While roundabouts can be effective in some locations, I am concerned that the continuous flow of traffic may make it more challenging for children, seniors, and other pedestrians to cross comfortably and confidently at this particular location. I would encourage the Village to consider retaining the existing 4-way stop while pursuing other improvements such as pavement reconstruction, sidewalk and trail enhancements, accessibility upgrades, traffic-calming measures, and overall mobility improvements. I also do not support narrowing the roadway as proposed and would prefer refinements that maintain the current street width while improving safety and functionality. Thank you for considering the perspectives of residents who use this intersection daily. I respectfully ask that the Village preserve the existing stop-controlled intersection and focus on improvements that enhance safety, accessibility, and mobility without introducing a roundabout or reducing roadway width.
54	Narrowing the road would be detrimental to bikers and runners.

55	I am writing as a concerned resident to express my opposition to the proposed four-way roundabout in our neighborhood. As a parent and a member of this community, I am deeply concerned about the impact this project could have on the safety and quality of life of our residents, especially children and senior citizens. Our neighborhood is a family-oriented community where children frequently walk, bike, play outdoors, and travel to parks, bus stops, and friends' homes. Many seniors also enjoy walking throughout the neighborhood. I worry that a roundabout will make it more difficult and potentially less safe for pedestrians to cross the streets, particularly for young children and older adults who may need additional time and clear traffic controls. Another significant concern is that this intersection serves as a common route for many students traveling to and from Conant High School. Every school day, numerous teenagers walk, bike, or drive through this area. Introducing a roundabout at such a heavily used school route could create additional challenges and safety concerns during peak school hours when traffic and pedestrian activity are at their highest. The safety of our students should be a top priority when evaluating any changes to this intersection. I am also concerned that the roundabout could increase traffic through our residential area and change the character of our neighborhood. The safety and well-being of residents should be the primary consideration in any traffic improvement project. While I understand the intent may be to improve traffic flow, I do not believe this proposal adequately addresses the needs of the families and seniors who live here every day. I respectfully request that the Village reconsider this proposal and explore alternative traffic-calming measures that would better protect pedestrians and preserve the safety of our neighborhood. I would also appreciate the opportunity to review any traffic studies, safety analyses, and alternative options that were considered before this proposal was made. Thank you for your time and consideration. I hope the concerns of residents will be carefully considered before any final decision is reached.
56	My name is Poornima, and we live at Lorraine pl in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area which is used by multiple people- 1. Conant High school students from multiple neighborhoods use to/from school 2. Park users use from neighborhoods use to/from park 3. Walking and bike users use the walking paths regularly including seniors. A roundabout may keep vehicle traffic moving more continuously, but cars would concentrate more on merging than stopping for pedestrians.This feature will make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For these reasons, I request the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection.

57	I am writing to express my opposition to the proposed roundabout at National Parkway and Thacker Street, as well as the proposed narrowing of National Parkway. As a resident, I am concerned that these changes may negatively impact the safety and accessibility of our neighborhood, particularly for children, seniors, pedestrians, and cyclists who regularly use this area. Regarding the proposed roundabout, National Parkway and Thacker Street are located within a residential neighborhood adjacent to a park and heavily used walking paths. Many children, students from Conant High School, families, and elderly residents use these paths daily. While roundabouts may improve traffic flow by allowing vehicles to proceed without stopping, they can create additional challenges for pedestrians attempting to cross safely. Studies referenced by the Federal Highway Administration have noted that roundabouts can be more difficult for visually impaired individuals, children, and elderly pedestrians when judging traffic gaps. Given the proximity to recreational areas and the high volume of pedestrian activity, I do not believe a roundabout is the appropriate solution for this location. I am also concerned about the proposal to narrow National Parkway. The current roadway width provides a comfortable and safer space for cyclists, commuters on e-bikes, and other users who share the road. Reducing the width of the roadway may force more cyclists onto the multi-use path, increasing the potential for conflicts and collisions between cyclists and pedestrians. These paths are already heavily used by families with young children, seniors, walkers, runners, and individuals walking pets. Additionally, during winter months when snow and ice make the multi-use path difficult or impossible to use, the roadway becomes the only practical option for cyclists and e-bike riders. Narrowing the road could reduce safety for these users and limit accessibility for residents who rely on bicycles or e-bikes as a primary mode of transportation for commuting and daily errands. I understand the Village's goal of improving transportation infrastructure, but I respectfully request that alternative solutions be considered that preserve pedestrian, cyclist, and driver safety without introducing a roundabout or narrowing the roadway in this residential area.
58	I provided my feedback in person at the open house on 5/28, but wanted to make sure it was provided in written form. I'm in favor of keeping the road as-is dimension-wise or adjust to include dedicated bike lanes in the roadway from Higgins to Schaumburg Rd. I am not in favor of narrowing the road to the degree that cars cannot pass bikes comfortably. As we see more and more moderate speed e-motorcycles and higher speed electric mobility class 3 vehicles, they need a place to go besides the sidewalk and multi use path. In addition, for road cyclists National Pkwy is an important north-south artery for residents in the nearby neighborhoods to traverse the Village on bike. A moderately fast biker is riding at 17-20 mph and does not mix well on the multi use path. Furthermore the multi use path is not accessible in winter with snow and ice accumulation (Schaumburg park district does not plow their portions of the path). Summit and State Parkway are great examples of the dedicated bike lanes on the roadway. Can National Parkway be modeled after one of those?

59	I would like to formally voice my objection to the proposed roundabout at National Parkway and Thacker Drive. While I understand that roundabouts may be appropriate in certain commercial or lower-pedestrian areas, I do not believe this particular intersection is the right location for one. In my opinion, this project creates unnecessary safety concerns because the area is primarily residential and used by many pedestrians. My primary concern is that drivers entering and exiting a roundabout are already focused on navigating traffic, watching for vehicles coming from multiple directions, and determining when it is safe to proceed. Adding frequent pedestrian crossings into that same traffic pattern increases the risk of confusion and creates a dangerous situation for both drivers and walkers. This intersection is used by residents, families, and pedestrians who may assume it is safe to cross, while drivers may be moving through the roundabout with limited hesitation. If a vehicle exits the roundabout and suddenly encounters a pedestrian in the crosswalk, the driver may be forced to stop abruptly. That could create a chain reaction with vehicles behind them and increase the risk of rear-end collisions or pedestrian-related accidents. I am not opposed to improving traffic flow or exploring alternatives at intersections where they make sense. However, I believe roundabouts are better suited for areas with less foot traffic and fewer residential pedestrian patterns. At this location, the proposed roundabout feels less like a safety improvement and more like a potential hazard. For these reasons, I respectfully ask that the proposed roundabout at National Drive be reconsidered, and that the safety of pedestrians and nearby residents be made the top priority before moving forward.

60	In addition to my comments provided verbally to Sidney Kenyon, Village of Schaumburg, Director of Transpiration. These comments are regarding options proposed by the Village of Schaumburg for changes to National Parkway between Higgins and Schaumburg Rd. I request that these comments and the attached PDF be entered as official feedback. Proposals provided by the Village of Schaumburg include replacing the 4-way stop at Thacker and National Parkway with a roundabout, narrowing the physical street and altering center meridians. Regarding roundabouts... The concern for a roundabout at National Parkway and Thacker is that it is in a residential neighborhood close to a park and school. There are children, students from Conant and elderly using our paths along National Parkway. We fully expect an increase in traffic on National Parkway as drivers become aware of the opportunity of proceeding without stopping at that intersection. This is exactly the opposite of what should be changed. Many residents have shown support for an all-way stop at Becket. The physical space is limited at the intersection of National Parkway and Thacker. We fully expect the roundabout will be “mountable”. Pickup trucks and SUVs will leverage this and drive over them with increased speed. This type of roundabout was removed from two intersections in Elgin. A poor design has been attributed as cause for the removal but that is more of a face-saving statement since Elgin assume good results and did not plan to put in a poor design. It was an ill-conceived decision given the location and space restrictions Elgin faced. The Schaumburg Village transportation provided a handout stating the roundabout will increase safety. Given the speed, location in a residential neighborhood and all-way stop being replaced, the data provided was misleading. The figure provided, 70%+ reduction in accidents, is not relevant to the intersection in question. The 70%+ is based on aggregated results from high-speed, two-way or signalized intersections. The Federal Highway Administration was referenced as justification of the new roundabout. The same material was also presented to Village Trustees during the vote for approval of roundabouts in other locations in Schaumburg. The Federal Highway Administration report, FHWA-RD-00-067 on Roundabouts, states that roundabouts are “…more challenging to judge gaps, especially for visually impaired users, children, and the elderly.” FHWA-RD-00-067 report referenced sources and studies from the National Cooperative Highway Research Program (NCHRP). Specifically, NCHRP report 572 was one of two NC HRP reports used as sources for the FHWA-RD-00-067 report. In the summary of the NCHRP report 572, the Safety Performance section states, “In general, roundabouts have improved overall crash rates and, particularly, injury crash rates …except for all-way stop control.” The main benefit is seen on roads 30mph to 45mph. Specifically, the studies included in NCHRP report 572 showed a slight INCREASE in accidents when replacing a all-way stop. When confronted with the study’s analysis relevant to the type of intersection at National Parkway / Thacker, the Director of Transportation for the Village stated the cause was due to improper use of the roundabout. However, the studies did not offer data supporting that statement and it is not clear if this was opinion or supported through a study. The material handed out to residents provides a guide for traversing a roundabout on both bike and by foot. It describes how bikes can traverse the roundabout as a vehicle.

61	I am a Schaumburg resident who lives approximately one block from the intersection of Thacker Street and National Parkway. I am writing to express concerns regarding the Village's consideration of replacing the existing four-way stop with a roundabout. This intersection serves as an important pedestrian corridor within our neighborhood. Thacker Street provides a direct route to the local high school, while National Parkway is frequently used by residents and students traveling between the school, nearby parks, walking paths, and the Target store located less than a block away. The area is heavily used by children, teenagers, families, dog walkers, and elderly residents. While I understand the Village's desire to address traffic concerns at this location, I am concerned that a roundabout may make it more difficult and potentially less safe for pedestrians to cross the intersection. Unlike a four-way stop where vehicles are required to come to a complete stop, a roundabout encourages continuous vehicle movement and requires pedestrians to judge gaps in traffic. This may be particularly challenging for children, students, elderly residents, and others who use the intersection daily. My observations suggest that the primary issue is not the design of the intersection itself, but rather driver compliance. Vehicles occasionally fail to stop completely at the existing stop signs, and rolling stops are not uncommon. The fact that Schaumburg Police frequently monitor this area for speeding and stop-sign violations further suggests that enforcement and visibility are key concerns. Before investing in a significant roadway reconstruction project, I respectfully request that the Village consider less costly and less disruptive alternatives, including: • Flashing stop-sign beacons at the intersection • Advance flashing warning lights leading up to the stop-controlled intersection • Enhanced signage and pavement markings • Additional traffic enforcement efforts These measures could improve driver awareness and compliance while preserving the pedestrian-friendly nature of the current intersection. I am also concerned about the potential narrowing of the roadway and changes to the center medians. Such modifications may encourage more cyclists to use the adjacent multi-use paths, increasing interactions between cyclists, pedestrians, children, and pets. During winter months, when snow-covered paths are not always immediately cleared, cyclists often rely on the roadway. Any reduction in roadway width may create additional conflicts and safety concerns. As taxpayers, we should carefully evaluate whether a costly construction project is necessary before exhausting more practical and economical solutions. If the root cause is driver behavior, it is unclear whether a roundabout will fully resolve the issue, particularly in an area where vehicle speeds are already posted at 25 mph. I respectfully ask the Village to consider implementing flashing stop-sign technology and other traffic- calming enhancements before proceeding with a
62	I vote for there not to be a roundabout constructed on Thacker.

63	Dear Ms. Krawiec, My name is Sameer Jain, and I live at 83 Germaine Pl. in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. If anything we need to immediately build a STOP sign on National Parkway across from the tennis and the volleyball courts for pedestrians safety. The main concern is pedestrians as it is heavily used by children, students, seniors, dog walkers and others. A roundabout will keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.
64	My name is Sanjay Joshi, and I reside at 111 Corsaire Ln in Schaumburg. I am writing to provide public comment on the National Parkway Improvement Project and to express my opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. My primary concern is pedestrian safety. This intersection is located within a residential area and serves park users, trail users, families, students, seniors, and other pedestrians on a daily basis. While roundabouts may improve traffic flow and reduce certain types of vehicle collisions, they can also create challenges for pedestrians by allowing traffic to move more continuously through the intersection. This can make crossings less comfortable and potentially less safe, particularly for children, older adults, and individuals with mobility limitations. In a neighborhood setting, the design priority should be the safety and accessibility of pedestrians rather than maximizing vehicle throughput. A stop-controlled intersection requires drivers to come to a complete stop, providing a clearer and more predictable environment for people crossing the roadway. By contrast, drivers navigating a roundabout are often focused on entering, yielding, and circulating through traffic, which may reduce their attention to pedestrians. It is estimated that each roundabout in Schaumburg costs between $1.2 Million to $1.5 Million and I feel that the money could be spent for more impactful projects. For these reasons, I respectfully urge the Village to retain a stop-controlled intersection at National Parkway and Thacker Drive or to consider alternative traffic-calming measures that provide stronger pedestrian protections while maintaining safe and efficient traffic operations. Please include this letter in the official public comment record for the National Parkway Improvement Project.
65	We are residents Park St. Claire residents. We strongly oppose the replacement of the 4-way stop at National Parkway and Thacker Street for several reasons. This is a crucial junction for pedestrians, young and old, to cross across the roads. The cars have to stop at the stop sign and wait until the pedestrians have safely crossed the road. A roundabout is not a safe option as cars might speed up or not yield for other cars. It can be very dangerous and cause serious damage/injuries. We see Conant High School students coming from school or going to Target at different times. They safely cross the road when the cars come to a halt. If a roundabout is constructed there, the drivers might not be used to it and could either speed up or not stop at all. In that case, there could be loss of lives or injuries too. As citizens of this particular area in question, we urge you to not replace the existing 4 way intersection with a roundabout.

66	My name is Shibani Shah, and I live at 1301 Beckett Circle in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic- calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.
67	I understand thre are plans to install a roundabout at the intersection of National Parkway and Thacker. As residents of this area for more than 25 years, we do not believe this is a good solutions for this location. Even with the current stop sign, crossing the street can already be difficult. A roundabout would make it even more challenging for pedestrians to cross safely. This is a residential neighborhood with many people walking to the park, to Conant High School, and throughout the community for reacreaction and daily activities. We regularly observe vehicles speeding along National Parkway and blowing the stop sign in place already. Our concern is that a roundabout could allow traffic to flow more continuously, making it easier for drivers to maintain higher speeds while creating additional difficulties for pedestrians trying to cross the roadway. We encourage the village to carefully consider pedestrian safety and the character of this resiiddential area before moving forward with this project. We would like to see solutions that slow traffic and improve safety for both drivers and pedestrians.
68	As a Park St. Claire resident, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here is a dangerous mistake for our residential neighborhood. This specific intersection is heavily used by vulnerable pedestrians every day: Seniors & Trail-Using Children: Our neighborhood seniors rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids and seniors to dangerously judge gaps in moving . The existing 4-way stop forces cars to a complete halt and guarantees pedestrian right-of-way. Please protect our children and seniors by rejecting the roundabout and keeping the stop signs.

69	As a Park St. Claire resident, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here could be dangerous for our residential neighborhood. This specific intersection is heavily used by vulnerable pedestrians every day: Seniors & Trail-Using Children: Our neighborhood seniors rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids and seniors to dangerously judge gaps in moving traffic. Conant High School Students: This is a major walking route for student commuters walking home from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop, not a roundabout where drivers are distracted by navigating loops. The existing 4-way stop forces cars to a complete halt and guarantees pedestrian right-of-way. Please protect our children and seniors by rejecting the roundabout and keeping the stop signs.
70	I am Stephen Topolski and live at 84 Madeline Circle,Schaumburg (am a resident of Park St Claire) I am opposed to making a round about at Thacker and National Parkway and narrowing National Parkway between Schaumburg Road and Higgins Road. I am concerned about the safety of people due to the residential neighborhood close to a park concerning the roundabout and the increased speed at that intersection which it will cause I am opposed to narrowing National Parkway as it will increase the risk of collisions with pedestrians as more cyclists will be pushed onto multi-use-paths which are currently used by families with children and pets, elderly and others.
71	My name is Sunita Iyer, and I reside at 28 Nicolette Avenue in Schaumburg. I am writing to express my opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive as part of the National Parkway Improvement Project. According to the Village, this project encompasses the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety enhancements at the Thacker Drive intersection. My primary concern is pedestrian safety. This intersection sits in a residential area adjacent to parks and walking paths, and it is used daily by children, students, seniors, and other pedestrians. Although a roundabout may improve vehicle flow, that same continuous movement can make crossings more difficult and less predictable for people on foot. This is especially concerning for young children and older adults, who often need more time, clearer cues, and more controlled gaps in traffic to cross safely. This intersection should be designed with pedestrian safety as the top priority, not solely with vehicle flow in mind. In a neighborhood setting, requiring drivers to come to a full stop creates a far clearer and safer environment for people on foot than a roundabout, where motorists are focused on merging and circulating rather than watching for pedestrians. For this reason, I urge the Village to maintain a stop-controlled intersection or consider another traffic-calming solution that provides stronger, more predictable protection for pedestrians. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.

72	Regarding roundabouts... Since cars can proceed without stopping, the concern for National Parkway and Thacker is that it is located in a residential neighborhood close to a park. There will be children, students from Conant and elderly using our paths along National. Information and studies from the Federal Highway Administration were referenced by the Village Trustees to approve roundabouts in other locations in Schaumburg. The Federal Highway Administration report, FHWA-RD-00-067 on Roundabouts, states that roundabouts are "…more challenging to judge gaps, especially for visually impaired users, children, and the elderly." Also referenced in the same report is the National Cooperative Highway Research Program NCHRP report 572. The Safety Performance section of the summary states, "In general, roundabouts have improved overall crash rates and, particularly, injury crash rates …except for all-way stop control." The main benefit is seen on roads 30mph to 45mph. Regarding the narrowing of National Parkway from its current width…The current width provides a comfortable distance for adult / commuter cyclists and e-bikes to use the street. Narrowing the road will push more cyclists onto the multi-use path which will increase the risk of collisions with pedestrians. The multi-use path is used by families with children and pets, elderly and others. We do not need additional traffic on the paths. Also, when the path is covered with snow, the street is the only option. Those who use e-bikes as their main transportation, example to access Target, or walkers/runners will be placed at higher risk if the street is narrowed.
73	As a resident of Park St. Claire, I respectfully express my strong opposition to the proposal to replace the existing 4-way stop at the intersection of National Parkway and Thacker Drive with a roundabout. While I understand that roundabouts can offer benefits such as improved traffic flow, reduced vehicle delays, lower emissions, and enhanced safety in many settings, it is important to recognize that the success of any traffic control measure depends on the specific characteristics of the location where it is being implemented. In this case, I believe the existing 4-way stop remains the safer and more appropriate solution for our residential neighborhood. This intersection serves as a critical pedestrian crossing point for some of our community's most vulnerable residents. Numerous seniors rely on this crossing to safely access the park and surrounding walking paths. In addition, many young children use the adjacent trail system and cross at this location to reach recreational areas. The current 4-way stop requires vehicles to come to a complete stop, creating a predictable environment that allows pedestrians to cross with confidence. A roundabout, by contrast, introduces continuous vehicle movement and requires pedestrians to judge gaps in traffic, which can be particularly challenging for children and seniors. The intersection is also a heavily used route for students walking to and from Conant High School. During peak school hours, significant pedestrian activity occurs, making clear right-of-way controls essential. The existing stop-controlled intersection provides an added level of safety and visibility that helps protect students navigating this crossing daily. While roundabouts are often effective in locations with moderate to high traffic volumes, uneven traffic patterns, or frequent vehicle collisions, they are not always the best solution. Transportation studies recognize that stop-controlled intersections may be preferable where pedestrian safety is a primary concern, traffic volumes are manageable, and existing delays are minimal. Based on daily observations, this intersection functions effectively today, and the potential benefits of a roundabout do not appear to outweigh the increased risks and challenges it could create for pedestrians. Our neighborhood's priority should be the safety of its residents rather than marginal improvements in vehicle throughput. The existing 4-way stop provides a proven, predictable, and pedestrian-friendly crossing that serves children, students, seniors, and families well. I respectfully urge the Village to reject the proposed roundabout and retain the current 4-way stop at National Parkway and Thacker Drive.

74	Replacing the 4-way stop at Thacker with a round about is not a good idea at all. I been living in this area for over it will be a mistake. It will be bad to have such a thing in the residential area. There is no reason for replacing the current set up. It will cause issues for students driving to the very close Conant High school. Roundabouts are not easy to adopt for first time drivers. In winter it will be very dangerous. Please do NOT replace the 4-way stop. Thank you Teresa Shimomura
75	I would like to express concern regarding a roundabout at the intersection of National Parkway and Thacker. I have 3 children (17, 15 and 11) one that is currently driving and another that will be getting his license next month. I don't think having teenagers driving to and from school without a stop sign is a good idea from a safety perspective. A lot of Conant students, children, families, elderly also use this area to walk to and from school, Target etc. The ability to judge a car's distance and cross safely would be difficult for people of all ages. This intersection already sees a lot of cars, motorcycles driving too fast around pedestrians. I don't think this would help that situation. I am also concerned about narrowing the existing streets. As stated from the Park St. Claire Board, there are so many people using those sidewalks to get to Conant and the Target shopping center and we need bikes and scooters on the street when they are able. Thank you for your consideration of these comments and for the safety of the children, Conant students and residents that live in Park St. Claire and surrounding neighborhoods. Thank you, Theresa Marchese Park St. Claire Schaumburg, IL 60173 I agree completely with the Park St. Claire board comments below regarding these project ideas. Comments were provided by HOA Board member Richard Bolesta and included: Regarding roundabouts... Since cars can proceed without stopping, the concern for National Parkway and Thacker is that it is located in a residential neighborhood close to a park. There will be children, students from Conant and elderly using our paths along National. Information and studies from the Federal Highway Administration were referenced by the Village Trustees to approve roundabouts in other locations in Schaumburg. The Federal Highway Administration report, FHWA-RD-00-067 on Roundabouts, states that roundabouts are "…more challenging to judge gaps, especially for visually impaired users, children, and the elderly." Also referenced in the same report is the National Cooperative Highway Research Program NCHRP report 572. The Safety Performance section of the summary states, "In general, roundabouts have improved overall crash rates and, particularly, injury crash rates …except for all-way stop control." The main benefit is seen on roads 30mph to 45mph. Regarding the narrowing of National Parkway from its current width…The current width provides a comfortable distance for adult / commuter cyclists and e-bikes to use the street. Narrowing the road will push more cyclists onto the multi-use path which will increase the risk of collisions with pedestrians. The multi-use path is used by families with children and pets, elderly and others. We do not need additional traffic on the paths. Also, when the path is covered with snow, the street is the only option. Those who use e-bikes as their main transportation, example to access Target, or walkers/runners will be placed at higher risk if the street is narrowed.
76	My name is Todd Okamoto. I live at 6 Pauline Circle in the Park St. Claire subdivision, with my wife and daughter. I have lived here for 30 years. I plan to continue to live here indefinitely. We are in opposition to the proposal for any of the items listed regarding the National Parkway inprovement project. I am not a politician. This is simply my position and the way I see it, it is not in the best interest of our community.

77	I have been a resident in Park St. Claire since 1991 (original homeowner). I personally like the idea of narrowing National Parkway and putting in a roundabout at Thacker. Over the 35 years I have lived here, I have seen too many vehicle drivers either flat out blow through the SS at National Parkway and Thacker or 'roll' through it. A roundabout forces all drivers to pay more attention to traffic traveling in the roundabout. I believe they are a safer alternative. As for the narrowing of National Parkway, I like that idea as well, for two reasons For one, it will force bicyclists to use the bike path instead of the road. That is what the pathway is for. I have found it to be quite disruptive at times to drive on National Parkway alongside bicyclists. Secondly, there have been more than a few times I have had vehicles race around my car on National Parkway because I was going the 25 mph speed limit. Narrowing National Parkway should help eliminate that problem.
78	My name is Usha, and I live at 1377 E Thacker St in Schaumburg. I am writing regarding the National Parkway Improvement Project to express opposition to the proposed roundabout at the intersection of National Parkway and Thacker Drive. The Village has stated that this project covers the National Parkway corridor from Higgins Road to Schaumburg Road and includes potential safety improvements at Thacker Drive. The main concern is pedestrian safety. This intersection is in a residential area near park and path users, and it is regularly used by children, students, seniors, walkers, and other pedestrians. A roundabout may keep vehicle traffic moving more continuously, but that same feature can make crossings more difficult and less comfortable for pedestrians, especially younger and older residents. This location should be designed first for the safety of people on foot, not only for vehicle flow. In a neighborhood setting, requiring vehicles to come to a full stop provides a clearer and safer condition for pedestrians than a roundabout where drivers are focused on merging and circulating. For that reason, I ask the Village to retain a stop-controlled intersection or pursue another traffic-calming alternative that gives stronger pedestrian protection. Please include this letter in the official public comment record for the National Parkway Project. I understand comments must be received by Wednesday, June 17, 2026.

79	I am writing to express my opposition to the proposed construction project and to request that the Village carefully reconsider its approval. Regarding Traffic and Safety Concerns The proposed construction is expected to increase vehicle traffic in an area already heavily used by residents, pedestrians, cyclists, children, and seniors. Additional traffic entering and exiting the development will create more conflict points and increase the potential for accidents. Residents regularly use local streets, sidewalks, and paths for walking, running, biking, and accessing nearby parks, schools, and businesses. The increased volume of construction vehicles during the building phase and the long-term traffic generated by the completed project will negatively impact safety and quality of life for those who live nearby. Particular attention should be given to protecting children, elderly residents, and individuals with mobility limitations who rely on safe pedestrian access throughout the neighborhood. Regarding Neighborhood Character and Quality of Life The proposed development appears inconsistent with the existing character of the surrounding residential area. Increased density, additional traffic, noise, lighting, and activity may significantly alter the quiet nature of the neighborhood that residents have come to value. Construction activities themselves can create prolonged disruptions, including noise, dust, road closures, and reduced accessibility. These impacts may persist for months or even years depending on the scope of the project. Regarding Environmental and Infrastructure Impacts Before moving forward, comprehensive studies should be conducted to evaluate the effects on stormwater management, drainage, local infrastructure, public services, and green space. Increased impervious surfaces may contribute to flooding concerns and place additional demands on existing systems. The Village should ensure that any development proposal demonstrates clear benefits to the community and does not create unintended long-term burdens for residents. Regarding Student Safety and School Traffic The proposed construction will also affect students attending James B. Conant High School and the surrounding neighborhoods. During morning drop-off and afternoon pickup periods, local roads already experience significant traffic as parents transport students to and from school. Any reduction in roadway capacity, lane modifications, additional traffic generated by the project, or changes to traffic patterns may worsen congestion during these peak periods. Increased delays could encourage unsafe driving behaviors, sudden stops, illegal U-turns, and congestion at intersections frequently used by students, parents, school buses, pedestrians, and cyclists. Student safety should be a primary consideration when evaluating this proposal. The Village should carefully study how the project will affect school-related traffic and ensure that students traveling to and from Conant High School can continue to do so safely and efficiently. Request for Reconsideration
80	First of all National Pkwy from Thacker to Higgins is terrible. I'm disappointed the village will take 5 years to repair it. I'm generally a fan of roundabouts but Thacker and National Parkway has both heavy vehicle traffic and pedestrian/bike traffic. I think it would help with the vehicle traffic but am concerned someone will get hurt trying to cross the intersection. I think safety should trump easing traffic congestion.

81	As a Park St. Claire resident, I am writing to strongly oppose replacing the 4-way stop at National Parkway and Thacker Drive with a roundabout. Putting a continuous-flow intersection here is a dangerous mistake for our residential neighborhood. My top reasons for favoring 4 way stop are : * Traffic volumes are very low. * Space is limited. * Construction budgets can be better utilized in converting stop intersections in commercial areas. * Large trucks have difficulty navigating a constrained roundabout design. * The intersection experiences roughly equal traffic from all directions and delays are already minimal. Also this specific intersection is heavily used by vulnerable pedestrians every day: Seniors & Trail-Using Children: Our neighborhood seniors rely on this intersection to cross safely to the park. Furthermore, countless young children use the adjacent trail and cross right here to get to the park. A roundabout eliminates predictable stops, forcing kids and seniors to dangerously judge gaps in moving traffic. Conant High School Students: This is a major walking route for student commuters walking home from school. High volumes of teenagers require the absolute, mandated safety of a 4-way stop, not a roundabout where drivers are distracted by navigating loops. If needed i can present.
82	Disagree! Waste taxpayers money—- we see two roundabouts in nearby intersection which are making no change and no need for this as well. No roundabout!
83	I am a 35 year resident of Park St Claire with significant concerns regarding the proposed changes to National Parkway. - when our subdivisions was being built, we were told National Parkway would never go through from Schaumburg Rd to Higgins. My understanding was that it would go from Thacker to Schaumburg Road. Can we go back to that original plan? It would resolve multiple issues! National Parkway is heavily traveled by people avoiding intersections on Meacham and as a cut through for students to Conant High School. These people speed through our neighborhood, both on National Parkway and Beckett Lane and kids with noisy cars are beyond dangerous and disruptive. We have semi tractor trailer trucks using National Parkway which is disruptive! - I total disagree with a round about at Thacker due to young, inexperienced drivers, traffic levels, speeding and negative safety implications to foot traffic and kids at the park. -Suggest at second 4 way stop at Beckett Lane or at a minimum a speed bump here as well as at the park and halfway between Beckett and Schaumburg Rd. - I totally disagree with narrowing National Parkway and creating multi use pathways. With electric bikes and scooters I think this is dangerous. Please seriously consider input from the residents of this community. We are the most impacted and we are significant tax payers!

84	My name is Xing Gao, and I reside at 1338 E Thacker St, Schaumburg, IL 60173. I am writing to express my concerns regarding the National Parkway project currently taking place in front of my home. Based on my daily observations, the current all-way stop is the most suitable configuration for existing traffic patterns. This area has a high density of local residents and students walking between Conant High School, Target, and the nearby park. The resources on the project website do not seem to fully account for this heavy pedestrian traffic. Removing the all- way stop would create significant safety risks and disruptions for the community, despite the 25mph speed limit. Additionally, I am concerned that narrowing National Parkway will cause further issues. There are numerous turns into neighborhood routes that would become more difficult to navigate. During the winter, when paths are covered by snow and road space is shared, a narrower roadway would create significant safety and accessibility challenges for everyone. I believe maintaining the current road width and the all-way stop is essential for our community's safety. Thank you for your time and for considering these points.
85	Below are our family's thoughts. Thank you for your consideration. 1. No roundabout in National and Thakkar. 2. No narrowing of any of the streets. 3. No creation of medians. 4. Put a four way stop on National Parkway and Beckett Lane. Crossing to the park will be safer. In addition, it will help slow down the speeding traffic down Beckett Lane as it is used as a cut through to Meacham.
86	I am a resident on Jason Lane, I live on the corner of Thacker and National Parkway. I think it would not be a good idea for a round about. There are also a Lot of community walkers where they will be disrupted in there walking with a round about. The Park access will be very disrupted. Thank you for your time

87	Thank you for taking the time to speak with me today regarding the proposed intersection changes at National Parkway and Thacker Street. I appreciate your willingness to listen to community feedback as the village considers replacing the current 4-way stop. As a resident living nearby at 401 Jason Lane, I have a direct interest in how this project moves forward. While roundabouts can improve continuous traffic flow, they alter the safety dynamics for neighborhood residents and pedestrians significantly. My property sits directly northeast of the proposed roundabout, meaning my backyard is on the front lines of any changes made to this intersection. Below are the key points I would like the village to strongly consider before making a final decision: Arguments Against a Roundabout (Safety Concerns) High-Volume Youth Pedestrian Traffic: This specific intersection serves as a heavily used pathway for neighborhood children. Russ Parker Park is located just seconds away (under a 2-minute walk) right up National Parkway, and Conant High School sits less than a mile east down Thacker Street. Throughout the day, we have a continuous flow of students and families walking or biking right through this junction. Pedestrian Safety Risks vs. the 4-Way Stop: A 4-way stop requires vehicles to come to a complete halt, providing a clear, predictable, and legally mandated window for students and children to cross safely. Roundabouts rely on yielding; drivers navigating the curve are often looking left for oncoming cars rather than scanning right for pedestrians, drastically increasing the risk of an accident. Direct Property Exposure: Converting this intersection to a continuous-flow roundabout increases the risk of a vehicle losing control at speed. Because my backyard is located exactly northeast of the proposed turnabout, a vehicle veering off the roadway poses a direct, immediate threat to the safety of my home and family. Essential Safeguards If the Project Proceeds If the village ultimately decides that a roundabout is the best engineering solution for this intersection, I ask that the following structural protections be included in the final design to protect our families and properties: Heavy-Duty Guardrails: It is absolutely vital that robust, crash-tested guardrails are installed around the northeast perimeter of the roundabout. This is essential to ensure that my backyard, and those of my immediate neighbors, are physically protected from runaway or colliding vehicles. Enhanced Pedestrian Infrastructure: Because of the proximity to the high school and park, standard crosswalks are not enough. The design should feature highly visible continental crosswalks, pedestrian-activated warning lights (such as RRFBs), and aggressive signage to force drivers to yield. Thank you again for your time, accessibility, and commitment to keeping our Schaumburg neighborhoods safe for our kids. I look forward to following the progress of this project.
88	I Mahendra Patel agree with the explanation our Association has provided. For the sake of winter protection and children and elderly persons, please do not create roundabout and keep crossing as is.

89	I have become aware of plans to re-build National Parkway through the Park Saint Claire Subdivision via the enclosed letter sent to me by First Services Residential, which is the prop manager for the subdivision. As a resident of Park St. Claire, I have extensive experience driving on National Parkway and walking about on the sidewalks and biking/paths adjacent to that street. I share the concerns about the nature of the street re-build as outlined in the referenced letter. I don't see that making a wide street narrower, as is proposed, is an improvement. Increased police monitoring National Parkway would be far more effective in reducing speeding on National—if that is a goal of your proposal. Additionally, I have noted a considerable amount of pedestrian foot traffic at the Thacker and National Parkway intersection in the mid-to-late afternoon. Many of these pedestrians are obviously students from Conant High School walking eastward on Thacker toward a home in east end of Park St. Claire or to the Target or other stores in the nearby shopping center which are anchored by the Target store. Changing to a roundabout from a four-way stop is likely to cause more pedestrian-involved accidents than would be the case at the four-way stop. In sum, I think several facets of the proposed re-development of National Parkway in my neighborhood need to be re-thought in the light of the concerns which we and others have expressed.

90	Thank you for the opportunity to provide input on the proposed improvements to National Parkway. My children and I have traveled this corridor daily for more than 20 years, and I appreciate the Village's focus on improving both safety and mobility in this area. While I understand that a roundabout can reduce the number of vehicular conflict points compared to a traditional intersection, I have a few concerns and questions for consideration: Pedestrian Safety and Complexity: Could a roundabout possibly increase crossing complexity for pedestrians, particularly children? With nearby schools generating surges of students walking and biking at the same time as peak vehicle traffic, would young pedestrians possibly then need to judge traffic gaps and rolling yields rather than rely on a full stop condition? Driver Predictability: For less experienced drivers—especially high school students with a higher risk of distracted behavior, could a yield-based system possibly make it feel less predictable than a full stop-controlled intersection? We acknowledge that both systems depend on rule compliance. Cut-Through Traffic: Would be valuable to further study why traffic uses National Parkway rather than nearby four-lane roads such as Plum Grove Road and Meacham Road? -both options are less than 800 meters away either East or West, are already designed to handle higher traffic volumes more so than National Parkway, and they are rarely full at the same time as the traffic on National Parkway. System-Level Approach: In addition to roadway resurfacing on National Parkway, is it possible to evaluate the broader traffic system—including National Parkway, Meacham Road, and Plum Grove Road—to identify opportunities to redirect cut-through traffic back to the appropriate arterial roads and increase safety overall? -and potentially consider typical neighborhood traffic calming measures on National Parkway that could also help improve both pedestrian and vehicle safety? I appreciate the Village taking a thoughtful approach to this project and considering resident feedback. I would welcome any additional discussion.
91	High risk school drivers going over 60 miles an hour on Thacker Also passing cars on Thacker Do not see a need for a roundabout Never in my 25 years has there been an issue at corner of Thacker and National Parkway Agree with Option B, All way stop with southbound right turn with northbound right turn only

National Parkway Improvements Project – Frequently Asked Questions

Corridor Roadway Narrowing ("Road Diet")

- Why is the Village considering narrowing the road?
    - Federally-funded road improvements are subject to guidance from the IDOT Bureau of Local Roads. Current IDOT guidance recommends a maximum 12-foot lane in each direction for the expected traffic volume and adjacent land uses. Presently, the lanes south of Thacker Street are 18 feet wide. The alternatives illustrate reducing travel lanes to 14 or 15 feet, depending on the alternative.
    - Traffic studies in the corridor have revealed that motorists commonly speed here. Narrowing the road would slow vehicular traffic and improve safety.
    - Narrowing the road would reduce future maintenance and construction costs to maintain the excess pavement. Also, a narrowed road eliminates excess impervious surfaces, reducing runoff from storms that can flood adjacent properties.

Intersection at National Parkway and Thacker Street

- Why is the Village considering a roundabout?
    - Based on the results of the intersection study conducted by the Village's consultant, a mini roundabout provides the best solution to improve the safety and operations of the National Parkway and Thacker Street intersection.
        - The roundabout is designed to force motorists to slow down and stop if needed as they traverse the intersection.
        - Compared to stop signs, roundabouts provide more clear direction of who has the right-of-way.
        - Because motorists need to brake and turn to traverse the intersection, a roundabout forces them to proceed slowly.
        - By design, roundabouts reduce the amount of vehicle and pedestrian conflict points.
        - The Level of Service of the intersection is improved.
- How do pedestrians and bicyclists navigate the intersection?
    - Pedestrians and bicyclists crossing the street always have the right of way. The pedestrian crossing is pulled back from the intersection, and vehicles are required to yield to pedestrians waiting to cross before entering the intersection. The roundabout will allow pedestrians to cross one direction

of traffic at a time by using the pedestrian refuge area within the medians at the roundabout. Path crossing and refuge will be accessible for a bicycle. If a pedestrian or bicyclist is present, they are more visible to motorists.

- How do large vehicles navigate the intersection?
    - The mini-roundabout is designed to accommodate school buses and smaller vehicles' wheel bases within the main circulatory roadway.
    - Larger vehicles, including fire trucks, will utilize the mountable center median by driving the body or rear wheels over it to proceed straight or turn through the intersection.
- Can a mini roundabout fit in the existing right-of-way?
    - No, there will be 263 square feet of permanent right-needed from two properties and 150 square feet of temporary easement needed.
- How will we address driver confusion regarding roundabouts?
    - The Village will develop educational materials regarding roundabouts and promote these through the Village website and other outreach platforms.
    - With Conant High School located within close proximity of the intersection, the Village will also directly coordinate with District 211.
- How would a roundabout affect future traffic volumes through the neighborhood?
    - A roundabout is not anticipated to increase future traffic volumes. 2050 traffic volumes are projected to be 4,600 which is 10% greater than today's traffic volume per CMAP projections.
- Were other intersection alternatives considered?
    - The Village has evaluated other alternatives including beacons, yield signs, and installing a traffic signal.
    - Beacons
        - Red supplemental flashing beacons, as defined in the MUTCD, are not recommended based on the conditions at this type of intersection.
        - Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian activated yellow lights at flash in a quick, irregular pattern to signal that people are crossing the street. IDOT and the FHWA provide strict guidelines on when they should be used in order to prevent drivers from ignoring them. Per the FHWA, RRFBs are not to be used at stop-controlled intersections but can be considered at traditional roundabouts.

        - Beacons may also be a nuisance to adjacent homeowners at night.
    - Yield signs – Yield signs would not be appropriate per MUTCD and may further confuse who has the right-of-way. Yield signs are applicable in situations where a full stop is not required; this intersection warrants the all-way stop due to the limited sight distances.
    - Traffic signal – A traffic signal warrant was not completed for the intersection; however, the counts conducted at the intersection indicate that traffic volume would not warrant a traffic signal.
- Were guardrails considered to protect properties adjacent to the roundabout?
    - Guardrails are generally not warranted solely to shield private property or residential buildings. The crash history and roundabout geometry would not lead to higher risk of crashes into private property.

Overall Project Questions

- What are the measured average and 85th-percentile vehicle speeds along National Parkway?
    - Following the public information meeting, the Village collected traffic count and speed data at National Parkway and Beckett Lane. The results of the study indicated that the northbound and southbound 85th percentile speeds along National Parkway were 41.23 mph and 37.61 mph respectively.
- Has the Village conducted a cut-through traffic analysis?
    - No. That is not typical of this project type.
- Were lower-cost traffic calming alternatives evaluated before proposing a road diet?
    - Prior to the public meeting, alternatives that were evaluated included physically narrowing the roadway to encourage reduced speeds and to right-size the roadway for current traffic conditions.
    - Following the public information meeting, additional alternatives were developed that included striping narrower lanes and providing an on-street bike lane (Alternative Corridor Segment 2: Option C1) or striping narrower lanes with striped diagonal hatching between the curb and gutter (Alternative Corridor Segment 2: Option C2). Striping narrower lanes would be considered lower cost corridor alternatives
- Can speed bumps be installed to slow down speeding traffic?
    - Per Village Code, speed bumps are not permitted on public or private property within the village. Speed bumps pose operational issues for

emergency and service vehicles and are not an effective way to control vehicle speed because, as engineering studies have shown, motorists speed up between speed bumps to make up for the perceived loss of time.

- Can the Village install more streetlights?
    - The existing lighting system was evaluated and does not provide consistent lighting through the corridor. The spacing between streetlights will be further evaluated during Phase II Final Design Engineering.
- Can National Parkway be modeled after Summit Drive or State Parkway?
    - State Parkway and Summit Drive have on-street bicycle lanes; however, not everyone is comfortable riding in on-street bicycle facilities due to their proximity to vehicles.
    - State Parkway and Summit Drive do not have off-street bike paths in addition to the bike lanes. National Parkway has an existing bike path. This project does not intend to remove the existing, off-street bike accommodation for those uncomfortable with biking on road.
- Why does it take until 2030 to start construction?
    - Preliminary Engineering (also known as Phase I Engineering) typically takes 1-2 years to complete. Final Design Engineering (also known as Phase II Engineering) typically takes another 1-2 years to complete, depending on the complexity of a project. This project is eligible for Surface Transportation Program Local (STP-L) funds, which are awarded to eligible projects in a pre-determined future year. It is anticipated that the next round of STP funds would be awarded for construction in the year 2030.
- How is the project being funded?
    - The Village relies on Surface Transportation Program Local (STP-L) funding to complete the Vital Streets Projects within the Village. Nearly every major roadway rehabilitation project in the Vital Streets Program has been funded by STP allowing up to 80% of the construction cost, with the Village paying the remaining 20%.
- What are the next steps?
    - Following review and recommendations of the alternatives by the Village's Transportation Committee, the Village Board will approve alternatives to advance to Phase II Final Design Engineering. A meeting will be coordinated with the Federal Highway Administration (FHWA) to discuss the project's scope, termini, and environmental processing. If the roundabout is

advanced, an intersection design study would be developed and submitted to IDOT for review.

4-Way Stop Intersection Study for National Parkway at Becket Lane / Circle

Major Street	**National Parkway**
Minor Street:	**Becket Lane / Circle**
Intersection Legs:	**4**
Existing Control:	**Beckett STOPS for National**
Study Period:	**Tuesday, 6/16/2026 at 02:00 PM to Thursday, 6/18/2026 at 02:00 PM**

MUTCD 11TH EDITION WARRANT ANALYSIS FOR ALL-WAY STOP CONTROL		**Answer**	**Pass?**	**Notes**
2B.13	Avg # of crashes per year that could be susceptible to correction by installation of all-way stop control in 12-month and 36-month periods	0	No	No recorded crashes in the last 36-month period
2B.14	Is there adequate sight distance for a vehicle to turn onto or cross the major (uncontrolled) road and see conflicting traffic without AWS?	Yes	No	Adequate sight distance for minor-road approach
2B.16	Is major-street approach volume >300 units/hour over 8-hour period?	117	No	Approach volumes do not meet provided criteria
	Is minor-street approach volume >200 units/hour over 8-hour period?	22	No	
	Does the 85th-percentile approach speed of major-street traffic exceed 40 mph? If so, min warrants may be reduced to 70% of original value.	39.42	No	Major-street speed data does not exceed 40 mph
2B.17	Other factors to consider: - Is there a need to control left-turning conflicts? - Are these residential collectors of similar design and operations? - Is there a heavy prescence of pedestrian and bicycle conflicts?	No	No	No impacts identified from additionally considered factors

Section 2B.12 <u>All-Way Stop Control</u>

Support:

01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

03 The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:

A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)

B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)

C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular intersection (see Section 2B.15)

D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)

E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgement.

Standard:

05 The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection

Section 2B.13 <u>All-Way Stop Control Warrant A: Crash Experience</u>

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that:

A. For a **four-leg** intersection, there are **five or more** reported crashes in a **12-month period** or **six or more** reported crashes in a **36-month period** that were of a type susceptible to correction by the installation of all-way stop control.

B. For a **three-leg** intersection, there are **four or more** reported crashes in a **12-month period** or **five or more** reported crashes in a **36-month period** that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 <u>All-Way Stop Control Warrant B: Sight Distance</u>

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that **sight distance on the minor-road approaches** controlled by a STOP sign is **not adequate** for a vehicle to turn onto or cross the major (uncontrolled) road.

02 At such a location, a road user, after stopping, **cannot see conflicting traffic** and is not able to negotiate the intersection **unless conflicting cross traffic is also required to stop**.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Yield Control at a Circular Intersection

Option:

01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the **major-street approaches** is at least **300 units per hour** for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the **minor-street approaches** is at least **200 units per hour** for each of any of the same 8 hours.

02 If the **85th-percentile approach speed of the major-street traffic exceeds 40 mph**, the minimum vehicular volume warrants may be **reduced to 70 percen**t of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option:

01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is **needed due to other factors not addressed in the other all-way stop control warrants**. Such other factors may include, but are not limited to, the following:

A. The need to control **left-turn conflicts**,

B. An intersection of two residential **neighborhood collector** (through) streets of **similar design and operating characteristics** where all-way stop control would improve traffic operational characteristics of the intersection, or

C. Where **pedestrian** and/or **bicyclist movements** support the installation of all-way stop control.

Stop Sign Warrant Study Crash Data for National Parkway at Becket Lane / Circle

ACCIDENT DATA PULLED FROM: Traffic Crashes Dashboard in GIS Portal

Crash ID	Year	Type of Crash	Related?	Notes
SPC22-007704	2022	PDO	NO	Unit 1 swerved to miss object in the road and hit a parkway tree.

Include?	Year	Count
Yes	2026	0
Yes	2025	0
Yes	2024	0
Yes	2023	0
No	2022	1
Yes	2021	0
Average/Year:		-

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Schaumburg
Street: Beckett Circle
Location: 1300

A study of vehicle traffic was conducted with the device having serial number 409210. The study was done in the EB lane at Beckett Circle in Schaumburg, Il in Cook county. The study began on 06/16/2026 at 02:00 PM and concluded on 06/18/2026 at 02:00 PM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 164 vehicles passed through the location with a peak volume of 6 on 06/16/2026 at [04:15 PM-04:30 PM] and a minimum volume of 0 on 06/16/2026 at [02:00 PM-02:15 PM]. The AADT count for this study was 82.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 9 MPH range or lower. The average speed for all classified vehicles was 9 MPH with 0.68% vehicles exceeding the posted speed of 25 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 9MPH and the 85th percentile was 13.73 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
77	63	6	0	0	1	0	0	0	0	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 91 which represents 62 percent of the total classified vehicles. The number of Vans & Pickups in the study was 46 which represents 31 percent of the total classified vehicles. The number of Busses & Trucks in the study was 6 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
91	43	3	1	2	3	1	3							

CHART 2

HEADWAY

During the peak traffic period, on 06/16/2026 at [04:15 PM-04:30 PM] the average headway between vehicles was 128.571 seconds. During the slowest traffic period, on 06/16/2026 at [02:00 PM-02:15 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 63.00 and 111.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Schaumburg
Street: Beckett Lane
Location: 1300

A study of vehicle traffic was conducted with the device having serial number 409211. The study was done in the WB lane at Beckett Lane in Schaumburg, Il in Cook county. The study began on 06/16/2026 at 02:00 PM and concluded on 06/18/2026 at 02:00 PM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 940 vehicles passed through the location with a peak volume of 20 on 06/16/2026 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 06/16/2026 at [11:15 PM-11:30 PM]. The AADT count for this study was 470.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 10 - 15 MPH range or lower. The average speed for all classified vehicles was 10 MPH with 1.72% vehicles exceeding the posted speed of 25 MPH. 0.57% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 10MPH and the 85th percentile was 14.10 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
363	462	28	6	4	4	0	0	2	0	1	1	1	0	2

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 497 which represents 57 percent of the total classified vehicles. The number of Vans & Pickups in the study was 317 which represents 36 percent of the total classified vehicles. The number of Busses & Trucks in the study was 44 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 15 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
497	272	45	12	22	10	3	13							

CHART 2

HEADWAY

During the peak traffic period, on 06/16/2026 at [05:30 PM-05:45 PM] the average headway between vehicles was 42.857 seconds. During the slowest traffic period, on 06/16/2026 at [11:15 PM-11:30 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 63.00 and 117.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Schaumburg
Street: National Parkway
Location: 500

A study of vehicle traffic was conducted with the device having serial number 404862. The study was done in the NB lane at National Parkway in Schaumburg, Il in Cook county. The study began on 06/16/2026 at 02:00 PM and concluded on 06/18/2026 at 02:00 PM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3,962 vehicles passed through the location with a peak volume of 54 on 06/18/2026 at [01:00 PM-01:15 PM] and a minimum volume of 0 on 06/17/2026 at [12:30 AM-12:45 AM]. The AADT count for this study was 1,981.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 94.17% vehicles exceeding the posted speed of 25 MPH. 2.09% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 41.23 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
8	45	74	99	478	1322	1159	452	110	50	34	13	9	7	18

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2046 which represents 53 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1663 which represents 43 percent of the total classified vehicles. The number of Busses & Trucks in the study was 104 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 64 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2046	1524	139	34	53	27	28	27							

CHART 2

HEADWAY

During the peak traffic period, on 06/18/2026 at [01:00 PM-01:15 PM] the average headway between vehicles was 16.364 seconds. During the slowest traffic period, on 06/17/2026 at [12:30 AM-12:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 64.00 and 115.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Schaumburg
Street: National Parkway
Location: 500

A study of vehicle traffic was conducted with the device having serial number 408992. The study was done in the SB lane at National Parkway in Schaumburg, Il in Cook county. The study began on 06/16/2026 at 02:00 PM and concluded on 06/18/2026 at 02:00 PM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,239 vehicles passed through the location with a peak volume of 72 on 06/16/2026 at [05:00 PM-05:15 PM] and a minimum volume of 0 on 06/17/2026 at [02:15 AM-02:30 AM]. The AADT count for this study was 2,120.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 90.71% vehicles exceeding the posted speed of 25 MPH. 2.29% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.61 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
32	56	85	213	1174	1653	607	148	56	35	25	19	16	7	28

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3004 which represents 72 percent of the total classified vehicles. The number of Vans & Pickups in the study was 995 which represents 24 percent of the total classified vehicles. The number of Busses & Trucks in the study was 99 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 55 which represents 1 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
3004	903	92	22	51	30	24	28							

CHART 2

HEADWAY

During the peak traffic period, on 06/16/2026 at [05:00 PM-05:15 PM] the average headway between vehicles was 12.329 seconds. During the slowest traffic period, on 06/17/2026 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 63.00 and 115.00 degrees F.

Stop Sign Compliance Observation Field Sheet

VILLAGE OF SCHAUMBURG
TRANSPORTATION

Location: National Parkway & Thacker Street
Date: 6/16/2026
Observer(s): Maxim Chervak & Kacper Pancerz
Traffic Control: 4-Way Stop Control
Major Street: National Parkway
Minor Street: Thacker Street
Weather : **Cloudy**
Visability: **Good**

Full compliance = complete stop before crosswalk/stop bar
Partial = stop but encroach / Non = fail to stop completely.

Direction of Travel	Full Compliance (#)	Partial Compliance (#)	Non-Compliance (#)	Crosswalk Encroachment (#)	Rolled Stop (#)	Total Vehicles Observed (#)
N/B Thru	102	104	38	30	3	244
N/B Right Turn	1	4	2	1	2	7
N/B Left Turn	16	33	11	8	6	60
S/B Thru	212	16	196	14	16	424
S/B Right Turn	60	30	59	29	5	149
S/B Left Turn	10	3	4	2	0	17
E/B Thru	2	2	1	0	0	5
E/B Right Turn	5	24	8	7	3	37
E/B Left Turn	14	45	13	8	1	72
W/B Thru	3	1	0	1	0	4
W/B Right Turn	8	7	7	6	2	22
W/B Left Turn	4	0	2	0	0	6
TOTAL	437	269	341	106	38	1,047
Compliance Summary	41.74%	25.69%	32.57%	10.12%	3.63%	100.00%

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Amend Policy Statement 1.44 to Increase Village Manager Authorization Limits for Waiver of Fees for Government, Non-profit, and Faith-based Organizations
10/13/26
Village Board

Presenter: Julie Fitzgerald, Director of Community Development
Lead Department: Community Development

Executive Summary:

Policy Statement 1.44 Waiver of Fees provides parameters for fee waivers for public, nonprofit, or faith-based organizations. The village manager or designee can waive fees and charges up to $5,000 for nonprofit organizations and up to $25,000 for Schaumburg area governmental agencies. Common fee waiver requests include construction permits and fees associated with traffic control for large events. Requests to exceed the fee waiver listed in the policy require approval from the Village Board.

Schaumburg Park District holds reoccurring events annually that require waiver of fees, mostly requiring police services for traffic control. In addition to these events, the Park District has also undertaken some capital improvements this year resulting in additional permit fees. As a result, they will exceed the $25,000 waiver limit listed in the policy statement.

- Special event fees waived: $12,536.81
- Building permit fees waived: $3,065

Total waived to date: $15,601.81

The park district is undertaking alterations at Spring Valley, which include a $25,000 permit fee. This would bring the total amount of fees to $40,601.81.

In addition to recommending approval to exceed $25,000 in waived permit fees for 2026, staff is recommending that the amount that can be waived by the Village Manager be increased to $75,000 to be consistent with Purchasing Policies. This would require a modification to Policy Statement 1.44 to revise $25,000 to $75,000. All other provisions of the policy would remain unchanged.

Recommended Action:

The Village Manager recommends that the Committee of the Whole recommend the Village Board approve the Amendments to Policy Statement 1.44.

ATTACHMENTS:

- POLICY STATEMENT 1.44 TITLE WAIVER OF FEES - Redine with proposed change
- POLICY STATEMENT 1.44 TITLE WAIVER OF FEES - Clean copy with proposed change

POLICY STATEMENT 1.44 TITLE: WAIVER OF FEES (REDLINE WITH PROPOSED REVISION)

PBD Approval: April 4, 2013 (November 2, 2006; September 6, 2018; November 1, 2018)

COW Approval: April 16, 2013 (November 21, 2006; November 20, 2018)

VB Approval Date: April 23, 2013 (December 12, 2006; December 13, 2018)

Purpose

From time to time, public, nonprofit or faith-based organizations are subject to various Village of Schaumburg fees and charges to implement a program, project, or when requesting permission to hold special events. When appropriate, these fees and charges may be waived by the village. In order to provide equitably consideration of these requests as well as be considerate of the availability of village funds and personnel, the village hereby establishes the following policy governing the granting of fee waivers.

Definitions

GOVERNMENT: Village of Schaumburg and other Schaumburg area government agencies and affiliates.

NONPROFIT ORGANIZATION: Illinois and IRS/Internal Revenue Service registered nonprofit organizations (including groups, agencies, and faith-based organizations), with a tax exempt number, either based in the Village of Schaumburg or whose service area consists principally of the Village of Schaumburg. Must possess a valid Employer Identification Number/EIN.

Requests

Requests for fee and charge waivers are to be provided by separate letter on the organization's letterhead, including the organization's Employer Identification Number/EIN, submitted to the village manager in order to make a formal request for fee waiver.

Fee/Charge Waiver Consideration Criteria for Temporary Special Event Fee Waivers

Requests for fee and charge waivers regarding temporary special event requests will be considered based on at least one of the following four (4) criteria, and in addition, the organization must be current with all taxes and fees due the village:

1. Co-sponsored in conjunction with a village operation
2. Partnership with other Schaumburg government agencies
3. Nonprofit activity, for any individual to attend, which benefits the village culturally, socially, or economically
4. No admission or entry fee charged to participate

5. Compliance with timely submittal of documents for review and approval may be taken into consideration.

Waivers

The village manager or designee may waive fees and charges related to nonprofit organizations' special event permits based on meeting the consideration criteria, construction permits, zoning fees, or CDBG funded projects, for amounts of 5,000.00 or less per year.

The village manager or designee may waive fees and charges related to Schaumburg area government agencies' special event permits based on meeting the consideration criteria, construction permits or zoning fees, for amounts of ~~$25,000~~ $75,000 or less per year.

Exception

The village may consider requests from non-registered nonprofit groups and organizations should the program, project, or special event benefit the village culturally, socially, or economically. Waivers are limited to $1,500.00 per year.

POLICY STATEMENT 1.44 TITLE: WAIVER OF FEES

PBD Approval: April 4, 2013 (November 2, 2006; September 6, 2018; November 1, 2018)

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VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Recommendation to Approve a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment / 210 E. Golf Road

10/13/26
Village Board

Presenter: Parth Joshi, AICP, Planning Manager
Lead Department: Community Development

Executive Summary:

Case Title
Z2603-01 / Copley Center Outlot Redevelopment / 210 E. Golf Road / Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review

Hearing Date
September 23, 2026

Summary
The petitioner requests a Plat of Subdivision, Site Plan Approval for a Type B Restaurant, Special Use for a Drive-Through facility, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Dutch Bros to be located at 210 E. Golf Road. The property is located at the former Outback Steakhouse site in Copley Center.

Recommended Action:

Staff Recommendation
Recommending Approval

Vote
9 – 0 with no 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
- REDACTED Z2603-01 Copley Center Outlot Application
- Plat of Subdivision
- Plat of Vacation
- Engineering Plans
- Landscape Plan

- Location Map
- Photometric Plan
- Truck Turning Templates
- Architectural Plans
- Project Narrative
- Dutch Bros Business Narrative
- FINAL Z2603-01 Copley Center Outlot Mts 9-23-26.docx

STAFF REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Parth Joshi, AICP
Planning Manager

HEARING DATE: September 23, 2026

DATE PREPARED: September 2, 2026

CASE NUMBER: Z2603-01

TITLE: Z2603-01 / COPLEY CENTER OUTLOT REDEVELOPMENT / 210 E. Golf Road / Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Variation, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review

BACKGROUND INFORMATION

Petitioner:	Evan Boulware
Address of Petitioner:	1 E Wacker Drive Suite 2700, Chicago, IL 60601
Status of Petitioner:	Project engineer
Owner of Parcel:	Adam Firsel
Address of Owner:	110 Parkway North Blvd, Deerfield, IL 60015
Existing Zoning:	B-4, Retail, Service, Motor Vehicle
Existing Land Use:	Vacant building

Requested Actions:

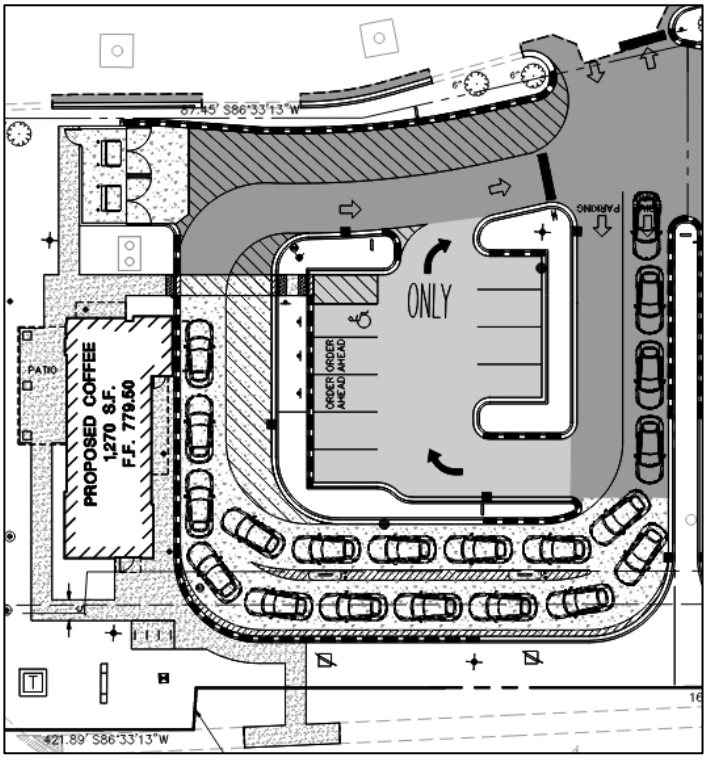
- Plat of Subdivision [Title 15, Chapter 154, Section 154.47 of the Zoning Ordinance]
- Plat of Vacation [Title 15, Chapter 151, Section 151.20(E) of the Subdivision and Land Development Ordinance]
- Site Plan Approval to Construct a 1,065 Square Foot Building [Title 15, Chapter 154, Section 154.46 of the Zoning Ordinance]
- Special Use for a Drive Through Facility [Title 15, Chapter 154, Section 154.90.13 of the Zoning Ordinance]
- Variation to Reduce Interior Parking Setback from 5’ to 1’3” [Title 15, Chapter 154, Section 154.175(D)(6)(b)(2) of the Zoning Ordinance]
- Variation to Reduce the Landscape Buffer from 10’ to 5’ [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Variation to Reduce foundation landscaping on the west side of the building by 10’, from 10’ to 3’ [Title 15, Chapter 154.136 (M)(1) of the Zoning Ordinance]

- Variation for an Additional Menu Board Sign [Title 15, Chapter 155, Section 155.95 of the Sign Code]
- Woodfield Regional Center Design Review

ANALYSIS

Summary:

Site Plan Approval:



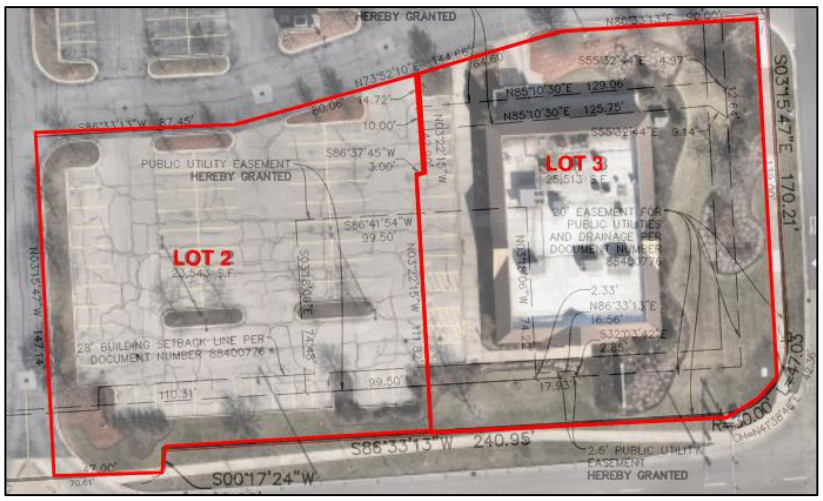
The petitioner requests a Plat of Subdivision, Site Plan Approval for a Type B Restaurant, Special Use for a Drive-Through facility, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Dutch Bros to be located at 210 E. Golf Road. The property is located at the former Outback Steakhouse site in Copley Center.

The lot is zoned B-4, Retail, Service, Motor Vehicle and is within the Golf Road Corridor Overlay District, Subdistrict C and the Woodfield Regional Center. The applicant plans to subdivide the property, currently 216 E. Golf Road, into two parcels with the addresses of 210 E. Golf Road (Lot 2) and 214 E. Golf Road (Lot 3). The subject site is planned to be developed in two phases concurrently. Lot 2 is a Dutch Bros drive-through coffee building occupying the west portion of the site with a double lane drive through which wraps the lot on the south side and wraps the building on the east side. Lot 3 to the east is a proposed Andy's Frozen Custard restaurant to be reviewed separately at the same hearing (Case No. Z2608-04). The existing vacant restaurant building and pavement will be demolished to make way for the proposed development and associated parking, drive-through lanes and landscaping. Extensive landscaping is provided around the drive lanes as well as foundation plantings around the building. Additional shrubs and perennials are provided to fill gaps in the existing landscaping within the Golf Road setback.

2 access points are provided to the shooping center; one from Golf Road and the other from Wilkening Road. Access to the lot will be provided via the existing curb cut within the internal east/west drive aisle. Dutch Bros operates exclusively as a drive-through concept, with no dine-in area and specializes in serving high-quality coffee, handcrafted energy drinks, teas, sodas and snacks including granola bars and muffin tops. The business is a drive-through concept with a dual drive-through configuration.

Customers will circulate in the drive through, going south, west, and exit going east from the same entrance. Employees take orders on tablets instead of a traditional drive-through speaker box to facilitate faster service. Hours of operations are expected to be from 5:00 am to 11 pm. At any given time, the restaurant will be staffed with 3-5 employees per shift. Nine parking spaces are provided on the east side of the building and pedestrian facilities are provided for employees to serve customers in the drive-through queue and to access the sidewalk on Golf Road. In addition, a ±315 sf patio is also proposed on the west side of the building as a walk-up service. The patio will include a pick-up window for pedestrians, cyclists, and customers who prefer not to use the drive thru. No seating is proposed on the patio.

Plat of Subdivision



The petitioner is proposing to subdivide the property in two lots. Lot 2 will be located on the west side of the property which is planned for Dutch Bros development. Lot 3 will be located on the east side of the property which will be developed with another restaurant. The remainder of the shopping center will be Lot 1. The existing zoning of the property is B-4. The proposed lots meet the minimum bulk requirements regarding lot size, width, coverage, and floor area ratio (FAR). A draft declaration of easements, covenants, conditions, and restrictions document has been submitted by the petitioner for staff to review. The document includes provisions for various shared site components such as ingress and egress, drive aisles, utilities, parking, landscaping, maintenance, and upkeep of common areas.

A condition of approval is added to this staff report to record the plat of subdivision, and declarations, prior to the issuance of a land development permit. A separate demolition permit for the existing structure will be required but issuance of a demolition permit will not be tied to the plat of subdivision being recorded. Staff is supportive of the proposed plat of subdivision.

Special Use – Drive Through

Stand alone restaurants are permitted by right in the Golf Road Corridor Overlay District, Sub District C and drive-through restaurants require special use approval. As a drive-through based business, the applicant has proposed two drive through lanes to navigate customer traffic with stacking capacity for 20 vehicles. Customers enter the drive-through from the interior drive-aisle of the main shopping center As vehicles manuver in the drive-through, a proposed "U" shaped configuration enables customers to move through the drive-through. On the south side of the proposed parking lot, customers are greeted

and they give their orders to the Dutch Bros employees directly instead of using a speaker system. A pick up window for customers in drive-through is located on the east site of the building. Cars will exit back into the interior shopping center parking lot drive. Drive-through traffic is isolated from the parking provided to the east of the building and required landscaping is provided to buffer the drive-through lanes. The applicant has provided traffic studies to demostrate the additional vehicle traffic to the drive-through will not be detrimental to existing commercial uses in the center. Vehicle stacking, parking layout, circulation and landscaping comples with village code and support the business use as a Type "B" restaurant.

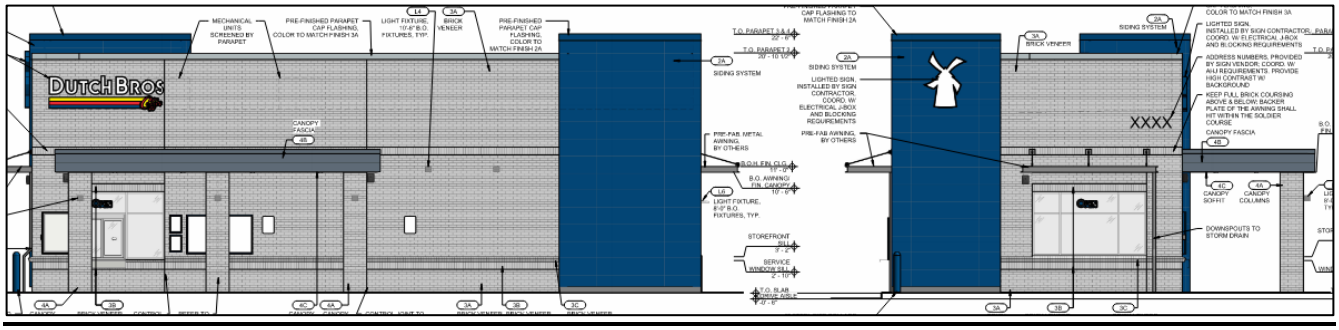
The Special Uses Ordinance lists three conditions required to authorize a "special use". Those conditions and their application to the requested variation are as follows:

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 requested drive-through restaurant is compatible with other auto-oriented uses in the corridor. Restaurants are a desire use for the area expressed in the Comprehensive Plan.

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
A drive-through restaurant is a compatible use with the surrounding commercial and retail uses and would not be detrimental to the surrounding properties or community.

The proposed use will comply with 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 use complies with regulations as specified in the code.

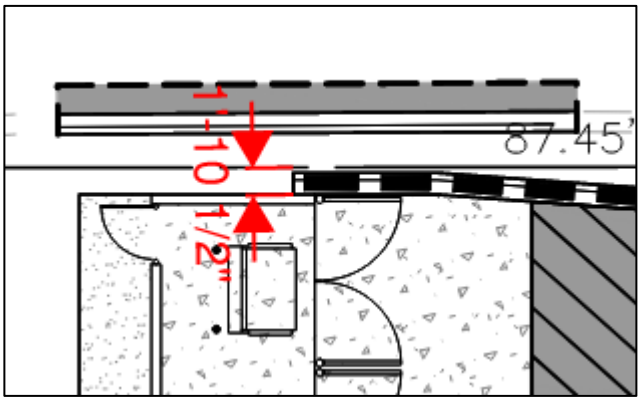
Design Analysis
The Golf Road Corridor Overlay District and Woodfield Regional Center design guidelines define material requirements for new buildings requiring high quality and durable materials with preference for brick, masonry and metal panels. All buildings in Business Districts shall be constructed of face brick or comparable material. The proposed exterior façade for Dutch Bros will be primarily constructed of brick. To provide articulation, fiber cement siding is proposed to shape the Dutch Bros corporate blue tower design. Dark gray metal awnings are proposed above all man doors and windows to provide shade. Soldier course design is also provided on the east and west sides of the elevations to help break up the façade and to provide visual interest. Staff believes the proposed design meets the Woodfield Regional Center design guidelines as well as Golf Road Corridor design requirements.



Variations

The petitioner is requesting the following variations:

Parking Setback



The B-4 zoning code requires a minimum interior parking setback between parking and loading areas from each interior side lot line to be 5 feet. The petitioner is requesting this requirement be reduced to 1'10" in a limited portion of the lot. The subject area is directly north of the proposed trash enclosure located on the north side of the building. Staff is supportive of the variation for few reasons. The reduced setback is a result of the physical configuration of the property and the need to accommodate the proposed building, drive-through circulation, parking layout, and associated site improvements within the available site area. Achieving the 5-foot setback at this location would require modifications to the established circulation and parking configuration and would create additional constraints on the functional operation of the site. Additionally, the proposed size of the trash enclosure is required based on the waste generated by the proposed restaurant. The requested reduction is limited in scope and does not adversely affect vehicular circulation, pedestrian access, or public safety. The area remains separated from the adjacent drive aisle by curbing and site improvements, and the overall site provides appropriate landscaping and screening. Given the limited extent of the encroachment and the physical constraints of the site, the requested variation is not anticipated to alter the essential character of the surrounding area or be detrimental to adjacent properties.

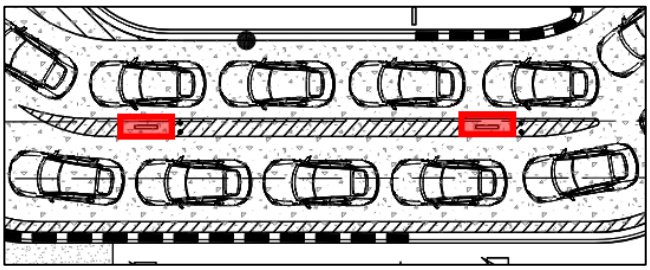
Landscape

The petitioner is requesting a variation to reduce the building foundation landscaping from 10 feet to 3 feet. The reduced landscaping area is necessary due to the configuration of the site and the relationship between the building, parking areas, drive-through circulation, and pedestrian access. Compliance with the 10-foot requirement would substantially constrain the functional layout of the site and require modifications to the proposed circulation and parking configuration. Although the width of the

foundation planting area is reduced, the landscape plan provides landscaping adjacent to the building to soften the building elevations and provide visual enhancement consistent with the intent of the landscaping regulations. Staff is supportive of this variation.

The petitioner is also requesting a variation to reduce the landscape bufferyard requirement on the east lot line and west lot line for the two lots. The subject area is a landscape island, roughly 6 feet wide, which separates the two lots. The landscape code requires a minimum of 10 foot wide buffer between the uses. This variation request is the result of the resubdivision. The landscape plan shows the island will include a mix of deciduous and evergreen shrubs to provide visual screening and year around landscape interest by reducing the visual impact of adjacent pavement areas. The island will also provide a designed and continuous separation between the two drive-throughs. The submitted landscape plan shows the proposed lots will exceed the required 20% landscape quantity per each lot. For these reasons, staff is supportive of this variation.

Sign



The sign code limits drive-through establishments with 1 menu board sign and 1 pre-menu board. The petitioner is requesting a variation to install a total of 4 menu board signs within the drive-through. The proposed signs will be installed between the drive-through lanes on the south side. Since the sign code does not define menu board or pre-menu board signs to be double-sided, the proposed signs are considered 4 separate signs. In reality, the signs will appear as 2 signs, but they will be utilized on both sides to advertise products offered. Staff is supportive of this variation, given that Dutch Bros primarily relies on obtaining business through their drive-thru model. The proposed menu boards will allow customers in the drive-through to browse options before orders are placed with the employees on tablets. It should be noted that the proposed menu board signs will not have the traditional speaker systems. They are intended to provide faster service to vehicles waiting in the proposed dual-lane drive through configuration.

Design Analysis (for requested signs):

Type of Sign:	Menu Board
Number of Signs:	4
Location:	Drive-through Lane
Size of Sign(s):	±21 sf
Number of Items of Information:	N/A
Illumination:	Internally Illuminated

The sign Ordinance lists five justifications for variations. Those justifications and their application to the requested variation are as follows:

The literal interpretation and strict application of the provisions and requirements of this chapter would cause "undue and unnecessary hardships" to the sign owner in such a way as to prevent the owner from displaying the sign as intended by the chapter.
The strict application of the sign regulations would create an unnecessary hardship because the proposed two menu board structures are designed to serve vehicles approaching from different directions. Although the structures contain two sign faces, the code requires each face to be counted separately, resulting in a total of four menu board signs. The variation is therefore necessary to accommodate the intended two-sided design of the menu boards.

The alleged hardship must be clearly exhibited and must be a result of an external influence or this chapter and not be self-imposed or created by any person having an interest in the property.
The hardship is not created by the property owner. The petitioner is proposing two menu board locations, with each structure oriented to serve vehicles traveling through the drive-through. The additional sign count is a result of the code's treatment of each side of a menu board as a separate sign.

The requested variation will not be materially detrimental to nearby property owners.
Staff does not believe the menu board signs will be materially detrimental. In fact, they facilitate Dutch Bros to achieve faster order processing and less queuing times in the drive-through.

The unique and unusual conditions applying to the specific building, parcel, or property upon which the sign is to be erected do not apply generally to other properties in the Village.
The unique condition is the configuration of the proposed drive-through and the two-sided design of the menu board structures. The signs are intended to be viewed by vehicles approaching from different directions within the drive-through circulation pattern. This condition is specific to the site and proposed use and does not generally apply to other properties throughout the village.

The granting of the variation will not be contrary to the general objectives of this chapter regarding the size, number, and placement of signs so that they are not obtrusive; and to reduce clutter along the rights-of-way.
The intent of the Sign Ordinance is to promote reasonable, orderly, and effective signage display which also encourages compatibility with surrounding uses and identifies businesses in an attractive manner. The menu board signs serve a public need by directing customers to browse through menu items in each drive-through lane.

Parking
The parking variation is discussed below the parking table in this report.

Zoning History:
The Shops at Copley Center property was approved for annexation on February 23, 1988 under Ordinance No. 2939 as part of the overall Golf-Roselle Development. At that time the area was rezoned to B-4 Retail, Service, and Motor Vehicle Business District (Case No. Z8707-01). The Village Board approved the site plan for the 8.05 acre L-shaped retail shopping center October 25, 1988 (Case No.

SP8809-02). In 1990, Yu's Mandarin Restaurant (Case No. Z9007-03) was granted special use approval and a 66 space parking variation for a Type "A" restaurant. In 1993, Outback Steakhouse was approved for special use approval for a Type "A" Restaurant on the outlot. In 1997, the Sandwich Shak Restaurant (Case No. Z9704-05) was approved for special use permit for a Type "C" Restaurant (no longer in operation) and a parking variation. In 1997, Yu's Mandarin Restaurant (Case No. Z9712-03) was granted an amendment to their special use permit and was approved for a 117 space parking variation which replaced the previous variation for 66 spaces. The Outback Steakhouse was approved to allow designated parking spaces for takeout in 2005 (Case No. SP0505-04). In 2012, the Village Board granted special use approval for a Type "C" restaurant named Panchero's Mexican Grill (Case No. Z1210-01). In 2015, the Village Board granted special use approval for a Type "C" Restaurant for Salata (Case No. Z1503-05). Lastly, in March of 2016 Village Board granted special use approval for a Type "C" Restaurant for Handsome Bakery (Case No. Z1602-03).

Surrounding Zoning and Land Uses:
North: B-4 Retail, Service, Motor Vehicle (Copley Center)
South: Residential/Single Family (Hoffman Estates)
East: B-4 Retail, Service, Motor Vehicle (CarMax)
West: B-4 Retail, Service, Motor Vehicle (Copley Center)

Compatibility with Surrounding Land Uses
The proposed restaurant use is compatible with the other retail and commercial uses in the Golf Road Corridor. Restaurants are a desired use in the Golf Road Corridor Overlay District. The proposed use will not have a negative impact on the adjacent properties.

Comprehensive Plan Designation
The property is designated General Commercial in the Village Comprehensive Plan. General commercial uses accommodate larger shopping developments along arterial corridors that serve a more regional function. These auto oriented corridors often have a mix of national retailers and franchise restaurants with large parking areas. The subject property is in the Golf Road Sector of the Woodfield Regional Concept Plan, an adopted element of the Village's Comprehensive Plan. The redevelopment will be in compliance with building design standards outlined in the plan. The site layout does not meet street frontage guidelines outlined in the plan, the guideline is relaxed to allow for additional stacking to facilitate a drive-through only restaurant as a restaurant is a desired use for this location. Landscaping will provide visual interest at the street frontage.

Parking
Parking for the proposed type "B" restaurant is calculated as following -

Use	Parking Rate	Required Parking
Proposed Dutch Bros Type "B" Restaurant 1,065 sq ft GFA	6 spaces per 1,000 sf NFA	6 spaces

958.5 sq ft NFA		
Required Parking		6 spaces
Provided Parking		9
Parking Surplus		3

The proposed type B restaurant will require a total of 6 parking spaces. The parking plan shows a total of 9 parking spaces will be provided. Section 154.122.D of the zoning code includes a provision that parking shall not exceed ten percent (10%) of the minimum number of parking spaces required or three (3) plus the number of parking spaces required, whichever is greater, unless otherwise approved by the village board. Since the minimum number of parking spaces required is 6, the 3 additional parking spaces complies with the maximum parking code requirement.

The petitioner is proposing 2 parking spaces on the west side of the parking row be utilized for mobile/online order pick up. Section 154.121. J of the zoning code includes regulations for short-term parking. A maximum of 4% or 15 spaces, whichever is less, of on-site parking spaces is allowed to be utilized for short-term parking. There are 9 proposed parking spaces. 4% of 9 is 0.36 spaces. Therefore, the petitioner is requesting a parking variation to dedicate 2 parking spaces in the lot for short-term parking. Staff is supportive of this variation as there is a 3-parking space surplus for the proposed development. The 2 spaces will allow for mobile order customers to park and have their ordered delivered to their vehicles.

PLANNING

1. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
    a. Plat of Subdivision
    b. Reciprocal easement agreement
    c. Shared maintenance agreement (Lot 2 and 3)
2. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.

TRANSPORTATION

1. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner’s cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.
2. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village’s review.

3. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
4. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
5. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
6. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
7. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
8. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.

BUILDING

1. Maneuvering clearances per Illinois Accessibility Code Section 404.2.4 shall remain clear at all doors following final placement of all furniture, fixtures, and equipment.
2. Minimum number of plumbing fixtures shall be based on Illinois Plumbing Code Section 890, Appendix A, Table B.
3. No public restroom facilities are shown. Provide occupant load calculations and a plumbing fixture analysis in accordance with 2014 Illinois Plumbing Code Section 890.810 to demonstrate compliance with fixture requirements and establish whether the applicable exception allowing public restrooms to be omitted applies.

FIRE

1. If an FDC is provided for Dutch Bros, it shall be provided at the northeast corner of the building.
2. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.

ENGINEERING

1. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
2. Work in the Golf Road ROW will require an IDOT permit.
3. Add Village of Schaumburg standard easement provisions to the Plat of easement Add an easement to the Plat and the utility Plan for the looped water main.

EPW

1. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
2. Provide watermain loop easement on plat and engineering plans.

RECOMMENDATION

Staff has reviewed the requested special use and is supportive of the petitioner's request. Therefore, staff recommends **approval** of a Plat of Subdivision, Site Plan Approval, Special Use Approval for a Drive-Through Facility (Dutch Bros), Parking Variation, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Dutch Bros, to be located at 210 E. Golf Road, Case No. Z2603-01, subject to the following conditions:

1. A Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
   a. Plat of Subdivision
   b. Reciprocal easement agreement
   c. Shared maintenance agreement (Lot 2 and 3)
5. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
6. The proposed plans for the food establishment have been accepted as preliminary by the Environmental Health Division. The plans will receive a detailed review during the commercial building permit process.
7. If an FDC is provided for Dutch Bros, it shall be provided at the northeast corner of the building.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner's cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west

side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.

10. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village's review.
11. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
12. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
13. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
14. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
15. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
16. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.
17. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Plat of Subdivision to the Community Development Department for review and approval to illustrating the following:
    a. Include information in the "Owner's Name and Address" text block.
18. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
19. Work in the Golf Road ROW will require an IDOT permit.
20. Add Village of Schaumburg standard easement provisions to the Plat of easement. Add an easement to the Plat and the utility Plan for the looped water main.
21. The Village GIS shows an invert of 776.1 at sanitary MH W064 (to the north of site). The plans show an invert of 772.77 at the last MH leaving the site. This invert appears to be lower than the Village invert to the north. Atwell Aug 12 response letter says a lift station will no longer be required based on field information. Provide more information regarding the field verification. Provide a basic

profile of the sanitary sewer from the west end of the site to the connection at Village MH W064 on the east side of Wilkening Road.

22. Add Schaumburg water main notes regarding cut in Tee connection and EPW shut down process.
23. Confirm min 10 feet separation from water main to building foundations.
24. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
25. Only a cut in tee is permissible when connecting utilities to village main.
26. Provide watermain loop easement on plat and engineering plans.
27. 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. Encasement of piping shall be V-Bio Enhanced Polyethylene film in tube or sheet in accordance with ANSI/AWWA C105/A21.5.
28. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. Maneuvering clearances per Illinois Accessibility Code Section 404.2.4 shall remain clear at all doors following final placement of all furniture, fixtures, and equipment.
    b. Minimum number of plumbing fixtures shall be based on Illinois Plumbing Code Section 890, Appendix A, Table B.
    c. No public restroom facilities are shown. Provide occupant load calculations and a plumbing fixture analysis in accordance with 2014 Illinois Plumbing Code Section 890.810 to demonstrate compliance with fixture requirements and establish whether the applicable exception allowing public restrooms to be omitted applies.
29. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:
    a. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.
    b. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.
    c. The following items should be added to the cover page of the plans:
        i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
        ii. Add drainage certification.
        iii. Add the MWRD Job Start Stamp.
        iv. Add the storm/sanitary sewer routing exhibit
    d. Provide MWRD General Notes on the engineering plans.
    e. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.
    f. Include the shop drawings for the underground detention in the final engineering plans.
    g. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.

h. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.
i. Based on our review of the proposed development, the following MWRD permit documents will be required:
    i. MWRD WMO permit application (Schedules A, B, and C)
    ii. Schedule D-Legacy
    iii. Schedule P
    iv. Schedule R
    v. Fee Payment Voucher Form

20. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:
    i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location
    ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.
    iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.
    iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.
    v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.
    vi. Show the install sizes of the proposed plants on the plant schedule.
21. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:
    i. Three light poles are orientated oddly, is this the intended design? If so, then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.
    ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.
    iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.
    iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.
    v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.

vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.
vii. Foundation shall include grounding and ground rod per village ordinance.
viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.
ix. The minimum underground conduit size is 1" diameter.
x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

30. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

m. Construction Specifications, Sheet No. 13, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
n. Landscape Title Sheet, Sheet L0, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
o. Tree Preservation Plan, Sheet L1, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
r. Photometric Plan, Sheet E0.01, prepared by Chipman Design Architecture INC, dated February 27, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.
t. Equipment Plan, Sheet A1.0, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
u. Life Safety Plan, Sheet G0.2, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
v. Building Elevations, Sheet A6.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
w. Trash Enclosure Plan/Elevations, Sheet A9.3, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
x. Site & Building Signage Details, Sheet SP1.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
y. Final Plat of Subdivision, Sheets 1 through 3, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.
z. Plat of Vacation, Sheet 1 of 1, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.
aa. Project Narrative, prepared by ATWELL, dated August 12, 2026, and received by the Community Development Department on August 17, 2026.
bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

Pc: Petitioner

Property Owner

Development Review Application

DEVR-26-20

Submitted On: Mar 27, 2026

Applicant

Evan Boulware

[redacted]

Primary Location

216 E GOLF 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

Z2603-01 / COPLEY CENTER OUTLOT REDEVELOPMENT / 210 E. Golf Road / Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility, Parking Variation, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Engineer on behalf of property owner

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

Adam Firsel

Property Owner Street Address

110 Parkway North Boulevard

Property Owner City

Deerfield

Property Owner State

Illinois

Property Owner Zip Code

60015

Property Owner Phone Number

[redacted]

Property Owner Email

[redacted]

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Commercial

PIN Number

07-10-400-032-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

--

Parking Variation

--

Landscape Variation

--

Setback Variation

--

Shopping Center Signage Plan Approval / Amendment

false

Site Plan Approval New Building < 20,000 Sq. Ft.

true

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

true

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 request PRG review for the proposed subdivision and improvements which include the development of two buildings, each on their own lot. The west lot will include a Dutch Bros Drive Thru Coffee Development, the east will include Andy's Frozen Custard, also a drive-thru. It is our understanding that Special Use is required for the drive-thru use. Site plan approval and plat of subdivision approval will also be necessary for this development.

Plat Information

Acreage - Plat

1.126

Project Staff

Type

Developer

If Other, Describe

--

Company Name

Core Acquisitions

Staff Name

Adam Bell

Staff Mailing Address
110 Parkway North Boulevard

Staff Phone Number
7733977625

Staff Email
abell@coreacq.com

Type
Engineer

If Other, Describe
--

Company Name
Atwell

Staff Name
Evan Boulware

Staff Mailing Address
One E Wacker Dr, Suite 2700, Chicago IL

Staff Phone Number
[redacted]

Staff Email
[redacted]

Type
Architect

If Other, Describe
--

Company Name
Chipman Design Architecture

Staff Name
Elizabeth Kivland

Staff Mailing Address
1350 E Touhy Avenue

Staff Phone Number
[redacted]

Staff Email
[redacted]

Type
Architect

If Other, Describe
--

Company Name
Hufft

Staff Name
Wesley Yngsdal

Staff Mailing Address
Kansas City

Staff Phone Number
[redacted]

Staff Email
[redacted]

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

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.

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.

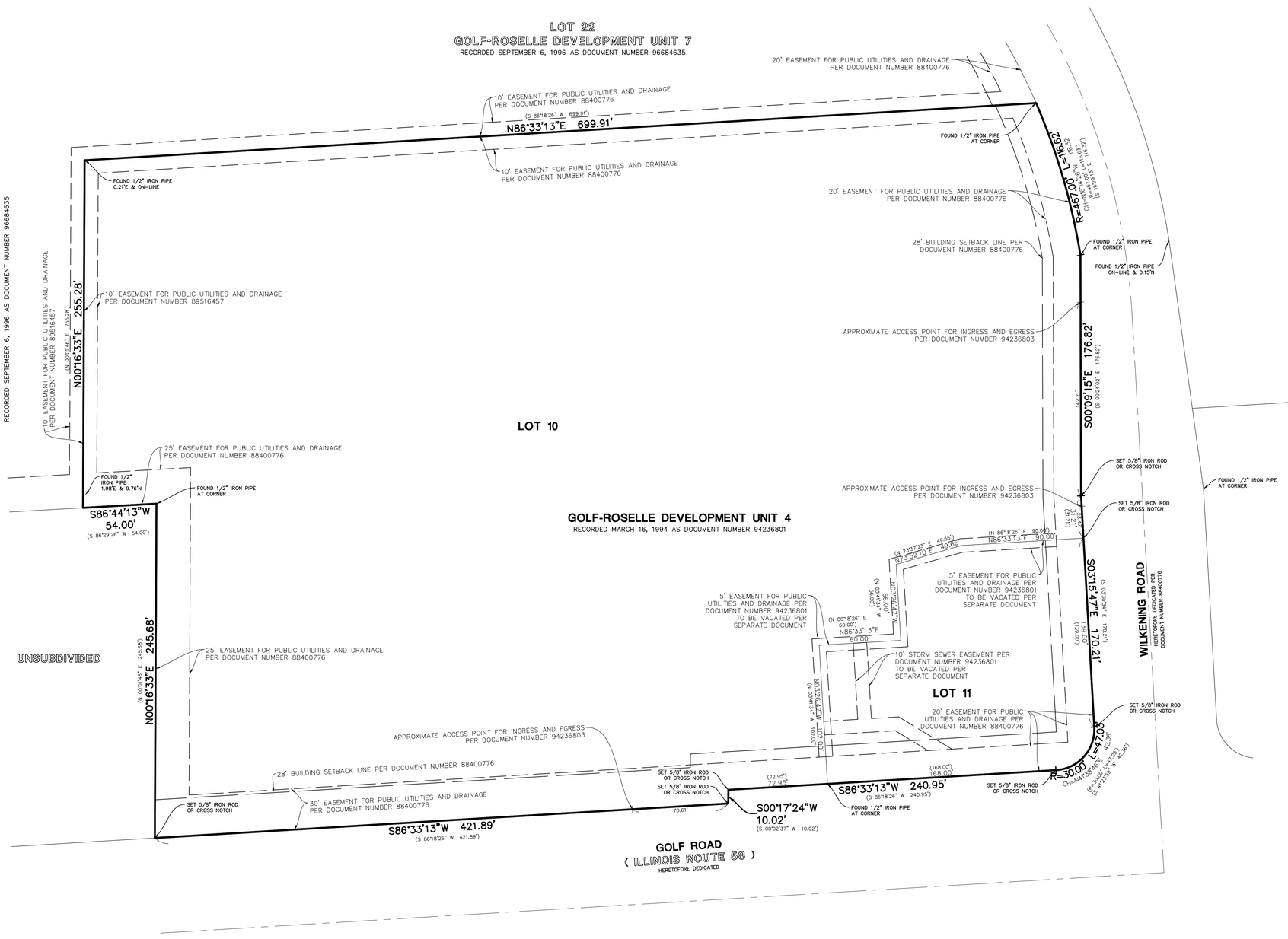
Applicant Signature

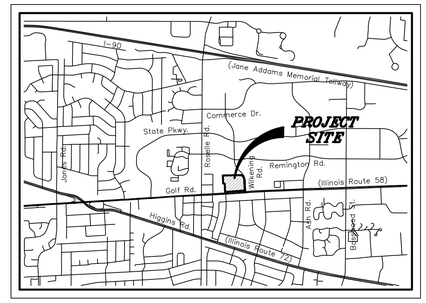
true

FINAL PLAT
OF
GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION

PART OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.





LOCATION MAP
NOT TO SCALE

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

SURVEY PREPARED FOR

CORE COPLEY OUTLET LLC
10 PARKWAY NORTH BOULEVARD
SUITE 120
DEERFIELD, IL 60015

SUBMITTED BY/RETURN TO:

NEW LENOX (CHICAGO) ASLI VII, LLC
923 N. PENNSYLVANIA AVE.
WINTER PARK, FLORIDA 32789

EXISTING PROPERTY AREA

LOT 10: 321,592 SQUARE FEET (7.382 ACRES)
LOT 11: 29,003 SQUARE FEET (0.666 ACRES)

TOTAL AREA: 350,595 SQUARE FEET 8.048 ACRES)

EXISTING PIN

LOT 10: 07-10-400-031-0000
LOT 11: 07-10-400-032-0000

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES.)
2. THIS SUBDIVISION MAY BE SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT. PRE-EXISTING EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD MAY NOT BE SHOWN.
3. MONUMENTS SHALL BE SET AT ALL PROPERTY CORNERS AND POINTS OF GEOMETRIC CHANGE IN ACCORDANCE WITH 765 ILCS 205/1 UPON THE RECORDATION OF THE FINAL PLAT OF SUBDIVISION. UNLESS OTHERWISE NOTED, MONUMENTS SET ARE 5/8" DIAMETER BY 24" LONG REBARS.
4. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. ATWELL, LLC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184005876, EXPIRES APRIL 30, 2027.

SHEET INDEX

SHEET 1	EXISTING BOUNDARY AND EASEMENT INFORMATION
SHEET 2	PROPOSED LOT & EASEMENT GEOMETRY
SHEET 3	CERTIFICATES

LEGEND

- ——— = EX. PROPERTY LINE
- ——— = EX. LOT LINE
- — · — = EX. CENTERLINE
- — — — = EX. EASEMENT LINE
- —— —— = EX. BUILDING SETBACK LINE
- (0.00) = RECORD DIMENSION
- 0.00 = MEASURED DIMENSION
- 0.00 = BOUNDARY DIMENSION

ATWELL
866.850.4200 www.atwell.com
333 East Butterfield Road, Suite 600
Lombard, IL 60148
ph:630.691.8500

DRAWN BY | REVISIONS | DATE

GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION
SCHAUMBURG, ILLINOIS
FINAL PLAT

PROJ. MGR.: JID
PROJ. ASSOC.: JID
DRAWN BY: NAL
DATE: 10/17/25
SCALE: 1"=40'

SHEET 1 OF 3
CAQSCIL01

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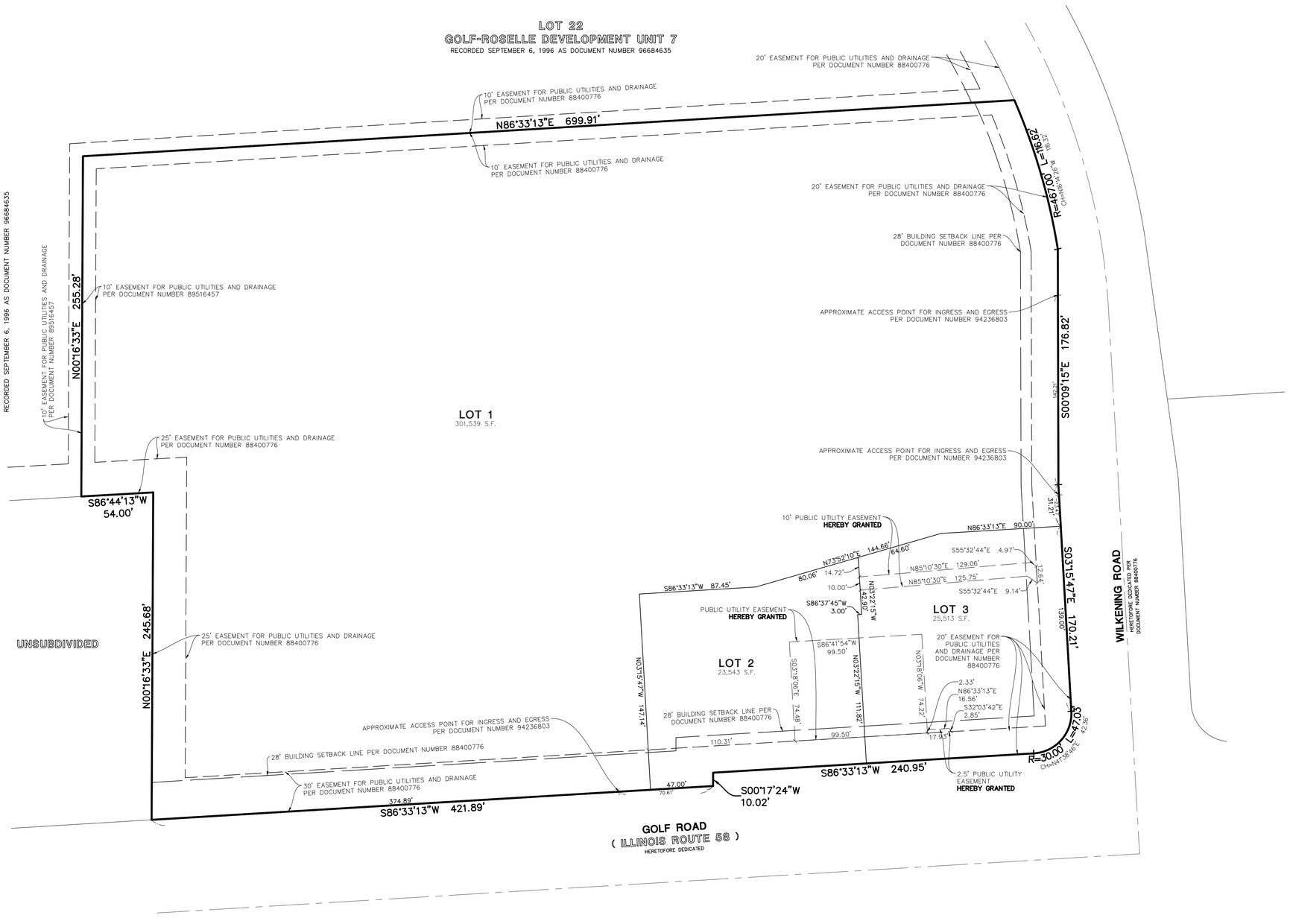
August 7, 2025 - 13:13 Dwg Name: \\vcic-ia-nas\Projects-1\CAQSCIL01\Data\Surv\Final Drawings\Plat of Subdivision\Final\01-03-CAQSCIL01-PS-1.dwg Updated By: NJachowicz

FINAL PLAT
OF
GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION

PART OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

LEGEND

- = EX. PROPERTY LINE
- = EX. LOT LINE
- = EX. CENTERLINE
- = EX. EASEMENT LINE
- = EX. BUILDING SETBACK LINE
- 0.00 = PROPOSED LOT DIMENSION
- 0.00 = BOUNDARY DIMENSION

PROPOSED ADDRESS

LOT 2 : 210 E. GOLF ROAD, SCHAUMBURG, IL 60195
LOT 3 : 214 E. GOLF ROAD, SCHAUMBURG, IL 60195

PROPOSED PROPERTY AREA

LOT 1:	301,539 SQUARE FEET	(6.922 ACRES)
LOT 2:	23,543 SQUARE FEET	(0.540 ACRES)
LOT 3:	25,513 SQUARE FEET	(0.586 ACRES)

TOTAL AREA: 350,595 SQUARE FEET 8.048 ACRES)

DRAWN BY | REVISIONS | DATE

ATWELL
866.850.4200 www.atwell.com
333 East Butterfield Road, Suite 600
Lombard, IL 60148
ph:630.691.8500

GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION
SCHAUMBURG, ILLINOIS
FINAL PLAT

PROJ. MGR.: JID
PROJ. ASSOC.: JID
DRAWN BY: NAL
DATE: 10/17/25
SCALE: 1"=40'

SHEET
2 OF 3
CAQSCIL01

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August 7, 2025 - 13:33 Dwg Name: \\mcl-lle-nas\Projects-CV\Dept\01\Vara\Gary\Final Drawings\Plat of Subdivision\Final\01-03-CAQSCIL01-PS-1.dwg Updated By: Nschwartz

FINAL PLAT
OF
GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION

PART OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXISTING PIN'S

07-10-400-031-0000
07-10-400-032-0000

UPON RECORDING MAIL TO:

VILLAGE OF SCHAUMBURG
101 SCHAUMBURG COURT
SCHAUMBURG, ILLINOIS 60193

SEND TAX BILL TO:

OWNER'S NAME AND ADDRESS

_____
_____
_____
_____

VEHICULAR ACCESS NOTES – IDOT

1. VEHICULAR ACCESS NOTES TO BE PROVIDED BY IDOT

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT _____ IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ATTACHED PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED AND THE PLATTED AS SHOWN BY THE PLAT FOR THE USES AND PURPOSES INDICATED THEREON AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED AS STREETS OF WOODFIELD AND LEGALLY DESCRIBED ON THE PLAT OF THE SAME NAME, HAVE DETERMINED TO THE BEST OF OUR KNOWLEDGE THE SCHOOL DISTRICT IN WHICH EACH OF THE FOLLOWING LOTS LIE.

LOT NUMBER(S)	SCHOOL DISTRICT
ALL	GRADE SCHOOL DISTRICT NO. 54 HIGH SCHOOL DISTRICT NO. 211 JUNIOR COLLEGE DISTRICT NO. 512

DATED THIS _____ DAY OF _____, A.D., 2026.

BY: _____

_____
PRINTED NAME AND TITLE

OWNER'S NAME AND ADDRESS
_____
_____
_____
_____

NOTARY PUBLIC

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS ANNEXED PLAT AS A FREE AND VOLUNTARY ACT FOR THE PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS _____ DAY OF _____, A.D., 2026.

_____
NOTARY PUBLIC

MORTGAGEE CONSENT

THE UNDERSIGNED, AS MORTGAGEE, UNDER THE PROVISIONS OF CERTAIN MORTGAGE DATED _____ AND RECORDED IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS, ON THIS _____ DAY OF _____, A.D., 2026, AS DOCUMENT NUMBER _____, HEREBY CONSENTS TO THE SUBDIVISION STATED HEREIN.

DATED: _____, A.D., 2026.

BY: _____

_____
PRINTED NAME AND TITLE

ATTEST: _____

_____
PRINTED NAME AND TITLE

MORTGAGEE'S NAME AND ADDRESS
_____
_____
_____
_____

MORTGAGEE NOTARY PUBLIC

STATE OF _____)
) SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ AND _____ OF _____ WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ____ DAY OF _____, A.D. 2026.

_____
NOTARY PUBLIC

ILLINOIS DEPARTMENT OF TRANSPORTATION CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO PARAGRAPH 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. DATE
REGION ONE ENGINEER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
)S.S.
COUNTY OF COOK)

I,_____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST ANY OF THE LAND INCLUDED IN THE DESCRIBED PROPERTY. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF COOK COUNTY, ILLINOIS,

THIS_____ DAY OF _____, A.D., 2026.

_____
COUNTY CLERK, COOK COUNTY, ILLINOIS

VILLAGE OF SCHAUMBURG APPROVAL

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

UNDER THE AUTHORITY PROVIDED BY THE ILLINOIS COMPILED STATUES, 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 MEETING HELD ON THE _____ DAY OF _____ AD 2026

BY:_____
CHAIRMAN

ATTEST:_____
SECRETARY

APPROVED BY THE VILLAGE BOARD AT A MEETING HELD ON _____, 2026

BY:_____
VILLAGE PRESIDENT

_____
SECRETARY

DRAINAGE STATEMENT

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE SUBDIVIDER 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 _____, A.D., 2026.

BY: _____ _____
OWNER/ATTORNEY

_____
PRINTED NAME AND TITLE

PERMISSION TO RECORD

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

I, JACOB I. DUNHAM, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO THE OWNERS REPRESENTATIVE TO RECORD THIS PLAT ON OR BEFORE JULY 30, 2026. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.

DATED THIS 7TH DAY OF AUGUST, A.D. 2026.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LICENSE EXPIRES NOVEMBER 30, 2026

JACOB I. DUNHAM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LINCOLNSHIRE, ILLINOIS

SURVEYORS CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

THIS IS TO DECLARE THAT THE PROPERTY DESCRIBED HEREON WAS SURVEYED AND SUBDIVIDED BY ATWELL, LLC., UNDER THE SUPERVISION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION:

LOT 10 AND 11 IN GOLF–ROSELLE DEVELOPMENT UNIT 4, BEING SUBDIVISION OF LOT 1 IN GOLF ROSELLE DEVELOPMENT UNIT 1, BEING A RESUBDIVISION OF LOTS 11 AND 12 N GOLF ROSELLE DEVELOPMENT, IN THE SOUTHEAST 1/4 OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1994 AS DOCUMENT R94–236801, IN COOK COUNTY, ILLINOIS

SUBDIVIDED PROPERTY CONTAINS 8.048 ACRES, MORE OR LESS AND ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

THIS IS ALSO TO DECLARE THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF SCHAUMBURG, COOK COUNTY, ILLINOIS WHICH HAS ADOPTED A VILLAGE PLAN AND IS EXERCISING THE SPECIAL POWER AUTHORIZED BY 65 ILCS 5, SECTION 11–12–6.

5/8" DIAMETER BY 24" LONG IRON RODS WILL BE SET AT ALL SUBDIVISION CORNERS, LOT CORNERS, POINTS OF CURVATURE AND POINTS OF TANGENCY IN COMPLIANCE WITH ILLINOIS STATUTES AND APPLICABLE ORDINANCES, UNLESS OTHERWISE NOTED.

THIS IS ALSO TO DECLARE THAT THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 17031C0187J WITH AN EFFECTIVE DATE OF SEPTEMBER 19, 2008 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AREAS DESIGNATED AS ZONE X (UNSHADED). ZONE X (UNSHADED) IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. THIS MAP DOES NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD.

GIVEN UNDER MY HAND AND SEAL THIS 7TH DAY OF AUGUST, A.D. 2026.

_____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LICENSE EXPIRES NOVEMBER 30, 2026

DESIGN FIRM PROFESSIONAL REGISTRATION NO. 184005876
EXPIRES APRIL 30, 2027

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE OF FIELD SURVEY: OCTOBER 17, 2025

JACOB I. DUNHAM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LINCOLNSHIRE, ILLINOIS

DRAWN BY | REVISIONS | DATE

ATWELL
866.850.4200 www.atwell.com
333 East Butterfield Road, Suite 600
Lombard, IL 60148
ph:630.691.8500

GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION
SCHAUMBURG, ILLINOIS
FINAL PLAT

PROJ. MGR.:	JID
PROJ. ASSOC.:	JID
DRAWN BY:	NAL
DATE:	10/17/25
SCALE:	N.T.S.

SHEET
3 OF 3
CAQSCIL01

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August 7, 2026 - 13:13 Dwg Name: \\chi-lo-cnas\Projects-1\Cliq\cad\Data\Sur\Final Drawings\Plat of Subdivision\Final\01-cs-CAQSCIL01-PS-1.dwg Updated By: NJachowicz

PLAT OF VACATION

PART OF THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PLAT PREPARED FOR

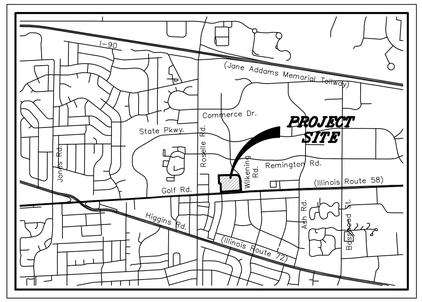
CORE COPLEY OUTLET LLC
10 PARKWAY NORTH BOULEVARD
SUITE 120, DEERFIELD, IL 60015

SUBMITTED BY/RETURN TO

NEW LENOX (CHICAGO) ASLI VII, LLC
923 N. PENNSYLVANIA AVE.
WINTER PARK, FLORIDA 32789

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.



LOCATION MAP

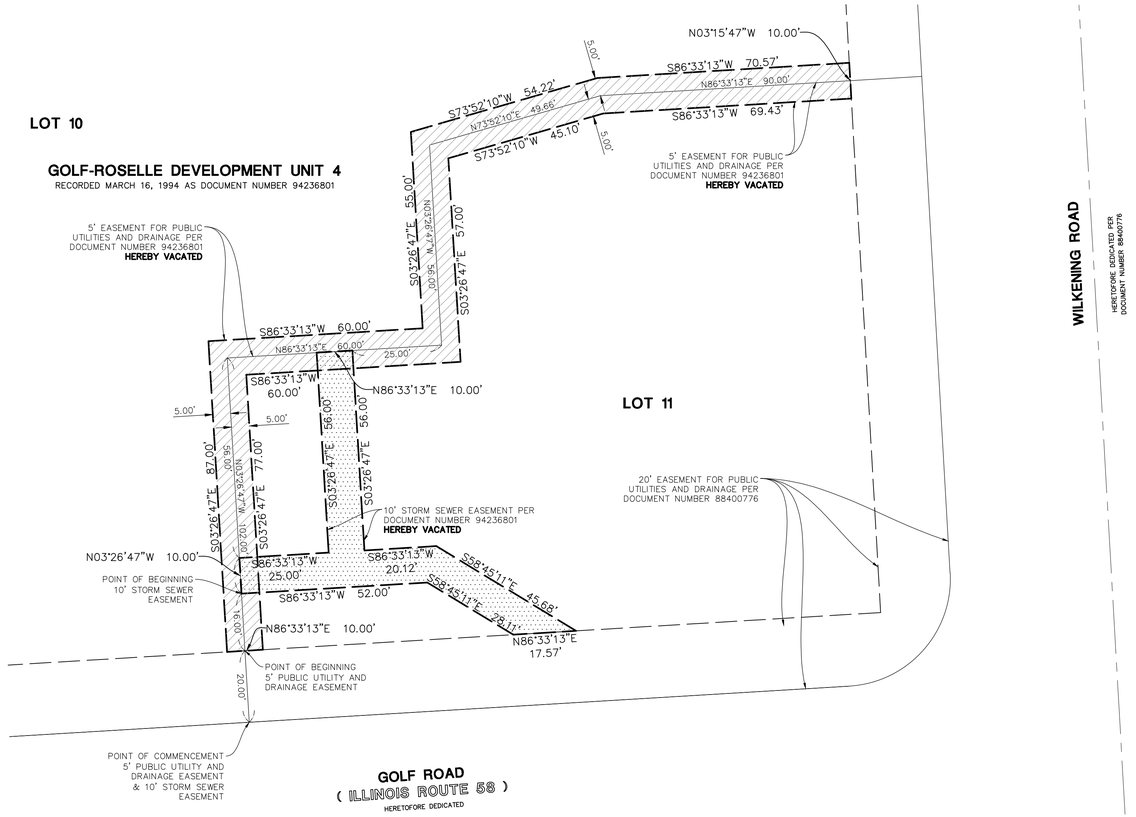
NOT TO SCALE



GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

LEGEND

- = EX. EASEMENT TO BE VACATED LINE
- = EX. LOT LINE
- = EX. CENTERLINE
- = EX. EASEMENT LINE
- = EX. BUILDING SETBACK LINE
- 0.00 = RECORD DIMENSION
- = 10' STORM SEWER EASEMENT PER DOCUMENT NUMBER 94236801 TO BE VACATED
- = 10' EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE PER DOCUMENT NUMBER 94236801 TO BE VACATED



AREA OF VACATION FOR 10 FOOT STORM SEWER EASEMENT

1,465 SQUARE FEET (0.034 ACRES)

AREA OF VACATION FOR 5 FOOT EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE

3,177 SQUARE FEET (0.0729 ACRES)

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT CORE COPLEY OUTLET LLC IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ATTACHED PLAT, AND HAS CAUSED SAID PROPERTY TO BE SURVEYED AND PLATTED FOR THE PURPOSE OF VACATING CERTAIN EASEMENTS AS SHOWN HEREON.

DATED THIS _____ DAY OF _____, A.D., 2026.

BY: _____

_____
PRINTED NAME AND TITLE

OWNER'S NAME AND ADDRESS

CORE COPLEY OUTLET LLC
10 PARKWAY NORTH BOULEVARD
SUITE 120, DEERFIELD, IL 60015

NOTARY PUBLIC

STATE OF _____)
)SS
COUNTY OF _____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT _____ WHO IS/ARE PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL THIS ___ DAY OF _____, A.D., 20___.

_____
NOTARY PUBLIC

ACCEPTANCE OF PUBLIC UTILITY & DRAINAGE EASEMENT & STORM SEWER VACATION CERTIFICATE

THE APPROVING AUTHORITIES ON SIGNING THIS DOCUMENT HEREBY RELEASE AND CONSENT TO THE RELEASE, VACATION AND ABROGATION OF THE PUBLIC UTILITY EASEMENT RECORDED AS DOCUMENT NUMBER 94236801 AS SHOWN HEREON.

ACCEPTED: _____ DATE: _____
AT&T CORPORATION

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
COMMONWEALTH EDISON

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
NICOR GAS

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
XFINITY

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
VILLAGE OF SCHAUMBURG

_____
PRINTED NAME AND TITLE

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED BY THE PRESIDENT AND CITY BOARD OF THE VILLAGE OF SCHAUMBURG, COOK COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D., 2026

BY: _____
PRESIDENT

ATTEST: _____
VILLAGE CLERK

I, _____ VILLAGE CLERK OF THE VILLAGE OF SCHAUMBURG, ILLINOIS, DO HEREBY CERTIFY THAT THE ANNEXED PLAT WAS PRESENTED TO AND BY ORDINANCE DULY APPROVED BY THE VILLAGE BOARD OF THE VILLAGE OF SCHAUMBURG, AT ITS MEETING HELD ON _____, A.D. 2026. IN WITNESS WHEREOF I HAVE HEREUNTO SET THE SEAL OF THE VILLAGE OF SCHAUMBURG, ILLINOIS.

_____
VILLAGE CLERK

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
2. THIS PLAT IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD HAVE NOT BEEN SHOWN.
3. THIS PLAT WAS PREPARED FOR CORE COPLEY OUTLET LLC BASED ON AN ALTA SURVEY COMPLETED BY ATWELL, LLC DATED JULY 16, 2026.
4. ATWELL, LLC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184005876, EXPIRES APRIL 30, 2027.

PERMISSION TO RECORD

STATE OF ILLINOIS)
)SS
COUNTY OF LAKE)

I, JACOB I. DUNHAM, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HEREBY GRANT PERMISSION TO THE OWNERS REPRESENTATIVE TO RECORD THIS PLAT ON OR BEFORE DECEMBER 31, 2026. THE REPRESENTATIVE SHALL PROVIDE THIS SURVEYOR WITH A RECORDED COPY OF THIS PLAT.

DATED THIS 7TH DAY OF AUGUST, A.D. 2026.

Jacob I. Dunham
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LICENSE EXPIRES NOVEMBER 30, 2026

JACOB I. DUNHAM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LINCOLNSHIRE, ILLINOIS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

THIS IS TO CERTIFY THAT WE, ATWELL, LLC HAVE SURVEYED AND PLATTED THE ABOVE DESCRIBED PROPERTY FOR THE PURPOSE OF VACATING EASEMENTS AS SHOWN HEREON, AND THAT THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL THIS 7TH DAY OF AUGUST, A.D., 2026.

Jacob I. Dunham
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LICENSE EXPIRES: NOVEMBER 30, 2026

JACOB I. DUNHAM
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3966
LINCOLNSHIRE, ILLINOIS

DRAWN BY | REVISIONS | DATE

ATWELL
866.850.4200 www.atwell.com
333 East Butterfield Road, Suite 600
Lombard, IL 60148
ph:630.691.8500

GOLF-ROSELLE DEVELOPMENT UNIT 4 RESUBDIVISION
SCHAUMBURG, ILLINOIS
PLAT OF VACATION

PROJ. MGR.: JID
PROJ. ASSOC: JID
DRAWN BY: NAL
DATE: 10/17/25
SCALE: 1"=20'

SHEET 1 OF 1
CAQSCIL01

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August 6, 2026 - 14:51 Dwg Name: \\ncd-ho-nas\Projects-LO\Projects\01\Vault\Survey\Final Drawings\Plat of Vacation\01-CAQSCIL01-PV.dwg Updated By: Nkotecke2

Proposed Improvements
for

COPLEY CENTER OUTLOT - REDEVELOPMENT

210-214 E GOLF ROAD
VILLAGE OF SCHAUMBURG, ILLINOIS 60173

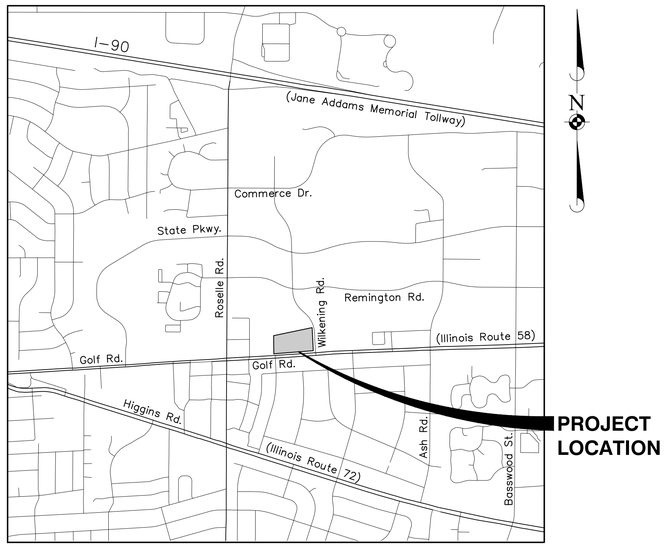
STANDARD SYMBOLS

EXISTING		PROPOSED
	STORM SEWER	
	SANITARY SEWER	
	COMBINED SEWER	
FM	FORCEMAIN	FM
	DRAINTILE	
W	WATER MAIN	W
E	ELECTRIC	E
G	GAS	G
T	TELEPHONE	T
OH	OVERHEAD WIRES	OH
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	STORM INLET	
	CLEANOUT	
	HAY BALES	
	RIP RAP	
	VALVE IN VAULT	
	VALVE IN BOX	
	FIRE HYDRANT	
	BUFFALO BOX	
	FLARED END SECTION	
	STREET LIGHT	
	SUMMIT / LOW POINT	S/L
795.20 / 790.25	RIM ELEVATION / INVERT ELEVATION	795.25 / 790.20
	DITCH OR SWALE	
	DIRECTION OF FLOW	
	OVERFLOW RELIEF SWALE	
764	1 FOOT CONTOURS	764
	CURB AND GUTTER	
	DEPRESSED CURB AND GUTTER	
	REVERSE CURB AND GUTTER	
	SIDEWALK	
	DETECTABLE WARNINGS	
	PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	MAIL BOX	
	SIGN	
	TRAFFIC SIGNAL	
	POWER POLE	
	GUY WIRE	
	GAS VALVE	
	HANDHOLE	
E / T	ELECTRICAL EQUIPMENT	
	TELEPHONE EQUIPMENT	
	CHAIN-LINK FENCE	
792.8	SPOT ELEVATION	792.8
	BRUSH/TREE LINE	
16"	DECIDUOUS TREE WITH TRUNK DIA. IN INCHES (TBR)	16"
25'	CONIFEROUS TREE WITH HEIGHT IN FEET (TBR)	25'
S	SILT FENCE	S
	RETAINING WALL	
	WETLAND	

ABBREVIATIONS

ADJ	ADJUST	F/L	FLOW LINE	R.O.W.	RIGHT-OF-WAY
AGG.	AGGREGATE	FM	FORCE MAIN	RCP	REINFORCED CONCRETE PIPE
ARCH	ARCHITECT	G	GROUND	REM	REMOVAL
B.A.M.	BITUMINOUS AGGREGATE MIXTURE	G/F	GRADE AT FOUNDATION	REV	REVERSE
B-B	BACK TO BACK	GW	GUY WIRE	RR	RAILROAD
B/C	BACK OF CURB	HDWL	HEADWALL	RT	RIGHT
B/P	BOTTOM OF PIPE	HH	HANDHOLE	SAN	SANITARY
B/W	BACK OF WALK	HWL	HIGH WATER LEVEL	SF	SQUARE FOOT
B-BOX	BUFFALO BOX	HYD	HYDRANT	SHLD.	SHOULDER
BIT.	BITUMINOUS	INL	INLET	SL	STREET LIGHT
BM	BENCHMARK	INV	INVERT	SMH	SANITARY MANHOLE
B.O.	BY OTHERS	IP	IRON PIPE	ST	STORM
C.E.	COMMERCIAL ENTRANCE	LT	LEFT	STA.	STATION
CB	CATCH BASIN	MAX.	MAXIMUM	STD	STANDARD
℄	CENTERLINE	MB	MAILBOX	SW	SIDEWALK
CMP	CORRUGATED METAL PIPE	M/E	MEET EXISTING	SY	SQUARE YARDS
CNTRL	CONTROL	MH	MANHOLE	TBR	TO BE REMOVED
CO	CLEANOUT	MIN.	MINIMUM	T	TELEPHONE
CONC.	CONCRETE	NWL	NORMAL WATER LEVEL	T-A	TYPE A
CY	CUBIC YARD	P.E.	PRIVATE ENTRANCE	T/C	TOP OF CURB
D	DITCH	PC	POINT OF CURVATURE	T/F	TOP OF FOUNDATION
DIA.	DIAMETER	PCC	POINT OF COMPOUND CURVE	T/P	TOP OF PIPE
DIP	DUCTILE IRON PIPE	PGL	PROFILE GRADE LINE	T/W	TOP OF WALK
DIWM	DUCTILE IRON WATER MAIN	PI	POINT OF INTERSECTION	T/WALL	TOP OF WALL
DS	DOWNSPOUT	P℄	PROPERTY LINE	TEMP	TEMPORARY
DT	DRAIN TILE	PP	POWER POLE	TRANS	TRANSFORMER
E	ELECTRIC	PROP.	PROPOSED	V.B.	VALVE BOX
E-E	EDGE TO EDGE	PT	POINT OF TANGENCY	VCP	VITRIFIED CLAY PIPE
ELEV.	ELEVATION	PVC	POLYVINYL CHLORIDE PIPE	V.V.	VALVE VAULT
E/P	EDGE OF PAVEMENT	PVC	POINT OF VERTICAL CURVATURE	WL	WATER LEVEL
EX.	EXISTING	PVI	POINT OF VERTICAL INTERSECTION	WM	WATER MAIN
F.O.	FIELD ENTRANCE	PVT	POINT OF VERTICAL TANGENCY		
F-F	FACE TO FACE	P	PAVEMENT		
F.F.	FINISHED FLOOR	P.U.D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT		
FES	FLARED END SECTION	R	RADIUS		

MANHARD CONSULTING IS NOT RESPONSIBLE FOR THE SAFETY OF ANY PARTY AT OR ON THE CONSTRUCTION SITE. SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND ANY OTHER PERSON OR ENTITY PERFORMING WORK OR SERVICES. NEITHER THE OWNER NOR ENGINEER ASSUMES ANY RESPONSIBILITY FOR THE JOB SITE SAFETY OF PERSONS ENGAGED IN THE WORK OR THE MEANS OR METHODS OF CONSTRUCTION.



LOCATION MAP
N.T.S.

CORE AQUISITIONS
10 PARKWAY NORTH BOULEVARD SUITE 120
DEERFIELD, ILLINOIS
CONTACT: ADAM BELL
PHONE:(312) 881-6491

ATWELL
866.850.4200 www.atwell.com

INDEX OF SHEETS

Sheet Number	Sheet Title
1	TITLE SHEET
2	EXISTING CONDITIONS AND DEMOLITION PLAN
3	SOIL EROSION AND CONTROL PLAN
4	SOIL EROSION AND CONTROL PLAN DETAILS
5	SITE CONDITIONS AND PAVING PLAN
6	STACKING PLAN
7	GRADING PLAN
8	UTILITY PLAN
9	CONTRUCTION DETAILS
10	CONTRUCTION DETAILS
11	CONSTRUCTION DETAILS
12	VILLAGE OF SCHAUMBURG STANDARD NOTES
13	CONSTRUCTION SPECIFICATIONS

NOTE:
THE BOUNDARY LINES AND TOPOGRAPHY FOR THIS PROJECT ARE BASED ON A FIELD SURVEY COMPLETED BY ATWELL, LLC ON OCTOBER 15, 2025. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY ATWELL, LLC AND THE CLIENT IN WRITING OF ANY DIFFERING CONDITIONS.

BENCHMARKS:

REFERENCE BENCHMARK:
ELEVATIONS AND SITE BENCHMARKS SHOWN HEREON WERE ESTABLISHED UTILIZING A TRIMBLE REAL-TIME KINETIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) AND THE TRIMBLE VRS NOW NETWORK. THE OBSERVED ELEVATIONS ARE THE BASIS FOR ALL ELEVATIONS SHOWN HEREON AND THIS INFORMATION HAS NOT BEEN DIRECTLY COMPARED TO ANY OTHER KNOWN OR FIXED BENCHMARK.

SITE BENCHMARK #50:
SOUTHEAST ARROW BOLT OF FIRE HYDRANT. LOCATED APPROXIMATELY 222 FEET NORTH OF CENTERLINE OF GOLF ROAD (ILLINOIS ROUTE 58) AND 198 FEET WEST OF CENTERLINE OF WILKENING ROAD.

ELEVATION = 780.72 DATUM=NAVD88-GEOID 18

SITE BENCHMARK #51:
CUT SQUARE ON WEST SIDE OF TOP OF CONCRETE LIGHT POLE BASE. LOCATED APPROXIMATELY 139 FEET NORTH OF CENTERLINE OF GOLF ROAD (ILLINOIS ROUTE 58) AND 406 FEET WEST OF CENTERLINE OF WILKENING ROAD.

ELEVATION = 780.25 DATUM=NAVD88-GEOID 18

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

UTILITY CONTACTS	
ELECTRIC COMED 1500 FRANKLIN BLVD. LIBERTYVILLE, IL 60048 (847) 816-5401	ENGINEERING & PUBLIC WORKS VILLAGE OF SCHAUMBURG 714 S PLUM GROVE ROAD SCHAUMBURG, IL 60193 (847) 895-7100
GAS NICOR GAS 615 EASTERN AVE BELLWOOD, IL 60104 (708) 544-5707 EXT. 292	TELEPHONE AT&T 255 EAST CHICAGO STREET ELGIN, IL 60120 (630) 462-2481
CABLE COMCAST 1575 ROHLING ROAD ROLLING MEADOWS, IL 60008 (847) 346-3229	PERMITS AND INSPECTIONS VILLAGE OF SCHAUMBURG 101 SCHAUMBURG COURT SCHAUMBURG, IL 60193 (847) 923-4420

SEAL

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

ATWELL
866.850.4200 www.atwell.com
ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
TITLE SHEET

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	11-21-25
SCALE:	N.T.S.

SHEET 1 OF 15
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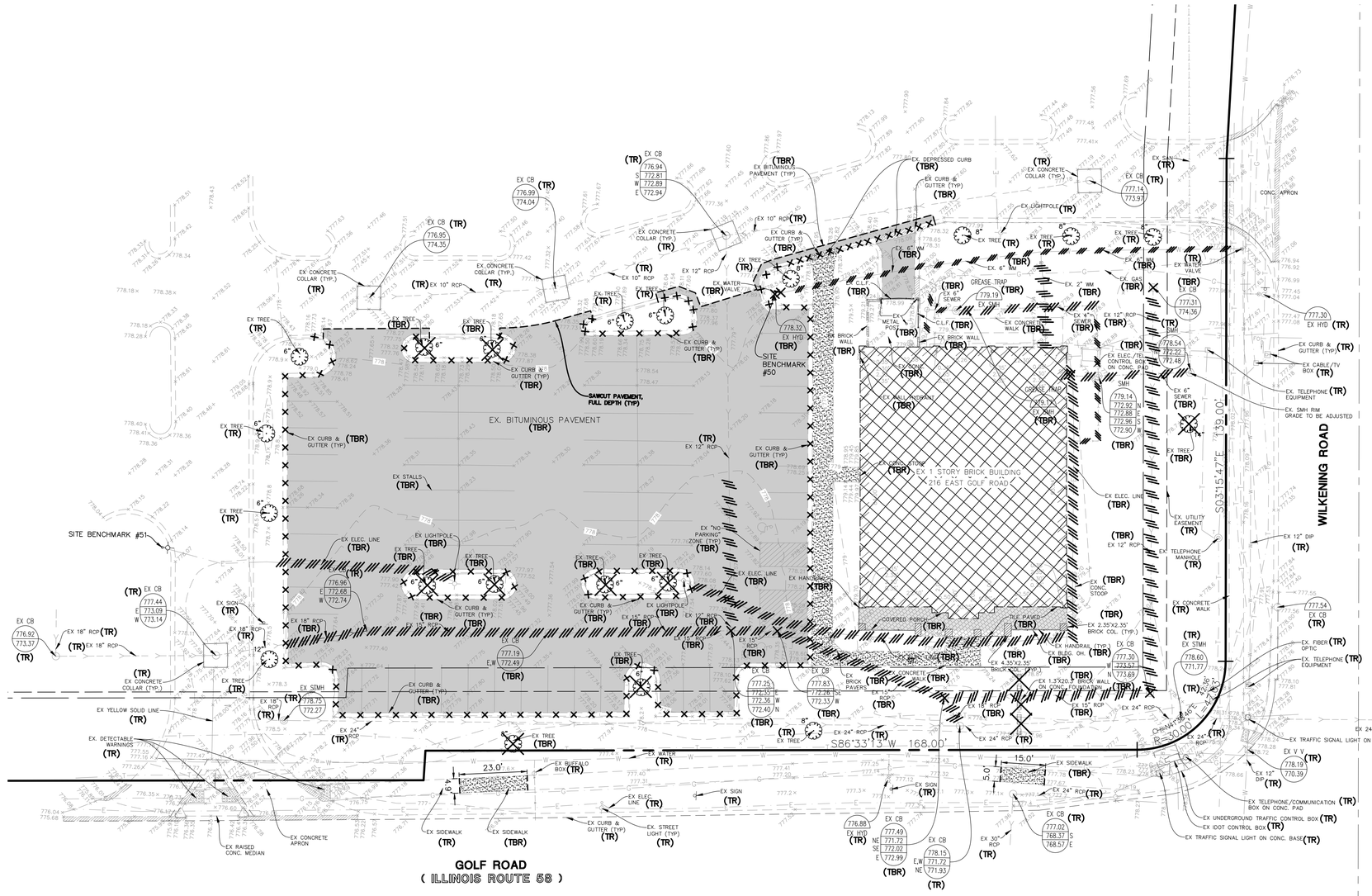

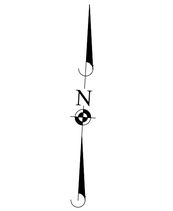

DEMOLITION LEGEND

- EXISTING BRICK PAVERS TO BE REMOVED
- BITUMINOUS PAVEMENT AND BASE TO BE REMOVED
- CONCRETE PAVEMENT AND BASE TO BE REMOVED
- BUILDING TO BE REMOVED
- SAWCUT LINE
- FENCE, RETAINING WALL, RAILROAD TIES, POLES, CURB AND GUTTER, ETC. TO BE REMOVED
- UTILITY STRUCTURE TO BE REMOVED
- UTILITY LINE REMOVAL, FILL OR ABANDONMENT (REFER TO SPECIFICATIONS)
- TREE TO BE REMOVED
- (TBR) TO BE REMOVED
- (TR) TO REMAIN

06-01-16

EXISTING CONDITIONS AND DEMOLITION NOTES:

1. EXISTING CONDITIONS AND DEMOLITION PLAN REPRESENT SITE CONDITIONS AS OF 10-15-2025. CONTRACTOR SHALL INSPECT SITE PRIOR TO BIDDING WORK TO VERIFY ACTUAL FIELD CONDITIONS AS PORTIONS OF THE DEMOLITION WORK MAY HAVE SINCE BEEN COMPLETED. CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE ALL DEMOLITION WORK AS PER PLANS TO PREPARE THE SITE FOR CONSTRUCTION OF PROPOSED IMPROVEMENTS.
2. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED TO.
3. THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL AND DISPOSAL (IN A LOCATION APPROVED BY ALL JURISDICTIONAL GOVERNING ENTITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, ROAD, PARKING LOTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THESE PLANS CAN BE CONSTRUCTED. ALL DEMOLITION WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
4. REFER TO SPECIFICATIONS SHEET FOR DEMOLITION NOTES.

REVISIONS	DATE	DRAWN BY
PRG RESUBMITTAL	7/30/26	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
EXISTING CONDITIONS AND DEMOLITION PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET 2 OF 15
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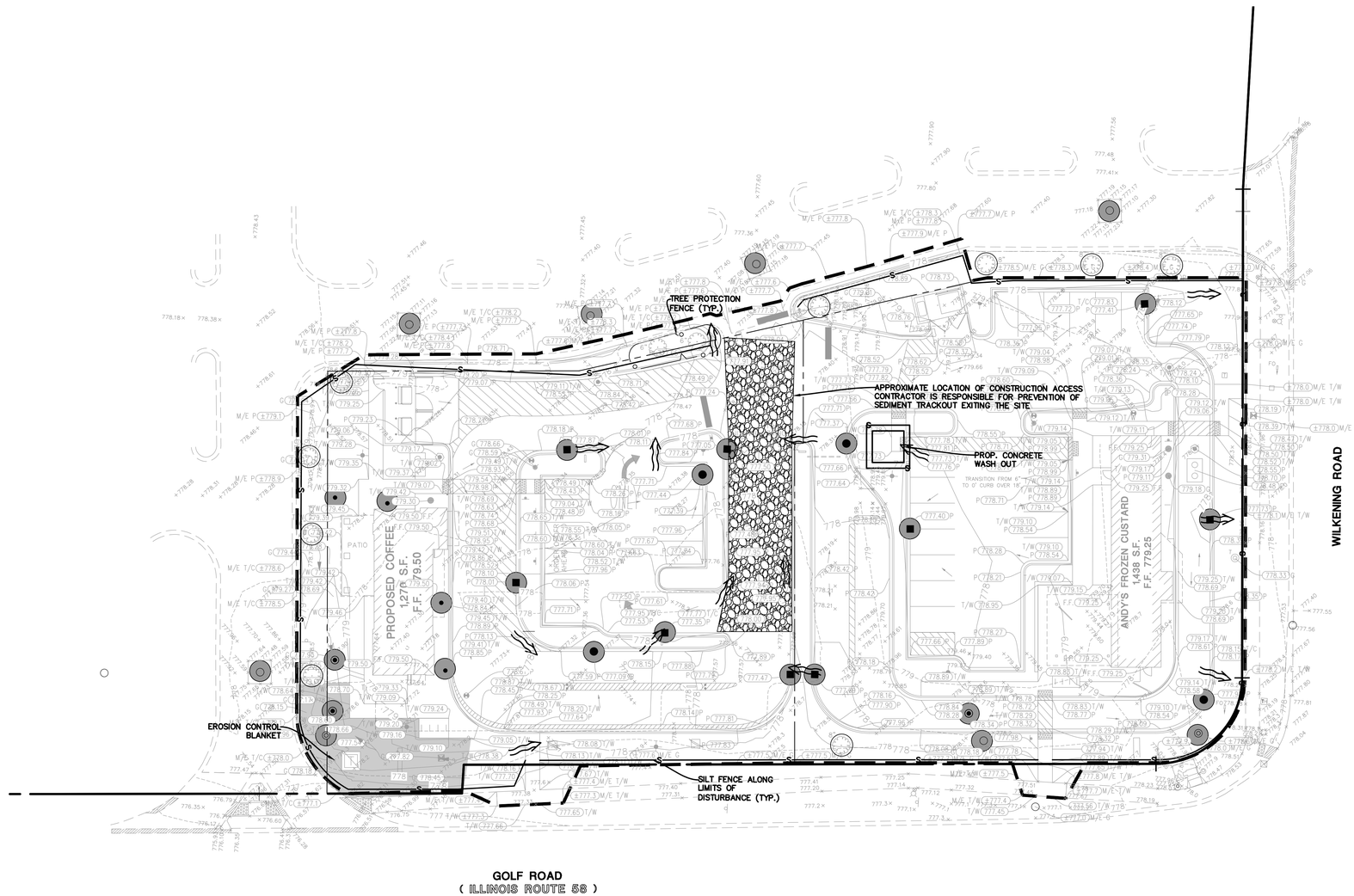



03-07-24

SOIL EROSION AND SEDIMENTATION CONTROL GENERAL NOTES:

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL".
2. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE OWNER, SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL. WHEN THE SNOW MELTS AND THERE IS POTENTIAL FOR EROSION. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. FOR SITES DISCHARGING DEWATERING WATER, AN INSPECTION MUST BE CONDUCTED DURING THE DISCHARGE, ONCE PER DAY ON WHICH THE DISCHARGE OCCURS AND DOCUMENTED AND KEPT IN THE SWPPP BOOKLET.
4. INSTALL ALL PERIMETER SILT FENCING PRIOR TO ANY CLEARING OR GRADING. ONSITE SEDIMENT CONTROL MEASURES AS SHOWN AND SPECIFIED BY THIS EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO INITIATING CLEARING, GRADING, STRIPPING, EXCAVATION OR FILLING ACTIVITIES ON THE SITE.
5. STORM WATERS FALLING ON THE ENTIRE SITE SHALL BE DIVERTED INTO THE DITCHES, SWALES, SEDIMENTATION TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY AND CONVEY THEM TO THE DETENTION BASIN.
6. IF STORMWATER DETENTION IS NOT REQUIRED, THE CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, SEDIMENT TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY.
7. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.
8. TEMPORARY SEED MIXTURE SHALL BE APPLIED AT 64 LBS/ACRE.
9. INLET PROTECTION SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
10. STABILIZATION OF TOPSOIL STOCKPILES SHALL BE INITIATED IMMEDIATELY UPON COMPLETION UNLESS THEY WILL BE DISTURBED WITHIN FOURTEEN (14) CALENDAR DAYS. STABILIZATION OF STOCKPILES MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. ALL SOIL STORAGE PILES SHALL BE PROTECTED FROM EROSION WITH SILT FENCE ON THE DOWN SLOPE SIDE OF THE PILES.
11. DEWATERING DISCHARGES SHALL BE ROUTED THROUGH A SEDIMENT CONTROL (e.g. SEDIMENT TRAP OR BASIN, PUMPED WATER FILTER BAG) DESIGNED TO MINIMIZE DISCHARGES WITH VISUAL TURBIDITY. THE DISCHARGE SHALL NOT INCLUDE VISIBLE FLOATING SOLIDS OR FOAM. THE DISCHARGE MUST NOT CAUSE THE FORMATION OF A VISIBLE SHEEN ON THE WATER SURFACE, OR VISIBLE OILY DEPOSITS ON THE BOTTOM OR SHORELINE OF THE RECEIVING WATER. AN OIL–WATER SEPARATOR OR SUITABLE FILTRATION DEVISE SHALL BE USED TO TREAT OIL, GREASE, OR OTHER SIMILAR PRODUCTS IF DEWATERING WATER IS FOUND TO OR EXPECTED TO CONTAIN THESE MATERIALS. TO THE EXTENT FEASIBLE, USE WELL VEGETATED (e.g. GRASSY OR WOODED), UPLAND AREAS OF THE SITE TO INFILTRATE DEWATERING WATER BEFORE DISCHARGE. USING RECEIVING WATERS AS PART OF THE TREATMENT AREA IS PROHIBITED. TO MINIMIZE DEWATERING RELATED EROSION AND RELATED SEDIMENT DISCHARGES, USE STABLE, EROSION RESISTANT SURFACES (e.g. WELL–VEGETATED GRASSY AREAS, CLEAN FILTER STONE, GEOTEXTILE UNDERLAYMENT) TO DISCHARGE FROM DEWATERING CONTROLS. DO NOT PLACE DEWATERING CONTROLS, SUCH AS PUMPED WATER FILTER BAGS ON STEEP SLOPES (15% OR GREATER IN GRADE). BACKWASH WATER (WATER USED TO BACKWASH/CLEAN ANY FILTERS USED AS PART OF STORMWATER TREATMENT) MUST BE PROPERLY TREATED OR HAULED OFF–SITE FOR DISPOSAL. DEWATERING TREATMENT DEVICES SHALL BE PROPERLY MAINTAINED.
12. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING WATER DISPERSED FROM A TRUCK MOUNTED TANK WITH STANDARD DISCHARGE HEADER TO PROVIDE A UNIFORM RATE OF APPLICATION.
13. TEMPORARY GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED, ADJUSTED OR RELOCATED AS NECESSARY TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC ROADWAYS. ANY SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING BEFORE THE END OF EACH WORKING DAY.
14. ANY LOOSE MATERIAL THAT IS DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE STRUCTURE DURING CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
15. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE CLIENT OR OTHER JURISDICTIONAL GOVERNMENTAL ENTITIES.
16. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF FINAL STABILIZATION.

SOIL PROTECTION CHART

STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDINGS			A				*	*	*			
DORMANT SEEDINGS	B										B	
TEMPORARY SEEDINGS			C									
TEMPORARY SEEDINGS	D											
SODDING			E	**								
MULCHING	F											

A – KENTUCKY BLUEGRASS 90 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 30 LBS./AC.
B – KENTUCKY BLUEGRASS 135 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 45 LBS./AC. 2 TONS STRAW MULCH PER ACRE
C – SPRING OATS
D – WHEAT OR CEREAL RYE
E – SOD (NURSERY GROWN, KENTUCKY BLUEGRASS)
F – STRAW MULCH 2 TONS PER ACRE
* IRRIGATION NEEDED DURING JUNE, JULY AND SEPTEMBER
** IRRIGATION NEEDED FOR 2–3 WEEKS AFTER SODDING

NOTE: THIS CHART IS A GUIDE TO ASSISTS THE CONTRACTOR IN UNDERSTANDING OPTIONS FOR SOIL STABILIZATION. THE LANDSCAPE PLAN SHALL TAKE PRECEDENCE OVER THIS CHART. ANY CONFLICT SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION.

06-01-16

LEGEND

- —S——S— TEMPORARY SILT FENCE (PERIMETER EROSION BARRIER)
- EROSION CONTROL BLANKET (NORTH AMERICAN GREEN DS 75) (SEEDING PER LANDSCAPE PLAN)
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCE
- TEMPORARY STORM STRUCTURE PROTECTION
- PAVEMENT DRAINAGE FLOW
- OVERFLOW ARROW
- LIMITS OF DISTURBANCE/CONSTRUCTION
- ——o—— TREE PROTECTION

06-01-16

CONSTRUCTION SEQUENCE:

1. INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
2. PROVIDE STABILIZED CONSTRUCTION ENTRANCE.
3. STRIP EXISTING TOPSOIL FROM PROPOSED LIMITS OF DISTURBANCE AND STOCKPILE WHERE DETERMINED IN FIELD.
4. CUT AND FILL SITE TO PLAN SUB–GRADE.
5. CONSTRUCT STORMWATER MANAGEMENT (DETENTION) FACILITIES TO SUB–GRADE AND INSTALL OUTLET PIPES.
6. CONSTRUCT UNDERGROUND IMPROVEMENTS, i.e. SANITARY SEWER, WATERMAIN, STORM SEWER**, UNDERGROUND DETENTION, ETC.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING AND SODDING OF STORMWATER MANAGEMENT FACILITIES.
8. CONSTRUCT PAVEMENT IMPROVEMENTS PER PLAN.
9. COMPLETE CONSTRUCTION OF SITE WITH PERMANENT STABILIZATION.
10. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

** INSTALL INLET PROTECTION AROUND DRAINAGE STRUCTURES AS CONSTRUCTED.

DRAWN BY									MEJ
REVISIONS									PRG RESUBMITTAL
DATE									7/30/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

SOIL EROSION AND CONTROL PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET 3 OF 15

CAQ.SCIL01

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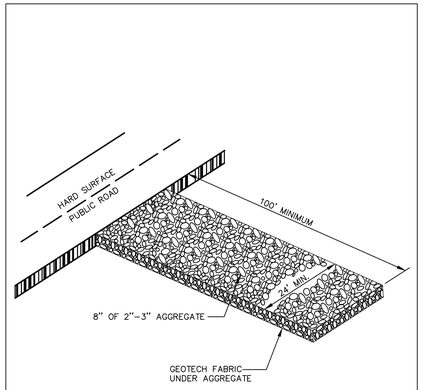
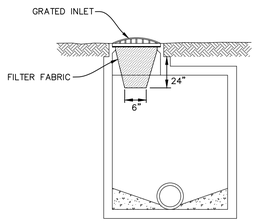


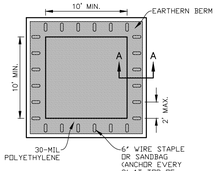
NOTE:
PERIODIC TOP DRESSING OF THE CONSTRUCTION EXIT MAY BE REQUIRED TO PREVENT TRACK OUT.

06-01-15
GRAVEL CONSTRUCTION ACCESS DETAIL
S-EC-CONST-ENTRANCE

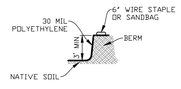


NOTE:
1. CONTRACTOR HAS THE OPTION OF USING A MANUFACTURED PRODUCT SUCH AS DANDY BAG, IPP INLET FILTER, FLEXSTORM OR APPROVED EQUAL.
2. FOR CURB STRUCTURES, CONTRACTOR HAS THE OPTION OF USING A MANUFACTURED PRODUCT SUCH AS DANDY CURB SACK OR APPROVED EQUAL.

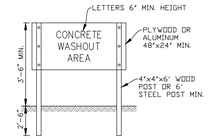
06-01-15
FILTER BASKET INLET SEDIMENT FILTER
EC-ST-FB-INLETPROTECT



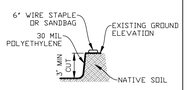
PLAN VIEW



EARTHEN BERM ANCHOR SECTION A-A



SIGN DETAIL

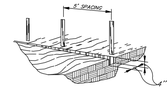


SUBGRADE ANCHOR SECTION A-A

NOTES:
1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED 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. FACILITY IS INTENDED FOR ALL CONCRETE, MASONRY, AND SLURRY.

07-01-24
CONCRETE WASHOUT DETAIL
S-EC-CONCRETE-WASHOUT

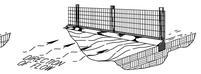
1. SET 2"X2"X36" POSTS 12" INTO THE GROUND & EXCAVATE A 4"X4" TRENCH ALONG THE LINE OF POSTS.



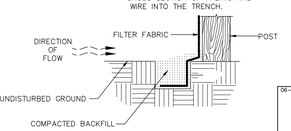
2. ATTACH THE FILTER FABRIC TO POST AND EXTEND IT INTO THE TRENCH.



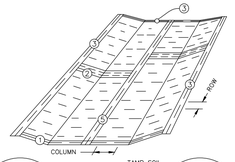
3. BACKFILL AND COMPACT THE EXCAVATED SOIL.

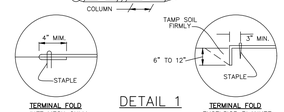


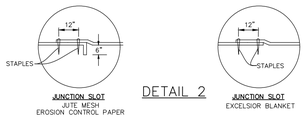
CROSS SECTION OF FABRIC AND WIRE INTO THE TRENCH.



06-01-17
SILT FENCE DETAIL
S-EC-SILT FENCE



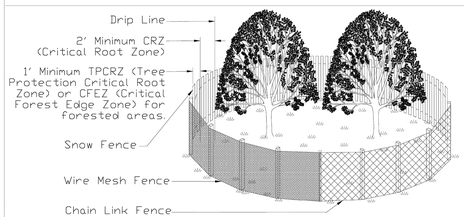




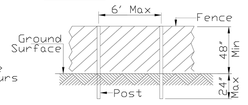
U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE, ILLINOIS. IL-530

06-01-17
EROSION BLANKET PLAN
S-EC-EROSION-BLANKET1

TREE PROTECTION - FENCING
(Moderately Urbanized to Open Space Areas)



SIDE VIEW



POST AND FENCE DETAIL

NOTES:
1. Call J.U.L.I.E. (800-892-0123) for the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' from the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33Lbs./Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 6 months duration, a non-treated wood lath snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with Construction Specification Chain Link Fence IUM 91 or better (as approved by the local Forester per local ordinances singularly or in tandem with the project Engineer) shall be used. Fencing shall be a minimum height of 4'. For chain link fencing, metal posts shall be placed 6' on center (OC) and the fencing securely anchored to the post.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 3" to 5" depth. Other measures may be used if approved by the Professional Forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

REFERENCE		STANDARD DWG. NO.
Project		IUM-690-A
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 09-14-2017
Approved ____ Date ____		

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

DRAWN BY	REVISIONS	DATE
MEJ	PRC RESUBMITTAL	7/30/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SOIL EROSION AND CONTROL PLAN DETAILS

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: AS
DATE: 11-21-25
SCALE: N.T.S.

SHEET 4 OF 15
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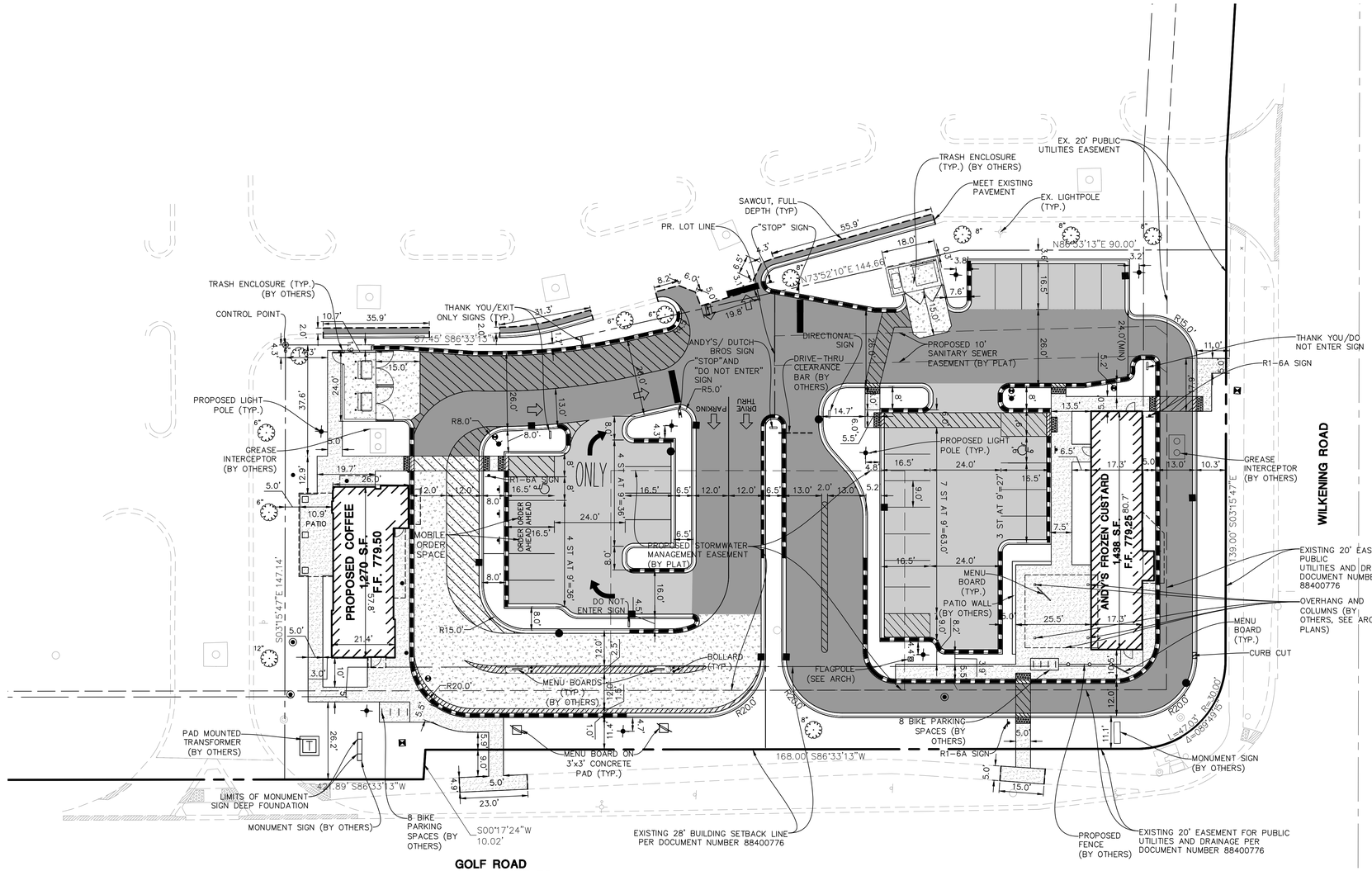
August 12, 2026 - 10:54 Data Name: I:\Projects\Vara\Exh\Final Drawings\Plan Set\SOIL EROSION AND CONTROL.dwg Updated By: cstuenman



SITE DATA

SITE AREA ANDY'S FROZEN CUSTARD	±0.58 AC. (25,509.2 S.F.)
EXISTING ZONING	B-4
PROPOSED ZONING	B-4
HANDICAP REQUIRED	1 SPACES
HANDICAP PROVIDED	1 SPACES
STANDARD PARKING REQUIRED	18 SPACES
STANDARD PARKING PROVIDED	16 SPACES
TOTAL PARKING PROVIDED	17 SPACES
PARKING RATIO	12.09 SPACES/1000 S.F.
BIKE PARKING REQUIRED	5 SPACES (TYPE B REST. = 5 SPACES)
BIKE PARKING PROVIDED	8 SPACES
FLOOR-TO-AREA RATIO	5.64% (40% MAX)
CANOPY AREA	722 S.F.
PAVEMENT AREA	13,075 S.F.
SIDEWALK AREA	2,357 S.F.
LANDSCAPE AREA	10,077.2 S.F.
SITE AREA DUTCH BROS COFFEE	±0.54 AC. (23,546.6 S.F.)
EXISTING ZONING	B-4
PROPOSED ZONING	B-4
HANDICAP REQUIRED	1 SPACES
HANDICAP PROVIDED	1 SPACES
STANDARD PARKING REQUIRED	8 SPACES
STANDARD PARKING PROVIDED	8 SPACES
TOTAL PARKING PROVIDED	9 SPACES
PARKING RATIO	9.94 SPACES/1000 SF
BIKE PARKING REQUIRED	5 SPACES (TYPE B REST. = 5 SPACES)
BIKE PARKING PROVIDED	8 SPACES
FLOOR-TO-AREA RATIO	5.39% (40% MAX)
CANOPY AREA	468 S.F.
PAVEMENT AREA	13,615 S.F.
SIDEWALK AREA	1,969 S.F.
LANDSCAPE AREA	7,962.6 S.F.

SITE DIMENSIONAL AND PAVING NOTES

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
5. BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
10. PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
11. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
12. CONTRACTOR SHALL REFER TO SIGNAGE AND STRIPING PLAN FOR LOCATIONS AND TYPES OF ALL SIGNS AND PAVEMENT MARKINGS

CONTROL POINT FOR LAYOUT OF ALL PROPOSED IMPROVEMENTS TO BE NORTHWEST PROPERTY CORNER. BUILDING AND PARKING TO BE PARALLEL AND PERPENDICULAR TO WEST PROPERTY LINE UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC., DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS

PAVEMENT LEGEND

STANDARD DUTY PAVEMENT
1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50
2 1/2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B

HEAVY DUTY PAVEMENT
1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50
3" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
12" AGGREGATE BASE COURSE, TYPE B

CONCRETE PAVEMENT
8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6" X 6" W1.4 WWF
4" COMPACTED AGGREGATE BASE, TYPE B

SCHAUMBURG CONCRETE SIDEWALK (SEE DETAIL)
5" PORTLAND CEMENT CONCRETE
2" COMPACTED AGGREGATE BASE COURSE, TYPE B

NOTE: REFER TO GEOTECHNICAL REPORT RECOMMENDATION BY CONSTRUCTION & GEOTECHNICAL MATERIAL TESTING INC., DATED JANUARY 12, 2026

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7/30/26	PRG RESUBMITTAL	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SITE CONDITIONS AND PAVING PLAN

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: AS
DATE: 11-21-25
SCALE: 1"=20'

SHEET
5 OF 15
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SCALE: 1"=20'

PAVEMENT MARKING LEGEND

- (A) 24" WHITE STOP BAR
- (B) 4" YELLOW LINE
- (C) 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
- (D) TRAFFIC FLOW DIRECTIONAL ARROWS
- (E) YELLOW PAINTED ADA ACCESSIBLE PARKING SYMBOL
- (F) LETTERS AND SYMBOLS PAVEMENT MARKINGS

*ALL PAVEMENT MARKINGS SHALL BE PAINTED

SIGN LEGEND

1. R1-6A PEDESTRIAN CROSSING SIGN
2. R1-1 STOP SIGN
3. R7-8 HANDICAP PARKING SIGN
4. MOBILE ORDER PARKING SIGN
5. DO NOT ENTER SIGN
6. THANK YOU/DO NOT ENTER SIGN
7. ANDY'S/DUTCH BROS SIGN
8. DRIVE-THRU DIRECTIONAL SIGN (BY OTHERS)
9. MENU BOARD (BY OTHERS)
10. MONUMENT SIGN (BY OTHERS)

SEE ARCHITECTURAL PLANS FOR SIGNAGE DETAILS

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MEJ	PRG RESUBMITTAL	7/30/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SIGNAGE AND STRIPING PLAN

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MEJ
DATE: 11-21-25
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6 OF 15
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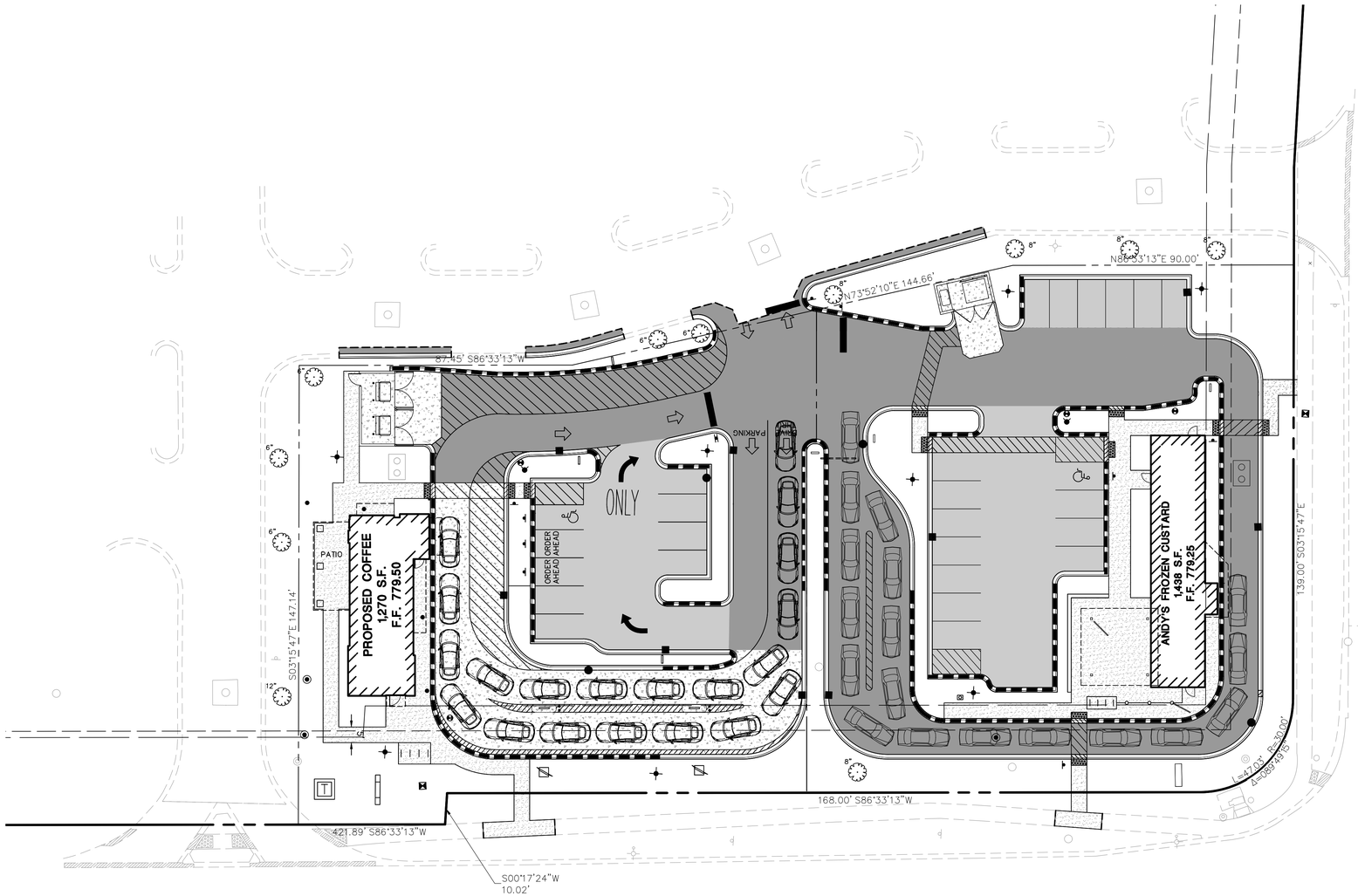

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SCALE: 1"=20'

STACKING TABLE

ANDY'S FROZEN CUSTARD
TOTAL STACKING – 18 CARS

DUTCH BROTHERS COFFEE
TOTAL STACKING – 20 CARS

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PRC RESUBMITTAL	7/30/26	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
STACKING PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MZW
DATE:	11-21-25
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SHEET 7 OF 15
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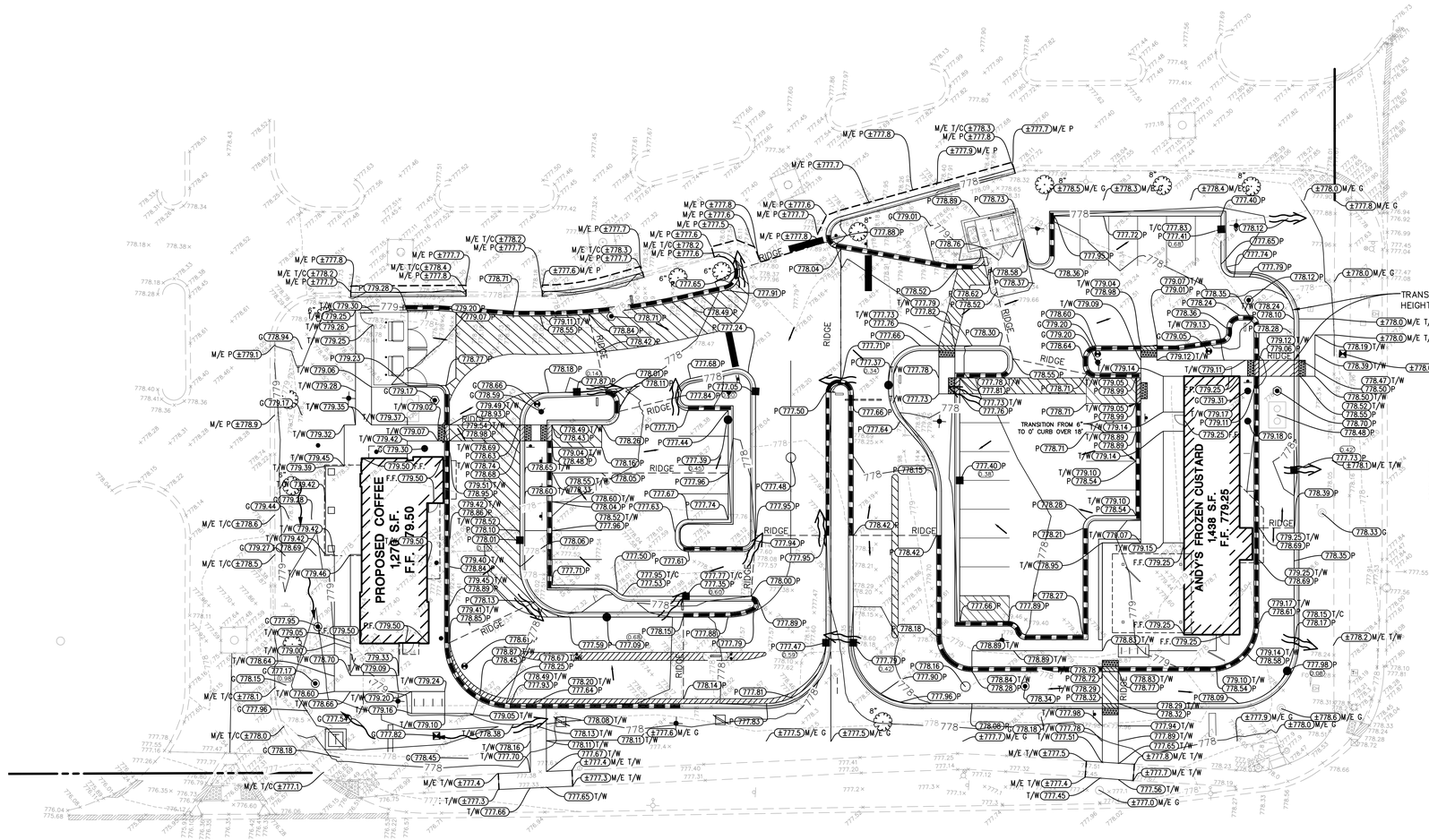

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SCALE: 1"=20'

01-01-16

GRADING PLAN LEGEND

764	PROPOSED 1 FOOT CONTOURS
792.8 G	PROPOSED SPOT ELEVATION
F.F.	PROPOSED FINISHED FLOOR ELEVATION
P	PROPOSED PAVEMENT ELEVATION
T/C	PROPOSED TOP OF CURB
T/W	PROPOSED TOP OF WALK
M/E	MEET EXISTING
G	PROPOSED GROUND GRADE OR GROUND AT BASE OF RETAINING WALL
	PROPOSED DITCH OR SWALE
	PROPOSED DIRECTION OF FLOW
	OVERFLOW RELIEF SWALE
RIDGE	PROPOSED RIDGE LINE
(0.5')	PROPOSED DEPTH OF PONDING

06-01-16

GRADING NOTES:

1. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
2. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
3. MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
4. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
5. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
6. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
7. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
8. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
9. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY MANHARD CONSULTING ON 10-15-25. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
10. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.
11. EXCAVATION, GRADING, AND COMPACTION TO BE COMPLETED IN ACCORDANCE WITH RECOMMENDATIONS OF GEOTECHNICAL REPORT.

DATE	REVISIONS	DRAWN BY
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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
GRADING PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET
8 OF 15
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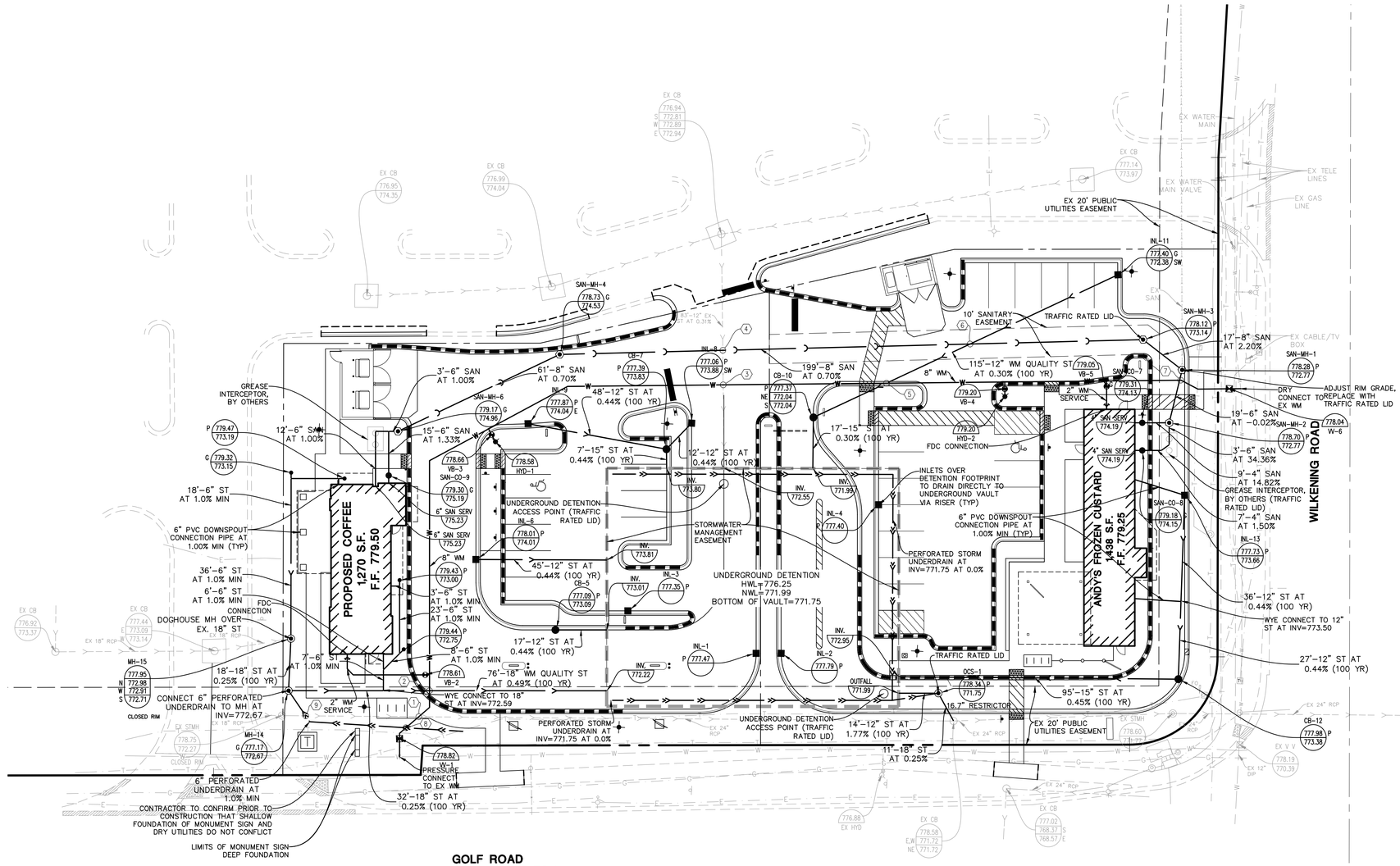

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SCALE: 1"=20'

UTILITY NOTES:

1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE
15. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
16. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
17. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
18. ALL D.I. WATERMAIN PIPE AND D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.
19. ALL STORM SEWERS/STRUCTURES THAT ARE PROPOSED TO REMAIN SHOULD BE TELEVISED/INSPECTED TO ENSURE THE ARE IN GOOD WORKING ORDER PER JURISDICTIONAL GOVERNMENTAL AGENCY.

UTILITY CROSSINGS

① EX. ST OVER WM B/P EX. ST = 771.91 T/P WM = 769.91 *LOWER WM	② ST OVER WM B/P ST = 772.40 T/P WM = 770.40 *LOWER WM	③ EX ST OVER WM B/P EX. ST = 772.48 T/P WM = 770.48 *LOWER WM
④ SAN OVER EX ST B/P SAN = 774.07 T/P ST = 773.86 *CRITICAL CROSSING*	⑤ ST OVER WM B/P ST = 772.04 T/P WM = 770.04 *LOWER WM*	⑥ SAN OVER ST B/P SAN = 773.47 T/P ST = 773.29 *CRITICAL CROSSING*
⑦ SAN OVER WM B/P SAN = 772.25 T/P WM = 770.25 *LOWER WM	⑧ UNDERDRAIN OVER WM B/P UNDERDRAIN = 774.62 T/P WM = 772.62 *LOWER WM*	⑨ UNDERDRAIN OVER EX ST B/P UNDERDRAIN = 774.17 T/P EX ST = 773.92 *CRITICAL CROSSING*

NOTE: WATER AND SEWER CROSSINGS SHALL MEET STATE EPA SEPARATION AND PIPE MATERIAL REQUIREMENTS. (SEE DETAIL SHEET)

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
UTILITY PLAN

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: AS
DATE: 11-21-25
SCALE: 1"=20'

SHEET 9 OF 15
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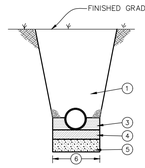
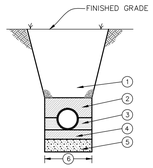


RIGID PIPE

CONCRETE PIPE
VITRIFIED CLAY PIPE
DUCTILE IRON PIPE
STEEL PIPE



FLEXIBLE PIPE

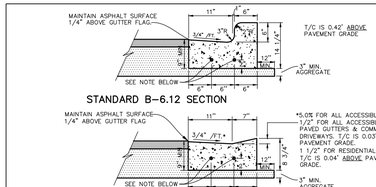
POLYVINYL CHLORIDE (PVC) PIPE
COMPOSITE SEWER PIPE
HIGH DENSITY POLYETHYLENE (HDPE) PIPE
CORRUGATED METAL PIPE

1. MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB & GUTTER OR SIDEWALK. MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.
2. MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS TO 12" ABOVE TOP OF PIPE.
3. RIGID PIPE:
   WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE
   FLEXIBLE PIPE:
   WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE.
4. 4" WELL-COMPACTED BEDDING MATERIAL
5. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH GRANULAR FOUNDATION MATERIAL WHERE SOIL CONDITIONS WARRANT
6. TRENCH WIDTH:
   TRENCH DEPTH OF 5 FEET AND LESS, WITHOUT PROTECTION
   OUTSIDE DIAMETER + 12 INCHES ON EACH SIDE OF THE PIPE.
   TRENCH DEPTH OF 5 FEET AND LESS, WITH PROTECTION
   OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.
   TRENCH DEPTH OF GREATER THAN 5 FEET
   OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.

06-01-15

PIPE INSTALLATION DETAIL

S-MS-PIPEINSTALL

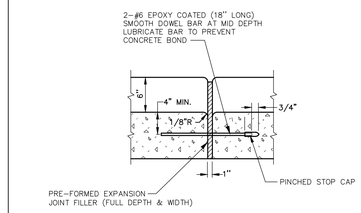


NOTE:
1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, UTILITY STRUCTURES, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL)
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL #4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE

12-01-23

MODIFIED B-6.12 CURB & GUTTER DETAIL

S-RD-B612-CURB
SHEET 1 OF 2

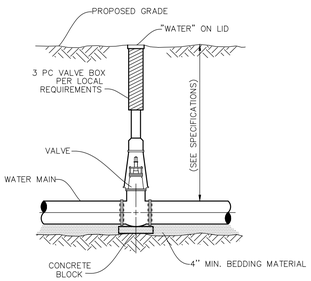


TYPICAL
EXPANSION JOINT DETAIL
CROSS SECTION

06-01-17

CURB EXPANSION JOINT

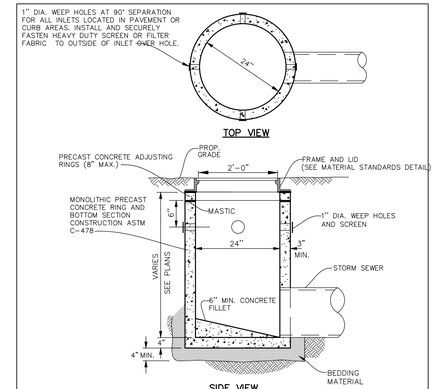
S-RD-EXPANSION-JOINT
SHEET 2 OF 2



06-01-22

VALVE BOX DETAIL

S-WM-VALVEBOX

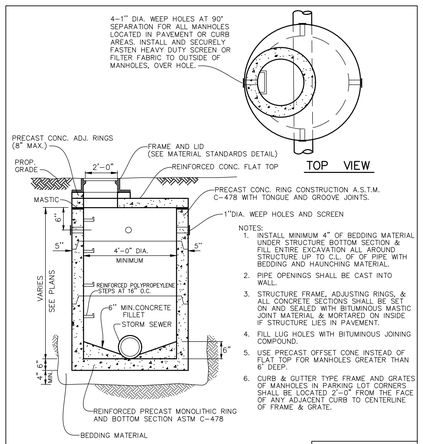


NOTES:
1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST IN TO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL AND MORTARED ON INSIDE IF STRUCTURE LIES IN PAVEMENT.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. CURB & GUTTER TYPE FRAME AND GRATES OF INLETS IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM THE FACE OF ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

06-01-15

INLET DETAIL

S-ST-INLET



NOTES:
1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.
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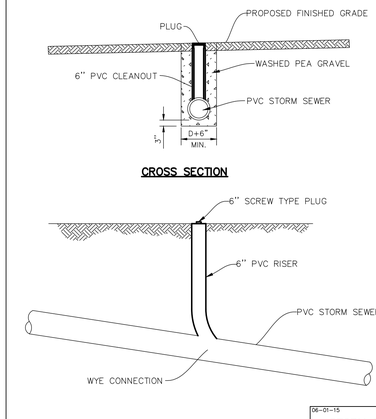
3. STRUCTURE FRAME, ADJUSTING RINGS, & ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL & MORTARED ON INSIDE IF STRUCTURE LIES IN PAVEMENT.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR MANHOLES GREATER THAN 6' DEEP.
6. CURB & GUTTER TYPE FRAME AND GRATES OF MANHOLES IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM THE FACE OF ANY ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

STORM MANHOLE DETAIL

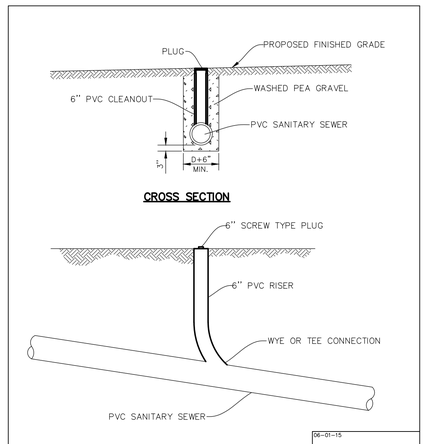
S-ST-MANHOLE



06-01-15

STORM PVC CLEANOUT (FOR UNDERDRAINS) DETAIL

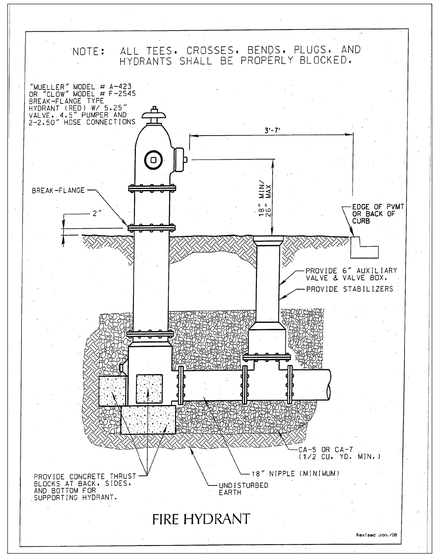
S-ST-CLEANOUT



06-01-15

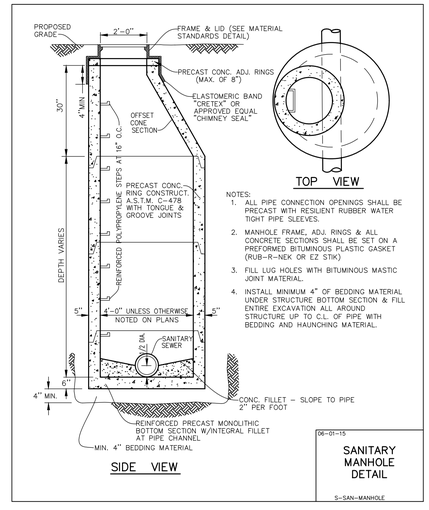
SANITARY PVC CLEANOUT DETAIL

S-SAN-CLEANOUT



FIRE HYDRANT

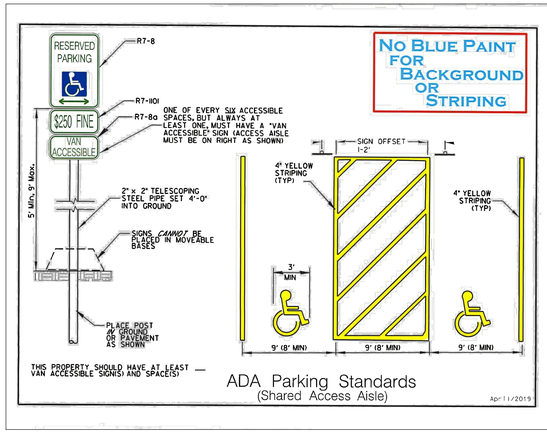
Revised Jan/08



NOTES:
1. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
2. MANHOLE FRAME, ADJ. RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON A PREFORMED BITUMINOUS PLASTIC GASKET (RUB-R-NEK OR EZ STIK)
3. FILL LUG HOLES WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.

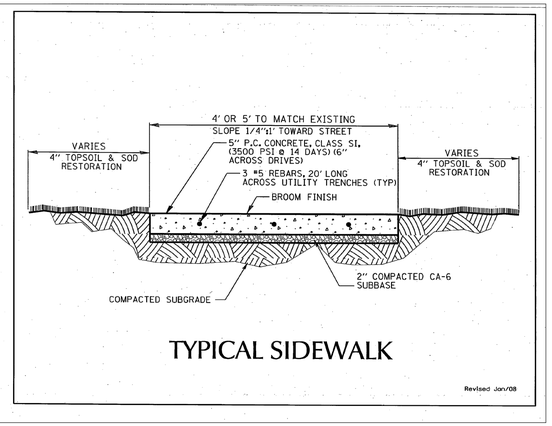
SANITARY MANHOLE DETAIL

S-SAN-MANHOLE



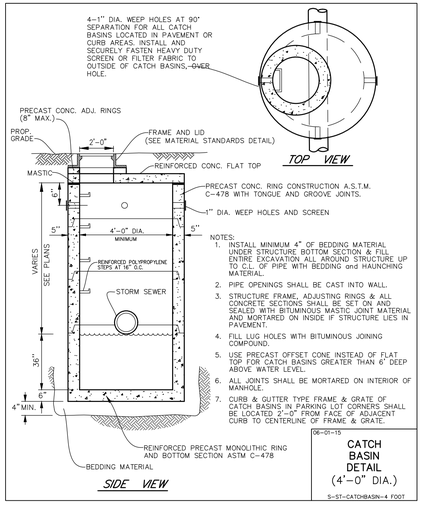
ADA Parking Standards
(Shared Access Aisle)

April 2019



TYPICAL SIDEWALK

Revised Jan/08



NOTES:
1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING and HAUNCHING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL AND MORTARED ON INSIDE IF STRUCTURE LIES IN PAVEMENT.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR CATCH BASINS GREATER THAN 6' DEEP ABOVE WATER LEVEL.
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.
7. CURB & GUTTER TYPE FRAME & GRATE OF CATCH BASINS IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM FACE OF ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

06-01-15

CATCH BASIN DETAIL (4'-0" DIA.)

S-ST-CATCHBASIN-4 FOOT

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

DRAWN BY	DATE	REVISIONS
MEJ	7/30/26	PRG RESUBMITTAL

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ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
CONTRUCTION DETAILS

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	N.T.S.

SHEET
10 OF 15
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FF&E

560

DUTCH BROS

OUTDOOR - BIKE POST

OUTDOOR

Upright: Powder Coated Mild Steel

Accent: Laser Cut-out

Bolt Down



Single

Custom DB Blue Powder Coat to match exterior paint



Cutout detail

Short Description	Part Number	Dimensions
Bike Post, bolt-down	FOBR-DB	6" x 6" x 32"

FCC Commercial Furniture | www.fcc-create.com

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FF&E

561

DUTCH BROS

OUTDOOR - TOOLED BIKE POST

OUTDOOR

Upright: Powder Coated Mild Steel

Accent: Laser Cut-out

Bolt Down

Includes Bike Repair Tools:

- (1) AWS-11 Hex Wrench Set
- (1) SD-2 #2 Phillips Screwdriver
- (1) SD-6 6mm Flat Blade Screwdriver
- (1) HCW-6 15mm/32mm Headset/ Pedal Wrench
- (1) TL-5, Steel Tire Lever Set (2 levers)
- (1) CBW1 8/10mm Metric Wrench
- (1) CBW-4 9/11mm Metric Wrench



Single (tools not rendered)

Custom DB Blue Powder Coat to match exterior paint



Product Detail



Tool Detail



Cutout detail

Short Description	Part Number	Dimensions
Bike Post, bolt-down	FOBR-DB	6" x 6" x 32"
Tool Kit Set	FOBR-TOOL-DB	N/A

FCC Commercial Furniture | www.fcc-create.com

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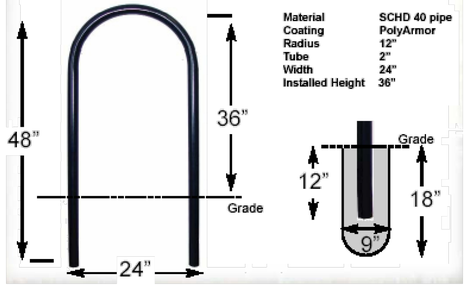
In-ground Installation

This is the standard for new construction and the most secure type of inverted-U installation. Can easily be installed in existing locations by drilling a 3"-4" core and grouting.

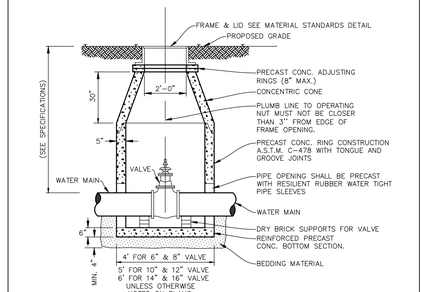


Material	SCHD 40 pipe
Coating	PolyArmor
Radius	12"
Tube	2"
Width	24"
Installed Height	36"

Bike Rack SpecificationsVintage Rack Series by Cycle-Safe, Inc.

Updated 03/14/05

16



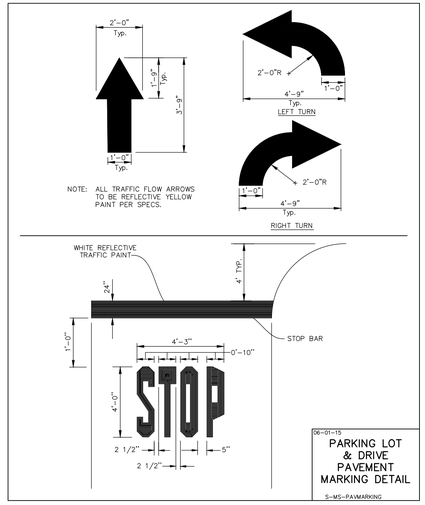
NOTES:

1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
3. STRUCTURE FRAME, ADJUSTING RINGS AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

06-01-22

VALVE VAULT DETAIL

S-WM-VALVEVAULT



06-01-15

PARKING LOT & DRIVE PAVEMENT MARKING DETAIL

S-MS-PAVMARKING

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

DRAWN BY	DATE	REVISIONS
MEJ	7/30/26	PRG RESUBMITTAL

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

CONTRUCTION DETAILS

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	N.T.S.

SHEET 11 OF 15

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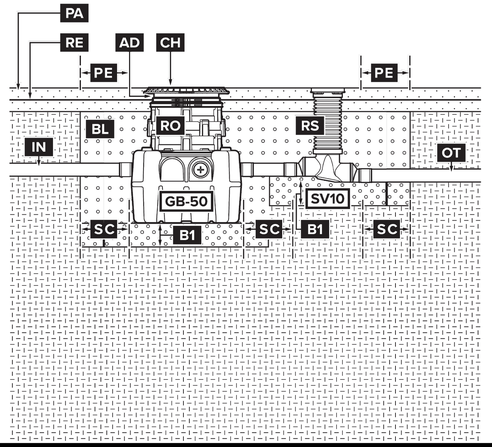
Quote: 6D2F8A56



DETAIL Dutch Bros - Schaumburg, IL (IL0603) **Outdoors, Below Grade**

GB-50 GREASE INTERCEPTOR 50 GPM / 75 GPM, 4" PLAIN/FPT CONNECTIONS

SV10 SEWER VIEWER INSPECTION PORT, 4" CONNECTIONS (FIELD MODIFIABLE TO 6"), POLYETHELENE COVER

Disclaimer: this Detail represents manufacturer directed guidance regarding the grease interceptor system. The contents of this document are not a substitute for local jurisdiction requirements and plumbing code standards. Please follow all local ordinances when installing.

AD Cover adapter with vertical adjustability

B1 6" minimum compacted base - clean, crushed stone approximately 1" in size (AASHTO M43 Size #57 or similar) free of debris and fines.

BL Backfill evenly around the interceptor and risers with clean, crushed stone approximately 1" in size (AASHTO M43 Size #57 or similar) free of debris and fines.

CH Traffic rate cast iron cover

IN 4" diameter inlet pipe

OT 4" diameter outlet pipe

PA Minimum 8" thick concrete pad with rebar required for vehicular traffic. Concrete to be 28 day compressive strength to 4,000 PSI.

PE Pad to extend 18" minimum beyond edge of tank on all sides.

RE No. 4 rebar, grade 60 steel

RO FP24 Fast Pitch® riser(s) to grade

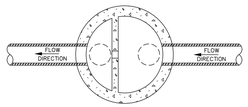
RS FCR10 field cut riser to grade

SC 12" clear all sides

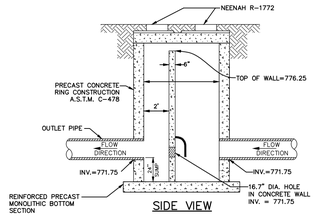
SCHIER

LIFETIME GUARANTEED
GREASE INTERCEPTORS

schierproducts.com



TOP VIEW



SIDE VIEW

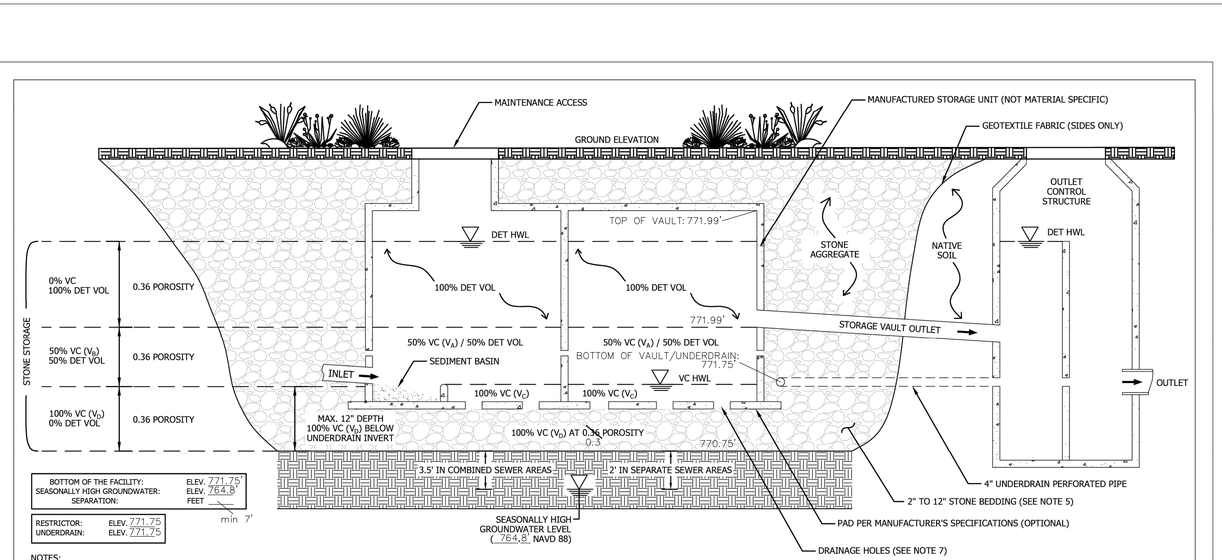
NOTES:

1. CONSTRUCT MANHOLE AS PER STORM MANHOLE DETAIL.
2. PROVIDE MINIMUM 4" OF CA6 BEDDING MATERIAL UNDER MANHOLE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND MANHOLE UP TO C.L. OF SEWER WITH BEDDING MATERIAL.
3. ORIFICE HOLES SHALL BE OFFSET FROM EACH OTHER AS NECESSARY TO FIT BOTH SNOUTS.

02-12-20

RESTRICTOR MANHOLE DETAIL #2

N-ST-RESTRICTOR MANHOLE #2



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 BOTTOM OF THE VOLUME CONTROL FACILITY AND SEASONALLY HIGH GROUNDWATER LEVEL.
4. STONE STORAGE OPTIONS ARE IDOT CA-1, IDOT CA-3, IDOT CA-7, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1 UNDERDRAIN EVERY 30 FEET ON CENTER. MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMUM OF 12 INCHES.
6. APPROPRIATE MAINTENANCE ACCESS SHALL BE PROVIDED TO ENSURE THAT EACH SEGMENT OF THE SYSTEM IS ACCESSIBLE BY A VACUUM, JET HOSE, OR A TELEVISING DEVICE. ACCESS IS RECOMMENDED NEAR ALL ENTRY/EXIT POINT FOR SEDIMENT REMOVAL. EGRESS RUNGS SHALL BE PROVIDED FOR SYSTEMS DEEPER THAN 42-INCHES.
7. DRAINAGE OPENINGS SHOULD COVER AT LEAST 3% OF THE PAD'S FOOTPRINT. DESIGNER / MANUFACTURER RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE MANUFACTURED STORAGE UNIT.
8. COMBINED SEWER AREAS REQUIRE BACKFLOW PREVENTER.
9. AVOID COMPACTION OF NATIVE SOILS WITHIN THE VOLUME CONTROL FOOTPRINT TO MAXIMIZE INFILTRATION.

VOLUME CONTROL SUMMARY

VOLUME TYPE	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A : VAULT STORAGE (BELOW THE OUTLET)	0.24'	1.00	1.00 X 0.50 X V_A	0.24'X7192'=1,726
V_B : COARSE AGGREGATE (ABOVE U.D. INVERT)		0.36	0.50 X 0.36 X V_B	
V_C : VAULT STORAGE (BELOW U.D. INVERT)		1.00	1.00 X V_C	
V_D: COARSE AGGREGATE (BELOW U.D. INVERT)	1.00'	0.36	0.36 X V_D	1'X8813'x.3=2,644
* VOLUME INTENDED FOR DETENTION NOT INCLUDED *			TOTAL	4370 SF

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL — 10/2/2018

UNDERGROUND VAULT VOLUME CONTROL/DETENTION TYPICAL DETAIL — STD. DWG. NO.XX — PAGE NO.XX

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

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866.850.4200 www.atwell.com
ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

CONSTRUCTION DETAILS

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MEJ
DATE: 11-21-25
SCALE: N.T.S.

SHEET 12 OF 15

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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF SCHAUMBURG MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).

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

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

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS ___N/A___ FT.

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

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

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

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

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

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

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

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

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

D. SANITARY SEWER

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

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

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

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

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

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

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

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

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

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

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

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

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

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

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

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
MWRD GENERAL NOTES

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MEJ
DATE: 11-21-25
SCALE: N.T.S.

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06-01-16

VILLAGE OF SCHAUMBURG
STANDARD ENGINEERING NOTES

1. The Community Development Department must be notified one business day prior to each inspection at 847.923.4420. A minimum notice of three business days is required by the Engineering and Public Works Department, 847.895.7100, for a water main shut down in a commercial area.

2. Tree protection fencing must be installed, inspected, and approved by the village prior to the issuance of a Land Development Permit. The fencing must be maintained for the duration of the site work.

3. A separate Electrical Permit must be obtained from the Community Development Department prior to installing any site lighting. The electrical system must be approved as part of the Electrical Permit for the site lighting. The detailed photometrics and exterior light pole locations must be approved as part of the Land Development Permit.

4. 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.

5. 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” Plans for all subcontractors performing site work.

6. 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.

7. 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.

8. No holes are to be left open in the pavement or parkway over any holiday, weekend, or after 3 PM on the day preceding any holiday or any weekend.

9. 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.

10. 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.

11. 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.

12. No asphalt work is allowed between November 1st and April 1st without the written permission from the Village Engineer.

13. 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.

14. All bituminous concrete used for surface, binder and base courses is to have a Marshall Stability of 1700. All portland cement concrete shall have a minimum compressive strength of 3500 psi at 14 days.

15. 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 the village. No pavement material is to be placed on a 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 problem is corrected.

16. 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.

17. All sewer and water main construction shall be in conformance with the "Standard Specifications for Water and Sewer Main Construction in Illinois" latest edition.

18. 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 included in the MWRD permit.

19. 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.

20. Storm sewer structure covers must contain "Village of Schaumburg", "Drains to River", and "Dump no waste" on the lid.

21. Band-seal connectors shall be used to join pipes of different materials.

22. Use CA-6 trench backfill, compacted to 95% of Modified Proctor, under and within a 1:1 slope from the bottom of all pavement, curbs and sidewalk.

23. A water quality device, Stormceptor, CDS, or equivalent, shall be installed as required by the Subdivision and Land Development Ordinance and as shown on the approved plans.

24. All water main pipe 4” and larger shall be ductile iron pipe Class 52 conforming to ANSI A21.51 with cement lining unless otherwise approved by the Village Engineer. All water service lines 3” and smaller shall be Type K copper, unless otherwise noted.

25. 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 service lines is 5.5 feet.

26. Fire service mains and lead in connections to system risers are required to be completely flushed before making the connection to the sprinkler piping. (NFPA 13, 1999 ED, 10-2.1.) The Fire Prevention Bureau shall be notified 24 hours in advance to witness the flush at 847.985.4452. A separate inspection fee is also required at the time the Land Development Permit is issued.

27. Upon completion of the project, the developer shall provide final "Record Drawings" (1 Mylar sepia reproducible, signed and sealed by the engineer) of all utilities which include the locations and elevations of all mains, service lines, structures, paved areas, site grading, street 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, an electronic file (in DWG or DGN format) of the record drawings must be submitted on CD-ROM.

28. All plats three 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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DATE	REVISIONS	DRAWN BY
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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

VILLAGE OF SCHAUMBURG STANDARD NOTES

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	11-21-25
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06-01-16

ATWELL, LLC
STANDARD SPECIFICATIONS

GENERAL CONDITIONS

CONTRACTOR acknowledges and agrees that the use and reliance of these Plans and Specifications is sufficient consideration for CONTRACTOR'S covenants stated herein.

DEFINITION OF TERMS

a. "CLIENT" shall mean CORE AQUISITIONS, LLC, which is the person or entity with whom Atwell has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.

b. "ENGINEER" shall mean Atwell, LLC, a Civil Engineering consultant on the subject project.

c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.

d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.

e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE PLANS AND SPECIFICATIONS

The intent of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined so as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of omissions of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so stated. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.

b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.

c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun thereon and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS. If a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CLIENT and/or the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES AND UTILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities and utilities (including but not limited to water mains, sanitary sewers, storm sewers, electric, telephone, gas and cable TV lines), such information represents only the opinion of the ENGINEER as to the approximate location and elevation of such facilities and utilities. At the locations wherein detailed positions of these facilities and utilities become necessary to the new construction, including all points of connection, the CONTRACTOR shall furnish all labor and tools to verify or definitely establish the horizontal location, elevation, size and material (if appropriate) of the facilities and utilities. The CONTRACTOR shall notify the ENGINEER at least 48 hours prior to construction if any discrepancies in existing utility information or conflicts with existing utilities exist. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities and utilities, nor the manner in which they are removed or adjusted.

It shall be the CONTRACTOR's responsibility prior to construction, to notify all Utility Companies of the intent to begin construction and to verify the actual location of all such facilities and utilities. The CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSUITABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CLIENT or CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF OWNERS OF FACILITIES AND UTILITIES

The CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., water, sewer, electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location and elevation of underground pipes, conduits or cables adjoining or crossing proposed construction.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow in all areas where the work will interrupt, interfere or cause to change in any form, the conditions of traffic flow that existed prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. Emergency vehicle access shall be maintained at all times. Unless authorized by the CLIENT or CLIENT's construction representative, all existing access points shall be maintained at all times by the CONTRACTOR. The need for traffic control shall be anticipated by the CLIENT.

WORK AREA

The CONTRACTOR, his agents and employees and their employees and all equipment, machinery and vehicles shall confine their work within the boundaries of the project or work area specified by the Client. The CONTRACTOR shall be solely liable for damage caused by him or his agents and employees and their equipment, machinery and vehicles on adjacent property or areas outside designated work areas.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work, both inside and outside the Project, or when so directed by the CLIENT so that these areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

CLEANING UP

The CONTRACTOR shall at all times keep the premises free from accumulations of waste material or rubbish caused by his employees or work, and at the completion of the work he shall remove all his rubbish, tools, scaffolding and surplus materials and shall leave his work "broom clean" or its equivalent, unless more exactly specified.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR's trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

SAFETY AND PROTECTION

The CONTRACTOR shall be solely and completely responsible for the conditions of the job site, including safety of all persons and property during performance of the work. This requirement shall apply continuously and not be limited to normal working hours. The CONTRACTOR shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or to the protection of persons or property from damage, injury, or loss; and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR's duties and responsibilities for safety and for protection of the work shall continue until such time as all work is completed and the CLIENT has notified CONTRACTOR that the work is acceptable. The duties of the ENGINEER do not include review of the adequacy of either the CONTRACTOR's or the general public's safety in, on, or near the construction site.

HOLD HARMLESS

To the fullest extent permitted by law, any CONTRACTOR; material supplier or other entity by use of these plans and specifications hereby waives any right of contribution and agrees to indemnify, defend, save and hold harmless the CLIENT and ENGINEER and its agents, employees and consultants from and against all manner of claims, causes, causes of action, damages, losses and expenses, including but not limited to, attorneys' fees arising out of, resulting from or in connection with the performance of any work, pursuant to or with respect to these plans and specifications. However, this indemnity shall not be construed to indemnify ENGINEER, its consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these words are used in the Agreement shall mean and include, but not be limited to (1) injury or damage occurring by reason of the failure of or use or misuse of any hoist, riggings, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by any part or entity, including any contractor; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity; (3) costs for time expended by the indemnified party and its employees, at its usual rates plus costs or travel, long distance telephone and reproduction of documents and (4) consequential damages.

In any and all claims against the CLIENT or ENGINEER or any of their agents or employees and consultants by any party, including any employee of the CONTRACTOR or any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount of type of damages, compensation or benefits payable by or for the CONTRACTOR or any Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts or any insurance maintained by CONTRACTOR or any Subcontractor or any other party.

INSURANCE

Any party using or relying on these plans, including any contractor, material supplier, or other entity shall obtain, (prior to commencing any work) general public liability insurance insuring against all damages and claims for any bodily injuries, death or property damage arising out of any work, including the construction work provided for in these plans, and shall name the CLIENT and ENGINEER and its consultants, agents and representatives as additional insureds to the limits of such insurance policies; provided that any party using or relying on these plans having obligations to maintain specific insurance by reason of any agreement with CLIENT or any CONTRACTOR or ENGINEER shall provide evidence and certificates of insurance as required by such contract or agreement. Such insurance must contain a clause stating that the insurance is primary coverage for ENGINEER and ENGINEER's other applicable coverage is considered secondary. Policies shall contain a waiver of subrogation against Atwell and Client. Such insurance shall not limit any liability of any party providing work or services or providing materials.

THIRD PARTY BENEFICIARY

Atwell, LLC, the ENGINEER, is intended to be a third party beneficiary of this willing agreement and requirement.

DETAILED SPECIFICATIONS

I. DEMOLITION

The CONTRACTOR shall coordinate with respective utility companies prior to the removal and/or relocation of utilities. The CONTRACTOR shall coordinate with the utility company concerning portions of work which may be performed by the Utility Company's forces and any fees which are to be paid to the utility company for their services. The CONTRACTOR is responsible for paying for all fees and charges.

Should removal and/or relocation activities damage features indicated to remain, the CONTRACTOR shall provide new materials/structures in accordance with the contract documents. Except for materials designed to be relocated on this plan, all other construction materials shall be new.

Prior to demolition occurring, all erosion control devices are to be installed.

All existing utility lines and conduits located under proposed buildings shall be removed and properly backfilled. All utility lines and conduits located under drives, on-site roads, parking lots or sidewalks shall be filled with a flowable backfill and end plugged. All existing structures shall be removed. All existing utility lines located under landscape areas shall be left in place and plugged at all structures.

The CONTRACTOR is responsible for demolition, removal and disposal (in a location approved by all JURISDICTIONAL GOVERNING ENTITIES) of all structures, pads, walls, flumes, foundations, road, parking lots, drives, drainage structures, utilities, etc., such that the improvements shown on these plans can be constructed. All demolition work shall be in accordance with all applicable federal, state and local requirements. All facilities to be removed shall be undercut to suitable material and brought to grade with suitable compacted fill material per the specifications.

The CONTRACTOR is responsible for obtaining all permits required for demolition and disposal.

Electrical, telephone, cable, water, fiber optic cable and/or gas lines needing to be removed shall be coordinated by the CONTRACTOR with the affected utility company.

CONTRACTOR must protect the public at all times with fencing, barricades, enclosures, and other appropriate best management practices.

Continuous access shall be maintained for surrounding properties at all times during demolition.

All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

The CONTRACTOR shall coordinate water main work with the Fire Department and the JURISDICTIONAL GOVERNING ENTITY to plan the proposed improvements and to ensure adequate fire protection is available to the facility and site throughout this specific work and through all phases of construction. CONTRACTOR shall be responsible for any required water main shut offs with the JURISDICTIONAL GOVERNING ENTITY during construction. Any costs associated with water main shut offs will be the responsibility of the CONTRACTOR and no extra compensation will be provided.

CONTRACTOR shall maintain all existing parking areas, sidewalks, drives, etc. clear and free from any construction activity and/or material to ensure easy and safe pedestrian and vehicular traffic to and from the site. CONTRACTOR shall coordinate/phase all construction activity within proximity of the building and utility interruptions with the facility manager to minimize disturbance and inconvenience to facility operations.

CONTRACTOR may limit saw-cut and pavement removal to only those areas where it is required as shown on these construction plans, however if any damage is incurred on any of the surrounding pavement, etc. the CONTRACTOR shall be responsible for ITS removal and repair.

Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 920.120 (latest edition) of the Illinois Water Well Construction Code, Department of Public Health, and all applicable local rules and regulations. CONTRACTOR is responsible for obtaining all permits required by JURISDICTIONAL GOVERNMENTAL ENTITIES for abandoning existing wells.

Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with JURISDICTIONAL GOVERNING ENTITY regulations, and the tank and grease traps shall then be filled with suitable materials or removed from the site and disposed of by the CONTRACTOR.

Voids left by any item removed under any proposed building, pavement, walk, etc. or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

The CONTRACTOR shall be responsible for the disconnection of utility services to the existing buildings prior to demolition of the buildings.

Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

The locations of all existing utilities shown on this plan have been determined from the best information available and are given for the convenience of the CONTRACTOR and are not to be interpreted as the exact location, or as the only obstacles that may occur on the site. The ENGINEER assumes no responsibility for their accuracy. Prior to the start of any demolition activity, the CONTRACTOR shall notify the utility companies for location of existing utilities and shall verify existing conditions and proceed with caution around any anticipated features.

The CONTRACTOR is responsible for removing the existing irrigation system in the areas of proposed improvements. The contractor shall cap the existing irrigation system to remain such that the remaining system shall continue to function properly.

The parking lot shall be completed in sections such that it does not interrupt the facility operations. The CONTRACTOR shall coordinate with the construction manager for work to be performed.

II. EARTHWORK

STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition except as modified below.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes. The ENGINEER makes no representation or guarantee regarding earthwork quantities or that the earthwork for this project will balance due to the varying field conditions, changing soil types, allowable construction to tolerances and construction methods that are beyond the control of the ENGINEER.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

TOPSOIL RESPREAD

Upon completion of roadway and/or parking lot improvements and installation of underground utilities a minimum of six inches (6") of topsoil shall be respread over all unpaved areas which have been disturbed by earthwork construction, except building pads and other designated areas, which shall be kept free from topsoil.

SEEDING

Upon completion of topsoil respread, the CONTRACTOR shall apply seed and fertilizer to all respread areas in accordance with IDOT standards or as designated on landscape drawings and specifications provided by the CLIENT.

SODDING

Upon completion of topsoil respread, the CONTRACTOR shall install sod to all areas designated on the plans or as designated on the landscape drawings and specifications provided by the CLIENT.

EXCAVATION AND EMBANKMENT

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer spoil, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the roads, building pads and parking lots within the work limits to lines & grades shown on the plans. He shall be responsible for obtaining compaction in accordance with the minimum values listed in the table below for all embankments unless more stringent values are listed in the soils report or are approved by the CLIENT, and to use any method approved by the CLIENT necessary to obtain this compaction (i.e., soil fabric or any undercutting that may be required).

Type Material	Percent Compaction Standard	Pavement & Floor Slabs	Grass Areas
Sandy Soils	Modified Proctor	95%	90%
Clayey Soils	Standard Proctor	95%	90%

The CONTRACTOR shall notify the CLIENT if proper compaction cannot be obtained so that the CLIENT may determine what remedial measures may be needed.

A soils testing firm employed by the CLIENT shall determine which soils are unsuitable. Materials in their natural state being defined as unsuitable that would be suitable material if moisture conditioned, shall be conditioned by the CONTRACTOR and used as suitable embankment material or hauled from the site.

For purposes of definition, unsuitable material shall be as follows unless determined otherwise by the Soils Engineer:

1. Any soil whose optimum moisture content exceeds 25%.
2. Any cohesive soil with an unconfined compressive strength of 1.5 tons per square foot or less.
3. Any soil whose silt content exceeds 60% by weight.
4. Any soil whose maximum density is less than 100 pounds per cubic foot.
5. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas intended to maintain a permanent pool of water, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof such that the lakes will maintain the proposed normal water level and that leakage does not exceed ½ inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install the same.

During excavation and embankment, grades may be adjusted to achieve an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork will not balance.

It is the intent of these PLANS that storm waters falling on the site be diverted into sedimentation / lake / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by discing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

MISCELLANEOUS CONTRACT ITEMS

The following items may be required at the CLIENT's option, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY:

(1) **GEOTEXTILE FABRIC**

Geotextile fabric or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY where proper compaction of embankments over existing soft soils is not possible. Geotextile fabric shall meet the material specifications of and shall be installed in accordance with the above standards.

(2) **EROSION CONTROL BLANKET**

Erosion control blanket or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY for the stabilization of disturbed areas. Erosion control blanket shall meet the material specifications of and shall be installed in accordance with the above standards, the Illinois Urban Manual and/or the details shown on the PLANS.

III. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Construction in Illinois and Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition. In the event of conflicting guidelines, the more restrictive shall govern.

SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be in accordance with the above standards.

MANHOLES, CATCH BASIN, INLETS & VALVE VAULTS

All Manholes, Catch Basins, Inlets, and Valve Vaults shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and butter joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have concentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous ½" steel reinforcement as manufactured by MA Industries, or approved equal.

AUGER/BORING AND CASING

Casing pipe shall be welded steel pipe, installed where shown on the PLANS. The carrier pipe shall be securely blocked and banded and sanitary and storm sewers shall maintain the specified gradient. Upon installing the carrier pipe the ends shall be sealed with hydraulic cement.

AUGER (OPEN BORE)

The CONTRACTOR shall auger (open bore) where noted on PLANS.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01A and 41-2.01B and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

SANITARY SEWER PIPE

Sanitary sewer pipe including building services, shall conform to the following:

(1) Polyvinyl Chloride (PVC) Sewer Pipe shall conform to ASTM D3034 (4-inch thru 15-inch) or ASTM F679 (18-inch thru 48-inch) minimum SDR 26 with flexible elastomeric seal gasket gasketed joints conforming to ASTM D3212 and F477.

(2) Ductile Iron Sewer Pipe shall conform with ANSI/AWWA C151/A21.51 Class 50, cement lined with push on type joints conforming to ANSI/AWWA C111/A21.11.

(3) Extra Strength Clay Sewer Pipe shall conform with ASTM Specification C700 (glazed) with ASTM D1784 type joints conforming to Clow NO-BEL (ESVCP), with flexible gasket meeting ASTM C425 (MWRD only).

Sanitary sewers shall include bedding and backfilling.

MANHOLES

Manholes shall be constructed in conformance with Section IIIA Manholes, etc. above. The concrete base and bottom section shall be constructed of precast reinforced concrete monolithically cast sections including benches, pipe connection and invert flow lines. Manhole frame and lids shall be Neenah R-1772 or approved equal, with lids imprinted "SANITARY", with recessed pick holes. Manhole joints between adjustment rings and frames and between manhole sections shall be set on preformed plastic gasket consisting of a homogeneous blend of refined hydrocarbon resins and plasticizing compounds reinforced with inert mineral filler to provide a water tight seal. All pipe connection openings shall be precast with resilient rubber watertight pipe sleeves. A 10" elastomeric band (chimney seal) shall be installed extending from the manhole top to the manhole frame as shown on detail. Manholes shall include steps, frame & grate, bedding, and trench backfill.

FOUNDATION, BEDDING AND HAUNCHING

Foundation, Bedding and Haunching shall be wet coarse aggregate or moist fine aggregate in accordance with the above standards and placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.12 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C969 "Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", or ASTM C1244 "Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test".

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

DROP MANHOLE CONNECTIONS

Drop manhole connections to existing manholes shall be constructed according to the PLANS and the detail.

SANITARY SEWER FORCE MAIN

Sanitary sewer force main shall conform to the following:

(1) Polyvinyl Chloride (PVC) Pressure Pipe conforming to the latest revision of ANSI/AWWA C900, Class 150 with integral bell and flexible elastomeric gasket joints conforming to ASTM F477.

(2) Ductile iron cement lined pipe conforming to the latest revision of ANSI/AWWA C151/A21.51, Thickness Class 50, minimum 150 psi working pressure with "push on" type joints.

Force mains shall have a minimum of five feet six inches (5'-6") of cover and shall include bedding and trench backfill. Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater.

Upon completion of installation, force mains are to be plugged and pressure tested at 2 times the working pressure or total dynamic head for a period of 10 minutes, with no loss of pressure or as required by the JURISDICTIONAL GOVERNING ENTITY, whichever is more stringent.

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

All floor drains shall be connected to the sanitary sewer.

C. WATER MAINS AND APPURTENANCES

WATER MAIN PIPE (3" AND LARGER)

Water main pipe shall conform to the following:

(1) Ductile iron pipe shall be per ANSI/AWWA C151/A21.51, Thickness Class 52, minimum 150 psi working pressure, cement lined in accordance with ANSI/AWWA C104/A21.4, with "push on" type joints.(2)

(2) Polyvinyl Chloride Pipe (PVC) conforming to the latest revision of ANSI/AWWA C900 (4-inch thru 12-inch) or ANSI/AWWA C905 (14-inch thru 48-inch) with a pressure rating of 235 psi, SDR 18 in accordance with ASTM D2241. Joints shall be pressure rated in accordance with ASTM D3139 with elastomeric seals in accordance with ASTM F477.

Installation shall be in accordance with ANSI/AWWA C600 (Ductile Iron) or ANSI/AWWA C605 (PVC). All water main shall have mechanical joint cast iron or ductile iron fittings in accordance with ANSI/AWWA C110/A21.10 or compact ductile iron fittings in accordance with ANSI/AWWA C153/A21.53 with 250 psi working pressure.

Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater. Minimum cover for all water mains, including services, shall be 5'-6" from the finished grade. Water main shall include bedding and backfilling.

WATER VALVES

All valves shall be resilient wedge gate valves conforming to the latest revision of ANSI/AWWA C515, with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITY requirements, except that butterfly valves conforming to ANSI/AWWA C504 shall be constructed on all water mains 16" diameter and larger. Valves shall be non-rising stem and shall close by turning clockwise.

VALVE VAULTS

Valve vaults shall be constructed in conformance with Section IIIA Manholes, etc. above. Frame and lids shall be as approved by the JURISDICTIONAL GOVERNING ENTITY and shall be imprinted "WATER".

VALVE BOXES

Valve boxes shall be constructed in conformance with the standard detail. Valve boxes shall be cast iron extension screw type having lids imprinted with the letters "WATER".

FIRE HYDRANTS

Fire Hydrants shall be per JURISDICTIONAL GOVERNING ENTITY requirements. All fire hydrants shall be located as shown on the PLANS and shall be painted in a manner acceptable to the JURISDICTIONAL GOVERNING ENTITY after installation and shall be adjusted to final grade.

TAP, STOPS AND BOX

The CONTRACTOR shall determine from the JURISDICTIONAL GOVERNING ENTITY as to the exact style, type, and manufacture of corporation stops, ground key stops and services boxes preferred by the JURISDICTIONAL GOVERNING ENTITY and shall furnish same.

SMALL WATER SERVICES (2" DIAMETER OR LESS)

Water services shall be type K copper size as shown on PLANS, and constructed where shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted blue. The CONTRACTOR shall keep accurate records of tap locations and service box locations, as well as the service lengths and furnish same to CLIENT. Water services shall include bedding and backfilling.

DISINFECTION

Disinfections shall meet all of the requirements of the State of Illinois, Environmental Protection Agency, Public Water Supplies Division. The safe quality of the water supply shall be demonstrated by bacteriological analysis of samples collected at sampling taps on at least two consecutive days following disinfection of the mains and copies of the said report submitted to the JURISDICTIONAL GOVERNING ENTITY and the CLIENT.

PRESSURE TEST

Allowable leakage, test pressure and duration shall be as per the requirements of the JURISDICTIONAL GOVERNING ENTITY.

PRESSURE CONNECTION TO EXISTING WATER MAIN

The CONTRACTOR shall maintain system pressure on existing water main at all times. Existing water main shall be located and material excavated, and valve basin slab and main supports installed. The existing water main shall be cleaned and the exterior disinfected prior to installing the tapping tee (material to conform to AWWA C110). The tapping valve shall be installed (valve to conform to AWWA C500) and the pressure tap completed in accordance with the detail on the plans. Valve shall be constructed in conformance with the detail. Payment for pressure connection to existing water main shall include disinfection, tapping valve and tee, valve vault, frame and lid, bedding, and trench backfill.

DRY CONNECTION TO EXISTING WATER MAIN

A dry connection to existing water main shall include a connection to an existing water main stub where shown on the PLANS. The CONTRACTOR shall obtain approval of the JURISDICTIONAL GOVERNING ENTITY to shut down any main, including submittal of a schedule of the time of shut off and the time the line will be returned to service. All mains shut down that are opened to atmosphere must be disinfected prior to returning main into service.

POLYETHYLENE ENCASEMENT (FOR DUCTILE IRON WATER MAIN ONLY)

The CLIENT, or JURISDICTIONAL GOVERNING ENTITY may request that portions of the water main be enclosed in a polyethylene encasement in accordance with ANSI/AWWA C105/A21.5 should soil conditions so warrant its use.

FOUNDATION, BEDDING AND HAUNCHING

Foundation, Bedding and Haunching shall be wet coarse aggregate or moist fine aggregate in accordance with the above standards and placed as shown on the detail.

TRACER WIRE

If the distance between valves when installing PVC pipe exceeds 1,000', tracer wire stations will be required for current induction. Tracer wire stations in grass areas will be Rhino TriView Flex Tracing Wire Stations or approved equal. In paved areas, they will be Valvco Tracer Wire Access Box for H20 loading or approved equal.

For open cut construction, using PVC pipe, a continuous, insulated, 12 gauge copper wire suitable for direct burial shall be taped on top of all piping to provide for locating following construction. This wire shall be securely terminated inside every valve vault on stainless steel hardware with an exposed lead of at least 12". A mechanically secure and soldered connection shall be provided for all wire splices. Where construction is by directional drilling or similar trenchless technology the tracer wire shall be 3/16" 7x19 PVC coated stainless steel aircraft cable with minimum breaking strength of 3,700 lbs (Lexco, Chicago, IL). Or Trace-Safe water blocking tracerwire RT series 19 gauge conductor (RT 1802W water, RT 1803W sewer).

Before final approval of any water main, there will be a monitored tracer wire continuity test in order to confirm proper installation of any tracer wire.

D. STORM SEWERS AND APPURTENANCES

STORM SEWER PIPE

Storm sewer pipe shall conform to the following:

(1) Reinforced concrete pipe minimum Class IV in conformance with the latest revision of ASTM designation C76 with C443 flexible gasket joints, except that bituminous mastic joints may be used in grass areas.

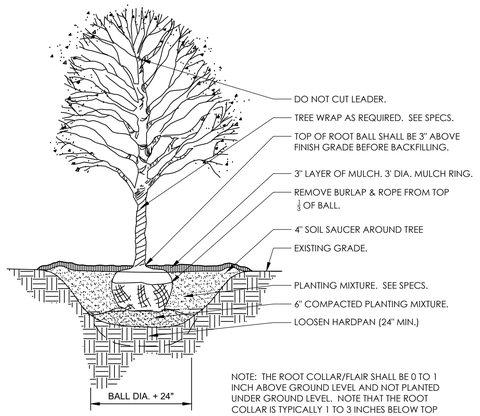
(2) Polyvinyl Chloride (PVC) Pipe: ASTM D3034 (4-inch thru 15-inch) or ASTM F679 (18-inch thru 36-inch), rated SDR 35, continually marked with manufacturer's name, pipe size, cell classification, SDR rating. Joints shall be flexible elastomeric seals conforming to ASTM D3212.

(3) Ductile Iron Pipe (DIP) shall conform to ANSI/AWWA C151/21.5, Class 50 cement lined with push on type joints conforming to ANSI/AWWA C111/A21.11.

(4) Spiral Rib Metal Pipe Type 1R: 18-inch diameter and greater. Pipe ends shall be re-corrugated and installed with semi-corrugated Hugger type brands and "O" ring gaskets. (Only permitted with Municipality approval and/or when specifically indicated on PLANS).

(5) High Density Polyethylene Pipe (HDPE) Smooth Interior, AASHTO Designation M252 and M294, maximum diameter of 48 inches. Pipe joints and fittings shall be watertight gasketed joints. No band seals will be allowed. (Only permitted in landscape areas with Municipality Approval and/or when specifically indicated on PLANS).

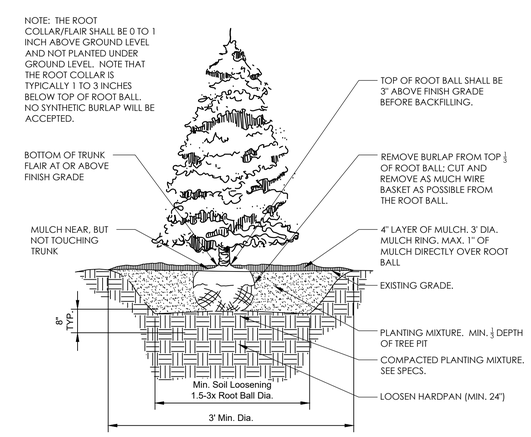
(6) Polypropylene (PP) Pipe shall have a smooth interior and annular exterior corr



NOTE: THE ROOT COLLAR/FLAIR SHALL BE 0 TO 1 INCH ABOVE GROUND LEVEL AND NOT PLANTED UNDER GROUND LEVEL. NOTE THAT THE ROOT COLLAR IS TYPICALLY 1 TO 3 INCHES BELOW TOP OF ROOT BALL. NO SYNTHETIC BURLAP WILL BE ACCEPTED.

1 DECIDUOUS TREE PLANTING

1/4" = 1'-0" 329343.33-20



2 CONIFER TREE PLANTING- ANSI A300

1/4" = 1'-0" 329343.23-01

3 SHRUB PLANTING DETAIL

3/4" = 1'-0" 329333.16-05

4 ORNAMENTAL GRASS PLANTING

1" = 1'-0" 329313-01

5 PERENNIAL / ANNUAL PLANTING

1" = 1'-0" 329313-02

6 CONTINUOUS MULCH EDGING

1" = 1'-0" 329113.26-01

Village of Shaumburg Required Landscaping

PLANTING AREA REQUIREMENTS

Requirement: At least twenty percent (20%) of the lot or parcel being developed shall be green space.

Landscaped detention areas may be included in the green space calculations, but shall not comprise the total amount of green space. At least forty percent (40%) of the site's landscaping shall be between the building(s) and public or private streets. (1) tree per (750sf) of total green space area required. The overall amount of trees required for the site shall be comprised of not less than ten percent (10%) evergreen, forty percent (40%) ornamental,and fifty percent (50%) shad trees. There shall be at least one (1) shrub planted for every two hundred (200) square feet of total green space area.

Total area = 1.13acres

Required: 9,845sf; 13 Trees, 50 Shrubs

Provided: 12,857 sf; 37 Trees (including 12 existing), 80 shrubs

STREET TREE REQUIREMENT

Requirement: Street trees shall be required in the public right-of-way and on areas adjacent to private streets in all zoning districts. Trees of at least two and one-half inch (2½") caliper shall be evenly spaced at a minimum of forty feet (40') on center for shade trees and thirty feet (30') on center for columnar and ornamental trees.
Wilkenig Rd: 139lf = 4 Trees
E Golf Rd: 288lf = 7 Trees
West Private Dr:135lf = 3 Trees
North Private Dr:322lf = 8 Trees

Required- 22 Trees
On Plan - 22 Trees (11 Existing Trees)

FOUNDATION PLANTING REQUIREMENT

Requirement: A landscaping area a minimum of ten feet (10') in width shall be located around the perimeter of all buildings up to three (3) stories or thirty feet (30') in height. Foundation landscaping shall be provided along the entire length of all building facades except where sidewalks and driveways provide access to the building or where fire department connections are necessary. Such landscaping shall be comprised of a combination of shade trees, ornamental trees, evergreens, shrubs, groundcovers, perennials and, in permitted natural landscaping areas, native prairie, woodland wildflowers, low grasses and sedges.

On Plan - Plantings where site plan allows due to QSR layouts

PARKING LOT LANDSCAPING REQUIREMENT

Requirement: One (1) tree shall be provided for every one hundred twenty (120) square feet of landscaping area in a standard island, or one (1) tree for every one hundred eighty (180) square feet of landscaping area in an expanded island.
Total Parking Lot Islands = 8

Required - 8 trees
On Plan - 8 trees

PARKING LOT PERIMETER REQUIREMENT

Requirement: All parking areas shall be screened from adjacent roadways using shrubs or shrubs with perennials and/or berms. The screening plantings in the parking lot perimeter landscaping shall becomprised of not less than thirty percent (30%) evergreen shrubs, and seventy percent (70%) deciduous shrubs which are capable of achieving a height of thirty-six inches (36"). At least one (1) tree for every thirty-five (35) linear feet of parking lot adjacent to the street shall be provided between the parking lot and the street. Of the total number of ornamental and shade trees provided, not less than forty percent (40%) shall be ornamental, and fifty percent (50%) shall be shade trees.
Total Parking adjacent to street = 55lf

Required - 2 trees
On Plan - 1 tree due to existing street trees

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	
DECIDUOUS TREES						
AM	3	Acer x freemanii 'Marmo'	Marmo Freeman Maple	2.5" Cal.	B&B	
GS	3	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	2.5" Cal.	B&B	
GY	3	Gymnocladus dioica	Kentucky Coffeetree	2.5" Cal.	B&B	
QE	4	Quercus x 'Crimschmidt'	Crimson Spire™ Oak	3" Cal.	B&B	
ZS	2	Zelkova serrata	Japanese Zelkova	2.5" Cal.	B&B	
EVERGREEN TREES						
PB	1	Picea glauca densata	Black Hills Spruce	6` Ht.	B&B	
ORNAMENTAL TREES						
AG4	4	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	6` Ht.	B&B	
DECIDUOUS SHRUBS						
AM2	22	Aronia melanocarpa	Black Chokeberry	24" Ht.	Pot	
CF	28	Cornus sericea 'Farrow' TM	Arctic Fire Red Twig Dogwood	24" Ht.	Pot	
FN	12	Forsythia x intermedia `Nimbus`	Show Off® Sugar Baby® Dwarf Forsythia	18" Ht.	Pot	
IS2	10	Itea virginica 'Sprich'	Little Henry® Sweetspire	24" Ht.	Pot	
PD	38	Physocarpus opulifolius 'Donna May'	Little Devil™ Dwarf Ninebark	24" Ht.	Pot	
RG	29	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	3 gal.	Pot	
R3	6	Rosa x 'Radrazz'	Knock Out® Shrub Rose	24" Ht.	Pot	
EVERGREEN SHRUBS						
BG	14	Buxus x 'Glencoe'	Chicagoland Green® Boxwood	5 gal.	Pot	
JP	47	Juniperus chinensis 'Kallays Compact'	Kallay Compact Pfitzer Juniper	24" Ht.	Pot	
TD2	59	Taxus x media 'Densiformis'	Dense Anglo-Japanese Yew	24" Ht.	Pot	
TW	16	Thuja occidentalis `Woodwardii`	Woodward Arborvitae	24" Ht.	Pot	
TS2	21	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	5` Ht.	Pot	
ORNAMENTAL GRASSES						
CK	20	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	Pot	
PS	17	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	1 gal.	Pot	
PH	29	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gal.	Pot	
SH	24	Sporobolus heterolepis	Prairie Dropseed	1 gal.	Pot	
CODE	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONTAINER**	**SPACING**
GROUND COVERS						
TS	6,049 sf	Turf Sod		1 gal.		
PERENNIALS						
HO2	24	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	1 gal.	Pot	18" o.c.
NW	25	Nepeta x faassenii 'Walker's Low'	Walker's Low Catmint	1 gal.	Pot	24" o.c.
SM	6	Salvia nemorosa 'May Night'	May Night Sage	1 gal.	Pot	24" o.c.

Landscape Notes:

1. Seed/ Sod limit line is approximate. Seed/ Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
2. Contractor responsible for erosion control in all seeded/ sodded areas. Tree mulch rings in turf areas are 5' diameter. Contractor shall provide a mulch ring around all existing trees within the limits of work. Remove all existing grass from area to be mulched and provide a typical spade cut edge. Landscape Fabric shall not be installed under mulch. Root flares shall be at or above grade, per specifications, and all rope/cord shall be removed from the base of tree trunks.
3. Bedlines are to be spade cut to a minimum depth of 3". Curved bedlines are to be smooth and not segmented.
4. All planting, beds shall receive top dressing of mulch. Landscape fabric shall not be installed under mulch.
5. Do not locate plants within 10' of utility structures or within 5' horizontally of underground utility lines unless otherwise shown on plans. Consult with Landscape Architect if these conditions exist.
6. For Lump Sum Contracts, 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 and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
7. For Unit Price Contracts, payments will be made based on actual quantities installed as measured in place by the Owner's Representative.
8. It is the responsibility of the contractor to locate and provide plant material as specified on this plan. The contractor may submit a request to provide substitutions for the specified plant material under the following conditions:
   a. Any substitutions proposed shall be submitted to the project owner's representative within two weeks of the award of contract. Substitutions must meet equivalent design and functional goals of the original materials as determined by the owner's representative. Any changes must have the approval of the owner's representative,
   b. The request will be accompanied by at least three notices from plant material suppliers that the plant material specified is not available and will not be available prior to construction.
10. Verify site conditions and information on drawings. Promptly report any concealed conditions, mistakes, discrepancies or deviations from the information shown in the Contract Documents. The Owner is not responsible for unauthorized changes or extra work required to correct unreported discrepancies. Commencement of work shall constitute acceptance of conditions and responsibility for corrections
11. A minimum of two working days before performing any digging, call underground service alert for information on the location of natural gas lines, electric cables, telephone cables, etc. The contractor shall be responsible for location and protection of all utilities, and repair of any damage resulting from his work at no additional cost to the owner.
12. Contractor shall promptly repair all damages to existing site at no cost to owner.
13. Refer to landscape specifications for additional conditions, standards, and notes.

JULIE ILLINOIS ONE-CALL SYSTEM Simply Call 811

LICENSED LANDSCAPE ARCHITECT MYLES URBANO ABURTO 157-001848 STATE OF ILLINOIS

SEAL Date: 08/11/26

Myles Urbano Aburto, ASLA, PLA
Illinois Registered Landscape Architect
157-001848
Expires 08/31/2027

DATE	REVISIONS	DRAWN BY
8/11/26	REVISED PER VILLAGE COMMENTS	MFR
7/29/26	REVISED PER VILLAGE COMMENTS	MUA

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
LANDSCAPE TITLE SHEET AND SUMMARY

PROJ. MGR.:	EBJ
PROJ. ASSOC.:	MUA
DRAWN BY:	MUA
DATE:	3/25/26
SCALE:	AS NOTED

SHEET
L0 OF L3
CAQ.SCIL01

DRAFT PLAN - NOT FOR CONSTRUCTION

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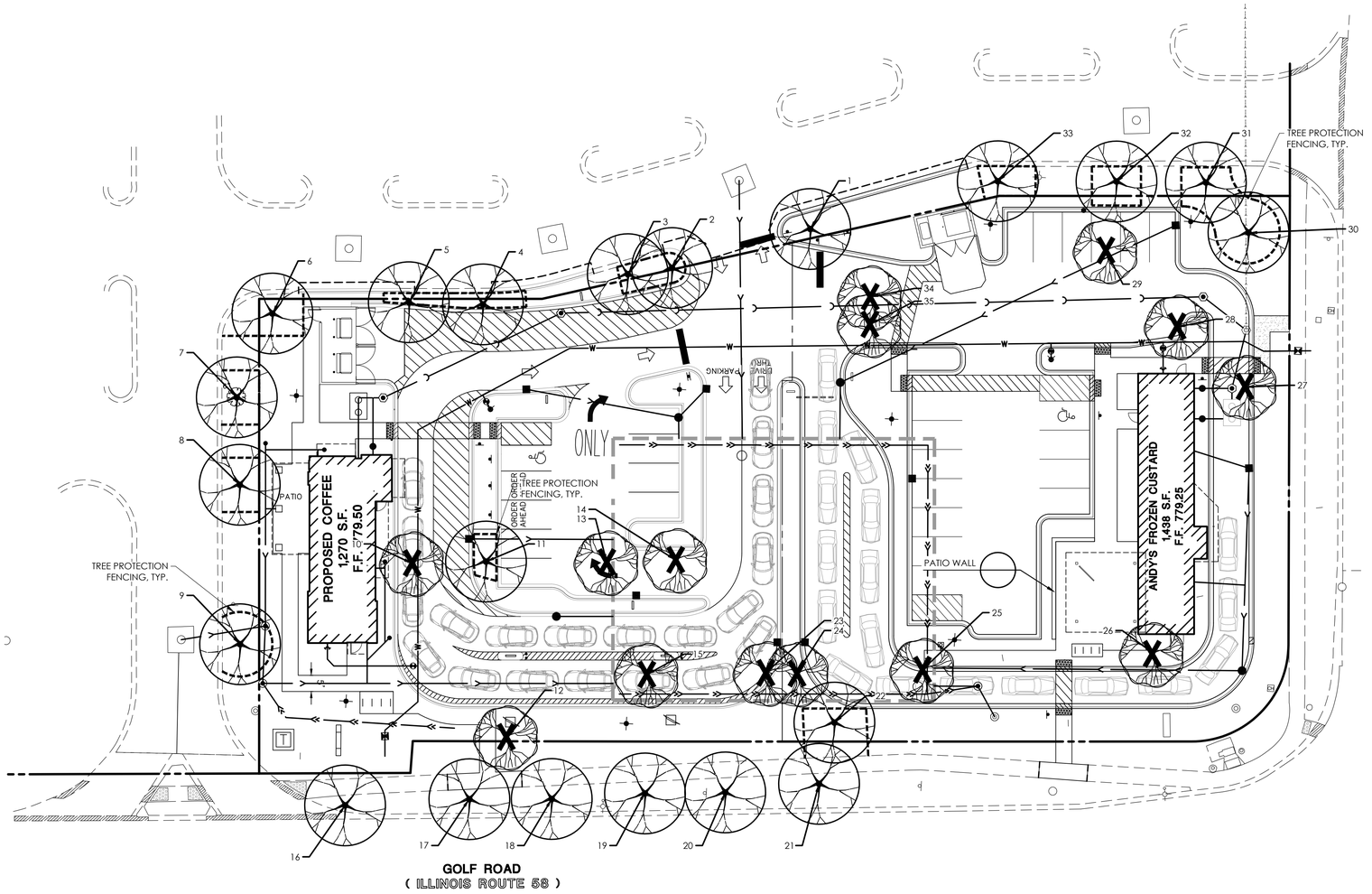
August 12, 2026 - 10:04A Dwg Name: L:\Caqc\d01\Vol\Landscape\02-final\01-Final Landscape Plan.dwg, Updated By: mjohnson



CONCEPT PLANT SCHEDULE

	EXISTING PARKWAY TREE TO REMAIN	22
	EXISTING TREE TO BE REMOVED	13

N

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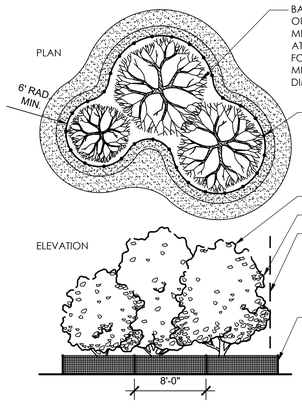
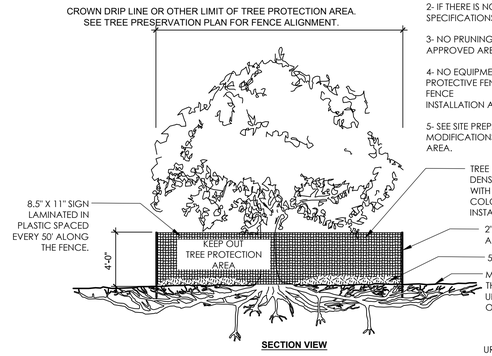
SCALE: 1"=20'



NOTE:
ERECT ORANGE SAFETY/ BARRIER FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY. **AS SHOWN ON PLAN**. DO NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN THE PROTECTED AREA. REMOVE THE BARRIER FENCE ONLY AFTER CONSTRUCTION OPERATIONS ARE COMPLETED.

1 TREE PROTECTION PLAN
N.T.S. 320190.33-01



SECTION VIEW

NOTES:
1- SEE SPECIFICATIONS FOR ADDITIONAL TREE PROTECTION REQUIREMENTS.

2- IF THERE IS NO EXISTING IRRIGATION, SEE SPECIFICATIONS FOR WATERING REQUIREMENTS.

3- NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.

4- NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.

5- SEE SITE PREPARATION PLAN FOR ANY MODIFICATIONS WITH THE TREE PROTECTION AREA.

URBAN TREE FOUNDATION © 2014 OPEN SOURCE FREE TO USE

2 TREE PROTECTION
3/16" = 1'-0" FX-PLNT-FX-PREP-TRMT-02

TREE INVENTORY

NWC of Golf Road and Wilening Road
Schaumburg, Cook County, Illinois

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 4" DBH and above tagged per the Schaumburg ordinance.
3) Dead trees and invasive shrubs were not tagged
4) 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

TOTAL TREE COUNT: 35

TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	PROPOSED ACTION	REQ'D MITIGATION
1		Ornamental Pear	8	1	TO REMAIN	0
2		Ornamental Pear	6	1	TO REMAIN	0
3		Ornamental Pear	6	1	TO REMAIN	0
4		Ornamental Pear	6	1	TO REMAIN	0
5		Ornamental Pear	6	1	TO BE REMOVED	0
6		Honey Locust	6	1	TO REMAIN	0
7		Honey Locust	6	1	TO REMAIN	0
8		Honey Locust	6	1	TO REMAIN	0
9		Sugar Maple	12	1	TO REMAIN	0
10		Honey Locust	6	1	TO BE REMOVED	0
11		Honey Locust	6	1	TO REMAIN	0
12		Sugar Maple	8	1	TO BE REMOVED	0
13		Honey Locust	6	3	TO BE REMOVED	0
14		Honey Locust	6	1	TO BE REMOVED	0
15		Red Maple	6	1	TO BE REMOVED	0
16		Kentucky Coffee Tree	1	1	TO REMAIN	0
17		Hackberry	1	1	TO REMAIN	0
18		Swamp White Oak	1	1	TO REMAIN	0
19		Kentucky Coffee Tree	1	1	TO REMAIN	0
20		Ginkgo	1	1	TO REMAIN	0
21		Hackberry	1	1	TO REMAIN	0
22		Red Maple	8	1	TO REMAIN	0
23		Swamp White Oak	4	1	TO BE REMOVED	0
24		Kentucky Coffee Tree	6	1	TO BE REMOVED	0
25		Kentucky Coffee Tree	2	1	TO BE REMOVED	0
26		Colorado Blue Spruce	5	1	TO BE REMOVED	0
27		Honey Locust	14	1	TO BE REMOVED	0
28		Colorado Blue Spruce	3	1	TO BE REMOVED	0
29		Colorado Blue Spruce	3	1	TO BE REMOVED	0
30		Crab Apple	5, 5, 6, 6	1	TO REMAIN	0
31		Ornamental Pear	8	1	TO REMAIN	0
32		Ornamental Pear	8	1	TO REMAIN	0
33		Ornamental Pear	8	1	TO REMAIN	0
34		Eastern White Cedar	2, 2	2	TO BE REMOVED	0
35		Eastern White Cedar	2, 2	2	TO BE REMOVED	0

NOTE: ALL EFFORTS WERE MADE TO SAVE EXISTING TREES. TREES DESIGNATED TO BE REMOVED ARE WITHIN BUILDING PADS AND/OR FIRE/ ACCESS LANES

DRAWN BY	DATE	REVISIONS
MFR	8/11/26	REVISED PER VILLAGE COMMENTS
MUA	7/29/26	REVISED PER VILLAGE COMMENTS

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Construction Managers • Environmental Scientists • Landscape Architects • Planners

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
TREE PRESERVATION PLAN

DRAFT PLAN - NOT FOR CONSTRUCTION

PROJ. MGR.:	EBJ
PROJ. ASSOC.:	MUA
DRAWN BY:	MUA
DATE:	3/25/26
SCALE:	1"=20'

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L1 OF L3
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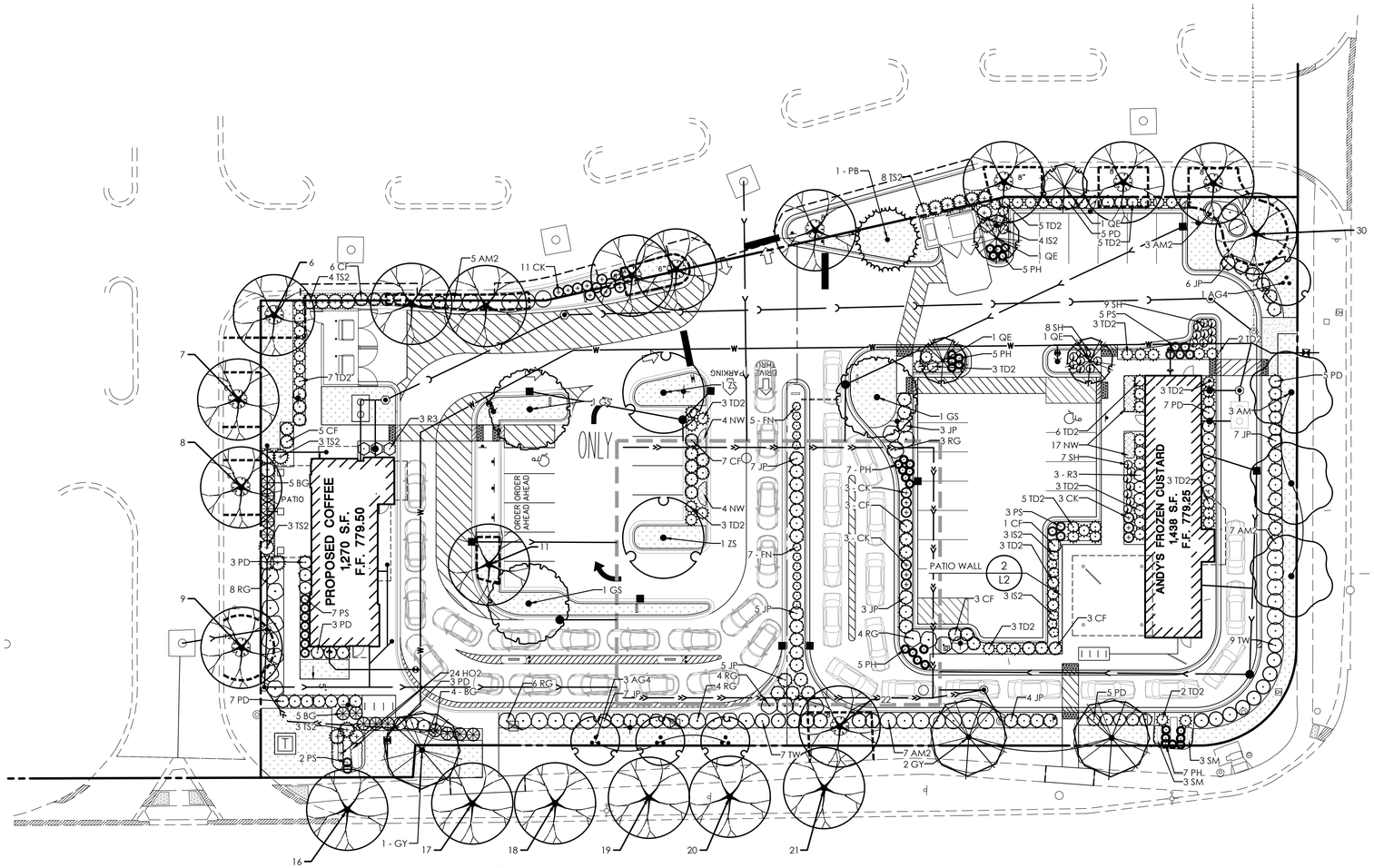
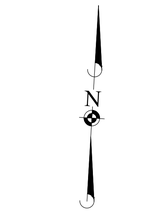
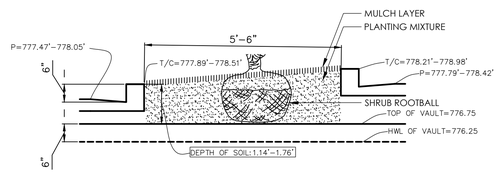


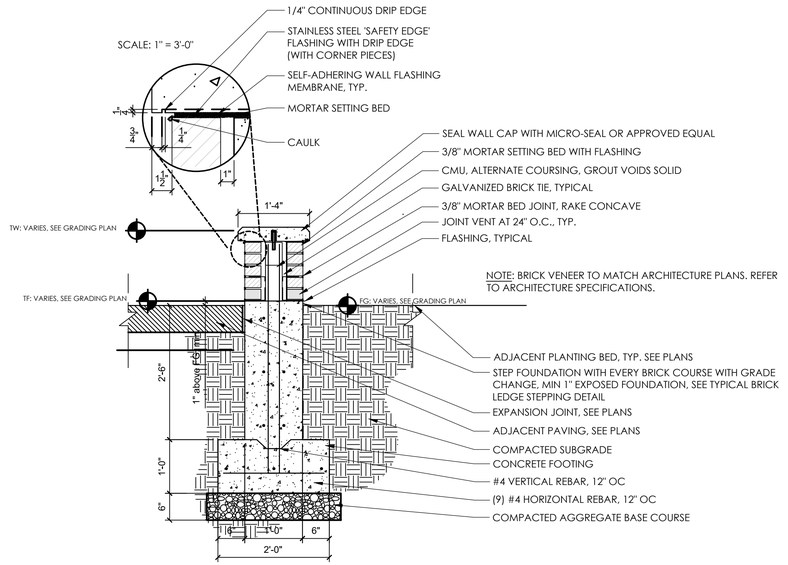


PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME
DECIDUOUS TREES		
AM	3	Acer x freemanii 'Marmo'
GS	3	Gleditsia triacanthos inermis 'Skyline'
GY	3	Gymnocladus dioica
QE	4	Quercus x 'Crimschmidt'
ZS	2	Zelkova serrata
EVERGREEN TREES		
PB	1	Picea glauca densata
ORNAMENTAL TREES		
AG4	4	Amelanchier x grandiflora 'Autumn Brilliance'
DECIDUOUS SHRUBS		
AM2	22	Aronia melanocarpa
CF	28	Cornus sericea 'Farrow' TM
FN	12	Forsythia x intermedia `Nimbus`
IS2	10	Itea virginica 'Sprich'
PD	38	Physocarpus opulifolius 'Donna May'
RG	29	Rhus aromatica 'Gro-Low'
R3	6	Rosa x 'Radrazz'
EVERGREEN SHRUBS		
BG	14	Buxus x 'Glencoe'
JP	47	Juniperus chinensis 'Kallays Compact'
TD2	59	Taxus x media 'Densiformis'
TW	16	Thuja occidentalis `Woodwardii`
TS2	21	Thuja occidentalis 'Smaragd'
ORNAMENTAL GRASSES		
CK	20	Calamagrostis x acutiflora 'Karl Foerster'
PS	17	Panicum virgatum 'Shenandoah'
PH	29	Pennisetum alopecuroides 'Hameln'
SH	24	Sporobolus heterolepis
GROUND COVERS		
TS	6,049 sf	Turf Sod
PERENNIALS		
HO2	24	Hemerocallis x 'Stella de Oro'
NW	25	Nepeta x faassenii 'Walker's Low'
SM	6	Salvia nemorosa 'May Night'



1 PLANTING DETAIL OVER VAULT
N.T.S.



2 PATIO WALL
3/4" = 1'-0"

323219-34

DRAWN BY	REVISIONS	DATE
MFR	REVISED PER VILLAGE COMMENTS	8/11/26
MUA	REVISED PER VILLAGE COMMENTS	7/29/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
LANDSCAPE PLAN

PROJ. MGR.:	EBJ
PROJ. ASSOC.:	MUA
DRAWN BY:	MUA
DATE:	3/25/26
SCALE:	1"=20'

SHEET
L2 OF L3
CAQ.SCIL01

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DRAFT PLAN - NOT FOR CONSTRUCTION

August 12, 2026 - 16:04 Dwg Name: L:\Cacp\cad\Dwg\Landscape\02-Final\01-Final Landscape Plan.dwg Updated By: mlunneman

GENERAL PLANTING SPECIFICATIONS:

PART 1 - GENERAL

1-01 DESCRIPTION:

A. PROVIDE TREES, SHRUBS, PERENNIALS AND GROUNDCOVERS AS SHOWN AND SPECIFIED. THIS WORK INCLUDES:
1. SPREADING OF TOPSOIL OR SOIL PREPARATION
2. TREES, SHRUBS, PERENNIALS AND GROUNDCOVERS
3. PLANTING MIXES
4. MULCH AND PLANTING ACCESSORIES
5. FERTILIZER AND HERBICIDE
6. MAINTENANCE
7. WARRANTY OF PLANT MATERIAL

B. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO BIDDING AND REPORT ANY DISCREPANCIES TO THE OWNER OR HIS/HER REPRESENTATIVE.

1-02 QUALITY ASSURANCE:

A. COMPLY WITH SITE WORK REQUIREMENTS

B. PLANT NAMES INDICATED MUST COMPLY WITH 'STANDARDIZED PLANT NAMES' AS ADOPTED BY THE LATEST EDITION OF THE AMERICAN JOINT COMMITTEE OF HORTICULTURAL NOMENCLATURE. NAMES OF VARIETIES WHICH ARE NOT LISTED SHOULD CONFORM WITH THOSE GENERALLY ACCEPTED BY THE NURSERY TRADE. STOCK SHOULD BE LEGIBLY TAGGED.

C. ALL PLANT MATERIALS SHALL CONFORM TO THE 'AMERICAN STANDARDS FOR NURSERY STOCK' (ASNS), LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, WASHINGTON, D.C.

D. ALL PLANT MATERIAL SHALL BE GROWN AND SUPPLIED WITHIN A 50 MILE RADIUS OF THE PROJECT FOR A MINIMUM OF TWO FULL GROWING SEASONS.

E. ADHERE TO SIZING REQUIREMENTS AS LISTED IN THE PLANT LIST AND/OR BID FORM FOR THE PROJECT. A PLANT SHALL BE MEASURED IN ITS NATURAL STANDING POSITION.

F. STOCK THAT IS FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE SHOWN. WITH PERMISSION OF THE LANDSCAPE ARCHITECT, SUBSTITUTION FROM THE SPECIFIED PLANT LIST WILL BE ACCEPTED ONLY WHEN SATISFACTORY EVIDENCE IN WRITING IS SUBMITTED TO THE LANDSCAPE ARCHITECT, SHOWING THAT THE PLANT SPECIFIED IS NOT AVAILABLE. REQUESTS FOR APPROVAL OF SUBSTITUTE PLANT MATERIAL SHALL INCLUDE COMMON AND BOTANICAL NAMES AND SIZE OF SUBSTITUTE MATERIAL. ONLY THOSE SUBSTITUTIONS OF AT LEAST EQUIVALENT SIZE AND CHARACTER TO THAT OF THE SPECIFIED MATERIAL WILL BE APPROVED. STOCK WHICH IS LARGER THAN THAT WHICH IS SPECIFIED IS ACCEPTABLE WITH PERMISSION OF THE LANDSCAPE ARCHITECT, PROVIDING THERE IS NO ADDITIONAL COST AND THAT THE LARGER PLANT MATERIAL WILL NOT BE CUT DOWN IN ORDER TO CONFORM TO THE SIZE INDICATED.

G. ALL SHRUBS SHALL BE DENSE IN FORM. SHRUB LINERS DO NOT MEET THESE SPECIFICATIONS. SHRUBS SPECIFIED BY HEIGHT SHALL HAVE A SPREAD THAT IS EQUAL TO THE HEIGHT MEASUREMENT. SHRUBS WHICH ARE SPECIFIED BY SPREAD SHALL EXHIBIT THE NATURAL GROWTH HABIT OF THE PLANT BY HAVING A GREATER SPREAD THAN HEIGHT.

H. ALL PLANT MATERIALS ARE SUBJECT TO INSPECTION AND APPROVAL. THE LANDSCAPE ARCHITECT AND OWNER RESERVE THE RIGHT TO SELECT AND TAG ALL PLANT MATERIAL AT THE NURSERY PRIOR TO PLANTING. THE LANDSCAPE ARCHITECT AND OWNER RESERVE THE RIGHT TO INSPECT PLANT MATERIAL FOR SIZE AND CONDITION OF ROOT SYSTEMS, THE PRESENCE OF INSECTS AND DISEASES, INJURIES AND LATENT DEFECTS (DUE TO CONTRACTOR NEGLIGENCE OR OTHERWISE), AND TO REJECT UNACCEPTABLE PLANT MATERIAL AT ANY TIME DURING PROGRESS OF THE PROJECT.

I. CONTAINER GROWN DECIDUOUS AND/OR EVERGREEN SHRUBS WILL BE ACCEPTABLE IN LIEU OF BALLED AND BURLAPPED SHRUBS SUBJECT TO SPECIFIED LIMITATIONS FOR CONTAINER GROWN STOCK. SIZE OF CONTAINER GROWN MATERIAL MUST CONFORM TO SIZE/HEIGHT REQUIREMENTS OF PLANT LIST.

1-03 DELIVERY, STORAGE & HANDLING:

A. FERTILIZER SHALL BE DELIVERED IN ORIGINAL, UNOPENED AND UNDAMAGED PACKAGING. CONTAINERS SHALL DISPLAY WEIGHT, ANALYSIS AND MANUFACTURER'S NAME. STORE FERTILIZER IN A MANNER THAT WILL PREVENT WETTING AND DETERIORATION.

B. TAKE ALL PRECAUTIONS CUSTOMARY CONCERNING PROPER TRADE PRACTICE IN PREPARING PLANTS FOR TRANSPORT. PLANTS SHALL BE DUG, PACKED AND TRANSPORTED WITH CARE TO ENSURE PROTECTION AGAINST INJURY. INSPECTION CERTIFICATES REQUIRED BY LAW SHALL ACCOMPANY EACH SHIPMENT INVOICE OR ORDER TO STOCK AND ON ARRIVAL, THE CERTIFICATE SHALL BE FILED WITH THE LANDSCAPE ARCHITECT . ALL PLANTS MUST BE PROTECTED FROM DRYING OUT. IF PLANT MATERIAL CANNOT BE PLANTED IMMEDIATELY UPON DELIVERY, SAID MATERIAL SHOULD BE PROPERLY PROTECTED IN A MANNER THAT IS ACCEPTABLE TO THE LANDSCAPE ARCHITECT . HEELED-IN PLANTS MUST BE WATERED DAILY. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT COULD STRIP BARK OR BREAK OR SHEAR BRANCHES.

C. PLANT MATERIAL TRANSPORTED ON OPEN VEHICLES SHOULD BE COVERED WITH A PROTECTIVE COVERING TO PREVENT WIND BURN.

D. DRY, LOOSE TOPSOIL SHALL BE PROVIDED FOR PLANTING BED MIXES. MUDDY OR FROZEN TOPSOIL IS UNACCEPTABLE AS WORKING WITH MEDIUM IN THIS CONDITION WILL DESTROY ITS STRUCTURE, MAKING ROOT DEVELOPMENT MORE DIFFICULT.

1-04 PROJECT CONDITIONS:

A. NOTIFY LANDSCAPE ARCHITECT AT LEAST SEVEN (7) WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIAL.

B. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING ABOVE AND BELOW GROUND UTILITIES. UTILITIES CAN BE LOCATED AND MARKED (IN ILLINOIS) BY CALLING J.U.L.I.E. AT (800)892-0123.

C. THE CONTRACTOR SHALL PROVIDE, AT HIS/HER OWN EXPENSE, PROTECTION AGAINST TRESPASSING AND DAMAGE TO SEEDED AREAS, PLANTED AREAS, AND OTHER CONSTRUCTION AREAS UNTIL THE PRELIMINARY ACCEPTANCE. THE CONTRACTOR SHALL PROVIDE BARRICADES, TEMPORARY FENCING, SIGNS, AND WRITTEN WARNING OR POLICING AS MAY BE REQUIRED TO PROTECT SUCH AREAS. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THE OWNER AFTER SUCH WARNING HAS BEEN ISSUED.

D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF CROWNS, TRUNKS AND ROOTS OF EXISTING TREES, PLUS SHRUBS, LAWNS, PAVED AREAS AND OTHER LANDSCAPED AREAS THAT ARE TO REMAIN INTACT. EXISTING TREES, WHICH MAY BE SUBJECT TO CONSTRUCTION DAMAGE, SHALL BE BOXED, FENCED OR OTHERWISE PROTECTED BEFORE ANY WORK IS STARTED. THE OWNER DESIRES TO PRESERVE THOSE TREES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION EXCEPT THOSE SPECIFICALLY INDICATED TO BE REMOVED ON THE DRAWINGS. THE CONTRACTOR SHALL ERECT PROTECTIVE TREE FENCING AND TREE ARMOR AT LOCATIONS INDICATED ON THE DRAWINGS AND AROUND ALL TREES ON SITE WHICH ARE TO BE PRESERVED. PROTECTIVE FENCING SHALL BE ERECTED BETWEEN THE LIMITS OF CONSTRUCTION AND ANY TREE PRESERVATION AREAS SHOWN ON THE DRAWINGS.

E. A COMPLETE LIST OF PLANTS INCLUDING A SCHEDULE OF SIZES, QUANTITIES AND OTHER REQUIREMENTS IS SHOWN ON THE DRAWINGS AND ON THE BID FORM. IN THE EVENT THAT QUANTITY DISCREPANCIES OR MATERIAL OMISSIONS OCCUR IN THE PLANT MATERIALS LIST, THE PLANTING PLANS SHALL GOVERN.

1-05 PRELIMINARY ACCEPTANCE:

A. ALL PLANTINGS SHALL BE MAINTAINED BY THE CONTRACTOR FOR A PERIOD OF 90 DAYS AFTER PRELIMINARY ACCEPTANCE BY THE OWNER OR HIS/HER REPRESENTATIVE. MAINTENANCE SHALL INCLUDE, BUT IS NOT LIMITED TO: MOWING AND EDGING TURF, PULLING WEEDS, WATERING TURF AND PLANT MATERIAL AND ANNUAL FLOWER MAINTENANCE.

1-06 WARRANTY:

A. ALL PLANT MATERIAL (EXCLUDING ANNUAL COLOR), SHALL BE WARRANTEED FOR ONE (1) YEAR AFTER THE END OF THE 90 DAY MAINTENANCE PERIOD. THE END OF THE MAINTENANCE PERIOD IS MARKED BY THE FINAL ACCEPTANCE OF THE CONTRACTOR'S WORK BY THE OWNER OR HIS/HER REPRESENTATIVE. PLANT MATERIALS WILL BE WARRANTEED AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE CONTROL OF THE CONTRACTOR. THE WARRANTY COVERS A MAXIMUM OF ONE REPLACEMENT PER ITEM.

PART 2 - PRODUCTS

2-01 PLANT MATERIALS:

A. PLANTS: PROVIDE TYPICAL OF THEIR SPECIES OR VARIETY, WITH NORMAL, DENSELY DEVELOPED BRANCHES AND VIGOROUS, FIBROUS ROOT SYSTEMS. ONLY SOUND, HEALTHY, VIGOROUS PLANTS WHICH ARE FREE FROM SUNSCALD INJURIES, DISFIGURING KNOTS, FROST CRACKS, ABRASIONS OF THE BARK, PLANT DISEASES, INSECT EGGS, BORERS, AND ALL FORMS OF INFESTATION SHALL BE PROVIDED. ALL PLANTS SHALL HAVE A FULLY DEVELOPED FORM WITHOUT VOIDS AND OPEN PATCHES.
1. BALLED AND BURLAPPED PLANTS SHALL HAVE A FIRM NATURAL BALL OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS A ROOT SYSTEM NECESSARY FOR A FULL RECOVERY OF THE PLANT. ROOT BALL SIZES SHALL COMPLY WITH THE LATEST EDITION OF THE 'AMERICAN STANDARDS FOR NURSERY STOCK' (ASNS). ROOT BALLS THAT ARE CRACKED OR MUSHROOMED ARE UNACCEPTABLE.
2. CONTAINER GROWN STOCK SHOULD BE GROWN FOR AN AMOUNT OF TIME THAT IS OF SUFFICIENT LENGTH FOR THE ROOT SYSTEM TO HAVE DEVELOPED ENOUGH TO HOLD ITS SOIL TOGEHTER, FIRM AND WHOLE. PLANTS WILL NOT BE LOOSE IN THEIR CONTAINERS, NOR SHALL THEY BE POT-BOUND AND ALL CONTAINER GROWN STOCK WILL COMPLY WITH THE SIZES STATED ON THE PLANT LIST.
3. NO EVIDENCE OF WOUNDS OR PRUNING CUTS SHALL BE ALLOWED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT.
4. EVERGREEN TREES SHALL BE BRANCHED TO THE GROUND. THE HEIGHT OF EVERGREEN TREES ARE DETERMINED BY MEASURING FROM THE GROUND TO THE FIRST LATERAL BRANCH CLOSEST TO THE TOP. HEIGHT AND/OR WIDTH OF OTHER TREES ARE MEASURED BY THE MASS OF THE PLANT NOT THE VERY TIP OF THE BRANCHES.
5. SHRUBS AND SMALL PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST. THE HEIGHT MEASUREMENT SHALL BE TAKEN FROM GROUND LEVEL TO THE AVERAGE HEIGHT OF THE TOP OF THE PLANT, NOT THE LONGEST BRANCH. SINGLE STEM OR THIN PLANTS WILL NOT BE ACCEPTED. SIDE BRANCHES SHALL BE FLUSHED WITH GROWTH AND HAVE GOOD FORM TO THE GROUND. PLANTS SHALL BE IN A MOIST, VIGOROUS CONDITION, FREE FROM DEAD WOOD, BRUISES OR OTHER ROOT OR BRANCH INJURIES.

2-02 ACCESSORIES:

A. TOPSOIL:
1. TOPSOIL SHALL BE FERTILE, NATURAL TOPSOIL OF A LOAMY CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL. TOPSOIL SHALL BE REASONABLY FREE FROM CLAY, LUMPS, COARSE SAND, STONES, PLANTS, ROOTS, STICKS AND OTHER FOREIGN MATERIALS WITH A PH BETWEEN 6.5 TO 7.0.

B. TOPSOIL FOR SEED AREAS SHALL BE A MINIMUM OF 6".

C. SOIL AMENDMENTS SHALL BE AS FOLLOWS:
1. FOR TREES AND SHRUBS THE PLANT PIT WILL BE BACKFILLED WITH PULVERIZED BLACK DIRT.
2. FOR PERENNIALS AND ORNAMENTAL GRASSES THE SOIL MIXTURE WILL BE AS FOLLOWS: CM-63 GENERAL PURPOSE PEAT BASED MIX AS SUPPLIED BY MIDWEST TRADING. TOP BEDS WITH 8" OF CM-63 AND TILL INTO EXISTING BEDS TO A DEPTH OF 8", SOIL MIXTURES ARE AVAILABLE FROM MIDWEST TRADING. MIDWEST TRADING, ST. CHARLES, IL 60174 (630) 365-1990

D. FERTILIZER:
1. FOR TREES AND SHRUBS USE: 14-4-6 BRIQUETTES 17 G OR EQUIVALENT AVAILABLE FROM ARTHUR CLESEN, INC. FOLLOW MANUFACTURER'S RECOMMENDATION FOR APPLICATION. ARTHUR CLESEN, INC. 543 DIENS DRIVE, WHEELING, IL 60090 (847)537-2177
2. FOR TURF AREAS USE 6-24-16 CLESEN FAIRWAY WITH MICRONUTRIENTS WITH MINOR ELEMENTS 3.0 % S, .02% B, .05% CU, 1.0% FE, .0006% MO, .10% MN AVAILABLE FROM ARTHUR CLESEN OR APPROVED EQUAL.

E. HERBICIDE:
1. ROUND-UP OR APPROVED EQUAL

F. MULCH:
1. BARK MULCH SHALL BE FINELY SHREDDED HARDWOOD BARK WHICH HAS BEEN SCREENED AND IS FREE OF ANY GREEN FOLIAGE, TWIGS, ROCKS, SAWDUST, WOOD SHAVINGS, GROWTH OR GERMINATION INHIBITING INGREDIENTS, OR OTHER FOREIGN MATERIALS. BARK MULCH IS AVAILABLE FROM MIDWEST TRADING.
2. MUSHROOM COMPOST AS AVAILABLE FROM MIDWEST TRADING.

G. WATER:
1. WATER SERVICE WILL BE AVAILABLE ON THE SITE, WITH THE COST OF WATER BEING PAID BY THE OWNER. TRANSPORTING OF THE WATER FROM THE SOURCE TO THE WORK AREAS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ALL NECESSARY HOSE, PIPING, TANK TRUCK, ETC. SHALL BE SUPPLIED BY THE LANDSCAPE CONTRACTOR.

H. GUYING:
1. STAKES: 5/8" X 40" STEEL EYE ANCHOR WITH 4" HELIX
2. CABLE:
a. TREES UNDER 5": FLEXIBLE 1/8" GALVANIZED AIRCRAFT CABLE, 7X7 STRAND OR APPROVED EQUAL
b. TREES 5" AND OVER: FLEXIBLE 3/16" GALVANIZED AIRCRAFT CABLE, 7X7 STRAND OR APPROVED EQUAL.
3. TURNBUCKLES: 5/16", EYE AND EYE, WITH 4" TAKEUP.
4. HOSE: NEW TWO-PLY REINFORCED RUBBER HOSE, MINIMUM 1/2" I.D.

I. TREE WRAP: BURLAP TREE WRAP 4" WIDE.

J. TWINE: SOFT NURSERY JUTE.

PART 3 - INSTALLATION OF PLANT MATERIAL

3-01 FIELD VERIFICATION:

A. EXAMINE PROPOSED PLANTING AREAS AND CONDITIONS OF INSTALLATION. DO NOT START PLANTING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3-02 PREPARATION:

A. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF 'HORTICULTURE STANDARDS OF NURSERYMEN, INC.' AND AS DETAILED ON THESE DRAWINGS.

B. PLANTING SHALL BE PERFORMED BY EXPERIENCED WORKMEN FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A QUALIFIED SUPERVISOR.

C. ALL UNDERGROUND UTILITIES MUST BE LOCATED AND MARKED CLEARLY.

D. APPLY ROUND-UP OR APPROVED EQUIVALENT TO KILL ANY EXISTING VEGETATION IN ALL AREAS TO BE PLANTED. CONFIRM LENGTH OF WAITING PERIOD BETWEEN CHEMICAL APPLICATION AND PLANT INSTALLATION WITH MANUFACTURER. DO NOT BEGIN PLANTING OPERATIONS UNTIL PRESCRIBED POST-APPLICATION WAITING PERIOD HAS ELAPSED. TAKE EXTREME CARE TO AVOID CHEMICAL DRIFT TO ADJOINING PROPERTIES OF LANDSCAPE PLANTINGS.

E. PRIOR TO ALL PLANTING, ROTOTILL ALL AREAS TO BE LANDSCAPED TO PREPARE FOR PLANT INSTALLATION TO A MINIMUM DEPTH OF 12". ELIMINATE UNEVEN AREAS AND LOW SPOTS. MAINTAIN LINES, LEVELS, PROFILES AND CONTOUR. CHANGES IN GRADE ARE TO BE GRADUAL. BLEND SLOPES INTO LEVEL AREAS. REMOVE ALL DEBRIS, WEEDS AND UNDESIRABLE PLANTS AND THEIR ROOTS FROM AREAS TO BE PLANTED. REMOVE ALL CONCRETE SLAG LARGER THAN 2" IN DIAMETER.

F. TOPSOIL SHALL BE SPREAD OVER THE SITE AT A MINIMUM DEPTH OF 6". FOR THOSE AREAS WHICH ARE INDICATED AS PRAIRIE OR NATURAL AREAS ON THE DRAWINGS, A TOPSOIL DEPTH OF 18" IS RECOMMENDED WHERE POSSIBLE.

G. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO PREPARE ALL SEEDED AREAS BY DISKING AND RAKING PRIOR TO PLANTING SEED. SOIL SHALL BE LOOSENED AND SCARIFIED TO A MINIMUM DEPTH OF 6". FINE GRADING OF ALL SEEDED AREAS IS REQUIRED. MAXIMUM SIZE OF STONE OR TOPSOIL LUMP IS 1".

H. LOCATE ALL PLANT MATERIAL AS INDICATED OR AS APPROVED IN THE FIELD BY THE LANDSCAPE ARCHITECT. IF OBSTRUCTIONS ARE ENCOUNTERED WHICH ARE NOT SHOWN ON THE DRAWINGS, THEN DO NOT PROCEED WITH PLANTING OPERATIONS UNTIL ALTERNATE PLANT LOCATIONS HAVE BEEN SELECTED.

I. PLANTING HOLES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANTING DETAILS. HOLES SHALL BE HAND DUG OR MACHINE DUG. GREAT CARE WILL BE TAKEN TO NOT EXCAVATE THE HOLE DEEPER THAN THE ROOT BALL AND THE DIAMETER SHALL BE A MINIMUM OF TWO TIMES THE ROOT BALL WIDTH. REMOVE ANY MATERIALS ENCOUNTERED IN EXCAVATION THAT MAY BE INJURIOUS TO PLANT GROWTH, INCLUDING STONES LARGER THAN 2" IN DIAMETER OR OTHER DEBRIS. SOIL TO BE USED AS BACKFILL SHOULD BE PULVERIZED.

J. PROVIDE PRE-MIXED PLANTING MIXTURE FOR USE AROUND ROOT SYSTEMS AND ROOT BALLS OF THE PLANTS. THE MIXTURES ARE OUTLINED IN SECTION B OF PART 2-02.

K. PRIOR TO PLANTING, PROVIDE ADDITIONAL TOPSOIL TO ALL PLANTING BEDS TO BRING THE FINISH GRADE OF THE BED TO 2" ABOVE LAWN GRADE AND TO FINISH GRADE OF ADJACENT HARD SURFACE GRADES.

L. ADD 2" THICKNESS OF MUSHROOM COMPOST TO ALL ANNUAL, PERENNIAL AND GROUNDCOVER BEDS. FINISH GRADE BED AND INSTALL PLANTS.

3-03 PLANTING PROCEDURES:

A. SET PLANT MATERIAL IN THE PLANTING HOLE TO PROPER GRADE AND ALIGNMENT. SET PLANTS UPRIGHT AND PLUMB. SET PLANT MATERIAL 2" ABOVE THE ADJACENT FINISH GRADE. REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL. REMOVE TREATED BURLAP (GREEN). CUT AND REMOVE OR CUT AND FOLD DOWN UPPER HALF OF WIRE BASKET, DEPENDENT UPON TREE SIZE. BACKFILL HOLE BY FIRMLY TAMPING SOIL TO AVOID ANY AIR POCKETS OR VOIDS.

B. SET BALLED AND BURLAPPED PLANTS IN THE PLANTING HOLE AND COMPACT 8" OF SOIL AROUND THE BASE OF THE BALL. BACKFILL REMAINING SPACE WITH PLANTING MIXTURE. WATER PLANTS IMMEDIATELY AFTER PLANTING TO ELIMINATE ALL VOIDS AND THOROUGHLY SOAK THE PLANT ROOT BALL.

C. SPACE GROUNDCOVER PLANTS ACCORDING TO DIMENSIONS GIVEN ON THE PLANS. ADJUST SPACING AS NECESSARY TO EVENLY FILL PLANTING BED WITH INDICATED NUMBER OF PLANTS. PLANT TO WITHIN 18" OF THE TRUNKS OF TREES AND SHRUBS OR AT THE EDGE OF THE PLANT BALL, WHICHEVER IS CLOSEST. PLANT TO WITHIN 12" OF EDGE OF BED.

D. MULCHING:
1. INSTALL 4" DEPTH OF MULCH AROUND ALL TREE AND SHRUB BEDS AS INDICATED ON DRAWINGS OR PLANTING DETAILS. MULCH SHRUB PLANTING AREAS AS CONTINUOUS BEDS. DO NOT PLACE MULCH DIRECTLY AGAINST TREE TRUNK; FORM MULCH TO CREATE AN INVERTED CONE AROUND TRUNK.
2. MULCH PERENNIAL, GROUNDCOVER AND ANNUAL PLANTING BEDS WITH 2" MUSHROOM COMPOST. WATER MULCHED AREAS THOROUGHLY AFTER PLACING MULCH.

E. TREE WRAPPING IS NOT REQUIRED, UNLESS THE CONTRACTOR FEELS IT IS NECESSARY DUE TO CHARACTERISTICS OF A PARTICULAR SPECIES OR PAST EXPERIENCE WITH THE SPECIES. THE LANDSCAPE ARCHITECT WILL BE NOTIFIED AS TO WHICH TREES ARE TO BE WRAPPED AND SHALL INSPECT THE TRUNK(S) BEFORE WRAPPING. TREE WRAP WILL NOT BE USED TO COVER DAMAGE OR DEFECTS. WHEN WRAPPING IS DONE, TRUNKS WILL BE WRAPPED SPIRALLY WITH APPROVED TREE WRAPPING TAPE THAT IS NOT LESS THAN 4" WIDE, AND SECURELY TIED WITH SUITABLE CORD AT THE TOP, BOTTOM AND 2" INTERVALS ALONG THE TRUNK. WRAP FROM GROUND TO THE HEIGHT OF THE FIRST BRANCH.

F. STAKING AND GUYING OF TREES IS OPTIONAL. IF THE CONTRACTOR CHOOSES TO STAKE ALL OR PART OF THE TREES, HE/SHE SHALL USE THE METHOD SPECIFIED IN THE PLANTING DETAILS. ONE (1) STAKE IS TO BE USED ON TREES OF 1" CALIPER AND UNDER, OR 4' HEIGHT AND UNDER. TWO (2) STAKES ARE TO BE USED ON TREES OF 1" TO 2 3/4" CALIPER. GUY TREES OF 3" CALIPER OR LARGER AT THREE (3) PER TREE. THE ROOT BALL WILL NOT BE PIERCED WITH A STAKE. STAKES ARE TO BE DRIVEN AT LEAST EIGHTEEN (18) INCHES INTO SUBSOIL BELOW THE PLANTING HOLE. STAKES AND WIRE ATTACHMENTS SHALL BE REMOVED AFTER THREE MONTHS FOR SPRING PLANTED MATERIAL AND BY THE FOLLOWING MAY FOR FALL PLANTED STOCK BY THE CONTRACTOR. STAKING AND GUYING SHOULD BE DONE IMMEDIATELY AFTER LAWN SEEDING OR SODDING OPERATIONS.

G. SEEDING OF SPECIFIED LAWN AREAS ON PLANS WILL BE TREATED AS FOLLOWS:
1. TOPSOIL SHALL BE SPREAD OVER ALL AREAS TO BE SEEDED TO A MINIMUM DEPTH OF 6" WHEN COMPACTED (TO BE PERFORMED BY OTHERS).
2. SEED MIXTURE AND APPLICATION RATE - USE FIELD OF DREAMS GAMEDAY SEED MIX (70% BLUEGRASS / 30% RYEGRASS) AS SUPPLIED BY NATIONAL SEED. APPLY AT A RATE OF 3-4 LBS./1000 S.F.
3. APPLY FERTILIZERS AND CONDITIONERS AT THE RATE SPECIFIED PER SOIL TEST FINDINGS. IN LIEU OF SOIL TEST RESULTS, APPLY TWO (2) TONS OF GROUND AGRICULTURAL LIMESTONE AND 1000 LBS. 10-10-10 OR EQUIVALENT ANALYSIS FERTILIZER PER ACRE. AT LEAST 40% OF THE FERTILIZER NITROGEN SHALL BE OF AN ORGANIC ORIGIN.
4. SOIL PREPARATION AREAS WHERE VEHICULAR TRAFFIC HAS COMPACTED THE SOIL SHALL BE LOOSENED/SCARIFIED TO A MINIMUM DEPTH OF 6" BEFORE FERTILIZING AND SEEDING. FINE GRADING OF ALL SEEDED AREAS IS REQUIRED. MAXIMUM SIZE OF STONE OR TOPSOIL LUMP IS 1".
5. WATERING SEEDED AREAS SHALL BE DONE TO ENSURE PROPER GERMINATION. ONCE SEEDS HAVE GERMINATED, WATERING MAY BE DECREASED BUT THE SEEDLINGS MUST NEVER BE ALLOWED TO DRY OUT COMPLETELY. FREQUENT WATERING SHOULD BE CONTINUED APPROXIMATELY FOUR (4) WEEKS AFTER GERMINATION OR UNTIL GRASS HAS BECOME SUFFICIENTLY ESTABLISHED TO WARRANT WATERING ON AN 'AS NEEDED' BASIS.
6. TURF IS BEING ESTABLISHED ON A VARIETY OF SLOPE CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT WHATEVER PROCEDURES HE/SHE DEEMS NECESSARY TO ESTABLISH THE TURF AS PART OF HIS/HER WORK. SEEDED AREAS WILL BE ACCEPTED WHEN ALL AREAS SHOW A UNIFORM STAND OF THE SPECIFIED GRASS IN HEALTHY CONDITION AND AT LEAST 90 DAYS HAVE ELAPSED SINCE THE COMPLETION OF THIS WORK. THE CONTRACTOR SHALL SUBMIT WITH HIS/HER BID A DESCRIPTION OF THE METHODS AND PROCEDURES HE/SHE INTENDS TO USE.

H. EROSION CONTROL BLANKET
1. EROSION CONTROL BLANKET SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION IN ALL AREAS SHOWN ON THE PLAN.
2. INSTALL S-75 EROSION CONTROL BLANKET AS MANUFACTURED BY NORTH AMERICAN GREEN OR APPROVED EQUAL.
3. BLANKET SHOULD BE PREMARKED WITH STAPLE PATTERN.
4. STAPLES SHOULD BE 8" WIRE STAPLES, APPLIED AT TWO (2) PER SQUARE YARD MINIMUM.
5. SUITABLE EROSION CONTROL PRACTICES SHALL BE MAINTAINED BY THE CONTRACTOR IN ACCORDANCE WITH ILLINOIS URBAN MANUAL AND ALL APPLICABLE SOIL EROSION AND SEDIMENTATION CONTROL ORDINANCES AND THE PLANS.

I. SODDING OF SPECIFIED LAWN AREAS ON PLANS WILL BE COMPLETED AS FOLLOWS:
1. RAKE SOIL SURFACE TO RECEIVE SOD TO COMPLETELY REMOVE ANY SOIL CRUST NO MORE THAN ONE DAY PRIOR TO LAYING SOD.
2. MOISTEN PREPARED SURFACE IMMEDIATELY PRIOR TO LAYING SOD. WATER THOROUGHLY AND ALLOW SURFACE MOISTURE TO DRY BEFORE PLANTING LAWNS. DO NOT CREATE A MUDDY SOIL CONDITION.
3. SOD SHALL BE LAID WITHIN 24 HOURS FROM THE TIME OF STRIPPING. DO NOT PLANT DORMANT SOD OR IF THE GROUND IS FROZEN.
4. 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. WORK SIFTED SOIL INTO MINOR CRACKS BETWEEN PIECES OF SOD; REMOVE EXCESS TO AVOID SMOTHERING OF ADJACENT SOD.
5. PLACE TOP ELEVATION OF SOD 1/2 INCH BELOW ADJOINING EDGING OR PAVING.
6. WATER SOD THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.
7. AFTER SOD AND SOIL HAVE DRIED, ROLL SEEDED AREAS TO ENSURE A GOOD BOND BETWEEN THE SOD AND SOIL, AND TO REMOVE MINOR DEPRESSIONS AND IRREGULARITIES.
8. SODDED SLOPES 3:1 OR GREATER SHALL BE STAKED TO PREVENT EROSION AND WASHOUT.
9. WARRANTY SODDING FOR A PERIOD OF ONE (1) YEAR FROM THE END OF THE 90 DAY MAINTENANCE PERIOD. IF SOD FAILS OR LACKS VIGOR AND FULL GROWTH AS DETERMINED BY THE LANDSCAPE ARCHITECT, THE CONTRACTOR WILL REPEAT SITE PREPARATION OPERATIONS AND RE-SOD AFFECTED AREAS AT THE CONTRACTOR'S EXPENSE.
10. NOTE: SOD SHALL BE A PREMIUM KENTUCKY BLUEGRASS BLEND, AND IS REQUIRED IN ALL AREAS INDICATED ON THE PLANS AS WELL AS AREAS WHICH HAVE BEEN AFFECTED BY CONSTRUCTION. SOD CAN BE PLACED AS LONG AS WATER IS AVAILABLE AND THE GROUND SURFACE CAN BE PROPERLY PREPARED. SOD SHALL NOT BE LAID ON FROZEN OR SNOW-COVERED GROUND. SOD SHALL BE STRONGLY ROOTED, NOT LESS THAN TWO (2) YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. SOD SHOULD BE MACHINE CUT TO PAD THICKNESS OF 3/4" (PLUS OR MINUS 1/4"), EXCLUDING TOP GROWTH AND THATCH. PROVIDE ONLY SOD CAPABLE OF VIGOROUS GROWTH AND DEVELOPMENT WHEN PLANTED (VIABLE, NOT DORMANT). PROVIDE SOD OF UNIFORM PAD SIZES WITH MAXIMUM 5% DEVIATION IN EITHER LENGTH OR WIDTH. BROKEN PADS OR PADS WITH UNEVEN ENDS WILL NOT BE ACCEPTABLE. SOD PADS INCAPABLE OF SUPPORTING THEIR OWN WEIGHT WHEN SUSPENDED VERTICALLY WITH A FIRM GRASP ON THE UPPER 10% OF PAD WILL NOT BE ACCEPTED.

J. TIMING OF PLANT MATERIAL AND SEEDING OPERATIONS:
1. SEEDING OF SPECIFIED AREAS SHALL OCCUR WHEN THE SOIL TEMPERATURE IS ABOVE 55° F. NO SEED SHALL BE SOWN DURING PERIODS OF HIGH WINDS, OR WHEN THE GROUND IS NOT IN PROPER CONDITION FOR SEEDING (SEE SECTION 3-02 (G)). SEEDING OPERATIONS FOR THE SPECIFIED MIXES SHALL OCCUR IN THE SPRING TIME FRAME OF APRIL 15 THROUGH JUNE 30 AND IN THE SUMMER TIME FRAME OF AUGUST 15 THROUGH DECEMBER 1. THE MIXES CONTAINING BLUEGRASS AND FESCUE SEED MUST HAVE SIX WEEKS TO HARDEN OFF FOR WINTER SURVIVAL.
2. SOD SHALL BE INSTALLED WHEN THE GROUND IS NOT FROZEN OR SNOW COVERED AND TEMPERATURES ARE LESS THAN 80° F. IT SHALL NOT BE PLACED DURING A PERIOD OF EXTENDED DROUGHT.
3. HERBACEOUS ORNAMENTAL PLANTS SHALL BE PLANTED BETWEEN MAY 1 AND JUNE 15 OR BETWEEN AUGUST 15 AND DECEMBER 1.
4. SPRING PLANTING OF WOODY ORNAMENTAL PLANTS SHALL BE PERFORMED FROM THE TIME THE SOIL CAN BE EASILY WORKED UNTIL JUNE 1, EXCEPT THAT EVERGREEN PLANTING SHALL END ON MAY 15. OAK, HAWTHORN AND RED MAPLE SPECIES WILL ONLY BE PLANTED DURING THIS SPRING PLANTING PERIOD. FALL PLANTING WILL BEGIN AUGUST 15 AND WILL CONTINUE UNTIL THE GROUND CANNOT BE WORKED SATISFACTORILY, EXCEPT THAT EVERGREEN PLANTING SHALL BE PERFORMED BETWEEN AUGUST





Subject Property

Z2603-01

Copley Center Outlot Redevelopment - Dutch Bros

Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Variation, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review

0 60 120
Feet

VILLAGE OF SCHAUMBURG

210 E. Golf Rd

Prepared By:
Village of Schaumburg
Community Development Department

KEYED NOTES

1. LOCATION OF UTILITY METER DISCONNECT SWITCH AND CT CABINET. REFER TO "RISER DIAGRAM" ON SHEET E3.01.
2. PROVIDE 120V ELECTRICAL CONNECTION WITH (2)#8 & (1)#8G. IN 2" PVC ROUTED BELOW GRADE FOR DRIVE-THRU BACKLIT MENU BOARD PER MANUFACTURER'S INSTRUCTIONS. CONDUIT SHALL COME UP IN CENTER OF POST. SIGN COMPANY REPRESENTATIVE TO GIVE EXACT LOCATIONS/DIMENSIONS FOR GC TO MATCH. CONTRACTOR SHALL REPAIR EXISTING PARKING SURFACES FROM TRENCHING TO MATCH PREVIOUS CONDITIONS.
3. PROVIDE 120V ELECTRICAL CONNECTION WITH (2)#8 & (1)#8G. IN 2" PVC ROUTED BELOW GRADE FOR NEW MONUMENT SIGN PER REPRESENTATIVE PRIOR TO ROUGH-IN. CONTRACTOR SHALL REPAIR EXISTING PARKING SURFACES FROM TRENCHING TO MATCH PREVIOUS CONDITIONS.
4. PARKING LOT FIXTURES TO DIM TO 30% WHILE NOT OCCUPIED AND SET TO FULL BRIGHTNESS WHILE IN USE.
5. LOCATION OF CABLE INTERNET DEMARC
6. PROVIDE 2" CONDUIT W/ PULL STRING 24" BEHIND MENU BOARD TO CHRISTY BOX FOR FUTURE DIGITAL MENU BOARD UPGRADE . COORDINATE W/ SIGN MANUFACTURER.

SITE NOTES

WATER LINES, CONDUITS FOR ELECTRICAL, OR OTHER UTILITIES SHALL BE LOCATED SO AS TO NOT CONFLICT WITH REQUIRED TREE LOCATIONS FOR STREETS AND PARKING LOTS.

COORDINATE ELECTRICAL WORK WITH LANDSCAPING INSTALLER.

GENERAL NOTES

1. FOR UTILITY TRANSFORMER, TELEPHONE SERVICE, GAS, WATER, AND SANITARY SEWER LOCATIONS; SEE CIVIL SITE PLAN.
2. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR COORDINATION AND COMPLIANCE WITH ALL UTILITY COMPANIES REQUIREMENTS. INCOMING POWER AND TELEPHONE SERVICES IS EXISTING TO REMAIN. VERIFY REQUIREMENTS WITH UTILITIES PRIOR TO INSTALLATION.

PHOTOMETRIC NOTES

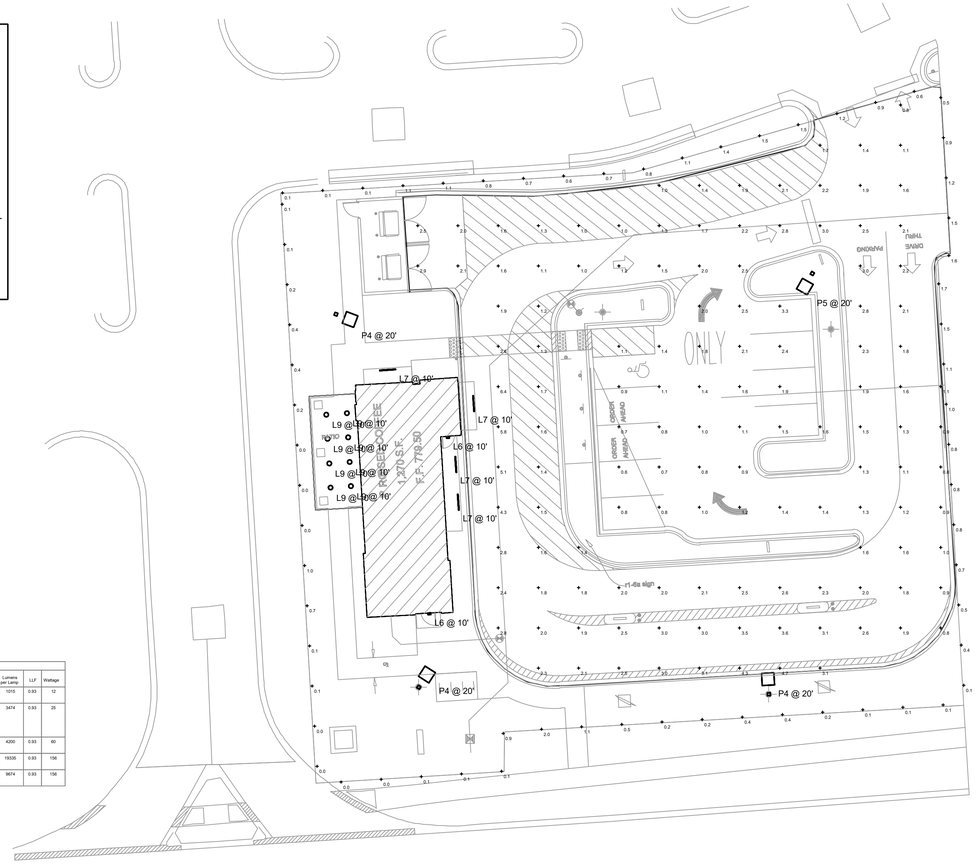
PHOTOMETRIC LIGHT LEVELS MEASURED AT 0'-0" ABOVE GRADE.

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Property Line	+	0.6 fc	2.0 fc	0.0 fc	N/A	N/A
Calc Zone #5	+	1.9 fc	6.4 fc	0.6 fc	10.7:1	3.2:1

Schedule

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
○	L9	8	DMF LIGHTING	DRDSS-4R-10000	DRDSS-4R-10000		1	L9.ies	10155	0.93	12
▭	L6	2	RAB LIGHTING INC	SLIM22-S-30E, MV, NON-DIM	CAST FINNED METAL HOUSING, MACHINED METAL HEAT SINK, 1 CIRCUIT BOARD MOUNTED LED, SPECULAR ANODIC REFLECTOR WITH SEMI-SPECULAR FINISH, CLEAR FLAT GLASS LENS IN CAST BROWN PAINTED METAL FRAME	ONE WHITE MULTI-CHIP LIGHT EMITTING DIODE (LED), TILTED 30-DEGREES FROM VERTICAL BASE-UP POSITION.	1	L6.ies	3474	0.93	25
|	L7	4	Self	CROWN-70-40K-110-S-SSP	WET LOCATION LED	LED	1	L7.ies	4200	0.93	60
▭	P5	1	NLS Lighting, LLC	NV-1-T5-4BL-1-40K	T5 silicone optics	LED	1	P(T5)_4BL.IES	19335	0.93	156
▭	P4	3	NLS Lighting	NV-1-T4-4BL-1-40K-UNV-HSS	T4 OPTICS WITH BLACK HSS	LED	1	P(T4)_4BL.IES	9674	0.93	156

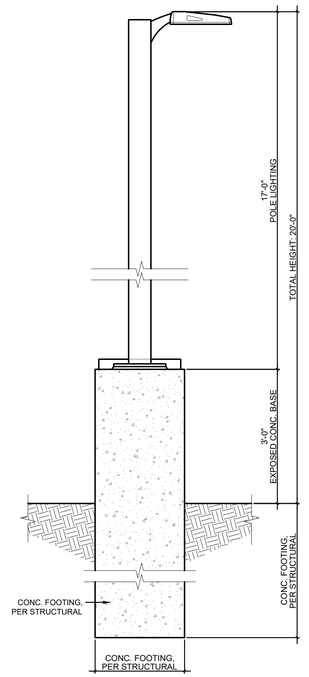


PLAN NORTH

1 **SITE PHOTOMETRIC**

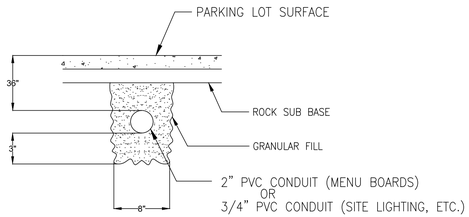
1/16" = 1'-0"

0 8' 16' 32'



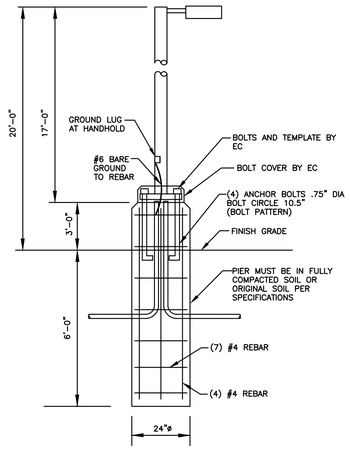
3 E0.01 **LIGHT POLE DETAIL**

SCALE: N.T.S.



4 E0.01 **TRENCHING DETAIL**

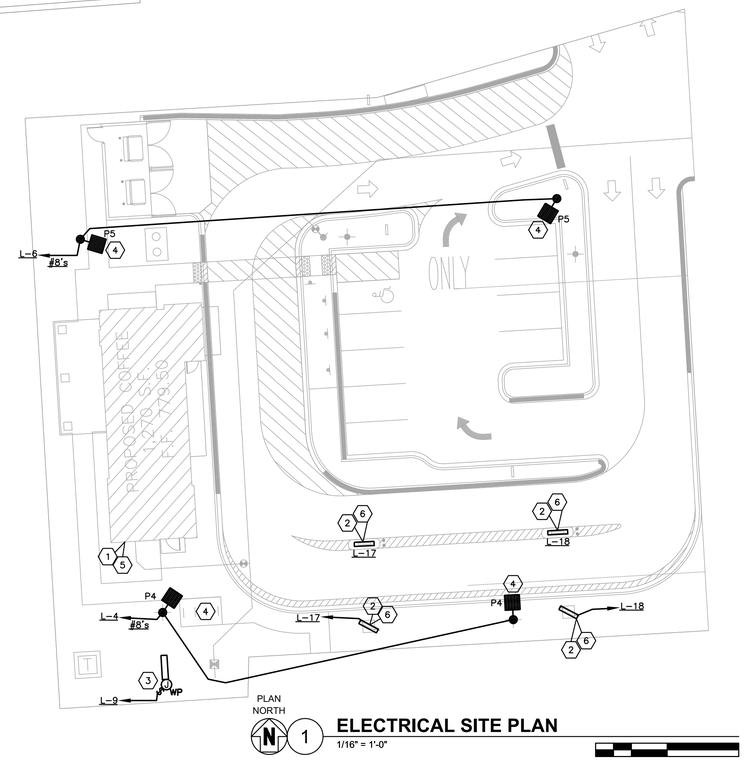
SCALE: N.T.S.



5 E0.01 **TRENCHING DETAIL**

SCALE: N.T.S.

GOLF ROAD
(ILLINOIS ROUTE 58)



PLAN NORTH

1 **ELECTRICAL SITE PLAN**

1/16" = 1'-0"

0 8' 16' 32'

ELECTRICAL SYMBOLS

SYMBOL	DESCRIPTION
A-1	HOME RUN TO PANEL. CIRCUIT NUMBERS, PHASE, NEUTRAL AND GROUND CONDUCTORS INDICATED ALONG WITH ISOLATED GROUND CONDUCTOR IF APPLICABLE
A-1	PARTIAL CIRCUIT
$	SINGLE POLE SWITCH, +3'-10" OR AS NOTED
D	DIMMER, +3'-10" OR AS NOTED
$OS	WALL MOUNTED OCCUPANCY SENSOR, +3'-10" OR AS NOTED
OS	CEILING MOUNTED OCCUPANCY SENSOR
PS	CEILING MOUNTED INTERIOR DAYLIGHT HARVESTING PHOTOCELL SENSOR CONTROLLED BY ROOM CONTROLLER
PP	POWER PACK, INSTALLED ABOVE ACCESSIBLE CEILING
	DUPLEX RECEPTACLE, +18" OR AS NOTED
WP	GFI DUPLEX RECEPTACLE +18" OR AS NOTED
	QUADPLEX RECEPTACLE, +18" OR AS NOTED
WP	GFI QUADPLEX RECEPTACLE, +18" OR AS NOTED
GF	GROUND FAULT INTERRUPTING RECEPTACLE, +18" OR AS NOTED
WP	WEATHERPROOF GROUND FAULT INTERRUPTING RECEPTACLE, +18" OR AS NOTED
	SPECIAL RECEPTACLE, NEMA STYLE AS NOTED, +18" OR AS NOTED
USB	USB CHARGING DUPLEX RECEPTACLE, +18" OR AS NOTED
FLG	RECEPTACLE INSTALLED FLUSH IN CEILING
J	JUNCTION BOX
	DISCONNECT SWITCH, TOP AT +6'-0" OR AS NOTED
	DISCONNECT SWITCH PROVIDE WITH EQUIPMENT
C	LIGHTING CONTACTOR, INSTALLED AS NOTED
T	TIME CLOCK, +6'-2" OR AS NOTED
P	EXTERIOR PHOTOCELL, INSTALLED ON ROOF FACING NORTH
	TELEPHONE/DATA OUTLET, +18" WITH 1" CONDUIT TO ABOVE CEILING
	DATA OUTLET, +18" WITH 3/4" CONDUIT TO ABOVE CEILING
+48"	MOUNTING HEIGHT ABOVE FINISHED FLOOR TO CENTERLINE OF DEVICE
TYP.	TYPICAL
SD	AREA TYPE PHOTOELECTRIC SMOKE DETECTOR WITH SAMPLING TUBES AND REMOTE INDICATOR LIGHT MOUNTED FLUSH IN CEILING BELOW DETECTOR

DUTCH BROS Coffee

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: 847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY TO APPLICABLE LAWS, RULES, REGULATIONS, AND ORDINANCES OF ALSIP, IL RELATING TO STRUCTURES AND BUILDINGS.

08.11.26

ANNIHILATOR-A1

Project No: IL0603

Dutch Bros Coffee - New Freestanding Store
VILLAGE OF SCHAUMBURG
IL 60193

For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A1 PROTOTYPE 6/27/25

ISSUED FOR REVIEW

02/27/2026

REV:	DATE:	DESCRIPTION:

SHEET NAME:

ELECTRICAL SITE PLAN

DRAWN BY: | CHECKED BY:

SHEET NUMBER:

E0.01

CASE Engineering Inc.
796 Merus Court
St. Louis, MO 63026
T 636.349.1600
F 636.349.1730

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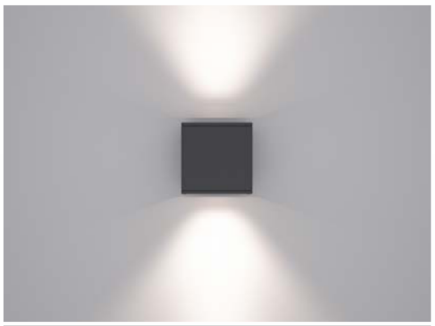
"The name DUTCH BROS. and all associated logos, distinctive designs, content, information, and other materials featured, displayed, contained herein, and made available by Dutch Bros., including but not limited to, the "look and feel" of the establishments and products, all text, images, colors, configurations, graphics, designs, illustrations, photographs, and pictures (collectively, the "Materials") are owned by and/or licensed by DB Franchising USA, LLC and are protected by copyright, trademark, trade dress, patent, and/or other intellectual property rights and similar competition laws under the United States and foreign laws."

L4 - Exterior Sconce

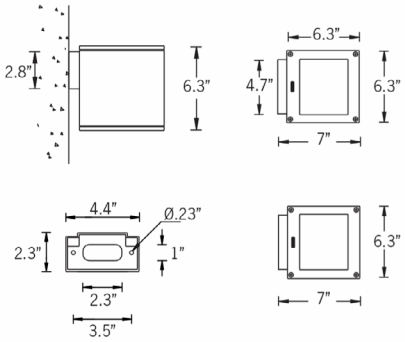
UMT-31416

Matrix 3 Surface

LIGMAN LIGHTING USA



14/14w COB 1128 Lumens Down, 1128 Lumens Up
IP65 • Suitable For Wet Locations
IK07 • Impact Resistant
Weight 4.8 lbs



Mounting Detail

Construction

Aluminum
Less than 0.1% copper content - Marine Grade 6060 extruded & LM6 Aluminum High Pressure die casting provides excellent mechanical strength , clean detailed product lines and excellent heat dissipation.

Pre paint
8 step degrease and phosphate process that includes deoxidizing and etching as well as a zinc and nickel phosphate process before product painting.

Memory Retentive -Silicon Gasket
Provided with special injection molded "fit for purpose" long life high temperature memory retentive silicon gaskets. Maintains the gaskets exact profile and seal over years of use and compression.

Thermal management
LM6 Aluminum is used for its excellent mechanical strength and thermal dissipation properties in low and high ambient temperatures. The superior thermal heat sink design by Ligman used in conjunction with the driver, controls thermals below critical temperature range to ensure maximum luminous flux output, as well as providing long LED service life and ensuring less than 10% lumen depreciation at 50,000 hours.

Surge Suppression
Standard 10kv surge suppressor provided with all fixtures.

BUG Rating
B1 - U5 - G0

Finishing
All Ligman products go through an extensive finishing process that includes fettling to improve paint adherence.

Paint
UV Stabilized 4.9Mil thick powder coat paint and baked at 200 Deg C. This process ensures that Ligman products can withstand harsh environments. Rated for use in natatoriums.

Inspired by Nature Finishes
The Inspired by nature Finishing is a unique system of decorative powder coating. Our metal decoration process can easily transform the appearance of metal or aluminum product into a wood grain finish.

This patented technology enables the simulation of wood grain, and even marble or granite finish through the use of decorative powder coating.

The wood grain finish is so realistic that it's almost undistinguishable from real wood, even from a close visual inspection. The system of coating permeates the entire thickness of the coat and as a result, the coating cannot be removed by normal rubbing, chipping, or scratching.

The Coating Process
After pre-treatment the prepared parts are powder coated with a specially formulated polyurethane powder. This powder provides protection against wear, abrasion, impact and corrosion and acts as the relief base color for the finalized metal decoration.

The component is then wrapped with a sheet of non-porous film with the selected decoration pattern printed on it using special high temperature inks.

This printed film transfer is vacuum-sealed to the surface for a complete thermo print and then transferred into a customized oven. The oven transforms the ink into different forms within the paint layer before it becomes solid. Finally, the film is removed, and a vivid timber look on aluminum remains.

Wood grain coating can create beautiful wood-looking products of any sort. There are over 300 combinations of designs currently in use. Wood grains can be made with different colors, designs, etc.

Our powder coatings are certified for indoor and outdoor applications and are backed by a comprehensive warranty. These coatings rise to the highest conceivable standard of performance excellence and design innovation.

Added Benefits
- Resistance to salt-acid room, accelerated aging
- Boiling water, lime and condensed water resistant
- Anti-Graffiti, Anti-Slip, Anti-Microbial, Anti-Scratch
- Super durable (UV resistant)
- TGIC free (non-toxic)

Hardware
Provided Hardware is Marine grade 316 Stainless steel.

Anti Seize Screw Holes
Tapped holes are infused with a special anti seize compound designed to prevent seizure of threaded connections, due to electrolysis from heat, corrosive atmospheres and moisture.

Crystal Clear Low Iron Glass Lens
Provided with tempered, impact resistant crystal clear low iron glass ensuring no green glass tinge.

Optics & LED
Precise optic design provides exceptional light control and precise distribution of light. LED CRI > 80

Lumen - Maintenance Life
L80 /B10 at 50,000 hours (This means that at least 90% of the

Square surface wall-mounted architectural lighting range. Family of lighting effects sanctioning imagination and inspiration to reign in designs.

A small profile wall mounted compact cubic luminaire with up and downward light distributions. The Matrix is designed with five light distribution options, namely narrow, medium, wide, very wide and spike.

The Matrix uses high efficiency, long life LEDs and is designed to illuminate the wall and surfaces in front of the wall, as well as light accents on vertical and horizontal surfaces. The Matrix is suitable for indoor and outdoor applications.

This luminaire is available with decorative spikes and can be used with various combinations of light distribution optics.

This luminaire can be mounted at different angles to produce interesting decorative lighting effects on the side of the building facade.
The standard Matrix is designed to mount over a 3" octagonal j-box, a 4" j-box cover plate is available upon request.



UMT-31416

Matrix 3 Surface

LIGMAN LIGHTING USA

PROJECT		DATE	
QUANTITY		TYPE	NOTE

ORDERING EXAMPLE || UMT - 31416 - 14/14w - W30 - 02 - 120/277v - Options

UMT-31416	14/14w	N		W40	02	
	LAMP	BEAM UP	BEAM DOWN	LED COLOR	FINISH COLOR	VOLTAGE

LAMP
- 14/14w COB
- 1128 Lumens Down
- 1128 Lumens Up

BEAM UP
- N - Narrow 20˚
- M - Medium 25˚
- W - Wide 36˚
- VW - Very Wide 74˚

BEAM DOWN
- N - Narrow 20˚
- M - Medium 25˚
- W - Wide 36˚
- VW - Very Wide 74˚

LED COLOR
- W27 - 2700K
- W30 - 3000K
- W35 - 3500K
- W40 - 4000K

FINISH COLOR
- 01 - BLACK RAL 9011
- 02 - DARK GREY RAL 7043
- 03 - WHITE RAL 9003
- 04 - METALLIC SILVER RAL 9006
- 05 - MATTE SILVER RAL 9006
- 06 - LIGMAN BRONZE
- 07 - CUSTOM RAL

INSPIRED BY NATURE FINISHES
- SW01 - OAK FINISH
- SW02 - WALNUT FINISH
- SW03- PINE FINISH
- DF - DOUGLAS FIR FINISH
- CW - CHERRY WOOD FINISH
- NW - NATIONAL WALNUT FINISH
- SU01 - CONCRETE FINISH
- SU02 - SOFTSCAPE FINISH
- SU03 - STONE FINISH
- SU04 - CORTEN FINISH

THERE IS AN ADDITIONAL COST FOR THESE FINISHES

VOLTAGE
- 120/277v
- Other - Specify

ADDITIONAL OPTIONS

- NAT - Natatorium Rated
- F - Frosted Lens
- 4J - Mounting Plate for 4" Junction Box
- DIM - 0-10v Dimming

COLORED DICHROIC FILTERS
- RD - Red Lens
- BL - Blue Lens
- GR - Green Lens
- AM - Amber Lens
- [Specify Other Color]

More Custom Finishes Available Upon Request

Consult factory for pricing and lead times





Example: Inspired by Nature Finish

Ligman Lighting USA reserves the right to change specifications without prior notice, please contact factory for latest information. Due to the continual improvements in LED technology data and components may change without notice.

Intertek

L5 - LED Strip Lighting at Parapet

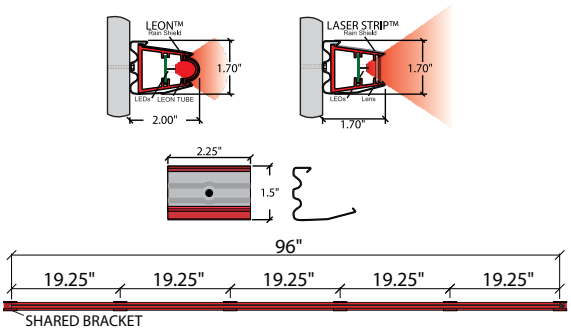
RIGID LED
LASER™/ LEON™
LED SIMULATED NEON



High Intensity LED Accent Lighting

BENEFITS

- Super bright LEDs get you noticed
- USA manufactured housing
- Up to 85% more energy efficient than neon
- Long Life - 70,000+ hrs (Colors), 50,000+ hrs (White)
- Safe UL Class 2, 24 VDC (120-277 VAC input)
- Straight lines, rigid construction, no sagging
- Seamless color, no light interruptions
- Pre-formed radii when required, custom built for a perfect fit
- Easy ordering, kit includes all required parts
- Cut to length on-site for easy installation



7-YEAR WARRANTY

BEST FOR: Hotels, petroleum canopies, restaurants, exterior accent/border lighting, landscaping, pathways, tunnel, bridge lighting

DETAILS

Input	120-277 VAC
Output	24 VDC (Philips Advance)
Max. Load Footage	64 Lineal ft. 20L 48 Lineal ft. 30L & 24L
Watts per Foot	< 1.09 (Varies by Product)
Dimming Capable	Yes
Bending Parameters	Factory bends available
Limited Warranty Terms	7 Years
Materials	PVC, UV and impact resistant
Dimensions	2.00 x 1.70
Certification	cULus E174914

SPECIFICATIONS

Part No./ Color	Footage	Wattage per foot	Lumens per foot	Number of LEDs/ft.
Blue	48	1.46	-	24
Green	48	1.50	-	24
White	48	1.35	168	24
Red	64	0.91	-	20
Orange	64	0.77	-	20
Amber	64	0.70	-	20
Red	48	1.19	-	30
Orange	48	1.13	-	30

*Rigid systems based on Philips Advance 100W, 24V Output LED Driver LEDINTA0024V41FO



LEKTRON
Branding Solutions
918.622.4978
www.lektroninc.com
sales@lektroninc.com

SLIM22-S-30/E



Color: Bronze

Weight: 7.6 lbs

Project:	**Type:**
Prepared By:	**Date:**

Driver Info

Type	Constant
120V	0.28A
208V	0.17A
240V	0.15A
277V	0.13A
Input Watts	15.5-32.8W

LED Info

Watts	30/25/20/15W
Color Temp	3000/4000/5000K
Color Accuracy	83-86 CRI
L70 Lifespan	100,000 Hours
Lumens	2,199-4,833 lm
Efficacy	135.9-158.5 lm/W

Technical Specifications

Field Adjustability

Optical Field Adjustability:
45°, 30°, 15° and 0° (factory default 0°)

Field Adjustable:
Field Adjustable Light Output:
30W/25W/20W/15W (factory default 30W)
Color Temperature Selectable:
3000K, 4000K and 5000K (factory default 4000K)

Performance

Lifespan:
100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Wattage Equivalency:
30W: Replaces up to 175W Metal Halide (MH) or 150W High Pressure Sodium (HPS)
25W: Replaces up to 175W Metal Halide (MH) or 150W High Pressure Sodium (HPS)
20W: Replaces up to 125W Metal Halide (MH) or 100W High Pressure Sodium (HPS)
15W: Replaces up to 100W Metal Halide (MH) or 70W High Pressure Sodium (HPS)

LED Characteristics

LEDs:
Edge-lit long-life, high-efficacy, surface-mount LEDs; binned and mixed for uniform light output and color.

Electrical

Driver:
30W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.28A, 208V: 0.17A, 240V: 0.15A, 277V: 0.13A
25W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.24A, 208V: 0.14A, 240V: 0.13A, 277V: 0.11A
20W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.19A, 208V: 0.12A, 240V: 0.11A, 277V: 0.09A
15W: Class 2, Constant Current, 120-277V, 50/60 Hz, 120V: 0.14A, 208V: 0.09A, 240V: 0.085A, 277V: 0.08A

Dimming Driver:
Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:
30W: 6.63% at 120V, 12.67% at 277V
25W: 7.49% at 120V, 14.45% at 277V
20W: 9.13% at 120V, 16.84% at 277V
15W: 11.81% at 120V, 20.66% at 277V

Power Factor:
30W: 99.5% at 120V, 94.8% at 277V
25W: 99.5% at 120V, 93.6% at 277V
20W: 99.2% at 120V, 90.7% at 277V
15W: 98.6% at 120V, 84.1% at 277V

Aux Power Supply:
Yes

Dim to Off:
Yes

Photocell:
120-277V selectable photocell that can be turned on and off.

Battery Backup:
Battery backup will operate the fixture for 90 minutes if power fails. Wired for 120-277V.

Battery Backup Light Loss Factor:
15%

Surge Protection:
DM(L/N): 6KV, CM(L/N-PE): 6KV

Construction

Cold Weather Starting:
The minimum starting temperature is 0°C (32°F)

Maximum Ambient Temperature:
Suitable for use in up to 40°C (104°F)

Housing:
Die-cast aluminum

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Technical Specifications (continued)

Lens:
Polycarbonate lens

Gaskets:
High-temperature silicone

Finish:
Formulated for high durability and long-lasting color

Green Technology:
Mercury and UV free. RoHS-compliant components.

Compliance

UL Listed:
Suitable for wet locations

IESNA LM-79 & LM-80 Testing:
RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

IP Rating:
Ingress protection rating of IP65 for dust and water

DLC Listed:
This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.
DLC Product Code: S-RGJHKZ

Installation

Mounting:
Hinged wiring access and conduit entries on the back, sides, top and bottom make installation a snap

Optical

BUG Rating:
30W: B2 U0 G1
25W: B2 U0 G1
20W: B2 U0 G1
15W: B1 U0 G1

Other

5 Yr Limited Warranty:
The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Buy American Act Compliance:
RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

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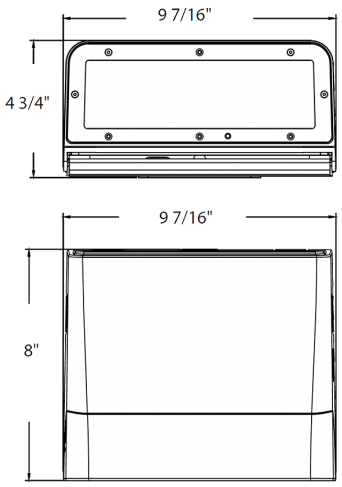
Dimensions



Features

- DLC Premium listed
- 0-10V dimming standard
- 100,000-hour LED Life
- 5-Year, limited warranty

Ordering Matrix

Family		Housing Size		Wattage	Color Temp	Finish	Forward Throw	Driver	Options
SLIM22	–	S	–	30					/E
		S = Small **M =** Medium **L =** Large		**30 =** 30/25/20/15W **60 =** 60/50/40/30W **100 =** 100/85/70/50W **150 =** 150/125/100/75W	**Blank =** 3000/4000/5000K CCT Adjustable	**Blank =** Bronze **W =** White	**Blank =** Adjustable Throw 0°/15°/30°/45°	**Blank =** 120-277V, 0-10V **/480 =** 480V, 0-10V Dimming	**Blank =** Selectable Photocell **/E =** Selectable Photocell w/Battery Backup

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L7 - LED Strip Lighting at Awning

Outdoor Cove Lighting

CROWN

Series		Length	Color Temp	Beam Angle	Finish	Installation
CROWN	–	12 - 11.8"(300mm) 47 - 47"(1120mm) 70 - 70"(1778mm)	30K - 3000K 40K - 4000K	110 - 110°	S - Silver	S - Screw Mounting

Catalog No.	Model	Description				
		Rated Input	Ra	Wattage	Luminous Flux (TYP@4000K)	Included
CROWN-1230K110SS	CROWN-L24-277V	120-277VAC	85	10W	1050 lm	1 pc LED fixture 2pcs Screws 1pc End cap
CROWN-1240K110SS						
CROWN-4730K110SS	CROWN-L90-277V	120-277VAC	85	40W	4200 lm	
CROWN-4740K110SS						
CROWN-7030K110SS	CROWN-L144-277V	120-277VAC	85	60W	6300 lm	
CROWN-7040K110SS						

How to choose your driver & cables:

Catalog No.	Description	Photo
IC-CROWN-59	Input cable 59"	



- 0/1-10V dimmable
- ±85°vertical rotation
- Waterproof IP66

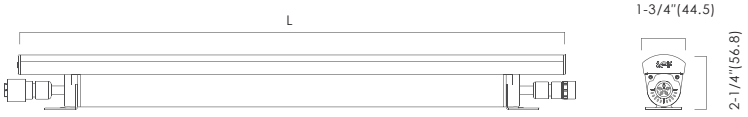
Outdoor Cove Lighting
CROWN



- Quick connection
- Dimmable, 1-10V dimming to 10%-100%
- Linkable, max. linkable length: 72' @120VAC, 156' @277VAC
- Lockable, precision aiming adjustment: ±85°vertical rotation
- IP rating: IP66 (for wet locations)
- Lifetime: 50,000hrs (ta=95°F, 35°C)
- Ta: -13°F~122°F (-25°C～50°C)
- 10W/ft, 1050lm/ft
- Material: Aluminum alloy
- Other color temp available

PATENT

Dimensions: inches, (mm)



How to order using our catalog numbers
Example: CROWN-1230K110SS

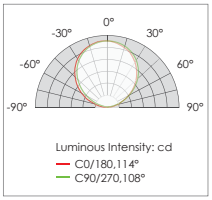
Series	Length	CCT (K)	Beam Angle	Finish	Installation
CROWN	12 - 11.8"(300mm) 47 - 47"(1120mm) 70 - 70"(1778mm)	30K - 3000K 35K - 3500K 40K - 4000K	110 - 110°	S- Silver	S- Screw Mounting

Specifications

Catalog No.	Model	Rated Input (VAC)	Ra	Power (W)	Luminous flux (TYP@4000K)lm
CROWN-1230K110SS CROWN-1235K110SS CROWN-1240K110SS	CROWN-L24-277V	120-277	90	10	1050
CROWN-4730K110SS CROWN-4735K110SS CROWN-4740K110SS	CROWN-L90-277V	120-277	90	40	4200
CROWN-7030K110SS CROWN-7035K110SS CROWN-7040K110SS	CROWN-L144-277V	120-277	90	60	6300

* Included: 1 pc LED fixture, 2pcs screws.

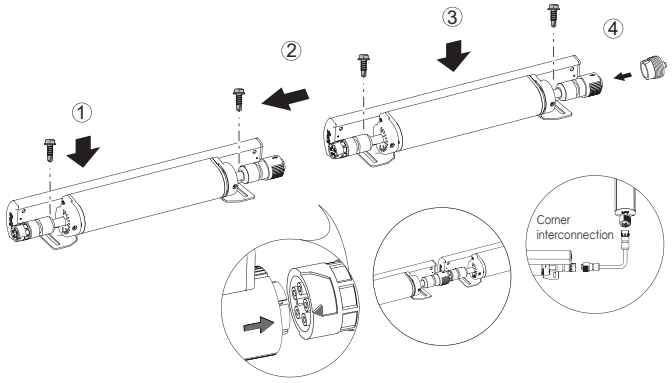
Photometrics



Outdoor Cove Lighting
CROWN

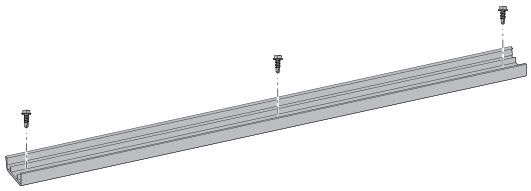
Installation

Screws installation



Track installation

1



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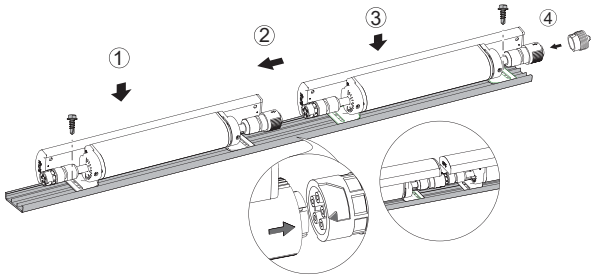


L9, L9E - Soffit Light at Framed Canopy

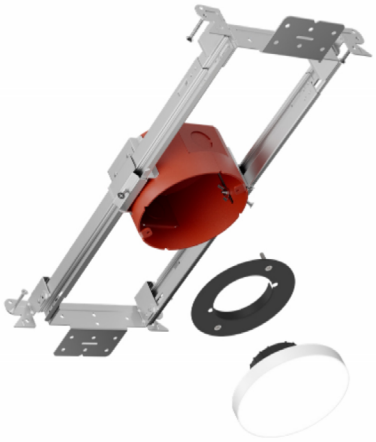
DRD5S & SurfaceFrame

4" Surface Mount Downlight

F4NC 4" New Construction
Fire Rated Shallow Junction Box

Project:	Type:
Product Code:	Date:

V072823



- Thinnest-in-class DRD5S delivers the pure, smooth light and the elegant look of a high-end recessed downlight
- Features multiple ratings to meet the demands of a wide range of situations
- Ultra-low profile allows it to install in as little as 2" of ceiling space when 5/8" drywall is used

Application
New Construction

Aperture
4" Round Junction Box

Delivered Lumens
750 lm (9.0W), 1000 lm (12.0W)

Color Quality
90+ CRI, < 3-step SDCM

Color Temperature
2700K 3000K 3500K

Optics
General

Input Voltage
120V only (TRIAC/ELV), 120/277V (0-10V)

Dimming
TRIAC/ELV 5%
0-10V 1%

Emergency Lighting
Optional Emergency LED Driver with integrated Test Switch for lighting up to 90 minutes in event of power failure

Shape
Round, Square

Finish
White

Module Ratings
UL Closet Rating Compliant *(750 lm only)*
UL Listed for Wet Location

Housing Ratings
Code compliant for use in appropriate fire-rated assemblies up to a maximum of 2-hours
STC/IIC Sound Rated
ASTM E283 Certified Air Tight
IC (Insulation Contact) Rated

Standards

Guarantee
50,000 hrs | 5 years

Additional Options
Non-Conductive Dead Front

DMF LIGHTING 1118 E. 223rd St. Carson, CA 90745 323.934.7779 info@dmflighting.com dmflighting.com
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DRD5S

Surface Mount LED Downlight

General New Construction
SurfaceFrame - Octagonal Junction Box

PRODUCT SELECTION GUIDE

FRAME-IN KIT (Product Code Example: DRDH + N + JO = DRDHNJO)

PRODUCT CODE		APPLICATION		APERTURE		DRIVER	
DRDH	Housing	N	New Construction	JO	Octagonal Junction Box	[Blank]	Integrated TRIAC/ELV 120V Dimming

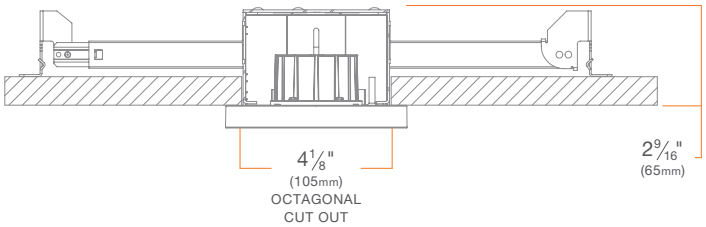
LIGHT ENGINE (Product Code Example: DRD5S + 4 + R + 07 + 9 + 30 = DRD5S4R07930)

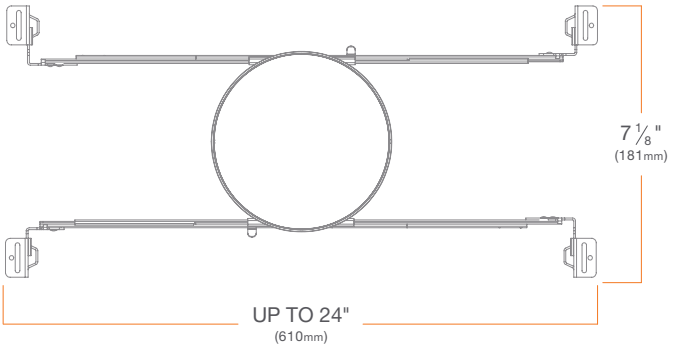
PRODUCT CODE		APERTURE		SHAPE		LUMENS		CRI		CCT		DRIVER	
DRD5S	Module	4	4" Aperture	R	Round	07	750 lm	9	90+ CRI	30	3000K	[Blank]	TRIAC/ELV
						10	1000 lm						

DIMENSIONS

DRDHNJO
SurfaceFrame
Octagonal Junction Box

-0 0-10V dimming option
-EM Emergency option
Type L9E





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DRD5S

Surface Mount LED Downlight

General New Construction
SurfaceFrame - Octagonal Junction Box

PRODUCT SELECTION GUIDE

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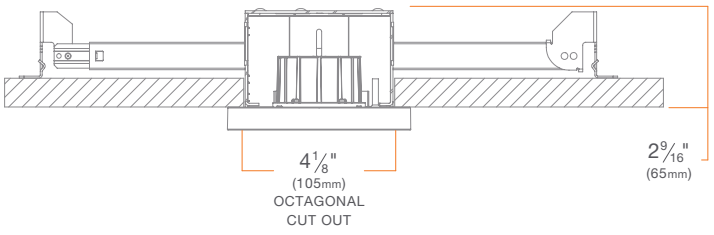
LIGHT ENGINE (Product Code Example: DRD5S+4+R+07+9+30=DRD5S4R07930)

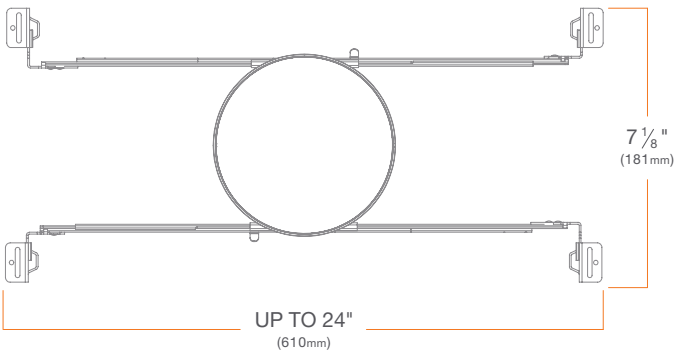
PRODUCT CODE		APERTURE		SHAPE		LUMENS		CRI		CCT		DRIVER	
DRD5S	Module	4	4" Aperture	R	Round	07	750 lm	9	90+ CRI	30	3000K	[Blank]	TRIAC/ELV
						10	1000 lm						

DIMENSIONS

-0 0-10V dimming option
-EM Emergency option
Type L9E

DRDHNJO
SurfaceFrame
Octagonal Junction Box





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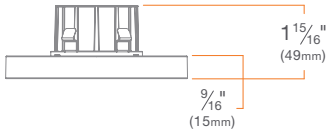
DRD5S

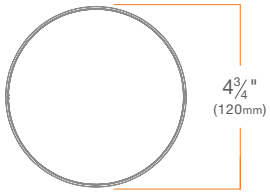
Surface Mount LED Downlight

General New Construction
SurfaceFrame - Octagonal Junction Box

LIGHT ENGINE OVERVIEW

DRD5S4R
4" Round Surface Mount
LED Downlight





	DRD5S4R07	DRD5S4R10
Total Module Lumen Output (lm)	750	1000
Total Rated Power (W)	9.0	12.5
Efficacy (lm/W)	83	80
Color Rendering Index	90+	
CCT Options	3000K	
Optics	Flood	
Binning	< 3-step SDCM	
Lifetime (L70)	50,000 hours	
Max Ambient Operating Temperature	40°C	
Input Voltage (V)	120/277V, 50/60Hz	
Input Current at 120V (Max)	0.075	0.104
Input Current at 277V (Max)	0.034	0.047
Power Factor	>0.9	
Total Harmonic Distortion	<20%	
Dimming	100% - 5%	

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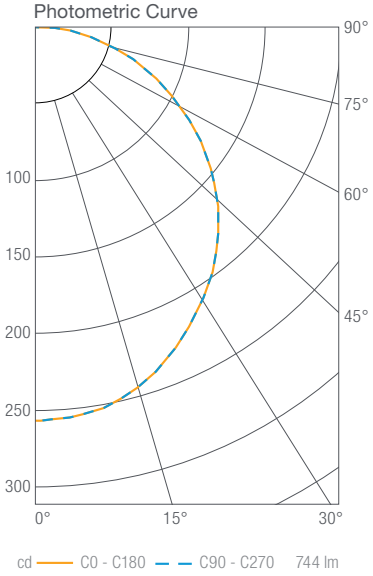
dmf

Surface Mount LED Downlight
General New Construction
SurfaceFrame - Octagonal Junction Box

PHOTOMETRICS

Light Engine: DRD5S4R07930 (DRD5S Luminaire, 750 lm, 90 CRI, 3000K)

Photometric Curve



Luminous Intensity

Gamma	C 0˚
0.0°	258
5.0°	256
10.0°	253
15.0°	247
20.0°	237
25.0°	226
30.0°	213
35.0°	200
40.0°	185
45.0°	169
50.0°	151
55.0°	132
60.0°	113
65.0°	93
70.0°	73
75.0°	54
80.0°	35
85.0°	18
90.0°	6

Values in candela

Zonal Lumen Summary

Zone	Lumens	Luminaire %
0-30	199	27
0-40	324	44
0-60	573	77
0-90	744	100
0-180	744	100

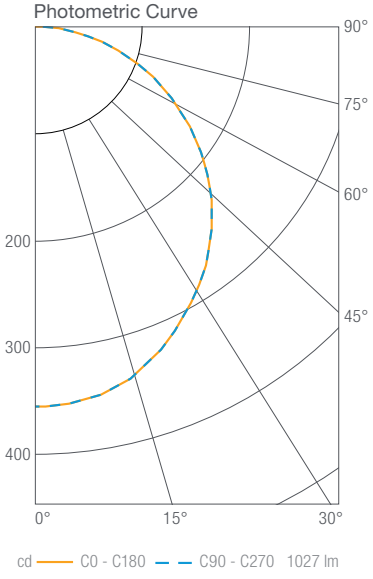
Illuminance Chart

Distance from LED	Foot Candles	Diameter
3.0'	29	8.8'
6.0'	7	17.7'
9.0'	3	26.5'
12.0'	2	35.3'

Beam Angle: 112°

Light Engine: DRD5S4R10930 (DRD5S Luminaire, 1000 lm, 90 CRI, 3000K)

Photometric Curve



Luminous Intensity

Gamma	C 0˚
0.0°	356
5.0°	354
10.0°	349
15.0°	340
20.0°	327
25.0°	312
30.0°	294
35.0°	276
40.0°	255
45.0°	233
50.0°	209
55.0°	183
60.0°	155
65.0°	128
70.0°	101
75.0°	74
80.0°	48
85.0°	25
90.0°	9

Values in candela

Zonal Lumen Summary

Zone	Lumens	Luminaire %
0-30	274	27
0-40	447	44
0-60	790	77
0-90	1027	100
0-180	1027	100

Illuminance Chart

Distance from LED	Foot Candles	Diameter
3.0'	40	8.8'
6.0'	10	17.7'
9.0'	4	26.5'
12.0'	2	35.3'

Beam Angle: 112°

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DRD5S

Surface Mount LED Downlight

General New Construction
SurfaceFrame - Octagonal Junction Box

DIMMER COMPATIBILITY

Recommended Phase-control Dimmers (Dims down to 5% nominal measured light output)

Brand	Series	Model Number	Max Load 750lm DRD5S4R07	Max Load 1000lm DRD5S4R10
Cooper	Aspire	9573	29	23
Leviton	Vizia	VPE06	64	48
Lutron	CL Series	AYCL-253, DVCL-253	26	20
	Grafik Eye 3000	QSGR-3P, QSGR-6P	31	24
	Grafik Sys / Homeworks	RPM-4U	44	35
	Maestro CL	MACL-153M, MSCL-OP153M, MSCL-VP153M	16	12

Compatible Phase-control Dimmers[1] (Dims down to 10% nominal measured light output)

Brand	Series	Model Number	Max Load 750lm DRD5S4R07	Max Load 1000lm DRD5S4R10
Cooper	Aspire	9573	29	23
	Decorator	DLC03P, DAL06P	29	23
Legrand	Adorne	ADTP703	48	38
	Digital Light Management	LMRC-221	250	195
Leviton	IllumaTech	IPE04	32	25
	Vizia	VPE04	42	32
	Vizia	VPE06	64	48
Lutron	CL Series	AYCL-153, CTCL-153, DVCL-153, LGCL-513, SCL-153, TGCL-513	15	11
	CL Series	AYCL-253, DVCL-253	26	20
	Grafik Eye 3000	QSGR-3P, QSGR-6P	31	24
	Grafik Sys / Homeworks	RPM-4U	44	35
	Maestro CL	MACL-153M, MSCL-OP153M, MSCL-VP153M	16	12
	Maestro Wireless	MRF2-6ELV, MRF2-6CL	15	12
	Radio RA	RRD-6NA, RRD-6CL, RRD-6D	15	12
	Skylark Contour CL	CTCL-153P	15	12

[1] *Dimmer compatibility reflects performance compatibility only. Please reference your local codes for application.*

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P1, P2, P4 - Pole Lighting

NLS LIGHTING

AREA LIGHTING

NV-1-ASA



FORM AND FUNCTION
- Sleek, low profile housing
- Spec grade performance
- Engineered for optimum thermal management
- Low depreciation rate
- Reduces energy consumption and costs up to 65%
- Exceeds IES foot candle levels utilizing the least number of poles and fixtures per project
- Optical system designed for:
  - Parking Lots
  - Auto Dealerships
  - General Area Lighting

CONSTRUCTION
- Die Cast Aluminum
- External cooling fins, Finite Element Analysis (FEA) designed
- Corrosion resistant external hardware
- One-piece silicone gasket ensures IP-65 seal for electronics compartment
- One-piece Optics Plate™ mounting silicone Micro Optics
- Two-piece silicone Micro Optic system ensures IP-67 level seal around each PCB
- Grade 2 Clear Anodized Optics Plate™ standard

FINISH
- 3-5 mils electrostatic powder coat.
- NLS' standard high-quality finishes prevent corrosion protects against and extreme environmental conditions

WARRANTY
Five-year limited warranty for drivers and LEDs.

- Certified to UL 1598
- UL 8750
- CSA C22.2 No. 250.0
- DesignLights Consortium® (DLC)
- DesignLights Consortium Premium® (DLCP)
- IP65/ IP67 Rated
- 3G Vibration Rated per ANSI C136.31-2010

LED WATTAGE CHART

	16L	32L	48L	64L
350 milliamps	18w	-	-	-
530 milliamps	28w	-	-	-
700 milliamps	36w	71w	104w	136w
1050 milliamps	56w	106w	156w	205w

Dutch Bros Prototypical

Project Name: or Type:

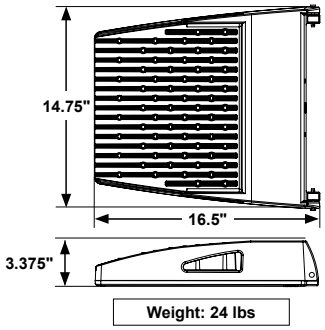
Cat #	Light Dist.	No. of LEDs	Milliamps	Kelvin	Volts	Mounting	Color	Options
NV Size 1 **(NV-1)**	Type 2 **(T2)**	16 **(16L)**	350 **(35)**	3000K **(30K)**	120-277 **(UNV)**	Architectural Sweep Arm **(ASA)**	Bronze **(BRZ)**	Bird Deterrant **(BD)**
	Type 3 **(T3)**	32 **(32L)**	530 **(53)**	4000K **(40K)**	347-480 **(HV)**		White **(WHT)**	Marine Grade Finish **(MGF)**
	Type 4 **(T4)**	48 **(48L)**	700 **(7)**	5000K **(50K)**			Silver **(SVR)**	Optic Plate Painted to Match Fixture **(OPP)**
	Type 5 **(T5)**	64 **(64L)**	1050 **(1)**				Black **(BLK)**	Nema 7-Pin Receptacle **(PE7)**
	Nema 2 24° Narrow Beam **(N2)**						Graphite **(GPH)**	Photocell + Receptacle **(PCR)**
	Nema 3 30° Narrow Beam **(N3)**						Grey **(GRY)**	Receptacle + Shorting Cap **(PER)**
							Custom **(CS)**	FSP-211 with Motion Sensor (UNV Voltage)
								(FSP-20) **9'-20' Heights*
								(FSP-40) **21'-40' Heights*
								Surge Protector **(10K)**
								Round Pole Adaptor 3"- 4" Pole **(RPA4)**
								Round Pole Adaptor 5"- 6" Pole **(RPA5)**
								Rotated Optic Left **(ROL)**
								Rotated Optic Right **(ROR)**
								Automotive House Side Shield **(AHS)**
								House Side Shield **(HSS)**
								**HSS not applicable with N2 - NEMA 24° Optics*
								**HSS not applicable with N3 - NEMA 30° Optics*

In California or where Motion Step-Dim is required under 24'

If Site Lighting Plan indicates to use

ELECTRICAL

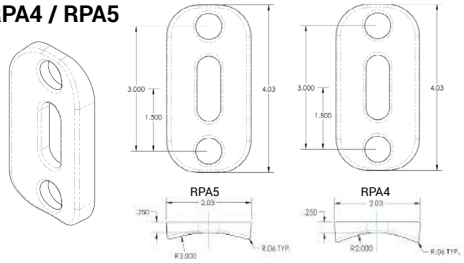
- 120-277 Volts (UNV) or 347-480 Volts (HV)
- 0-10V dimming driver by Philips Advance
- Driver power factor at maximum load is ≥ .95, THD maximum load is 15%
- All internal wiring UL certified for 600 VAC and 105°C
- All drivers, controls, and sensors housed in enclosed IP-65 compartment
- Lumileds Luxeon MX LED's
- CRI >70
- Color temperatures: 3000K, 4000K, 5000K



OPTIONS

- **BIRD DETERRANT (BD)**—offers effective and humane deterrent for larger bird species and provides cost-effective long-term solution to nuisance bird infestations and protect your property.
- **MARINE GRADE FINISH (MGF)**—A multi-step process creating protective finishing coat against harsh environments.
  - Chemically washed in a 5 stage cleaning system.
  - Pre-baked
  - Powder coated 3-5 mils of Zinc Rich Super Durable Polyester Primer.
  - 1-2 feet inside pole coverage top and bottom.
  - Oven Baked.
  - Finished Powder Coating of Super Durable Polyester Powder Coat 3-5 mil thickness.
- **SHIELDS (HSS, AHS)**—House Side Shield (HSS) is designed for full property line cut-off. Automotive House Side Shield (AHS) is a single-sided shield allowing partial cut-off on either side or front of luminaire.
- **ROUND POLE ADAPTER (RPA)–** When using round poles, specify Round Pole Adapter (RPA). Specify RPA4 when installing on 3"-4" round poles, and RPA5 when installing on 5"-6" round poles.

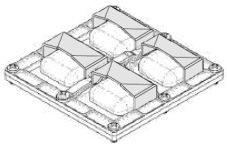
RPA4 / RPA5



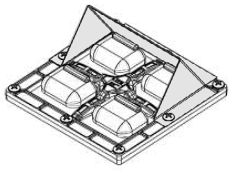
CONTROLS

- **FSP-211 (FSP-X)**—Passive infrared (PIR) sensor providing multi-level control based on motion/daylight contribution.
  - All control parameters adjustable via wireless configuration remote storing and transmitting sensor profiles.
  - FSP-20 mounting heights 9-20 feet
  - FSP-40 mounting heights 21-40 feet.
  - Includes 5 dimming event cycles, 0-10V dimming with motion sensing, reprogrammable in the field.
- **NEMA 7-PIN RECEPTACLE (PE7)**—An ANSI C136.41-2013 receptacle provides electrical and mechanical interconnection between photo control cell and luminaire. Dimming receptacle available two or four dimming contacts supports 0-10 VDC dimming methods or Digital Addressable Lighting Interface (DALI), providing reliable power interconnect.

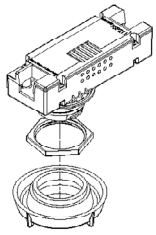
HOUSE SIDE SHIELD



AUTOMOTIVE HOUSE SIDE SHIELD



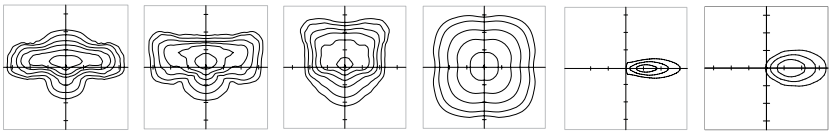
FSP-211



OPTICS

Silicone optics high photothermal stability and light output provides higher powered LEDs with minimized lumen depreciation LED life. UV and thermal stability with scratch resistance increases exterior application durability.

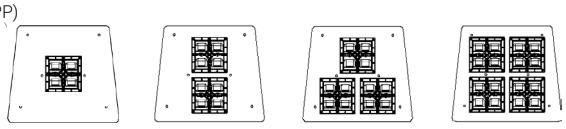
- IES Types



OPTICAL CONFIGURATIONS

Rotatable Optics (ROR) Rotated Right, (ROL) Rotated Left options available. Optics field and factory rotatable.

(OPP)



NV-1 / 16L | NV-1 / 32L | NV-1 / 48L | NV-1 / 64L

*** OPTIC PLATE PAINTED TO MATCH FIXTURE FINISH (OPP)**– Optic Plate standard clear anodized, Grade 2. When (OPP) specified, Optic Plate finish will match fixture finish.

LUMENS

PART NUMBER	N2	LM/W	BUG	N3	LM/W	T2	LM/W	DLC	BUG	T3 HSS	LM/W	BUG	T3	LM/W	DLC	BUG	T4 AHS	LM/W	T4 HSS	LM/W	BUG	T4	LM/W	DLC	BUG	T5	LM/W	DLC	BUG	W
NV-1-16L-35-30K	1944	108	B2-U0-G0	2016	112	2209	117	P	B1-U0-G1	1134	63	B0-U0-G0	2106	117	P	B1-U0-G1	1296	72	1116	62	B0-U0-G0	2187	116	P	B1-U0-G1	2124	118	P	B2-U0-G0	18
NV-1-16L-35-40K	2016	112	B2-U0-G0	2088	116	2268	126	P	B1-U0-G1	1206	67	B0-U0-G0	2286	127	P	B1-U0-G1	1368	76	1188	66	B0-U0-G0	2250	125	P	B1-U0-G1	2304	128	P	B2-U0-G0	18
NV-1-16L-35-50K	2088	116	B2-U0-G0	2160	120	2376	132	P	B1-U0-G1	1278	71	B0-U0-G0	2394	133	P	B1-U0-G1	1440	80	1260	70	B0-U0-G0	2358	131	P	B1-U0-G1	2412	134	P	B2-U0-G2	18
NV-1-16L-53-30K	3024	108	B3-U0-G1	3136	112	3192	114	P	B1-U0-G1	1764	63	B0-U0-G1	3220	115	P	B1-U0-G1	2016	72	1736	62	B0-U0-G1	3119	113	P	B1-U0-G1	3248	116	P	B2-U0-G1	28
NV-1-16L-53-40K	3136	112	B3-U0-G1	3248	116	3472	124	P	B1-U0-G1	1876	67	B0-U0-G1	3472	124	P	B1-U0-G1	2128	76	1848	66	B0-U0-G1	3444	123	P	B1-U0-G1	3500	125	P	B2-U0-G1	28
NV-1-16L-53-50K	3248	116	B2-U0-G1	3360	120	3612	129	P	B1-U0-G1	1988	71	B0-U0-G1	3640	130	P	B1-U0-G1	2240	80	1960	70	B0-U0-G1	3584	128	P	B1-U0-G1	3668	131	P	B2-U0-G1	28
NV-1-16L-7-30K	3888	108	B3-U0-G1	4032	112	3960	110	P	B1-U0-G1	2268	63	B0-U0-G1	3960	110	P	B1-U0-G1	2592	72	2232	62	B0-U0-G1	3973	109	P	B1-U0-G1	3996	111	P	B3-U0-G1	36
NV-1-16L-7-40K	4032	112	B3-U0-G1	4176	116	4428	123	P	B1-U0-G1	2412	67	B0-U0-G1	4284	119	P	B1-U0-G1	2736	76	2376	66	B0-U0-G1	4212	117	P	B1-U0-G1	4320	120	P	B3-U0-G1	36
NV-1-16L-7-50K	4176	116	B3-U0-G1	4320	120	4644	129	P	B1-U0-G1	2556	71	B0-U0-G1	4500	125	P	B1-U0-G1	2880	80	2520	70	B0-U0-G1	4428	123	P	B1-U0-G1	4500	125	P	B3-U0-G1	36
NV-1-16L-1-30K	6048	108	B3-U0-G1	6272	112	6160	110	S	B1-U0-G1	3528	63	B0-U0-G1	6384	114	P	B1-U0-G1	4032	72	3472	62	B0-U0-G1	6232	112	P	B1-U0-G1	6440	115	P	B3-U0-G1	56
NV-1-16L-1-40K	6272	112	B3-U0-G1	6496	116	6832	122	P	B1-U0-G1	3752	67	B0-U0-G1	6888	123	P	B2-U0-G2	4256	76	3696	66	B0-U0-G1	6776	121	P	B2-U0-G2	6944	124	P	B3-U0-G2	56
NV-1-16L-1-50K	6496	116	B4-U0-G1	6720	120	7168	128	P	B1-U0-G2	3976	71	B0-U0-G1	7224	129	P	B2-U0-G2	4480	80	3920	70	B0-U0-G1	7112	127	P	B2-U0-G2	7280	130	P	B3-U0-G2	56
NV-1-32L-7-30K	7668	108	B4-U0-G1	7952	112	7810	110	S	B1-U0-G2	4473	63	B0-U0-G1	7810	110	S	B2-U0-G2	5112	72	4402	62	B0-U0-G1	7739	109	S	B2-U0-G2	7881	111	S	B3-U0-G2	71
NV-1-32L-7-40K	7952	112	B4-U0-G1	8236	116	9017	127	P	B1-U0-G2	4757	67	B0-U0-G1	8449	119	P	B2-U0-G2	5396	76	4686	66	B0-U0-G2	8307	117	P	B2-U0-G2	8520	120	P	B3-U0-G2	71
NV-1-32L-7-50K	8236	116	B4-U0-G1	8520	120	9159	129	P	B2-U0-G2	5041	71	B0-U0-G2	8875	125	P	B2-U0-G2	5680	80	4970	70	B0-U0-G2	8733	123	P	B2-U0-G2	8946	126	P	B3-U0-G2	71
NV-1-32L-1-30K	11448	108	B4-U0-G1	11872	112	11660	110	S	B2-U0-G2	6678	63	B0-U0-G2	12084	114	S	B2-U0-G2	7632	72	6572	62	B0-U0-G2	11820	112	S	B2-U0-G2	12190	115	S	B4-U0-G2	106
NV-1-32L-1-40K	11872	112	B4-U0-G1	12296	116	12932	122	P	B2-U0-G2	7102	67	B0-U0-G2	13038	123	P	B2-U0-G2	8056	76	6996	66	B0-U0-G2	12826	121	P	B3-U0-G2	13144	124	P	B4-U0-G2	106
NV-1-32L-1-50K	12296	116	B4-U0-G1	12720	120	13568	128	P	B2-U0-G2	7526	71	B0-U0-G2	13674	129	P	B3-U0-G3	8480	80	7420	70	B0-U0-G2	13462	127	P	B3-U0-G3	13780	130	P	B4-U0-G2	106
NV-1-48L-7-30K	11232	108	B4-U0-G1	11648	112	11440	110	S	B2-U0-G2	6552	63	B0-U0-G2	11440	110	S	B2-U0-G2	7488	72	6448	62	B0-U0-G2	11336	109	S	B2-U0-G2	11544	111	S	B4-U0-G2	104
NV-1-48L-7-40K	11648	112	B4-U0-G1	12064	116	13208	127	P	B2-U0-G2	6968	67	B0-U0-G2	12376	119	P	B2-U0-G2	7904	76	6864	66	B0-U0-G2	12168	117	P	B2-U0-G2	12480	120	P	B4-U0-G2	104
NV-1-48L-7-50K	12064	116	B4-U0-G1	12480	120	13520	130	P	B2-U0-G2	7384	71	B0-U0-G2	13000	125	P	B3-U0-G3	8320	80	7280	70	B0-U0-G2	12792	123	P	B2-U0-G2	13104	126	P	B4-U0-G2	104
NV-1-48L-1-30K	16848	108	B5-U0-G1	17472	112	17160	110	S	B3-U0-G3	9828	63	B1-U0-G2	17784	114	S	B3-U0-G3	11232	72	9672	62	B1-U0-G2	17472	112	S	B3-U0-G3	17940	115	S	B4-U0-G2	156
NV-1-48L-1-40K	17472	112	B5-U0-G1	18096	116	19032	122	P	B3-U0-G3	10452	67	B1-U0-G2	19188	123	P	B3-U0-G3	11856	76	10296	66	B1-U0-G2	18876	121	P	B3-U0-G3	19344	124	P	B5-U0-G3	156
NV-1-48L-1-50K	18096	116	B5-U0-G1	18720	120	19968	128	P	B3-U0-G3	11076	71	B1-U0-G2	20124	129	P	B3-U0-G3	12480	80	10920	70	B1-U0-G2	19812	127	P	B3-U0-G3	20280	130	P	B5-U0-G3	156
NV-1-64L-7-30K	14688	108	B5-U0-G1	15232	112	14960	110	S	B2-U0-G2	8568	63	B0-U0-G2	14960	110	S	B3-U0-G3	9792	72	8432	62	B1-U0-G2	14824	109	S	B3-U0-G3	15096	111	S	B4-U0-G2	136
NV-1-64L-7-40K	15232	112	B5-U0-G1	15776	116	17272	127	P	B3-U0-G3	9112	67	B0-U0-G2	16184	119	P	B3-U0-G3	10336	76	8976	66	B1-U0-G2	15912	117	P	B3-U0-G3	16320	120	P	B4-U0-G2	136
NV-1-64L-7-50K	15776	116	B5-U0-G1	16320	120	17680	130	P	B3-U0-G3	9656	71	B1-U0-G2	17000	125	P	B3-U0-G3	10880	80	9520	70	B1-U0-G2	16728	123	P	B3-U0-G3	17136	126	P	B4-U0-G2	136
NV-1-64L-1-30K	22140	108	B5-U0-G1	22960	112	22550	110	S	B3-U0-G3	12915	63	B1-U0-G2	23370	114	S	B3-U0-G3	14760	72	12710	62	B1-U0-G3	22960	112	S	B3-U0-G3	23575	115	S	B5-U0-G3	205
NV-1-64L-1-40K	22960	112	B5-U0-G1	23780	116	25010	122	P	B3-U0-G3	13735	67	B1-U0-G3	25215	123	P	B3-U0-G	15580	76	13530	66	B1-U0-G3	24805	121	P	B3-U0-G4	25420	124	P	B5-U0-G3	205
NV-1-64L-1-50K	23780	116	B5-U0-G1	24600	120	26240	128	P	B3-U0-G3	14555	71	B1-U0-G3	26445	129	P	B3-U0-G3	16368	80	14350	70	B1-U0-G3	26035	127	P	B3-U0-G4	26650	130	P	B5-U0-G3	205

Dutch Bros Prototypical

***DLC** S= Standard P= Premium

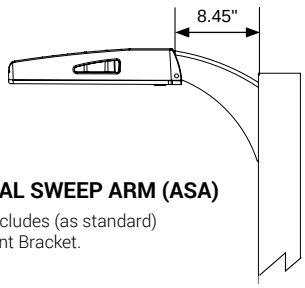
EPA

EPA	SGL	D90	D180	T90	T120	QD
NV-1-ASA	0.75	1.29	1.50	1.99	2.05	1.99

L70/L90 DATA

TEMP.	NV-1	
	L70 (64L-1050mA)	L90 (64L-1050mA)
25°C	483,000	160,000

MOUNTING OPTIONS



ARCHITECTURAL SWEEP ARM (ASA)

Cast Sweep Arm includes (as standard)
Internal Quick Mount Bracket.

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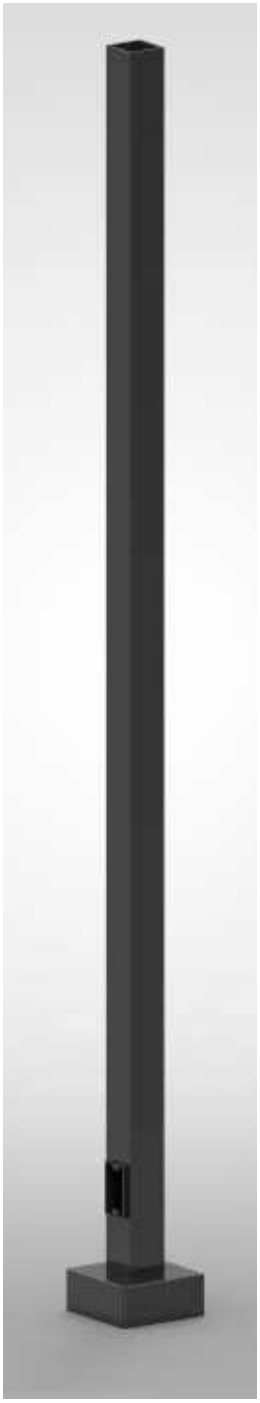
POLE
Shall be Straight Steel Grade B Extrusion with yield of 46,000 PSI. Conforms to ASTM A500 Standards. Poles have ground bolt welded inside hand-hole opposite side of the pole extrusion. Pole Extrusion is conjoined to Anchor Base by welding internal to pole shaft and external to pole shaft. Hand Hole reinforcement is Constructed of 3"x 5" rectangular steel tubing which is welded to pole shaft for added strength.

ANCHOR BASE
Manufactured from A36 Steel rated at 36,000 PSi, conforms the ASTM –A36 standards. Base Plate vary in size from 1" thick for poles 21 feet and over, 3/4" thick for poles 10 to 20 feet.

COATING
All poles have minimum 3mm powder coat finish. All poles are sandblasted prior to powder coat application.

ANCHORAGE
All anchor bolts are fully hot dipped galvanized and come with two galvanized nuts and washers per bolt.

BASE COVER, HAND HOLE COVER AND POLE CAP
All poles come with removable polymer pole cap installed. All poles caps are black finish. All base covers are made of aluminum and powder coated to match the pole. The hand hole covers are provided with internal bridge support and also powder coated to match pole finish.

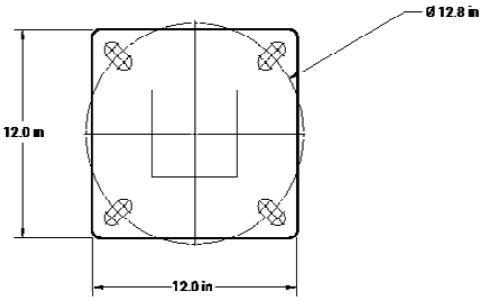


MADE IN U.S.A
Designed, Tooled, Manufactured and Assembled in the U.S.A.

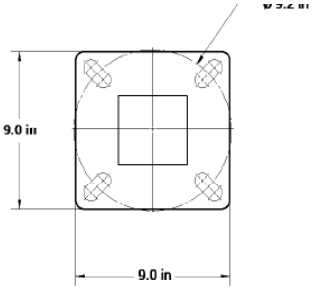
Project Name:						Type:		
Cat #	**Height**	**Pole Dim.**	**Size**	**Base Pattern**	**Orient**	**Color**	**Bolts**	**Enhancements**
Square Straight Steel Pole **(SSSP)**	10' **(10)** 12' **(12)** 14' **(14)** 16' **(16)** 18' **(18)** 20' **(20)** 22' **(22)** 24' **(24)** 25' **(25)** 26' **(26)** 28' **(28)** 30' **(30)** 35' **(35)**	4" Square **(4S)** 5" Square **(5S)** 6" Square **(6S)**	120 in **(11G)** .180 in **(7G)**	*(10'-20')* 8 3/16 - 10 3/16" Bolt Circle **(9BC)** *(22'-35')* 11½ - 14" Bolt Circle **(12BC)** *(39')* 15 in Bolt Circle **(15BC)**	Single **(SGL)** Double **(D-90)** **(D-180)** Triple **(T-90)** Quad **(QD)**	Bronze **(BRZ)** White **(WHT)** Silver **(SVR)** Green **(GRN)** Hunter Green **(HGN)** Black **(BLK)** Graphite **(GPH)** Grey **(GRY)** Custom **(CS)**	3/4" x 30" **(3430)** 1" x 36" **(136)**	GFI Kit **(GFI)** GFI Provision Only **(PROV)** Galvanized **(GLV)** Anti Corrosion **(ACP)** **Tenon** 2 3/8" Round **(T2R)** 3" Round **(T3R)** 3 ½" Round **(T312R)** 4 ½" Round **(T412R)** 3 ½" Square **(T312S)** 4 ½" Square **(T412S)** 5 ½" Square **(T512S)**

Confirm Length

128



12" Base Bolt Circle



9" Base Bolt Circle

POLE EPA DATA								
Maximum EPA (ft) Allowable								
POLE HEIGHT	POLE DIA.	SIZE	BASE PLATE	BOLT CIRCLE BOLTS	BOLTS	80 Mph	90 Mph	100 Mph
10'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	26.8	18.7	15.5
12'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	20.5	15.5	9.7
14'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	16.5	11.4	9.7
15'	4" SQ	.180	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	18.2	12.2	10.4
16'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	13.5	9.8	8.6
17-1/2'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	12.4	9.0	7.2
18'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	9.8	7.2	5.4
20'	4" SQ	.120	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	8.2	5.5	4.0
20'	4" SQ	.180	9" Sq. x 3/4"	9 3/16"	3/4" x 30"	14.5	10.0	7.6
20'	5" SQ	.120	12" Sq. x 1"	9 3/16"	3/4" x 30"	16.2	11.3	7.9
20'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	26.2	21.2	15.4
22'	4" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	6.3	3.7	1.8
22'	4" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	11.8	7.9	5.3
22'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	12.5	8.3	5.4
22'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	21.1	15.2	10.9
24'	4" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	5.3	2.7	1.5
24'	4" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	10.8	6.8	4.2
24'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	5.3	2.7	1.5
24'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	19.8	13.7	9.1
25'	4" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	4.7	2.5	1.2
25'	4" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	10.9	7.4	5.2
25'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	10.2	6.6	1.6
25'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	18.9	13.2	9.6
26'	4" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	4.7	2.5	1.2
26'	4" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	10.7	7.1	4.9
26'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	9.8	6.3	1.3
26'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	18.5	12.9	9.4
28'	4" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	6.0	2.2	1.6
28'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	5.8	3.2	1.5
28'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	12.2	7.8	4.6
28'	6" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	21.7	14.6	9.8
30'	5" SQ	.120	12" Sq. x 1"	12 ¾"	1"x 36"	5.2	2.3	-
30'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	11.6	6.9	4.1
30'	6" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	18.8	12.7	8.3
32'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	10.1	4.9	2.6
32'	6" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	16.6	8.4	5.2
35'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	6.8	2.4	1.9
35'	6" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	12.2	7.1	3.9
39'	5" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	3.1	-	-
39'	6" SQ	.180	12" Sq. x 1"	12 ¾"	1"x 36"	7.3	3.0	-

0 10 20 40

SCALE: 1"=20'

Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

DRAWN BY	REVISIONS	DATE
###	###	###
###	###	###
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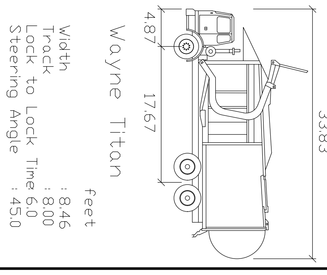

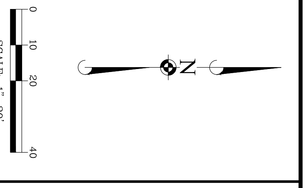

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CAG.SCI101

SHEET 1 OF 1

SCALE:	1"=20'
DRAWN BY:	MW
DESIGNED BY:	MW
CHECKED BY:	EJB
PROJ. ASSOC.:	EJB
PROJ. MGR.:	EJB

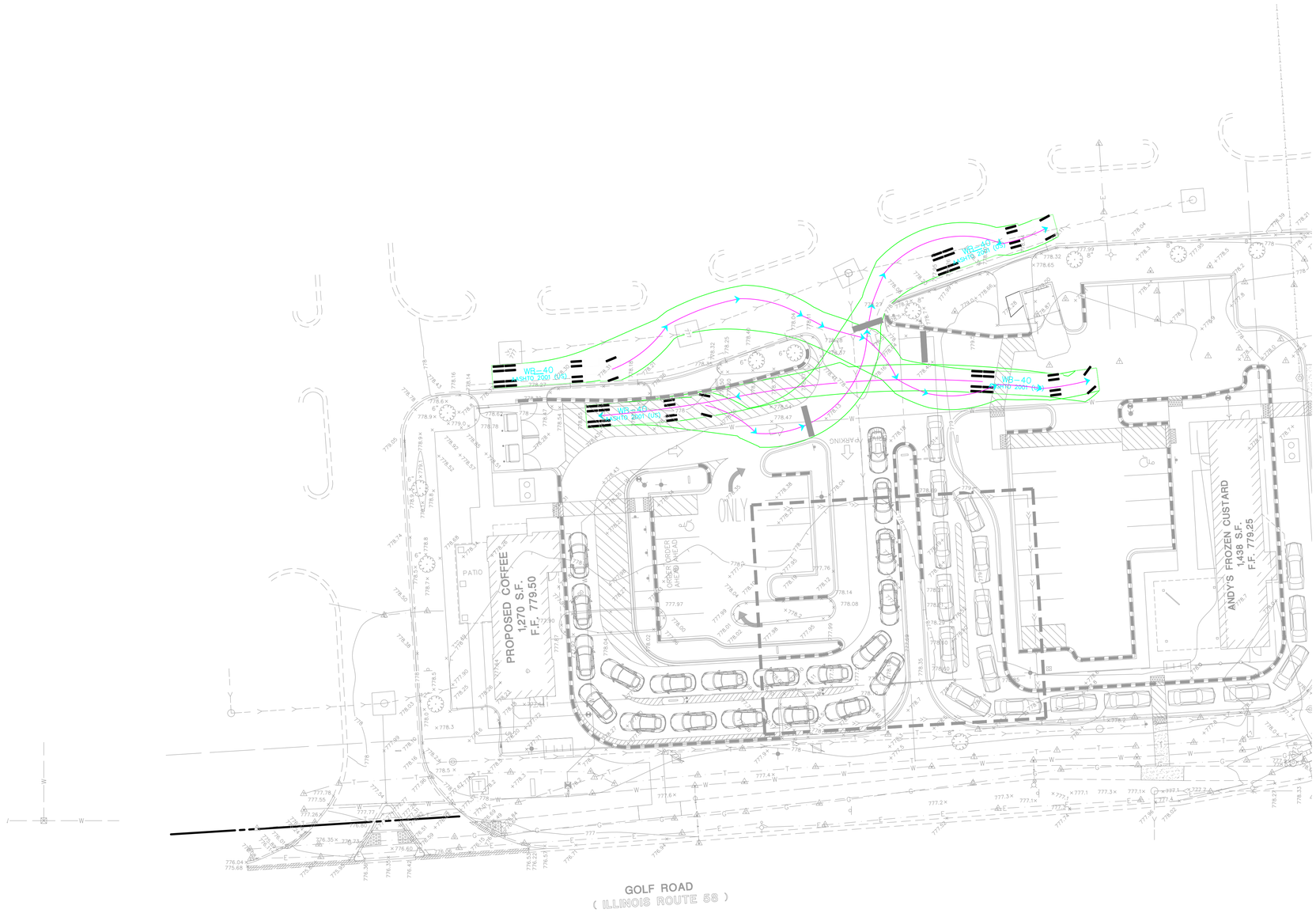
COPLEY CENTER OUTLOT - REDEVELOPMENT

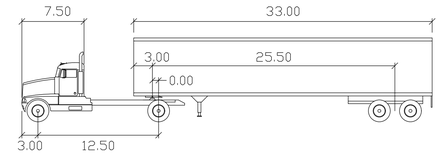
VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - GARBAGE TRUCK (DUTCH BROS)

Manhard CONSULTING
1 East Wacker Drive, Suite 2700, Chicago, IL 60601 ph:312.824.3801 fx:847.634.0095 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

DATE	REVISIONS	DRAWN BY
(1) ####	####	####
(2) ####	####	####
(3) ####	####	####
(4) ####	####	####
(5) ####	####	####
(6) ####	####	####
(7) ####	####	####
(8) ####	####	####
(9) ####	####	####





WB-40

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

N

0 ## ## ##

SCALE: 1"=##'

DRAWN BY	REVISIONS	DATE
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###	###	###
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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - SERVICE TRUCK (DUTCH BROS)

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	5/26/26
SCALE:	1"=20'

SHEET

1 OF 1

CAQ.SCIL01

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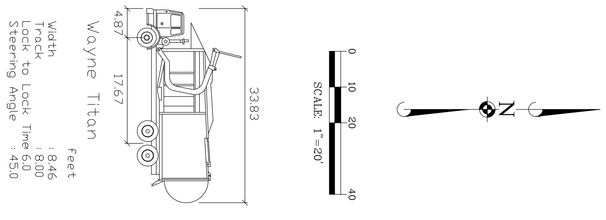
July 27, 2026 - 12:17 Dwg Name: R:\Cases\01\Civil\Eng\Plans\Drawings\Exhibits\Eng\Truck Turn Exhibits.dwg Updated By: mwahle







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SHEET	1 OF 1
CAD:SCI101	
DRAWN BY:	MW
DATE:	5/28/26
SCALE:	1"=20'
PROJ. ASSOC.	EJB
PROJ. MGR.	EJB

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - GARBAGE TRUCK (AFC)

Manhard CONSULTING
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DATE	REVISIONS	DRAWN BY
(1) ####	####	####
(2) ####	####	####
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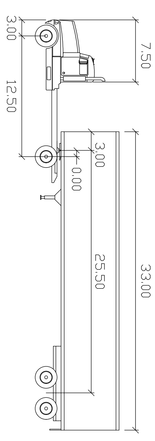
(5) ####	####	####
(6) ####	####	####
(7) ####	####	####
(8) ####	####	####
(9) ####	####	####



WB-40

Tractor Width	: 8.00 feet
Trailer Width	: 8.00
Tractor Track	: 8.00
Trailer Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 20.3
Articulating Angle	: 70.0



SCALE: 1"=##'

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CAD:SCI101

SHEET 1 OF 1

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MW
DATE: 5/28/26
SCALE: 1"=20'

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - SERVICE TRUCK (AFC)

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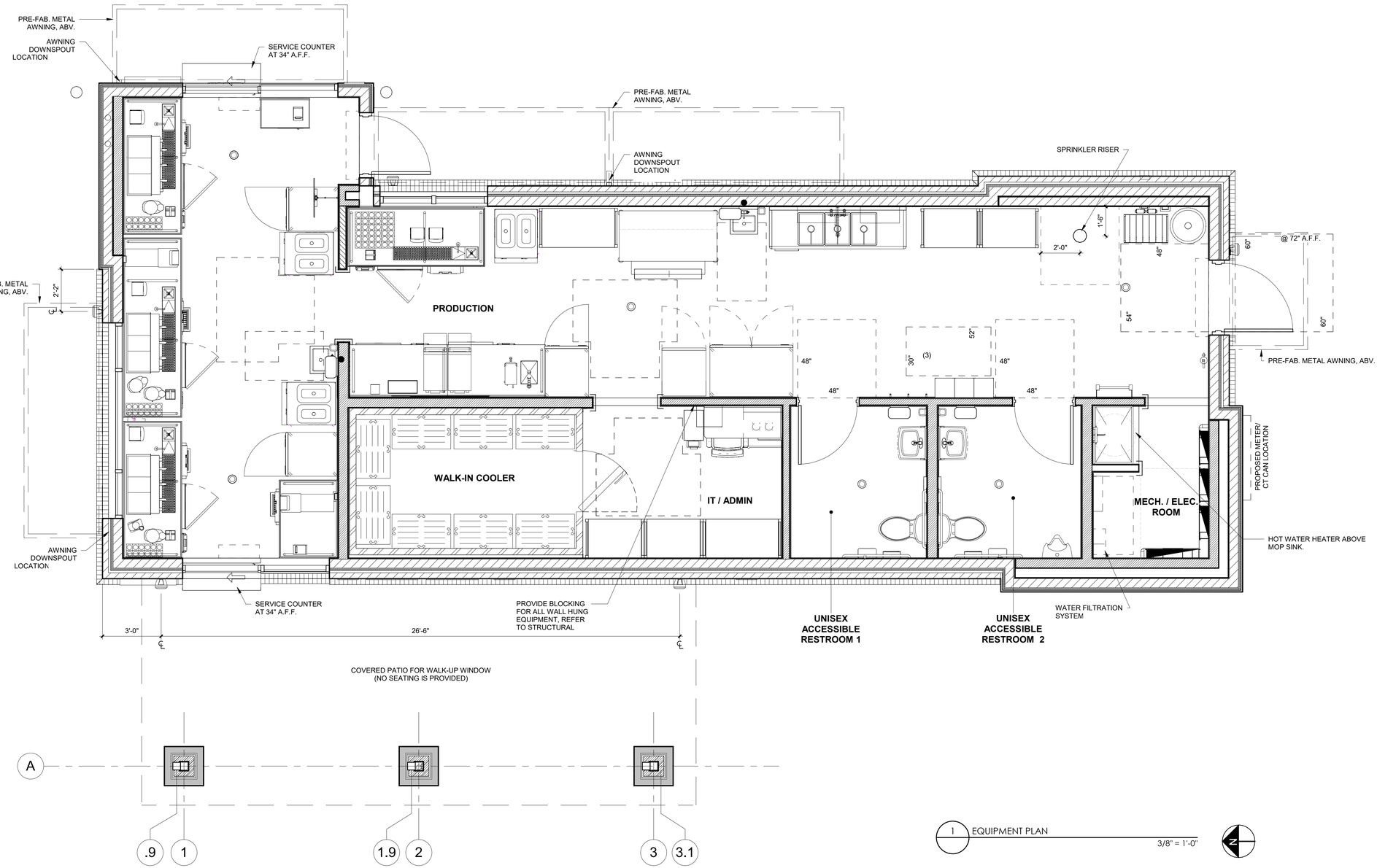

1 EQUIPMENT PLAN

3/8" = 1'-0"

DUTCH BROS Coffee

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

ANNIHILATOR-A1

Project No: IL0603

Dutch Bros Coffee - New Freestanding Store
214 E. Golf Road,
Schaumburg, IL 60173
For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A1 PROTOTYPE 11/20/2025

ENTITLEMENTS

08/03/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:

EQUIPMENT PLAN

DRAWN BY: JL	CHECKED BY: SK

SHEET NUMBER:

A1.0

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KEYNOTES [#]

1. SURFACE MOUNTED TYPE ABC FIRE EXTINGUISHER, MOUNT TOP OF FIRE EXTINGUISHER HANDLE @ 48" AFF, COORDINATE FINAL LOCATIONS AND QUANTITY WITH FIRE MARSHALL. (SEE MOUNTING DETAIL 3/ G0.2)
2. NOT USED
3. GC TO PROVIDE TACTILE EXIT SIGN. REFER TO DETAIL 2/G0.2
4. GC TO COORDINATE WITH AHJ FOR OCCUPANT LOAD SIGNAGE REQUIRED. GC TO POST SIGNAGE LISTING ASSEMBLY OCCUPANT LOAD, TO BE POSTED IN A CONSPICUOUS PLACE NEAR THE MAIN EXIT DOOR.
5. GC TO COORDINATE BUILDING ADDRESS TO BE POSTED W/ NUMBERS AT MIN. 4" HEIGHT; NUMBERS TO BE ON A CONTRASTING BACKGROUND, VISIBLE FROM THE STREET; GC TO FIELD VERIFY REQUIREMENTS W/ LOCAL FIRE DEPARTMENT PRIOR TO START OF CONSTRUCTION. REFER TO SP1.1 SITE SIGNAGE DETAILS.
6. NEW COVERED EXTERIOR PATIO AREA
7. FIRE DEPARTMENT REQUIRED KNOX BOX. GC TO VERIFY LOCATION AND SPEC WITH FIRE DEPARTMENT.
8. ELECTRICAL PANELS
9. WATER FILTRATION SYSTEM (P-3) AND BOOSTER PUMP (P-18)

REQUIRED PLUMBING FIXTURES 2014 ILLINOIS PLUMBING CODE			
PLUMBING FIXTURE COUNT LOAD EMPLOYEES (MAX PER SHIFT = 12)*			PROPOSED
	6 MALE	6 FEMALE	2 UNISEX RESTROOMS
LAVATORIES: (SECTION 890 TABLE B)	1 REQUIRED	1 REQUIRED	2 TOTAL - 1 PER RR
WATER CLOSETS: (SECTION 890 TABLE B)	1 REQUIRED	1 REQUIRED	2 TOTAL - 1 PER RR
URINALS: (SECTION 890.810)	1 REQUIRED	0 REQUIRED	1 PROVIDED IN (1) UNISEX RR
DRINKING FOUNATINS: (SECTION 890.810)	0 REQUIRED		0 PROVIDED
SERVICE SINKS: (SECTION 890.810)	1 REQUIRED		1 PROVIDED
3 COMP SINK: (SECTION 890.810)	1 REQUIRED		1 PROVIDED

* PLUMBING FIXTURE COUNT IS BASED ON A MAXIMUM STAFFING LEVEL OF 12 EMPLOYEES PER SHIFT (DUTCH BROS OPERATIONAL STANDARD)

BUILDING DATA

CODE SUMMARY:

BUILDING CODE	2021 INTERNATIONAL BUILDING CODE W/ VILLAGE OF SCHAUMBURG AMENDMENTS
ELECTRICAL CODE	2020 NATIONAL ELECTRIC CODE W/ VILLAGE OF SCHAUMBURG AMENDMENTS
MECHANICAL CODE	2021 INTERNATIONAL MECHANICAL CODE W/ VILLAGE OF SCHAUMBURG AMENDMENTS
PLUMBING CODE	2021 ILLINOIS DEPARTMENT OF PUBLIC HEALTH ILLINOIS PLUMBING CODE W/ VILLAGE OF SCHAUMBURG AMENDMENTS
FIRE CODE	2021 INTERNATIONAL FIRE CODE W/ VILLAGE OF SCHAUMBURG AMENDMENTS
ENERGY CODE	2024 ILLINOIS ENERGY CONSERVATION CODE, ILLINOIS CONSERVATION CODE AMENDMENTS CLIMATE ZONE: 5A
ACCESSIBILITY CODE	2018 ILLINOIS ACCESSIBILITY CODE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN 2017 ICC ANSI A117.1 (AS ADOPTED PER 2021 IBC) *(2017 ICC ANSI A117.1 IS USED AS BASIS OF DESIGN)

BUILDING CONSTRUCTION DATA:

CONSTRUCTION TYPE:	V-B
AUTOMATIC SPRINKLER SYSTEM:	YES
PROPOSED BUILDING HEIGHT:	24'-0"
MAXIMUM ALLOWABLE HEIGHT:	40'-0"
PROPOSED STORIES:	1
MAXIMUM STORIES:	2
BASEMENT:	NO
TOTAL FLOOR AREA:	1,065 S.F. GROSS
MAXIMUM ALLOWABLE AREA:	9,000 S.F.
FIRE-RESISTANCE RATING FOR STRUCTURAL ELEMENTS: (PER IBC TABLE 601)	0 HOURS

BUILDING OCCUPANCY DATA (2021 IBC, 2021 IFC):

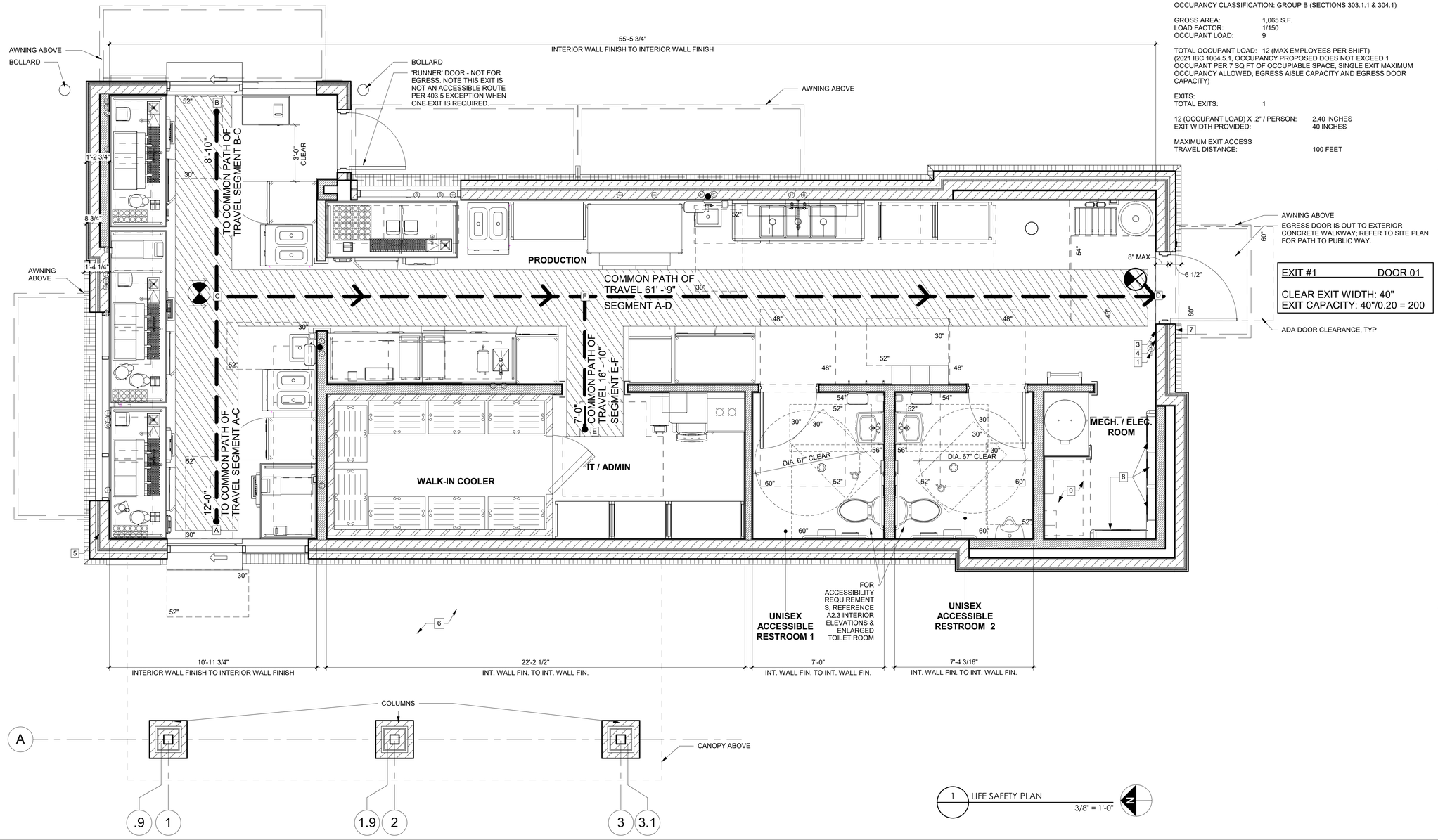
OCCUPANCY CLASSIFICATION: GROUP B (SECTIONS 303.1.1 & 304.1)

GROSS AREA:	1,065 S.F.
LOAD FACTOR:	1/150
OCCUPANT LOAD:	9

TOTAL OCCUPANT LOAD: 12 (MAX EMPLOYEES PER SHIFT)
(2021 IBC 1004.5.1, OCCUPANCY PROPOSED DOES NOT EXCEED 1 OCCUPANT PER 7 SQ FT OF OCCUPIABLE SPACE, SINGLE EXIT MAXIMUM OCCUPANCY ALLOWED, EGRESS AISLE CAPACITY AND EGRESS DOOR CAPACITY)

EXITS:

TOTAL EXITS:	1
12 (OCCUPANT LOAD) X .2" / PERSON:	2.40 INCHES
EXIT WIDTH PROVIDED:	40 INCHES
MAXIMUM EXIT ACCESS TRAVEL DISTANCE:	100 FEET



1 LIFE SAFETY PLAN
3/8" = 1'-0"

DUTCH BROS Coffee

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL:847.298.6900

Project No: IL0603

Dutch Bros Coffee - New Freestanding Store
214 E. Golf Road,
Schaumburg, IL 60173
For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

ANNIHILATOR-A1

A1 PROTOTYPE 11/20/2025

ENTITLEMENTS

08/03/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:

LIFE SAFETY PLAN

DRAWN BY: SR	CHECKED BY: SK

SHEET NUMBER:

G0.2

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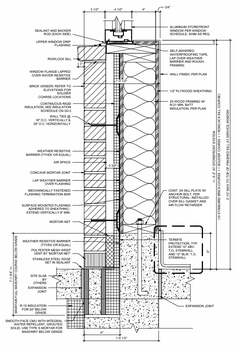
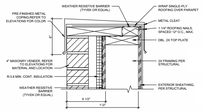


6 TYPICAL BRICK VENEER DETAIL AT BASE AND SILL
NTS

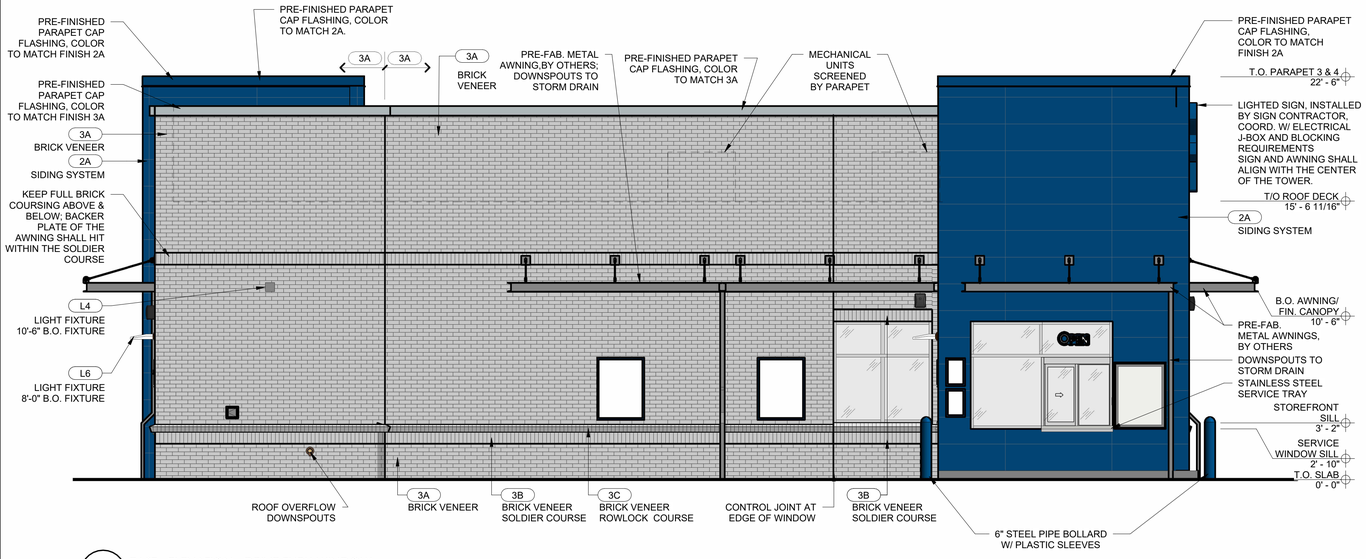


5 TYPICAL BRICK VENEER DETAIL AT PARAPET
NTS

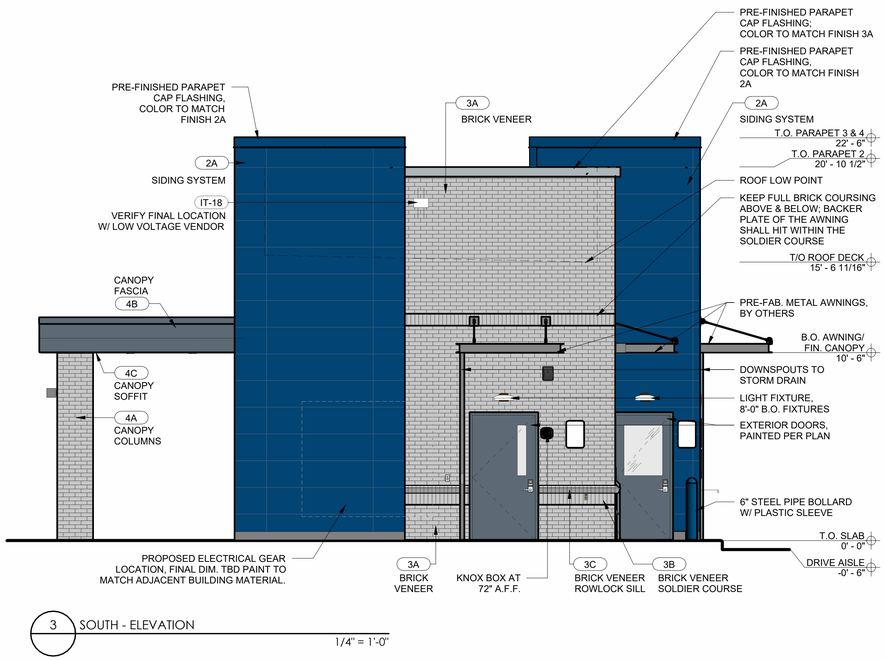
EXTERIOR FINISH SCHEDULE - PROTOTYPICAL w/ CANOPY

NOTES: GC TO PROVIDE 3"x2" SMOOTH DOWNSPOUTS AND ALL NECESSARY ADAPTORS AT AWNING AND CANOPY LOCATION; COLOR: BLDG DB DARK GRAY
GC TO CONFIRM BRICK AVAILABILITY AT THE START OF CONSTRUCTION. IF ALTERNATES ARE REQUIRED, GC TO COORDINATE WITH DB CONSTRUCTION MANAGER FOR APPROVAL.

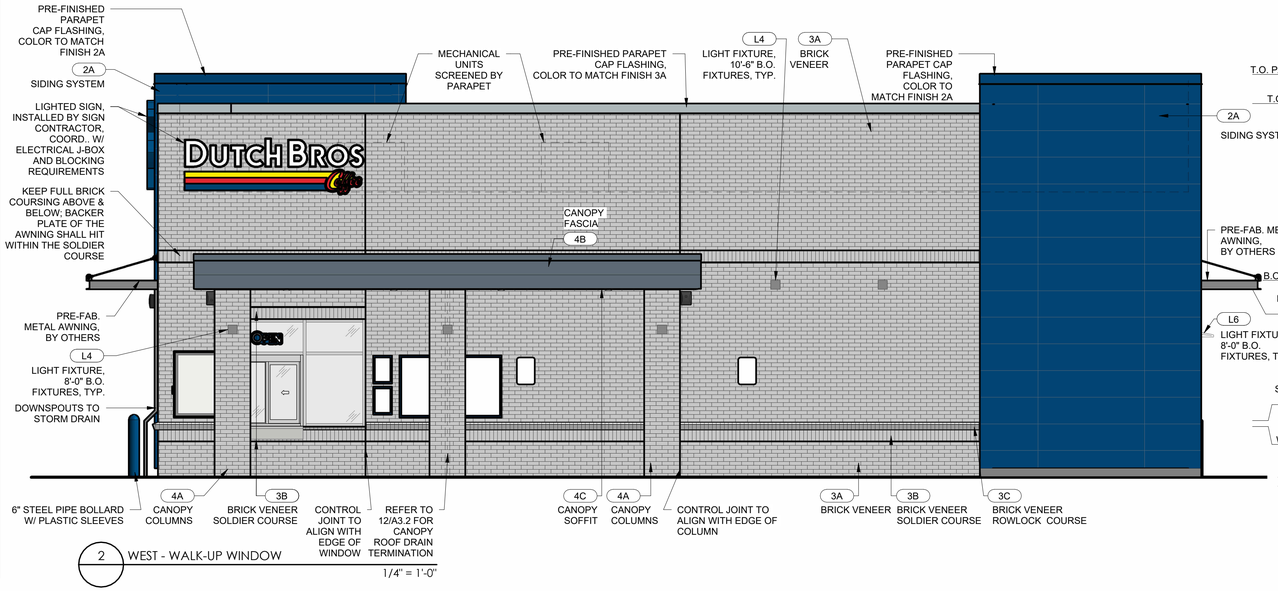
ID TAG	MATERIAL	MANUFACTURER	MODEL	REMARKS
ZONE 1 (BODY)				
3A	BRICK VENEER	GLEN-GERY	FULL BED FACE BRICK SIZE: MODULAR (2-1/4" H X 3-5/8"W X 7-5/8"L)	COLOR: STONE GREY KLAYCOAT INSTALL: RUNNING BOND PATTERN
ZONE 2 (TOWER)				
2A	FIBER CEMENT SIDING	NICHIHA	ILLUMINATION, AWP 1818 W/ FACTORY PANEL CORNERS	COLOR: BLDG DB BLUE
ZONE 3 (BASE)				
3A	BRICK VENEER	GLEN-GERY	FULL BED FACE BRICK SIZE: MODULAR (2-1/4" H X 3-5/8"W X 7-5/8"L)	COLOR: STONE GREY KLAYCOAT INSTALL: RUNNING BOND PATTERN
3B	BRICK VENEER	GLEN-GERY	FULL BED FACE BRICK SIZE: MODULAR (2-1/4" H X 3-5/8"W X 7-5/8"L)	COLOR: STONE GREY KLAYCOAT INSTALL: SOLDIER COURSE
3C	BRICK VENEER	GLEN-GERY	FULL BED FACE BRICK SIZE: MODULAR (2-1/4" H X 3-5/8"W X 7-5/8"L)	COLOR: STONE GREY KLAYCOAT INSTALL: ROWLOCK SILL
ZONE 4 (FRAMED CANOPY)				
4A	COLUMNS	GLEN-GERY	FULL BED FACE BRICK SIZE: MODULAR (2-1/4" H X 3-5/8"W X 7-5/8"L)	COLOR: STONE GREY KLAYCOAT INSTALL: RUNNING BOND PATTERN
4B	FASCIA	WESTERN STATES METAL ROOFING	T-GROOVE, 10"	3 SIDES; COLOR: BLDG DB DARK GRAY
4C	SOFFIT	HEWN ELEMENTS	NATURAL NORTHWESTERN SPRUCE	1x6, T&G, 1/8" REVEAL, SEALED



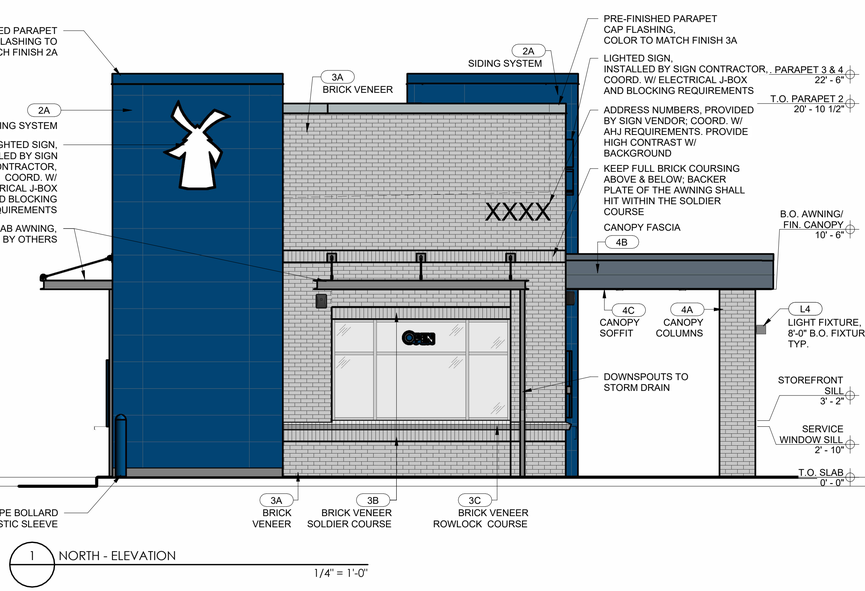
4 EAST - ELEVATION - DRIVE-THRU WINDOW
1/4" = 1'-0"



3 SOUTH - ELEVATION
1/4" = 1'-0"



2 WEST - WALK-UP WINDOW
1/4" = 1'-0"



1 NORTH - ELEVATION
1/4" = 1'-0"

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CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: 847.298.6900

Project No: IL0603
Dutch Bros Coffee - New Freestanding Store
214 E. Golf Road,
Schaumburg, IL 60173
For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A1 PROTOTYPE 11/20/2025

ENTITLEMENTS

08/03/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:
BUILDING ELEVATIONS - COLOR

DRAWN BY: JL | CHECKED BY: SK

SHEET NUMBER:
A6.1

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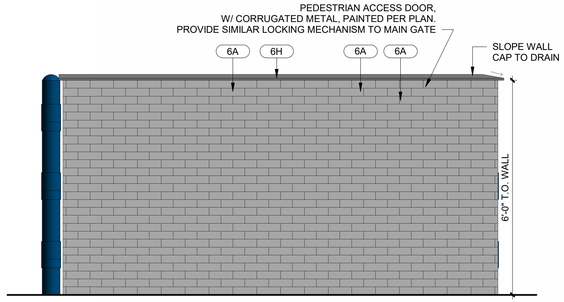
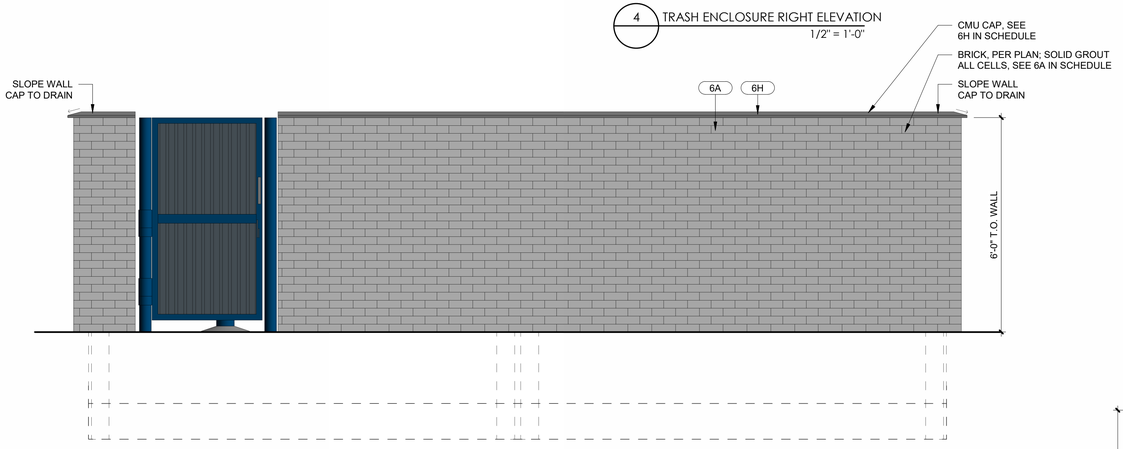
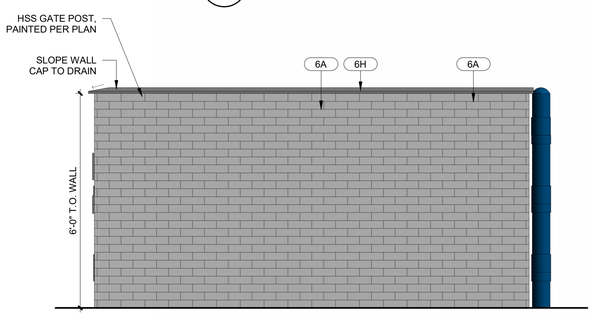


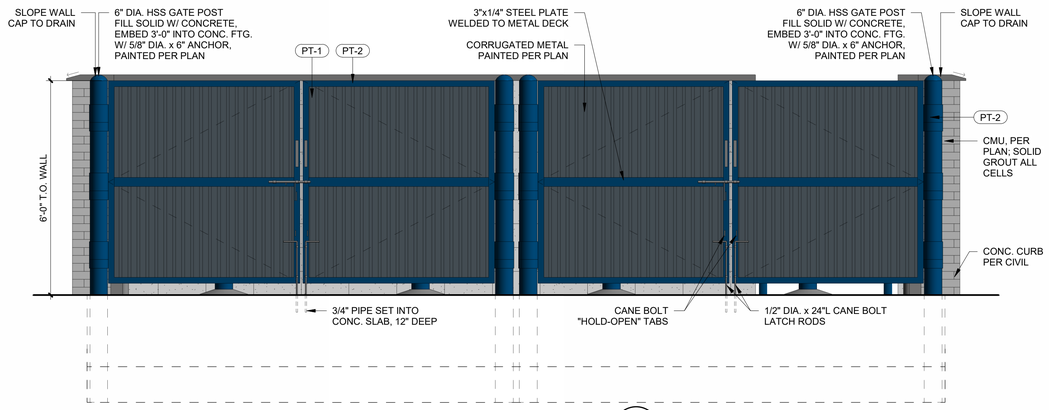
4 TRASH ENCLOSURE RIGHT ELEVATION
1/2" = 1'-0"



2 TRASH ENCLOSURE REAR ELEVATION
1/2" = 1'-0"



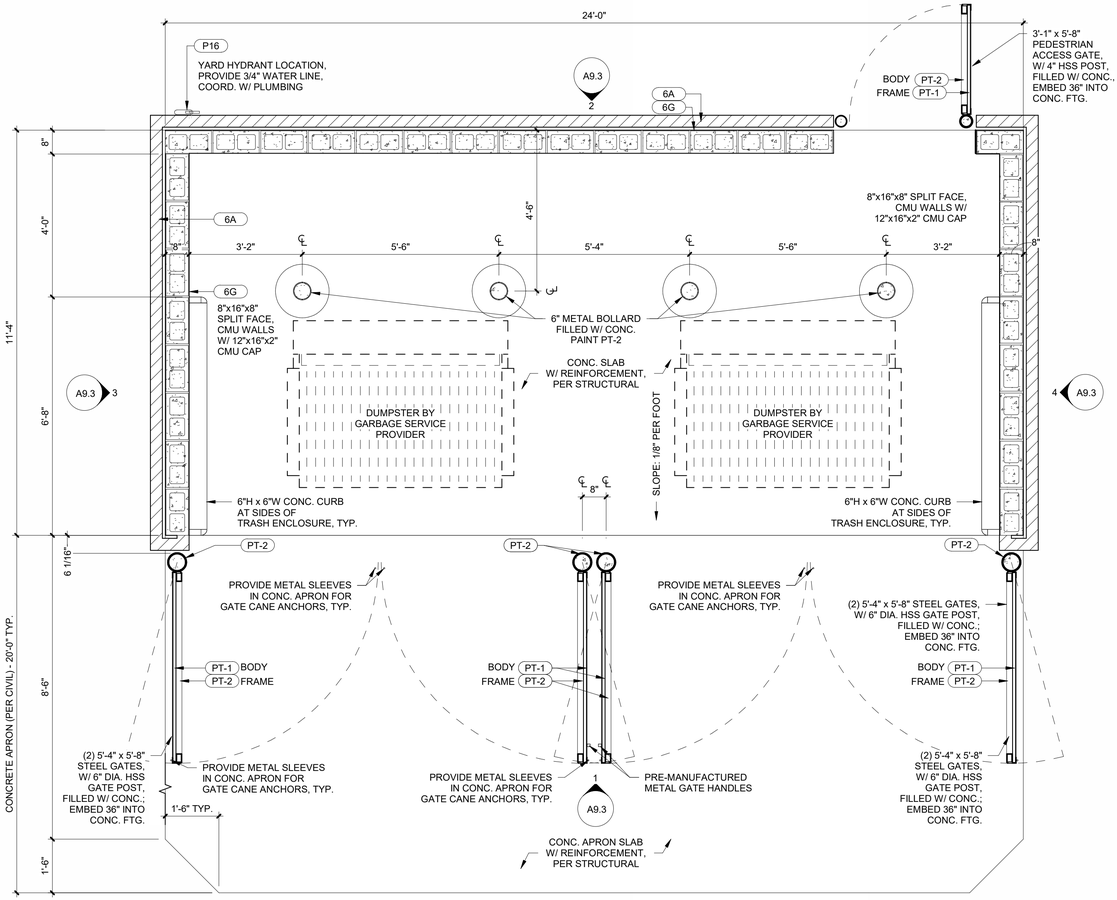
3 TRASH ENCLOSURE LEFT ELEVATION
1/2" = 1'-0"



1 TRASH ENCLOSURE FRONT ELEVATION
1/2" = 1'-0"

TRASH ENCLOSURE MATERIALS

ID	MATERIAL	MANUFACTURER	COLOR	NOTES
6A	REFUSE WALLS	GLEN-GERY	COLOR: STONE GREY KLATCOAT INSTALL: RUNNING BOND PATTERN	FULL BED FACE BRICK SIZE: MODULAR (2-1/4"H X 3-5/8"W X 7-5/8"L)
6G	CMU BLOCK	BASALITE	COLOR: 490 INSTALL: FOR USE WITH FACE BRICK/STONE VENEER	8-8-16 SMOOTH FACE BLOCK
6H	PEAK CAP	BASALITE	COLOR: 490 INSTALL: SINGLE WYTHE CLOCK WALL CAP	DUTCH BROS BLUE, GATE FRAMES & POSTS
PT-1	PAINT	SHERWIN-WILLIAMS	GP-0624	DUTCH BROS GRAY, GATES BODY
PT-2	PAINT	SHERWIN-WILLIAMS	GP-0642	DUTCH BROS BLUE, GATE FRAMES & POSTS



5 TRASH ENCLOSURE PLAN
1/2" = 1'-0"

DUTCH BROS COFFEE

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
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DES PLAINES, IL 60018
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ANNIHILATOR-A1

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A1 PROTOTYPE 11/20/2025

ENTITLEMENTS

08/03/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:

TRASH ENCLOSURE
PLAN/ ELEVATIONS

DRAWN BY: MH	CHECKED BY: SK

SHEET NUMBER:

A9.3

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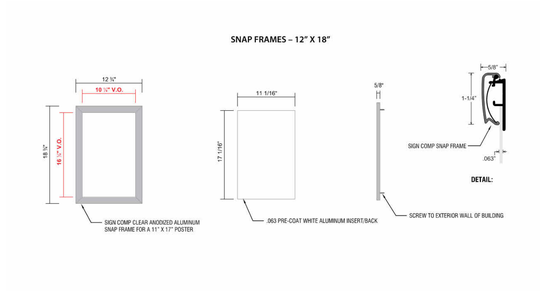
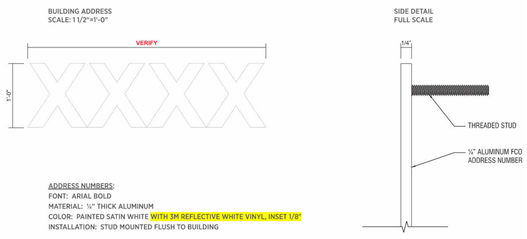


14 BUILDING SIGN, SNAP FRAMES, BY OTHERS - REFERENCE ONLY

12" = 1'-0"



13 BUILDING ADDRESS NUMBERS BY OTHERS - REFERENCE ONLY

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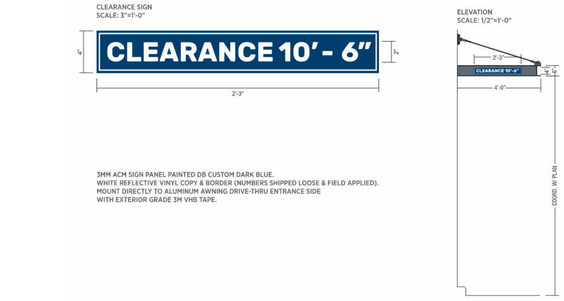


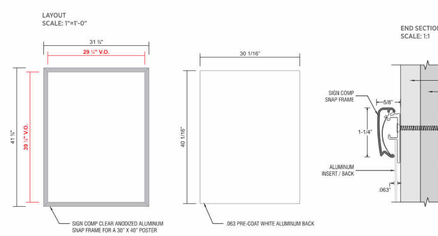
12 AWNING CLEARANCE SIGN, BY OTHERS AT DRIVE-THRU WINDOW - REFERENCE ONLY

12" = 1'-0"



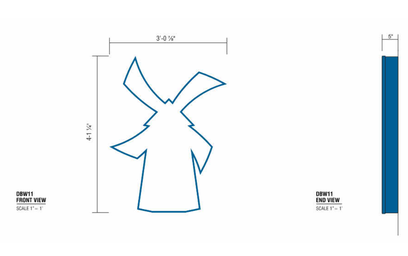
11 BUILDING MENU SIGN BY OTHERS - REFERENCE ONLY

12" = 1'-0"



10 BUILDING SIGN, SNAP FRAMES, BY OTHERS - REFERENCE ONLY

12" = 1'-0"



9 BUILDING SIGN, WINDMILL, BY OTHERS - REFERENCE ONLY

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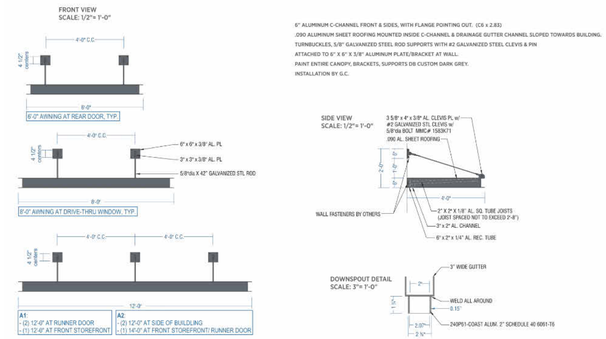

8 PRE-FAB. METAL AWNINGS, BY OTHERS - REFERENCE ONLY

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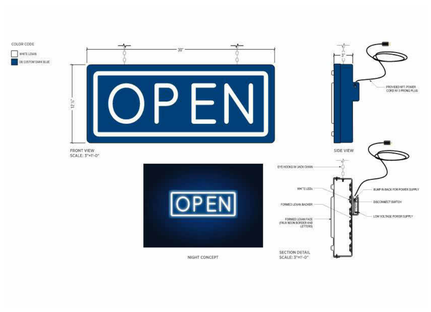
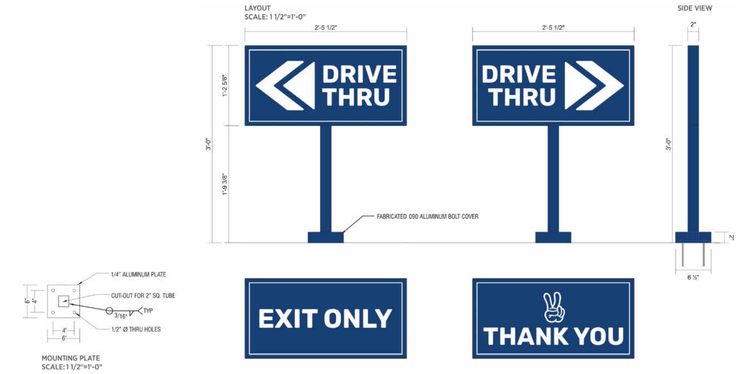


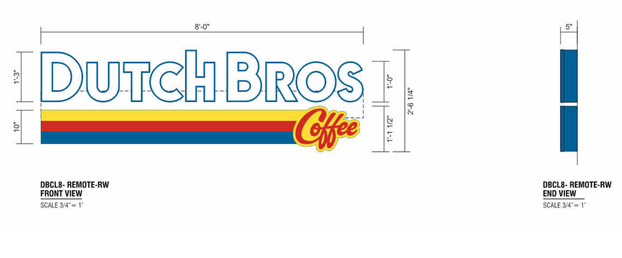
7 OPEN SIGN - SINGLE, BY OTHERS

NTS



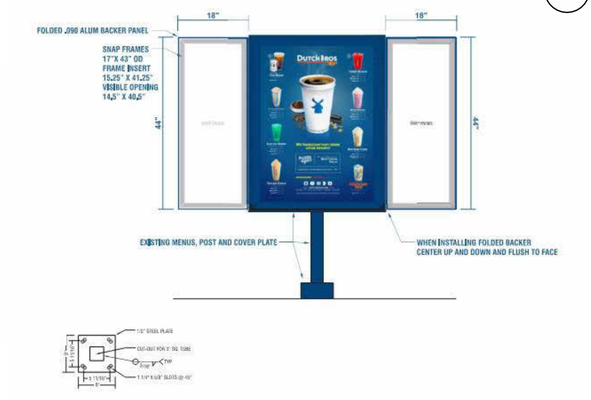
6 DIRECTIONAL SIGNS, BY OTHERS - REFERENCE ONLY

NTS



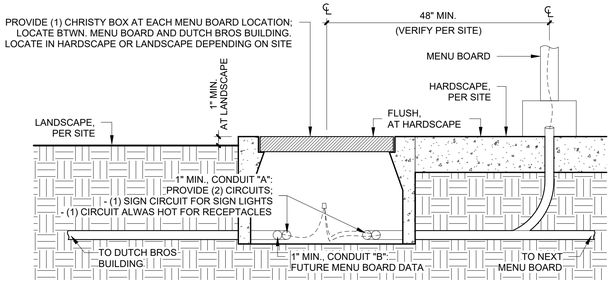
5 BUILDING SIGN, CHANNEL LETTERS, BY OTHERS - REFERENCE ONLY

12" = 1'-0"



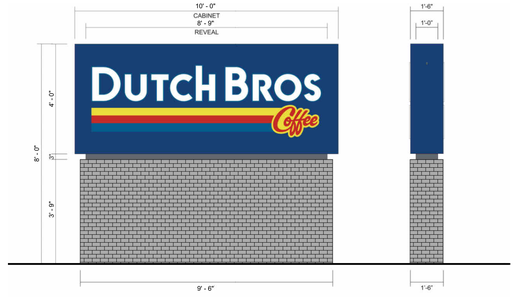
3 MENU BOARD WITH WINGS BY OTHERS- REFERENCE ONLY

NTS



2 MENU BOARD & CHRISTY BOX - REFERENCE ONLY

NTS



1 MONUMENT SIGN BY OTHERS - REFERENCE ONLY - ALT

NTS

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: 847.298.6900

Project No: IL0603

Dutch Bros Coffee - New Freestanding Store
214 E. Golf Road,
Schaumburg, IL 60173
For: Dutch Bros Coffee
1930 W. Rio Salado Parkway
Tempe, AZ 85281

A1 PROTOTYPE 11/20/2025

ENTITLEMENTS

08/03/26

REV:	DATE:	DESCRIPTION:

SHEET NAME:

SITE & BUILDING SIGNAGE DETAILS

DRAWN BY: JL | CHECKED BY: SK

SHEET NUMBER:

SP1.1

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August 12, 2026

TEMPORARY VILLAGE HALL
COMMUNITY DEVELOPMENT DEPARTMENT
1000 E. WOODFIELD RD.
SCHAUMBURG, IL 60173

PROJECT NARRATIVE
PROPOSED COMMERICAL DEVELOPMENT
216 EAST GOLF RD.
SCHAUMBURG, ILLINOIS 60173

PARCEL ID	PARCEL ADDRESS	ACREAGE	LAND USE	EXISTING ZONING
07-10-400-032-0000	210-214 W GOLF RD	1.39	COMMERCIAL	B-4

Introduction:
This Project Narrative has been prepared in support of the Proposed Commercial Development located on 216 E. Golf Rd. in the Village of Schaumburg, Illinois. The project will include the redevelopment of an existing commercial lot, which will require the removal of existing buildings and structures. The zoning of the project location will not be affected.

Existing Site Characteristics:
The existing site is developed for commercial use; the site contains one Outback Steakhouse building and associated parking. The site is bound by a neighboring commercial development to the west, E. Golf Rd. to the south, Wilkening Rd. to the east, and a strip mall to the North. The existing property ultimately drains to the east, across Wilkening Rd and ultimately into a detention pond.

Project Description:
The overall property area is approximately 1.39 acres and the proposed development includes subdivision of the site into two lots via Plat of Subdivision, one lot will be used for the proposed Dutch Bros Drive Thru Coffee development (+/-1,266 sq. ft building) and the other will be used for a future Andy's Frozen Custard (+/-7,475 sq. ft building). Proposed improvements will include the construction of drive-thru facilities, parking lot improvements, underground utility improvements and other related amenities. The proposed development will result in the addition of +/-11,662 square feet of impervious area. Site imperviousness will be increased from 0.83 acres (existing) to 1.09 acres (proposed). Please refer to the stormwater report for existing and proposed impervious exhibits.

This project proposes improved drainage conditions in the subject area with construction of additional storm sewer according to the Village of Schaumburg's standards and specifications, eliminating the existing parking lot ponding conditions, and providing underground detention storage to decrease the existing release rate of stormwater from the site. These improvements are proposed while maintaining the site's existing drainage patterns and outfall conditions. Preliminary Construction plans will be provided showing how the drainage will change. In addition, an exhibit detailing the existing drainage patterns and tributary areas is attached to this submittal.

Code Variance Requests:

We request that staff review and consider the requested code variances and their justifications below:

154.175 (6) Minimum Yard Requirements: A variance is requested for the proposed Andy's Frozen Custard building on the proposed Lot 3. The code requires a 28' setback from a corner side lot line abutting a roadway right-of-way. While the majority of the building (~88% of the east building elevation) is set back behind the 28' setback line, the proposed drive-thru window is set back 24.2' from the corner side lot line along Wilkening Road. This variance is requested due to site space constraints. Parking, lane width and patio size are already at operational minimums, relocating the building west would require a reduction in width of landscaping islands or foundational landscaping.

154.175 (6) Minimum Yard Requirements: A variance is requested for the proposed Andy's Frozen Custard building on the proposed Lot 3 and the Dutch Bros Coffee on Lot 2. The code requires a 5' setback from an interior side yard. The Andy's Frozen Custard and Dutch Bros proposed curb and trash enclosure is proposed to be 0.3'-5' from the northern lot line. This variance is requested due to site space constraints. Parking, fire lane width and landscaping island widths are already at code minimums, relocating the building farther south to allow a larger yard would require a reduction in width of landscaping islands, the fire lane, or a further reduction in drive-thru stacking which would be another code variance.

154.122 Parking Ratio: A variance is requested for the parking provided on the Dutch Bros Coffee lot. The parking ratio for this establishment is 6 spaces per 1000 s.f. which equates to 7 parking spaces. 9 parking spaces are provided. Variances are requested for the maximum parking of 8, and the short-term parking spaces, which this lot would not be

eligible for by code. This request is made based on Dutch Bros operations. It is requested to allow the additional spaces over the maximum to allow for customer and employee parking. 9 parking stalls is below Dutch Bros preferred minimums, and will be needed to properly serve walkup customers. The temporary parking spaces are requested to allow for order ahead customers to park and have their orders delivered to their vehicles. This is consistent with Dutch Bros national operations and would help to reduce stacking in the drive-thru.

155.95 (B) Commercial Use Sign: A variance is requested for the proposed Dutch Bros on Lot 2. The code states there shall not be more than 2 menu board signs. The development proposes 4 menu signs. This variance is requested due to the operational standards at Dutch Bros. The additional menu signs will allow for customers to be served at a faster pace and therefore reduce stacking and overall traffic congestion. It should be noted that the proposed menu boards do not include speakers as is typical for drive-thru orders, orders are taken by employees walking the drive-thru line.

154.123 (B) Stacking Requirements: A variance is requested for the proposed Andy's Frozen Custard on Lot 3. The code states there shall be a minimum of 5 cars stacked between ordering and pickup. The proposed development allows 4 cars to be stacked between the ordering and pickup. This variance is requested to allow for typical Andy's Frozen Custard operations to take place.

154.136 (M) Foundation Landscaping: A variance is requested for the proposed Andy's Frozen Custard on Lot 3. The code states that a minimum of 10' of foundation landscaping must be provided. The applicant requests a reduction of this requirement to 6.5'. This reduces the sidewalk in front of the Andy's building to 7' wide, which is below Andy's standard sidewalk width. The wider sidewalk is requested here as the sidewalk will be carrying foot traffic for customers navigating to and from the patio, the wider walk will help them to safely navigate the site.

Proposed Users:

DUTCH BROS: Dutch Bros Coffee is a drive-thru coffee development established in 1992. Dutch Bros operations will include a two lane drive-thru for placing orders and a merged pickup lane with a bailout. The Dutch Bros building will also provide a pickup window and patio for pedestrian traffic. The Dutch Bros menu includesa variety of coffee, tea, soda and proprietary energy drink options. The menu will also include a small selection of snacks including granola bars and muffin tops. The building itself will only be accessed by employees, with food and drinks served through the drive-thru and patio window exclusively.

ANDY'S FROZEN CUSTARD: Andy's Frozen Custard has been serving its customers since 1986, when it was founded in Osage Beach, Missouri. The Andy's Frozen Custard operations will include a two lane drive thru for placing orders, before merging to a single drive-thru lane for pickup at the drive-thru window. The proposed building will also include a walk up window and patio for pedestrian traffic. The Andy's menu includes a selection of frozen custard concretes, sundaes and splits.

Business Narrative Letter

To Whom It May Concern,

This letter is submitted to provide a formal business narrative for a Dutch Bros Coffee location. Dutch Bros Coffee is a nationally recognized specialty beverage retailer known for high-quality coffee, handcrafted energy drinks, and exceptional customer service.

The proposed Dutch Bros Coffee location will operate daily, with typical hours of operation from **5:00 a.m. to 11:00 p.m.**, or to the extent permitted by local municipal regulations. Operating hours are designed to accommodate early-morning commuters as well as evening customers while remaining compliant with all applicable local ordinances.

The business will primarily serve customers through a **drive-thru and walk-up service model**. Orders are taken in a highly personable manner, often directly at the customer's vehicle by trained team members using handheld point-of-sale devices. This approach allows for efficient order processing, personalized customer interaction, and minimized vehicle queuing times. Walk-up service is also provided for pedestrians, cyclists, and customers who prefer not to use the drive-thru.

At any given time, the location will typically be staffed by **three (3) to five (5) employees per shift**, depending on time of day and customer volume. Employees are trained to prioritize safety, accuracy, friendliness, and speed of service. The operational model emphasizes quick transaction times and efficient traffic flow, reducing congestion and ensuring a positive customer experience.

Dutch Bros Coffee is widely recognized for its **exceptional customer service, upbeat culture, and fast service times**. The business model focuses on building community connections, providing consistent service quality, and maintaining a clean, well-managed site. All operations will comply with applicable health, safety, zoning, and accessibility requirements.

In summary, this Dutch Bros Coffee location will operate as a low-impact, service-oriented beverage establishment that emphasizes efficiency, customer engagement, and compliance with local regulations. The drive-thru and walk-up format, combined with limited on-site staffing and streamlined operations, allows the business to serve customers quickly while maintaining compatibility with surrounding land uses.

Please feel free to contact us should additional information or clarification be required.
Sincerely,

Marc Madden
Construction Project Coordinator
Dutch Bros Coffee
480-296-5905
marc.madden@dutchbros.com

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7pm.

ROLL CALL
Members Present: Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Rob Morreale, Glenn Szurgot, Pat Riley, Patty Errera, Jeff Mytych and Dhitu Bhagwakar

Member(s) Absent:

A quorum was present.

Also Present:

Sworn in for testimony:	Parth Joshi Planning Manager	Adam Bell Core Acquisitions 10 Parkway North Blvd Suite 120 Deerfield, IL	Evan Boulware Atwell 1 E. Wacker Drive Suite 2700 Chicago, IL
	Nick Martinez Dutch Bros 1931 N. Mannheim Rd Melrose Park, IL	Adam Firsel Core Copley 10 Parkway North Blvd Suite 120 Deerfield, IL	

Mr. Adam Bell, representing the Petitioner, stated that this is a two-tenant, out-parcel development at the Copley Center. They are proposing to bring a free-standing Dutch Bros Coffee and a free-standing Andy's Frozen Custard. Core Acquisitions has owned the Copley Center for approximately 15 years and purchased the former Outback Steakhouse in 2024. Dutch Bros is a free-standing, drive-through- only coffee chain which has been expanding into the Midwest. They have been working with Village Staff since the spring of 2025 fine-tuning what they think would be the best flow for traffic, pedestrians and consumer ease. There has been quite a bit of coordination among Core Acquisitions, Village of Schaumburg, Dutch Bros and Andy's Frozen Custard. Their vision for the shopping center has always been to find a way to bring quality-looking buildings in the outlot of the center. Both proposed users are high-volume users, and a majority of what they do is drive-through business. Neither of them has indoor dining and both offer walk-up windows.

There is a significant amount of stacking area for cars to que. Dutch Bros is providing 20-car stacks, and Andy's is providing 18-car stacks. Dutch Bros has tailored their operations to be very efficient with how they process their orders. Similar to Chick-fil-A, they have runners that will go out to take orders and payment at car windows. They also offer a by-pass lane so that if someone is the third car from the window and their order is ready, the runner will be able to run out their order, and the driver will be able to bypass

the cars in front of them in order to keep the traffic flow moving. Mr. Bell said that Core Acquisitions is the preferred developer for Dutch Bros. The proposed Schaumburg location will be their tenth Dutch Bros. They are opening their fourth location on Friday of this week in Champagne, IL and they have four more in construction. They are very familiar with how Dutch Bros operates, going through the construction process, working with village inspectors, coordinating openings, etc. Core Acquisitions has made sure that the two proposed businesses can accommodate the stacking so it does not impede the customer experience at the rear of the shopping center. They have observed that during the first week or so of opening, Dutch Bros has an influx of cars. They have not had any overflow issues in any of their three other operating locations after the first week and a half of being open. They recently received approval in Arlington Heights and Glen Ellyn and just broke ground in Darien. Regarding the Dutch Bros traffic management plan, before they open and while in the construction process, they reach out early and coordinate with village staff and with the shopping center owner. They come together to put a traffic management plan in place. It outlines the opening dates, the extra staff they are bringing on, third party police officers that they will be bringing in to help with any possible traffic overruns and they work with the shopping center owner to make sure that if the cars do stack passed that 20 and they get towards the ease-west access road, that will not be blocked off by car stacking. They will have flaggers that protect the main critical drive areas. They will select an overflow queue that may go into the parking lot. This is only for the grand opening week. It has worked extremely well at their other locations and have had zero issues from any of the existing tenants. Core Acquisitions notifies their tenants before Dutch Bros opens. He added that this is a good tenant mix because Dutch Bros is more of a morning traffic driver and Andy's is more of a late afternoon and after dinner traffic driver. Mr. Bell concluded that they anticipate no overage congestion.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Parth Joshi stated that the Petitioner is requesting a Plat of Subdivision to create two outlots in the subject shopping center which is located at the corner of Golf and Wilkening Roads. The rest of the shopping center will remain as is. He noted this particular Case # Z2603-01 is pertaining to Dutch Bros and that the public hearing immediately following this case will be the Z2608-04 / Andy's Frozen Custard.

Site Plan on Lot 2

The Site Plan on Lot 2 is proposed as Dutch Bros, a coffee user. The proposed building will be on the east side of the lot and is approximately 1,065 net floor area square feet, along with a 250 square-foot patio on the west side of the building. The layout includes a drive-through configuration. Dutch Bros is a drive-through base business which is where most of their orders take place. A u-shaped drive-through is proposed. Customers will enter from the existing internal drive aisle in the shopping center moving south and then work their way to the pick-up window on the east side of the building. A dumpster enclosure is proposed on the north side of the building. Landscaping is adequately proposed. Pedestrian access has been provided to the site off of Golf Road.

Special Use for a Drive-Through
A special use for a drive-through is required in this section of the Golf Road Corridor Subdistrict "C". The proposed drive-through will include wrapping on the south and east sides of the property. There is a landscape island that separates the parking area with the drive-through in order to provide public safety in terms of customers maneuvering around the site. The minimum stacking requirement, per the code is 11 vehicles, in addition to 5 minimum vehicles between placing an order and picking it up. The proposed stacking is 20 spaces, which exceeds Village code.

Woodfield Regional Center Design Review
The property falls within the Woodfield Regional Center Design and is required to comply with those requirements, which include high-quality design and materials. Consistent with the requirements, the Petitioner has provided a building that will be constructed primarily with brick along with fiber cement siding. They have included the Dutch Bros' iconic blue tower, in addition to soldier course details to provide additional visual interest on the facades.

Parking Setback Variation
A parking setback variation is being requested because there is a very limited space on the north side of the trash enclosure. The minimum parking setback from the lot line is 5' but the area measures approximately 1'10". It's a limited portion and the requested variation is due to the physical configuration of the property and the need to accommodate the proposed building, drive-through circulation, parking layout and associated site improvements within the available site area. There is no impact on the circulation.

Landscape Variations
Foundation – The Petitioner is requesting a variation to reduce the building foundation landscaping from 10' to 3'. They are providing approximately 3' of foundation landscaping on the west side of the building. The existing landscaping helps soften the building elevations. This is required due to the configuration of the site and the relationship between the building parking areas, drive-through circulation and pedestrian access. Overall, the landscape plan provides visual enhancements to the site.

Landscape Buffer – A landscape buffer variation is needed as a result of the proposed subdivision. The lot line cuts through the proposed Lot 3 (Andy's Frozen Custard). Village code requires a minimum of 10' of separation, and the proposed is 6'. The landscape plan does show a mix of deciduous and evergreen shrubs and provides screening and year-round landscape interest by reducing the visual impact of adjacent pavement areas. It provides a good separation between the drive-throughs, as well.

Mr. Joshi said that the proposed landscape plan exceeds the minimum green space requirement of 20% for each lot.

Sign Variation
The code allows for one menu board and one pre-menu board sign for drive-through establishments. The Petitioner is requesting four menu boards. Ideally, there are technically two menu boards but the Village sign code does not allow for double-sided menu boards. As a result, it has to be called out as four separate menu boards. The sign code is not definitive in terms of how Staff defines the menu boards. Dutch Bros is a heavy drive-through business user, and these signs will provide options for their customers to select their products and be able to order them in the app or the pick-up window, as well. There is no speaker system installed in the proposed menu boards.

Mr. Joshi stated that Staff is very supportive of this overall project and recommends approval, subject to the conditions listed in the Staff Report.

Chairman Raimondi asked if the public had any questions or concerns. There were none.

Chairman Raimondi asked the Board for their comments.

Mr. Mytych stated that the presentations were very thorough. He asked the Petitioner if he agrees to all of the conditions listed in the Staff Report, and Mr. Bell said yes.

Mr. Bhagwakar asked if the proposed patio and pick-up window will be covered. Mr. Evan Boulware, project engineer, said there will be a canopy covering the walk-up patio and a small canopy at the pick-up window. Mr. Bhagwakar asked how the outdoor employees will be able to endure freezing cold weather and rainy conditions. Mr. Nick Martinez, Dutch Bros, said that in extreme weather conditions they place signs out to inform customers to order ahead in line so the drive-through can move more efficiently and outdoor employees stay inside the building. If the weather conditions are bad but not extreme, outdoor employees will take turns in and out of the building every 10 to 15 minutes.

Mr. Dolbeare asked where snow will be placed. Mr. Boulware said he believes the company that snowplows the shopping center will also snowplow for Dutch Bros and Andy's. Mr. Adam Firsel, Core Copley, stated that they have owned the shopping center for several years. There are cross access easements in place for parking, snow, access and utilities which will continue. He added that in a practical situation, the shopping center will maintain all the common internal roads, and the snow will get pushed off the two subject lots. They will designate a handful of parking spaces for snow "dumpage," and the existing easements will allow for that to happen.

Ms. Veatch asked Mr. Joshi to describe a double-sided menu board because she is familiar with traditional menu boards that are displayed in a 45-degree angle and do not have anything on the back. Mr. Joshi said the proposed menu boards have menus on the front and back because of the 2-lane configuration, so customers on both sides can read the menu board. The sign code states that you can only have one, and a double-sided menu board is considered two signs. Code does not define a menu board as being double-sided. In reality, there will only be two signs in the drive-through, but because they are double-sided, they

must be counted as four signs. Mr. Bell said that where the drive-through lane splits into two lanes, there is a middle-median-like area. In that area, there are two sign board footings with two menu boards. They are not order points, rather, the signs are there to show specials and popular menu items.

Mr. Riley stated that both presentations were very thorough and answered his questions.

Mr. Morreale asked if it's correct that since there are no speakers, customers drive up to the window to place their order and then wait in a queue. Mr. Martinez said the way the drive-through operations will work is that the runners outside place the orders on the iPad to communicate to the kitchen inside. There will be an employee at the walk-up window to take orders. Walk-up orders are minimal, for the most part.

Mr. Szurgot asked if there is a "no left-turn" sign for drivers exiting the drive-aisle onto Golf Road from the west side of the property. Mr. Boulware said there is currently no plan for that. Mr. Szurgot recommended that a sign be placed there.

Ms. Errera stated that she frequents the left turn lane at Golf and Wilkening Roads and asked if that traffic signal be re-adjusted so that it is longer. She said it feels like it can take forever to wait for the left-turn signal to turn green. Ms. Veatch agreed that it is very problematic. Ms. Errera has observed that the light will turn green if a FedEx truck travelling on Wilkening Road approaches Golf Road. Chairman Raimondi noted that on Page 10, condition #7 of the Staff Report addresses the signal timing adjustment at that particular intersection. Mr. Joshi said that Staff has a suggested comment that it needs to be analyzed to determine what type of adjustments might be needed based on the number of expected traffic that will be generated. Ms. Errera asked if customers will be able to sit inside the building, and Mr. Bell said no. She asked how the outside employees be able to withstand the severe weather conditions. Mr. Bell said they can place signs directing customers to place mobile orders. He added that Dutch Bros takes the safety of their employees very seriously. He said they also have an overhang covering on the west side of the building. Mr. Martinez said they have a hut that is heated and cooled, similar to Chick-fil-A and recently installed a hut at their Melrose Park and Buffalo Grove locations. They plan to add huts to most of their locations across the U.S.

Chairman Raimondi asked about the possible effects on the businesses to the north of the subject new lots such as Yu's Mandarin. He asked if they anticipate any issues there. Mr. Bell said they don't anticipate any issues but he said that oftentimes people get concerned about impacts to the parking. These sites are all operating under reciprocal easement agreements with cross access and cross parking. There is one between the Dutch Bros and Andy's Frozen Custard in the overall shopping center and one in between Dutch Bros and Andy's that designates the rules and responsibilities for parking, maintenance, utilities, etc. They have designated employee parking for the cross parking to be as far away from the businesses as possible. For Dutch Bros, their employee parking or overflow parking is designated to be on the southwest side of the property. He believes Andy's Frozen Custard is on the southeast side of the property.

Chairman Raimondi asked if they will have people to control the traffic so that the drive aisle does not get blocked—especially the first week or two of their grand opening. Mr. Firsel said they have opened a number of Dutch Bros in this market and they have seen how crowded it gets. Dutch Bros does a good job keeping the drive-through flowing, safe and keeping the drive-aisles clear. They have "line-busters" designed to keep the drive aisles clear. It's in the rules and regulations, in the lease, and it's a contractual obligation that they must keep it clear at all times. Mr. Bell said that prior to opening a new location, Dutch Bros has an entire team dedicated to traffic management. They will reach out to the landlord, the shopping center owner and the municipality in coordinated a traffic management plan. The traffic management plan designates overflow routes, determines how many additional employees they will need, what type of security they will use for traffic management either by hiring a third party group or off-duty police officers. Those people will keep the access roads clear and will also designate the overflow routes if needed. They do a fantastic job at keeping traffic moving and keeping critical access drives clear.

Chairman Raimondi asked if they have public bathrooms. Mr. Martinez said no and added that they cannot let customers use the employee bathroom due to safety reasons.

Referring to the entrance to both Dutch Bros and Andy's Frozen Custard, Chairman Raimondi asked if the turning radius for vehicles is wide enough and Mr. Joshi said Staff worked very closely with the Petitioner on the entrance. Initially, they went through 4 or 5 iterations of the site plan before they landed on the one that is included in the Board members' packets. Initially, the site plan showed a split-like entrance which Staff reviewed along with the Transportation Department. Staff made some suggestions to shift islands and to force vehicles into one ways to better accommodate circulation. The Petitioner provided a very detailed signage plan which directs customers to exactly where they need to go with the dual drive-through lanes at Dutch Bros. Staff also worked closely with Andy's Frozen Custard. It's limited to one car and then splitting into two lanes and then coming into one lane. The Transportation Department and Planning Staff did a thorough review of the overall operation and contemplated worse-case scenarios compared with their traffic study findings. This was the optimum layout they could provide given the site constraints and the size of the parcels, along with accommodating both businesses. Mr. Joshi said that Staff does not see any issues. Mr. Bell said that they have gone back and forth with Staff to try to come up with the best solution. A couple of the things that they have done is first off with Dutch Bros, the radius because the radius is much wider, you see the striping, where you can go in for the trash pick-up. That provides a wider left turn radius. They have added additional striping on the asphalt and additional way-finding signs.

Mr. Joshi stated that Condition #16 on Page 12 of the Staff Report is specifically asking for a traffic management plan. He said that Staff will review that before a building permit is issued. He added that when performing the initial review of this project, Staff thought a "parking variation" would be required, but they later determined that a parking variation is not required. He asked that the Board's motion include that "parking variation" should be removed from the title before it goes to the 10/13 Village Board.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Riley to close the hearing.

All ayes **MOTION CARRIED**

Mr. Morreale made a motion, seconded by Mr. Dolbeare, to recommend that "Parking Variation" be removed from the title and to recommend approval of a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment located at 210 E. Golf Road, Case No. Z2603-01 subject to the following conditions:

1. A Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
   a. Plat of Subdivision
   b. Reciprocal easement agreement
   c. Shared maintenance agreement (Lot 2 and 3)
5. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
6. The proposed plans for the food establishment have been accepted as preliminary by the Environmental Health Division. The plans will receive a detailed review during the commercial building permit process.
7. If an FDC is provided for Dutch Bros, it shall be provided at the northeast corner of the building.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner's cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk

network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.

10. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village's review.
11. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
12. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
13. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
14. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
15. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
16. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.
17. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Plat of Subdivision to the Community Development Department for review and approval to illustrating the following:
    a. Include information in the "Owner's Name and Address" text block.
18. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
19. Work in the Golf Road ROW will require an IDOT permit.
20. Add Village of Schaumburg standard easement provisions to the Plat of easement. Add an easement to the Plat and the utility Plan for the looped water main.
21. The Village GIS shows an invert of 776.1 at sanitary MH W064 (to the north of site). The plans show an invert of 772.77 at the last MH leaving the site. This invert appears to be lower than the Village invert to the north. Atwell Aug 12 response letter says a lift station will no longer be required based on field

information. Provide more information regarding the field verification. Provide a basic profile of the sanitary sewer from the west end of the site to the connection at Village MH W064 on the east side of Wilkening Road.

22. Add Schaumburg water main notes regarding cut in Tee connection and EPW shut down process.
23. Confirm min 10 feet separation from water main to building foundations.
24. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
25. Only a cut in tee is permissible when connecting utilities to village main.
26. Provide watermain loop easement on plat and engineering plans.
27. 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. Encasement of piping shall be V-Bio Enhanced Polyethylene film in tube or sheet in accordance with ANSI/AWWA C105/A21.5.
28. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. Maneuvering clearances per Illinois Accessibility Code Section 404.2.4 shall remain clear at all doors following final placement of all furniture, fixtures, and equipment.
    b. Minimum number of plumbing fixtures shall be based on Illinois Plumbing Code Section 890, Appendix A, Table B.
    c. No public restroom facilities are shown. Provide occupant load calculations and a plumbing fixture analysis in accordance with 2014 Illinois Plumbing Code Section 890.810 to demonstrate compliance with fixture requirements and establish whether the applicable exception allowing public restrooms to be omitted applies.
29. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:
    a. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.
    b. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.
    c. The following items should be added to the cover page of the plans:
        i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
        ii. Add drainage certification.
        iii. Add the MWRD Job Start Stamp.

iv. Add the storm/sanitary sewer routing exhibit

d. Provide MWRD General Notes on the engineering plans.

e. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.

f. Include the shop drawings for the underground detention in the final engineering plans.

g. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.

h. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.

i. Based on our review of the proposed development, the following MWRD permit documents will be required:

i. MWRD WMO permit application (Schedules A, B, and C)

ii. Schedule D-Legacy

iii. Schedule P

iv. Schedule R

v. Fee Payment Voucher Form

20. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:

i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location

ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.

iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.

iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.

v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.

vi. Show the install sizes of the proposed plants on the plant schedule.

21. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:
    i. Three light poles are orientated oddly, is this the intended design? If so, then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.
    ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.
    iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.
    iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.
    v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.
    vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.
    vii. Foundation shall include grounding and ground rod per village ordinance.
    viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.
    ix. The minimum underground conduit size is 1" diameter.
    x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

30. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

m. Construction Specifications, Sheet No. 13, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

n. Landscape Title Sheet, Sheet L0, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

o. Tree Preservation Plan, Sheet L1, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

r. Photometric Plan, Sheet E0.01, prepared by Chipman Design Architecture INC, dated February 27, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.

t. Equipment Plan, Sheet A1.0, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

u. Life Safety Plan, Sheet G0.2, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

v. Building Elevations, Sheet A6.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

w. Trash Enclosure Plan/Elevations, Sheet A9.3, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

x. Site & Building Signage Details, Sheet SP1.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

y. Final Plat of Subdivision, Sheets 1 through 3, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

z. Plat of Vacation, Sheet 1 of 1, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

aa. Project Narrative, prepared by ATWELL, dated August 12, 2026, and received by the Community Development Department on August 17, 2026.

bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

MOTION CARRIED: vote: 9-0 with no member(s) absent

A poll was taken:
Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Yes
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 10/13/26.

ADJOURNMENT

The meeting was adjourned at 7:54pm.

_____
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 Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard / 214 E. Golf Road - Copley Center
10/13/26
Village Board

Presenter: Parth Joshi, AICP, Planning Manager
Lead Department: Community Development

Executive Summary:

Case Title
Z2608-04 / Andy's Frozen Custard / 214 E. Golf Road - Copley Center / Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review

Hearing Date
September 23, 2026

Summary
The petitioner requests Site Plan Approval for a Type C Restaurant, Special Use for a Drive-Through facility, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard to be located at 214 E. Golf Road. The property is located at the former Outback Steakhouse site in Copley Center.

Recommended Action:

Staff Recommendation
Recommending Approval

Vote
9 – 0 with no 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
- REDACTED Z2608-04 Andys Frozen Custard Application
- Location Map
- Engineering Plans
- Truck Turning Templates
- Landscape Plans

- Architectural Plans
- Project Narrative
- Andy's Business Narrative
- Sign Package
- FINAL Z2608-04 Andy's Frozen Custard Mts 9-23-26.docx

STAFF REPORT

TO: ZONING BOARD OF APPEALS

PREPARED BY: Parth Joshi, AICP
Planning Manager

HEARING DATE: September 23, 2026

DATE PREPARED: September 2, 2026

CASE NUMBER: Z2608-04

TITLE: Z2608-04 / ANDY'S FROZEN CUSTARD / 214 E. Golf Road - Copley Center / Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review

BACKGROUND INFORMATION

Petitioner:	Evan Boulware
Address of Petitioner:	1 E Wacker Drive Suite 2700, Chicago, IL 60601
Status of Petitioner:	Project engineer
Owner of Parcel:	Adam Firsel
Address of Owner:	110 Parkway North Blvd, Deerfield, IL 60015
Existing Zoning:	B-4, Retail, Service, Motor Vehicle
Existing Land Use:	Vacant building

Requested Actions:

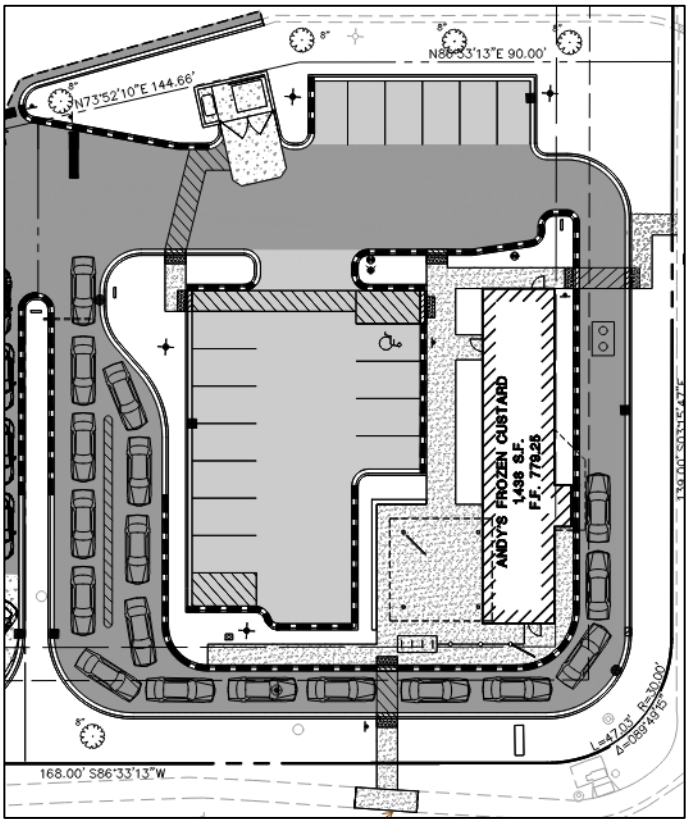
- Site Plan Approval to Construct a 1,438 Square Foot Building [Title 15, Chapter 154, Section 154.46 of the Zoning Ordinance]
- Special Use for a Drive Through Facility [Title 15, Chapter 154, Section 154.90.13 of the Zoning Ordinance]
- Variation to Reduce Interior Parking Setback from 5’ to 3’1” [Title 15, Chapter 154, Section 154.175(D)(6)(b)(2) of the Zoning Ordinance]
- Variation to Reduce the Landscape Buffer from 10’ to 5’6” [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Variation to Reduce Foundation Landscaping on the East side of the building by 10’, from 10’ to 0’ [Title 15, Chapter 154.136 (M)(1) of the Zoning Ordinance]
- Landscape Variation to Omit a Required Shade Tree from Parking Lot Island [Title 15, Chapter 154, Section 154.136(L)(2)(b)(2) of the Zoning Ordinance]
- Variation for an Additional Menu Board Sign [Title 15, Chapter 155, Section 155.95 of the Sign Code]
- Drive Through Stacking Variation [Title 15, Chapter 154, Section 154.123 of the Zoning Ordinance]

- Woodfield Regional Center Design Review

ANALYSIS

Summary:

Site Plan Approval:



The petitioner requests Site Plan Approval for a Type C Restaurant, Special Use for a Drive-Through facility, Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard to be located at 214 E. Golf Road. The property is located at the former Outback Steakhouse site in Copley Center.

The lot is zoned B-4, Retail, Service, Motor Vehicle and is within the Golf Road Corridor Overlay District, Subdistrict C and the Woodfield Regional Center Overlay District. The applicant plans to subdivide the property, currently 216 E. Golf Road, into two parcels with the addresses of 210 E. Golf Road (Lot 2 – Dutch Bros Coffee) and 214 E. Golf Road (Lot 3 – Andy's). The subject site is planned to be developed in two phases concurrently. Lot 3 will be developed as a Andy's Frozen Custard restaurant development. Lot 2 on the west side will be improved with a Dutch Bros coffee development to be reviewed separately at the same hearing (Case No. Z2603-01). The existing vacant restaurant building and pavement will be demolished to make way for the proposed development and associated parking, drive-through lanes and landscaping. Extensive landscaping is provided around the drive lanes as well as foundation plantings around the building. Additional shrubs and perennials are provided to fill gaps in the existing landscaping within the Golf Road setback.

2 access points are provided to the shopping center; one from Golf Road and the other from Wilkening Road. Access to the lot will be provided via the existing curb cut within the internal east/west drive aisle. Andy's operates exclusively as a drive-through concept, with no dine-in area. However, a ±857 sf patio with benches is proposed on the west side of the building to provide walk-up service. The patio will include a pick-up window for pedestrians, cyclists, and customers who prefer not to use the drive thru. Andy's specializes in serving frozen treats including sundaes, concretes, jackhammers, shakes, malts, old-fashioned sofa, and freezes. The business is a drive-through concept with a dual drive-through configuration. Customers will circulate in the drive through, going south, east, and exit going west from the same entrance. Employees take orders on tablets instead of a traditional drive-through speaker box

to facilitate faster service. Customers can also place an order at the patio window. Hours of operations are expected to be from 11:00 am to 11 pm Sunday through Thursday, and open until 11:30 pm Friday and Saturday. During the peak season, Memorial Day to Labor, the restaurant will be open 30 mins later each night. The restaurant will have an opening shift with 2-3 employees and a closing shift with 4-10 employees. 17 parking spaces are provided on the west and north sides of the building and pedestrian facilities are provided for employees to serve customers in the drive-through queue and to access the sidewalk on Golf Road.

Special Use – Drive Through

Stand alone restaurants are permitted by right in the Golf Road Corridor Overlay District, Sub District C and drive-through restaurants require special use approval. As a drive-through based business, the applicant has proposed two drive through lanes to navigate customer traffic with stacking capacity for 18 vehicles. Customers enter the drive-through from the interior drive-aisle of the main shopping center. As vehicles manuver in the drive-through, a proposed “U” shaped configuration enables customers to move through the drive-through. On the south side of the proposed parking lot, customers are greeted and they give their orders to the Andy’s employees directly instead of using a speaker system. Alternatively, customers can also place an order at the pick-up window when employees are not present in the drive-through lanes or during non-busy times. The pick-up window for customers in drive-through is located on the east site of the building. Cars will exit back into the interior shopping center parking lot drive. Drive-through traffic is isolated from the parking provided to the west of the building and required landscaping is provided to buffer the drive-through lanes. The applicant has provided traffic studies to demostrate the additional vehicle traffic to the drive-through will not be detrimental to existing commercial uses in the center. The proposed parking layout, circulation and landscaping comples with village code and support the business use as a Type “C” restaurant.

The Special Uses Ordinance lists three conditions required to authorize a "special use". Those conditions and their application to the requested variation are as follows:

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 requested drive-through restaurant is compatible with other auto-oriented uses in the corridor. Restaurants are a desired use for the area expressed in the Comprehensive Plan.

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

A drive-through restaurant is a compatible use with the surrounding commercial and retail uses and would not be detrimental to the surrounding properties or community.

The proposed use will comply with 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 use complies with regulations as specified in the code.

Design Analysis



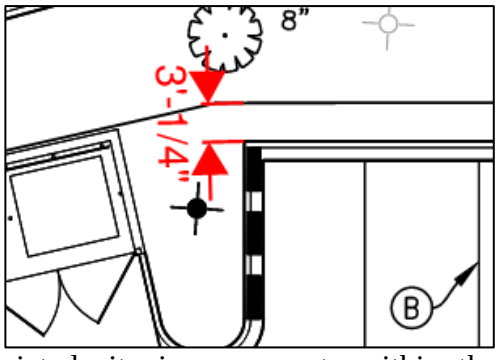
The Golf Road Overlay District and Woodfield Regional Center regulations define material requirements for new buildings which are of high quality and durable with preference for brick, masonry and metal panels. All buildings in Business Districts shall be constructed of face brick or comparable material. Consistent with these requirements, the proposed exterior façade for Andy's will be primarily constructed of brick. The building will include an aluminum storefront with glazing along all elevations for visual interest. To provide articulation, an integrated sloped canopy is proposed in the front of the building that will cover the patio area. Soldier course design is also provided on all sides of the elevations to help break up the façade and to provide visual interest. Lights are proposed on the fascia of the building. The proposed lights are concealed by an aluminum cabinet to prevent direct exposure from the light source.
Staff believes the proposed design meets the Woodfield Regional Center design guidelines as well as Golf Road Corridor design requirements.



Variations

The petitioner is requesting the following variations:

Parking Setback



The B-4 zoning code requires a minimum interior parking setback between parking and loading areas from each interior side lot line to be 5 feet. The petitioner is requesting this requirement be reduced to 3,1" in a limited portion of the lot. The subject area is directly east of the proposed trash enclosure and abuts the northern parking row located on the north side of the building. Staff is supportive of the variation for few reasons. The reduced setback is a result of the physical configuration of the property and the need to accommodate the proposed building, drive-through circulation, parking layout, and associated site improvements within the

available site area. Achieving the 5-foot setback at this location would require modifications to the established circulation and parking configuration and would create additional constraints on the functional operation of the site. Additionally, it is essential the restaurant complies with the minimum parking requirement. The requested reduction is limited in scope and does not adversely affect vehicular circulation, pedestrian access, or public safety. The area remains separated from the adjacent drive aisle by curbing and site improvements, and the overall site provides appropriate landscaping and screening. Given the limited extent of the encroachment and the physical constraints of the site, the requested variation is not anticipated to alter the essential character of the surrounding area or be detrimental to adjacent properties.

Landscape

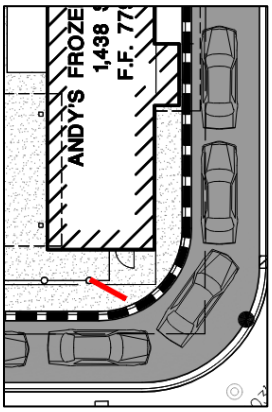
The petitioner is requesting a variation to reduce the building foundation landscaping from 10 feet to 0 feet on the east side. The reduced landscaping area is necessary due to the configuration of the site and the relationship between the building, parking areas, drive-through circulation, and pedestrian access. The sidewalk adjacent to the foundation landscaping area is intended to approved foot traffic for customers navigating to and from the patio. Compliance with the 10-foot requirement would substantially constrain the functional layout of the site and require undesirable modifications to the proposed circulation and parking configuration. Although the width of the foundation planting area is reduced, the landscape plan provides landscaping adjacent to the building to soften the building elevations and provide visual enhancement consistent with the intent of the landscaping regulations. Staff is supportive of this variation.

The petitioner is requesting a variation to reduce the landscape bufferyard requirement on the west lot line. The subject area is a landscape island, roughly 5.5 feet wide, which separates the two lots. The landscape code requires a minimum of 10 foot wide buffer between the uses. This variation request is the result of the resubdivision. The landscape plan shows the island will include a mix of deciduous and evergreen shrubs to provide visual screening and year around landscape interest by reducing the visual impact of adjacent pavement areas. The island will also provide a designed and continuous separation between the two drive-throughs. The submitted landscape plan shows the proposed lots will exceed the required 20% landscape quantity per each lot. 26% of the lot will be green space. For these reasons, staff is supportive of this variation.

The petitioner is also requesting a landscape variation to omit a required shade tree from a parking lot island. The subject island is located at the end of the eastern parking row. The island is too close to the buildings' canopy structure and would eventually be in conflict. The proposed landscape plan shows additional trees in lieu of the missing island tree. Staff is supportive of the variation.

Drive Through Stacking

Village Code requires drive through facilities to have stacking for 11 vehicles with 5 vehicles between the ordering station and the pickup window. The proposed drive through will be able to accommodate 18 vehicles for stacking. Since the pickup window also serves as the order window, the proposal does not meet the stacking requirement. If there are four to six vehicles stacked, employees are sent out to take orders with an iPad. Based on the limited menu, ordering process and discussions with the petitioner regarding turnaround time for orders, staff is supportive of the requested stacking variation.



Sign

The sign code limits drive-through establishments with 1 menu board sign and 1 pre-menu board. The petitioner is requesting a variation to install a second menu board sign within the patio area. The business model for the proposed restaurant requires customers to order at an exterior window. Staff is supportive of the additional menu board since the business model requires patrons to order from outside. Additionally, the menu board is not intended to attract traffic from the roadway and is intended to provide information to customers needing to order.

Village code limits the height of menu boards to 7 feet tall. Although staff is supportive of an additional menu board, the proposed height is 7'10" tall, and staff recommends the height of the sign comply with the code requirements.

Design Analysis (for requested signs):

Type of Sign:	Menu Board
Number of Signs:	1
Location:	Patio
Size of Sign(s):	±36 sf
Number of Items of Information:	N/A
Illumination:	Internally Illuminated

The sign Ordinance lists five justifications for variations. Those justifications and their application to the requested variation are as follows:

The literal interpretation and strict application of the provisions and requirements of this chapter would cause "undue and unnecessary hardships" to the sign owner in such a way as to prevent the owner from displaying the sign as intended by the chapter.

The business model for the proposed restaurant requires customers to order at a window. There is no interior dining at this location. Other restaurants have menu boards within the facility that are considered interior signage, which do not have size restrictions.

The alleged hardship must be clearly exhibited and must be a result of an external influence or this chapter and not be self-imposed or created by any person having an interest in the property.
The hardship is self-imposed; however, denying the request would prevent the proposed restaurant from implementing their business model.

The requested variation will not be materially detrimental to nearby property owners.
Staff does not believe the additional menu board will have a negative effect on surrounding properties.

The unique and unusual conditions applying to the specific building, parcel, or property upon which the sign is to be erected do not apply generally to other properties in the Village.
The building floorplan does not provide interior dining. As such, customers will use the additional menu board to identify what they would like to order.

The granting of the variation will not be contrary to the general objectives of this chapter regarding the size, number, and placement of signs so that they are not obtrusive; and to reduce clutter along the rights-of-way.
The requested variation is consistent with the general objectives of the Sign Code. The intent of the Sign Code is to promote reasonable, orderly, and effective signage, to encourage surrounding uses, and to identify business in an attractive manner. The proposed signage is reasonable and provides necessary information to customers that visit the restaurant.

Parking
The parking variation is discussed below the parking table in this report.

Zoning History:
The Shops at Copley Center property was approved for annexation on February 23, 1988 under Ordinance No. 2939 as part of the overall Golf-Roselle Development. At that time the area was rezoned to B-4 Retail, Service, and Motor Vehicle Business District (Case No. Z8707-01). The Village Board approved the site plan for the 8.05 acre L-shaped retail shopping center October 25, 1988 (Case No. SP8809-02). In 1990, Yu's Mandarin Restaurant (Case No. Z9007-03) was granted special use approval and a 66 space parking variation for a Type "A" restaurant. In 1993, Outback Steakhouse was approved for special use approval for a Type "A" Restaurant on the outlot. In 1997, the Sandwich Shak Restaurant (Case No. Z9704-05) was approved for special use permit for a Type "C" Restaurant (no longer in operation) and a parking variation. In 1997, Yu's Mandarin Restaurant (Case No. Z9712-03) was granted an amendment to their special use permit and was approved for a 117 space parking variation which replaced the previous variation for 66 spaces. The Outback Steakhouse was approved to allow designated parking spaces for takeout in 2005 (Case No. SP0505-04). In 2012, the Village Board granted special use approval for a Type "C" restaurant named Panchero's Mexican Grill (Case No. Z1210-01). In 2015, the Village Board granted special use approval for a Type "C" Restaurant for Salata (Case No. Z1503-05). Lastly, in March of 2016 Village Board granted special use approval for a Type "C" Restaurant for Handsome Bakery (Case No. Z1602-03).

Surrounding Zoning and Land Uses:
North: B-4 Retail, Service, Motor Vehicle (Copley Center)

South: Residential/Single Family (Hoffman Estates)
East: B-4 Retail, Service, Motor Vehicle (CarMax)
West: B-4 Retail, Service, Motor Vehicle (Copley Center)

Compatibility with Surrounding Land Uses

The proposed restaurant use is compatible with the other retail and commercial uses in the Golf Road Corridor. Restaurants are a desired use in the Golf Road Corridor Overlay District. The proposed use will not have a negative impact on the adjacent properties.

Comprehensive Plan Designation

The property is designated General Commercial in the Village Comprehensive Plan. General commercial uses accommodate larger shopping developments along arterial corridors that serve a more regional function. These auto oriented corridors often have a mix of national retailers and franchise restaurants with large parking areas. The subject property is in the Golf Road Sector of the Woodfield Regional Concept Plan, an adopted element of the Village's Comprehensive Plan. The redevelopment will be in compliance with building design standards outlined in the plan. The site layout does not meet street frontage guidelines outlined in the plan, the guideline is relaxed to allow for additional stacking to facilitate a drive-through only restaurant as a restaurant is a desired use for this location. Landscaping will provide visual interest at the street frontage.

Parking

The patio area functions as an order area and seating area. Although there is no dine-in seating, Staff has included the patio area as part of the required parking calculations. Parking for the subject property is calculated as follow:

Use	Parking Rate	Required Parking
Proposed Andy's Frozen Custard Type "C" Restaurant 1,438 sq ft GFA 1,294 sq ft NFA	12 spaces per 1,000 sq ft NFA	16 spaces
Required Parking		16 spaces
Provided Parking		17 spaces
Parking Surplus		1 space

Since benches are proposed and customers are able to eat onsite, Staff considers the restaurant a Type "C" Restaurant rather than a Type "B" Restaurant. Additionally, the parking required for a Type "C" Restaurant (12 spaces per 1,000 square feet of Net Floor Area) is higher than that of a Type "B" Restaurant (6 spaces per 1,000 square feet of Net Floor Area).

PLANNING

1. Prior to the issuance of any permits, all Plat and Off-site improvements related comments associated with case no. Z2306-01, must be fully addressed.

HEALTH

1. The proposed plans for the food establishment 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.

TRANSPORTATION

1. Prior to issuance of a permit, the R1-6A sign shall be relocated to the right side of the drive through lane.
2. Prior to issuance of a permit, the ramp on the north side near the drive thru exit shall be omitted, as this proposed connection does not provide a route to an intentional destination.
3. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.

BUILDING

1. The submitted restroom analysis references IBC Chapter 29. Chapter 29 of the 2021 IBC is excluded from the Village's adoption and is not applicable to the plumbing requirements for this project. Revise the restroom and plumbing fixture analysis to comply with the 2014 Illinois Plumbing Code, 77 Ill. Adm. Code 890, as adopted by the Village.
2. The exception allowing a food service establishment to omit public restrooms does not apply. The submitted occupant load identifies 18 patrons, which exceeds the maximum of 10 combined employees and patrons permitted under the exception. Provide the required public restroom facilities in accordance with 2014 Illinois Plumbing Code Section 890.810(b)(2)(B)(i).

FIRE

1. Verify location of sprinkler riser and that direct access from the exterior is provided.
2. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.

ENGINEERING

1. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
2. Work in the Golf Road ROW will require an IDOT permit.

ENGINEERING AND PUBLIC WORKS

1. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to

scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.

2. Please provide detention maintenance plan. Including maintenance schedule as well as cleaning/waste disposal process.

RECOMMENDATION

Staff has reviewed the requested special use and is supportive of the petitioner's request. Therefore, staff recommends **approval** of a Site Plan Approval, Special Use Approval for a Drive-Through Facility Landscape Variations, Parking Setback Variation, Sign Variation Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard, to be located at 214 E. Golf Road, Case No. Z2608-04, subject to the following conditions:

1. A Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of any permits, all Plat and Off-site improvements related comments associated with case no. Z2306-01, must be fully addressed.
5. The proposed plans for the food establishment 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.
6. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
   a. Plat of Subdivision
   b. Reciprocal easement agreement
   c. Shared maintenance agreement (Lot 2 and 3)
7. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
10. Work in the Golf Road ROW will require an IDOT permit.
11. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner's cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west

side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.

12. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village's review.
13. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
14. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
15. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
16. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
17. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
18. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.
19. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
20. Prior to the issuance of a Land Development Permit, provide a detention maintenance plan. Including maintenance schedule as well as cleaning/waste disposal process.
21. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. The submitted restroom analysis references IBC Chapter 29. Chapter 29 of the 2021 IBC is excluded from the Village's adoption and is not applicable to the plumbing requirements for this project. Revise the restroom and plumbing fixture analysis to comply with the 2014 Illinois Plumbing Code, 77 Ill. Adm. Code 890, as adopted by the Village.
    b. The exception allowing a food service establishment to omit public restrooms does not apply. The submitted occupant load identifies 18 patrons, which exceeds the maximum of 10 combined employees and patrons permitted under the exception. Provide the required public restroom facilities in accordance with 2014 Illinois Plumbing Code Section 890.810(b)(2)(B)(i).

c. Provide required plumbing fixtures calculations for food service establishments (ILPC Section 890, Appendix A, Table B).
d. Provide ready access to the automatic sprinkler system riser, fire pump, and associated controllers. Access shall be provided by an exterior access door directly to the sprinkler riser or fire pump room, or by an alternative means approved by the Fire Code Official. Village Ordinance, Title 15, Chapter 157, §157.02, 2021 IFC Section 901.4.7.1.
e. The proposed building contains a Group B occupancy. Provide an automatic sprinkler system throughout the building. The building does not qualify for the exception for buildings 1,000 square feet or less. Title 15, Chapter 157, §157.02, 2021 IFC Section 903.2.2.
f. Per 410 ILCS 35/18 – Equitable Restrooms Act, publicly accessible restrooms in a place of public accommodation are required to provide at least one baby diaper changing station accessible to all genders.
g. Lavatories and sinks shall be provided with a clear floor space complying with ICC A117.1, Section 305.3, positioned for a forward approach and knee and toe clearances complying with Section 306.
h. Sales counter shall comply with Illinois Accessibility Code Section 904.4.1. Verify a portion of each counter surface is 36 inches long minimum and 36 inches high maximum above the finish floor.
i. The fixture plan does not identify any equipment. Clarify whether a Type I kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.
j. The fixture plan does not identify any equipment. Clarify whether a Type II kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.

22. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:
    a. Drive aisle north of the building shall be marked as a fire lane. Signage shall be provided and the curb shall be painted yellow.
    b. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.
    c. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.
    d. The following items should be added to the cover page of the plans:
        i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
        ii. Add drainage certification.
        iii. Add the MWRD Job Start Stamp.
        iv. Add the storm/sanitary sewer routing exhibit
    e. Provide MWRD General Notes on the engineering plans.
    f. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.
    g. Include the shop drawings for the underground detention in the final engineering plans.
    h. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the

project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.

i. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.

j. Based on our review of the proposed development, the following MWRD permit documents will be required:
   i. MWRD WMO permit application (Schedules A, B, and C)
   ii. Schedule D-Legacy
   iii. Schedule P
   iv. Schedule R
   v. Fee Payment Voucher Form

23. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:
   i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location
   ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.
   iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.
   iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.
   v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.
   vi. Show the install sizes of the proposed plants on the plant schedule.
   vii. Provide a landscaped island at the end of every parking row which is a min. of 7' BOC and 120 SF with one shade tree; particularly at the southwest corner of the parking lot. Shift light pole accordingly to allow for the required tree.

24. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:
   i. Three light poles are orientated oddly, is this the intended design? If so then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.
   ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.
   iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.
   iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.

v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.
vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.
vii. Foundation shall include grounding and ground rod per village ordinance.
viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.
ix. The minimum underground conduit size is 1" diameter.
x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

25. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

m. Construction Specifications, Sheet No. 13, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
n. Landscape Title Sheet, Sheet L0, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
o. Tree Preservation Plan, Sheet L1, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
r. Photometric Plan, Sheet E0.01, prepared by Chipman Design Architecture INC, dated February 27, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.
s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.
t. Equipment Plan, Sheet A1.0, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
u. Life Safety Plan, Sheet G0.2, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
v. Building Elevations, Sheet A6.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
w. Trash Enclosure Plan/Elevations, Sheet A9.3, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
x. Site & Building Signage Details, Sheet SP1.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.
y. Final Plat of Subdivision, Sheets 1 through 3, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.
z. Plat of Vacation, Sheet 1 of 1, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.
aa. Project Narrative, prepared by ATWELL, dated August 12, 2026, and received by the Community Development Department on August 17, 2026.
bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

Pc: Petitioner
Property Owner

Development Review Application

DEVR-26-53

Submitted On: Aug 12, 2026

Applicant

Evan Boulware

[redacted]

Primary Location

216 E GOLF 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

Z2608-04 / ANDY'S FROZEN CUSTARD / 214 E. Golf Road - Copley Center / Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Engineer on behalf of property owner

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

Adam Firsel

Property Owner Street Address

110 Parkway North Boulevard

Property Owner City

Deerfield

Property Owner State

Illinois

Property Owner Zip Code

60015

Property Owner Phone Number

[redacted]

Property Owner Email

[redacted]

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Commercial

PIN Number

07-10-400-032-0000

Township of Subject Property?

Schaumburg

Approvals Requested

Sign Variation

false

Parking Variation

--

Landscape Variation

true

Setback Variation

true

Shopping Center Signage Plan Approval / Amendment

--

Site Plan Approval New Building < 20,000 Sq. Ft.

true

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

true

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 request PRG review for the proposed improvements which include the development of two buildings, each on their own lot. The west lot will include a Dutch Bros Drive Thru Coffee Development, the east will include Andy's Frozen Custard, also a drive-thru. The Dutch Bros approval and Plat of Subdivision are associated with Development Review DEVR-26-20. This submission will apply to the Andys Frozen Custard lot.

Plat Information

Acreage - Plat

0.59

Project Staff

Type

Developer

If Other, Describe

--

Company Name

Core Acquisitions

Staff Name

Adam Bell

Staff Mailing Address

10 Parkway North Blvd, Suite 110

Staff Phone Number

[redacted]

Staff Email

[redacted]

Type

Engineer

If Other, Describe

--

Company Name

Atwell

Staff Name

Evan Boulware

Staff Mailing Address

1 E Wacker Drive, Chicago IL

Staff Phone [redacted]

Staff Email

[redacted]

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





Subject Property

Z2608-04

Andy's Frozen Custard

Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review

0 60 120
Feet

VILLAGE OF SCHAUMBURG

214 E. Golf Rd

Prepared By:
Village of Schaumburg
Community Development Department

Proposed Improvements
for

COPLEY CENTER OUTLOT - REDEVELOPMENT

210-214 E GOLF ROAD
VILLAGE OF SCHAUMBURG, ILLINOIS 60173

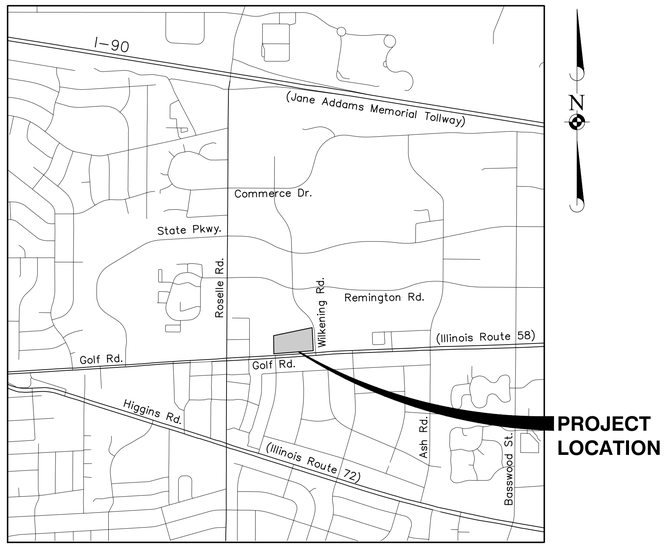
STANDARD SYMBOLS

EXISTING		PROPOSED
	STORM SEWER	
	SANITARY SEWER	
	COMBINED SEWER	
FM	FORCEMAIN	FM
	DRAINTILE	
W	WATER MAIN	W
E	ELECTRIC	E
G	GAS	G
T	TELEPHONE	T
OH	OVERHEAD WIRES	OH
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	STORM INLET	
	CLEANOUT	
	HAY BALES	
	RIP RAP	
	VALVE IN VAULT	
	VALVE IN BOX	
	FIRE HYDRANT	
	BUFFALO BOX	
	FLARED END SECTION	
	STREET LIGHT	
	SUMMIT / LOW POINT	S/L
795.20 / 790.25	RIM ELEVATION / INVERT ELEVATION	795.25 / 790.20
	DITCH OR SWALE	
	DIRECTION OF FLOW	
	OVERFLOW RELIEF SWALE	
764	1 FOOT CONTOURS	764
	CURB AND GUTTER	
	DEPRESSED CURB AND GUTTER	
	REVERSE CURB AND GUTTER	
	SIDEWALK	
	DETECTABLE WARNINGS	
	PROPERTY LINE	
	EASEMENT LINE	
	SETBACK LINE	
	MAIL BOX	
	SIGN	
	TRAFFIC SIGNAL	
	POWER POLE	
	GUY WIRE	
	GAS VALVE	
	HANDHOLE	
E / T	ELECTRICAL EQUIPMENT	
	TELEPHONE EQUIPMENT	
	CHAIN-LINK FENCE	
792.8	SPOT ELEVATION	792.8
	BRUSH/TREE LINE	
16"	DECIDUOUS TREE WITH TRUNK DIA. IN INCHES (TBR)	16"
25'	CONIFEROUS TREE WITH HEIGHT IN FEET (TBR)	25'
S	SILT FENCE	S
	RETAINING WALL	
	WETLAND	

ABBREVIATIONS

ADJ	ADJUST	F/L	FLOW LINE	R.O.W.	RIGHT-OF-WAY
AGG.	AGGREGATE	FM	FORCE MAIN	RCP	REINFORCED CONCRETE PIPE
ARCH	ARCHITECT	G	GROUND	REM	REMOVAL
B.A.M.	BITUMINOUS AGGREGATE MIXTURE	G/F	GRADE AT FOUNDATION	REV	REVERSE
B-B	BACK TO BACK	GW	GUY WIRE	RR	RAILROAD
B/C	BACK OF CURB	HDWL	HEADWALL	RT	RIGHT
B/P	BOTTOM OF PIPE	HH	HANDHOLE	SAN	SANITARY
B/W	BACK OF WALK	HWL	HIGH WATER LEVEL	SF	SQUARE FOOT
B-BOX	BUFFALO BOX	HYD	HYDRANT	SHLD.	SHOULDER
BIT.	BITUMINOUS	INL	INLET	SL	STREET LIGHT
BM	BENCHMARK	INV	INVERT	SMH	SANITARY MANHOLE
B.O.	BY OTHERS	IP	IRON PIPE	ST	STORM
C.E.	COMMERCIAL ENTRANCE	LT	LEFT	STA.	STATION
CB	CATCH BASIN	MAX.	MAXIMUM	STD	STANDARD
℄	CENTERLINE	MB	MAILBOX	SW	SIDEWALK
CMP	CORRUGATED METAL PIPE	M/E	MEET EXISTING	SY	SQUARE YARDS
CNTRL	CONTROL	MH	MANHOLE	TBR	TO BE REMOVED
CO	CLEANOUT	MIN.	MINIMUM	T	TELEPHONE
CONC.	CONCRETE	NWL	NORMAL WATER LEVEL	T-A	TYPE A
CY	CUBIC YARD	P.E.	PRIVATE ENTRANCE	T/C	TOP OF CURB
D	DITCH	PC	POINT OF CURVATURE	T/F	TOP OF FOUNDATION
DIA.	DIAMETER	PCC	POINT OF COMPOUND CURVE	T/P	TOP OF PIPE
DIP	DUCTILE IRON PIPE	PGL	PROFILE GRADE LINE	T/W	TOP OF WALK
DIWM	DUCTILE IRON WATER MAIN	PI	POINT OF INTERSECTION	T/WALL	TOP OF WALL
DS	DOWNSPOUT	P℄	PROPERTY LINE	TEMP	TEMPORARY
DT	DRAIN TILE	PP	POWER POLE	TRANS	TRANSFORMER
E	ELECTRIC	PROP.	PROPOSED	V.B.	VALVE BOX
E-E	EDGE TO EDGE	PT	POINT OF TANGENCY	VCP	VITRIFIED CLAY PIPE
ELEV.	ELEVATION	PVC	POLYVINYL CHLORIDE PIPE	V.V.	VALVE VAULT
E/P	EDGE OF PAVEMENT	PVC	POINT OF VERTICAL CURVATURE	WL	WATER LEVEL
EX.	EXISTING	PVI	POINT OF VERTICAL INTERSECTION	WM	WATER MAIN
F.O.	FIELD ENTRANCE	PVT	POINT OF VERTICAL TANGENCY		
F-F	FACE TO FACE	P	PAVEMENT		
F.F.	FINISHED FLOOR	P.U.D.E.	PUBLIC UTILITY & DRAINAGE EASEMENT		
FES	FLARED END SECTION	R	RADIUS		

MANHARD CONSULTING IS NOT RESPONSIBLE FOR THE SAFETY OF ANY PARTY AT OR ON THE CONSTRUCTION SITE. SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND ANY OTHER PERSON OR ENTITY PERFORMING WORK OR SERVICES. NEITHER THE OWNER NOR ENGINEER ASSUMES ANY RESPONSIBILITY FOR THE JOB SITE SAFETY OF PERSONS ENGAGED IN THE WORK OR THE MEANS OR METHODS OF CONSTRUCTION.



LOCATION MAP
N.T.S.

CORE AQUISITIONS
10 PARKWAY NORTH BOULEVARD SUITE 120
DEERFIELD, ILLINOIS
CONTACT: ADAM BELL
PHONE:(312) 881-6491

ATWELL
866.850.4200 www.atwell.com

INDEX OF SHEETS

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3	SOIL EROSION AND CONTROL PLAN
4	SOIL EROSION AND CONTROL PLAN DETAILS
5	SITE CONDITIONS AND PAVING PLAN
6	STACKING PLAN
7	GRADING PLAN
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11	CONSTRUCTION DETAILS
12	VILLAGE OF SCHAUMBURG STANDARD NOTES
13	CONSTRUCTION SPECIFICATIONS

NOTE:
THE BOUNDARY LINES AND TOPOGRAPHY FOR THIS PROJECT ARE BASED ON A FIELD SURVEY COMPLETED BY ATWELL, LLC ON OCTOBER 15, 2025. THE CONTRACTOR SHALL VERIFY THE EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY ATWELL, LLC AND THE CLIENT IN WRITING OF ANY DIFFERING CONDITIONS.

BENCHMARKS:

REFERENCE BENCHMARK:
ELEVATIONS AND SITE BENCHMARKS SHOWN HEREON WERE ESTABLISHED UTILIZING A TRIMBLE REAL-TIME KINETIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) AND THE TRIMBLE VRS NOW NETWORK. THE OBSERVED ELEVATIONS ARE THE BASIS FOR ALL ELEVATIONS SHOWN HEREON AND THIS INFORMATION HAS NOT BEEN DIRECTLY COMPARED TO ANY OTHER KNOWN OR FIXED BENCHMARK.

SITE BENCHMARK #50:
SOUTHEAST ARROW BOLT OF FIRE HYDRANT. LOCATED APPROXIMATELY 222 FEET NORTH OF CENTERLINE OF GOLF ROAD (ILLINOIS ROUTE 58) AND 198 FEET WEST OF CENTERLINE OF WILKENING ROAD.

ELEVATION = 780.72 DATUM=NAVD88-GEOID 18

SITE BENCHMARK #51:
CUT SQUARE ON WEST SIDE OF TOP OF CONCRETE LIGHT POLE BASE. LOCATED APPROXIMATELY 139 FEET NORTH OF CENTERLINE OF GOLF ROAD (ILLINOIS ROUTE 58) AND 406 FEET WEST OF CENTERLINE OF WILKENING ROAD.

ELEVATION = 780.25 DATUM=NAVD88-GEOID 18

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Simply Call 811

UTILITY CONTACTS	
ELECTRIC COMED 1500 FRANKLIN BLVD. LIBERTYVILLE, IL 60048 (847) 816-5401	ENGINEERING & PUBLIC WORKS VILLAGE OF SCHAUMBURG 714 S PLUM GROVE ROAD SCHAUMBURG, IL 60193 (847) 895-7100
GAS NICOR GAS 615 EASTERN AVE BELLWOOD, IL 60104 (708) 544-5707 EXT. 292	TELEPHONE AT&T 255 EAST CHICAGO STREET ELGIN, IL 60120 (630) 462-2481
CABLE COMCAST 1575 ROHLING ROAD ROLLING MEADOWS, IL 60008 (847) 346-3229	PERMITS AND INSPECTIONS VILLAGE OF SCHAUMBURG 101 SCHAUMBURG COURT SCHAUMBURG, IL 60193 (847) 923-4420

SEAL

DRAWN BY	REVISIONS	DATE
MEJ	PRC RESUBMITTAL	7/30/26

ATWELL
866.850.4200 www.atwell.com
ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
TITLE SHEET

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	11-21-25
SCALE:	N.T.S.

SHEET 1 OF 15
CAQ.SCIL01

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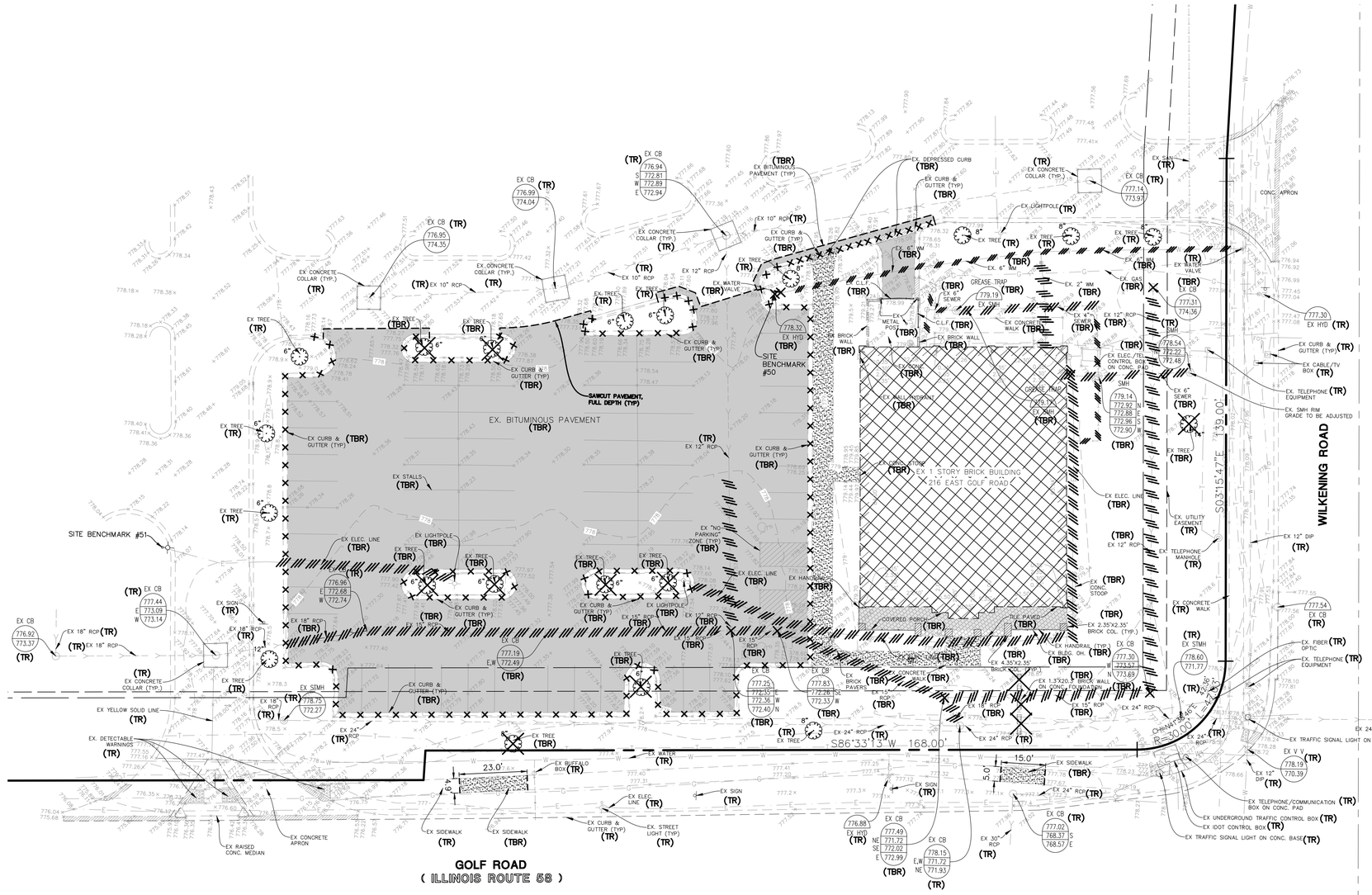
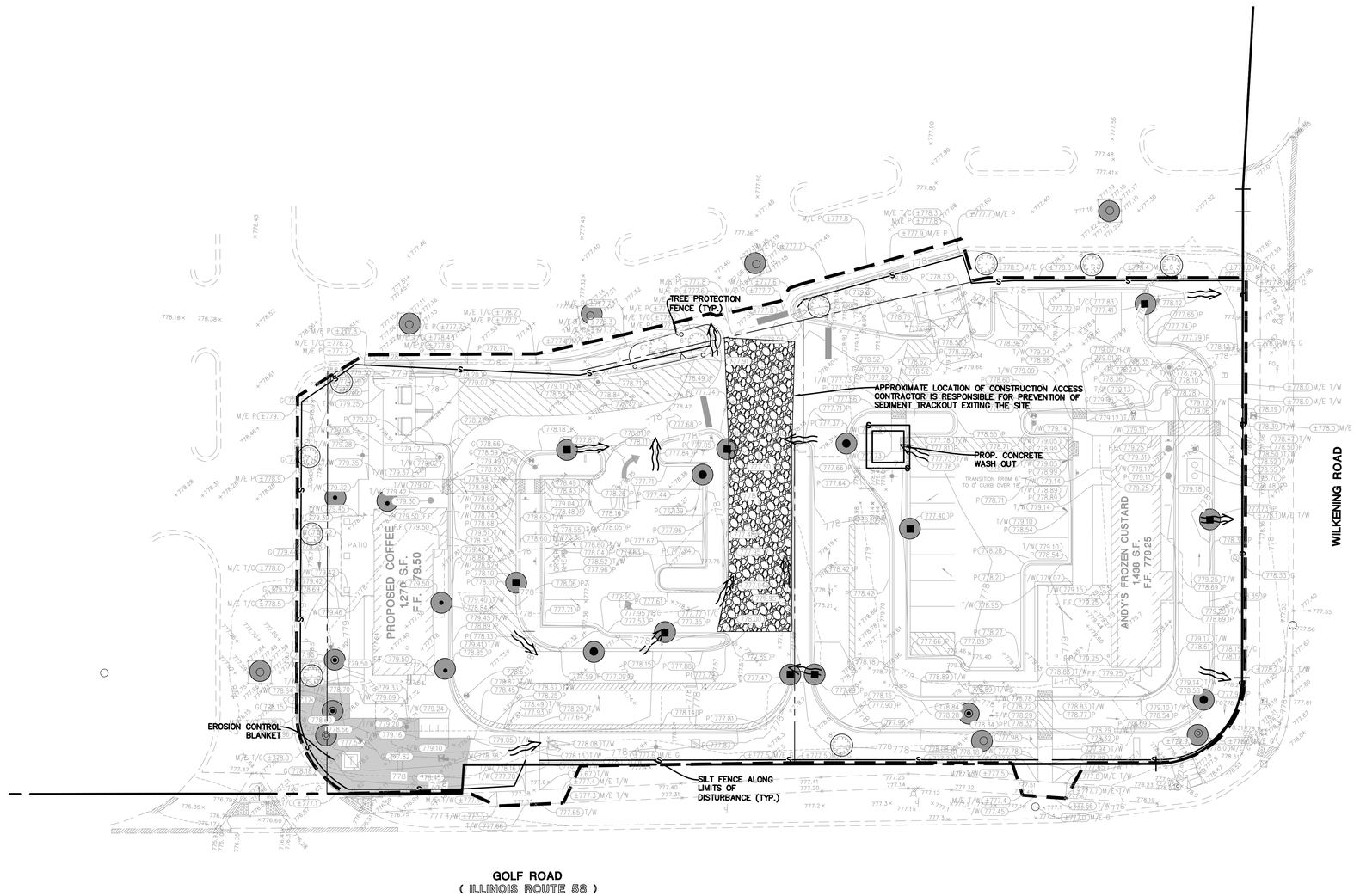
July 30, 2026 - 11:34 Dwg Name: L:\Cases\001\dwg\dwg\Plan Drawings\Plan Set\TITLE.dwg Updated By: mjunkmann


EX. BITUMINOUS PAVEMENT (TBR)
EX. 1 STORY BRICK BUILDING
216 EAST GOLF ROAD
SAWCUT PAVEMENT, FULL DEPTH (TYP)
SITE BENCHMARK #50
SITE BENCHMARK #51
EX CB 776.94 S 772.81 W 772.89 E 772.94
EX CB 776.99 774.04
EX CB 776.95 774.35
EX CB 776.96 E 772.68 W 772.74
EX CB 777.44 E 773.09 W 773.14
EX CB 776.92 773.37
EX CB 777.19 E,W 772.49
EX CB 777.25 E 772.35 W 772.36 N 772.40
EX CB 777.83 E 772.26 W 772.33
EX CB 776.88
EX CB 777.49 NE 771.72 SE 772.02 E 772.99
EX CB 778.15 E,W 771.72 NE 771.93
EX CB 777.14 773.97
EX CB 777.30 W 773.57 N 773.69
EX CB 778.60 771.77
EX CB 771.31 774.36
EX CB 777.02 768.37 S 768.57 E
EX HYD 778.32
EX HYD 777.30
EX HYD 777.54
EX STMH 778.75 772.27
EX STMH 779.19
EX STMH 778.54 772.22 772.48
EX STMH 779.14 772.92 N 772.88 E 772.96 S 772.90 W
EX STMH 778.60 771.77
EX V V 778.19 770.39
EX SAN
EX WATER VALVE
EX GAS
EX 6" SEWER
EX 2" WM
EX 4" SEWER
EX 12" RCP
EX 10" RCP
EX 18" RCP
EX 24" RCP
EX 30" RCP
EX 12" DIP
EX 6" WM
EX 8" WM
EX 8" SEWER
EX 15" RCP
EX 4.35'X2.35' BRICK COL. (TYP.)
EX 1.3'X20.8' BRICK WALL W/ STONE COPING
EX 2.35'X2.35' BRICK COL. (TYP.)
EX BRICK WALL
EX BRICK PAVERS
EX CONCRETE WALK
EX CONCRETE APRON
EX CONCRETE STOOP
EX CONCRETE COLLAR (TYP.)
EX CURB & GUTTER (TYP)
EX BITUMINOUS PAVEMENT (TYP)
EX DEPRESSED CURB
EX LIGHTPOLE
EX TREE
EX HANDRAIL (TYP.)
EX HANDRAIL
EX BLDG. OH.
EX "NO PARKING" ZONE (TYP)
EX ELEC. LINE
EX UTILITY EASEMENT
EX TELEPHONE MANHOLE
EX FIBER OPTIC
EX TELEPHONE EQUIPMENT
EX TELEPHONE/COMMUNICATION BOX ON CONC. PAD
EX UNDERGROUND TRAFFIC CONTROL BOX
EX IDOT CONTROL BOX
EX TRAFFIC SIGNAL LIGHT ON CONC. BASE
EX CABLE/TV BOX
EX TELEPHONE EQUIPMENT
EX SMH RIM GRADE TO BE ADJUSTED
EX ELEC./TEL. CONTROL BOX ON CONC. PAD
EX BUFFALO BOX
EX SIDEWALK
EX STREET LIGHT (TYP)
EX SIGN
EX YELLOW SOLID LINE
EX. DETECTABLE WARNINGS
EX CONCRETE APRON
EX RAISED CONC. MEDIAN
EX STALLS
GREASE TRAP
EX. METAL POST
EX. BRICK WALL
EX. 6" WM
EX. 2" WM
EX. 6" SEWER
EX. 4" SEWER
EX. 12" RCP
EX. 24" RCP
EX. 30" RCP
EX. 12" DIP
EX. 8" WM
EX. 8" SEWER
EX. 15" RCP
EX. 24" RCP
EX. 18" RCP
EX. 10" RCP
EX. 12" RCP
EX. 24" RCP
EX. 24" RCP
EX. 24





03-07-24

SOIL EROSION AND SEDIMENTATION CONTROL GENERAL NOTES:

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL".
2. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE OWNER, SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER, OR EQUIVALENT SNOWFALL. WHEN THE SNOW MELTS AND THERE IS POTENTIAL FOR EROSION. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. FOR SITES DISCHARGING DEWATERING WATER, AN INSPECTION MUST BE CONDUCTED DURING THE DISCHARGE, ONCE PER DAY ON WHICH THE DISCHARGE OCCURS AND DOCUMENTED AND KEPT IN THE SWPPP BOOKLET.
4. INSTALL ALL PERIMETER SILT FENCING PRIOR TO ANY CLEARING OR GRADING. ONSITE SEDIMENT CONTROL MEASURES AS SHOWN AND SPECIFIED BY THIS EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO INITIATING CLEARING, GRADING, STRIPPING, EXCAVATION OR FILLING ACTIVITIES ON THE SITE.
5. STORM WATERS FALLING ON THE ENTIRE SITE SHALL BE DIVERTED INTO THE DITCHES, SWALES, SEDIMENTATION TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY AND CONVEY THEM TO THE DETENTION BASIN.
6. IF STORMWATER DETENTION IS NOT REQUIRED, THE CONTRACTOR SHALL CONSTRUCT DITCHES, SWALES, SEDIMENT TRAPS AND SILTATION CONTROL MEASURES AS REQUIRED TO INTERCEPT SURFACE WATERS BEFORE THEY FLOW ONTO ADJACENT PROPERTY.
7. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA.
8. TEMPORARY SEED MIXTURE SHALL BE APPLIED AT 64 LBS/ACRE.
9. INLET PROTECTION SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE.
10. STABILIZATION OF TOPSOIL STOCKPILES SHALL BE INITIATED IMMEDIATELY UPON COMPLETION UNLESS THEY WILL BE DISTURBED WITHIN FOURTEEN (14) CALENDAR DAYS. STABILIZATION OF STOCKPILES MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. ALL SOIL STORAGE PILES SHALL BE PROTECTED FROM EROSION WITH SILT FENCE ON THE DOWN SLOPE SIDE OF THE PILES.
11. DEWATERING DISCHARGES SHALL BE ROUTED THROUGH A SEDIMENT CONTROL (e.g. SEDIMENT TRAP OR BASIN, PUMPED WATER FILTER BAG) DESIGNED TO MINIMIZE DISCHARGES WITH VISUAL TURBIDITY. THE DISCHARGE SHALL NOT INCLUDE VISIBLE FLOATING SOLIDS OR FOAM. THE DISCHARGE MUST NOT CAUSE THE FORMATION OF A VISIBLE SHEEN ON THE WATER SURFACE, OR VISIBLE OILY DEPOSITS ON THE BOTTOM OR SHORELINE OF THE RECEIVING WATER. AN OIL–WATER SEPARATOR OR SUITABLE FILTRATION DEVISE SHALL BE USED TO TREAT OIL, GREASE, OR OTHER SIMILAR PRODUCTS IF DEWATERING WATER IS FOUND TO OR EXPECTED TO CONTAIN THESE MATERIALS. TO THE EXTENT FEASIBLE, USE WELL VEGETATED (e.g. GRASSY OR WOODED), UPLAND AREAS OF THE SITE TO INFILTRATE DEWATERING WATER BEFORE DISCHARGE. USING RECEIVING WATERS AS PART OF THE TREATMENT AREA IS PROHIBITED. TO MINIMIZE DEWATERING RELATED EROSION AND RELATED SEDIMENT DISCHARGES, USE STABLE, EROSION RESISTANT SURFACES (e.g. WELL–VEGETATED GRASSY AREAS, CLEAN FILTER STONE, GEOTEXTILE UNDERLAYMENT) TO DISCHARGE FROM DEWATERING CONTROLS. DO NOT PLACE DEWATERING CONTROLS, SUCH AS PUMPED WATER FILTER BAGS ON STEEP SLOPES (15% OR GREATER IN GRADE). BACKWASH WATER (WATER USED TO BACKWASH/CLEAN ANY FILTERS USED AS PART OF STORMWATER TREATMENT) MUST BE PROPERLY TREATED OR HAULED OFF–SITE FOR DISPOSAL. DEWATERING TREATMENT DEVICES SHALL BE PROPERLY MAINTAINED.
12. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING WATER DISPERSED FROM A TRUCK MOUNTED TANK WITH STANDARD DISCHARGE HEADER TO PROVIDE A UNIFORM RATE OF APPLICATION.
13. TEMPORARY GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED, ADJUSTED OR RELOCATED AS NECESSARY TO PREVENT SEDIMENT FROM BEING TRACKED ONTO PUBLIC ROADWAYS. ANY SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING BEFORE THE END OF EACH WORKING DAY.
14. ANY LOOSE MATERIAL THAT IS DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE STRUCTURE DURING CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
15. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE CLIENT OR OTHER JURISDICTIONAL GOVERNMENTAL ENTITIES.
16. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF FINAL STABILIZATION.

SOIL PROTECTION CHART

STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
PERMANENT SEEDINGS			A→				*	*	*			
DORMANT SEEDINGS	B→										B→	
TEMPORARY SEEDINGS			C→									
TEMPORARY SEEDINGS	D→											
SODDING			E→**									
MULCHING	F→											

A – KENTUCKY BLUEGRASS 90 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 30 LBS./AC.
B – KENTUCKY BLUEGRASS 135 LBS./AC. MIXED WITH PERENNIAL RYEGRASS 45 LBS./AC. 2 TONS STRAW MULCH PER ACRE
C – SPRING OATS
D – WHEAT OR CEREAL RYE
E – SOD (NURSERY GROWN, KENTUCKY BLUEGRASS)
F – STRAW MULCH 2 TONS PER ACRE
* IRRIGATION NEEDED DURING JUNE, JULY AND SEPTEMBER
** IRRIGATION NEEDED FOR 2–3 WEEKS AFTER SODDING

NOTE: THIS CHART IS A GUIDE TO ASSISTS THE CONTRACTOR IN UNDERSTANDING OPTIONS FOR SOIL STABILIZATION. THE LANDSCAPE PLAN SHALL TAKE PRECEDENCE OVER THIS CHART. ANY CONFLICT SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT PRIOR TO THE START OF CONSTRUCTION.

06-01-16

LEGEND

- —S——S— TEMPORARY SILT FENCE (PERIMETER EROSION BARRIER)
- EROSION CONTROL BLANKET (NORTH AMERICAN GREEN DS 75) (SEEDING PER LANDSCAPE PLAN)
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCE
- TEMPORARY STORM STRUCTURE PROTECTION
- PAVEMENT DRAINAGE FLOW
- OVERFLOW ARROW
- LIMITS OF DISTURBANCE/CONSTRUCTION
- ——o—— TREE PROTECTION

06-01-16

CONSTRUCTION SEQUENCE:

1. INSTALL SILT FENCE AT LOCATIONS AS INDICATED ON THE PLANS.
2. PROVIDE STABILIZED CONSTRUCTION ENTRANCE.
3. STRIP EXISTING TOPSOIL FROM PROPOSED LIMITS OF DISTURBANCE AND STOCKPILE WHERE DETERMINED IN FIELD.
4. CUT AND FILL SITE TO PLAN SUB–GRADE.
5. CONSTRUCT STORMWATER MANAGEMENT (DETENTION) FACILITIES TO SUB–GRADE AND INSTALL OUTLET PIPES.
6. CONSTRUCT UNDERGROUND IMPROVEMENTS, i.e. SANITARY SEWER, WATERMAIN, STORM SEWER**, UNDERGROUND DETENTION, ETC.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING AND SODDING OF STORMWATER MANAGEMENT FACILITIES.
8. CONSTRUCT PAVEMENT IMPROVEMENTS PER PLAN.
9. COMPLETE CONSTRUCTION OF SITE WITH PERMANENT STABILIZATION.
10. REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

** INSTALL INLET PROTECTION AROUND DRAINAGE STRUCTURES AS CONSTRUCTED.

DRAWN BY	DATE	REVISIONS
MEJ	7/30/26	PRG RESUBMITTAL

ATWELL
866.850.4200 www.atwell.com
ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SOIL EROSION AND CONTROL PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET 3 OF 15
CAQ.SCIL01

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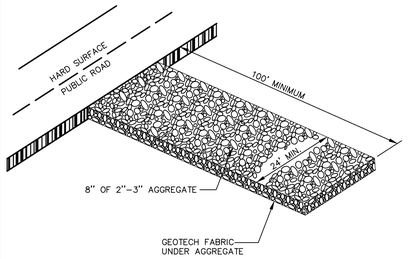
August 12, 2026 - 10:54 Dara Warner - \\Cbgis01\Data\Kane\Final Drawings\Plan Set\SOIL EROSION AND CONTROL.dwg Updated By: arjunsmith

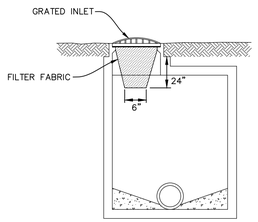


NOTE:
PERIODIC TOP DRESSING OF THE CONSTRUCTION EXIT MAY BE REQUIRED TO PREVENT TRACK OUT.

06-01-15

GRAVEL CONSTRUCTION ACCESS DETAIL

S-EC-CONST-ENTRANCE

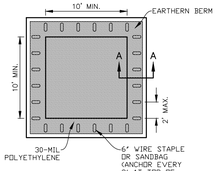


NOTE:
1. CONTRACTOR HAS THE OPTION OF USING A MANUFACTURED PRODUCT SUCH AS DANDY BAG, IPP INLET FILTER, FLEXSTORM OR APPROVED EQUAL.
2. FOR CURB STRUCTURES, CONTRACTOR HAS THE OPTION OF USING A MANUFACTURED PRODUCT SUCH AS DANDY CURB SACK OR APPROVED EQUAL.

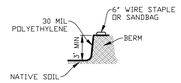
06-01-15

FILTER BASKET INLET SEDIMENT FILTER

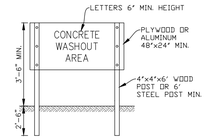
EC-ST-FB-INLETPROTECT



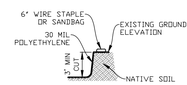
PLAN VIEW



EARTHEN BERM ANCHOR SECTION A-A



SIGN DETAIL



SUBGRADE ANCHOR SECTION A-A

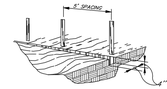
NOTES:
1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.
3. FACILITY IS INTENDED FOR ALL CONCRETE, MASONRY, AND SLURRY.

07-01-24

CONCRETE WASHOUT DETAIL

S-EC-CONCRETE-WASHOUT

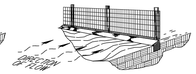
1. SET 2"X2"X36" POSTS 12" INTO THE GROUND & EXCAVATE A 4"X4" TRENCH ALONG THE LINE OF POSTS.



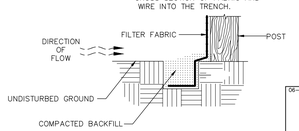
2. ATTACH THE FILTER FABRIC TO POST AND EXTEND IT INTO THE TRENCH.



3. BACKFILL AND COMPACT THE EXCAVATED SOIL.



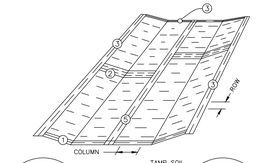
CROSS SECTION OF FABRIC AND WIRE INTO THE TRENCH.

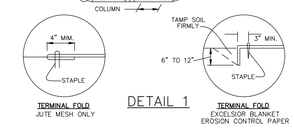


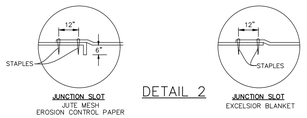
06-01-17

SILT FENCE DETAIL

S-EC-SILT FENCE







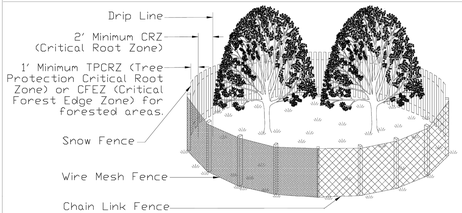
U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE, ILLINOIS. IL-530

06-01-17

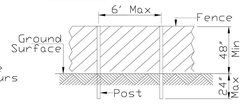
EROSION BLANKET PLAN

S-EC-EROSION-BLANKET1

TREE PROTECTION - FENCING
(Moderately Urbanized to Open Space Areas)



SIDE VIEW



POST AND FENCE DETAIL

NOTES:
1. Call J.U.L.I.E. (800-892-0123) for the location of existing utilities 48 hours prior to commencement of work.
2. The CRZ is located 2' from the farthest outreaching branch (drip edge) or the distance as determined by the ISA trunk diameter method or whichever is greater.
3. The fence shall be located 1' from the Critical Root Zone (CRZ) of the protected tree, thus creating the Tree Protection Critical Root Zone (TPCRZ) and the Critical Forest Edge Zone (CFEZ) for forested areas.
4. Fence Posts shall be either 6' steel posts @ 1.33Lbs./Ft. or 2" x 2" nominal wood posts.
5. For projects without highly significant or historical trees and that will last for less than 6 months duration, a non-treated wood lath snow fence or wire mesh fencing shall be used with appropriate posts that are securely anchored into the ground. For projects over 6 months in duration or trees considered significant or historical, a chain link fence with Construction Specification Chain Link Fence IUM 91 or better (as approved by the local Forester per local ordinances singularly or in tandem with the project Engineer) shall be used. Fencing shall be a minimum height of 4'. For chain link fencing, metal posts shall be placed 6' on center (OC) and the fencing securely anchored to the post.
6. Outside the TPCRZ or CFEZ, erosion and sediment control measures shall be installed to prevent sediment reaching the TPCRZ or the CFEZ. These measures shall extend out from the fence 10' and shall be continuous around the perimeter of the fence. These measures include, but are not limited to vegetative filter strip, rolled excelsior blankets and mulch with a 3" to 5" depth. Other measures may be used if approved by the Professional Forester, Certified Arborist or Horticulturalist. Installation shall cause no disturbance to soils.

REFERENCE		STANDARD DWG. NO.
Project		IUM-690-A
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 09-14-2017
Approved ____ Date ____		

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

DRAWN BY	REVISIONS	DATE
MEJ	PRC RESUBMITTAL	7/30/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SOIL EROSION AND CONTROL PLAN DETAILS

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	N.T.S.

SHEET 4 OF 15
CAQ.SCIL01

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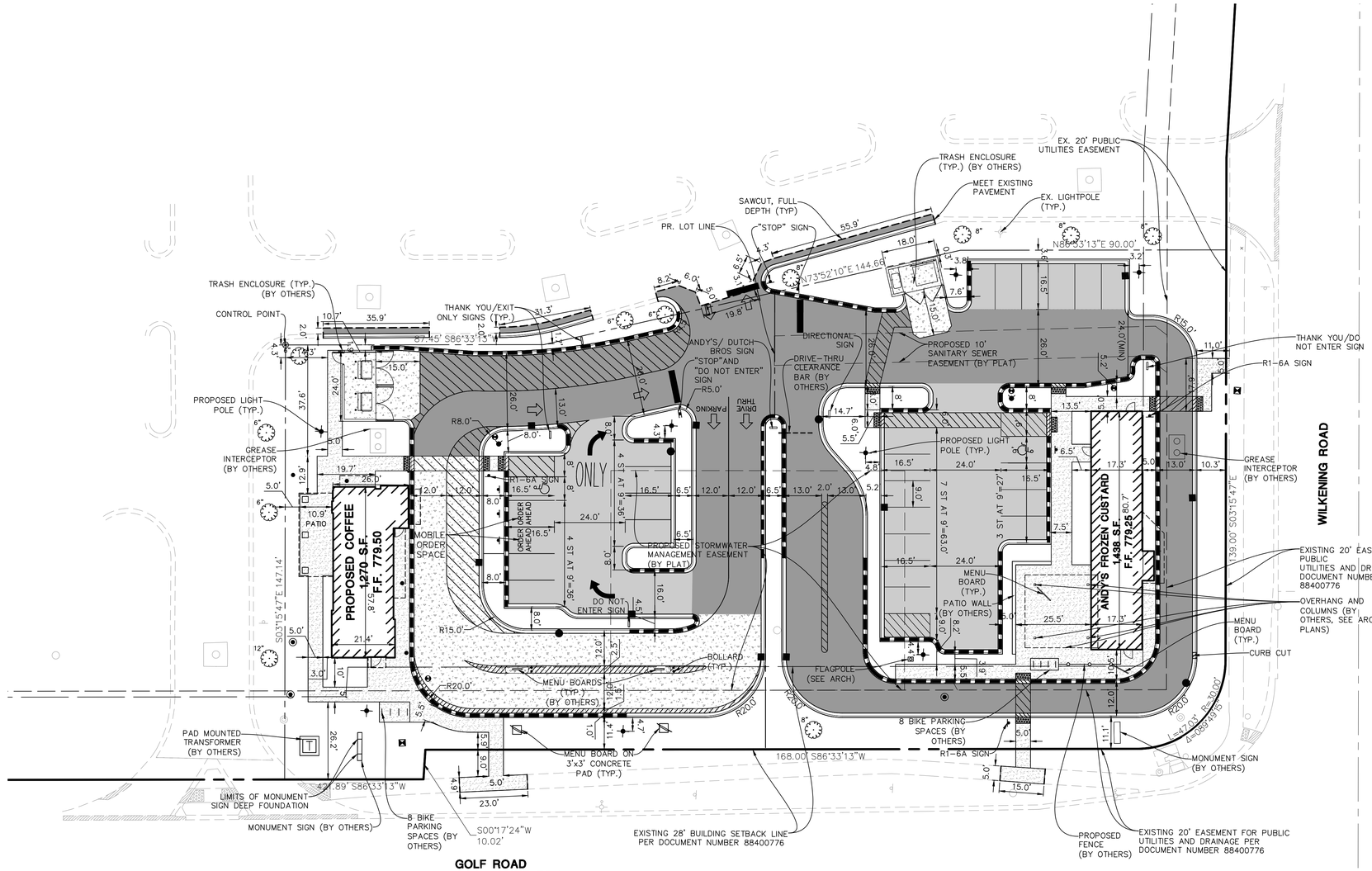

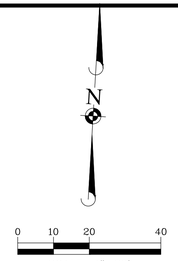

SITE DATA

SITE AREA ANDY'S FROZEN CUSTARD	±0.58 AC. (25,509.2 S.F.)
EXISTING ZONING	B-4
PROPOSED ZONING	B-4
HANDICAP REQUIRED	1 SPACES
HANDICAP PROVIDED	1 SPACES
STANDARD PARKING REQUIRED	18 SPACES
STANDARD PARKING PROVIDED	16 SPACES
TOTAL PARKING PROVIDED	17 SPACES
PARKING RATIO	12.09 SPACES/1000 S.F.
BIKE PARKING REQUIRED	5 SPACES (TYPE B REST. = 5 SPACES)
BIKE PARKING PROVIDED	8 SPACES
FLOOR-TO-AREA RATIO	5.64% (40% MAX)
CANOPY AREA	722 S.F.
PAVEMENT AREA	13,075 S.F.
SIDEWALK AREA	2,357 S.F.
LANDSCAPE AREA	10,077.2 S.F.
SITE AREA DUTCH BROS COFFEE	±0.54 AC. (23,546.6 S.F.)
EXISTING ZONING	B-4
PROPOSED ZONING	B-4
HANDICAP REQUIRED	1 SPACES
HANDICAP PROVIDED	1 SPACES
STANDARD PARKING REQUIRED	8 SPACES
STANDARD PARKING PROVIDED	8 SPACES
TOTAL PARKING PROVIDED	9 SPACES
PARKING RATIO	9.94 SPACES/1000 SF
BIKE PARKING REQUIRED	5 SPACES (TYPE B REST. = 5 SPACES)
BIKE PARKING PROVIDED	8 SPACES
FLOOR-TO-AREA RATIO	5.39% (40% MAX)
CANOPY AREA	468 S.F.
PAVEMENT AREA	13,615 S.F.
SIDEWALK AREA	1,969 S.F.
LANDSCAPE AREA	7,962.6 S.F.

SITE DIMENSIONAL AND PAVING NOTES

1. ALL DIMENSIONS ARE FACE OF CURB TO FACE OF CURB OR BUILDING FOUNDATION UNLESS NOTED OTHERWISE.
2. ALL PROPOSED CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.
3. ALL CURB RADII SHALL BE 3' MEASURED TO FACE OF CURB UNLESS NOTED OTHERWISE.
4. TIE ALL PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTER WITH 2-#6 BARS x 18" LONG DOWELED INTO EXISTING CURB.
5. BUILDING DIMENSIONS AND ADJACENT PARKING HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. BUILDING DIMENSIONS SHOWN SHOULD NOT BE USED FOR CONSTRUCTION LAYOUT OF BUILDING.
6. IMPROVEMENTS ADJACENT TO BUILDING, IF SHOWN, SUCH AS TRUCK DOCK, RETAINING WALLS, SIDEWALKS, CURBING, FENCES, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, AND TRANSFORMERS ETC. HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAY. CONTRACTOR TO VERIFY ACTUAL BUILDING PLAN LOCATIONS WITH ARCHITECT/DEVELOPER PRIOR TO CONSTRUCTING THE SIDEWALKS.
8. ALL ROADWAY AND PARKING LOT SIGNAGE, STRIPING, SYMBOLS, ETC. SHALL BE IN ACCORDANCE WITH LATEST JURISDICTIONAL GOVERNMENTAL ENTITY DETAILS.
9. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
10. PROVIDE DEPRESSED CURB AND RAMP AT ALL HANDICAP ACCESSIBLE SIDEWALK AND PATH LOCATIONS PER FEDERAL AND STATE STANDARDS.
11. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
12. CONTRACTOR SHALL REFER TO SIGNAGE AND STRIPING PLAN FOR LOCATIONS AND TYPES OF ALL SIGNS AND PAVEMENT MARKINGS

CONTROL POINT FOR LAYOUT OF ALL PROPOSED IMPROVEMENTS TO BE NORTHWEST PROPERTY CORNER. BUILDING AND PARKING TO BE PARALLEL AND PERPENDICULAR TO WEST PROPERTY LINE UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF SIDEWALKS, SIDEWALK SCORING, BENCHES, BIKE RACKS, FLAG POLES, ETC., DIMENSIONS OF VESTIBULE, RAMPS AND TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS

PAVEMENT LEGEND

STANDARD DUTY PAVEMENT
1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50
2 1/2" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B

HEAVY DUTY PAVEMENT
1 1/2" BITUMINOUS SURFACE COURSE, HOT-MIX ASPHALT, MIX D, N50
3" BITUMINOUS BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
12" AGGREGATE BASE COURSE, TYPE B

CONCRETE PAVEMENT
8" PORTLAND CEMENT CONCRETE PAVEMENT W/ 6" X 6" W1.4 WWF
4" COMPACTED AGGREGATE BASE, TYPE B

SCHAUMBURG CONCRETE SIDEWALK (SEE DETAIL)
5" PORTLAND CEMENT CONCRETE
2" COMPACTED AGGREGATE BASE COURSE, TYPE B

NOTE: REFER TO GEOTECHNICAL REPORT RECOMMENDATION BY CONSTRUCTION & GEOTECHNICAL MATERIAL TESTING INC., DATED JANUARY 12, 2026

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

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CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SITE CONDITIONS AND PAVING PLAN

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: AS
DATE: 11-21-25
SCALE: 1"=20'

SHEET
5 OF 15
CAQ.SCIL01

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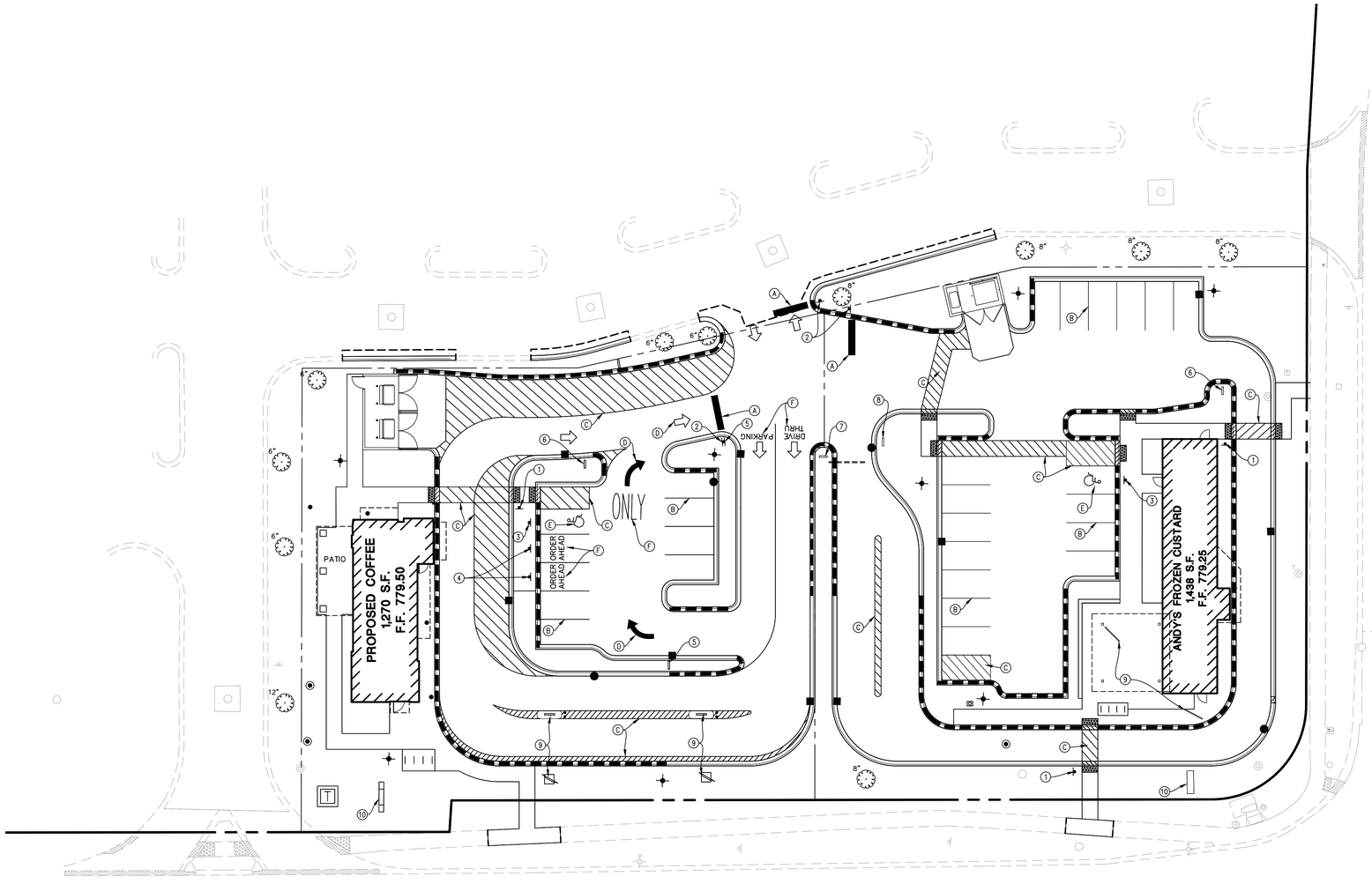

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SCALE: 1"=20'

PAVEMENT MARKING LEGEND

- (A) 24" WHITE STOP BAR
- (B) 4" YELLOW LINE
- (C) 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. W/ 4" YELLOW BORDER
- (D) TRAFFIC FLOW DIRECTIONAL ARROWS
- (E) YELLOW PAINTED ADA ACCESSIBLE PARKING SYMBOL
- (F) LETTERS AND SYMBOLS PAVEMENT MARKINGS

*ALL PAVEMENT MARKINGS SHALL BE PAINTED

SIGN LEGEND

1. R1-6A PEDESTRIAN CROSSING SIGN
2. R1-1 STOP SIGN
3. R7-8 HANDICAP PARKING SIGN
4. MOBILE ORDER PARKING SIGN
5. DO NOT ENTER SIGN
6. THANK YOU/DO NOT ENTER SIGN
7. ANDY'S/DUTCH BROS SIGN
8. DRIVE-THRU DIRECTIONAL SIGN (BY OTHERS)
9. MENU BOARD (BY OTHERS)
10. MONUMENT SIGN (BY OTHERS)

SEE ARCHITECTURAL PLANS FOR SIGNAGE DETAILS

REVISIONS	DATE	DRAWN BY
PRG RESUBMITTAL	7/30/26	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
SIGNAGE AND STRIPING PLAN

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MEJ
DATE: 11-21-25
SCALE: 1"=20'

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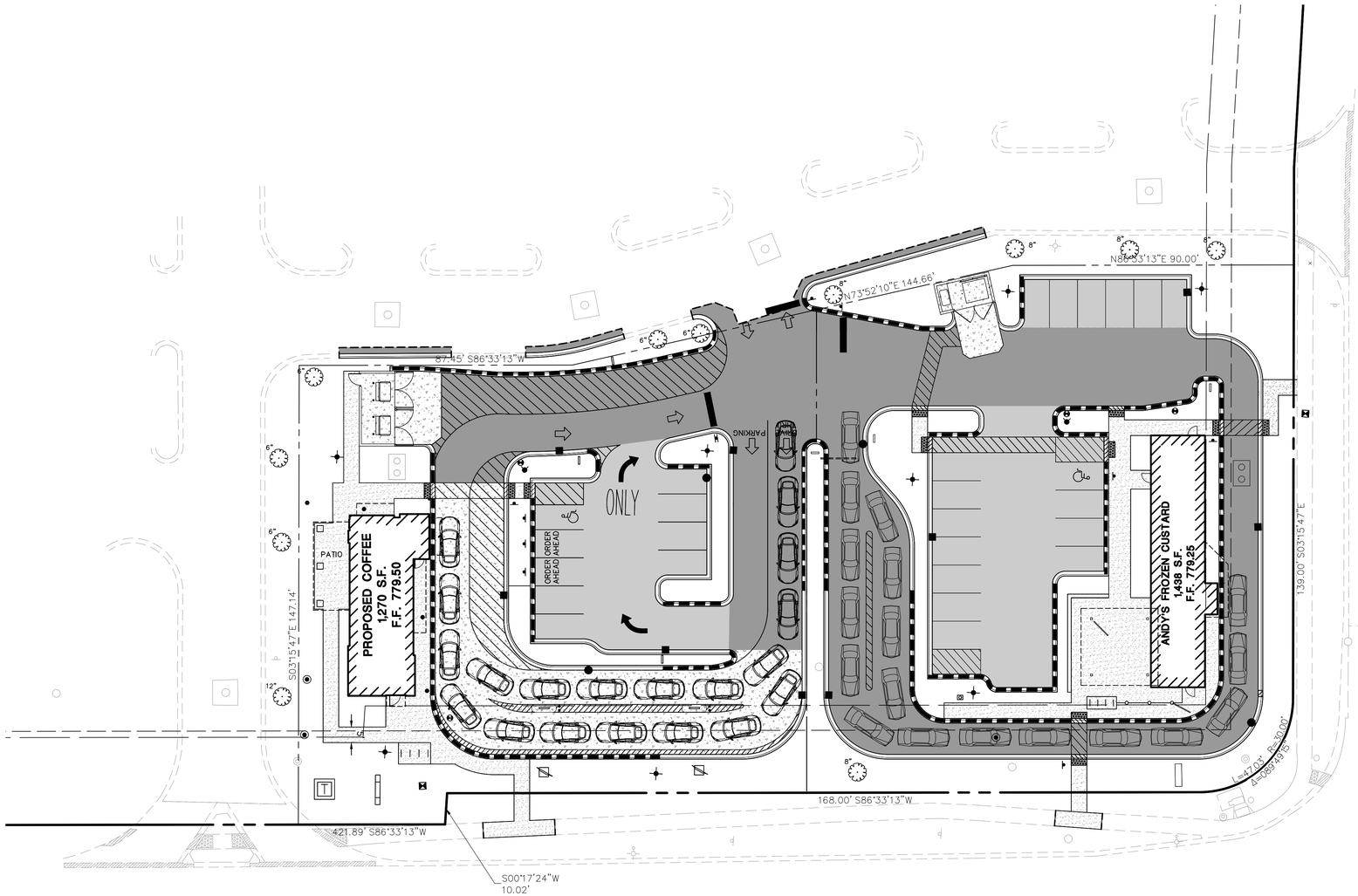

STACKING TABLE

ANDY'S FROZEN CUSTARD
TOTAL STACKING – 18 CARS

DUTCH BROTHERS COFFEE
TOTAL STACKING – 20 CARS

DRAWN BY	
REVISIONS	MEJ
DATE	7/30/26 PRC RESUBMITTAL

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

STACKING PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MZW
DATE:	11-21-25
SCALE:	1"=20'

SHEET 7 OF 15

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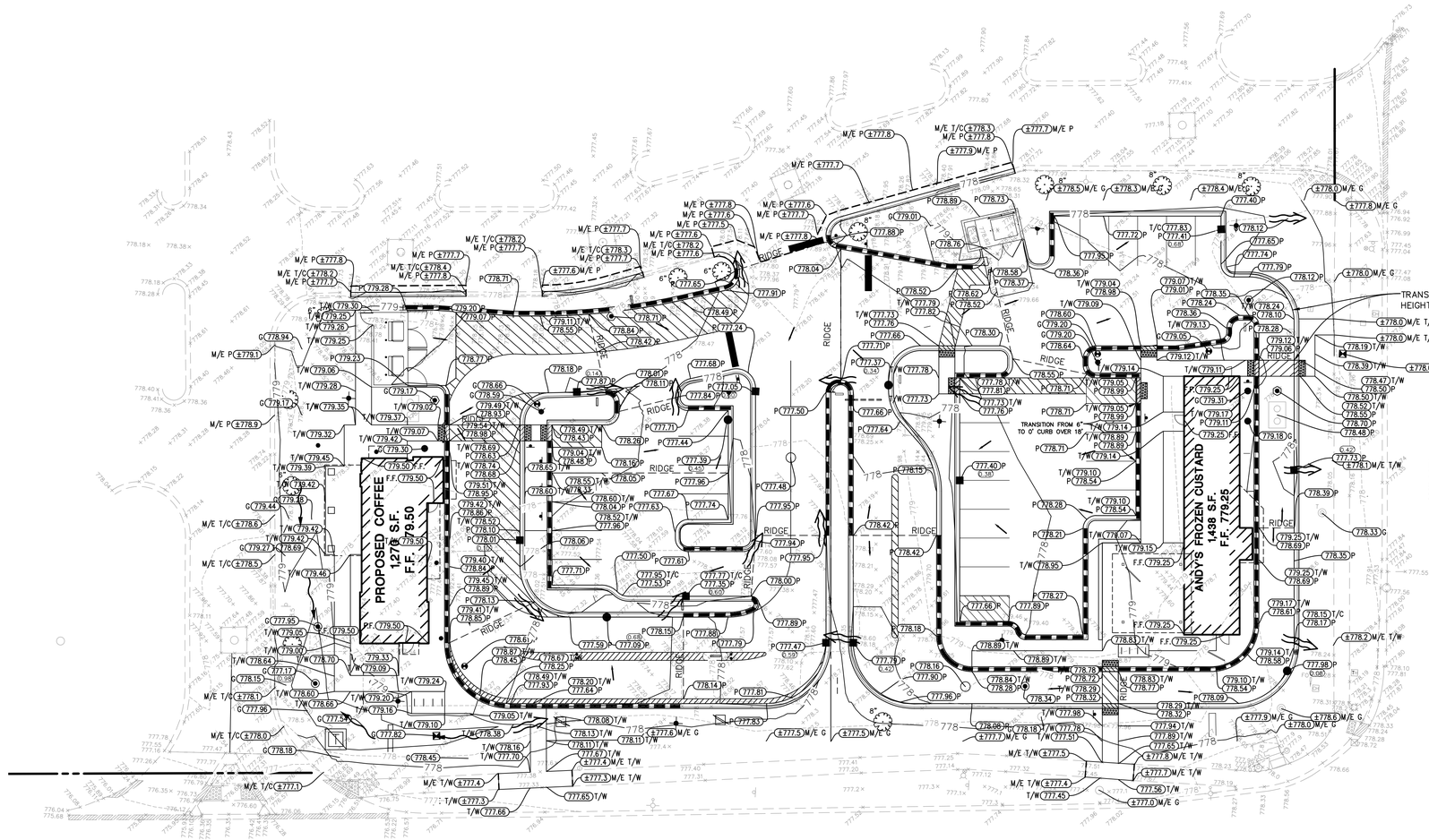

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SCALE: 1"=20'

01-01-16

GRADING PLAN LEGEND

764	PROPOSED 1 FOOT CONTOURS
792.8 G	PROPOSED SPOT ELEVATION
F.F.	PROPOSED FINISHED FLOOR ELEVATION
P	PROPOSED PAVEMENT ELEVATION
T/C	PROPOSED TOP OF CURB
T/W	PROPOSED TOP OF WALK
M/E	MEET EXISTING
G	PROPOSED GROUND GRADE OR GROUND AT BASE OF RETAINING WALL
	PROPOSED DITCH OR SWALE
	PROPOSED DIRECTION OF FLOW
	OVERFLOW RELIEF SWALE
RIDGE	PROPOSED RIDGE LINE
(0.5')	PROPOSED DEPTH OF PONDING

06-01-16

GRADING NOTES:

1. PAVEMENT SLOPES THROUGH HANDICAP ACCESSIBLE PARKING AREAS SHALL BE 2.00% MAXIMUM IN ANY DIRECTION.
2. ALL HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% OR LESS.
3. MEET EXISTING GRADE AT PROPERTY LIMITS UNLESS NOTED OTHERWISE.
4. CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN AND DETAILS FOR CONSTRUCTION SCHEDULING AND EROSION CONTROL MEASURES TO BE INSTALLED PRIOR TO BEGINNING GRADING OPERATIONS.
5. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
6. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
7. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
8. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATIONS SHALL RECEIVE 6 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
9. EXISTING TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS AS PREPARED BY MANHARD CONSULTING ON 10-15-25. CONTRACTOR SHALL FIELD CHECK EXISTING ELEVATIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING CONSTRUCTION. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
10. TRANSITIONS FROM DEPRESSED CURB TO FULL HEIGHT CURB SHALL BE TAPERED AT 2H:1V UNLESS OTHERWISE NOTED.
11. EXCAVATION, GRADING, AND COMPACTION TO BE COMPLETED IN ACCORDANCE WITH RECOMMENDATIONS OF GEOTECHNICAL REPORT.

DATE	REVISIONS	DRAWN BY
7/30/26	PRC RESUBMITTAL	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
GRADING PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET
8 OF 15
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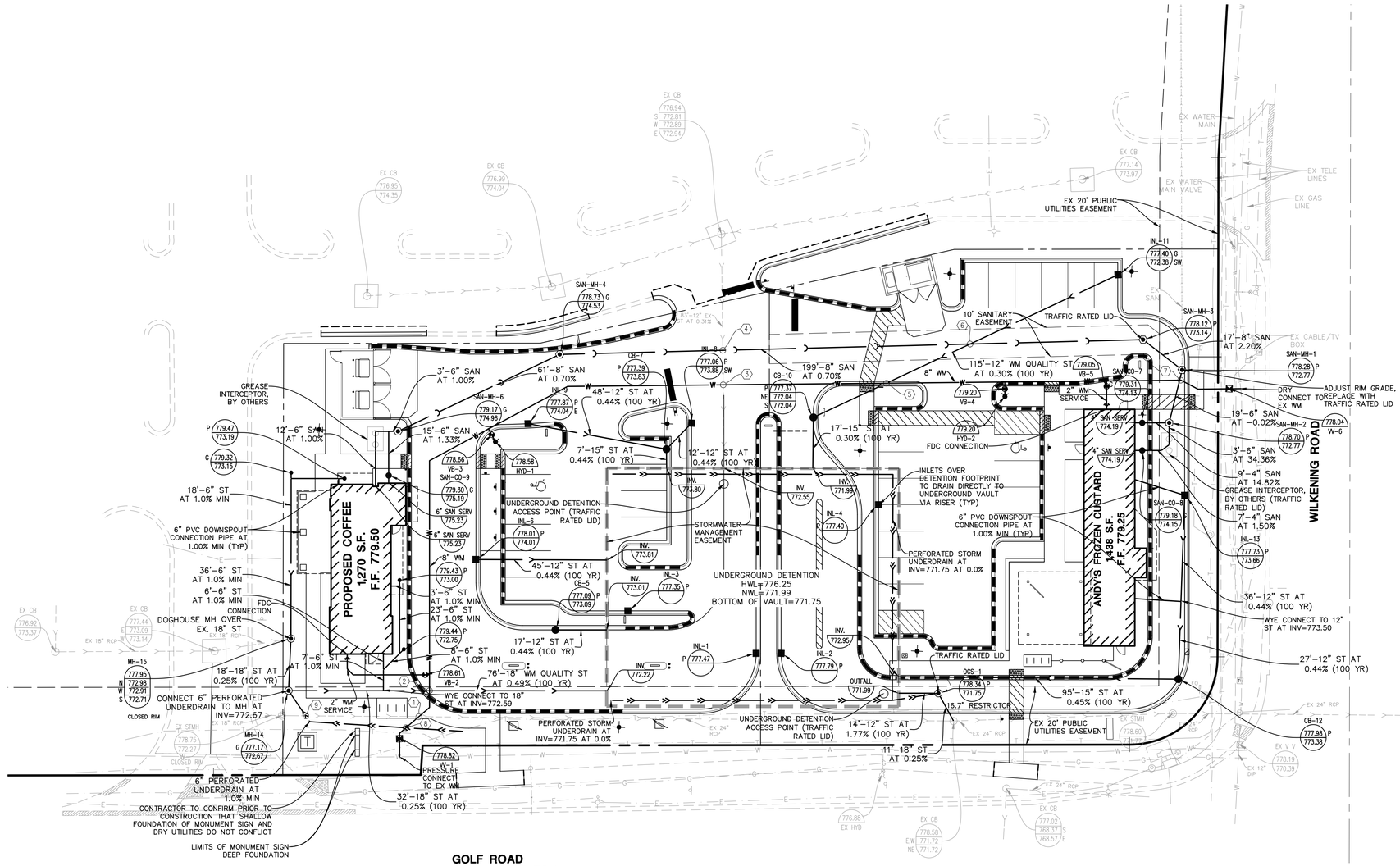

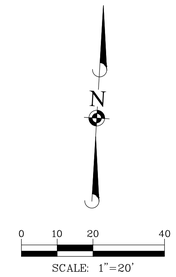

06-01-22

UTILITY NOTES:

1. ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
4. ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER, WATER MAIN AND DRY UTILITY LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
6. LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
8. CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
9. AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
10. ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
11. ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
12. ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
13. THE UNDERGROUND UTILITY INFORMATION AS SHOWN HERE ON IS BASED, IN PART, UPON INFORMATION FURNISHED BY UTILITY COMPANIES AND THE LOCAL MUNICIPALITY. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, ITS ACCURACY AND COMPLETENESS CANNOT BE GUARANTEED NOR CERTIFIED.
14. ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE
15. CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO EXISTING SANITARY MANHOLES.
16. EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
17. SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
18. ALL D.I. WATERMAIN PIPE AND D.I. WATERMAIN FITTINGS SHALL BE WRAPPED.
19. ALL STORM SEWERS/STRUCTURES THAT ARE PROPOSED TO REMAIN SHOULD BE TELEVISED/INSPECTED TO ENSURE THE ARE IN GOOD WORKING ORDER PER JURISDICTIONAL GOVERNMENTAL AGENCY.

UTILITY CROSSINGS

① EX. ST OVER WM B/P EX. ST = 771.91 T/P WM = 769.91 *LOWER WM	② ST OVER WM B/P ST = 772.40 T/P WM = 770.40 *LOWER WM	③ EX ST OVER WM B/P EX. ST = 772.48 T/P WM = 770.48 *LOWER WM
④ SAN OVER EX ST B/P SAN = 774.07 T/P ST = 773.86 *CRITICAL CROSSING*	⑤ ST OVER WM B/P ST = 772.04 T/P WM = 770.04 *LOWER WM*	⑥ SAN OVER ST B/P SAN = 773.47 T/P ST = 773.29 *CRITICAL CROSSING*
⑦ SAN OVER WM B/P SAN = 772.25 T/P WM = 770.25 *LOWER WM	⑧ UNDERDRAIN OVER WM B/P UNDERDRAIN = 774.62 T/P WM = 772.62 *LOWER WM*	⑨ UNDERDRAIN OVER EX ST B/P UNDERDRAIN = 774.17 T/P EX ST = 773.92 *CRITICAL CROSSING*

NOTE: WATER AND SEWER CROSSINGS SHALL MEET STATE EPA SEPARATION AND PIPE MATERIAL REQUIREMENTS. (SEE DETAIL SHEET)

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7/30/26	PRC RESUBMITTAL	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
UTILITY PLAN

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	1"=20'

SHEET 9 OF 15
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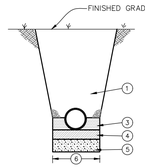
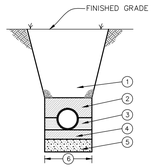


RIGID PIPE

CONCRETE PIPE
VITRIFIED CLAY PIPE
DUCTILE IRON PIPE
STEEL PIPE



FLEXIBLE PIPE

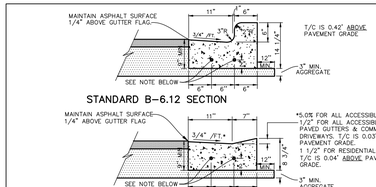
POLYVINYL CHLORIDE (PVC) PIPE
COMPOSITE SEWER PIPE
HIGH DENSITY POLYETHYLENE (HDPE) PIPE
CORRUGATED METAL PIPE

1. MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB & GUTTER OR SIDEWALK. MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.
2. MECHANICALLY COMPACTED SELECTED GRANULAR BACKFILL IN 6 INCH LIFTS TO 12" ABOVE TOP OF PIPE.
3. RIGID PIPE:
   WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE
   FLEXIBLE PIPE:
   WELL-COMPACTED HAUNCHING MATERIAL PLACED IN MAXIMUM 6 INCH LIFTS TO SPRING LINE OF PIPE.
4. 4" WELL-COMPACTED BEDDING MATERIAL
5. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED WITH GRANULAR FOUNDATION MATERIAL WHERE SOIL CONDITIONS WARRANT
6. TRENCH WIDTH:
   TRENCH DEPTH OF 5 FEET AND LESS, WITHOUT PROTECTION
   OUTSIDE DIAMETER + 12 INCHES ON EACH SIDE OF THE PIPE.
   TRENCH DEPTH OF 5 FEET AND LESS, WITH PROTECTION
   OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.
   TRENCH DEPTH OF GREATER THAN 5 FEET
   OUTSIDE DIAMETER + 18 INCHES ON EACH SIDE OF THE PIPE.

06-01-15

PIPE INSTALLATION DETAIL

S-MS-PIPEINSTALL

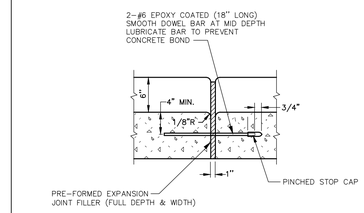


NOTE:
1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, UTILITY STRUCTURES, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL)
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL #4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE

12-01-23

MODIFIED B-6.12 CURB & GUTTER DETAIL

S-RD-B612-CURB
SHEET 1 OF 2

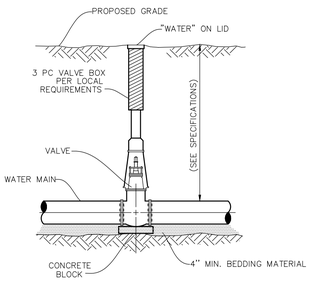


TYPICAL EXPANSION JOINT DETAIL CROSS SECTION

06-01-17

CURB EXPANSION JOINT

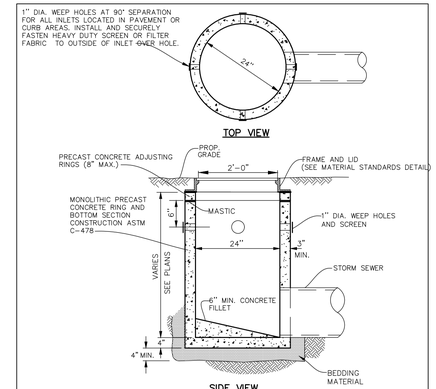
S-RD-EXPANSION-JOINT
SHEET 2 OF 2



06-01-22

VALVE BOX DETAIL

S-WM-VALVEBOX

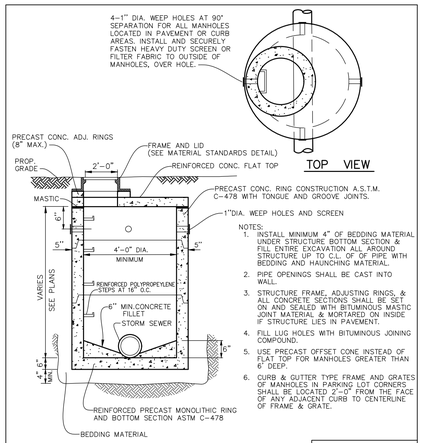


NOTES:
1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST IN TO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL AND MORTARED ON INSIDE IF STRUCTURE LIES IN PAVEMENT.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. CURB & GUTTER TYPE FRAME AND GRATES OF INLETS IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM THE FACE OF ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

06-01-15

INLET DETAIL

S-ST-INLET



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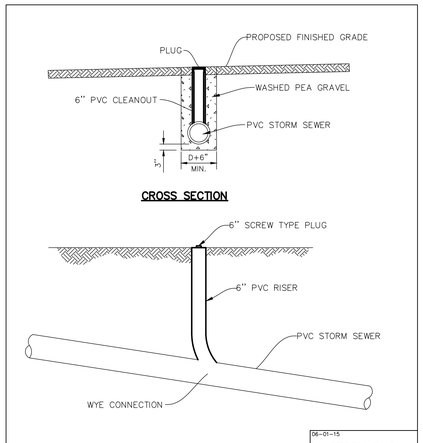
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR MANHOLES GREATER THAN 6' DEEP.
6. CURB & GUTTER TYPE FRAME AND GRATES OF MANHOLES IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM THE FACE OF ANY ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

STORM MANHOLE DETAIL

S-ST-MANHOLE



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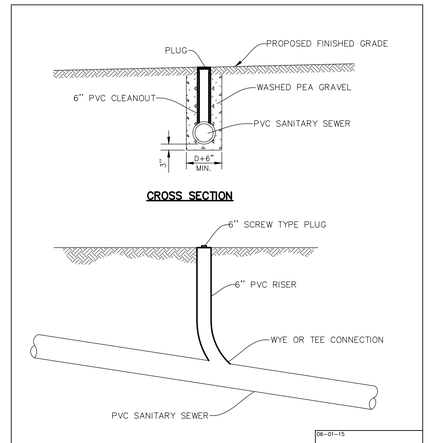
STORM PVC CLEANOUT (FOR UNDERDRAINS) DETAIL

S-ST-CLEANOUT



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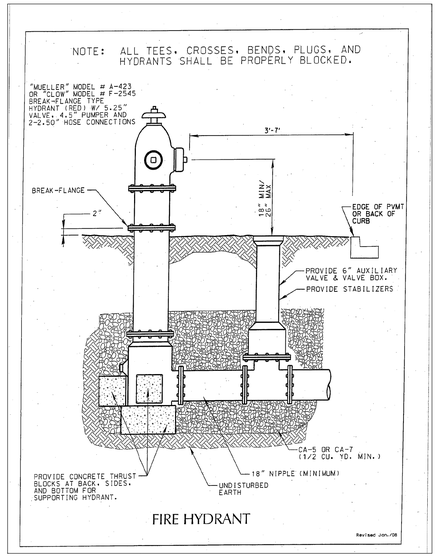
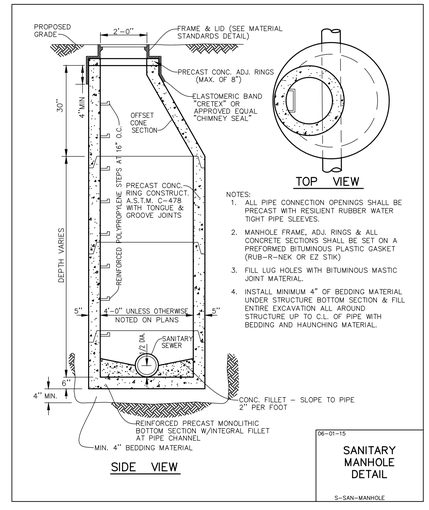
SANITARY PVC CLEANOUT DETAIL

S-SAN-CLEANOUT



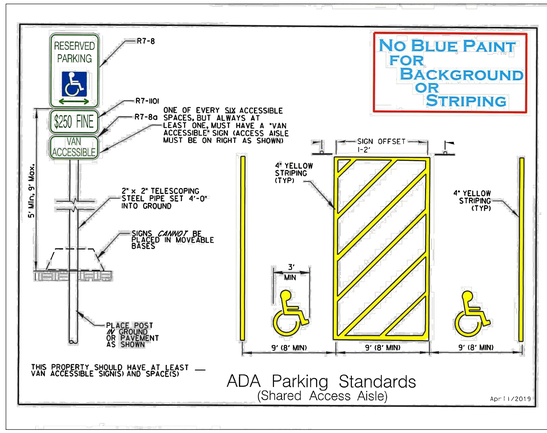


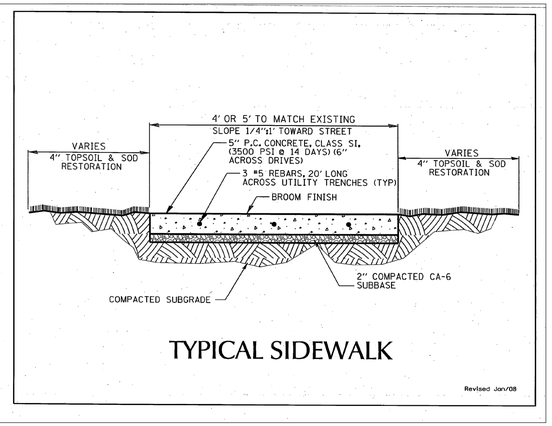
NOTES:
1. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
2. MANHOLE FRAME, ADJ. RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON A PREFORMED BITUMINOUS PLASTIC GASKET (RUB-R-NEK OR EZ STIK)
3. FILL LUG HOLES WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.

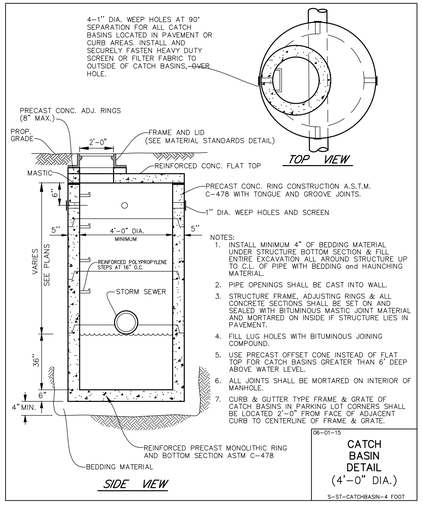
06-01-15

SANITARY MANHOLE DETAIL

S-SAN-MANHOLE







NOTES:
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2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL AND MORTARED ON INSIDE IF STRUCTURE LIES IN PAVEMENT.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR CATCH BASINS GREATER THAN 6' DEEP ABOVE WATER LEVEL.
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.
7. CURB & GUTTER TYPE FRAME & GRATE OF CATCH BASINS IN PARKING LOT CORNERS SHALL BE LOCATED 2'-0" FROM FACE OF ADJACENT CURB TO CENTERLINE OF FRAME & GRATE.

06-01-15

CATCH BASIN DETAIL (4'-0" DIA.)

S-ST-CATCHBASIN-4 FOOT

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

DRAWN BY	DATE	REVISIONS
MEJ	7/30/26	PRG RESUBMITTAL

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
CONTRUCTION DETAILS

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: AS
DATE: 11-21-25
SCALE: N.T.S.

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10 OF 15
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July 30, 2026 - 10:27 Data Name: I:\Capitol\03\Corp\Final Drawings\Final Plan Set\DETAILS.dwg Updated By: mjunemann

FF&E

560

DUTCH BROS

OUTDOOR - BIKE POST

OUTDOOR

Upright: Powder Coated Mild Steel

Accent: Laser Cut-out

Bolt Down



Single



Cutout detail

Custom DB Blue
Powder Coat to
match exterior paint

Short Description	Part Number	Dimensions
Bike Post, bolt-down	FOBR-DB	6" x 6" x 32"

TABLE OF CONTENTS

FF&E

561

DUTCH BROS

OUTDOOR - TOOLED BIKE POST

OUTDOOR

Upright: Powder Coated Mild Steel

Accent: Laser Cut-out

Bolt Down

Includes Bike Repair Tools:

- (1) AWS-11 Hex Wrench Set
- (1) SD-2 #2 Phillips Screwdriver
- (1) SD-6 6mm Flat Blade Screwdriver
- (1) HCW-6 15mm/32mm Headset/ Pedal Wrench
- (1) TL-5, Steel Tire Lever Set (2 levers)
- (1) CBW1 8/10mm Metric Wrench
- (1) CBW-4 9/11mm Metric Wrench



Single (tools not rendered)



Product Detail



Tool Detail



Cutout detail

Custom DB Blue
Powder Coat to
match exterior paint

Short Description	Part Number	Dimensions
Bike Post, bolt-down	FOBR-DB	6" x 6" x 32"
Tool Kit Set	FOBR-TOOL-DB	N/A

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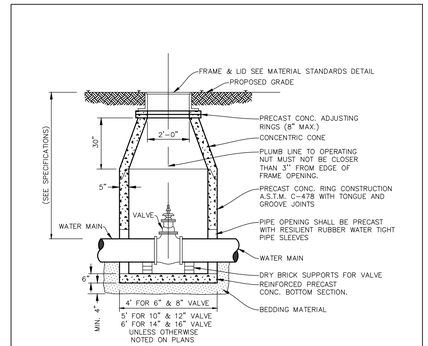


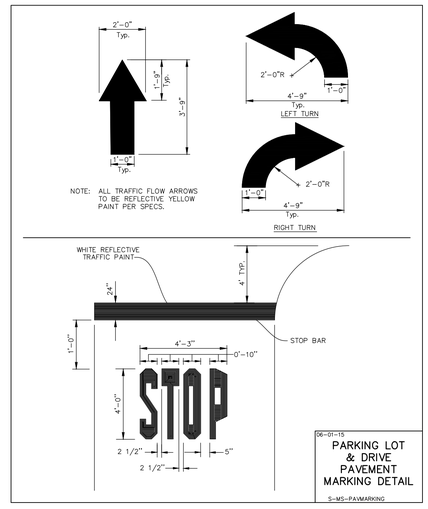
NOTES:

1. INSTALL MINIMUM 4" OF BEDDING MATERIAL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING AND HAUNCHING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
3. STRUCTURE FRAME, ADJUSTING RINGS AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

06-01-22

VALVE VAULT DETAIL

S-WM-VALVEVAULT



06-01-15

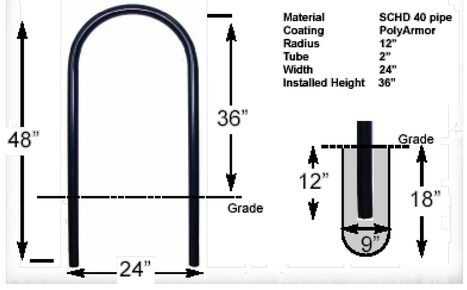
PARKING LOT & DRIVE PAVEMENT MARKING DETAIL

S-MS-PAVMARKING

SHOULD A CONFLICT ARISE BETWEEN ATWELL DETAILS AND THE VILLAGE DETAILS, THE VILLAGE DETAILS SHALL TAKE PRECEDENCE.

In-ground Installation

This is the standard for new construction and the most secure type of inverted-U installation. Can easily be installed in existing locations by drilling a 3"-4" core and grouting.



Material	SCHD 40 pipe
Coating	PolyArmor
Radius	12"
Tube	2"
Width	24"
Installed Height	36"

Bike Rack SpecificationsVintage Rack Series by Cycle-Safe, Inc.

DRAWN BY	REVISIONS	DATE
MEJ	PRC RESUBMITTAL	7/30/26

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

CONTRUCTION DETAILS

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	AS
DATE:	11-21-25
SCALE:	N.T.S.

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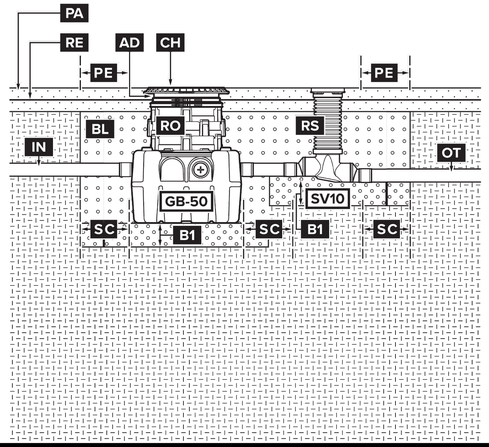
Quote: 6D2F8A56



DETAIL Dutch Bros - Schaumburg, IL (IL0603) **Outdoors, Below Grade**

GB-50 GREASE INTERCEPTOR 50 GPM / 75 GPM, 4" PLAIN/FPT CONNECTIONS

SV10 SEWER VIEWER INSPECTION PORT, 4" CONNECTIONS (FIELD MODIFIABLE TO 6"), POLYETHELENE COVER

Disclaimer: this Detail represents manufacturer directed guidance regarding the grease interceptor system. The contents of this document are not a substitute for local jurisdiction requirements and plumbing code standards. Please follow all local ordinances when installing.

AD Cover adapter with vertical adjustability

B1 6" minimum compacted base - clean, crushed stone approximately 1" in size (AASHTO M43 Size #57 or similar) free of debris and fines.

BL Backfill evenly around the interceptor and risers with clean, crushed stone approximately 1" in size (AASHTO M43 Size #57 or similar) free of debris and fines.

CH Traffic rate cast iron cover

IN 4" diameter inlet pipe

OT 4" diameter outlet pipe

PA Minimum 8" thick concrete pad with rebar required for vehicular traffic. Concrete to be 28 day compressive strength to 4,000 PSI.

PE Pad to extend 18" minimum beyond edge of tank on all sides.

RE No. 4 rebar, grade 60 steel

RO FP24 Fast Pitch® riser(s) to grade

RS FCR10 field cut riser to grade

SC 12" clear all sides

SCHIER

LIFETIME GUARANTEED
GREASE INTERCEPTORS

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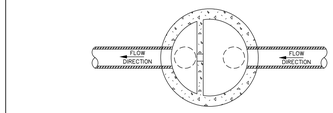
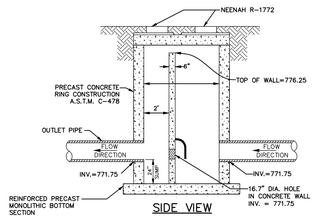


TOP VIEW



SIDE VIEW

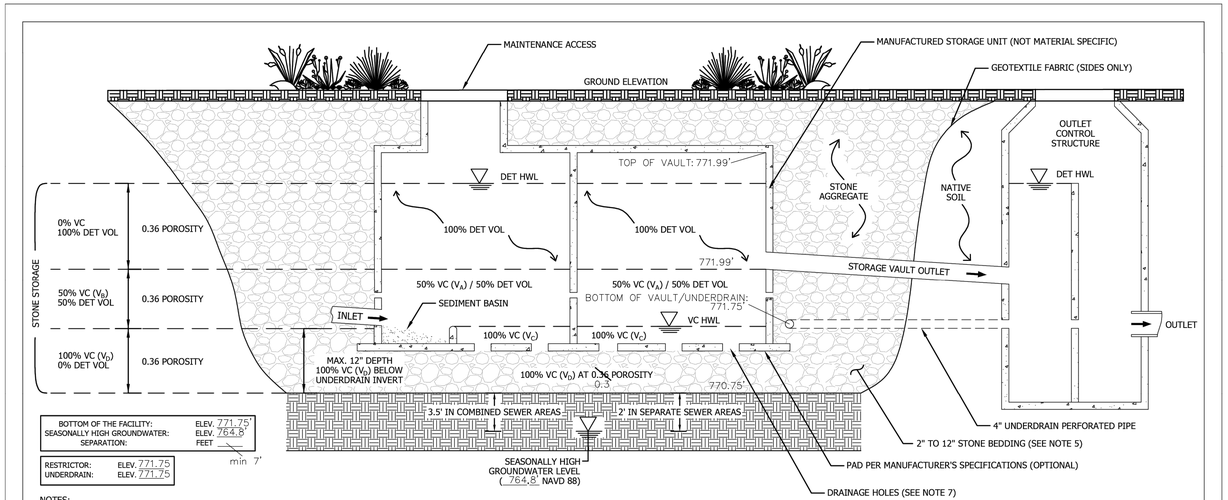
NOTES:

1. CONSTRUCT MANHOLE AS PER STORM MANHOLE DETAIL.
2. PROVIDE MINIMUM 4" OF CA6 BEDDING MATERIAL UNDER MANHOLE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND MANHOLE UP TO C.L. OF SEWER WITH BEDDING MATERIAL.
3. ORIFICE HOLES SHALL BE OFFSET FROM EACH OTHER AS NECESSARY TO FIT BOTH SNOUTS.

02-12-20

RESTRICTOR MANHOLE DETAIL #2

N-ST-RESTRICTOR MANHOLE #2



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 BOTTOM OF THE VOLUME CONTROL FACILITY AND SEASONALLY HIGH GROUNDWATER LEVEL.
4. STONE STORAGE OPTIONS ARE IDOT CA-1, IDOT CA-3, IDOT CA-7, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
5. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1 UNDERDRAIN EVERY 30 FEET ON CENTER. MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMUM OF 12 INCHES.
6. APPROPRIATE MAINTENANCE ACCESS SHALL BE PROVIDED TO ENSURE THAT EACH SEGMENT OF THE SYSTEM IS ACCESSIBLE BY A VACUUM, JET HOSE, OR A TELEVISING DEVICE. ACCESS IS RECOMMENDED NEAR ALL ENTRY/EXIT POINT FOR SEDIMENT REMOVAL. EGRESS RUNGS SHALL BE PROVIDED FOR SYSTEMS DEEPER THAN 42-INCHES.
7. DRAINAGE OPENINGS SHOULD COVER AT LEAST 3% OF THE PAD'S FOOTPRINT. DESIGNER / MANUFACTURER RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE MANUFACTURED STORAGE UNIT.
8. COMBINED SEWER AREAS REQUIRE BACKFLOW PREVENTER.
9. AVOID COMPACTION OF NATIVE SOILS WITHIN THE VOLUME CONTROL FOOTPRINT TO MAXIMIZE INFILTRATION.

VOLUME CONTROL SUMMARY

VOLUME TYPE	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A : VAULT STORAGE (BELOW THE OUTLET)	0.24'	1.00	1.00 X 0.50 X V_A	0.24'X7192'=1,726
V_B : COARSE AGGREGATE (ABOVE U.D. INVERT)		0.36	0.50 X 0.36 X V_B	
V_C : VAULT STORAGE (BELOW U.D. INVERT)		1.00	1.00 X V_C	
V_D: COARSE AGGREGATE (BELOW U.D. INVERT)	1.00'	0.36	0.36 X V_D	1'X8813'x.3=2,644
* VOLUME INTENDED FOR DETENTION NOT INCLUDED *			TOTAL	4370 SF

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL — 10/2/2018

UNDERGROUND VAULT VOLUME CONTROL/DETENTION TYPICAL DETAIL — STD. DWG. NO.XX — PAGE NO.XX

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

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CHICAGO, IL 60601
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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
CONSTRUCTION DETAILS

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	11-21-25
SCALE:	N.T.S.

SHEET 12 OF 15
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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF SCHAUMBURG MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).

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

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

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS ___N/A___ FT.

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

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

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

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

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

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

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

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

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

D. SANITARY SEWER

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

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

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

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

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

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

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

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

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

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

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

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

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

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

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

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

TECHNICAL GUIDANCE MANUAL

MWRD GENERAL NOTES

10/13/2022

STD. DWG. NO.18

PAGE NO. 19

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
MWRD GENERAL NOTES

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	11-21-25
SCALE:	N.T.S.

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13 OF 15
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06-01-16

VILLAGE OF SCHAUMBURG
STANDARD ENGINEERING NOTES

1. The Community Development Department must be notified one business day prior to each inspection at 847.923.4420. A minimum notice of three business days is required by the Engineering and Public Works Department, 847.895.7100, for a water main shut down in a commercial area.

2. Tree protection fencing must be installed, inspected, and approved by the village prior to the issuance of a Land Development Permit. The fencing must be maintained for the duration of the site work.

3. A separate Electrical Permit must be obtained from the Community Development Department prior to installing any site lighting. The electrical system must be approved as part of the Electrical Permit for the site lighting. The detailed photometrics and exterior light pole locations must be approved as part of the Land Development Permit.

4. 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.

5. 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” Plans for all subcontractors performing site work.

6. 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.

7. 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.

8. No holes are to be left open in the pavement or parkway over any holiday, weekend, or after 3 PM on the day preceding any holiday or any weekend.

9. 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.

10. 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.

11. 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.

12. No asphalt work is allowed between November 1st and April 1st without the written permission from the Village Engineer.

13. 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.

14. All bituminous concrete used for surface, binder and base courses is to have a Marshall Stability of 1700. All portland cement concrete shall have a minimum compressive strength of 3500 psi at 14 days.

15. 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 the village. No pavement material is to be placed on a 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 problem is corrected.

16. 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.

17. All sewer and water main construction shall be in conformance with the "Standard Specifications for Water and Sewer Main Construction in Illinois" latest edition.

18. 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 included in the MWRD permit.

19. 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.

20. Storm sewer structure covers must contain "Village of Schaumburg", "Drains to River", and "Dump no waste" on the lid.

21. Band-seal connectors shall be used to join pipes of different materials.

22. Use CA-6 trench backfill, compacted to 95% of Modified Proctor, under and within a 1:1 slope from the bottom of all pavement, curbs and sidewalk.

23. A water quality device, Stormceptor, CDS, or equivalent, shall be installed as required by the Subdivision and Land Development Ordinance and as shown on the approved plans.

24. All water main pipe 4” and larger shall be ductile iron pipe Class 52 conforming to ANSI A21.51 with cement lining unless otherwise approved by the Village Engineer. All water service lines 3” and smaller shall be Type K copper, unless otherwise noted.

25. 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 service lines is 5.5 feet.

26. Fire service mains and lead in connections to system risers are required to be completely flushed before making the connection to the sprinkler piping. (NFPA 13, 1999 ED, 10-2.1.) The Fire Prevention Bureau shall be notified 24 hours in advance to witness the flush at 847.985.4452. A separate inspection fee is also required at the time the Land Development Permit is issued.

27. Upon completion of the project, the developer shall provide final "Record Drawings" (1 Mylar sepia reproducible, signed and sealed by the engineer) of all utilities which include the locations and elevations of all mains, service lines, structures, paved areas, site grading, street 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, an electronic file (in DWG or DGN format) of the record drawings must be submitted on CD-ROM.

28. All plats three 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.

DATE	REVISIONS	DRAWN BY
7/30/26	PRG RESUBMITTAL	MEJ

ATWELL
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ONE EAST WACKER DRIVE, SUITE 2700
CHICAGO, IL 60601
847.404.3760

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

VILLAGE OF SCHAUMBURG STANDARD NOTES

PROJ. MGR.: EJB
PROJ. ASSOC.: EJB
DRAWN BY: MEJ
DATE: 11-21-25
SCALE: N.T.S.

SHEET
14 OF 15
CAQ.SCIL01

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NOT FOR CONSTRUCTION

July 30, 2026 - 10:27 Dwg Name: L:\Cqcsci01\dwg\Eng\Proj\ Drawings\Proj\ Set\DETAILS.dwg Updated By: mtuomin

ATWELL, LLC
STANDARD SPECIFICATIONS

GENERAL CONDITIONS

CONTRACTOR acknowledges and agrees that the use and reliance of these Plans and Specifications is sufficient consideration for CONTRACTOR'S covenants stated herein.

DEFINITION OF TERMS

a. "CLIENT" shall mean CORE AQUISITIONS, LLC, which is the person or entity with whom Atwell has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.

b. "ENGINEER" shall mean Atwell, LLC, a Civil Engineering consultant on the subject project.

c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.

d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.

e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE PLANS AND SPECIFICATIONS

The intent of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined so as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of omissions of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so stated. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.

b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.

c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun thereon and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS. If a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CLIENT and/or the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES AND UTILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities and utilities (including but not limited to water mains, sanitary sewers, storm sewers, electric, telephone, gas and cable TV lines), such information represents only the opinion of the ENGINEER as to the approximate location and elevation of such facilities and utilities. At the locations wherein detailed positions of these facilities and utilities become necessary to the new construction, including all points of connection, the CONTRACTOR shall furnish all labor and tools to verify or definitely establish the horizontal location, elevation, size and material (if appropriate) of the facilities and utilities. The CONTRACTOR shall notify the ENGINEER at least 48 hours prior to construction if any discrepancies in existing utility information or conflicts with existing utilities exist. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities and utilities, nor the manner in which they are removed or adjusted.

It shall be the CONTRACTOR's responsibility prior to construction, to notify all Utility Companies of the intent to begin construction and to verify the actual location of all such facilities and utilities. The CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSUITABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CLIENT or CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF OWNERS OF FACILITIES AND UTILITIES

The CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., water, sewer, electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location and elevation of underground pipes, conduits or cables adjoining or crossing proposed construction.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow in all areas where the work will interrupt, interfere or cause to change in any form, the conditions of traffic flow that existed prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. Emergency vehicle access shall be maintained at all times. Unless authorized by the CLIENT or CLIENT's construction representative, all existing access points shall be maintained at all times by the CONTRACTOR. The need for traffic control shall be anticipated by the CLIENT.

WORK AREA

The CONTRACTOR, his agents and employees and their employees and all equipment, machinery and vehicles shall confine their work within the boundaries of the project or work area specified by the Client. The CONTRACTOR shall be solely liable for damage caused by him or his agents and employees and their equipment, machinery and vehicles on adjacent property or areas outside designated work areas.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work, both inside and outside the Project, or when so directed by the CLIENT so that these areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

CLEANING UP

The CONTRACTOR shall at all times keep the premises free from accumulations of waste material or rubbish caused by his employees or work, and at the completion of the work he shall remove all his rubbish, tools, scaffolding and surplus materials and shall leave his work "broom clean" or its equivalent, unless more exactly specified.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR's trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

SAFETY AND PROTECTION

The CONTRACTOR shall be solely and completely responsible for the conditions of the job site, including safety of all persons and property during performance of the work. This requirement shall apply continuously and not be limited to normal working hours. The CONTRACTOR shall comply with all applicable Laws and Regulations relating to the safety of persons or property, or to the protection of persons or property from damage, injury, or loss; and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR's duties and responsibilities for safety and for protection of the work shall continue until such time as all work is completed and the CLIENT has notified CONTRACTOR that the work is acceptable. The duties of the ENGINEER do not include review of the adequacy of either the CONTRACTOR's or the general public's safety in, on, or near the construction site.

HOLD HARMLESS

To the fullest extent permitted by law, any CONTRACTOR; material supplier or other entity by use of these plans and specifications hereby waives any right of contribution and agrees to indemnify, defend, save and hold harmless the CLIENT and ENGINEER and its agents, employees and consultants from and against all manner of claims, causes, causes of action, damages, losses and expenses, including but not limited to, attorneys' fees arising out of, resulting from or in connection with the performance of any work, pursuant to or with respect to these plans and specifications. However, this indemnity shall not be construed to indemnify ENGINEER, its consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these words are used in the Agreement shall mean and include, but not be limited to (1) injury or damage occurring by reason of the failure of or use or misuse of any hoist, riggings, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by any part or entity, including any contractor; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity; (3) costs for time expended by the indemnified party and its employees, at its usual rates plus costs or travel, long distance telephone and reproduction of documents and (4) consequential damages.

In any and all claims against the CLIENT or ENGINEER or any of their agents or employees and consultants by any party, including any employee of the CONTRACTOR or any Subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, the indemnification obligation shall not be limited in any way by any limitation on the amount of type of damages, compensation or benefits payable by or for the CONTRACTOR or any Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts or any insurance maintained by CONTRACTOR or any Subcontractor or any other party.

INSURANCE

Any party using or relying on these plans, including any contractor, material supplier, or other entity shall obtain, (prior to commencing any work) general public liability insurance insuring against all damages and claims for any bodily injuries, death or property damage arising out of any work, including the construction work provided for in these plans, and shall name the CLIENT and ENGINEER and its consultants, agents and representatives as additional insureds to the limits of such insurance policies; provided that any party using or relying on these plans having obligations to maintain specific insurance by reason of any agreement with CLIENT or any CONTRACTOR or ENGINEER shall provide evidence and certificates of insurance as required by such contract or agreement. Such insurance must contain a clause stating that the insurance is primary coverage for ENGINEER and ENGINEER's other applicable coverage is considered secondary. Policies shall contain a waiver of subrogation against Atwell and Client. Such insurance shall not limit any liability of any party providing work or services or providing materials.

THIRD PARTY BENEFICIARY

Atwell, LLC, the ENGINEER, is intended to be a third party beneficiary of this willing agreement and requirement.

DETAILED SPECIFICATIONS

I. DEMOLITION

The CONTRACTOR shall coordinate with respective utility companies prior to the removal and/or relocation of utilities. The CONTRACTOR shall coordinate with the utility company concerning portions of work which may be performed by the Utility Company's forces and any fees which are to be paid to the utility company for their services. The CONTRACTOR is responsible for paying for all fees and charges.

Should removal and/or relocation activities damage features indicated to remain, the CONTRACTOR shall provide new materials/structures in accordance with the contract documents. Except for materials designed to be relocated on this plan, all other construction materials shall be new.

Prior to demolition occurring, all erosion control devices are to be installed.

All existing utility lines and conduits located under proposed buildings shall be removed and properly backfilled. All utility lines and conduits located under drives, on-site roads, parking lots or sidewalks shall be filled with a flowable backfill and end plugged. All existing structures shall be removed. All existing utility lines located under landscape areas shall be left in place and plugged at all structures.

The CONTRACTOR is responsible for demolition, removal and disposal (in a location approved by all JURISDICTIONAL GOVERNING ENTITIES) of all structures, pads, walls, flumes, foundations, road, parking lots, drives, drainage structures, utilities, etc., such that the improvements shown on these plans can be constructed. All demolition work shall be in accordance with all applicable federal, state and local requirements. All facilities to be removed shall be undercut to suitable material and brought to grade with suitable compacted fill material per the specifications.

The CONTRACTOR is responsible for obtaining all permits required for demolition and disposal.

Electrical, telephone, cable, water, fiber optic cable and/or gas lines needing to be removed shall be coordinated by the CONTRACTOR with the affected utility company.

CONTRACTOR must protect the public at all times with fencing, barricades, enclosures, and other appropriate best management practices.

Continuous access shall be maintained for surrounding properties at all times during demolition.

All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

The CONTRACTOR shall coordinate water main work with the Fire Department and the JURISDICTIONAL GOVERNING ENTITY to plan the proposed improvements and to ensure adequate fire protection is available to the facility and site throughout this specific work and through all phases of construction. CONTRACTOR shall be responsible for any required water main shut offs with the JURISDICTIONAL GOVERNING ENTITY during construction. Any costs associated with water main shut offs will be the responsibility of the CONTRACTOR and no extra compensation will be provided.

CONTRACTOR shall maintain all existing parking areas, sidewalks, drives, etc. clear and free from any construction activity and/or material to ensure easy and safe pedestrian and vehicular traffic to and from the site. CONTRACTOR shall coordinate/phase all construction activity within proximity of the building and utility interruptions with the facility manager to minimize disturbance and inconvenience to facility operations.

CONTRACTOR may limit saw-cut and pavement removal to only those areas where it is required as shown on these construction plans, however if any damage is incurred on any of the surrounding pavement, etc. the CONTRACTOR shall be responsible for ITS removal and repair.

Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 920.120 (latest edition) of the Illinois Water Well Construction Code, Department of Public Health, and all applicable local rules and regulations. CONTRACTOR is responsible for obtaining all permits required by JURISDICTIONAL GOVERNMENTAL ENTITIES for abandoning existing wells.

Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with JURISDICTIONAL GOVERNING ENTITY regulations, and the tank and grease traps shall then be filled with suitable materials or removed from the site and disposed of by the CONTRACTOR.

Voids left by any item removed under any proposed building, pavement, walk, etc. or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

The CONTRACTOR shall be responsible for the disconnection of utility services to the existing buildings prior to demolition of the buildings.

Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

The locations of all existing utilities shown on this plan have been determined from the best information available and are given for the convenience of the CONTRACTOR and are not to be interpreted as the exact location, or as the only obstacles that may occur on the site. The ENGINEER assumes no responsibility for their accuracy. Prior to the start of any demolition activity, the CONTRACTOR shall notify the utility companies for location of existing utilities and shall verify existing conditions and proceed with caution around any anticipated features.

The CONTRACTOR is responsible for removing the existing irrigation system in the areas of proposed improvements. The contractor shall cap the existing irrigation system to remain such that the remaining system shall continue to function properly.

The parking lot shall be completed in sections such that it does not interrupt the facility operations. The CONTRACTOR shall coordinate with the construction manager for work to be performed.

II. EARTHWORK

STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition except as modified below.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes. The ENGINEER makes no representation or guarantee regarding earthwork quantities or that the earthwork for this project will balance due to the varying field conditions, changing soil types, allowable construction to tolerances and construction methods that are beyond the control of the ENGINEER.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

TOPSOIL RESPREAD

Upon completion of roadway and/or parking lot improvements and installation of underground utilities a minimum of six inches (6") of topsoil shall be respread over all unpaved areas which have been disturbed by earthwork construction, except building pads and other designated areas, which shall be kept free from topsoil.

SEEDING

Upon completion of topsoil respread, the CONTRACTOR shall apply seed and fertilizer to all respread areas in accordance with IDOT standards or as designated on landscape drawings and specifications provided by the CLIENT.

SODDING

Upon completion of topsoil respread, the CONTRACTOR shall install sod to all areas designated on the plans or as designated on the landscape drawings and specifications provided by the CLIENT.

EXCAVATION AND EMBANKMENT

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer spoil, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the roads, building pads and parking lots within the work limits to lines & grades shown on the plans. He shall be responsible for obtaining compaction in accordance with the minimum values listed in the table below for all embankments unless more stringent values are listed in the soils report or are approved by the CLIENT, and to use any method approved by the CLIENT necessary to obtain this compaction (i.e., soil fabric or any undercutting that may be required).

Type Material	Percent Compaction Standard	Pavement & Floor Slabs	Grass Areas
Sandy Soils	Modified Proctor	95%	90%
Clayey Soils	Standard Proctor	95%	90%

The CONTRACTOR shall notify the CLIENT if proper compaction cannot be obtained so that the CLIENT may determine what remedial measures may be needed.

A soils testing firm employed by the CLIENT shall determine which soils are unsuitable. Materials in their natural state being defined as unsuitable that would be suitable material if moisture conditioned, shall be conditioned by the CONTRACTOR and used as suitable embankment material or hauled from the site.

For purposes of definition, unsuitable material shall be as follows unless determined otherwise by the Soils Engineer:

1. Any soil whose optimum moisture content exceeds 25%.
2. Any cohesive soil with an unconfined compressive strength of 1.5 tons per square foot or less.
3. Any soil whose silt content exceeds 60% by weight.
4. Any soil whose maximum density is less than 100 pounds per cubic foot.
5. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas intended to maintain a permanent pool of water, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof such that the lakes will maintain the proposed normal water level and that leakage does not exceed ½ inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install the same.

During excavation and embankment, grades may be adjusted to achieve an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork will not balance.

It is the intent of these PLANS that storm waters falling on the site be diverted into sedimentation / lake / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by discing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

MISCELLANEOUS CONTRACT ITEMS

The following items may be required at the CLIENT's option, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY:

(1) **GEOTEXTILE FABRIC**

Geotextile fabric or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY where proper compaction of embankments over existing soft soils is not possible. Geotextile fabric shall meet the material specifications of and shall be installed in accordance with the above standards.

(2) **EROSION CONTROL BLANKET**

Erosion control blanket or approved equal shall be provided in areas as designated by the CLIENT, as indicated on the PLANS or as required by the JURISDICTIONAL GOVERNING ENTITY for the stabilization of disturbed areas. Erosion control blanket shall meet the material specifications of and shall be installed in accordance with the above standards, the Illinois Urban Manual and/or the details shown on the PLANS.

III. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Construction in Illinois and Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition. In the event of conflicting guidelines, the more restrictive shall govern.

SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be in accordance with the above standards.

MANHOLES, CATCH BASIN, INLETS & VALVE VAULTS

All Manholes, Catch Basins, Inlets, and Valve Vaults shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and butter joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have concentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous ½" steel reinforcement as manufactured by MA Industries, or approved equal.

AUGER/BORING AND CASING

Casing pipe shall be welded steel pipe, installed where shown on the PLANS. The carrier pipe shall be securely blocked and banded and sanitary and storm sewers shall maintain the specified gradient. Upon installing the carrier pipe the ends shall be sealed with hydraulic cement.

AUGER (OPEN BORE)

The CONTRACTOR shall auger (open bore) where noted on PLANS.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01A and 41-2.01B and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

SANITARY SEWER PIPE

Sanitary sewer pipe including building services, shall conform to the following:

(1) Polyvinyl Chloride (PVC) Sewer Pipe shall conform to ASTM D3034 (4-inch thru 15-inch) or ASTM F679 (18-inch thru 48-inch) minimum SDR 26 with flexible elastomeric seal gasket gasketed joints conforming to ASTM D3212 and F477.

(2) Ductile Iron Sewer Pipe shall conform with ANSI/AWWA C151/A21.51 Class 50, cement lined with push on type joints conforming to ANSI/AWWA C111/A21.11.

(3) Extra Strength Clay Sewer Pipe shall conform with ASTM Specification C700 (glazed) with ASTM D1784 type joints conforming to Clow NO-BEL (ESVCP), with flexible gasket meeting ASTM C425 (MWRD only).

Sanitary sewers shall include bedding and backfilling.

MANHOLES

Manholes shall be constructed in conformance with Section IIIA Manholes, etc. above. The concrete base and bottom section shall be constructed of precast reinforced concrete monolithically cast sections including benches, pipe connection and invert flow lines. Manhole frame and lids shall be Neenah R-1772 or approved equal, with lids imprinted "SANITARY", with recessed pick holes. Manhole joints between adjustment rings and frames and between manhole sections shall be set on preformed plastic gasket consisting of a homogeneous blend of refined hydrocarbon resins and plasticizing compounds reinforced with inert mineral filler to provide a water tight seal. All pipe connection openings shall be precast with resilient rubber watertight pipe sleeves. A 10" elastomeric band (chimney seal) shall be installed extending from the manhole top to the manhole frame as shown on detail. Manholes shall include steps, frame & grate, bedding, and trench backfill.

FOUNDATION, BEDDING AND HAUNCHING

Foundation, Bedding and Haunching shall be wet coarse aggregate or moist fine aggregate in accordance with the above standards and placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.12 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C969 "Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", or ASTM C1244 "Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test".

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

DROP MANHOLE CONNECTIONS

Drop manhole connections to existing manholes shall be constructed according to the PLANS and the detail.

SANITARY SEWER FORCE MAIN

Sanitary sewer force main shall conform to the following:

(1) Polyvinyl Chloride (PVC) Pressure Pipe conforming to the latest revision of ANSI/AWWA C900, Class 150 with integral bell and flexible elastomeric gasket joints conforming to ASTM F477.

(2) Ductile iron cement lined pipe conforming to the latest revision of ANSI/AWWA C151/A21.51, Thickness Class 50, minimum 150 psi working pressure with "push on" type joints.

Force mains shall have a minimum of five feet six inches (5'-6") of cover and shall include bedding and trench backfill. Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater.

Upon completion of installation, force mains are to be plugged and pressure tested at 2 times the working pressure or total dynamic head for a period of 10 minutes, with no loss of pressure or as required by the JURISDICTIONAL GOVERNING ENTITY, whichever is more stringent.

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

All floor drains shall be connected to the sanitary sewer.

C. WATER MAINS AND APPURTENANCES

WATER MAIN PIPE (3" AND LARGER)

Water main pipe shall conform to the following:

(1) Ductile iron pipe shall be per ANSI/AWWA C151/A21.51, Thickness Class 52, minimum 150 psi working pressure, cement lined in accordance with ANSI/AWWA C104/A21.4, with "push on" type joints.(2)

(2) Polyvinyl Chloride Pipe (PVC) conforming to the latest revision of ANSI/AWWA C900 (4-inch thru 12-inch) or ANSI/AWWA C905 (14-inch thru 48-inch) with a pressure rating of 235 psi, SDR 18 in accordance with ASTM D2241. Joints shall be pressure rated in accordance with ASTM D3139 with elastomeric seals in accordance with ASTM F477.

Installation shall be in accordance with ANSI/AWWA C600 (Ductile Iron) or ANSI/AWWA C605 (PVC). All water main shall have mechanical joint cast iron or ductile iron fittings in accordance with ANSI/AWWA C110/A21.10 or compact ductile iron fittings in accordance with ANSI/AWWA C153/A21.53 with 250 psi working pressure.

Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater. Minimum cover for all water mains, including services, shall be 5'-6" from the finished grade. Water main shall include bedding and backfilling.

WATER VALVES

All valves shall be resilient wedge gate valves conforming to the latest revision of ANSI/AWWA C515, with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITY requirements, except that butterfly valves conforming to ANSI/AWWA C504 shall be constructed on all water mains 16" diameter and larger. Valves shall be non-rising stem and shall close by turning clockwise.

VALVE VAULTS

Valve vaults shall be constructed in conformance with Section IIIA Manholes, etc. above. Frame and lids shall be as approved by the JURISDICTIONAL GOVERNING ENTITY and shall be imprinted "WATER".

VALVE BOXES

Valve boxes shall be constructed in conformance with the standard detail. Valve boxes shall be cast iron extension screw type having lids imprinted with the letters "WATER".

FIRE HYDRANTS

Fire Hydrants shall be per JURISDICTIONAL GOVERNING ENTITY requirements. All fire hydrants shall be located as shown on the PLANS and shall be painted in a manner acceptable to the JURISDICTIONAL GOVERNING ENTITY after installation and shall be adjusted to final grade.

TAP, STOPS AND BOX

The CONTRACTOR shall determine from the JURISDICTIONAL GOVERNING ENTITY as to the exact style, type, and manufacture of corporation stops, ground key stops and services boxes preferred by the JURISDICTIONAL GOVERNING ENTITY and shall furnish same.

SMALL WATER SERVICES (2" DIAMETER OR LESS)

Water services shall be type K copper size as shown on PLANS, and constructed where shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted blue. The CONTRACTOR shall keep accurate records of tap locations and service box locations, as well as the service lengths and furnish same to CLIENT. Water services shall include bedding and backfilling.

DISINFECTION

Disinfections shall meet all of the requirements of the State of Illinois, Environmental Protection Agency, Public Water Supplies Division. The safe quality of the water supply shall be demonstrated by bacteriological analysis of samples collected at sampling taps on at least two consecutive days following disinfection of the mains and copies of the said report submitted to the JURISDICTIONAL GOVERNING ENTITY and the CLIENT.

PRESSURE TEST

Allowable leakage, test pressure and duration shall be as per the requirements of the JURISDICTIONAL GOVERNING ENTITY.

PRESSURE CONNECTION TO EXISTING WATER MAIN

The CONTRACTOR shall maintain system pressure on existing water main at all times. Existing water main shall be located and material excavated, and valve basin slab and main supports installed. The existing water main shall be cleaned and the exterior disinfected prior to installing the tapping tee (material to conform to AWWA C110). The tapping valve shall be installed (valve to conform to AWWA C500) and the pressure tap completed in accordance with the detail on the plans. Valve shall be constructed in conformance with the detail. Payment for pressure connection to existing water main shall include disinfection, tapping valve and tee, valve vault, frame and lid, bedding, and trench backfill.

DRY CONNECTION TO EXISTING WATER MAIN

A dry connection to existing water main shall include a connection to an existing water main stub where shown on the PLANS. The CONTRACTOR shall obtain approval of the JURISDICTIONAL GOVERNING ENTITY to shut down any main, including submittal of a schedule of the time of shut off and the time the line will be returned to service. All mains shut down that are opened to atmosphere must be disinfected prior to returning main into service.

POLYETHYLENE ENCASEMENT (FOR DUCTILE IRON WATER MAIN ONLY)

The CLIENT, or JURISDICTIONAL GOVERNING ENTITY may request that portions of the water main be enclosed in a polyethylene encasement in accordance with ANSI/AWWA C105/A21.5 should soil conditions so warrant its use.

FOUNDATION, BEDDING AND HAUNCHING

Foundation, Bedding and Haunching shall be wet coarse aggregate or moist fine aggregate in accordance with the above standards and placed as shown on the detail.

TRACER WIRE

If the distance between valves when installing PVC pipe exceeds 1,000', tracer wire stations will be required for current induction. Tracer wire stations in grass areas will be Rhino TriView Flex Tracing Wire Stations or approved equal. In paved areas, they will be Valvco Tracer Wire Access Box for H20 loading or approved equal.

For open cut construction, using PVC pipe, a continuous, insulated, 12 gauge copper wire suitable for direct burial shall be taped on top of all piping to provide for locating following construction. This wire shall be securely terminated inside every valve vault on stainless steel hardware with an exposed lead of at least 12". A mechanically secure and soldered connection shall be provided for all wire splices. Where construction is by directional drilling or similar trenchless technology the tracer wire shall be 3/16" 7x19 PVC coated stainless steel aircraft cable with minimum breaking strength of 3,700 lbs (Lexco, Chicago, IL). Or Trace-Safe water blocking tracerwire RT series 19 gauge conductor (RT 1802W water, RT 1803W sewer).

Before final approval of any water main, there will be a monitored tracer wire continuity test in order to confirm proper installation of any tracer wire.

D. STORM SEWERS AND APPURTENANCES

STORM SEWER PIPE

Storm sewer pipe shall conform to the following:

(1) Reinforced concrete pipe minimum Class IV in conformance with the latest revision of ASTM designation C76 with C443 flexible gasket joints, except that bituminous mastic joints may be used in grass areas.

(2) Polyvinyl Chloride (PVC) Pipe: ASTM D3034 (4-inch thru 15-inch) or ASTM F679 (18-inch thru 36-inch), rated SDR 35, continually marked with manufacturer's name, pipe size, cell classification, SDR rating. Joints shall be flexible elastomeric seals conforming to ASTM D3212.

(3) Ductile Iron Pipe (DIP) shall conform to ANSI/AWWA C151/21.5, Class 50 cement lined with push on type joints conforming to ANSI/AWWA C111/A21.11.

(4) Spiral Rib Metal Pipe Type 1R: 18-inch diameter and greater. Pipe ends shall be re-corrugated and installed with semi-corrugated Hugger type brands and "O" ring gaskets. (Only permitted with Municipality approval and/or when specifically indicated on PLANS).

(5) High Density Polyethylene Pipe (HDPE) Smooth Interior, AASHTO Designation M252 and M294, maximum diameter of 48 inches. Pipe joints and fittings shall be watertight gasketed joints. No band seals will be allowed. (Only permitted in landscape areas with Municipality Approval and/or when specifically indicated on PLANS).

(6) Polypropylene (P

0 10 20 40

SCALE: 1"=20'

Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

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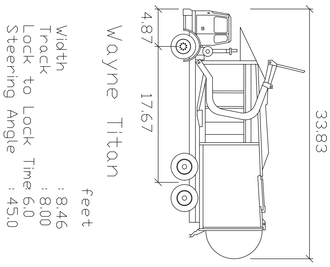

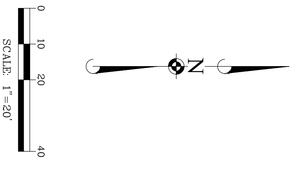

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SHEET	1 OF 1
CAD SCI101	
PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MW
DATE:	5/28/26
SCALE:	1"=20'

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - GARBAGE TRUCK (DUTCH BROS)

Manhard CONSULTING
1 East Wacker Drive, Suite 2700, Chicago, IL 60601 ph:312.824.3801 fx:847.634.0095 manhard.com
Civil Engineers • Surveyors • Water Resource Engineers • Water & Wastewater Engineers
Construction Managers • Environmental Scientists • Landscape Architects • Planners

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WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - SERVICE TRUCK (DUTCH BROS)

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	5/26/26
SCALE:	1"=20'

SHEET 1 OF 1

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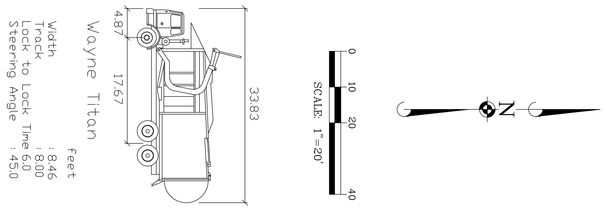

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SCALE:	1"=20'
DRAWN BY:	MW
DATE:	5/28/26
PROJ. ASSOC.	EJB
PROJ. MGR.	EJB

COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - GARBAGE TRUCK (AFC)

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WB-40

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

N

0 ## ## ##

SCALE: 1"=##'

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COPLEY CENTER OUTLOT - REDEVELOPMENT

VILLAGE OF SCHAUMBURG, ILLINOIS

TRUCK TURN - SERVICE TRUCK (AFC)

PROJ. MGR.:	EJB
PROJ. ASSOC.:	EJB
DRAWN BY:	MEJ
DATE:	5/26/26
SCALE:	1"=20'

SHEET 1 OF 1

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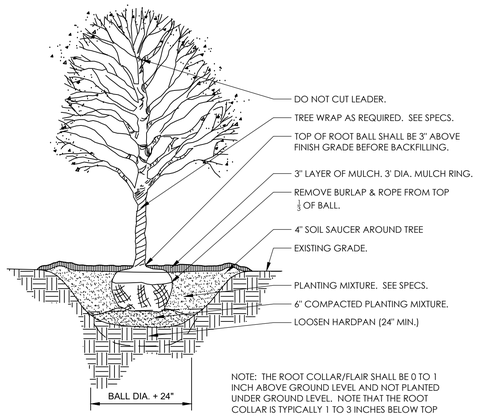
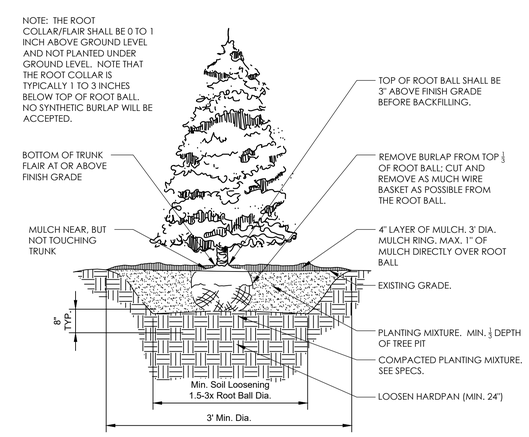


NOTE: THE ROOT COLLAR/FLAIR SHALL BE 0 TO 1 INCH ABOVE GROUND LEVEL AND NOT PLANTED UNDER GROUND LEVEL. NOTE THAT THE ROOT COLLAR IS TYPICALLY 1 TO 3 INCHES BELOW TOP OF ROOT BALL. NO SYNTHETIC BURLAP WILL BE ACCEPTED.

1 DECIDUOUS TREE PLANTING

1/4" = 1'-0" 329343.33-20



2 CONIFER TREE PLANTING- ANSI A300

1/4" = 1'-0" 329343.23-01

3 SHRUB PLANTING DETAIL

3/4" = 1'-0" 329333.16-05

4 ORNAMENTAL GRASS PLANTING

1" = 1'-0" 329313-01

5 PERENNIAL / ANNUAL PLANTING

1" = 1'-0" 329313-02

6 CONTINUOUS MULCH EDGING

1" = 1'-0" 329113.26-01

Village of Shaumburg Required Landscaping

PLANTING AREA REQUIREMENTS

Requirement: At least twenty percent (20%) of the lot or parcel being developed shall be green space.

Landscaped detention areas may be included in the green space calculations, but shall not comprise the total amount of green space. At least forty percent (40%) of the site's landscaping shall be between the building(s) and public or private streets. (1) tree per (750sf) of total green space area required. The overall amount of trees required for the site shall be comprised of not less than ten percent (10%) evergreen, forty percent (40%) ornamental,and fifty percent (50%) shad trees. There shall be at least one (1) shrub planted for every two hundred (200) square feet of total green space area.

Total area = 1.13acres

Required: 9,845sf; 13 Trees, 50 Shrubs

Provided: 12,857 sf; 37 Trees (including 12 existing), 80 shrubs

STREET TREE REQUIREMENT

Requirement: Street trees shall be required in the public right-of-way and on areas adjacent to private streets in all zoning districts. Trees of at least two and one-half inch (2½") caliper shall be evenly spaced at a minimum of forty feet (40') on center for shade trees and thirty feet (30') on center for columnar and ornamental trees.
Wilkenig Rd: 139lf = 4 Trees
E Golf Rd: 288lf = 7 Trees
West Private Dr:135lf = 3 Trees
North Private Dr:322lf = 8 Trees

Required- 22 Trees
On Plan - 22 Trees (11 Existing Trees)

FOUNDATION PLANTING REQUIREMENT

Requirement: A landscaping area a minimum of ten feet (10') in width shall be located around the perimeter of all buildings up to three (3) stories or thirty feet (30') in height. Foundation landscaping shall be provided along the entire length of all building facades except where sidewalks and driveways provide access to the building or where fire department connections are necessary. Such landscaping shall be comprised of a combination of shade trees, ornamental trees, evergreens, shrubs, groundcovers, perennials and, in permitted natural landscaping areas, native prairie, woodland wildflowers, low grasses and sedges.

On Plan - Plantings where site plan allows due to QSR layouts

PARKING LOT LANDSCAPING REQUIREMENT

Requirement: One (1) tree shall be provided for every one hundred twenty (120) square feet of landscaping area in a standard island, or one (1) tree for every one hundred eighty (180) square feet of landscaping area in an expanded island.
Total Parking Lot Islands = 8

Required - 8 trees
On Plan - 8 trees

PARKING LOT PERIMETER REQUIREMENT

Requirement: All parking areas shall be screened from adjacent roadways using shrubs or shrubs with perennials and/or berms. The screening plantings in the parking lot perimeter landscaping shall becomprised of not less than thirty percent (30%) evergreen shrubs, and seventy percent (70%) deciduous shrubs which are capable of achieving a height of thirty-six inches (36"). At least one (1) tree for every thirty-five (35) linear feet of parking lot adjacent to the street shall be provided between the parking lot and the street. Of the total number of ornamental and shade trees provided, not less than forty percent (40%) shall be ornamental, and fifty percent (50%) shall be shade trees.
Total Parking adjacent to street = 55lf

Required - 2 trees
On Plan - 1 tree due to existing street trees

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	
DECIDUOUS TREES						
AM	3	Acer x freemanii 'Marmo'	Marmo Freeman Maple	2.5" Cal.	B&B	
GS	3	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	2.5" Cal.	B&B	
GY	3	Gymnocladus dioica	Kentucky Coffeetree	2.5" Cal.	B&B	
QE	4	Quercus x 'Crimschmidt'	Crimson Spire™ Oak	3" Cal.	B&B	
ZS	2	Zelkova serrata	Japanese Zelkova	2.5" Cal.	B&B	
EVERGREEN TREES						
PB	1	Picea glauca densata	Black Hills Spruce	6` Ht.	B&B	
ORNAMENTAL TREES						
AG4	4	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	6` Ht.	B&B	
DECIDUOUS SHRUBS						
AM2	22	Aronia melanocarpa	Black Chokeberry	24" Ht.	Pot	
CF	28	Cornus sericea 'Farrow' TM	Arctic Fire Red Twig Dogwood	24" Ht.	Pot	
FN	12	Forsythia x intermedia `Nimbus`	Show Off® Sugar Baby® Dwarf Forsythia	18" Ht.	Pot	
IS2	10	Itea virginica 'Sprich'	Little Henry® Sweetspire	24" Ht.	Pot	
PD	38	Physocarpus opulifolius 'Donna May'	Little Devil™ Dwarf Ninebark	24" Ht.	Pot	
RG	29	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	3 gal.	Pot	
R3	6	Rosa x 'Radrazz'	Knock Out® Shrub Rose	24" Ht.	Pot	
EVERGREEN SHRUBS						
BG	14	Buxus x 'Glencoe'	Chicagoland Green® Boxwood	5 gal.	Pot	
JP	47	Juniperus chinensis 'Kallays Compact'	Kallay Compact Pfitzer Juniper	24" Ht.	Pot	
TD2	59	Taxus x media 'Densiformis'	Dense Anglo-Japanese Yew	24" Ht.	Pot	
TW	16	Thuja occidentalis `Woodwardii`	Woodward Arborvitae	24" Ht.	Pot	
TS2	21	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	5` Ht.	Pot	
ORNAMENTAL GRASSES						
CK	20	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	Pot	
PS	17	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	1 gal.	Pot	
PH	29	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	1 gal.	Pot	
SH	24	Sporobolus heterolepis	Prairie Dropseed	1 gal.	Pot	
CODE	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**CONTAINER**	**SPACING**
GROUND COVERS						
TS	6,049 sf	Turf Sod		1 gal.		
PERENNIALS						
HO2	24	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	1 gal.	Pot	18" o.c.
NW	25	Nepeta x faassenii 'Walker's Low'	Walker's Low Catmint	1 gal.	Pot	24" o.c.
SM	6	Salvia nemorosa 'May Night'	May Night Sage	1 gal.	Pot	24" o.c.

Landscape Notes:

1. Seed/ Sod limit line is approximate. Seed/ Sod to limits of grading and disturbance. Contractor responsible for restoration of any unauthorized disruption outside of designated construction area.
2. Contractor responsible for erosion control in all seeded/ sodded areas. Tree mulch rings in turf areas are 5' diameter. Contractor shall provide a mulch ring around all existing trees within the limits of work. Remove all existing grass from area to be mulched and provide a typical spade cut edge. Landscape Fabric shall not be installed under mulch. Root flares shall be at or above grade, per specifications, and all rope/cord shall be removed from the base of tree trunks.
3. Bedlines are to be spade cut to a minimum depth of 3". Curved bedlines are to be smooth and not segmented.
4. All planting, beds shall receive top dressing of mulch. Landscape fabric shall not be installed under mulch.
5. Do not locate plants within 10' of utility structures or within 5' horizontally of underground utility lines unless otherwise shown on plans. Consult with Landscape Architect if these conditions exist.
6. For Lump Sum Contracts, 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 and specified. No additional payments will be made for materials required to complete the work as drawn and specified.
7. For Unit Price Contracts, payments will be made based on actual quantities installed as measured in place by the Owner's Representative.
8. It is the responsibility of the contractor to locate and provide plant material as specified on this plan. The contractor may submit a request to provide substitutions for the specified plant material under the following conditions:
   a. Any substitutions proposed shall be submitted to the project owner's representative within two weeks of the award of contract. Substitutions must meet equivalent design and functional goals of the original materials as determined by the owner's representative. Any changes must have the approval of the owner's representative,
   b. The request will be accompanied by at least three notices from plant material suppliers that the plant material specified is not available and will not be available prior to construction.
10. Verify site conditions and information on drawings. Promptly report any concealed conditions, mistakes, discrepancies or deviations from the information shown in the Contract Documents. The Owner is not responsible for unauthorized changes or extra work required to correct unreported discrepancies. Commencement of work shall constitute acceptance of conditions and responsibility for corrections
11. A minimum of two working days before performing any digging, call underground service alert for information on the location of natural gas lines, electric cables, telephone cables, etc. The contractor shall be responsible for location and protection of all utilities, and repair of any damage resulting from his work at no additional cost to the owner.
12. Contractor shall promptly repair all damages to existing site at no cost to owner.
13. Refer to landscape specifications for additional conditions, standards, and notes.

JULIE ILLINOIS ONE-CALL SYSTEM Simply Call 811

LICENSED LANDSCAPE ARCHITECT MYLES URBANO ABURTO 157-001848 STATE OF ILLINOIS

SEAL Date: 08/11/26

Myles Urbano Aburto, ASLA, PLA
Illinois Registered Landscape Architect
157-001848
Expires 08/31/2027

DATE	REVISIONS	DRAWN BY
8/11/26	REVISED PER VILLAGE COMMENTS	MFR
7/29/26	REVISED PER VILLAGE COMMENTS	MUA

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
LANDSCAPE TITLE SHEET AND SUMMARY

PROJ. MGR.:	EBJ
PROJ. ASSOC.:	MUA
DRAWN BY:	MUA
DATE:	3/25/26
SCALE:	AS NOTED

SHEET
L0 OF L3
CAQ.SCIL01

DRAFT PLAN - NOT FOR CONSTRUCTION

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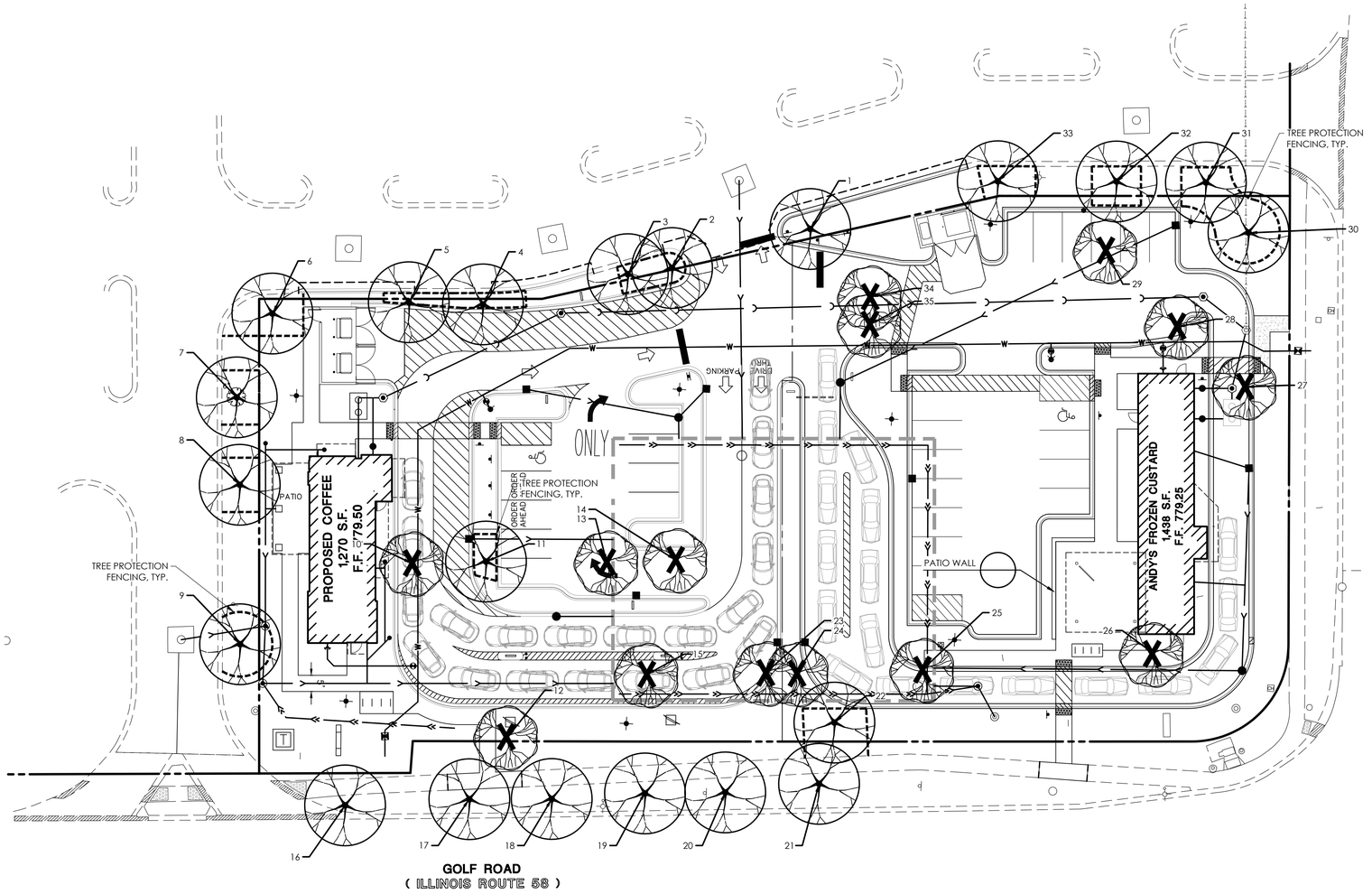
August 12, 2026 - 10:04A Dwg Name: L:\Cacp\c001\Var\Landscape\02-final\01-Final Landscape Plan.dwg, Updated By: mjohnson



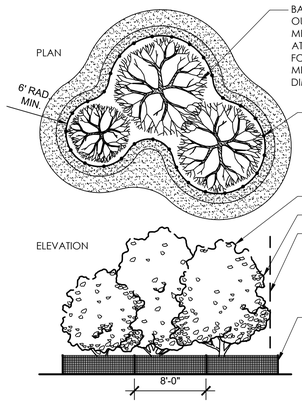
CONCEPT PLANT SCHEDULE

	EXISTING PARKWAY TREE TO REMAIN	22
	EXISTING TREE TO BE REMOVED	13

N

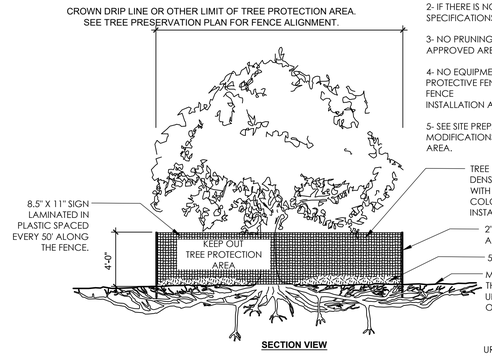
0 10 20 40

SCALE: 1"=20'



NOTE:
ERECT ORANGE SAFETY/ BARRIER FENCE PRIOR TO ANY CONSTRUCTION ACTIVITY. **AS SHOWN ON PLAN**. DO NOT STORE ANY EQUIPMENT OR MATERIALS WITHIN THE PROTECTED AREA. REMOVE THE BARRIER FENCE ONLY AFTER CONSTRUCTION OPERATIONS ARE COMPLETED.

1 TREE PROTECTION PLAN
N.T.S. 320190.33-01



SECTION VIEW

NOTES:
1- SEE SPECIFICATIONS FOR ADDITIONAL TREE PROTECTION REQUIREMENTS.

2- IF THERE IS NO EXISTING IRRIGATION, SEE SPECIFICATIONS FOR WATERING REQUIREMENTS.

3- NO PRUNING SHALL BE PERFORMED EXCEPT BY APPROVED ARBORIST.

4- NO EQUIPMENT SHALL OPERATE INSIDE THE PROTECTIVE FENCING INCLUDING DURING FENCE INSTALLATION AND REMOVAL.

5- SEE SITE PREPARATION PLAN FOR ANY MODIFICATIONS WITH THE TREE PROTECTION AREA.

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2 TREE PROTECTION
3/16" = 1'-0" FX-PLNT-FX-PREP-TRMT-02

TREE INVENTORY

NWC of Golf Road and Wilening Road
Schaumburg, Cook County, Illinois

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 4" DBH and above tagged per the Schaumburg ordinance.
3) Dead trees and invasive shrubs were not tagged
4) 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

TOTAL TREE COUNT: 35

TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	PROPOSED ACTION	REQ'D MITIGATION
1		Ornamental Pear	8	1	TO REMAIN	0
2		Ornamental Pear	6	1	TO REMAIN	0
3		Ornamental Pear	6	1	TO REMAIN	0
4		Ornamental Pear	6	1	TO REMAIN	0
5		Ornamental Pear	6	1	TO BE REMOVED	0
6		Honey Locust	6	1	TO REMAIN	0
7		Honey Locust	6	1	TO REMAIN	0
8		Honey Locust	6	1	TO REMAIN	0
9		Sugar Maple	12	1	TO REMAIN	0
10		Honey Locust	6	1	TO BE REMOVED	0
11		Honey Locust	6	1	TO REMAIN	0
12		Sugar Maple	8	1	TO BE REMOVED	0
13		Honey Locust	6	3	TO BE REMOVED	0
14		Honey Locust	6	1	TO BE REMOVED	0
15		Red Maple	6	1	TO BE REMOVED	0
16		Kentucky Coffee Tree	1	1	TO REMAIN	0
17		Hackberry	1	1	TO REMAIN	0
18		Swamp White Oak	1	1	TO REMAIN	0
19		Kentucky Coffee Tree	1	1	TO REMAIN	0
20		Ginkgo	1	1	TO REMAIN	0
21		Hackberry	1	1	TO REMAIN	0
22		Red Maple	8	1	TO REMAIN	0
23		Swamp White Oak	4	1	TO BE REMOVED	0
24		Kentucky Coffee Tree	6	1	TO BE REMOVED	0
25		Kentucky Coffee Tree	2	1	TO BE REMOVED	0
26		Colorado Blue Spruce	5	1	TO BE REMOVED	0
27		Honey Locust	14	1	TO BE REMOVED	0
28		Colorado Blue Spruce	3	1	TO BE REMOVED	0
29		Colorado Blue Spruce	3	1	TO BE REMOVED	0
30		Crab Apple	5, 5, 6, 6	1	TO REMAIN	0
31		Ornamental Pear	8	1	TO REMAIN	0
32		Ornamental Pear	8	1	TO REMAIN	0
33		Ornamental Pear	8	1	TO REMAIN	0
34		Eastern White Cedar	2, 2	2	TO BE REMOVED	0
35		Eastern White Cedar	2, 2	2	TO BE REMOVED	0

NOTE: ALL EFFORTS WERE MADE TO SAVE EXISTING TREES. TREES DESIGNATED TO BE REMOVED ARE WITHIN BUILDING PADS AND/OR FIRE/ ACCESS LANES

DRAWN BY	DATE	REVISIONS
MFR	8/11/26	REVISED PER VILLAGE COMMENTS
MUA	7/29/26	REVISED PER VILLAGE COMMENTS

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
TREE PRESERVATION PLAN

DRAFT PLAN - NOT FOR CONSTRUCTION

PROJ. MGR.:	EBJ
PROJ. ASSOC.:	MUA
DRAWN BY:	MUA
DATE:	3/25/26
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L1 OF L3
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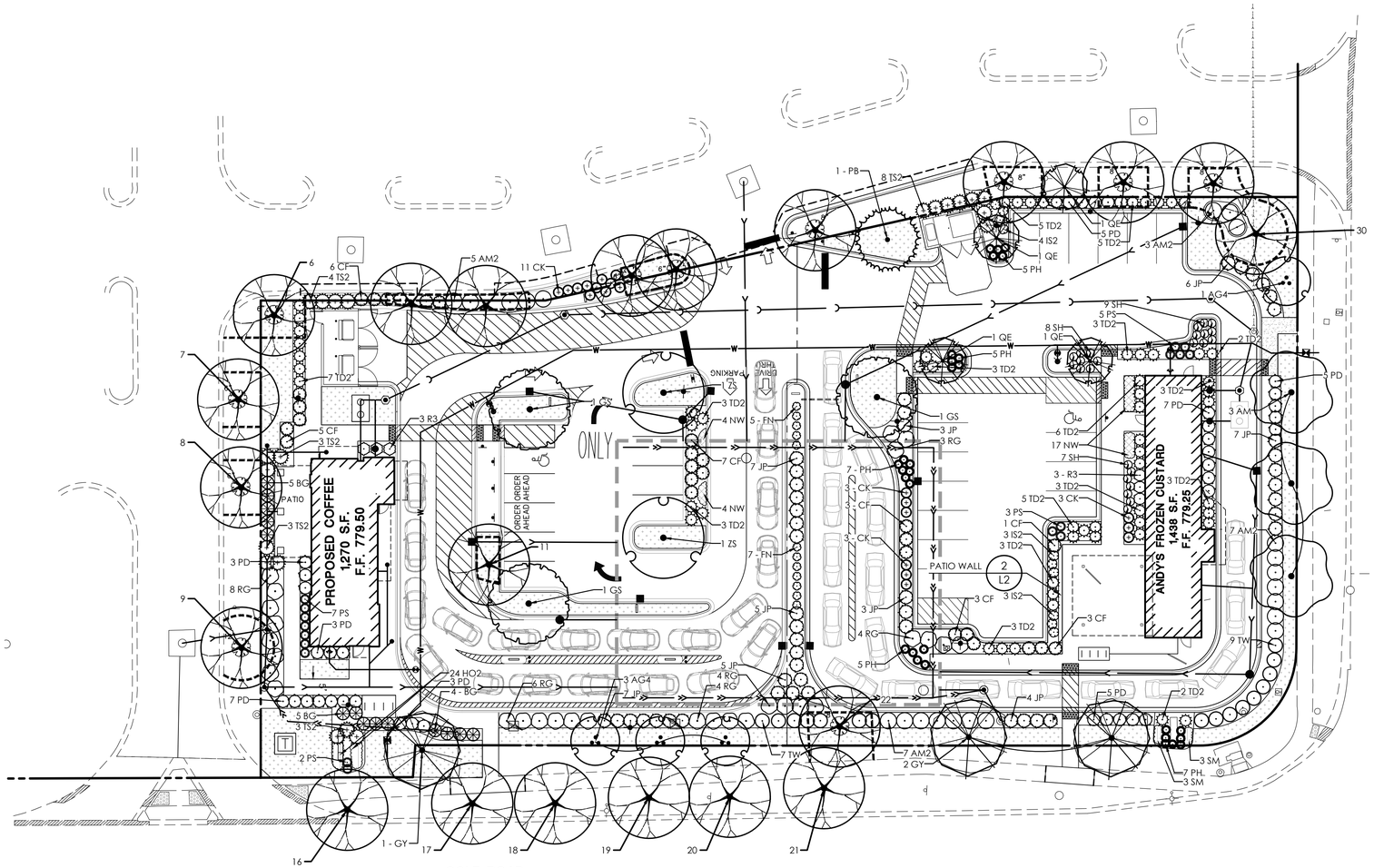
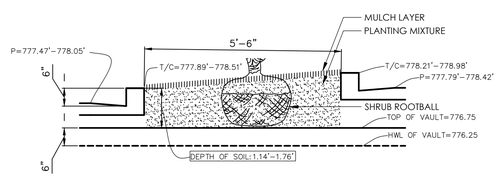


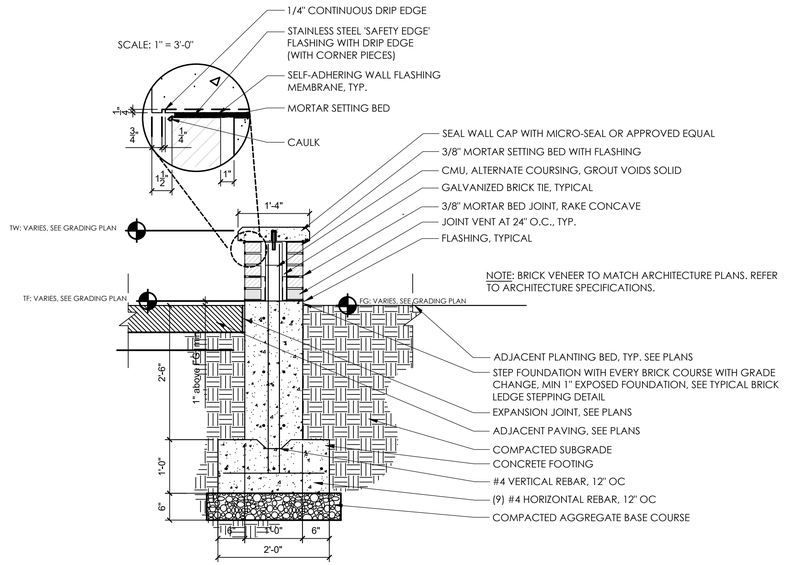
PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME
DECIDUOUS TREES		
AM	3	Acer x freemanii 'Marmo'
GS	3	Gleditsia triacanthos inermis 'Skyline'
GY	3	Gymnocladus dioica
QE	4	Quercus x 'Crimschmidt'
ZS	2	Zelkova serrata
EVERGREEN TREES		
PB	1	Picea glauca densata
ORNAMENTAL TREES		
AG4	4	Amelanchier x grandiflora 'Autumn Brilliance'
DECIDUOUS SHRUBS		
AM2	22	Aronia melanocarpa
CF	28	Cornus sericea 'Farrow' TM
FN	12	Forsythia x intermedia `Nimbus`
IS2	10	Itea virginica 'Sprich'
PD	38	Physocarpus opulifolius 'Donna May'
RG	29	Rhus aromatica 'Gro-Low'
R3	6	Rosa x 'Radrazz'
EVERGREEN SHRUBS		
BG	14	Buxus x 'Glencoe'
JP	47	Juniperus chinensis 'Kallays Compact'
TD2	59	Taxus x media 'Densiformis'
TW	16	Thuja occidentalis `Woodwardii`
TS2	21	Thuja occidentalis 'Smaragd'
ORNAMENTAL GRASSES		
CK	20	Calamagrostis x acutiflora 'Karl Foerster'
PS	17	Panicum virgatum 'Shenandoah'
PH	29	Pennisetum alopecuroides 'Hameln'
SH	24	Sporobolus heterolepis
GROUND COVERS		
TS	6,049 sf	Turf Sod
PERENNIALS		
HO2	24	Hemerocallis x 'Stella de Oro'
NW	25	Nepeta x faassenii 'Walker's Low'
SM	6	Salvia nemorosa 'May Night'





1 PLANTING DETAIL OVER VAULT
N.T.S.



2 PATIO WALL
3/4" = 1'-0"

323219-34

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COPLEY CENTER OUTLOT - REDEVELOPMENT
VILLAGE OF SCHAUMBURG, ILLINOIS
LANDSCAPE PLAN

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L2 OF L3
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DRAFT PLAN - NOT FOR CONSTRUCTION

August 12, 2026 - 16:04 Dwg Name: L:\Cacp\cad\Dwg\Landscape\02-Final\01-Final Landscape Plan.dwg Updated By: mhamman

GENERAL PLANTING SPECIFICATIONS:

PART 1 - GENERAL

1-01 DESCRIPTION:

A. PROVIDE TREES, SHRUBS, PERENNIALS AND GROUNDCOVERS AS SHOWN AND SPECIFIED. THIS WORK INCLUDES:
1. SPREADING OF TOPSOIL OR SOIL PREPARATION
2. TREES, SHRUBS, PERENNIALS AND GROUNDCOVERS
3. PLANTING MIXES
4. MULCH AND PLANTING ACCESSORIES
5. FERTILIZER AND HERBICIDE
6. MAINTENANCE
7. WARRANTY OF PLANT MATERIAL

B. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO BIDDING AND REPORT ANY DISCREPANCIES TO THE OWNER OR HIS/HER REPRESENTATIVE.

1-02 QUALITY ASSURANCE:

A. COMPLY WITH SITE WORK REQUIREMENTS

B. PLANT NAMES INDICATED MUST COMPLY WITH 'STANDARDIZED PLANT NAMES' AS ADOPTED BY THE LATEST EDITION OF THE AMERICAN JOINT COMMITTEE OF HORTICULTURAL NOMENCLATURE. NAMES OF VARIETIES WHICH ARE NOT LISTED SHOULD CONFORM WITH THOSE GENERALLY ACCEPTED BY THE NURSERY TRADE. STOCK SHOULD BE LEGIBLY TAGGED.

C. ALL PLANT MATERIALS SHALL CONFORM TO THE 'AMERICAN STANDARDS FOR NURSERY STOCK' (ASNS), LATEST EDITION, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, WASHINGTON, D.C.

D. ALL PLANT MATERIAL SHALL BE GROWN AND SUPPLIED WITHIN A 50 MILE RADIUS OF THE PROJECT FOR A MINIMUM OF TWO FULL GROWING SEASONS.

E. ADHERE TO SIZING REQUIREMENTS AS LISTED IN THE PLANT LIST AND/OR BID FORM FOR THE PROJECT. A PLANT SHALL BE MEASURED IN ITS NATURAL STANDING POSITION.

F. STOCK THAT IS FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE SHOWN. WITH PERMISSION OF THE LANDSCAPE ARCHITECT, SUBSTITUTION FROM THE SPECIFIED PLANT LIST WILL BE ACCEPTED ONLY WHEN SATISFACTORY EVIDENCE IN WRITING IS SUBMITTED TO THE LANDSCAPE ARCHITECT, SHOWING THAT THE PLANT SPECIFIED IS NOT AVAILABLE. REQUESTS FOR APPROVAL OF SUBSTITUTE PLANT MATERIAL SHALL INCLUDE COMMON AND BOTANICAL NAMES AND SIZE OF SUBSTITUTE MATERIAL. ONLY THOSE SUBSTITUTIONS OF AT LEAST EQUIVALENT SIZE AND CHARACTER TO THAT OF THE SPECIFIED MATERIAL WILL BE APPROVED. STOCK WHICH IS LARGER THAN THAT WHICH IS SPECIFIED IS ACCEPTABLE WITH PERMISSION OF THE LANDSCAPE ARCHITECT, PROVIDING THERE IS NO ADDITIONAL COST AND THAT THE LARGER PLANT MATERIAL WILL NOT BE CUT DOWN IN ORDER TO CONFORM TO THE SIZE INDICATED.

G. ALL SHRUBS SHALL BE DENSE IN FORM. SHRUB LINERS DO NOT MEET THESE SPECIFICATIONS. SHRUBS SPECIFIED BY HEIGHT SHALL HAVE A SPREAD THAT IS EQUAL TO THE HEIGHT MEASUREMENT. SHRUBS WHICH ARE SPECIFIED BY SPREAD SHALL EXHIBIT THE NATURAL GROWTH HABIT OF THE PLANT BY HAVING A GREATER SPREAD THAN HEIGHT.

H. ALL PLANT MATERIALS ARE SUBJECT TO INSPECTION AND APPROVAL. THE LANDSCAPE ARCHITECT AND OWNER RESERVE THE RIGHT TO SELECT AND TAG ALL PLANT MATERIAL AT THE NURSERY PRIOR TO PLANTING. THE LANDSCAPE ARCHITECT AND OWNER RESERVE THE RIGHT TO INSPECT PLANT MATERIAL FOR SIZE AND CONDITION OF ROOT SYSTEMS, THE PRESENCE OF INSECTS AND DISEASES, INJURIES AND LATENT DEFECTS (DUE TO CONTRACTOR NEGLIGENCE OR OTHERWISE), AND TO REJECT UNACCEPTABLE PLANT MATERIAL AT ANY TIME DURING PROGRESS OF THE PROJECT.

I. CONTAINER GROWN DECIDUOUS AND/OR EVERGREEN SHRUBS WILL BE ACCEPTABLE IN LIEU OF BALLED AND BURLAPPED SHRUBS SUBJECT TO SPECIFIED LIMITATIONS FOR CONTAINER GROWN STOCK. SIZE OF CONTAINER GROWN MATERIAL MUST CONFORM TO SIZE/HEIGHT REQUIREMENTS OF PLANT LIST.

1-03 DELIVERY, STORAGE & HANDLING:

A. FERTILIZER SHALL BE DELIVERED IN ORIGINAL, UNOPENED AND UNDAMAGED PACKAGING. CONTAINERS SHALL DISPLAY WEIGHT, ANALYSIS AND MANUFACTURER'S NAME. STORE FERTILIZER IN A MANNER THAT WILL PREVENT WETTING AND DETERIORATION.

B. TAKE ALL PRECAUTIONS CUSTOMARY CONCERNING PROPER TRADE PRACTICE IN PREPARING PLANTS FOR TRANSPORT. PLANTS SHALL BE DUG, PACKED AND TRANSPORTED WITH CARE TO ENSURE PROTECTION AGAINST INJURY. INSPECTION CERTIFICATES REQUIRED BY LAW SHALL ACCOMPANY EACH SHIPMENT INVOICE OR ORDER TO STOCK AND ON ARRIVAL, THE CERTIFICATE SHALL BE FILED WITH THE LANDSCAPE ARCHITECT . ALL PLANTS MUST BE PROTECTED FROM DRYING OUT. IF PLANT MATERIAL CANNOT BE PLANTED IMMEDIATELY UPON DELIVERY, SAID MATERIAL SHOULD BE PROPERLY PROTECTED IN A MANNER THAT IS ACCEPTABLE TO THE LANDSCAPE ARCHITECT . HEELED-IN PLANTS MUST BE WATERED DAILY. NO PLANT SHALL BE BOUND WITH ROPE OR WIRE IN A MANNER THAT COULD STRIP BARK OR BREAK OR SHEAR BRANCHES.

C. PLANT MATERIAL TRANSPORTED ON OPEN VEHICLES SHOULD BE COVERED WITH A PROTECTIVE COVERING TO PREVENT WIND BURN.

D. DRY, LOOSE TOPSOIL SHALL BE PROVIDED FOR PLANTING BED MIXES. MUDDY OR FROZEN TOPSOIL IS UNACCEPTABLE AS WORKING WITH MEDIUM IN THIS CONDITION WILL DESTROY ITS STRUCTURE, MAKING ROOT DEVELOPMENT MORE DIFFICULT.

1-04 PROJECT CONDITIONS:

A. NOTIFY LANDSCAPE ARCHITECT AT LEAST SEVEN (7) WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIAL.

B. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ALL EXISTING ABOVE AND BELOW GROUND UTILITIES. UTILITIES CAN BE LOCATED AND MARKED (IN ILLINOIS) BY CALLING J.U.L.I.E. AT (800)892-0123.

C. THE CONTRACTOR SHALL PROVIDE, AT HIS/HER OWN EXPENSE, PROTECTION AGAINST TRESPASSING AND DAMAGE TO SEEDED AREAS, PLANTED AREAS, AND OTHER CONSTRUCTION AREAS UNTIL THE PRELIMINARY ACCEPTANCE. THE CONTRACTOR SHALL PROVIDE BARRICADES, TEMPORARY FENCING, SIGNS, AND WRITTEN WARNING OR POLICING AS MAY BE REQUIRED TO PROTECT SUCH AREAS. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ANY DAMAGE CAUSED BY THE OWNER AFTER SUCH WARNING HAS BEEN ISSUED.

D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF CROWNS, TRUNKS AND ROOTS OF EXISTING TREES, PLUS SHRUBS, LAWNS, PAVED AREAS AND OTHER LANDSCAPED AREAS THAT ARE TO REMAIN INTACT. EXISTING TREES, WHICH MAY BE SUBJECT TO CONSTRUCTION DAMAGE, SHALL BE BOXED, FENCED OR OTHERWISE PROTECTED BEFORE ANY WORK IS STARTED. THE OWNER DESIRES TO PRESERVE THOSE TREES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION EXCEPT THOSE SPECIFICALLY INDICATED TO BE REMOVED ON THE DRAWINGS. THE CONTRACTOR SHALL ERECT PROTECTIVE TREE FENCING AND TREE ARMOR AT LOCATIONS INDICATED ON THE DRAWINGS AND AROUND ALL TREES ON SITE WHICH ARE TO BE PRESERVED. PROTECTIVE FENCING SHALL BE ERECTED BETWEEN THE LIMITS OF CONSTRUCTION AND ANY TREE PRESERVATION AREAS SHOWN ON THE DRAWINGS.

E. A COMPLETE LIST OF PLANTS INCLUDING A SCHEDULE OF SIZES, QUANTITIES AND OTHER REQUIREMENTS IS SHOWN ON THE DRAWINGS AND ON THE BID FORM. IN THE EVENT THAT QUANTITY DISCREPANCIES OR MATERIAL OMISSIONS OCCUR IN THE PLANT MATERIALS LIST, THE PLANTING PLANS SHALL GOVERN.

1-05 PRELIMINARY ACCEPTANCE:

A. ALL PLANTINGS SHALL BE MAINTAINED BY THE CONTRACTOR FOR A PERIOD OF 90 DAYS AFTER PRELIMINARY ACCEPTANCE BY THE OWNER OR HIS/HER REPRESENTATIVE. MAINTENANCE SHALL INCLUDE, BUT IS NOT LIMITED TO: MOWING AND EDGING TURF, PULLING WEEDS, WATERING TURF AND PLANT MATERIAL AND ANNUAL FLOWER MAINTENANCE.

1-06 WARRANTY:

A. ALL PLANT MATERIAL (EXCLUDING ANNUAL COLOR), SHALL BE WARRANTEED FOR ONE (1) YEAR AFTER THE END OF THE 90 DAY MAINTENANCE PERIOD. THE END OF THE MAINTENANCE PERIOD IS MARKED BY THE FINAL ACCEPTANCE OF THE CONTRACTOR'S WORK BY THE OWNER OR HIS/HER REPRESENTATIVE. PLANT MATERIALS WILL BE WARRANTEED AGAINST DEFECTS INCLUDING DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM ABUSE OR DAMAGE BY OTHERS, OR UNUSUAL PHENOMENA OR INCIDENTS WHICH ARE BEYOND THE CONTROL OF THE CONTRACTOR. THE WARRANTY COVERS A MAXIMUM OF ONE REPLACEMENT PER ITEM.

PART 2 - PRODUCTS

2-01 PLANT MATERIALS:

A. PLANTS: PROVIDE TYPICAL OF THEIR SPECIES OR VARIETY, WITH NORMAL, DENSELY DEVELOPED BRANCHES AND VIGOROUS, FIBROUS ROOT SYSTEMS. ONLY SOUND, HEALTHY, VIGOROUS PLANTS WHICH ARE FREE FROM SUNSCALD INJURIES, DISFIGURING KNOTS, FROST CRACKS, ABRASIONS OF THE BARK, PLANT DISEASES, INSECT EGGS, BORERS, AND ALL FORMS OF INFESTATION SHALL BE PROVIDED. ALL PLANTS SHALL HAVE A FULLY DEVELOPED FORM WITHOUT VOIDS AND OPEN PATCHES.
1. BALLED AND BURLAPPED PLANTS SHALL HAVE A FIRM NATURAL BALL OF EARTH OF SUFFICIENT DIAMETER AND DEPTH TO ENCOMPASS A ROOT SYSTEM NECESSARY FOR A FULL RECOVERY OF THE PLANT. ROOT BALL SIZES SHALL COMPLY WITH THE LATEST EDITION OF THE 'AMERICAN STANDARDS FOR NURSERY STOCK' (ASNS). ROOT BALLS THAT ARE CRACKED OR MUSHROOMED ARE UNACCEPTABLE.
2. CONTAINER GROWN STOCK SHOULD BE GROWN FOR AN AMOUNT OF TIME THAT IS OF SUFFICIENT LENGTH FOR THE ROOT SYSTEM TO HAVE DEVELOPED ENOUGH TO HOLD ITS SOIL TOGEHTER, FIRM AND WHOLE. PLANTS WILL NOT BE LOOSE IN THEIR CONTAINERS, NOR SHALL THEY BE POT-BOUND AND ALL CONTAINER GROWN STOCK WILL COMPLY WITH THE SIZES STATED ON THE PLANT LIST.
3. NO EVIDENCE OF WOUNDS OR PRUNING CUTS SHALL BE ALLOWED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT.
4. EVERGREEN TREES SHALL BE BRANCHED TO THE GROUND. THE HEIGHT OF EVERGREEN TREES ARE DETERMINED BY MEASURING FROM THE GROUND TO THE FIRST LATERAL BRANCH CLOSEST TO THE TOP. HEIGHT AND/OR WIDTH OF OTHER TREES ARE MEASURED BY THE MASS OF THE PLANT NOT THE VERY TIP OF THE BRANCHES.
5. SHRUBS AND SMALL PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST. THE HEIGHT MEASUREMENT SHALL BE TAKEN FROM GROUND LEVEL TO THE AVERAGE HEIGHT OF THE TOP OF THE PLANT, NOT THE LONGEST BRANCH. SINGLE STEM OR THIN PLANTS WILL NOT BE ACCEPTED. SIDE BRANCHES SHALL BE FLUSHED WITH GROWTH AND HAVE GOOD FORM TO THE GROUND. PLANTS SHALL BE IN A MOIST, VIGOROUS CONDITION, FREE FROM DEAD WOOD, BRUISES OR OTHER ROOT OR BRANCH INJURIES.

2-02 ACCESSORIES:

A. TOPSOIL:
1. TOPSOIL SHALL BE FERTILE, NATURAL TOPSOIL OF A LOAMY CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL. TOPSOIL SHALL BE REASONABLY FREE FROM CLAY, LUMPS, COARSE SAND, STONES, PLANTS, ROOTS, STICKS AND OTHER FOREIGN MATERIALS WITH A PH BETWEEN 6.5 TO 7.0.

B. TOPSOIL FOR SEED AREAS SHALL BE A MINIMUM OF 6".

C. SOIL AMENDMENTS SHALL BE AS FOLLOWS:
1. FOR TREES AND SHRUBS THE PLANT PIT WILL BE BACKFILLED WITH PULVERIZED BLACK DIRT.
2. FOR PERENNIALS AND ORNAMENTAL GRASSES THE SOIL MIXTURE WILL BE AS FOLLOWS: CM-63 GENERAL PURPOSE PEAT BASED MIX AS SUPPLIED BY MIDWEST TRADING. TOP BEDS WITH 8" OF CM-63 AND TILL INTO EXISTING BEDS TO A DEPTH OF 8", SOIL MIXTURES ARE AVAILABLE FROM MIDWEST TRADING. MIDWEST TRADING, ST. CHARLES, IL 60174 (630) 365-1990

D. FERTILIZER:
1. FOR TREES AND SHRUBS USE: 14-4-6 BRIQUETTES 17 G OR EQUIVALENT AVAILABLE FROM ARTHUR CLESEN, INC. FOLLOW MANUFACTURER'S RECOMMENDATION FOR APPLICATION. ARTHUR CLESEN, INC. 543 DIENS DRIVE, WHEELING, IL 60090 (847)537-2177
2. FOR TURF AREAS USE 6-24-16 CLESEN FAIRWAY WITH MICRONUTRIENTS WITH MINOR ELEMENTS 3.0 % S, .02% B, .05% CU, 1.0% FE, .0006% MO, .10% MN AVAILABLE FROM ARTHUR CLESEN OR APPROVED EQUAL.

E. HERBICIDE:
1. ROUND-UP OR APPROVED EQUAL

F. MULCH:
1. BARK MULCH SHALL BE FINELY SHREDDED HARDWOOD BARK WHICH HAS BEEN SCREENED AND IS FREE OF ANY GREEN FOLIAGE, TWIGS, ROCKS, SAWDUST, WOOD SHAVINGS, GROWTH OR GERMINATION INHIBITING INGREDIENTS, OR OTHER FOREIGN MATERIALS. BARK MULCH IS AVAILABLE FROM MIDWEST TRADING.
2. MUSHROOM COMPOST AS AVAILABLE FROM MIDWEST TRADING.

G. WATER:
1. WATER SERVICE WILL BE AVAILABLE ON THE SITE, WITH THE COST OF WATER BEING PAID BY THE OWNER. TRANSPORTING OF THE WATER FROM THE SOURCE TO THE WORK AREAS SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ALL NECESSARY HOSE, PIPING, TANK TRUCK, ETC. SHALL BE SUPPLIED BY THE LANDSCAPE CONTRACTOR.

H. GUYING:
1. STAKES: 5/8" X 40" STEEL EYE ANCHOR WITH 4" HELIX
2. CABLE:
a. TREES UNDER 5": FLEXIBLE 1/8" GALVANIZED AIRCRAFT CABLE, 7X7 STRAND OR APPROVED EQUAL
b. TREES 5" AND OVER: FLEXIBLE 3/16" GALVANIZED AIRCRAFT CABLE, 7X7 STRAND OR APPROVED EQUAL.
3. TURNBUCKLES: 5/16", EYE AND EYE, WITH 4" TAKEUP.
4. HOSE: NEW TWO-PLY REINFORCED RUBBER HOSE, MINIMUM 1/2" I.D.

I. TREE WRAP: BURLAP TREE WRAP 4" WIDE.

J. TWINE: SOFT NURSERY JUTE.

PART 3 - INSTALLATION OF PLANT MATERIAL

3-01 FIELD VERIFICATION:

A. EXAMINE PROPOSED PLANTING AREAS AND CONDITIONS OF INSTALLATION. DO NOT START PLANTING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3-02 PREPARATION:

A. ALL PLANTING TECHNIQUES AND METHODS SHALL BE CONSISTENT WITH THE LATEST EDITION OF 'HORTICULTURE STANDARDS OF NURSERYMEN, INC.' AND AS DETAILED ON THESE DRAWINGS.

B. PLANTING SHALL BE PERFORMED BY EXPERIENCED WORKMEN FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A QUALIFIED SUPERVISOR.

C. ALL UNDERGROUND UTILITIES MUST BE LOCATED AND MARKED CLEARLY.

D. APPLY ROUND-UP OR APPROVED EQUIVALENT TO KILL ANY EXISTING VEGETATION IN ALL AREAS TO BE PLANTED. CONFIRM LENGTH OF WAITING PERIOD BETWEEN CHEMICAL APPLICATION AND PLANT INSTALLATION WITH MANUFACTURER. DO NOT BEGIN PLANTING OPERATIONS UNTIL PRESCRIBED POST-APPLICATION WAITING PERIOD HAS ELAPSED. TAKE EXTREME CARE TO AVOID CHEMICAL DRIFT TO ADJOINING PROPERTIES OF LANDSCAPE PLANTINGS.

E. PRIOR TO ALL PLANTING, ROTOTILL ALL AREAS TO BE LANDSCAPED TO PREPARE FOR PLANT INSTALLATION TO A MINIMUM DEPTH OF 12". ELIMINATE UNEVEN AREAS AND LOW SPOTS. MAINTAIN LINES, LEVELS, PROFILES AND CONTOUR. CHANGES IN GRADE ARE TO BE GRADUAL. BLEND SLOPES INTO LEVEL AREAS. REMOVE ALL DEBRIS, WEEDS AND UNDESIRABLE PLANTS AND THEIR ROOTS FROM AREAS TO BE PLANTED. REMOVE ALL CONCRETE SLAG LARGER THAN 2" IN DIAMETER.

F. TOPSOIL SHALL BE SPREAD OVER THE SITE AT A MINIMUM DEPTH OF 6". FOR THOSE AREAS WHICH ARE INDICATED AS PRAIRIE OR NATURAL AREAS ON THE DRAWINGS, A TOPSOIL DEPTH OF 18" IS RECOMMENDED WHERE POSSIBLE.

G. IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO PREPARE ALL SEEDED AREAS BY DISKING AND RAKING PRIOR TO PLANTING SEED. SOIL SHALL BE LOOSENED AND SCARIFIED TO A MINIMUM DEPTH OF 6". FINE GRADING OF ALL SEEDED AREAS IS REQUIRED. MAXIMUM SIZE OF STONE OR TOPSOIL LUMP IS 1".

H. LOCATE ALL PLANT MATERIAL AS INDICATED OR AS APPROVED IN THE FIELD BY THE LANDSCAPE ARCHITECT. IF OBSTRUCTIONS ARE ENCOUNTERED WHICH ARE NOT SHOWN ON THE DRAWINGS, THEN DO NOT PROCEED WITH PLANTING OPERATIONS UNTIL ALTERNATE PLANT LOCATIONS HAVE BEEN SELECTED.

I. PLANTING HOLES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANTING DETAILS. HOLES SHALL BE HAND DUG OR MACHINE DUG. GREAT CARE WILL BE TAKEN TO NOT EXCAVATE THE HOLE DEEPER THAN THE ROOT BALL AND THE DIAMETER SHALL BE A MINIMUM OF TWO TIMES THE ROOT BALL WIDTH. REMOVE ANY MATERIALS ENCOUNTERED IN EXCAVATION THAT MAY BE INJURIOUS TO PLANT GROWTH, INCLUDING STONES LARGER THAN 2" IN DIAMETER OR OTHER DEBRIS. SOIL TO BE USED AS BACKFILL SHOULD BE PULVERIZED.

J. PROVIDE PRE-MIXED PLANTING MIXTURE FOR USE AROUND ROOT SYSTEMS AND ROOT BALLS OF THE PLANTS. THE MIXTURES ARE OUTLINED IN SECTION B OF PART 2-02.

K. PRIOR TO PLANTING, PROVIDE ADDITIONAL TOPSOIL TO ALL PLANTING BEDS TO BRING THE FINISH GRADE OF THE BED TO 2" ABOVE LAWN GRADE AND TO FINISH GRADE OF ADJACENT HARD SURFACE GRADES.

L. ADD 2" THICKNESS OF MUSHROOM COMPOST TO ALL ANNUAL, PERENNIAL AND GROUNDCOVER BEDS. FINISH GRADE BED AND INSTALL PLANTS.

3-03 PLANTING PROCEDURES:

A. SET PLANT MATERIAL IN THE PLANTING HOLE TO PROPER GRADE AND ALIGNMENT. SET PLANTS UPRIGHT AND PLUMB. SET PLANT MATERIAL 2" ABOVE THE ADJACENT FINISH GRADE. REMOVE BURLAP FROM TOP 1/3 OF ROOT BALL. REMOVE TREATED BURLAP (GREEN). CUT AND REMOVE OR CUT AND FOLD DOWN UPPER HALF OF WIRE BASKET, DEPENDENT UPON TREE SIZE. BACKFILL HOLE BY FIRMLY TAMPING SOIL TO AVOID ANY AIR POCKETS OR VOIDS.

B. SET BALLED AND BURLAPPED PLANTS IN THE PLANTING HOLE AND COMPACT 8" OF SOIL AROUND THE BASE OF THE BALL. BACKFILL REMAINING SPACE WITH PLANTING MIXTURE. WATER PLANTS IMMEDIATELY AFTER PLANTING TO ELIMINATE ALL VOIDS AND THOROUGHLY SOAK THE PLANT ROOT BALL.

C. SPACE GROUNDCOVER PLANTS ACCORDING TO DIMENSIONS GIVEN ON THE PLANS. ADJUST SPACING AS NECESSARY TO EVENLY FILL PLANTING BED WITH INDICATED NUMBER OF PLANTS. PLANT TO WITHIN 18" OF THE TRUNKS OF TREES AND SHRUBS OR AT THE EDGE OF THE PLANT BALL, WHICHEVER IS CLOSEST. PLANT TO WITHIN 12" OF EDGE OF BED.

D. MULCHING:
1. INSTALL 4" DEPTH OF MULCH AROUND ALL TREE AND SHRUB BEDS AS INDICATED ON DRAWINGS OR PLANTING DETAILS. MULCH SHRUB PLANTING AREAS AS CONTINUOUS BEDS. DO NOT PLACE MULCH DIRECTLY AGAINST TREE TRUNK; FORM MULCH TO CREATE AN INVERTED CONE AROUND TRUNK.
2. MULCH PERENNIAL, GROUNDCOVER AND ANNUAL PLANTING BEDS WITH 2" MUSHROOM COMPOST. WATER MULCHED AREAS THOROUGHLY AFTER PLACING MULCH.

E. TREE WRAPPING IS NOT REQUIRED, UNLESS THE CONTRACTOR FEELS IT IS NECESSARY DUE TO CHARACTERISTICS OF A PARTICULAR SPECIES OR PAST EXPERIENCE WITH THE SPECIES. THE LANDSCAPE ARCHITECT WILL BE NOTIFIED AS TO WHICH TREES ARE TO BE WRAPPED AND SHALL INSPECT THE TRUNK(S) BEFORE WRAPPING. TREE WRAP WILL NOT BE USED TO COVER DAMAGE OR DEFECTS. WHEN WRAPPING IS DONE, TRUNKS WILL BE WRAPPED SPIRALLY WITH APPROVED TREE WRAPPING TAPE THAT IS NOT LESS THAN 4" WIDE, AND SECURELY TIED WITH SUITABLE CORD AT THE TOP, BOTTOM AND 2" INTERVALS ALONG THE TRUNK. WRAP FROM GROUND TO THE HEIGHT OF THE FIRST BRANCH.

F. STAKING AND GUYING OF TREES IS OPTIONAL. IF THE CONTRACTOR CHOOSES TO STAKE ALL OR PART OF THE TREES, HE/SHE SHALL USE THE METHOD SPECIFIED IN THE PLANTING DETAILS. ONE (1) STAKE IS TO BE USED ON TREES OF 1" CALIPER AND UNDER, OR 4' HEIGHT AND UNDER. TWO (2) STAKES ARE TO BE USED ON TREES OF 1" TO 2 3/4" CALIPER. GUY TREES OF 3" CALIPER OR LARGER AT THREE (3) PER TREE. THE ROOT BALL WILL NOT BE PIERCED WITH A STAKE. STAKES ARE TO BE DRIVEN AT LEAST EIGHTEEN (18) INCHES INTO SUBSOIL BELOW THE PLANTING HOLE. STAKES AND WIRE ATTACHMENTS SHALL BE REMOVED AFTER THREE MONTHS FOR SPRING PLANTED MATERIAL AND BY THE FOLLOWING MAY FOR FALL PLANTED STOCK BY THE CONTRACTOR. STAKING AND GUYING SHOULD BE DONE IMMEDIATELY AFTER LAWN SEEDING OR SODDING OPERATIONS.

G. SEEDING OF SPECIFIED LAWN AREAS ON PLANS WILL BE TREATED AS FOLLOWS:
1. TOPSOIL SHALL BE SPREAD OVER ALL AREAS TO BE SEEDED TO A MINIMUM DEPTH OF 6" WHEN COMPACTED (TO BE PERFORMED BY OTHERS).
2. SEED MIXTURE AND APPLICATION RATE - USE FIELD OF DREAMS GAMEDAY SEED MIX (70% BLUEGRASS / 30% RYEGRASS) AS SUPPLIED BY NATIONAL SEED. APPLY AT A RATE OF 3-4 LBS./1000 S.F.
3. APPLY FERTILIZERS AND CONDITIONERS AT THE RATE SPECIFIED PER SOIL TEST FINDINGS. IN LIEU OF SOIL TEST RESULTS, APPLY TWO (2) TONS OF GROUND AGRICULTURAL LIMESTONE AND 1000 LBS. 10-10-10 OR EQUIVALENT ANALYSIS FERTILIZER PER ACRE. AT LEAST 40% OF THE FERTILIZER NITROGEN SHALL BE OF AN ORGANIC ORIGIN.
4. SOIL PREPARATION AREAS WHERE VEHICULAR TRAFFIC HAS COMPACTED THE SOIL SHALL BE LOOSENED/SCARIFIED TO A MINIMUM DEPTH OF 6" BEFORE FERTILIZING AND SEEDING. FINE GRADING OF ALL SEEDED AREAS IS REQUIRED. MAXIMUM SIZE OF STONE OR TOPSOIL LUMP IS 1".
5. WATERING SEEDED AREAS SHALL BE DONE TO ENSURE PROPER GERMINATION. ONCE SEEDS HAVE GERMINATED, WATERING MAY BE DECREASED BUT THE SEEDLINGS MUST NEVER BE ALLOWED TO DRY OUT COMPLETELY. FREQUENT WATERING SHOULD BE CONTINUED APPROXIMATELY FOUR (4) WEEKS AFTER GERMINATION OR UNTIL GRASS HAS BECOME SUFFICIENTLY ESTABLISHED TO WARRANT WATERING ON AN 'AS NEEDED' BASIS.
6. TURF IS BEING ESTABLISHED ON A VARIETY OF SLOPE CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT WHATEVER PROCEDURES HE/SHE DEEMS NECESSARY TO ESTABLISH THE TURF AS PART OF HIS/HER WORK. SEEDED AREAS WILL BE ACCEPTED WHEN ALL AREAS SHOW A UNIFORM STAND OF THE SPECIFIED GRASS IN HEALTHY CONDITION AND AT LEAST 90 DAYS HAVE ELAPSED SINCE THE COMPLETION OF THIS WORK. THE CONTRACTOR SHALL SUBMIT WITH HIS/HER BID A DESCRIPTION OF THE METHODS AND PROCEDURES HE/SHE INTENDS TO USE.

H. EROSION CONTROL BLANKET
1. EROSION CONTROL BLANKET SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION IN ALL AREAS SHOWN ON THE PLAN.
2. INSTALL S-75 EROSION CONTROL BLANKET AS MANUFACTURED BY NORTH AMERICAN GREEN OR APPROVED EQUAL.
3. BLANKET SHOULD BE PREMARKED WITH STAPLE PATTERN.
4. STAPLES SHOULD BE 8" WIRE STAPLES, APPLIED AT TWO (2) PER SQUARE YARD MINIMUM.
5. SUITABLE EROSION CONTROL PRACTICES SHALL BE MAINTAINED BY THE CONTRACTOR IN ACCORDANCE WITH ILLINOIS URBAN MANUAL AND ALL APPLICABLE SOIL EROSION AND SEDIMENTATION CONTROL ORDINANCES AND THE PLANS.

I. SODDING OF SPECIFIED LAWN AREAS ON PLANS WILL BE COMPLETED AS FOLLOWS:
1. RAKE SOIL SURFACE TO RECEIVE SOD TO COMPLETELY REMOVE ANY SOIL CRUST NO MORE THAN ONE DAY PRIOR TO LAYING SOD.
2. MOISTEN PREPARED SURFACE IMMEDIATELY PRIOR TO LAYING SOD. WATER THOROUGHLY AND ALLOW SURFACE MOISTURE TO DRY BEFORE PLANTING LAWNS. DO NOT CREATE A MUDDY SOIL CONDITION.
3. SOD SHALL BE LAID WITHIN 24 HOURS FROM THE TIME OF STRIPPING. DO NOT PLANT DORMANT SOD OR IF THE GROUND IS FROZEN.
4. 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. WORK SIFTED SOIL INTO MINOR CRACKS BETWEEN PIECES OF SOD; REMOVE EXCESS TO AVOID SMOTHERING OF ADJACENT SOD.
5. PLACE TOP ELEVATION OF SOD 1/2 INCH BELOW ADJOINING EDGING OR PAVING.
6. WATER SOD THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.
7. AFTER SOD AND SOIL HAVE DRIED, ROLL SEEDED AREAS TO ENSURE A GOOD BOND BETWEEN THE SOD AND SOIL, AND TO REMOVE MINOR DEPRESSIONS AND IRREGULARITIES.
8. SODDED SLOPES 3:1 OR GREATER SHALL BE STAKED TO PREVENT EROSION AND WASHOUT.
9. WARRANTY SODDING FOR A PERIOD OF ONE (1) YEAR FROM THE END OF THE 90 DAY MAINTENANCE PERIOD. IF SOD FAILS OR LACKS VIGOR AND FULL GROWTH AS DETERMINED BY THE LANDSCAPE ARCHITECT, THE CONTRACTOR WILL REPEAT SITE PREPARATION OPERATIONS AND RE-SOD AFFECTED AREAS AT THE CONTRACTOR'S EXPENSE.
10. NOTE: SOD SHALL BE A PREMIUM KENTUCKY BLUEGRASS BLEND, AND IS REQUIRED IN ALL AREAS INDICATED ON THE PLANS AS WELL AS AREAS WHICH HAVE BEEN AFFECTED BY CONSTRUCTION. SOD CAN BE PLACED AS LONG AS WATER IS AVAILABLE AND THE GROUND SURFACE CAN BE PROPERLY PREPARED. SOD SHALL NOT BE LAID ON FROZEN OR SNOW-COVERED GROUND. SOD SHALL BE STRONGLY ROOTED, NOT LESS THAN TWO (2) YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. SOD SHOULD BE MACHINE CUT TO PAD THICKNESS OF 3/4" (PLUS OR MINUS 1/4"), EXCLUDING TOP GROWTH AND THATCH. PROVIDE ONLY SOD CAPABLE OF VIGOROUS GROWTH AND DEVELOPMENT WHEN PLANTED (VIABLE, NOT DORMANT). PROVIDE SOD OF UNIFORM PAD SIZES WITH MAXIMUM 5% DEVIATION IN EITHER LENGTH OR WIDTH. BROKEN PADS OR PADS WITH UNEVEN ENDS WILL NOT BE ACCEPTABLE. SOD PADS INCAPABLE OF SUPPORTING THEIR OWN WEIGHT WHEN SUSPENDED VERTICALLY WITH A FIRM GRASP ON THE UPPER 10% OF PAD WILL NOT BE ACCEPTED.

J. TIMING OF PLANT MATERIAL AND SEEDING OPERATIONS:
1. SEEDING OF SPECIFIED AREAS SHALL OCCUR WHEN THE SOIL TEMPERATURE IS ABOVE 55° F. NO SEED SHALL BE SOWN DURING PERIODS OF HIGH WINDS, OR WHEN THE GROUND IS NOT IN PROPER CONDITION FOR SEEDING (SEE SECTION 3-02 (G)). SEEDING OPERATIONS FOR THE SPECIFIED MIXES SHALL OCCUR IN THE SPRING TIME FRAME OF APRIL 15 THROUGH JUNE 30 AND IN THE SUMMER TIME FRAME OF AUGUST 15 THROUGH DECEMBER 1. THE MIXES CONTAINING BLUEGRASS AND FESCUE SEED MUST HAVE SIX WEEKS TO HARDEN OFF FOR WINTER SURVIVAL.
2. SOD SHALL BE INSTALLED WHEN THE GROUND IS NOT FROZEN OR SNOW COVERED AND TEMPERATURES ARE LESS THAN 80° F. IT SHALL NOT BE PLACED DURING A PERIOD OF EXTENDED DROUGHT.
3. HERBACEOUS ORNAMENTAL PLANTS SHALL BE PLANTED BETWEEN MAY 1 AND JUNE 15 OR BETWEEN AUGUST 15 AND DECEMBER 1.
4. SPRING PLANTING OF WOODY ORNAMENTAL PLANTS SHALL BE PERFORMED FROM THE TIME THE SOIL CAN BE EASILY WORKED UNTIL JUNE 1, EXCEPT THAT EVERGREEN PLANTING SHALL END ON MAY 15. OAK, HAWTHORN AND RED MAPLE SPECIES WILL ONLY BE PLANTED DURING THIS SPRING PLANTING PERIOD. FALL PLANTING WILL BEGIN AUGUST 15 AND WILL CONTINUE UNTIL THE GROUND CANNOT BE WORKED SATISFACTORILY, EXCEPT THAT EVERGREEN PLANTING SHALL BE PERFORMED BETWEEN AUGUST

SPECIFICATION NOTES

(1) 4" FPT inlet/outlet with 4" plain end fittings
(2) Unit weight: 78 lbs. For wet weight, add 542 lbs. For traffic-rated cover(s), add 90 lbs per cover. For pedestrian cover(s), add 7 lbs per cover.
(3) Maximum operating temperature: 150º F continuous
(4) Liquid Capacity: 65 gal
Grease Capacity (50 GPM): 439 lbs (60 gal)
Grease Capacity (75 GPM): 287 lbs (43 gal)
Solids Capacity: 13 gal
(5) For gravity drainage applications only
(6) Do not use for pressure applications
(7) Cover placement allows full access to tank for proper maintenance
(8) Vent not required unless per local code
(9) Engineered inlet and outlet diffusers with inspection ports are removable to inspect / clean piping
(10) Integral air relief / Anti-siphon / Sampling access
(11) Cover adapters provide an adjustable height range of 5"
(12) Designed for below-grade, above-grade, indoor or outdoor installations
(13) Safety Star® (450 lbs load capacity) is an access restrictor built into each cover adapter to prevent accidental entry into tanks

CERTIFIED PERFORMANCE

Great Basin® hydromechanical grease interceptors are third party performance-tested and listed by IAPMO to ASME A112.14.3 and CSA B481.1 grease interceptor standards and greatly exceed requirements for grease separation and storage. They are compliant to the Uniform Plumbing Code and the International Plumbing Code.

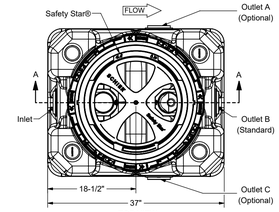
ENGINEER SPECIFICATION GUIDE

Schier Great Basin® grease interceptor model GB-50 shall be lifetime guaranteed and made in USA of seamless, molded polyethylene with minimum 3/8" uniform wall thickness. Interceptor shall be furnished for above or below-grade installation with adjustable cover adapter, Safety Star® access restrictor built into each cover adapter, and three outlet options. This unit is certified for hydromechanical performance to ASME A112.14.3 (Type D) and CSA B481.1. Interceptor flow rate shall be 50 GPM or 75 GPM. Interceptor grease capacity shall be 439 lbs.

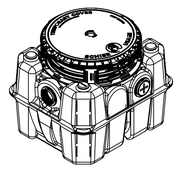
COVERS SOLD SEPARATELY

This unit is provided with temporary cover(s) intended for the duration of jobsite installation. Purchase one of the following finish covers.

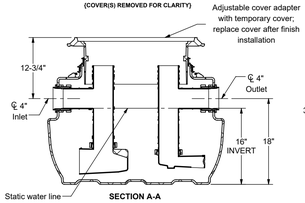
- T24-GI (8044-000-01): Traffic-rated (AASHTO H-20) cast iron cover shall provide water/gas-tight seal and have a minimum of 16,000 lbs load capacity. For outdoor installation.
- P24-GI (8045-000-01): Pedestrian-rated poly cover shall provide water/gas-tight seal and have a minimum of 2,000 lbs load capacity. For indoor installation.



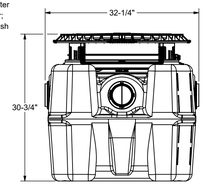
TOP VIEW
(COVER(S) REMOVED FOR CLARITY)



ISOMETRIC VIEW

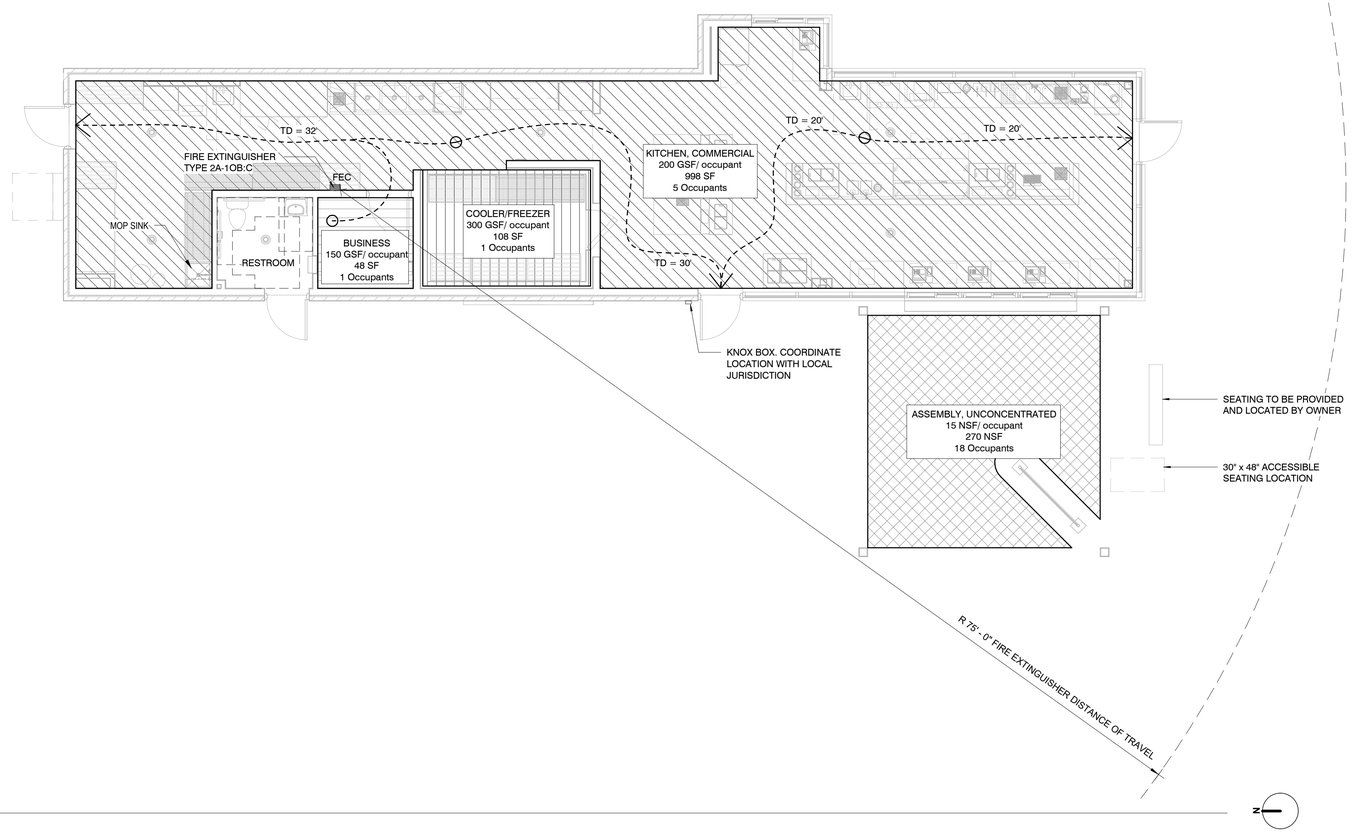


SECTION A-A



INLET END VIEW

2 GREASE TRAP INTERCEPTER



1 LIFE SAFETY PLAN
3/16" = 1'-0"

PROJECT DESCRIPTION

New construction of a 1-Story stand alone frozen custard store with drive-through and walk-up sales.

APPLICABLE CODES

Schaumburg, IL enforces the 2021 International Building Code (IBC) and associated International Codes:

- 2021 International Building Code (IBC)
- 2021 International Mechanical Code (IMC)
- 2021 International Plumbing Code (IPC)
  Chapters 11, 12, 13 & 14
- 2014 International Plumbing Code (IPC)
- 2020 National Electrical Code (NFPA 70)
- 2021 International Fuel Gas Code (IFGC)
- 2021 International Fire Code (IFC)
- 2017 ICC/ANSI A117.1
- 2018 Illinois Accessibility Code

ZONING

The property is zoned B-4 Retail, Service, Motor Vehicle
Building footprint is 1,438 SF.

Requirement	Ratio	Req.	Designed
Vehicle	6 per 1000sf	12	18
Bicycle Short Term	-	5	5
Bicycle Long Term	-	-	-
Accessible	1 space : 1-25	1	2

CONSTRUCTION TYPE chapter 5 & 6

The building is **TYPE V-B CONSTRUCTION** requires non-combustible construction and the fire resistance rating of structural elements as follows (Table 601):

• Primary Columns & Beams	0-hour
• Bearing Walls	0-hour
• Exterior Non-Bearing Walls	0-hour, if 10' or more to property line
• Floors	0-hour
• Roof	0-hour

Allowable building height and area (Table 503)

• Use: **B**	40'-0", 2 Story, & 9,000 SF

Building Area Modification (Section 506)
- None

FIRE PROTECTION chapter 9

Sprinklers (section 903)	No, area does not exceed 5,000 sf or occupant load does not exceed 100
Fire Extinguishers (section 906)	Yes, within 30 feet of commercial cooking equipment
Fire Alarm (section 907)	No, occupant load does not exceed 300

OCCUPANCY CLASSIFICATION & EXIT CRITERIA chapter 10

Occupancy **B, Business** (Table 1004.1.2)

Occupancy	Area	Occupant Load	Total
Patio	270 sf	15 net	18
Kitchen, Commercial	998 sf	200 gross	5
Cooler	108 sf	300 gross	1
Office	48 sf	150 gross	1
	1,438 gross sf		**25**

Requirement	Occupancy	Req.
Min. number of exits (section 1016.1)	**B**	2 at 1/2 the diagonal
Max travel distance (secion 1016.2)	**B**	200 ft

PLUMBING SYSTEMS 2014 Illinois Plumbing Code Section 890.810

Min. Required Plumbing Fixtures (Section 890, Appendix A, Table B)

	Water Closets		Lavatories		Drinking Ftn		Service Sink	
	Req.	Design	Req.	Design	Req.	Design	Req.	Design
Largest shift: 5 employees	1*	1	1	1	0**	0	1	1

Patio: One 6'-0" bench. 18" per person = 4 occupants + 1 accessible seating area = 5 total occupants.

* If there are no more than five employees working at any time, one restroom may serve both sexes. A restroom shall have a minimum of one water closet and one lavatory.

** Footnote #12: Drinking water shall be provided in accordance with Section 890.720(f).

*** All food service establishments that sell or serve food or beverages to be consumed on the premises (regardless of their gross area) shall provide readily accessible restroom facilities for the public. **Exception:** Food service establishments with no more than **10 combined employees and seats** (for patrons) at any one time need not provide public restrooms, provided that the employee restrooms are accessible and made available to the public.

Employee Restroom Facilities

Employee restroom facilities are provided in accordance with the 2021 IBC Section 2902.

Per IBC 2902.3, separate employee toilet facilities are not required where the number of employees is below the prescribed thresholds.

Per IBC 2902.3.1, toilet facilities are required to be located on the same story and be accessible. The proposed employee restroom is located on the same level as the workspace and is fully accessible in compliance with applicable accessibility requirements.

Per IBC 2902.3.3, toilet facilities are permitted to be located outside of the tenant space or building, provided they are available for use and within allowable travel distance (500 ft).

IECC INSULATION Table C402.1.3

	Required:	Designed:
Roof Cavity	R-38 batt	R-38 batt + 1" C.I. and tapered C.I.
Wall above grade	R-20 batt	R-20 batt
Wall below grade	NR	N/A
Slab-on-grade	NR	N/A

CODE PLAN LEGEND

PARTITIONS/BARRIERS

- 1/2 HOUR FIRE RATED WALL
- 1 HOUR FIRE RATED WALL
- 2 HOUR FIRE RATED WALL
- 3 HOUR FIRE RATED WALL
- FEC — FE - FIRE EXTINGUISHER
- KNOX - KNOX BOX

TRAVEL

- TRAVEL DISTANCE - START
- TRAVEL DISTANCE - END

Hufft

PROJECT INFORMATION:

Andy's Frozen Custard - Schaumburg
216 E Golf Rd, Schaumburg, IL 60173

OWNER:

ANDY'S FROZEN CUSTARD
211 E. Water Street
Springfield, MO 65806
www.eatandys.com

ARCHITECT:

HUFFT
3612 Kannes Boulevard
Kansas City, MO 64111
P: 816-531-0200
www.hufft.com

STRUCTURAL:

METTEMEYER ENGINEERING, LLC
2225 W. Chesterfield Blvd., Suite 300
Springfield, MO 65807
P: 417-890-8002

CIVIL:

MEP:

RTM ENGINEERING CONSULTANTS
3333 E. Battlefield Road, Suite 1000
Springfield, MO 65804
P: 417-881-0020

LANDSCAPE ARCHITECT:

ISSUE:

INITIAL SUBMITTAL
02/24/2026

REVISION SCHEDULE:

NO.	DATE	ISSUE

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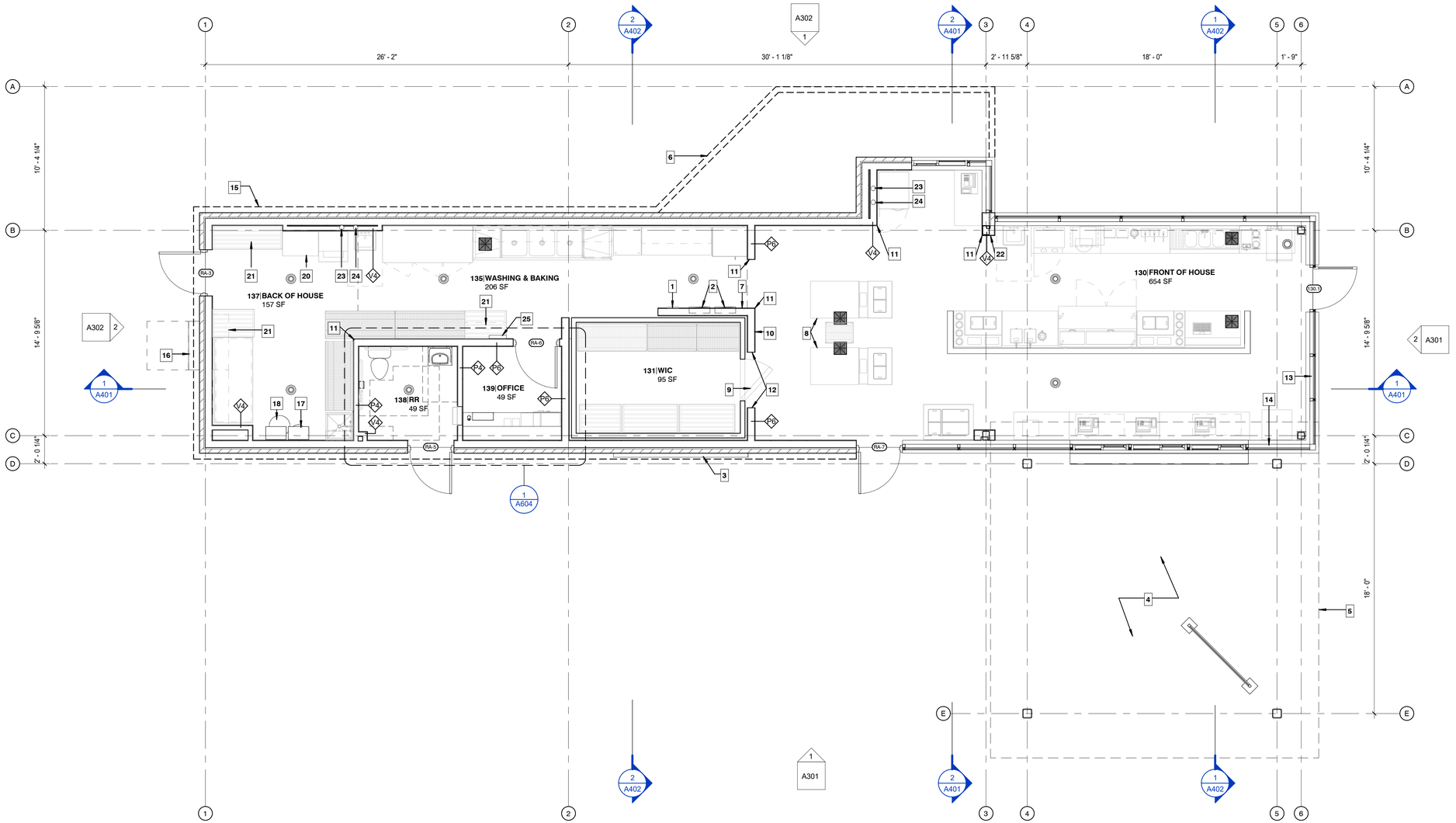
Architect:
License Number:
Drawn By: MS
Project Number: 790

PROJECT DATA/ LIFE SAFETY

G010



1 FLOOR PLAN
1/4" = 1'-0"

PLAN KEYNOTES

1 FIRE EXTINGUISHER CABINET, RE: A507
2 PANELBOARD(S), RE: ELECT DWGS
3 BUILDING SIGNAGE, RE: ELEC. & SIGNAGE DWGS
4 OUTDOOR PATIO, CONCRETE SLAB W/ SEALER
5 PATIO CANOPY AND STRUCTURE. RE: STRUCT DWGS. STEEL COLUMNS, PTO
6 DRIVE-THRU CANOPY, RE: STRUCT DWGS
7 CUSTARD MACHINE SHUT-OFF SWITCH, RE: MEP DWGS
8 CUSTARD MACHINE TO STRADDLE FLOOR SINKS
9 WALK-IN COOLER/FREEZER
10 PROVIDE HOT AND COLD WATER HOSE BIB ON WALL BEHIND AND ADJACENT TO CUSTARD MACHINES, RE: MEP DWGS
11 INSTALL STAINLESS STEEL CORNER GUARDS THROUGHOUT, TYP. ALL EXPOSED CORNERS RE: A507
12 CASED OPENING FOR WALK-IN ACCESS, MAINTAIN MANUF. RECOMMENDED CLEARANCE ON ALL SIDES OF WALK-IN COOLER/FREEZER. COORDINATE DETAIL FOR DOOR HARDWARE W/ MFG.
13 ANDY'S FROZEN CUSTARD NEON CONE SIGN - LOCATED INSIDE STORE IN FRONT OF STOREFRONT GLAZING, SUSPENDED. CONSEAL POWER SUPPLY ALONG INSIDE FACE OF MULLION
14 ANDYS FROZEN CUSTARD "SPRECHER ROOT BEER" NEON SIGN - LOCATED INSIDE STORE IN FRONT OF STOREFRONT GLAZING, SUSPENDED. CONSEAL POWER SUPPLY ALONG INSIDE FACE OF MULLION.
15 SIGNAGE LIGHTING BAND, BY PINNACLE SIGN GROUP. RE: ELEC DWGS & SIGNAGE DWGS
16 MPD, RE: ELECT DWGS
17 TANKLESS WATER HEATERS, RE: MEP DWGS
18 WATER SOFTENER, RE: MEP DWGS, KEEP CLOSE TO WALL; OWNER PROVIDED
19 BACK FLOW PREVENTOR, RE: MEP DWGS
20 PRESSURE WASHER, RE: MEP DWGS
21 WALL SHELVES ABOVE DUNNAGE RACKS
22 IPAD HOLDER
23 ROOF DRAIN DOWN TO BELOW GRADE, RE: PLUMB DWGS, KEEP PIPE CLOSE TO WALL
24 OVERFLOW ROOF DRAIN, STUBOUT AT 12" AFF W/ DRAIN NOZZLE , RE: PLUMB DWGS, KEEP PIPE CLOSE TO WALL
25 SECURITY PANEL, RE: ELECT

NOTE:
1. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING STRUCTURE, MECHANICAL, ELECTRICAL, PLUMBING, ETC. AND NOTIFY ARCHITECT OF ANY DISCREPENCIES
2. DIMMENSIONS ARE FROM GRIDLINES TO FINISH FACE OF NEW PARTITIONS, U.O.N.
3. REFER TO A701 FOR ADITIONAL NOTES PERTAINING TO WALL TYPE CONSTRUCTION AND RETAILING.
4. REFER TO EQUIPMENT PLAN FOR ALL EQUIPMENT.
5. REFER TO WALL SECTIONS FOR EXTERIOR WALL CONSTRUCTION.
6. REFERENCE CIVIL SITE PLAN FOR BUILDING LOCATION AND ORIENTATION ON SITE.

Hufft

PROJECT INFORMATION:

Andy's Frozen Custard - Schaumburg
216 E Golf Rd, Schaumburg, IL 60173

OWNER:
ANDY'S FROZEN CUSTARD
211 E. Water Street
Springfield, MO 65806
www.eatandys.com

ARCHITECT:
HUFFT
3612 Kanes Boulevard
Kansas City, MO 64111
P: 816-531-0200
www.hufft.com

STRUCTURAL:
METTEMEYER ENGINEERING, LLC
2225 W. Chesterfield Blvd., Suite 300
Springfield, MO 65807
P: 417-890-8002

CIVIL:

MEP:
RTM ENGINEERING CONSULTANTS
3333 E. Battelfield Road, Suite 1000
Springfield, MO 65804
P: 417-881-0020

LANDSCAPE ARCHITECT:

ISSUE:
INITIAL SUBMITTAL
02/24/2026

REVISION SCHEDULE:

NO.	DATE	ISSUE

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Architect:
License Number:
Drawn By: WY
Project Number: 790

FLOOR PLAN

A101









Hufft

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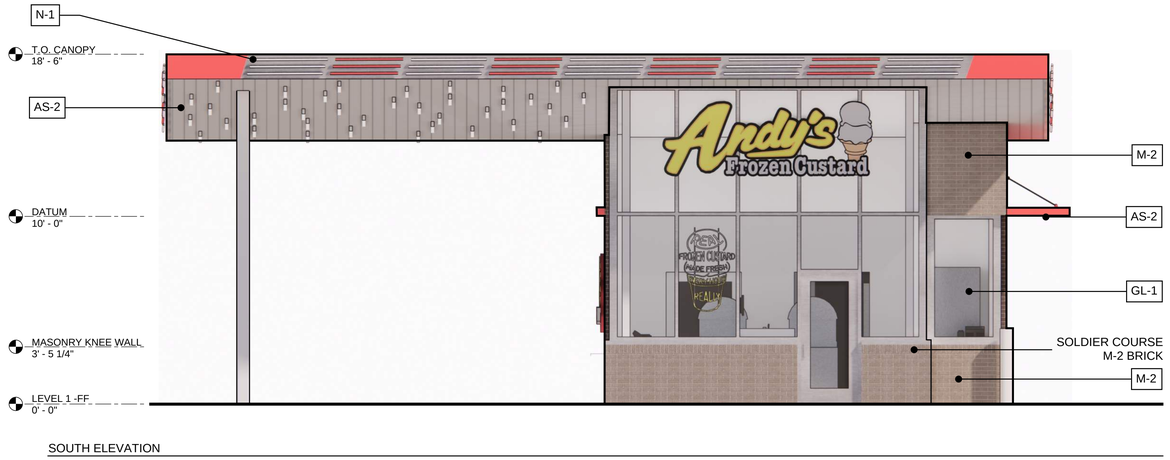
RENDERINGS

A201



SOUTH ELEVATION



WEST ELEVATION

EXTERIOR FINISH SCHEDULE

#	DESCRIPTION
AS-1	**DRIVE-THRU CANOPY MATERIAL:** LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: CHILI PEPPER
AS-2	**PATIO CANOPY MATERIAL:** LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: BONE WHITE
C-1	**COPING/ROOF EDGE TYPE 1:** PRE-FINISHED ALUMINUM CAP AND SILL FLASHING AT MASONRY VENEER AND, TYP. COLOR: MATCH MASONRY COLOR
GL-1	**GLAZING TYPE 1:** STOREFRONT MNFR: KAWNEER 451T COLOR: CLEAR ANODIZED
M-1	**MASONRY TYPE 1:** MODULAR BRICK GLEN-GERY COLOR: BLACK HILLS VELOUR GROUT: TO MATCH BRICK
M-2	**MASONRY TYPE 2:** MODULAR BRICK GLEN-GERY COLOR: STONINGTON GRAY VELOUR GROUT: TO MATCH BRICK
N-1	**PERIMETER FASCIA & SHIELDED LED LIGHTING:** BY PINNACLE SIGN GROUP ANODIZED ALUM. FASCIA W/ LED LIGHTING

NOTE: All roof-mounted mechanical units shall be screened from ground and street-level views. If units are visible at the time of inspection, additional rooftop screening will be required prior to the issuance of a certificate of occupancy.

Hufft

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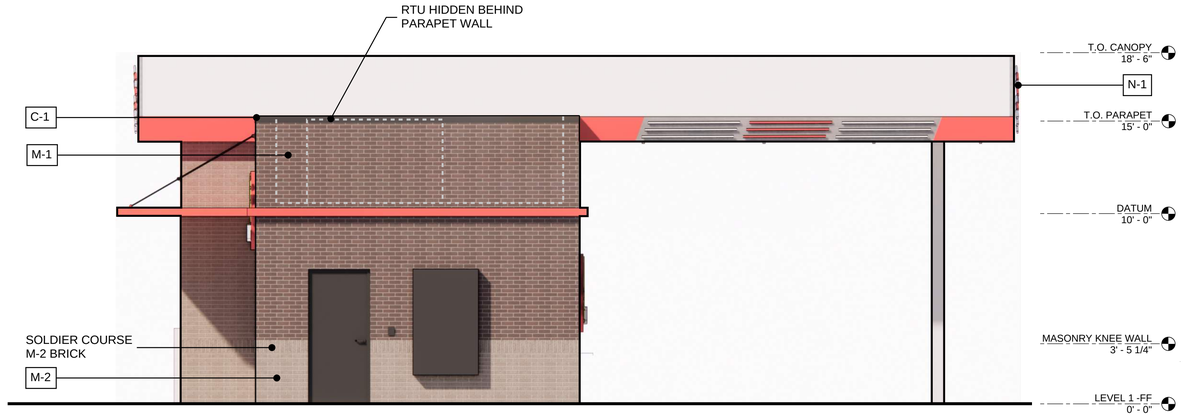
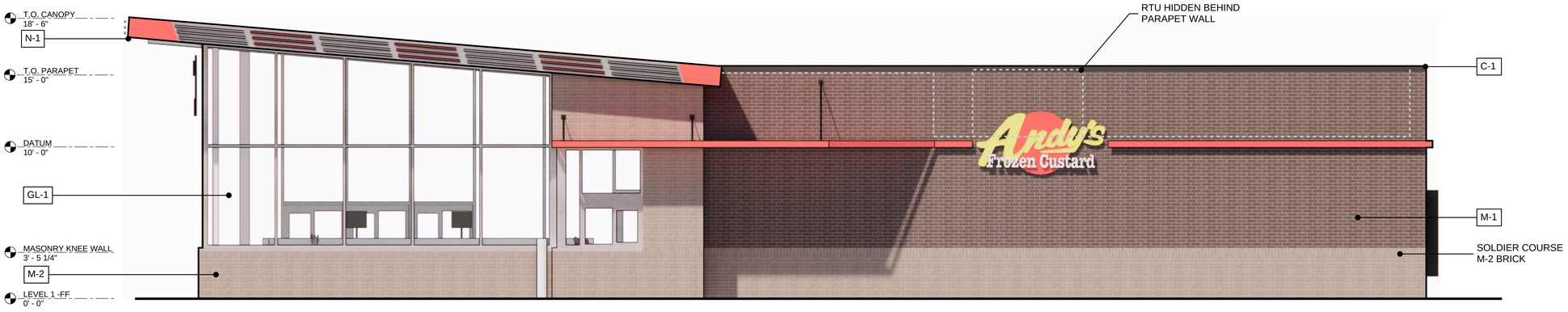
Architect:
License Number:
Drawn By: WY
Project Number: 790

ELEVATIONS

A301



NORTH ELEVATION



EAST ELEVATION

EXTERIOR FINISH SCHEDULE

#	DESCRIPTION
AS-1	**DRIVE-THRU CANOPY MATERIAL:** LONGBOARD 6" V-GROOVE EXTRUDED ALUM SOFFIT PANELS COLOR: CHILI PEPPER
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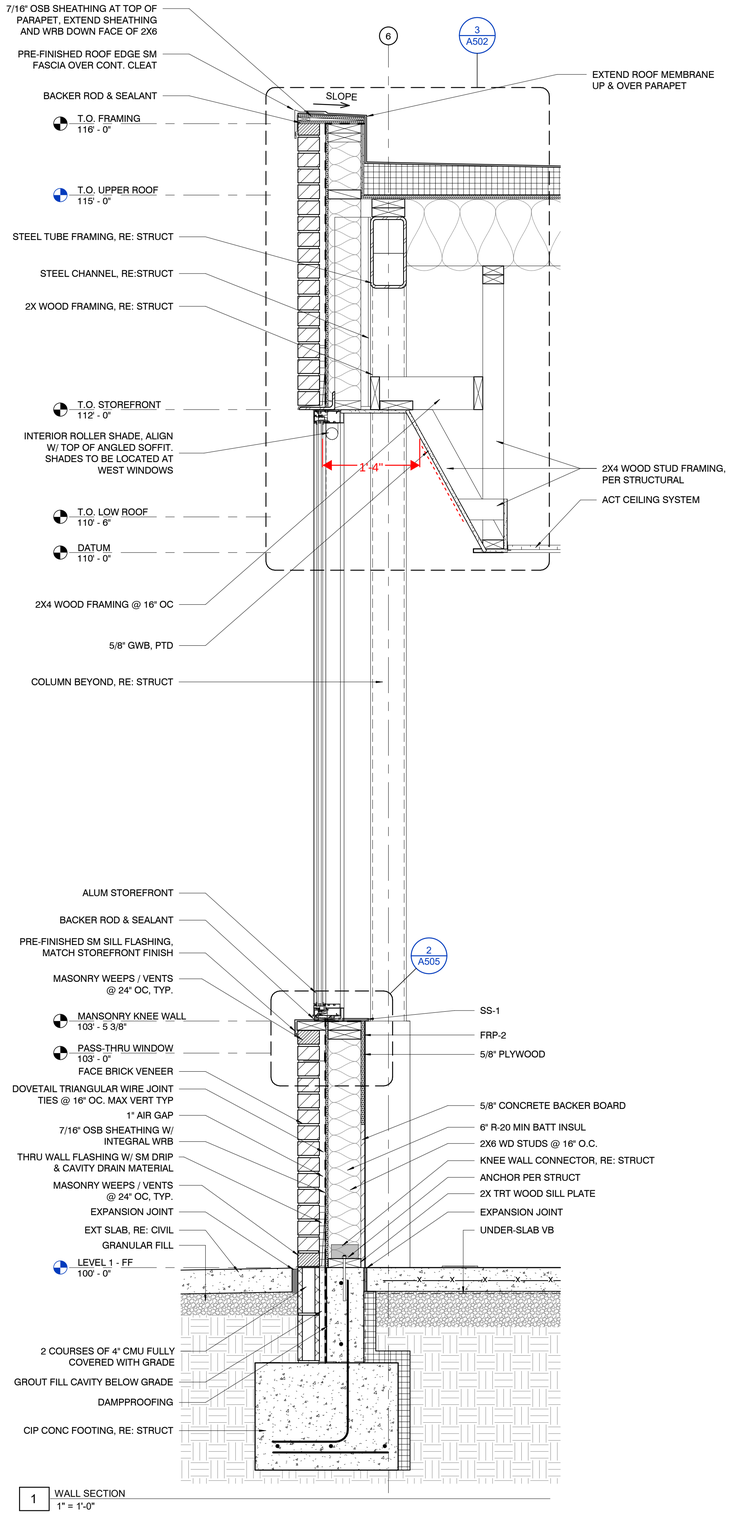
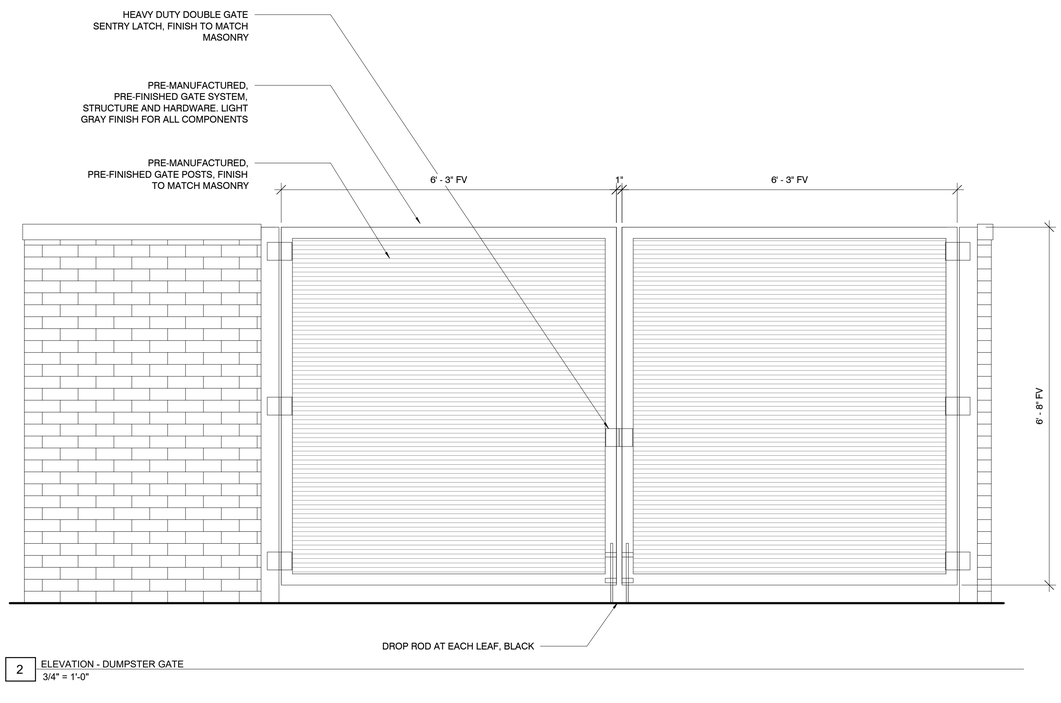
Architect:
License Number:
Drawn By: WY
Project Number: 790

ELEVATIONS

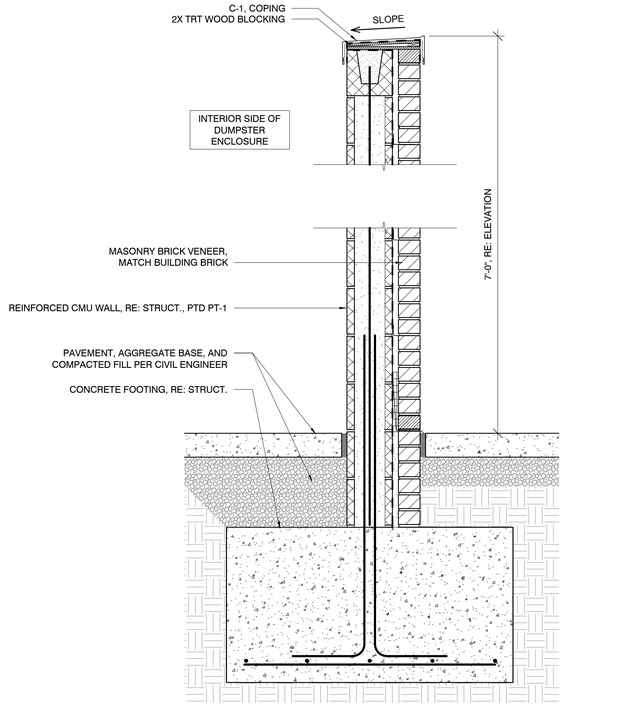
A302



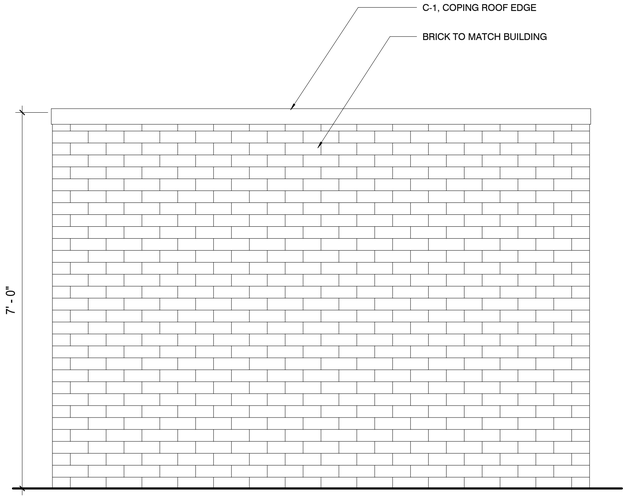
1 WALL SECTION
1" = 1'-0"



2 ELEVATION - DUMPSTER GATE
3/4" = 1'-0"



3 DUMPSTER ENCLOSURE - SECTION
1" = 1'-0"



1 TYP. ELEVATION - DUMPSTER ENCLOSURE
3/4" = 1'-0"

Hufft

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Architect:
License Number:
Drawn By: WY
Project Nect Number: 790

DETAILS

A401

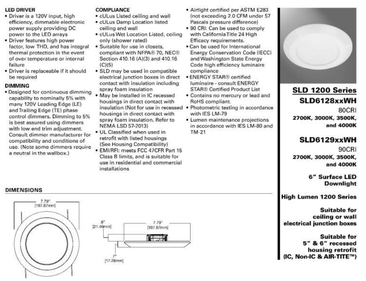
FIXTURE "RH10"

page 2 SLD6128xxWH SLD6129xxWH

LED DRIVER
- Driver is a 120V input, high efficiency, dimmable electronic power supply providing DC power to the LED arrays
- Driver features high power factor, low THD, and has integral thermal protection in the event of over temperature or internal failure
- Driver is replaceable if it should be required

DIMMING
- Designed for continuous dimming capability to nominally 5% with many 120V Leading Edge (LE) and Trailing Edge (TE) phase control dimmers. Dimming to 5% is best assured using dimmers with low end trim adjustment. Please consult dimmer supplier for compatibility and conditions of use. (Note some dimmers require a neutral in the wallbox.)

COMPLIANCE
- cULus Listed ceiling and wall
- cULus Damp Location listed ceiling and wall
- cULus Wet Location Listed, ceiling only (silicone rated)
- Suitable for use in closets, compliant with NFPA® 70, NEC® Section 410.16 (A)(3) and 410.16 (C)(2)
- SLD may be used in compatible electrical junction boxes in direct contact with insulation including spray foam insulation
- May be installed in IC-rated housings in direct contact with insulation (Not for use in recessed housings in direct contact with spray foam insulation. Refer to NEMA LSD 57-2013)
- UL Classified when used in retrofit with listed housings (See Housing Compatibility)
- EMI/RFI: meets FCC 47CFR Part 15 Class B limits, and is suitable for use in residential and commercial installations
- Airtight certified per ASTM E283 (not exceeding 2.0 CFM under 57 Pascals pressure difference)
- 90 CRI. Can be used to comply with California Title 24 High Efficacy requirements.
- Can be used for International Energy Conservation Code (IECC) and Washington State Energy Code (WSEC) efficiency luminaire compliance
- ENERGY STAR® certified luminaire – consult ENERGY STAR® Certified Product List
- Contains no mercury or lead and RoHS compliant.
- Manufactured in accordance with ISO 9001:2015
- Lumen maintenance projections in accordance with IES LM-80 and TM-21



SLD 1200 Series
SLD6128xxWH
80CRI
2700K, 3000K, 3500K, and 4000K

SLD6129xxWH
90CRI
2700K, 3000K, 3500K, and 4000K

6" Surface LED Downlight

High Lumen 1200 Series

Suitable for ceiling or wall mounted junction boxes

Suitable for 5" & 6" recessed housing retrofit (IC, Non-IC & AIR-TITE™)

DIMENSIONS

ORDERING INFORMATION

SAMPLE NUMBER: SLD612827WH - SLD6128WH

Luminaire Nos. Installation: Order 4 inch box separately, as supplied by others, to complete installation.
Accessory Description: Order these separately as necessary to complete installation.

Luminaire Nos.	Housing Compatibility	Color Temperature (CCT)	Finish	Accessories
SLD612x-6" Surface LED Downlight, 120V 1200 Series Catherine Icon IDR Models **SLD612827WH-CA** **SLD612830WH-CA** **SLD612835WH-CA** **SLD612840WH-CA**	H=80 CRI h=90 CRI	27=2700K 30=3000K 35=3500K 40=4000K	WH=White	Designer Trims If it isn't the SLD for a designer finish SLDADPTWH-6" SLD Adapter Trim SLDMETWH-6" SLD Tuscan Bronze SLDMRIM-6" SLD White (paintable) Trim is supplied with trim adapter with permanent adhesive and are not field adjustable. J-Box Recess Extension Ring Add 1/2"-5/8" depth when SLD driver cannot fit into installed junction box. SLDKEXT-6" Surface LED J-Box Extender, 5/7" O.D. RAD Adapters When junction box is mounted flat on a ceiling or beam surface and recessed in ceiling: SLDKRAD-6" SLD Round Surface J-Box Adapter, 7.92" O.D. (for 4 inch round or octagon junction boxes.) SLDKSQR1-6" SLD Square Surface J-Box Adapter Plate (For 4 inch square junction boxes, use with SLDKRAD.) Spare Parts SLDKACCKIT-Accessory Parts Replacement Kit (Screwdriver adapter, torsion springs, thicker blades) SLDKBRK-14" Junction Box Bracket & Screws Refer to SLD Accessories specification sheet for further information.

PRELIMINARY 09/16/22

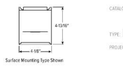
FIXTURE "L2"

Product in development. Information contained herein is subject to change. Valid for 30 days from date provided. Extended lead times apply. Expect 8-10 week lead time upon receipt of order.

MX4IP LED 4" Ambient – IP Rated

Williams





CATALOG #:
TYPE:
PROJECT:

ORDERING EXAMPLE: MX4IP - B - LB835 - P - F - OPTIONS - DIM - UNV

SERIES	LENGTH	LUMENS[1]	CRI	CCT	MOUNTING TYPE	SHIELDING
MX4IP	Stand-alone – 2', 4', 6' & 8' assembled lengths. Example: 4' = 4'	L4 400lm L7 700lm L10 1000lm L15 1500lm	B 80 9 90[2]	27 2700K 30 3000K 35 3500K 40 4000K 50 5000K	S Surface P Pendant	F Flat, diffuse R Flat, micro-R[3]

FEATURES

QuickLock

- Ensure a simple and secure installation with the "click" surface mount technology
- Lens spans the entire fixture for clear aesthetics
- Molded aluminum enclosure provides for optimal heat sink
- Custom designed one-piece gasket to prevent water intrusion
- Pressure equalization vent to eliminate moisture build-up in modules
- Diffuse shelf lens provides uniform illumination for visual comfort
- Made-Right-Here® in the USA

SPECIFICATIONS

- HOUSING – Extruded aluminum housing and end caps comprise worthed enclosure.
- SHIELDING - Fabricated, flat, diffuse acrylic lens.
- GASKETING – Continuous extruded silicone with molded corners
- FINISH – Super durable polyester powder coat bonded to phosphate-free multi-stage pretreated metal. Meets and exceeds AAMA 2604 specifications for outdoor durability.
- ELECTRICAL – High quality, mid-power LEDs. 120V, 60Hz, 0.5A. Power factor 98.2%. Temperature rated from -20°C - 40°C.
- MOUNTING – Surface or pendant
- LISTINGS –
  - cULus Listed for use in damp locations. See page 3 for ordering instructions.
  - Suitable for wet location when covered ceiling when specified with WETCC or WETCC-N-F.
  - ENERGY STAR® – certified with select configurations, see www.energystar.gov
  - IC rated for direct contact with insulation when specified with J Mounting Type.
  - Title 24 JA8 compliant when specified, approved when specified with CP option.
  - Complies with ASTM E283 when specified with AT option.
  - RoHS compliant.
  - Title 24 JA8 compliant in select configurations, see www.williamsadvancedmaterials.com/ja8
- WARRANTY – 5-year limited warranty, see Terms and Conditions of Sale

Available with BIOS® – consult factory.

OPTIONS (see page 3 for FINISH OPTIONS). Custom colors available upon request.

CONTROL
- DIM Dimming driver:
  - 0-10V 0-10V sink driver, 0-10V
- DWTB Dimming driver, 0-10V

VOLTAGE
- UNV 120-277V
- 347 347V[4]

NOTES
1. Lumens per foot output based on 3500K CCT and F shielding. Actual lumens may vary ±5%.
2. Extended lead times may apply. Consult factory for availability.
3. Micro-R shield is a micro-replicated prismatic pattern that provides a high level of visual comfort.
4. 347V not available with 0-10V dimming driver.

FIXTURE "SP_"

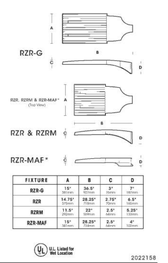
AREA & ROADWAY LIGHTING

RAZAR SERIES - LED
LOW PROFILE AREA LUMINAIRE

PROJECT NAME:
PROJECT TYPE:



RZR
(MODELS: RZRM, RZR, RZR-G & RZR-MAF*) PATENT PENDING



FIXTURE	A	B	C	D
RZR-G	19" (483mm)	34.5" (876mm)	21" (533mm)	7" (178mm)
RZR	14.75" (375mm)	28.25" (718mm)	2.75" (70mm)	6.31" (160mm)
RZRM	11.5" (292mm)	25" (635mm)	2.5" (64mm)	5.25" (133mm)
RZR-MAF	19" (483mm)	29.25" (743mm)	2.5" (64mm)	4" (102mm)

Optical Housing
Heavy cast low copper aluminum assembly (A356 alloy <.2% copper) designed to efficiently control 189 LED Module mounting area a maximum to within ±0.02" surface flatness variance for maximum surface contact and thermal conductivity from the LED modules to the radiating fins. Passive radiating fins crown the LED Optics provide superior thermal management and long LED life. The optical and electrical compartments are integrated for ease of installation. A single captive screw and hinged driver compartment cover allows access to the drivers and wiring.

Electrical Housing w/ Integrated Arm
Heavy cast low copper aluminum (A356 alloy: <0.2% copper) assembly with 189 LED Module mounting area. Integrated arm is provided with a 1/2" NPT knockout on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is 0.188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED[1] Optics
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an (S) refractor. LED optics completely seal each individual emitter to insert on the PCB panel. Refractors are then sealed to the panel with a (G) gasket re-shield. The house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded PMT acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel or Array of Panels shall be rotatable in 90° increments. Each of the four refractors produces standard IES/cobra distributions. Panels are field replaceable and field rotatable in 90° increments.

LED Driver(s)
Constant current electronic with a power factor of > 90 and a minimum operating temperature of -40°F/-40°C. Driver(S) is/are UL and cUL listed and meet FCC standards for emissions. Driver is fully encased to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal block blocks facilitate wiring between the driver and optical modules. Drivers placed on input of 120/277V, 50/60Hz or 347V+480V, 50.60Hz. (0-10V dimmable driver is standard. Driver has a minimum of 3kV surge protection. Luminaire is provided with harness supplied with 20kV surge protector for field considerations.)

LED Emitters
High output LED's are utilized with drive currents ranging from 350mA to 700mA. The color shall be 3000K (Cool White (3000K) or Neutral White (4000K), or optional LED options (5000K) or Warm White (2000K). Consult Factory for other LED options.

Amber LED's
TSA (True Amber) LED's utilizes material that emits light in the amber spectral bandwidth only without the use of phosphors.

Finish
Electrostatically applied TGIC Polyester Powder Coat on substrate prepared with ZrO PG power wash of 140°F four step metal bright and iron phosphate conversion for protection and paint adhesion. 40/P base for maximum hardness and durability.

Mast Arm Fitter/Electrical Housing
Replaces standard fitter/mast housing. Fits standard 2 3/8" O.D. horizontal tenon. Two (2) straps with hex (2) bolts each encircle the lower half of the tenon. Upper half of this tenon rests on self-centering steps that position the angle of the luminaire at 0°, +1.5°, +3.5 or -3° up from the horizontal. All hardware is stainless steel.



Listed for MI Location

2022158

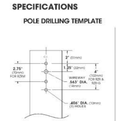
U.S. Pole Company Inc | 480 West Avenue O, Palmdale, CA 93551 | Phone (661) 233-2600 | www.uspoleg.com
An Employee Owned Company

U.S. ARCHITECTURAL COLLECTION

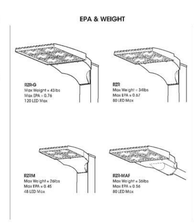
RZR SERIES - LED

SPECIFICATIONS

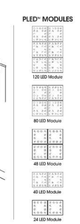
POLE DRILLING TEMPLATE



EPA & WEIGHT



PLED[1] MODULES



ORDERING INFORMATION

Spec/Order Example: RZR/PLED-IV/80LED-700mA/CW/277/BAL-80/19-S

Luminaire	Optics	LED Module	Voltage	Mounting	Finish	Options
Luminaire	Optics	LED	Voltage	Mounting	Finish	Options
☐ RZR-G ☐ RZR ☐ RZR-MAF ☐ RZRM	PLED[1] ☐ Type II PLED-II ☐ Type II Short Rear PLED-IIHS ☐ Type III Medium PLED-III PLED-III-ML ☐ Type III Wide PLED-III-W ☐ Type IV PLED-IV ☐ Type IV Narrow PLED-IV-FT ☐ Type IV Narrow PLED-V/SQ-R ☐ Type V Wide PLED-V/SQ-W	# of LEDs RZR-G: ☐ 120LED ☐ 80LED RZR/RZR-MAF ☐ 80LED ☐ 48LED RZRM ☐ 48LED ☐ 24LED Drive Current ☐ 1050mA[2] ☐ 875mA[2] ☐ 700mA ☐ 525mA ☐ 350mA Color Temp - CCT ☐ 27K (2700K) ☐ 30K (3000K) ☐ 40K (4000K) ☐ 50K (5000K) ☐ TSA Tru Amber Consult Factory for Other Color Temp CCT Options & CRI Options NOTES: 1. 120mA and 1050mA not for use with PSA-2S's. 2. Applicable to 80lm & 120lm in drive currents only.	☐ 120 ☐ 208 ☐ 240 ☐ 277 ☐ 347 ☐ 480	Arm Mount ☐ 1 ☐ 2-180 ☐ 2-90 ☐ 3-90 ☐ 3-120 ☐ 4-90 Wall Mount ☐ WM Min. Wall Mount Pole Wall Thickness Required: Consult factory for custom sizes.	Standard Textured Finish ☐ Black RAL-9005-T ☐ White RAL-9003-T ☐ Silver RAL-7004-T ☐ Dark Bronze RAL-8019-T ☐ Granite RAL-6005-T Premium Finishes ☐ Rust ☐ Patina Copper ☐ Bright Rust (QBR: RTR) ☐ Double Rust (DBR: SBR) ☐ Black Sandgrannular Powder Coat Texture (Matte) RAL9005 Photo TBD	Standard Options ☐ Internal House Side Shield (Domed: HSHS-DD) ☐ External Glare Shield ☐ External Glare Shield ☐ Internal Glare Shield ☐ Round Pole Adapter

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U.S. ARCHITECTURAL COLLECTION

FIXTURE "RH09"

6DR LED 6" Downlight – Round

Williams





CATALOG #:
TYPE:
PROJECT:

NEW CONSTRUCTION AND REMODEL

FEATURES

TrimLock

- Innovative TrimLock reflector retention system secures trim seamlessly flush with ceiling plane
- Available on DarkShop

SPECIFICATIONS

- HOUSING – Die-cast aluminum trim housing with forged aluminum heat sink. Galvanized steel splice compartment with (4) mounting ears. Integral (2) hole slot mounting ends field adjust for ceiling thickness from 1/2" – 2-1/4".
- TRIMLOCK – Innovative TrimLock reflector retention system ensures the trim remains flush with the ceiling plane.
- CRI/R9 REFLECTOR – Low-iridescent anodized aluminum. Clear semi-specular cross-baffles.
- ETHOS TRIM – Die-cast aluminum frame with (2) hole slot mounting ends.
- ELECTRICAL – High-performance Class 2 C.O.B. LED array. Modular quick-connect wiring harness. Replaceable LED light assembly as shown. Reported L70=55,000 hours. Estimated L70 = 200,000 hours.
- MOUNTING – Recessed. 20-ga galvanized steel housing suitable for new construction or IC-rated enclosure. Removable kit option includes recessed mounting frame for use in IC-rated or marked spacing required for 0.00" - 1.00" batten packages.
- LISTINGS –
  - cULus conforms to UL STD 1598, certified to CSA STD C22.2 NO. 250.0. For damp locations. LED light assembly conforms to UL 2108 for remote application.
  - Suitable for wet location when covered ceiling when specified with WETCC or WETCC-N-F.
  - ENERGY STAR® – certified with select configurations, see www.energystar.gov
  - IC rated for direct contact with insulation when specified with J Mounting Type.
  - Title 24 JA8 compliant when specified, approved when specified with CP option.
  - Complies with ASTM E283 when specified with AT option.
  - RoHS compliant.
  - Title 24 JA8 compliant in select configurations, see www.williamsadvancedmaterials.com/ja8
- WARRANTY – 5-year limited warranty, see Terms and Conditions of Sale

Available with BIOS® – consult factory.

ORDERING EXAMPLE: 6DR - TL - L20/835 - OPTIONS - DIM - UNV / DM - OF - CS - TRIM OPTIONS / N - F1
HOUSING / TRIM / MOUNT

HOUSING

SERIES	LUMENS[1]	CRI	CCT	OPTIONS	CONTROL[2]	VOLTAGE
6DR - TL TrimLock	L10 1,000lm[3] L15 1,500lm L20 2,000lm L30 3,000lm L40 4,000lm L50 5,000lm L60 6,000lm L90 9,000lm L80 8,000lm	8 80 9 90[4]	27 2700K 30 3000K 35 3500K 40 4000K 50 5000K	SCA_ Sloped ceiling adapter[5] ATH Airtight construction P Pylon EM/TW 1-watt emergency battery[6] EM/10W 10-watt emergency battery[6] EM/10WRTS 10-watt emergency battery with regressed test switch[6] CP Chicago plenum (CCRA)[7] SDT Skootloser transformer[8]	DIM Dimming driver: 0-10V 0-10V sink driver, 0-10V DWTB Dimming driver, 0-10V	UNV 120-277V 347 347V[9]

TRIM[10]

TRIM TYPE	DISTRIBUTION[11][12]	FLANGE TYPE	REFLECTOR FINISH	TRIM OPTIONS
O Open reflector L Flush lens R Regressed lens A Angled lens[13] N Non-conductive (Not for IC)[14] W Wall wash[15]	W Wide 65° Open 10° Flush 20° Regressed M Medium[16] 35° Open 25° Flush 35° Regressed N Narrow[17] 10° Open 15° Flush 25° Regressed WW Wall wash[18]	OF 1/2" standard flange SF 3/4" flange	Open trim types CS Clear semi-specular anodize SG Satin glow anodize CG Clear glow CS Champagne gold anodize PW Pewter anodize SPC Clear specular anodize BG Rose gold anodize WH White texture powder coat BL Black texture powder coat Lens trim types CS Clear semi-specular powder coat WH White texture powder coat BL Black texture powder coat MG Black texture spray with white flange[19]	MWT Textured white trim flange[19] IP (TBD) rated trim[19] PT Paintable (Light Tan)[19] PD Diffuse PETG polycarbonate lens[19] TD Diffuse polycarbonate lens decal in top of reflector[19]

MOUNTING

MOUNTING TYPE[14]
- N Cover pan for new construction
- C IC-rated enclosure for new construction[14b]
- R Remodel kit[14b]

MOUNTING HARDWARE[20]
- FI Integral (2-position fixed) pan bracket, universal bar hanger included[14c]
- BAR Adjustable butterfly pan bracket, bar hanger not included[14c]
- CAT Adjustable cathedral pan bracket, universal bar hanger included[14c]

NOTES
1. Lumen output based on 2-hole type, W distribution and CS finish, 3500K/80CRI.
2. Not available with 1-watt battery backup. 2 for FAT CABLING REQUIRED (L2 Only). See page 3 for ADDITIONAL CONTROL OPTIONS.
3. Not available with EM/10W emergency batteries.
4. Extended lead times may apply. Consult factory for availability.
5. 9-1/2" aperture, specify degrees of slope in 5° increments (i.e. SCA 20 = 20° slope). Not available with 1-watt battery backup. Painted white. Other colors available, consult factory. See page 3 for SLOPED CEILING ADAPTER.
6. Not available with EM/TBD emergency batteries.
7. Not available with 1-watt battery backup. Painted white. Other colors available, consult factory. See page 3 for CHICAGO PLENUM (CCRA).
8. Not available with 1-watt battery backup.
9. 347V not available with 0-10V dimming driver.
10. Trim is supplied with trim adapter with permanent adhesive and are not field adjustable.
11. Wide distribution is standard for 2-hole type, W and WW distributions only.
12. Medium distribution is standard for 2-hole type, M and WW distributions only.
13. Angled lens trim is standard for 2-hole type, A and WW distributions only.
14. Non-conductive trim is standard for IC-rated housings.
    - 14b. Not available with IC-rated housings.
    - 14c. Not available with Remodel Kit.
15. Wall wash is standard for 2-hole type, W and WW distributions only.
16. Medium distribution is standard for 2-hole type, M and WW distributions only.
17. Narrow distribution is standard for 2-hole type, N and WW distributions only.
18. Wall wash is standard for 2-hole type, WW distributions only.
19. Not available with 1-watt battery backup.
20. Not available with 2-hole type, W and WW distributions only.

LIGHTING FIXTURE SCHEDULE

TYPE	DESCRIPTION	FIXTURE TYPE	LIGHT SOURCE			LOAD	VOLTS	SPECIFIED FIXTURE		FINISH	IES FILE USED
			LUMENS	K	CRI			MANUFACTURER	MODEL NO.		
L2	LINEAR EXTERIOR FIXTURE	LED	2400	5000	80	40	120	H.E. WILLIAMS	MX4IP-4-L7/850-S-F-L6-DIM-UNV	WH	(L2) MX4D-4-00-L8-840-F-(L6)-DIM-UNV_.ies
RH09E	6" DOWNLIGHT	LED	2000	4000	80	19	120	H.E. WILLIAMS	6DR-TL-L20/840-EM/10W-DIM-UNV-OW-OF-WET/CC-N-F1	WH	(RH09) 6DR-TL-L20-840-DIM-UNV-OW-OF-WH_.ies
RH10	SURFACE MOUNT DOWN LIGHT	LED	1200	4000	80	14	120	HALO	SLD612840WHUNV JB	WH	(RH10) SLD612840WH.ies
SP2	PARKING LOT LIGHT - TYPE 2 THROW	LED	8500	5000	80	78	120	US ARCHITECTURAL	RZR-M-PLED-II-48LED-525mA-50K-HS	BZ	RZRM-PLED-II-48LED-525mA-50K-HS.ies
SP3	PARKING LOT LIGHT - TYPE 3 THROW	LED	8500	5000	80	78	120	US ARCHITECTURAL	RZR-M-PLED-III-W-48LED-525mA-50K-HS	BZ	RZRM-PLED-III-W-48LED-525mA-50K-HS.ies
SP4	PARKING LOT LIGHT - TYPE 4 THROW	LED	11000	5000	80	104	120	US ARCHITECTURAL	RZR-M-PLED-IV-FT-48LED-700mA-50K-HS	BZ	RZRM-PLED-IV-FT-48LED-700mA-50K-HS.ies

NOTES:
- ALL LIGHT LOSS FACTORS ARE 0.85.
- FIXTURE DIMENSIONS INCLUDING ARM LENGTH PER ATTACHED FIXTURE CUTSHEETS.
- ALL POLE LIGHTS ARE AT 0 DEGREE TILT.

PHOTOMETRIC SUMMARY FOR PARKING LOT AREA:

AVERAGE = 2.81 FC
MAXIMUM = 5.6 FC
MINIMUM = 1.2 FC
AVG/MIN = 2.34
MAX/MIN = 4.67

1 SITE PHOTOMETRIC PLAN
E1-2
1" = 20'-0"

Hufft

PROJECT INFORMATION:

Andy's Frozen Custard - Schaumburg

216 E Golf Rd
Schaumburg, IL 60173

OWNER:

ANDY'S FROZEN CUSTARD

211 E. Water Street
Springfield, MO 65806

eatandy's.com

ARCHITECT:

HUFFT

3612 Kannes Boulevard
Kansas City, MO 64111
P: 816-531-0200

www.hufft.com

STRUCTURAL:

METTEMEYER ENGINEERING, LLC

2101 W. Chesterfield Blvd., Suite B105
Springfield, MO 65807
P: 417-862-8002

CIVIL:

MEP:

RTM ENGINEERING CONSULTANTS

3333 E. Battlefield Road, Suite 1000
Springfield, MO 65804
P: 417-881-0020

LANDSCAPE ARCHITECT:

ISSUE:

INITIAL SUBMITTAL

02-25-2026

REVISION SCHEDULE:

NO.	DATE	ISSUE

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NOT FOR CONSTRUCTION
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Engineer: Jon E. Eckhardt
License Number: xxxx
Drawn By: TSE
Project Number: 775

SITE PHOTOMETRIC PLAN

E1-2

August 12, 2026

TEMPORARY VILLAGE HALL
COMMUNITY DEVELOPMENT DEPARTMENT
1000 E. WOODFIELD RD.
SCHAUMBURG, IL 60173

PROJECT NARRATIVE
PROPOSED COMMERICAL DEVELOPMENT
216 EAST GOLF RD.
SCHAUMBURG, ILLINOIS 60173

PARCEL ID	PARCEL ADDRESS	ACREAGE	LAND USE	EXISTING ZONING
07-10-400-032-0000	210-214 W GOLF RD	1.39	COMMERCIAL	B-4

Introduction:
This Project Narrative has been prepared in support of the Proposed Commercial Development located on 216 E. Golf Rd. in the Village of Schaumburg, Illinois. The project will include the redevelopment of an existing commercial lot, which will require the removal of existing buildings and structures. The zoning of the project location will not be affected.

Existing Site Characteristics:
The existing site is developed for commercial use; the site contains one Outback Steakhouse building and associated parking. The site is bound by a neighboring commercial development to the west, E. Golf Rd. to the south, Wilkening Rd. to the east, and a strip mall to the North. The existing property ultimately drains to the east, across Wilkening Rd and ultimately into a detention pond.

Project Description:
The overall property area is approximately 1.39 acres and the proposed development includes subdivision of the site into two lots via Plat of Subdivision, one lot will be used for the proposed Dutch Bros Drive Thru Coffee development (+/-1,266 sq. ft building) and the other will be used for a future Andy's Frozen Custard (+/-7,475 sq. ft building). Proposed improvements will include the construction of drive-thru facilities, parking lot improvements, underground utility improvements and other related amenities. The proposed development will result in the addition of +/-11,662 square feet of impervious area. Site imperviousness will be increased from 0.83 acres (existing) to 1.09 acres (proposed). Please refer to the stormwater report for existing and proposed impervious exhibits.

This project proposes improved drainage conditions in the subject area with construction of additional storm sewer according to the Village of Schaumburg's standards and specifications, eliminating the existing parking lot ponding conditions, and providing underground detention storage to decrease the existing release rate of stormwater from the site. These improvements are proposed while maintaining the site's existing drainage patterns and outfall conditions. Preliminary Construction plans will be provided showing how the drainage will change. In addition, an exhibit detailing the existing drainage patterns and tributary areas is attached to this submittal.

Code Variance Requests:

We request that staff review and consider the requested code variances and their justifications below:

154.175 (6) Minimum Yard Requirements: A variance is requested for the proposed Andy's Frozen Custard building on the proposed Lot 3. The code requires a 28' setback from a corner side lot line abutting a roadway right-of-way. While the majority of the building (~88% of the east building elevation) is set back behind the 28' setback line, the proposed drive-thru window is set back 24.2' from the corner side lot line along Wilkening Road. This variance is requested due to site space constraints. Parking, lane width and patio size are already at operational minimums, relocating the building west would require a reduction in width of landscaping islands or foundational landscaping.

154.175 (6) Minimum Yard Requirements: A variance is requested for the proposed Andy's Frozen Custard building on the proposed Lot 3 and the Dutch Bros Coffee on Lot 2. The code requires a 5' setback from an interior side yard. The Andy's Frozen Custard and Dutch Bros proposed curb and trash enclosure is proposed to be 0.3'-5' from the northern lot line. This variance is requested due to site space constraints. Parking, fire lane width and landscaping island widths are already at code minimums, relocating the building farther south to allow a larger yard would require a reduction in width of landscaping islands, the fire lane, or a further reduction in drive-thru stacking which would be another code variance.

154.122 Parking Ratio: A variance is requested for the parking provided on the Dutch Bros Coffee lot. The parking ratio for this establishment is 6 spaces per 1000 s.f. which equates to 7 parking spaces. 9 parking spaces are provided. Variances are requested for the maximum parking of 8, and the short-term parking spaces, which this lot would not be

eligible for by code. This request is made based on Dutch Bros operations. It is requested to allow the additional spaces over the maximum to allow for customer and employee parking. 9 parking stalls is below Dutch Bros preferred minimums, and will be needed to properly serve walkup customers. The temporary parking spaces are requested to allow for order ahead customers to park and have their orders delivered to their vehicles. This is consistent with Dutch Bros national operations and would help to reduce stacking in the drive-thru.

155.95 (B) Commercial Use Sign: A variance is requested for the proposed Dutch Bros on Lot 2. The code states there shall not be more than 2 menu board signs. The development proposes 4 menu signs. This variance is requested due to the operational standards at Dutch Bros. The additional menu signs will allow for customers to be served at a faster pace and therefore reduce stacking and overall traffic congestion. It should be noted that the proposed menu boards do not include speakers as is typical for drive-thru orders, orders are taken by employees walking the drive-thru line.

154.123 (B) Stacking Requirements: A variance is requested for the proposed Andy's Frozen Custard on Lot 3. The code states there shall be a minimum of 5 cars stacked between ordering and pickup. The proposed development allows 4 cars to be stacked between the ordering and pickup. This variance is requested to allow for typical Andy's Frozen Custard operations to take place.

154.136 (M) Foundation Landscaping: A variance is requested for the proposed Andy's Frozen Custard on Lot 3. The code states that a minimum of 10' of foundation landscaping must be provided. The applicant requests a reduction of this requirement to 6.5'. This reduces the sidewalk in front of the Andy's building to 7' wide, which is below Andy's standard sidewalk width. The wider sidewalk is requested here as the sidewalk will be carrying foot traffic for customers navigating to and from the patio, the wider walk will help them to safely navigate the site.

Proposed Users:

DUTCH BROS: Dutch Bros Coffee is a drive-thru coffee development established in 1992. Dutch Bros operations will include a two lane drive-thru for placing orders and a merged pickup lane with a bailout. The Dutch Bros building will also provide a pickup window and patio for pedestrian traffic. The Dutch Bros menu includesa variety of coffee, tea, soda and proprietary energy drink options. The menu will also include a small selection of snacks including granola bars and muffin tops. The building itself will only be accessed by employees, with food and drinks served through the drive-thru and patio window exclusively.

ANDY'S FROZEN CUSTARD: Andy's Frozen Custard has been serving its customers since 1986, when it was founded in Osage Beach, Missouri. The Andy's Frozen Custard operations will include a two lane drive thru for placing orders, before merging to a single drive-thru lane for pickup at the drive-thru window. The proposed building will also include a walk up window and patio for pedestrian traffic. The Andy's menu includes a selection of frozen custard concretes, sundaes and splits.

Andy's Frozen Custard Companies • 211 E. Water St. • Springfield, MO 65806
417-881-3500 • 888-60-ANDYS • Fax: 417-881-3571

To Whom It May Concern:

The proposed Tenant will be Andy's Frozen Custard. Andy's is a quick-service style restaurant specializing in frozen dessert sales. As we celebrate our 40th year, we have over 180 locations in 15 states. There are currently 20 stores in the Chicagoland area, all of which are corporately operated.

Andy's Frozen Custard is passionate about and dedicated to improving the Andy's Frozen Custard guest experience with an emphasis on exceptional personal service, offering a superior quality product using only the freshest ingredients, and crafted by our accomplished employees.

Our menu consists of frozen treats including sundaes, concretes, Jackhammers, shakes, malts, old-fashioned soda, and freezes, which all feature frozen custard that is made fresh every hour. We do not have grills or fryers, and make sweet waffle cones, brownies, and other baked goods fresh every day.

Our business operates with a drive-thru and patio with walk-up service windows. There is no speaker box as orders are taken the old-fashioned way with face-to-face interaction either on the patio, or at each car with a runner and an iPad. Our speed of service commitment is 80-90 seconds or less, which helps drive-thru lines go quickly and ease of flow with on-site traffic. Our peak service times are 7:00 – 10:00 pm on Fridays and Saturday evenings, which will not conflict with typical morning or evening traffic.

Andy's is committed to being an active member of the community by participating in and sponsoring local events. We have a local marketing / community relations liaison who registers with the local Chamber of Commerce and will utilize those connections to stay informed about specific initiatives and local events. We actively support and contribute to schools, police and fire, parks and recreation, and other small businesses.

Andy's Frozen Custard will be creating approximately 25 new employment opportunities for residents which will include part-time for students and full-time managerial roles. We offer a fun, clean, collaborative and safe environment and have specialized training programs that enable our

employees to succeed. There is an opening shift (2-3 employees) and closing shift (4-10 employees). The typical hours of operation are 11:00 am – 11:00 pm Sunday through Thursday, and open until 11:30 pm Friday through Saturday. During our peak season, Memorial Day to Labor Day, we are open 30 minutes later each night.

Please do not hesitate to contact me with any questions.

Sincerely,

Liana Moore
Development Project Manager
Andy's Frozen Custard Stores, LLC
417-631-1878
liana.moore@eatandys.com

PINNACLESIGN GROUP

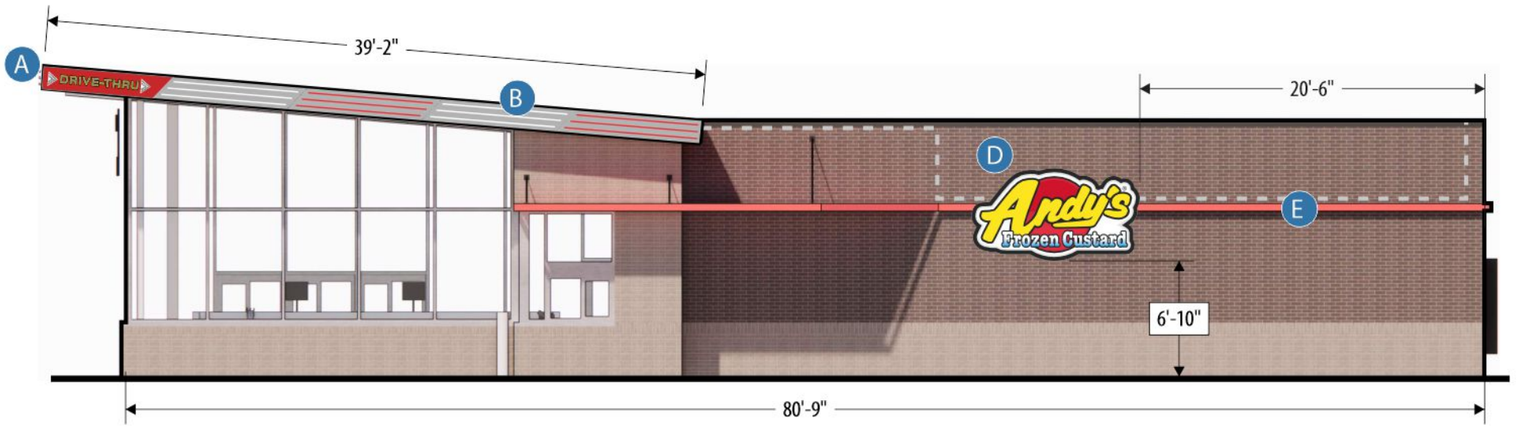
VISUAL BRANDING THAT MAKES A DIFFERENCE

Andy's® Frozen Custard

★ SINCE 1986 ★

SCHAUMBURG, 417

EAST ELEVATION
SCALE: 1" = 9'

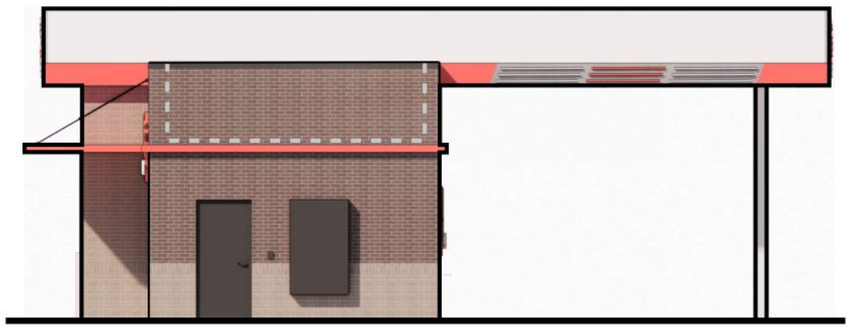


ELECTRICAL INFO
PERMITTING INFO
SIZE AND PLACEMENT

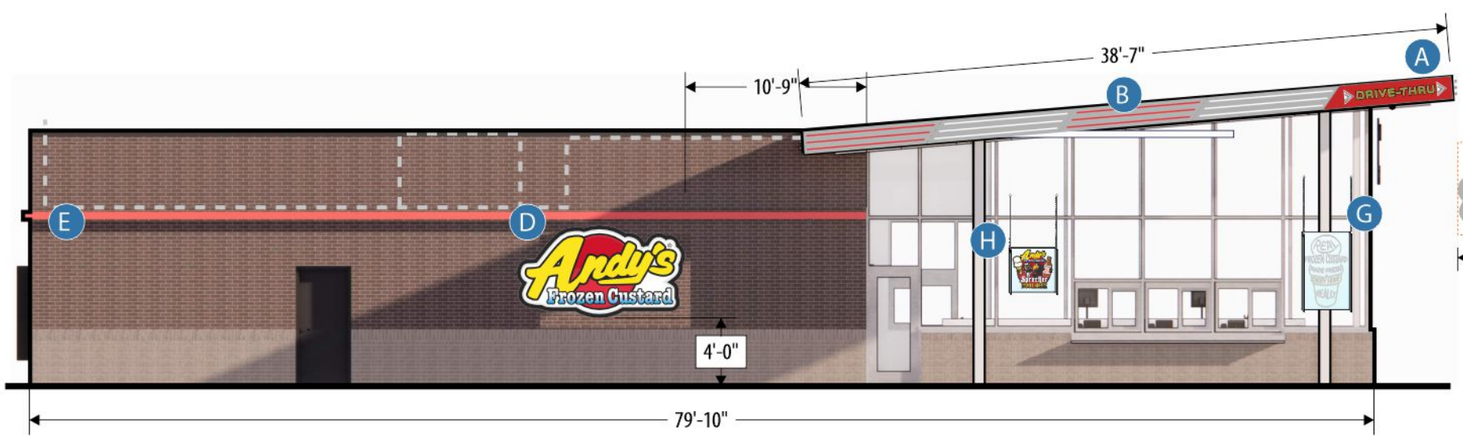
SOUTH ELEVATION
SCALE: 1" = 9'

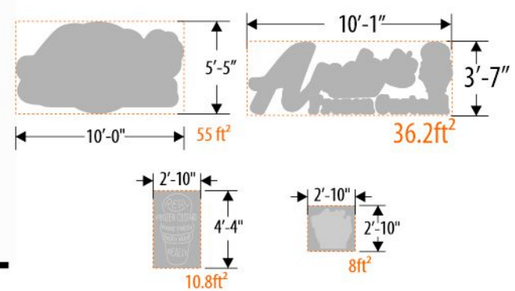


NORTH ELEVATION
SCALE: 1" = 9'



WEST ELEVATION
SCALE: 1" = 9'





PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD
CUSTOMER

0826.25-ELEV-1
DRAWING NUMBER

AS SHOWN
ELEVATION

09.01.26
DATE REVISED

DEREK CROUCH
DESIGNER

TIM SWAIM
PROJECT MANAGER

SCHAUMBURG, IL
LOCATION

SIGN SCHEDULE	QUANTITY
BUILDING SIGNAGE	
A **LED Illuminated Corner Fascia Cabinets** (AFC-OPT-FASC-2)	4 Sections
B **LED Illuminated Fascia Cabinets** (AFC-OPT-FASC-1)	13 Sections
D **Pan Embossed Wall Logo** (AFC-STND-EWAL-2)	2
E **LED Accent Light Band** (1202-21-BAND-1)	140 Linear Feet
F **Channel Cabinets** (AFC-OPT-EWAL-2)	1
WINDOW SIGNAGE	
G **LED "Made Fresh Hourly" Sign** (AFC-STND-IWAL-2 LED)	1
H **LED "Sprecher" Sign** (AFC-STND-IWAL-3 LED)	1

EXTERIOR FT²: EAST	
FACADE AREA Ft²	1,229
ALLOWABLE ft²: x 10%	122.9
10' ANDY'S LOGO: 55ft² x 1	55
TOTAL SIGNAGE ft²:	57.5

EXTERIOR FT²: WEST	
FACADE AREA Ft²	1,229
ALLOWABLE ft²: x 10%	122.9
10' ANDY'S LOGO: 55ft² x 1	55
TOTAL SIGNAGE ft²:	57.5

EXTERIOR FT²: SOUTH	
FACADE AREA Ft²	364.2
ALLOWABLE ft²: x 10%	36.4
CHANNEL CABINETS: 36.2ft² x 1	36.2
TOTAL SIGNAGE ft²:	41.2

\\AANDY'S FROZEN CUSTARD\LOCATIONS\ILLINOIS\212 E. GOLF ROAD, SCHAUMBURG, IL\ARTRENDERINGS

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SIGN SCHEDULE / SCALE: NTS

I MONUMENT (AFC-STND-MONU-1)

Masonry Structure; Illuminated Pan-Face Logo;
Changeable Copy Board; Address Number FCOs



J DIRECTIONAL SIGN (AFC-STND-DIRE-1)

3' Height; 2-Sided Illuminated Directional



K 1-SIDED MENU BOARD (AFC-STND-MENU-1-SS)

3 Over 3 Panel Standard Menu; "Order at Window" Sign Panel w/ Bracket;
Located at Drive-Thru



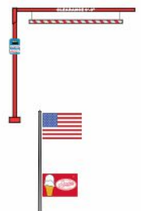
L 2-SIDED MENU BOARD (AFC-STND-MENU-1-DS)

3 Over 3 Panel Standard Menu; Located at Patio



M CLEARANCE SIGN (AFC-STND-BAR-1)

9' Clearance Standard Clearance Bar; "No Trailers" Sign Panel



N 35' FLAG POLE (0826-25-FLAG-1)

35' Flag Pole; 8' x 5' American Flag; 6' x 4' Andy's Flag; Flood Lighting

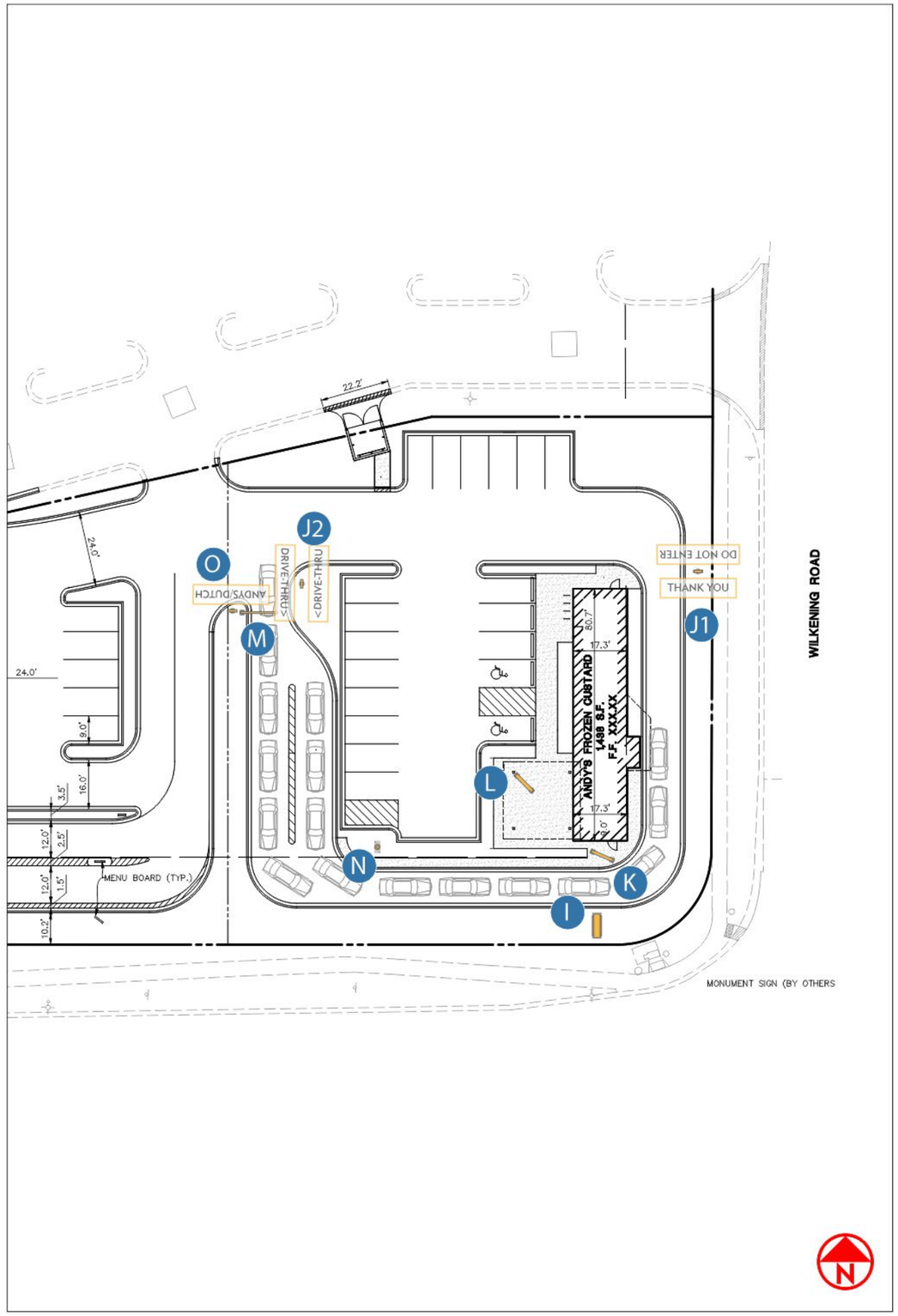
O DIRECTIONAL SIGN (0826-25-DIRE-1)

3' Height; 1-Sided Illuminated Directional



PLACEMENT DETAIL / SCALE: NTS

SITE MAP / SCALE: 1:500



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD CUSTOMER	
0826-25-SITE-1 DRAWING NUMBER	AS SHOWN ELEVATION
06.03.26 DATE REVISED	
DEREK CROUCH DESIGNER	TIM SWAIM PROJECT MANAGER
SCHAUMBURG, IL LOCATION	

SIGN SCHEDULE	QUANTITY
BUILDING SIGNAGE	
D **Pan Embossed Wall Logo** (AFC-STND-EWAL-2)	2
F **Channel Cabinets** (AFC-OPT-EWAL-2)	1
DETACHED SIGNAGE	
I **2-Sided Monument** (0826-25-MONU-1)	1
J **2-Sided Illuminated Directional** (AFC-STND-DIRE-1)	2
K **1-Sided Menu Board** (AFC-STND-MENU-1-SS)	1
L **2-Sided Menu Board** (AFC-STND-MENU-1-DS)	1
M **Clearance Bar** (AFC-STND-BAR-1)	1
N **35' Flag Pole** (0826-25-FLAG-1)	1
O **1-Sided Illuminated Directional** (0826-25-DIRE-1)	1

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MOUNTING VIEW SCALE: NTS

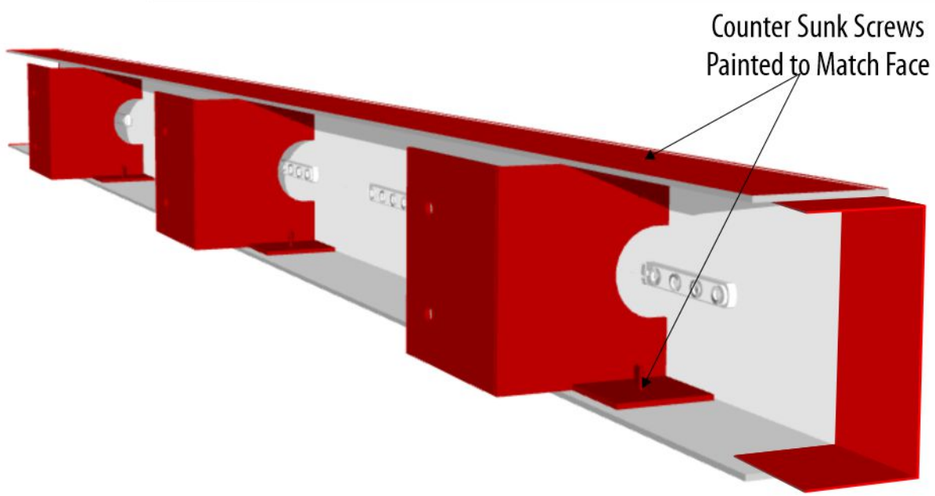
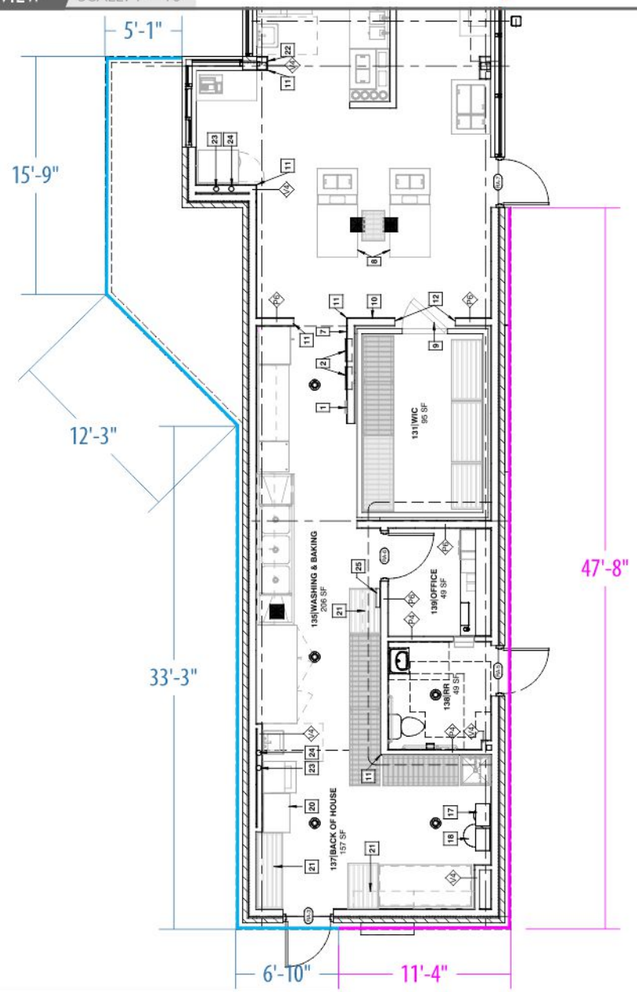


PHOTO EXAMPLE SCALE: NTS

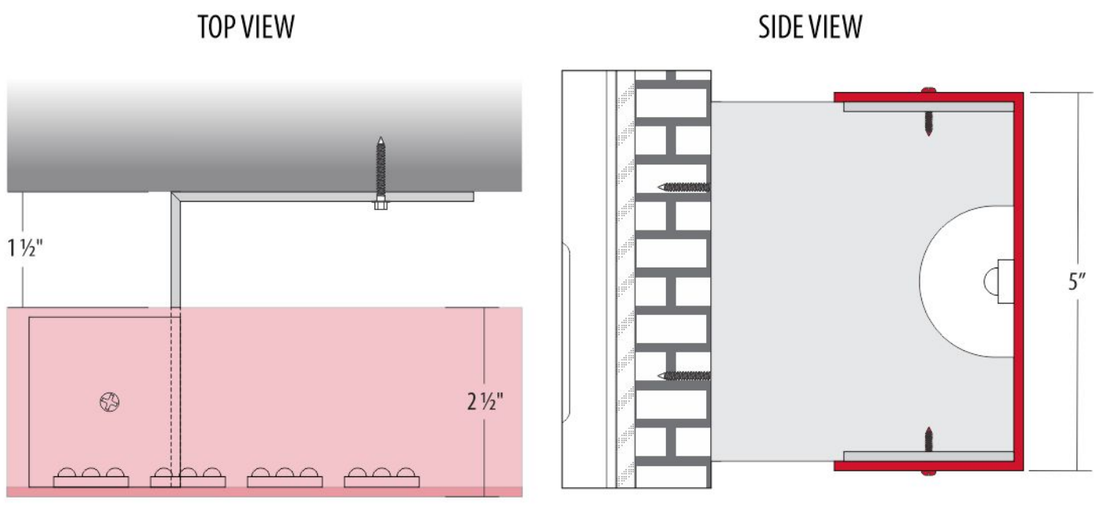


OVERHEAD VIEW SCALE: 1"=10'

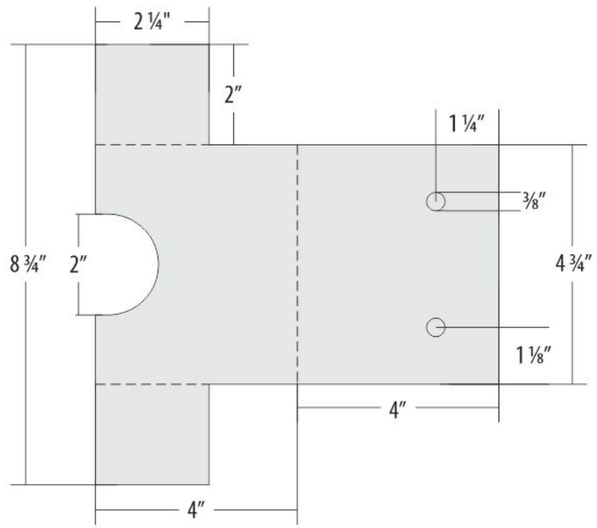
*See Instalation packet for final circuit layout



ATTACHMENT VIEW SCALE: 1:2



EXPLODED BRACKET VIEW SCALE: 1:3



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD CUSTOMER	
0826-25-BAND-1 DRAWING NUMBER	AS SHOWN ELEVATION
06.09.26 DATE REVISED	
DEREK CROUCH PROJECT MANAGER	TIM SWAIM DESIGNER
SCHAUMBURG, IL LOCATION	

SCOPE OF WORK

Reverse Channel Light Stripe

A **Halo-Lit Reverse Channel Aluminum Band**
- Painted Aluminum Reverse Channel
- LED Halo Illuminated
- Mechanically Fastened w/ Painted Hardware

Paint (Interior) - White

Paint - MP 10224 Hot Rod Red (Gloss)

B **Aluminum Mount Brackets**
- Painted
- Mechanically Fastened to Exterior Wall

Paint - MP 10224 Hot Rod Red (Gloss)

Electrical Info:

Section A: 1-10 Amp Circuit

Section B: 1-10 Amp Circuit

\\ANDY'S FROZEN CUSTARD\LOCATIONS\ILLINOIS\212 E. GOLF ROAD, SCHAUMBURG, IL\ART\RENDERINGS

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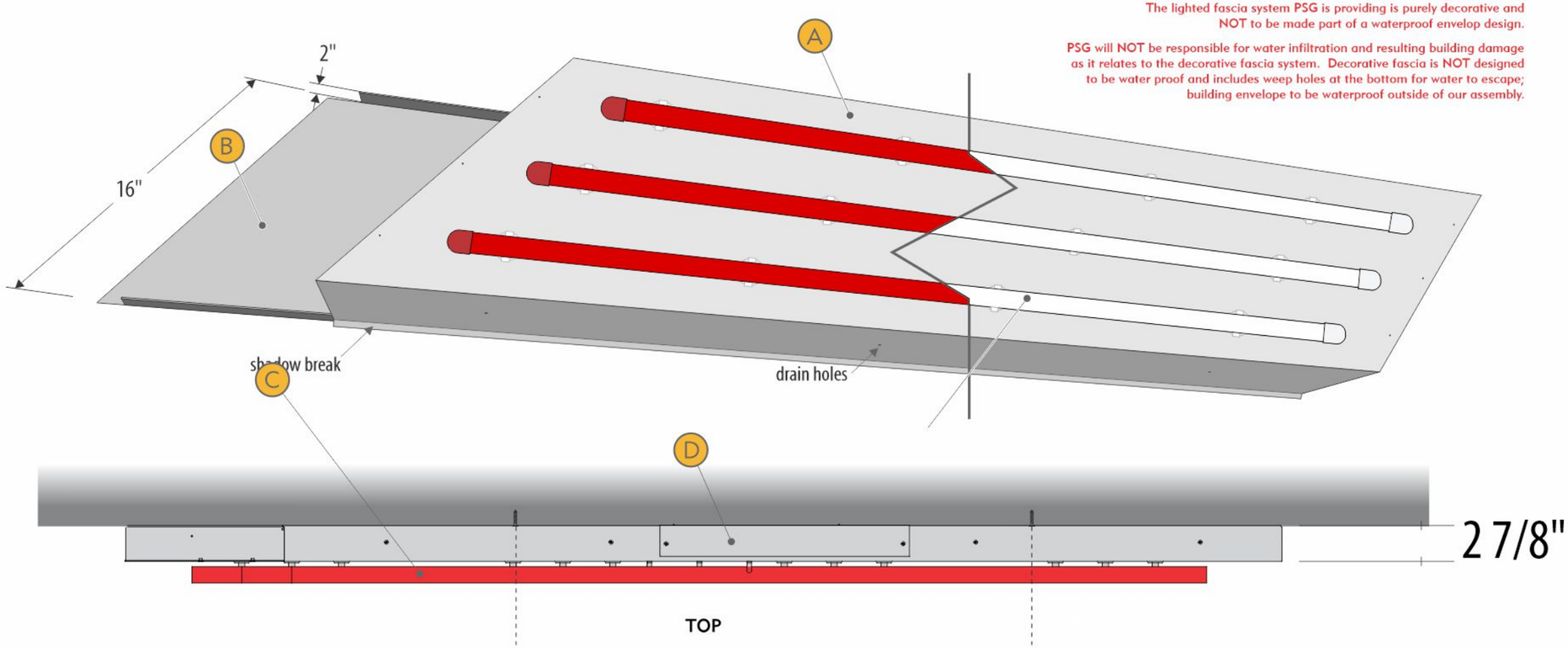
ORTHOGRAPHIC VIEWS SCALE: NTS

AFC DISCLAIMER - FASCIA

The lighted fascia system PSG is providing is purely decorative and NOT to be made part of a waterproof envelop design.

PSG will NOT be responsible for water infiltration and resulting building damage as it relates to the decorative fascia system. Decorative fascia is NOT designed to be water proof and includes weep holes at the bottom for water to escape; building envelope to be waterproof outside of our assembly.



Fasteners Between Service Doors

PHOTO EXAMPLE SCALE: NTS



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PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD
CUSTOMER

AFC-OPT-FASC-2
DRAWING NUMBER

AS SHOWN
ELEVATION

02.14.25
DATE REVISED

DEREK CROUCH
DESIGNER

TIM SWAIM
PROJECT MANAGER

ALL
LOCATION

SCOPE OF WORK

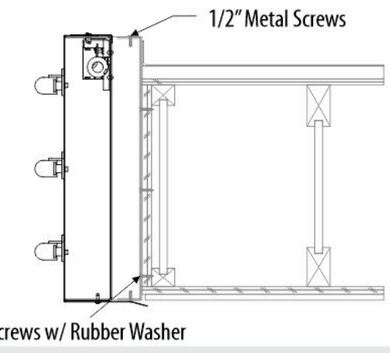
A .040 **Polished Aluminum Face**
- Finish - Bright Clear Anodized Aluminum

B .063 **Aluminum Backpan**

C LED Illuminated Sloan LEDstripe Lighting
- Contour Lighting - White
- Contour Lighting - Red

D **Access Panel**

ATTACHMENT METHOD



ELEVATION VIEW SCALE: 1:16



SIDE/CUTAWAY VIEW SCALE: NTS

ILLUMINATED VIEW SCALE: NTS



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PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD
CUSTOMER

0528-24-EWAL-2	AS SHOWN
DRAWING NUMBER	ELEVATION
07.17.24	
DATE REVISED	
DEREK CROUCH	TIM SWAIM
DESIGNER	PROJECT MANAGER
ALL	
LOCATION	

SCOPE OF WORK

Internally Illuminated Channel Cabinets

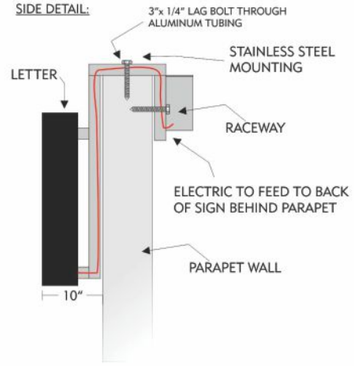
A Trimcap
- Black

B 5" Returns
- Black

C Digitally Printed Graphics Applied To Polycarbonate Faces
- Vinyl - Digital Print

D Wireway mounted to building roof
- Paint - MP LVS953 Super Sparkle Silver (Satin)

ATTACHMENT METHOD



\\ANDY'S FROZEN CUSTARD\MASTER\RENDERINGS\STANDARD DRAWINGS\OPTIONAL DRAWINGS

ORTHOGRAPHIC VIEWS / SCALE: 3/4" = 1'



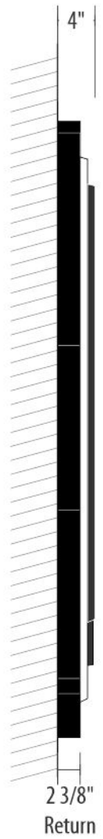


PHOTO EXAMPLE / SCALE: NTS



ILLUMINATED VIEW / SCALE: NTS



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD - MASTER CUSTOMER	
AFC-STND-EWAL-2 DRAWING NUMBER	AS SHOWN ELEVATION
07.29.22 DATE REVISED	
BUDDY HINDS DESIGNER	TIM SWAIM PROJECT MANAGER
ALL LOCATION	

SCOPE OF WORK

Internally Illuminated Panfaced Wall Sign

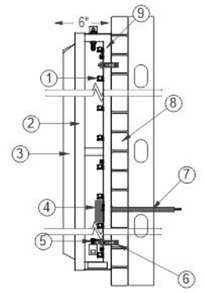
A — Internally LED Illuminated Contour Cabinet
- Paint - Black (Gloss)

B — Multi-Level Embossed Pan Face; Back Spray-Painted (2nd Surface)
- See Logo Chart for Color Specs

C — Flush Mounted to Exterior Wall

\\ANDY'S FROZEN CUSTARD\MASTER\RENDERINGS\STANDARD DRAWINGS\PSG IN HOUSE ONLY

ATTACHMENT METHOD



1. WHITE LED STICK LIGHTING
2. PAN FACE RETAINER
3. EMBOSSED PAN FACE
4. 12 VOLT DC TRANSFORMER
5. TOGGLE ON/OFF SWITCH
6. 1/4" WEDGE ANCHORS
7. POWER PASS THROUGH
8. WALL - BRICK
9. ALUMINUM .063" BACKS/ .080" RETURNS

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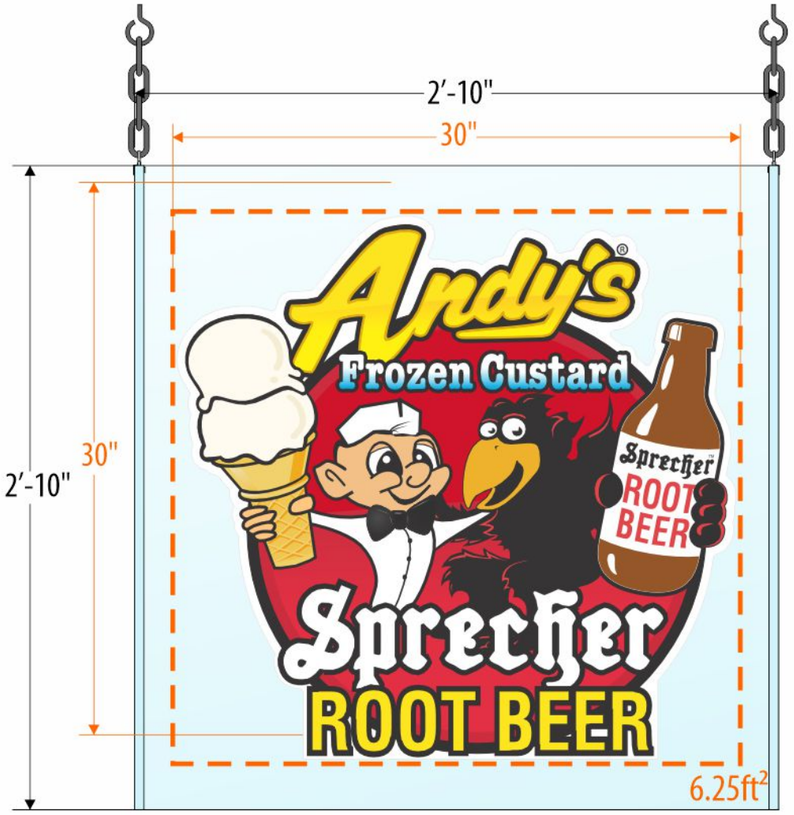
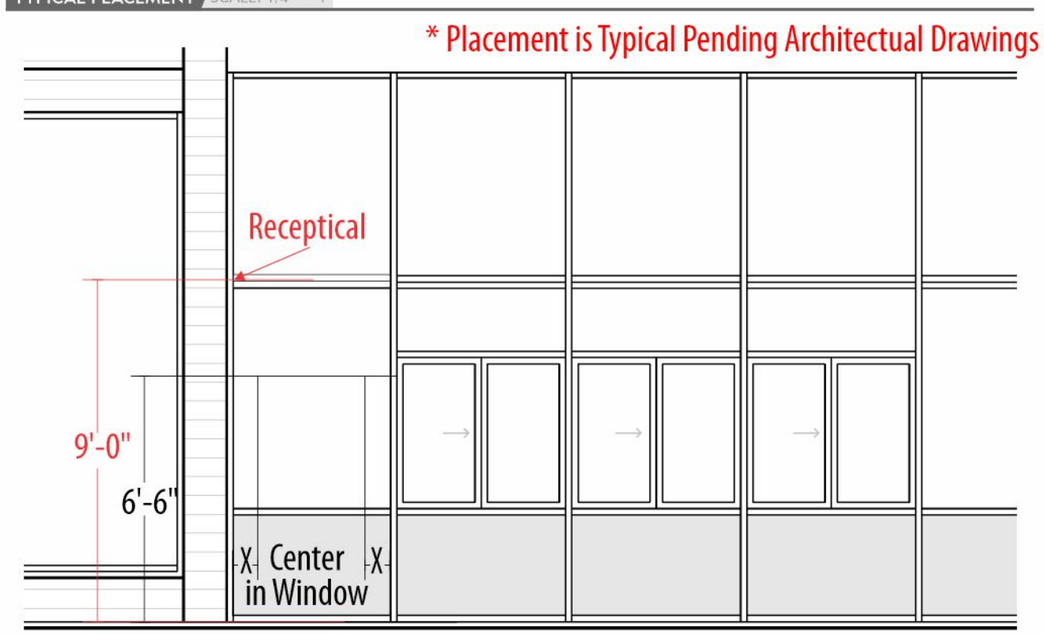
ELEVATION VIEW SCALE: 1:8



PRODUCT PHOTO SCALE: NTS



TYPICAL PLACEMENT SCALE: 1/4" = 1'



PINNACLE SIGN GROUP

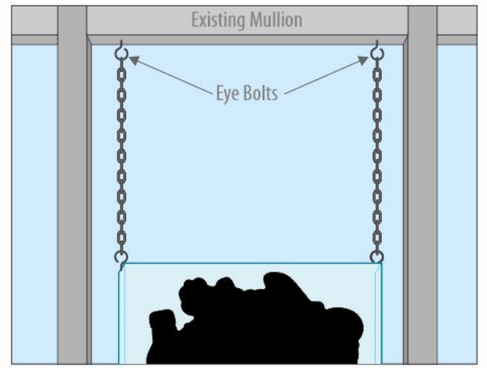
ANDY'S FROZEN CUSTARD CUSTOMER	
AFC-STND-IWAL-3 LED DRAWING NUMBER	AS SHOWN ELEVATION
01.23.24 DATE REVISED	
DEREK CROUCH DESIGNER	TIM SWAIM PROJECT MANAGER
ALL LOCATION	

SCOPE OF WORK

Hanging LED Window Sign

- A — Chain D-Clip to Ceiling (Adjust to Measure)
- B — 6' Cord to 120v Service
- C — On/Off Switch w/ Chain
- D — 3/16" Clear Acrylic, Custom Bent to Shape
- E — LED ContourTube lighting Over Top of Face
  - Lighting - White
- F — Digital Print Vinyl Applied to Face
  - Vinyl - Digital Print

Electrical Requirements
- 120V, 3A per Sign to Outlet 108" AFF



\\ANDY'S FROZEN CUSTARD\MASTER RENDERINGS\STANDARD DRAWINGS\

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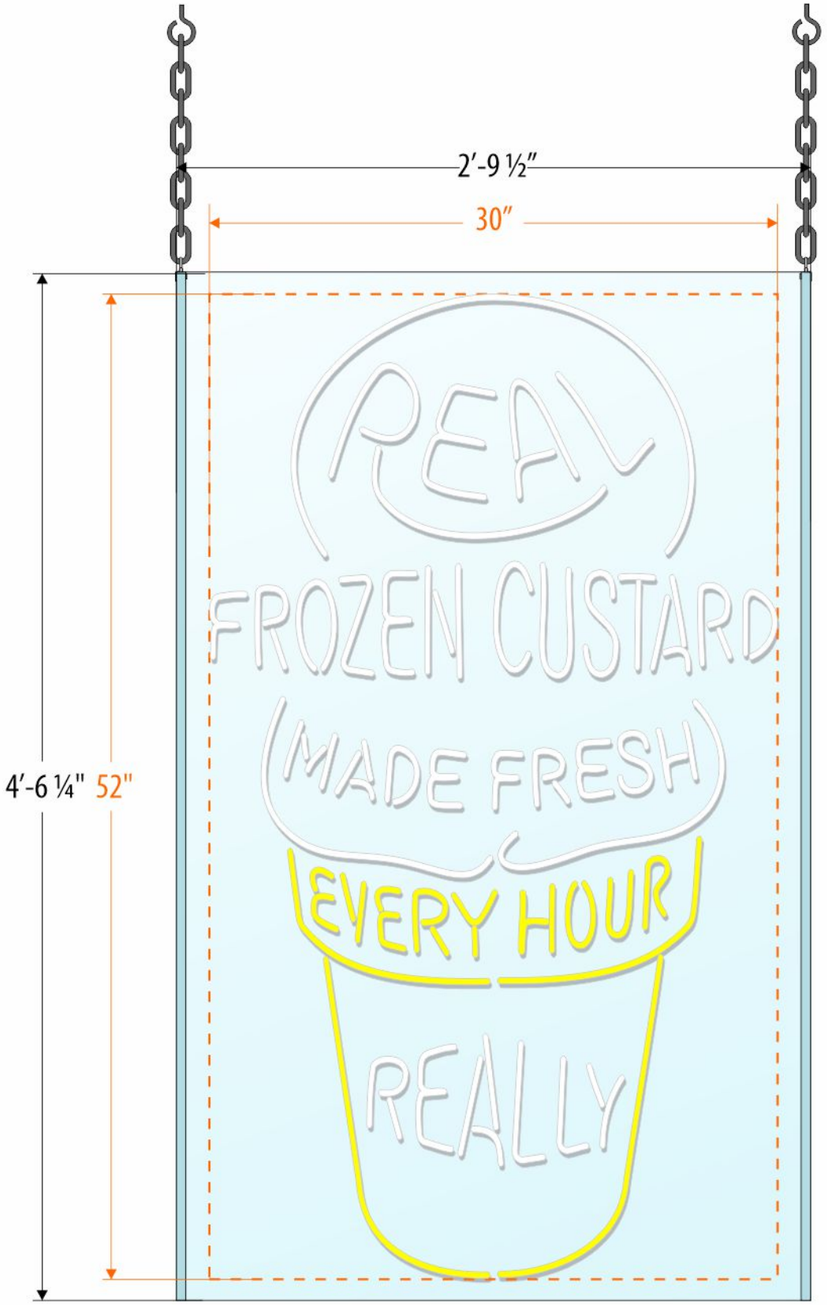
ELEVATION VIEW SCALE: 1:8

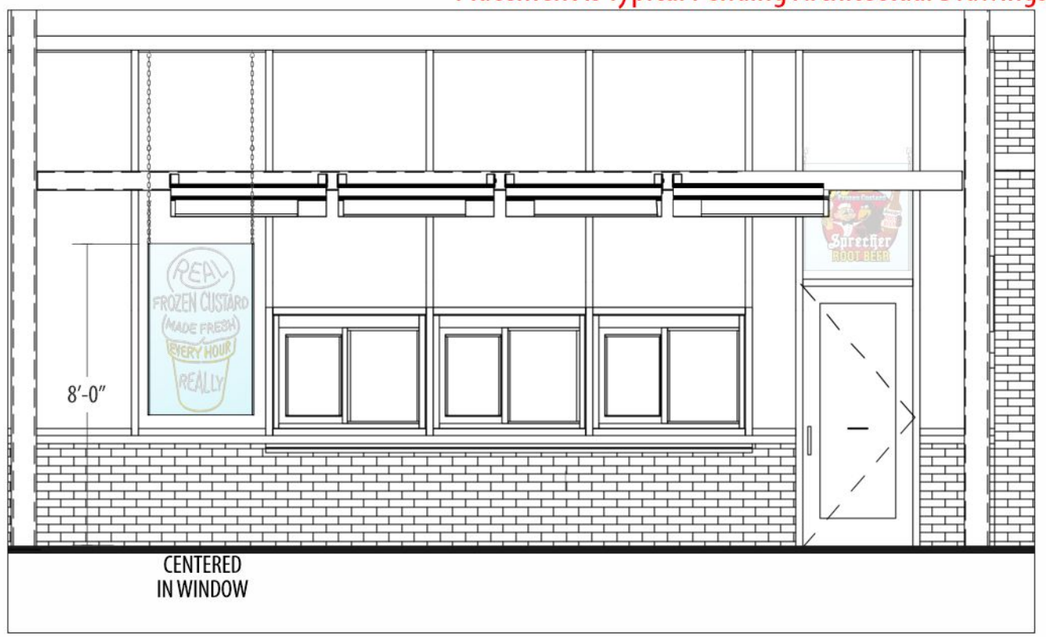


PRODUCT PHOTO SCALE: NTS



PLACEMENT INFO SCALE: 1/4" = 1'

*** Placement is Typical Pending Architectual Drawings**



PINNACLE SIGN GROUP

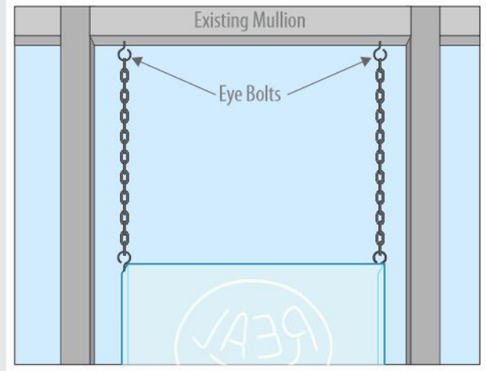
ANDY'S FROZEN CUSTARD CUSTOMER	
AFC-STND-IWAL-2 LED DRAWING NUMBER	AS SHOWN ELEVATION
06.27.22 DATE REVISED	
DEREK CROUCH DESIGNER	TIM SWAIM PROJECT MANAGER
LOCATION LOCATION	

SCOPE OF WORK

Hanging LED Window Sign

- A — Chain D-Clip to Ceiling (Adjust to Measure)
- B — 6' Cord to 120v Service
- C — On/Off Switch w/ Chain
- D — 3/16" Clear Acrylic, Custom Bent to Shape
- E — LED ContourTube lighting Over Top of Face
  - Lighting - Yellow
  - Lighting - White

Electrical Requirements
- 120V, 3A per Sign; 3 Cords to Outlet 108" AFF



\\ANDY'S FROZEN CUSTARD\MASTER\RENDERINGS\STANDARD DRAWINGS\

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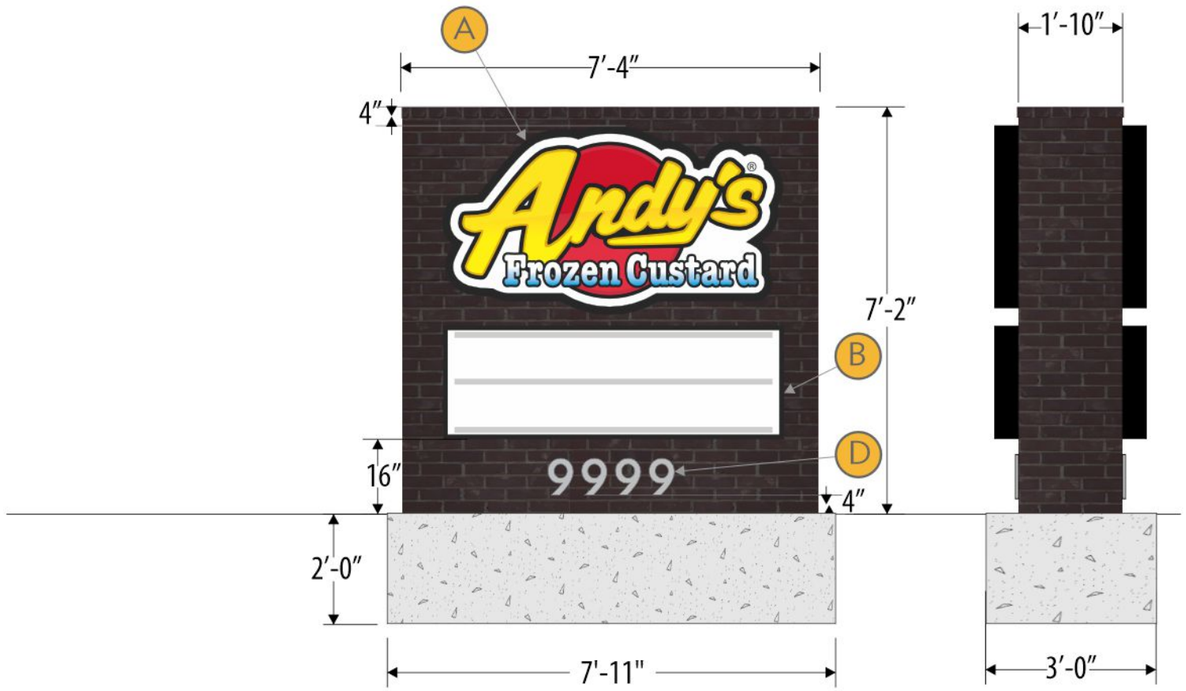
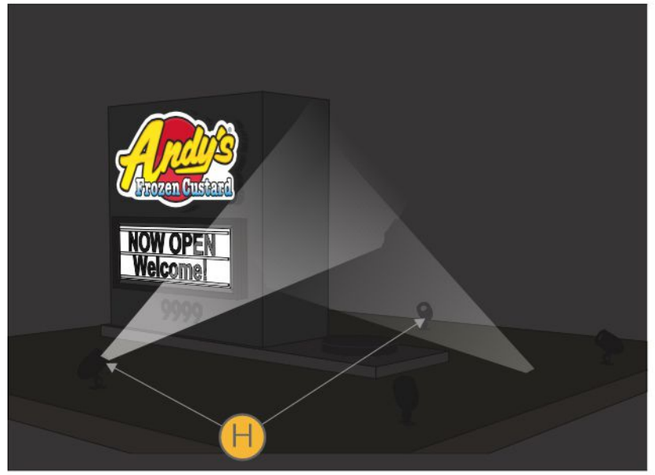
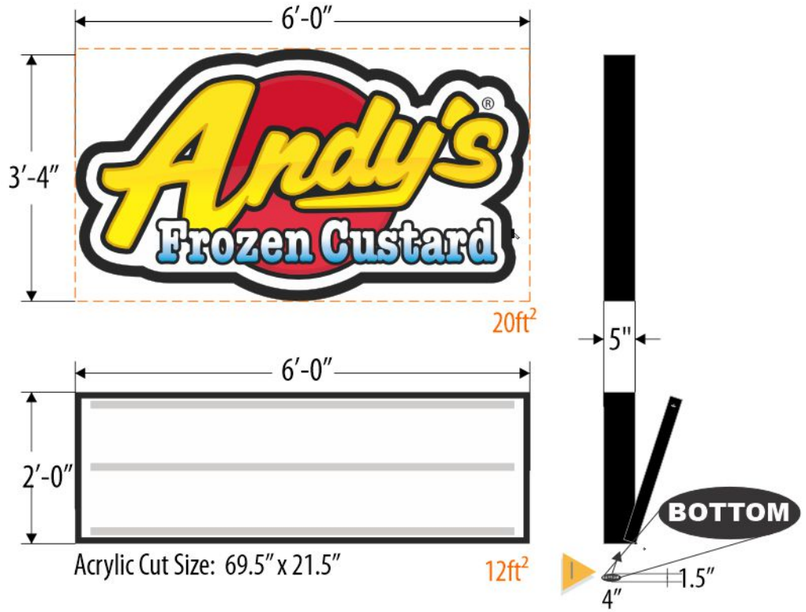
ORTHOGRAPHIC VIEWS SCALE: 3/8" = 1'



ILLUMINATED VIEW SCALE: NTS



ELEVATION VIEW SCALE: 1/2" = 1'



Total Square Footage - 68.3ft²

ADDRESS LETTERS SCALE: 3/4" = 1'



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD
CUSTOMER

0826-25-MONU-1 — DRAWING NUMBER
AS SHOWN — ELEVATION

02.10.26
DATE REVISED

DEREK CROUCH — DESIGNER
TIM SWAIM — PROJECT MANAGER

SCHAUMBURG, IL
LOCATION

SCOPE OF WORK

2-Sided Monument

A **LED Illuminated Contoured Aluminum Cabinet with Pan Embossed Backspray Painted Face**
- Black (Gloss)
- See Logo Chart for Color Specs

B **Flush Mounted 1-Sided LED Illuminated Cabinets**
- Flat Face with 2 Line Letter Face, 2 Thumb Screw Latches per Retainer (4 Total) and Vandal Cover
- Black (Gloss)

D **Painted 1/2" Acrylic FCO Address; Stud Mounted Flush to Monument Face**
- MP lvs953 Super Sparkle Silver (Satin)

F **Qty. 2-100 pc. 8 on 9 Std Cond. Font Letters; Qty. 1-50 pc. 8 on 9 Std Cond. Font Punctuation Set**

G **Changeable Copy Letter Storage Cabinet**

H **Cast Lighting**
-Qty. 4 Fixtures by Others

I **Vinyl Sticker To Call Out Bottom Of Cabinet**
- Vinyl - White

Electrical Requirements - 120V; 7A

J:\ANDY'S FROZEN CUSTARD\LOCATIONS\ILLINOIS\212 E. GOLF ROAD, SCHAUMBURG, IL\ART\RENDERINGS

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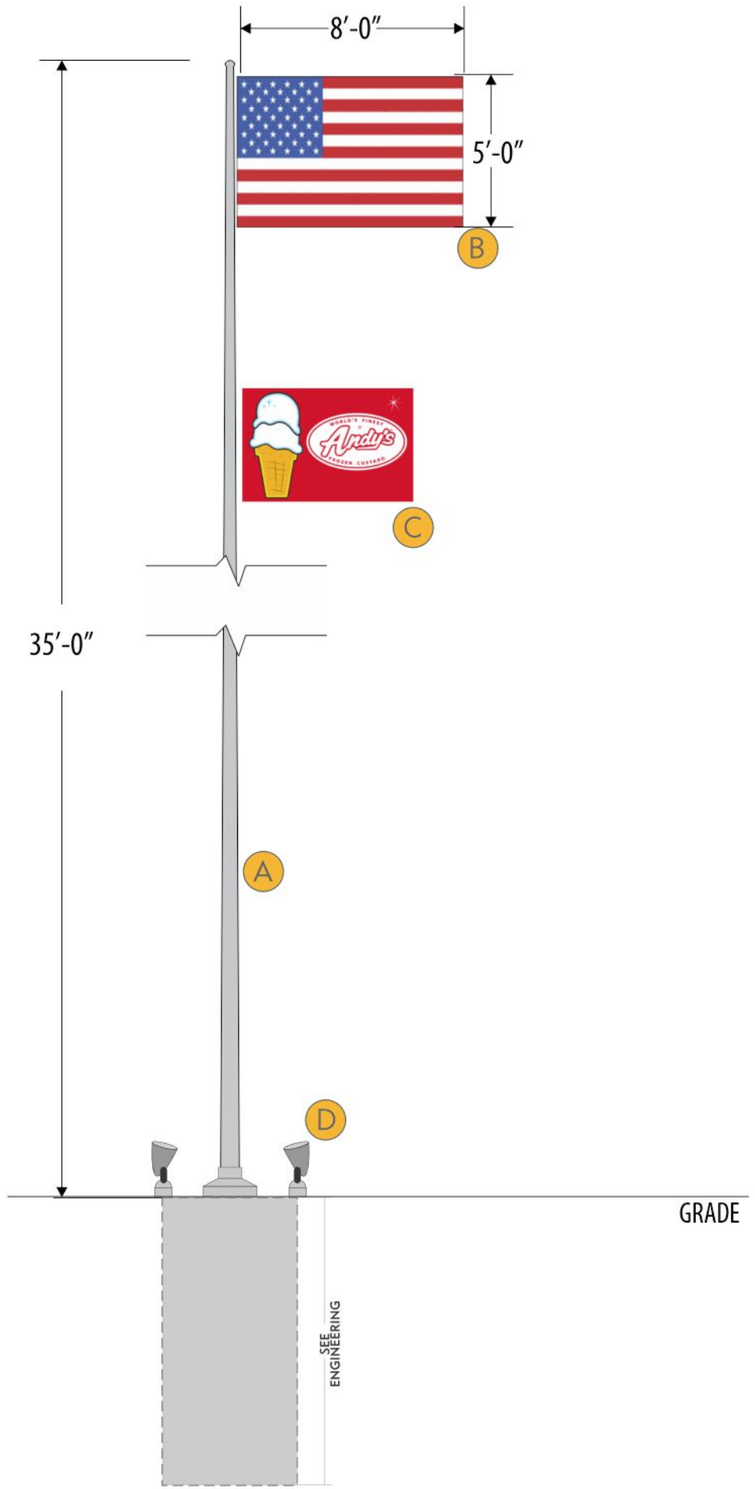
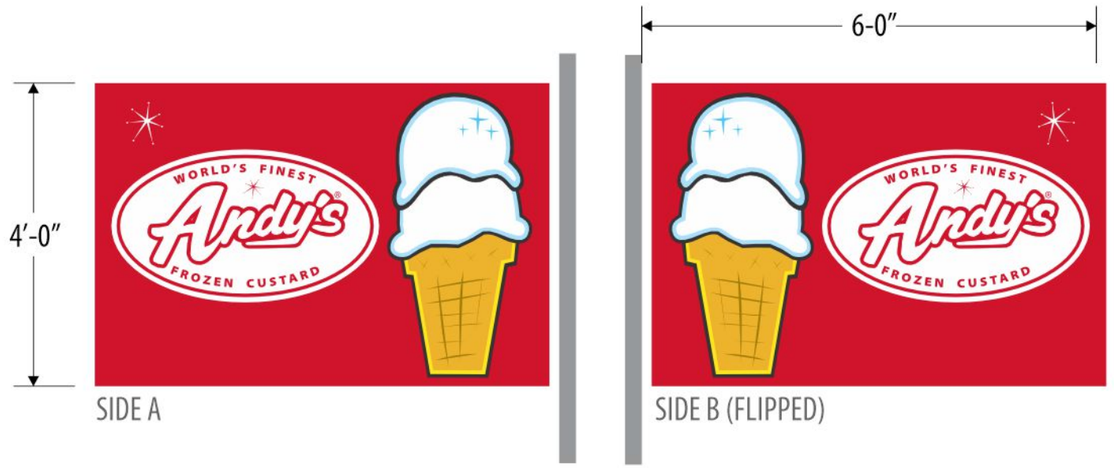
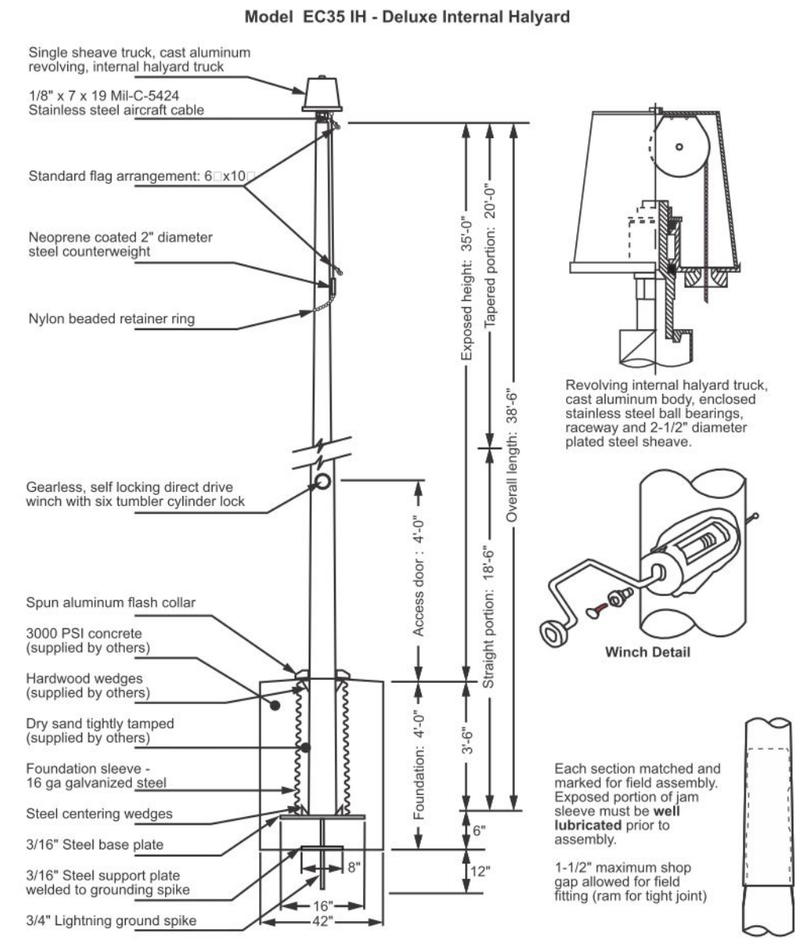
ELEVATION VIEW SCALE: 3/16"=1'



AFC FLAG DETAIL SCALE: 1/2"=1'



FLAG DETAILS SCALE: NTS



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD-MASTER CUSTOMER	
0826-25-FLAG-1 DRAWING NUMBER	AS SHOWN ELEVATION
08.26.25 DATE REVISED	
DEREK CROUCH PROJECT MANAGER	TIM SWAIM DESIGNER
SCHAUMBURG, IL LOCATION	

SCOPE OF WORK

- A 35' flag pole (.156 w) standard aluminum finish 8" dia, with internal halyard
- B 8' x 5' American flag, hi-quality - double weave
- C 6' x 4' custom Andy's flag, hi-quality - double weave
- D Keystone 25W LED Spot Light (qty 2)
- E Power run and controllers by others
- F Foundation TBD per site specific engineering



V:\ANDYS FROZEN CUSTARD\LOCATIONS\ILLINOIS\212 E. GOLF ROAD, SCHAUMBURG, IL\ART\RENDERINGS

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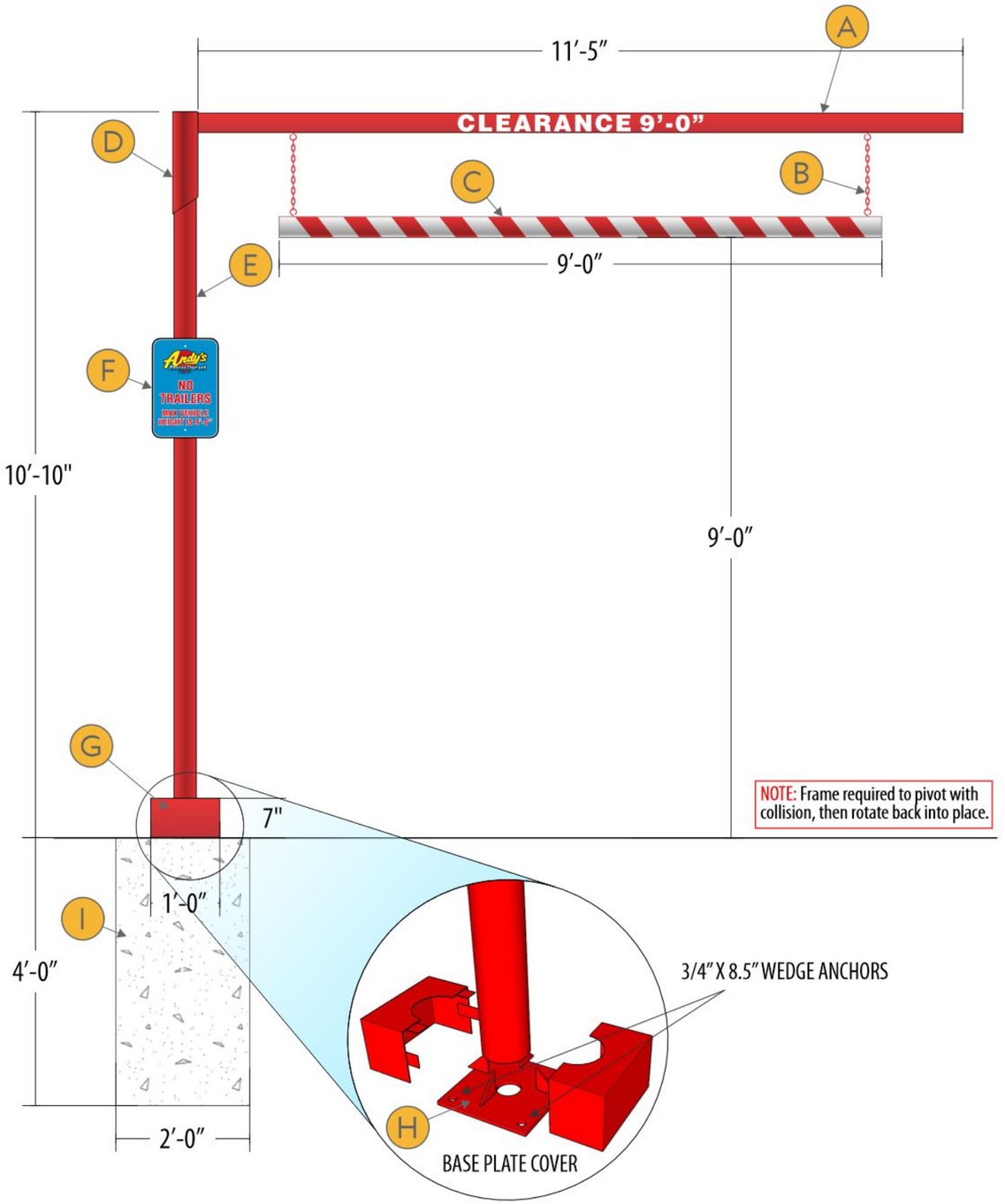
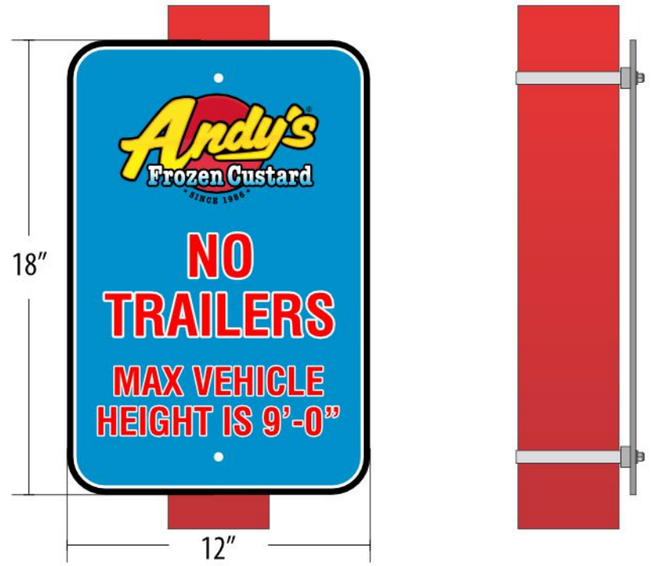
ELEVATION VIEW / SCALE: 1/2"=1'



ELEVATION VIEW / SCALE: 1:6



EXAMPLE VIEW / SCALE: NTS



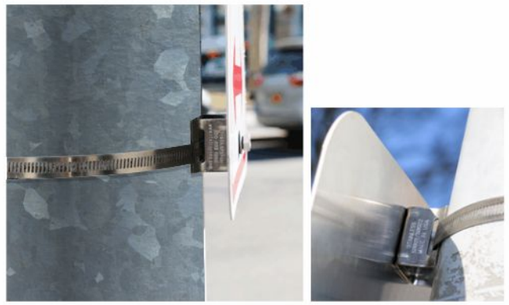
PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD CUSTOMER	
AFC-STND-BAR-1 DRAWING NUMBER	AS SHOWN ELEVATION
04.27.23 DATE REVISED	
DEREK CROUCH DESIGNER	TIM SWAIM PROJECT MANAGER
ALL LOCATION	

SCOPE OF WORK

- A — **Painted 3.5" Square Tube with White Reflective Vinyl Applied to Both Sides**
  - Paint -MP 10224 Hot Rod Red
  - Vinyl - 3M 680cr
- B — **Hanging Metal Chain**
  - Paint - MP 10224 Hot Rod Red
- C — **Painted 4" PVC Pipe Capped on Ends; White Reflective Vinyl Applied**
  - Paint - MP 10224 Hot Rod Red
  - Vinyl - 3M 680cr
- D — **Painted 4.5" Steel Pipe**
  - Paint - MP 10224 Hot Rod Red
- E — **Painted 4" Steel Pipe**
  - Paint - MP 10224 Hot Rod Red
- F — **Digital Printed .080 Aluminum Sign; Fastened with Adjustable Hose Clamp Brackets**
  - Digital Print Graphics
- G — **Painted Bolt Head Cover**
  - Paint - MP 10224 Hot Rod Red
- H — **12" Base Plate w/ Wedge Anchors into Concrete**
- I — **24" x 48" Round Pier Footing**

ATTACHMENT METHOD



ADJUSTABLE HOSE CLAMP BRACKETS

\\ANDY'S FROZEN CUSTARD\MASTER\MASTER RENDERINGS\STANDARD RENDERINGS\

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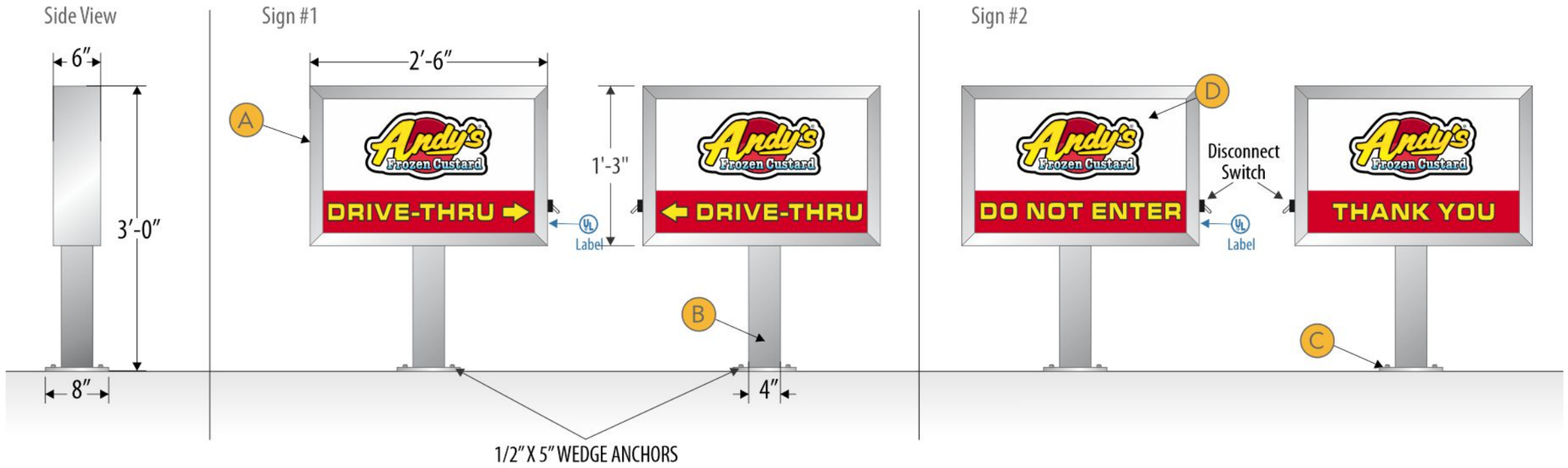
ORTHOGRAPHIC VIEWS SCALE: 3/4"=1'



ACRYLIC FACES SCALE: 1"=1'

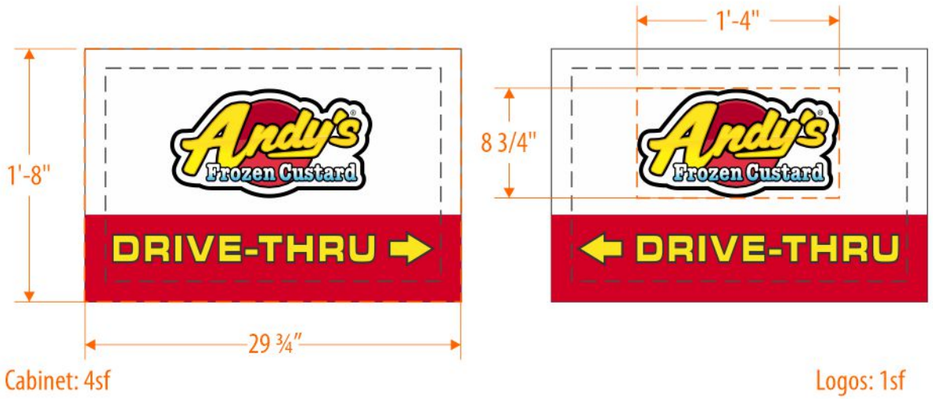


PHOTO EXAMPLE SCALE: NTS



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD - MASTER
CUSTOMER

AFC-STND-DIRE-1	AS SHOWN
DRAWING NUMBER	ELEVATION
06.03.26	
DATE REVISED	
DEREK CROUCH	TIM SWAIM
DESIGNER	PROJECT MANAGER
ALL	
LOCATION	

SCOPE OF WORK

2-Sided Internally Illuminated Directional

A **Aluminum Extruded Cabinet**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

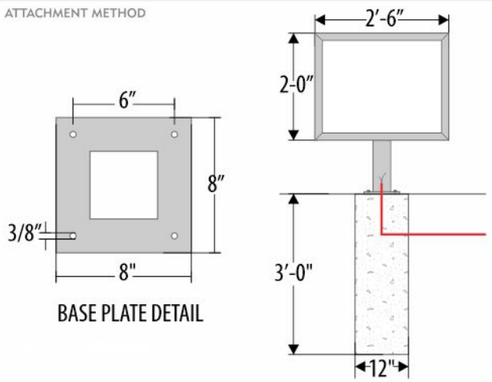
B **4" Aluminum Square Post**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

C **1/4" Aluminum Mounting Bracket**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

D **Clear Acrylic w/ Printed Graphics**
- 2nd Surface Color/White/Color direct print

Electrical Requirements - 120V; 1.2A

ATTACHMENT METHOD



G:\STANDARD DRAWINGS\PSG IN HOUSE ONLY\AANDY'S FROZEN CUSTARD\MASTER\RENDERINGS

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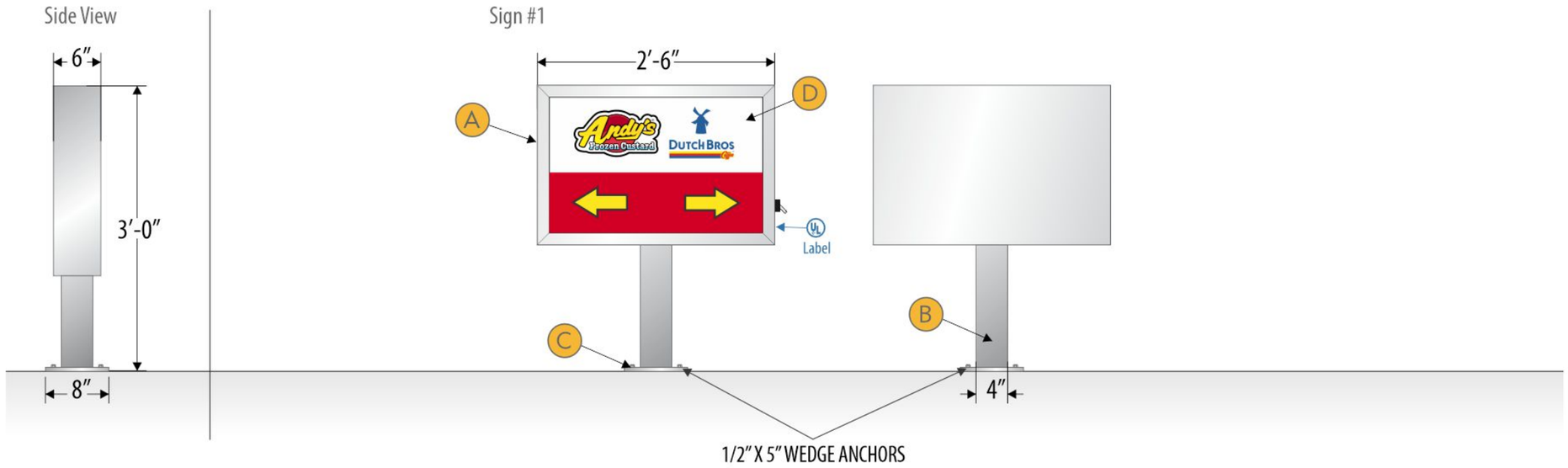
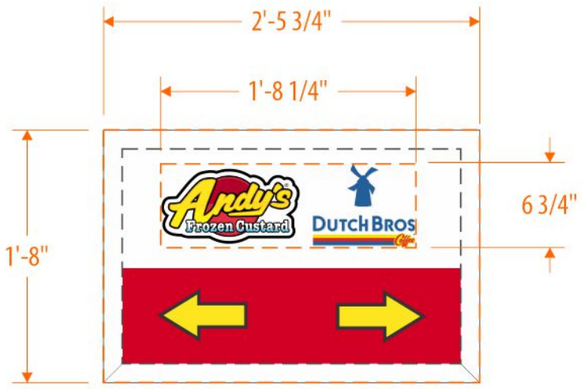
ORTHOGRAPHIC VIEWS SCALE: 3/4"=1'



ACRYLIC FACES SCALE: 1"=1'



Cabinet: 4sf

Logos: 1sf

PHOTO EXAMPLE SCALE: NTS



PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD - MASTER
CUSTOMER

0826-25-DIRE-1 — DRAWING NUMBER
AS SHOWN — ELEVATION

06.03.26
DATE REVISED

DEREK CROUCH — DESIGNER
TIM SWAIM — PROJECT MANAGER

ALL
LOCATION

SCOPE OF WORK

2-Sided Internally Illuminated Directional

A **Aluminum Extruded Cabinet**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

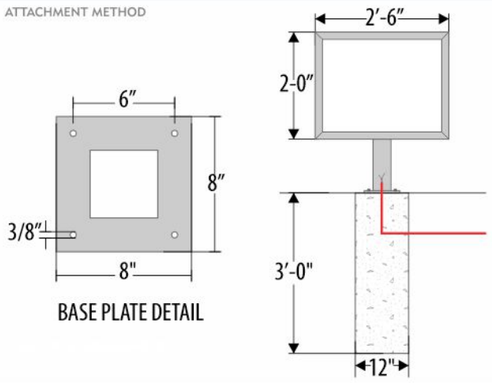
B **4" Aluminum Square Post**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

C **1/4" Aluminum Mounting Bracket**
- Paint - MP LVS953 Super Sparkle Silver (Satin)

D **Clear Acrylic w/ Printed Graphics**
- 2nd Surface Color/White/Color direct print

Electrical Requirements - 120V; 1.2A

ATTACHMENT METHOD



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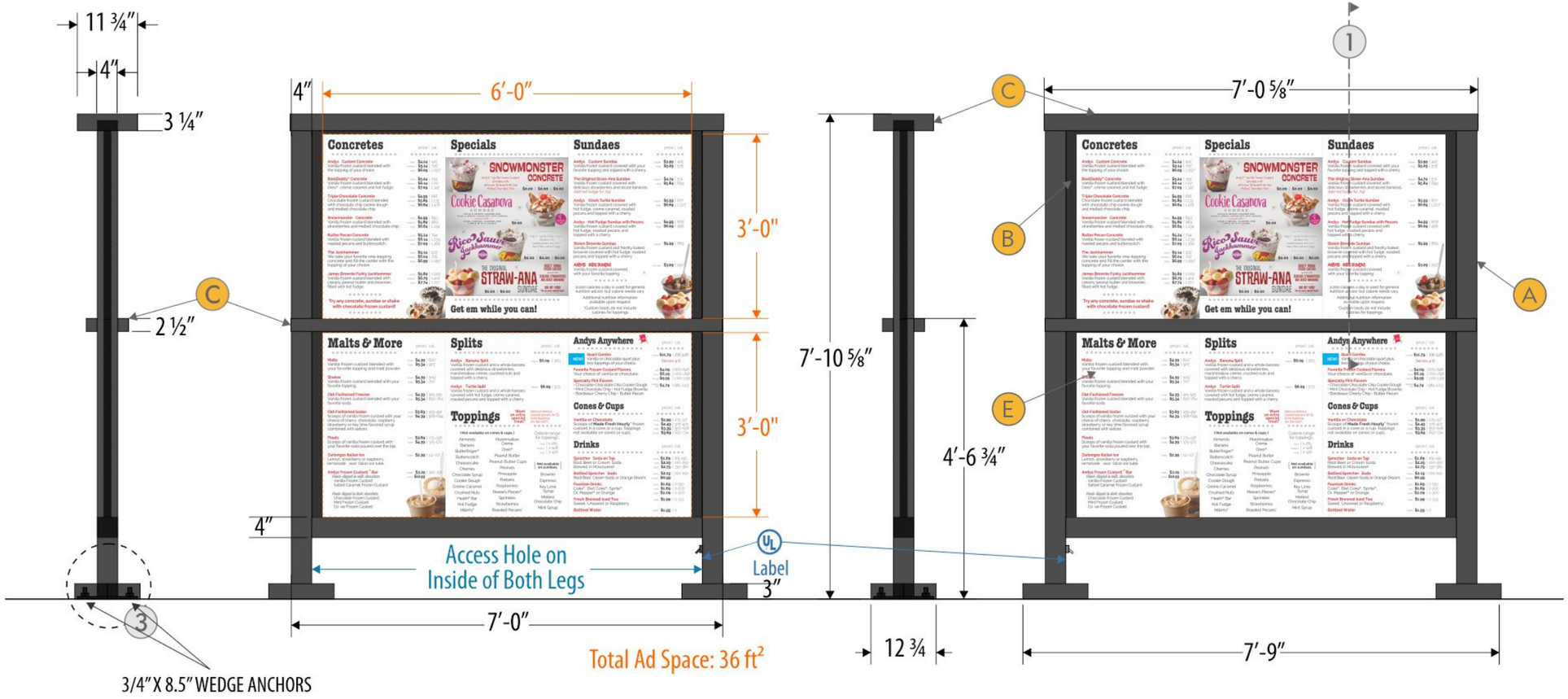
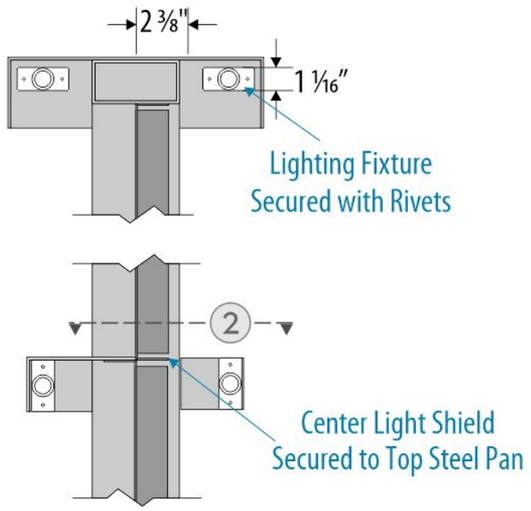
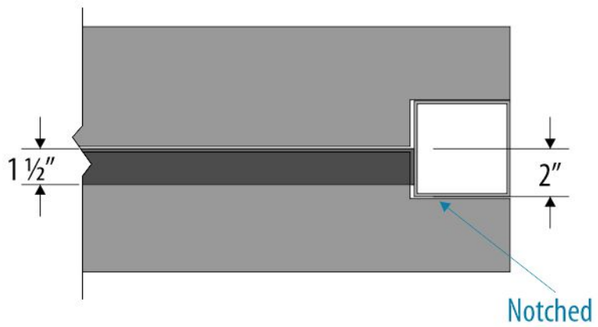
ORTHOGRAPHIC VIEWS / SCALE: 1/2" = 1'



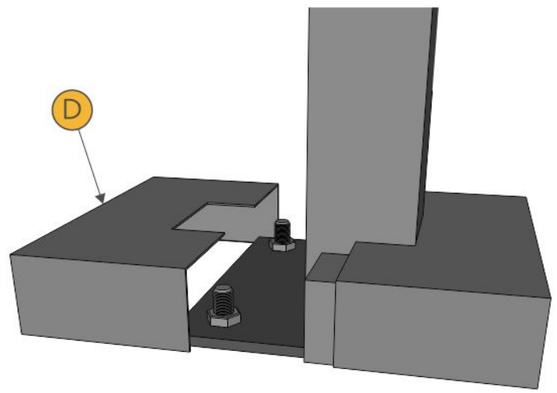
1 - CROSS-SECTION VIEW / SCALE: NTS



2 - MIDDLE LIGHT SHIELD / SCALE: NTS



3 - BASEPLATE COVER / SCALE: NTS



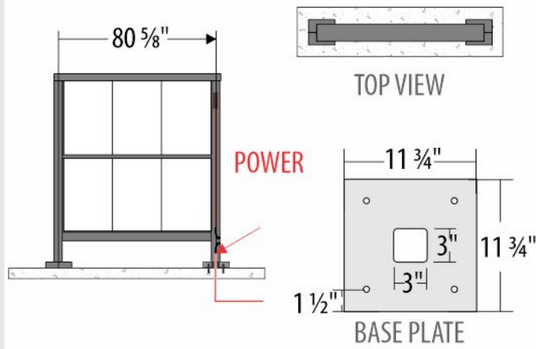
PINNACLE SIGN GROUP

ANDY'S FROZEN CUSTARD - MASTER CUSTOMER	
AFC-STND-MENU-1-DS DRAWING NUMBER	AS SHOWN ELEVATION
03.17.22 DATE REVISED	
DEREK CROUCH DESIGNER	TIM SWAIM PROJECT MANAGER
ALL LOCATION	

SCOPE OF WORK

2-Sided Internally Illuminated Menu

- A — Painted 4" Aluminum Tube Frame
  - Paint - Black (Satin)
- B — Painted Steel Pan Magnet Backer
  - Paint - Black (Satin)
- C — Fabricated Aluminum Light Shield
- D — Bolt Covers Painted to Match
- E — Magnetic Menu Panels by Others
- Electrical Requirements - 120V; 4A



\\ANDY'S FROZEN CUSTARD\MASTER\RENDERINGS\STANDARD DRAWINGS\

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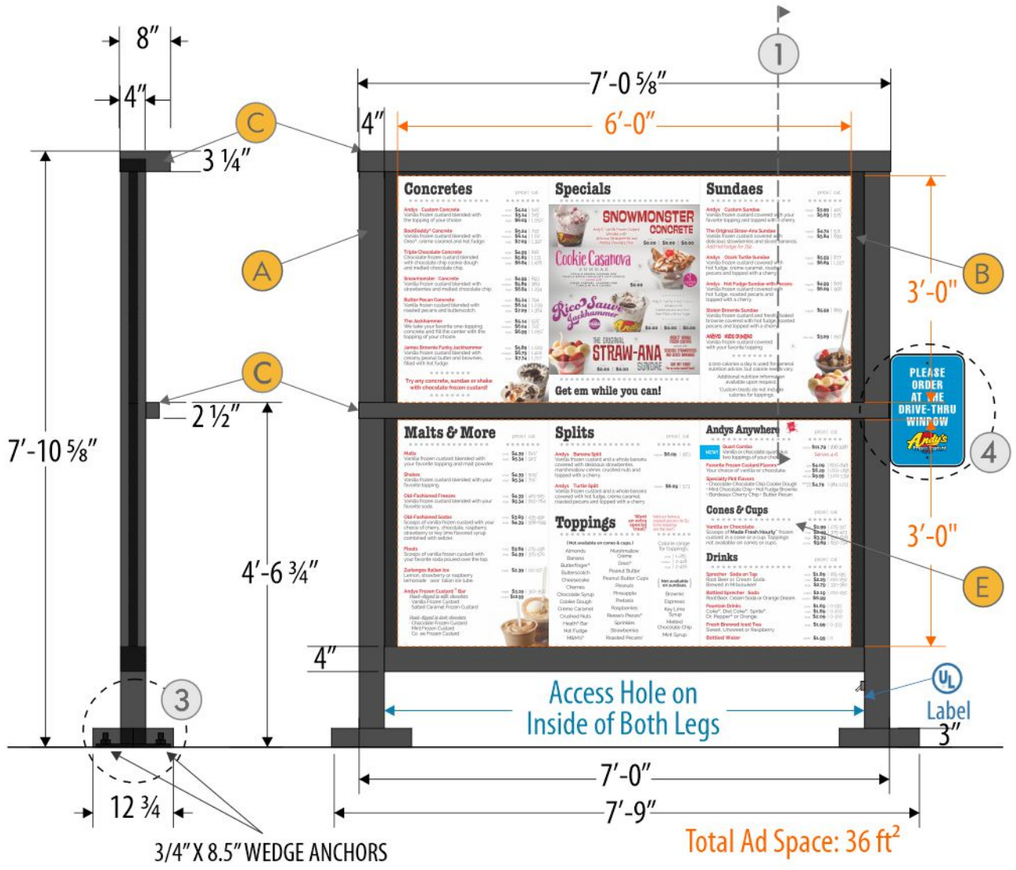
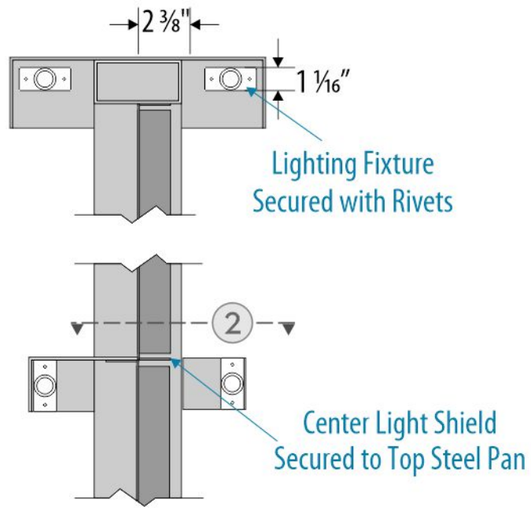
ORTHOGRAPHIC VIEWS SCALE: 1/2" = 1'



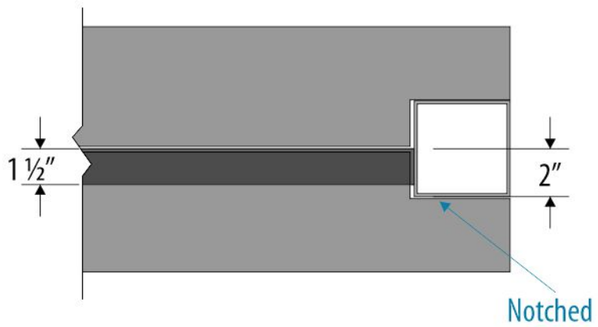
4 - ORDER PANEL DETAIL SCALE: NTS



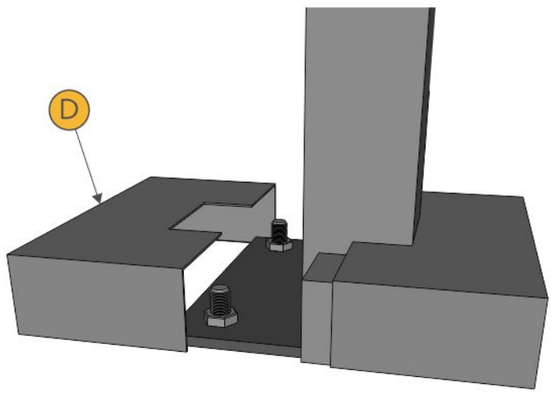
1 - CROSS-SECTION VIEW SCALE: NTS



2 - MIDDLE LIGHT SHIELD SCALE: NTS



3 - BASEPLATE COVER SCALE: NTS



PINNACLE SIGN GROUP

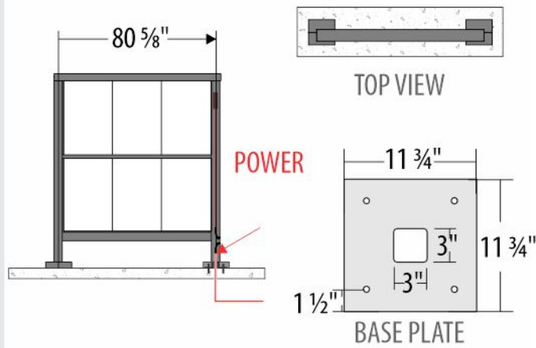
ANDY'S FROZEN CUSTARD - MASTER
CUSTOMER

AFC-STND-MENU-1-SS	AS SHOWN
DRAWING NUMBER	ELEVATION
03.17.22	
DATE REVISED	
DEREK CROUCH	TIM SWAIM
DESIGNER	PROJECT MANAGER
ALL	
LOCATION	

SCOPE OF WORK

1-Sided Internally Illuminated Menu

- A — Painted 4" Aluminum Tube Frame
  - Paint - Black (Satin)
- B — Painted Steel Pan Magnet Backer
  - Paint - Black (Satin)
- C — Fabricated Aluminum Light Shield
- D — Bolt Covers Painted to Match
- E — Magnetic Menu Panels by Others
- F — .080 Aluminum "Drive Thru" Sign
- G — Painted .080 Aluminum Bracket
  - Paint - Black (Satin)
- Electrical Requirements - 120V; 2A



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...\ANDY'S FROZEN CUSTARD\MASTER\RENDERINGS\STANDARD DRAWINGS\

CALL TO ORDER
The meeting was called to order by Chairman Harry Raimondi at 7:54pm.

ROLL CALL
Members Present: Chairman Harry Raimondi, James Dolbeare, Elizabeth Veatch, Rob Morreale, Glenn Szurgot, Pat Riley, Patty Errera, Jeff Mytych and Dhitu Bhagwakar

Member(s) Absent:

A quorum was present.

Also Present:

Sworn in for testimony:
Parth Joshi
Planning Manager

Robert de la Fuente
Andy's Frozen Custard
211 E. Water Street
Springfield, MO

Adam Bell
Core Acquisitions
10 Parkway North Blvd
Suite 120
Deerfield, IL

Travis King
Andy's Frozen Custard
211 E. Water Street
Springfield, MO

Mr. Robert de la Fuente, representing the Petitioner, stated that he is the Real Estate Director for Andy's Frozen Custard. Andy's is a quick service, frozen dessert business. They currently have 189 stores across 40 markets in 15 states. Their 20 Chicagoland stores are all company operated. Approximately 70% of their customers use the drive-through and 30% use the patio walk-up service. The proposed building is 1,438 square feet on 6/10 of an acre lot. The site plan provides 17 parking spaces with one ADA parking space and drive-through stacking for 18 vehicles. The plan also includes sidewalks and crosswalks to support pedestrian movement along with cross parking within the shopping center. Their proposed hours are 11am – 11pm Sunday – Thursday and 11am – 11:30pm Friday and Saturday. Their busiest period is 7pm – 9pm. They do not use an automated menu or speaker box for ordering. They have associates with tablets going up and down the drive-through lane. They have no grills or friers. Their food prep includes baking brownies, pies and waffle cones daily and custard is made fresh every hour. Their service commitment is 80 seconds or less. Quick order fulfillment is an important part of keeping vehicles moving. The proposed double drive-through provides additional stacking capacity and supports traffic flow. Their business remains focused on serving a great custard product, making it fresh and taking good care of their customers. Their stores participate in multiple business and chamber activities. They support schools, first responders, park districts, libraries and other community organizations. Examples include teacher appreciation, school-fundraising opportunities, summer reading programs and more. They want to become part of a community's routines and celebrations. He concluded that their team has worked closely with Staff on a safe and convenient circulation within the site.

Chairman Raimondi asked the Recording Secretary if all of the proper public notices were completed and she said, yes.

Mr. Parth Joshi stated that the subject property will be designated as Lot 3 upon plat approval. It will occupy the parcel of the former Outback Steakhouse. The building will be demolished, the zoning will remain the same as before, and the address of the property will be 214 E. Golf Road.

Site Plan
The subject building will be located on the east side of the lot with an approximate 850 square-foot patio on the west side by the entrance. The 1,438 square-foot, free-standing building will be similar to their Barrington Road location. It will have a dual drive-through configuration. Customers can enter the drive-through from the main east/west drive aisle of the shopping center, tapering into two lanes and then condensing back into one. Existing access points to the shopping center are being maintained from Golf and Wilkening Roads. A dumpster enclosure is proposed on the north side of the site, adjacent to the northern parking row spaces. Two pedestrian access points are required in this case because of the front two roadways. Golf Road access will be provided from the drive-through, as well as one on Wilkening Road.

Special Use – Drive Through
The drive-through component is similar to the Andy's on Barrington Road. They are proposing a patio with bench seating, but the majority of their business is drive-through. The drive-through will wrap around the west, south and east sides of the lot. There will be a landscape median separating the drive-through traffic from the regular parking spaces. They are exceeding the stacking capacity from 11 to 18 vehicles.

Design Analysis
The subject property falls within the Woodfield Regional Center Design. The proposed building is required to have high-quality materials and design. Staff worked very closely with the Andy's design team and Mr. Joshi said Staff commends them for being very responsive of Staff's comments and together they landed on a design that complies with the Village's requirements. The primary construction materials will be brick, along with some glazing in the front and their iconic sloping canopy in the front, soldier course detail, lights under the canopy which will not be exposed.

Setback Variation
A setback variation is needed at the east side of the dumpster enclosure. The code requires 5' and the Petitioner is proposing is 3'1". It's on a limited portion of the site and will have no impact on the other portions of this lot.

Landscape Variations
Foundation Landscaping Variation - The Petitioner is requesting a variation to reduce the building foundation landscaping from 10' to zero feet on the east side. The Petitioner has tried to add as much landscaping as they could around the foundation of the building. The overall landscape plan will provide a visual enhancement to the site once it is developed.

Landscape Buffer Variation - The west lot line requires a landscape buffer variation. The subject area is a 5.5-foot-wide landscape island. The code requires a minimum of a 10-foot-wide buffer between the uses. This is due to the proposed resubdivision of the property. Andy's will be responsible for maintaining the entire island, which will include a mix of deciduous and evergreen shrubs. The island also provides separation between the two drive-throughs. Mr. Joshi said that Andy's exceeds the landscape requirements.

Omission of a Shade Tree – The code requires all end islands in a parking lot to have a tree. In this particular case, the subject area will be very close to the proposed canopy structure. Therefore, in lieu of providing a tree in this area, Andy's is providing additional shrubs and trees onsite.

Drive-Through Stacking Variation

The code requires a minimum of five cars between order placement and the order pick-up window. In this case, they technically have three vehicles as shown in the drawings. Overall, they are providing 18 stacking spaces and Andy's doesn't have a traditional speaker board system. The pick-up window serves as an ordering window as well. People are not waiting in the drive-through area looking at the sign and expecting to hear an employee taking their order. This set-up provides them with a quick-turnaround process of 80 seconds, as Mr. de la Fuente stated in his presentation.

Sign Variation

A second menu board is proposed and will be located on the patio. It is intended to serve the walk-up customers, which is approximately 30% of their business.

Mr. Joshi said that Staff is supportive of the overall project and recommends 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, Ms. Errera, Mr. Dolbeare and Ms. Veatch had no questions.

Mr. Szurgot asked where large amounts of snow will be placed. Mr. Adam Bell, Core Acquisitions, said that on heavy snow days, the snow will be placed in overflow parking area on the southwestern portion of the shopping center, which is large enough.

Mr. Mytych asked if the subject lot size is similar to their Barrington Road location. Mr. de la Fuente said the subject lot size is smaller than the Barrington Road location.

Mr. Bhagwakar asked if Andy's Frozen Custard and Dutch Bros were intentionally located next to each other. Mr. Bell said it is coincidental.

Mr. Riley stated that the physical design of the building is exceptional.

Chairman Raimondi stated that the Barrington Road location has an unusual layout which requires drivers to go around the building if they want to place a drive-through order. He asked why it is set up like that. Mr. Travis King stated that he believes the reason may be due to when they initially rolled out their double drive-through stacking design. He believes it has two entrances, but they have reduced it to one with the cone stacking. For the subject location on Golf Road, they have reverted back to the single entrance which makes a difference for their staff. Chairman Raimondi asked if they will have a public restroom, and Mr. Joshi said yes.

PUBLIC HEARING CLOSED

Mr. Szurgot made a motion, seconded by Mr. Mytych to close the hearing.

All ayes **MOTION CARRIED**

Mr. Dolbeare made a motion, seconded by Mr. Riley, to recommend approval of a Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review for Andy's Frozen Custard located at 214 E. Golf Road - Copley Center, Case No. Z2608-04 subject to the following conditions:

1. A Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of any permits, all Plat and Off-site improvements related comments associated with case no. Z2306-01, must be fully addressed.
5. The proposed plans for the food establishment 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.
6. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
    a. Plat of Subdivision
    b. Reciprocal easement agreement

c. Shared maintenance agreement (Lot 2 and 3)

7. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
10. Work in the Golf Road ROW will require an IDOT permit.
11. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner's cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.
12. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village's review.
13. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
14. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
15. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
16. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
17. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
18. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.

19. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
20. Prior to the issuance of a Land Development Permit, provide a detention maintenance plan. Including maintenance schedule as well as cleaning/waste disposal process.
21. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. The submitted restroom analysis references IBC Chapter 29. Chapter 29 of the 2021 IBC is excluded from the Village's adoption and is not applicable to the plumbing requirements for this project. Revise the restroom and plumbing fixture analysis to comply with the 2014 Illinois Plumbing Code, 77 Ill. Adm. Code 890, as adopted by the Village.
    b. The exception allowing a food service establishment to omit public restrooms does not apply. The submitted occupant load identifies 18 patrons, which exceeds the maximum of 10 combined employees and patrons permitted under the exception. Provide the required public restroom facilities in accordance with 2014 Illinois Plumbing Code Section 890.810(b)(2)(B)(i).
    c. Provide required plumbing fixtures calculations for food service establishments (ILPC Section 890, Appendix A, Table B).
    d. Provide ready access to the automatic sprinkler system riser, fire pump, and associated controllers. Access shall be provided by an exterior access door directly to the sprinkler riser or fire pump room, or by an alternative means approved by the Fire Code Official. Village Ordinance, Title 15, Chapter 157, §157.02, 2021 IFC Section 901.4.7.1.
    e. The proposed building contains a Group B occupancy. Provide an automatic sprinkler system throughout the building. The building does not qualify for the exception for buildings 1,000 square feet or less. Title 15, Chapter 157, §157.02, 2021 IFC Section 903.2.2.
    f. Per 410 ILCS 35/18 – Equitable Restrooms Act, publicly accessible restrooms in a place of public accommodation are required to provide at least one baby diaper changing station accessible to all genders.
    g. Lavatories and sinks shall be provided with a clear floor space complying with ICC A117.1, Section 305.3, positioned for a forward approach and knee and toe clearances complying with Section 306.
    h. Sales counter shall comply with Illinois Accessibility Code Section 904.4.1. Verify a portion of each counter surface is 36 inches long minimum and 36 inches high maximum above the finish floor.
    i. The fixture plan does not identify any equipment. Clarify whether a Type I kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.
    j. The fixture plan does not identify any equipment. Clarify whether a Type II kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.

22. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:
    a. Drive aisle north of the building shall be marked as a fire lane. Signage shall be provided and the curb shall be painted yellow.
    b. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.
    c. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.
    d. The following items should be added to the cover page of the plans:
        i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
        ii. Add drainage certification.
        iii. Add the MWRD Job Start Stamp.
        iv. Add the storm/sanitary sewer routing exhibit
    e. Provide MWRD General Notes on the engineering plans.
    f. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.
    g. Include the shop drawings for the underground detention in the final engineering plans.
    h. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.
    i. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.
    j. Based on our review of the proposed development, the following MWRD permit documents will be required:
        i. MWRD WMO permit application (Schedules A, B, and C)
        ii. Schedule D-Legacy
        iii. Schedule P
        iv. Schedule R
        v. Fee Payment Voucher Form
23. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:

i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location

ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.

iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.

iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.

v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.

vi. Show the install sizes of the proposed plants on the plant schedule.

vii. Provide a landscaped island at the end of every parking row which is a min. of 7' BOC and 120 SF with one shade tree; particularly at the southwest corner of the parking lot. Shift light pole accordingly to allow for the required tree.

24. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:

i. Three light poles are orientated oddly, is this the intended design? If so then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.

ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.

iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.

iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.

v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.

vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.

vii. Foundation shall include grounding and ground rod per village ordinance.

viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.

ix. The minimum underground conduit size is 1" diameter.

x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

25. The following plans/exhibits shall be adopted as part of the governing ordinance:

a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

m. Construction Specifications, Sheet No. 13, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

n. Landscape Title Sheet, Sheet L0, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

o. Tree Preservation Plan, Sheet L1, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

r. Photometric Plan, Sheet E0.01, prepared by Chipman Design Architecture INC, dated February 27, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.

t. Equipment Plan, Sheet A1.0, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

u. Life Safety Plan, Sheet G0.2, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

v. Building Elevations, Sheet A6.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

w. Trash Enclosure Plan/Elevations, Sheet A9.3, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

x. Site & Building Signage Details, Sheet SP1.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

y. Final Plat of Subdivision, Sheets 1 through 3, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

z. Plat of Vacation, Sheet 1 of 1, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

aa. Project Narrative, prepared by ATWELL, dated August 12, 2026, and received by the Community Development Department on August 17, 2026.

bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

MOTION CARRIED: vote: 9-0 with no member(s) absent

A poll was taken: Mr. Dhitu Bhagwakar - Yes
Mr. James Dolbeare - Yes
Ms. Patricia Errera - Yes
Mr. Jeff Mytych - Yes
Mr. Rob Morreale - Yes
Mr. Harry Raimondi - Yes
Mr. Pat Riley - Yes
Mr. Glenn Szurgot - Yes
Ms. Elizabeth Veatch - Yes

The Petitioner was advised that this recommendation will be forwarded to the Village Board for consideration at their meeting on Tuesday, 10/13/26.

ADJOURNMENT
The meeting was adjourned at 8:19pm.

_____
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 Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit / 1451 Bode Road
10/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Case Title
SP2605-01 / Church of the Holy Spirit / 1451 Bode Road / Site Plan Amendment for an Antennae and Site Modifications

Hearing Date
October 13, 2026

Summary
The petitioner requests approval for a stealth antennae tower at 1451 W Bode Rd. to be located on the grounds of the Church of the Holy Spirit. The tower is enclosed in a cross structure and does not include array style antenna on the outside of the structure.

Recommended Action:

Staff Recommendation
Recommending Approval

If the Village Board concurs with the Project Review Group's recommendation, they should approve the request as presented.

ATTACHMENTS:
- REDACTED SP2605-01 Church of Holy Spirit APP.pdf
- Staff Report
- SP2605-01 Church of Holy Spirit Location Map.pdf
- Engineering Plans
- Site Plan
- Landscape Plan
- Photosim Rendering
- Monocross Example
- Canister Detail
- Project Narrative

Development Review Application

DEVR-26-29

Submitted On: May 5, 2026

Applicant

Dennis Paul
[redacted]
[redacted]

Primary Location

1451 BODE RD
Schaumburg, IL 60194-2760

Pre-Application Contact

Have you spoken to a Village planner about this project

Yes

Who have you spoken to?

Monica Richart

SP2605-01 / CHURCH OF THE HOLY SPIRIT / 1451 Bode Road / Site Plan Amendment for an Antennae and Site Modifications

Applicant Information

Is Applicant the Property Owner?

No

Relationship of Applicant to Property

Agent for Ground Lessee

Property Owner Approval Confirmed

Yes

Property Owner Information

Property Owner Name

The Catholic Bishop of Chicago

Property Owner Street Address

835 N. Rush Street

Property Owner City

Chicago

Property Owner State

IL

Property Owner Zip Code

60611-2030

Property Owner Phone Number

[redacted]

Property Owner Email

[redacted]

Site Information

Is this Residential, Commercial, Industrial or Mixed Use?

Mixed Use

PIN Number

07-17-403-058-0000

Township of Subject Property?

--

Approvals Requested

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.

--

Special Use - Commercial

--

Special Use - Residential

--

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

Install Cross (stealth wireless antennae structure) and ground based radio equipment with a fenced and landscaped equipment compound all shown in attached CDs.

Project Staff

Type

Developer

If Other, Describe

--

Company Name

DRA Properties, LLC

Staff Name

Dennis Paul

Staff Mailing Address

12 Evergreen Court

Staff Phone Number

618-791-8259

Staff Email

dpaul@dolanrealtyadvisors.com

Type

Engineer

If Other, Describe

--

Company Name

Terra Consulting Group, Ltd

Staff Name

Dan Szlaga

Staff Mailing Address

600 Busse Highway

Staff Phone Number

(847) 653-6876

Staff Email

dans@terraltd.com

Type

Developer

If Other, Describe

Ground Lessee

Company Name

DRA Properties, LLC

Staff Name

Doug Dolan

Staff Mailing Address

343 S. Kirkwood Road, Ste. #5, Box 220130, Kirkwood, MO 63122

Staff Phone Number

314-799-2375

Staff Email

ddolan@dolanrealtyadvisors.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

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

M E M O R A N D U M

DATE: September 29, 2026

TO: Village Manager

FROM: Director of Community Development

SUBJECT: SP2605-01 / CHURCH OF THE HOLY SPIRIT / 1451 Bode Road / Site Plan Amendment for an Antennae and Site Modifications

FOR: Village President and Board of Trustees

APPLICANT INFORMATION

NAME: Dennis Paul

CORPORATION: DRA Properties, LLC

ADDRESS: 12 Evergreen Court
Bethalto, IL 62010

PROJECT DATA

Existing Zoning:	Single Family Residential (R-6)
Existing Land Use:	Religious – Place of Worship
Comprehensive Plan Designation:	Public/Semi-Public

PROJECT SUMMARY

The petitioner requests approval for a stealth antennae tower to be located on the Church of the Holy Spirit property at 1451 W Bode Road. The tower is enclosed in a cross structure and does not include array style antenna on the outside of the structure. The location is interior to the property and complies with height and setback requirements. Village code classifies towers as a special use; however, stealth towers are classified as permitted. Article 154.27 of the village code defines a Stealth Design Communication Facility as the following:

> "A communications facility which is designed to blend into the surrounding environment using antenna alternative structures, roof-mounted antennas with required rooftop screening, wall-mounted antennas which are painted in order to match the wall of the existing structure, or any other design concept which conceals an antenna and/or antenna tower."

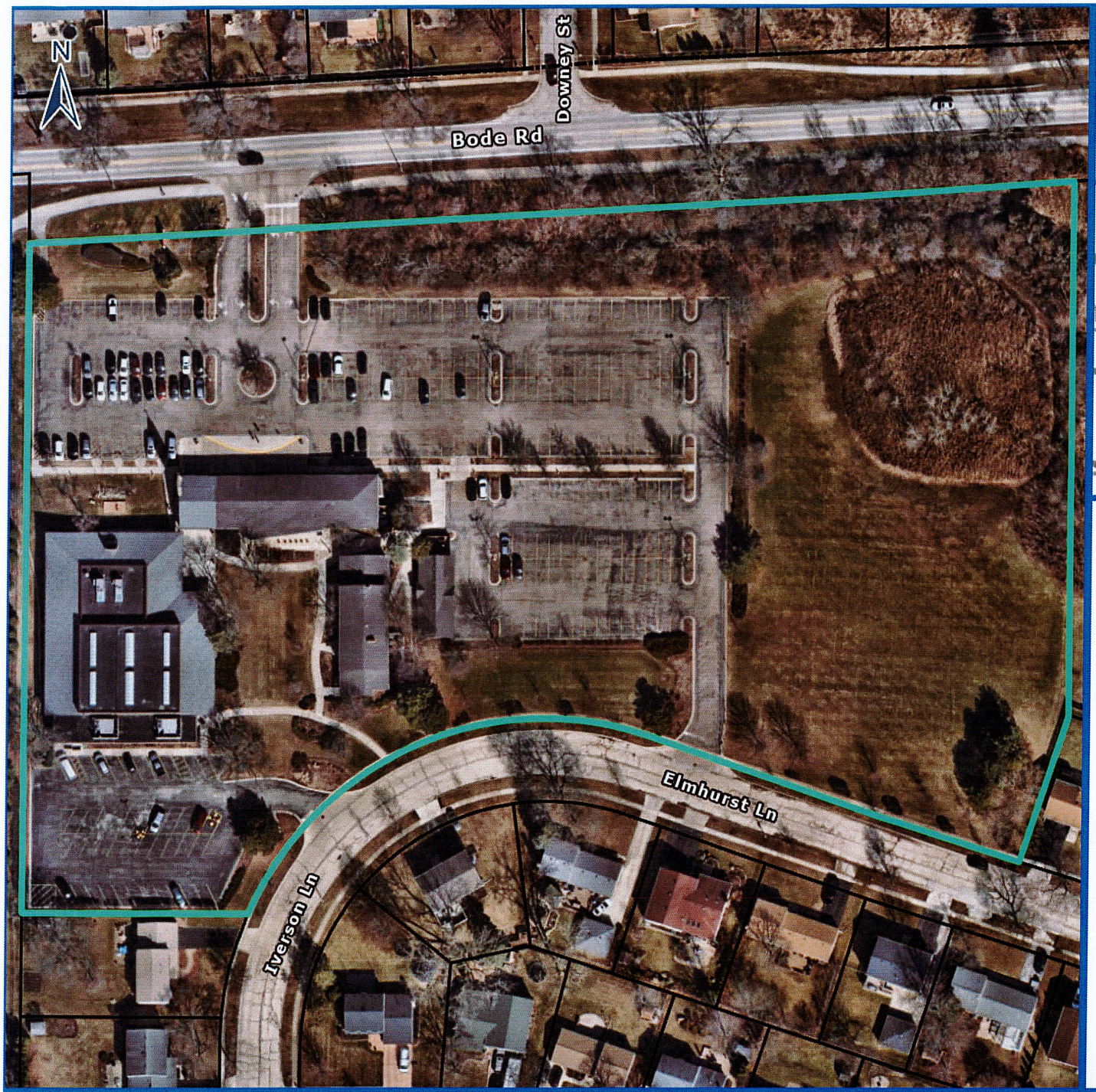
The proposed antennae will be located inside of a 6' tall wood fence enclosure on the east side of the property in the interior of the lot which is visually screened from the road by existing landscaping and mature trees. Additional landscaping is proposed to screen the ground mounted equipment and tower. The project consists of a 19' x 26' (approximately 494 sf) fenced and landscaped equipment and cross (wireless tower) compound on the grounds of the Church of the Holy Spirit. The tower is 85' in height, including the lighting rod. This stealth wireless installation is being built to house the wireless equipment of Verizon Wireless, the initial tenant of this project. The canister enclosing the wireless equipment is designed for a smooth appearance. Site improvements also include driveway access to the installation.

The proposed modifications will facilitate the operation of the communications antenna and aesthetically house telecommunications equipment in monument compatible with the land use and location on church grounds. The proposed stealth cell tower would not have adverse impacts on the surrounding properties.

If the Village Board concurs with the Project Review Group's recommendation, they should approve an ordinance granting a Site Plan Amendment for Church of the Holy Spirit located at 1451 Bode Road, subject to the following conditions:

1. The terms and conditions of Ordinance No. 1283 or other ordinances not specifically revised herein are hereby reaffirmed by reference.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. The canister skin shall be installed so that its seams are not visible from the Church of the Holy Spirit parking lot.
5. Prior to the issuance of Building Permit, the petitioner shall submit language for proposed access easements for staff review.
6. Prior to the issuance of a Building Permit, the petitioner shall submit a revised copy of the Building Plans to the Community Development Department which include the following:
    a. Standby generator working space dimensions must follow NEC 110.26 (A-F), also meet VOS requirements for Generators (700.12(J) (Special Uses Requiring Emergency Generator Power) as applicable.
7. The following plans shall be adopted as part of the governing ordinance:
    a. Project Narrative, prepared by Dennis Paul and received by the Community Development Department on May 5, 2026.
    b. Photosim, prepared by Terra Consulting Group and received by the Community Development Department on September 15, 2026
    c. Monocross Example, prepared by Dennis Paul and received by the Community Development Department on September 16, 2026
    d. Canister Detail, prepared by Valmont Larson and received by the Community Development Department on September 15, 2026

e. Title Sheet T1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
f. Location Plan LP, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
g. Enlarged Site Plan C-1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
h. Site Grading Plan C-2, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
i. Fence Details C-3, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
j. Site Elevation ANT-1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
k. Enlarged Utility Routing Plan E-1A, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
l. Existing Site Photos, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026
m. Overall Landscape Plan L1.0, prepared by Kathryn Talty Landscape Architecture, dated June 10, 2025 and received by the Community Development Department on May 05, 2026





Subject Property

SP2605-01

CHURCH OF THE HOLY SPIRIT

Site Plan Amendment for an Antennae and Site Modifications

0 50 100
Feet

VILLAGE OF SCHAUMBURG

1451 Bode Road

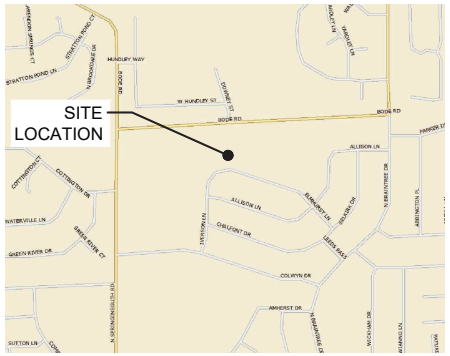
Prepared By:
Village of Schaumburg
Community Development Department

CONSULTANT TEAM

PROJECT CONSULTANT:	TERRA CONSULTING GROUP, LTD. 600 BUSSE HIGHWAY PARK RIDGE, IL 60068 (847) 698-6400
SURVEYOR:	ASM CONSULTANTS, INC. 16 E. WILSON STREET BATAVIA IL 60510 (630) 879-0200

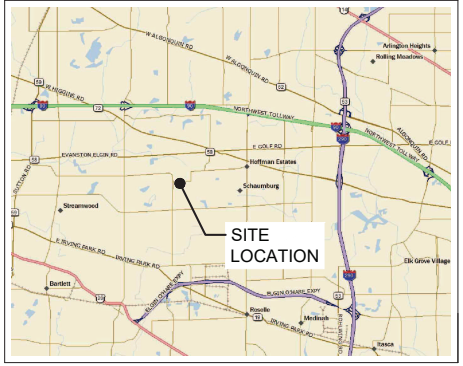
VICINITY MAP

N.T.S.



REGIONAL MAP

N.T.S.



PROJECT TYPE

PROPOSED ANTENNAS TO BE MOUNTED ON PROPOSED CROSS TOWER WITH PROPOSED 7'-6" x 4'-0" CONCRETE EQUIPMENT PAD AT BASE.

PROJECT INFORMATION

SITE COORDINATES:	LATITUDE: 42° 02' 10.31" N (FROM 1A) LONGITUDE: 88° 06' 52.48" W (FROM 1A)
ELEVATION:	799' AMSL
P.I.N. #:	07-17-403-058
ADDRESS:	1451 W. BODE ROAD SCHAUMBURG, IL 60194
UTILITIES:	POWER: COMED NAME: YOLANDA SMITH EMAIL: YOLANDA.SMITH@COMED.COM PHONE # 779-231-0560 ACCOUNT # 5356839340 SR # 06624267 FIBER: TRANSPORT BY OTHERS
JURISDICTION:	TOWN OF SCHAUMBURG
OCCUPANCY:	UNINHABITED
ZONING:	RESIDENTIAL AND PUBLIC PARKS
CONSTRUCTION TYPE:	RAWLAND
PROPERTY OWNER:	CHURCH OF THE HOLY SPIRIT 1451 BODE ROAD SCHAUMBURG, IL 60194
CONTACT PERSON:	MICHAEL MAY (312) 534-8282
APPLICANT:	VERIZON WIRELESS 1701 GOLF ROAD, TOWER 2, SUITE 400 ROLLING MEADOWS, IL 60008
CONSTRUCTION MANAGER:	JEREMIAH SAURIOL (847) 706-7721
REAL ESTATE MANAGER:	DANNY PEREZ (847) 706-1765
GENERATOR TYPE:	NO GENERATOR

verizon

1701 GOLF ROAD, TOWER 2, SUITE 400
ROLLING MEADOWS, ILLINOIS 60008
PHONE: (847) 619-5397 FAX: (847) 706-7415

MDG LOCATION NUMBER: 5000902422
PSLC NUMBER: 716250
SITE NAME: SCHAUMBURG WEST
1451 W. BODE ROAD
SCHAUMBURG, IL 60194

OPERATES 24 HOURS A DAY 365 DAYS A YEAR

Call Before You Dig
JULIE ILLINOIS ONE CALL SYSTEM
CALL JULIE TOLL FREE 1(800) 892-0123 48 HOURS BEFORE YOU DIG

JOHN J. ZIMMERMANN 062-041727 PROFESSIONAL ENGINEER STATE OF ILLINOIS
4-23-2026
Exp 11/30/2027

DRAWING INDEX

SHEET		REVISION
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C-2B	SOIL EROSION CONTROL NOTES & DETAILS	2
C-3	FENCE DETAILS	2
C-4	SITE DETAILS	2
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C-6	SITE SIGNAGE	4
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ANT-2	ANTENNA INFORMATION	2,4
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E-1C	GENERATOR UTILITY ROUTING PLAN	2
E-1D	GENERATOR SINGLE LINE DIAGRAM & ALARM WIRING	2
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E-4	GROUNDING DETAILS	2
E-5	ELECTRICAL DETAILS	2
SP-1	SPECIFICATIONS	2
SP-2	SPECIFICATIONS	2
P-1	EXISTING SITE PHOTOS	2

22" x 34" IS FULL SCALE.
11" x 17" IS HALF SCALE.

ATTACHMENTS

L-1	SITE SURVEY	-
L-2	SITE SURVEY	-
L-3	SITE SURVEY	-
L-4	SITE SURVEY RFDS (BY OTHERS)	-

verizon
1701 GOLF ROAD,
TOWER 2, SUITE 400
ROLLING MEADOWS, IL 60008
PHONE: (847) 619-5397
FAX: (847) 706-7415

DRA PROPERTIES, LLC
343 S. KIRKWOOD AVENUE
P.O. BOX 220130
KIRKWOOD, MO 63122
OFFICE: 314-963-7706

TERRA CONSULTING GROUP has joined Cotterra Engineering & Design

REVISIONS

NO.	DESCRIPTION	DATE	BY
-	ISSUED FOR REVIEW	01/03/25	TJS
1	UPDATED PER NEW SURVEY	07/01/25	XSJ
2	ADDED LANDSCAPE DESIGN	07/24/25	AMW
3	ISSUED FOR PERMIT	08/19/25	JTM
4	REVISED TOWER TYPE	04/23/26	JLR

MGD LOC# 5000902422
PSLC # 716250

SCHAUMBURG WEST

1451 W. BODE ROAD
SCHAUMBURG, IL 60194

DRAWN BY:	TJS
CHECKED BY:	DSS
DATE:	12/04/24
PROJECT #:	247-005

SHEET TITLE
TITLE SHEET

SHEET NUMBER
T-1

LEGEND

DEPRESSED CURB		COMMUNICATION MANHOLE	C
YARD LAMP LIGHT POST		COMMUNICATION HANDHOLE	
UTILITY POLE STORM		POINT OF COMMENCEMENT	P.O.C.
SEWER MANHOLE OPEN		POINT OF BEGINNING	P.O.B.
GRATE STORM MANHOLE	S	SPOT ELEVATION	x 565.08'
STORM CURB INLET		CONTOUR LINE	565
WATER VALVE VAULT		TOP OF CONCRETE ELEVATION	TC
WATER SERVICE VALVE		TOP OF CONCRETE ELEVATION	TC
FIRE HYDRANT GAS		TOP OF CONCRETE ELEVATION	TC
METER ELECTRICAL		BUILDING	
METER ELECTRICAL		ASPHALT	
MANHOLE ELECTRIC	E	CONCRETE	
HANDHOLE		PROPOSED LEASE AREA	
COMMUNICATION	C		
PEDESTAL ELECTRICAL	E		
PEDESTAL	E	DECIDUOUS TREE AND SIZE IN INCHES	
TRANSFORMER ON PAD	T		

PROPERTY LINE	
CHAIN LINK FENCE LINE	
WOOD FENCE LINE	
UNDERGROUND ELECTRIC	UGE
UNDERGROUND FIBER	UGF
UNDERGROUND TELCO	UGT
UNDERGROUND GAS LINE	GAS
OVERHEAD ELECTRIC	OHE
OVERHEAD FIBER	OHF
OVERHEAD TELCO	OHT
OVERHEAD UTILITY LINE	OHE-OHF
STORM SEWER LINE	
SANITARY SEWER LINE	
WATERMAIN LINE	W
BURIED GAS LINE	G
EDGE OF BUSH/TREES	

SURVEY PERFORMED BY:

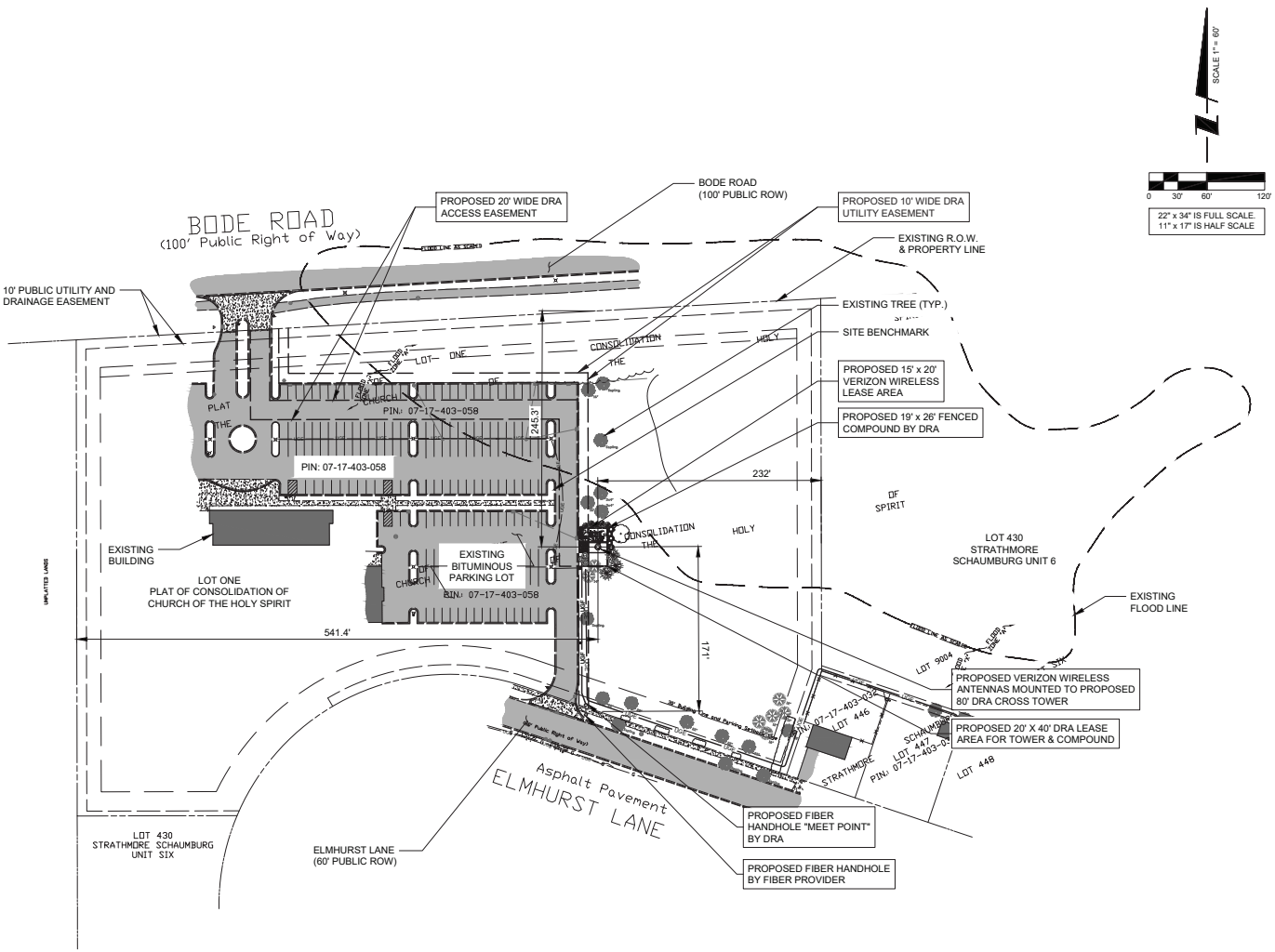
Advanced Surveying & Mapping

ASM Consultants, Inc.
16 E Wilson St, Batavia IL 60510
Tel (630) 879-0200 Fax (630) 454-3774
advanced@advct.com

SITE BENCHMARK: CUT CROSS ON TOP OF CURB
ELEVATION = 799.96

GENERAL SITE NOTES

1. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING PAVEMENT. CONTRACTOR SHALL PHOTOGRAPH AND VIDEOTAPE EXISTING PAVEMENT PRIOR TO CONSTRUCTION. ANY DAMAGE CAUSED DURING CONSTRUCTION SHALL BE REPLACED TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST.
2. THE CONTRACTOR WILL, UPON BECOMING AWARE OF SUBSURFACE OR LATENT PHYSICAL CONDITIONS DIFFERING FROM THOSE DISCLOSED BY THE ORIGINAL SOIL INVESTIGATION WORK, PROMPTLY NOTIFY THE OWNER VERBALLY AND IN WRITING, AS TO THE NATURE OF THE DIFFERING CONDITIONS. NO CLAIM BY THE CONTRACTOR FOR ANY CONDITIONS DIFFERING FROM THOSE ANTICIPATED IN THE PLANS AND SPECIFICATIONS AND DISCLOSED BY THE SOIL STUDIES WILL BE ALLOWED UNLESS THE CONTRACTOR HAS SO NOTIFIED THE OWNER, VERBALLY AND IN WRITING, AS REQUIRED ABOVE, OF SUCH DIFFERING SUBSURFACE CONDITIONS.
3. CONTRACTOR TO PROVIDE APPROXIMATE 50'X50' STAGING AREA AND TEMPORARY ROAD. CONTRACTOR SHALL COORDINATE WITH ANTENNA CONTRACTOR, A STAGING AREA AND TEMPORARY ROAD THAT IS ACCEPTABLE TO THE OWNER. STAGING AREA AND TEMPORARY ROAD SHALL BE RESTORED TO EXISTING CONDITIONS AS NECESSARY UPON COMPLETION OF THE PROJECT.
4. BEFORE AND DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ADEQUATE EROSION CONTROL AS NECESSARY IN THE FORM OF SILT FENCES FOR THE SITE AND BALES AROUND ANY EXISTING MANHOLES, INLETS, OR CATCH BASINS SUSCEPTIBLE TO EROSION. EROSION CONTROL MEASURES SHALL BE PERIODICALLY INSPECTED TO ENSURE PROPER FUNCTION. EROSION CONTROL SHALL BE REMOVED UPON COMPLETION OF WORK.



1 LOCATION PLAN

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A DAY 365 DAYS A YEAR

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FAX: (847) 706-7415

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P.O. BOX 220130
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2	ADDED LANDSCAPE DESIGN	07/24/25	AMW
3	ISSUED FOR PERMIT	08/19/25	JTM
4	REVISED TOWER TYPE	04/23/26	JLR

MGD LOC# 5000902422
PSLC # 716250

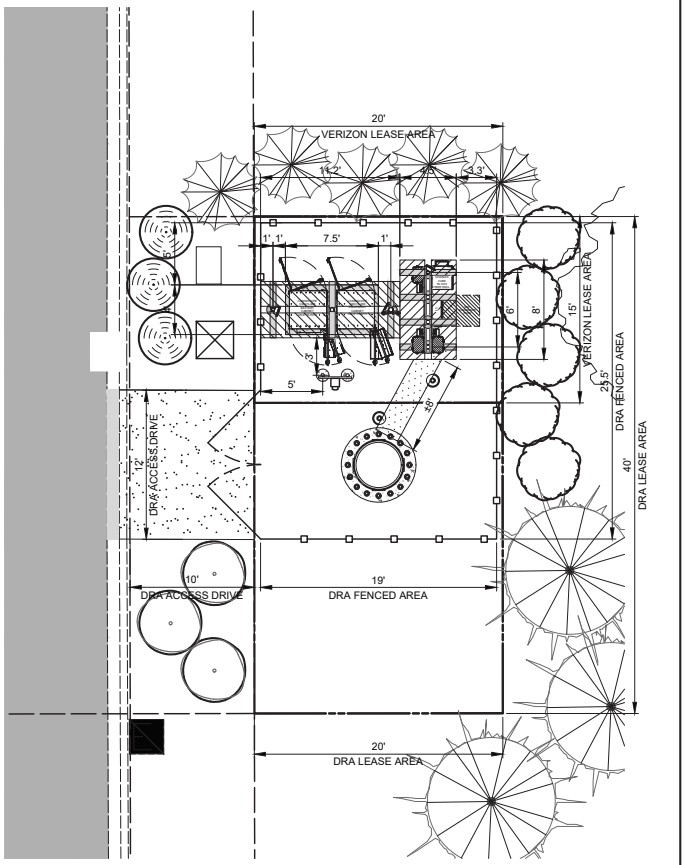
SCHAUMBURG WEST

1451 W. BODE ROAD
SCHAUMBURG, IL 60194

DRAWN BY:	TJS
CHECKED BY:	DSS
DATE:	12/04/24
PROJECT #:	247-005

SHEET TITLE
LOCATION PLAN

SHEET NUMBER
LP



2 SITE DIMENSION PLAN
SCALE: 1" =5'

PLATFORM TYPE: CONCRETE SKID

PAVEMENT MATERIAL

ACCESS ROAD (HATCHED)
15 S.Y.
8" COMPACTED AGGREGATE BASE COURSE, CA-6
MIRAFI 500X SUBGRADE GEOTEXTILE FABRIC OR APPROVED EQUAL

LEASE SITE
33 S.Y.
8" COMPACTED AGGREGATE BASE COURSE, WITH 3/4" CRUSHED AGGREGATE, NO FINES. OR APPROVED EQUAL. MIRAFI 500X SUBGRADE GEOTEXTILE FABRIC OR APPROVED EQUAL
90 L.F. OF FENCING

THE CONTRACTOR SHALL INCLUDE AS PART OF THE BID, THE COST OF REMOVAL OF ANY SURFACE VEGETATION AND ORGANIC SOILS OR OTHER DELETERIOUS MATERIALS AND THE REPLACEMENT WITH ENGINEERED BACKFILL FOR THE AGGREGATE ACCESS DRIVE AND LEASE SITE, IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT.

SURVEY PERFORMED BY:

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SITE BENCHMARK: CUT CROSS ON TOP OF CURB
ELEVATION = 799.96

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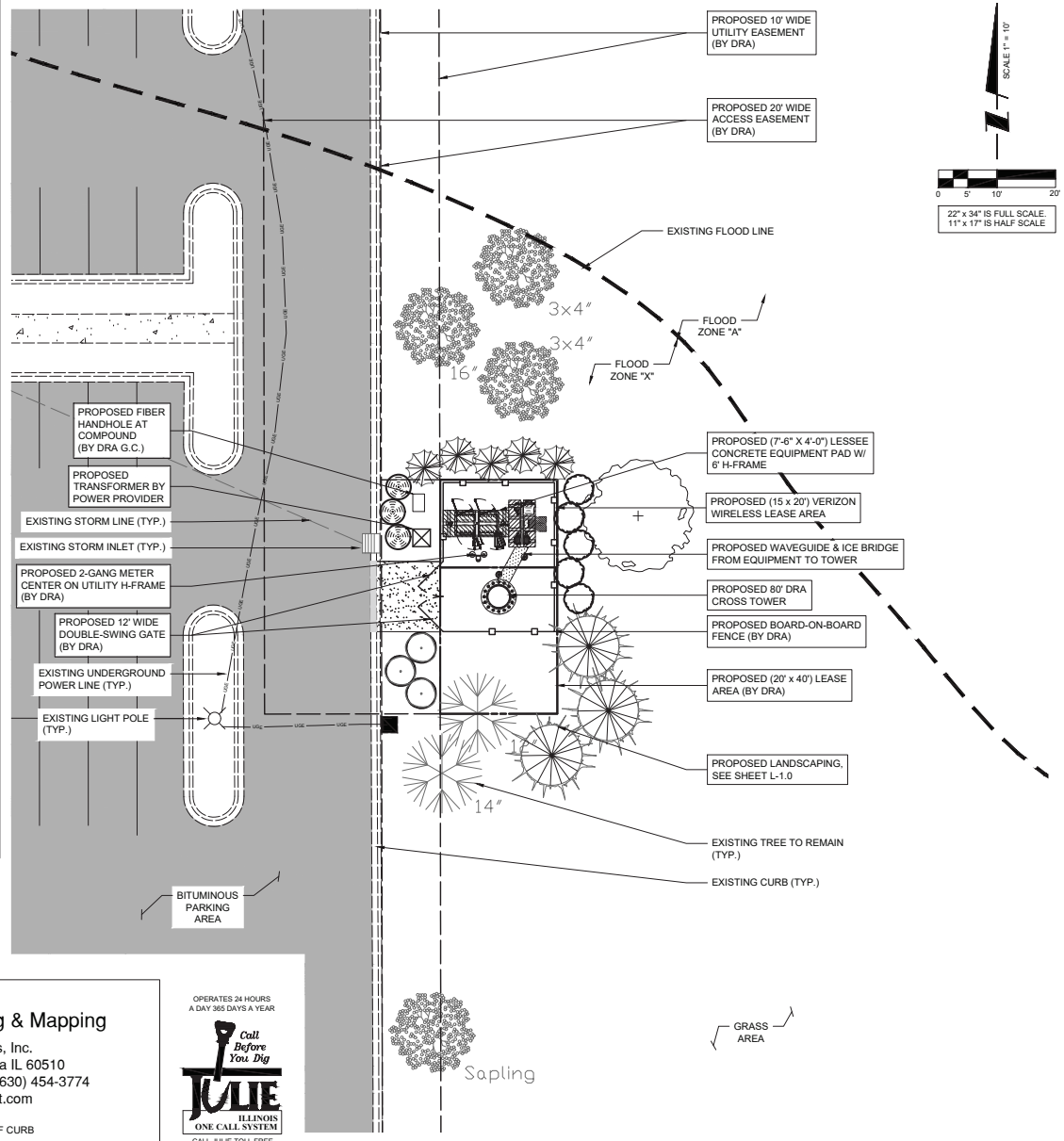

1 SITE PLAN

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FAX: (847) 706-7415

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MGD LOC# 5000902422
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SCHAUMBURG WEST

1451 W. BODE ROAD
SCHAUMBURG, IL 60194

DRAWN BY:	TJS
CHECKED BY:	DSS
DATE:	12/04/24
PROJECT #:	247-005

SHEET TITLE
ENLARGED SITE PLAN

SHEET NUMBER
C-1

LEGEND

PROPOSED GROUND DRAINAGE FLOW DIRECTION ARROWS

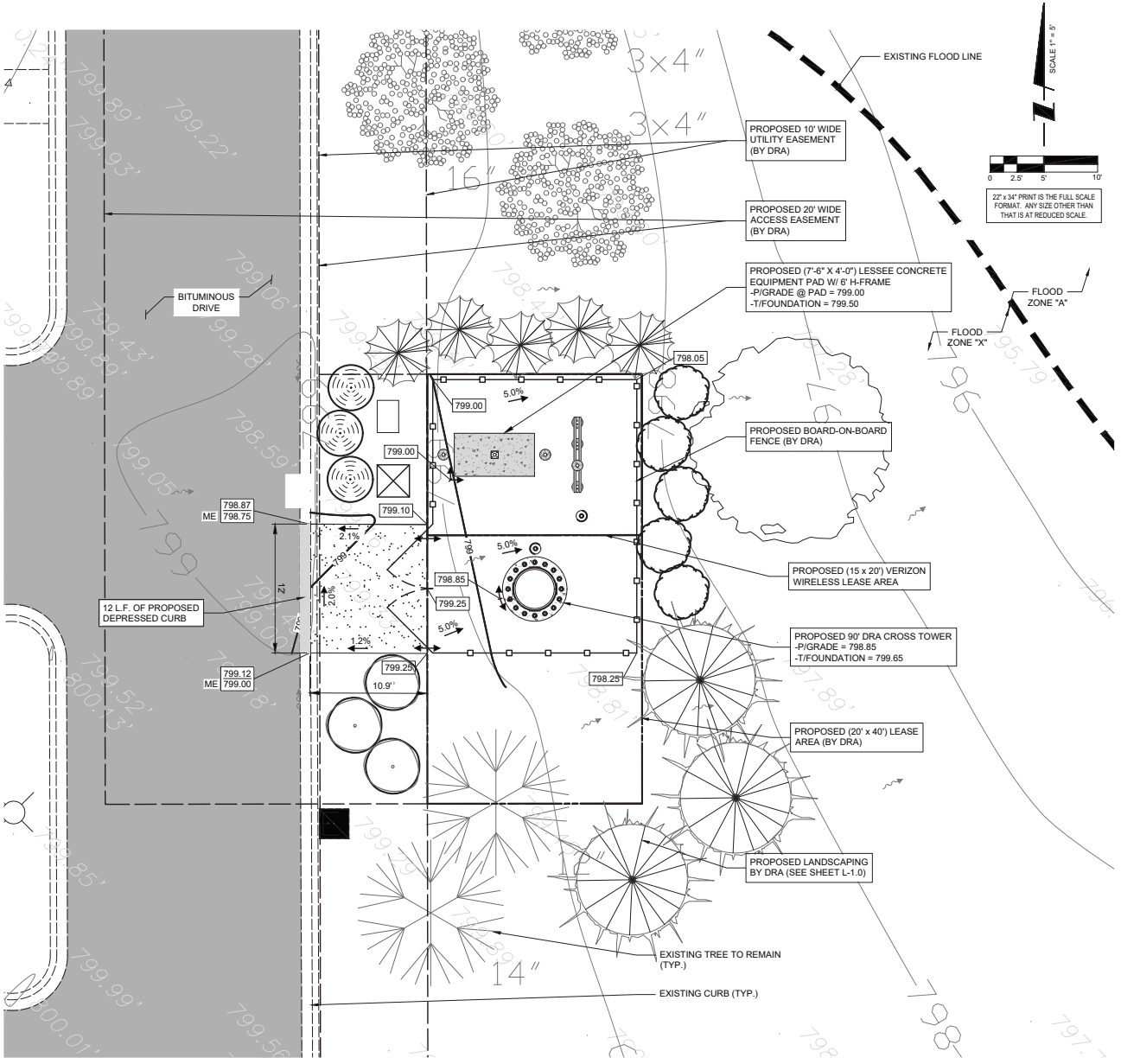
- DRAINAGE DIRECTION ARROW
- 0.00% GROUND SLOPE% WITH DIRECTION
- SUMMIT DRAINAGE DIRECTIONS
- EXISTING GROUND DRAINAGE FLOW DIRECTION

PROPOSED SPOT GRADES

- 0000.00 PROPOSED ELEVATION
- ME MATCH EXISTING
- LP LOW POINT

PROPOSED LINES

- PROPOSED GROUND RIDGE LINE
- 000 PROPOSED CONTOUR
- 000 EXISTING CONTOUR
- PROPOSED CULVERT & FLARED END SECTIONS



1 SITE GRADING PLAN
SCALE: 1" = 5'

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SCHAUMBURG, IL 60194

DRAWN BY:	TJS
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DATE:	12/04/24
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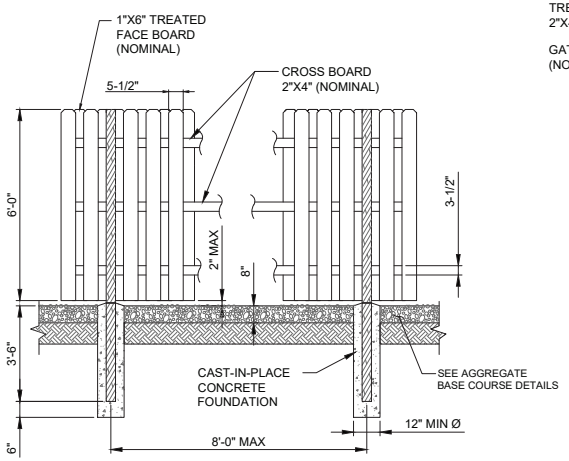
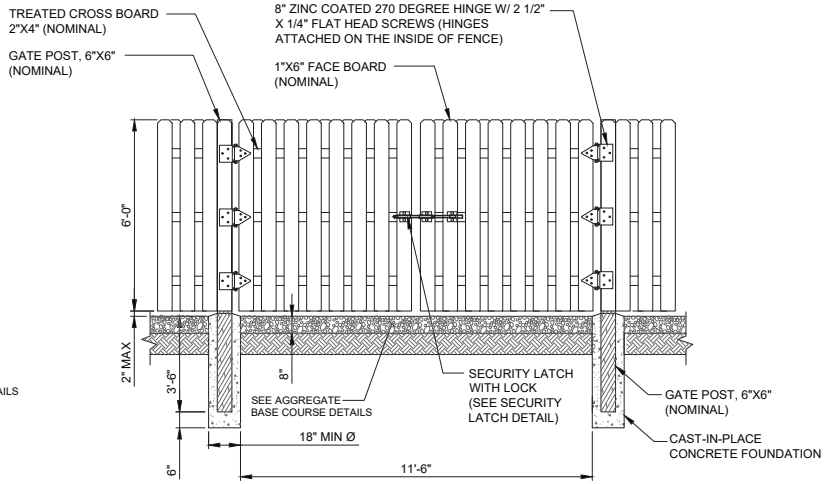
SHEET TITLE
SITE GRADING PLAN

SHEET NUMBER
C-2



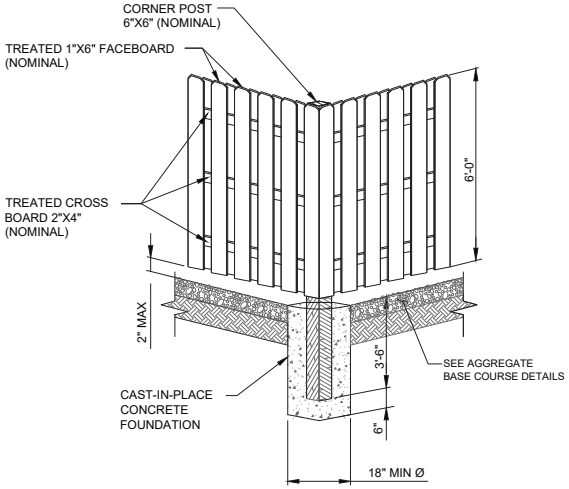
1 WOOD POST
SCALE: N.T.S.



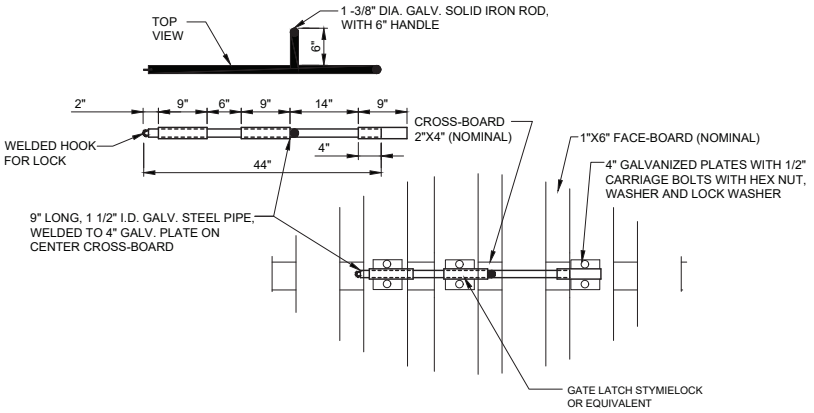
2 12'-0" DOUBLE SWING ACCESS GATE
SCALE: N.T.S.

CONTRACTOR TO PROVIDE A 12"x12" CUT-OUT IN THE TREATED FENCING OPPOSITE THE METER LOCATION FOR METER READING. FRAME OUT THE CUT-OUT WITH TREATED 2x4's ON INSIDE OF FENCE PRIOR TO MAKING PENETRATION.

NOTE:
FACE BOARDS CAN BE NAILED OR SCREWED TO CROSS BOARDS ALL CROSS BOARDS WILL BE SCREWED TO POSTS ALL CONCRETE FOOTINGS SHALL BE 6.1 BAG MIX 2500 PSI CONCRETE



3 CORNER POST
SCALE: N.T.S.



4 SECURITY LATCH
SCALE: N.T.S.

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1451 W. BODE ROAD
SCHAUMBURG, IL 60194

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DATE:	12/04/24
PROJECT #:	247-005

SHEET TITLE
FENCE DETAILS

SHEET NUMBER
C-3

NOTES:

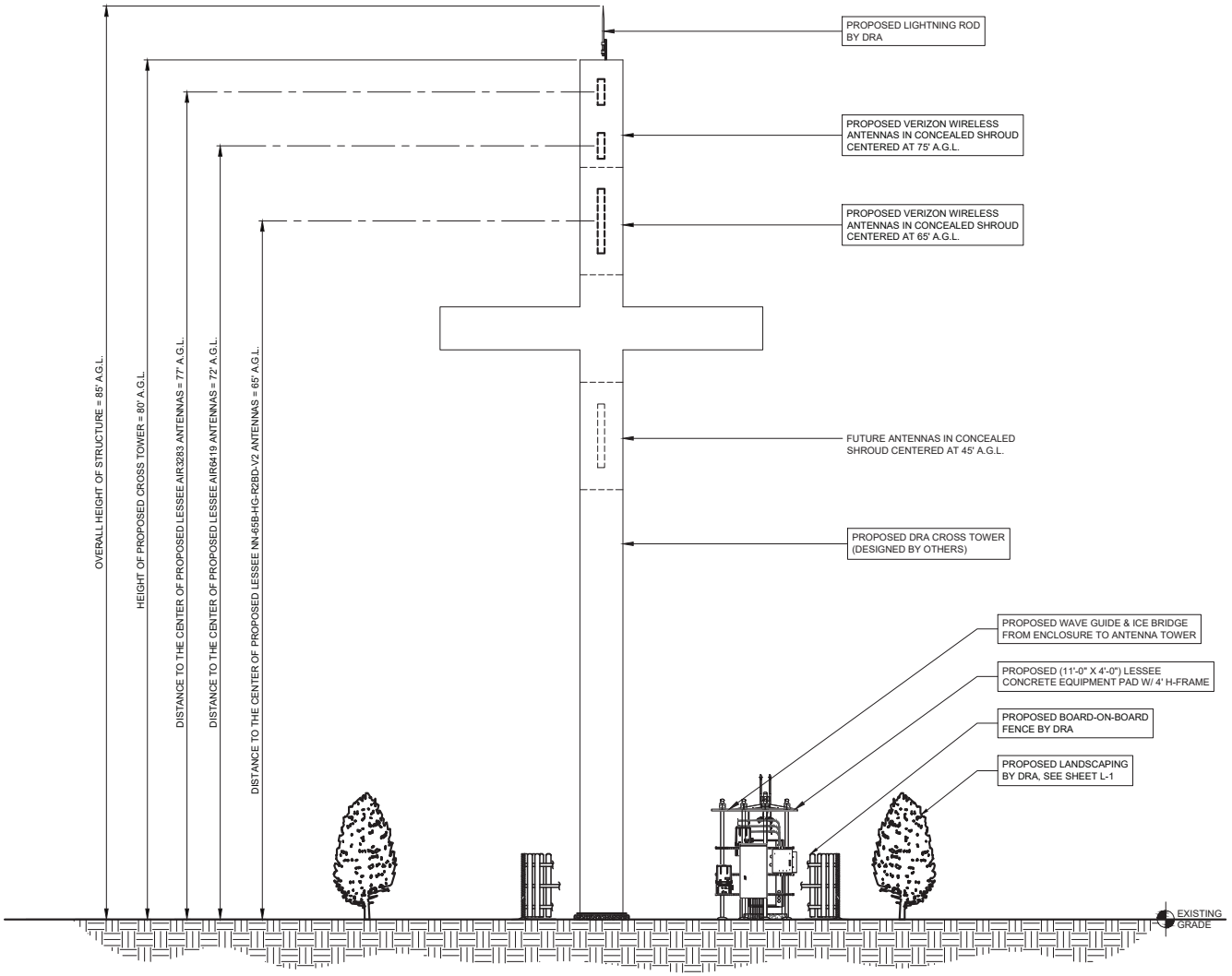
THIS DRAWING IS FOR EXHIBIT AND LAYOUT PURPOSES ONLY.

G.C. TO ADJUST HEIGHT OF MOUNT BY ±6" AS NEEDED TO AVOID CLIMBING FACILITIES. G.C. IS NOT TO REMOVE OR DAMAGE CLIMBING FACILITIES DURING INSTALLATION.

0 1/8" 3/32" 1/4"

SCALE: 3/16"=1'-0"

22" x 34" PRINT IS THE FULL SCALE FORMAT. ANY SIZE OTHER THAN THAT IS AT REDUCED SCALE.



1 EAST ELEVATION
SCALE: 3/16" = 1'-0"

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SCHAUMBURG, IL 60194

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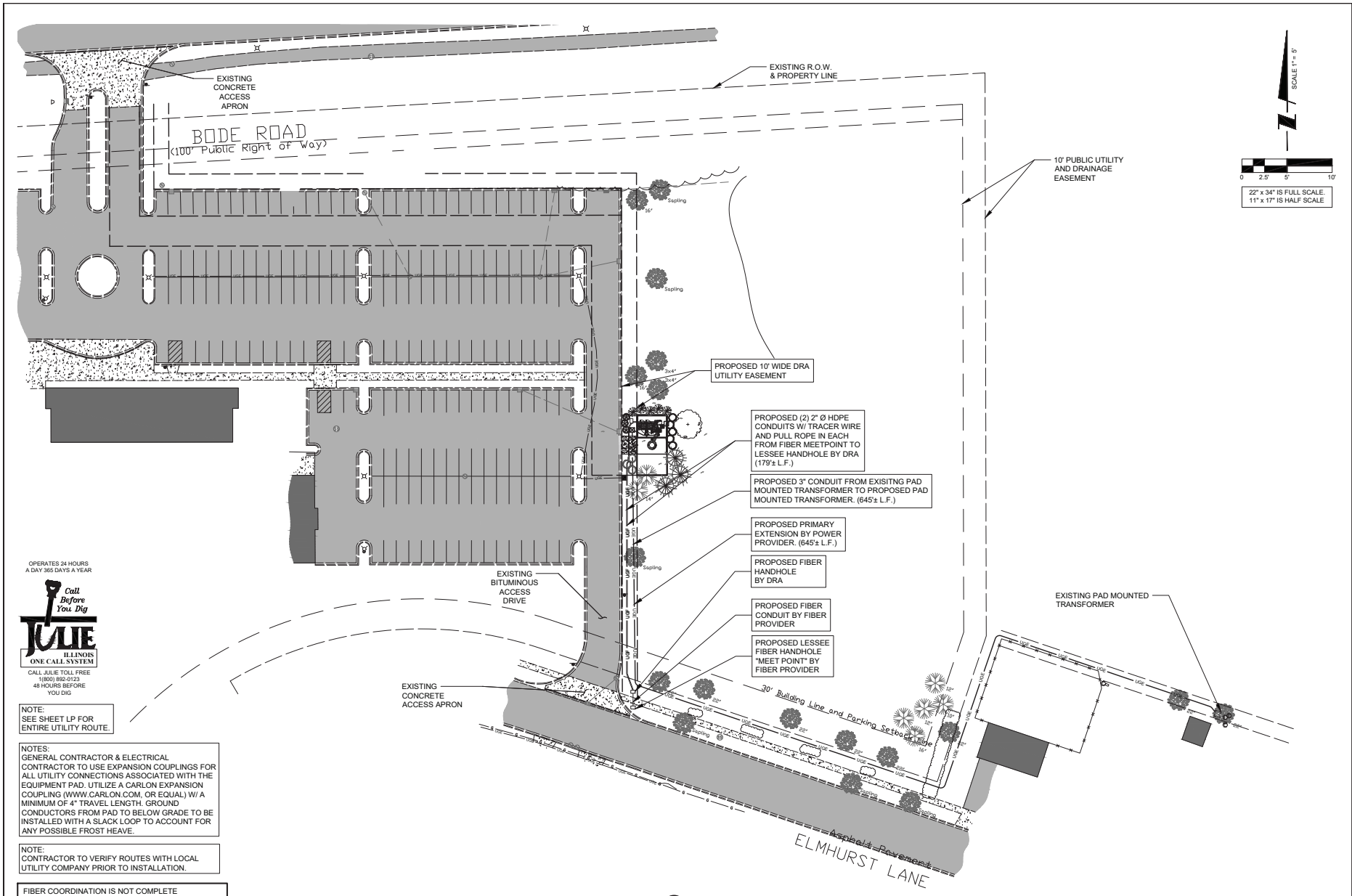
SHEET TITLE
SITE ELEVATION

SHEET NUMBER
ANT-1



1 ENLARGED UTILITY ROUTING PLAN

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NOTE:
SEE SHEET LP FOR ENTIRE UTILITY ROUTE.

NOTES:
GENERAL CONTRACTOR & ELECTRICAL CONTRACTOR TO USE EXPANSION COUPLINGS FOR ALL UTILITY CONNECTIONS ASSOCIATED WITH THE EQUIPMENT PAD. UTILIZE A CARLON EXPANSION COUPLING (WWW.CARLON.COM, OR EQUAL) W/ A MINIMUM OF 4" TRAVEL LENGTH. GROUND CONDUCTORS FROM PAD TO BELOW GRADE TO BE INSTALLED WITH A SLACK LOOP TO ACCOUNT FOR ANY POSSIBLE FROST HEAVE.

NOTE:
CONTRACTOR TO VERIFY ROUTES WITH LOCAL UTILITY COMPANY PRIOR TO INSTALLATION.

FIBER COORDINATION IS NOT COMPLETE (PENDING FIBER CONTACT). PRIOR TO CONSTRUCTION, CONTACT DESIGNER FOR UPDATE.

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SHEET TITLE
ENLARGEED UTILITY ROUTING PLAN

SHEET NUMBER
E-1A



1 EXISTING SITE LOCATION
SCALE: N.T.S.



2 EXISTING ACCESS DRIVE AT ELMHURST LANE
SCALE: N.T.S.



3 EXISTING ACCESS DRIVE AT BODE ROAD
SCALE: N.T.S.



4 EXISTING POWER POLE
SCALE: N.T.S.

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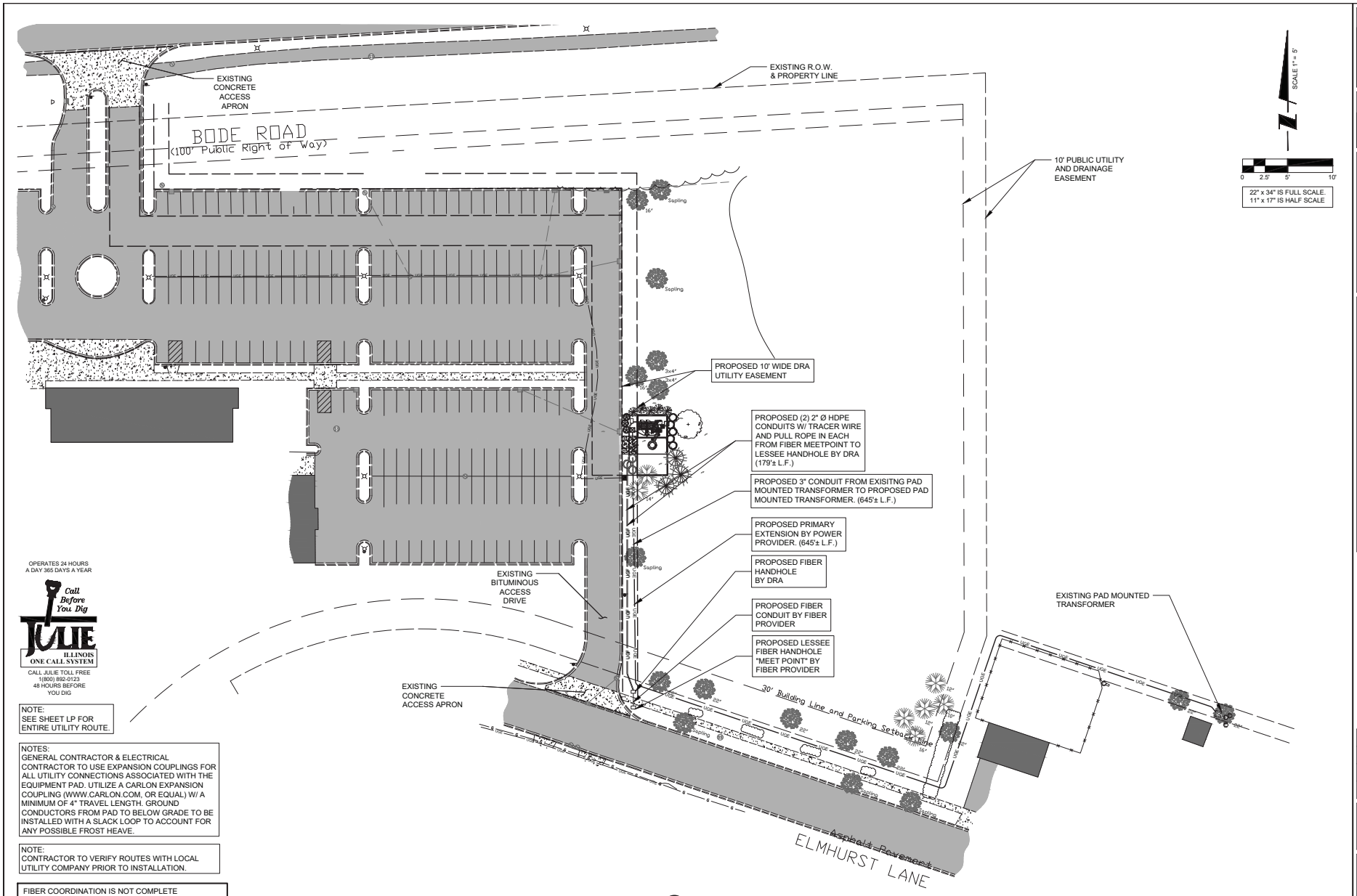
SHEET TITLE
EXISTING SITE PHOTOS

SHEET NUMBER
P-1



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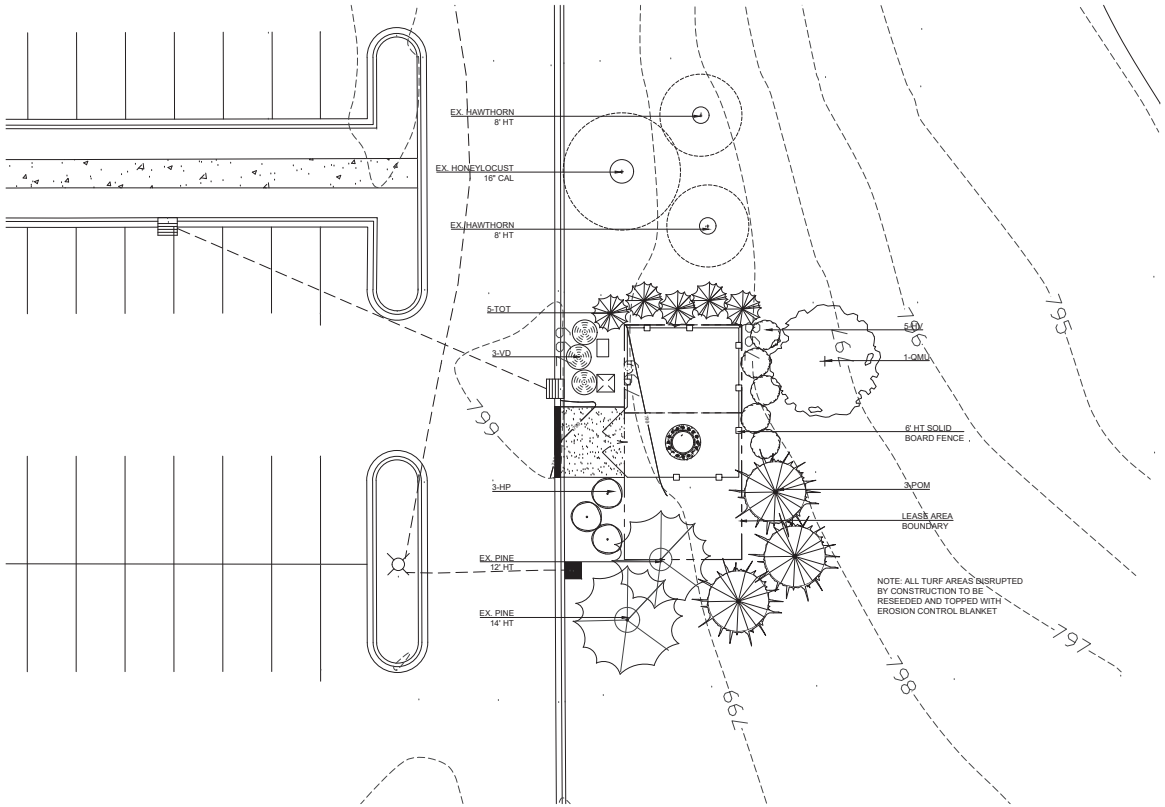
ENLARGEED UTILITY ROUTING PLAN

SHEET NUMBER
E-1A

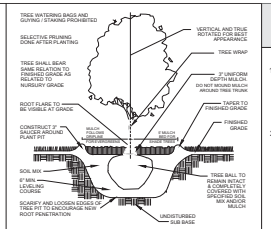


LANDSCAPE PLAN

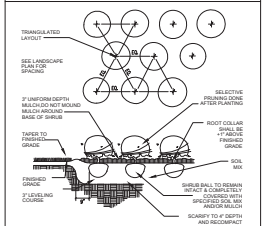
SCALE: 1" = 10'-0"

Master Plant List

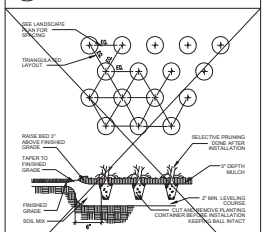
Symbol	Quantity	Botanical Name	Common Name	Size	Origin	Notes
		Shade Trees				
QMU	1	QUERCUS MUEHLENBERGII	CHINKAPIN OAK	3" BB	NATIVE	
		Evergreen Trees				
POM	3	PICEA OMORIKA	SERBIAN SPRUCE	8' BB		
TOT	5	THUJA OCCIDENTALIS 'TECHNY'	TECHNY ARBORVITAE	6' BB	NATIVAR	
		Deciduous Shrubs				
HV	5	HAMMAMELIS VERNALIS	VERNAL WITCHHAZEL	4' BB	NATIVE	
HP	3	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
VD	3	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	48" BB	NATIVAR	



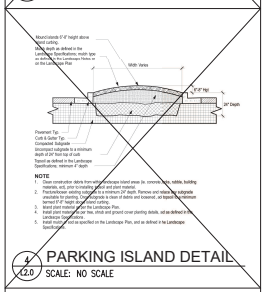
1 L2.0 TREE PLANTING DETAIL
SCALE: NO SCALE



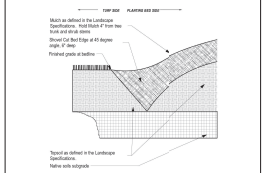
2 L2.0 SHRUB PLANTING DETAIL
SCALE: NO SCALE



3 L2.0 GROUNDCOVER DETAIL
SCALE: NO SCALE



4 L2.0 PARKING ISLAND DETAIL
SCALE: NO SCALE



5 L2.0 SPADED PLANTING BED EDGE DETAIL
SCALE: NO SCALE

GENERAL CONSTRUCTION NOTES

1. REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
2. BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
3. FOUR FOOT HIGH FENCING OR OTHER RIGID MATERIAL IS TO BE ERECTED AROUND THE DRIP-LINE OF ALL TREES TO BE SAVED.
4. PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
5. ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESN'T MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
7. ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
8. ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
9. ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
10. ALL PARKING LOT ISLANDS SHALL BE BACKFILLED WITH THE FOLLOWING: 2' OF BLENDED GARDEN SOIL MIX (60% TOPSOIL, 30% COMPOST, 10% SAND) OR 6" OF *ONE STEP* BY MIDWEST TRADING, TOP DRESSED AND TILLED INTO 18" OF TOPSOIL.
11. ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
12. ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
13. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
14. ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET. UNLESS OTHERWISE SPECIFIED ON THE PLAN.
15. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES, EXCLUDING SHRUB BEDS, TO BE RESTORED WITH TURF GRASS SEED AND COVERED WITH AN EROSION CONTROL BLANKET.
16. CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
17. THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY
18. ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

Kathryn Talty
landscape architecture
1926 Waukegan Road | Suite 340
Glenview, Illinois 60025
c 847.612.3561 | www.kathryntalty.com

no.	revision description	initial	date
	ISSUED FOR REVIEW	KMT	07-10-25

SCHAUMBURG WEST
CELL SITE
1451 W BODE ROAD
SCHAUMBURG, IL 60194

OVERALL LANDSCAPE PLAN
PLANT SCHEDULE
PLANTING DETAILS
CONSTRUCTION NOTES

date. 07-10-25
drawn KMT
checked KMT

job no. 25320

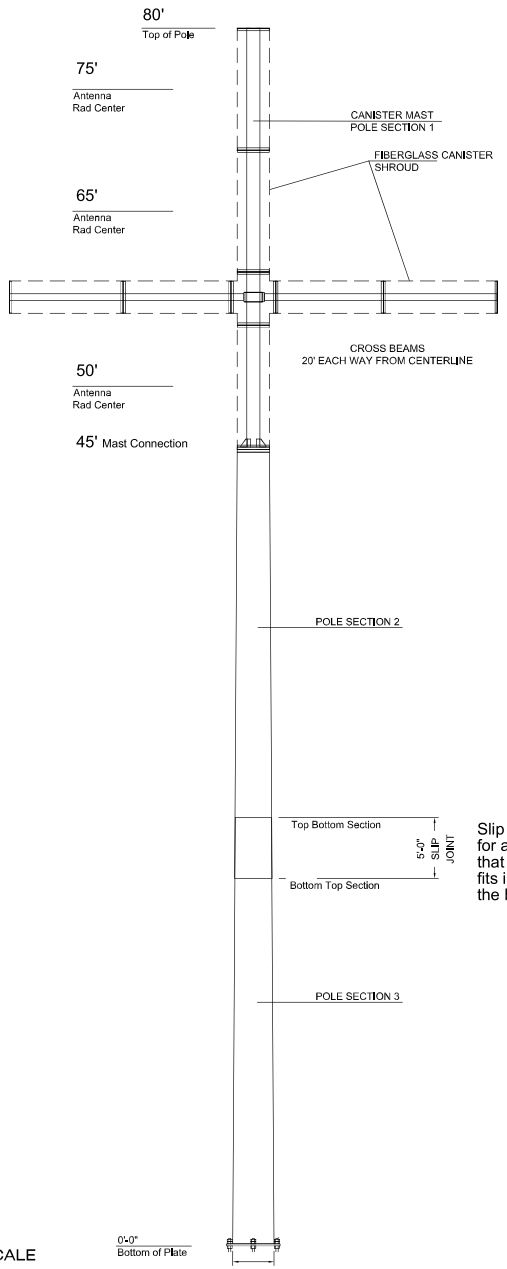
sheet no. L1.0

REGISTERED LANDSCAPE ARCHITECT
KATHRYN MAXWELL TALTY
157-002119
STATE OF ILLINOIS



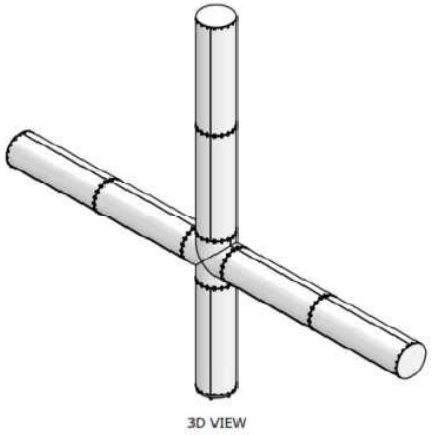


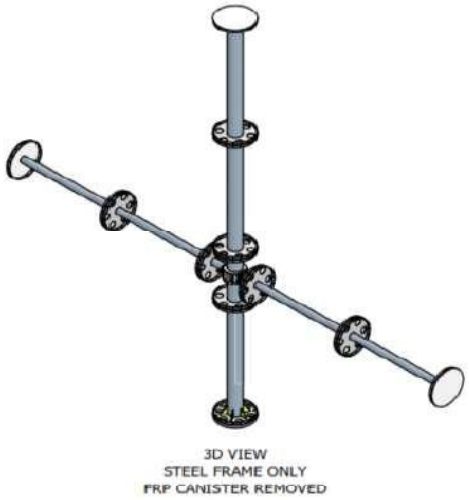
Monocross Example



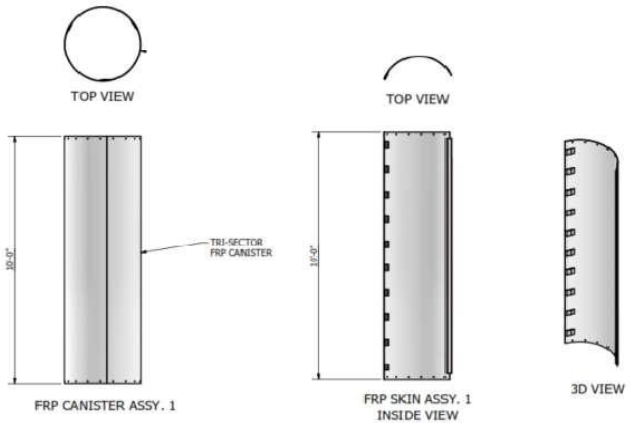
NO SCALE

Slip joint eliminates the need for a mating flange, meaning that the upper pole section fits inside the 5' slip joint of the bottom pole.





Tongue and groove along the vertical seam eliminates the need for hardware for the canister. The horizontal seams are attached to the steel with 5/16" hardware.



SP2605-01 SEPT 15

PROJECT DESCRIPTION

As stated previously within the application, this project consists of a small 19' x 26' (approximately 594sf) fenced and landscaped equipment and Cross (wireless tower) compound on the grounds of the Church of the Holy Spirit (St. Gregory of Nyssa Parish) located at 1451 Bode Road. This stealth wireless installation is being built to house the wireless equipment of Verizon Wireless, the initial tenant of this project.

The Cross and the compound are capable of supporting the Verizon Wireless equipment as well as space for an additional wireless tenant should one desire to collocate at this location.

The CDs also include a professionally designed landscape plan by Kathryn Talty, a person very familiar with the Schaumburg code.

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-____An Ordinance Granting a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment (210 E. Golf Road – Z2603-01).
10/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Z2603-01 Copley Center Outlot_ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE FOR A DRIVE-THROUGH FACILITY (DUTCH BROS), PARKING SETBACK VARIATION, LANDSCAPE VARIATIONS, SIGN VARIATION AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR COPLEY CENTER OUTLOT REDEVELOPMENT (210 E. GOLF ROAD)

CASE NO. Z2603-01

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

OCTOBER 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE FOR A DRIVE-THROUGH FACILITY (DUTCH BROS), PARKING SETBACK VARIATION, LANDSCAPE VARIATIONS, SIGN VARIATION AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR COPLEY CENTER OUTLOT REDEVELOPMENT (210 E. GOLF ROAD)

CASE NO. Z2603-01

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on September 23, 2026 and has recommended a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment, located at 210 E. Golf Road, Case No. Z2603-01;

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the granting of a Site Plan Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review for Copley Center Outlot Redevelopment, located at 210 E. Golf Road, Case No. Z2603-01 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 Approval, Preliminary and Final Plat of Subdivision, Special Use for a Drive-Through Facility (Dutch Bros), Parking Setback Variation, Landscape Variations, Sign Variation and Woodfield Regional Center Design Review described as follows:

- Plat of Subdivision [Title 15, Chapter 154, Section 154.47 of the Zoning Ordinance]
- Plat of Vacation [Title 15, Chapter 151, Section 151.20(E) of the Subdivision and Land Development Ordinance]
- Site Plan Approval to Construct a 1,065 Square Foot Building [Title 15, Chapter 154, Section 154.46 of the Zoning Ordinance]
- Special Use for a Drive Through Facility [Title 15, Chapter 154, Section 154.90.13 of the Zoning Ordinance]
- Variation to Reduce Interior Parking Setback from 5’ to 1’3” [Title 15, Chapter 154, Section 154.175(D)(6)(b)(2) of the Zoning Ordinance]
- Variation to Reduce the Landscape Buffer from 10’ to 5’ [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Variation to Reduce foundation landscaping on the west side of the building by 10’, from 10’ to 3’ [Title 15, Chapter 154.136 (M)(1) of the Zoning Ordinance]
- Variation for an Additional Menu Board Sign [Title 15, Chapter 155, Section 155.95 of the Sign Code]
- Woodfield Regional Center Design Review

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE FOR A DRIVE-THROUGH FACILITY (DUTCH BROS), PARKING SETBACK VARIATION, LANDSCAPE VARIATIONS, SIGN VARIATION AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR COPLEY CENTER OUTLOT REDEVELOPMENT (210 E. GOLF ROAD)

CASE NO. Z2603-01

for Copley Center Outlot Redevelopment, located at 210 E. Golf Road, Case No. Z2603-01 be and is hereby granted on the property legally described as:

> THAT PART OF LOT 10 AND 11 IN GOLF-ROSELLE DEVELOPMENT UNIT 4, BEING SUBDIVISION OF LOT 1 IN GOLF ROSELLE DEVELOPMENT UNIT 1, BEING A RESUBDIVSION OF LOTS 11 AND 12 N GOLF ROSELLE DEVELOPMENT, IN THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1994 AS DOCUMENT R94-236801, IN COOK COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;
>
> COMMENCING AT THE MOST SOUTHEASTERLY CORNER OF LOT 11; THENCE ALONG THE SOUTH LINES OF SAID LOTS 10 AND 11 FOR THE NEXT FOUR (4) COURSES: (1) THENCE SOUTH 86 DEGREES 33 MINUTES 13 SECONDS WEST, A DISTANCE OF 125.78 FEET TO THE POINT OF BEGINNNING; (2) THENCE CONTINUING SOUTH 86 DEGREES 33 MINUTES 13 SECONDS WEST, A DISTANCE OF 115.17 FEET; (3) THENCE SOUTH 00 DEGREES 17 MINUTES 24 SECONDS WEST, A DISTANCE OF 10.02 FEET; (4) THENCE SOUTH 86 DEGREES 33 MINUTES 13 SECONDS WEST, A DISTANCE OF 47.00 FEET; THENCE NORTH 03 DEGREES 15 MINUTES 47 SECONDS WEST, A DISTANCE OF 147.14 FEET; THENCE NORTH 86 DEGREES 33 MINUTES 13 SECONDS EAST, A DISTANCE OF 87.45 FEET; THENCE NORTH 73 DEGREES 52 MINUTES 10 SECONDS EAST, A DISTANCE OF 80.06 FEET; THENCE SOUTH 03 DEGREES 22 MINUTES 15 SECONDS EAST, A DISTANCE OF 42.90 FEET; THENCE SOUTH 86 DEGREES 37 MINUTES 45 SECONDS WEST, A DISTANCE OF 3.00 FEET; THENCE SOUTH 03 DEGREES 22 MINUTES 15 SECONDS EAST, A DISTANCE OF 111.82 FEET TO THE POINT OF BEGINNING.
>
> CONTAINING 23,543 SQUARE FEET (0.540 ACRES) MORE OR LESS.

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 Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site

lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.

2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
   a. Plat of Subdivision
   b. Reciprocal easement agreement
   c. Shared maintenance agreement (Lot 2 and 3)
5. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
6. The proposed plans for the food establishment have been accepted as preliminary by the Environmental Health Division. The plans will receive a detailed review during the commercial building permit process.
7. If an FDC is provided for Dutch Bros, it shall be provided at the northeast corner of the building.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner’s cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.
10. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village’s review.
11. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).

12. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
13. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
14. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
15. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
16. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.
17. Prior to the issuance of Land Development Permit, the petitioner shall submit a revised copy of the Plat of Subdivision to the Community Development Department for review and approval to illustrating the following:
    a. Include information in the "Owner's Name and Address" text block.
18. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
19. Work in the Golf Road ROW will require an IDOT permit.
20. Add Village of Schaumburg standard easement provisions to the Plat of easement. Add an easement to the Plat and the utility Plan for the looped water main.
21. The Village GIS shows an invert of 776.1 at sanitary MH W064 (to the north of site). The plans show an invert of 772.77 at the last MH leaving the site. This invert appears to be lower than the Village invert to the north. Atwell Aug 12 response letter says a lift station will no longer be required based on field information. Provide more information regarding the field verification. Provide a basic profile of the sanitary sewer from the west end of the site to the connection at Village MH W064 on the east side of Wilkening Road.
22. Add Schaumburg water main notes regarding cut in Tee connection and EPW shut down process.

23. Confirm min 10 feet separation from water main to building foundations.
24. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
25. Only a cut in tee is permissible when connecting utilities to village main.
26. Provide watermain loop easement on plat and engineering plans.
27. 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. Encasement of piping shall be V-Bio Enhanced Polyethylene film in tube or sheet in accordance with ANSI/AWWA C105/A21.5.
28. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. Maneuvering clearances per Illinois Accessibility Code Section 404.2.4 shall remain clear at all doors following final placement of all furniture, fixtures, and equipment.
    b. Minimum number of plumbing fixtures shall be based on Illinois Plumbing Code Section 890, Appendix A, Table B.
    c. No public restroom facilities are shown. Provide occupant load calculations and a plumbing fixture analysis in accordance with 2014 Illinois Plumbing Code Section 890.810 to demonstrate compliance with fixture requirements and establish whether the applicable exception allowing public restrooms to be omitted applies.
29. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:
    a. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.
    b. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.
    c. The following items should be added to the cover page of the plans:
        i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
        ii. Add drainage certification.
        iii. Add the MWRD Job Start Stamp.
        iv. Add the storm/sanitary sewer routing exhibit
    d. Provide MWRD General Notes on the engineering plans.

e. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.

f. Include the shop drawings for the underground detention in the final engineering plans.

g. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.

h. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.

i. Based on our review of the proposed development, the following MWRD permit documents will be required:

   i. MWRD WMO permit application (Schedules A, B, and C)

   ii. Schedule D-Legacy

   iii. Schedule P

   iv. Schedule R

   v. Fee Payment Voucher Form

20. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:

   i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location

   ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.

   iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.

   iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.

   v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.

   vi. Show the install sizes of the proposed plants on the plant schedule.

ORDINANCE NO. 26-

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CASE NO. Z2603-01

21. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:
    i. Three light poles are orientated oddly, is this the intended design? If so, then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.
    ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.
    iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.
    iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.
    v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.
    vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.
    vii. Foundation shall include grounding and ground rod per village ordinance.
    viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.
    ix. The minimum underground conduit size is 1" diameter.
    x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

30. The following plans/exhibits shall be adopted as part of the governing ordinance:
    a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.
    c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

m. Construction Specifications, Sheet No. 13, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

n. Landscape Title Sheet, Sheet L0, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

o. Tree Preservation Plan, Sheet L1, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE FOR A DRIVE-THROUGH FACILITY (DUTCH BROS), PARKING SETBACK VARIATION, LANDSCAPE VARIATIONS, SIGN VARIATION AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR COPLEY CENTER OUTLOT REDEVELOPMENT (210 E. GOLF ROAD)

CASE NO. Z2603-01

q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

r. Photometric Plan, Sheet E0.01, prepared by Chipman Design Architecture INC, dated February 27, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.

t. Equipment Plan, Sheet A1.0, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

u. Life Safety Plan, Sheet G0.2, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

v. Building Elevations, Sheet A6.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

w. Trash Enclosure Plan/Elevations, Sheet A9.3, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

x. Site & Building Signage Details, Sheet SP1.1, prepared by Chipman Design Architecture INC, dated August 3, 2026, and received by the Community Development Department on August 17, 2026.

y. Final Plat of Subdivision, Sheets 1 through 3, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

z. Plat of Vacation, Sheet 1 of 1, prepared by ATWELL, dated October 17, 2025, and received by the Community Development Department on August 17, 2026.

aa. Project Narrative, prepared by ATWELL, dated August 12, 2026, and received by the Community Development Department on August 17, 2026.

bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

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:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, SPECIAL USE FOR A DRIVE-THROUGH FACILITY (DUTCH BROS), PARKING SETBACK VARIATION, LANDSCAPE VARIATIONS, SIGN VARIATION AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR COPLEY CENTER OUTLOT REDEVELOPMENT (210 E. GOLF ROAD)

CASE NO. Z2603-01

ADOPTED this 13th day of October, 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 Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation and Woodfield Regional Center Design Review for Andy's Frozen Custard (214 E. Golf Road - Copley Center – Z2608-04).
10/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- Z2608-04 Andy's Frozen Custard ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A DRIVE-THROUGH FACILITY, LANDSCAPE VARIATIONS, PARKING SETBACK VARIATION, SIGN VARIATION, DRIVE THROUGH STACKING VARIATION, AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR ANDY'S FROZEN CUSTARD (214 E. GOLF ROAD - COPLEY CENTER)

CASE NO. Z2608-04

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

OCTOBER 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A DRIVE-THROUGH FACILITY, LANDSCAPE VARIATIONS, PARKING SETBACK VARIATION, SIGN VARIATION, DRIVE THROUGH STACKING VARIATION, AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR ANDY'S FROZEN CUSTARD (214 E. GOLF ROAD - COPLEY CENTER)

CASE NO. Z2608-04

WHEREAS, the Zoning Board of Appeals of the Village of Schaumburg conducted a public hearing on September 23, 2026 and has recommended a Site Plan Approval, Special Use for a Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review for Andy's Frozen Custard located at 214 E. Golf Road - Copley Center, Case No. Z2608-04;

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 Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review for Andy's Frozen Custard located at 214 E. Golf Road - Copley Center, Case No. Z2608-04 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 Drive-Through Facility, Landscape Variations, Parking Setback Variation, Sign Variation, Drive Through Stacking Variation, and Woodfield Regional Center Design Review described as follows:

- Site Plan Approval to Construct a 1,438 Square Foot Building [Title 15, Chapter 154, Section 154.46 of the Zoning Ordinance]
- Special Use for a Drive Through Facility [Title 15, Chapter 154, Section 154.90.13 of the Zoning Ordinance]
- Variation to Reduce Interior Parking Setback from 5’ to 3’1” [Title 15, Chapter 154, Section 154.175(D)(6)(b)(2) of the Zoning Ordinance]
- Variation to Reduce the Landscape Buffer from 10’ to 5’6” [Title 15, Chapter 154, Section 154.136 Table 2 Buffer Yards of the Zoning Ordinance]
- Variation to Reduce Foundation Landscaping on the East side of the building by 10’, from 10’ to 0’ [Title 15, Chapter 154.136 (M)(1) of the Zoning Ordinance]
- Landscape Variation to Omit a Required Shade Tree from Parking Lot Island [Title 15, Chapter 154, Section 154.136(L)(2)(b)(2) of the Zoning Ordinance]
- Variation for an Additional Menu Board Sign [Title 15, Chapter 155, Section 155.95 of the Sign Code]
- Drive Through Stacking Variation [Title 15, Chapter 154, Section 154.123 of the Zoning Ordinance]
- Woodfield Regional Center Design Review

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN APPROVAL, SPECIAL USE FOR A DRIVE-THROUGH FACILITY, LANDSCAPE VARIATIONS, PARKING SETBACK VARIATION, SIGN VARIATION, DRIVE THROUGH STACKING VARIATION, AND WOODFIELD REGIONAL CENTER DESIGN REVIEW FOR ANDY'S FROZEN CUSTARD (214 E. GOLF ROAD - COPLEY CENTER)

CASE NO. Z2608-04

for Andy's Frozen Custard located at 214 E. Golf Road - Copley Center, Case No. Z2608-04 be and is hereby granted on the property legally described as:

THAT PART OF LOT 10 AND 11 IN GOLF-ROSELLE DEVELOPMENT UNIT 4, BEING SUBDIVISION OF LOT 1 IN GOLF ROSELLE DEVELOPMENT UNIT 1, BEING A RESUBDIVSION OF LOTS 11 AND 12 N GOLF ROSELLE DEVELOPMENT, IN THE SOUTHEAST QUARTER OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1994 AS DOCUMENT R94-236801, IN COOK COUNTY, ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE MOST SOUTHEASTERLY CORNER OF LOT 11; THENCE SOUTH 86 DEGREES 33 MINUTES 13 SECONDS WEST, ALONG THE SOUTH LINE OF SAID LOT 11, A DISTANCE OF 125.78 FEET; THENCE NORTH 03 DEGREES 22 MINUTES 15 SECONDS WEST, A DISTANCE OF 111.82 FEET; THENCE NORTH 86 DEGREES 37 MINUTES 45 SECONDS EAST, A DISTANCE OF 3.00 FEET; THENCE NORTH 03 DEGREES 22 MINUTES 15 SECONDS WEST, A DISTANCE OF 42.90 FEET TO THE NORTH LINE OF LOT 11 OF SAID GOLF-ROSELLE DEVELOPMENT UNIT 4 SUBDIVISION; THENCE ALONG THE NORTH AND EAST LINES OF SAID LOT 11 FOR THE NEXT FOUR (4) COURSES: (1) THENCE NORTH 73 DEGREES 52 MINUTES 10 SECONDS EAST, A DISTANCE OF 64.60 FEET; (2) THENCE NORTH 86 DEGREES 33 MINUTES 13 SECONDS EAST, A DISTANCE OF 90.00 FEET; (3) THENCE SOUTH 03 DEGREES 15 MINUTES 47 SECONDS EAST, A DISTANCE OF 139.00 FEET TO A POINT OF CURVATURE; (4) THENCE SOUTHWESTERLY, ALONG A CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 30.00 FEET, AN ARC DISTANCE OF 47.03 FEET, A CHORD BEARING SOUTH 41 DEGREES 38 MINUTES 46 SECONDS WEST, AND A CHORD DISTANCE OF 42.36 FEET TO THE POINT OF BEGINNING.

CONTAINING 25,513 SQUARE FEET (0.586 ACRES) MORE OR LESS.

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 Land Development Permit is required prior to commencing any site work, and prior to receiving any building permits for the site. A Letter of Credit or Subdivision Bond must be submitted prior to issuance of said land development permit. The Letter of Credit or Subdivision Bond must be written for a period of 2 years in the amount of 50% of the approved construction cost estimate, including landscaping and site

lighting. Sample forms of the project security are available upon request. The fee for the land development permit is based on the current village fee schedule.

2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. Prior to the issuance of any permits, all Plat and Off-site improvements related comments associated with case no. Z2306-01, must be fully addressed.
5. The proposed plans for the food establishment 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.
6. Prior to the issuance of a land development permit, the following documents shall be recorded and placed on file with the Cook County Clerk
   a. Plat of Subdivision
   b. Reciprocal easement agreement
   c. Shared maintenance agreement (Lot 2 and 3)
7. No signage is being approved with this request, except for the requested menu board sign variation. A separate sign permit will be required for all signs, including wall, ground, and menu board signs.
8. Verify with your fire protection engineer that a two-inch water service will be adequate to meet the needs of the sprinkler system.
9. On the Demo plan, the existing water service in the NE side of the site will need to be disconnected using a stainless steel repair sleeve.
10. Work in the Golf Road ROW will require an IDOT permit.
11. Prior to issuance of a land development permit, a bus pad (25' x 12') shall be provided to support current Pace ridership levels. A bus stop pad is required at petitioner’s cost for Pace Route 554. According to Pace's design guidelines, the direct sidewalk connection shall be provided on the west side of the new bus pad as this location would offer a more direct and practical connection to the public sidewalk network while minimizing potential conflicts. Additionally, the connection shall be designed to meet ADA requirements, ensuring an accessible path between the bus pad and the public sidewalk.

12. Prior to the issuance of a land development permit, a completed traffic agreement is required for each business/property per code section 154.121(K). As this agreement has not yet been received, submit the completed document for the village's review.
13. Prior to the issuance of a land development permit, provide documentation to confirm state permit approval for the proposed sidewalk connection to Golf Road (IL-58).
14. Prior to issuance of a permit, the truck turning templates shall be updated with the 47' Schaumburg Fire Engine dimensions. The truck detail has been uploaded under attachments for the applicant's use.
15. Prior to the issuance of a land development permit, provide the OTISS Pro analysis sheets as this information was not included in the Appendix as advised in the traffic impact study. If this information is not provided, then the 8% interaction reduction shall be removed from Table 3 on page 13.
16. Prior to issuance of a land development permit, the Synchro analysis shall be revised to reflect the corrected traffic volumes as identified in CBBEL's review comments of the traffic impact study. Once the volumes have been updated, the applicable Synchro inputs shall also be revised to ensure the analysis accurately reflects the proposed conditions.
17. Prior to the issuance of a land development permit, the recommended signal timing adjustments shall be provided for the nearby signalized intersections based on the traffic data and analysis conducted as part of the traffic impact study. Include the recommended timing modifications in the revised study for review and coordination with the applicable signal agency.
18. Prior to issuance of a building permit, a traffic management plan shall be provided addressing vehicle queueing associated with the development. While there appears to be sufficient capacity before vehicle stacking becomes an operational concern, the plan should identify how queues will be managed to ensure vehicles remain within the parking lot and do not extend into the public right-of-way.
19. All water main shutdowns shall be coordinated with the Village of Schaumburg Engineering and Public Works Department (EPW). Contractor shall contact EPW a minimum of 48 hours prior to scheduled shutdown of private water system, so a representative from EPW can witness the shutdown and the associated work.
20. Prior to the issuance of a Land Development Permit, provide a detention maintenance plan. Including maintenance schedule as well as cleaning/waste disposal process.
21. Prior to the issuance of a Building Permit, the building plans must be revised to address the following:
    a. The submitted restroom analysis references IBC Chapter 29. Chapter 29 of the 2021 IBC is excluded from the Village's adoption and is not applicable to the plumbing requirements for this project. Revise the restroom and plumbing fixture analysis to comply with the 2014 Illinois Plumbing Code, 77 Ill. Adm. Code 890, as adopted by the Village.

b. The exception allowing a food service establishment to omit public restrooms does not apply. The submitted occupant load identifies 18 patrons, which exceeds the maximum of 10 combined employees and patrons permitted under the exception. Provide the required public restroom facilities in accordance with 2014 Illinois Plumbing Code Section 890.810(b)(2)(B)(i).

c. Provide required plumbing fixtures calculations for food service establishments (ILPC Section 890, Appendix A, Table B).

d. Provide ready access to the automatic sprinkler system riser, fire pump, and associated controllers. Access shall be provided by an exterior access door directly to the sprinkler riser or fire pump room, or by an alternative means approved by the Fire Code Official. Village Ordinance, Title 15, Chapter 157, §157.02, 2021 IFC Section 901.4.7.1.

e. The proposed building contains a Group B occupancy. Provide an automatic sprinkler system throughout the building. The building does not qualify for the exception for buildings 1,000 square feet or less. Title 15, Chapter 157, §157.02, 2021 IFC Section 903.2.2.

f. Per 410 ILCS 35/18 – Equitable Restrooms Act, publicly accessible restrooms in a place of public accommodation are required to provide at least one baby diaper changing station accessible to all genders.

g. Lavatories and sinks shall be provided with a clear floor space complying with ICC A117.1, Section 305.3, positioned for a forward approach and knee and toe clearances complying with Section 306.

h. Sales counter shall comply with Illinois Accessibility Code Section 904.4.1. Verify a portion of each counter surface is 36 inches long minimum and 36 inches high maximum above the finish floor.

i. The fixture plan does not identify any equipment. Clarify whether a Type I kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.

j. The fixture plan does not identify any equipment. Clarify whether a Type II kitchen exhaust hood is required. Provide documentation demonstrating compliance with applicable mechanical and fire code requirements.

22. Prior to the issuance of a Land Development Permit, the engineering plans must be revised to address the following:

a. Drive aisle north of the building shall be marked as a fire lane. Signage shall be provided and the curb shall be painted yellow.

b. All crosswalks should be white pavement marking striping in accordance with IDOT Detail TC-13.

c. Any striping separating vehicle movements of vehicles traveling in the same direction should be white. Other gore areas should be yellow.

d. The following items should be added to the cover page of the plans:
   i. It should be signed and stamped by a registered Professional Engineer of the State of Illinois.
   ii. Add drainage certification.
   iii. Add the MWRD Job Start Stamp.
   iv. Add the storm/sanitary sewer routing exhibit

e. Provide MWRD General Notes on the engineering plans.

f. MWRD requires that a Drainage Exhibit and Maintenance & Monitoring Exhibit be included as their own plan sheets.

g. Include the shop drawings for the underground detention in the final engineering plans.

h. Stormwater conveyance (storm sewers/overland flow route) calculations should be included with the final design. These calculations should account for the offsite areas that drain through the project site. Since the design involves underground detention, the storm sewer shall be sized for a 100-year capacity.

i. An Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES) ILR10 Construction Permit will be required for the project since it proposes to disturb greater than one (1) acre.

j. Based on our review of the proposed development, the following MWRD permit documents will be required:
   i. MWRD WMO permit application (Schedules A, B, and C)
   ii. Schedule D-Legacy
   iii. Schedule P
   iv. Schedule R
   v. Fee Payment Voucher Form

23. Prior to the issuance of a Land Development Permit, the landscape plans must be revised to address the following:
   i. On sheet L1, existing tree #5 is indicated to be removed, but on sheet L2 it is indicated to remain. Adjust sheet L2 to show a replacement tree at this location
   ii. The adjoining tree #4 is indicated to remain. However, the new proposed curb is within inches of its trunk. Revise to remove and replace.
   iii. At the north end of the building, a rose (R3) is proposed directly on top of a sanitary sewer lid. Revise planting bed.

iv. A tree (ZS) is proposed at the southeast parking lot island. It is estimated that maximum soil depth at this location is less than 15". The average depth of a 2 1/2" tree is 16-18" inches. Either increase the curb height to accommodate the tree's root ball or provide a detail showing the planting soil mounded at this location.

v. Identify the hatch pattern shown on the plans as sod and remove all reference of seed from the plans.

vi. Show the install sizes of the proposed plants on the plant schedule.

vii. Provide a landscaped island at the end of every parking row which is a min. of 7' BOC and 120 SF with one shade tree; particularly at the southwest corner of the parking lot. Shift light pole accordingly to allow for the required tree.

24. Prior to the issuance of a Land Development Permit, the photometrics plan must be revised to address the following:

i. Three light poles are orientated oddly, is this the intended design? If so then provide angles on the plans for each so the contractor knows how to orientate the anchor bolts in the foundations.

ii. The parking lot ave/min uniformity exceeds the values in the Village Ordinance 151.10.2 (A) for high level activities. The Avg/Min value should not exceed 3:1.

iii. The parking lot minimum and average illuminance values do not meet the Village Ordinance 151.10.2 (A) for high level activities. The minimum shall be at least 0.9 footcandles and the average shall be at least 2.0 footcandles.

iv. In the luminaire schedule include the following information for each luminaire: arm length, and tilt (referenced above horizontal) to verify that fixtures have a zero-degree tilt and so as not to project glare to roadways or neighboring properties. Fixtures without arms shall show a 0ft arm.

v. The electric drawing shows the top of foundation at 36 inches minimum above grade. The top of foundation shall be no more than four inches above finished grade. The photometric plan should also reflect this.

vi. Indicate the pole/luminaire full make/model numbers on the light pole detail.

vii. Foundation shall include grounding and ground rod per village ordinance.

viii. Provide a pole handhole wiring detail showing how all underground and pole wires (including ground wires) are spliced inside poles as well as showing a fuse/fuse holder type and rating. Label the luminaire circuit voltage and pole wiring size/type.

ix. The minimum underground conduit size is 1" diameter.

x. Provide the quantity and type of wires for the site lighting, stating "#8's" is not sufficient. All site lighting conduit runs shall include a ground wire.

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CASE NO. Z2608-04

25. The following plans/exhibits shall be adopted as part of the governing ordinance:

a. Title Sheet, Sheet No. 1, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

b. Existing Conditions and Demolition Plan, Sheet No. 2, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

c. Soil Erosion and Control Plan, Sheet No. 3, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

d. Soil Erosion and Control Plan Details, Sheet No. 4, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

e. Site Conditions and Paving Plan, Sheet No. 5, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

f. Stacking Plan, Sheet No. 6, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

g. Grading Plan, Sheet No. 7, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

h. Utility Plan, Sheet No. 8, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

i. Construction Details, Sheet No. 9, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

j. Construction Details, Sheet No. 10, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

k. Construction Details, Sheet No. 11, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

l. Village of Schaumburg Standard Notes, Sheet No. 12, prepared by ATWELL, dated November 21, 2025, latest revised date July 30, 2026, and received by the Community Development Department on August 17, 2026.

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p. Landscape Plan, Sheet L2, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

q. Landscape Specifications, Sheet L3, prepared by Manhard Consulting, dated March 25, 2026, latest revised date August 11, 2026, and received by the Community Development Department on August 17, 2026.

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s. Truck Turning Templates, Sheet 1 of 1, prepared by Manhard Consulting, dated May 26, 2026, and received by the Community Development Department on August 17, 2026.

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CASE NO. Z2608-04

bb. Dutch Bros Project Narrative, prepared by Dutch Bros, received by the Community Development Department on August 17, 2026.

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 October, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-_____An Ordinance Amending Title 3 Chapter 41 (Fee Schedule), Section A.
10/13/26
Village Board

Presenter: Lisa Petersen
Lead Department: Finance

Executive Summary:

Annually, every department is tasked with evaluating the fee schedule to determine whether adjustments to the fees associated with their provided services are warranted. Following this year's assessment, staff recommends various adjustments. The changes are detailed in the attached Exhibit A, these adjustments are influenced by multiple factors, including but not limited to, current market conditions, economic variables, contractual commitments, cost recuperation, consumer pass-through fees, and inflation.

Recommended Action:

The Village Manager recommends that the FLAGG Committee recommend the Village Board adopt an ordinance to amend the Schaumburg Municipal Code Chapter 41, various sections of the Village Fee Schedule.

ATTACHMENTS:

- Fee Schedule
- Ordinance
- Exhibit A

VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING

Date: September 22, 2026

To: Village Manager

From: Director of Finance

Subject: 2027 Fee Schedule Recommendation

For: FLAGG

Introduction

Departments review their fees each year to cover costs, comply with law changes, and adjust for new service needs. This process helps prevent large one-time increases while keeping fees fair, relevant, and aligned with actual costs. For 2027, staff is recommending changes which are outlined in Exhibit A.

Discussion

Finance staff attended the annual GFOA Annual Conference which included discussions with municipalities sharing best practices and procedures surrounding updating fees in our respective communities. The Village's approach of conducting annual reviews and recommending incremental adjustments is consistent with these best practices and reflects GFOA's advice for evaluating fees within the broader context of service delivery.

Based on the annual review, the following changes, effective January 1, 2027, are proposed:

Finance:

Finance is proposing targeted increases across the fee schedule, primarily affecting business licenses, rental and association licenses, and miscellaneous licenses. Most of these proposed increases are $10, while several fees with greater administrative or regulatory requirements would receive slightly larger adjustments, including tobacco, association, and solicitor/vendor licenses. The proposed adjustments reflect increased administrative costs associated with assisting businesses through the application and licensing process, as well as the continued costs of third-party software used to facilitate licensing and fee administration. The proposed changes represent a routine review and modest update to maintain appropriate cost recovery while continuing to provide a balanced and competitive fee structure for businesses and residents.

Police Department:

The Police Department is proposing to increase the Solicitor License fee from $100 to $120. The proposed increase reflects the additional staff time required to assist applicants throughout the licensing and application process. A review of the Department's remaining fees indicates that they are generally consistent with fees charged by neighboring communities, while certain fees are established by state statute. Accordingly, no additional fee changes are recommended.

Engineering and Public Works (EPW):
Public Works is proposing a new $3,660 fee to recover the cost of water meters damaged by contractors or companies during construction or other work. The fee would cover the cost of purchasing a replacement meter or making necessary repairs, as the Village currently absorbs these expenses. Last year, the Village purchased six replacement meters, with an additional two meters planned for purchase this year to maintain adequate inventory.

Fire Department:
The Fire Department has experienced an increase in requests from businesses for Fire Extinguisher Training. Historically, the Department has conducted an average of eight training classes per year; however, demand has increased, with approximately double the number of classes conducted or anticipated this year. In response to the increased demand, the Fire Department is proposing a new $150 fee for Fire Extinguisher Training. The fee is intended solely to recover the cost of instructor time, with the average class requiring approximately two hours to complete, including setup, instruction, and breakdown. The Fire Department is also proposing an increase in CPR Training from $55 to $65.

Economic Development
The Economic Development Department is recommending an increase for Class 6B and 7 applications from $500 to $1,000. The increase is due to additional staff time to handle these requests as well as to be inline with our neighboring communities. Rolling Meadows, Elk Grove Village, and Arlington Heights charge a $1,000 application fee.

Community Development:
Last year, Community Development proposed fee increases across several categories, including the Tent Inspection fee for Special Event Permits and flat permit fees for sheds, decks, fences, patios, roofing, and sidewalks/stoops. Additionally, Residential Alterations and Additions moved from a subjective flat-rate tier system to a valuation-based fee (1% of construction value, with a $100 minimum and $4,600 maximum), aligning Schaumburg with most comparable communities and making fees more predictable while keeping overall revenue consistent. As such, Community Development is not proposing any fee changes this year.

Transportation:
Transportation is not proposing any fee increases this year. The Department last updated the Commuter Station Parking Fees effective May 1, 2025. This increase in commuter station parking fees is proposed to align with both market rates and surrounding suburbs. The updates from 2025 produced a year-over-year increase in parking revenue of 20% for FY24-25 and a 27% increase for FY25-26.

The **Cultural Services Department** brings forward its proposed fee changes earlier in the year. This timing allows staff to align updated rates with marketing efforts and rental agreements ahead of the production season.

Recommendation
Staff recommends the Village Manager recommends the FLAGG Committee recommends the Village Board adopt an ordinance amending the Schaumburg Village Code Chapter 41, Section 41.01, Village Fee Schedule.

Attachments:

Ordinance
Exhibit A

PUBLICATION OF:

ORDINANCE NO. 27-
ORDINANCE AMENDING TITLE 3 CHAPTER 41 (FEE SCHEDULE), SECTION A

ADOPTED: OCTOBER ____, 2026
PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER _, 2026

ORDINANCE NO. 27 -
ORDINANCE AMENDING TITLE 3 CHAPTER 41 (FEE SCHEDULE), SECTION 41.01(A)

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 Finance Department has conducted a review of the fees charged by the Village of Schaumburg for Fiscal Year 2026/2027 and

WHEREAS, the fees and charges have been revised to more closely reflect industry best practices and the actual cost of the service provided; and

WHEREAS, it would be in the best interests of the citizens of Schaumburg to update the village fee schedule and implement new fees on January 1, 2027; and

WHEREAS, the FLAGG Committee has recommended certain changes to the Village's fee schedule.

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

SECTION ONE: That Title 3, Chapter 41, Section 41.01(A) General Fees is hereby amended to add the proposed fees as set forth on Exhibit A attached hereto.

SECTION TWO: This ordinance shall be in full force and effect after passage and publication as required by law, with the effective date for each revised fee as indicated on Exhibit A.

AYES:
NAYS:
ABSENT:

PASSED AND APPROVED this _____ day of _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk

Department: Finance				
Classification		**Detail**	**Current Fee Amount**	**2027 Proposed Fee Amount**
Business License				
	Entertainment:			
	Entertainment:	Annual license	$250	$260
	Firearm dealer		$750	$760
	Food court license		$1,100	$1,110
	Food establishments:			
	Food establishments:	0 - 4,000 floor area in square feet	$195	$205
	Food establishments:	4,001 - 5,000	$295	$305
	Food establishments:	5,001 - 6,000	$380	$390
	Food establishments:	6,001 - 7,500	$475	$485
	Food establishments:	7,501 - 9,000	$565	$575
	Food establishments:	9,001 - 12,000	$650	$660
	Food establishments:	12,001 - 15,000	$775	$785
	Food establishments:	15,001 and over	$885	$895
	Food trucks/Other:			
	Food trucks:	Mobile food vending	$115	$125
	Food trucks:	Mobile food preparation	$190	$200
	Gas station		$360	$370
	General business:			
	General business:	0 - 999 square feet	$110	$120
	General business:	1,000 - 4,999	$120	$130
	General business:	5,000 - 9,999	$135	$145
	General business:	10,000 - 14,999	$160	$170
	General business:	15,000 - 19,999	$185	$195
	General business:	20,000 - 29,999	$250	$260
	General business:	30,000 - 39,999	$325	$335
	General business:	40,000 - 49,999	$370	$380
	General business:	50,000 - 74,999	$460	$470
	General business:	75,000 - 99,999	$550	$560
	General business:	100,000 - 249,999	$635	$645
	General business:	250,000 - 499,999	$725	$735
	General business:	500,000 +	$815	$825
	Hotels/motels:			
	Hotels/motels:	0 - 100,000 floor area in square feet	$900	$910
	Hotels/motels:	100,001 - 300,000	$1,500	$1,510
	Hotels/motels:	300,001 - over	$2,100	$2,110

Classification		Detail	Current Fee Amount	2027 Proposed Fee Amount
Rental Licenses and Association Licenses				
	Association licenses:	Condominium, quadhome, townhouse - each rented dwelling	$75	$85
	Rental licenses:	Bed and breakfasts	$130	$140
	Rental licenses:	Nonresidential rental property each building/location	$150	$160
	Rental licenses:	Apartment buildings: 1 - 50 dwelling units	$375	$385
	Rental licenses:	Apartment buildings: 51 - 100 dwelling units	$750	$760
	Rental licenses:	Apartment buildings: 101 - 200 dwelling units	$1,100	$1,110
	Rental licenses:	Apartment buildings: 201 - 300 dwelling units	$1,450	$1,460
	Rental licenses:	Apartment buildings: 301 - 400 dwelling units	$1,775	$1,785
	Rental licenses:	Apartment buildings: 401 - 500 dwelling units	$2,150	$2,160
	Rental licenses:	Single-family dwelling units: Single-family home - per rented dwelling	$120	$130
	Rental licenses:	Condominium, quadhome, townhouse - per rented dwelling	$75	$85
Miscellaneous Licenses				
	Miscellaneous Licenses	Jukebox	$90	$100
	Miscellaneous Licenses	Peddler/solicitor/vendor license	$100	$120
	Miscellaneous Licenses	Pigeon license	$100	$110
	Miscellaneous Licenses	Gumball, stickers and trinket coin-operated machines	$10	$20
	Miscellaneous Licenses	All other coin-operated machines (other than amusement devices)	$50	$60
	Miscellaneous Licenses	Cleaning and dyeing establishment on-premises	$200	$210
	Tobacco:			
	Tobacco:	Retail electronic smoking device store	$280	$310
	Tobacco:	Retail sale of tobacco license	$120	$160
	Tobacco:	Retail tobacco and smoking store license	$280	$310

Classification		Detail	Current Fee Amount	2027 Proposed Fee Amount
	Legal publication notice			
	Nursing homes, shelter care, homes for the aged		$425	$430
	Psychic/fortune teller		$200	$210
	Psychic/fortune teller	Application fee	$75	$85
	Psychic/fortune telling establishment		$650	$660
	Psychic/fortune telling establishment	Application fee	$145	$155
	Refuse collector (per truck)		$225	$235
	Spa (open to public)		$125	$135
	Theater (per screen)		$150	$160
Department: Engineering & Public Works				
Hydrant Meter Rental Fees				
	Hydrant Meter	Cost of Hydrant Meter	$0	$3,660
Department: Fire				
General Fees: Other Charges				
	Extinguisher Training		$0	$150
	CPR Training		$55	$65
Department: Economic Development				
Cook County Business Incentives				
	Class 6B Application Fee		$500	$1,000
	Class 7 Application Fee		$500	$1,000

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-_____An Ordinance Granting a Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit (1451 Bode Road - SP2605-01).
10/13/26
Village Board

Presenter:

Lead Department: Community Development

Executive Summary:

Recommended Action:

ATTACHMENTS:

- SP2605-01 Church of the Holy Spirit ORD.docx

PUBLICATION OF:

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON

OCTOBER 14, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that the application is in full compliance with the regulations and requirements of the Zoning Ordinance, and that granting of said Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit located at 1451 Bode Road, Case No. SP2605-01 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 an Antennae and Site Modifications for Church of the Holy Spirit located at 1451 Bode Road, Case No. SP2605-01 is in the best interest of the Village, be and is hereby granted on the property legally described as:

PARENT TRACT LEGAL DESCRIPTION:

LOT ONE OF PLAT OF CONSOLIDATION OF THE CHURCH OF THE HOLY SPIRIT BEING THE VACATED LOTS 431 TO 445 BOTH INCLUSIVE, AND THE VACATED IVERSON COURT ADJACENT TO LOTS 431 TO 439 AND LOT 9004 LYING WEST OF A STRAIGHT LINE DRAWN FROM THE NORTH EAST CORNER OF SAID 445 THROUGH A POINT ON THE NORTH LINE OF SAID LOT 9004, WHICH IS 199.65 FEET WESTERLY OF THE NORTH WEST CORNER OF LOT 9005, ALL IN STRATHMORE SCHAUMBURG UNIT 6, BEING A SUBDIVISION OF PARTS OF SECTION 17 AND 20, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1971 AS DOCUMENT 21469628 IN COOK COUNTY, ILLINOIS.

PORPOSED 20' X 40' LEASE AREA LEGAL DESCRIPTION:

A PARCEL OF LAND FOR LEASE AREA PURPOSES, BEING PART OF LOT ONE OF PLAT OF CONSOLIDATION OF THE CHURCH OF THE HOLY SPIRIT BEING THE VACATED LOTS 431 TO 445 BOTH INCLUSIVE, AND THE VACATED IVERSON COURT ADJACENT TO LOTS 431 TO 439 AND LOT 9004 LYING WEST OF A STRAIGHT LINE DRAWN FROM THE NORTH EAST CORNER OF SAID 445 THROUGH A POINT ON THE NORTH LINE OF SAID LOT 9004, WHICH IS 199.65 FEET WESTERLY OF THE NORTH WEST CORNER OF LOT 9005, ALL IN STRATHMORE SCHAUMBURG UNIT 6, BEING A SUBDIVISION OF PARTS OF SECTION 17 AND 20, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1971 AS DOCUMENT 21469628 IN COOK COUNTY, ILLINOIS, FURTHER DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT ONE; THENCE SOUTH 86 DEGREES 48 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

OF BODE ROAD, 553.81 FEET; THENCE SOUTH 00 DEGREES 08 MINUTES 51 SECONDS EAST, 47.08 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 59 SECONDS EAST, 311.03 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 160.96 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 40.00 FEET; THENCE NORTH 89 DEGREES 54 MINUTES 04 SECONDS EAST PERPENDICULAR TO LAST COURSE, 20.00 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 56 SECONDS WEST, 40.00 FEET; THENCE SOUTH 89 DEGREES 54 MINUTES 04 SECONDS WEST, 20.00 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 800 SQUARE FEET.

PROPOSED 15' X 20' LESSEE LEASE AREA LEGAL DESCRIPTION:

A PARCEL OF LAND FOR LEASE AREA PURPOSES, BEING PART OF LOT ONE OF PLAT OF CONSOLIDATION OF THE CHURCH OF THE HOLY SPIRIT BEING THE VACATED LOTS 431 TO 445 BOTH INCLUSIVE, AND THE VACATED IVERSON COURT ADJACENT TO LOTS 431 TO 439 AND LOT 9004 LYING WEST OF A STRAIGHT LINE DRAWN FROM THE NORTH EAST CORNER OF SAID 445 THROUGH A POINT ON THE NORTH LINE OF SAID LOT 9004, WHICH IS 199.65 FEET WESTERLY OF THE NORTH WEST CORNER OF LOT 9005, ALL IN STRATHMORE SCHAUMBURG UNIT 6, BEING A SUBDIVISION OF PARTS OF SECTION 17 AND 20, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1971 AS DOCUMENT 21469628 IN COOK COUNTY, ILLINOIS, FURTHER DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT ONE; THENCE SOUTH 86 DEGREES 48 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF BODE ROAD, 553.81 FEET; THENCE SOUTH 00 DEGREES 08 MINUTES 51 SECONDS EAST, 47.08 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 59 SECONDS EAST, 311.03 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 160.96 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 15.00 FEET; THENCE NORTH 89 DEGREES 54 MINUTES 04 SECONDS EAST PERPENDICULAR TO LAST COURSE, 20.00 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 56 SECONDS WEST, 15.00 FEET; THENCE SOUTH 89 DEGREES 54 MINUTES 04 SECONDS WEST, 20.00 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 300 SQUARE FEET.

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

PROPOSED ACCESS EASEMENT LEGAL DESCRIPTION:

A PARCEL OF LAND FOR ACCESS EASEMENT PURPOSES, BEING PART OF LOT ONE OF PLAT OF CONSOLIDATION OF THE CHURCH OF THE HOLY SPIRIT BEING THE VACATED LOTS 431 TO 445 BOTH INCLUSIVE, AND THE VACATED IVERSON COURT ADJACENT TO LOTS 431 TO 439 AND LOT 9004 LYING WEST OF A STRAIGHT LINE DRAWN FROM THE NORTH EAST CORNER OF SAID 445 THROUGH A POINT ON THE NORTH LINE OF SAID LOT 9004, WHICH IS 199.65 FEET WESTERLY OF THE NORTH WEST CORNER OF LOT 9005, ALL IN STRATHMORE SCHAUMBURG UNIT 6, BEING A SUBDIVISION OF PARTS OF SECTION 17 AND 20, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1971 AS DOCUMENT 21469628 IN COOK COUNTY, ILLINOIS, FURTHER DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT ONE; THENCE SOUTH 86 DEGREES 48 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF BODE ROAD, 573.32 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 08 MINUTES 51 SECONDS EAST, 74.02 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 59 SECONDS EAST, 320.48 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 132.96 FEET; THENCE NORTH 89 DEGREES 54 MINUTES 04 SECONDS EAST PERPENDICULAR TO THE LAST COURSE, 10.00 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 56 SECONDS WEST, 40.00 FEET; THENCE SOUTH 89 DEGREES 54 MINUTES 04 SECONDS WEST, 30.00 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 56 SECONDS WEST, 152.96 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 59 SECONDS WEST, 320.48 FEET; THENCE NORTH 00 DEGREES 08 MINUTES 51 SECONDS WEST, 92.95 FEET TO SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 86 DEGREES 48 MINUTES 56 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 20.03 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 11,739 SQUARE FEET.

PROPOSED 10' UTILITY EASEMENT LEGAL DESCRIPTION:

A PARCEL OF LAND FOR UTILITY EASEMENT PURPOSES, BEING PART OF LOT ONE OF PLAT OF CONSOLIDATION OF THE CHURCH OF THE HOLY SPIRIT BEING THE VACATED LOTS 431 TO 445 BOTH INCLUSIVE, AND THE VACATED IVERSON COURT ADJACENT TO LOTS 431 TO 439 AND LOT 9004 LYING WEST OF A STRAIGHT LINE DRAWN FROM THE NORTH EAST CORNER OF SAID 445 THROUGH A POINT ON THE NORTH LINE OF SAID LOT 9004, WHICH IS 199.65 FEET WESTERLY OF THE NORTH WEST CORNER OF LOT 9005, ALL IN STRATHMORE SCHAUMBURG UNIT 6, BEING A

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

SUBDIVISION OF PARTS OF SECTION 17 AND 20, TOWNSHIP 41 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 5, 1971 AS DOCUMENT 21469628 IN COOK COUNTY, ILLINOIS, FURTHER DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT ONE; THENCE SOUTH 86 DEGREES 48 MINUTES 56 SECONDS WEST ALONG THE SOUTHERLY RIGHT OF WAY LINE OF BODE ROAD, 553.81 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 08 MINUTES 51 SECONDS EAST, 47.08 FEET; THENCE NORTH 89 DEGREES 52 MINUTES 59 SECONDS EAST, 311.03 FEET; THENCE SOUTH 00 DEGREES 05 MINUTES 56 SECONDS EAST, 348.34 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF ELMHURST LANE; THENCE NORTH 71 DEGREES 24 MINUTES 12 SECONDS WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE, 10.55 FEET; THENCE NORTH 00 DEGREES 05 MINUTES 56 SECONDS WEST, 334.95 FEET; THENCE SOUTH 89 DEGREES 52 MINUTES 59 SECONDS WEST, 311.03 FEET; THENCE NORTH 00 DEGREES 08 MINUTES 51 SECONDS WEST, 56.56 FEET TO SAID SOUTHERLY RIGHT OF WAY LINE; THENCE NORTH 86 DEGREES 48 MINUTES 56 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE, 10.01 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 7,045 SQUARE FEET.

SECTION TWO: That said Site Plan Amendment for an Antennae and Site Modifications for Church of the Holy Spirit located at 1451 Bode Road, Case No. SP2605-01 be and it is hereby granted subject to compliance with the following conditions:

1. The terms and conditions of Ordinance No. 1283 or other ordinances not specifically revised herein are hereby reaffirmed by reference.
2. 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.
3. Any change to the approved plans listed below must be brought to the attention of the Director of Community Development before any construction can begin. Ad-hoc field changes are considered a violation of approved plans and could result in the revocation of development permits.
4. The canister skin shall be installed so that its seams are not visible from the Church of the Holy Spirit parking lot.
5. Prior to the issuance of Building Permit, the petitioner shall submit language for proposed access easements for staff review.
6. Prior to the issuance of a Building Permit, the petitioner shall submit a revised copy of the Building Plans to the Community Development Department which include the following:

a. Standby generator working space dimensions must follow NEC 110.26 (A-F), also meet VOS requirements for Generators (700.12(J) (Special Uses Requiring Emergency Generator Power) as applicable.

7. The following plans shall be adopted as part of the governing ordinance:

   a. Project Narrative, prepared by Dennis Paul and received by the Community Development Department on May 5, 2026.

   b. Photosim, prepared by Terra Consulting Group and received by the Community Development Department on September 15, 2026

   c. Monocross Example, prepared by Dennis Paul and received by the Community Development Department on September 16, 2026

   d. Canister Detail, prepared by Valmont Larson and received by the Community Development Department on September 15, 2026

   e. Title Sheet T1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   f. Location Plan LP, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   g. Enlarged Site Plan C-1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   h. Site Grading Plan C-2, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   i. Fence Details C-3, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   j. Site Elevation ANT-1, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   k. Enlarged Utility Routing Plan E-1A, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   l. Existing Site Photos, prepared by Terra Consulting Group, dated December 04, 2024, last revised April 23, 2026 and received by the Community Development Department on May 05, 2026

   m. Overall Landscape Plan L1.0, prepared by Kathryn Talty Landscape Architecture, dated June 10, 2025 and received by the Community Development Department on May 05, 2026

ORDINANCE NO. 26-

AN ORDINANCE GRANTING A SITE PLAN AMENDMENT FOR AN ANTENNAE AND SITE MODIFICATIONS FOR CHURCH OF THE HOLY SPIRIT (1451 BODE ROAD)

CASE NO. SP2605-01

SECTION THREE: The Director of Community Development of the Village of Schaumburg is hereby directed to issue the necessary permits upon proper application to effectuate the provisions of this ordinance.

SECTION FOUR: 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 October, 2026.

Tom Dailly, Village President

ATTEST:

Jane Lentino, Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-_____An Ordinance Amending Title 3, Chapter 31, Section 15 Road Improvement Impact Fee Advisory Committee.
10/13/26
Village Board

Presenter: Sidney Kenyon, Director of Transportation
Lead Department: Transportation

Executive Summary:

Since the 1990, the Village has imposed traffic impact fees on developers based on their projected traffic demand on Village roads. These fees have supported necessary infrastructure expansion that proved to be vital to Schaumburg's economic competitiveness during times of significant growth. However, Schaumburg is now a mostly mature community and since the last comprehensive road improvement plan was approved in May of 2019, returns on impact fees have slowed and the list of eligible projects has shrunk substantially.

Staff has evaluated the viability of the impact fee program and has determined that it no longer serves its originally intended purpose. Therefore, staff is recommending that the Village end its impact fee program. To comply with State statute, the Village code provides for a Road Improvement Impact Fee Advisory Committee (RIFAC) to steward the development of comprehensive road improvement plans. Staff recommends repealing the ordinance that provides for the RIFAC, and staff is requesting concurrence from the Village Board to expend collected impact fee funds on an eligible project. Due to its criticality within a key redevelopment area, staff recommends expending remaining funds on the Thoreau Drive Realignment project.

Please review the attached memorandum for more information.

Recommended Action:

The Village Manager recommends the Village Board approve an Ordinance Amending Title 3, Chapter 31, Section 15 regarding the Road Improvement Impact Fee Advisory Committee, and direct staff to allocate remaining impact fees to the Thoreau Drive Realignment project.

ATTACHMENTS:

- Impact Fee Repeal Memo
- ORD 26-XXX.docx

MEMORANDUM

DATE: September 25, 2026

TO: Brian Townsend, Village Manager

FROM: Sidney Kenyon, Director of Transportation

FOR: **Transportation Committee**

SUBJECT: **Recommendation to Terminate the Road Improvement Impact Fee Program**

Introduction

Since the 1970s, the Traffic Impact Fee Program has helped the Village of Schaumburg (village) supplement the increasing costs of roadway infrastructure. Impact fees have been collected from developers in four high-activity sectors in Schaumburg. Developments within those designated sectors are mandated to provide fair share contributions to the Village based on the projected traffic impact that new development is expected to incur on the surrounding roadway network.

Funds that are collected must be expended in accordance with the State of Illinois' Road Improvement Impact Fee Law (605 ILCS 5/5-907 to et seq.), and are held in an interest-bearing account until eligible projects are identified. As of the date of this memorandum, the Village has a total of $3,137,307.57 in impact fee funds available. Impact fees must be expended on projects that increase roadway capacity and cannot be allocated to maintenance or capital maintenance activities. Eligible activities include the construction of new roads, widening existing roads, and expanding intersections. Eligible projects are identified and approved as part of a Comprehensive Road Improvement Plan (CRIP), which projects future traffic conditions based on assumptions about future land use and growth in associated travel demand. The last CRIP was approved by the Village Board in 2019 and expired after its five-year effective period concluded in 2024.

Impact fees are collected based on an approved impact fee schedule. In Schaumburg, the impact fee schedule is organized into six land use categories and fees are calculated based on building square footage.

- Approved Sector Borders
    - Tollway North Sector
    - Tollway South Sector
    - Woodfield Sector
    - Martingale Sector

- Approved Land Use Types
    - Commercial Service
    - Retail
    - Office

- Industrial/Warehouse
- Hotel
- Residential

The development of the fee schedule and program is ultimately approved by the Village Board of Trustees. However, the process is overseen by the Road Impact Fee Advisory Committee (RIFAC) whose makeup is dictated by the Impact Fee Law. As a recommending body, they provide concurrence with staff's land use assumptions, review the proposed CRIP, and recommend the CRIP and impact fee schedule to the Board for approval.

Discussion

Like many other Chicago suburbs, Schaumburg has reached a state of maturity. Its population growth remains steady but has slowed since 2000. Likewise, new developments in formerly productive impact fee sectors have slowed as well. The Martingale, Woodfield, and Tollway South sectors combined have generated just $227,288 since 2019. In contrast the Tollway North sector, which covers all of 90 North, has generated $365,840 alone. Because of the slowed pace of new development and associated traffic impacts, capacity expansion projects that are eligible for impact fee use have not been planned. Only the Tollway North sector has programmed and developed impact fee eligible projects since 2019.

Staff also calculated a draft set of impact fees based on the same inputs that were evaluated in the 2019 CRIP. Staff undertook the process of generating an impact fee schedule using a combination of land use assumptions, expected capital improvement projects, and updated trip generation figures in 90 North. The draft impact fee schedule significantly exceeded the rates established in 2019 and would have been burdensome to future developments.

Based on staff's evaluation, the village's impact fee program is no longer capable of serving its intended purpose without dampening future development. Staff consulted with the village's legal counsel for options to expend funds. By statute, the 2019 CRIP is no longer effective. However, the Village is afforded some flexibility due to its imposition of impact fees under its home rule authority prior to the enactment of the Road Improvement Impact Fee Law. The Village could sunset the program and allocate collected funds to projects that are in-line with the intent of the last adopted plan.

Impact fees are difficult to administer and the process to renew an impact fee ordinance must comply with State law. Because of those challenges, other communities that previously imposed traffic impact fees on new developments have ended their programs. The Village of Hoffman Estates ended their program in 2024 after determining that updating their impact fee schedule in accordance with State law would be too burdensome for new development. DuPage County sunset their impact fee program in 2023 after concluding they would encounter too many bureaucratic challenges to continue effectively administering their program.

Two projects in the Tollway North sector that were identified in the 2019 CRIP are impact fee eligible: the extension of Central Road from Top Golf to its western terminus at Sunstar of Americas; and the relocation of Thoreau Drive. Both projects add roadway capacity to support current and future development in 90 North. All of the fee revenues received by the village in the Tollway North sector since 2019 were provided by 90 North developments. These projects are vital to the redevelopment of the former Motorola site and many of them were public-private partnerships between the Village and a developer.

To ensure the Village remains competitive at attracting development opportunities while expending the $3.1 million in available funds, staff recommends that the Village eliminate the impact fee program. To sunset the program, the Village Board could disband the RIFAC through the attached code amendment, direct staff to end collection of any outstanding impact fees immediately, and further direct staff to commit funds on-hand in a manner that is consistent with the 2019 CRIP. If approved by Village Board, the Board would direct staff to commit the remaining impact fee funds to eligible projects that are consistent with the 2019 CRIP. Staff recommends allocating the remaining funds to the Thoreau Drive realignment project to support the construction phase.

Recommendation

The Village Manager recommends that the Transportation Committee recommend the Village Board approve an Ordinance Amending Title 3, Chapter 31, Section 15 regarding the Road Improvement Impact Fee Advisory Committee, and direct staff to commit remaining impact fees to the Thoreau Drive Realignment project.

PUBLICATION OF:

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER 13, 2026

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

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 has imposed traffic impact fees on developments that are proportionate, specific, and uniquely attributable to the traffic demands generated by new developments, pursuant to 605 Illinois Compiled Statutes, 5/5-901 et seq; and

WHEREAS, the Village adopted certain comprehensive road improvement plans and the imposition of traffic impact fees by Resolution No. 90-34, dated June 26, 1990, and has updated the comprehensive road improvement plan and traffic impact fees, most recently on May 28, 2019; and

WHEREAS, the Village desires to end the imposition of traffic impact fees on new developments and commit remaining traffic impact fee funds to eligible projects consistent with the most recent comprehensive road improvement plan; and

WHEREAS, amendments are necessary to the Village's Administration Code, Title 3 in order to reflect these desired changes; and

WHEREAS, the President and Board of Trustees of the Village of Schaumburg have determined that granting of said amendments to the Village Code 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: The recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

SECTION TWO: That Title 3, Chapter 31, Section 15 – Road Improvement Impact Fee Advisory Committee – be repealed.

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

ORDINANCE NO. 26-XXX

AN ORDINANCE AMENDING TITLE 3, CHAPTER 31, SECTION 15 ROAD IMPROVEMENT IMPACT FEE ADVISORY COMMITTEE.

ATTEST:

_____

Jane Lentino
Village Clerk

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Ordinance No. 26-_____An Ordinance Amending Title 7, Chapters 74 and 75, Various Schedules (Catalina Court, Lakepointe Drive, Landmark Avenue, Prestige Place, and Venture Drive).
10/13/26
Village Board

Presenter: Rachel Applegate, Transportation Planner
Lead Department: Transportation

Executive Summary:

Introduction
Northgate at Veridian Phases 1-4 is a newly constructed subdivision in the 90 North District West that includes 260 residential rowhome units and a network of residential roadways that connects Parkside Drive to the west with Veridian Boulevard to the east. Approved as part of the subdivision, DR Horton constructed the following roadways:

- Catalina Court
- Lakepointe Drive from Parkside Drive to 170 feet east of Prestige Place
- Landmark Avenue from Parkside Drive to Prestige Place
- Prestige Place from Catalina Court and Landmark Avenue
- Venture Drive

The public roadway improvements were accepted by the Village Board on July 22, 2025. The proposed ordinance will establish the required parking restrictions and traffic regulations for these roadways. Staff has prepared an exhibit illustrating the existing posted signage conditions.

Proposed Traffic and Parking Regulations
Staff has reviewed the applicable traffic and parking regulations to ensure the newly established roadways are appropriately reflected in the village code. The ordinance establishes stop control regulations at the following locations:

- Landmark Avenue stopping for Parkside Drive
- Prestige Place stopping for Lakepointe Drive
- Venture Drive stopping for Lakepointe Drive
- 4-Way Stop Control for Landmark Avenue and Prestige Place

At the intersection of Landmark Avenue and Prestige Place, stop signs are currently installed on three approaches. The south leg of the intersection is not currently open to public traffic and is being used intermittently for construction access. Upon approval, staff will coordinate with the Veridian Association to install the stop sign for northbound traffic, as provided in the Public Streets Maintenance Agreement.

The east leg of the intersection at Landmark Avenue and Prestige Place is also not currently open to public traffic and is being used more frequently for construction access. Given the increased construction traffic using this approach, establishing stop control at the intersection is appropriate.

Although the approved development plans for Northgate at Veridian only included stop control for the eastbound and southbound approaches of Landmark Avenue and Prestige Place, the four-way stop control was included in the approved Development Framework Plan for the District at Veridian, which was adopted on June 13, 2023. All other stop control regulations were included in the approved development plans for Northgate at Veridian, which was adopted on January 14, 2020.

Additionally, Lakepointe Drive west of Parkside Drive already has an established traffic regulation for 2-way stop control in the Village Code. This existing code language also applies to Lakepointe Drive east of Parkside Drive.

The approved development plans for Northgate at Veridian also adopted the following regulations:

- The overnight parking restriction and posted speed limit of 25 miles per hour will apply on the following roadways:
    - Catalina Court
    - Lakepointe Drive
    - Landmark Avenue
    - Prestige Place
    - Venture Drive
- Parking will be prohibited on the south side of Catalina Court from Venture Drive to Prestige Place.
- Parking will be prohibited on the north side of Lakepointe Drive from Parkside Drive to 170 feet east of Prestige Place.
- Parking will be prohibited on both sides of Landmark Avenue from Parkside Drive to Prestige Place.
- Parking will be prohibited on the west side of Prestige Place from Catalina Court to Lakepointe Drive.
- Parking will be prohibited on the east side of Venture Drive from Catalina Court to Landmark Avenue.

The approved Development Framework Plan for the District at Veridian adopted the following regulations:

- Parking will be prohibited on the east side of Prestige Place from Lakepointe Drive to 50 feet south of Lakepointe Drive.
- Parking will be prohibited on the east side of Prestige Place from 235 feet north of Landmark Avenue to Landmark Avenue.

In addition to the parking restrictions included in the approved development plans for Northgate at Veridian, staff is proposing the following parking restrictions to maintain clear access through the development:

- Parking will be prohibited on the east side of Prestige Place from Lakepointe Drive to 50 feet north of Lakepointe Drive.
- Parking will be prohibited on the west side of Prestige Place from Lakepointe Drive to 50 feet south of Lakepointe Drive.
- Parking will be prohibited on the west side of Venture Drive from Lake Point Drive to 50 feet north of Lakepointe Drive.
- Parking will be prohibited on the west side of Venture Drive from Lakepointe Drive to 40 feet

south of Lakepointe Drive.
- Parking will be prohibited on the west side Venture Drive from 115 feet north Landmark Avenue to 220 feet north of Landmark Avenue for a distance of 105 feet.

Staff coordinated with the homeowner's association to review the proposed parking restrictions, and the board members did not express any concerns with the proposed changes. Upon approval, staff will work with the Engineering and Public Works Department to install the proposed no parking signage on the accepted public roadways.

Recommendation
Staff is recommending that the Village Board adopt an ordinance amending the following sections of the Village of Schaumburg Code of Ordinances:

- Title 7, Chapter 74 - Schedule I - Two Way Stop Intersections
- Title 7, Chapter 74 - Schedule III - Four Way Stop Intersections
- Title 7, Chapter 74 - Schedule XIII (B) - Speed Limits [25 mph]
- Title 7, Chapter 75 - Schedule I - No Parking at Any Time

Recommended Action:
The Village Manager recommends the Village Board adopt an Ordinance amending Title 7, Chapters 74 and 75, Various Schedules (Catalina Court, Lakepointe Drive, Landmark Avenue, Prestige Place, and Venture Drive).

ATTACHMENTS:
- Schaumburg ORD No 26-XXX Northgate at Veridian.pdf
- Northgate Exhibit_final.pdf

PUBLICATION OF:

ORDINANCE NO. 26-_____

AN ORDINANCE AMENDING TITLE 7, CHAPTERS 74 AND 75, VARIOUS SCHEDULES (CATALINA COURT, LAKEPOINTE DRIVE, LANDMARK AVENUE, PRESTIGE PLACE, AND VENTURE DRIVE)

ADOPTED: OCTOBER 13, 2026

PUBLISHED IN PAMPHLET FORM PURSUANT TO AUTHORIZATION AND DIRECTION OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF SCHAUMBURG ON OCTOBER 14, 2026

ORDINANCE NO. 26-_____

AN ORDINANCE AMENDING TITLE 7, CHAPTERS 74 AND 75, VARIOUS SCHEDULES (CATALINA COURT, LAKEPOINTE DRIVE, LANDMARK AVENUE, PRESTIGE PLACE, AND VENTURE DRIVE)

WHEREAS, the Transportation Department recommended to the Transportation Committee amending the Code of Ordinances for Northgate at Veridian Phases 1-4 in regards to Two Way Stop Intersections, Four Way Stop Intersections, Speed Limits [25 mph], and No Parking at Any Time; and

WHEREAS, the Village President and Board of Trustees of the Village of Schaumburg have determined that said amendment is in the best interest of the Village.

BE IT ORDAINED by the President and Board of Trustees of the Village of Schaumburg, Cook County, Illinois, as follows:

SECTION ONE: That Title 7, Chapter 74, Section 74.01, Schedule I. Two Way Stop Intersections is hereby amended to add the following:

Parkside Drive and Landmark Avenue (Landmark Avenue to stop).
Lakepointe Drive and Prestige Place (Prestige Place to stop).
Lakepointe Drive and Venture Drive (Venture Drive to stop).

SECTION TWO: That Title 7, Chapter 74, Section 74.03, Schedule III. Four Way Stop Intersections is hereby amended to add the following:

Landmark Avenue and Prestige Place.

SECTION THREE: That Title 7, Chapter 74, Section 74.13, Schedule XIII, (B). Speed Limits [25 mph] is hereby amended to add the following:

Catalina Court
Lakepointe Drive
Landmark Avenue
Prestige Place
Venture Drive

SECTION FOUR: That Title 7, Chapter 75, Section 75.01, Schedule I. No Parking at Any Time is hereby amended to add the following:

Catalina Court, south side, from Venture Drive to Prestige Place.
Lakepointe Drive, north side, from Parkside Drive to 170 feet east of Prestige Place.
Landmark Avenue, both sides, from Parkside Drive to Prestige Place.
Prestige Place, east side, from Lakepointe Drive to 50 feet south of Lakepointe Drive and from 235 feet north of Landmark Avenue to Landmark Avenue.
Prestige Place, west side, from Catalina Court to Lakepointe Drive.
Prestige Place, east side, from Lakepointe Drive to 50 feet north of Lakepointe Drive.

Prestige Place, west side, from Lakepointe Drive to 50 feet south of Lakepointe Drive.
Venture Drive, east side, from Catalina Court to Landmark Avenue.
Venture Drive, west side, from Lake Point Drive to 50 feet north of Lakepointe Drive.
Venture Drive, west side, from Lakepointe Drive to 40 feet south of Lakepointe Drive.
Venture Drive, west side, from 115 feet north of Landmark Avenue to 220 feet north of Landmark Avenue for a distance of 105 feet.

SECTION FIVE: 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:

PASSED AND APPROVED THIS _____ DAY OF _____, 2026.

_____
Village President

ATTEST:

_____
Village Clerk



VILLAGE OF SCHAUMBURG

Northgate at Veridian Phases 1-4

VILLAGE OF SCHAUMBURG

AGENDA ITEM SUMMARY

Release of Executive Session Minutes
10/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action:

ATTACHMENTS:
- Schaumburg - Memo re_ Closed Session Minutes Review - 1.2026(2176206.1).docx

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MEMORANDUM

To: **Brian Townsend, Village Manager**

From: **Legal Team**

Date: **October 7, 2026**

Re: **Release of Closed Session Minutes**

The Open Meetings Act ("OMA") requires that public bodies, as well as their boards, committees and commissions, keep written minutes of both open and closed (executive) session meetings. 5 ILCS 120/2.06(a). The OMA further specifies that public bodies should, no less often than twice a year, review their closed session meeting minutes in order to make a determination regarding whether all or portions of such minutes can be released for public inspection and copying, or whether there is a need to retain the confidentiality of such minutes. Under the OMA, the public body should release closed session minutes when it determines that it is no longer necessary to protect the public interest or the privacy of an individual by keeping them confidential. 5 ILCS 120/2.06(f).

The Village's legal counsel has reviewed the Village's closed session meeting minutes and recommends that no further closed session minutes be released for public inspection and copying at this time.

VILLAGE OF
SCHAUMBURG

AGENDA ITEM SUMMARY

In accordance with Section 2(c)(1) of the Open Meetings Act, (Personnel). The appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body, including hearing testimony on a complaint lodged against an employee to determine its validity.
10/13/26
Village Board

Presenter:
Lead Department: General Government

Executive Summary:

Recommended Action: