



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

September 16, 2019

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 09/03/2019
- B. Village Board 09/03/2019

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 09/15/2019

VI. RECOGNITIONS AND PRESENTATIONS

- A. 2019 Alan. F. Bombick - Excellence in Design Awards
- B. 2019 Village Hall Photography Competition Winner
- C. Presentation of "One Book, One Village" Community Reading Event by Mike Driskell, Executive Director, Arlington Heights Memorial Library.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of September 16,

2019

Interview of Susan Viecegli for Appointment to the Senior Citizens Commission - Term Ending 4/30/21

- B. Report of the Committee-of-the-Whole meeting of September 16, 2019

Interview of Sheryl Letwat for Appointment to the Commission for Citizens with Disabilities - Term Ending 4/30/21

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item. Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Sodium Chloride Purchase 2019
- B. Parking Garage Painting Contract Award 2019
- C. Backyard Drainage Improvements 2019 Contract Award
- D. Survey Services Contract Extension for 2019/2020 Survey

CONSENT LEGAL

- A. An Ordinance Amending Ordinance 01-034 Prohibiting Parking (West side of Dryden Avenue at Northwest Highway, Kensington and Miner)

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - Arlington Heights Park Foundation Golf Outing

XI. APPROVAL OF BIDS

- A. Renewable Energy Electric Aggregation

XII. NEW BUSINESS

- A. McDonald's Redevelopment - 45 E. Golf Rd. - PC#19-010
PUD Amendment
- B. McDonald's - 45 E. Golf Rd. - Sign Variation - DC#19-062

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Village Board
9/16/2019

Item: Committee of the Whole 09/03/2019

Department: Village Clerk

ATTACHMENTS:

Description	Type
Committee of the Whole 09/03/2019	Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND
BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM
September 3, 2019 – 7:15 PM**

President Hayes called the meeting to order at 7:15 PM.

BOARD MEMBERS PRESENT: President Hayes; Trustees Baldino, Canty, LaBedz,
Rosenberg, Scaletta, Schwingbeck and Tinaglia

BOARD MEMBERS ABSENT: Trustee Padovani

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus and Assistant Village
Manager Diana Mikula

OTHERS PRESENT: Tommy Chanthabandith, Kenneth Kiefer and David Miller

**A. Consideration of recommending to the Liquor Commissioner the issuance of a
Class E Liquor License to Triple 8, Corp. dba Gumari Thai, located at 170 N.
Arlington Heights Rd.**

President Hayes administered the oath to Tommy Chanthabandith. Diana Mikula gave the staff report. Ms. Mikula stated that Mr. Chanthabandith has 100% ownership interest and that this application is a change in ownership. A background check was done and there were no issues noted. One violation was noted at this address in 2008 but there are no liquor violations by this owner. Ms. Mikula said the hours are within those permitted and that Mr. Chanthabandith is Bassett certified.

Ms. Mikula stated she did a walk-through of the restaurant on August 27 and the layout is consistent with the submitted floorplan. Ms. Mikula said it would be appropriate to issue a Class E liquor license to Triple 8, Corp. dba Gumari Thai Restaurant.

Mayor Hayes asked Mr. Chanthabandith about his restaurant experience. Mr. Chanthabandith stated he has not owned or managed a restaurant with liquor before. Mr. Chanthabandith stated his wife will be a manager and has had prior experience and has a Bassett card. There will be five employees and either Mr. or Mrs. Chanthabandith plan to be on premise.

Trustee LaBedz asked if the menu would stay the same. Mr. Chanthabandith explained it would depend on the chef. Discussion ensued on importance of Bassett training and number of employees. Trustee Scaletta questioned the time it took from submittal of application to getting the license. Mr. Chanthabandith explained that at first, they were going to see if they could go without liquor but that patrons were requesting liquor.

Trustee LaBedz moved, seconded by Trustee Canty to recommend that the Village Board of Trustees recommend to the Liquor Commissioner the issuance of a Class E Liquor License to Triple 8, Corp. dba Gumari Thai located at 170 N. Arlington Heights Road.

The following voice vote was recorded:

8 AYES

0 NAYS

The motion passed.

President Hayes gave an overview of the Housing Commission stating that the Commission is made up of seven members. President Hayes noted that there are two vacancies on the Commission and stated he got eight applications for the Housing Commission openings and he personally interviewed all eight people. The Mayor stated that he looked at a number of criteria, not just one criteria, he also included in his decision the criteria of if they would be a good fit and what the applicants can bring to the table. The two chosen to be presented to the Board were picked on a variety of things including their background, their knowledge of Village issues and their ability to work with the group.

B. Interview of Kenneth Kiefer for Appointment to the Housing Commission – Term Ending 4/30/20.

Mayor Hayes introduced Ken Kiefer and explained that his knowledge of recent activity of the Housing Commission, knowledge of affordable housing and direction that the board wants to go all made him someone that the Mayor recommends.

Trustees thanked Mr. Kiefer for his willingness to serve. Discussion about Mr. Kiefer's background in affordable housing and his ideas for upcoming projects for the Housing Commission were highlighted. Mr. Kiefer stated that he has ideas but first needs to be orientated.

Trustee Canty stated that she would like to make a statement that will apply to both Housing Commission applicants. Trustee Canty thanked the candidates for their willingness to serve. She said she has seen the other members of the Housing Commission and feels that they do fantastic work. As a woman of color, Trustee Canty said it is important to her to share that she is uncomfortable at this point, 2019, with a board or commission that does not have any women or people of color. Trustee Canty said she will be voting no and she just wanted the candidates to know where she is coming from and it is not a statement on their qualifications or ability to serve.

In response, Mayor Hayes stated of the eight applications received, there were five women, three men, and no people of color. Mayor Hayes stated he has a sincere desire to balance the commissions. The Arts Commission he stated had the opposite with all women being on the commission. Based on the applications he receives, he considered gender along with other criteria. The Mayor stressed that he looks at the big picture and considers everything into his decision making process, gender being one of them. He emphasized that he will not put a specific gender onto a commission if they do not meet the other criteria. The Mayor stated that based on the eight applications he received; the two that are being interviewed are the two that stood out.

Trustee Scaletta moved to concur in the Mayor's appointment of Kenneth Kiefer to the Housing Commission with term ending 4/30/20. Trustee Tinaglia seconded the motion.

The following voice vote was recorded:

7 AYES

1 NAYS (Canty)

The motion passed.

C. Interview of David Miller for Appointment to the Housing Commission – term ending 4/30/22

President Hayes introduced David Miller. The Mayor stated that he was impressed with Mr. Miller's knowledge of the Housing Commission and background. Trustee Rosenberg asked how Mr. Miller how he felt his commercial experience would translate to this commission. Mr. Miller stated that from the economic end, a tenant is a tenant, commercial or residential. Discussion continued as to the types of developments taking place and steps needed to make successful. Trustees thanked Mr. Miller for his willingness to serve.

Trustee Tinaglia moved to concur in the Mayor's appointment of David Miller to the Housing Commission term ending 4/30/22. Trustee Rosenberg seconded the motion.

President Hayes asked for comments from the audience. Peg Lane stated that she is frustrated as there is no information on the candidates online and no way to know what type of backgrounds they have and how they were found. President Hayes stated that a wider net was cast through social media and a good response was received, and as far as posting resumes online, this has been a concern so a survey was done of the surrounding 17 municipalities. Village Manager Randy Recklaus stated that the survey found 13 municipalities do not share resumes, three share with personal information redacted and one that does not share resumes even with the board. Based on comments received by residents, the board is reviewing the process. Mr. Recklaus pointed out that the resume is just one piece of the whole process. It is a volunteer position and some residents may not want personal information posted.

Melissa Cayer stated that she would like to see a paragraph posted on the website about each Board and Commission member, similar to what is on the website about each Trustee. She also said there should be a name listed for the Housing Commission liaison.

President Hayes called for a vote on the motion.

The following voice vote was recorded:

7 AYES

1 NAYS (Canty)

The motion passed.

D. OTHER BUSINESS

G. ADJOURNMENT

Trustee Tinaglia moved, and Trustee Scaletta seconded the motion to adjourn. The meeting adjourned at 7:59 pm.



**Village Board
9/16/2019**

Item: Village Board 09/03/2019

Department: Village Clerk

ATTACHMENTS:

Description	Type
Village Board 09/03/2019	Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

September 3, 2019

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes called the roll and the following Trustees were in attendance: Baldino, Scaletta, Canty, Rosenberg, LaBedz, Schwingbeck, and Tinaglia.

Trustee Padovani was absent.

Also present were: Randy Recklaus, Diana Mikula, Tom Kuehne, Charles Perkins, Bill Enright, Robin Ward and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 08/05/2019 Approved

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

B. Committee of the Whole 08/13/2019 Approved

Trustee Bert Rosenberg moved to approve. Trustee Richard Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

C. Committee of the Whole 08/19/2019 Approved

Trustee Robin LaBedz moved to approve. Trustee Mary Beth Canty Seconded the Motion.

The Motion: Passed

Abstain: Scaletta

Absent: Padovani

D. Village Board 08/19/2019 Approved

Trustee Richard Baldino moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 08/30/2019 Approved

Trustee Bert Rosenberg moved to approve the Warrant Register in the amount of \$2,863,945.21. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

VI. RECOGNITIONS AND PRESENTATIONS

A. Presentation of the 2019 Kenneth Hood Senior Service Award to Mary Stitt by the Senior Citizens Commission

Senior Citizens Commission Chair Fred Feldman presented Mary Stitt with the Kenneth Hood Award. Ms. Stitt worked 26 years on the INC Board which raises money for the Arlington Heights Senior Center. She volunteers to visit those in the hospital, is a member of Rotary and has worked for

international clean water programs and polio eradication.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Heidi Graham, President of the local League of Women Voters said they have a new *Observer Corps* initiative whereby they have a member visiting all the Board meetings in the area. Their mission is to provide transparency and determine if any of the issues for which they advocate arise. Ms. Graham said the Village is doing a great job with transparency. In the Village Board agenda there is an item for Citizens to be Heard. At all Committee of the Whole and Village Board meetings citizens are asked for comments prior to any vote. In other committee meetings like the Housing Commission, Citizens to be Heard is not an agenda item, even though it is almost always asked for.

President Hayes said audience input is always allowed for items on the agendas. The problem with putting Citizens to be Heard on Commission Agendas is that it's designed for items not on the agenda. Commissions can only have time to focus on agenda items. Public comment is allowed on agenda items, but not added as its own line item. President Hayes itemized the opportunities for citizens to express their concerns and ideas citing the Village Board Meetings, email, phone calls and personal contact.

IX. OLD BUSINESS

- A. Report of Committee-of-the-Whole Meeting of September 3, 2019 Approved

Consideration of recommending to the Liquor Commissioner the issuance of a Class E Liquor License to Triple 8, Corp. dba Gumari Thai Restaurant, located at 170 N. Arlington Heights Rd.

Trustee Robin LaBedz moved to approve. Trustee Mary Beth Canty Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

- B. Report of the Committee-of-the-Whole Meeting of September 3, 2019 Approved

Interview of Kenneth Kiefer for Appointment to the Housing Commission - Term Ending

4/30/2020

President Hayes administered the Oath of Office to Mr. Kiefer.

Trustee John Scaletta moved to concur in the Village President's appointment of Ken Kiefer to the Housing Commission with a term ending 4/30/2020. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Nays: Canty

Absent: Padovani

- C. Report of the Committee-of-the-Whole Meeting Approved
of September 3, 2019

Interview of David Miller for Appointment to the
Housing Commission - Term Ending 4/30/2022

Trustee Canty thanked the staff and the Mayor for their efforts in soliciting commission members. She said she was not okay with having a commission without women or people of color on it in the Village.

President Hayes said he conducted 8 interviews, which included women, for the two openings on the Commission. He believes these are the two best candidates for the Commission.

President Hayes administered the Oath of Office to Mr. Miller.

Trustee Jim Tinaglia moved to concur in the Village President's appointment of David Miller to the Housing Commission with a term ending 4/30/2022. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Nays: Canty

Absent: Padovani

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. ERP Consultant - Phase I and 2 Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck,

Tinaglia

Absent: Padovani

- B. Fiber Optic Connection to Fire Stations 3 & 4 - Approved
Contract Renewal

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

CONSENT LEGAL

- A. An Ordinance Amending Chapters 14 and 28 of the Arlington Heights Municipal Code (Day Care Homes) Approved

Trustee Robin LaBedz moved to approve 19-030. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

- B. A Resolution Approving a Site Lease Agreement (T-Mobile antenna facilities at 2000 S Arlington Heights Rd) Approved

Trustee Robin LaBedz moved to approve R19-031/A19-039. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- A. Permit Fee Waiver - 2201 N. Windsor (Arlington Heights Park District) Approved

Trustee Robin LaBedz moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

XI. APPROVAL OF BIDS

- A. General Obligation Refunding Bonds, Series 2019 Approved

Trustee Tinaglia moved to amend the agenda and move Legal B to this point in the agenda. Trustee Rosenberg seconded the motion.

The Motion: Passed

Ayes: Tinaglia, Rosenberg, Schwingbeck, Baldino, LaBedz, Scaletta, Canty, Hayes

Mr. Kuehne said today, the Village went out to bid for a bond refunding. The rates are very competitive. Kevin McCanna of Speer Financial said there were 9 bidders, and the best bid was from Morgan Stanley at 1.349% which replaces a 4% rate. This saves the Village over \$1.2 million.

Resident Melissa Cayer asked what the direct annual tax is. Mr. Kuehne said every bond the village has carries annual tax service cost. Ms. Cayer asked how is the tax is proportioned onto property taxes. Mr. Kuehne said the new bond will reduce Village costs \$24,000 in the next two years and then \$230,000 next three or four years. This is one of the many levies the Village has. These numbers are always reflected in the budget.

Trustee John Scaletta moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

- B. An Ordinance providing for the issuance of \$7,985,000 General Obligation Refunding Bonds, Series 2019, of the Village of Arlington Heights, Cook County, Illinois, for the purpose of refunding certain outstanding bonds of said Village, providing for the levy and collection of a direct annual tax sufficient to pay the principal and interest on said bonds, and authorizing the Approved

sale of said bonds to the purchaser thereof

Trustee Bert Rosenberg moved to approve Ordinance 19-031 providing for the issuance of \$7,985,000.00 General Obligation Refunding Bonds, Series 2019, of the Village of Arlington Heights, for the purpose of refunding certain outstanding bonds, providing for the levy and collection of a direct annual tax sufficient to pay the principal and interest on said bonds and authorizing the sale of said bonds to the purchaser thereof. Trustee Mary Beth Canty Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

C. Parking Guidance System and Lighting for Vail Approved
Avenue Garage

Mr. Recklaus said last fall the Village conducted a Downtown Parking Study. At a Committee of the Whole discussion in January, the Phase 1 parking improvements were discussed and the Board directed staff to move forward on implementation of a parking guidance system and parking signage for the Downtown.

Mr. Enright said ECO technologies is recommended by staff. Their lower pricing and wireless technology were benefits. The other systems had a lot more infrastructure. In addition, ECO recommended incorporating enhanced lighting into the system to save energy costs. LED boards would be at the entrances so people know where to find spaces. The system gives real time data all year long in the garage. Level 5 will work differently because there is no roof there, it will show an aggregate, not individual spaces. Staff conducted a 3 week test and it is working perfectly so far. The lighting is outstanding and superior to what exists today. It's brighter and adjustable. If there is no activity, they dim. There is an annual fee to run the system of about \$13,000 but the energy savings will cover this cost.

Trustee Tinaglia said the Village has allocated funds in reserves for parking implementation. He was happy to see the price come in at the low end of Staff's estimate with the higher technology. He said the enhanced lighting is excellent and it was advantageous to have the parking space counts. The system also has the flexibility to change spaces from permit to public.

Trustee Scaletta asked how dim the lights would be. Mr. Enright said the dimming won't be lower than the lighting we have now. We can adjust what that level can be. Data on the lighting levels will be received as well. There is not a camera on the entrance near each of these signs. Mr. Recklaus said staff is looking to updating our signage in the garage too. The light system will direct you to an available space. It is estimated installation will occur in mid-January. The drive aisles in the garage will remain open during

installation.

Trustee LaBedz asked if the cameras can be used for public safety, are if there are privacy issues with them. Mr. Enright said the images are very clear, but cannot read a license plate. If there is a break in, the camera will record it and keep it for 2 months. As it's a public parking garage, there are no privacy issues.

Trustee LaBedz asked if the levels will be repainted to correspond with the signs. Mr. Enright said there will be additional signage to tell you where you have parked. Those signs will be color coded and reflective. Stairwells will have large color coded signs as well. Signs designating permit parking will be added to cross beams. There will be two sign boards on each level for a total of 4.

Trustee Schwingbeck said he liked like the lighting enhancements. He noted that it's a small parking garage and two of the floors are not open to visitors. He said he doesn't have problems parking during the week. The issues are on the weekend and people automatically go to the 4th and 5th floors. He said in all the years he's been parking there, he's never had to leave the garage to find a place to park. To spend \$349,000 to do something for a couple of floors is a lot of money. The system is good for a 20 story parking garage, not for a little garage.

Trustee Canty said she shared Trustee Schwingbeck's concerns. She said the lighting is great and the improved signage is great. She doesn't think we need this system for two floors.

Trustee Baldino asked if weather issues had been vetted. Mr. Enright said yes. The lights are made of aluminum vs plastic to withstand the environment better. The software costs \$13,000 and this is the basic package. The system will know how many cars are on the 5th level. Trustee Baldino said since levels 2 and 3 are not available to the public he wanted to make sure there is enough information on the signs to inform the public not to park there. He said the parking in the garage is one of the biggest complaints that he hears as a Trustee.

Mr. Recklaus said the parking study discovered residents know you can find a space, but people who are not from the Village and come to the Theater or have dinner reservations do not know that there are spaces up top. The other issue was sometimes the permit spaces are taken up, and these residents have to move their cars down. Two floors could have been omitted from the system, but it's an opportunity to reinforce the permit parking restrictions.

Trustee Tinaglia said society is color orientated versus word oriented. He directed staff to use the colors as often and make them obvious.

Trustee Scaletta said it has been almost a year since the parking study was

received. When parking counts are done, they cost money. There is a perception that there isn't enough parking. If we can change the perception to a positive one, it will improve the brand which equates to free marketing for the Village. The system will pay us back. We will have data from sales taxes when people complain about the impact of the weather. Now we can look at parking counts along with revenues which will be helpful with future planning.

Trustee LaBedz agreed with Trustee Tinaglia about color coding. She was also supportive of the signage. She said she has received feedback from people not in the community who did not know they could go up to the 4th and 5th floor. Also, she hoped this system would alleviate some of the complaints regarding street parking.

President Hayes said he sees a great deal of value in the project. He was glad the price was at the lower end of the range. The money is coming from the Parking Fund, not the General Fund.

Resident Melissa Cayer asked if the Village Hall parking lot was open to residents in the evenings and on weekends. The answer was yes. She said the Metra train is \$10 on weekends. She also said a top level camera could be installed to look down to see how many spaces are there. To her, the lanes are thin making it risky to drive up there.

Trustee John Scaletta moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Hayes, LaBedz, Rosenberg, Scaletta, Tinaglia

Nays: Canty, Schwingbeck

Absent: Padovani

D. Downtown Parking Signs

Approved

Mr. Enright said the bid received for additional signage on the Vail garage, the North garage and for the surface parking lots was higher than anticipated. Staff reduced the number of signs and worked with QT Signs to explore price reduction options. The project is funded from reserves in the Parking Fund.

Trustee Tinaglia wanted to make sure the out lots would be identified as free after 6 pm. He said people seem not to know that they are available. Mr. Recklaus said the lots will have enhanced signage to focus on availabilities of the spaces as a separate piece of the puzzle. These proposed signs are calling attention to the lots. Trustee Tinaglia said he wanted the signs to make it clear inside the lots too. Mr. Recklaus said currently there is no signage on the lots to a visitor that indicates this is public parking. Mr. Recklaus said anywhere you see this new sign, this is where our public parking is. It's simple, clean and says "parking". One of the critiques was while the current signs have a lot of information, they are

not easy to figure out if you are in a hurry. Trustee Tinaglia said he would like the word "public" to be more prominently featured on the signs.

Ms. Mikula said the mobile pay soft launch occurs next week. A cleanup is necessary of the signage and Village maps. Visitors will be able to download an app and get the correct information. Parking is free after noon and free on the weekends.

Trustee Tinaglia recommended that colors should identify free parking. He said to color code everything and have it be consistent.

Trustee Scaletta said when this was proposed said the Board wanted "public parking" larger on the bottom of the blade signs. He asked if the marketing banners will be on these poles too. Mr. Enright said staff didn't want too much on these. They are designed to hold the sign up. The sign is on the reverse side too, so it wasn't recommended to hang more on them so as not to clutter them up. Trustee Scaletta said the prices were so far above the estimates, he was having a hard time with the cost.

Mr. Recklaus said the pricing and lack of bidders is a phenomenon of things coming in overestimate which the Village is seeing across the board. It's a function of the strength of the economy. A lot of businesses are booked up.

Mr. Perkins said the consultants were charged with discerning if more parking was needed. Their answer was no, but the Village needed to promote what they had so that people coming from out of town know where to go. Towns with entertainment districts have parking systems in their garages and expensive signs with directions for their customers. These signage improvements were developed based on feedback from the customers, focus groups and downtown businesses.

Trustee Baldino said he remembered there was supposed to be a mock up. Mr. Enright said staff did put up mock ups and the signs stood out, they could be seen them from across the tracks. Because the mock ups couldn't be safely deployed for a long period of time, there was not time to obtain comment. Internal solar illumination was recommended by the Board and these signs have incorporated it. Trustee Baldino said the signs look nice. He trusted staff to ascertain that they stand out to someone to who doesn't live here.

Trustee LaBedz said the signs were similar to what you would see other places. They will be familiar to people coming here because of the standardized look.

Trustee Scaletta read from minutes of when this was previously discussed. The Board asked for larger lot names, arrows, to brighten them up, internal illumination, use existing poles when possible, make sure these will not conflict with existing banners. Mr. Recklaus said staff looked at all the options and this is what was arrived at, if the Board wants to revisit it they can. Trustee Scaletta said the Board was not getting what it wanted.

Trustee Tinaglia said the "public parking" lettering is so small and asked if it could say "public" and have the lettering bigger. Mr. Enright said the signs do say "parking" and "public" underneath and the lettering is the width of the sign. They were modified, but the photo on the slide was not updated. Staff looked at using white versus gold, but it didn't stand out. On the pole sign, lot A is bigger and has an arrow underneath it.

Resident Melissa Cayer said the Village could have a horse mascot walk around and direct people where to park.

Trustee Jim Tinaglia moved to approve. Trustee Richard Baldino Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Schwingbeck, Tinaglia

Nays: Scaletta

Absent: Padovani

XII. NEW BUSINESS

- A. Northwest Crossings - 1501 W. Shure Dr. - Approved
PC#19-011
PUD Amendment, Variations

Attorney Steve Bauer appeared on behalf of the property owner. The 22 acre space has been vacant and will be re-positioned. The building is 195,000 square feet. The tenant proposes to build a backup network operation center. They plan guard houses, driveway width modifications and parking lot modifications to conform to federal security measures. There is a reduction in parking spaces as a consequence of drive aisle modifications. Phase 2 constructs 342 more spaces on the north side to support demand of occupancy of the remaining 35% of the building. There will be fencing and mechanical equipment screening. Security fencing will surround the property and a chain link fence with slats will obscure transformer enclosures.

Mr. Perkins said staff has been working with Torburn Partners to reposition this property. Staff recommends approval and the Plan Commission approved it unanimously.

Trustee Rosenberg asked for clarification on the phasing. Mr. Bauer explained that parking will be reduced on the west and south sides initially from 802 to 559 spaces. During phase II they will add 342 spaces to the north of the building. Total parking will be 898 spaces after completion of both phases. No exterior building modifications are proposed.

Trustee Scaletta said the owner has done a lot of exterior work to improve the infrastructure for the new tenant. He asked if they will work with Fire Department to make sure the turning radius's work. The answer was yes.

Trustee John Scaletta moved to approve. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

XIII. LEGAL

- | | | |
|----|--|----------|
| A. | An Ordinance Amending Planned Unit Development Ordinance Numbers 88-060, 15-016 and 15-040 and Granting Variations from Chapter 28 of the Arlington Heights Municipal Code
(Northwest Crossings, 1501 W Shure Dr) | Approved |
|----|--|----------|

Trustee Bert Rosenberg moved to approve 19-032. Trustee Mary Beth Canty Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Trustee Richard Baldino moved to adjourn at 10:03 p.m. Trustee Tom Schwingbeck Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Canty, Hayes, LaBedz, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Absent: Padovani



**Village Board
9/16/2019**

Item: Warrant Register 09/15/2019

Department: Village Clerk

ATTACHMENTS:

Description

Warrant Register 09/15/2019

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**
WARRANT REGISTER FOR
CHECK DATE: 9-15-2019

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$360,519.03
231	Criminal Investigation Fd	\$1,732.11
235	Municipal Parkg Opr Fund	\$7,528.63
401	Capital Projects Fund	\$671,570.28
426	Storm Water Control Fund	\$756,410.59
431	Public Building Fund	\$1,250.00
505	Water and Sewer Fund	\$154,170.96
515	Arts,Entert & Events Fund	\$1,484.00
605	Health Insurance Fund	\$306,587.44
611	General Liability Ins Fnd	\$1,620.00
615	Workers Compensation Ins	\$8,157.38
621	Fleet Operations Fund	\$15,971.60
625	Technology Fund	\$25,689.18
705	Police Pension Fund	\$1.00
715	Guaranty Deposits Fund	\$8,700.00
721	Escrow Deposits Fund	\$1,000.00
TOTAL ALL FUNDS		\$2,322,392.20

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219750	715-0000-220.93-00	A AND A PAVING	BOND REFUND	\$200.00	\$200.00
219765	101-0000-421.99-00	ARLINGTON LANES - 3455 N KENNI	OL REFUNDS	\$232.50	\$232.50
219772	715-0000-220.93-00	MARINKO BABIC	REFUND INPECTION FEE	\$50.00	\$50.00
219775	715-0000-220.93-00	BEERHEIDE, THOMAS 192460	BOND REFUND	\$200.00	\$200.00
219782	715-0000-220.93-00	BRUNO BAKIJA	BOND REFUND	\$200.00	\$200.00
219786	715-0000-220.93-00	CAPP'S PLUMBING & SEWER	BOND REFUND	\$200.00	\$200.00
219790	715-0000-220.93-00	CHICAGOLAND GARAGE BUILDERS	BOND REFUND	\$200.00	\$200.00
219805	101-0000-120.80-00	CRIFE, CHESTER	OVERPAY DENTAL INS	\$45.90	\$45.90
219809	715-0000-220.93-00	DOMAGALA, BOZEWA 171552	BOND REFUND	\$100.00	\$100.00
219811	715-0000-220.93-00	DUBOIS PAVING	BOND REFUND	\$200.00	\$200.00
219812	715-0000-220.93-00	E AND J BUILDERS	BOND REFUND	\$200.00	\$200.00
219813	715-0000-220.93-00	E C EXCAVATING INC 19 608	BOND REFUND	\$200.00	\$200.00
219817	715-0000-220.93-00	ELIZABETH GANRUDE	BOND REFUND	\$200.00	\$200.00
219820	715-0000-220.93-00	EUROPEAN CONCRETE + EXCAVATING	BOND REFUND	\$200.00	\$200.00
219828	715-0000-220.93-00	FORTIS 19 1523	BOND REFUND	\$150.00	\$150.00
219829	715-0000-220.93-00	FORTIS CONCRETE	BOND REFUND	\$200.00	\$200.00
219832	715-0000-220.93-00	G-CAT CONSTRUCTION	BOND REFUND	\$150.00	\$150.00
219837	715-0000-220.93-00	GASEY, MARIE V 183617	BOND REFUND	\$200.00	\$200.00
219843	715-0000-220.93-00	GREG LAVIANE	BOND REFUND	\$200.00	\$200.00
219856	715-0000-220.93-00	IN & OUT DESIGN 183976	BOND REFUND	\$150.00	\$150.00
219858	235-0000-435.65-02	NANCY JAGODZINSKI	REFUND PARKING PERMIT	\$50.00	\$50.00
219859	715-0000-220.93-00	JAMES GRULKE	BOND REFUND	\$200.00	\$200.00
219860	715-0000-220.93-00	JAMES PANWELS	BOND REFUND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219861	715-0000-220.93-00	JAROSLAW POTAPA	BOND REFUND	\$150.00	\$150.00
219864	715-0000-220.93-00	JO SCHMITT 19 2049	BOND REFUND	\$200.00	\$200.00
219865	715-0000-220.93-00	JO SCHMITT 19 2050	BOND REFUND	\$200.00	\$200.00
219866	715-0000-220.93-00	JOHN PUKALA	BOND REFUND	\$200.00	\$200.00
219867	715-0000-220.93-00	JOHN URBAN	BOND REFUND	\$150.00	\$150.00
219869	715-0000-220.93-00	JOY V PERALTA 19 2362	BOND REFUND	\$200.00	\$200.00
219870	715-0000-220.93-00	JRC DESIGN BUILD	BOND REFUND	\$200.00	\$200.00
219871	715-0000-220.93-00	KAPLAN PAVING 19 1482	BOND REFUND	\$150.00	\$150.00
219872	715-0000-220.93-00	KAPLAN PAVING 18 3837	BOND REFUND	\$150.00	\$150.00
219874	715-0000-220.93-00	KRUGEL COBBLES	BOND REFUND	\$150.00	\$150.00
219875	715-0000-220.93-00	LARRY L BARR	BOND REFUND	\$150.00	\$150.00
219882	715-0000-220.93-00	LUKASZ WEGLOWSKI	BOND REFUND	\$200.00	\$200.00
219884	715-0000-220.93-00	MADDEN SEWER AND DRAIN	BOND REFUND	\$400.00	\$400.00
219885	505-0000-452.42-00	JOHN MANASSE	REFUND FINAL WATERBILL	\$33.78	\$33.78
219887	715-0000-220.93-00	MARK BELMONTE 18 2588	BOND REFUND	\$200.00	\$200.00
219888	715-0000-220.93-00	MARK KOPULOS	BOND REFUND	\$200.00	\$200.00
219892	721-0000-221.10-08	MC SHANE CONSTRUCTION CORP	WATER METER RENTAL	\$1,000.00	\$1,000.00
219898	715-0000-220.93-00	MILLER, BRUCE 16171	BOND REFUND	\$450.00	\$450.00
219922	715-0000-220.93-00	PHILLIP ZYSKOWSKI 19 1737	BOND REFUND	\$200.00	\$200.00
219927	715-0000-220.93-00	RABINE PAVING LLC 19 1383	BOND REFUND	\$200.00	\$200.00
219932	715-0000-220.93-00	REINHARD SCHWIND 19 1061	BOND REFUND	\$200.00	\$200.00
219934	715-0000-220.93-00	RICHARD BADER 18 3749	BOND REFUND	\$200.00	\$200.00
219937	715-0000-220.93-00	ROONEY LANDSCAPE	BOND REFUND	\$200.00	\$200.00
219945	505-0000-452.42-00	JOHN SCOTT	REFUND FINAL WATERBILL	\$139.20	\$139.20
219949	101-0000-421.99-00	SIGNATURE INK PMU	OL REFUNDS	\$157.00	\$157.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219956	715-0000-220.93-00	STEPHEN MACTAUSH	BOND REFUND	\$200.00	\$200.00
219957	715-0000-220.93-00	STEVEN L KERR 19 2565	BOND REFUND	\$200.00	\$200.00
219961	101-0000-120.80-00	SULLIVAN, MARY ELLEN	OVERPAY DENTAL INS	\$45.90	\$45.90
219962	101-0000-120.80-00	SULLIVAN, MARY ELLEN	OVERPAY DENTAL INS	\$45.90	\$45.90
219963	101-0000-120.80-00	SULLIVAN, MARY ELLEN	OVERPAY DENTAL INS	\$43.20	\$43.20
219970	101-0000-421.99-00	THE HEARING LAB	OL REFUNDS	\$95.00	\$95.00
219976	715-0000-220.93-00	TWIN BROS PAVING AND CONCRETE	BOND REFUND	\$200.00	\$200.00
219996	505-0000-452.42-00	WALKER, MICHAEL	REFUND FINAL WATERBILL	\$41.82	\$41.82
220003	715-0000-220.93-00	WILLIAM KLAPROTH 19 1569	BOND REFUND	\$150.00	\$150.00
901490	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL	\$1,429.92	\$1,429.92
	101-0000-210.94-00	EMPLOYEE BENEFITS CORP	FSA DEPENDENT CARE	\$67.64	\$67.64
901493	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL	\$1,468.62	\$1,468.62
	101-0000-210.94-00	EMPLOYEE BENEFITS CORP	FSA DEPENDENT CARE	\$437.40	\$437.40
Division 0 Total					\$14,033.78
Department 0 Total					\$14,033.78

WARRANT REGISTER - GM0002**Department: 1 Board of Trustees****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219880	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	\$4,500.00	\$4,500.00
219925	101-0101-501.21-65	PRO STAR	SHIRTS FOR NEW TRUSTEES	\$155.27	\$155.27
901492	101-0101-501.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$12.90	\$12.90
				Division 1 Total	\$4,668.17
				Department 1 Total	\$4,668.17

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219785	101-0201-502.22-15	CANON SOLUTIONS AMERICA	COPIER MAINTENANCE	\$32.12	\$32.12
219847	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	FRANCESCA S TAVOLA	\$101.89	\$354.49
			UNITED 01624676258656	\$252.60	
219916	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$110.61	\$110.61
219950	515-0201-525.40-55	SIGNS BY TOMORROW	SIGNS	\$280.10	\$280.10
219951	101-0201-502.21-65	SPRINT	ACCT 456761884	\$100.00	\$100.00
219993	101-0201-502.21-65	VERIZON WIRELESS	ACCT 88534852600001	\$128.38	\$128.38
901492	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$9.60	\$9.60
				Division 1 Total	\$1,015.30
				Department 2 Total	\$1,015.30

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219776	605-0301-552.20-60	BENISTAR/HARTFORD - 6795	ACCOUNT 38096	\$6,378.82	\$6,378.82
219834	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$6,952.08	\$6,952.08
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$1,205.30	\$1,205.30
219847	101-0301-503.22-01	HARRIS TRUST & SAVINGS BANK	WORKPLACE DIVERSITY LL	\$200.00	\$200.00
219921	101-0301-503.21-65	PETTY CASH	EXERCISE CLASS	\$5.00	\$5.00
219983	101-0301-503.21-65	VERIZON WIRELESS	ACCT 28544404900001	\$126.31	\$126.31
901491	605-0301-552.20-60	HMO ILLINOIS	HEALTH INSURANCE PREM	\$300,208.62	\$300,208.62
901492	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$25.30	\$25.30
				Division 1 Total	\$315,101.43
				Department 3 Total	\$315,101.43

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219779	101-0401-503.22-15	BHFX LLC	SERVICE PRINTING	\$12.30	\$12.30
219785	101-0401-503.30-05	CANON SOLUTIONS AMERICA	PRINTER CARTRIDGES	\$377.00	\$377.00
219819	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	\$4,170.00	\$4,170.00
219821	101-0401-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$29.90	\$99.68
			SHIPPING/DELIVERY SERVICE	\$69.78	
219938	101-0401-503.21-65	ROSE MARY JURINEK	LEGAL SERVICES	\$290.00	\$290.00
219994	101-0401-503.21-65	VERIZON WIRELESS	ACCT 68500580500002	\$92.63	\$92.63
901492	101-0401-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$17.90	\$17.90
Division 1 Total					\$5,059.51
Department 4 Total					\$5,059.51

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219834	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$1,620.00	\$1,620.00
219847	101-0501-503.21-65	HARRIS TRUST & SAVINGS BANK	GOVERNMENT FINANCE OFF	\$610.00	\$610.00
219916	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$24.15	\$262.74
			OFFICE SUPPLIES, GENERAL	\$56.75	
			OFFICE SUPPLIES, GENERAL	\$67.34	
			OFFICE SUPPLIES, GENERAL	\$114.50	
219946	101-0501-503.22-05	SEBIS DIRECT INC	VEHICLE STICKER MAILING	\$15,000.00	\$15,000.00
	505-0501-503.22-05	SEBIS DIRECT INC	SHIPPING/DELIVERY SERVICE	\$2,629.86	\$2,629.86
219984	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	\$56.62	\$56.62
901492	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$858.15	\$858.15
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1,412.40	\$1,412.40
Division 1 Total					\$22,449.77
Department 5 Total					\$22,449.77

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219847	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPL MO6PI7J61	\$15.95	\$42.11
			AMAZON.COM MO7475JC1	\$26.16	
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	PDGCOM	\$1,800.00	\$1,800.00
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US	(\$47.98)	\$4,462.20
			AMZN MKTP US MO3P92ND2	\$47.98	
			AMZN MKTP US MO8L35E72	\$23.99	
			DMI DELL HLTHCR/PTR	\$449.84	
			AMAZON.COM MO08M4131 A	\$86.69	
			DMI DELL HLTHCR/PTR	\$3,901.68	
219902	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	COMPUTERS,DP & WORD PROC.	\$16,951.71	\$16,951.71
219916	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$147.35	\$159.68
			OFFICE SUPPLIES, GENERAL	\$12.33	
219981	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$404.08	\$404.08
219987	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	\$1,404.45	\$1,404.45
219991	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	\$464.95	\$464.95
Division 1 Total					\$25,689.18
Department 6 Total					\$25,689.18

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219802	101-1008-502.20-75	CONRAD POLYGRAPH INC	POLYGRAPH TESTING	\$320.00	\$320.00
219955	101-1008-502.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL ASSESSMENT	\$550.00	\$550.00
				Division 8 Total	\$870.00

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219847	101-1013-502.33-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US MO8ZR3ZS2	\$15.50	\$15.50
				Division 13 Total	\$15.50

Division: 15

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219847	101-1015-502.30-05	HARRIS TRUST & SAVINGS BANK	ACADEMY ENGRAVING	\$349.50	\$349.50
				Division 15 Total	\$349.50

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219787	515-1018-525.40-55	CARDINAL WINE & SPIRITS	VOLUNTEER FOOD REIMBURSE	\$60.00	\$60.00
219835	515-1018-525.40-55	GARIBALDIS	VOLUNTEER FOOD REIMBURSE	\$10.00	\$10.00
219845	515-1018-525.40-55	GROOT INDUSTRIES INC	DELIVERY/HAUL/DISPOSAL	\$360.90	\$360.90
219851	515-1018-525.40-55	HEY NONNY	VOLUNTEER FOOD REIMBURSE	\$10.00	\$10.00
219862	515-1018-525.40-55	JAVIER'S RESTAURANT	VOLUNTEER FOOD REIMBURSE	\$63.00	\$63.00
219965	515-1018-525.40-55	SUNSHINE FARM II	AUTUMN HARVEST	\$700.00	\$700.00
				Division 18 Total	\$1,203.90
				Department 10 Total	\$2,438.90

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219749	101-3001-511.30-05	A & E RUBBER STAMP CORP	OFFICE SUPPLIES	\$34.50	\$34.50
219752	401-3001-572.50-15	AED PROFESSIONALS	POLICE EQUIPMENT & SUPPLY	\$23,300.00	\$23,300.00
219761	101-3001-511.33-25	APPLIED CONCEPTS INC	RADAR ACCESSORIES	\$358.00	\$358.00
219815	101-3001-511.22-03	SEAN EDMONDSON	TRAVEL & TRAINING	\$105.00	\$105.00
219833	101-3001-511.22-03	PIOTR GACEK	TRAVEL & TRAINING	\$351.00	\$351.00
219840	101-3001-511.22-03	TARYN GOMBAR	TUITION REIMBURSEMENT	\$462.58	\$462.58
219847	101-3001-511.22-02	HARRIS TRUST & SAVINGS BANK	REGISTER@FAA 33PMFRY	\$10.00	\$10.00
	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	WIU IL LAW ENFORCE TSB	\$500.00	\$500.00
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	ADOBE ACROPRO SUBS	\$174.59	\$258.86
			AMAZON.COM MO2HF2BO1	\$53.28	
			AMAZON.COM MO5TT7HD1	\$30.99	
	101-3001-511.30-20	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPL MA1GD7RZ0	\$104.38	\$187.16
			AMAZON MKTPL MO6WL0092	\$82.78	
	101-3001-511.30-35	HARRIS TRUST & SAVINGS BANK	HAIX	(\$175.00)	(\$175.00)
	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	TLF AMLINGS FLOWERLAND	\$65.00	\$65.00
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPL MA1GD7RZ0	\$30.75	\$2,007.79
			AMAZON MKTPL MO7XF2JL1	\$11.99	
			AMAZON.COM MO25V2TR2 A	\$154.99	
			AMZN MKTP US MA9K71R20	\$32.99	
			DOJES COM	\$359.02	
			AMZN MKTP US MO1TP7NC0	\$307.90	
			AMZN MKTP US MO3398HE2	\$24.95	
			AMZN MKTP US MO3JV43P0	\$429.21	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219847	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	CORNER BAKERY 0175	\$600.00	\$2,007.79
			FIREHOUSE TECHNOLOGY	\$55.99	
219863	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$62.75	\$1,655.93
			CLOTHING & APPAREL	(\$14.32)	
			CLOTHING & APPAREL	\$149.50	
			CLOTHING & APPAREL	\$149.50	
			CLOTHING & APPAREL	\$1,265.00	
			CLOTHING & APPAREL	\$43.50	
219886	101-3001-511.22-03	MANDEL, RUSSELL	TRAVEL & TRAINING	\$1,041.78	\$1,041.78
219905	101-3001-511.22-03	NATL ANIMAL CARE & CONTROL ASSOC	REGISTRATION	\$1,190.00	\$1,190.00
219906	101-3001-511.22-03	NATL ASSOC OF BUNCO INVESTIGATORS	REGISTRATION	\$150.00	\$150.00
219910	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE PROFESSIONAL	\$905.00	\$905.00
219912	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$75,276.73	\$75,276.73
219916	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$350.41	\$1,238.62
			OFFICE SUPPLIES, GENERAL	\$20.64	
			OFFICE SUPPLIES, GENERAL	\$47.70	
			OFFICE SUPPLIES, GENERAL	\$90.75	
			OFFICE SUPPLIES, GENERAL	\$729.12	
219929	101-3001-511.21-02	RADARSIGN	SERVICE EQUIPMENT	\$695.00	\$695.00
219948	101-3001-511.33-25	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$24.85	\$24.85
219975	101-3001-511.21-02	TRITON ELECTRONICS INC	SERVICE EQUIPMENT	\$57.20	\$57.20
219989	235-3001-532.33-05	VERIZON WIRELESS	ACCT 54209747800003	\$45.19	\$45.19
219995	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	\$2,577.41	\$2,577.41
901492	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$591.00	\$591.00
Division 1 Total					\$112,913.60

WARRANT REGISTER - GM0002**Division: 3**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219784	231-3003-511.40-01	RYAN BUTCHER	K9 OLYMPICS SEMINAR	\$689.17	\$689.17
219847	231-3003-511.40-01	HARRIS TRUST & SAVINGS BANK	RAYALLEN.COM JJDOG.C	\$46.98	\$46.98
219968	231-3003-511.40-11	TECHNOLOGY MANAGEMENT REV FUND	SERVICE PROFESSIONAL	\$132.81	\$132.81
219969	231-3003-511.40-01	JEFFREY TEGTMEYER	REIMBURSEMENT	\$153.81	\$863.15
			K9 CERTIFICATION	\$709.34	
Division 3 Total					\$1,732.11
Department 30 Total					\$114,645.71

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219754	101-3501-512.21-02	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$622.58	\$622.58
	101-3501-512.30-35	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$342.90	\$342.90
219770	101-3501-512.31-65	SIGNAL PERFECTION LTD	EOC VIDEO CONFERENCE	\$3,051.77	\$3,051.77
219788	101-3501-512.31-65	CDS OFFICE TECHNOLOGIES	HARDWARE SUPPLIES	\$389.52	\$389.52
219807	101-3501-512.33-50	DELTA GLOVES	EXAM GLOVES	\$2,114.88	\$2,114.88
219818	101-3501-512.22-03	EMERY & ASSOCIATER INC	TRAINING COURSE	\$1,350.00	\$1,350.00
219824	101-3501-512.30-01	FIRE ENGINEERING	ANNUAL RENEWAL	\$24.00	\$96.00
			ANNUAL RENEWAL	\$24.00	
			ANNUAL RENEWAL	\$24.00	
			ANNUAL RENEWAL	\$24.00	
219825	101-3501-512.31-65	FIRE MAUL TOOLS	FIRE PROTECTION EQUIP/SUP	\$2,019.80	\$2,019.80
219847	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	EZREGISTER	\$250.00	\$250.00
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	WALMART.COM	\$79.99	\$79.99
	101-3501-512.33-05	HARRIS TRUST & SAVINGS BANK	ELEARNING AMERICAN HEA	\$1,020.00	\$1,020.00
219857	101-3501-512.31-65	INTERSPIRO INC	DIVE SUPPLIES	\$316.80	\$316.80
219863	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$463.00	\$2,902.60
			CLOTHING & APPAREL	\$250.00	
			CLOTHING & APPAREL	\$35.95	
			CLOTHING & APPAREL	\$147.75	
			CLOTHING & APPAREL	\$25.00	
			CLOTHING & APPAREL	\$97.90	
			CLOTHING & APPAREL	\$95.00	
			CLOTHING & APPAREL	\$1,788.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219868	101-3501-512.32-80	JONES AND BARTLETT LEARNING LLC	ACADEMY BOOKS	\$1,383.48	\$1,383.48
219895	101-3501-512.21-02	MUNICIPAL EMERGENCY SERVICES	COMPRESSOR SERVICE	\$220.00	\$220.00
	101-3501-512.31-65	MUNICIPAL EMERGENCY SERVICES	FIRE PROTECTION EQUIP/SUP	(\$136.00)	\$275.59
			FIRE PROTECTION EQUIP/SUP	\$411.59	
219907	101-3501-512.31-65	NATL BUSINESS FURNITURE	FURNITURE, OFFICE	\$443.70	\$443.70
219909	101-3501-512.22-03	NORTHEASTERN IL PUBLIC SAFETY	TRAVEL & TRAINING	\$150.00	\$850.00
			TRAVEL & TRAINING	\$350.00	
			TRAVEL & TRAINING	\$350.00	
219912	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$25,092.24	\$25,092.24
219913	101-3501-512.22-03	NORTHWEST COMMUNITY HOSP	TRAINING	\$2,044.00	\$2,044.00
219916	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$201.61	\$362.81
			OFFICE SUPPLIES, GENERAL	\$105.92	
			OFFICE SUPPLIES, GENERAL	\$55.28	
219926	101-3501-512.31-60	R H MEDICAL	MEDICAL OXYGEN	\$172.50	\$172.50
219939	101-3501-512.31-55	ROUTE 12 RENTAL CO INC	BUILDING SUPPLIES	\$87.89	\$87.89
219947	401-3501-572.50-10	SHAPIRO PHOTOGRAPHY INC	FURNITURE, OFFICE	\$6,930.00	\$6,930.00
219958	101-3501-512.31-65	STRYKER EMS EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$354.76	\$354.76
	101-3501-512.33-50	STRYKER EMS EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$177.20	\$177.20
219986	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	\$916.87	\$916.87
219997	101-3501-512.21-02	WASHBURN MACHINERY INC	SERVICE BLDG MAINT	\$258.50	\$258.50
220004	401-3501-572.50-15	WS DARLEY & CO	SAFETY & FIRST AID EQUIP.	\$2,226.35	\$5,253.00
			SAFETY & FIRST AID EQUIP.	\$894.30	
			SAFETY & FIRST AID EQUIP.	\$1,864.00	
			SAFETY & FIRST AID EQUIP.	\$268.35	
220008	101-3501-512.31-45	ZEP MANUFACTURING CO	JANITORIAL SUPPLIES	\$392.79	\$392.79

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901492	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$12.00	\$12.00
				Division 1 Total	\$59,784.17
				Department 35 Total	\$59,784.17

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219774	101-4001-521.40-43	BEER ON THE WALL LLC	ZERO INTEREST LOAN	\$19,972.00	\$19,972.00
219847	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APL ITUNES.COM/BILL	\$0.99	\$0.99
	101-4001-521.22-02	HARRIS TRUST & SAVINGS BANK	LAI	\$280.00	\$280.00
	101-4001-521.40-40	HARRIS TRUST & SAVINGS BANK	SMK SURVEYMONKEY.COM	\$276.00	\$276.00
219889	401-4001-571.50-30	MARTAM CONSTRUCTION INC	SERVICE CONSTRUCTION	\$28,174.18	\$28,174.18
219896	101-4001-521.40-43	METRO-WESTERN COOK CREDIT	PROFESSIONAL SERVICES	\$28.00	\$56.00
			PROFESSIONAL SERVICES	\$28.00	
219916	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$1,029.60	\$1,029.60
219921	101-4001-521.40-40	PETTY CASH	ECONOMIC ALLIANCE	\$31.98	\$31.98
219985	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	\$117.46	\$117.46
901492	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$96.60	\$96.60
				Division 1 Total	\$50,034.81
				Department 40 Total	\$50,034.81

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219769	101-4501-523.22-02	AUTOMATIC FIRE ALARM ASSOC	MEMBERSHIP DUES	\$25.00	\$25.00
219808	101-4501-523.30-35	DLS CUSTOM EMBROIDERY	CLOTHING & APPAREL	\$90.00	\$90.00
219821	101-4501-523.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$34.60	\$34.60
219826	101-4501-523.20-35	FIRE SAFETY CONSULTANTS INC	PLAN REVIEW	\$1,025.00	\$1,025.00
219844	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	ENG. REVIEW	\$250.00	\$1,562.50
			ENG. REVIEW	\$1,125.00	
			ENG. REVIEW	\$187.50	
219847	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM MO6178121 A	\$231.38	\$816.37
			AMZN MKTP US MO0661TO1	\$189.99	
			AMZN MKTP US MO9U01AO0	\$395.00	
	101-4501-523.33-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPL MO4JN7391	\$31.46	\$31.46
219908	101-4501-523.22-02	NATL FIRE PROTECTION ASSOC	MEMBERSHIP DUES	\$175.00	\$175.00
219921	101-4501-523.22-03	PETTY CASH	IPIA MEETING	\$20.00	\$20.00
219931	101-4501-523.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	\$121.49	\$121.49
219971	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$76.00	\$190.00
			SERVICE BLDG MAINT	\$114.00	
219973	101-4501-523.20-05	TPI	SERVICE PROFESSIONAL	\$10,561.75	\$10,561.75
219982	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	\$144.04	\$144.04
219990	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	\$305.69	\$305.69
220005	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901492	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$109.15	\$109.15
Division 1 Total					\$15,297.05
Department 45 Total					\$15,297.05

WARRANT REGISTER - GM0002**Department: 70 Health****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219756	101-7001-541.20-25	ALEXIAN BROS CENTER MENTAL HEALTH	COUNSELING	\$210.00	\$250.00
			COUNSELING	\$20.00	
			COUNSELING	\$20.00	
219763	101-7001-541.20-25	ARLINGTON CENTER	COUNSELING	\$370.00	\$370.00
219810	101-7001-541.20-25	IRENA DUBIEL	COUNSELING	\$250.00	\$500.00
			COUNSELING	\$250.00	
219821	101-7001-541.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$70.36	\$70.36
219827	101-7001-541.21-10	FLECKS LANDSCAPING	PROPERTY MAINTENANCE	\$105.00	\$650.00
			PROPERTY MAINTENANCE	\$70.00	
			PROPERTY MAINTENANCE	\$105.00	
			PROPERTY MAINTENANCE	\$85.00	
			PROPERTY MAINTENANCE	\$85.00	
			PROPERTY MAINTENANCE	\$200.00	
219847	101-7001-541.21-65	HARRIS TRUST & SAVINGS BANK	J2 MYFAX SERVICES	\$10.00	\$10.00
	101-7001-541.22-03	HARRIS TRUST & SAVINGS BANK	LOYOLA CHGO HSD	\$25.00	\$227.55
			EB THE TRIGGER EFFECT	\$53.55	
			PAYPAL LSWO	\$149.00	
	101-7001-541.30-05	HARRIS TRUST & SAVINGS BANK	PRINTERSUPPLIES.COM	\$32.00	\$139.49
			TUNDRA RESTAURANT SUPP	\$64.50	
			AMZN MKTP US MA1YZ8U30	\$42.99	
	101-7001-541.40-53	HARRIS TRUST & SAVINGS BANK	COMM ED RESI PMT	\$403.89	\$453.89
			MARIANOS #501	\$50.00	
219873	101-7001-541.20-25	KATOR LCSW, ANNE	COUNSELING	\$150.00	\$150.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219877	101-7001-541.20-25	SHERRY LEMKE	COUNSELING	\$70.00	\$260.00
			COUNSELING	\$90.00	
			COUNSELING	\$100.00	
219891	101-7001-541.40-60	MASTER RENTALS	RHAP ASSISTANCE PROGRAM	\$1,200.00	\$1,200.00
219921	101-7001-541.22-03	PETTY CASH	MILEAGE	\$4.50	\$123.33
			MILEAGE	\$17.69	
			MILEAGE	\$20.88	
			MILEAGE	\$27.84	
			MILEAGE	\$49.42	
			TOLLS	\$3.00	
219925	101-7001-541.30-35	PRO STAR	CLOTHING & APPAREL	\$681.80	\$681.80
219933	101-7001-541.40-60	RESIDENCES AT ARLINGTON HEIGHTS	RHAP ASSISTANCE PROGRAM	\$550.00	\$550.00
219988	101-7001-541.21-65	VERIZON WIRELESS	ACCT 88556712200001	\$324.20	\$324.20
901492	101-7001-541.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$38.75	\$38.75
Division 1 Total					\$5,999.37

Division: 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219847	101-7007-541.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM MA5LO6R00	\$45.82	\$132.25
			AMZN MKTP US MO5B663N1	\$86.43	
	101-7007-541.31-65	HARRIS TRUST & SAVINGS BANK	GFS STORE #0204	\$80.87	\$291.58
			PARTY CITY 196	\$98.87	
			PARTY CITY 5256	\$111.84	
219964	101-7007-541.31-65	SUMMIT PRINT SOLUTIONS	PROGRAM SUPPLIES	\$150.00	\$150.00
901492	101-7007-541.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$35.55	\$35.55
Division 7 Total					\$609.38

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 70 Total	\$6,608.75

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219751	401-7101-571.50-30	A LAMP CONCRETE	SERVICE CONSTRUCTION	\$53,561.35	\$53,561.35
	426-7101-571.50-25	A LAMP CONCRETE	SERVICE CONSTRUCTION	\$199,205.76	\$199,205.76
219753	101-7101-531.21-02	AFFILIATED CUSTOMER SERVICE INC	SERVICE BLDG MAINT	\$409.00	\$409.00
219758	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	\$3,562.50	\$3,562.50
219762	101-7101-531.22-03	APWA ILLINOIS PUBLIC SERVICE	TRAVEL & TRAINING	\$100.00	\$200.00
			TRAVEL & TRAINING	\$100.00	
219766	101-7101-531.31-90	ARROW ROAD CONSTRUCTION CO	STREET/SIDEWALK SUPPLIES	\$2,777.50	\$36,419.05
			STREET/SIDEWALK SUPPLIES	\$10,271.70	
			STREET/SIDEWALK SUPPLIES	\$10,879.29	
			STREET/SIDEWALK SUPPLIES	\$12,490.56	
	401-7101-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$229,299.97	\$229,299.97
219767	101-7101-531.22-70	AT & T	ACCT 84725535058159	\$3,020.97	\$3,020.97
219768	101-7101-531.22-70	AT & T	ACCT 217S667106106	\$1,711.02	\$1,711.02
219781	101-7101-531.30-39	BP	FUEL	\$151.01	\$151.01
219791	401-7101-571.50-20	CIC ROOFING CORP	SERVICE CONSTRUCTION	\$105,746.00	\$105,746.00
219792	101-7101-531.21-55	CITY ESCAPE GARDEN CENTER & DESIGN	SERVICE MISCELLANEOUS	\$5,883.67	\$5,883.67
219795	101-7101-531.21-55	CLEAN CUT TREE SERVICE INC	LANDSCAPING	\$3,200.00	\$3,200.00
219796	101-7101-531.31-40	CLESEN ARTHUR INC	AGRICULTURAL SUPPLY	(\$292.00)	\$1,083.00
			AGRICULTURAL SUPPLY	\$1,375.00	
219797	101-7101-531.30-05	CLIFFORD WALD	OFFICE SUPPLIES, GENERAL	\$77.22	\$77.22
219798	101-7101-531.22-70	COMCAST CABLE	TELECOMMUNICATIONS	\$21.05	\$21.05
219799	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0211092232	\$10.54	\$10.54
219800	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0297144471	\$55.33	\$55.33

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219801	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$5,211.07	\$5,211.07
219803	401-7101-571.50-30	CONSTRUCTION & GEOTECHNICAL	SERVICE CONSULTING	\$6,309.70	\$6,309.70
219804	101-7101-531.22-03	STEVE CRAFT	TRAVEL ADVANCE	\$705.40	\$705.40
219806	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINT	\$10,025.00	\$10,025.00
219816	401-7101-571.50-30	EHLS	DRIVEWAY REPLACEMENT	\$3,604.89	\$3,604.89
219821	101-7101-531.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$82.44	\$132.40
			SHIPPING/DELIVERY SERVICE	\$49.96	
219822	401-7101-571.50-30	NEAL FELD	DRIVEWAY REIMBURSEMENT	\$755.00	\$755.00
219823	101-7101-531.20-05	KIMBERLY FELTEN	ANNUAL REPORT PREP	\$600.00	\$600.00
219831	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN MAINT	\$190.00	\$1,321.50
			FOUNTAIN MAINT	\$255.50	
			FOUNTAIN MAINT	\$876.00	
219836	101-7101-531.30-39	GAS DEPOT INC	FUEL,OIL,GREASE, & LUBES	\$16,403.13	\$16,403.13
219838	101-7101-531.20-05	GLOBAL AERIAL VIDEO INC	SERVICE PROFESSIONAL	\$650.00	\$650.00
219841	101-7101-531.20-05	GOVTEMPSUSA LLC	SERVICE ENGINEERING	\$2,079.00	\$3,559.50
			SERVICE ENGINEERING	\$1,480.50	
219842	101-7101-531.31-55	GRAYBAR ELECTRIC COMPANY	ELECTRICAL SUPPLY	\$1,111.80	\$1,111.80
219847	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	APL ITUNES.COM/BILL	\$0.99	\$0.99
	101-7101-531.31-85	HARRIS TRUST & SAVINGS BANK	SAWZILLA PARTS	\$100.90	\$100.90
219848	101-7101-531.21-02	HAYES MECHANICAL	HVAC MAINTENANCE	\$319.01	\$2,864.35
			HVAC MAINTENANCE	\$515.00	
			HVAC MAINTENANCE	\$2,030.34	
219852	101-7101-531.31-45	HP PRODUCTS CORP	HARDWARE SUPPLIES	\$1,039.50	\$4,455.00
			HARDWARE SUPPLIES	\$1,980.00	
			HARDWARE SUPPLIES	\$1,435.50	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219855	101-7101-531.30-01	IL SOCIETY OF PROFESSIONAL ENGINEER	STANDARD SPECS MANUAL	\$161.16	\$161.16
219878	401-7101-571.50-30	JEFF LEPTICH	DRIVEWAY REIMBURSEMENT	\$350.00	\$350.00
219881	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	\$16.17	\$16.17
	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$76.88	\$163.57
			HARDWARE SUPPLIES	\$7.59	
			HARDWARE SUPPLIES	\$19.80	
			HARDWARE SUPPLIES	\$59.30	
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	STREET/SIDEWALK SUPPLIES	\$29.53	\$72.82
			STREET/SIDEWALK SUPPLIES	\$5.31	
			HARDWARE SUPPLIES	\$37.98	
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$450.35	\$450.35
	101-7101-531.33-05	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	\$390.14	\$390.14
219889	426-7101-571.50-25	MARTAM CONSTRUCTION INC	SERVICE CONSTRUCTION	\$556,352.33	\$556,352.33
219890	401-7101-571.50-30	VITO MASI	SIDEWALK REIMBURSEMENT	\$695.00	\$695.00
219893	101-7101-531.33-05	MCFARLANE DOUGLAS COMPANIES	OFFICE SUPPLIES, GENERAL	\$736.20	\$736.20
219894	101-7101-531.31-55	MECOR INC	HARDWARE SUPPLIES	\$499.50	\$499.50
219897	101-7101-531.21-55	MILIEU DESIGN LLC	SERVICE MISCELLANEOUS	\$2,227.48	\$4,454.96
			SERVICE MISCELLANEOUS	\$2,227.48	
219899	101-7101-531.20-05	MIOVISION TECHNOLOGIES	INTERSECTION MONITORING	\$1,271.30	\$1,271.30
	101-7101-531.31-65	MIOVISION TECHNOLOGIES	EQUIPMENT, NON OFFICE	\$6,779.00	\$6,779.00
219914	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$29.70	\$29.70
219915	101-7101-531.30-35	OCCUPATIONAL TRAINING & SUPPLY	HARDWARE SUPPLIES	\$255.57	\$255.57
219916	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$10.98	\$14.57
			OFFICE SUPPLIES, GENERAL	\$3.59	
219917	101-7101-531.31-85	OVCINA TONY	TOOL REIMBURSEMENT	\$207.63	\$207.63

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219920	401-7101-571.50-40	PATRIOT PAVEMENT MAINTENANCE INC	SERVICE CONSTRUCTION	\$200,000.00	\$200,000.00
219921	101-7101-531.31-65	PETTY CASH	EVENT SUPPLIES	\$9.89	\$9.89
219923	101-7101-531.22-70	PRECISE MRM LLC	MONTHLY DATA PLAN	\$353.52	\$353.52
219924	101-7101-531.30-35	PRO SAFETY INC	HARDWARE SUPPLIES	\$1,260.00	\$1,594.50
			HARDWARE SUPPLIES	\$334.50	
219930	101-7101-531.21-15	RANIERI'S LANDSCAPING SERVICE	SERVICE CONSTRUCTION	\$10,000.00	\$10,000.00
219935	426-7101-571.50-25	RJN GROUP INC	SERVICE CONSTRUCTION	\$852.50	\$852.50
219940	401-7101-571.50-30	MIKE RUBIN	DRIVEWAY REIMBURSEMENT	\$450.00	\$450.00
219941	401-7101-571.50-30	SHERRY RUDMAN	DRIVEWAY REIMBURSEMENT	\$960.00	\$960.00
219943	101-7101-531.22-02	SABATELLO DRU	MEMBERSHIP DUES	\$120.00	\$120.00
219944	101-7101-531.22-03	DAVID SCANLON	TRAVEL ADVANCE	\$705.40	\$705.40
219948	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$43.23	\$136.14
			ELECTRICAL EQUIP & SUPPLY	\$30.97	
			ELECTRICAL EQUIP & SUPPLY	\$61.94	
	101-7101-531.31-90	SHERWIN ACE HARDWARE	STREET/SIDEWALK SUPPLIES	\$46.93	\$46.93
219950	101-7101-531.33-05	SIGNS BY TOMORROW	SIGN SHOP SUPPLY	(\$354.20)	(\$354.20)
219953	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SERVICE BLDG MAINT	\$156.09	\$2,661.65
			SERVICE BLDG MAINT	\$103.94	
			SERVICE BLDG MAINT	\$1,614.91	
			SERVICE BLDG MAINT	\$566.35	
			SERVICE BLDG MAINT	\$220.36	
219954	401-7101-571.50-30	HERBERT STEFAN	SIDEWALK REIMBURSEMENT	\$158.25	\$158.25
219960	101-7101-531.21-11	SUBURBAN TRIM & GLASS	VEH MAINTENANCE SUPPLY	\$160.00	\$160.00
219967	401-7101-571.50-30	TALLGRASS RESTORATION LLC	SERVICE MISCELLANEOUS	\$6,022.94	\$6,022.94
219972	101-7101-531.31-80	THREE M	SIGN SHOP SUPPLY	\$666.27	\$666.27

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219974	101-7101-531.31-80	TRAFFIC CONTROL & PROTECTION	SIGN SHOP SUPPLY	\$2,242.50	\$2,439.00
			SIGN SHOP SUPPLY	\$196.50	
219980	101-7101-531.22-70	VERIZON WIRELESS	ACCT 98547850100002	\$1,048.07	\$1,048.07
219992	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	\$126.44	\$126.44
220001	101-7101-531.30-39	WEX BANK	FUEL,OIL, GREASE&LUBES	\$25.85	\$25.85
220008	101-7101-531.31-45	ZEP MANUFACTURING CO	HARDWARE SUPPLIES	\$267.94	\$267.94
801878	101-7101-531.22-70	AT & T	ACCT 84734215365273	\$47.71	\$194.22
			ACCT 84739208661733	\$49.90	
			ACCT 84739271083278	\$49.03	
			ACCT 84779713213488	\$47.58	
801879	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	\$31.55	\$6,257.08
			ACCT 2278061084	\$194.60	
			ACCT 7363016029	\$6,030.93	
801880	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054513	\$1,461.05	\$1,461.05
801881	101-7101-531.21-50	NICOR	ACCT 94830700004	\$229.10	\$229.10
901492	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$75.15	\$75.15
				Division 1 Total	\$1,510,995.73
				Department 71 Total	\$1,510,995.73

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219757	505-7201-561.50-15	ALLAN INTEGRATED CONTROL SYSTEMS	WATER SEWER SYSTEM SUPPLY	\$13,381.00	\$13,381.00
219771	505-7201-561.22-03	AWWA ILLINOIS SECTION	TRAVEL & TRAINING	\$564.00	\$564.00
219773	505-7201-561.31-65	BATTERIES PLUS LLC	HARDWARE SUPPLIES	\$251.55	\$251.55
219777	505-7201-561.31-55	BENJAMIN MOORE MT PROSPECT PAINT	HARDWARE SUPPLIES	\$176.18	\$176.18
219778	505-7201-561.31-55	BERKHEIMER CO INC	HARDWARE SUPPLIES	\$36.71	\$36.71
219791	505-7201-561.50-20	CIC ROOFING CORP	SERVICE CONSTRUCTION	\$105,746.00	\$105,746.00
219793	505-7201-561.21-30	CITY OF ROLLING MEADOWS	SERVICE CONSTRUCTION	\$6,904.41	\$6,904.41
219798	505-7201-561.22-70	COMCAST CABLE	TELECOMMUNICATIONS	\$2.10	\$2.10
219846	505-7201-561.31-01	HARBOR FREIGHT TOOLS	WATER SEWER SYSTEM SUPPLY	\$119.94	\$119.94
219847	505-7201-561.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS AWWA	\$72.00	\$72.00
	505-7201-561.31-60	HARRIS TRUST & SAVINGS BANK	TFS FISHER SCI HUS	\$101.28	\$101.28
	505-7201-561.31-65	HARRIS TRUST & SAVINGS BANK	MARIANOS #501	\$53.10	\$53.10
219849	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$663.00	\$1,005.00
			SERVICE METER	\$342.00	
219850	505-7201-561.31-55	HELLER LUMBER CO	HARDWARE SUPPLIES	\$9.92	\$9.92
219881	505-7201-561.31-01	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$47.35	\$47.35
	505-7201-561.31-02	LOWES COMMERCIAL SERVICES	WATER SEWER SYSTEM SUPPLY	\$5.75	\$5.75
	505-7201-561.31-07	LOWES COMMERCIAL SERVICES	WATER SEWER SYSTEM SUPPLY	\$281.60	\$888.84
			PLUMBING EQUIP FIXT,SUPP	\$607.24	
	505-7201-561.31-65	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	\$6.62	\$6.62
	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$22.76	\$22.76
219883	505-7201-561.20-05	M E SIMPSON CO INC	LEAK DETECTION PROGRAM	\$3,700.00	\$3,700.00
219903	505-7201-561.33-05	MUNICIPAL MARKING DIST INC	WATER SEWER SYSTEM SUPPLY	\$1,832.72	\$1,832.72

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219914	505-7201-561.31-65	NORTHWEST ELECTRICAL SUPPLY CO	SERVICE BLDG MAINT	\$95.66	\$488.17
			SERVICE BLDG MAINT	\$195.83	
			SERVICE BLDG MAINT	\$8.16	
			SERVICE BLDG MAINT	\$188.52	
219915	505-7201-561.30-35	OCCUPATIONAL TRAINING & SUPPLY	GLOVES	\$255.58	\$255.58
219916	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$186.82	\$186.82
219918	505-7201-561.31-90	OZINGA READY MIX CONCRETE INC	ASPHALT	\$820.00	\$820.00
219923	505-7201-561.22-70	PRECISE MRM LLC	MONTHLY DATA PLAN	\$353.53	\$353.53
219924	505-7201-561.30-35	PRO SAFETY INC	HARDWARE SUPPLIES	\$1,260.00	\$1,594.50
			HARDWARE SUPPLIES	\$334.50	
219948	505-7201-561.31-85	SHERWIN ACE HARDWARE	PLUMBING EQUIP FIXT,SUPP	\$40.74	\$40.74
219950	505-7201-561.31-55	SIGNS BY TOMORROW	SIGNS	\$178.00	\$178.00
219953	505-7201-561.31-01	STANDARD PIPE & SUPPLY INC	WATER SEWER SYSTEM SUPPLY	\$46.07	\$46.07
219959	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER SAMPLES	\$1,654.00	\$1,654.00
219978	505-7201-561.31-05	USA BLUEBOOK	HARDWARE SUPPLIES	\$858.33	\$652.00
			HARDWARE SUPPLIES	(\$206.33)	
219979	505-7201-561.31-65	VEGA AMERICAS INC	RADAR LEVEL CONTROLLER	\$1,601.47	\$1,601.47
219998	505-7201-561.31-02	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	\$459.00	\$459.00
801878	505-7201-561.22-70	AT & T	ACCT 84759021056118	\$891.32	\$1,099.62
			ACCT 84759080850047	\$208.30	
801879	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	\$565.53	\$699.96
			ACCT 1092085063	\$134.43	
801880	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054511	\$203.06	\$203.06
801881	505-7201-561.21-50	NICOR	ACCT 76830700001	\$204.15	\$204.15
Division 1 Total					\$145,463.90

Check Date: 9-15-2019

Wednesday, September 11, 2019

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 72 Total	\$145,463.90

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219814	235-7301-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84
801879	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	\$539.64	\$623.28
			ACCT 4643715006	\$21.87	
			ACCT 5231622008	\$61.77	
Division 1 Total				\$1,077.12	

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219814	235-7302-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
Division 2 Total					\$1,437.16

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219814	235-7303-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$1,437.16	\$1,437.16
801880	235-7303-532.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054510	\$2,552.95	\$2,552.95
Division 3 Total					\$3,990.11

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219814	235-7304-532.21-11	ECO CLEAN MAINTENANCE INC	SERVICE BLDG MAINT	\$453.84	\$453.84
219914	235-7304-532.31-65	NORTHWEST ELECTRICAL SUPPLY CO	EVERGREEN GARAGE ELEC	\$449.72	\$475.21
			EVERGREEN GARAGE ELEC	\$9.19	
			EVERGREEN GARAGE ELEC	\$16.30	
Division 4 Total				\$929.05	

Check Date: 9-15-2019

Wednesday, September 11, 2019

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 73 Total	\$7,433.44

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219755	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	\$31.95	\$31.95
219759	621-7501-551.31-51	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	\$84.28	\$84.28
219760	621-7501-551.31-51	ANDAX	VEH MAINTENANCE SUPPLY	\$119.50	\$119.50
219764	621-7501-551.21-07	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$1,659.95	\$1,659.95
	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$774.16	\$1,852.05
			VEH MAINTENANCE SUPPLY	\$489.21	
			VEH MAINTENANCE SUPPLY	\$29.03	
			VEH MAINTENANCE SUPPLY	\$46.37	
			VEH MAINTENANCE SUPPLY	\$498.28	
			VEH MAINTENANCE SUPPLY	\$15.00	
219780	621-7501-551.22-03	BIEBER JOHN	CERTIFICATION TESTING FEES	\$165.00	\$165.00
219783	621-7501-551.31-51	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	(\$58.03)	\$554.77
			VEH MAINTENANCE SUPPLY	\$113.00	
			VEH MAINTENANCE SUPPLY	\$43.05	
			VEH MAINTENANCE SUPPLY	\$7.26	
			VEH MAINTENANCE SUPPLY	\$22.74	
			VEH MAINTENANCE SUPPLY	\$33.04	
			VEH MAINTENANCE SUPPLY	\$50.60	
			VEH MAINTENANCE SUPPLY	\$44.14	
			VEH MAINTENANCE SUPPLY	\$76.23	
			VEH MAINTENANCE SUPPLY	\$28.76	
			VEH MAINTENANCE SUPPLY	\$161.99	
			VEH MAINTENANCE SUPPLY	\$31.99	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219789	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	\$150.11	\$319.06
			VEH MAINTENANCE SUPPLY	\$168.95	
219794	621-7501-551.21-36	CITY WELDING SALES & SERVICE	CYLINDER RENTAL	\$146.82	\$146.82
219830	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$77.85	\$77.85
219839	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$259.00	\$259.00
219847	621-7501-551.21-07	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY-AUTOREPLENI	\$40.00	\$40.00
219854	621-7501-551.21-07	IL SECRETARY OF STATE	VEHICLE TITLES	\$251.00	\$1,379.00
			VEHICLE TITLES	\$175.00	
			VEHICLE TITLES	\$175.00	
			VEHICLE TITLES	\$251.00	
			VEHICLE TITLES	\$251.00	
			VEHICLE TITLES	\$175.00	
			VEHICLE TITLES	\$101.00	
219876	621-7501-551.31-51	LEAHY WOLF CO	VEH MAINTENANCE SUPPLY	\$740.48	\$740.48
219879	621-7501-551.21-62	LIBERTY TIRE RECYCLING	TIRE DISPOSAL	\$982.47	\$982.47
219900	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$10.00	\$10.00
219901	621-7501-551.31-51	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$125.00	\$125.00
219904	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	(\$37.96)	\$5.31
			VEH MAINTENANCE SUPPLY	\$22.65	
			VEH MAINTENANCE SUPPLY	\$20.62	
219911	621-7501-551.21-07	NORTHWEST AUTO WASH	CAR WASHES	\$818.72	\$2,448.67
			CAR WASHES	\$953.65	
			CAR WASHES	\$676.30	
219916	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	\$54.58	\$54.58
219919	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	\$290.22	\$721.32

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219919	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	\$431.10	\$721.32
219928	621-7501-551.21-07	RACEWAY CARWASH	VEH MAINTENANCE SUPPLY	\$69.50	\$69.50
219942	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$103.58	\$103.58
219952	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$444.03	\$1,325.91
			VEH MAINTENANCE SUPPLY	\$449.12	
			VEH MAINTENANCE SUPPLY	\$223.66	
			VEH MAINTENANCE SUPPLY	\$209.10	
219966	621-7501-551.31-65	SYN TECH SYSTEMS INC	VEH MAINTENANCE SUPPLY	\$208.50	\$208.50
219977	621-7501-551.30-35	UNIFIRST CORPORATION	CLOTHING & APPAREL	\$57.27	\$114.54
			CLOTHING & APPAREL	\$57.27	
219999	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$461.22	\$667.21
			VEH MAINTENANCE SUPPLY	\$205.99	
220000	621-7501-551.31-51	WEST SIDE TRACTOR SALES CO	VEH MAINTENANCE SUPPLY	\$307.91	\$307.91
220002	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$143.53	\$143.53
220006	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$1,020.00	\$1,020.00
220007	621-7501-551.31-51	ZEIGLER OF SCHAUMBURG	VEH MAINTENANCE SUPPLY	\$55.92	\$233.86
			VEH MAINTENANCE SUPPLY	\$79.92	
			VEH MAINTENANCE SUPPLY	\$79.92	
			VEH MAINTENANCE SUPPLY	\$18.10	
Division 1 Total					\$15,971.60
Department 75 Total					\$15,971.60

WARRANT REGISTER - GM0002**Department: 80 Pensions****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901492	705-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1.00	\$1.00
				Division 1 Total	\$1.00
				Department 80 Total	\$1.00

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219936	505-9001-571.50-25	ROBINSON ENGINEERING LTD	SERVICE CONSULTING	\$4,450.00	\$4,450.00
				Division 1 Total	\$4,450.00

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
219853	431-9013-571.50-25	IL MECHANICAL SALES LLC	POLICE BOILER REPAIR	\$1,250.00	\$1,250.00
				Division 13 Total	\$1,250.00
				Department 90 Total	\$5,700.00
TOTAL ALL FUNDS:					\$2,322,392.20



**Village Board
9/16/2019**

Item: 2019 Alan. F. Bombick - Excellence in Design Awards

Department: Planning & Community Development

2019 Alan F. Bombick Award for Excellence in Design

Single-Family Award – Belcher Residence, 638 N. Highland Avenue. Extensive restoration and expansion of existing historic home.

Commercial Award – Kensington School, 840 E. Kensington Road. New construction private nursery, preschool and kindergarten.



Village Board
9/16/2019

Item: 2019 Village Hall Photography Competition Winnner

Department: Village Manager's Office

2019 Village Hall Photography Competition Winner



Village Board
9/16/2019

Item: One Book, One Village Reading Event

Department: Village Manager's Office

Presentation of "One Book, One Village" Community Reading Event by Mike Driskell, Executive Director, Arlington Heights Memorial Library.



Village Board
9/16/2019

Item: Report of the Committee-of-the-Whole Meeting of September 16, 2019

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of September 16, 2019

Interview of Susan Viecegli for Appointment to the Senior Citizens Commission -
Term Ending 4/30/21



Village Board
9/16/2019

Item: Report of the Committee-of-the-Whole Meeting of September 16, 2019

Department: Village Managers Office

Report of the Committee-of-the-Whole meeting of September 16, 2019

Interview of Sheryl Letwat for Appointment to the Commission for Citizens with Disabilities - Term Ending 4/30/21



**Village Board
9/16/2019**

Item: Sodium Chloride Purchase 2019

Department: Public Works

The 2019 Public Works operating budget includes \$425,000 for the purchase of sodium chloride used in the Village's Snow & Ice Control Program. Historically, the Village has pursued two vendors by preparing an internal bid and participating in the State's Joint Purchasing Program. Staff has found that during times of salt shortages, having contracts with multiple vendors offers security for both price fluctuations and availability.

On June 3rd, 2019, the Village Board approved a contract for delivery of 1,000 tons in 2019, and an option for 1,000 tons in 2020. Staff is seeking approval for the additional 1,000 tons this year, as the dome can accommodate the additional salt. Public Works has a goal to fill the dome every year prior to the winter season. The 2019 budget can accommodate the additional 1,000 tons at \$78.45/ton, as originally approved.

Funds for this purchase are available in Account No. 101-7101-531.31-90.

RECOMMENDATION

It is recommended that the Village Board authorize the purchase of an additional 1,000 tons of road salt from Detroit Salt of Detroit, Michigan, at a not-to-exceed amount of \$78,450 and authorize staff to execute the necessary documents.



**Village Board
9/16/2019**

Item: Parking Garage Painting Contract Award 2019

Department: Public Works

The Village has undertaken a multi-year program to rehabilitate the four Village-owned Parking Garages. The program was initiated in 2015 after a completion of a condition assessment. The main rehabilitation phase of the program has been completed and the Planning Department has been working on an enhancement to the parking garages, to make them more appealing and manageable. Public Works was tasked with preparing plans and specifications for a painting theme for the Vail and North Garages. These plans and specifications defined the scope of the project to include the exterior stairwell walls (facing the garage), select concrete columns and panels, and doors to enhance both the appearances and functionality of the structures. These plans were then distributed to area painting firms.

On September 10, 2019, the Village publicly opened and read aloud four bids for the painting project. Prices ranged from \$54,430 to \$104,471. Codeco Industries was the apparent low bidder. The Village has successfully worked with Codeco on several projects in the past, and recommends approval. The Village Board has earmarked \$750,000 from reserves for the Phase One Parking Improvements. The total cost of the guidance system, Vail Garage Lighting Enhancements, Parking Lot Signage, Interior Garage Signage, and the painting will total \$732,728. Therefore, there is adequate funding in the Municipal Parking Capital Fund Reserves to accommodate this request.

Funds for this project will be available in Account No. 235-7101-571.50-25 (BL0006), after the approved fund transfer.

RECOMMENDATION

It is recommended that the Village Board award the 2019 Parking Garage Painting contract to Codeco Industries, of Hodgkins, Illinois in an amount not-to-exceed \$54,430. It is further recommended that the Municipal Parking Fund budget be amended by transferring \$55,000 from the Parking Fund Reserves to Account No. 235-7101-571-50-25, and authorize staff to execute the necessary documents.



**Village Board
9/16/2019**

Item: Backyard Drainage Improvements 2019 Contract Award

Department: Public Works

The Backyard Drainage Improvement Program is designed to extend the Village's Sewer Infrastructure to allow residents to connect private drainage improvements that would otherwise be cost prohibitive. The requirements of the program are that the improvements will help alleviate flooding issues that adversely affects a structure, multiple properties, or the public right-of-way. The Storm Water Control Fund budget includes \$300,000 for the 2019 Backyard Drainage Program, and the Village has been awarded a \$170,000 DCEO Grant for this program.

On September 5th, 2019, two bids were publicly opened and read aloud. Although five plan sets were picked up, only two bids were received. The bid tabulation is as follows:

<u>BIDDER</u>	<u>TOTAL BID</u>
Martam Construction, Inc.	\$ 757,667.00
Mauro Sewer Construction, Inc.	\$ 859,821.00

The Engineer's estimate for the project was \$508,000. The program purposely included a larger scope than budgeted because it sometimes allows the Village to benefit from aggressive bidders. Engineer's estimates are based on the previous year's work, and have come in below 2019 bids on multiple projects.

Although the bids came in higher than expected, prices have been consistently high all year, and we have re-bid this project once, and staff is not confident prices will be lower next year. Staff would like to take advantage of early conclusion of this year's road projects, and have the resources available to dedicate to this program this fall. Next year's project workload is already expected to be larger than normal, and moving this project into next year would complicate the schedule, and add additional stress to the limited staff. Finally, the residents affected by these projects have been informed that their projects were budgeted and would be let this year. Although promises have not been made, the program has long waiting times and anticipation for project awards tend to run high. Therefore, staff is recommending that Martam Construction Inc. be awarded the 2019 Backyard Drainage Improvement Program. Martam Construction has successfully performed underground work for the Village in the past, and has been deemed a responsible bidder, and is currently meeting expectations on the Downtown Sewer Project.

Staff has discussed the overage with Finance, and funds are available in Storm Water Control Fund reserves which can be transferred to Backyard Drainage Improvements program account 426-7101-571.50-25 (SW 1102).

RECOMMENDATION

It is recommended that the Village Board award the 2019 Backyard Drainage Improvement Program to Martam Construction, Inc. of Elgin, Illinois, in the amount not-to-exceed \$757,667 and authorize staff to execute the necessary documents. It is recommended further that the 2019 Backyard Drainage Improvement program budget be amended by \$457,667, paid for through \$170,000 from the DCEO grant and \$287,667 transferred from Storm Water Control Fund reserves.



**Village Board
9/16/2019**

Item: Survey Services Contract Extension for 2019/2020 Survey

Department: Public Works

The Engineering Division is in the process of identifying the streets to be included in the 2020 MFT Street Reconstruction and Street Rehabilitation Program. The first step in the design process is to perform the necessary topographic surveys that will be used as the base for design. Our past experience has shown that this work is efficiently handled through a professional service contract with a qualified engineering survey firm that uses specialized survey equipment. The survey firm first collects the topographic data and then interfaces with our AutoDesk CAD program; which provides a layout of the street along with the topographic data.

In the fall of 2017, the Village sought proposals for a one-year contract with the ability to extend for three optional years to provide topographic survey in a cost per linear foot basis. As part of the RFP, we also requested that consultants provide a lump sum cost to convert the collected utility data into the Village of Arlington Heights GIS format. Thomas Engineering Group (TEG) was awarded the contract and adequately performed the drafting and survey services. The cost proposed by TEG was the lowest of the four firms that submitted proposals. TEG has agreed to extend the contract for a third year, per contract terms at a rate of \$2.16 per linear foot and \$1,837.48 lump sum for the GIS data import.

Staff selected 3.2 miles (16,972 linear feet) to be surveyed for a total contract amount of \$38,497 which includes the GIS data import.

Funding for the General Survey and CAD Drafting Services for the 2020 Street Reconstruction and Street Rehabilitation Program is included in the current budget in Account No. 401-7101-571.50-30 (ST9008).

RECOMMENDATION

It is recommended that the Village Board approve a one-year contract extension for the General Survey and CAD Drafting Services for the 2020 Street Reconstruction and Street Rehabilitation Program to Thomas Engineering in an amount not-to-exceed \$38,497 and authorize staff to execute the necessary

documents. The surveys will be performed as weather allows this fall for construction that is scheduled to begin in the spring of 2020.



Village Board
9/16/2019

Item: Ordinance - No Parking - West side of Dryden Ave at NW Hwy,
Kensington and Miner

Department: Engineering/PW/Legal

As development of the Arlington Market Condominium Development continues, residents have inquired whether additional parking could be accommodated along Dryden Avenue.

Engineering Staff have reviewed the traffic operations on this stretch of Dryden Avenue. When the former driveway openings into the old shopping center property were closed with the new development, the need for a center turn lane became unnecessary. Eliminating the center turn lane provides sufficient pavement width for a parking lane along the west side of Dryden.

Because parking was prohibited when there was a center turn lane, in order to permit parking along the west side of Dryden Avenue, that portion of Ordinance 01-034 that created the initial "No Parking" zone needs to be amended to reflect the changes.

RECOMMENDATION

It is recommended that the attached Ordinance Amending Ordinance 01-034 Prohibiting Parking be approved.

ATTACHMENTS:

Description	Type
No Parking - Dryden Avenue	Ordinance

AN ORDINANCE PROHIBITING PARKING

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That portion of Ordinance Number 01-034, prohibiting any person, firm or corporation to park or permit to be parked, stop or stand, a motor vehicle at any time, on the following designated street within the corporate limits of the Village of Arlington Heights:

West Side of Dryden Avenue from Northwest Highway (U.S. Route 14) to a point
250 feet south of Miner Street

is hereby revised by modifying the location of the parking restriction as follows:

West Side of Dryden Avenue from Northwest Highway (U.S. Route 14), to 300 feet north of the centerline of Kensington Road, and from the centerline of Miner Street to 100 feet further south

SECTION TWO: That the Village Manager is hereby directed to install appropriate signs to effectuate the purposes of this Ordinance.

SECTION THREE: That any person, firm or corporation violating any of the terms of this Ordinance shall be fined not more than \$750.00 for each such offense.

SECTION FOUR: That any and all ordinances in conflict with the provisions of this Ordinance are hereby repealed.

SECTION FIVE: This Ordinance shall be in full force and effect from and after its passage, approval, publication in pamphlet form, and the posting of such signs in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 16th day of September, 2019.

Village President

ATTEST:

Village Clerk



**Village Board
9/16/2019**

Item: Bond Waiver - Arlington Heights Park Foundation Golf Outing

Department: Building & Life Safety

Background

Arlington Heights Park Foundation is requesting a waiver of the bond requirement for the raffle that will take place at their Annual Golf Outing on October 3, 2019 being held at the Arlington Lakes Golf Club. Tickets will be sold September 18 thru the date of the event, October 3rd. The winner will be determined on October 3, 2019 at 3:30pm.

Recommendation

It is recommended that the Village Board waive the bond requirement as requested by the Arlington Heights Park Foundation.

ATTACHMENTS:

Description

Letter

Type

Correspondence



August 27, 2019

Ms. Valerie Gerstein
Licensing Department
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

RE: Arlington Heights Park Foundation Golf Outing 10/3/19

Dear Ms. Gerstein:

Attached please find our Raffle License application and tax exempt information for the Arlington Heights Park Foundation's upcoming annual Golf Classic to be held on Thursday, October 3, 2019. We would appreciate your waiving the bond requirement due to the foundation being a tax exempt entity.

Please let me know if you have any questions.

Regards,

Jason S. Myers, Treasurer
Arlington Heights Park Foundation



**Village Board
9/16/2019**

Item: Renewable Energy Electric Aggregation

Department: Renewable Energy Electric Aggregation

At the August 13, 2019 Committee-of-the-Whole meeting, Staff proposed seeking Requests for Proposals for a Renewable Energy Electric Aggregation Program. Staff was directed to pursue proposals. Responses to the RFPs for a Renewable Energy Program were received from the two suppliers offering this program, Eligo Energy, IL, LLC and MC Squared Energy Services, LLC. Each response was for terms of 12, 24, and 36 months and for Renewable Energy Credits (RECs) for 20%, 50%, 75%, and 100% of power consumed. The proposed contributions are set forth below:

Annual Civic Contribution

	20% RECs	50% RECs	75% RECs	100% RECs
Eligo: Wind	\$261,401	\$228,987	\$201,975	\$174,963
MC Squared: Wind	\$200,000	\$150,000	\$112,500	\$75,000

The offers provide RECs sourced from Wind power generators in the Midwest. The re-start of community aggregation with this Renewable benefit would reduce CO2 emissions by approximately 75,000 tons annually.

Under this program, residents and small commercial accounts will never pay more than the ComEd rate and the Village will receive the benefit of renewable, i.e., "green" energy. The Renewable Energy Aggregation Program provides RECs for the entire Arlington Heights Aggregation Community at zero added cost to the ComEd rate and zero cost to the Village, enabling the Village to be certified as a US EPA Green Power Community. It addresses one of the Board's Strategic Priorities – explore new sustainability initiatives – and achieves an objective of the Metropolitan Mayors Caucus Greenest Region Compact, which the Village adopted in 2007.

Communities that have established (and several have since renewed) such a program include Clarendon Hills, Crest Hill, Elmhurst, Gurnee, La Grange Park, Oak Lawn, Oak Park, Orland Park, Oswego, Palos Park, Palos Township, Round Lake Beach, South Barrington, South Elgin, Stickney, Tinley Park, and Wood Dale.

Program implementation requires a process that follows several regulatory procedures. Once the Village contracts to re-establish the program with a supplier, the coordination with ComEd takes approximately 70-80 days. The program would begin at December 2019 meter-reading cycles.

RECOMMENDATION

It is recommended that the Village Board accept the proposal from Eligo Energy IL, LLC to establish a Renewable Energy Aggregation program for a 12 month term, which will provide for the Village to receive 75% RECs for the program term and a Civic Contribution in the amount of \$201,975 and to authorize the Village Manager to sign the contract.



**Village Board
9/16/2019**

Item: McDonald's Redevelopment - 45 E. Golf Rd. - PC#19-010

Department: Planning & Community Development

Requested Action:

1. Amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane.

Variations Required

None.

RECOMMENDATION

A public hearing was held by the Plan Commission on August 28, 2019 where Commissioner Drost moved and Commissioner Dawson seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#19-010, an Amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane.

This recommendation shall be subject to the following conditions:

1. IDOT review and approval of the proposed improvements within the Golf Road right-of-way shall be required.
2. Should detention calculations show that the proposed site conditions cause a deficiency in stormwater capacity, the petitioner must provide a fee in lieu of onsite detention at time of building permit issuance.
3. The 6' tall wooden privacy fence with 2' lattice extension located along the southern lot line shall be replaced in its entirety.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

Roll Call Vote: Commissioners Green, Jensen, Lorenzini, Sigalos, Warskow, Dawson, Drost, and Chair Ennes voted in favor. Motion carried.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
PC Minutes 8-28-19 DRAFT	Minutes
Aerial	Exhibits
DC Minutes 6/25/19	Minutes
DC Staff Report 6/25/19	Board or Commission Report
Plat of Survey	Exhibits
Project Narrative	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Fire Truck Turning Exhibit	Exhibits
ITE Projected Parking Demand	Exhibits
Refuse Truck Turning Exhibit	Exhibits
Renderings	Exhibits
Seating Area Plan	Exhibits
Supplemental Parking Survey	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits
PC Timeline Tracker	Exhibits



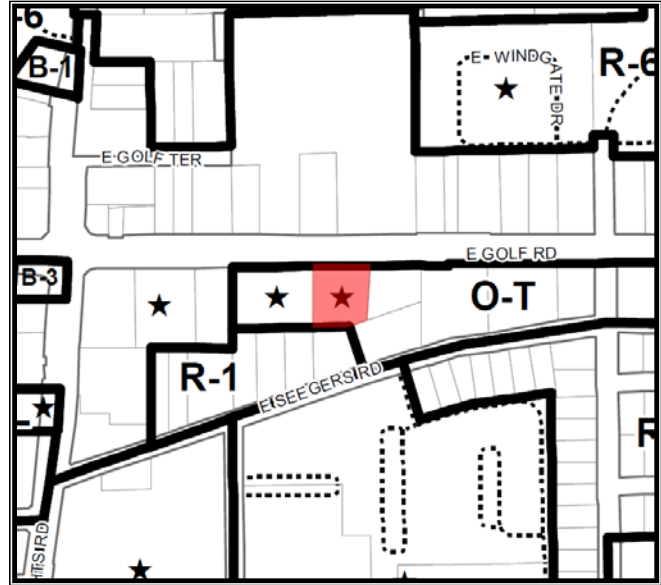
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 19-010
Project Title: McDonalds Redevelopment
Address: 45 E. Golf Rd.
PIN: 08-15-100-011

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: August 28, 2019
Date Prepared: August 23, 2019

Petitioner: Chris Stepp
 McDonald's USA, LLC
Address: 110 N Carpenter St.
 Chicago, IL 60607

Existing Zoning: O-T: Office Transitional District
Comprehensive Plan: Commercial



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2: General Business District	Multi-tenant commercial development	Commercial
South	R-1: One-Family Dwelling District	Single-family home	Offices Only
East	O-T: Office Transitional District	Multi-tenant office development	Offices Only
West	O-T: Office Transitional District	Chase Bank	Commercial

Requested Action:

1. Amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane.

Variations Required:

1. None.

Project Background:

The subject property is 41,054 square feet in size and currently improved with a 3,287 square foot McDonalds restaurant with a drive-through. Although the property is zoned O-T, Office Transitional District, in 1996 the site was approved for a PUD and Land Use Variation to allow construction of the existing restaurant with drive-through. Given that the site was developed over 20 years ago, McDonalds is proposing to update the building (interior and exterior) and site, which update includes the addition of a second drive-through lane. In order to create space for the second drive through lane, the existing dumpster enclosure (which is directly behind the building) would be relocated to the southeast corner of the site and there would be a net loss of seven parking spaces.

Access to the site comes from a private access drive that is shared with the Chase Bank located to the west of the subject property, which shared drive includes a full access signalized intersection with Golf Road. There are currently 37 parking spaces on the site, and hours of operation for McDonalds are 5:00am to 11:00pm every day.

Zoning and Comprehensive Plan

As mentioned above, the subject property is zoned O-T, Office Transitional District, and in order to make the proposed changes, an amendment to PUD and LUV Ordinance #96-037 must be approved. Condition #5 from the this ordinance placed a specific requirement on the color of bricks and roof on the building. Since the copper mansard style roof will be changed to a flat EFIS style gray roof, this condition of approval is no longer applicable and must be repealed. The site is compliant with all setback, bulk, and height restrictions, and as no change to the building footprint has been proposed, the site will remain in compliance with these regulations.

The Comprehensive Plan classifies this property as “Commercial” and the existing use is consistent with this designation.

Building and Site:

On May 8, 2019, the petitioner met with the Conceptual Plan Review Committee (CPRC) for preliminary review of their conceptual plans. The CPRC was generally supportive of the project and welcomed the rehabilitation of the building and site.

Building and Site:

The proposed building modifications were reviewed by the Design Commission on June 25, 2019, which recommended approval of the design as proposed. Given that the site is zoned O-T, the proposed changes to the signage will require a variation, which will be reviewed by the Design Commission and ultimately go to the Village Board for their consideration. The signage variation request will be heard by the Design Commission on August 27, 2019, however, during consideration of the building architecture on June 25, they expressed preliminary support for the signage modifications.

The petitioner has provided documentation from the MWRD that confirms an MWRD permit is not required given the scope of the proposed work. However, as part of the building permit process, the petitioner will need to provide calculations showing existing and proposed impervious surfaces on the site to determine compliance with Village stormwater control regulations. Should it be determined that the existing stormwater capacity on the site is insufficient to accommodate for the proposed conditions on the site, the petitioner would need to add additional stormwater capacity. However, given that any potential deficiency

would be minor, the Engineering Department is comfortable with a fee-in-lieu of additional onsite detention. A condition of approval has been incorporated to require such.

In order to update the site to current standards for handicap accessibility, the petitioner is proposing the replacement of the sidewalk at the northwest corner of the site with a ADA compliant sidewalk. A portion of this sidewalk overlaps into the public right-of-way. Since the site abuts Golf Road, which is under the jurisdiction of IDOT, the proposed improvements to the sidewalk at the northwest corner of the site require IDOT review and approval. The petitioner has indicated that they have already begun coordinating with IDOT regarding any necessary permits for the proposed work.

The petitioner will be updating and enhancing the site landscaping as part of the proposed site modifications, which has been reviewed by the Planning Department. The landscape modifications comply with current landscape regulations. Of note, additional screening will be added to the rear of the site to fill in a gap in landscaping at the rear of the property.

When the project was originally approved in 1996, a 6-foot tall privacy fence was required along the rear property line, which fence would include an additional 2' lattice extension at the top to provide additional screening for the single-family homes to the south. Currently, the fence is in a state of disrepair; portions of the fence are leaning, boards are deteriorating and many have broken or fallen off, and the lattice at the top of the fence is mostly gone. A condition of approval requiring this fence to be replaced in its entirety has been included in the recommendation below.

The petitioner is not proposing any changes to the parking lot lighting. The building lighting will be replaced as part of this project, and all the new lights on the sides and rear of the building will shine downward and/or be recessed within the canopy/roof.

Parking and Traffic:

Access to the site comes from a private access drive that is shared with the Chase Bank located to the west of the subject property, which shared drive includes a full access signalized intersection with Golf Road. A Reciprocal Easement Agreement recorded in 1993 establishes both properties rights for reasonable use of the shared access drive. As a courtesy, the petitioner has reached out to Chase to inform them of the proposed remodel. Staff is not aware of any significant concerns raised by Chase Bank relative to the projects effect on this shared access drive.

When the project was originally approved in 1996, significant discussion occurred relative to the drive-through. Ultimately, the approval required that all drive-through traffic be routed to wrap around the building in order to enter the drive-through so that cars could not queue for the drive-through directly as they entered the site (which would potentially block circulation into the site and along the shared access drive). The proposed second drive-through lane conforms to the required wrap-around configuration.

However, the current orientation of the drive-through results in stacking issues on the McDonalds property, and during peak times stacking can block drive aisles and access to parking spaces along the west side of the building. Over a period of two days of survey, peak stacking within the drive-through was observed to be 13 cars. The addition of the second drive through lane will help to ameliorate the stacking issue and will increase stacking capacity from 9 cars to 14 cars, which should be sufficient to handle the peak demand of 13 cars. Furthermore, with two order boards, employees will be able to process orders quicker. This will increase the effectiveness of the drive-through process and consequently decrease the time that cars spend waiting to

order and pick up their food, whereby reducing the stacking load within the drive-through. Staff believes that the site modifications to add a second drive-through lane will improve upon the existing stacking issues and will be large enough to accommodate for peak stacking demand. As noted above, the installation of the second drive-through lane will cause the elimination of certain parking stalls, resulting in the decrease from 37 total spaces to 30 spaces.

Per code, a total of 10 parking spaces are required for the restaurant use as based on the seating area size (see detailed parking calculations in **Appendix I**). As a result of the interior remodel, the interior seating area will decrease slightly in size as necessary to accommodate a new janitor closet and the future locations of electronic order kiosks. The petitioner surveyed the parking usage over a period of five days (with data on a sixth day to be received prior to the Plan Commission hearing on August 28th), including two weekend days and three weekdays. Based on this survey, peak demand was observed to occur between 12:00pm and 1:00pm during the week where 27 cars were parked on the site. Therefore, the 30 spaces proposed should be sufficient to accommodate peak parking demand.

Per code, two bicycle parking spaces would be required for a restaurant of this size. However, the incorporation of bicycle parking spaces is only required in the instance of a newly constructed building or when a change of use in an existing building results in the requirement of additional off-street vehicle parking spaces. Since the use will remain the same and the building is already constructed, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane, and recommends approval of the application subject to the following conditions:

1. IDOT review and approval of the proposed improvements within the Golf Road right-of-way shall be required.
2. Should detention calculations show that the proposed site conditions cause a deficiency in stormwater capacity, the petitioner must provide a fee in lieu of onsite detention at time of building permit issuance.
3. The 6' tall wooden privacy fence with 2' lattice extension located along the southern lot line shall be replaced in its entirety.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

August 23, 2019

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix 1: Code Required Parking

TENANT	CODE USE	GROSS SQUARE FOOTAGE	SEATING AREA SIZE	PARKING REQUIREMENT	PARKING REQUIRED
McDonalds	Restaurant - Sit Down	3,287	456	1 space per 45 sq. ft.	10.1
				Total Required	10
				Total Provided	30
				Surplus / (Deficit)	20

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSIONCOMMISSION

RE: McDONALD'S - 45 EAST GOLF ROAD - PC# 19-010
PUD AMENDMENT

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 28th day of August, 2019 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON
JOHN SIGALOS

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. If you would all please rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Sam, could you call the roll?

MR. HUBBARD: Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. We had a meeting on 7/10 and we have minutes from that meeting to approve. I trust everybody received those that was here. I would like a motion and a second to approve those minutes.

COMMISSIONER SIGALOS: So moved.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: And a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: And abstaining? I abstain; I missed that meeting.

COMMISSIONER GREEN: I did, too.

CHAIRMAN ENNES: So, we're all in favor of the motion to accept the minutes, okay. Our first petition this evening is the McDonald's, PC# 19-010. Is the Petitioner here? Would you please rise? Will you and anybody else be testifying?

MR. OLSON: Yes. Potentially, yes.

CHAIRMAN ENNES: Well, anybody who's going to come up needs to be here to swear you in.

(Witnesses sworn.)

CHAIRMAN ENNES: State your name and spell it.

MR. OLSON: Dan Olson.

MR. ABOONA: Luay Aboona.

MR. KERCHNER: Joe Kerchner.

CHAIRMAN ENNES: Thank you very much. If you would like to start and tell us about your project? Also, have you seen the conditions from the Staff?

MR. OLSON: Yes.

CHAIRMAN ENNES: And do you agree with all of those?

MR. OLSON: Yes, we do.

CHAIRMAN ENNES: Sam, all notices have been turned out?

MR. HUBBARD: They were, yes.

CHAIRMAN ENNES: Could you tell us about your project?

MR. OLSON: Sure, I'd be glad to. My name is Dan Olson with Watermark Engineering. We are the civil engineers on the project. As you can see, we've got our team here with us tonight. We've got representation from the ownership group, from McDonald's, architecture, and traffic. So, we've got the gamut covered here. So, if you have questions as we go through, the team is prepared to respond to that. But what I'd like to do is provide a brief overview of why we're here, what we're looking to do, and then turn it over to you guys.

So, as you can see on the screen, this is an exhibit showing the existing site as it sits today. We dropped in some of the zoning around that, too, and kind of zoomed out so you can see where we're located. A big, main reason why we're here tonight and seeking approval is based on the fact that we're in an Office-Transitional zoning district with an existing PUD and land use variance ordinance that's been passed on this property. So, we're obviously seeking to amend that with these proposed improvements to the site, and that's why we're here tonight before you.

So, the site is just over 41,000 square feet. It consists of an existing McDonald's restaurant, a single drive-through lane, 36 parking stalls, and the landscaping and sidewalks that you see there. The site currently operates at a one-way, counterclockwise circulation pattern, and it has a single driveway in the southwest corner that you can see. That has access to the private drive to the west which is shared with Chase Bank next door to us, and there is an easement over that shared private drive. So, that's how we have access to the site.

Currently, the drive-through works, but it isn't optimized. That's one of the main things we want to improve on the site here. The current site has roughly seven to eight stacking spaces as it sits right now. It does have two order points on it but it's a single lane, and so what happens is if you've got somebody who's in front, who's slow, who doesn't know what they want to order or whatever, it backs up the whole thing. So, as you'll see as we go through the double drive-through, it's going to help alleviate that issue. So, that's one of the main site improvements we're looking to do.

I'll move ahead to the, this is the proposed site plan. Not a lot is changing on this in terms of circulation. The driveway will remain the same. The circulation will remain the same. The building footprint will remain the same. There's no additions to it.

The main changes that we want to accomplish with this project is the side-by-side drive-through, I have a closer-in site plan that I'll go to here in a moment, located on the west side of the building. We're doing all new ADA parking stalls and sidewalks throughout including the public connection. So, all of the site will be made code compliant in that way. We are relocating the existing trash corral which currently sits south of the building, directly behind the building. That's got its own set of issues so it's a good thing for the site, for us to be able to relocate that. That's in the southeast corner. That's also one of the reasons for the reduction in parking is we need to make room for that trash corral there.

The other reason for the loss in parking, we're going from 36 to 30, is the two drive-through lanes that wrap the building on the west. Previously, if we go back and look, there's a couple of accessible stalls there and a regular stall there. So, those are being moved to the other side, and we're opening that up for better circulation and better stacking.

The landscaping around the site, we worked with Staff on that. We're providing an extensive, what I'll call refresh to the landscaping there. Staff has asked us to provide some additional beyond what we even have on the plan now, and we're working with them to accomplish that. That's going to provide a nice screen. There's already significant landscaping around the site, but we're going to bolster that further. Any of the disturbed areas get brand new landscaping throughout the foundation, et cetera, seal coat and re-stripe the parking lot.

Then lastly, on the south property line, there is an existing privacy fence that's there between us and the residential zoning to the south. That's a six-foot fence with a two-foot lattice. That was a requirement of the original PUD agreement, and right now the fence is in disrepair. So, Staff has asked us to take a look at replacing that all together which we agree with. I believe that that's in the report. So, that fence will get rebuilt entirely and restored in that area.

The new stacking for the drive-through, we had seven to eight. We're going to be looking at somewhere between 14 and 15 spaces. So, it's going to improve lot flow and efficiency in the drive-through tremendously. Also, the side by side itself with the equipment, the efficiencies that are built in there, not only will we have more stacking room, we've got the ability to move cars through quicker because they have an option on which lane they're going to. I'll zoom in and show you that.

Lastly, on the site, the reduction to 30 parking spaces, we talked about why that's happening. As part of our approval process, we've worked with Staff on doing a parking study and a traffic study for the site, just to make sure we're not painting ourselves into a corner here. Operationally, we want the store to do well obviously. We want not only to satisfy Staff and the Commissioners, but we want it to work well as well, so we need to know that we have enough.

So, we hired a traffic engineer to go out there who is here tonight, took a look at six different days across peak hours. On those six different days, there was weekend and weekdays throughout. I believe the report might be in the packet. I also have a summary up on the screen that I'll show in a moment. But peak demand was shown to be 27 parking stalls. So, going down to 30, we feel confident with that.

We also understand that operationally, when you've got an efficient drive-through, cars are going to gravitate towards that, whereas today it's kind of messy. So, cars opt not to get into that queue if it's stacked up or if it looks cumbersome, they'll just go park. So, we think the demand will flow even greater into the drive-through. Currently, I think we're looking at 70 percent drive-through and that's typical, 70 to even as much as 80 percent in different locations.

So, keep moving on, that's kind of hard to see what's going on, but here is just the summary of the parking data so you can see that. Wednesday, August 22nd, was peak demand at 27 stalls.

This is a look at some of the signage we're proposing. We've gone through the process with the Design Commission and we got, actually we were just there last

night. So, we've gone twice, once for a variance for the signage that you see up here. The reason for the variance is again because of the zoning district that we're in. I think we're allowed like one or two square feet, you know, of signage in the Office-Transitional, so it's clearly geared for that use. They have approved, they've given a positive recommendation on the signage and on the building. So, we've gone before them for both aspects of the project. This is just an overview of what we're proposing.

I apologize for the quality. I don't know if it's any better on your screen. But that's a look at the landscape plan. As you can see, we're showing both the existing and the proposed there. There's extensive landscaping throughout, especially buffered on the south property line in addition to that six-foot plus the two-foot lattice fence there.

Building-wise, I'll just go through that quickly. Again, we have Joe Kerchner from Lingle Design Group who's the architect on the project who can answer more specifics. But just real quickly, what are we doing to the building? We talked about the footprint is not changing. That's remaining as is, it's remaining in the same location obviously. There's going to be, the biggest change is going to be the removing of the existing mansard roof that you see there. So, that goes away, and I'll show you the proposed.

That's another look at the existing, and this is what the proposed building will look like. So, we go straight up with the parapet walls. We remove the mansard roof. We take off, we talked about the trash corral that was existing on the south side of the building, that's going away, obviously being relocated as part of this. The brick that's there today will remain. Some brick is being added for the parapet, some brick is being painted. So, there's a fair amount of brick to the building.

There's also, there's EIFS on the building. There's corrugated metal banding along the parapet. Then there's also the cementitious fiber board which is a product called Nichiha. That's located where you see the M's there, that's two of the brand walls on the north and west side.

Interior-wise, remodel throughout the seating area. Again, it's all refreshed, new seating layout, new decor. ADA compliance throughout on the inside. Bathrooms get updated as a result of ADA compliance and just general updating. So, that's what's happening on the inside of the building.

So, that's an overview of our project. We talked about Staff recommendations. We have been working with Sam since the beginning. We have no problem with the recommendations provided, and we look forward to the discussion tonight. Thank you.

CHAIRMAN ENNES: Mr. Olson, before you sit down --

MR. OLSON: Yes?

CHAIRMAN ENNES: I forgot to ask you to spell your name for the court reporter.

MR. OLSON: Sure. Dan Olson, D-a-n O-l-s-o-n. Thanks.

CHAIRMAN ENNES: Okay, thank you. One of your other individuals who's going to come up and talk about --

MR. OLSON: Well, I think that concludes the overview. We're here for any questions.

CHAIRMAN ENNES: Okay, questions.

MR. OLSON: Yes.

CHAIRMAN ENNES: Thank you. So, Sam, can we have the Staff report

please? Oh, I should take care of another administrative point. Just after we took the roll, Commissioner Dawson walked in.

MR. HUBBARD: Noted, thank you. Okay, so the subject project is at 45 East Golf Road. As you've heard, it's an O-T Office-Transitional zoning district. However, it is zoned on the Comprehensive Plan as suitable for commercial uses. As such, in 1996, there was a land use variation and PUD granted to allow the present McDonald's on the subject property.

So, as part of the site remodel and additional second drive-through lane, an amendment to the previously granted PUD and land use variation ordinance is required, which is the reason the Petitioner is before you this evening. In addition, as part of that process, Staff is recommending the repeal of condition number five within that original ordinance that related to specific colors of the bricks and the roof on the McDonald's building because they're removing the roof and replacing it with parapet walls. That condition is no longer applicable. There are no variations requested as part of the additions with the second drive-through lane.

So, the Petitioner has gone to two different public commissions to date. On May 8th, they appeared in front of the Conceptual Plan Review Committee. The committee was generally positive for this change and looking forward to the enhancement to the building and the site. On June 25th, the Petitioners appeared in front of the Design Commission for the design review of the exterior architecture. The Design Commission approved it with no conditions.

Additionally, last night, the Petitioner appeared in front of the Design Commission again for the signage variations, and those were approved subject to certain conditions. Some of the more notable ones I would comment on this evening are that the menu boards, the two LED menu boards had to have volume control and dimming capabilities. There was no animation of the graphics allowed on those LED order screens. Of course the double menu boards was conditional upon approval of the second drive-through lane this evening by the Plan Commission.

So, here's an aerial of the site. You can see the subject property bounded in red. On the north side is the International Plaza Shopping Center. To the west is the Chase Bank that's also on an O-T zoning district. To the south, there are some single-family homes. To the east is an existing office complex.

So, here's kind of a zoom-in of the subject property. One of the conditions of approval from the original ordinance was to require this wraparound orientation of the drive-through so that cars would circulate around the site and then enter the drive-through. That was to prevent, you know, cars coming like this and just trying to enter the drive-through this way, and if there was queuing and stacking, it would stack out potentially into the shared drive and block access into the drive aisle of the site. So, the addition of the second drive-through lane maintains that requirement for the wraparound of the building to enter the drive-through.

I would mention that this picture was taken in September of 2018 at approximately 11:30 a.m. on a Tuesday which is one of the peak times for the drive-through. So, you can see here, there's multiple cars stacking in the drive-through, and this illustrates perfectly the problems with the stacking currently. As you can see, those cars are blocking parking spaces, and this is the parking row that would be removed to accommodate for that second drive-through lane.

Again, here is the site plan. You can see the wraparound

orientation, and then you can see the much greater increased capacity for stacking in the drive-through with the dual lanes, and then around the building as well, and then the relocated trash enclosure. I would point out that there's a small, tiny portion of the work proposed in the right-of-way that's up at this corner, that's to make the sidewalk ADA compliant. That falls in the IDOT right-of-way. So, one of our recommended conditions of approval is contingent upon review and approval by IDOT for that change.

There is no requirement for a permit through MWRD for stormwater. However, there are local requirements for stormwater management. The Petitioner is, I believe, increasing the impervious surface just slightly on the site, not enough to warrant MWRD permit but still kicks in Village requirements. So, as part of building permit, we're going to ask for detailed detention calculations to show if the existing capacity, detention capacity on the site can accommodate for what's calculated and projected for the potential volume needed for any of the proposed improvements. If there is a deficiency, because it would be so minor, the Village is going to require that the Petitioner provide a fee in lieu of additional detention. That's one of the recommended conditions of approval this evening.

Briefly, here is the interior floor plan. The only real change to the seating area is the reduction in size for this janitor closet that's being constructed there. Currently, I believe there is seating here as well, but these are future locations for electronic ordering kiosks. So, the actual interior seats will be decreasing slightly as a result of this remodel.

Again, here is the landscape plan. You can see some of the additional landscaping that they're adding, especially along the south property line to complete that southern screen. Then you've heard the requirement for the fence, and we've asked that, as a condition of approval, that it be replaced in its entirety at the six-foot tall with the two-foot lattice extension that's required by the original approval ordinance.

So, really the main thing that we reviewed with this was the traffic and parking. Based on our code requirements, only 10 parking spaces is required, and that's a result of the relatively small seating area size. To accommodate for that second drive-through lane, as you've heard, the number of onsite spaces will be reduced. You heard the number of 36, I count 37 spaces striped when I went out there. I think the plat of survey showed 36 but I counted 37 striped. In any event, that's going to reduce down to 30 spaces. Over six days of survey, the peak demand was for 27 cars, so the reduction to 30 spaces still should be able to accommodate peak demand for parking.

Relative to traffic, you know, all of the intersection studied included the existing operation of the McDonald's, so we really have a great idea of what type of traffic this will generate. The study did factor in a small increase due to increased business as a result of the more efficient drive-through, and then just general increase of traffic as always seem to happen in the future. All of the intersections studied did not have any reduction in level of service, so traffic is really not an issue for this development.

The other thing was the stacking, the peak demand observed with the existing stacking was 13 cars. As you've heard, the dual drive-through lane will have space for approximately 14 cars. So, hopefully, that will be able to much better accommodate the capacity of the drive-through.

That being said, the Staff Development Committee is recommending approval of the application subject to the four conditions which I have outlined this evening. That

concludes our presentation.

CHAIRMAN ENNES: Thank you, Sam. Could I have a motion to accept the Staff report?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN ENNES: And a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: Do we need a roll call vote, Sam?

MR. HUBBARD: No, a voice vote is fine.

CHAIRMAN ENNES: So, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

CHAIRMAN ENNES: Okay, Lynn, why don't we start with you? Any questions?

COMMISSIONER JENSEN: Not really. They did a nice presentation before the Conceptual Review Committee and I don't really have questions.

CHAIRMAN ENNES: Commissioner Warskow?

COMMISSIONER WARSKOW: I don't really have any questions. I am supportive. The only concern I have looking at the new layout is that you've moved the handicapped spaces so that they will cross the drive. I'm just concerned about cars not paying attention as they're jostling their food and then coming across that sidewalk with the handicapped. So, that's my only concern.

COMMISSIONER LORENZINI: Question about, glancing at this slide up, so when you come in off the shared drive, you have to circle around in a kind of clockwise way to get into the ordering line. But now that you're widening that lane, is there, and you're parking cars south of that drive-through lane, is there enough room to get by to get into that queue?

MR. OLSON: Yes, let me make sure I understand where you're talking about there. Can you --

COMMISSIONER LORENZINI: Right there, yes, when you come in, you've got to circle around the building when you just come in.

MR. OLSON: Right.

COMMISSIONER LORENZINI: To get into the queue.

MR. OLSON: Yes.

COMMISSIONER LORENZINI: So, is that enough, what's the driving room, what's the width of that aisle?

MR. OLSON: Yes, so it's actually, we're increasing the width of the aisle from what's there today and there is ample room for the new. The parking stalls are a little tight. They were designed that way originally just because of the size of the site. But we were able to push the drive-through actually a little bit farther north so there is going to be more room than there is today. I can't, I could look up the --

COMMISSIONER LORENZINI: That's okay, I got you. That's fine.

MR. OLSON: Yes, there is ample room.

COMMISSIONER LORENZINI: As far as ordering from these kiosks, I thought it was kind of a little surprising that 70 percent of the people go through the drive-through, but how many people order from the kiosks? Just curious.

MR. OLSON: I don't know. Anybody know percentage on the kiosk?

PETITIONER REPRESENTATIVE: 10 to 20 percent.

COMMISSIONER LORENZINI: All right, that's fine.

PETITIONER REPRESENTATIVE: Well, as well as from dine-in.

COMMISSIONER LORENZINI: All right, thank you.

CHAIRMAN ENNES: Thanks, Joe. Commissioner Green?

COMMISSIONER GREEN: I really have no questions. I think it's a nice architectural facelift and it's great.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: My first comment is not a question. So, I'd like to commend Dan for giving an excellent presentation of the project. I thought you did a very good job, Dan. I was also at the Conceptual Plan Review Committee meeting. I'm familiar with it. I think this is great. I understand the need for a dual drive-through lanes. Right now, restaurants, and again at least 70 percent of the business is through drive-through and pick-up.

The one question I have is in the parking analysis. Does that take into account the need, and maybe go to that site plan that shows the drive-through and the parking stalls, does that take into account the need for drive-through customers that have to pull over into a parking stall while their order is being processed because they have a large order or what have you?

MR. OLSON: Yes. I don't know if you want to speak to that, how that was calculated? So, we looked at all the stalls, and actually there's a breakdown in the parking study where he analyzed the amount of vehicles that were using those spaces in particular. So, yes, the parking study does factor that.

COMMISSIONER SIGALOS: So, there are a like couple of stalls that would have sign posting or whatever for pick-up ordering only or whatever?

MR. OLSON: Yes. I believe there are, in the upper right-hand corner there of the site, those two up there are currently and that's what we're going to do, yes.

COMMISSIONER SIGALOS: My last comment, I like the idea of having to relocate the trash enclosure to the southeast corner, more out of view of the drive-through traffic and such proximity to the building because it's not aesthetically pleasing --

MR. OLSON: Right.

COMMISSIONER SIGALOS: -- but other than that, I think it's great. I'm glad to see McDonald's is wanting to improve here and stay in Arlington Heights at this location. My last question, approximately how long will this be down for construction?

MR. STEPP: I can answer that. Chris Stepp, area construction manager.

CHAIRMAN ENNES: Will you please go up to the podium please?

MR. STEPP: Sure.

CHAIRMAN ENNES: Can you state your name and spell it for the record?

MR. STEPP: Sure. Chris Stepp, C-h-r-i-s S-t-e-p-p. So, these projects typically take, we target eight weeks. They bid on average 9.5 weeks for our region. We try to leave the drive-through open fully throughout the duration of the project. We'll close the dining room roughly about a period of four weeks as we do the interior remodel portion. But the intent is to keep the drive-through open throughout. With the constraints of the site, we may have to flip-flop and go interior business versus drive-through. But the intent is to keep the restaurant open at one phase or another throughout construction.

COMMISSIONER SIGALOS: I understand. The last thing, I know this will require some IDOT approval for a right-turn lane there. You're going through that process, but I mean in my experience with IDOT, you're looking at eight months to get any kind of response or approval from IDOT.

MR. OLSON: Let me just say I concur. It can be a painful process, especially as of late. But yes, we will have to go to them and we're obviously open to that as part of the project.

One of the things we're exploring right now is that we're working with the review engineer at IDOT District 1 who is looking at this corner. Apparently, there had been some improvements to the sidewalk and to the intersections in this area. This may be one of the corners that was improved, I don't really know. IDOT seems to think so. What that means is that from the time we got our survey done, the elevations may have been corrected already for, that's what we're hoping and praying for because that means we stop our sidewalk connection at our property line, we don't go to IDOT. So, we'll go if we have to.

COMMISSIONER SIGALOS: Again, I've got to commend you for having the patience to work with IDOT, and Luay to also have the patience to work with them. I'm familiar with both of you.

MR. OLSON: Yes.

COMMISSIONER SIGALOS: My hat is off to you. All right. I have no other comments. It's a great project.

MR. OLSON: Thanks, John.

COMMISSIONER SIGALOS: Very good.

CHAIRMAN ENNES: Thanks, John. Commissioner Dawson?

COMMISSIONER DAWSON: I have no questions.

COMMISSIONER DROST: Yes, and I don't have any questions. I commend you for staying in Arlington Heights. I think Ray Crob, a former resident would be very happy as well to keep the McDonald's.

MR. OLSON: That's the plan. Thank you.

CHAIRMAN ENNES: I also think this is a good project. But I have the same concern about the handicapped parking being across.

MR. OLSON: Sure.

CHAIRMAN ENNES: How often does that happen in your site so it's not up against the --

MR. OLSON: Yes, it does happen. It's kind of a double-edged sword. To speak to your concern as well, code requires us to put them as close to an accessible entrance as possible. The downside to the current layout as they are, yes, they don't have to walk across, but they also get blocked in. So, somebody who's trying to turn around and back out has got to navigate some of that. So, there are some benefits to it. In a perfect world, I wouldn't have them blocking in right next to the building. But I will tell you, I would say it's maybe not quite half, maybe 25-30 percent of the sites that we personally have worked on I can think of where they've been on the opposite side of it.

We did one in Hoffman Estates not that long ago. It does work. But you're right. Again, we have them up tight, it's just a very small site.

CHAIRMAN ENNES: On the aerial here, at the back of the building, there's a bump-out. Is that, right in there, is that currently the garbage?

MR. OLSON: It is.

CHAIRMAN ENNES: So, that's going to be moved out of there? It will allow the queuing lanes closer to the building?

MR. OLSON: Exactly.

CHAIRMAN ENNES: Okay, that's all I have. Thank you.

MR. OLSON: Thank you.

CHAIRMAN ENNES: Is there anyone in the audience that has any questions or comments about this? Seeing none, we'll close the public portion of the meeting.

COMMISSIONER DROST: I'll make the motion.

A motion to recommend to the Village Board of Trustees approval of PC# 19-010, an Amendment to PUD and LUV Ordinance 96-037 to repeal condition number five and modify the approved development plan to allow an additional drive-through lane.

This recommendation shall be subject to the following conditions:

- 1. IDOT review and approval of the proposed improvements within the Golf Road right-of-way shall be required.**
- 2. Should detention calculations show that the proposed site conditions cause a deficiency in stormwater capacity, the Petitioner must provide a fee in lieu of onsite detention at time of building permit issuance.**
- 3. The six-foot tall wooden privacy fence with two-foot lattice extension located along the southern lot line shall be replaced in its entirety.**
- 4. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

CHAIRMAN ENNES: Is there a second?

COMMISSIONER DAWSON: Second.

MR. HUBBARD: That was the motion for PC# 19-010.

COMMISSIONER DROST: Yes.

COMMISSIONER SIGALOS: Actually, George stated it as PC 19-110 but it's actually 010.

COMMISSIONER DROST: 0-1-0. 010.

COMMISSIONER DAWSON: Yes.

COMMISSIONER DROST: All right, that's a big number, I know.

COMMISSIONER DAWSON: Either way I still second.

CHAIRMAN ENNES: We need a roll call vote.

MR. HUBBARD: Yes. Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

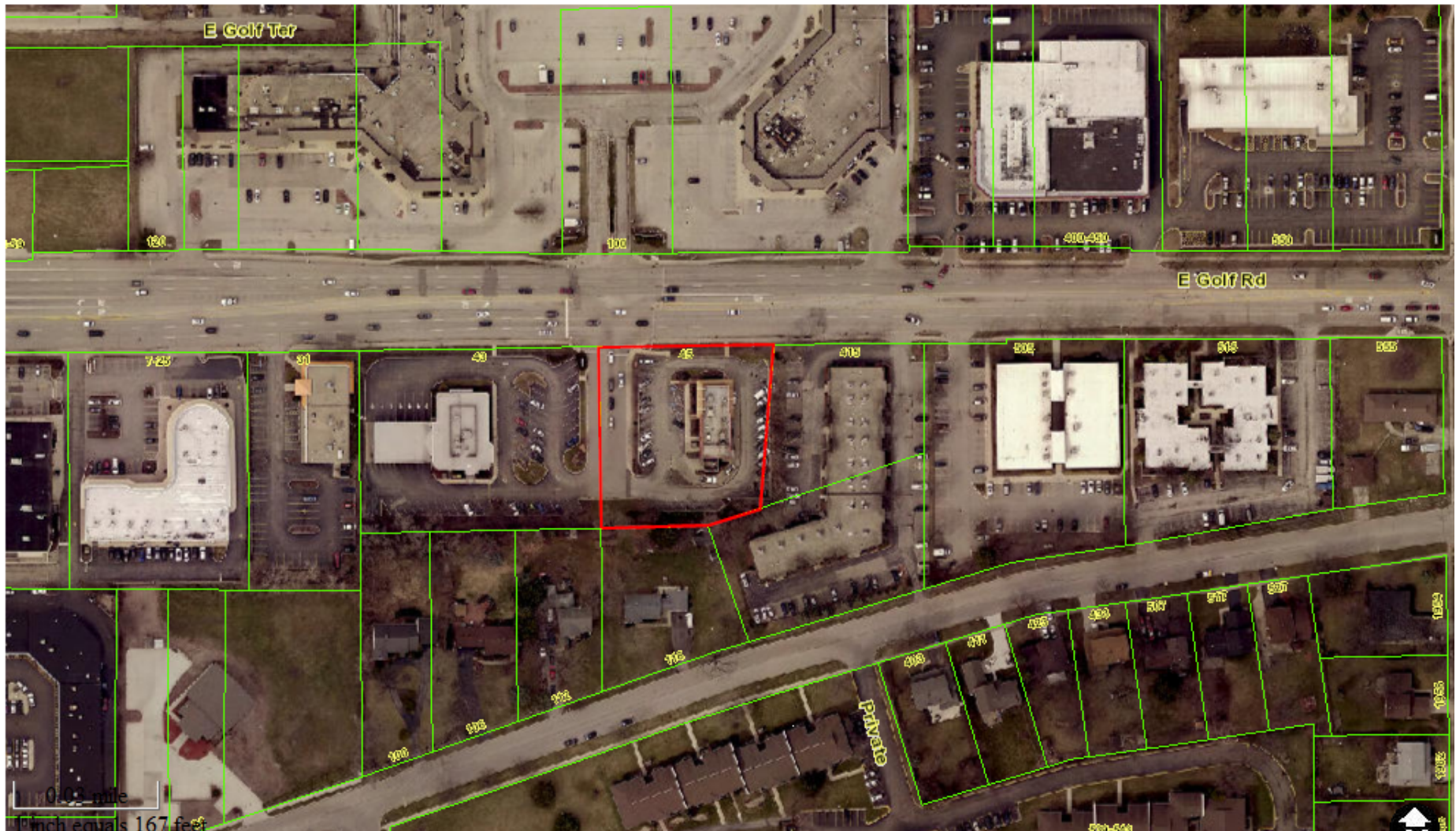
CHAIRMAN ENNES: So, you have a unanimous approval. Has a date been set for them to appear before the Village Board?

MR. HUBBARD: We're targeting September 16th subject to availability at the Village Board.

CHAIRMAN ENNES: Good luck. Thank you.

MR. OLSON: Thank you all, appreciate it.

(Whereupon, the public hearing on the above petition was adjourned at 8:02 p.m.)



Map created on May 3, 2019.

© 2019 GIS Consortium and MGP Inc. All Rights Reserved.

The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law.

Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JUNE 25, 2019

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Kirsten Kingsley
Ted Eckhardt
Scott Seyer
Jonathan Kubow

Members Absent: None

Also Present: Dan Olsen, Watermark Engineering for *McDonalds*
Joe Kerchner, Lingle Design Group for *McDonalds*
Joe Bibat, Town & Country Chicago Associates for *Raising Cane's*
Jeff Cossel, Visconsi Companies for *Raising Cane's*
Jeff Pountney, ADA Architects for *Raising Cane's*
LuAron McCormack, *Raising Cane's*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JUNE 11, 2019

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF JUNE 11, 2019. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. COMMERCIAL REVIEWDC#19-050 – McDonald's – 45 E. Golf Rd.

Joe Kerchner, representing *Lingle Design Group*, and Dan Olson, representing *Watermark Engineering*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The existing McDonald's restaurant was approved and developed in 1996. The petitioner is currently proposing to update the interior and exterior of the restaurant, as well as modify the site to incorporate a second drive-through lane. This project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development and Land Use Variation to allow an additional drive-through lane. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The proposed exterior design is consistent with McDonald's current prototype standards. The existing mansard roof will be removed in its entirety and replaced with new EIFS walls. Fiber cement panels are proposed to highlight the building entrances, and corrugated metal is proposed as an accent at the top of the walls. The existing face brick and clear anodized aluminum storefronts will remain with minor modifications as needed. Overall, the proposed design has a fresh modern appearance. It will be a welcome improvement to the property that will fit in very well in this location.

The proposed wall signs are generally consistent with other McDonald's restaurants in Arlington Heights, with signage on the front wall and on the side wall above the entrance. However, this property is located in an O-T Zoning District where wall signage is not allowed. The existing building has one wall sign and one ground sign which were approved by variation in 1996. The new design includes two additional wall signs (three total) and a canopy sign which are not allowed. The existing ground sign will remain. The petitioner will either need to revise the proposed signage to comply with the previously approved variations, or request additional variations from Chapter 30 for the new signs to be reviewed based on hardship. A preliminary sign variation request has been received by the petitioner and will be a separate review with the Design Commission and final approval by the Village Board.

The existing building has multiple rooftop mechanical units, which will continue to be fully screened by the perimeter parapet walls. A new trash dumpster enclosure is proposed at the southeast corner of the site. The enclosure is proposed to be built with face brick to match the building.

Staff recommends approval of the proposed modifications to the existing restaurant, with a recommendation to either revise the proposed signage to comply with the previously approved variations, or request additional variations from Chapter 30 for the new signs.

The petitioner had no comments at this time.

Chair Fitzgerald asked for any public comment on this project and there was no response from the audience.

Commissioner Kubow felt the proposed modifications were well designed and fantastic. He asked about any weather issues with the fiber cement panel that appears to go down to the ground where the 'M' is located, and the petitioner replied that the panel would stop 4-6 inches above the ground, and have landscaping in front of it. Commissioner Kubow also asked how the decibel level/sound from the drive-thru would be handled, since the site is adjacent to single-family homes. Mr. Hautzinger explained that the Village encourages having an adjustable volume control on drive-thru speakers, and the petitioner is proposing all new electronic drive-thru signage that the commissioners will have the opportunity to review separately in detail. Commissioner Kubow said that the drive-thru was set back far enough, and given that it is an existing condition on the site, there should be no issues with the sound. He also saw no issue with the sign variations, although he understood that signage would be reviewed separately.

Commissioner Seyer said that the proposed design was nice, and the existing building was in need of a refresh. He pointed out that the main entrance perspective does not match the plan; it shows parking where the drive-thru lane would be located. The petitioner agreed and clarified that the plan is correct and the rendering is incorrect.

Commissioner Seyer had no issue with it either way, and he liked the design and the materials being proposed. He was in favor of the design presented tonight, with the exception of the signage to be reviewed separately.

Commissioner Eckhardt had no issues with the design being proposed for the building. He was also in support of the signage as shown tonight moving forward, and he concurred with the comments made by the other commissioners.

Commissioner Kingsley agreed with the comments already made, and said that the design was nice and a good change for the building. She commented about the trash dumpster enclosure being separate from the building, and encouraged the petitioner to relocate it closer to the building if possible.

Chair Fitzgerald agreed with the comments already made and had no further comments.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR *McDONALD'S* LOCATED AT 45 E. GOLF ROAD. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 6/3/19, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. THE COMMISSIONERS EXPRESSED INITIAL SUPPORT OF THE POTENTIAL SIGNS AND SIGN VARIATION REQUEST.
2. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

KUBOW, AYE; SEYER, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: McDonald's
Project Address: 45 E. Golf Road
Prepared By: Steve Hautzinger

Date Prepared: June 18, 2019

PETITIONER INFORMATION:

DC Number: 19-050
Petitioner Name: Chris Stepp
Petitioner Address: McDonalds LLC
711 Jorie Blvd.
Oakbrook, IL 60523
Meeting Date: June 25, 2019

Requested Action(s):

Approval of the proposed architectural design for a facade renovation of an existing fast food restaurant building.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development and Land Use Variation to allow an additional drive-through lane. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission for building and signage only."

Summary:

The existing McDonald's restaurant was approved and developed in 1996. The petitioner is currently proposing to update the interior and exterior of the restaurant, as well as modify the site to incorporate a second drive-through lane.

Architectural Design:

The proposed exterior design is consistent with McDonald's current prototype standards. The existing mansard roof will be removed in its entirety and replaced with new EIFS walls. Fiber cement panels are proposed to highlight the building entrances, and corrugated metal is proposed as an accent at the top of the walls. The existing face brick and clear anodized aluminum storefronts will remain with minor modifications as needed.

Overall, the proposed design has a fresh modern appearance. It will be a welcome improvement to the property that will fit in very well in this location.

Signage:

The proposed wall signs are generally consistent with other McDonald's restaurants in Arlington Heights, with signage on the front wall and on the side wall above the entrance. However, this property is located in an O-T Zoning District where wall signage is not allowed. The existing building has one wall sign and one ground sign which were approved by variation in 1996. The new design includes two additional wall signs (three total) and a canopy sign which are not allowed. The existing ground sign will remain.

The petitioner will either need to revise the proposed signage to comply with the previously approved variations, or request additional variations from Chapter 30 for the new signs to be reviewed based on hardship.

Rooftop Mechanical Unit Screening:

The existing building has multiple rooftop mechanical units, which will continue to be fully screened by the perimeter parapet walls.

Trash Dumpster Screening:

A new trash dumpster enclosure is proposed at the southeast corner of the site. The enclosure is proposed to be built with face brick to match the building.

RECOMMENDATION:

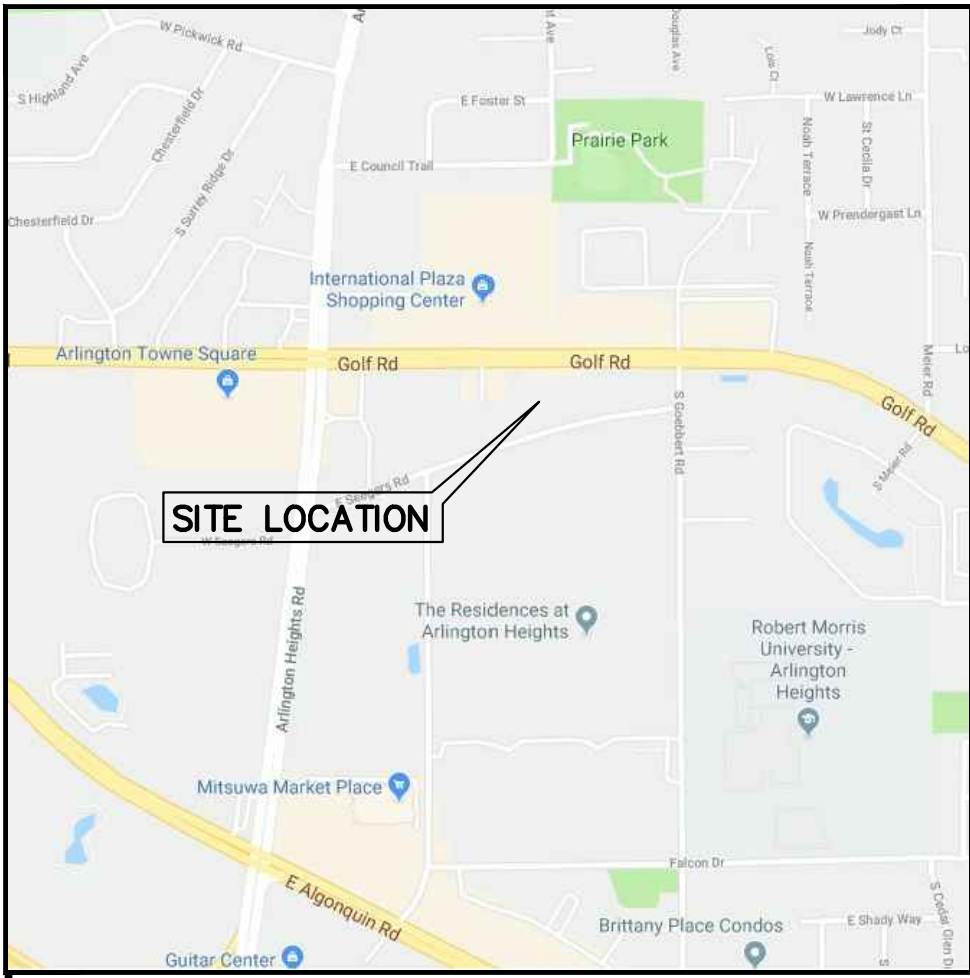
It is recommended that the Design Commission approve the proposed architectural design for McDonald's located at 45 E. Golf Road. This recommendation is subject to compliance with the plans received 6/3/19, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Either revise the proposed signage to comply with the previously approved variations, or request additional variations from Chapter 30 for the new signs.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

_____, June 18, 2019

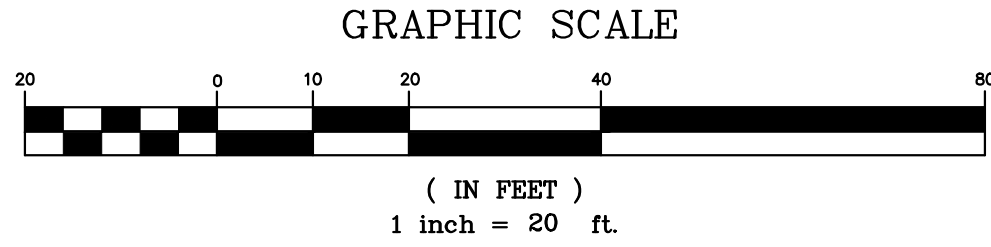
Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Petitioner, DC File 19-050

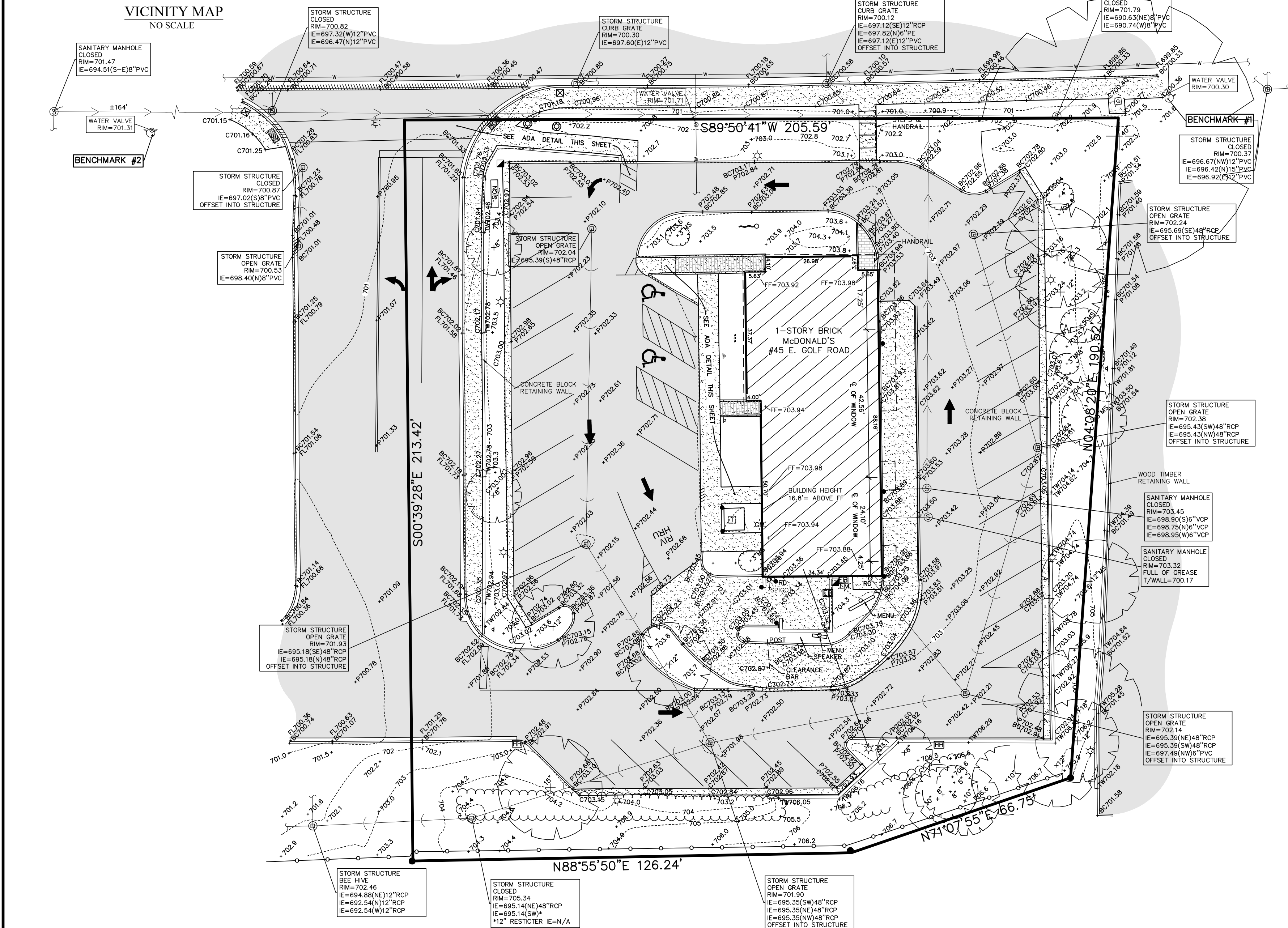


LEGAL DESCRIPTION

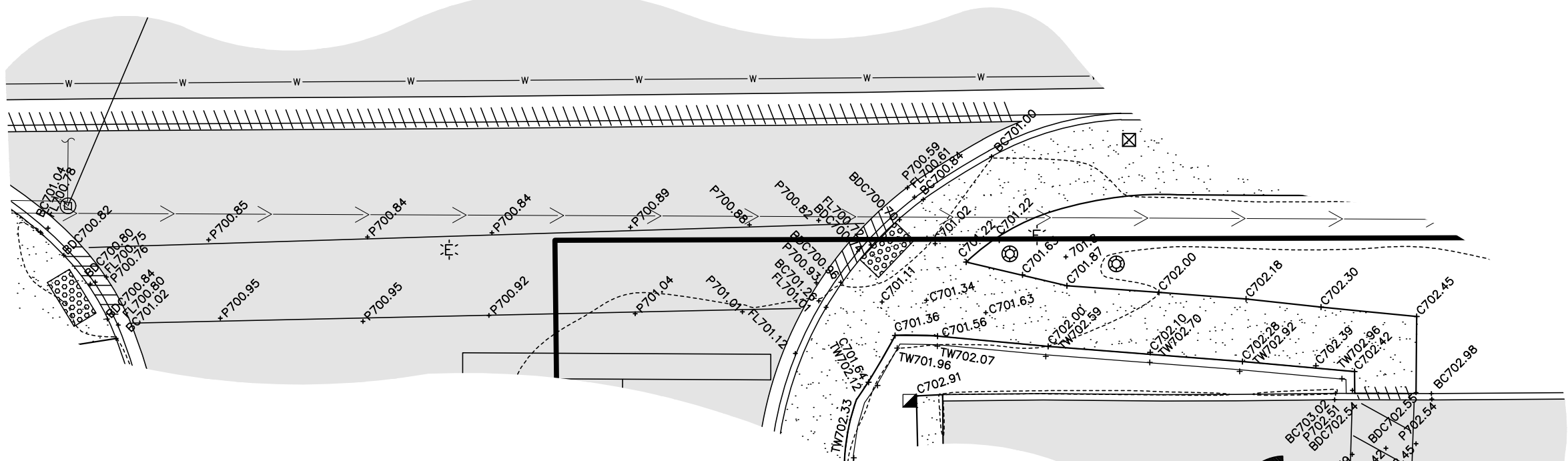
BOUNDARY AND TOPOGRAPHIC SURVEY



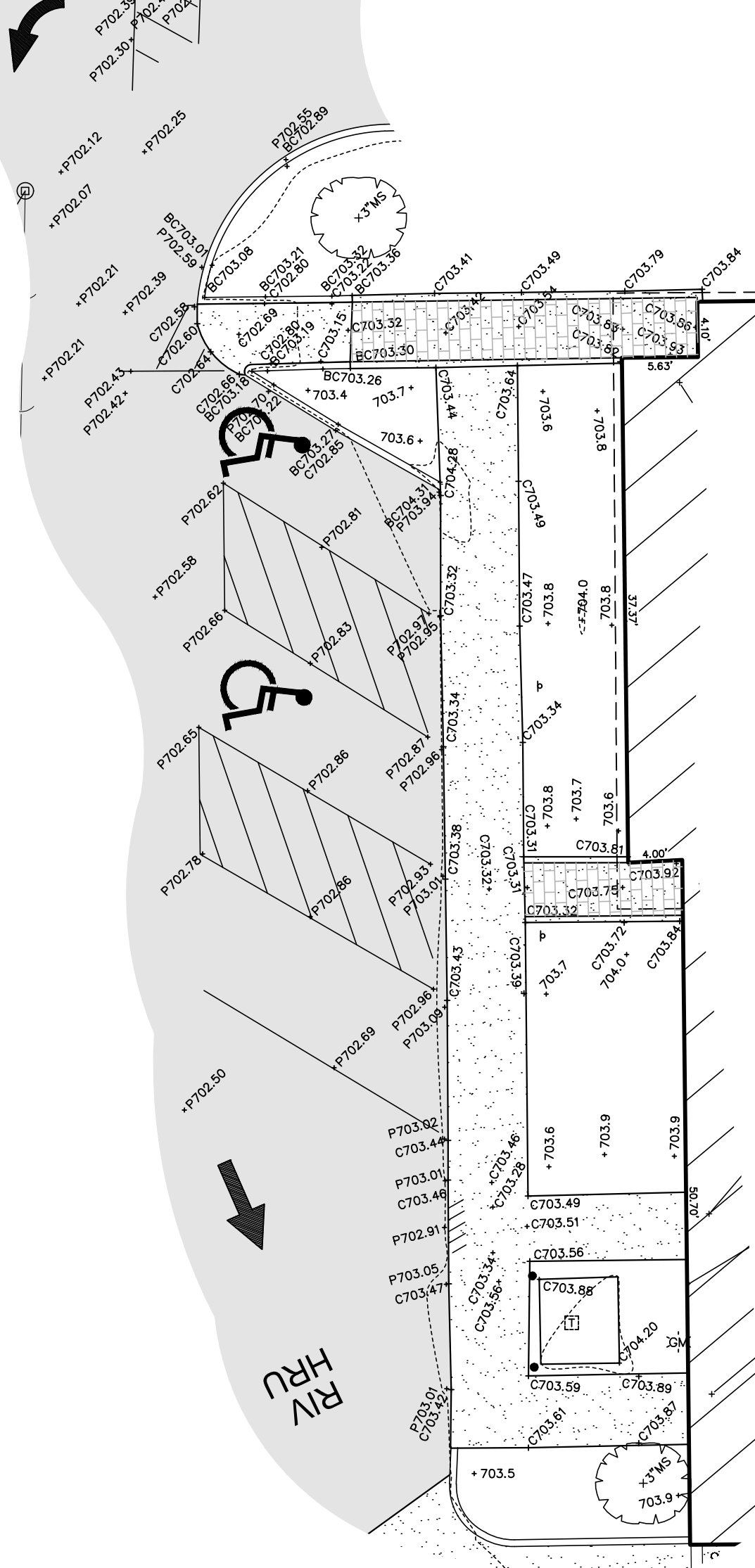
VICINITY MAP NO SCALE



WEST GOLF ROAD



ADA DETAIL SCALE: 1" = 10'



LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
- CONCRETE MONUMENT
- ⊕ CROSS IN CONCRETE
- ⊙ MANHOLE
- ⊙ STORM STRUCTURE
- ⊙ SANITARY MANHOLE
- ⊙ CLEANOUT
- ▽ FLARED END SECTION
- ⊕ TRANSFORMER PAD
- ⊕ ELECTRIC MANHOLE
- ⊕ ELECTRIC BOX
- ⊕ ELECTRIC PEDESTAL
- ⊕ ELECTRIC MARKER
- ⊕ ELECTRIC METER
- ⊕ UTILITY POLE
- ⊕ UTILITY POLE W/LIGHT
- ⊕ UTILITY POLE W/TSF
- ⊕ GUY POLE
- ⊕ OVERHEAD TRAFFIC SIGNAL
- ⊕ TRAFFIC SIGNAL MANHOLE
- ⊕ LIGHT POLE
- ⊕ HAND HOLE
- ⊕ VALVE VAULT
- ⊕ FIRE HYDRANT
- ⊕ IRRIGATION CONTROL VALVE
- ⊕ POST INDICATOR VALVE
- ⊕ SIAMESE WATER CONNECTION
- ⊕ WATER METER
- ⊕ VALVE BOX
- ⊕ B/BOX
- ⊕ TELEPHONE MANHOLE
- ⊕ TELEPHONE NETWORK INTERFACE
- ⊕ TELEPHONE MARKER
- ⊕ TELEPHONE PEDESTAL
- ⊕ CABLE TELEVISION PEDESTAL
- ⊕ GAS METER
- ⊕ GAS VALVE
- ⊕ GAS MARKER
- ⊕ DOWN SPOUT
- ⊕ BORING HOLE
- ⊕ MONITORING WELL
- ⊕ GATE POST
- ⊕ SIGN
- ⊕ FLAG POLE
- ⊕ MAILBOX
- ⊕ SANITARY SEWER
- ⊕ STORM SEWER
- ⊕ WATER MAIN
- ⊕ GAS MAIN
- ⊕ OVERHEAD WIRE
- ⊕ TELEPHONE LINE
- ⊕ CONFEROUS TREE W/APPROX. DIAMETER
- ⊕ DECIDUOUS TREE W/APPROX. DIAMETER
- ⊕ MULTI-STEM (ORIP LINE SHOWN IS APPROXIMATE)
- ⊕ ELEVATION
- ⊕ BITUMINOUS PAVEMENT
- ⊕ CONCRETE SURFACE
- ⊕ DEPRESSED CURB
- ⊕ GRAVEL SURFACE
- ⊕ LANDSCAPE AREA
- ⊕ DETECTABLE TACTILE WARNING SURFACE
- ⊕ WOOD FENCE
- ⊕ CHAIN LINK FENCE
- ⊕ METAL FENCE
- ⊕ METAL GUARDRAIL

ABBREVIATIONS

- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
- TF = TOP OF FOUNDATION
- FF = FINISHED FLOOR
- FES = FLARED END SECTION
- VCP = VITRIFIED CLAY PIPE
- DIP = DUCTILE IRON PIPE
- PVC = POLYVINYL CHLORIDE
- RCP = REINFORCED CONCRETE PIPE
- CMP = CORRUGATED METAL PIPE
- (R) = RECORD BEARING OR DISTANCE
- (M) = MEASURED BEARING OR DISTANCE
- (C) = CALCULATED BEARING OR DISTANCE
- (D) = DEED BEARING OR DISTANCE
- A = ARC LENGTH
- R = RADIUS
- CH = CHORD
- CB = CHORD BEARING
- B.S.L. = BUILDING SETBACK LINE
- U.E. = UTILITY EASEMENT
- D.E. = DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.O.C. = POINT OF COMMENCEMENT
- P.O.B. = POINT OF BEGINNING
- P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
- BC = BACK OF CURB
- BDC = BACK OF DEEPENED
- FL = FLOW LINE
- C = CONCRETE
- P = PAVEMENT
- G = GRAVEL
- EW = EDGE OF WALK
- TW = TOP OF WALL
- TP = TOP OF PIPE
- IE = INVERT ELEVATION
- PL = PROPERTY LINE
- DS = DOWN SPOUT
- S.F. = SQUARE FEET
- SL = SHORE LINE
- TSF = TRANSFORMER
- B = PAVERS

LINE LEGEND

- LIMITS OF LAND PER
- LEGAL DESCRIPTION
- ADJACENT LAND
- PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- EXISTING CONTOUR

BENCHMARKS

REFERENCE BENCHMARK:

NATIONAL GEODETIC SURVEY MONUMENT #043900
SURVEY DISK LOCATED ON GOLF ROAD IN TOP OF SOUTH END OF EAST ABUTMENT OF BRIDGE OVER SOUTH CREEK
DATUM: NAVD 88
ELEVATION = 696.09

SITE BENCHMARKS:

CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.30
SITE BENCHMARK #2
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.88

STRIPED PARKING DATA REGULAR SPACES = 35 HANDICAPPED SPACES = 2 TOTAL SPACES = 37

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS SUPPLIED TO SURVEYOR. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION. THE SURVEYOR HAS PHYSICALLY LOCATED VISIBLE STRUCTURES; HOWEVER, HE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

CERTIFICATION

STATE OF ILLINOIS }
COUNTY OF KANE } SS

THE ABOVE DESCRIBED PROPERTY WAS SURVEYED UNDER THE DIRECTION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR ON ALL DISTANCES SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS.

COMPASS SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184.002278
LICENSE EXPIRES 4/30/19

BY: _____ DATE: _____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. _____
LICENSE EXPIRES 11/30/2020

PROJECT
MCDONALD'S - ARLINGTON HEIGHTS 12-1434
ARLINGTON HEIGHTS, IL

CLIENT
WATERMARK ENGINEERING RESOURCES, LTD.
261 GINGER WOODS PARKWAY SUITE 100
AURORA, IL 60009

COMPASS SURVEYING LTD.
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60009
PHONE: (630) 820-9100 FAX: (630) 820-9101 EMAIL: ADMIN@COMPASSSURVEYING.COM

SCALE: 1" = 20'

1 OF 1

K:\PDATA\2018 PROJECTS\18.0411\18.0411 BNDY TOPO.DWG PROJ. NO.: 18.0411

August 5, 2019

Sam Hubbard
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road, Arlington Heights, IL 60005

RECEIVED
AUG 05 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

RE: Project Description
McDonald's – Arlington Heights, IL
45 E Golf Road

Mr. Hubbard,

The below project description is being submitted as a part of the petitioners Plan Commission application. Timelines and dates presented are based on the best information available to date.

PROJECT DESCRIPTION:

The proposed project seeks to remodel the existing McDonald's restaurant located at 45 East Golf Road. This includes both interior and exterior modifications to the building as well as minor site work. Work to the exterior of the building will include removing the existing mansard roof, extending the parapet wall, constructing multiple brand walls, and painting of the existing materials to match. Internally the décor will be refreshed, new seating will be installed, and bathrooms will be updated for ADA compliance. The site work will consist of updating the ADA sidewalks and parking stalls, adding a double drive thru, constructing a new trash corral, and refreshing the landscaping. In addition to the site work, the interior remodel of the building will consist new LED lighting.

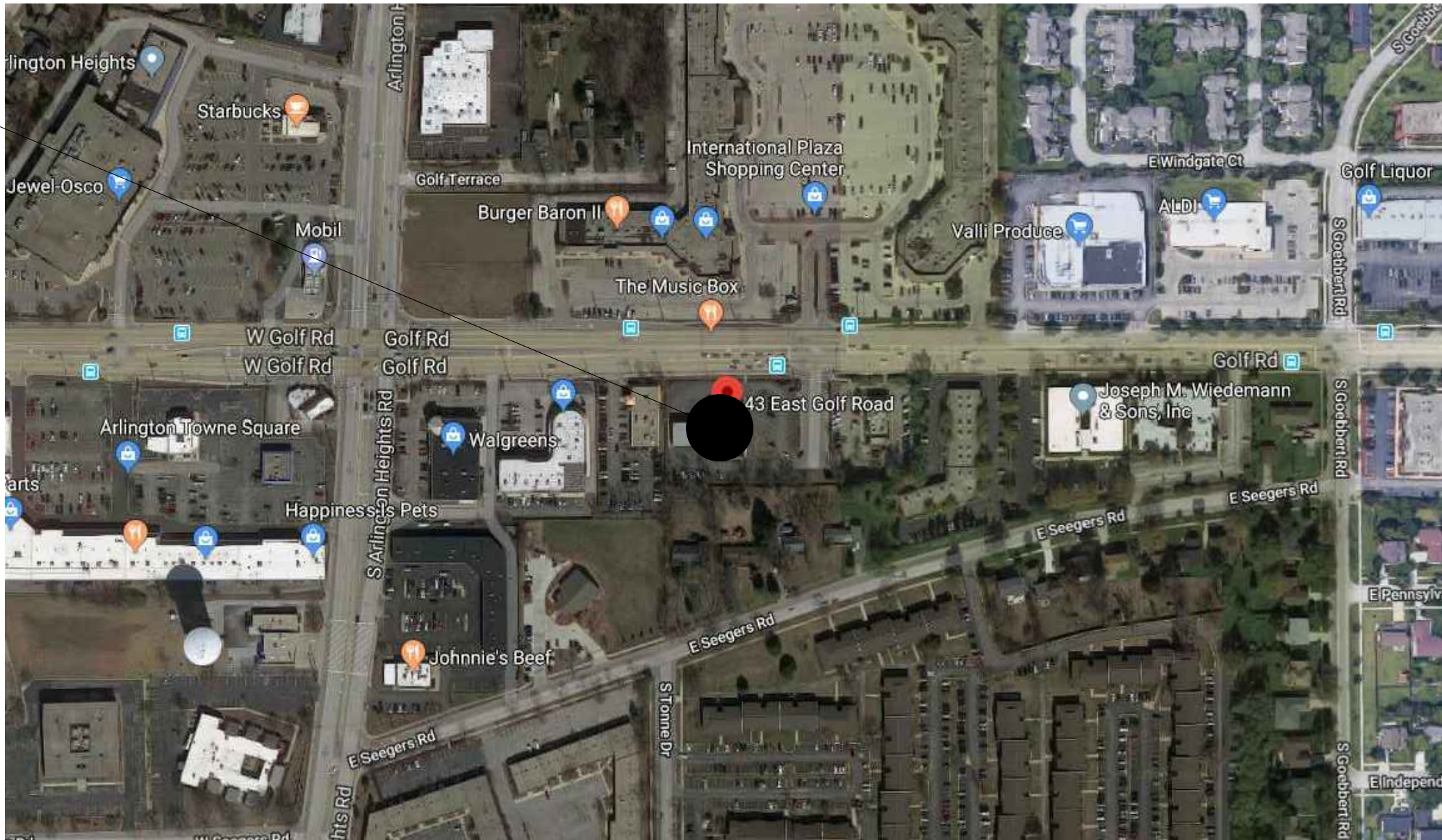
The projected ground break date is currently September 16, 2019. The construction is scheduled to be complete by November 22, 2019. The restaurant will remain open for a majority of the project however the dining room will be approximately shut down for a period of 4 weeks.

Currently the business employees approximately 31 people with 14 employees during the busiest lunch peak. In the remodeled condition the anticipated number of employees will be 45 with 17 employees during the busiest lunch peak. The dining room and drive-thru will open at 5 A.M. and close at 11 P.M.

Sincerely,

Kenneth Sack

Kenneth Sack
Project Manager
Watermark Engineering Resources



VICINITY MAP:



ALL SIGNAGE WILL BE UNDER SEPARATE PERMIT.
GENERAL CONTRACTOR RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING PERMITS AND HEALTH APPROVALS

McDONALD'S RESTAURANT
CHICAGO REGION

BUILDING INFORMATION:

ADDRESS:
STATE SITE CODE: 121434
STREET ADDRESS: 45 E. GOLF ROAD
CITY: ARLINGTON HEIGHTS
COUNTY: COOK COUNTY
STATE: ILLINOIS

DESIGNER OF RECORD:

DISCIPLINE:	NAME:	COMPANY, ADDRESS	ADDRESS	PHONE#:
ARCHITECT:	CARL L. LINGLE	LINGLE DESIGN GROUP, INC.	158 WEST MAIN STREET, LENA, IL 61048	815-369-9155
CIVIL:	DAN OLSON	WATERMARK ENGINEERING	2631 GINGER WOODS PARKWAY, SUITE 100, AURORA, IL 60502	630-375-1800
STRUCTURAL:	JEFF DRAKE	AMBROSE ENGINEERING	W66 N215 COMMERCIAL CT. CEDARBURG, WI 53012	262-377-7602
MECHANICAL:	JOE THOMAS	WCW ENGINEERING, INC.	760 CREEL DRIVE, WOOD DALE, IL 60191	630-595-8800
PLUMBING:	JOE THOMAS	WCW ENGINEERING, INC.	760 CREEL DRIVE, WOOD DALE, IL 60191	630-595-8800
ELECTRICAL:	BILL HERZKE	DICKERSON ENGINEERING INC.	3343 N. RIDGE AVE., ARLINGTON HEIGHTS, IL 60004	847-966-0290

CONSTRUCTION PROJECT MANAGER:

DISCIPLINE:	NAME:	COMPANY, ADDRESS	ADDRESS	PHONE#:
MANAGER:	CHRIS STEPP	McDONALDS CORPORATION	110 N. CARPENTER STREET, CHICAGO, IL 60607-2101	630-210-2413
PROJECT MANAGER:	JOE KERCHNER	LINGLE DESIGN GROUP, INC.	158 WEST MAIN STREET, LENA, IL 61048	815-369-9155

SCOPE OF WORK:

- NEUTRALIZE MANSARD--CONTINUE WITH EIFS--CORUGATED METAL TOP
- ALL NEW BUILDING SIGNAGE
- REMODEL DINING--NEW FINISHES PER DECOR PACKAGE
- NEW ACOUSTICAL CEILING AND GRID THROUGH--OUT DINING
- ADA RESTROOMS REMODEL
- TILE MENU BOARD AREA
- VALANCE OVER SSBS AND FRONT COUNTER
- REPLACE ALL 2X4 LIGHTS WITH RECESSED CANS IN DINING
- DECOR INSTALL BY DECOR SUPPLIER
- ADA SITE UPDATES
- NEW DRIVE THRU EQUIPMENT
- NEW TRASH ENCLOSURE

EIFS NOTE:

THE EIFS SYSTEM MUST BE OF THE WATER-MANAGED VARIETY, AND MUST BE SO DESIGNATED BY THE EIFS MANUFACTURER. A WATER-MANAGED EIFS SYSTEM INCLUDES: MESH REINFORCING AT SHEATHING PANEL JOINTS, A WATERPROOFING MEMBRANE APPLIED OVER THE BUILDING SHEATHING, VERTICAL GROOVES IN THE POLYSTYRENE OR IN THE ADHESIVE TO CHANNEL WATER TO THE BOTTOM OF THE EIFS SYSTEM, DRAINAGE CHANNELS AT THE BOTTOM OF THE EIFS SYSTEM TO ALLOW WATER TO ESCAPE, DRAINAGE CHANNELS ABOVE DOORS AND WINDOWS, AND EXPANSION JOINTS AT DISSIMILAR SHEATHING MATERIALS. IN ADDITION, THE EIFS CONTRACTOR MUST BE CERTIFIED BY THE EIFS MANUFACTURER TO INSTALL A WATER-MANAGED EIFS SYSTEM.

STATEMENT OF COMPLIANCE:

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL UNDER THE LAWS OF THE STATE OF ILLINOIS.



EXPIRES: 11-30-20 DATE: 04-09-19

I HAVE PREPARED OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ILLINOIS ACCESSIBILITY CODE.

STATE OF IL PROFESSIONAL
DESIGN FIRM LICENSE
EXP: 04/30/19
NUMBER: 184.004642

SYMBOL LEGEND:

	SECTION TAG		DOOR TAG
	DETAIL TAG		ROOM NAME & NUMBER
	ELEVATION TAG		PARTITION TAG
	DETAIL		KEY NOTE
1/4" = 1'-0" DRAWING TITLE			

DRAWING INDEX

REVISIONS	SHEET#	SHEET NAME
	T1.0	COVER SHEET
	T2.0	BUILDING INFORMATION PLAN
	G1.0	GENERAL NOTES
	G2.0	ADA NOTES
		ARCHITECTURAL
	D1.0	DEMO FLOOR PLAN
	D1.2	DEMO REFLECTED CEILING PLAN
	D1.3	DEMO ROOF PLAN
	D2.0	DEMO EXTERIOR ELEVATION
	D2.1	DEMO EXTERIOR ELEVATION
	A1.0	CONSTRUCTION PLAN, NOTES & DETAILS
	A1.2	REFLECTED CEILING PLAN
	A1.3	ROOF PLAN
	A1.4	FINISH PLAN
	A2.0	EXTERIOR ELEVATIONS
	A2.1	EXTERIOR ELEVATIONS
	A4.0	ENLARGED RESTROOM PLAN & DETAILS
	A4.1	DETAILS
	A4.2	ENLARGED FRONT COUNTER PLAN & DETAILS
	A4.3	SAM AREA DETAILS & NOTES
	A5.0	WALL SECTIONS & DETAILS
	A5.1	WALL SECTIONS & DETAILS
	A5.2	WALL SECTIONS & DETAILS
	A6.0	DOOR & HARDWARE SCHEDULE

STRUCTURAL

S0.1	GENERAL NOTES AND ABBREVIATIONS
S1.1	FOUNDATION PLAN
S1.2	ROOF FRAMING PLAN
S3.1	SECTIONS AND DETAILS
S3.2	SECTIONS AND DETAILS
S3.3	SECTIONS AND DETAILS

MECHANICAL

M1.2	DUCTWORK PLAN
M4.0	GENERAL NOTES
M4.1	SCHEDULES

PLUMBING

P1.0	DOMESTIC WATER PIPING
P1.2	WASTE AND VENT PIPING
P2.0	ISOMETRIC
P3.0	DETAILS
P4.0	GENERAL NOTES
P4.1	SCHEDULES

ELECTRICAL

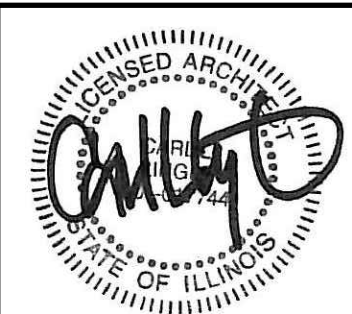
E1.0	SYMBOL LIST, ONE LINE, & NOTES
E2.0	LIGHTING FLOOR PLAN
E3.0	POWER FLOOR PLAN
E4.0	LIGHTING ROOF PLAN
E5.0	GENERAL NOTES
E6.0	LIGHTING CONTROLS
E7.0	POS RISER DIAGRAM

CIVIL

SEE CIVIL COVER SHEET



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19



REVISIONS	DATE	DESCRIPTION
#		
1	05/02/19	PERMIT REVIEW BID SET
2	06/04/19	OWNER COMMENTS

STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
T1.0

GENERAL NOTES

EXAMINATION OF EXISTING CONDITIONS:
VISIT THE SITE AND CAREFULLY EXAMINE THE BUILDING ELECTRICAL SYSTEMS SO AS TO BECOME FAMILIAR WITH EXISTING CONDITIONS AND DIFFICULTIES THAT WILL AFFECT THE EXECUTION OF THE WORK, BEFORE SUBMITTING PROPOSALS. SUBMISSION OF A PROPOSAL WILL BE EVIDENCE THAT SUCH EXAMINATION HAS BEEN MADE AND LATER CLAIMS FOR LABOR, EQUIPMENT OR MATERIALS BECAUSE OF DIFFICULTIES ENCOUNTERED, WILL NOT BE RECOGNIZED. GC TO CAMERA EXISTING DRAINS TO MAKE SURE LINES ARE CLEAR AND NOT COLLAPSED BEFORE WORK HAS BEGUN.

DEMOLITION GENERAL NOTES:

- D1. CONTRACTOR SHALL VISIT SITE, AND DOCUMENT EXISTING CIRCUITS SERVING LIGHTS, FIXTURES, RECEPTACLES, PLUG-IN STRIPS, MOTORS, AND SPECIAL POWER EQUIPMENT WITHIN LIMITS OF DEMOLITION, PRIOR TO SUBMITTING A PROPOSAL.
- D2. LIMITS OF DEMOLITION AREA SHALL BE AS INDICATED ON DEMOLITION PLAN/ELEVATIONS.
- D3. CAREFULLY REVIEW THE DRAWINGS FOR ADDITIONAL ITEMS TO BE REMOVED AND/OR RELOCATED. INCLUDE ALL COSTS IN BASE BID FOR REMOVAL, DISCONNECTING, OR RELOCATION OF EQUIPMENT AFFECTED BY DEMOLITION OF OTHER TRADES, OF OTHER TRADES.
- D4. EXISTING ELECTRICAL EQUIPMENT NOT SHOWN ON THESE DRAWING; HOWEVER, REQUIRED TO BE REMOVED AND/OR RELOCATED BY DEMOLITION, SHALL BE INCLUDED IN SCOPE OF WORK.
- D5. COORDINATE WITH OWNER'S REPRESENTATIVE, AT TIME OF BIDDING, THE LOCATION FOR STORING SALVAGEABLE EQUIPMENT.
- D6. PROVIDE TEMPORARY LIGHTING/POWER, DURING AND AFTER DEMOLITION FOR ALL AREAS WITHIN LIMITS OF THIS CONTRACT. SUCH SERVICE SHALL BE TAKEN FROM EXISTING PANEL BOARDS, AND EXISTING EQUIPMENT MAY BE UTILIZED WHERE FEASIBLE. UPON COMPLETION OF THE NEW INSTALLATION WORK, DISCONNECT, REMOVE AND PROPERLY DISPOSE OF ALL TEMPORARY LIGHTING, POWER AND WIRING.
- D7. SHUTDOWN OF ANY SERVICE TO EQUIPMENT REMAINING SHALL ONLY BE FOR THE TIME AGREED UPON BY OWNER'S REPRESENTATIVE. SUCH SHUTDOWN SHALL BE IN WRITING WITH COPY TO ARCHITECT.
- D8. ELECTRICALLY DISCONNECT ALL ELECTRICAL EQUIPMENT BEING REMOVED BY DEMOLITION BACK AT PANEL BOARD. AFTER TESTING TO DETERMINE "POWER-OFF" TO EQUIPMENT, REMOVE AND DISPOSE OF EQUIPMENT, UNLESS SPECIFICALLY NOTED OTHERWISE.
- D9. ALL CONDUIT AND WIRE REMOVED SHALL BE REMOVED COMPLETELY BACK TO SOURCE, AND WHERE REQUIRED BRANCH OVER-CURRENT PROTECTION DEVICES PROPERLY LABELED "SPARE".
- D10. ALL VERTICAL FEEDERS AND PANEL BOARDS IN WALLS, BEING REMOVED, SHALL REMAIN, UNTIL OWNER'S REPRESENTATIVE HAS DETERMINED METHOD OF RELOCATION OR REMOVAL. HOWEVER, REMOVAL/RELOCATION COSTS SHALL BE INCLUDED IN BID PROPOSAL.
- D11. ALL CONDUIT AND WIRE FOR EQUIPMENT LOCATED OUTSIDE AREA OF DEMOLITION SHALL REMAIN IN SERVICE. THE EXACT METHOD OF RE-ROUTING NEW CONDUIT AND WIRE TO EQUIPMENT REMAINING SHALL BE COORDINATED WITH WORK OF OTHER TRADES, PRIOR TO ANY INSTALLATION.
- D12. ALL EXISTING CONDUIT AND WIRE INTERFERING WITH THE NEW WORK SHALL BE RE-ROUTED CONCEALED IN THE NEW CONSTRUCTION, UNLESS NOTED OTHERWISE.
- D13. ALL NEW FEEDERS SHALL BE INSTALLED AND CONNECTED, BEFORE ANY EXISTING FEEDERS ARE DISCONNECTED AND REMOVED, UNLESS NOTED OTHERWISE.
- D14. REMOVE EXISTING CEILING TILES AND LIGHTS, WHERE SO REQUIRED, TO PROPERLY INSTALL NEW ELECTRICAL WORK IN CONCEALED CEILING SPACES. REINSTALL TILES AND LIGHTS TO MATCH EXISTING FINISHES UPON COMPLETION OF THE WORK.
- D15. EXISTING LIGHT FIXTURES AND SWITCHES, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND THEIR ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR LIGHTING WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D16. EXISTING RECEPTACLES, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND THEIR ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR EQUIPMENT WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D17. EXISTING TELEPHONE AND DATA OUTLETS, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND THEIR ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR EQUIPMENT WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D18. EXISTING FIRE ALARM EQUIPMENT, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND ITS ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR EQUIPMENT WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D19. EXISTING SOUND SYSTEM EQUIPMENT AND SPEAKERS, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND THEIR ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR EQUIPMENT WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D20. EXISTING SECURITY SYSTEM EQUIPMENT, LOCATED WITHIN THE LIMITS OF DEMOLITION, AND ITS ASSOCIATED CONDUIT AND WIRING SHALL BE ELECTRICALLY DISCONNECTED AND REMOVED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. PROVIDE NEW CONDUIT AND WIRE (TO MATCH EXISTING), TO MAINTAIN CONTINUITY OF SERVICE FOR EQUIPMENT WHICH SHALL REMAIN BOTH INSIDE AND OUTSIDE THE AREA OF DEMOLITION.
- D21. EXISTING CONNECTION TO CIRCUIT BREAKER PANEL MOUNTED ON EQUIPMENT TO REMAIN.

DIVISION 1 - GENERAL NOTES

- A) CONSTRUCTION OBSERVATION SERVICES
 1. DIRECT CONSTRUCTION OBSERVATIONS AND REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INCLUDED AS PART OF THE ARCHITECT'S BASIC SERVICES. IT IS UNDERSTOOD THAT SUCH RESPONSIBILITIES WILL BE ASSUMED BY OTHERS. LINLEE DESIGN GROUP, INC. AVAILS ITSELF TO THE CLIENT, CONTRACTOR AND OTHER PARTIES AS NECESSARY (VIA TELEPHONE, FAX AND E-MAIL) IN ORDER TO ASSIST IN PROVIDING CLARIFICATIONS OR RESOLVING ISSUES AND PROBLEMS.
- B) EXAMINATION
 1. THE CONTRACTOR IS HEREBY SPECIFICALLY DIRECTED, AS A CONDITION OF THE CONTRACT, TO ACQUAINT HIMSELF WITH THE ARTICLES CONTAINED IN THE GENERAL NOTES, AND TO NOTIFY AND APPRISE ALL SUBCONTRACTORS AND ALL OTHER PARTIES OF THE CONTRACT OF, AND BIND THEM TO ITS CONDITIONS.
 2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN PARTITION LOCATIONS, DIMENSIONS AND TYPES, DOOR AND WINDOW LOCATIONS SHALL BE AS SHOWN ON CONSTRUCTION PLAN. IN CASE OF CONFLICT, NOTIFY DESIGNER/ARCHITECT FOR WRITTEN CLARIFICATION PRIOR TO PROCEEDING WITH CONSTRUCTION.
 3. THE DESIGNER/ARCHITECT SHALL BE IMMEDIATELY NOTIFIED OF ANY APPARENT CONFLICTS, ERRORS, OR OMISSIONS IN THE CONSTRUCTION DRAWINGS OR ANY APPARENT MISAPPLICATION OF ANY PRODUCT, SYSTEM OR ASSEMBLY FOR THE INTENDED USE, OR ANY DISCOVERED EXISTING CONDITIONS THAT ARE CONTRARY TO THE CONDITIONS INDICATED IN THE CONSTRUCTION DRAWINGS. THE DESIGNER/ARCHITECT SHALL PROVIDE INTERPRETATION AND CLARIFICATION AND, IF REQUIRED, MAKE APPROPRIATE REVISIONS TO THE CONSTRUCTION DRAWINGS. FAILURE TO NOTIFY THE DESIGNER/ARCHITECT PRIOR TO PROCEEDING WITH RELATED WORK WILL RESULT IN THE CONTRACTOR CORRECTING SUCH ITEMS AT THE CONTRACTOR'S EXPENSE.
 4. THE CONSTRUCTION DRAWINGS ARE GENERAL DIAGRAMMATIC REPRESENTATIONS OF THE WORK, AND DO NOT INDICATE OR SPECIFY IN DETAIL, EVERY CONDITION AND COMPONENT OF CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT, FABRICATE ALL ASSEMBLIES AND INSTALL ALL EQUIPMENT AND SYSTEMS TO PRODUCE A COMPLETE, INTEGRATED AND FULLY FUNCTIONAL WORK PRODUCT IN ACCORDANCE WITH ALL MATERIAL AND EQUIPMENT MANUFACTURER'S REQUIREMENTS, INDUSTRY STANDARDS AND FEDERAL, STATE AND LOCAL LAWS, CODES AND REGULATIONS.
 5. PRIOR TO ACCEPTANCE OF SUB-CONTRACTOR BIDS AND COMMENCEMENT OF CONSTRUCTION, GENERAL CONTRACTOR TO PROVIDE ALL SUB-CONTRACTORS ACCESS TO A FULL SET OF CONSTRUCTION DOCUMENTS.
 6. THE CONTRACTOR SHALL VERIFY THAT DRAWINGS ARE THE LATEST ISSUE PRIOR TO COMMENCING CONSTRUCTION.
 7. GENERAL CONTRACTOR SHALL VISIT PROPOSED JOB SITE AND FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS & LOCATIONS OF UTILITIES. FAILURE OF GENERAL CONTRACTOR TO VISIT JOB SITE PRIOR TO BIDDING WILL RESULT IN FORFEITURE OF EXTRA COMPENSATION FOR TIME AND MONEY.
 8. THE GENERAL CONTRACTOR SHALL CONTACT LOCAL UTILITY COMPANIES TO VERIFY ALL ELEVATIONS, SIZES, LOCATIONS AND CONNECTION POINTS FOR ALL UTILITIES AFFECTED BY THIS PROJECT. THE GENERAL CONTRACTOR SHALL COORDINATE AND OBTAIN ALL PERMITS FOR, AND ENSURE ALL UTILITIES ARE TURNED ON PRIOR TO COMPLETION OF WORK.
- C) CONTRACTS
 1. REFER TO GENERAL CONTRACTOR'S EXECUTED CONTRACT FOR DETAILS.
- D) INSURANCE
 1. REFER TO GENERAL CONTRACTOR'S EXECUTED CONTRACT FOR DETAILS.
- E) STANDARDS AND CODES
 1. GIVE ALL NOTICES AND COMPLY WITH ALL NATIONAL, STATE AND LOCAL LAWS, ORDINANCES, CODES, RULES AND REGULATIONS BEARING ON THE CONDUCT OF THE WORK. IF THE CONTRACTOR OBSERVES THAT THE DRAWINGS AND SPECIFICATIONS ARE AT VARIANCE THEREWITH, PROMPTLY NOTIFY THE DESIGNER/ARCHITECT.
 2. THE CONTRACTOR SHALL FILE, OBTAIN AND PAY FEES FOR BUILDING DEPARTMENT AND ALL OTHER AGENCY APPROVALS AND PERMITS, CONTROLLED INSPECTIONS, AND FINAL WRITE-OFFS FOR PROJECT COMPLETION.
 3. IF THE CONTRACTOR KNOWINGLY PERFORMS ANY WORK WHICH IS CONTRARY TO SUCH LAWS, ORDINANCES, CODES, RULES AND REGULATIONS, HE SHALL PROMPTLY MAKE CHANGES AS REQUIRED TO COMPLY THEREWITH AND BEAR ALL COSTS ARISING THEREFROM.
 4. CONFLICTS: IN CASE OF CONFLICTS IN THE REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION, THE MOST RESTRICTIVE REQUIREMENTS SHALL GOVERN.
 5. WHERE CODES OR REGULATIONS, OTHER THAN THOSE LISTED IN THIS SECTION, ARE REFERRED TO IN VARIOUS SECTIONS OF THE DOCUMENTS, IT SHALL BE UNDERSTOOD THAT THEY APPLY TO THIS WORK AS FULLY AS IF CITED HEREIN.
 6. CODE RESTRICTIONS FOR ALL DESIGN CONSIDERATIONS SHALL CONFORM TO LOCAL, STATE AND ALL GOVERNING CODES.
 7. THE CONTRACTOR SHALL ARRANGE FOR ALL INSPECTIONS NECESSARY TO OBTAIN CERTIFICATE OF OCCUPANCY AND FINAL COMPLETION.
 8. THE CONTRACTOR SHALL MAINTAIN FOR THE ENTIRE LENGTH OF HIS CONTRACT, EXITS, EXIT LIGHTING, FIRE PROTECTIVE DEVICES, AND ALARMS TO CONFORM TO LOCAL BUILDING CODE REQUIREMENTS.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY BRACING AND PROTECTING WORK DURING CONSTRUCTION AGAINST DAMAGE, BREAKAGE, COLLAPSE, DISTORTION AND/OR MISALIGNMENT IN ACCORDANCE WITH APPLICABLE CODES, STANDARDS AND GOOD PRACTICE.
 10. WORK AND/OR CONSTRUCTION OPERATIONS SHALL NOT UNDERMINE THE STRUCTURAL INTEGRITY OF THE BUILDING.
 11. ALL COMBUSTIBLE MATERIALS SHALL MEET APPLICABLE CODES. WOOD SHALL BE FIRE RETARDANT TREATED WHERE REQUIRED BY LOCAL BUILDING CODES.
 12. THE CONTRACTOR SHALL PROVIDE BACK FLOW DEVICES AS REQUIRED BY LOCAL, STATE AND FEDERAL CODES.

- F) LAYOUT OF WORK
 1. EXERCISE PROPER PRECAUTIONS TO VERIFY ALL EXISTING CONDITIONS AND LAYOUT OF WORK.
 2. CONTRACTOR IS RESPONSIBLE FOR ANY ERROR RESULTING FROM FAILURE TO EXERCISE SUCH PRECAUTIONS. ANY SUCH ERROR WILL NOT BE CONSIDERED AS A BASIS FOR EXTRA COMPENSATION.
 3. GENERAL CONTRACTOR IS RESPONSIBLE FOR LAY OUT OF ALL WORK AND IS RESPONSIBLE FOR ALL LINES AND MEASUREMENTS OF THE BUILDING, UTILITIES, AND OTHER WORK EXECUTED UNDER THE CONTRACT.
 4. DIMENSIONS ARE FROM FINISH FACE TO FINISH FACE, UNLESS OTHERWISE NOTED. DIMENSIONS MARKED "CLEAR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESS OF FINISHES.
 5. DIMENSIONS MARKED "CLEAR" ARE TO BE WITHIN 1/8" ALONG FULL HEIGHT AND FULL WIDTH OF WALLS.
 6. DIMENSIONS KNOWN AS V.I.F. SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD BY LAYING OUT THE PARTITIONS. CONTRACTOR SHALL NOTIFY CONSTRUCTION MANAGER AND ARCHITECT OF ANY DISCREPANCY IN DIMENSIONS PRIOR TO PROCEEDING WITH THE WORK IN THAT AREA.
 7. THE ARCHITECT AND HIS CONSULTANTS WILL NOT HAVE CONTROL OVER OR CHARGE OF, NOR BE RESPONSIBLE FOR, THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES. THE WORK, THE CONTRACTOR'S FAILURE TO PERFORM THE WORK IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONSTRUCTION DRAWINGS OR CONTRACT, OR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS, OR THEIR AGENTS OR EMPLOYEES OR ANY OTHER PERSONS OR ENTITIES PERFORMING PORTIONS OF THE WORK, ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS, OR THEIR AGENTS OR EMPLOYEES OR ANY OTHER PERSONS OR ENTITIES PERFORMING PORTIONS OF THE WORK.
 8. WORK NOT PARTICULARLY DETAILED, NOTED OR SPECIFIED, SHALL BE THE SAME AS SIMILAR PARTS THAT ARE DETAILED, NOTED OR SPECIFIED.
 9. IN THE EVENT OF INCONSISTENCIES AMONG THE CONTRACT DOCUMENTS, THE DESIGNER/ARCHITECT SHALL INTERPRET THEM WHEN ASKED TO DO SO BY THE OWNER OR CONTRACTOR. THE DESIGNER/ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE RESULTS OF SUCH INTERPRETATIONS MADE BY OTHERS.
 10. THE GENERAL CHARACTER OF DETAIL WORK IS SHOWN ON THE CONTRACT DOCUMENTS. SUBSEQUENT CLARIFICATIONS MAY BE MADE BY ADDITIONAL LAYOUTS OR LARGE SCALE OR FULL SIZE DETAILS.
 11. DRAWINGS AND DIAGRAMS FOR MECHANICAL AND ELECTRICAL WORK SHALL BE CONSIDERED AS DIAGRAMMATIC ONLY, NOT TO BE USED FOR ANY STRUCTURAL GUIDANCE OR PHYSICAL LAYOUT. IN CASE OF CONFLICT, UNLESS OTHERWISE NOTED, THE ARCHITECTURAL DRAWINGS SHOWING LOCATIONS FOR MECHANICAL AND ELECTRICAL ITEMS AND ACCESSORIES SHALL TAKE PRECEDENCE.
 12. UNLESS OTHERWISE NOTED, IT IS THE INTENTION OF THE DRAWINGS AND SPECIFICATIONS FOR ALL WORK, EQUIPMENT, CASEWORK, MECHANICAL, ELECTRICAL AND SIMILAR DEVICES OF WHATEVER NATURE, BE COMPLETELY INSTALLED, HOOKED-UP, MADE OPERATIONAL AND FUNCTIONAL FOR THE PURPOSE INTENDED, AND THAT ALL COSTS FOR THIS BE INCLUDED IN THE CONTRACTOR'S PROPOSAL.
 13. THE CONTRACTOR SHALL, IN ACCORDANCE WITH THE CONSTRUCTION DOCUMENTS, APPLY, INSTALL, CONNECT, ERECT, CLEAN AND/OR CONDITION MANUFACTURED ARTICLES, MATERIALS AND/OR EQUIPMENT PER MANUFACTURER'S INSTRUCTIONS. IN CASE OF CONFLICT BETWEEN MANUFACTURER'S INSTRUCTIONS AND THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE PROJECT MANAGER AND THE ARCHITECT BEFORE PROCEEDING.
- G) ALTERATIONS
 1. ARRANGE WITH OWNER/OPERATOR A CONVENIENT TIME TO PERFORM ALL WORK AND INSTALL TEMPORARY PROTECTED MEANS OF EGRESS FROM REQUIRED EXITS, INCLUDING TEMPORARY LIGHTING AND SAFETY DEVICES IN ACCORDANCE WITH GOVERNING STATE AND LOCAL CODE AND BUILDING MANAGEMENT REQUIREMENTS.
 2. THE CONTRACTOR SHALL REMOVE, REPAIR, RESTORE AND REPLACE ANY WORK NECESSARY OR INDICATED ON THE DRAWINGS, CUT ALL NECESSARY OPENINGS AND REPAIR AFTER CUTTING WHERE NECESSARY. ALL PROTRUSIONS, MARKS, CRACKS, OR OTHER EVIDENCE OF A DEFICIENT OR DAMAGED CONDITION SHALL BE ELIMINATED UNLESS SPECIFICALLY NOTED OTHERWISE. ANY ITEMS WHICH ARE SPLIT, CRACKED, CHIPPED, SPALLED, BROKEN, MISSING, OUT OF ALIGNMENT OR ADJUSTMENT, MECHANICALLY OR STRUCTURALLY UNSAFE OR UNSOUND, BENT, TORN, OR OTHERWISE DEFICIENT OR DAMAGED SHALL BE REMOVED, REPLACED, RESTORED OR SATISFACTORILY REPAIRED AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
- H) HAZARDOUS MATERIALS
 1. ASBESTOS AND HAZARDOUS WASTE EXCLUSION: THE ARCHITECT HEREBY STATES, AND THE OWNER ACKNOWLEDGES, THAT THE ARCHITECT HAS NO PROFESSIONAL LIABILITY OR OTHER INSURANCE (AND IS UNABLE TO REASONABLY OBTAIN SUCH INSURANCE) FOR CLAIMS ARISING OUT OF THE PERFORMANCE OF OR THE FAILURE TO PERFORM PROFESSIONAL SERVICES, INCLUDING BUT NOT LIMITED TO, THE PREPARATION OF REPORTS, DESIGNS, DRAWINGS, AND SPECIFICATIONS, AND RELATED TO THE INVESTIGATION DETECTION OF HAZARDOUS MATERIALS ON THE SITE.
- I) CONTRACTOR USE OF PREMISES
 1. CONSTRUCTION OPERATIONS: LIMITED TO AREAS NOTED ON DRAWINGS.
 2. TIME RESTRICTIONS FOR PERFORMING WORK: VERIFY WITH CONSTRUCTION MANAGER & LOCAL CODES.
 3. UTILITY OUTAGES AND SHUTDOWN SHALL BE COORDINATED WITH THE LANDLORD/OWNER.
 4. AT ALL TIMES CONDUCT OPERATIONS TO INSURE THE LEAST INCONVENIENCE TO THE GENERAL PUBLIC. COMPLY WITH APPLICABLE CODES AND ORDINANCES FOR SAFETY.
 5. ASSUME FULL RESPONSIBILITY FOR THE PROTECTION AND SAFEKEEPING OF PRODUCTS STORED ON THE SITE UNDER THIS CONTRACT.
 6. PERFORM DEMOLITION WORK AND SUCH SPRINKLER WORK, CONCRETE SAW CUTTING, PAINTING AND SIMILAR WORK CAUSING EXCESSIVE NOISE, DUST OR ODORS DISTURBING BUILDING OCCUPANTS, OR ANY WORK DISRUPTING TENANTS OR PUBLIC TRAFFIC WITHIN THE BUILDING, AFTER HOURS OR AT TIMES AND IN SUCH A MANNER AS OTHERWISE APPROVED BY OWNER/OPERATOR/CONST. MGR.
 7. COORDINATE USE OF PREMISES FOR WORK WITH THE LANDLORD/OWNER.
 8. LIMIT USE OF SITE FOR WORK AND STORAGE TO AREAS DESIGNATED UNLESS SPECIFIC ADDITIONAL AREAS ARE ALLOWED IN WRITING BY THE OWNER/OPERATOR/CONST. MGR.

- J) FINISH NOTES
 1. ENSURE THAT SURFACE TO RECEIVE FINISHES ARE CLEAN, TRUE AND FREE OF IRREGULARITIES. DO NOT PROCEED WITH WORK UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. COMMENCEMENT OF WORK SHALL INDICATE INSTALLER'S ACCEPTANCE OF SUBSTRATE.
 2. REPAIR AND PREPARE EXISTING SURFACES SCHEDULED TO REMAIN AS NECESSARY FOR APPLICATION OF NEW FINISHES.
 3. ALL CODE-REQUIRED LABELS SUCH AS "UL", FACTORY MUTUAL OR ANY EQUIPMENT IDENTIFICATION, PERFORMANCE RATING, NAME OR NOMENCLATURE PLATES SHALL REMAIN READABLE AND NOT PAINTED.
 4. THE CONTRACTOR SHALL PATCH SURFACES TO MATCH ADJACENT IN A MANNER SUITABLE TO RECEIVE FINISHES.
 5. COORDINATE WITH OWNER'S DESIGNATED REPRESENTATIVE FOR DELIVERY AND PLACEMENT OF ALL FURNITURE & WALL-HUNG EQUIPMENT.
- K) GENERAL CLEANING
 1. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL TRASH REMOVAL, INCLUDING TRASH MADE BY ALL OTHER TRADES, AND SHALL KEEP THE SPACE CLEAN AND CLEAR OF REFUSE AT ALL TIMES.
 2. GENERAL CONTRACTOR SHALL PROVIDE A PROFESSIONAL CLEANING SERVICE FOR ALL AREAS OF THE STORE AT THE COMPLETION OF THE PROJECT, AND BEFORE TURNING OVER THE STORE TO THE OWNER. WORK IS TO INCLUDE, BUT SHALL NOT BE LIMITED TO, ALL CEILING, FLOOR AND WALL SURFACES AND FIXTURES.
- L) PUNCH LIST / CLOSE-OUT
 1. UPON NOTIFICATION, THE OWNER'S REPRESENTATIVE SHALL PREPARE A PUNCH LIST OF THE PROJECT AND THE GENERAL CONTRACTOR SHALL MAKE GOOD ALL PUNCH LIST ITEMS TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE PRIOR TO FINAL PAYMENT.
- M) RECORD DRAWINGS / WARRANTIES
 1. THE CONTRACTOR SHALL LEAVE A COPY OF REDLINED AS-BUILT DRAWINGS AT THE STORE UPON COMPLETION OF THE WORK. UPON COMPLETION OF CONSTRUCTION, DRAWINGS SHALL BE PLACED IN A 36" LONG 4" PVC WITH A CAP. PVC PIPE SHALL BE ATTACHED TO WALL AT LOCATION AS SPECIFIED BY THE PROJECT MANAGER.
 2. UPON COMPLETION OF THE WORK AND BEFORE FINAL PAYMENT IS MADE, THE CONTRACTOR SHALL SECURE AND DELIVER TO THE OWNER ALL GUARANTEES AND/OR WARRANTIES ON ALL EQUIPMENT SUPPLIED AND/OR INSTALLED BY THE CONTRACTOR AND HIS SUB-CONTRACTORS, AND ALL OPERATIONS / MAINTENANCE MANUALS. (SEE BUY-OUT PACKAGE FOR MORE DETAILS)
- N) GUARANTEE
 1. THE GENERAL CONTRACTOR SHALL GUARANTEE THE WORK FOR ONE (1) YEAR AFTER SUBSTANTIAL COMPLETION OF ALL WORK.

LINLEE DESIGN GROUP INC
155 WEST MAIN STREET
SUITE 200
BIRMINGHAM, AL 35203
813.366.9195
1860 W. EVANS AVE.
SUITE 100
BIRMINGHAM, AL 35210
800.974.5873
WWW.LINLEEDSIGN.COM

ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLEE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS		DESCRIPTION	DATE
#	DATE	PERMIT REVIEW BID SET	
1	05/02/19	OWNER COMMENTS	
2	06/04/19		
3			
4			
5			
6			
7			
8			
9			
10			

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
**GENERAL
NOTES**

SHEET NUMBER:
G1.0

SHEET NUMBER:

G2.0

GENERAL DEMOLITION NOTES

1. CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS IN FIELD PRIOR TO DEMOLITION & NOTIFY THE ARCHITECT IN CASE OF DISCREPANCIES. DEMOLITION IS TO BE EXECUTED SO AS NOT TO DISTURB EXISTING STRUCTURAL & ROOFING SYSTEMS, AND OTHER AREAS THAT ARE INTENDED TO REMAIN INTACT. VERIFY ALL CONSTRUCTION TO BE REMOVED THAT IS NOT INTEGRAL TO STRUCTURAL SYSTEM PRIOR TO DEMOLITION.
2. ALL DIMENSIONS SHOWN AS EXISTING SHOULD BE FIELD VERIFIED BY CONTRACTOR PRIOR TO DEMOLITION. VERIFY ALL DEMOLITION WORK ~~W/~~ NEW CONSTRUCTION & INSTALLATION DRAWINGS PRIOR TO BEGINNING DEMOLITION.
3. DEMOLITION CONTRACTOR TO COORDINATE & REVIEW ALL CONSTRUCTION DOCUMENTS & DETERMINE THE EXTENT OF DEMOLITION WORK & BECOME FAMILIAR WITH THEM THOROUGHLY BEFORE PERFORMING ANY DEMOLITION WORK. BY THE ACT OF STARTING DEMOLITION, THE CONTRACTOR WILL BE DEEMED TO HAVE COMPLIED WITH THE FOREGOING, TO HAVE ACCEPTED SUCH CONDITIONS, AND TO HAVE MADE THE NECESSARY ALLOWANCES IN PREPARING HIS BID.
4. ELECTRICAL DEMOLITION NOTE: REFER TO ELECTRICAL DRAWINGS FOR DETAILED ELECTRICAL DEMOLITION NOTES.
5. VERIFY ALL FURNISHINGS, MILLWORK, LIGHTING FIXTURES, ETC. TO BE REMOVED ~~W/~~ OWNER. ALL ITEMS TO BE DISPOSED SHALL BE DISPOSED OF OFF-SITE AND IN AN EXPEDITIOUS MANNER.
6. ROOFING CONTRACTOR TO FIELD INSPECT EXISTING ROOF FOR WEATHER TIGHTNESS & PROPER DRAINAGE PRIOR TO BID. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING ROOF CONDITION AND FOR INCLUDING ANY NECESSARY REPAIR COSTS IN BID.

7. SAWCUT & REMOVE EXISTING SLABS AS REQUIRED FOR UNDERGROUND ELECTRICAL & PLUMBING LINES. RETURN TO PLUMBING, ELECTRICAL & KITCHEN DRAWINGS FOR ALL SAWCUTS & TRENCHING WORK REQUIRED. ALL CONCRETE FLOOR SLABS TO BE FINISHED FLUSH WITH EXISTING FLOOR. DOWEL NAIL SLABS TO EXISTING W/ #4 REBAR @ 24" O.C. EACH SIDE (STAGGERED). REBAR TO EXTEND 6" INTO EXISTING SLAB & ACROSS CUT OPENING. SECURE REBAR INTO EXISTING SLAB W/ EPOXY GROUT. REPLACE OR REPAIR ANY VAPOR BARRIERS DISTURBED DURING EXCAVATIONS.
8. CONTRACTOR SHALL PROVIDE ALL TEMPORARY BRACING AS REQUIRED TO MAINTAIN STRUCTURAL STABILITY OF THE EXISTING STRUCTURE DURING ALL PHASES OF CONSTRUCTION.
9. PROTECT FROM DAMAGE DURING CONSTRUCTION ALL EXISTING WALLS, FLOORS, CEILINGS, ETC. THAT ARE TO REMAIN. CONTRACTOR TO PATCH & REPAIR ANY DAMAGED PORTIONS OF THE EXISTING BUILDING AS REQUIRED TO MATCH THE EXISTING ADJACENT CONSTRUCTION & FINISHES.
10. THIS PLAN INDICATES A GENERAL SCOPE OF WORK TO BE PERFORMED AND DOES NOT RELIEVE THE CONTRACTOR TO COMPLETE THE BUILDING MODIFICATIONS AS SHOWN AND REQUIRED BY THE CONTRACT DOCUMENTS, INCLUDING BUT NOT LIMITED TO PLUMBING, ELECTRICAL & HVAC WORK.
11. IF CONTRACTOR ENCOUNTERS ANY HAZARDOUS MATERIALS DURING DEMOLITION OR CONSTRUCTION, HE SHALL IMMEDIATELY SUSPEND WORK & NOTIFY THE MCDONALD'S AREA CONSTRUCTION MANAGER BEFORE PROCEEDING.
12. ALL DEMOLITION SHALL BE CARRIED OUT IN A SAFE MANNER & IN STRICT ACCORDANCE WITH OSHA REGULATIONS.

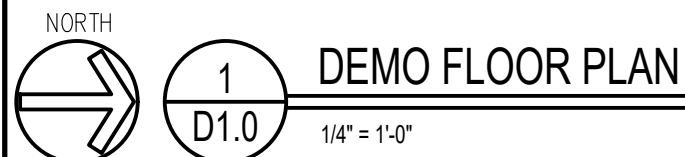
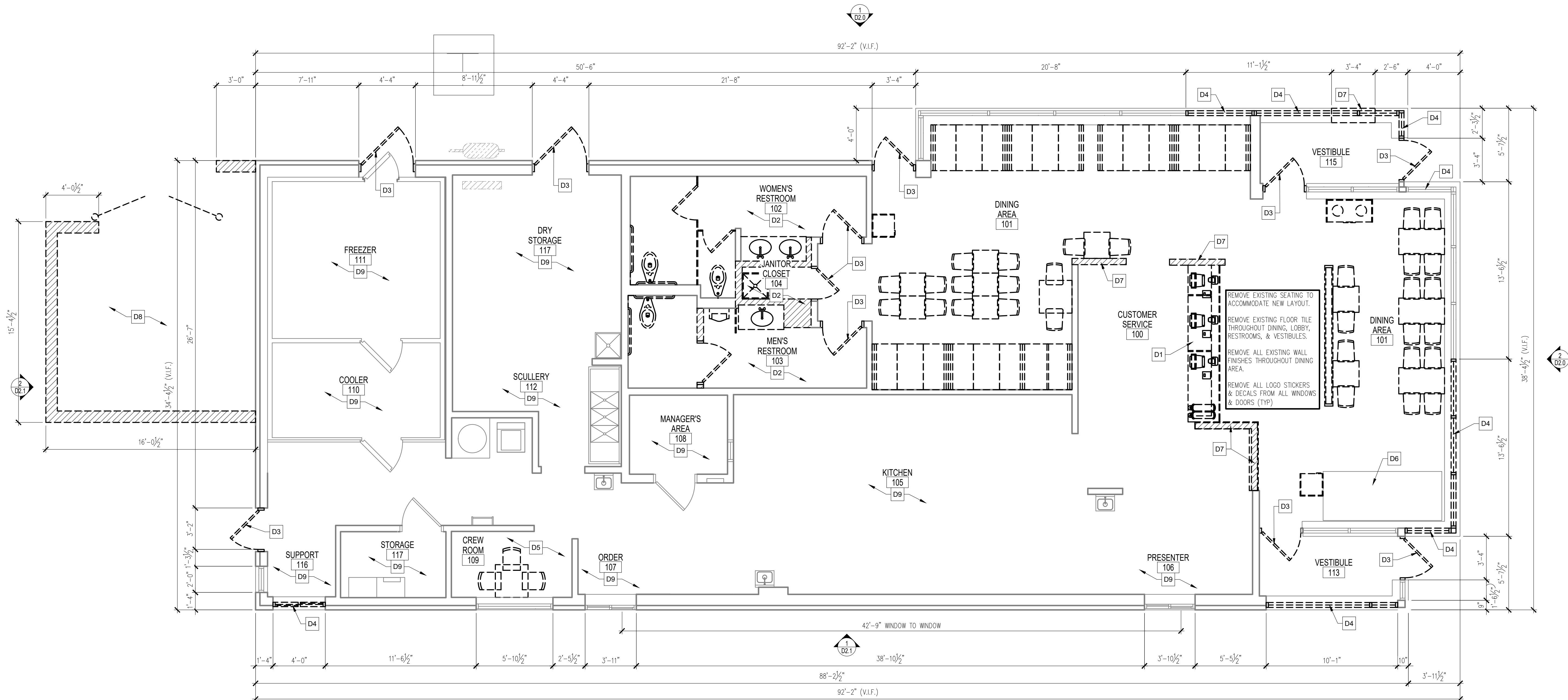
13. THE SUB-CONTRACTOR SHALL FIELD VERIFY THE EXTENT OF DEMOLITION. THE WORK INCLUDES, BUT IS NOT LIMITED TO THE DEMOLITION AND REMOVAL OF ANY WALLS, COUNTERS, FURNITURE, BULKHEADS, DOORS, PLUMBING, MECHANICAL AND ELECTRICAL ITEMS INCLUDING CONDUITS AND DUCTWORK AS SHOWN ON THE DRAWINGS OR AS REQUIRED TO COMPLETE THE INSTALLATION OF THE NEW WORK FOR A COMPLETE JOB.
14. REMOVE ANY SINKS, WATER CLOSETS, URINALS, LAVATORIES, FLOOR DRAINS, NOTED ON DRAWINGS AS WELL AS ALL ASSOCIATED PLUMBING ACCESSORIES. CAP, PLUG ALL ABANDONED SINKS & WASTE LINES. PATCH & SEAL ALL FLOOR PENETRATIONS. SEE MECHANICAL & PLUMBING DRAWINGS FOR DETAILED DEMOLITION NOTES.
15. WHEN UTILITIES ARE REMOVED, CAP & SEAL A MINIMUM OF 8" BELOW FINISH FLOOR OR A MINIMUM OF 6" ABOVE FINISH CEILING.
16. REMOVE ANY EXISTING TABLE AND CHAIRS AS NECESSARY ON PROJECT.
17. REMOVE EXISTING CONCRETE CURBS AS NECESSARY TO ACCOMMODATE NEW WORK.
18. REMOVE EXISTING EXTERIOR DECORATIVE WOOD TRIM AS NECESSARY ON PROJECT.
19. REMOVE EXISTING ASPHALT PARKING LOT, GUARDRAILS AND BOLLARDS AS NECESSARY ON PROJECT TO ACCOMMODATE NEW WORK.

LEGEND

- | | |
|---|--|
|  | EXISTING WALL CONSTRUCTION TO REMAIN INCLUDING GLAZING, DOORS, ETC. |
|  | EXISTING ITEMS TO BE REMOVED |
|  | EXISTING WALLS TO BE REMOVED |
| | INTERIOR WALLS: REMOVED FROM BOTTOM OF STRUCTURE TO TOP OF SLAB
UNLESS NOTED OTHERWISE. |

KEY NOTES

TAG	DESCRIPTION
D1	REMOVE EXISTING FRONT COUNTER AND EQUIPMENT, SEE SHEET A4.2 FOR NEW FRONT COUNTER
D2	REMOVE EXISTING RESTROOM AND JANITOR CLOSET WALLS, DOORS, FIXTURES, AND FLOORING AS REQUIRED TO ACCOMMODATE NEW LAYOUT AND FINISHES.
D3	REMOVE EXISTING DOORS & FRAMES & PREPARE OPENING FOR NEW DOOR & FRAME.
D4	REMOVE EXISTING WINDOWS. PREPARE OPENING FOR NEW BUILDING MATERIALS.
D5	REMOVE EXISTING CREW ROOM FINISHES, DECOR AND FURNITURE TO ACCOMMODATE NEW FINISHES, DECOR AND FURNITURE
D6	DISASSEMBLE EXISTING SELF SERVE BEVERAGE STATION (SSBB) AS REQUIRED TO ACCOMMODATE NEW LAYOUT. SSBB TO BE BROUGHT TO LIKE NEW CONDITION BEFORE REINSTALLING.
D7	PORTION OF EXISTING WALL TO BE REMOVED. PREPARE OPENING FOR NEW BUILDING MATERIALS.
D8	REMOVE EXISTING TRASH ENCLOSURE AND GATE.
D9	NO PROPOSED WORK IN THIS AREA.

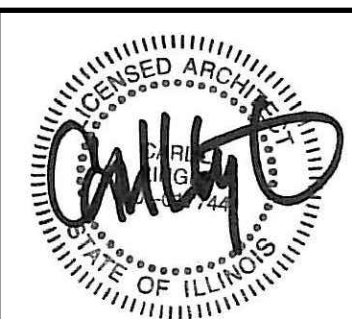


LINGLE DESIGN GROUP INC.
158 WEST MAIN STREET
LENA, IL 61048
815.369.9155

1860 W. EVANS AVE.
ENGLEWOOD, CO 80110
303.974.5873

WWW.LINGLEDESIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/1

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS:		DESCRIPTION:
#	DATE:	
	05/02/19	PERMIT REVIEW BID SET
1	06/24/19	OWNER COMMENTS

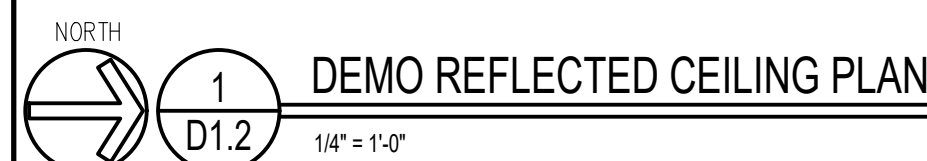
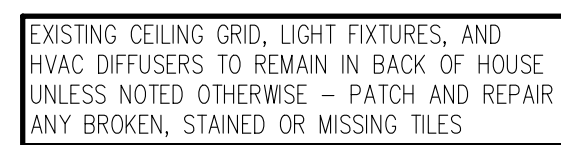
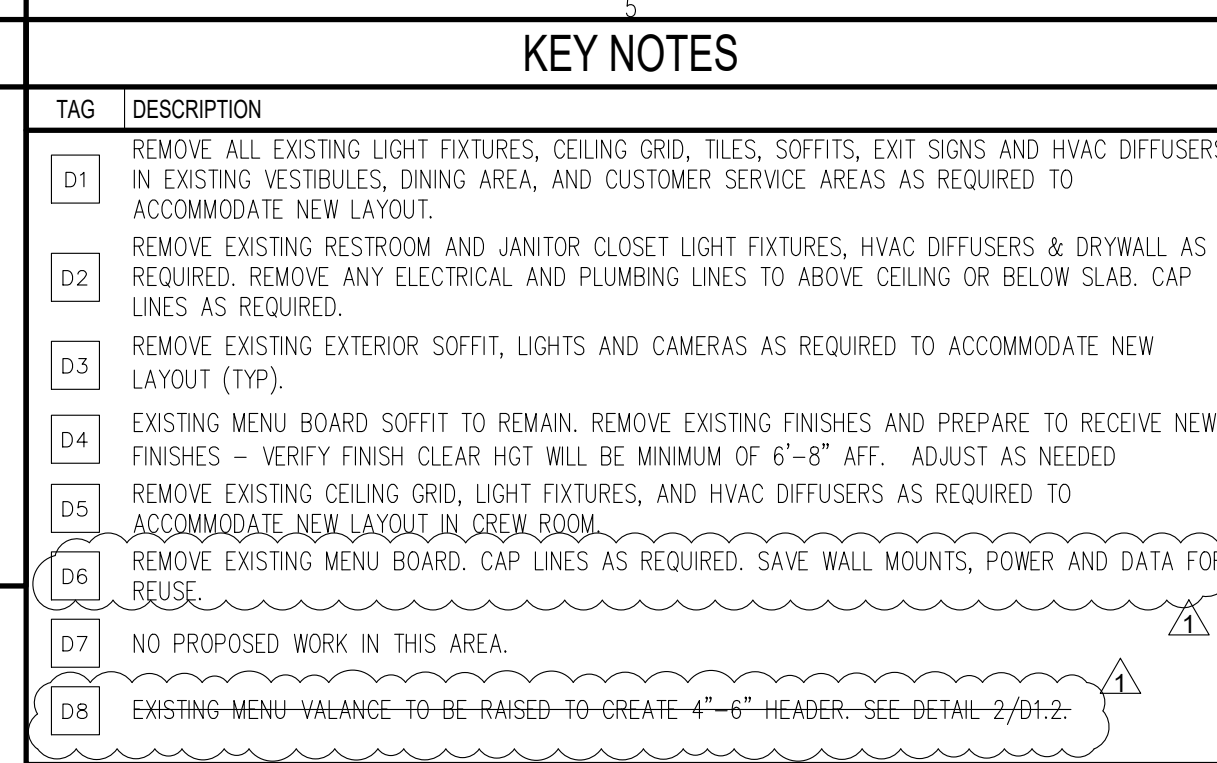
STATE ID:	12143
NATIONAL #:	1351
PROJECT NUMBER:	18-44
DRAWN BY:	R
CHECKED BY:	CL

SHEET TITLE:

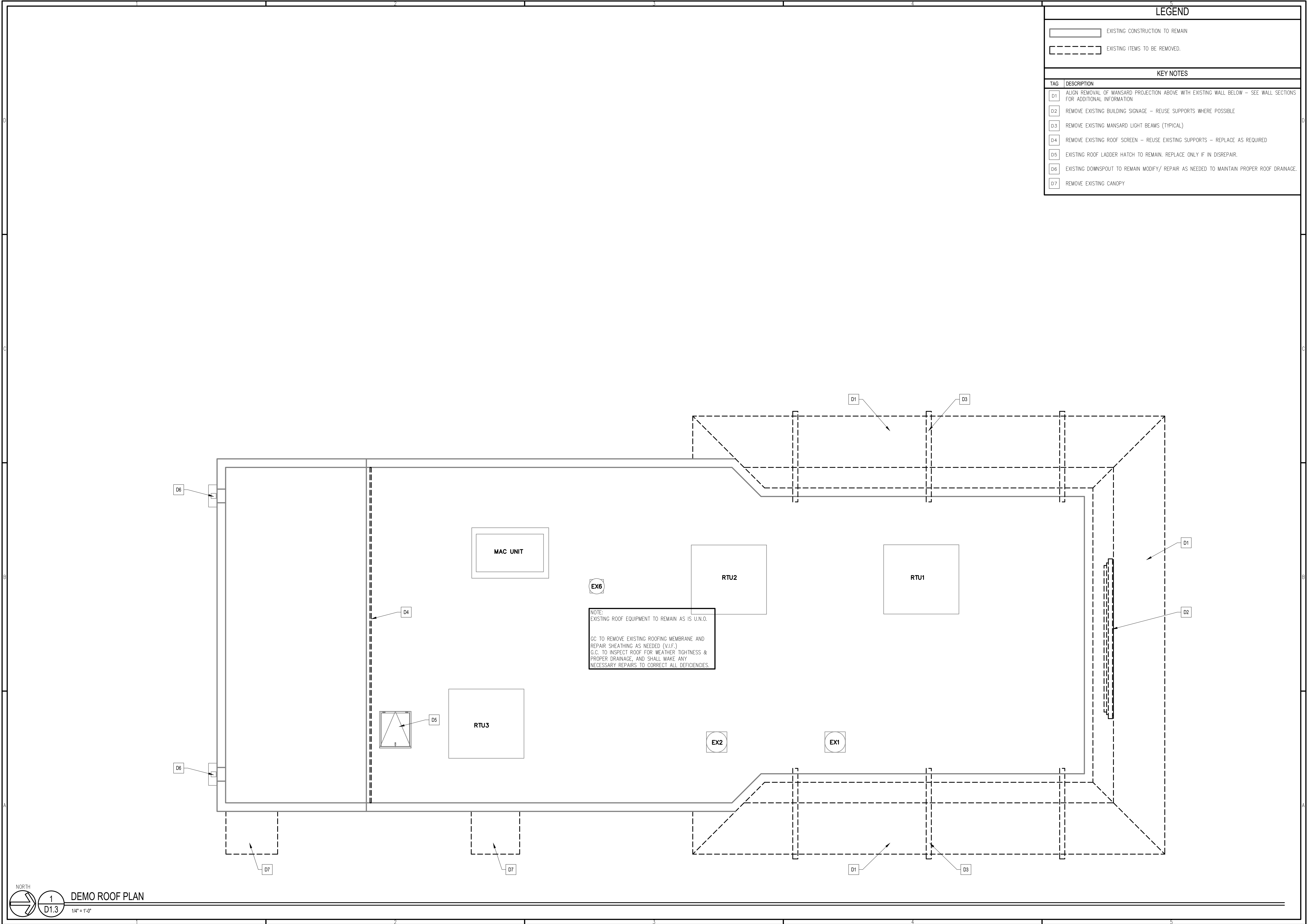
DEMOLITION
FLOOR
PLAN

SHEET NUMBER:

D1.0



D1.2



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

ISSUED DATE: 05/02/19

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

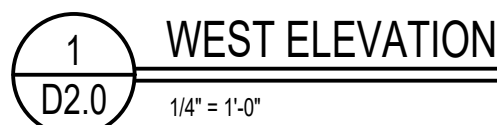
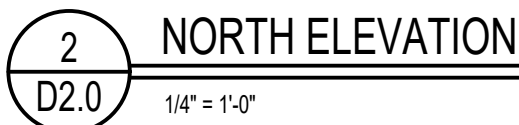
REVISIONS

#	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
1	05/02/19	PERMIT REVIEW BID SET		

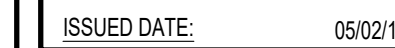
STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
DEMOLITION
ROOF
PLAN

SHEET NUMBER:
D1.3



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



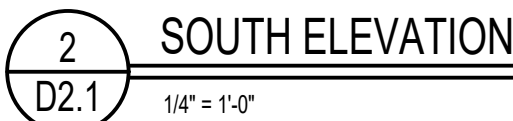
McDonald's
USA, LLC

STATE ID:	12143
NATIONAL #:	1351
PROJECT NUMBER:	18-44
DRAWN BY:	R
CHECKED BY:	CL

SHEET TITLE:
DEMOLITION
EXTERIOR
ELEVATIONS

SHEET NUMBER

D2.0



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



McDonald's[®]
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS:		
#	DATE:	DESCRIPTION:
	05/02/19	PERMIT REVIEW/ BID SET
1	06/04/19	OWNER COMMENTS

STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:

DEMOLITION
EXTERIOR
ELEVATIONS

SHEET NUMBER:

D2.1

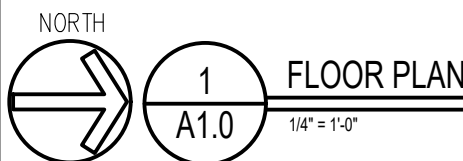


1. INTERIOR DIMENSIONS ARE TO FACE OF FINISH UNLESS OTHERWISE NOTED.
2. SEE 2/A1.0 FOR INTERIOR PARTITION TYPES. INTERIOR PARTITIONS ARE TYPE "A" UNLESS NOTED OTHERWISE.
3. SEE SHEET A6.0 FOR DOOR SCHEDULE & DOOR TYPES
4. SEE FINISH PLAN ON SHEET A1.4 FOR ROOM FINISHES
5. GC TO PROVIDE ADA SIGNAGE, PACKAGE AND INSTALL SIGNS AT LOCATIONS AND POSITIONS INDICATED IN PACKAGE OR AS REQUIRED BY LOCAL CODES. SIGNAGE PACKAGE SUPPLIED BY:
FOREST PERMA-SIGN
1-800-214-8765 9292 1ST ST., BOX 588, NEW ROCHELLE, NY 10802
www.forestpermasigns.com
6. MAXIMUM OCCUPANCY SIGN TO BE POSTED PER LOCAL CODE. SIGN FURNISHED AND INSTALLED BY GENERAL CONTRACTOR.
7. GENERAL CONTRACTOR SHALL COORDINATE WITH THE FIRE INSPECTOR ON ANY UPGRADES OR FURTHER REQUIREMENTS FOR FIRE EXTINGUISHERS.
8. SEE SHEET A5.0 FOR EXTERIOR WALL ASSEMBLY TYPES
9. PROVIDE TACTILE EXIT SIGNS AT EXIT DOORS AT 60" A.F.F. TO CENTER OF SIGN.

EXISTING WALL CONSTRUCTION

NEW WALL

TAG	DESCRIPTION
1	SEE SHEET A4.2 FOR NEW FRONT COUNTER DETAILS.
2	LEVEL LANDING @ EXT. DOOR W/ MAX. 2% SLOPE AWAY FROM BUILDING. * FROST FOOTING * PROPER MANEUVERING CLEARANCE * REFER TO SITE/CIVIL PLANS
3	NO PROPOSED WORK IN THIS AREA.
4	NEW FLOORING & WALL MATERIAL THROUGHOUT. SEE SHEET A1.4 FOR LIMITS AND TYPE.
5	INFILL WALL - MATCH EXISTING CONSTRUCTION
6	G.C. / O/O TO ENSURE FOLLOWING MAINTAINED IN CREW ROOM: • 5'-0" ADA TURNING RADIUS • LEAST 54" OF COAT HOOKS @48" AFF OR BELOW. • 30"x48" MIN CLEAR SPACE AT SEATING AREA
7	NEW WALL FINISHES IN CREW ROOM
8	EXTEND EXISTING MENU BOARD VALANCE. 6'-8" A.F.F. MIN. CLR.
9	EXISTING MENU BOARD SOFFIT TO REMAIN. VERIFY FINISH CLEAR HGT WILL BE MINIMUM OF 6'-8" AFF. ADJUST AS NEEDED
10	INSTALL TACTILE EXIT SIGN, REFER TO DETAIL 1/ G2.0

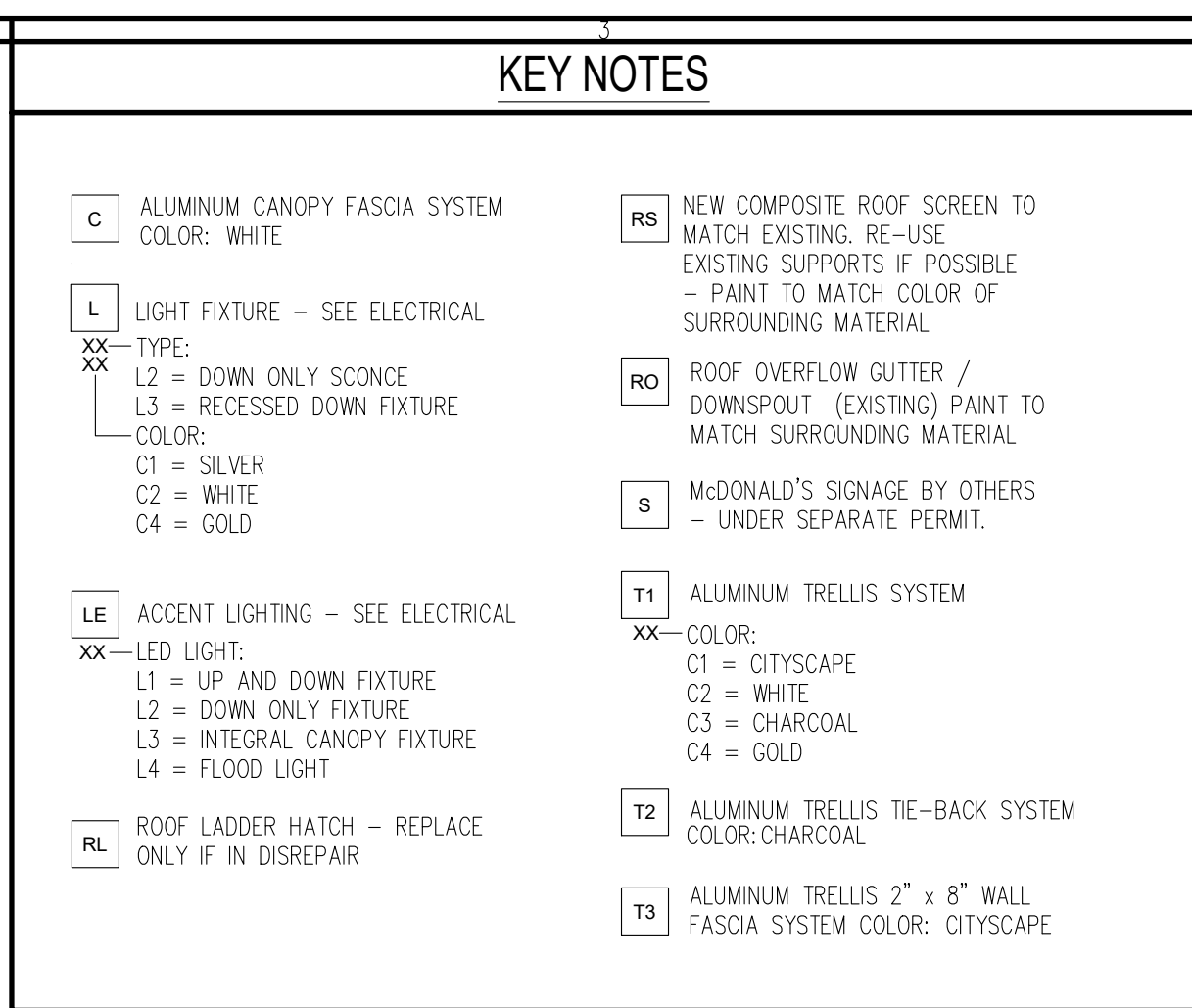


A1.0

C	ALUMINUM CANOPY FASCIA SYSTEM COLOR: WHITE	MB	MENU BOARD VALANCE
DS	LINE OF DRAFTSTOPPING, VERIFY IF PRESENT. INSTALL/ MODIFY AS NECESSARY	XX	TYPE: 1. EXISTING MENU BOARD VALANCE TO RECEIVE NEW SHEATHING & FINISHES VERIFY 6"-8" AFF MIN. FINISHED CLEAR. ADJUST IF NEEDED.
L	LIGHT FIXTURE - SEE ELECTRICAL	XX	2. EXISTING MENU VALANCE TO BE RAISED TO CREATE 4"-6" HEADER-SEE DETAIL 2-D1-2.
	TYPE: L2 = DOWN ONLY SCONCE L3 = RECESSED DOWN FIXTURE		3. NEW MENU BOARD VALANCE TO RECEIVE NEW SHEATHING & FINISHES: NEW DIGITAL MENU BOARDS REFER TO ELECTRICAL PLANS.
	COLOR: C1 = SILVER C2 = WHITE C4 = GOLD		
LE	ACCENT LIGHTING - SEE ELECTRICAL	S	MCDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.
XX	LIGHT: L1 = UP AND DOWN FIXTURE L2 = DOWN ONLY FIXTURE L3 = INTEGRAL CANOPY FIXTURE L4 = FLOOD LIGHT	T1	ALUMINUM TRELLIS SYSTEM
		XX	COLOR: C1 = CITYSCAPE C2 = WHITE C3 = CHARCOAL C4 = GOLD
		T2	ALUMINUM TRELLIS TIE-BACK SYSTEM COLOR: CHARCOAL
		T3	ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE

LEGEND	
	NEW DIFFUSERS – REFER TO MECHANICAL & DECOR DRAWINGS
	
	
	NEW RETURNS – REFER TO MECHANICAL & DECOR DRAWINGS
	
	NEW 8" CAN LIGHTING – REFER TO ELECTRICAL & DECOR DRAWINGS
	NEW EXIT SIGNS TO BE INSTALLED AS NEEDED AT EXIT DOORS. GO TO EXISTING EXIT SIGNAGE IS IN WORKING ORDER – REPLACE AS REQUIRED – SEE ELECTRICAL DRAWINGS FOR FURTHER INFORMATION.
	DOWN LIGHT – REFER TO ELECTRICAL DRAWINGS
	WALL WASH LIGHT – REFER TO ELECTRICAL DRAWINGS
	BEAM PENDANT – REFER TO ELECTRICAL
	POWER & DATA FOR FUTURE KIOSKS THROUGH CEILING

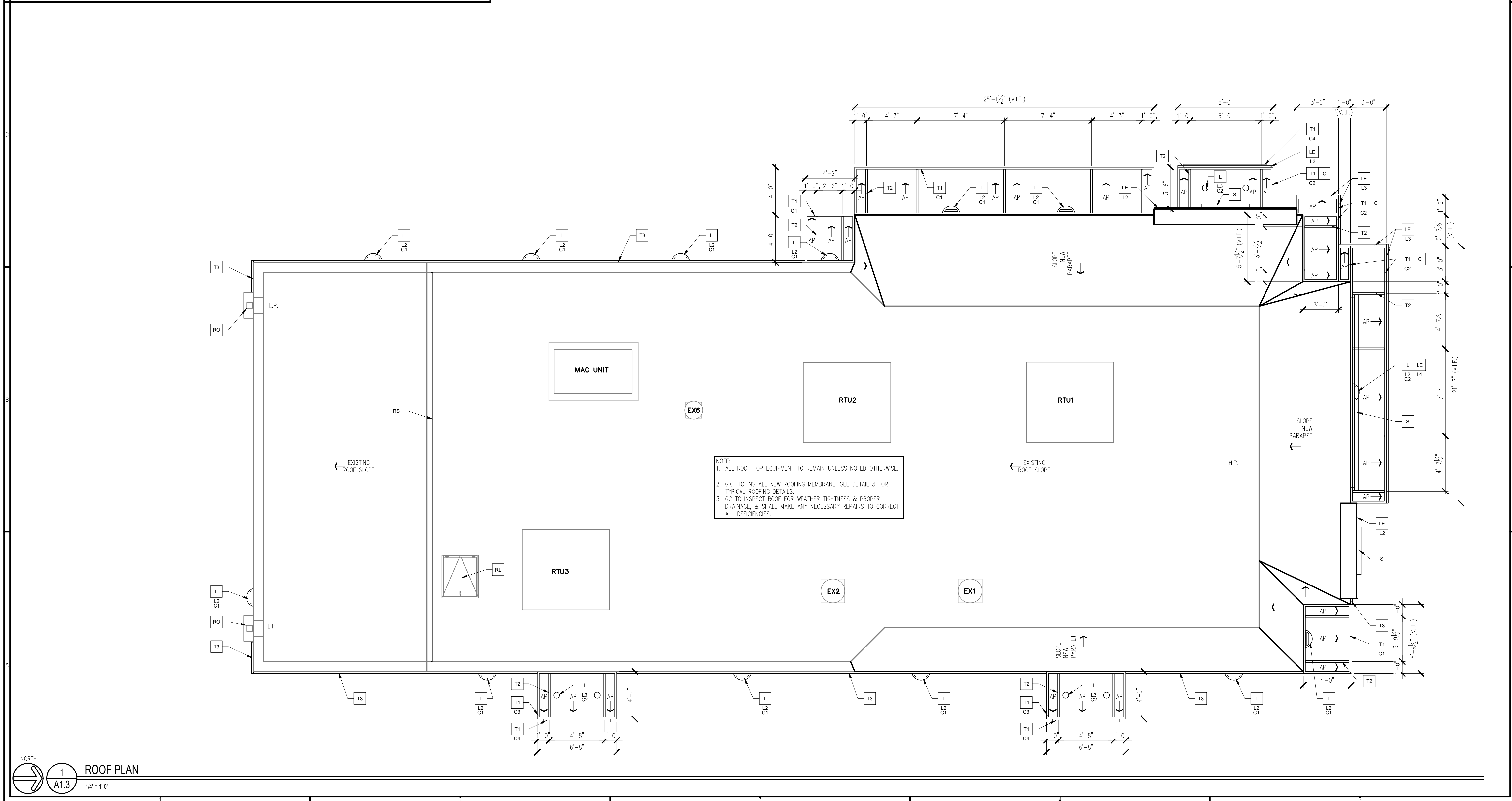




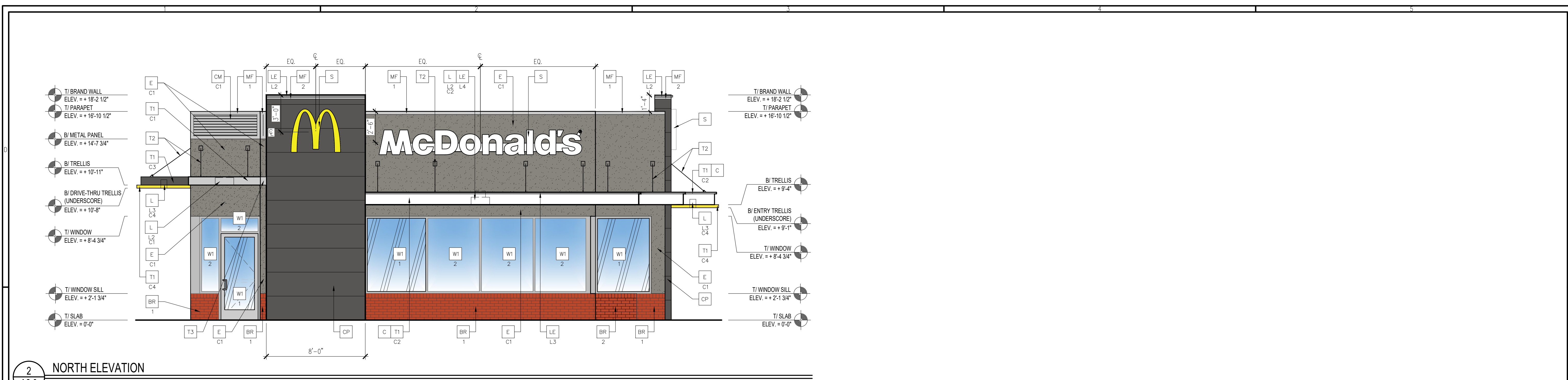
4 ROOFING NOTES

1. SINGLE-PLY ROOFING SYSTEM WITH BASE FLASHING SHEET EXTENDING UP PARAPET AND TERMINATED UNDER COPING HOT WELDED TO SEALING STRIP SECURED TO WOOD BLOCKING
2. INSTALLATION OF ROOFING SHALL BE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND PER DETAIL 3 OF THIS SHEET
3. PROVIDE PREFABRICATED METAL CURBS AS NECESSARY. COORDINATE SIZE, LOCATION AND INSTALLATION REQUIREMENTS W/ M, E, P & S SHEETS. PROVIDE CURB LEVELER IN AREAS WHERE ROOF DECK IS PITCHED.
4. FOR EXACT LOCATION OF ANY NEW EXHAUST FANS, HVAC UNITS, AND ROOF HATCH: REFER TO STRUCTURAL DRAWINGS.
5. CRICKETS MUST BE INSTALLED AT ALL HVAC UNITS EXHAUST FANS AND COMPRESSOR RAILS, BY GENERAL CONTRACTOR.
6. ALL WOOD USED ON ROOF DECK TO BE PRESSURE TREATED.

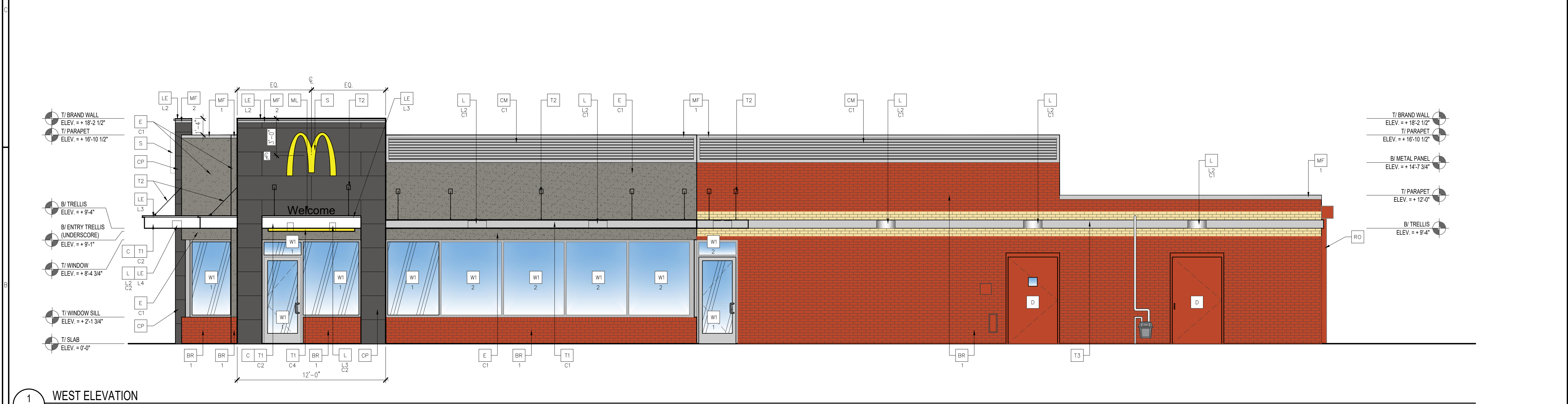
LEGEND - ROOF PLAN	
L.P.	LOW POINT
H.P.	HIGH POINT
←	DIRECTION OF DRAINAGE
← AP	TRELLIS SYSTEM WITH ALUMINUM INFILL PANELS. SLOPE TO EDGE AT 1/4" PER FOOT

[illegible]

[illegible]



2 NORTH ELEVATION
1/4" = 1'-0"



1 WEST ELEVATION
1/4" = 1'-0"

NOTE:
1. EIFS CONTROL JOINTS INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
2. PAINT TRASH CORRAL INCLUDING DOORS, BOLLARDS ETC. TO MATCH MAIN BUILDING COLOR.

GLAZING NOTES:
1. ALL GLAZING SHALL MEET SAFETY GLAZING REQUIREMENTS PER CURRENT INTERNATIONAL BUILDING CODE CHAPTER 24.
2. HAZARDOUS LOCATIONS REQUIRING SAFETY GLAZING MATERIALS:
2.1. DOORS
2.2. GLAZING ADJACENT TO DOORS: ADJACENT TO A DOOR WITH 24" AND WHERE GLAZING IS LESS THAN 60" ABOVE WALKING SURFACE
2.3. WINDOWS:
2.3.1. EXPOSED AREA OF INDIVIDUAL PANE IS GREATER THAN 9 SF
2.3.2. BOTTOM EDGE OF GLAZING IS LESS THAN 18" ABOVE THE FLOOR
2.3.3. TOP EDGE OF GLAZING IS GREATER THAN 36" ABOVE THE FLOOR
2.3.4. ONE OR MORE WALKING SURFACES ARE WITHIN 36" MEASURED HORIZONTALLY AND IN A STRAIGHT LINE, OF THE PANE OF GLAZING
3. MIN CATEGORY CLASSIFICATION OF GLAZING USING CPSC 16 16 CFR PART 1201, (IBC TABLE 2406.2)
3.1. CLASS 1, UNO
3.2. CLASS 2:
3.2.1. EXPOSED SURFACE AREA OF ONE SIDE OF ONE LITE IS MORE THAN 9 SF
SAFETY GLAZING IDENTIFICATION:
1. AS INDICATED THE GLAZING IN HINGED DOORS SHALL BE SAFETY GLAZING. EACH PANE OF SAFETY GLAZING SHALL BE PERMANENTLY LABELED. IBC, SECTION 2406.3(1)

ELEVATION KEY NOTES:			
COLOR SCHEME: MODERN SCHEME			
BR	FACE BRICK - MODERN	E	EXTERIOR INSULATION FINISH SYSTEM (EIFS) MODERN 'OUTSULATION PLUS MD' BY DRYVIT OR EQUAL
XX	TYPE: 1 = EXISTING MASONRY TO REMAIN. 2 = NEW MASONRY TO MATCH EXISTING.	XX	HIGH IMPACT ZONES: 'PANZER 20' ULTRA HIGH IMPACT MESH ASSEMBLY FOR EIFS AREAS WITHIN 8'-0" OF GRADE FINISH: HYDROPHOBIC TEXTURE: SANDPEBBLE
C	ALUMINUM CANOPY FASCIA SYSTEM COLOR: WHITE	GR	GUARDRAIL
CM	CORRUGATED METAL PANEL - SEE ASSEMBLY NOTES ON A5.0 FOR ADDITIONAL SPECIFICATIONS	L	LIGHT FIXTURE - SEE ELECTRICAL
XX	COLOR: C1 = "CITYSCAPE"	XX	L2 = DOWN ONLY SCONCE L3 = RECESSED DOWN FIXTURE
CP	FIBER CEMENT PANEL BY NICHHA ILLUMINATION SERIES - PAINT IRON MOUNTAIN 2134-30 JOINT CAULK: OSI QUAD CONTACT: MATT STEPHENSON (770) 805-9466	C	COLOR: C1 = SILVER C2 = WHITE C4 = GOLD
D	HOLLOW METAL DOOR - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL	LE	ACCENT LIGHTING - SEE ELECTRICAL
		XX	LED LIGHT: L1 = UP AND DOWN FIXTURE L2 = DOWN ONLY FIXTURE L3 = INTEGRAL CANOPY FIXTURE L4 = FLOOD LIGHT
MF	METAL FASCIA (COLOR: CITYSCAPE)	MF	METAL FASCIA (COLOR: CITYSCAPE)
X	TYPE: 1 = PRE-FAB ANCHOR-TITE FASCIA 2 = PRE-FAB CUSTOM ARCADE FASCIA	X	TYPE: 1 = PRE-FAB ANCHOR-TITE FASCIA 2 = PRE-FAB CUSTOM ARCADE FASCIA
ML	METAL LETTERING - BY OTHERS	ML	METAL LETTERING - BY OTHERS
X	TYPE: 1 = 'WELCOME' - COLOR: SILVER	X	TYPE: 1 = 'WELCOME' - COLOR: SILVER
PB	PIPE BOLLARD - PAINTED YELLOW	PB	PIPE BOLLARD - PAINTED YELLOW
X	TYPE: 1 = EXISTING - REPLACE IF NECESSARY	X	TYPE: 1 = EXISTING - REPLACE IF NECESSARY
S	McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.	S	McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.
RO	ROOF DRAIN / OVERFLOW PIPE (EXISTING) PAINT TO MATCH SURROUNDING MATERIAL	RO	ROOF DRAIN / OVERFLOW PIPE (EXISTING) PAINT TO MATCH SURROUNDING MATERIAL
RS	NEW COMPOSITE ROOF SCREEN TO MATCH EXISTING. RE-USE EXISTING SUPPORTS IF POSSIBLE - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL	RS	NEW COMPOSITE ROOF SCREEN TO MATCH EXISTING. RE-USE EXISTING SUPPORTS IF POSSIBLE - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL
T1	ALUMINUM TRELLIS SYSTEM	T1	ALUMINUM TRELLIS SYSTEM
XX	COLOR: C1 = CITYSCAPE C2 = WHITE C3 = CHARCOAL C4 = GOLD	XX	COLOR: C1 = CITYSCAPE C2 = WHITE C3 = CHARCOAL C4 = GOLD
T2	ALUMINUM TRELLIS TIE-BACK SYSTEM COLOR: C3 = CHARCOAL	T2	ALUMINUM TRELLIS TIE-BACK SYSTEM COLOR: C3 = CHARCOAL
T3	ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE	T3	ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE
W1	NEW STOREFRONT AND GLAZING	W1	NEW STOREFRONT AND GLAZING
X	1 = NEW STOREFRONT AND GLAZING - SEE ASSEMBLY NOTES - MATCH EXISTING FRAMING 2 = EXISTING WINDOW TO REMAIN	X	1 = NEW STOREFRONT AND GLAZING - SEE ASSEMBLY NOTES - MATCH EXISTING FRAMING 2 = EXISTING WINDOW TO REMAIN

LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
ARLINGTON HEIGHTS, IL 60005
815.366.9155
1860 W. EVANS AVE.
CHICAGO, IL 60628
800.974.5873
WWW.LINLEEDSIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLEE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

ISSUED DATE: 05/02/19

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

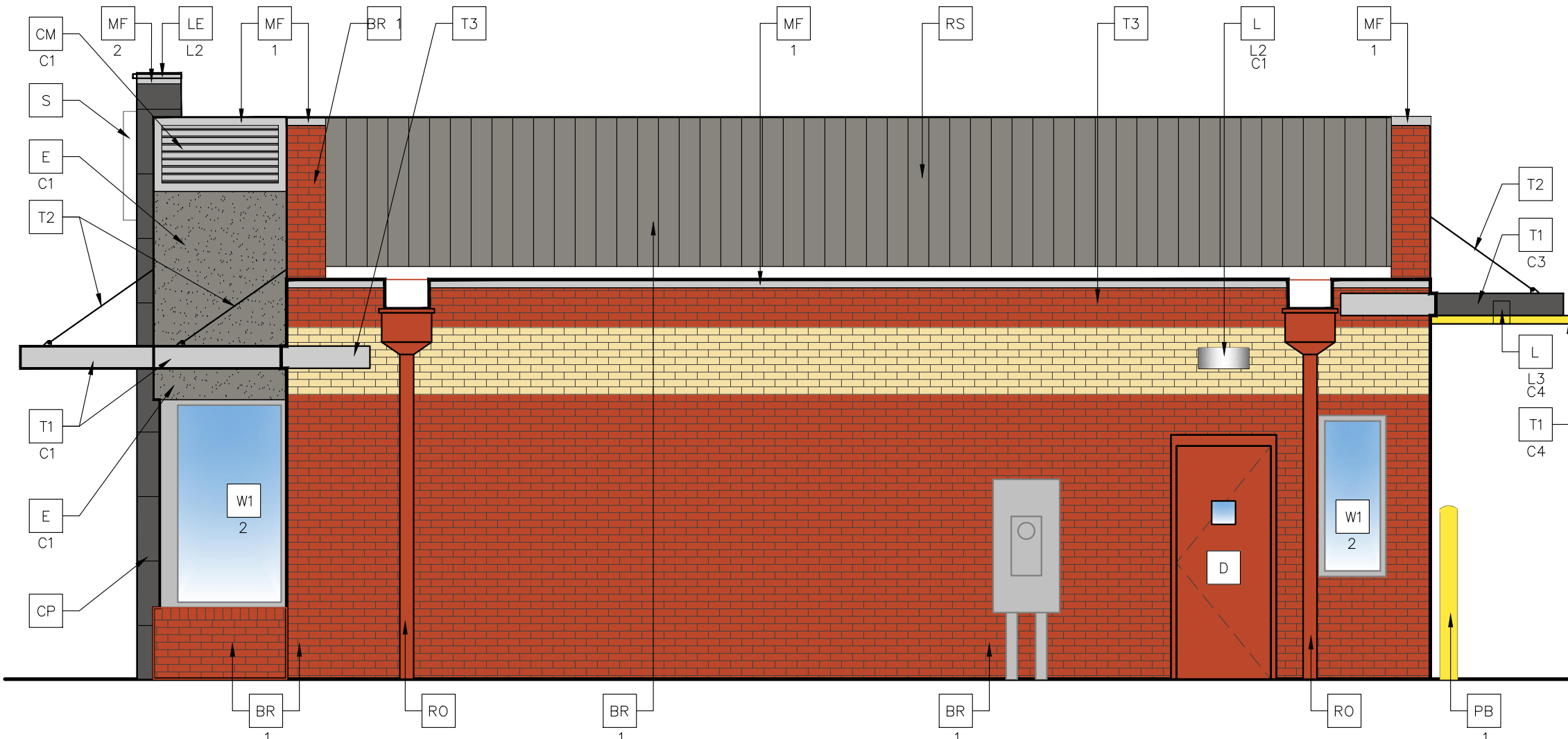
REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				
1	05/02/19	PERMIT REVIEW BID SET		

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A2.0

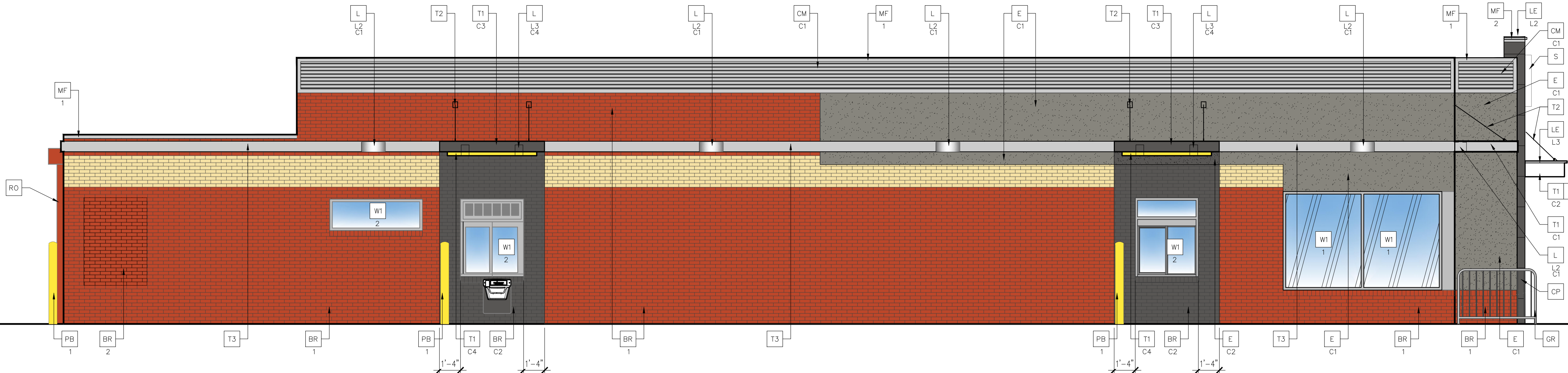
- T/ BRAND WALL
ELEV. = +18'-2 1/2"
- T/ PARAPET
ELEV. = +16'-10 1/2"
- B/ METAL PANEL
ELEV. = +14'-7 3/4"
- T/ PARAPET
ELEV. = +12'-0"
- B/ TRELLIS
ELEV. = +9'-4"
- T/ WINDOW
ELEV. = +8'-4 3/4"
- T/ WINDOW SILL
ELEV. = +2'-1 3/4"
- T/ SLAB
ELEV. = 0'-0"



- T/ PARAPET
ELEV. = +16'-10 1/2"
- T/ PARAPET
ELEV. = +12'-0"
- B/ TRELLIS
ELEV. = +10'-11"
- B/ DRIVE-THRU TRELLIS
(UNDERSORE)
ELEV. = +10'-8"
- T/ WINDOW
ELEV. = +7'-11"
- T/ WINDOW SILL
ELEV. = +3'-1"
- T/ SLAB
ELEV. = 0'-0"

2 SOUTH ELEVATION
1/4" = 1'-0"

- T/ PARAPET
ELEV. = +16'-10 1/2"
- B/ METAL PANEL
ELEV. = +14'-7 3/4"
- T/ PARAPET
ELEV. = +12'-0"
- B/ TRELLIS
ELEV. = +10'-11"
- B/ DRIVE-THRU TRELLIS
(UNDERSORE)
ELEV. = +10'-8"
- T/ WINDOW
ELEV. = +8'-0"



- T/ BRAND WALL
ELEV. = +18'-2 1/2"
- T/ PARAPET
ELEV. = +16'-10 1/2"
- B/ METAL PANEL
ELEV. = +14'-7 3/4"
- B/ TRELLIS
ELEV. = +10'-11"
- B/ DRIVE-THRU TRELLIS
(UNDERSORE)
ELEV. = +10'-8"
- B/ TRELLIS
ELEV. = +9'-4"
- T/ WINDOW
ELEV. = +8'-4 3/4"
- T/ WINDOW SILL
ELEV. = +2'-1 3/4"
- T/ SLAB
ELEV. = 0'-0"

1 EAST ELEVATION
1/4" = 1'-0"

- NOTE:
- EIFS CONTROL JOINTS INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
 - PAINT TRASH CORRAL INCLUDING DOORS, BOLLARDS ETC. TO MATCH MAIN BUILDING COLOR.

- GLAZING NOTES:
- ALL GLAZING SHALL MEET SAFETY GLAZING REQUIREMENTS PER CURRENT INTERNATIONAL BUILDING CODE CHAPTER 24.
 - HAZARDOUS LOCATIONS REQUIRING SAFETY GLAZING MATERIALS:
 - DOORS
 - GLAZING ADJACENT TO DOORS: ADJACENT TO A DOOR WITH 24" AND WHERE GLAZING IS LESS THAN 60" ABOVE WALKING SURFACE
 - WINDOWS:
 - EXPOSED AREA OF INDIVIDUAL PANE IS GREATER THAN 9 SF
 - BOTTOM EDGE OF GLAZING IS LESS THAN 18" ABOVE THE FLOOR
 - TOP EDGE OF GLAZING IS GREATER THAN 36" ABOVE THE FLOOR
 - ONE OR MORE WALKING SURFACES ARE WITHIN 36" MEASURED HORIZONTALLY AND IN A STRAIGHT LINE, OF THE PANE OF GLAZING
 - MIN CATEGORY CLASSIFICATION OF GLAZING USING CPSC 16 16 CFR PART 1201, (IBC TABLE 2406.2)
 - CLASS 1, UNO
 - CLASS 2:
 - EXPOSED SURFACE AREA OF ONE SIDE OF ONE LITE IS MORE THAN 9 SF
- SAFETY GLAZING IDENTIFICATION:
- AS INDICATED THE GLAZING IN HINGED DOORS SHALL BE SAFETY GLAZING. EACH PANE OF SAFETY GLAZING SHALL BE PERMANENTLY LABELED, IBC, SECTION 2406.3(1)

COLOR SCHEME: 'MODERN' SCHEME

- BR — FACE BRICK — MODERN
- XX — TYPE:
- EXISTING MASONRY TO REMAIN.
 - NEW MASONRY TO MATCH EXISTING.
- C2 = EXISTING MASONRY TO BE PAINTED: IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
- C — ALUMINUM CANOPY FASCIA SYSTEM
- COLOR: WHITE
- CM — CORRUGATED METAL PANEL — SEE ASSEMBLY NOTES ON A5.0 FOR ADDITIONAL SPECIFICATIONS
- XX — COLOR:
- C1 = "CITYSCAPE"
- CP — FIBER CEMENT PANEL BY NICHHA ILLUMINATION SERIES — PAINT IRON MOUNTAIN 2134-30 JOINT CAULK: OSI QUAD CONTACT: MATT STEPHENSON (770) 805-9466
- D — HOLLOW METAL DOOR — PAINT TO MATCH COLOR OF SURROUNDING MATERIAL

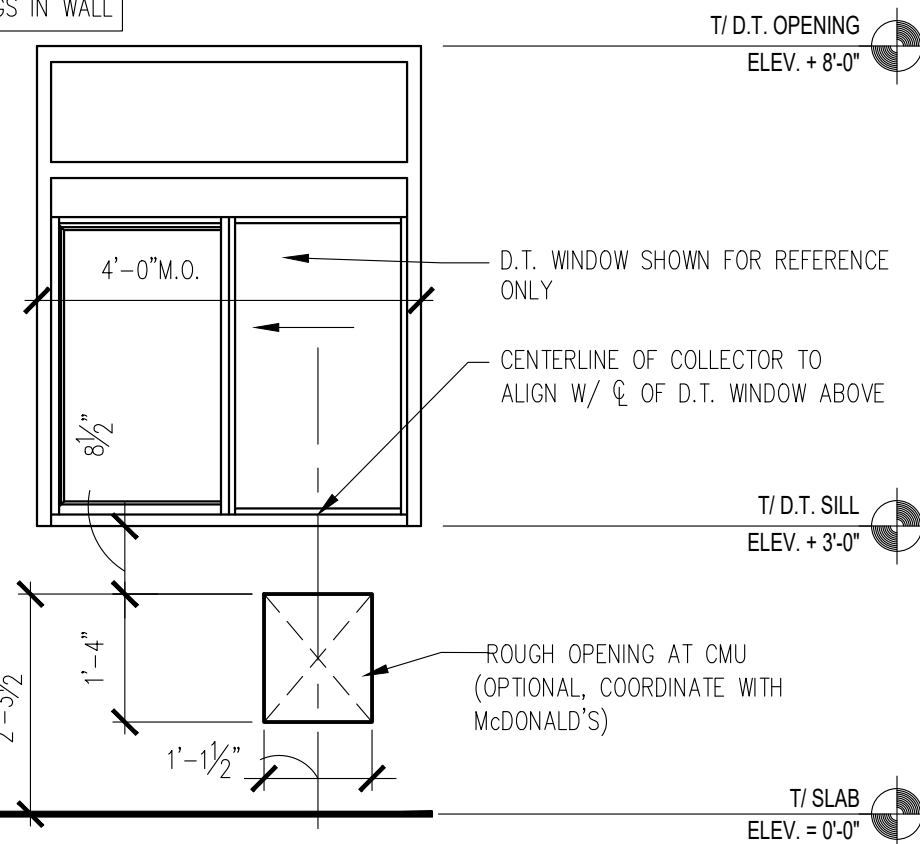
- E — EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.) MODERN 'OUTSULATION PLUS MD' BY DRYVIT OR EQUAL
- XX — TYPE:
- XX — HIGH IMPACT ZONES: 'PANZER 20' ULTRA HIGH IMPACT MESH ASSEMBLY FOR EIFS AREAS WITHIN 8'-0" OF GRADE FINISH: HYDROPHOBIC TEXTURE: SANDPEBBLE COLOR: STATOTONE HIGH PERFORMANCE COLORANT — MATCH TO BENJAMIN MOORE OR EQUAL
- C1 = CHELSEA GRAY HC-168 BY BENJAMIN MOORE
- C2 = IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
- GR — GUARDRAIL
- L — LIGHT FIXTURE — SEE ELECTRICAL
- XX — TYPE:
- XX — L2 = DOWN ONLY SCONCE
- L3 = RECESSED DOWN FIXTURE
- COLOR:
- C1 = SILVER
- C2 = WHITE
- C4 = GOLD
- LE — ACCENT LIGHTING — SEE ELECTRICAL
- XX — LED LIGHT:
- L1 = UP AND DOWN FIXTURE
- L2 = DOWN ONLY FIXTURE
- L3 = INTEGRAL CANOPY FIXTURE
- L4 = FLOOD LIGHT

- MF — METAL FASCIA (COLOR: CITYSCAPE)
- X — TYPE:
- PRE-FAB ANCHOR-TITE FASCIA
 - PRE-FAB CUSTOM ARCADE FASCIA
- ML — METAL LETTERING — BY OTHERS
- X — TYPE:
- "WELCOME" — COLOR: SILVER
- PB — PIPE BOLLARD — PAINTED YELLOW
- X — TYPE:
- EXISTING — REPLACE IF NECESSARY
- S — McDONALD'S SIGNAGE BY OTHERS — UNDER SEPARATE PERMIT.
- RO — ROOF DRAIN / OVERFLOW PIPE (EXISTING)
- PAINT TO MATCH SURROUNDING MATERIAL

- RO — ROOF DRAIN / OVERFLOW PIPE
- PAINT TO MATCH SURROUNDING MATERIAL
- RS — NEW COMPOSITE ROOF SCREEN TO MATCH EXISTING. RE-USE EXISTING SUPPORTS IF POSSIBLE — PAINT TO MATCH COLOR OF SURROUNDING MATERIAL
- T1 — ALUMINUM TRELLIS SYSTEM
- XX — COLOR:
- C1 = CITYSCAPE
- C2 = WHITE
- C3 = CHARCOAL
- C4 = GOLD
- T2 — ALUMINUM TRELLIS TIE-BACK SYSTEM
- COLOR: C3 = CHARCOAL
- T3 — ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE
- W1 — NEW STOREFRONT AND GLAZING
- X — 1 = NEW STOREFRONT AND GLAZING — SEE ASSEMBLY NOTES — MATCH EXISTING FRAMING
- 2 = EXISTING WINDOW TO REMAIN

ELEVATION KEY NOTES:

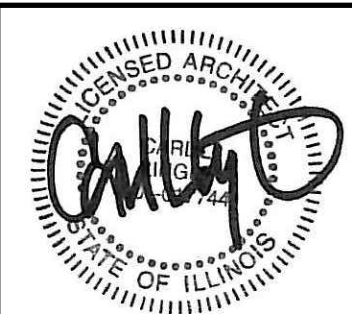
NOTE: G.C. TO VERIFY ALL R.O. WITH UNIT MFR. PRIOR TO CONSTRUCTING OPENINGS IN WALL



3 (RMHC) COIN COLLECTOR AT MASONRY
1/2" = 1'-0"

LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
SUITE 100
BIRMINGHAM, AL 35203
813.366.9155
1860 W. EVANS AVE.
SUITE 110
BIRMINGHAM, AL 35203
855.974.5873
WWW.LINLEEDSIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLEE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				
1	05/02/19	PERMIT REVIEW BID SET		
2	06/04/19	OWNER COMMENTS		

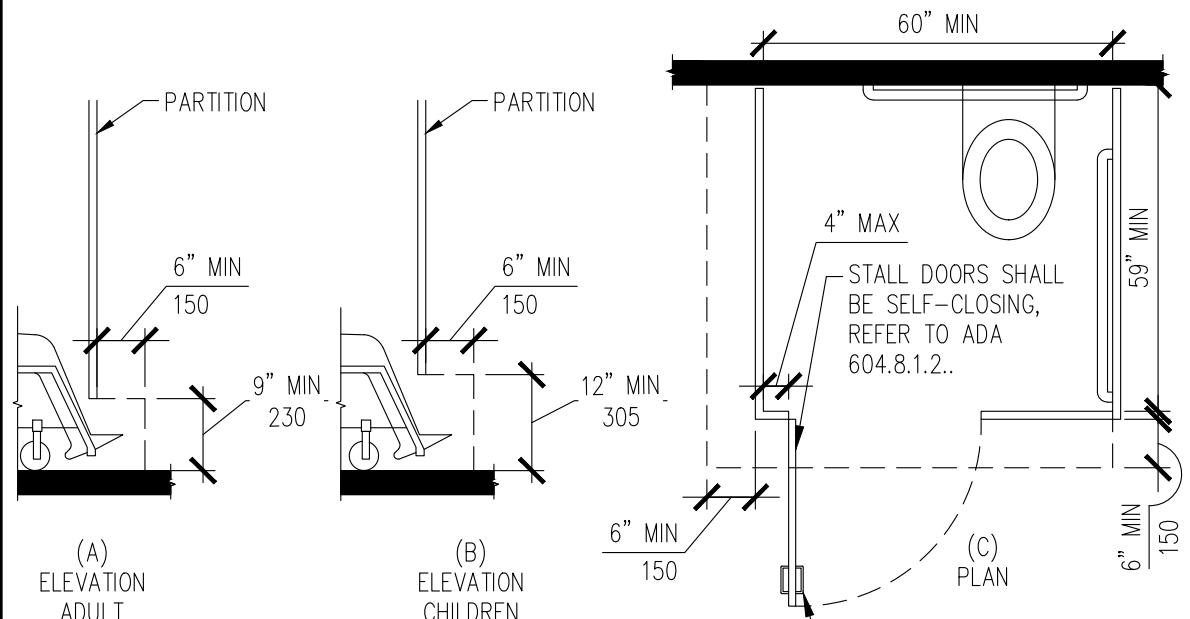
STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
EXTERIOR
ELEVATIONS

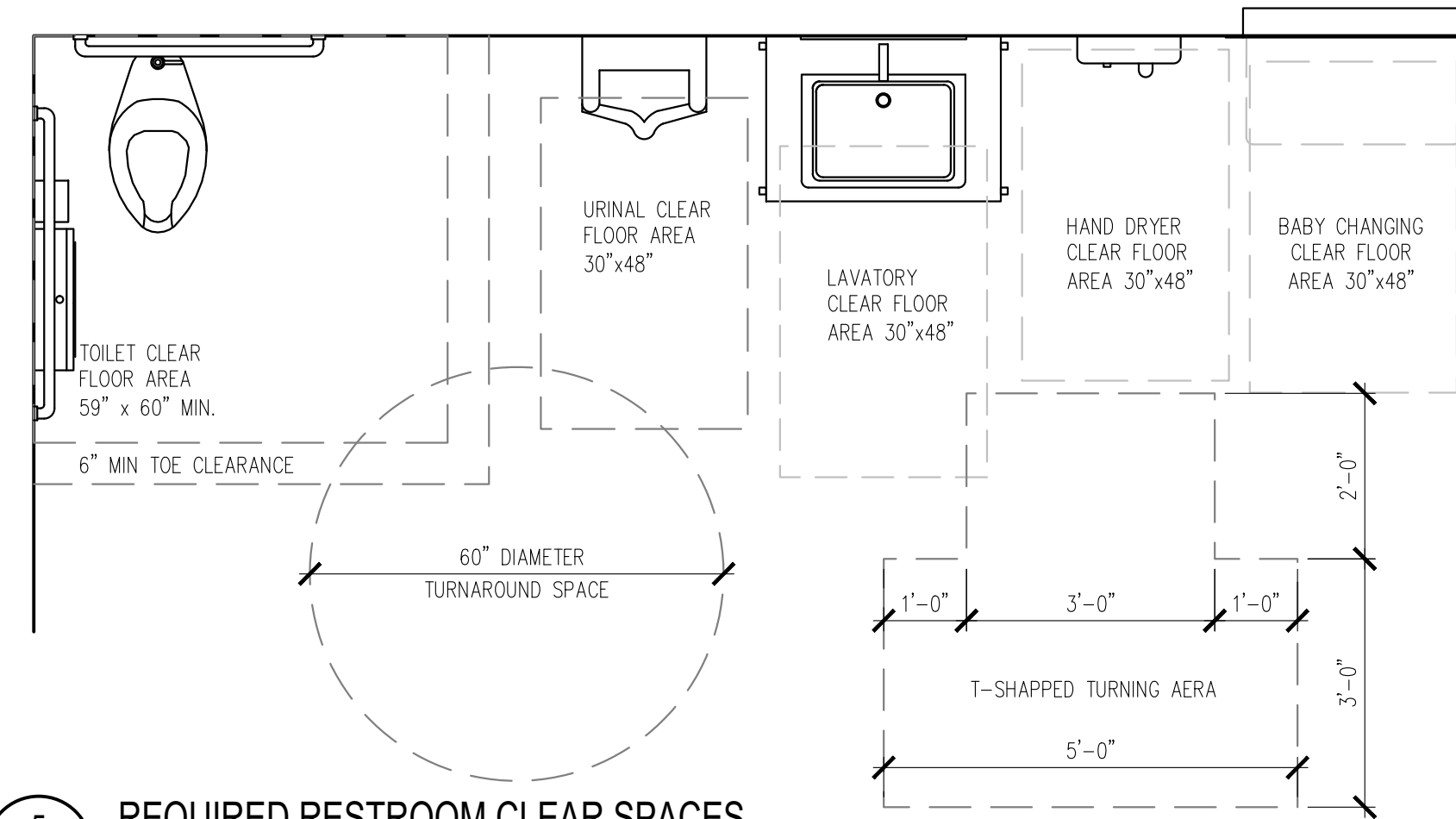
SHEET NUMBER:

A2.1

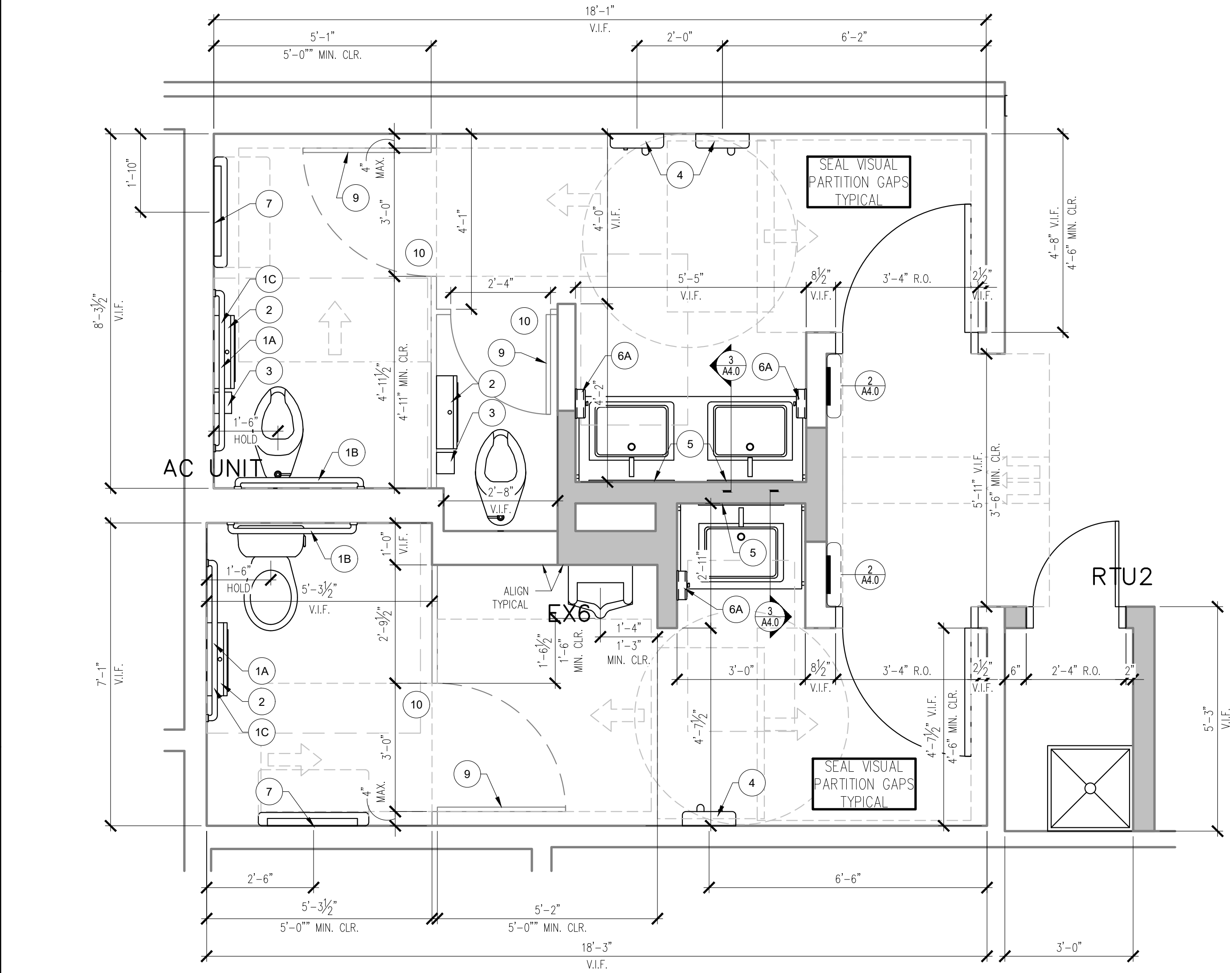
EXCEPTION: TOE CLEARANCE AT THE FRONT PARTITION IS NOT REQUIRED IN A COMPARTMENT GREATER THAN 62 INCHES (1575 mm) DEEP WITH A WALL-HUNG WATER CLOSET OR 65 INCHES (1650 mm) DEEP WITH A FLOOR-MOUNTED WATER CLOSET. TOE CLEARANCE AT THE SIDE PARTITION IS NOT REQUIRED IN A COMPARTMENT GREATER THAN 66 INCHES (1675 mm) WIDE. TOE CLEARANCE AT THE FRONT PARTITION IS NOT REQUIRED IN A COMPARTMENT FOR CHILDREN'S USE THAT IS GREATER THAN 65 INCHES (1650 mm) DEEP.



6 TOILET COMPARTMENT DETAILS
A4.0 N.T.S.



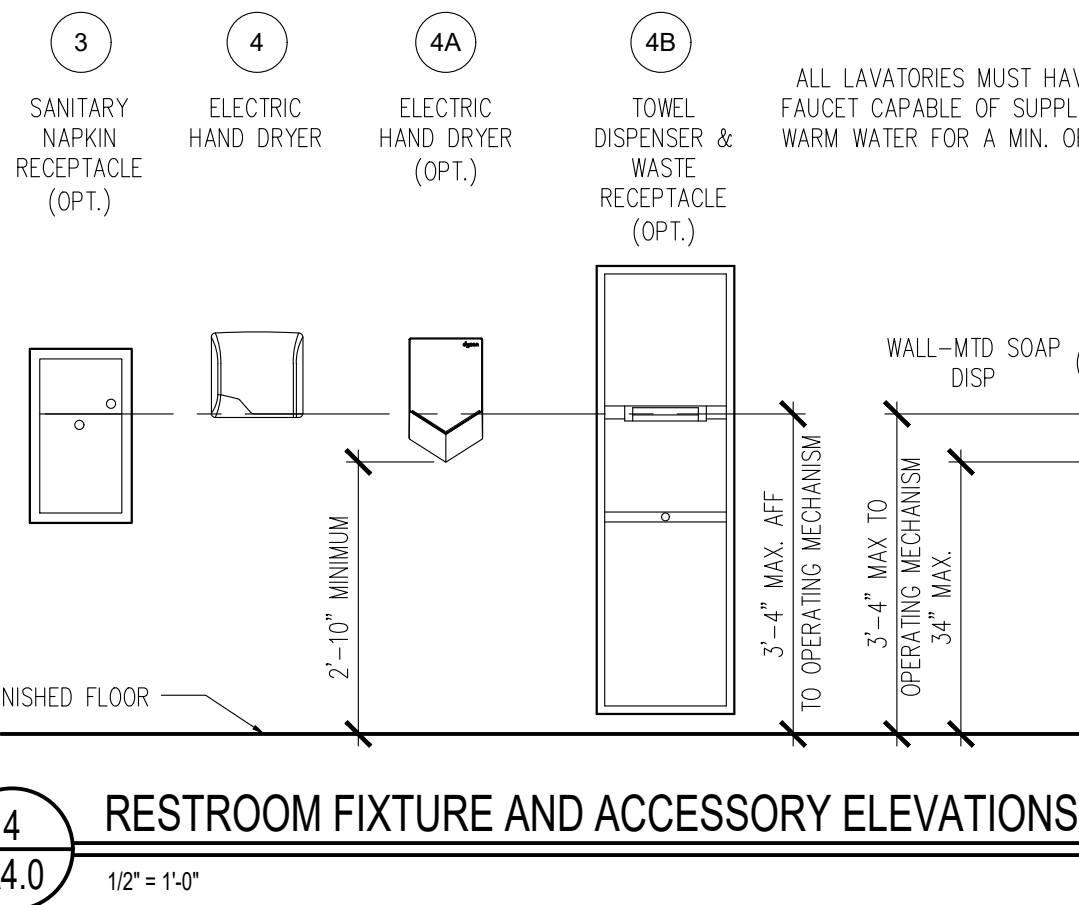
5 REQUIRED RESTROOM CLEAR SPACES
A4.0 1/2" = 1'-0"



1 ENLARGED RESTROOMS FLOOR PLANS
A4.0 1/2" = 1'-0"

- NOTES
- ALL DIMENSIONS SHOWN ARE TAKEN FROM FINISH TO FINISH
 - SEE SHEET A1.0 FOR PARTITION TYPES
 - SEE SHEET A6.0 FOR DOOR SCHEDULES
 - SEE 384/A4.0 FOR FIXTURE MOUNTING HEIGHTS
 - SEE 1/A1.4 FOR FINISHES
 - SEE DOOR CLEARANCE DETAILS ON SHEET G2.0 FOR REQUIRED DOOR CLEARANCE.

- UNLESS OTHERWISE NOTED, ALL ITEMS SHALL BE FURNISHED AND INSTALLED BY THE G.C.
- GRAB BARS TO BE 1 1/2" IN DIAMETER AND INSTALLED NO MORE THAN 1 1/2" FROM WALL TO EDGE OF BAR. GRAB BARS MUST BE ABLE TO WITHSTAND A 250 LBS. FORCE AND HAVE NO SHARP OR ABRASIVE EDGES.
- CLEAR FLOOR SPACE OF 30X48 SHALL BE MAINTAINED AT ALL CONTROL AND OPERATING MECHANISMS. (E.G., PAPER TOWEL DISPENSER). SEE ELEV. OR ACCESSORY SCHED. FOR ACCESSIBLE MOUNTING HEIGHTS.

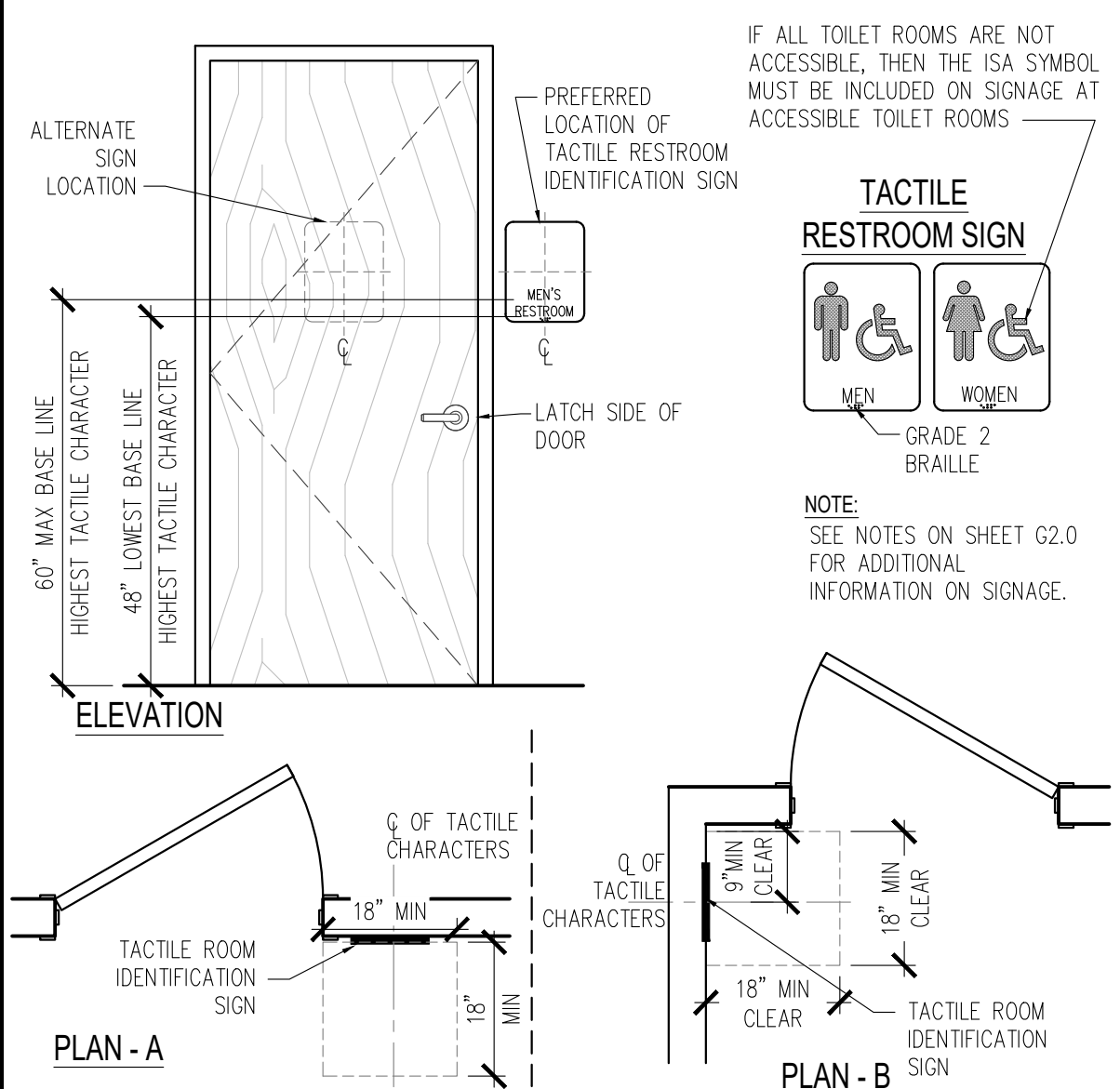
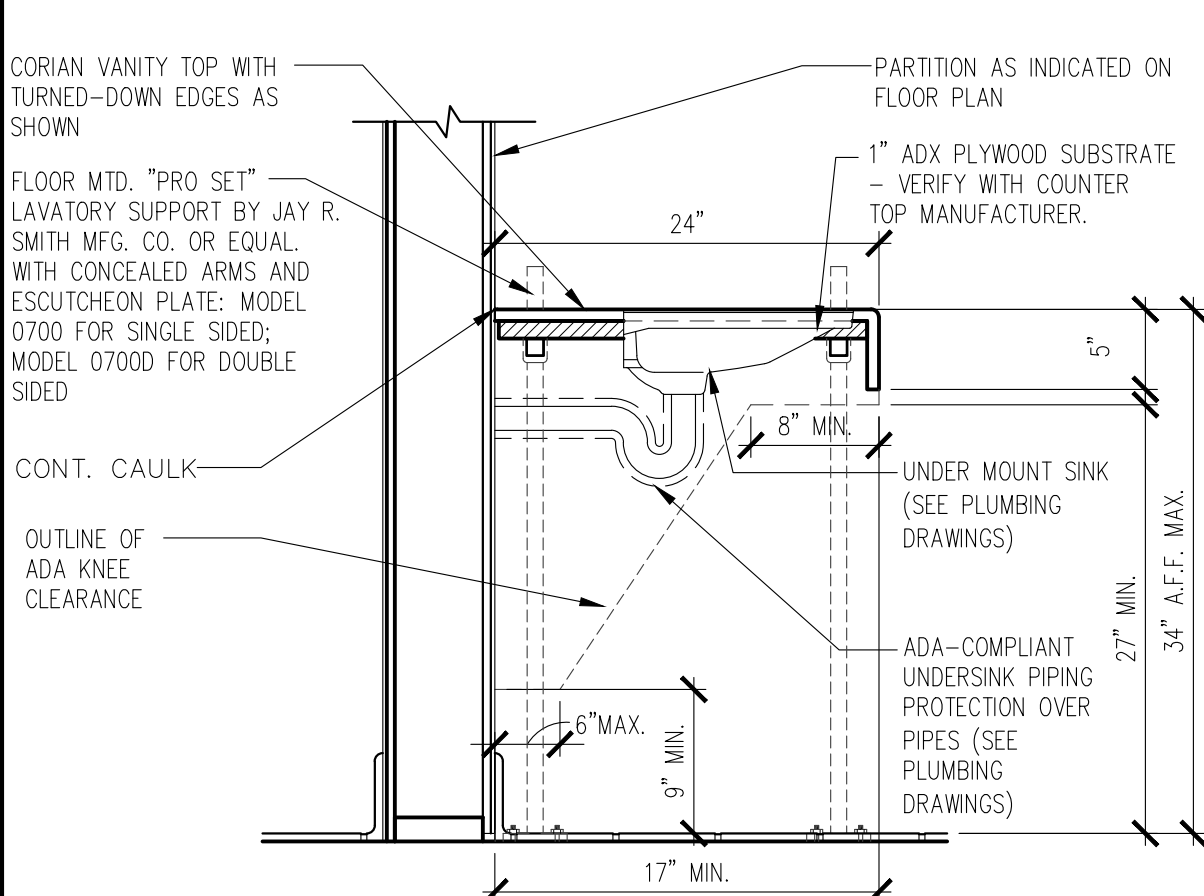


4 RESTROOM FIXTURE AND ACCESSORY ELEVATIONS
A4.0 1/2" = 1'-0"

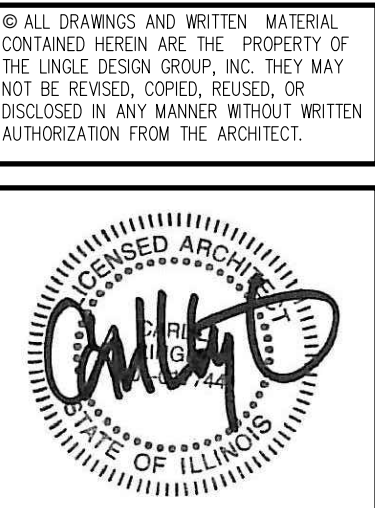
RESTROOM ACCESSORY SCHEDULE

	ITEM (SEE NOTE 2)	MFR MODEL #	SUPPLIER	BACKUP SUPPORT (SEE NOTE 3)
1A	GRAB BAR 42"	BOBRICK B-6806X42	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	(1) 2x6 4'-0" LONG CENTER MOUNTED
1B	GRAB BAR 36"	B-6806X36		
1C	GRAB BAR 24"	B-6806X24		
2	TOILET TISSUE DISPENSER, JUMBO, SURFACE MOUNTED	BRADLEY 5424	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	FRAME WALL OPENING PER MANUFACTURER'S RECOMMENDATIONS
3	SANITARY NAPKIN RECEPTACLE, RECESSED (OPTIONAL)	BOBRICK B-354	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
4	HAND DRYER, ENERGY EFFICIENT MODEL, ADA, ALUMINUM BRUSHED	WORLD DRYER L-971 SlimDry	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	FRAME WALL OPENING PER MANUFACTURER'S RECOMMENDATIONS
4A	HAND DRYER, ENERGY EFFICIENT MODEL, ADA, SPRAYED NICKEL	DYSON AIRBLADE V	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
4B	TOWEL DISPENSER & WASTE RECEPTACLE, COMBINATION, RECESSED (OPTIONAL)	BOBRICK B-3974	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
5	MIRROR, CHANNEL FRAME	BOBRICK B-165 2436	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
6	SOAP DISPENSER, COUNTER MOUNTED, 6" SPOUT (OPTIONAL)	BOBRICK B-82216	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
6A	SOAP DISPENSER, WALL-MOUNTED	BOBRICK B-2112	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
7	BABY CHANGING TABLE, HORIZONTAL, SURFACE MOUNT, ADA COMPLIANT, ALL PLASTIC	KOALA KARE KB200-01	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	INSTALL PER MANUFACTURER'S RECOMMENDATIONS
7A	BABY CHANGING TABLE, HORIZONTAL, SURFACE MOUNT, ADA COMPLIANT, PLASTIC W/ S/S VENEER	KOALA KARE KB110-SSWM	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	INSTALL PER MANUFACTURER'S RECOMMENDATIONS
8	DIAPER CONTAINER (OPTIONAL)	-	BY OWNER	
9	CLOTHES HOOK	BRADLEY 917	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	
10	TOILET PARTITIONS SENTINEL OVERHEAD-BRACED	BRADLEY SERIES 400	HUGHES SUPPLY (866) 310-3576 MCDCOORD@HAJOCA.COM	STAINLESS STEEL (ALT. LAMINATE) VERIFY PRIOR TO BID

- NOTES
- SEE 4/A4.0 FOR ACCESSORY MOUNTING HEIGHTS
 - SELECT ONE ITEM FROM ITEM GROUPS 4, 6, & 7 VERIFY WITH AREA CONSTRUCTION MANAGER.
 - CUT BACK-UP SUPPORTS BETWEEN STUDS SO FACE OF SUPPORT IS FLUSH W/WALL STUD



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINALE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

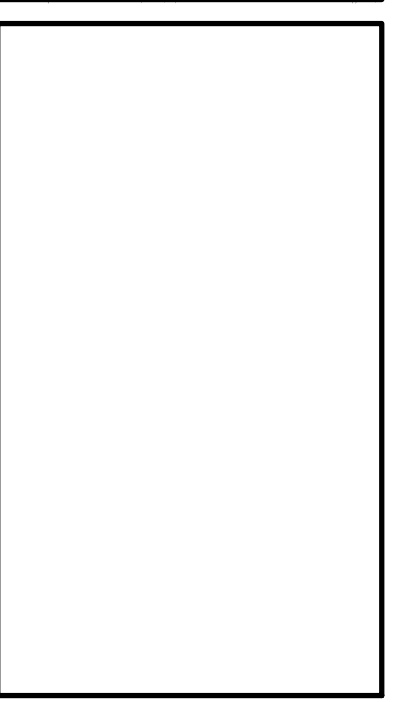
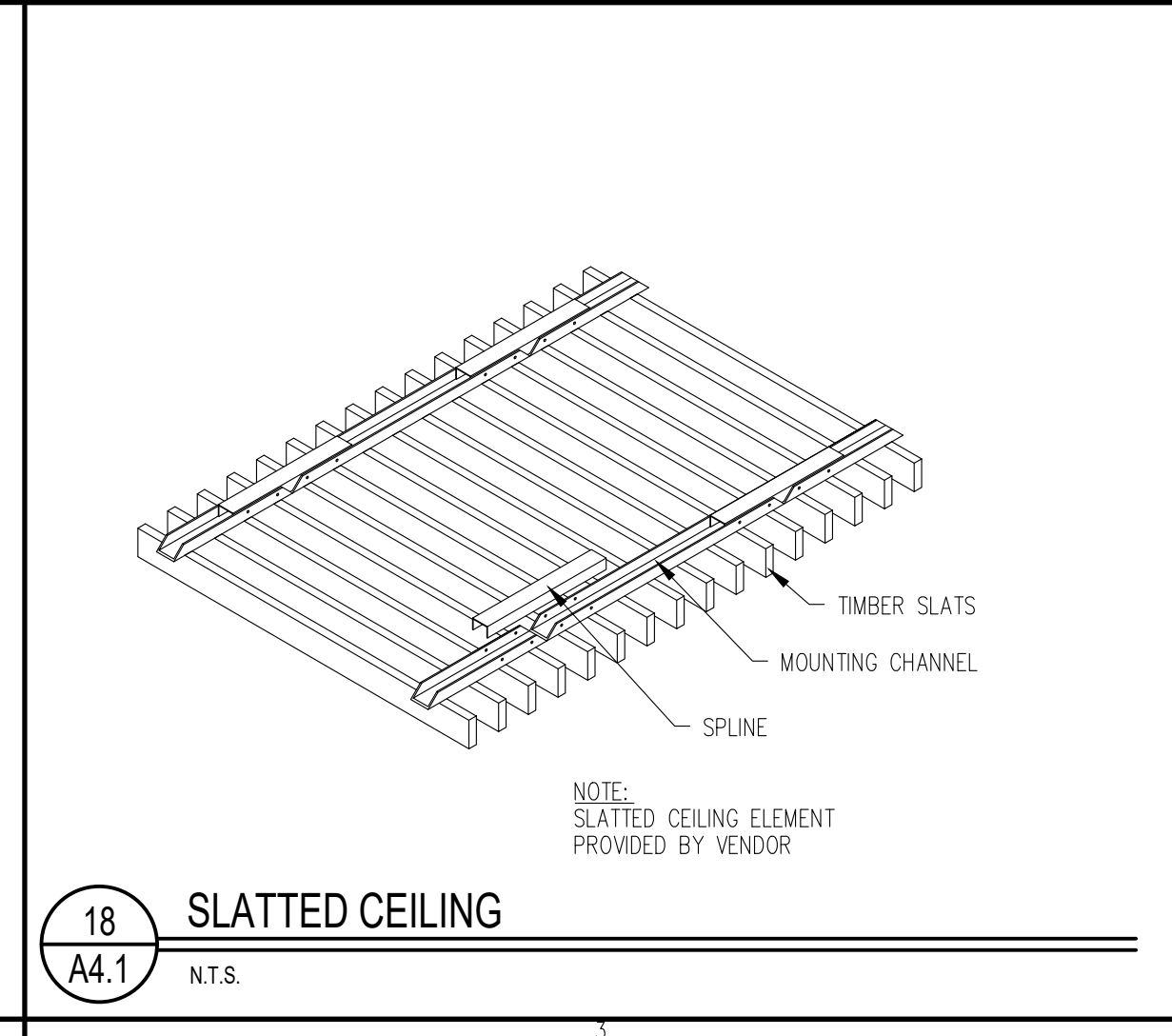
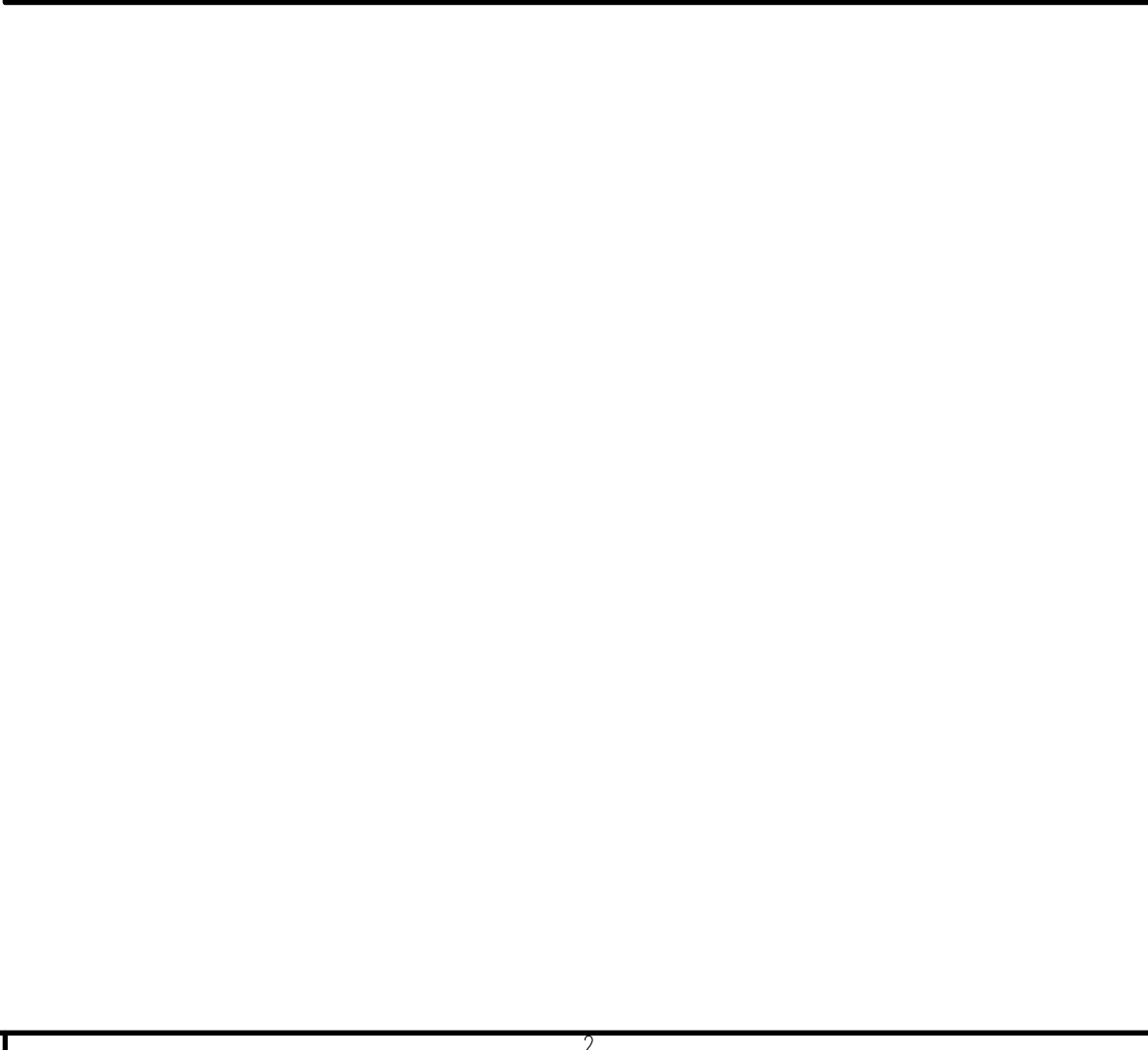
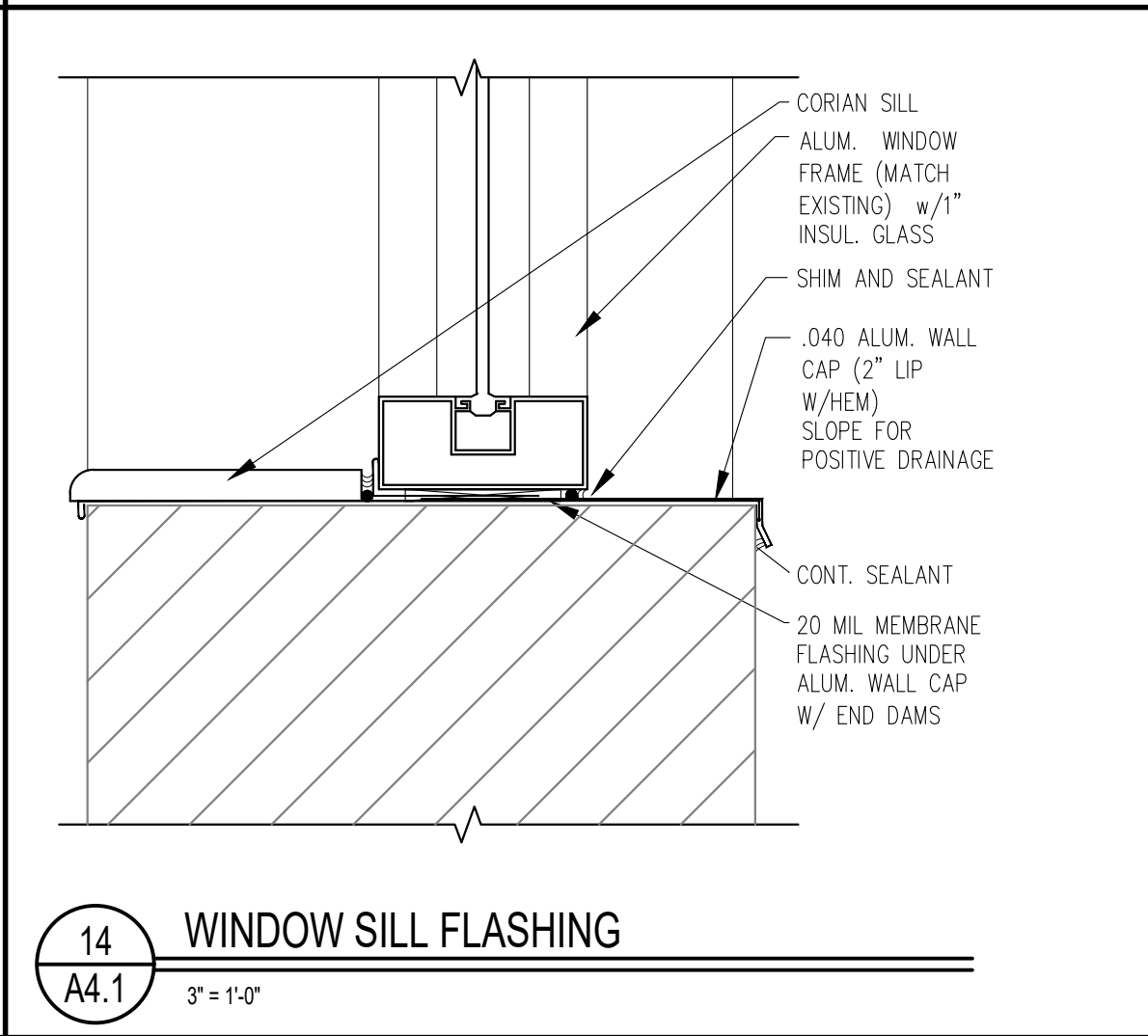
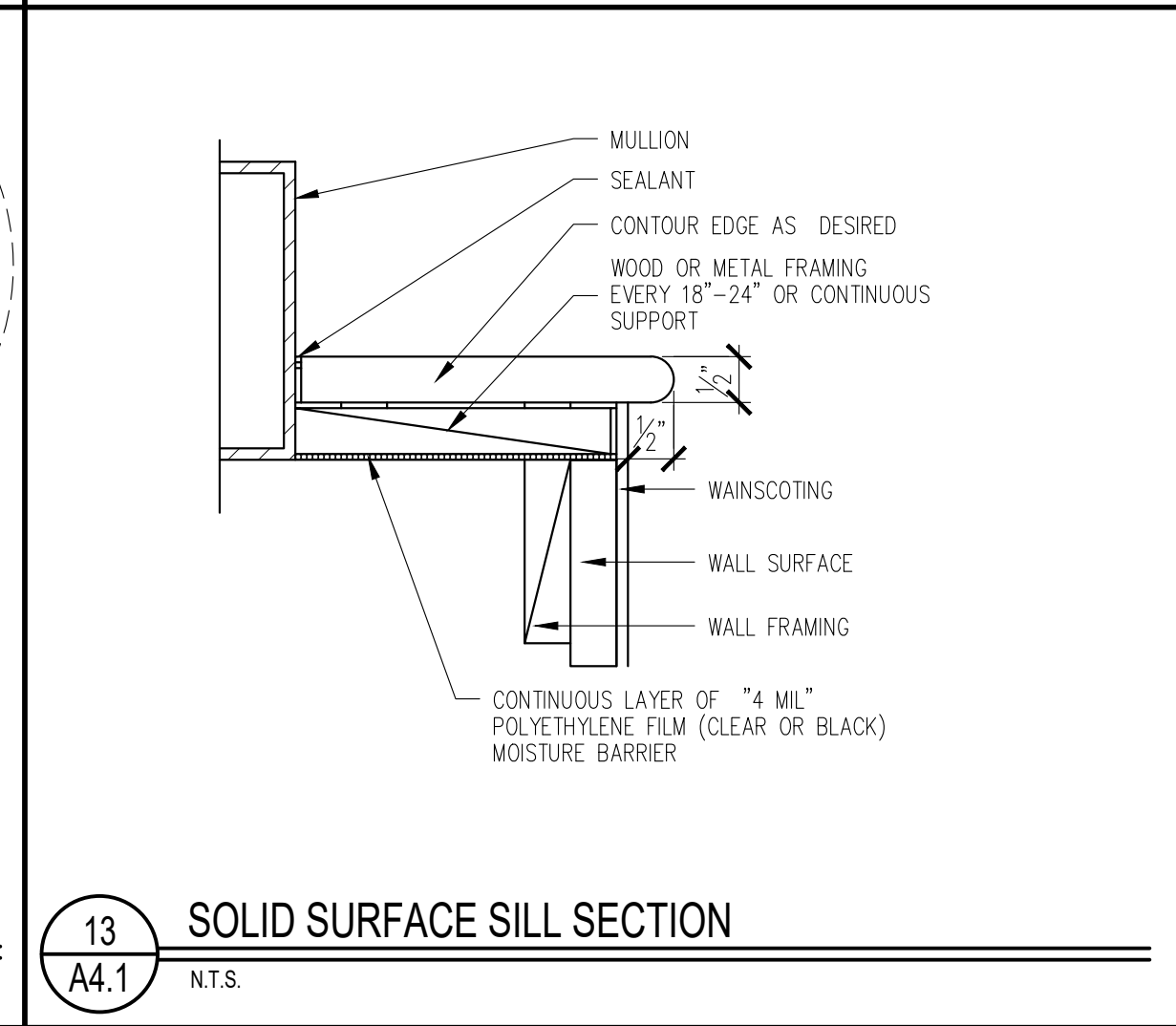
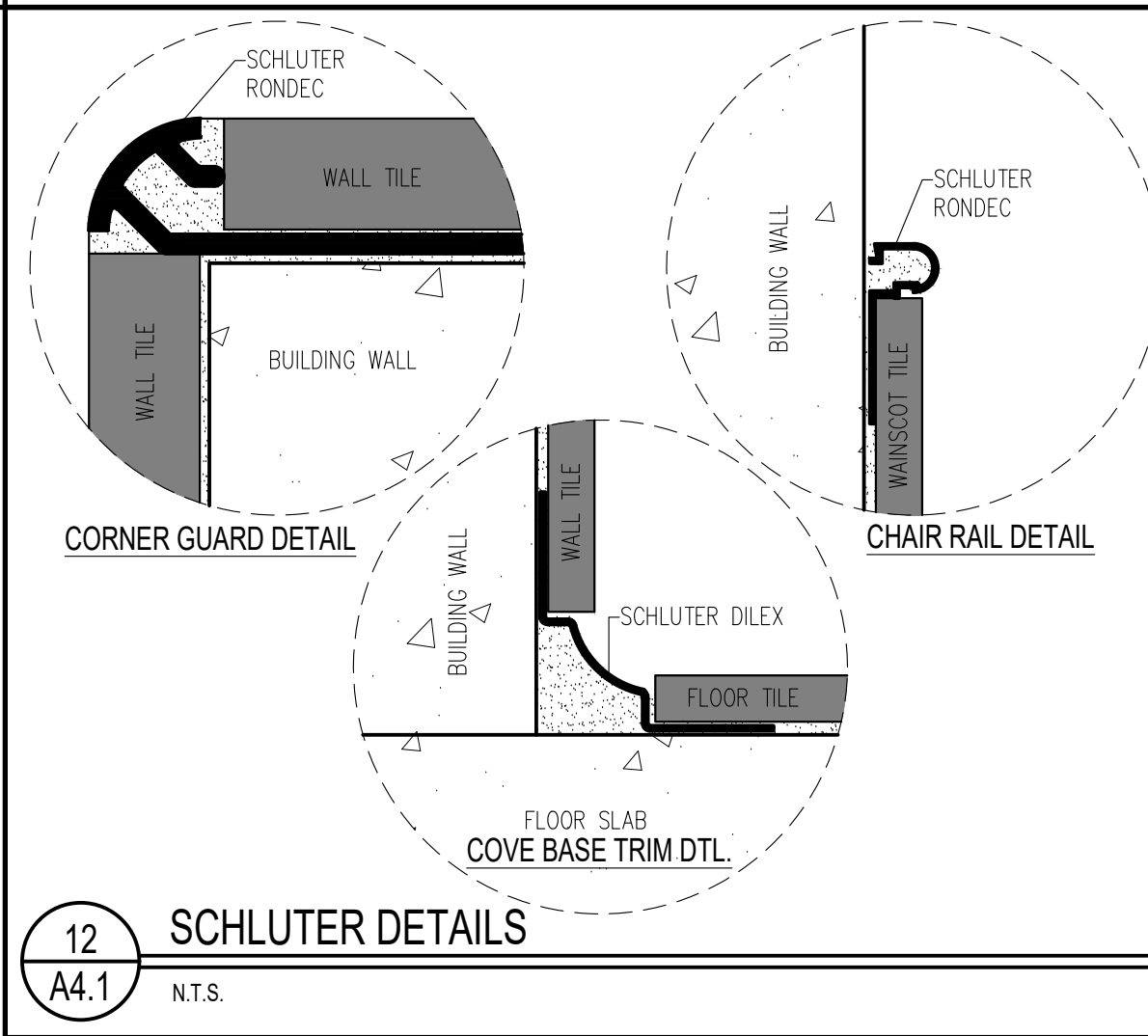
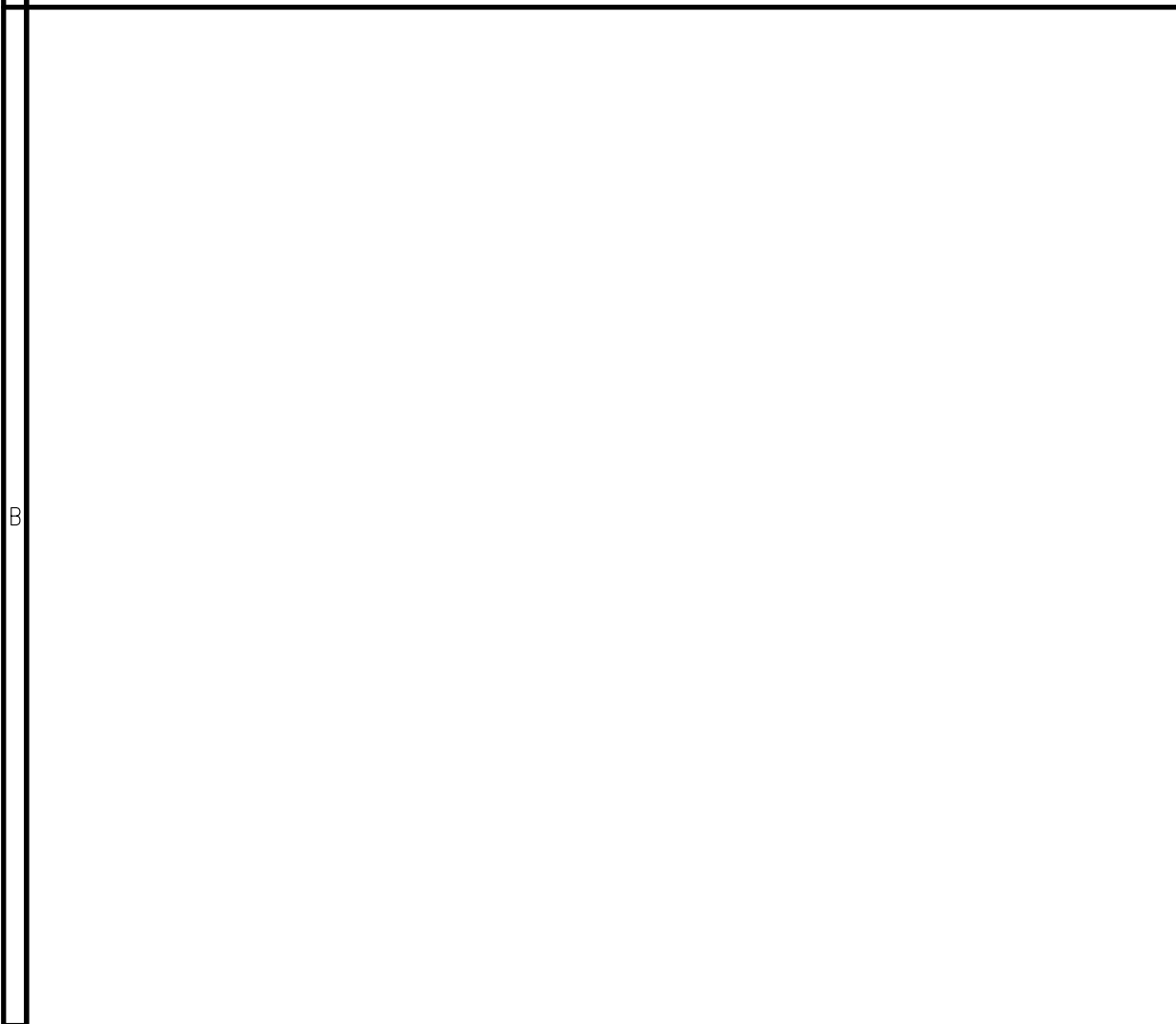
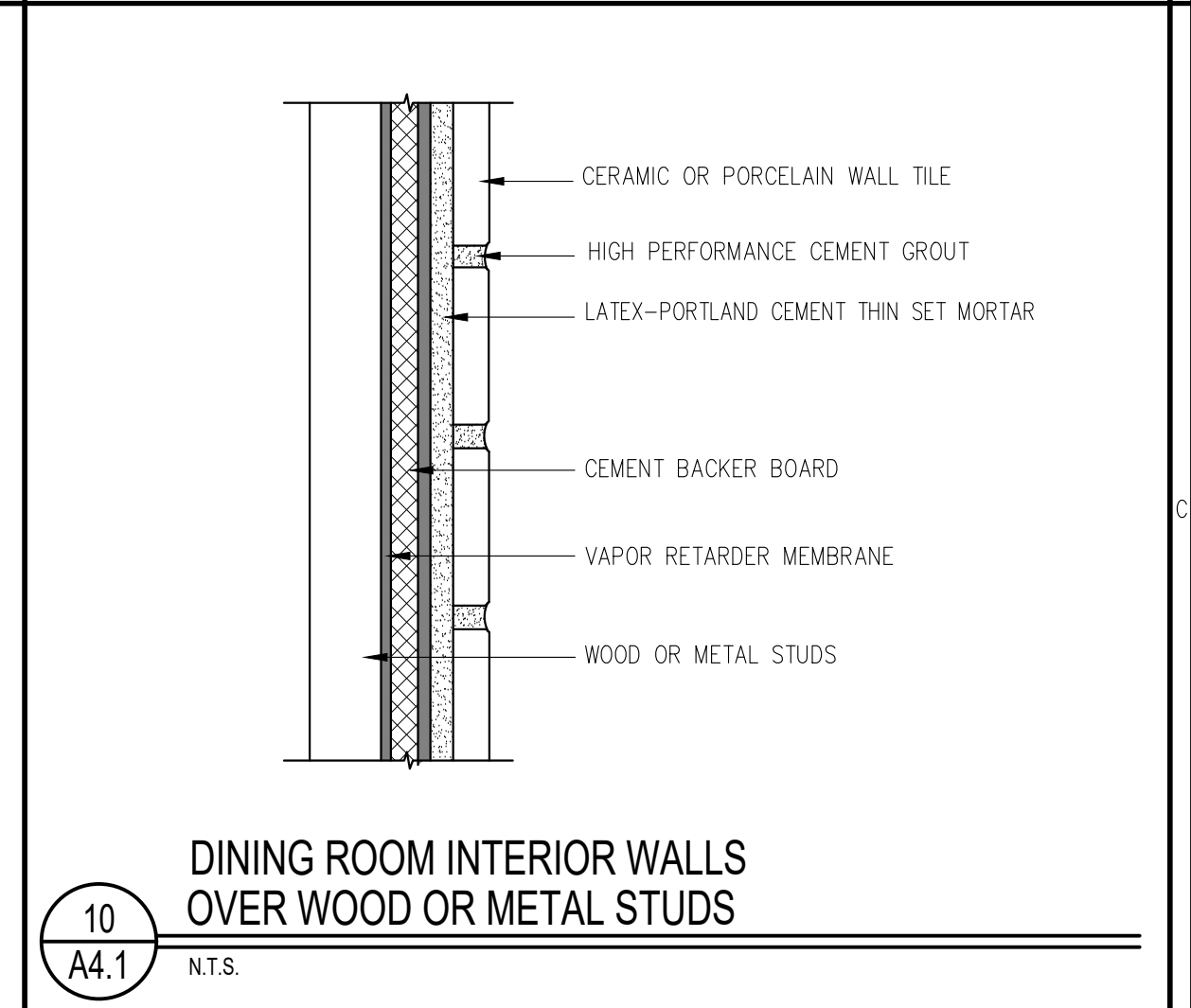
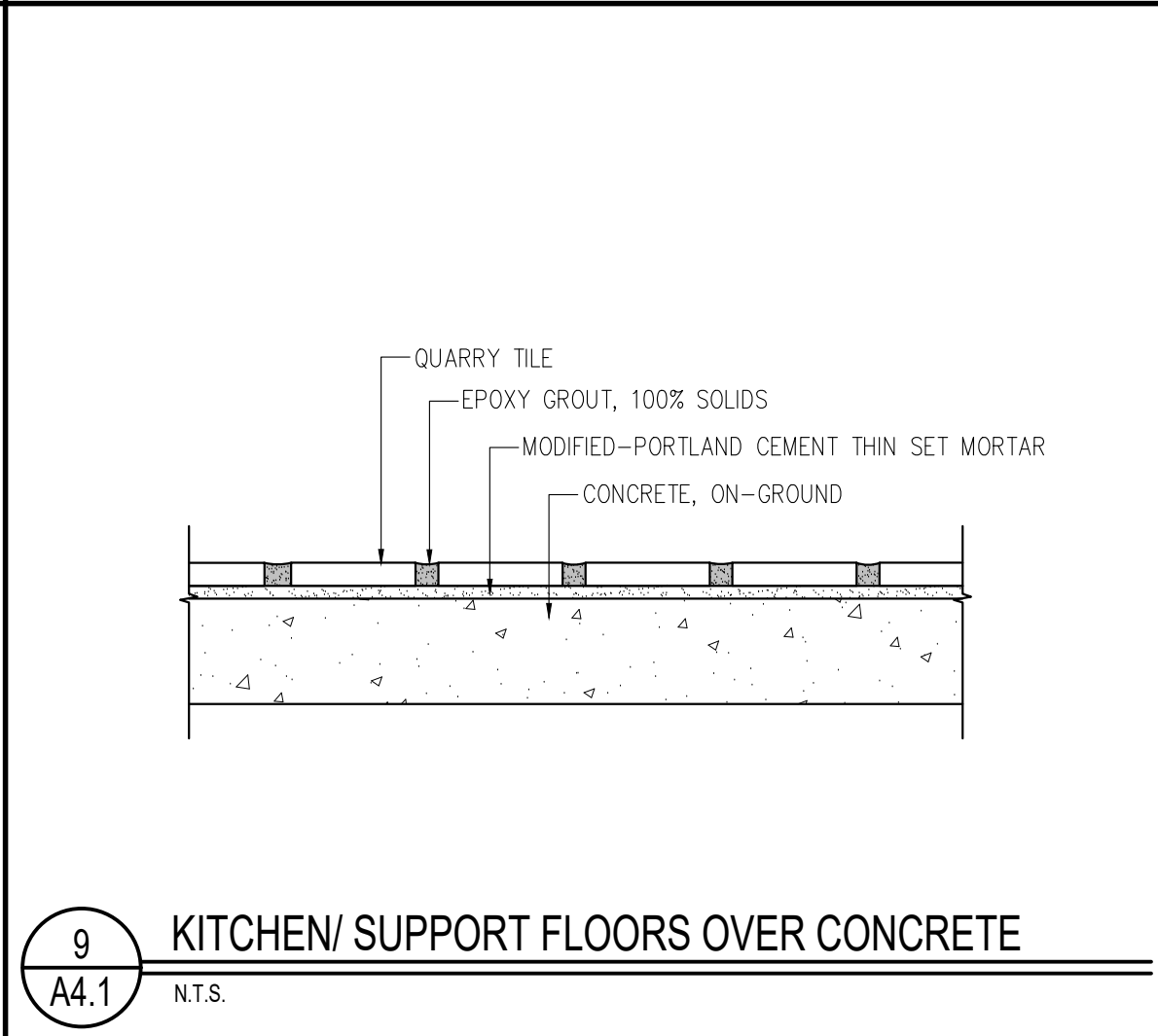
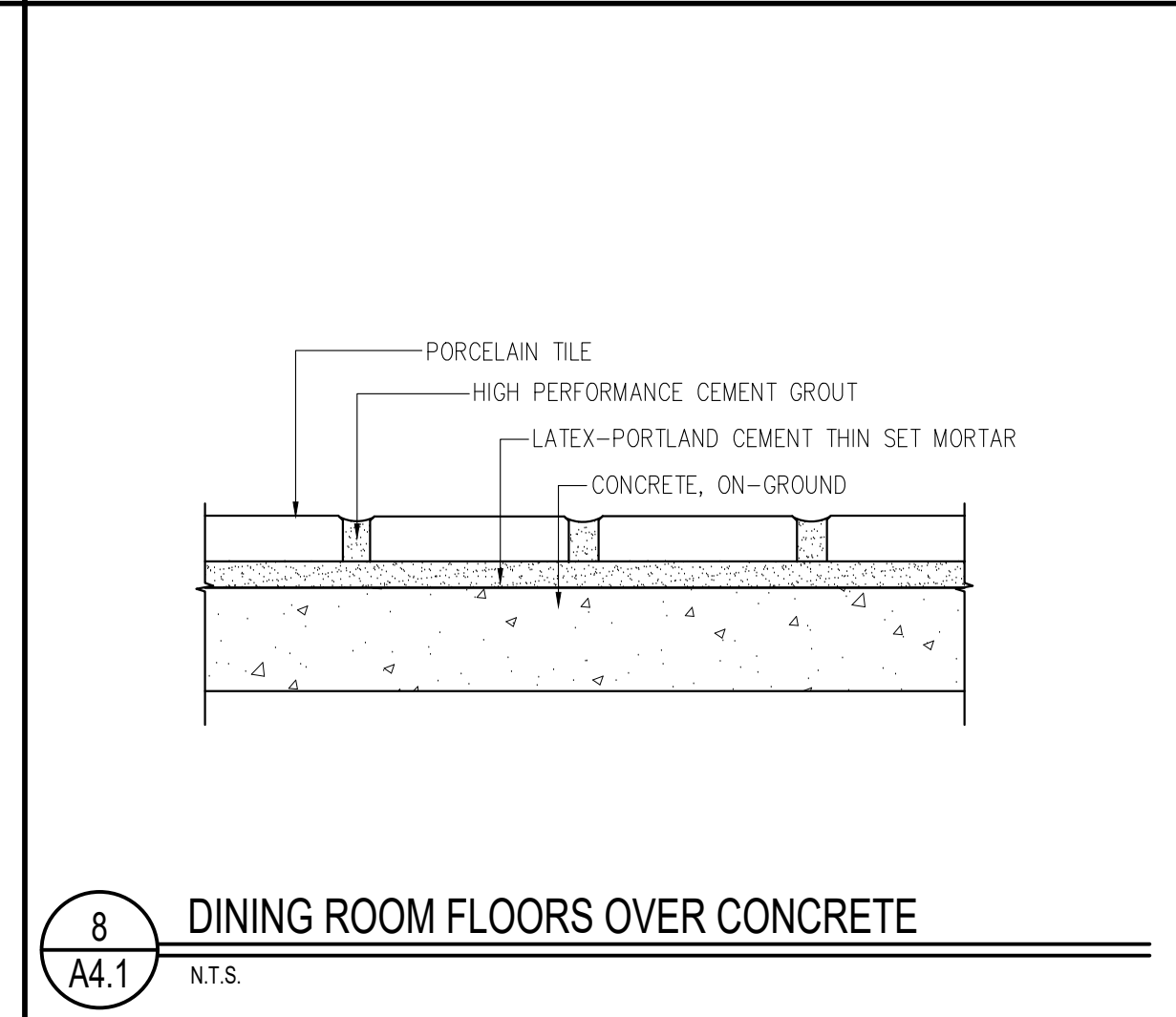
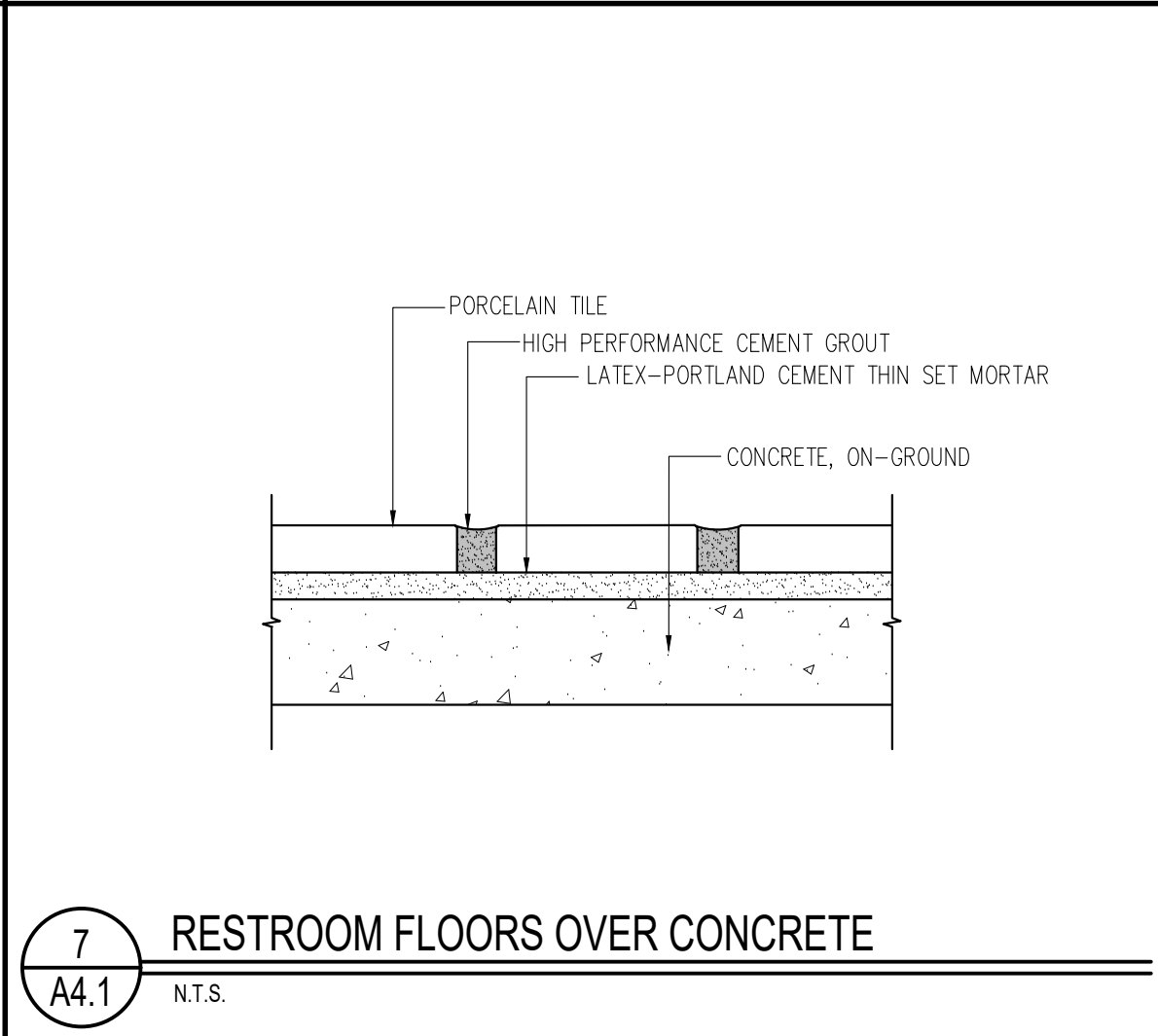
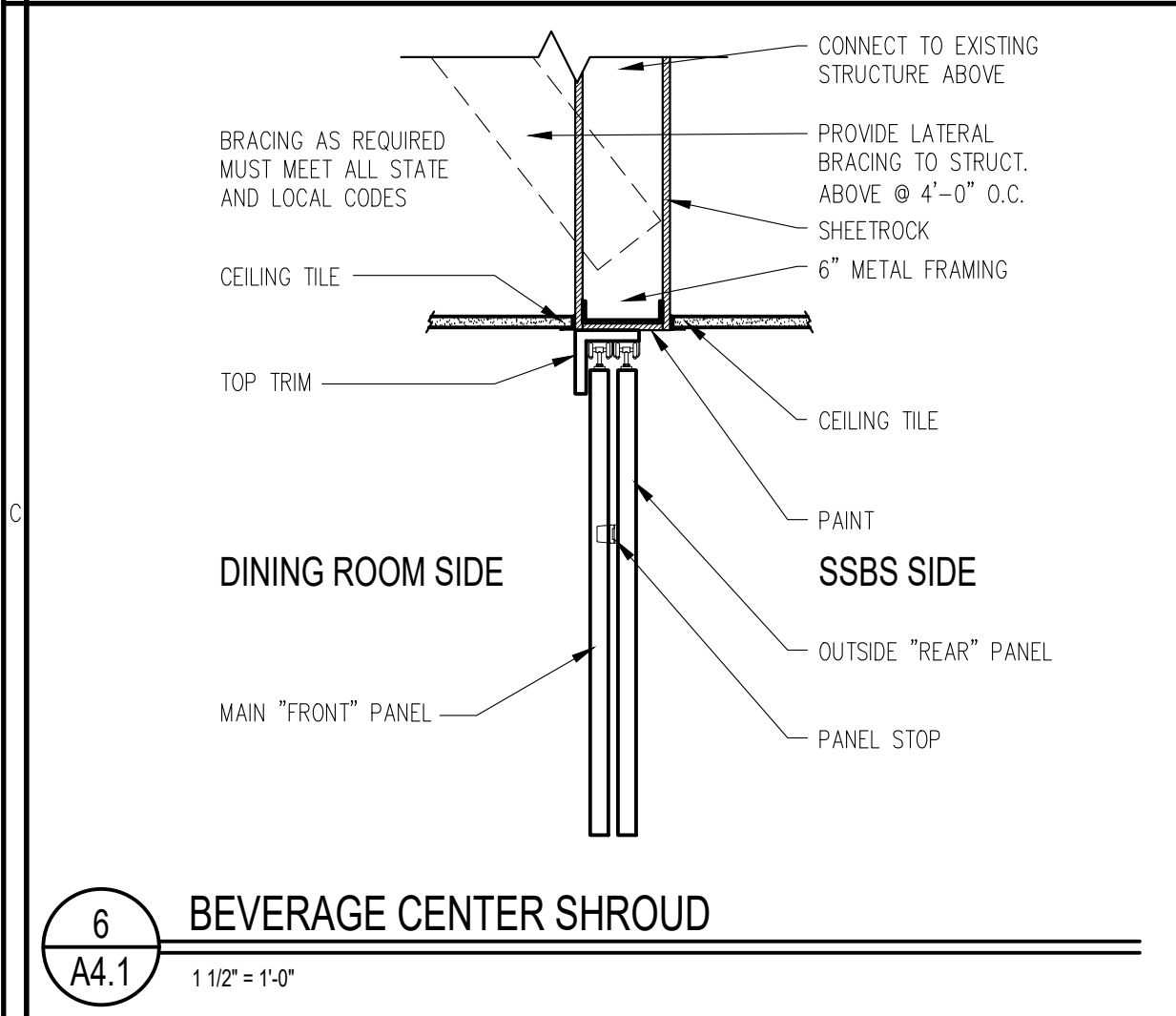
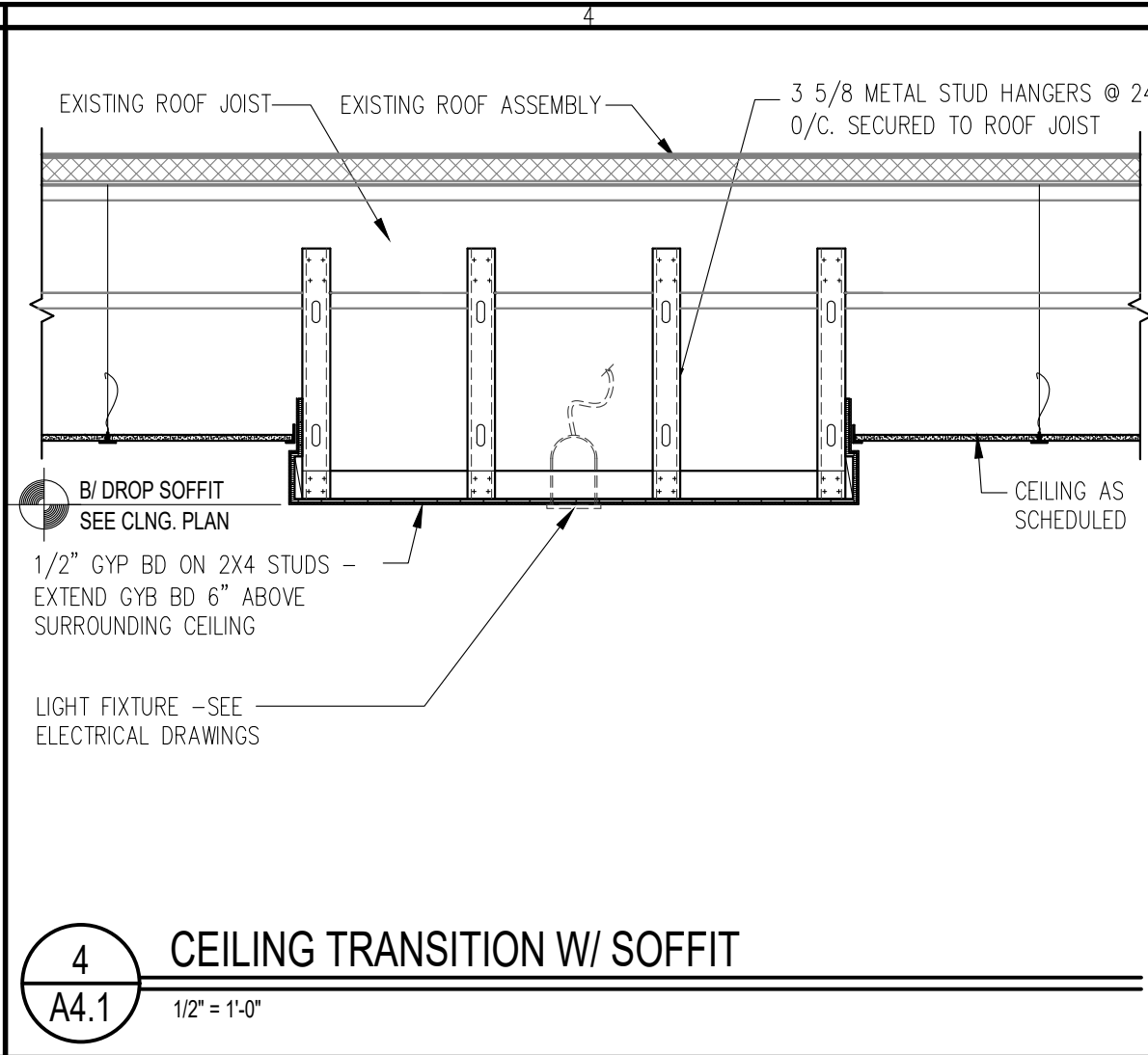
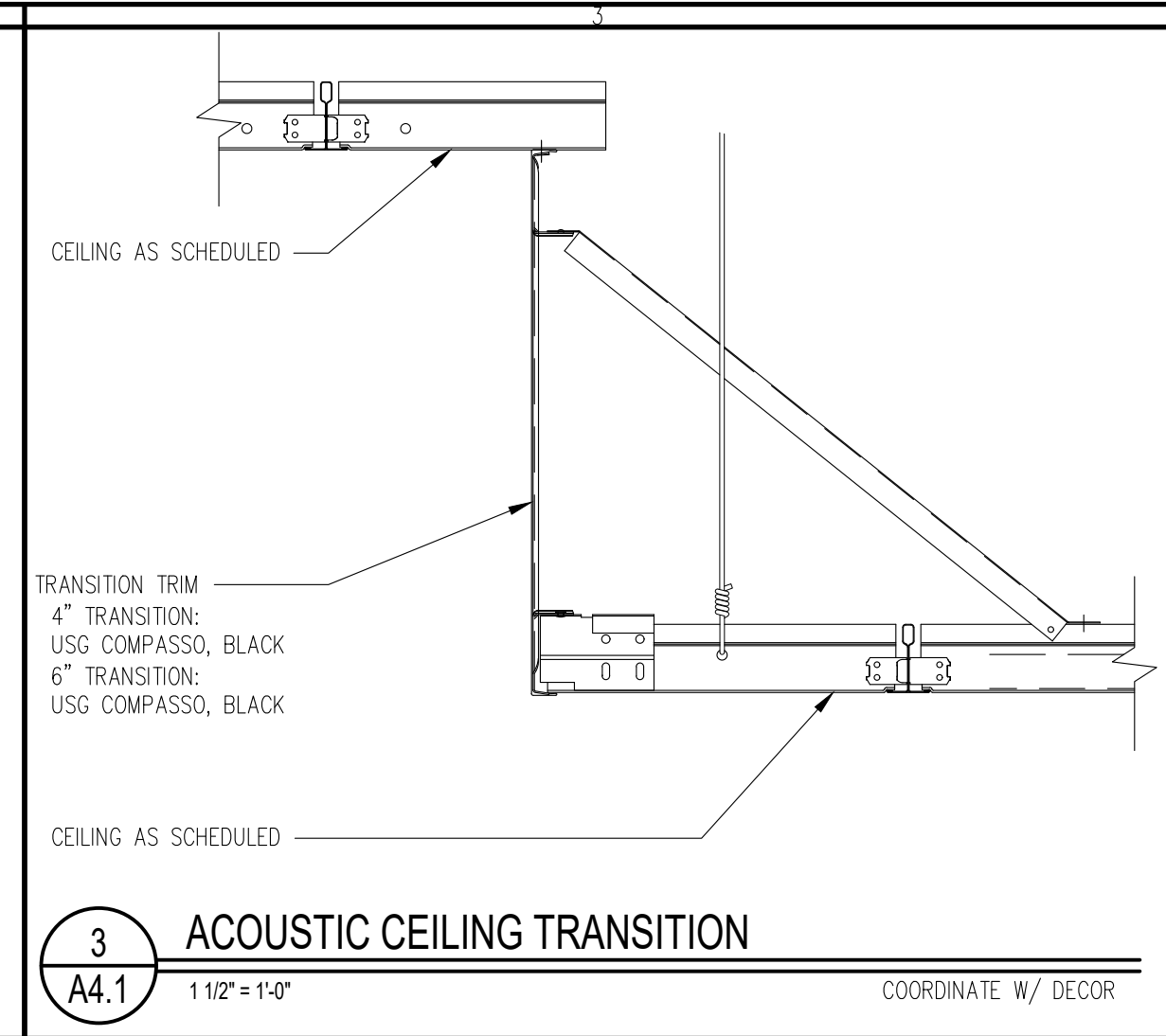
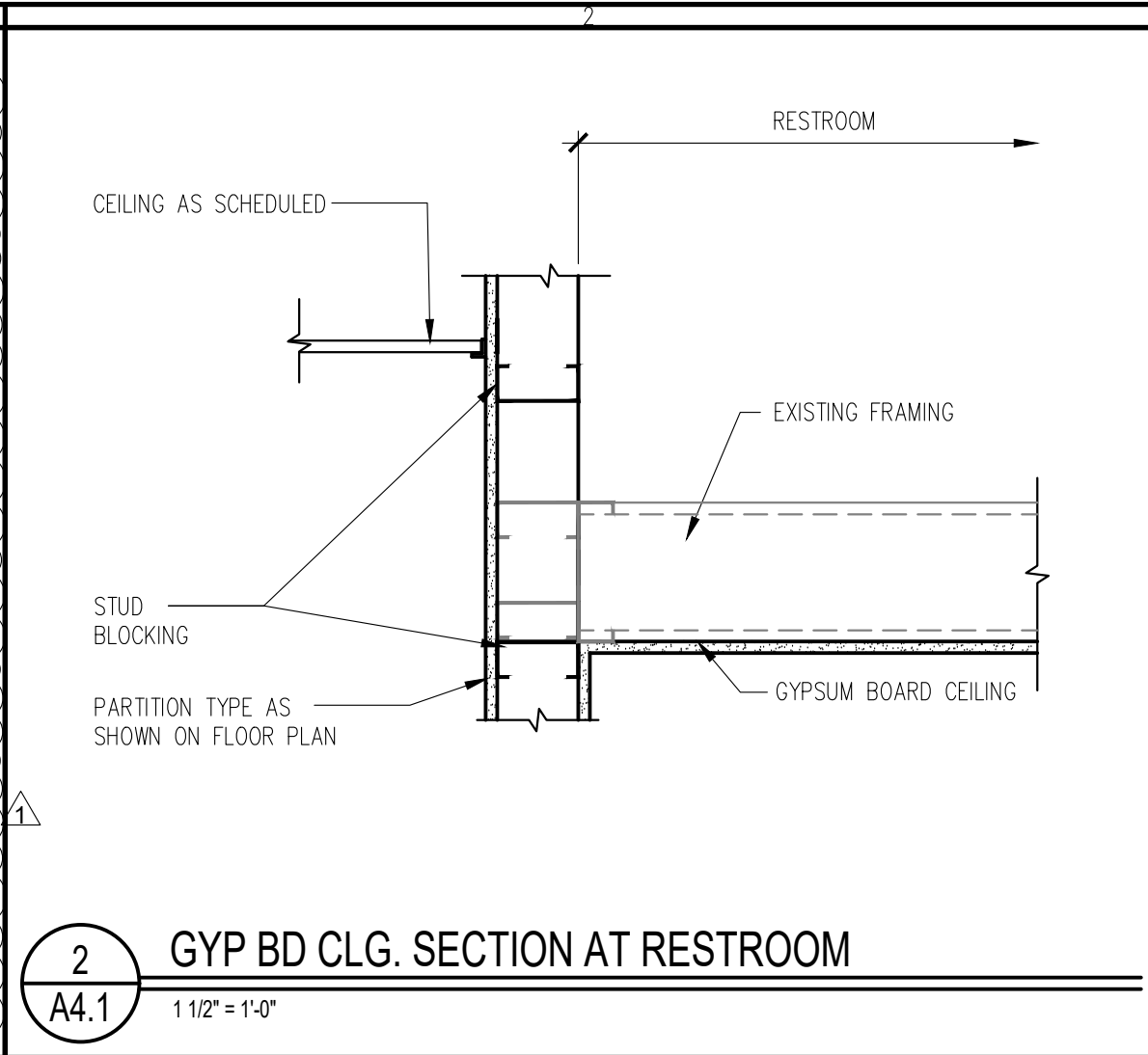
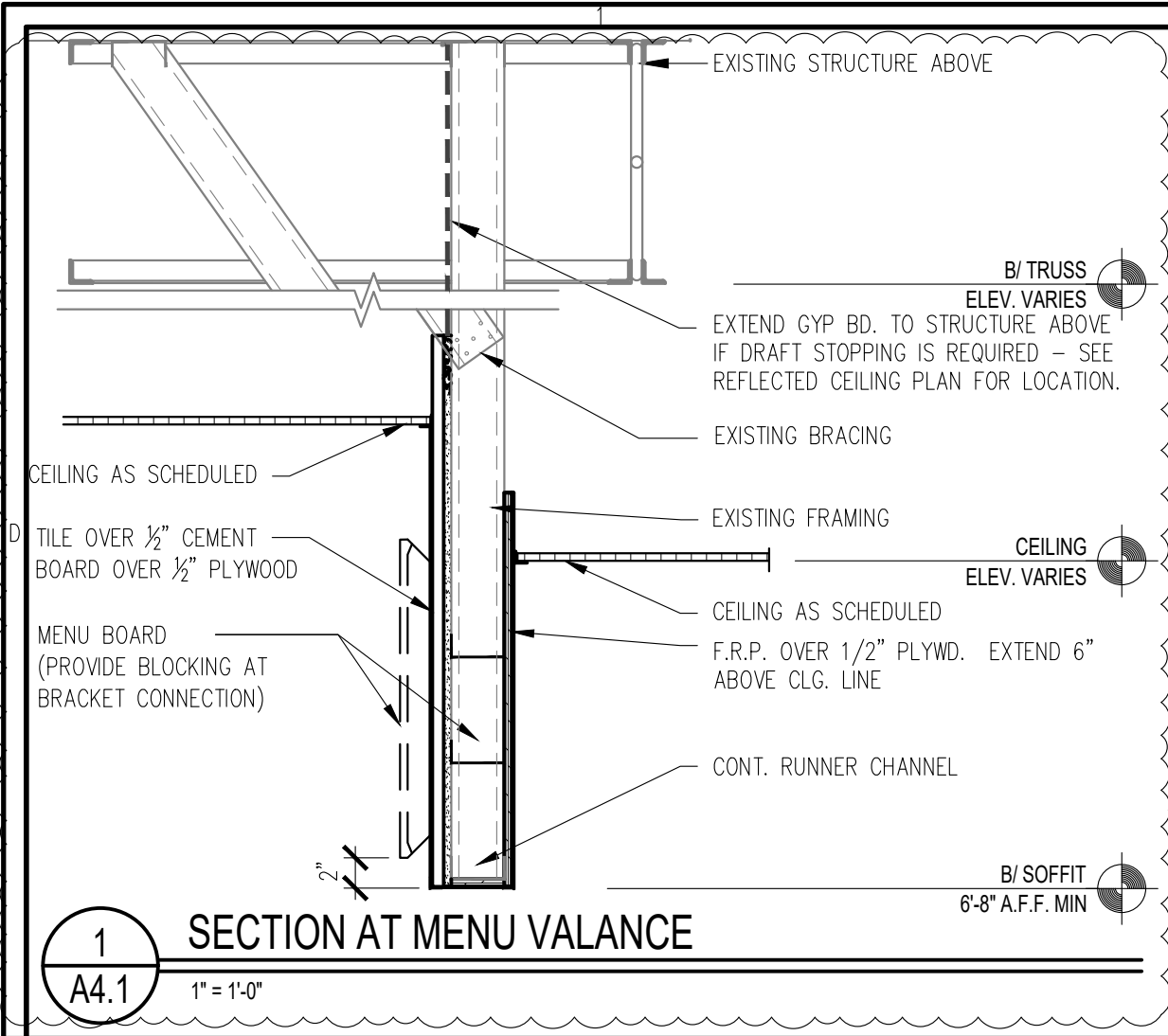
REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				
1	05/02/19			

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
ENLARGED RESTROOM PLAN & DETAILS

SHEET NUMBER:

A4.0



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

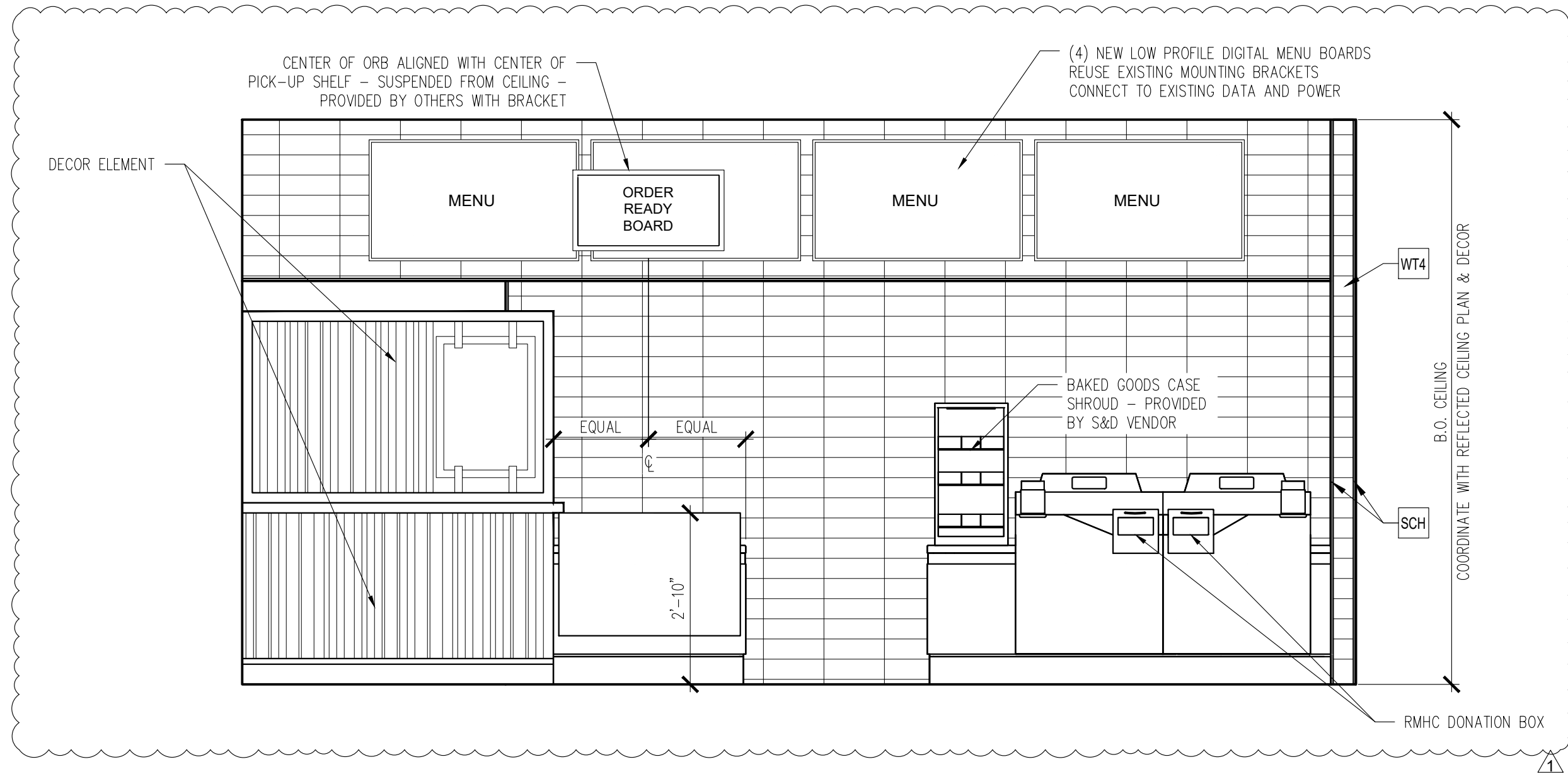
McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				
1	05/02/19			
2	06/04/19			

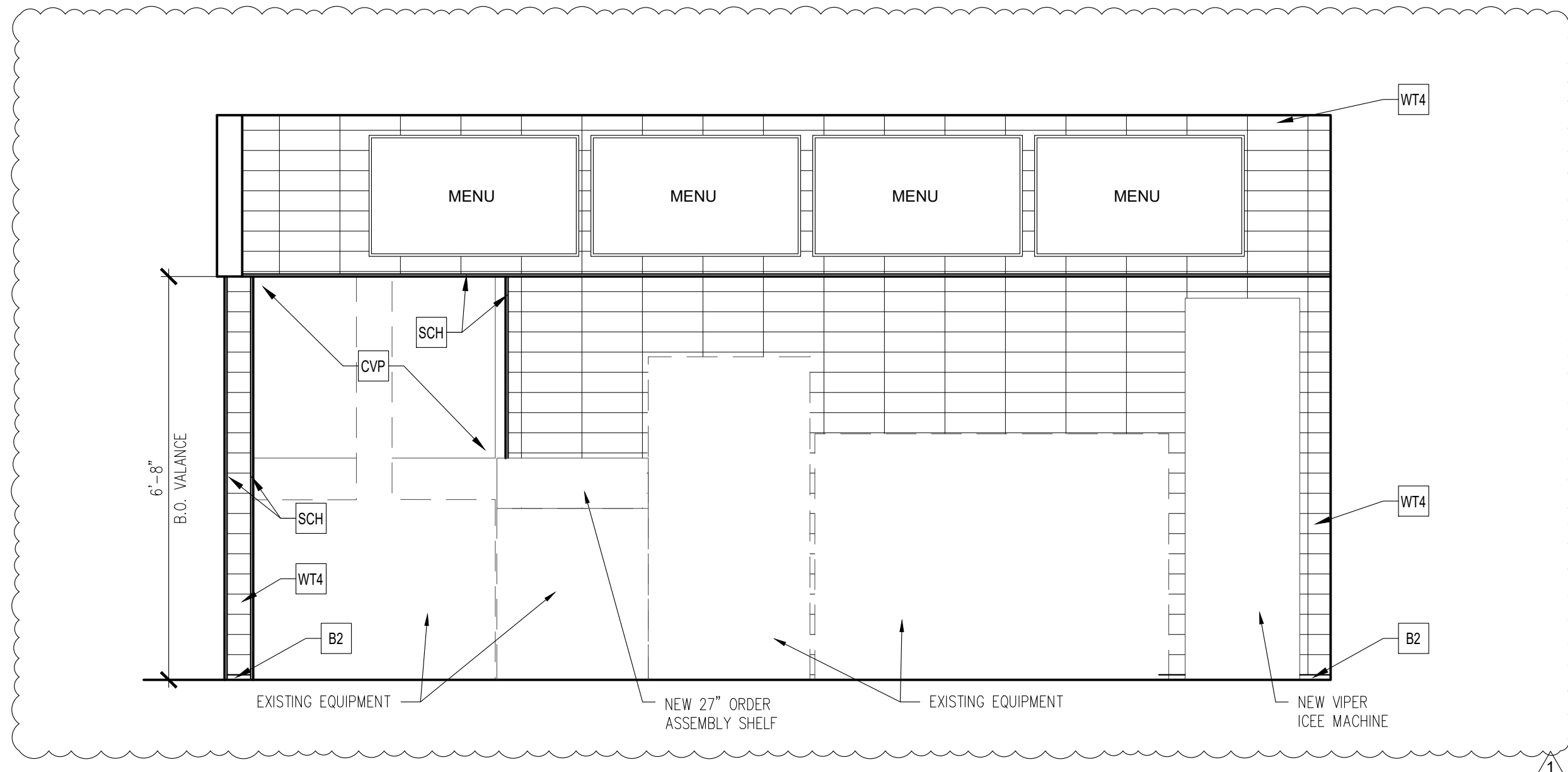
STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:
DETAILS

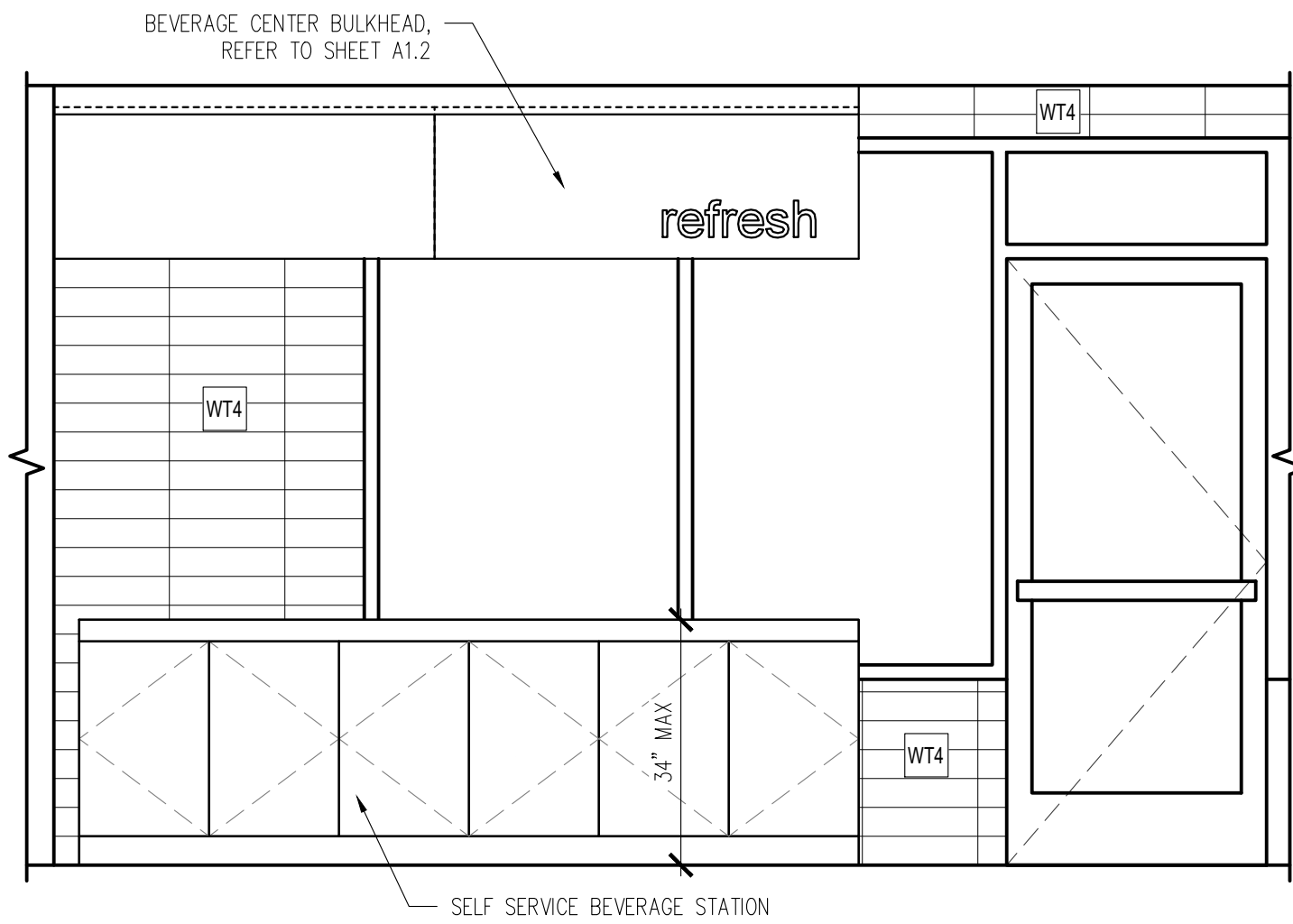
SHEET NUMBER:
A4.1



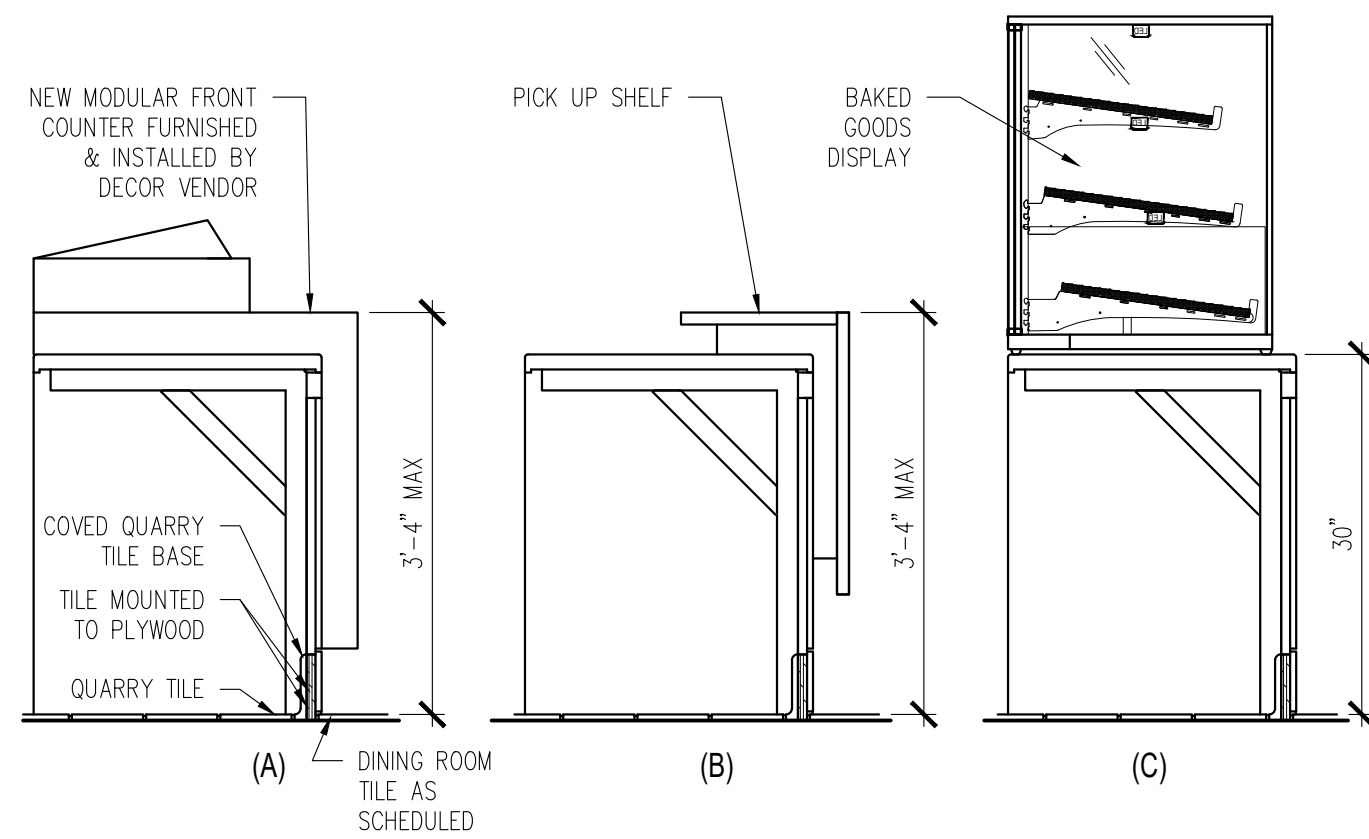
5
A4.2
ELEVATION
1/2" = 1'-0"



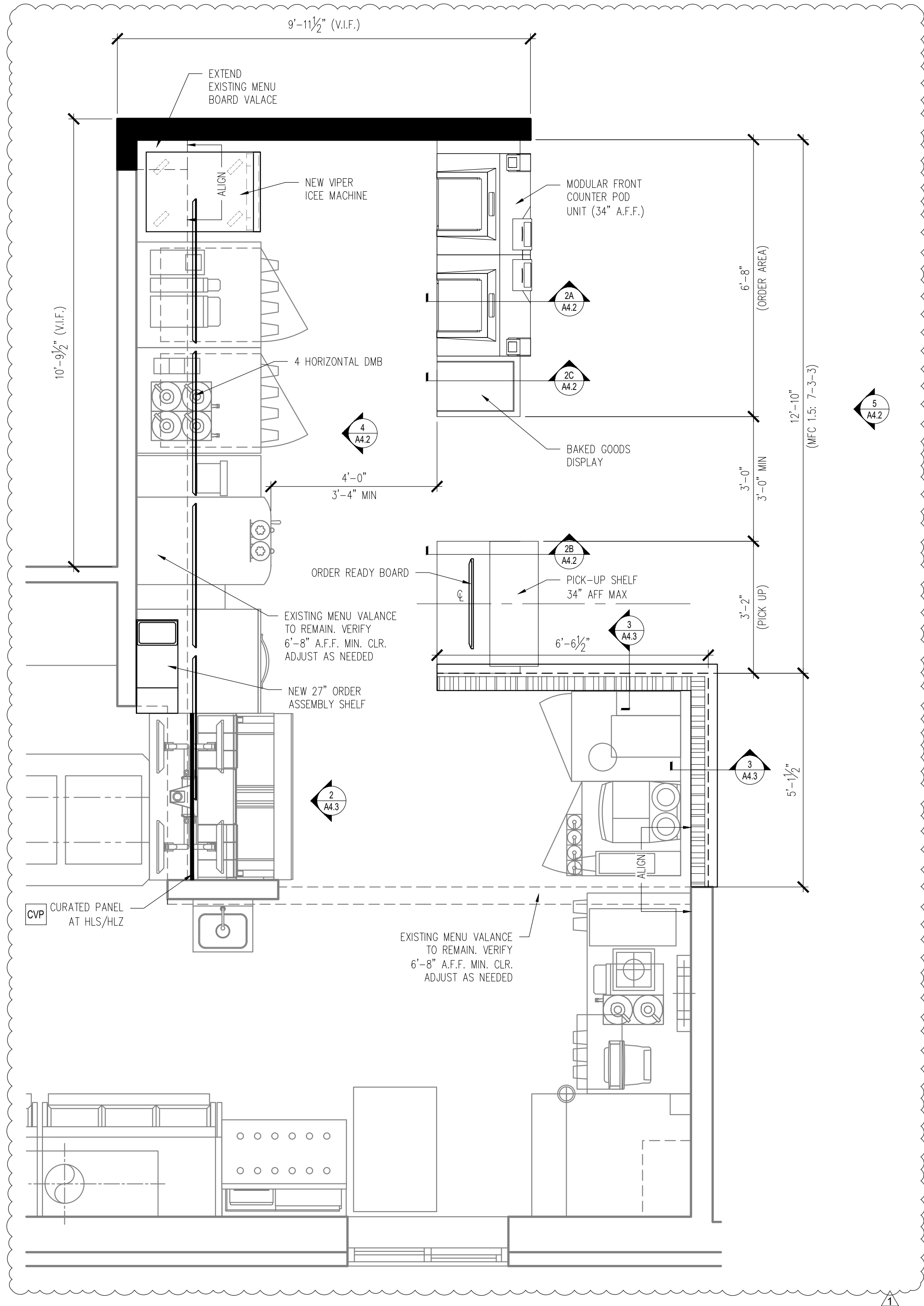
4
A4.2
ELEVATION
1/2" = 1'-0"



3
A4.2
ELEVATION AT SELF SERVE BEVERAGE
1/2" = 1'-0"



2
A4.2
FRONT COUNTER SECTIONS
3/4" = 1'-0"



1
A4.2
FRONT COUNTER PLAN
1/2" = 1'-0"

KEY NOTES

** COORDINATE ALL FINISHES WITH MCDONALD'S ACM PRIOR TO INSTALLATION

B2 BASE TRIM PER FINISH SCHEDULE SHEET A1.4

CVP LIGHT CURATED VIEW PANEL:
COLOR: WILSONART - FASHION GRAY D381-60

LAM LAMINATE PER FINISH SCHEDULE SHEET A1.4

WT4 WALL TILE PER FINISH SCHEDULE SHEET A1.4

NOTE: GC TO RECEIVE CURATED PANEL MOUNTS FROM S&D VENDOR

SCH SCHLUTER TRIM PER FINISH SCHEDULE SHEET A1.4



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

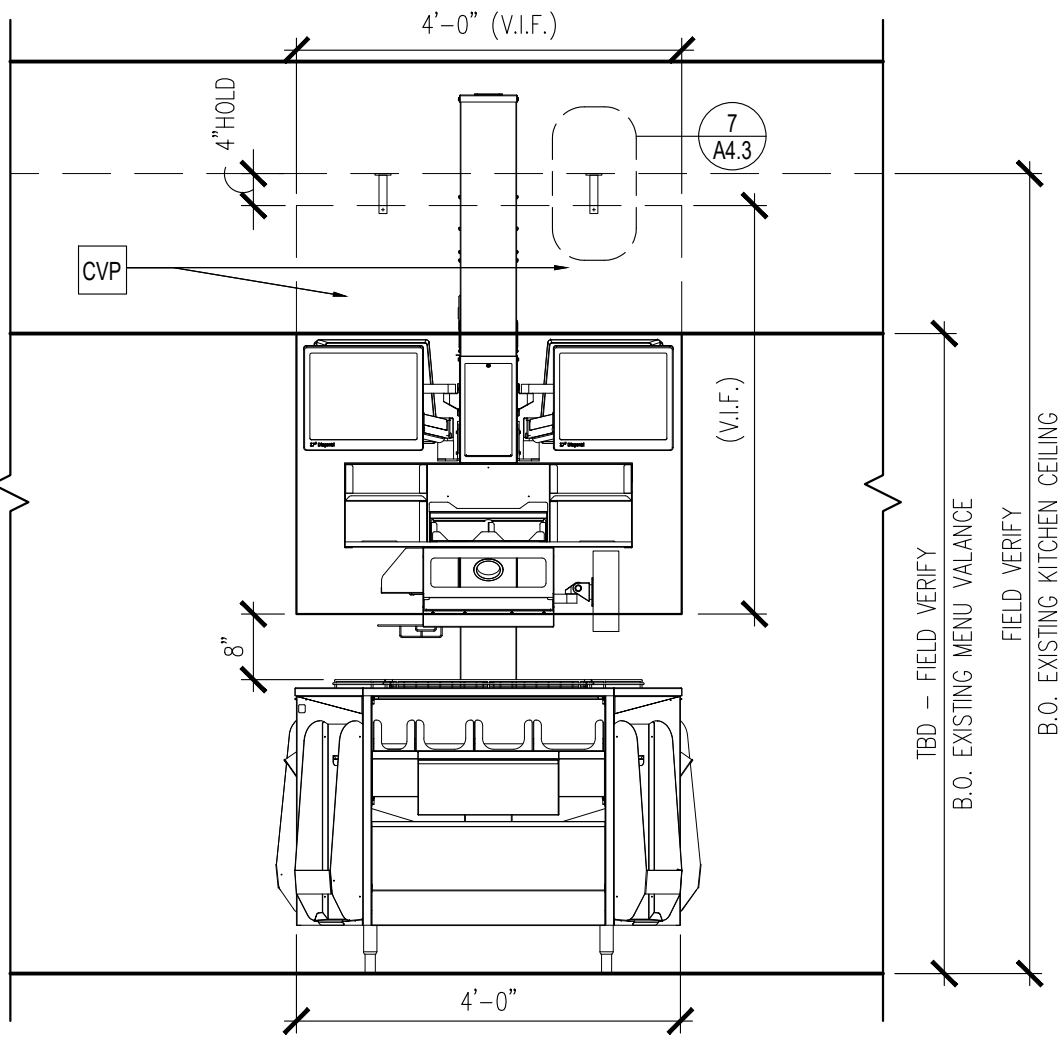
REVISIONS	DATE	DESCRIPTION
#		
1	05/02/19	PERMIT REVIEW BID SET
2	06/04/19	OWNER COMMENTS

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

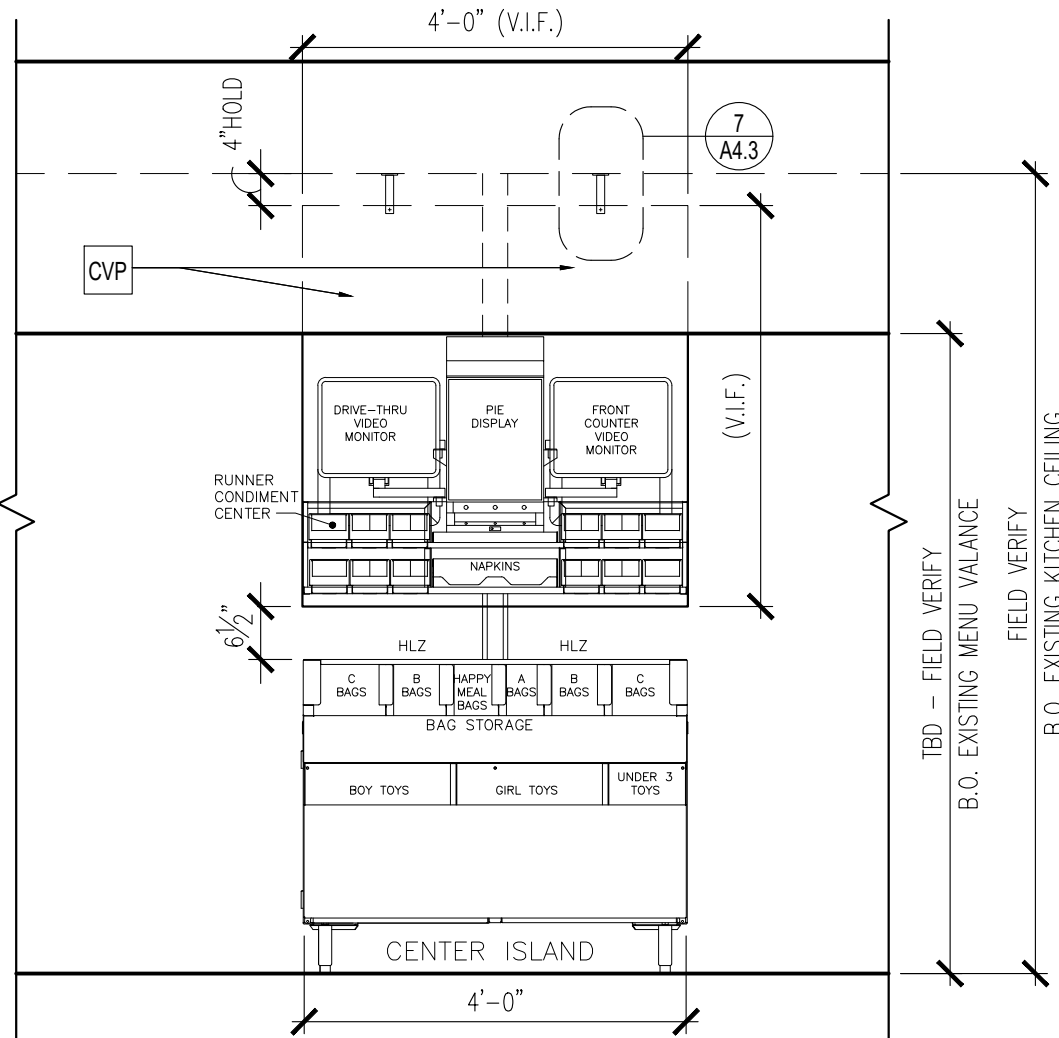
SHEET TITLE:
**ENLARGED
FRONT COUNTER
PLAN & DETAILS**

SHEET NUMBER:

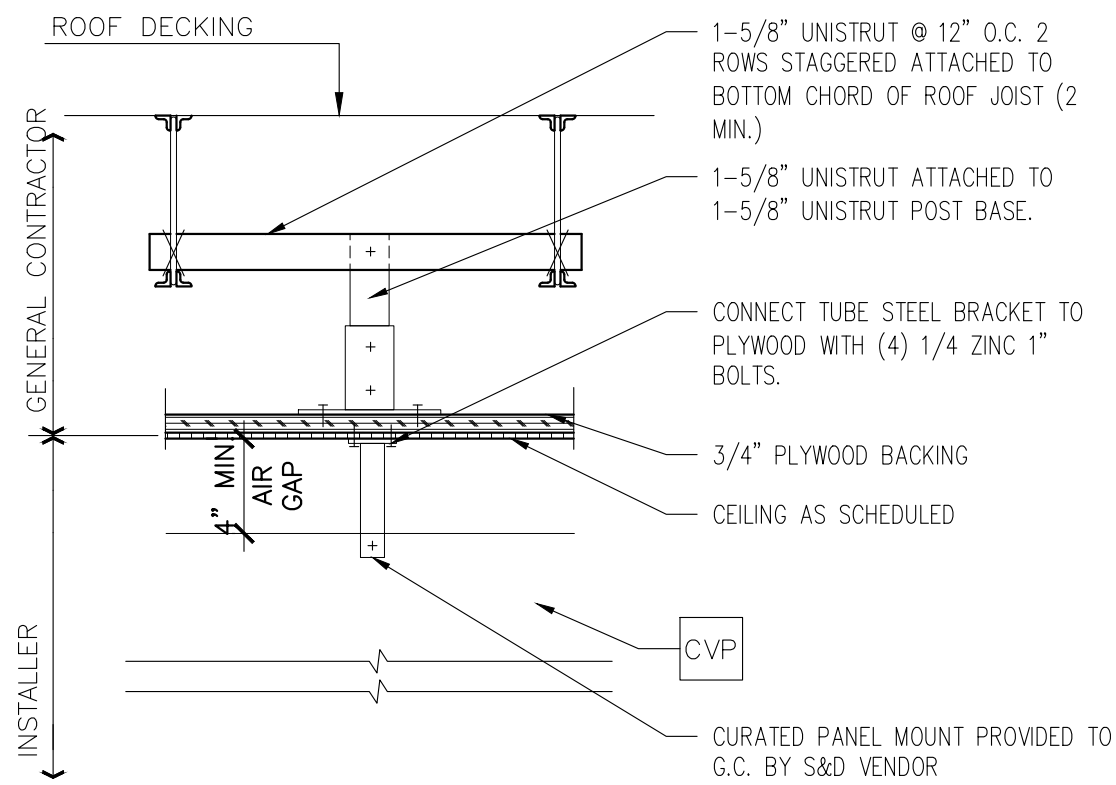
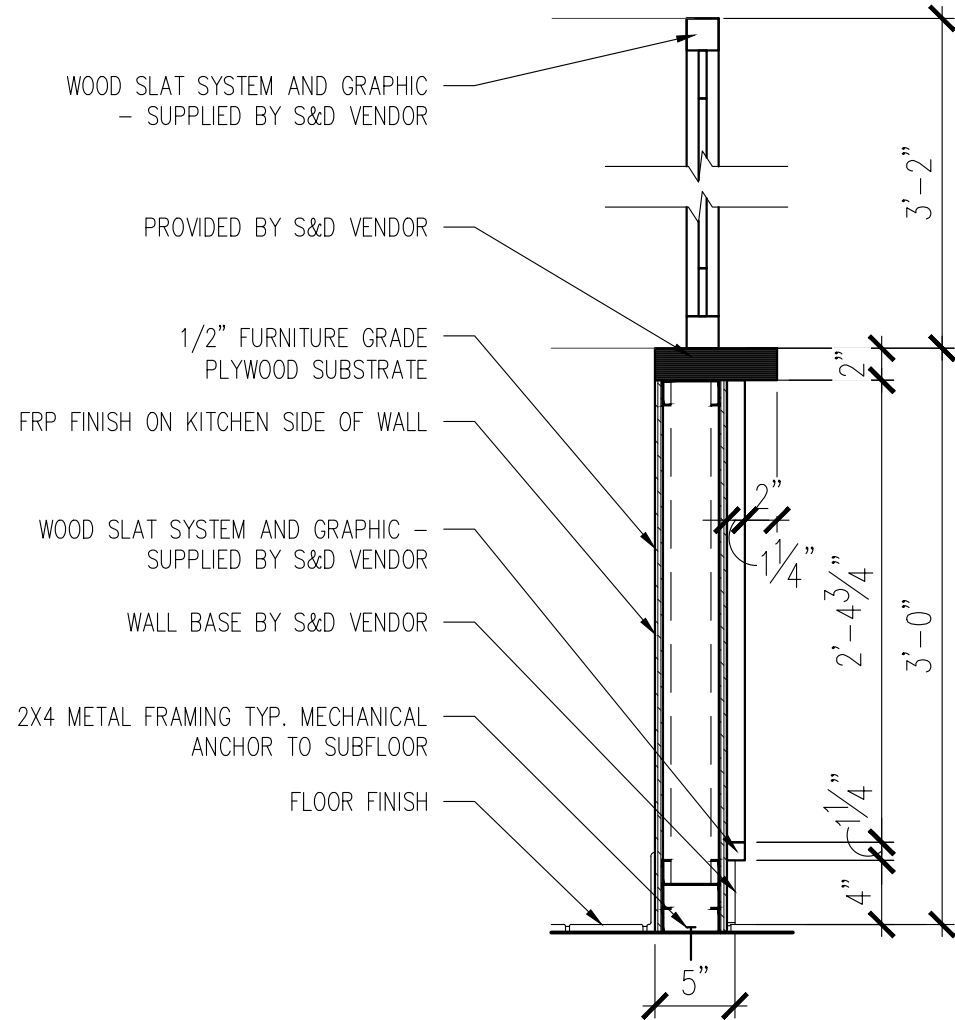
A4.2



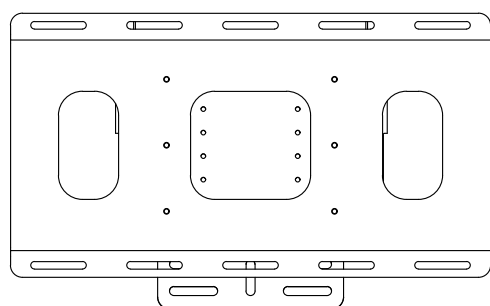
2 CURATED VIEW PANEL ELEVATION
A4.3 1/2" = 1'-0"



3 CBB WALL SECTION
A4.3 1" = 1'-0"



7 CURATED PANEL INSTALL. DETAIL
A4.3 1 1/2" = 1'-0"



9 ORD BRACKET DETAIL
A4.3 1 1/2" = 1'-0"



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

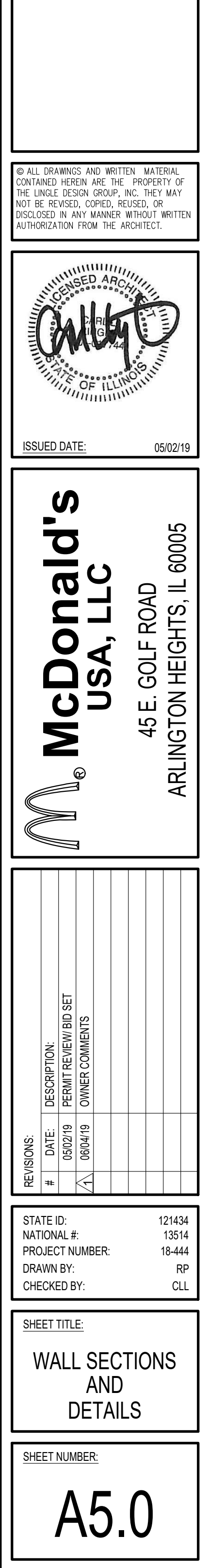
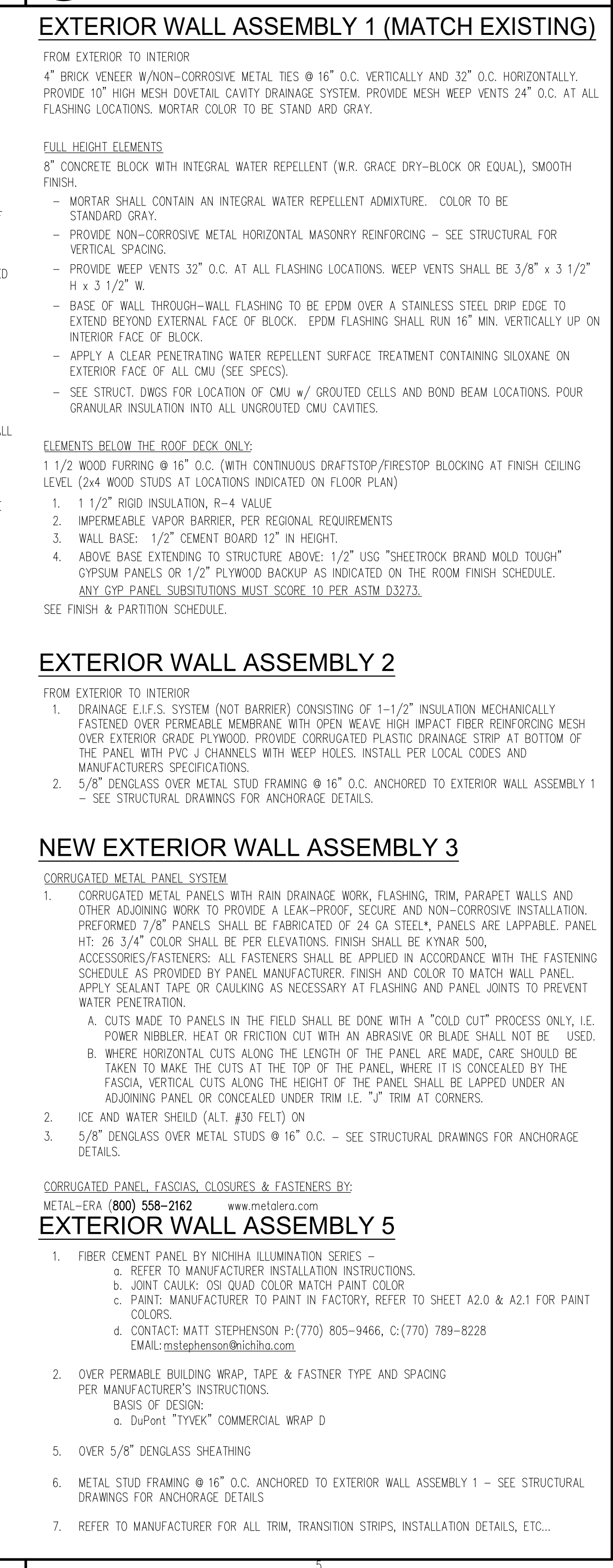
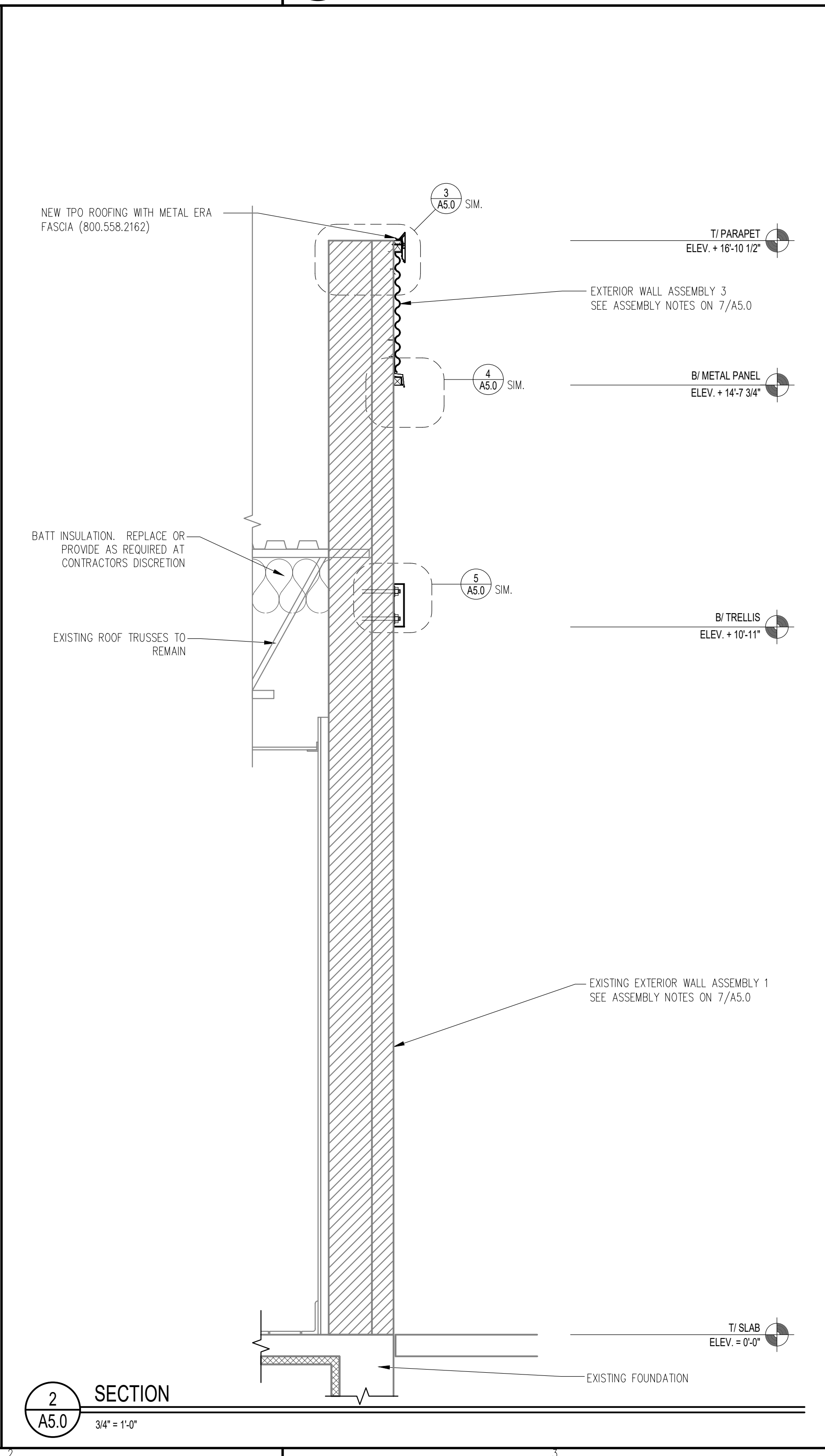
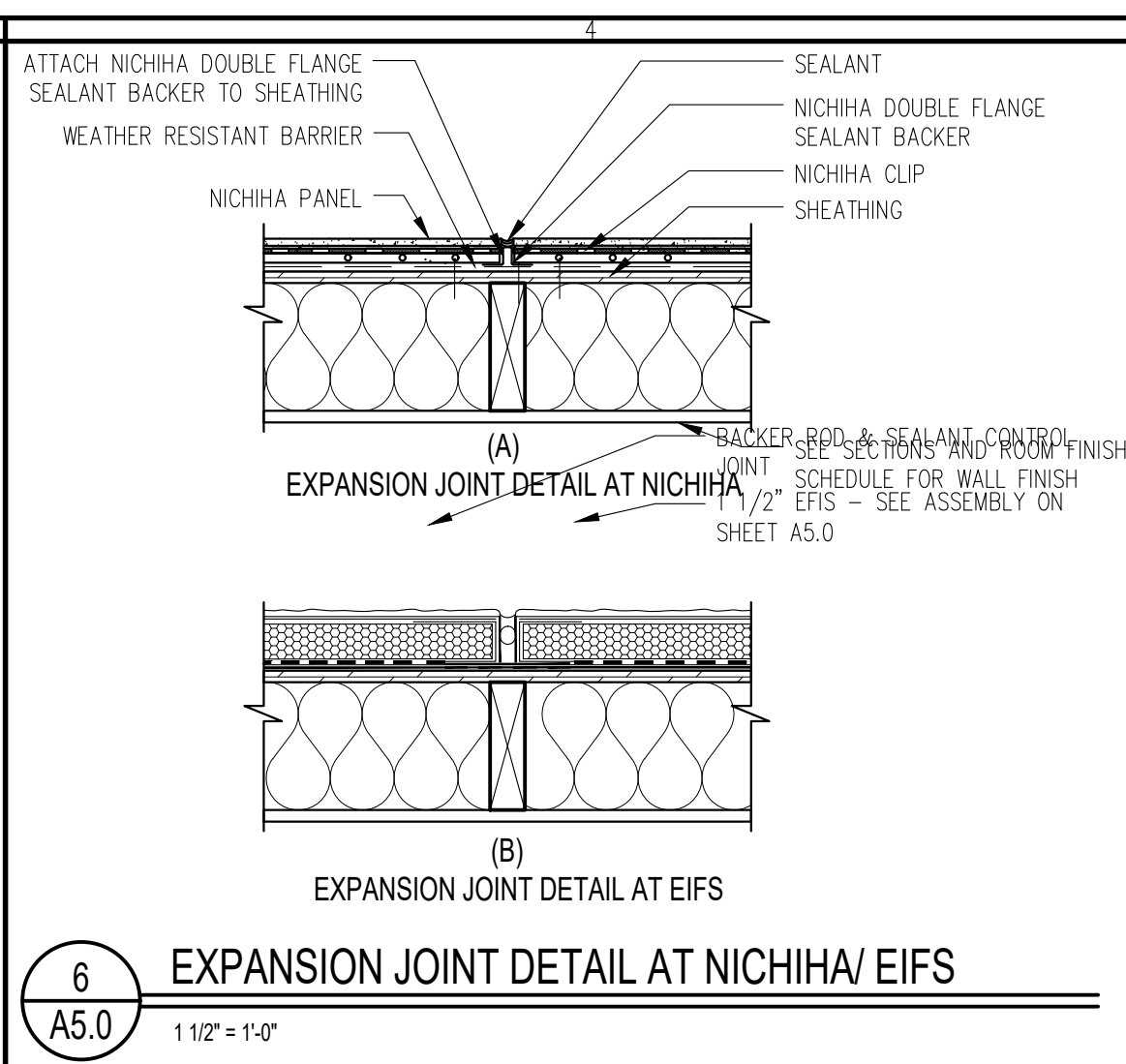
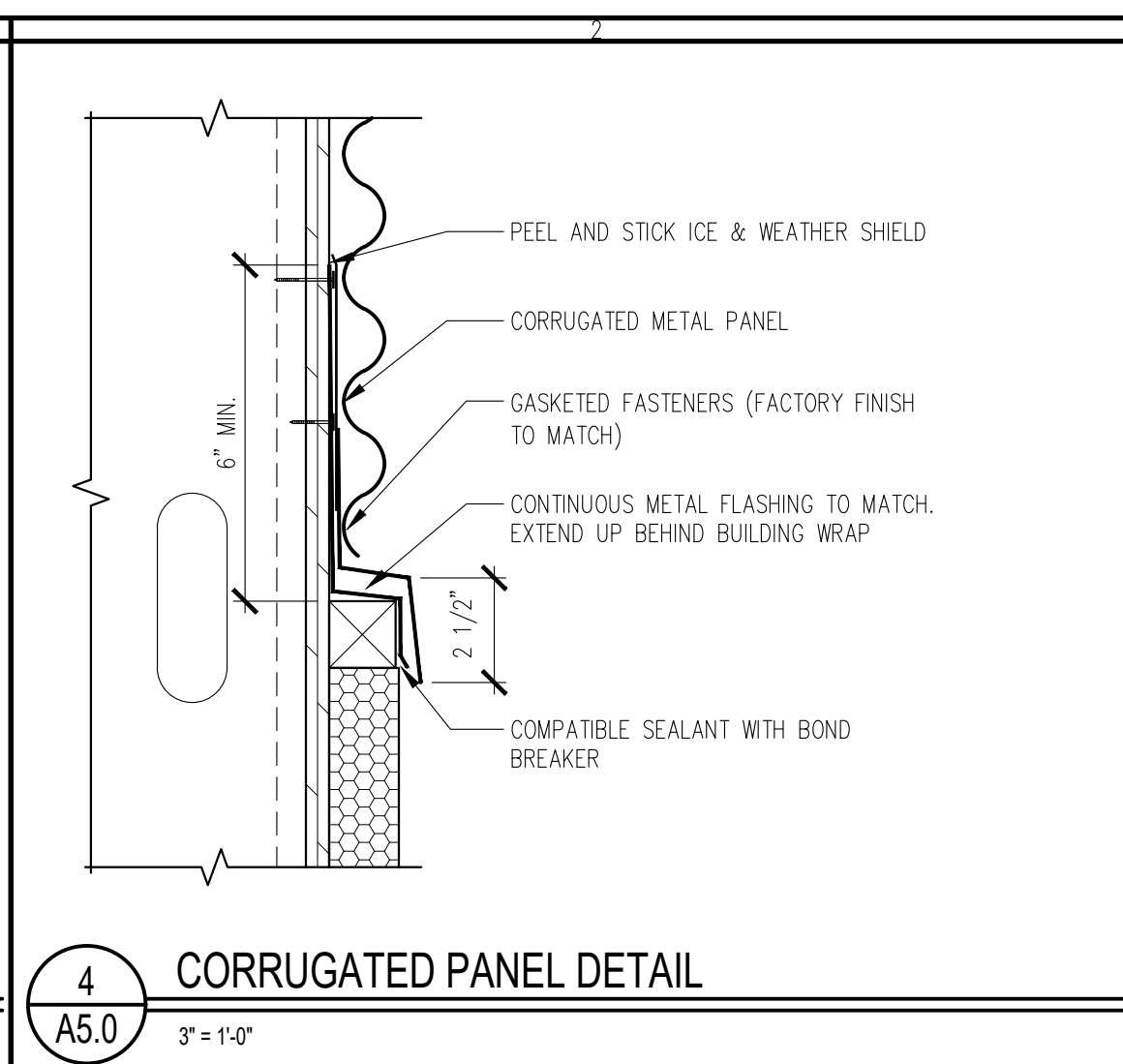
McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

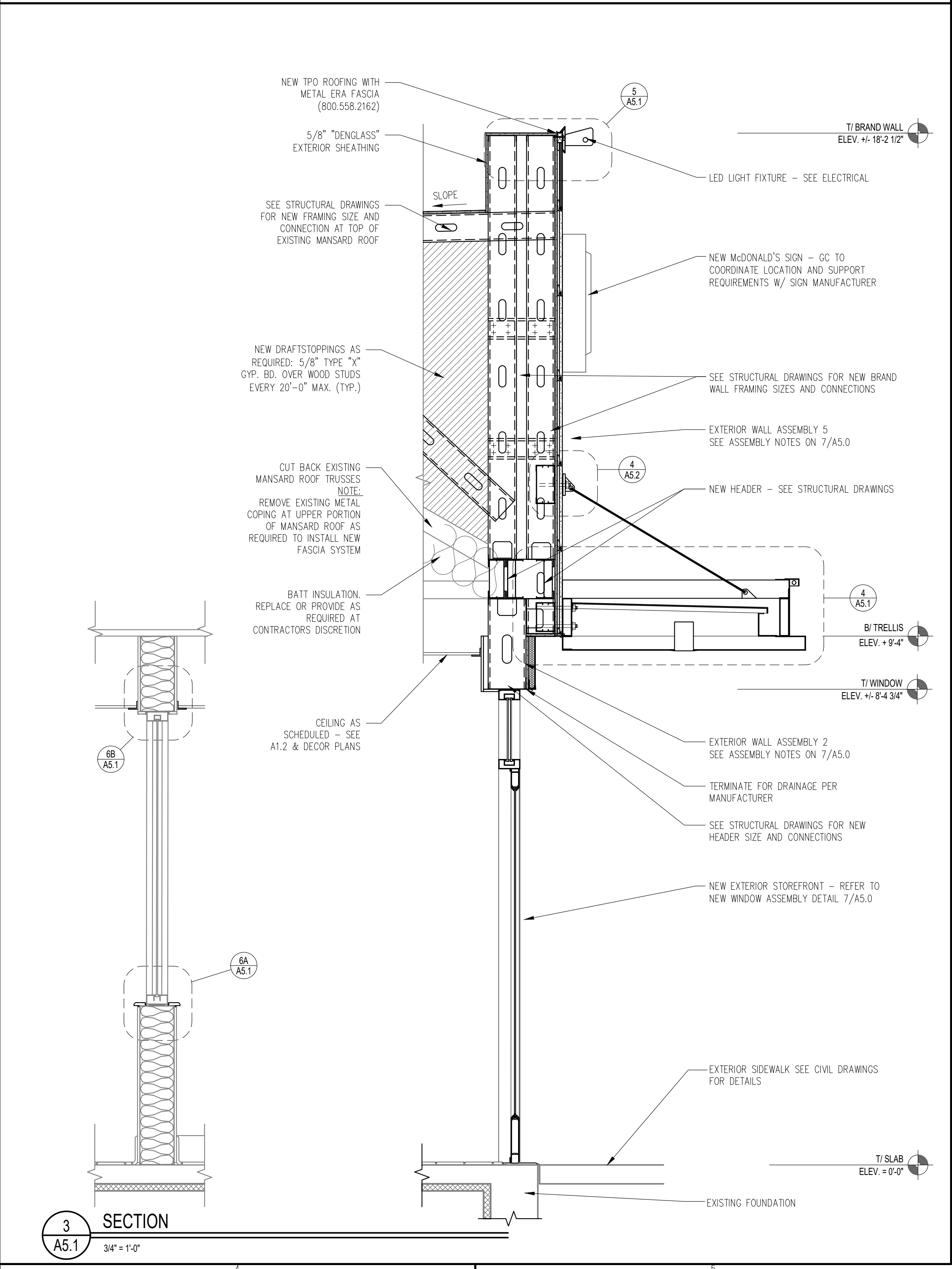
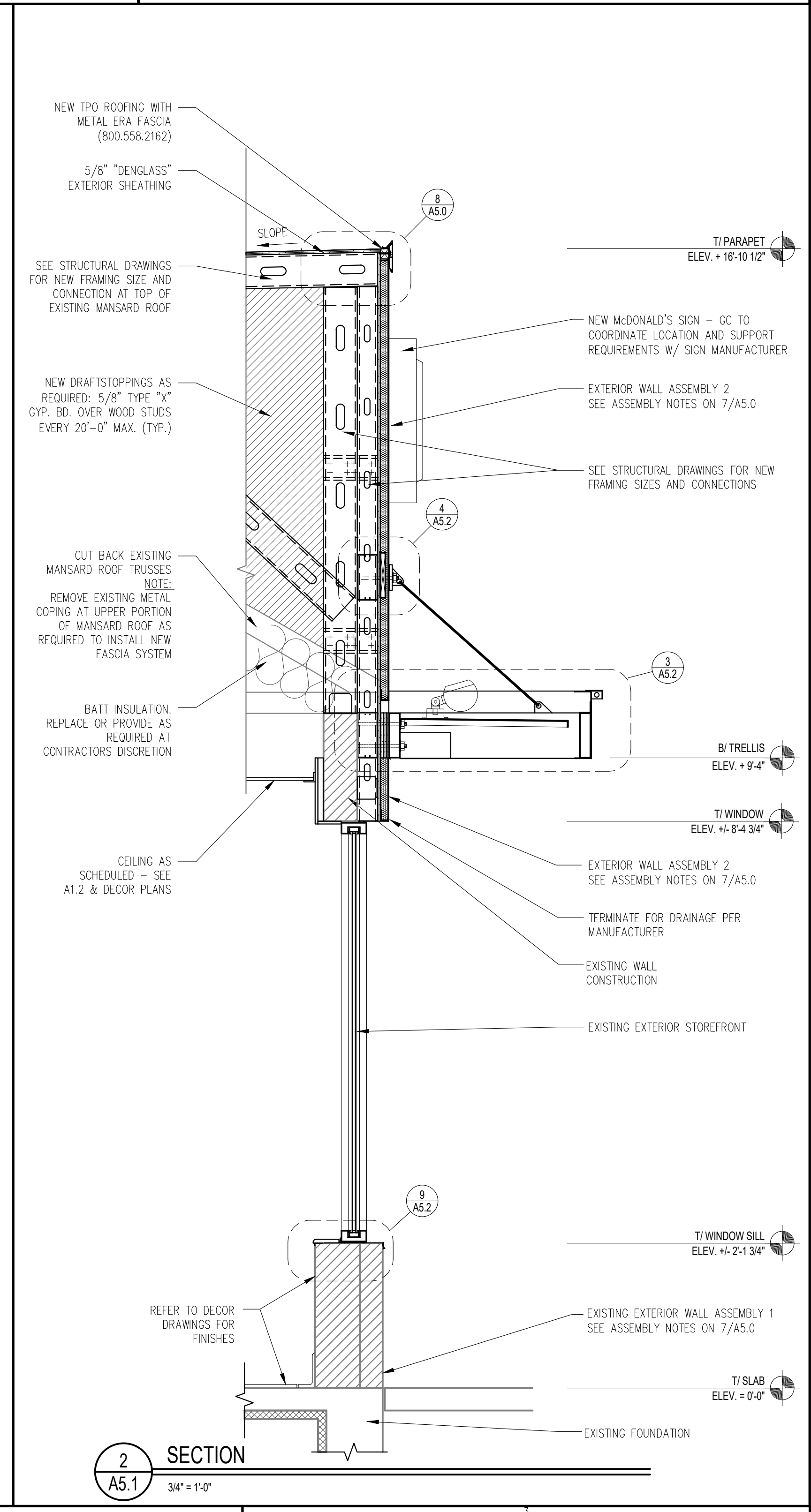
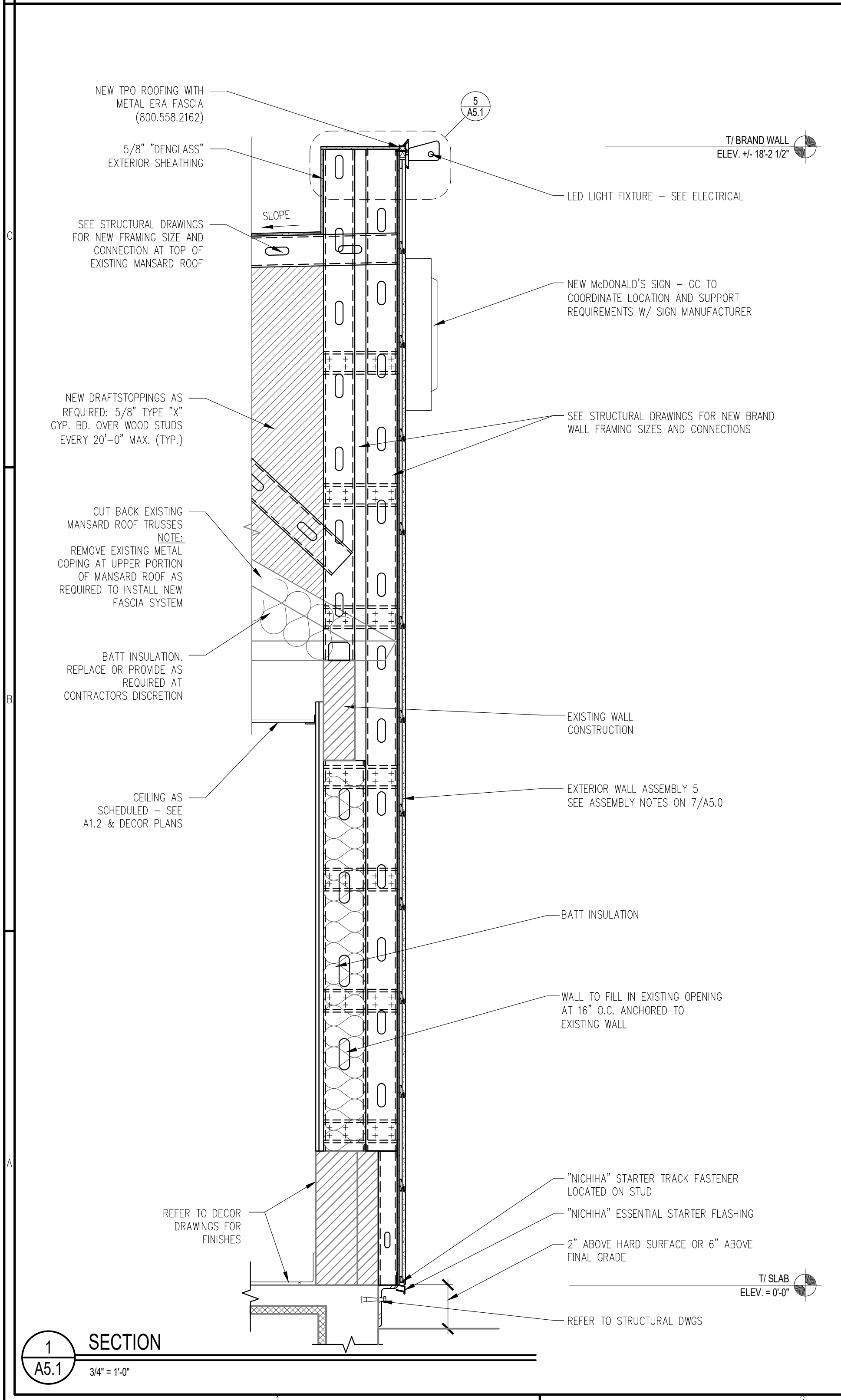
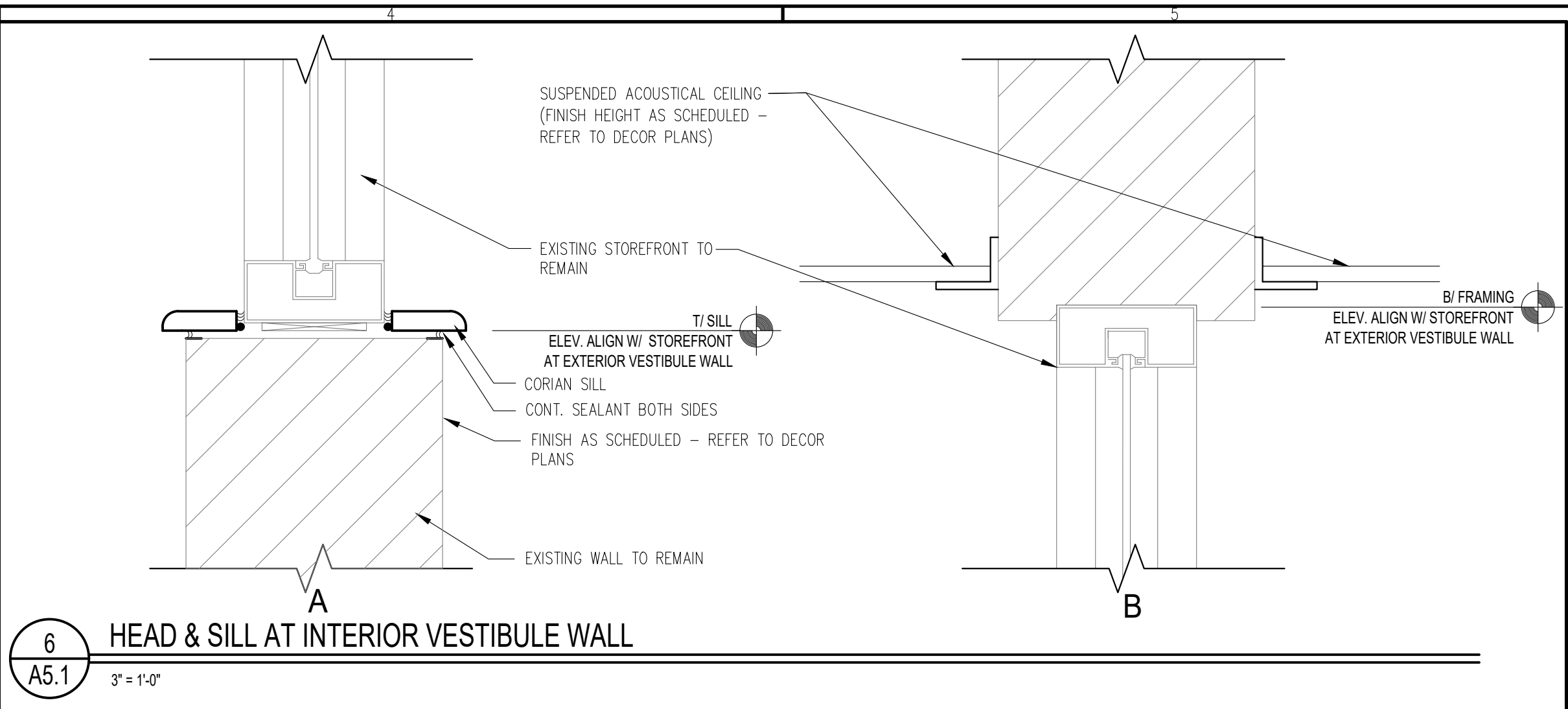
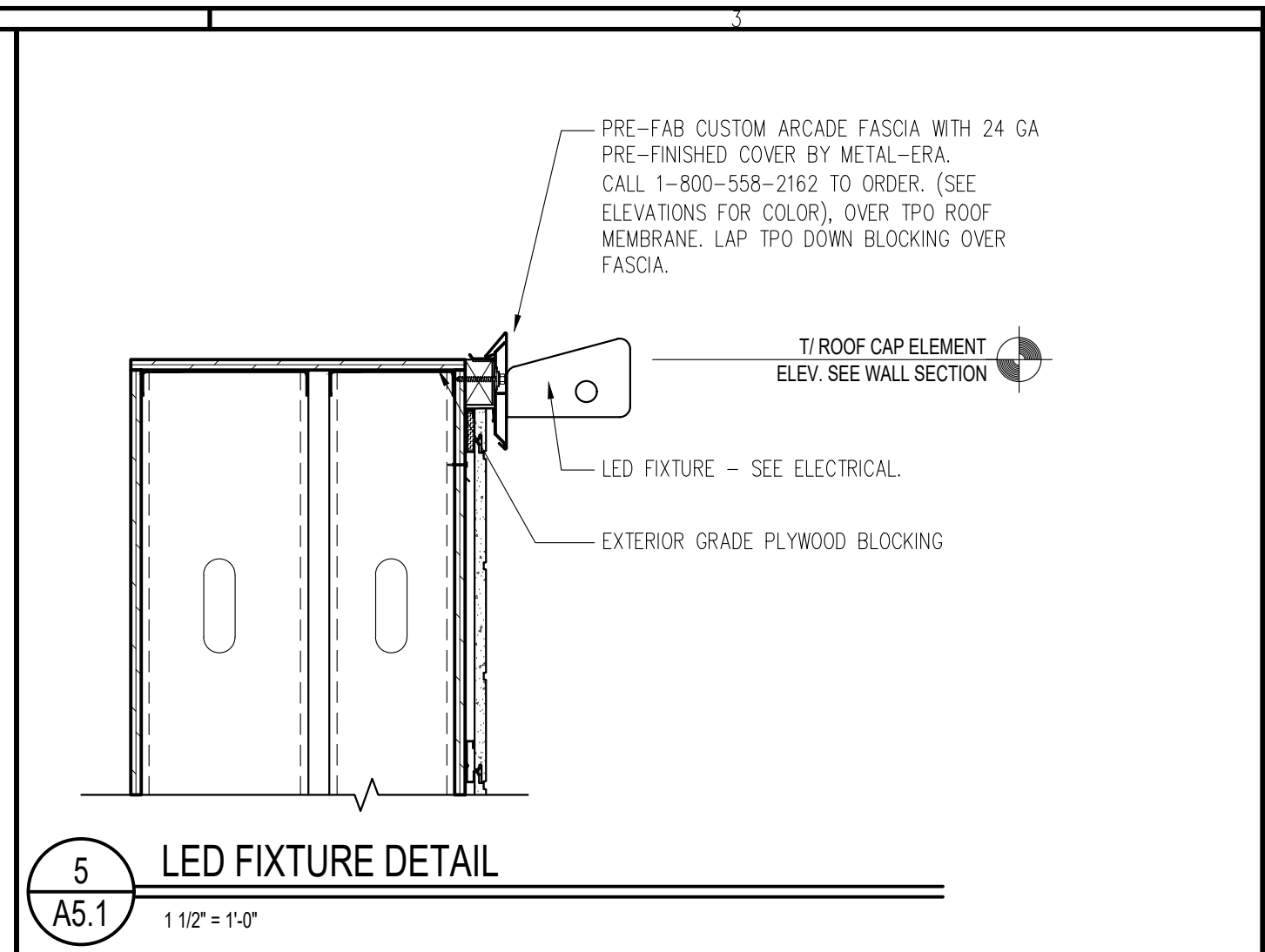
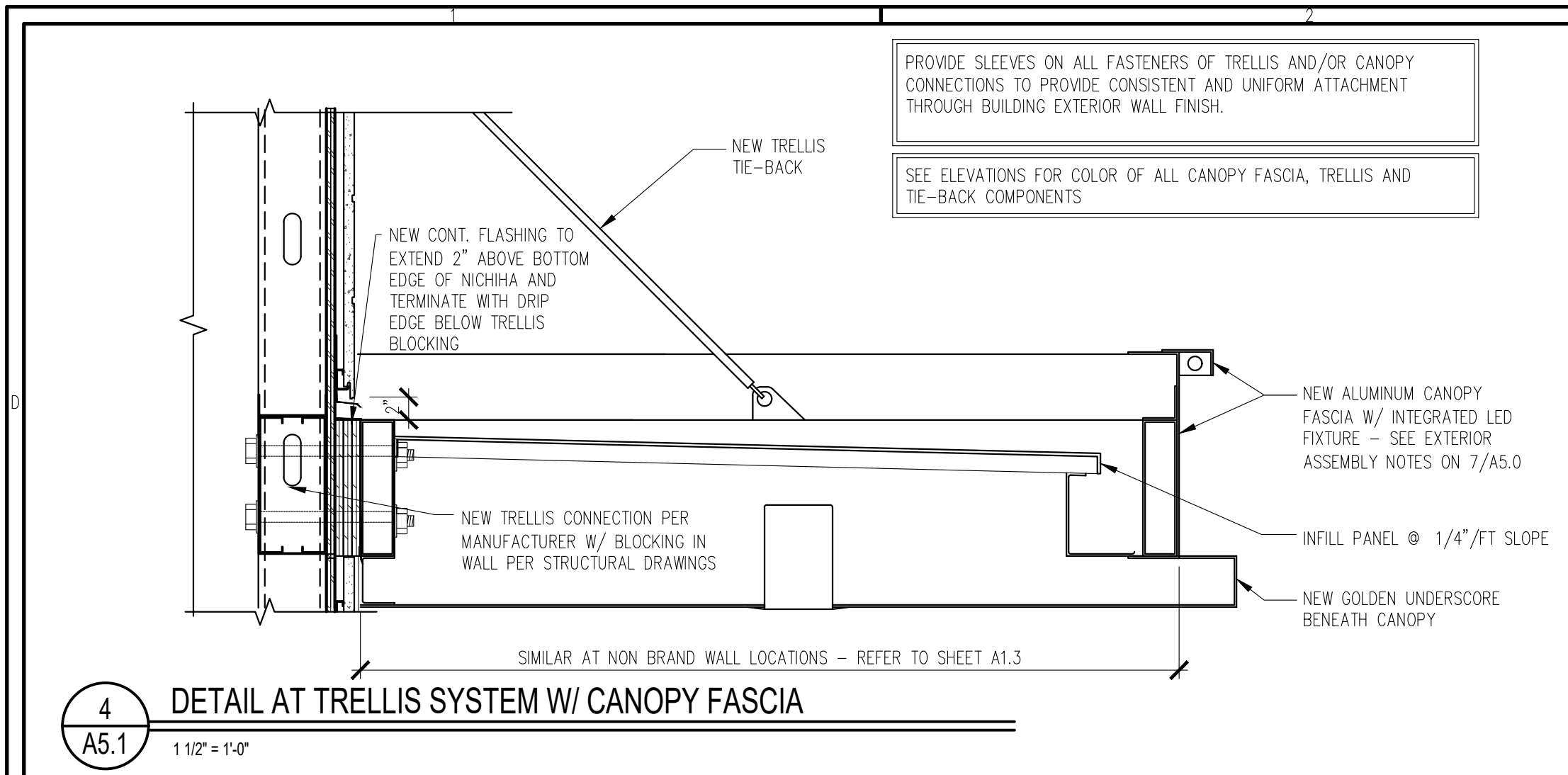
#	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
1	05/02/19	PERMIT REVIEW BID SET		
2	06/04/19	OWNER COMMENTS		

STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:
SAM AREA NOTES & DETAILS

SHEET NUMBER:
A4.3





LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
ST. LOUIS, MO 63101
816.366.9195
1860 W. EVANS AVE.
ST. LOUIS, MO 63110
800.974.5873
WWW.LINLEEDSIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLEE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

ISSUED DATE: 05/02/19

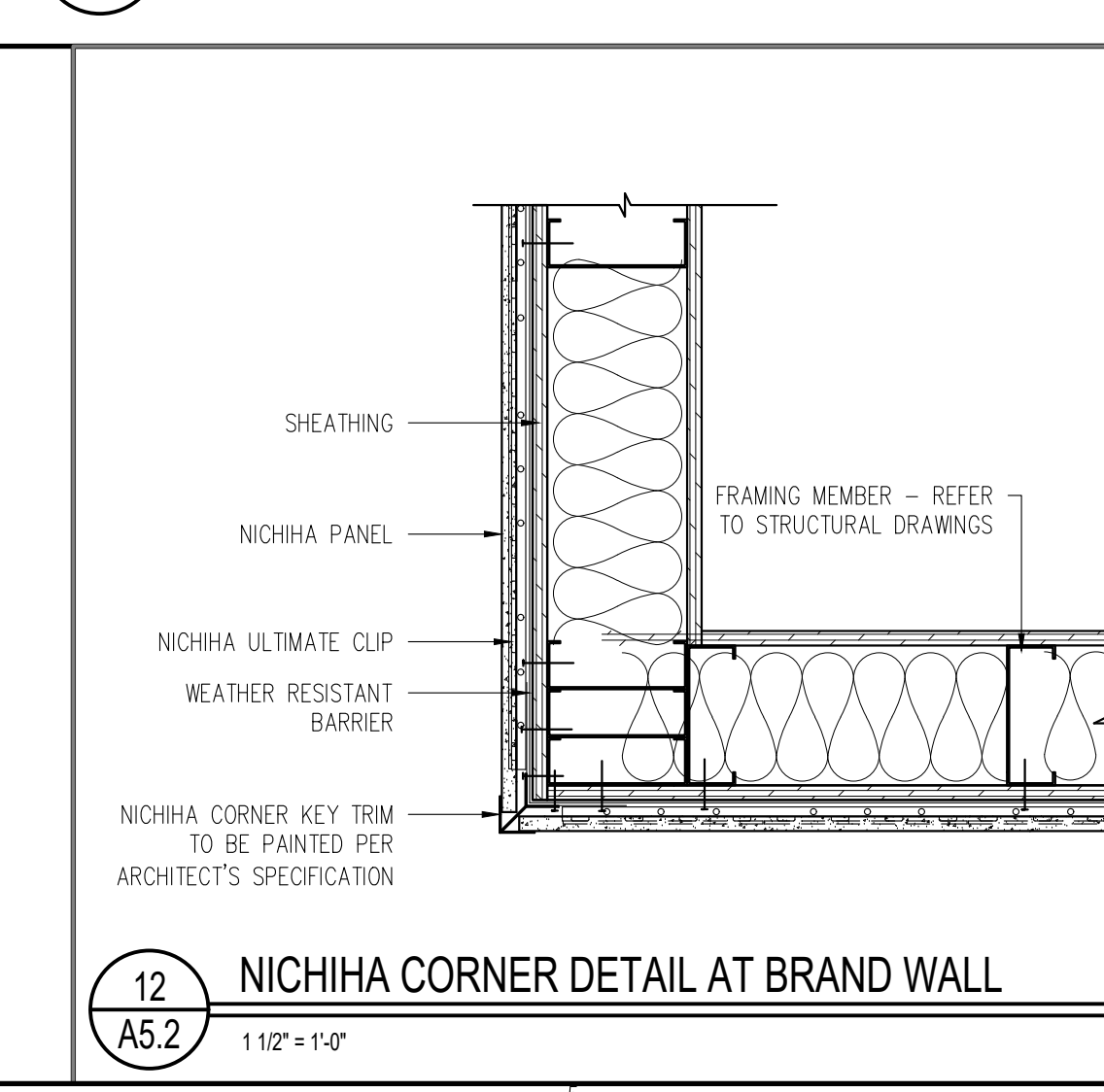
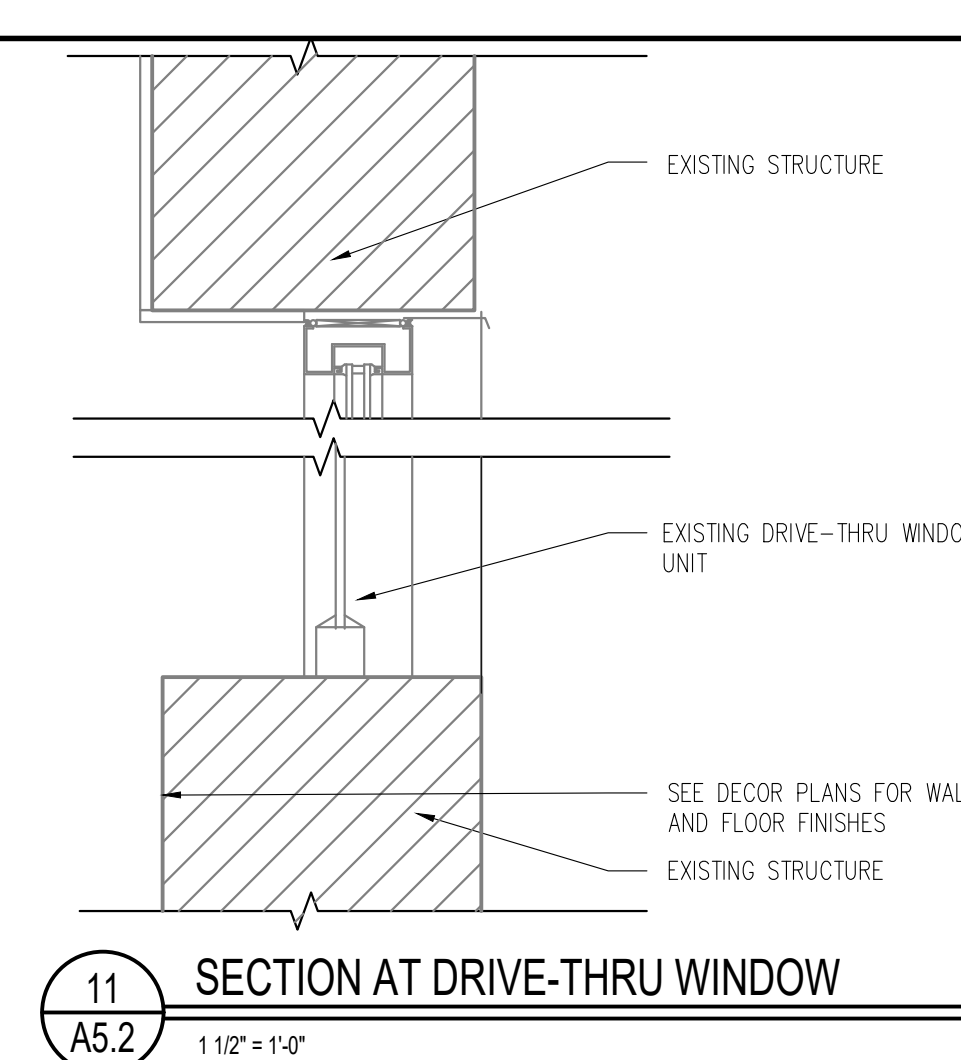
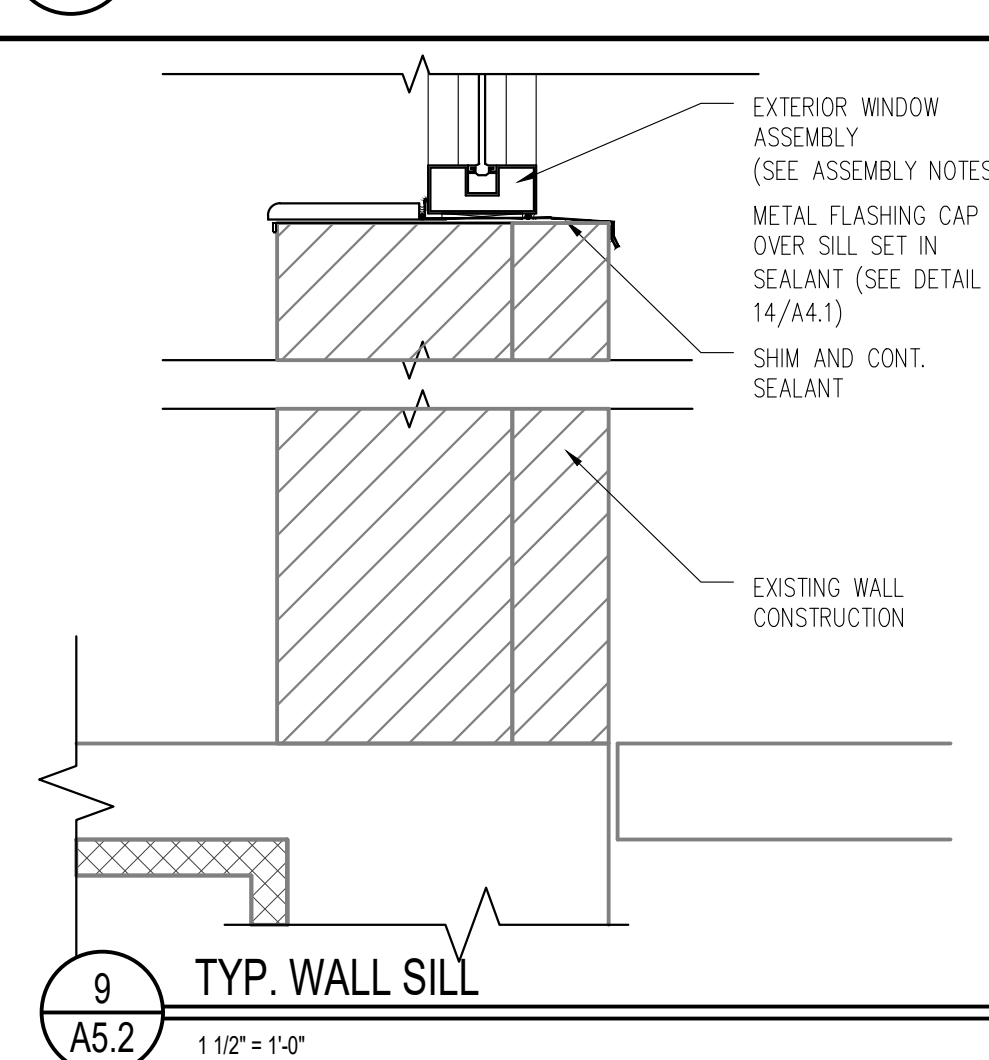
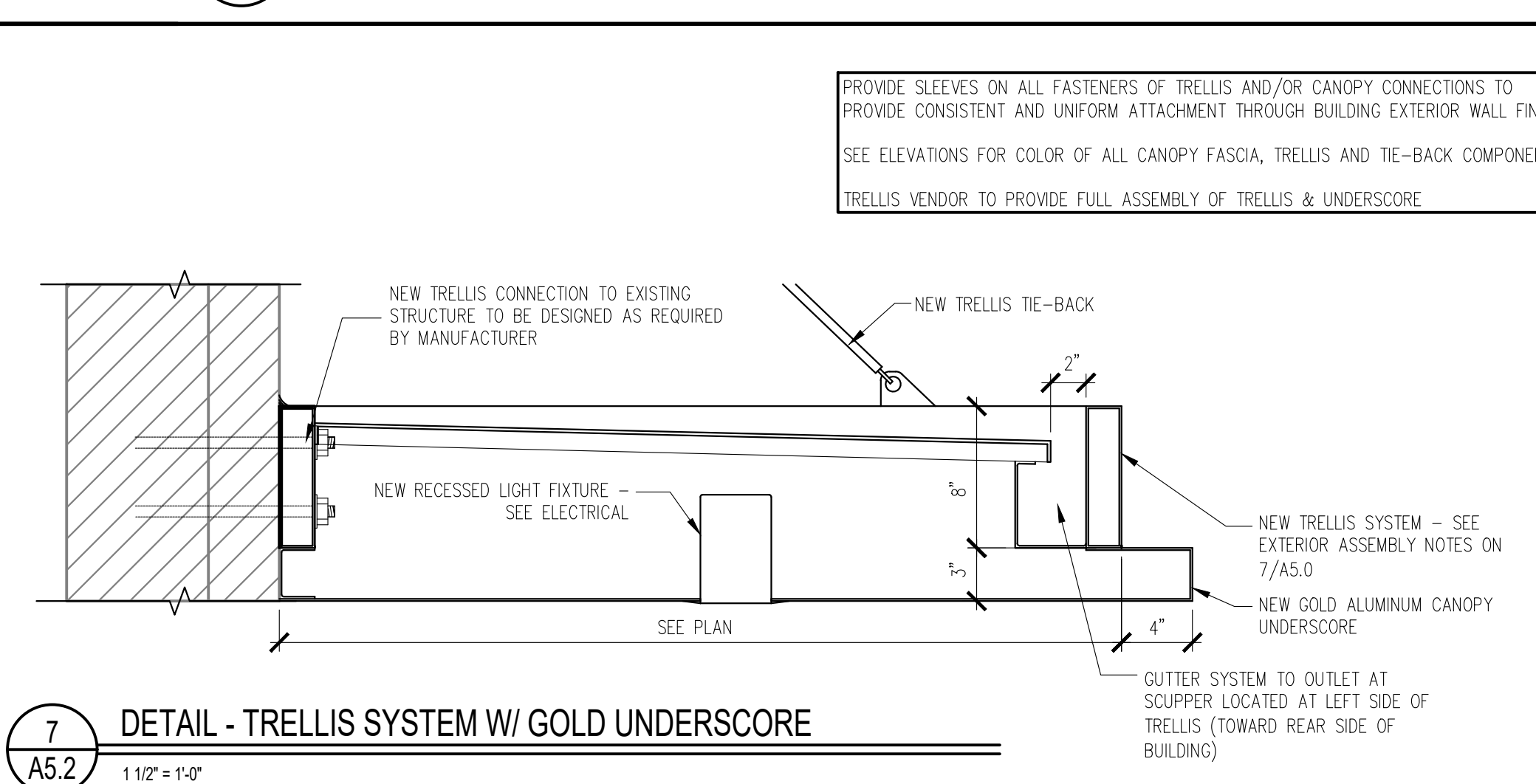
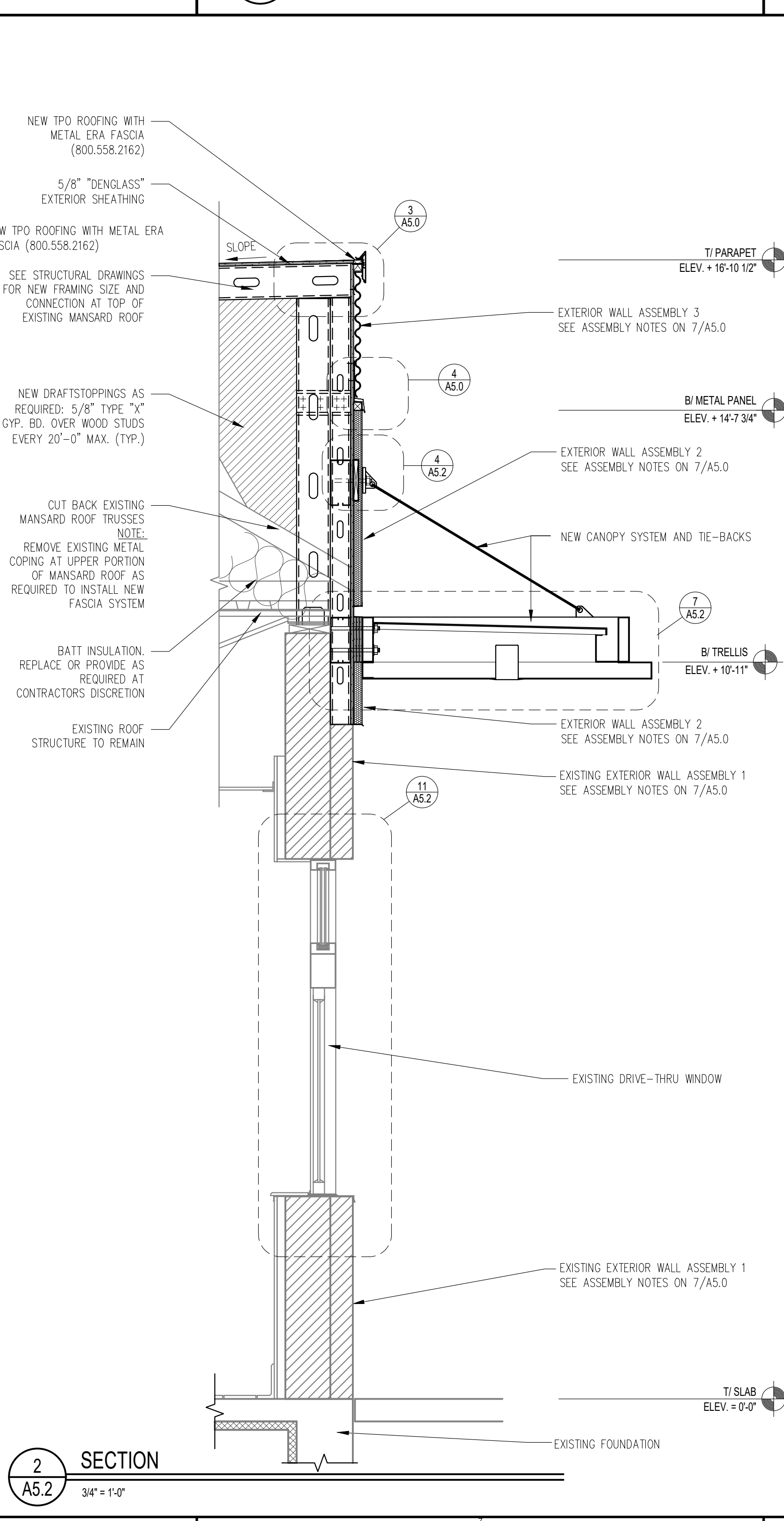
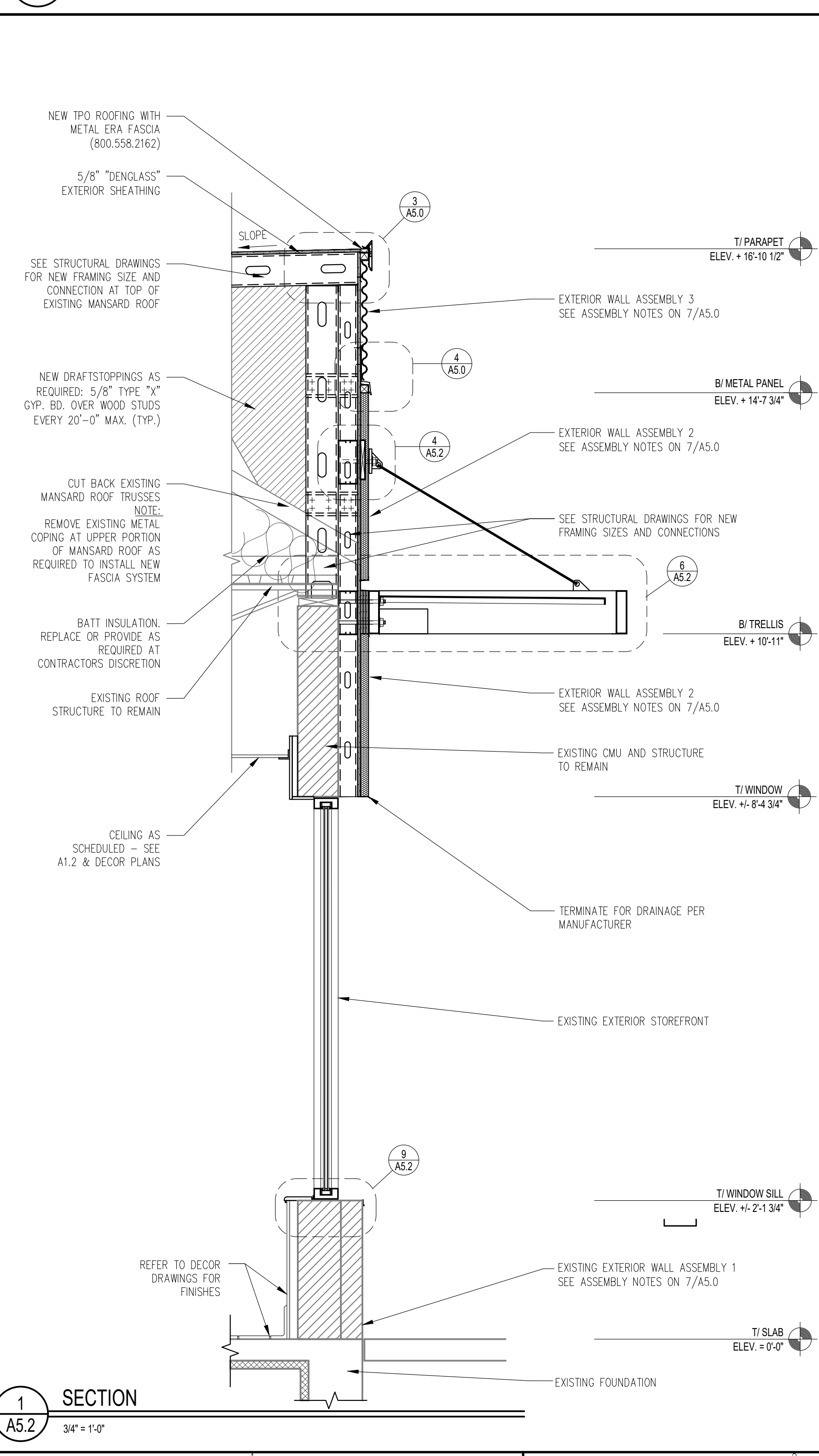
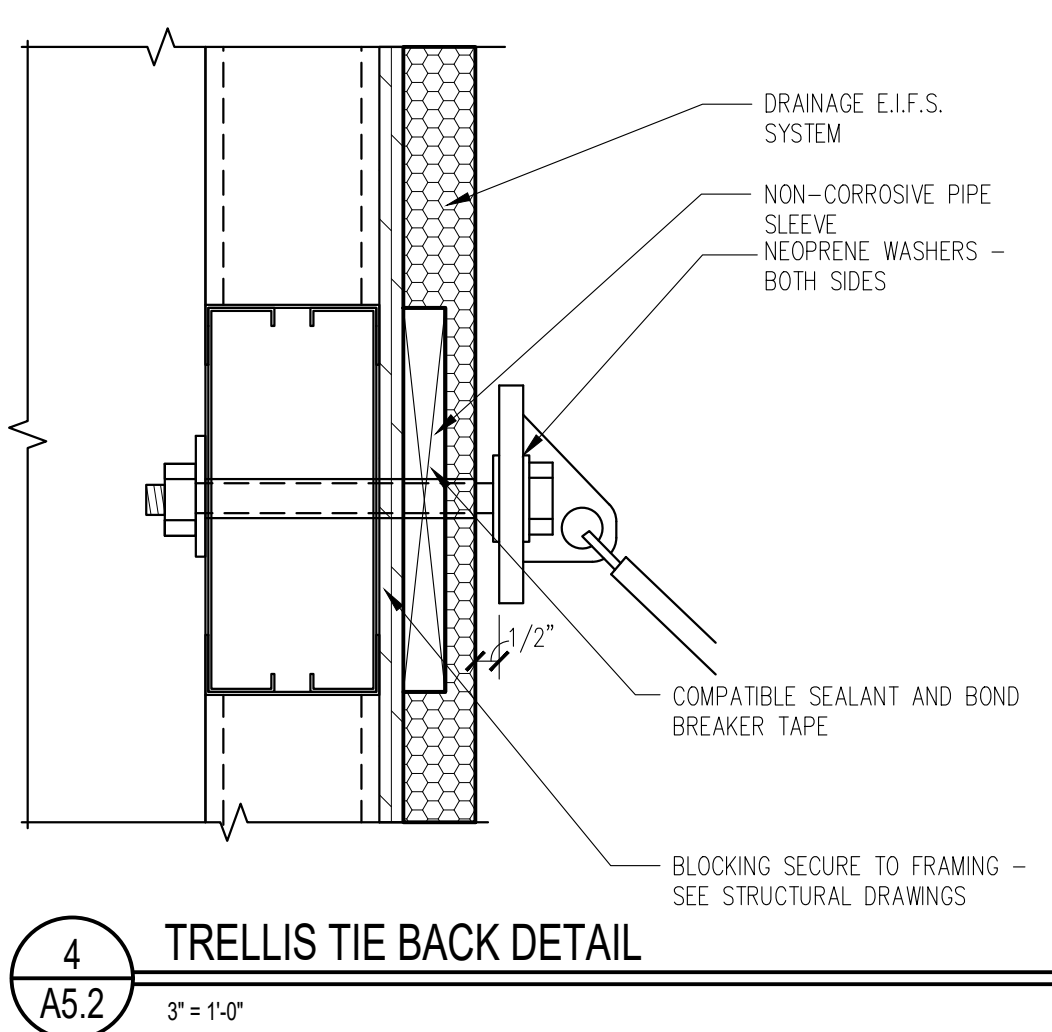
McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

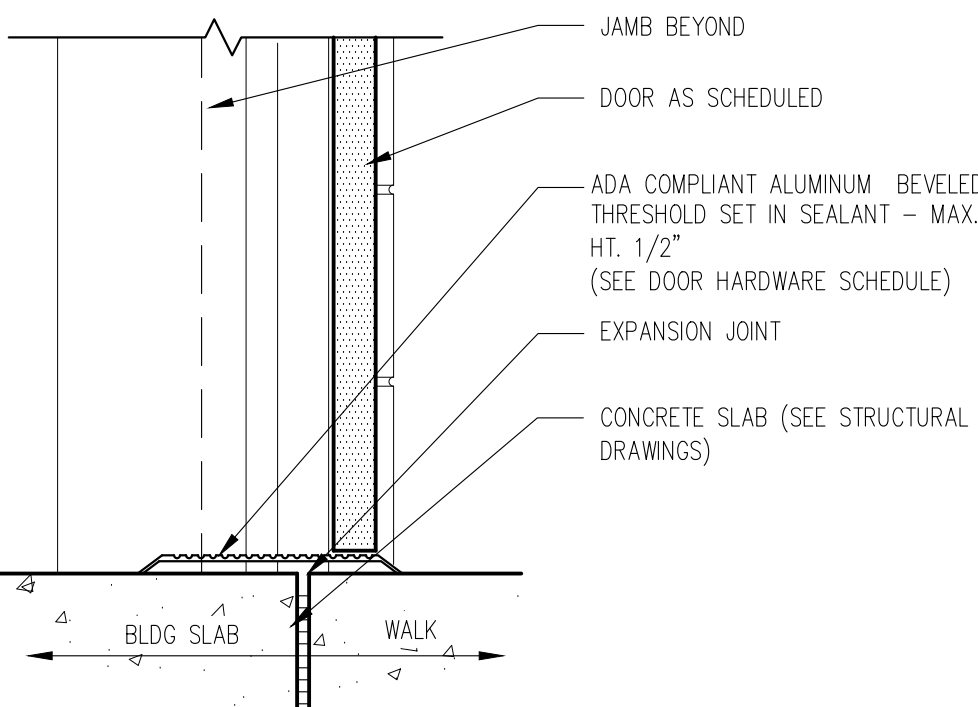
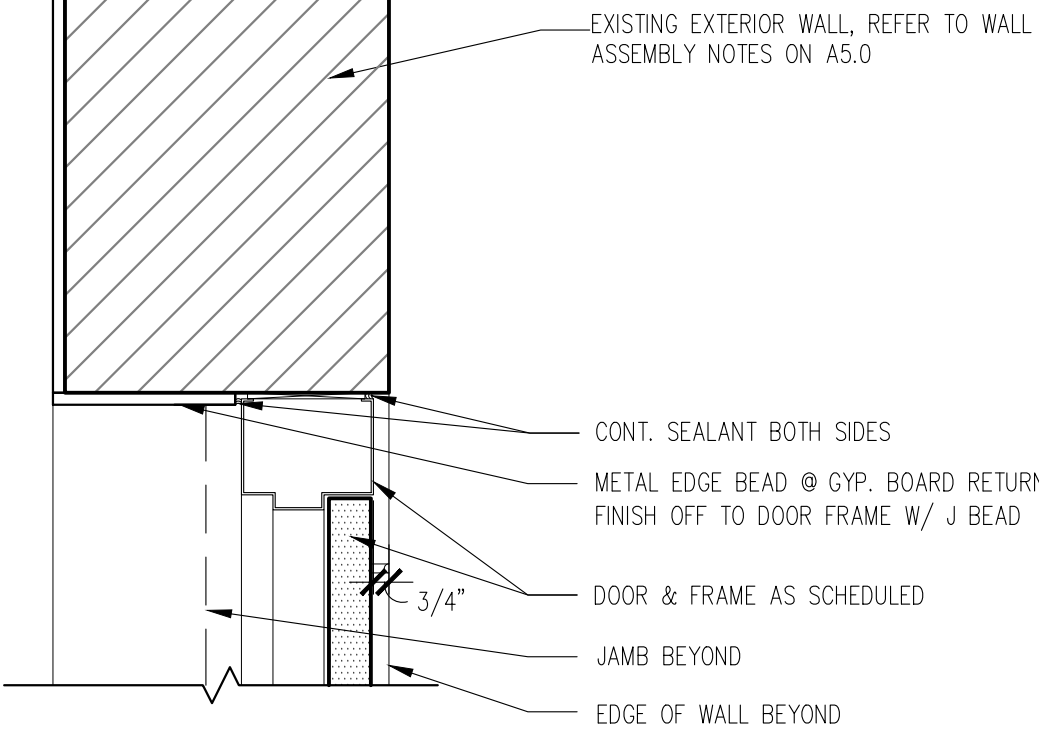
REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				

STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:
WALL SECTIONS AND DETAILS

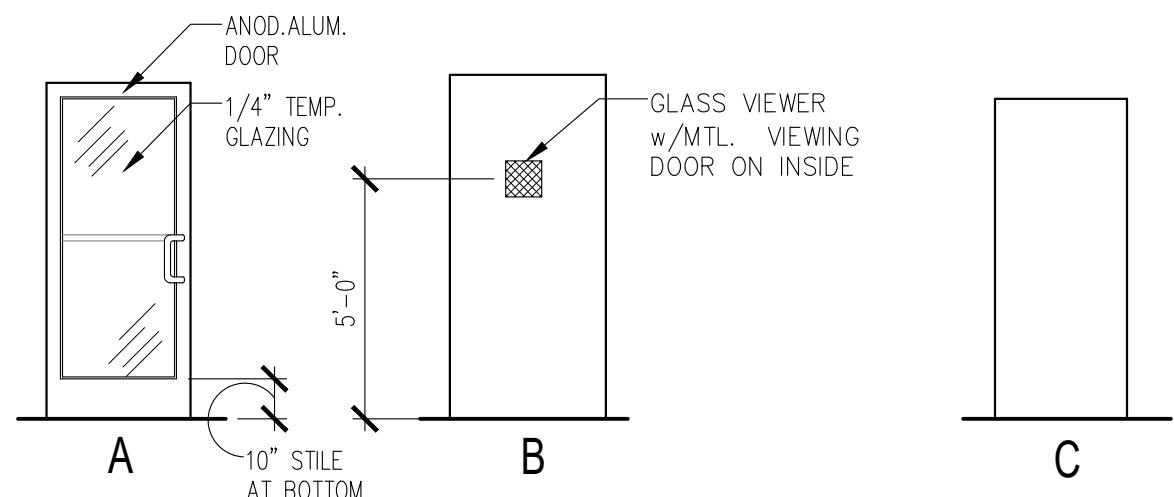
SHEET NUMBER:
A5.1





MARK	DOOR		FRAME	
	MATERIAL	SIZE	TYPE	SIZE
1	ALUM.	3'-0"x7'-0"x1 3/4"	A	ALUM. SEE EXTERIOR ELEVATIONS
2	ALUM.	3'-0"x7'-0"x1 3/4"	A	ALUM. SEE EXTERIOR ELEVATIONS
3	H.M.	4'-0"x7'-0"x1 3/4"	B	H.M. 2"JAMB 4"HD
3A	H.M.	4'-0"x7'-0"x1 3/4"	C	H.M. 2"JAMB 4"HD
4	H.M.	3'-0"x7'-0"x1 3/4"	C	H.M. 2"JAMB 4"HD
5	S.C. WOOD W/ LAM.	3'-0"x6'-8"x1 3/4"	B	H.M. 2"JAMB & HEAD
7	S.C. WOOD W/ LAM.	2'-0"x6'-8"x1 3/4"	C	H.M. 2"JAMB & HEAD

DOOR TYPES



DOOR TYPES

1. ALL EXIT DOORS SHALL BE KEYLESS IN THE DIRECTION OF EGRESS.
2. THE OPENING FORCE OF ALL EXT. PUSH/PULL DOORS SHALL NOT EXCEED 8 1/2 LBS.
3. THE OPENING FORCE OF ALL INTERIOR PUSH/PULL DOORS SHALL NOT EXCEED 5 LBS.
4. PROVIDE PANIC HARDWARE FOR ALL EXTERIOR DOORS AS NOTED ON THE DOOR SCHEDULE.
5. ALL DOOR HARDWARE SHALL NOT REQUIRE TIGHT GRASPING, TIGHT PINCHING OR TWISTING OF THE WRIST TO OPERATE.

1. 1 EA CLINGER LOSET 421 X 18
2. 1 EA HINGES OFFSET PIVOT ANGLE—156.4 GRADE 1; PROVIDE EXPOSED PARTS OF CAST ALUMINUM ALLOY, 1/2" MIN. THICK DOOR MANUFACTURED TO SPEC.
3. 1 EA PUSH/PULL HANDLE KAMDEK #00-9 OR HAGER PUSH/PULL SET 1640/V/B
4. 1 EA PANIC HARDWARE ADAMS RITE #CG- CO. 8800 SERIES WITH OUTSIDE CYLINDER (FINISH TO MATCH STOREFRONT)
5. 1 EA THRESHOLD NATIONAL GUARD PRODUCTS, INC. SADDLE TYPE THRESHOLD 325, 36" WIDE X 1/2" RISE (ADA ACCESSIBLE).
6. 1 EA WEATHER STRIPPING; PROVIDE COMPRESSION WEATHER STRIPPING AGAINST FIXED GLASS, OTHER EDGES OF GLASS SUBSTRATE WEATHER STRIPPING RETAINED IN ADJUSTABLE STRIP WROUGHT INTO DOOR EDGE. PROVIDE EPDM OR VINYL GASKET WEATHER STRIPPING IN BOTTOM DOOR ADJUSTABLE FOR CONTACT W/ THRESHOLD.
7. 1 EA SIGN MOUNT ON TOP OF DOOR, TO READ "THIS DOOR MUST REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED/DURING BUSINESS HOURS."

1. 1 EA CLOSER LCN 4041 x 18
2. 3 EA HINGES OFFSET PIVOT ANSI -A-156.4 GRADE 1; BY DOOR MANUFACTURER
3. 1 EA PUSH/PULL HANDLE HAGER PUSH/PULL SET 164D/V/B.

1. 1 EA HINGE 780-112HD 83" ALUM HAGER
2. 1 EA CLOSER 4111 H-CUSH ALUM LCN
3. 1 EA PANIC 9975EO-LD 48" SP28 V.DUPRIN
4. 1 EA TRIM 9900T US26D V.DUPRIN
5. 1 EA EXIT ALARM EXA2500 FLUSH DETEX
6. 1 EA LOCKGUARD CLP110 US32D DON-JO
7. 1 EA TREADPLATE 24 X 46 UMC
8. 1 EA WTH/STP160V 48 X 84 N.GUARD
9. 1 EA THRESHOLD 325SD 48" N.GUARD
10. 1 EA SWEEP 101VA 48" N.GUARD
11. 1 EA VIEW FRAME LVGLFMD 9 X 9 DKB W/FLAP ON INSIDE N.GUARD

1. 1 EA HINGE780-112HD 83" ALUM HAGER
2. 1 EA DEADBOLT B661P 626 SCHLAGE
3. 1 EA PULL H3E US28 HAGER
4. 1 EA LOCKGUARD CLP110 US32D DON-JO
5. 1 EA TREADPLATE 24 X 46 UMCO
6. 1 EA WTH/STP 160V 48 X 84 N.GUARD
7. 1 EA THRESHOLD 325HD 48" N.GUARD
8. 1 EA SWEEP 101VA 48" N.GUARD

1. 1 EA HINGE 780-112HD 83" ALUM HAGER
2. 1 EA CLOSER 4111 H-CUSH ALUM LCN
3. 1 EA PANIC 9975EO LD 48" SP28 V.DUPRIN
4. 1 EA TRIM 9900T US260 V.DUPRIN
5. 1 EA EXIT ALARM EXA2500 FLUSH DETEX
6. 1 EA LOCKGUARD CLP110 US320 DON-JO
7. 1 EA TREADPLATE 24 X 34 UMC0
8. 1 EA WTH/STP160V 36 X 84 N.GUARD
9. 1 EA THRESHOLD 325HD 48" N.GUARD
10. 1 EA SWEEP 101VA 36" N.GUARD
11. 1 EA VIEW FRAME LVGL6MD 9 X 9 DKB W/FLAP ON INSIDE N.GUARD

1. 3 EA HINGE BB1279 4 1/2 X 4 1/2 US26D HAGER
2. 1 EA CLOSER LDP4A4031 SNB ALUM LCN
3. 1 EA PUSH PLATE 30S 4 X 16 US28 HAGER
4. 1 EA PULLPLATE H33E 4 X 16 US28 HAGER
5. 2 EA KICKPLATE 190S 8 X 34 US28 HAGER
6. 1 EA DOOR STOP 236W US32D HAGER
7. 1 EA FINGER GRD MKIA PUSH SIDE BRN F.SAFE
8. 1 EA FINGER GRD MKIB PULL SIDE BRN F.SAFE

1. 3 EA HINGE BB1279 4 1/2 X 4 1/2 US26D HAGER
2. 1 EA LOCK ND80PD RHO 626 SCHLAGE



LINGLE DESIGN GROUP INC.

158 WEST MAIN STREET
LENA, IL 61048
815.369.9155

1840 W. EVANS AVE.
ENLEWOOD, CO 80110
303.974.5973

WWW.LINGLEDESIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REWSED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



McDonald's[®]
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

#	DATE:	DESCRIPTION:
1	05/02/19	PERMIT REVIEW BID SET
	06/04/19	OWNER COMMENTS

STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

DOOR SCHEDULES

A6.0



FINAL ENGINEERING PLANS

FOR

McDONALD'S – ARLINGTON HEIGHTS, IL

AT

45 EAST GOLF ROAD

VILLAGE OF ARLINGTON HEIGHTS

COOK COUNTY, ILLINOIS

INDEX		REVISIONS						
CIVIL ENGINEERING PLANS		1	2	3	4	5	6	7
C-1	COVER SHEET							
C-2	GEOMETRIC PLAN	X						
C-3	ACCESSIBLE ROUTE GRADES AND DETAILS							
C-4	PROJECT DETAILS AND SPECIFICATIONS							
SUPPORTING DOCUMENTS		REVISIONS						
1 of 1	BOUNDARY AND TOPOGRAPHIC SURVEY	X						
L-1	LANDSCAPE PLAN	X						
L-2	TREE PRESERVATION AND AS-BUILT LANDSCAPE PLAN	X						
DT-1	DRIVE THRU PAVEMENT PLAN							
DT-2	DRIVE THRU EQUIPMENT PLAN							
DT-3	DRIVE THRU DETAILS							
DT-4	DRIVE THRU DETAILS							
SSD-1	SITE STRUCTURAL DRAWINGS							
SSD-2	SITE STRUCTURAL DRAWINGS							
SSD-3	SITE STRUCTURAL DRAWINGS							
SSD-4	SITE STRUCTURAL DRAWINGS							

NOTE: THE DESIGNS CONTAINED IN THE ABOVE PLANS AND SUPPORTING DOCUMENTS WERE PREPARED WITH THE UNDERSTANDING THAT THEY WOULD BE USED AS A WHOLE. PLAN SET. EACH CONSTRUCTION DISCIPLINE IS TO USE ALL THE PLANS AND SUPPORTING DOCUMENTS TOGETHER AS A WHOLE AND NOT AS SEPARATE DOCUMENTS. EACH CONTRACTOR IS TO BECOME COMPLETELY FAMILIAR WITH THE WHOLE PLAN SET AND THE EXISTING SITE CONDITIONS. SHOULD ANYTHING WITH ALL THESE PLANS AND SUPPORTING DOCUMENTS BE INCONSISTENT WITH THE SITE CONDITIONS THEN THE CONTRACTOR IS TO CONTACT THE ENGINEER IMMEDIATELY BEFORE ANY CONSTRUCTION IS STARTED.



LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	CATCH BASIN	
	INLET	
	STORM MANHOLE	
	SANITARY MANHOLE	
	VALVE VAULT	
	FIRE HYDRANT	
	FLARED END SECTION	
	ELECTRICAL POWER POLE	
	OVERHEAD TRAFFIC SIGNAL	
	TRAFFIC SIGNAL MANHOLE	
	OVERHEAD ELECTRIC WIRES	
	TRANSFORMER PAD	
	TELEPHONE PEDESTAL	
	TELEPHONE MANHOLE	
	CABLE TELEVISION PEDESTAL	
	COMMONWEALTH EDISON MANHOLE	
	B/BOX	
	LIGHT POLE	
	SIGN	
	BOLLARD POLE	
	GAS MARKER	
	ELECTRIC MARKER	
	TELEPHONE MARKER	
	WATER MAIN	
	GAS MAIN	
	ELECTRIC LINE	
	TELEPHONE LINE	
	CABLE TV LINE	
	SANITARY SEWER	
	STORM SEWER	
	GUY POLE	
	CONIFEROUS TREE W/DIAMETER	
	DECIDUOUS TREE W/DIAMETER	
	WOOD FENCE	
	CHAIN LINK FENCE	
	METAL GUARDRAIL	
	CONCRETE SURFACE	
	CONTOUR LINE	
	FINISHED FLOOR ELEVATION	
	PAVEMENT ELEVATION	
	MATCH EXISTING ELEVATION	
	GROUND ELEVATION	
	TOP OF WALK ELEVATION	
	TOP OF RETAINING WALL ELEVATION	
	FLOW LINE ELEVATION	
	TOP OF CURB ELEVATION	
	RIM ELEVATION	
	DOWNSPOUT LOCATION	
	PERVIOUS AREA SLOPE DIRECTION	
	PAVEMENT SLOPE DIRECTION	
	OVERLAND OVERFLOW DIRECTION	
	INLET PROTECTION	
	INLET BASKET FILTER	

BENCHMARK	
REFERENCE BENCHMARK	
NATIONAL GEODETIC SURVEY MONUMENT #DM3900 (NAVD 88)	
SURVEY DISK LOCATED ON GOLF ROAD IN TOP OF SOUTH END OF EAST ABUTMENT OF BRIDGE OVER SALT CREEK	
ELEVATION = 696.09	
SITE BENCHMARK #1	
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD	
ELEVATION = 702.30	
SITE BENCHMARK #2	
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT EAST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD	
ELEVATION = 702.86	

STATE OF ILLINOIS) SS
COUNTY OF KANE)

I, JEFFREY C. MILLER, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE CIVIL ENGINEERING PLANS, NOT THE SUPPORTING DOCUMENTS, AS LISTED IN THE INDEX, HAVE BEEN PREPARED BY WATERMARK ENGINEERING RESOURCES, LTD. UNDER MY PERSONAL DIRECTION. THESE PLANS ARE INTENDED TO BE USED AS AN INTEGRAL PART OF THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATE:

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 62-045858.
MY LICENSE EXPIRES ON 11-30-19.

UNLESS THIS DOCUMENT BEARS ORIGINAL SIGNATURE AND EMBOSSED SEAL OF THE DESIGN ENGINEER, IT IS NOT A VALID DOCUMENT.

ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002989

COVER SHEET

DATE
08/05/19

REVISIONS
PEE ARLINGTON HEIGHTS DEPT. REVIEW

NO.
1

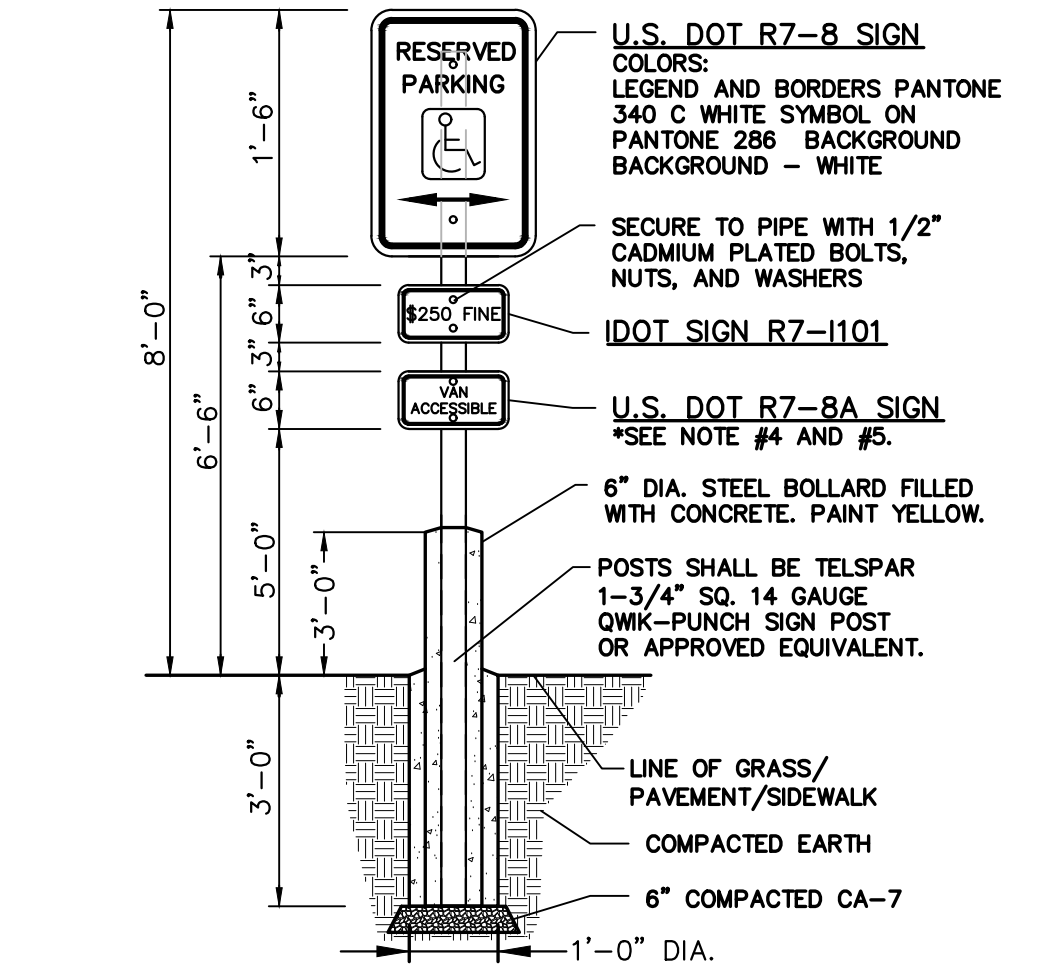
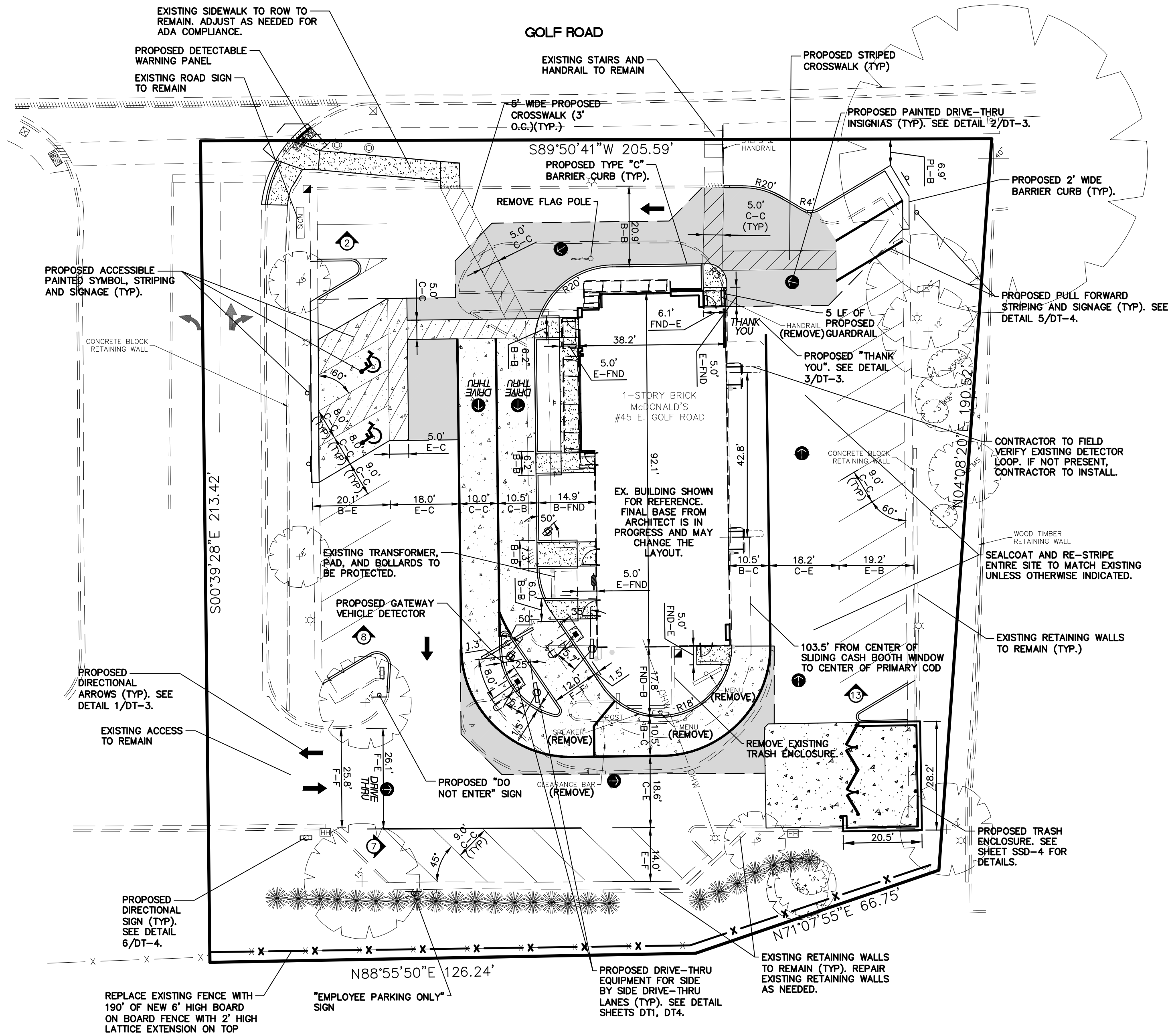
Prepared For:
McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S – ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:
Watermark Engineering Resources, Ltd.
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: AUGUST 2, 2019
SCALE: NONE
PROJECT NO.: 18-108

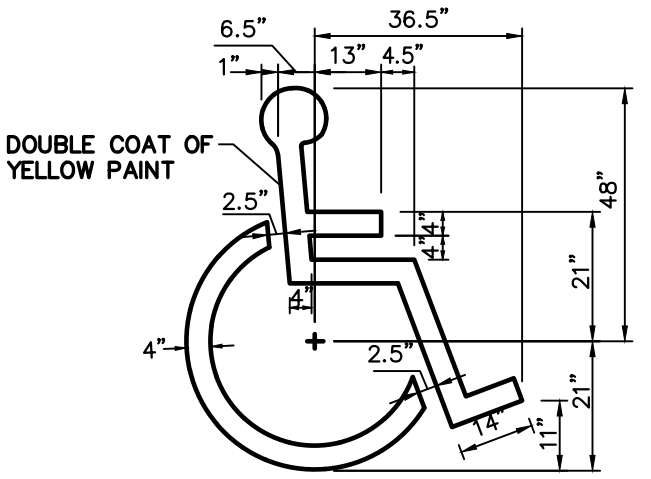
C-1
LC #12-1434

COVER SHEET



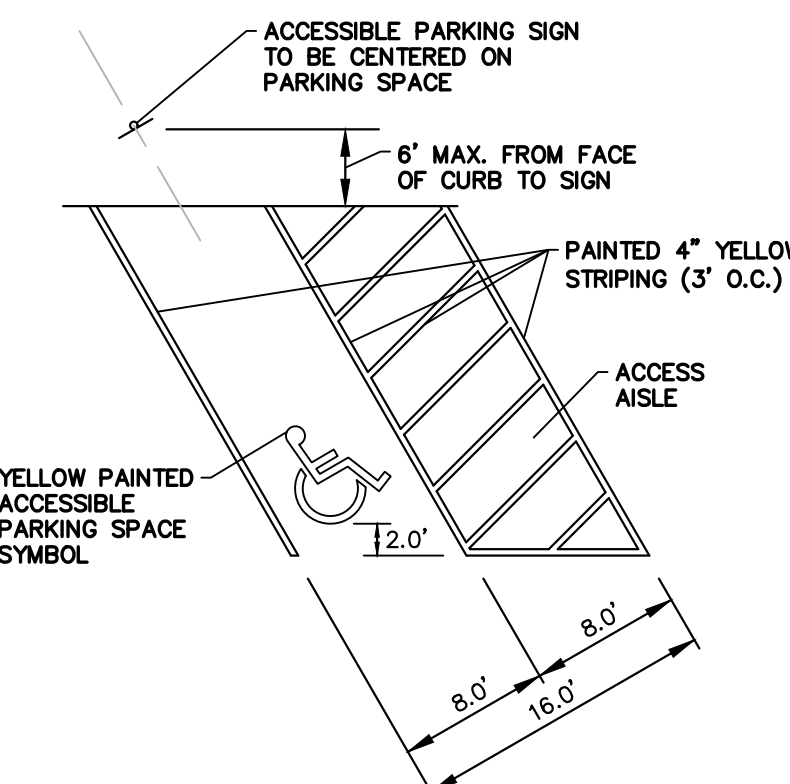
- 1. WHERE A FINE IN EXCESS OF \$250 IS ESTABLISHED BY A MUNICIPALITY BY ORDINANCE IN ACCORDANCE WITH THE STATUTES, THE ACTUAL AMOUNT OF THE FINE SHOULD BE SHOWN.
- 2. THIS PLATE MAY BE MOUNTED DIRECTLY BELOW THE R7-8 SIGN OR COMBINED WITH THAT SIGN ON A SINGLE 12 INCH BY 24 INCH PANEL.
- 3. ON THE RESERVED PARKING SIGN, THE ARROW SHOULD BE OMITTED WHERE THERE IS ONLY ONE SPACE. THE ARROW MAY ALSO BE MADE TO POINT IN ONLY ONE DIRECTION. THE ARROW MAY ALSO BE REPLACED BY "TIME" SUCH AS 9 AM-5 PM WHERE A PART TIME RESTRICTION EXISTS.
- 4. ONE IN EVERY SIX ACCESSIBLE SPACES, BUT NOT LESS THAN ONE, SHALL BE SERVED BY AN ACCESS AISLE 8 FEET WIDE MINIMUM AND SHALL BE DESIGNATED "VAN ACCESSIBLE".
- 5. THE LOWEST BOTTOM EDGE OF THE LOWEST REQUIRED SIGN SHALL BE MOUNTED AT 60" ABOVE FINISHED GRADE.
- 6. COLORS FOR BOTH DOT SIGN R7-101 AND USDOT R7-8A, LEGEND AND BORDERS-GREEN NON-REFLECTORIZED (PANTONE 340C) BACKGROUND-WHITE REFLECTORIZED.

ACCESSIBLE PARKING SPACE
BOLLARD SIGN DETAIL



ACCESSIBLE PARKING SPACE SYMBOL

- 1. SYMBOL IS CENTERED ON WIDTH OF PARKING STALL AND 2' FROM THE END OF THE STALL.



ACCESSIBLE PARKING SPACE DETAIL

DIMENSION LEGEND			
F = FACE	FNC = FENCE		
FND = FOUNDATION	R = RADIUS		
B = BACK	C = CENTER		
E = EDGE	PL = PROPERTY LINE		

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #18-0411 DATED 01/16/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA	
EX. REGULAR SPACES	35
EX. ADA ACCESSIBLE SPACES	2
EX. TOTAL SPACES	37
PROP. REGULAR SPACES	28
PROP. ADA ACCESSIBLE SPACES	2
PROP. TOTAL SPACES	30

SITE DATA	
LOT AREA	= 41,054 S.F. (0.94 AC.)

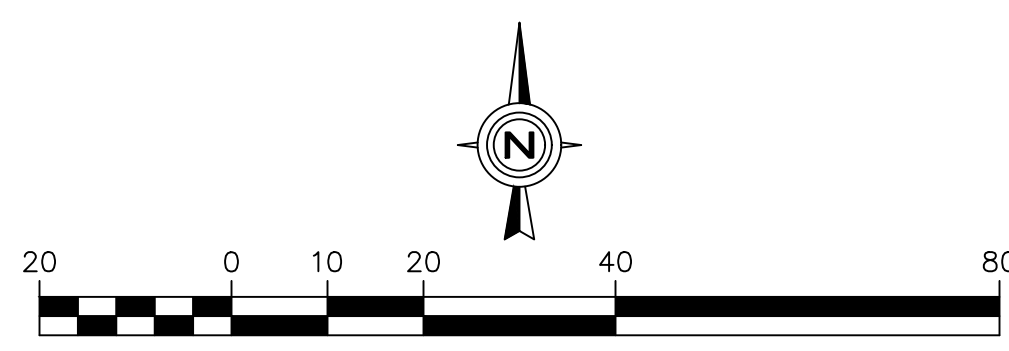
- SITE PLAN NOTES:
- 1. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
 - 2. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
 - 3. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
 - 4. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

PAVEMENT LEGEND

SIDEWALK	5" P.C.C. (SIX BAG MIX) 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) COMPACTED SUB-BASE
STANDARD DUTY	1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22 2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22 8" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
HEAVY DUTY	1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-9.5, N50; PG 64-22 3" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50; PG 64-22 10" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
CONCRETE (DRIVE-THRU)	6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
CONCRETE (DRIVEWAY AND TRASH APRONS)	8" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE

NOTES:

- 1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
- 2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
- 3. SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
- 4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
- 5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
- 6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.



GEOMETRIC PLAN

CHECKED BY: J. MILLER	DESIGN BY: H. WITTENKELLER	DATE: AUGUST 2, 2019	SCALE: 1" = 20'	PROJECT NO.: 18-108
DRAWN BY: K. SACK				

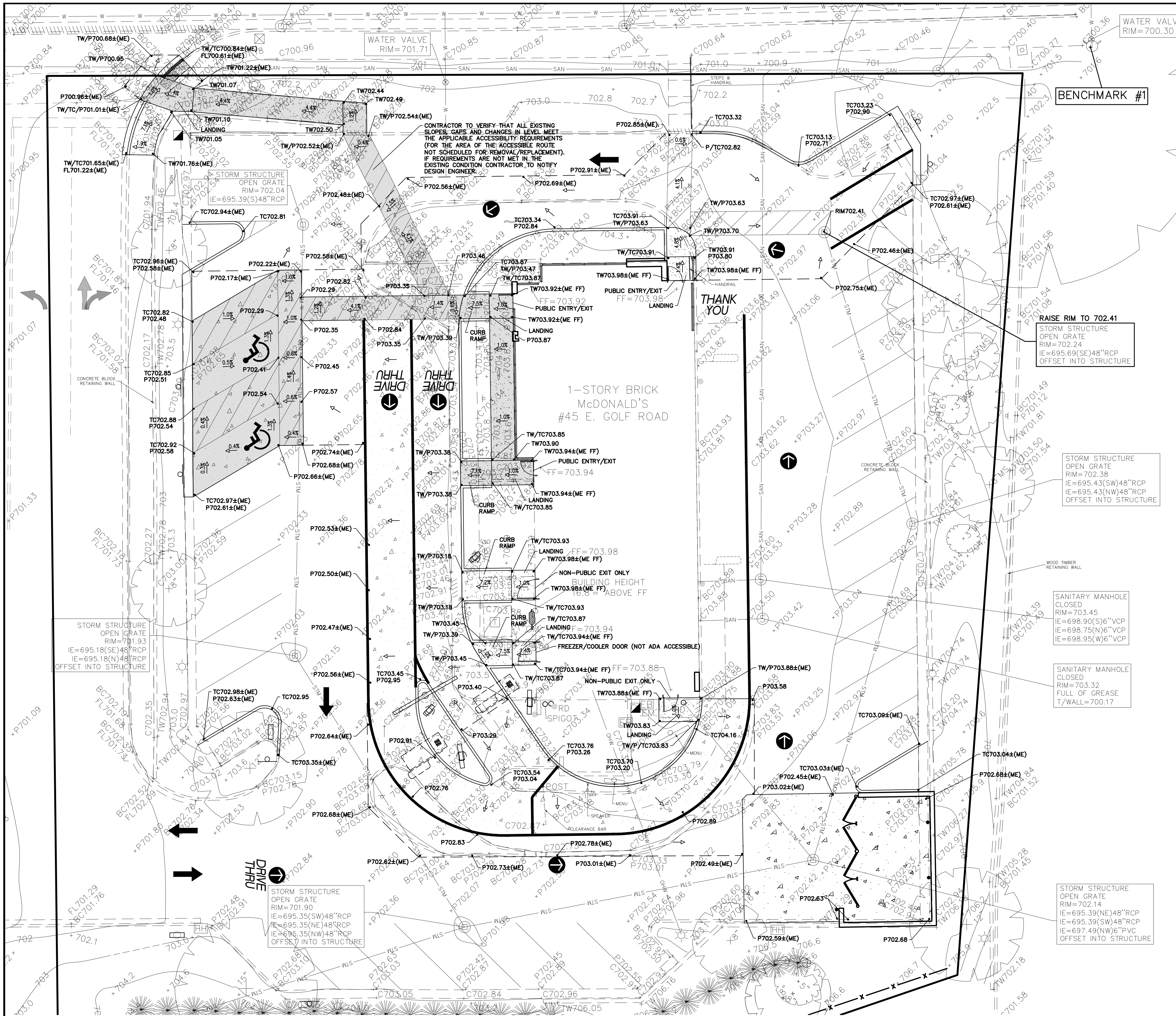
McDonald's
711 Jorte Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Watermark Engineering
RESOURCES LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com

Prepared For:

C-2
LC #12-1434

GEOMETRIC PLAN



GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #18-0411 DATED 01/16/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

REFERENCE BENCHMARK
NATIONAL GEODETIC SURVEY MONUMENT #DM3900 (NAVD 88) SURVEY DISK LOCATED ON GOLF ROAD IN TOP OF SOUTH END OF EAST ABUTMENT OF BRIDGE OVER SALT CREEK
ELEVATION = 696.09

SITE BENCHMARK #1
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.30

SITE BENCHMARK #2
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT EAST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.86

GRADING PLAN NOTES:
1. UNLESS OTHERWISE SPECIFIED, TOP OF CURB (TC) AND/OR TOP OF WALK ELEVATIONS ARE 0.5' HIGHER THAN THE ADJACENT FLOW LINE (FL) OR PAVEMENT (P) ELEVATIONS.
2. IN ALL LOCATIONS WHERE ELEVATIONS ARE SHOWN AS ±, THE ELEVATION HAS BEEN DETERMINED BASED ON INTERPOLATED GRADES FROM THE SURVEY. CONTRACTOR IS TO VERIFY THESE GRADES PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS WITHIN THE PROXIMITY OF THESE INTERPOLATED GRADES AND REPORT THEM TO THE DESIGN ENGINEER FOR VERIFICATION OF PROPOSED SLOPES PRIOR TO INSTALLATION OF PROPOSED IMPROVEMENTS. DESIGN ENGINEER IS NOT RESPONSIBLE FOR SLOPES OF PROPOSED IMPROVEMENTS BASED ON THESE ± GRADES WITHOUT CONFIRMATION OF EXISTING ELEVATIONS AT TIME OF CONSTRUCTION.
3. PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCOPERS OR PIPES, AND LANDSCAPING.

"AMERICANS WITH DISABILITIES ACT" (ADA) MINIMAL REQUIREMENTS:
1. GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION.
2. ACCESSIBLE ROUTES ON AN ACCESSIBLE SITE AND FOR ANY NEW SITE IMPROVEMENTS SHALL BE PROVIDED TO SERVE ALL ACCESSIBLE SPACES OR ELEMENTS.
3. THE MINIMUM CLEAR WIDTH OF AN ACCESSIBLE ROUTE PER CODE IS 36".
4. EACH ACCESSIBLE PARKING SPACE IS TO BE:
4.1. CAR:
A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED. (SEE DETAIL). THE ACCESS AISLE SHALL BE PERMITTED TO BE PLACED ON EITHER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
4.2. VAN:
A MINIMUM OF 192" WIDE, CONSISTING OF A 96" WIDE ACCESS AISLE AND A 96" WIDE PARKING SPACE, UNLESS OTHERWISE NOTED (SEE DETAIL). WHEN VAN ACCESSIBLE PARKING SPACES ARE ANGLED, THE ACCESS AISLE SHALL BE LOCATED ON THE PASSENGER SIDE OF THE PARKING SPACE. SEE DETAIL FOR REQUIRED DEPTH.
5. ACCESSIBLE PARKING SPACES ARE TO BE LOCATED AS CLOSE TO THE BUILDING ENTRANCE AS POSSIBLE AND SHALL BE IDENTIFIED WITH A SIGN.
6. RAMP MUST NOT EXTEND OUT FROM THE CURB INTO THE ACCESS AISLE OF ANY ACCESSIBLE PARKING SPACE.
7. TWO PARKING SPACES MAY NOT SHARE AN ACCESS AISLE.
8. ACCESS AISLES SHALL BE MARKED SO AS TO DISCOURAGE PARKING IN THEM. (SEE DETAIL)
9. ALL ADA PARKING STALLS, ACCESS AISLES AND CROSSWALKS SHALL BE STRIPED USING 4" WIDE DOUBLE LAYER OF HIGH QUALITY YELLOW PAINT, UNLESS OTHERWISE NOTED.
10. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1:50 (2.00%) IN ANY DIRECTION.
11. EACH ACCESSIBLE PARKING SPACE SHALL HAVE AN IDENTIFICATION SIGN (SEE DETAIL).
RAMP:
12. AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 1:20 (5.00%) IS A RAMP AND SHALL COMPLY WITH THE RAMP REQUIREMENTS.
13. AN ACCESSIBLE ROUTE MAY CROSS OPEN PAVEMENT OR FOLLOW A RAMP AS REQUIRED BY SITE-SPECIFIC CONDITIONS. THE RUNNING SLOPE OF AN ACCESSIBLE ROUTE ACROSS OPEN PAVEMENT MUST NOT EXCEED 1:20 (5.00%), WITH A CROSS SLOPE NOT EXCEEDING 1:50 (2.00%). SLOPES EXCEEDING 1:20 (5.00%) BUT LESS THAN 1:12 (8.33%) CONSTITUTE RAMP AND MUST CONFORM TO THE REQUIREMENTS FOR RAMP DESIGN (HANDRAILS, CURBS, LANDINGS, RISE AND RUN LIMITS, ETC.) AS DETAILED ON THE CIVIL AND ARCHITECTURAL PLANS. NO RAMP SHALL HAVE A RUNNING SLOPE EXCEEDING 1:12 (8.33%), NOR HAVE A CROSS SLOPE EXCEEDING 1:50 (2.00%).
14. THE GENERAL CONTRACTOR/CONTRACTOR SHALL MEASURE THE SUBGRADE AND ACROSS FORMS PRIOR TO INSTALLATION OF ASPHALT OR CONCRETE IMPROVEMENTS TO ASSURE THE FINAL IMPROVEMENTS WILL MEET THE MINIMAL ADA REQUIREMENTS. ANY DISCREPANCIES SHALL BE REPORTED TO THE CIVIL ENGINEER PRIOR TO INSTALLATION OF THE IMPROVEMENTS.
CURB RAMP:
15. A CURB RAMP SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.
16. CURB RAMP HAVE A MAXIMUM SLOPE OF 1:12 (8.33%) AND DO NOT REQUIRE HANDRAILS.
17. IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS, OR GUARDRAILS, IT SHALL HAVE FLARED SIDES; THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:12 (8.33%).

DATE	08/05/19
REVISIONS	NO REVISIONS
NO.	1
Prepared For:	
McDonald's 711 Jorie Blvd., 3rd Floor Oak Brook, IL 60523 McDONALD'S - ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois	
Prepared By:	
Watermark Engineering RESOURCES LTD 2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com	
CHECKED BY: J. MILLER	DESIGN BY: WITTENKELLER
DRAWN BY: K. SACK	DATE: JUNE 13, 2019
SCALE: 1" = 10'	PROJECT NO.: 18-108
C-3	
LC #12-1434	

ACCESSIBLE ROUTE GRADES - PLAN VIEW SCALE: 1" = 10' = A.D.A. ACCESSIBLE ROUTE

ACCESSIBLE ROUTE GRADES AND DETAILS

PROJECT SPECIFICATIONS

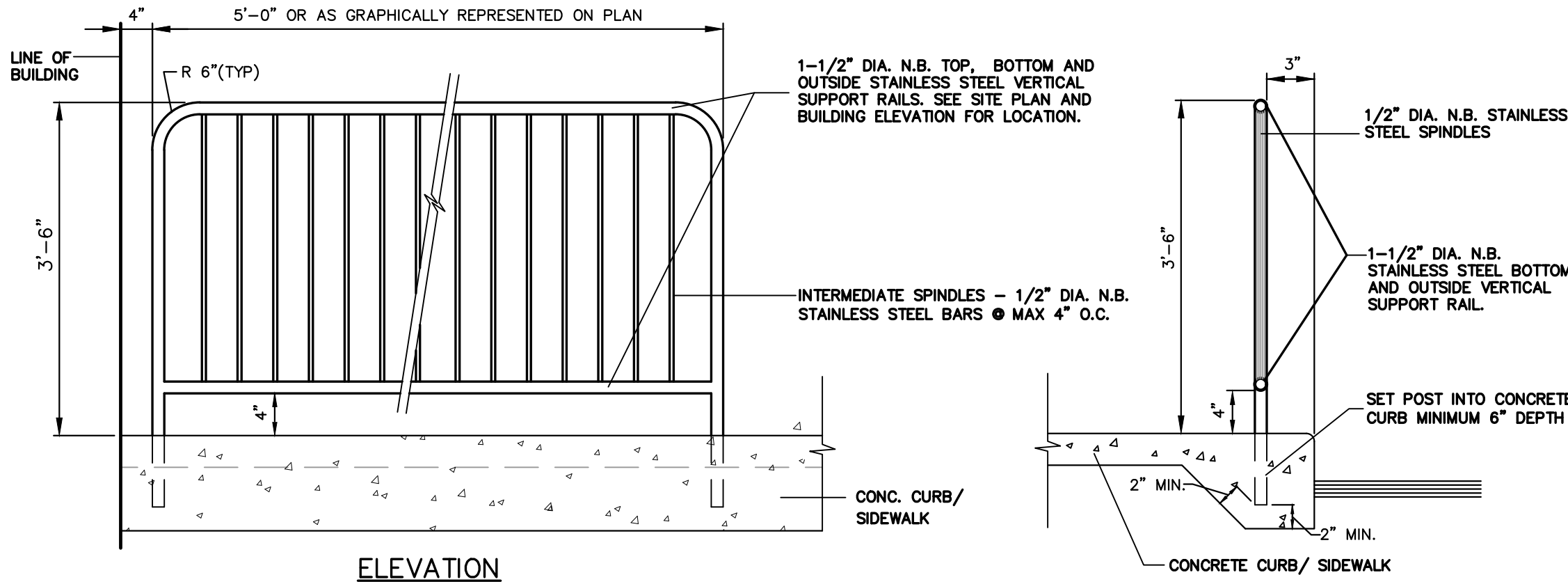
- CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, LOCAL DISTRICTS AND THE ILLINOIS ACCESSIBILITY CODE (IAC). ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS WELL AS THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" CURRENT EDITIONS.
- THE CONTRACTOR SHALL INDEMNIFY WATERMARK ENGINEERING RESOURCES, LTD (THE DESIGN ENGINEER), ARCHITECT AND OWNER, THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONDUCTING WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, SPECIFICATIONS, AND ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THIS DEVELOPMENT.
- THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL PERMITS THAT ARE REQUIRED BY THE LOCAL AGENCIES.
- PRIOR TO BID AND PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSPECT THE SITE TO VERIFY THAT THERE ARE NO DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL CONDITIONS AT THE SITE. IF ANY DISCREPANCIES ARE FOUND, AT ANY TIME BEFORE OR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY (BEFORE ANY ADDITIONAL IMPROVEMENTS ARE INSTALLED) IN ORDER TO OBTAIN WRITTEN CONFIRMATION BY THE DESIGN ENGINEER AS TO ANY REVISIONS THAT MAY NEED TO BE MADE TO THE PLANS.
- PRIOR TO CONSTRUCTION, CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION, AND ALL UTILITY COMPANIES THAT MAY BE AFFECTED BY THE PROPOSED CONSTRUCTION 2 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE APPROPRIATE CONSTRUCTION INSPECTIONS.
- THE MUNICIPALITY SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE IMPROVEMENTS.
- PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL J.U.I.L.E. FOR THE LOCATION AND STAKING OF EXISTING UNDERGROUND UTILITIES (GAS, ELECTRIC, TELEPHONE) AT 1-800-892-0123, 48 HOURS PRIOR TO DIGGING. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING RECORD DRAWINGS PER THE MUNICIPALITY AND/OR ANY OTHER AGENCY REQUIREMENTS. ANY CHANGES TO THE DRAWINGS MUST BE REPORTED TO THE DESIGN ENGINEER BEFORE WORK PROGRESSES.
- THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY THE MUNICIPALITY.
- ALL QUANTITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR AND ARE TO BE VERIFIED PRIOR TO CONSTRUCTION. IF DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT THE DESIGN ENGINEER IMMEDIATELY AND NO WORK IS TO BE DONE UNTIL APPROVED BY THE DESIGN ENGINEER.
- ANY RESTORATION NEEDED BECAUSE OF CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- TRENCH BACKFILL MATERIAL, CRUSHED STONE OR LIMESTONE (CA-6) IS REQUIRED UNDER AND WITHIN TWO FEET (2') OF SIDEWALKS AND PAVED AREAS. THIS BACKFILL SHALL BE IN SIX INCH (6") LIFTS AND COMPACTED TO 95% STANDARD PROCTOR.
- CONTRACTOR IS TO PROVIDE ALL TEMPORARY SIGNAGE AS REQUIRED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND LOCAL MUNICIPALITIES.
- ALL EXISTING DRAIN TILES THAT ARE ENCOUNTERED ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION OR REROUTED TO THE PROPOSED STORM SEWER SYSTEM.
- RESTORATION OF EXISTING RIGHT-OF-WAYS IS TO BE COMPLETED WITH FOUR INCH (4") MINIMUM TOPSOIL AND SALT TOLERANT SOD UNLESS OTHERWISE NOTED.
- THE WATER SYSTEM CANNOT BE SHUT DOWN WITHOUT CONSENT BY THE OWNER OF THE SYSTEM.
- ALL FRAME ADJUSTMENTS SHALL BE MADE WITH PRE-CAST CONCRETE RINGS CONFORMING TO ASTM C-39 AND CANNOT EXCEED TWELVE INCHES (12").
- FRAMES SHALL BE SET WITH EZ STIK® (OR EQUAL) MATERIAL TO PREVENT LEAKAGE.
- THE REINFORCED CONCRETE SECTIONS SHALL BE LAID IN MORTAR, SEALED WITH EXTERNAL SEALING BANDS, OR SEALED USING MASTIC JOINT SEALER. WHEN MASTIC JOINT SEALER IS USED, THE MATERIAL SHALL COMPLETELY FILL THE JOINT AFTER THE UNITS HAVE BEEN BROUGHT TOGETHER.
- STEPS IN STRUCTURES SHALL BE MADE OF COPOLYMER POLYPROPYLENE PLASTIC WITH CONTINUOUS ONE HALF INCH (1/2") GRADE SIXTY (60) STEEL REINFORCEMENT, STEP PSI-PF, AS MANUFACTURED BY M.A. INDUSTRIES, INC., OR APPROVED EQUAL.
- STEPS TO BE SPACED SIXTEEN INCHES (16") ON-CENTER.
- ALL INSTRUMENTS ARE TO BE PROPERLY CALIBRATED PRIOR TO CONSTRUCTION USE.
- ALL PARKING LOT LIGHT POLES ARE TO BE CONSTRUCTED AT THE INTERSECTION OF PARKING LOT STRIPING OR IN LANDSCAPE AREAS WITH A MINIMUM OF 2' CLEARANCE BETWEEN THE BACK OF CURB AND THE EDGE OF THE PARKING LOT LIGHT BASE UNLESS OTHERWISE SPECIFIED.
- GENERAL CONTRACTOR TO BECOME FAMILIAR WITH AND APPLY THE ADA MINIMAL REQUIREMENTS AND REPORT TO ARCHITECT/DESIGN ENGINEER ANY DISCREPANCIES BEFORE CONSTRUCTION. THIS INCLUDES, BUT NOT LIMITED TO, TRANSITIONS TO EXISTING CONDITIONS.
- CONSTRUCTION MEANS, METHODS AND JOB SITE SAFETY IS THE SOLE AND EXCLUSIVE RESPONSIBILITY OF THE CONTRACTOR.
- PAVING, SIDEWALK, AND CURBING IS NOT TO BE INSTALLED IN SUCH A WAY THAT IT WILL BLOCK THE FLOW OF WATER AWAY FROM THE BUILDING INCLUDING BUT NOT LIMITED TO WEEP HOLES, WICKS, DRAINAGE SCUPPERS OR PIPES, AND LANDSCAPE.

PAVEMENT

- ALL PAVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE FOLLOWING REFERENCES AS THEY APPLY: STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; MANUAL FOR STRUCTURAL DESIGN OF PORTLAND CEMENT CONCRETE PAVEMENT, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION; DESIGN MANUAL, ILLINOIS DEPARTMENT OF TRANSPORTATION, LATEST EDITION.
- ALL BASE COURSE AND SUB-BASE AREAS SHALL BE COMPACTED TO 95% STANDARD LABORATORY DENSITY, PER I.D.O.T. SECTION 301. BEFORE THE BASE COURSE MATERIALS ARE INSTALLED, THE SUB-BASE SHALL BE PROOF-ROLLED TO THE SATISFACTION OF THE ENGINEER, HIS AGENT, AND/OR THE SOILS ENGINEER. COMPACTION AND DENSITY TESTS SHALL BE TAKEN AT THE OWNER'S OPTION.
- ALL CONCRETE TO BE MINIMUM 3500 PSI, SALT TOLERANT, 6 BAG MIX WITH A SPRAY ON SEALER.
- EXPANSION AND CONTRACTION JOINTS SHALL BE TOOL FINISHED.
- BINDER COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 40°F AND RISING. SURFACE COURSE TO BE PLACED WHEN TEMPERATURE IS AT LEAST 45°F AND RISING.
- ALL PROPOSED PAVEMENT, SIDEWALKS, AND CURBS ARE TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.05' OF THE PROPOSED ELEVATIONS EXCEPT IN THE ACCESSIBLE STALLS OR ACCESSIBLE ROUTES.
- PRIOR TO SEAL COATING, ALL ASPHALT AREAS ARE TO BE CLEAN AND DRY. ALL LOOSE MATERIALS ARE TO BE REMOVED. ALL GREASE TO BE REMOVED. ALL CRACKS ARE TO BE FILLED PER IDOT STANDARDS. ALL PAINTED STRIPING TO BE MODIFIED SHALL BE "BLACKED OUT" WITH BLACK PAINT (1 COAT MINIMUM, 2 COATS IF NECESSARY), ALLOWED TO THOROUGHLY DRY PER PAINT MANUFACTURER, PRIOR TO SEAL COATING. ALL AREAS THAT ARE ADJACENT TO THE SEAL COATED AREA ARE TO BE MASKED (I.E. SIDEWALKS, CONCRETE SURFACES, BRICK SURFACES, GUTTERS, CATCHBASINS/INLETS, ETC.) PRIOR TO SEAL COATING TO BE APPLIED. AIR TEMPERATURE TO BE 50°F AND RISING. APPLICATION RATE TO BE SUCH THAT ALL SURFACES OF THE ASPHALT BEING COATED IS THOROUGHLY COVERED IN ONE COAT. SPRAYING IS NOT ALLOWED. ALL SEAL COATING SHOULD BE APPLIED BY SQUEEGEE OR BRUSHES. THE BITUMINOUS SEAL COATING MATERIAL SHOULD NOT BE ALLOWED TO ENTER STORM SEWERS AND SHOULD BE ALLOWED TO DRY AT LEAST 18 HOURS PRIOR TO VEHICULAR USE. CRACK FILLER AND SEAL COATING MATERIALS ARE TO BE FREE OF COAL TAR.

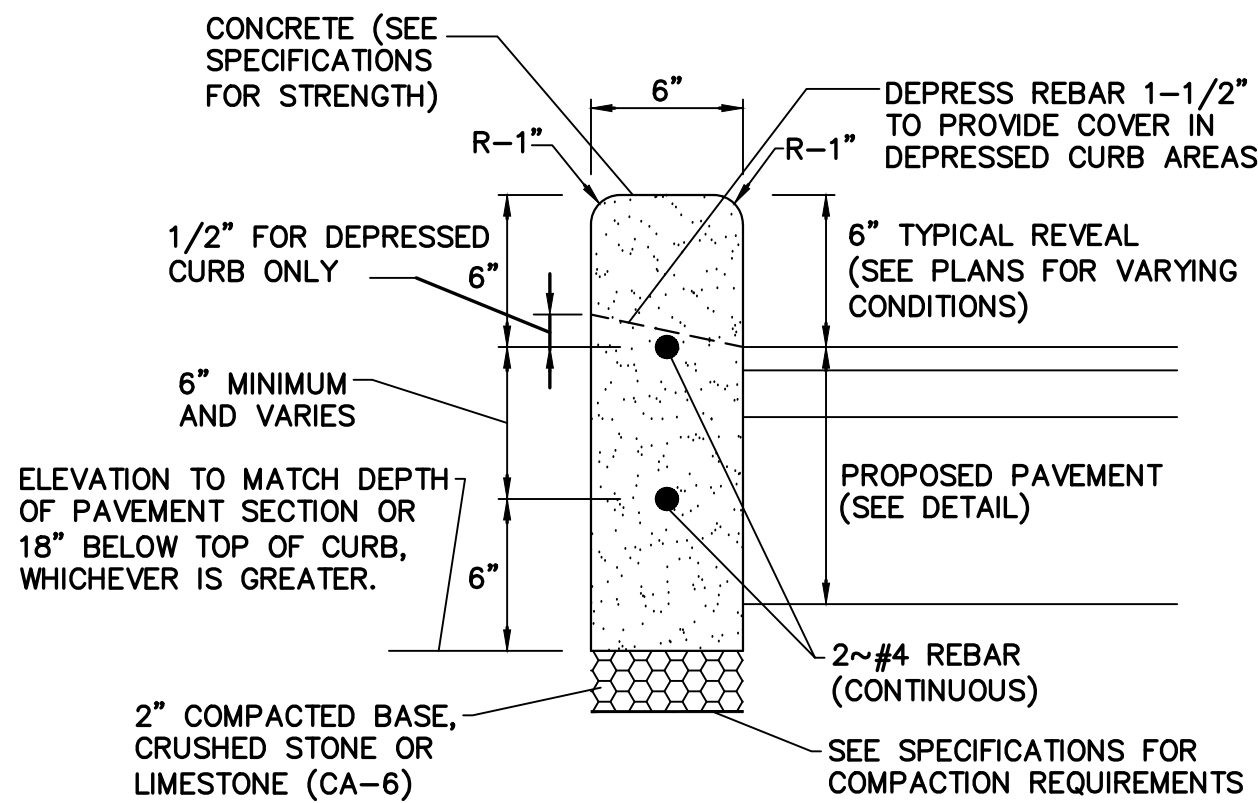
GRADING

- GEOTECHNICAL REPORTS AS PREPARED BY OWNER (OR REPRESENTATIVE) SHALL BE REFERRED TO PRIOR TO EARTH MOVING AND/OR UTILITY CONSTRUCTION.
- UNSTABLE SOIL SHALL BE REMOVED OR STABILIZED.
- CONTRACTOR IS TO MAINTAIN A POSITIVE DRAINAGE PATTERN AT THE END OF EACH DAY. CARE SHOULD BE TAKEN TO INSURE THAT DRAINAGE IS NOT REROUTED OR BLOCKED IN A WAY THAT MAY BE INJURIOUS TO ADJACENT LAND.
- THE SUB-BASE BELOW STRUCTURES, PAVEMENTS OR NEW STRUCTURAL FILL SHALL BE PROOF ROLLED. IF SOIL RUTS, PUMPS, DEFLECTS EXCESSIVELY OR EXHIBITS EXCESSIVE MOVEMENT OR MOISTURE, THEN THE UNSTABLE SOIL SHALL BE UNDERCUT AND REPLACED WITH STRUCTURAL FILL OR DISCING AND DRYING TO NEAR OPTIMUM MOISTURE SO SOIL CAN BE PROPERLY COMPACTED. THIS PROCESS IS TO BE OBSERVED BY A GEOTECHNICAL ENGINEER.
- ALL FILLS SHALL BE PLACED IN 8" LIFTS COMPACTED TO A MINIMUM OF 98% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN INFLUENCE OF THE BUILDING, A MINIMUM OF 95% STANDARD LABORATORY DENSITY PER ASTM D698 UNDER AND WITHIN THE INFLUENCE OF ALL OTHER IMPERVIOUS AREAS, AND A MINIMUM OF 90% STANDARD LABORATORY DENSITY PER ASTM D698 IN ALL LANDSCAPE AREAS.
- EROSION CONTROL SHALL BE PROVIDED PRIOR TO ANY DISTURBANCES. SEE EROSION CONTROL PLANS FOR ADDITIONAL SPECIFICATIONS AND DETAILS.
- PROVIDE TOPSOIL RESPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
 - MINIMUM IN GRASS OR SOD AREAS.
 - MINIMUM IN PLANTING AREAS.
 - MINIMUM IN LANDSCAPE ISLANDS.
- ALL TOPSOIL TO BE FRILABLE (NOT COHESIVE), WEED FREE, AND FREE OF ROCKS, LARGE ROOTS AND UNNATURAL DEBRIS.
- ALL GRADING IS TO BE CONSTRUCTED TO WITHIN A TOLERANCE OF 0.10' OF THE PROPOSED ELEVATIONS. SEE PAVEMENT SPECIFICATIONS FOR PAVEMENT TOLERANCES.



GUARD RAIL DETAIL

- LOCATION SUBJECT TO ADA MANEUVERING CLEARANCE REQUIREMENTS.
- THE GUARD RAIL IS INTENDED TO PROVIDE A PHYSICAL BARRIER WHERE INDICATED ON THE PLANS AND IS NOT INTENDED FOR USE AS A HANDRAIL.
- POSTS TO BE PROVIDED EVERY 5'.
- GUARDRAILS SHALL BE DESIGNED IN ORDER TO WITHSTAND A LINEAR LOAD OF 50 POUNDS PER LINEAR FOOT AS WELL AS TO RESIST A CONCENTRATED LOAD OF 200 POUNDS IN ACCORDANCE WITH SECTION 4.5.1 OF LATEST EDITION OF ASCE 7.
- ALTERNATE GUARD RAIL MATERIALS AND COLORS TO BE APPROVED BY MCDONALD'S CONSTRUCTION MANAGER.
- CONTRACTOR TO PROVIDE SHOP DRAWINGS TO MCDONALD'S CONSTRUCTION MANAGER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION OF GUARDRAILS.



TYPE 'C' BARRIER CURB

- PROVIDE 1/2" EXPANSION JOINTS EVERY 45' O.C.
- PROVIDE HAND TOOLED CONTRACTION JOINTS EVERY 15' O.C.

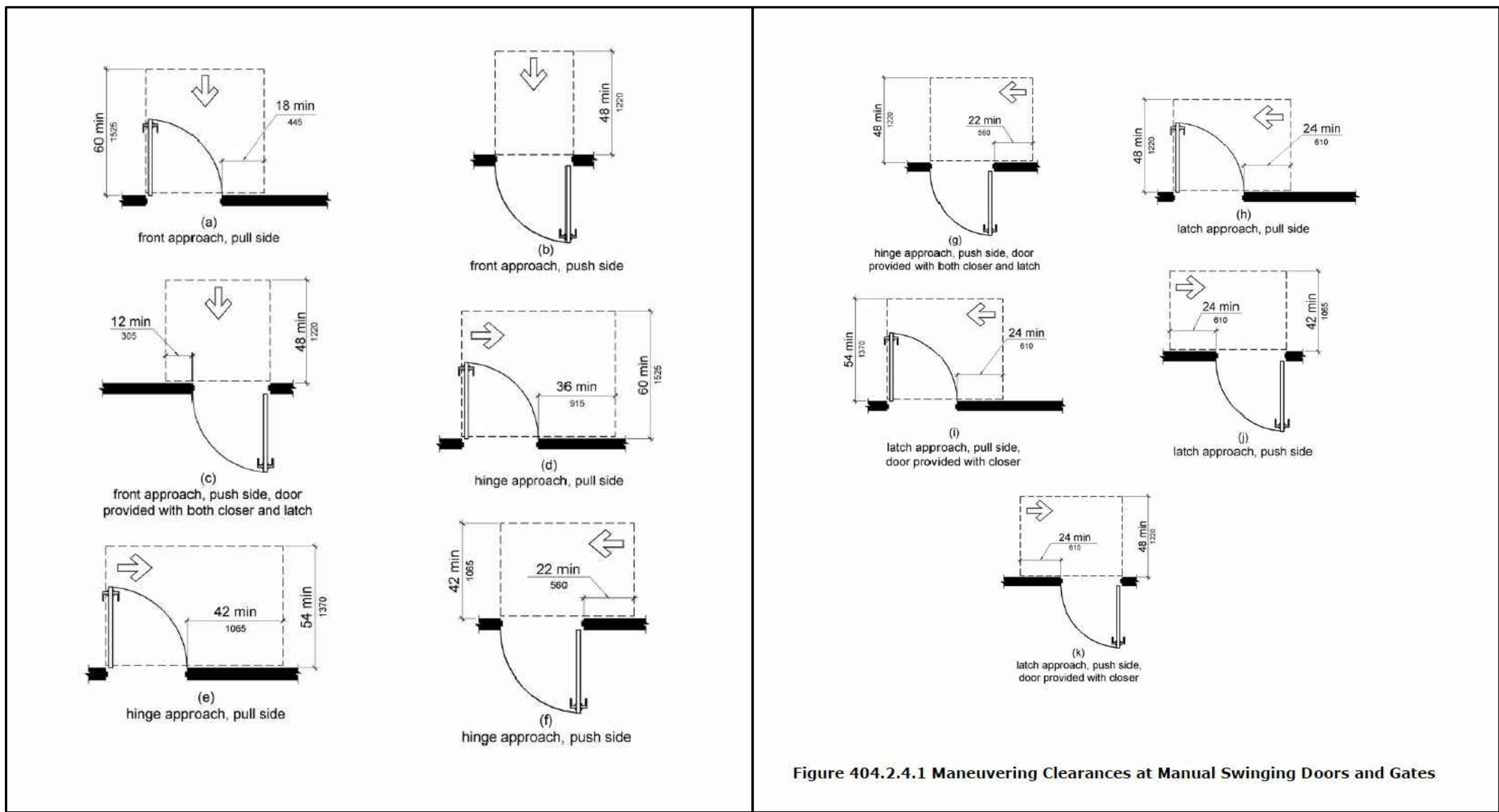


Figure 404.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

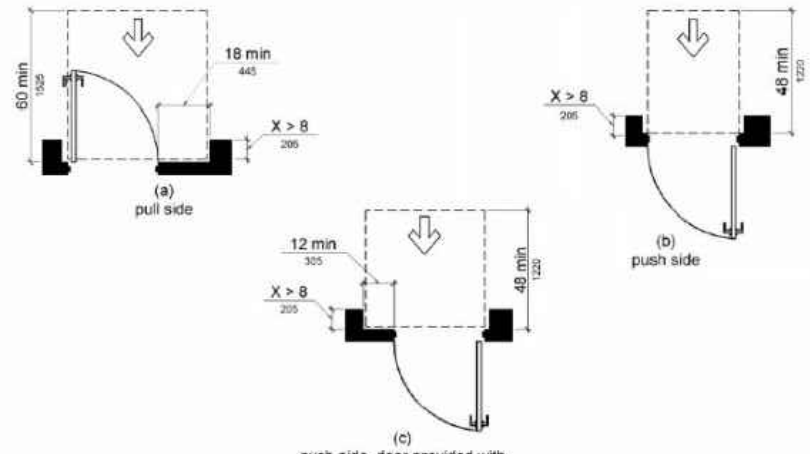
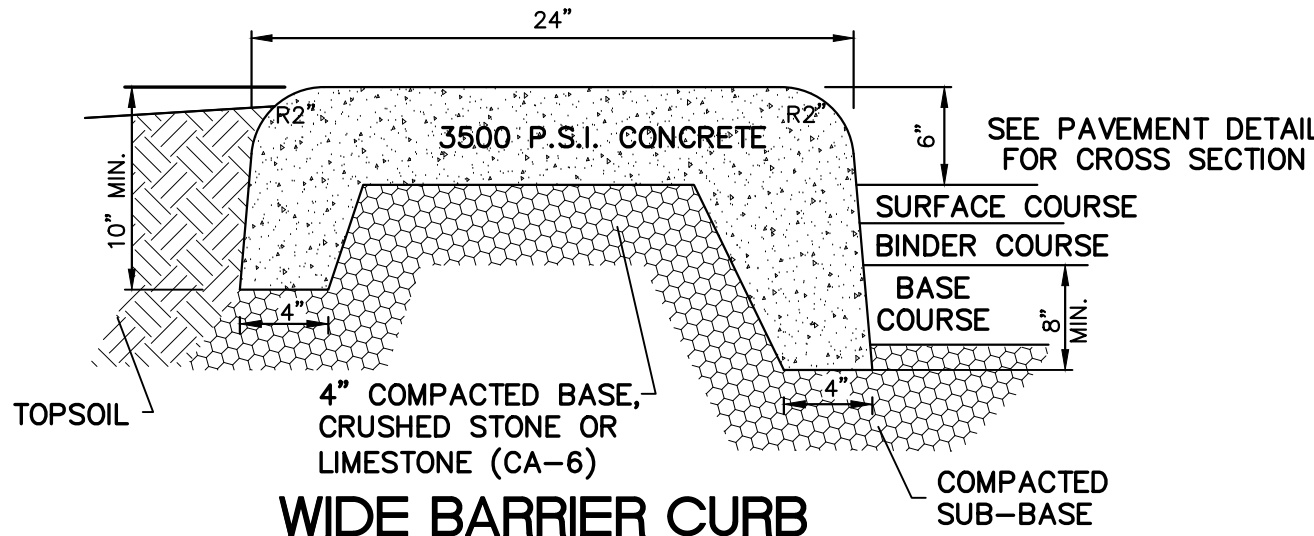
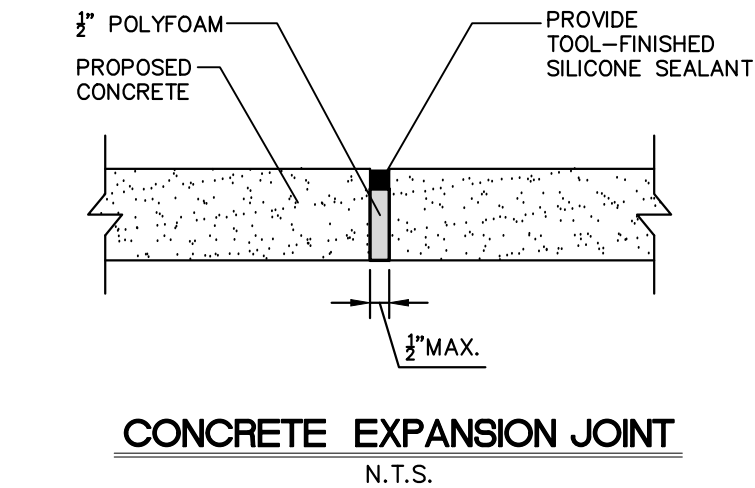


Figure 404.2.4.3 Maneuvering Clearances at Recessed Doors and Gates

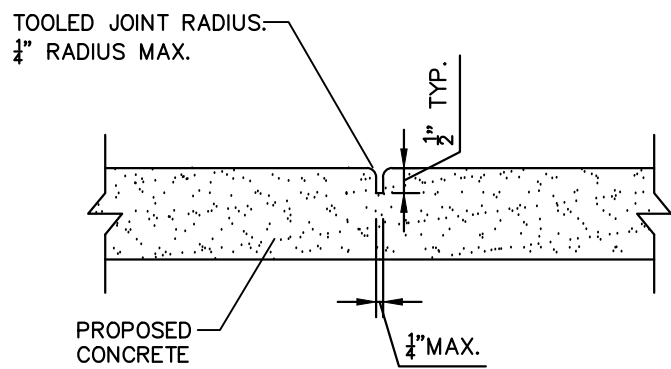


WIDE BARRIER CURB

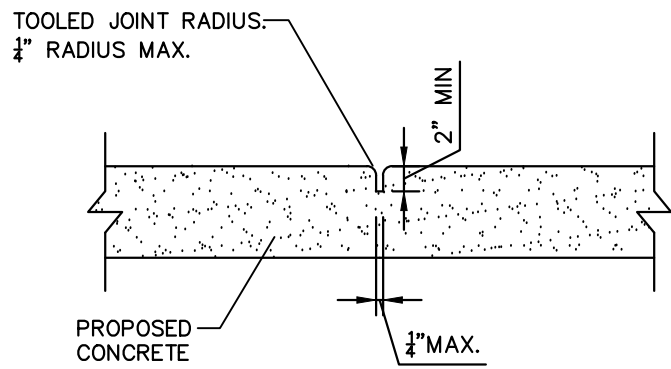
- NOTES:
- EXPANSION JOINTS AT 45' ON CENTER AND CONTRACTION JOINTS AT 15' ON CENTER.



CONCRETE EXPANSION JOINT



CONCRETE TOOLED JOINT



CONCRETE CONTRACTION JOINT

PROJECT DETAILS AND SPECIFICATIONS

CHECKED BY: J. MILLER	DESIGN BY: H. WITTENKELLER	DRAWN BY: K. SACK	DATE: AUGUST 2, 2019	SCALE: NONE	PROJECT NO.: 18-108
DATE: 08/05/19	REVISIONS: NO REVISIONS	NO. 1	Prepared For: McDonald's 711 Jorte Blvd., 3rd Floor Oak Brook, IL 60523	McDonald's - ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois	PROJECT DETAILS AND SPECIFICATIONS
C-4					
LC #12-1434					

[illegible]

PROJECT	McDONALD'S - ARLINGTON HEIGHTS 12-1434 ARLINGTON HEIGHTS, IL
CLIENT	WATERMARK ENGINEERING RESOURCES, LTD. 2651 CLEVELAND AVENUE, SUITE 100 AURORA, IL 60002

COMPASS
SURVEYING LTD

ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING

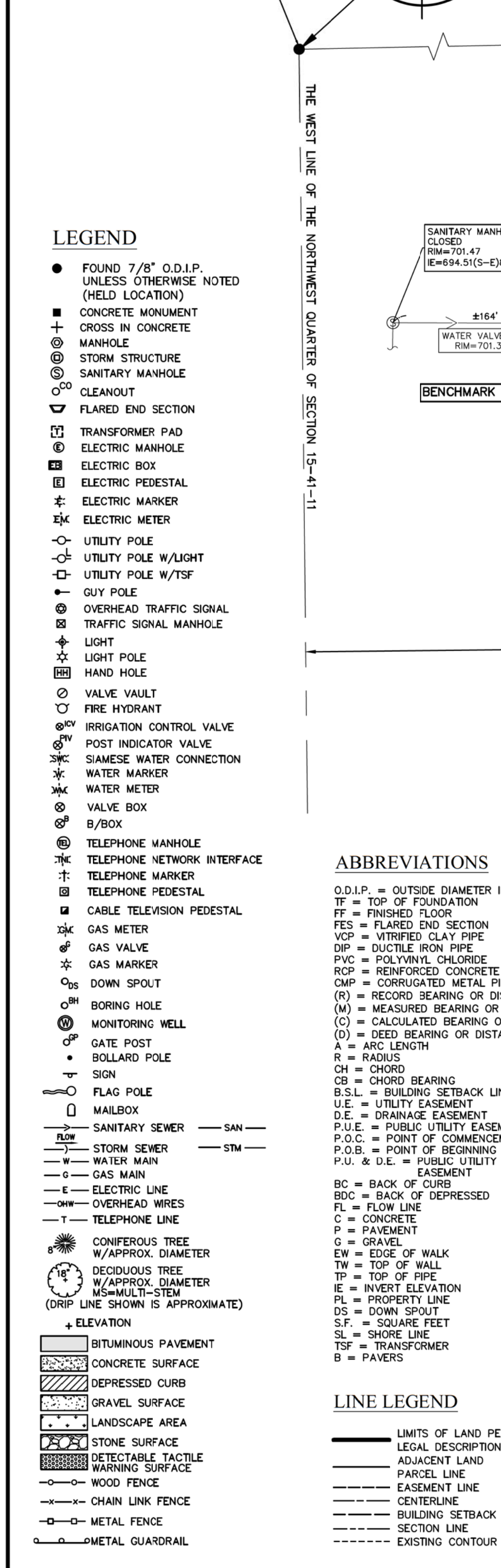
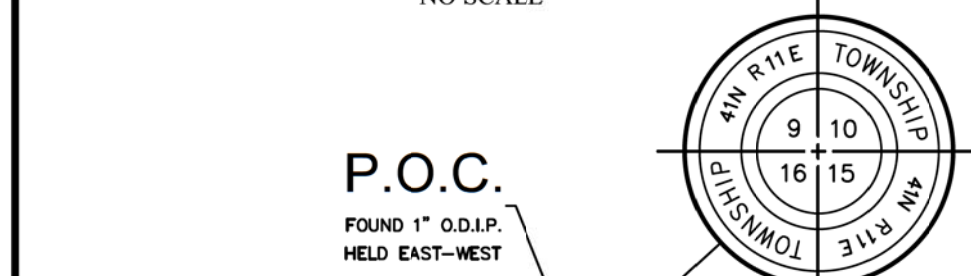
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60092

PHONE: (630) 820-9100 FAX: (630) 820-7670 EMAIL: ADMIN@CALSURVEYING.COM

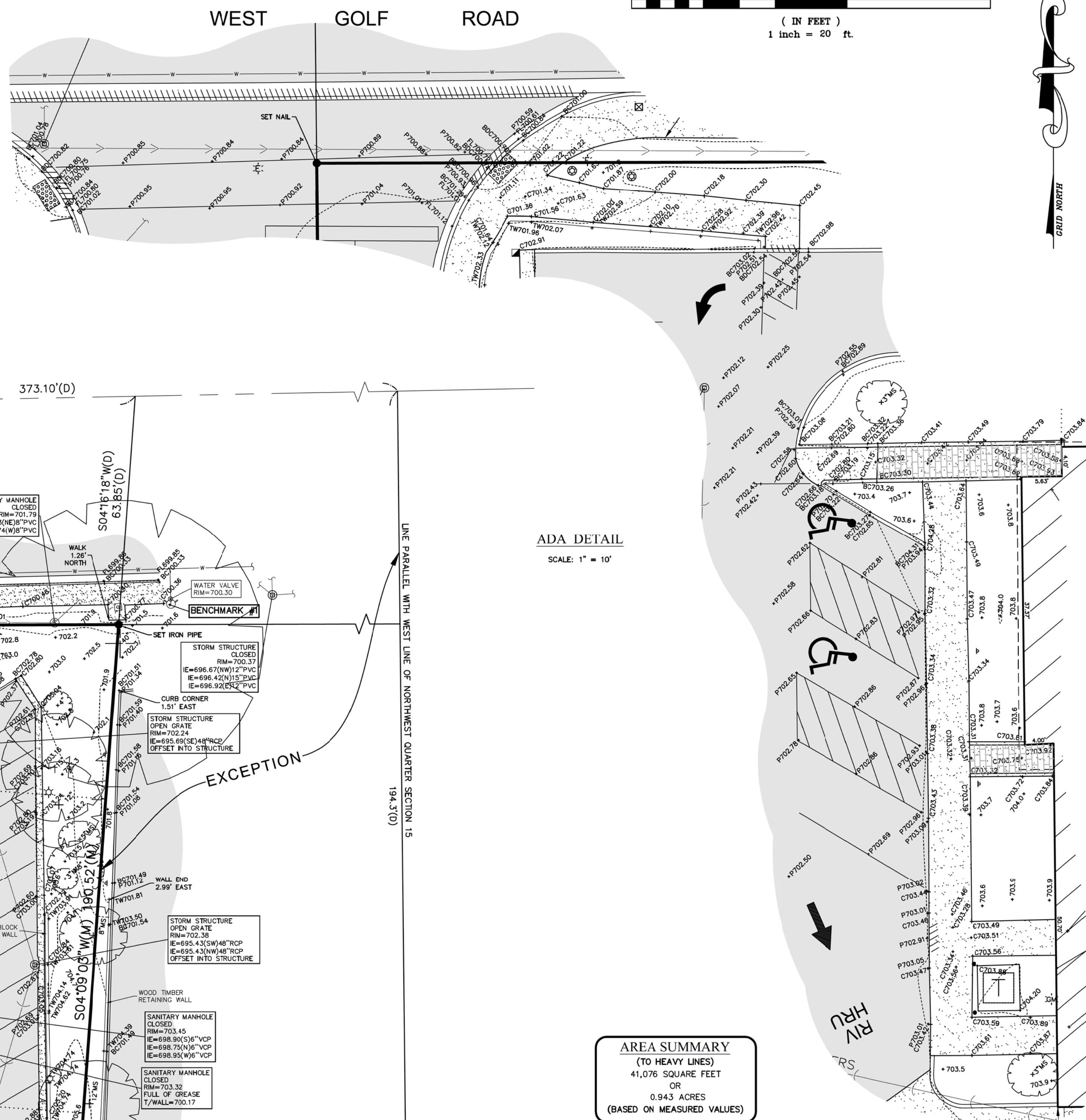
SCALE: 1" = 20'

1 OF 1

PROJ. NO.: 18.0411



THAT PART OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE NORTH LINE OF SAID SECTION 15, WHICH IS 300 FEET EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE OF SAID SECTION 15, 373.10 FEET; THENCE SOUTH 71 DEGREES 30 MINUTES WEST, 280.21 FEET TO A POINT IN A LINE WHICH IS 273.50 FEET SOUTH (AS MEASURED ON THE WEST LINE) OF THE NORTH LINE OF SAID SECTION 15; THENCE WEST ALONG SAID PARALLEL LINE 126.22 FEET TO A POINT 300 FEET EAST OF THE WEST LINE OF SAID SECTION 15; THENCE NORTH 273.50 FEET TO THE PLACE OF BEGINNING (EXCEPTING THEREFROM THAT PART LYING EAST OF A LINE CORNER TO SAID SECTION 15, 71 DEGREES 30 MINUTES WEST OF THE WEST LINE, TO THE EAST OF THE POINT OF BEGINNING TO A POINT 66.75 FEET EASTERLY OF THE WESTERLY END OF THE ABOVE DESCRIBED COURSE RUNNING SOUTH 71 DEGREES 30 MINUTES 03 SECONDS WEST), (EXCEPT THAT PART THEREOF CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS ON NOVEMBER 2, 1983 BY DEED RECORDED AS DOCUMENT 88-088543 AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 15, THENCE NORTH 71 DEGREES 30 MINUTES 03 SECONDS WEST, 289.95 FEET 300 FEET, RECORD) TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 88 DEGREES 47 MINUTES 42 SECONDS EAST, 211.00 FEET; THENCE SOUTH 04 DEGREES 16 MINUTES 18 SECONDS WEST, 63.85 FEET; THENCE SOUTH 88 DEGREES 47 MINUTES 42 SECONDS EAST, 211.00 FEET; THENCE SOUTH 71 DEGREES 30 MINUTES 03 SECONDS WEST, 80.00 FEET TO THE POINT OF BEGINNING, ALL IN COCK COUNTY, ILLINOIS.



AREA SUMMARY
(TO HEAVY LINES)
41,076 SQUARE FEET
OR
0.943 ACRES
(BASED ON MEASURED VALUES)

STRIPED PARKING DATA REGULAR SPACES = 35 HANDICAPPED SPACES = 2 TOTAL SPACES = 37

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM MULTIPLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS SUPPLIED TO THE SURVEYOR. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, THOUGH THEY ARE LOCATED AS CLOSELY AS POSSIBLE, FROM AVAILABLE INFORMATION. THE SURVEYOR HAS PHYSICALLY LOCATED VISIBLE STRUCTURES; HOWEVER, HE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

CERTIFICATION

STATE OF ILLINOIS)
COUNTY OF KANE) SS.

THE ABOVE DESCRIBED PROPERTY WAS SURVEYED UNDER THE DIRECTION
OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR ON 1/9/19. ALL
DISTANCES SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR A BOUNDARY SURVEY

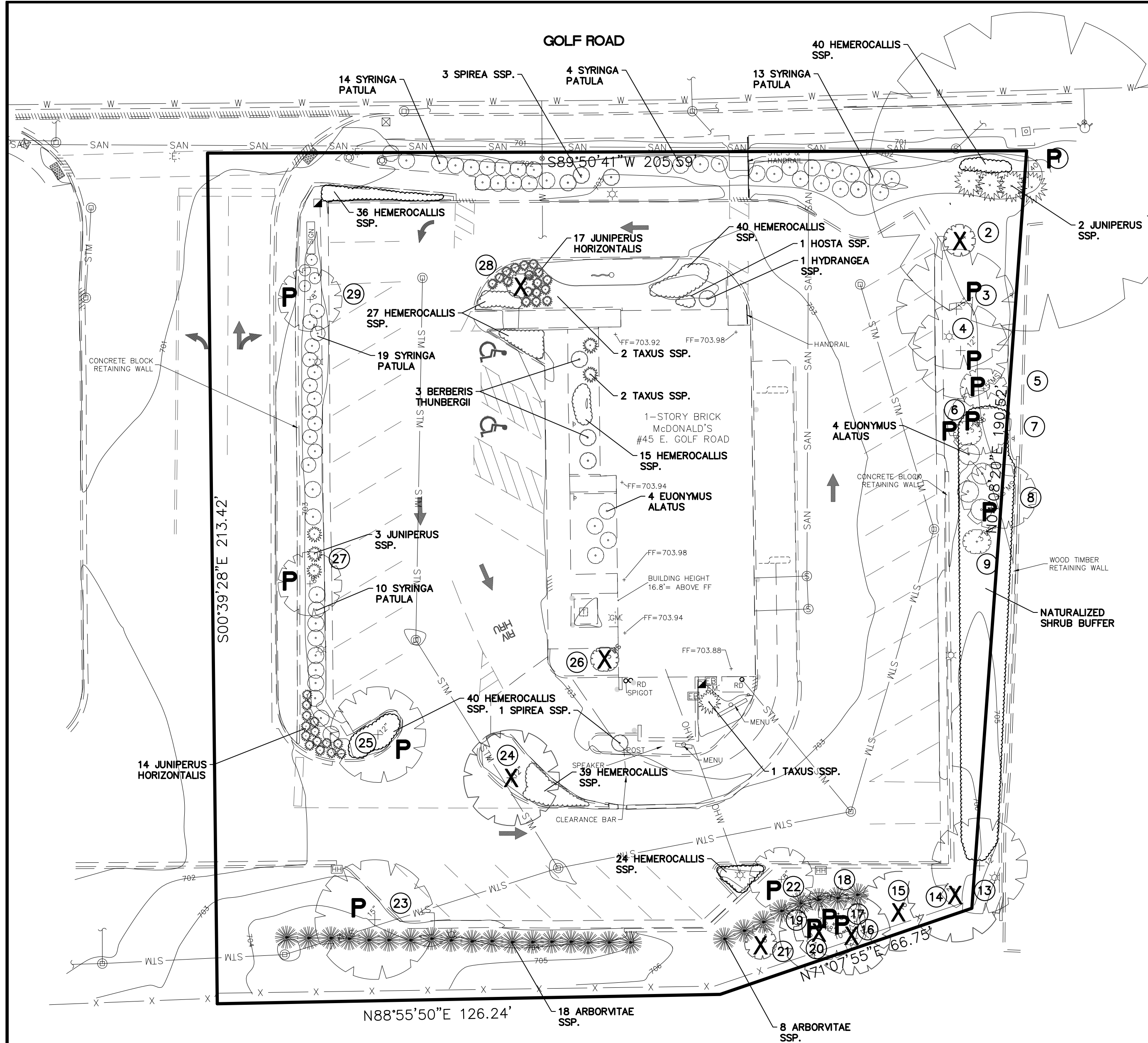
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR TOPOGRAPHIC SURVEYS.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184.002778
LICENSE EXPIRES 4/30/19

BY: Scott Krebs DATE: 1/23/19
SCOTT KREBS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3509
LICENSE EXPIRES: 11/30/2020

J:\PSDATA\2018 PROJECTS\18.0411\18.0411 BN

J:\PSDATA\2018 PROJECTS\18.0411\18.0411 BNDY TOPO.DWG



TREE PRESERVATION AND REMOVALS KEY

- X = REMOVE EXISTING TREE INCLUDING STUMP AND STUMP GRINDINGS/REMOVE BRUSH.
- P = EXISTING TREE BE PROTECTED

TREE SURVEY

ID	Botanical Name	Common Name	Tree Size	Condition	Action	Comments/ Rationale
#	Conditions Key - 5 = Excellent, 4 = Good, 3 = Fair, 2 = Poor, 1 = Dying or Dead		Cal. Inch	1-5	P / R	
1	Ulmus pumila	Siberian Elm	40"	3	Preserve	Off-Site
2	Fraxinus pennsylvanica	Green Ash	4"	1	Remove	Dead
3	Ulmus pumila	Siberian Elm	15"	2	Preserve	-
4	Ulmus pumila	Siberian Elm	12"	2	Preserve	-
5	Malus Ssp.	Flowering Crabapple	ms 5"	3	Preserve	-
6	Ulmus pumila	Siberian Elm	ms 8"	3	Preserve	-
7	Amelanchier grandiflora	Serviceberry Tree	3"	3	Preserve	-
8	Morus alba	White Mulberry	8"	2	Preserve	-
9	Amelanchier grandiflora	Serviceberry Tree	ms3"	3	Preserve	-
10	Ulmus pumila	Siberian Elm	ms12"	1	Preserve	Off-Site
11	Acer negundo	Boxelder Tree	12"	1	Preserve	Off-Site
12	Ulmus pumila	Siberian Elm	18"	1	Preserve	Off-Site
13	Morus alba	White Mulberry	12"	2	Preserve	Off-Site
14	Acer negundo	Boxelder Tree	12"	2	Remove	Leaning/ Hazardous
15	Fraxinus pennsylvanica	Green Ash	10"	1	Remove	Dead/ Leaning/ Hazardous
16	Acer negundo	Boxelder Tree	10"	1	Remove	Dead/ Leaning/ Hazardous
17	Acer negundo	Boxelder Tree	5"	2	Preserve	-
18	Acer negundo	Boxelder Tree	8"	2	Preserve	-
19	Acer negundo	Boxelder Tree	8"	2	Preserve	-
20	Acer negundo	Boxelder Tree	10"	1	Remove	Dead/ Leaning/ Hazardous
21	Fraxinus pennsylvanica	Green Ash	6"	1	Remove	Dead/ Hazardous
22	Gleditsia triacanthos	Honeylocust	8"	3	Preserve	-
23	Gleditsia triacanthos	Honeylocust	15"	3	Preserve	-
24	Gleditsia triacanthos	Honeylocust	12"	3	Remove	Construction
25	Gleditsia triacanthos	Honeylocust	12"	3	Preserve	-
26	Amelanchier grandiflora	Serviceberry Tree	ms3"	3	Remove	Construction
27	Acer platanoides	Norway Maple	8"	3	Preserve	-
28	Crataegus crusgalli	Hawthorn Tree	ms3"	3	Remove	Construction
29	Acer platanoides	Norway Maple	8"	3	Preserve	-

GENERAL NOTES:

- THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #18-0411 DATED 01/16/19) PREPARED BY: COMPASS SURVEYING LTD 2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502 (630) 820-9100
- PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

TREE PRESERVATION/REMOVAL AND EXISTING LANDSCAPE NOTES:

- TREES WHICH ARE NOTED TO REMAIN AND BE PROTECTED SHALL HAVE PROTECTIVE FENCING INSTALLED PER THE DETAIL PROVIDED, PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY ON SITE. ANY DAMAGE DONE TO A PROTECTED TREE DURING CONSTRUCTION SHALL BE REPORTED TO THE LANDSCAPE DESIGNER.
- TREES WHICH ARE NOTED TO BE REMOVED SHALL HAVE THE STUMP GROUND DOWN A MINIMUM OF 18" BELOW THE ADJACENT GRADE UNLESS OTHER ARRANGEMENTS HAVE BEEN MADE AND AGREED TO BY THE OWNER AND LANDSCAPE DESIGNER. ALL DEBRIS FROM THE REMOVED TREE/STUMP SHALL BE HAULED OFF-SITE.
- ALL DISTURBED AREAS SHALL BE RESTORED TO MATCH EXISTING OR PROPOSED CONDITIONS, INCLUDING BACKFILLING OF HOLES LEFT FROM LANDSCAPE MATERIAL REMOVAL. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
- TREES WHICH ARE NOTED TO BE PRUNED SHALL BE PRUNED BY AN I.S.A. CERTIFIED ARBORIST UNLESS OTHERWISE APPROVED BY THE LANDSCAPE DESIGNER.
- NO CONSTRUCTION ACTIVITY, AND/OR PLACEMENT OF EQUIPMENT, MATERIALS, OR SPOILS STORAGE SHALL BE PERMITTED WITHIN THE ROOT ZONE OF ANY PROTECTED TREE. NO EXCESS SOIL, ADDITIONAL FILL, CRUSHED LIMESTONE, LIQUIDS, OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE ROOT ZONE OR LOCATED AT A HIGHER LOCATION WHERE DRAINAGE TOWARD THE TREES COULD POTENTIALLY AFFECT THE HEALTH OF SAID TREES.
- IN THE EVENT THAT AN UNDERGROUND UTILITY LINE/PIPE IS PROPOSED TO BE LOCATED WITHIN FIVE FEET OF THE TRUNK OF A TREE DESIGNATED FOR PRESERVATION, THAT UTILITY LINE/PIPE SHALL (WHERE POSSIBLE) BE AUGURED TO PREVENT DAMAGE TO THE ROOT SYSTEM OF THE TREE.
- DURING THE CONSTRUCTION PERIOD NO ATTACHMENTS, SIGNS, FENCES, WIRES, ETC. OTHER THAN APPROVED FOR BRACING, GUYING OR WRAPPING, SHALL BE ATTACHED TO ANY TREE.
- UNLESS OTHERWISE NOTED ALL EXISTING ON-SITE PLANT MATERIAL NOT EFFECTED BY CONSTRUCTION OR THE PROPOSED LANDSCAPE SHALL BE PROTECTED AS PART OF THIS PLAN. EXISTING LANDSCAPE IN AREAS OF CONSTRUCTION AND PROPOSED LANDSCAPE SHALL BE REMOVED.
- TREES WHICH ARE NOTED TO REMAIN AND BE PROTECTED, AND WHOSE CANOPIES/ROOT SYSTEMS FALL WITHIN AN AREA OF DEMOLITION/CONSTRUCTION, SHALL HAVE ALL ROOTS EXPOSED BY HAND AND CLEANLY PRUNED, USING I.S.A. APPROVED METHODS.
- ALL EXISTING PLANT MATERIAL ON THIS PLAN HAS BEEN SHOWN FOR GRAPHIC AND DESIGN PURPOSES ONLY. ALL EXISTING PLANT MATERIAL, NOT SHOWN ON THE LAND SURVEY PROVIDED, WAS LOCATED IN THE FIELD BY THE LANDSCAPE DESIGNER AND THEREFORE IS APPROXIMATE IN IT'S LOCATION AS SHOWN ON THIS PLAN. THIS PLAN DOES NOT MAKE ANY CLAIMS ABOUT THE VIABILITY OR SAFETY OF ANY OF THE PLANT MATERIAL DESCRIBED HEREIN OR OBSERVED IN THE FIELD.

DATE
8/2/19

REVISED
PER ARLINGTON HEIGHTS DEPT. REVIEW

NO.
1

Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523

McDONALD'S - ARLINGTON HEIGHTS

45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

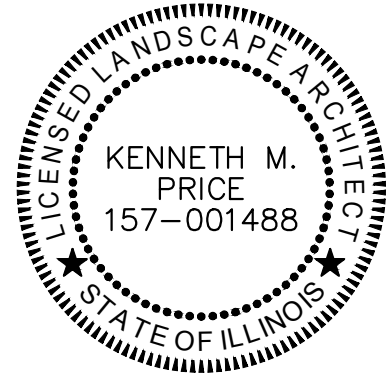
Watermark Engineering

RESOURCES LTD

2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: K. PRICE
DRAWN BY: K. PRICE
DATE: JUNE 13, 2019
SCALE: 1" = 20'
PROJECT NO.: 18-108

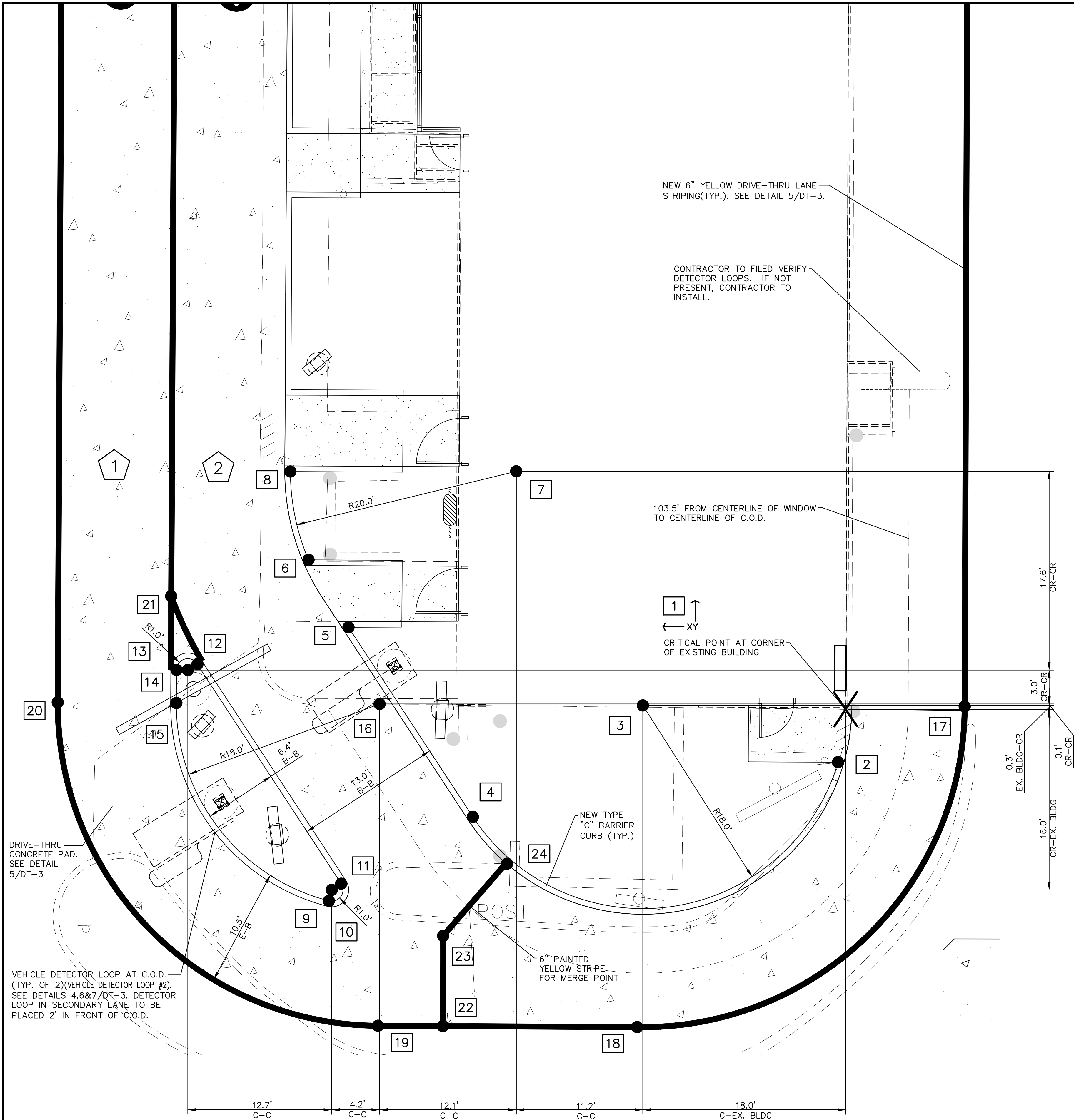
L-2
LC #12-1434



AS-BUILT LANDSCAPE PLAN
PREPARED BY
KENNETH M. PRICE, RLA



TREE PRESERVATION AND
AS-BUILT
LANDSCAPE PLAN



GENERAL NOTES:

- 1. THE REGIONAL CONSTRUCTION MANAGER IS TO REVIEW AND APPROVE ALL DRIVE-THRU LAYOUTS. A DRIVE-THRU IS FINAL, AND CONSIDERED "RED", ONCE APPROVED. NO CHANGES ARE TO BE MADE AFTER THIS POINT.
- 2. DUE TO THE EXACT GEOMETRY REQUIRED FOR THE EFFICIENT OPERATION OF THIS DRIVE-THRU LAYOUT, IT IS RECOMMENDED THAT ALL DRIVE-THRU EQUIPMENT AND PAVEMENT IMPROVEMENTS TO BE FIELD LOCATED BY A LICENSED SURVEYOR.
- 3. THE PLACEMENT OF THE CODs AND ANY ADDITIONAL SIGNAGE SHOULD BE SUCH THAT IT PREVENTS, OR MINIMIZES, BLOCKING THE CUSTOMER'S VIEW OF THE MENU BOARD WHILE ORDERING.
- 4. THESE DIMENSIONS ARE CRITICAL TO THE FUNDAMENTAL LAYOUT OF THE SIDE BY SIDE DESIGN.
- 5. IF DIMENSIONS ARE MODIFIED CONTACT DESIGN ENGINEER IMMEDIATELY.
- 6. VERIFY WITH SUPPLIER OF DRIVE-THRU EQUIPMENT THAT MOST CURRENT EQUIPMENT IS BEING UTILIZED.

COORDINATES

Pavement			
	X	Y	DESCRIPTION
1	0.00'	0.00'	CRITICAL STARTING POINT FOR ALL COORDINATES
2	0.67'	-4.68'	TO BACK OF CURB AT START OF RADIUS
3	17.95'	0.35'	TO CENTER OF RADIUS(18')
4	33.00'	-9.53'	TO BACK OF CURB AT END OF RADIUS
5	44.02'	7.27'	TO BACK OF CURB AT START OF RADIUS
6	47.56'	13.24'	TO BACK OF CURB AT START OF RADIUS
7	29.16'	21.08'	TO CENTER OF RADIUS(20')
8	49.16'	21.06'	TO BACK OF CURB AT END OF RADIUS
9	45.75'	-16.96'	TO BACK OF CURB AT START OF RADIUS
10	45.50'	-15.99'	TO CENTER OF RADIUS(1')
11	44.67'	-15.45'	TO BACK OF CURB AT END OF RADIUS
12	57.40'	4.00'	TO BACK OF CURB AT START OF RADIUS
13	58.25'	3.48'	TO CENTER OF RADIUS(1')
14	59.25'	3.49'	TO BACK OF CURB AT END OF RADIUS
15	59.27'	0.56'	TO BACK OF CURB AT START OF RADIUS
16	41.27'	0.47'	TO CENTER OF RADIUS(18')
17	-10.55'	0.25'	TO STRIPING/CONCRETE
18	18.45'	-28.15'	TO STRIPING/CONCRETE
19	41.41'	-28.03'	TO STRIPING/CONCRETE
20	69.77'	0.62'	TO STRIPING/CONCRETE
21	59.72'	10.01'	TO STRIPING/CONCRETE
22	35.67'	-28.06'	TO MERGE POINT STRIPING
23	35.63'	-20.06'	TO MERGE POINT STRIPING
24	29.97'	-13.68'	TO MERGE POINT STRIPING

1
DT-1

DRIVE-THRU APPROACH

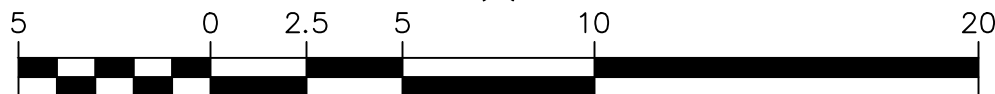
1" = 5'-0"

1

PRIMARY DRIVE-THRU LANE

2

SECONDARY DRIVE-THRU LANE



DRIVE-THRU
PAVEMENT PLAN

CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: JUNE 13, 2019
SCALE: 1" = 5'
PROJECT NO.: 18-108

DT-1

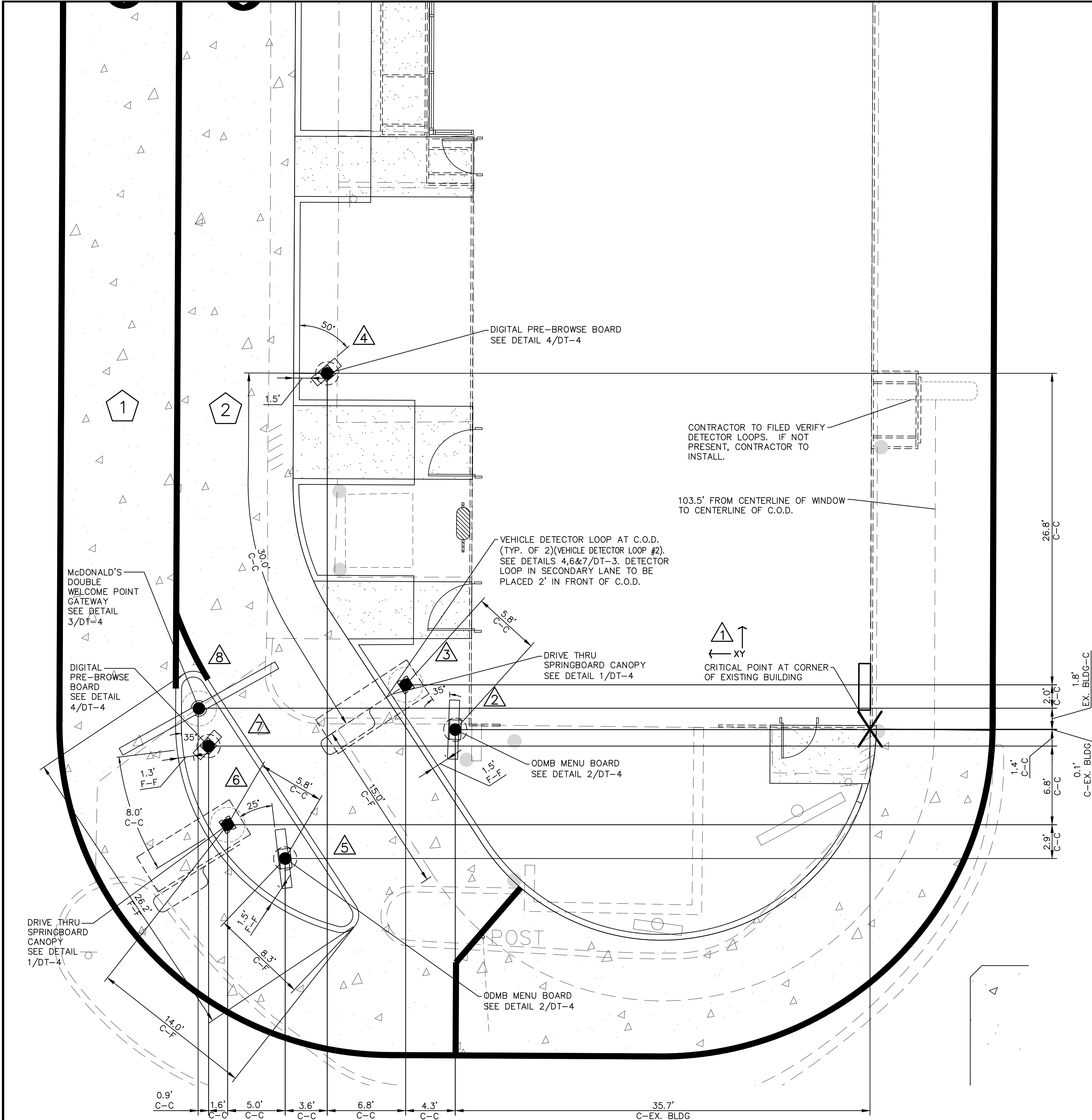
LC #12-1434

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

Watermark
Engineering
RESOURCES LTD
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com

DRIVE-THRU PAVEMENT PLAN



GENERAL NOTES:

1. THE LOCATION AND ORIENTATION OF MENU BOARDS WERE DETERMINED BY THE SIGHT LINES OF THE CARS. THE CARS WERE POSITIONED ACCORDING TO THE MAX. AMOUNT OF CARS DURING A PEAK PERIOD. ALL DIMENSIONS SHOWN ARE BASED UPON PROTOTYPICAL LAYOUTS SHOWN. ACTUAL DIMENSIONS TO BE BASED ON SITE SPECIFIC CONFIGURATIONS AND THE REQUIREMENTS OF NOTE 2.
2. MENU BOARD IS ORIENTATED FOR VIEWING BY CAR 6 (PRIMARY USER) AND CAR 6 (SECONDARY USER).
3. PROVIDE TWO CIRCUITS FOR MENU BOARD AND PRE-VIEW BOARDS. ONE CIRCUIT FOR LIGHTS AND ONE CIRCUIT WITH LOCK FOR MOTOR AND CONTROLLER. REFER TO ARCHITECTURAL/ELECTRICAL PLANS FOR TERMINATION OF CONDUIT RUNS INSIDE BUILDING.
4. ALL GALVANIZED ANCHOR BOLTS TO BE SUPPLIED AND INSTALLED BY THE CONTRACTOR.
5. **PLACEMENT NOTE:** THE PLACEMENT OF THE CUSTOMER ORDER DISPLAY SHOULD BE SUCH THAT IT DOES NOT BLOCK THE VIEWING OF THE MENU BOARD FROM THE DRIVER'S VANTAGE POINT.
6. **VERIFICATION NOTE:** VERIFY ALL DRIVE-THRU EQUIPMENT WITH McDONALD'S PROJECT MANAGER AND OPERATIONS MANAGER BEFORE PROCEEDING.
7. THE REGIONAL CONSTRUCTION MANAGER IS TO REVIEW AND APPROVE ALL DRIVE-THRU LAYOUTS. A DRIVE-THRU IS FINAL, AND CONSIDERED "RED", ONCE APPROVED. NO CHANGES ARE TO BE MADE AFTER THIS POINT.
8. DUE TO THE EXACT GEOMETRY REQUIRED FOR THE EFFICIENT OPERATION OF THIS DRIVE-THRU LAYOUT, IT IS RECOMMENDED THAT ALL DRIVE-THRU EQUIPMENT AND PAVEMENT IMPROVEMENTS TO BE FIELD LOCATED BY A LICENSED SURVEYOR.
9. THE PLACEMENT OF THE CODS AND ANY ADDITIONAL SIGNAGE SHOULD BE SUCH THAT IT PREVENTS, OR MINIMIZES, BLOCKING THE CUSTOMER'S VIEW OF THE MENU BOARD WHILE ORDERING.
10. THESE DIMENSIONS ARE CRITICAL TO THE FUNDAMENTAL LAYOUT OF THE SIDE BY SIDE DESIGN.
11. IF DIMENSIONS ARE MODIFIED CONTACT DESIGN ENGINEER IMMEDIATELY.
12. VERIFY WITH SUPPLIER OF DRIVE-THRU EQUIPMENT THAT MOST CURRENT EQUIPMENT IS BEING UTILIZED.

COORDINATES

Equipment			
	X	Y	DESCRIPTION
1	0.00'	0.00'	CRITICAL STARTING POINT FOR ALL COORDINATES
2	35.70'	-0.04'	TO CENTER OF ODMB MENU BOARD
3	39.96'	3.82'	TO CENTER OF DRIVE THRU SPRINGBOARD CANOPY
4	46.71'	30.61'	TO CENTER OF DIGITAL PRE-BROWSE BOARD
5	50.33'	-11.13'	TO CENTER OF ODMB MENU BOARD
6	55.29'	-8.22'	TO CENTER OF DRIVE THRU SPRINGBOARD CANOPY
7	56.93'	-1.45'	TO CENTER OF DIGITAL PRE-BROWSE BOARD
8	57.76'	1.78'	TO CENTER OF FOUNDATION OF DOUBLE WELCOME POINT GATEWAY

DRIVE-THRU APPROACH

1" = 5'-0"



DRIVE-THRU EQUIPMENT PLAN

- 1 PRIMARY DRIVE-THRU LANE
- 2 SECONDARY DRIVE-THRU LANE

CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: JUNE 13, 2019
SCALE: 1" = 5'
PROJECT NO.: 18-108

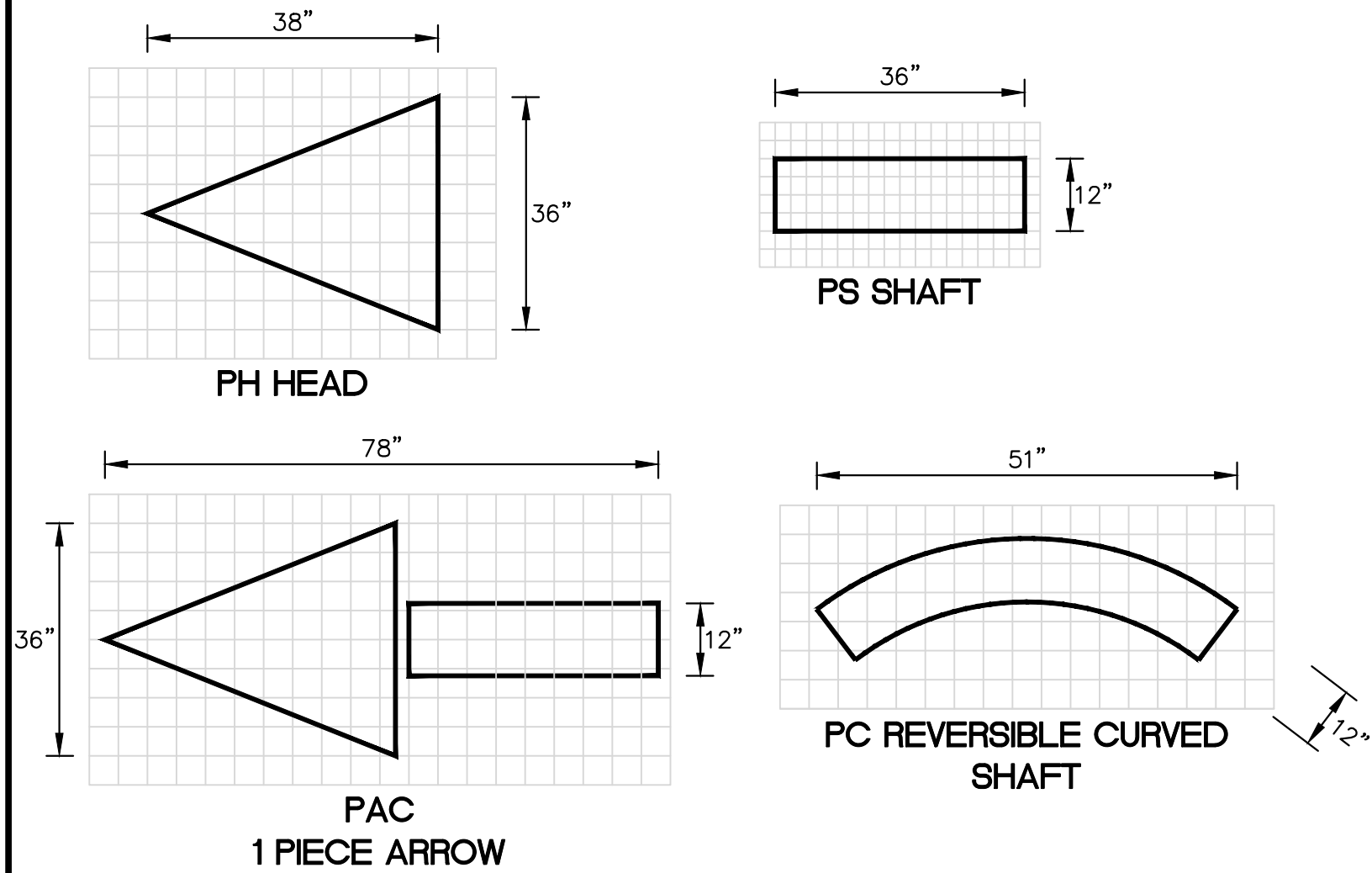
DT-2
LC #12-1434

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

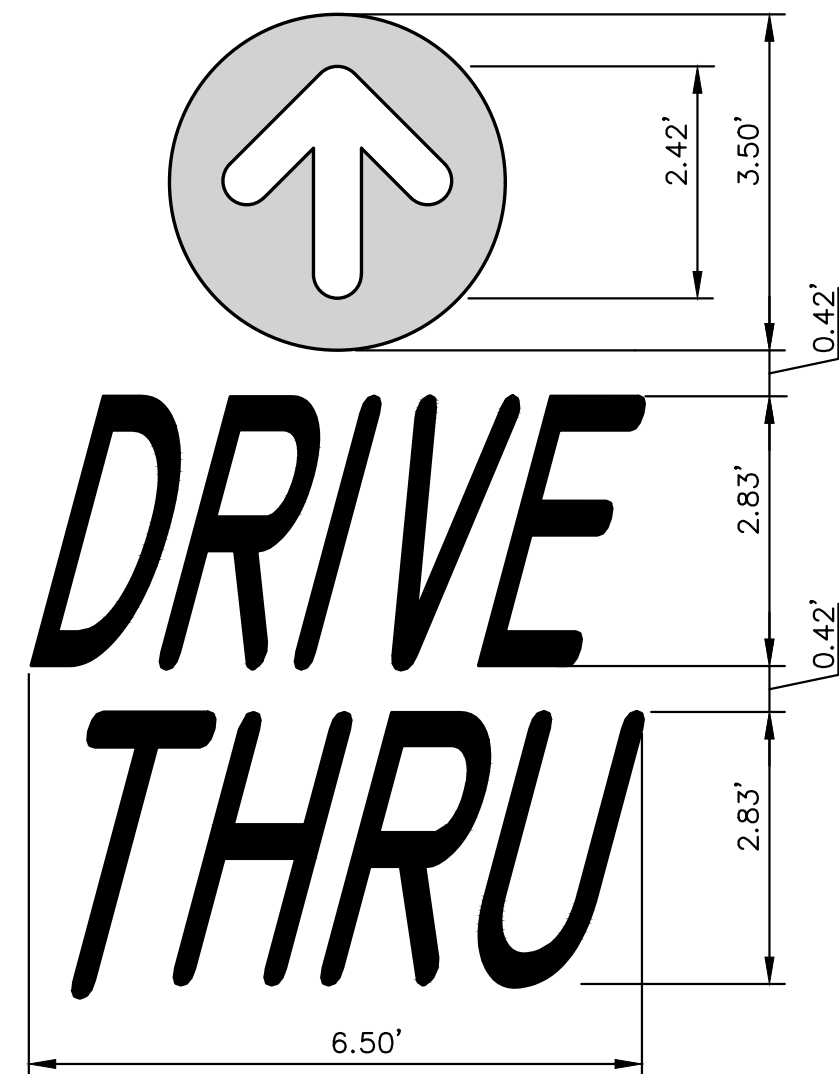
Watermark Engineering
RESOURCES LTD
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com

DRIVE-THRU EQUIPMENT PLAN

PARKING LOT ARROWS (MEETS NO STATE OR FEDERAL DESIGN STANDARDS)

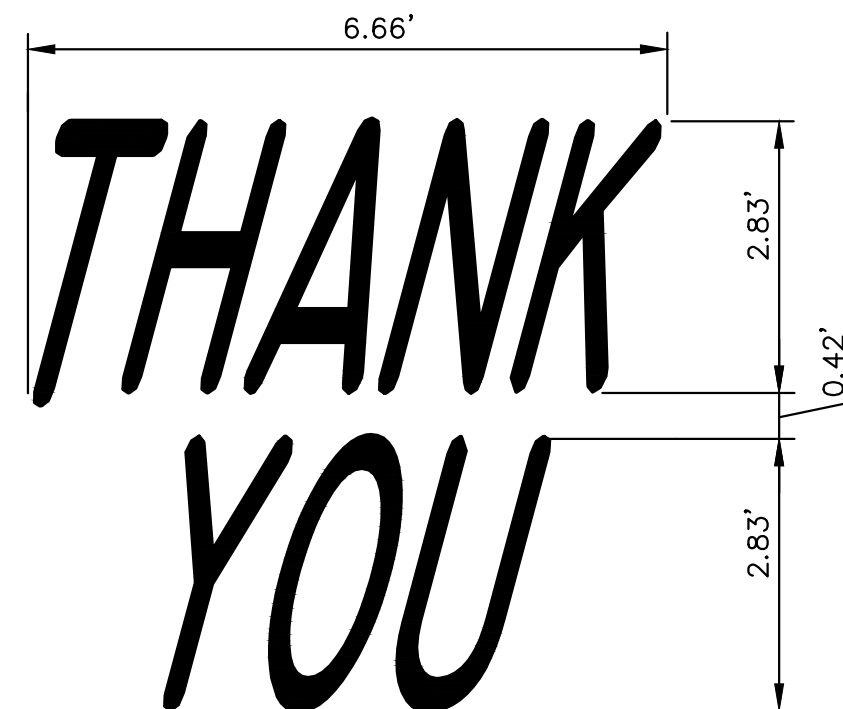


1 TYPICAL PAVEMENT MARKING DETAIL
DT-3



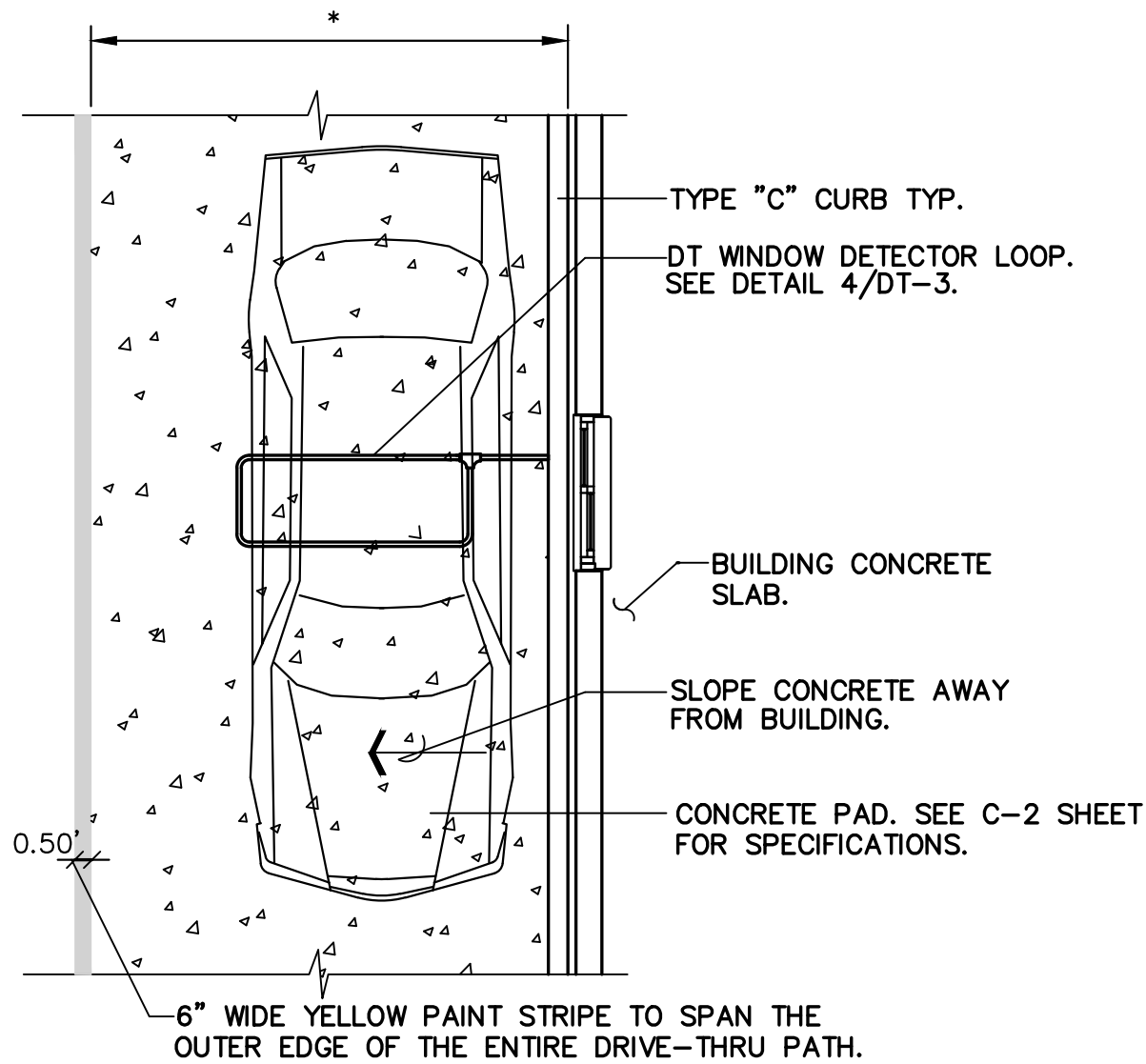
NOTE: ALL TEXT AND ARROW SHALL BE PAINTED YELLOW.

2 PAINTED "DRIVE-THRU" WITH ARROW DETAIL
DT-3



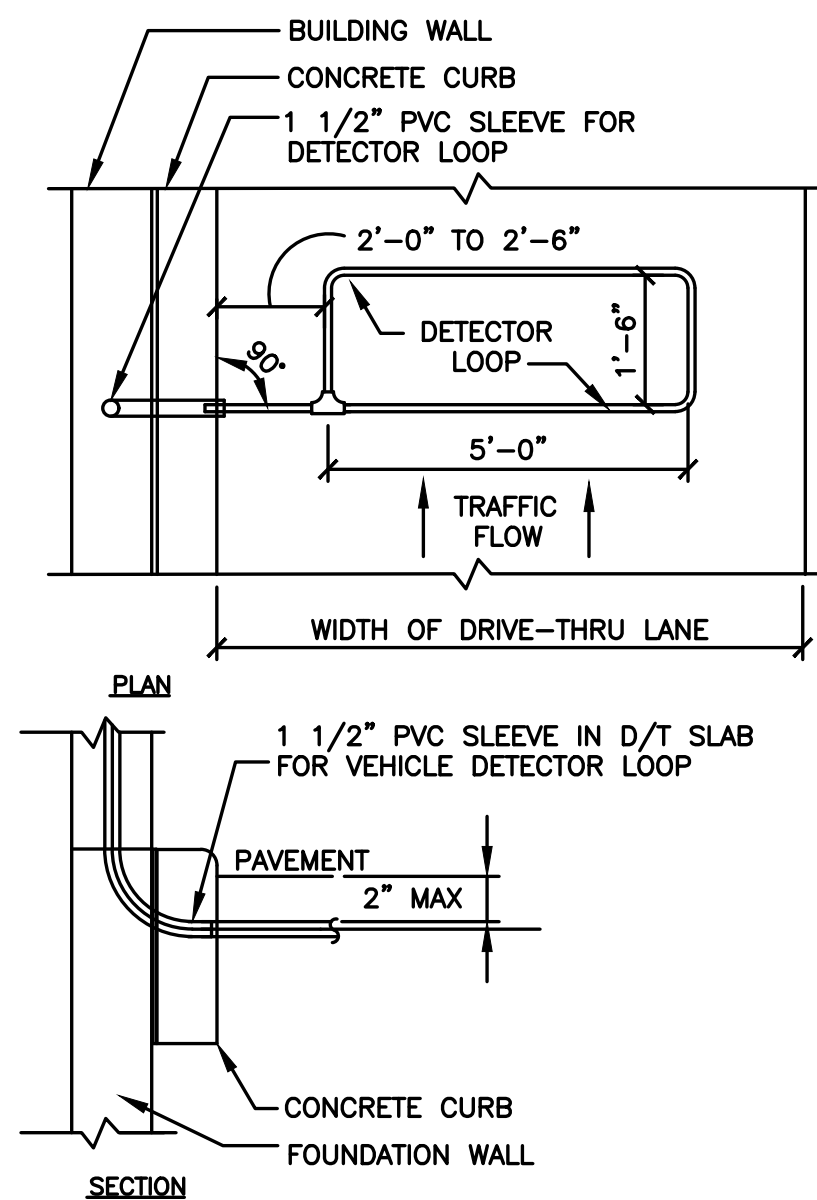
NOTE: ALL TEXT SHALL BE PAINTED YELLOW.

3 PAINTED "THANK-YOU" DETAIL
DT-3

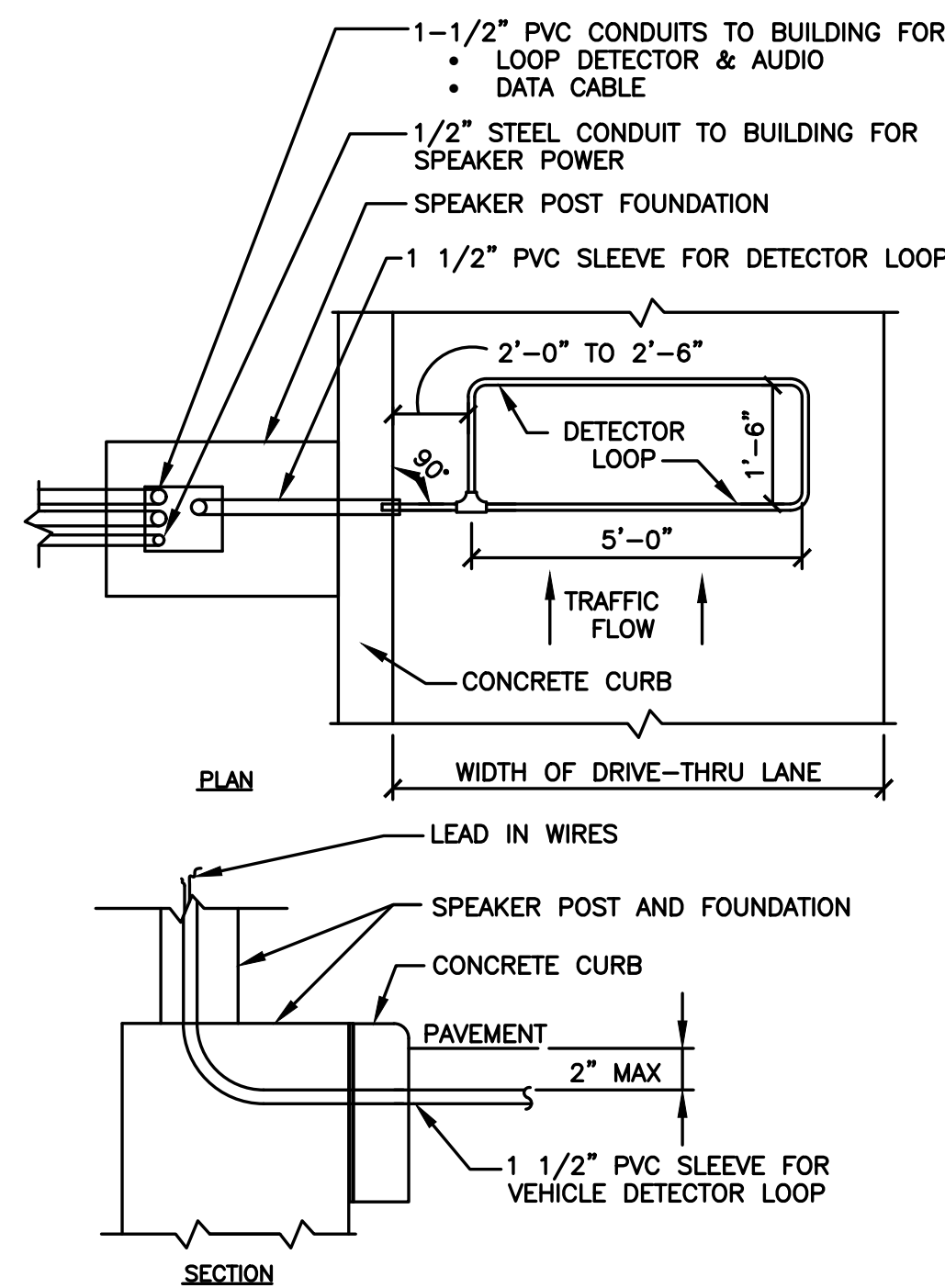


* FOR DIMENSIONS OF DRIVE-THRU LANE CONCRETE PAD, SEE C-2 SHEET FOR SPECIFICATIONS.

5 DRIVE-THRU CONCRETE PAD DETAIL
DT-3



B - DT WINDOW DETECTOR LOOP

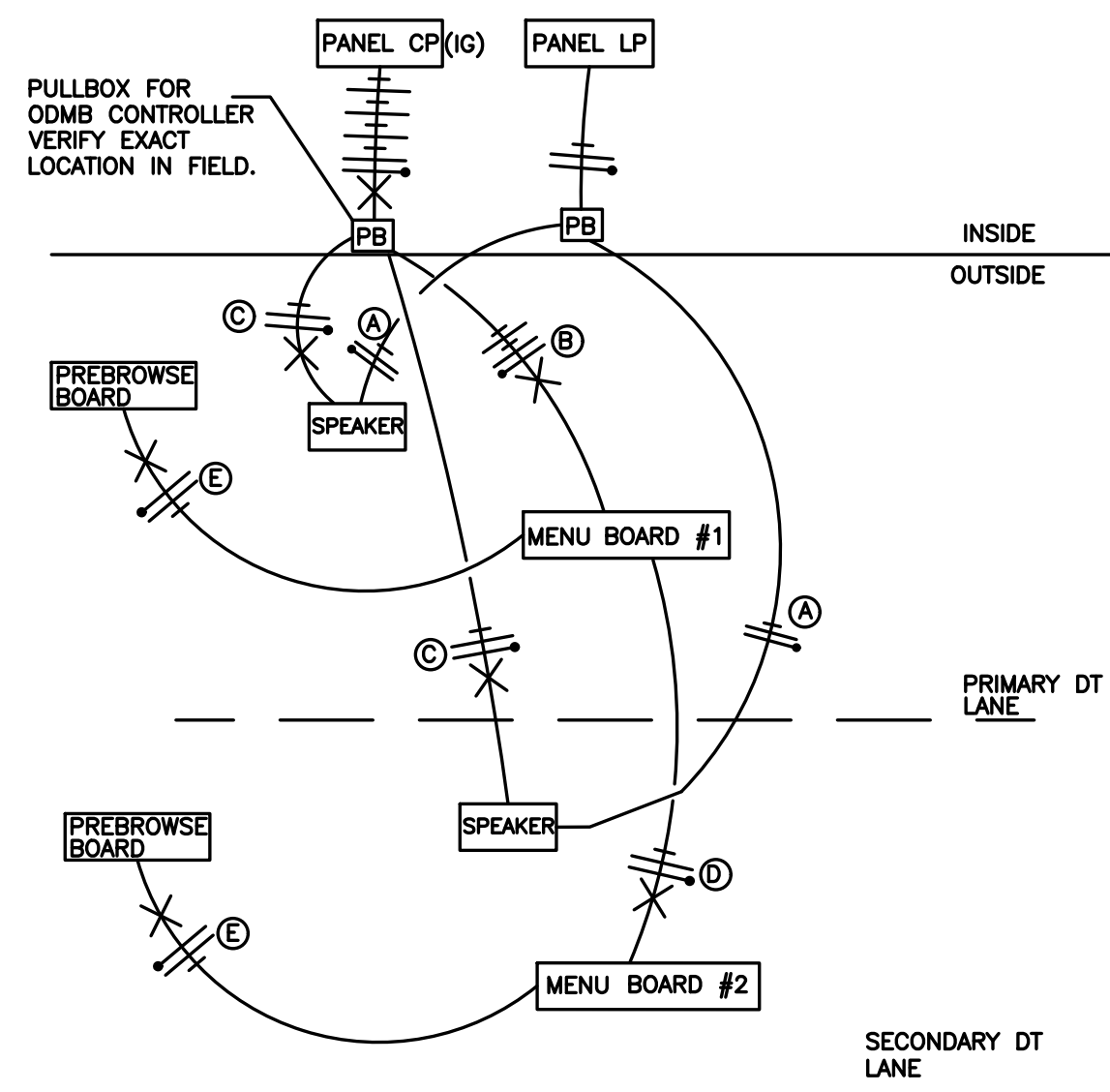


A - SPEAKER DETECTOR LOOP

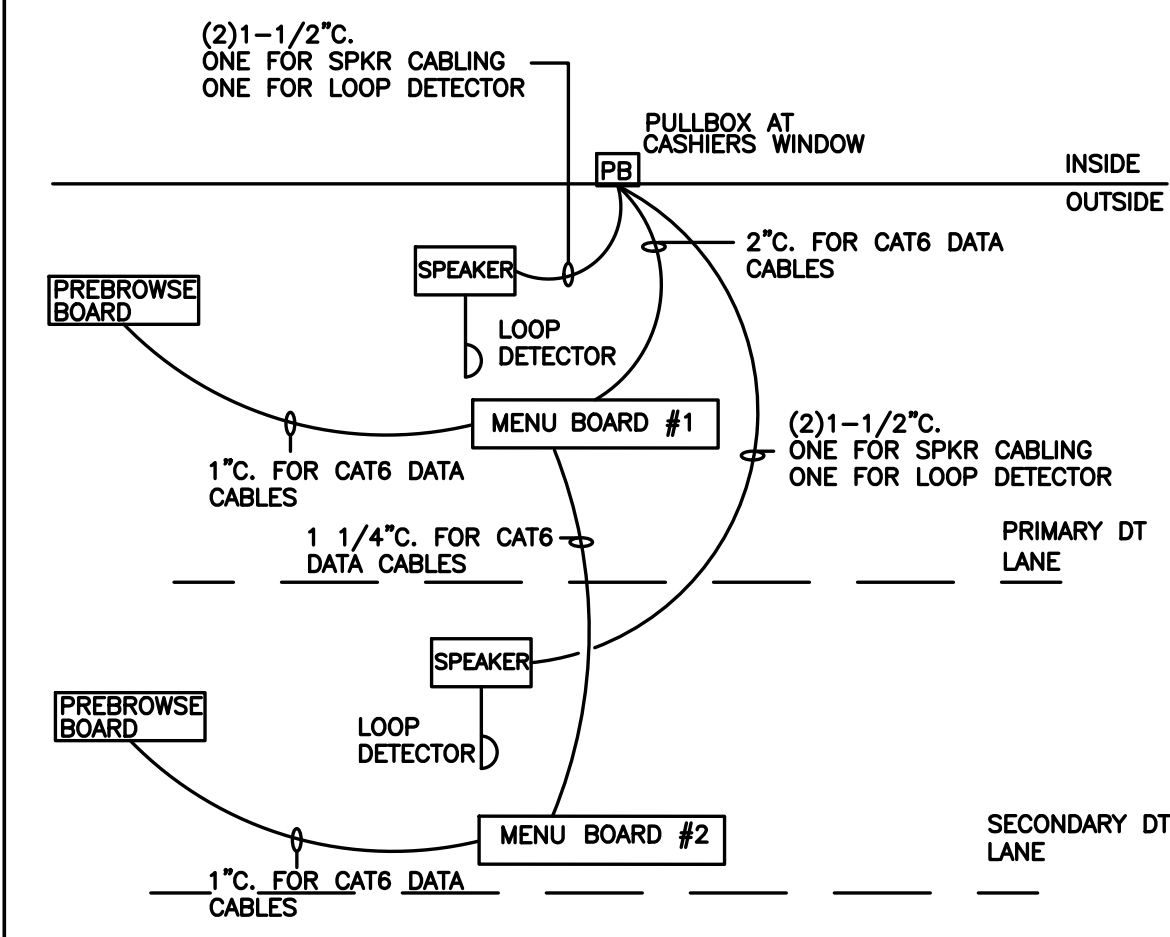
NOTES

1. VERIFY CONDUIT SIZES AND LAYOUT WITH DETECTOR LOOP MANUFACTURER.
2. CENTER VEHICLE DETECTOR LOOP IN DRIVE THRU LANE. INSTALL PER MFR. RECOMMENDATIONS.
3. NO STEEL (REBAR OR ELECTRICAL WIRE) SHALL BE USED WITHIN 2' OF LOOP.
4. **DETECTOR LOOP MANUFACTURERS:** DETECTOR LOOPS MAY BE BY ONE OF THE FOLLOWINGS COMPANIES OR EQUAL.
3M: 1-800-328-0033
HME: 1-800-848-4468
5. **DETECTOR LOOP MATERIAL:** PVC TUBING 1/2" I.D. 100 PSI LOOP MADE FROM ONE LENGTH OF THIN FOURTEEN GAUGE STRANDED WIRE. LEAD-IN IS PRE-TWISTED AT FACTORY.
6. **DETECTOR LOOP CONSTRUCTION:** FORMED WITH ONE CONTINUOUS LENGTH OF PVC WITH NO SHARP CORNERS AS DETAILED. WIRE LOOPED, FORMED, & PIGTAILED AS DETAILED.

4 DETECTOR LOOP DETAILS
DT-3
NOT TO SCALE



6 DRIVE THRU POWER DIAGRAM
DT-3
NOT TO SCALE



7 DT LOW VOLTAGE CONDUIT DIAGRAM
DT-3
NOT TO SCALE

NOTE:

- * VERIFY EXACT CIRCUITS & QUANTITIES OF CIRCUITS WITH PANEL SCHEDULES AND MANUFACTURERS INSTALLATION INSTRUCTIONS.
- FOR EXISTING LOCATIONS:
 - * VERIFY EXISTING CP PANEL HAS AMPACITY AND SUFFICIENT SPARES/SPACE FOR TWO (2) NEW 20A/1P CIRCUITS. UPGRADE CP PANEL TO 42 CIRCUITS IF NECESSARY.
 - * VERIFY EXISTING PULLBOXES ARE SIZED FOR NEW CONDUIT ROUTING. MODIFY PULLBOXES IF NECESSARY.

- A) 2#12 & 1#12 GND. TO LP-1 FOR COD CANOPY LIGHTING.
- B) 4#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.
- C) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT.
- D) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.
- E) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO FOR PRE-BROWSE BOARDS AND MEDIA PLAYER.

DRIVE-THRU DETAILS

DATE	08/05/19
REVISIONS	NO REVISIONS
NO.	1
Prepared For:	

McDonald's
711 Jorte Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

Watermark Engineering
RESOURCES LTD
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: JUNE 13, 2019
SCALE: NONE
PROJECT NO.: 18-108

DT-3
LC #12-1434

DRIVE-THRU DETAILS

1 DRIVE-THRU SPRINGBOARD CANOPY
DT-4 SEE SHEET SSD-2 FOR FOUNDATION DETAIL

2 ODMB MENU BOARD ELEVATIONS
DT-4 SEE SHEET SSD-1 FOR FOUNDATION DETAIL

3 **DOUBLE WELCOME POINT GATEWAY**
DT-4 SEE SHEET SSD-2 FOR FOUNDATION DETAIL

DIGITAL PRE-BROWSE BOARD
SEE SHEET SSD-1 FOR FOUNDATION DETAIL

5 PULL FORWARD BOLLARD SIGN AND STRIPING DETAIL
DT-4

DIRECTIONAL SIGN

		2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com	
DT-4 LC #12-1434		PROJECT NO.: 18-108 SCALE: NONE DATE: JUNE 13, 2019 DRAWN BY: K. SACK CHECKED BY: J. MILLER DESIGN BY: H. WITTENKELLER	

DRIVE-THRU DETAILS

DRIVE-THRU DETAILS

STRUCTURAL NOTES:

DESIGN CODES:

- IBC 2012
- ASCE 7-10
- AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS," FIFTH EDITION, 2009
- ACI 318-08
- AISC 13TH EDITION
- AWS D1.1

MATERIAL SPECIFICATIONS:

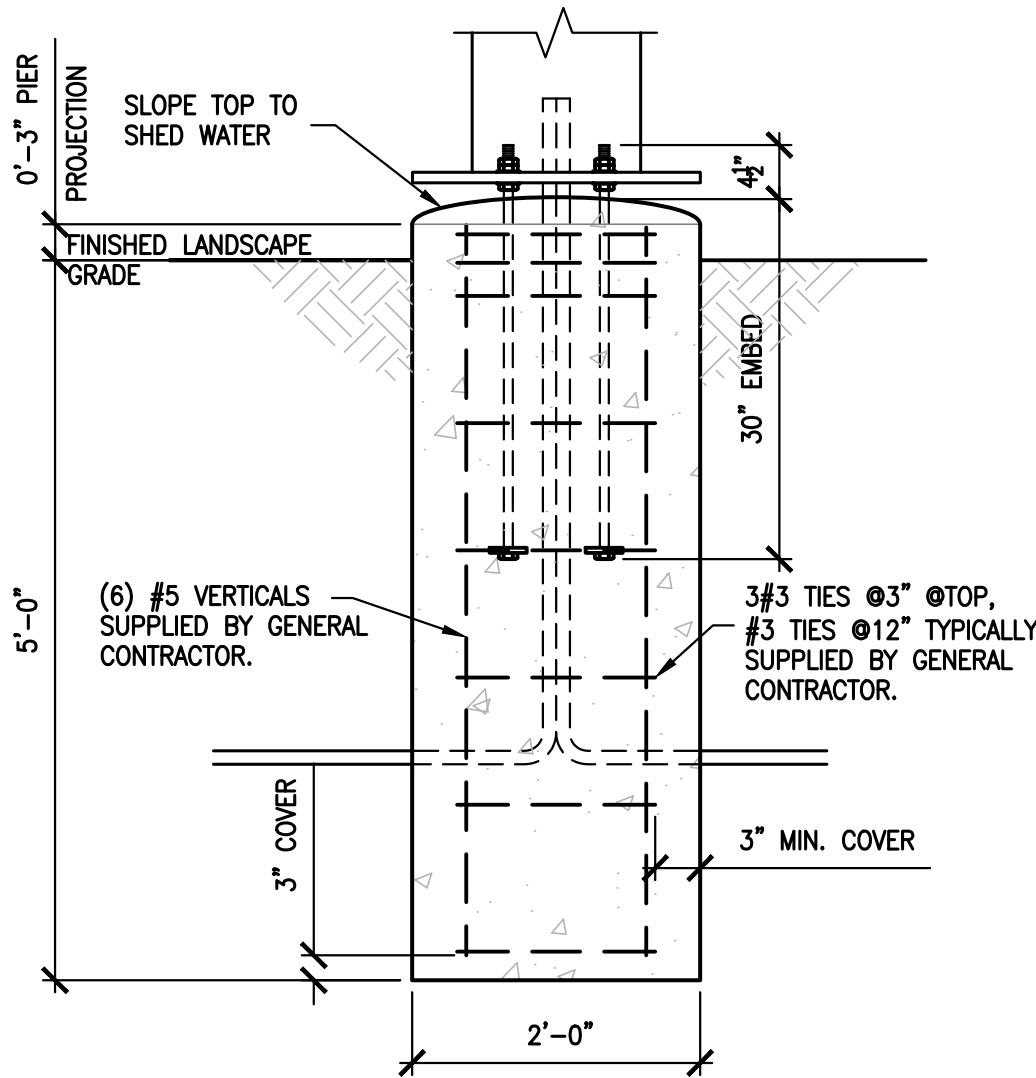
1. CONCRETE COMPRESSIVE STRENGTH (f'_c) SHALL BE A MINIMUM OF 3000psi
2. ANCHOR BOLTS SHALL BE ASTM F1554 GRADE 36 OR GRADE 55, AS NOTED, HOT DIP GALVANIZED PER ASTM F2329
3. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60, SUPPLIED BY GENERAL CONTRACTOR
4. NUTS SHALL BE HEAVY HEX ASTM A563, HOT DIP GALVANIZED PER ASTM A153
5. PLATE SHALL BE ASTM A36, HOT DIP GALVANIZED PER ASTM A153
6. LOCK NUT SHALL BE HOT DIP GALVANIZED PER ASTM A153

FOUNDATION DESIGN PARAMETERS:

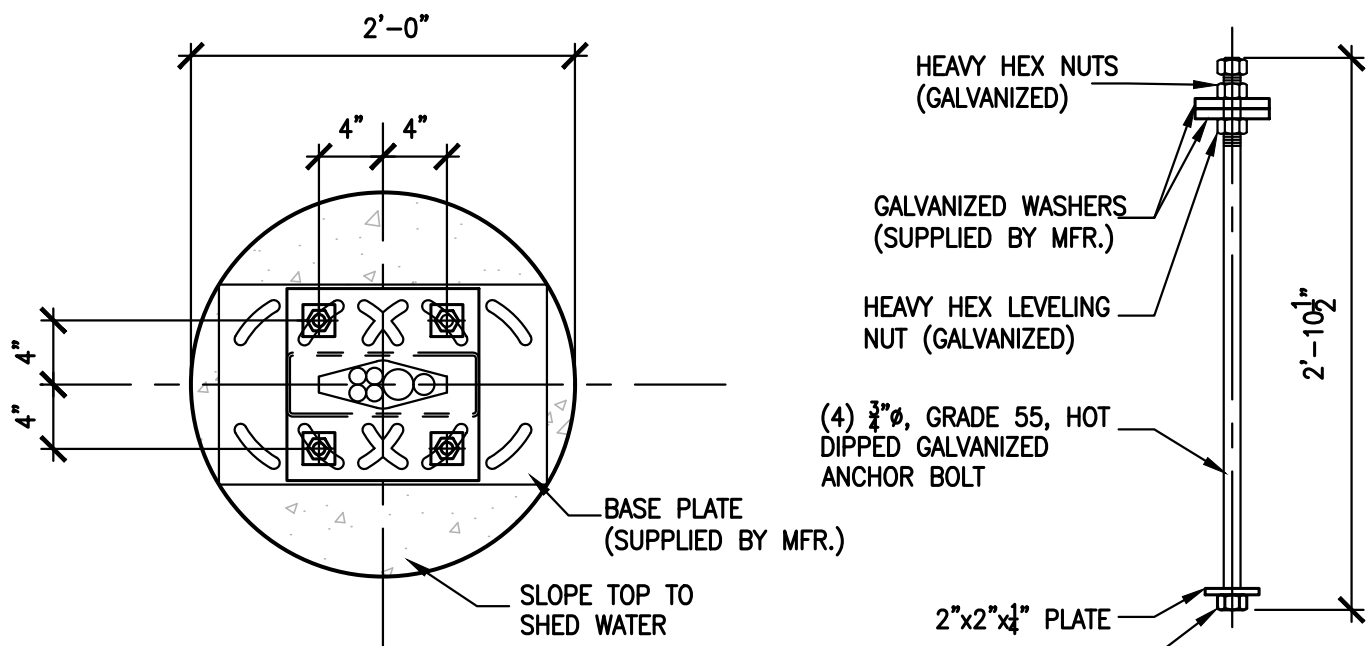
1. MAXIMUM WIND SPEED (3 SECOND GUST) = 90MPH
2. MINIMUM REQUIRED SOIL PARAMETERS:
 - COHESIVE SOILS:
 - SHEAR STRENGTH = 750 lbs/ft²
 - 6" MAXIMUM DEPTH OF DISTURBED SOIL OR TOP SOIL
 - COHESIONLESS SOILS:
 - ANGLE OF INTERNAL FRICTION = 27 DEGREES
 - WATER TABLE SHALL BE LOCATED BELOW THE BOTTOM OF THE FOUNDATION
 - 6" MAXIMUM DEPTH OF DISTURBED SOIL OR TOP SOIL
 - MINIMUM ALLOWABLE SOIL BEARING CAPACITY = 3,000 lbs/ft²
4. PRIOR TO FABRICATION OF MATERIALS TO BE USED AT THIS SITE, THE GENERAL CONTRACTOR SHALL EMPLOY A SOILS TESTING AGENCY TO PREPARE A SITE SPECIFIC SOIL REPORT TO ESTABLISH THE SOIL PARAMETERS NOTED ABOVE. IF THE MINIMUM PARAMETERS ARE NOT MET, THIS DESIGN SHALL NOT BE USED.
5. ALL EXCAVATIONS SHALL BE INSPECTED BY A SOILS TESTING AGENCY TO VERIFY THE SITE SOIL CONDITIONS MEET OR EXCEEDED THE PARAMETERS LISTED ABOVE BEFORE THIS DESIGN IS USED.
6. THE ENGINEER OF RECORD SHALL REVIEW THE MAXIMUM BASE REACTIONS AND DESIGN WIND SPEED FOR THE UNIT TO BE INSTALLED TO DETERMINE IF THE FOUNDATION'S MAXIMUM DESIGN LOADS HAVE NOT BEEN EXCEEDED. THIS FOUNDATION DESIGN SHALL NOT BE USED IF THE MAXIMUM DESIGN LOADS OR WIND SPEED HAVE BEEN EXCEEDED.
7. THIS FOUNDATION DESIGN SHALL NOT BE USED IN LOCATIONS WHICH ARE CLOSER THAN 8ft FROM A RETAINING WALL.
8. THIS FOUNDATION DESIGN SHALL NOT BE USED AT LOCATIONS WHERE THE GROUND SLOPE EXCEEDS 4 INCHES PER FOOT.

GENERAL NOTES:

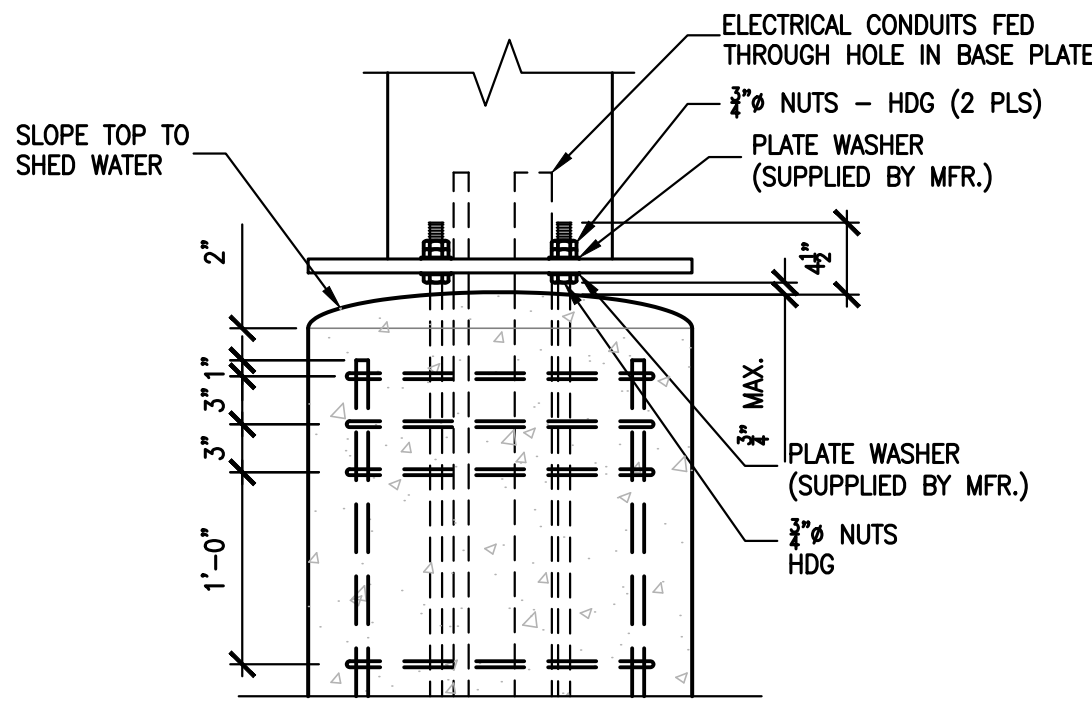
1. PIER DEPTHS SHOWN ARE REQUIRED MINIMUMS. ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION.
2. TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
3. TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS, (EMBEDMENT DEPTHS SHOWN ARE FORM GRADE).
4. PROVIDE 3" MINIMUM CONCRETE COVER TO REINFORCING BARS, UNLESS NOTED OTHERWISE.
5. ALL REINFORCING BY GENERAL CONTRACTOR.
6. ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.



A FOUNDATION SECTION
3/4" = 1'-0"

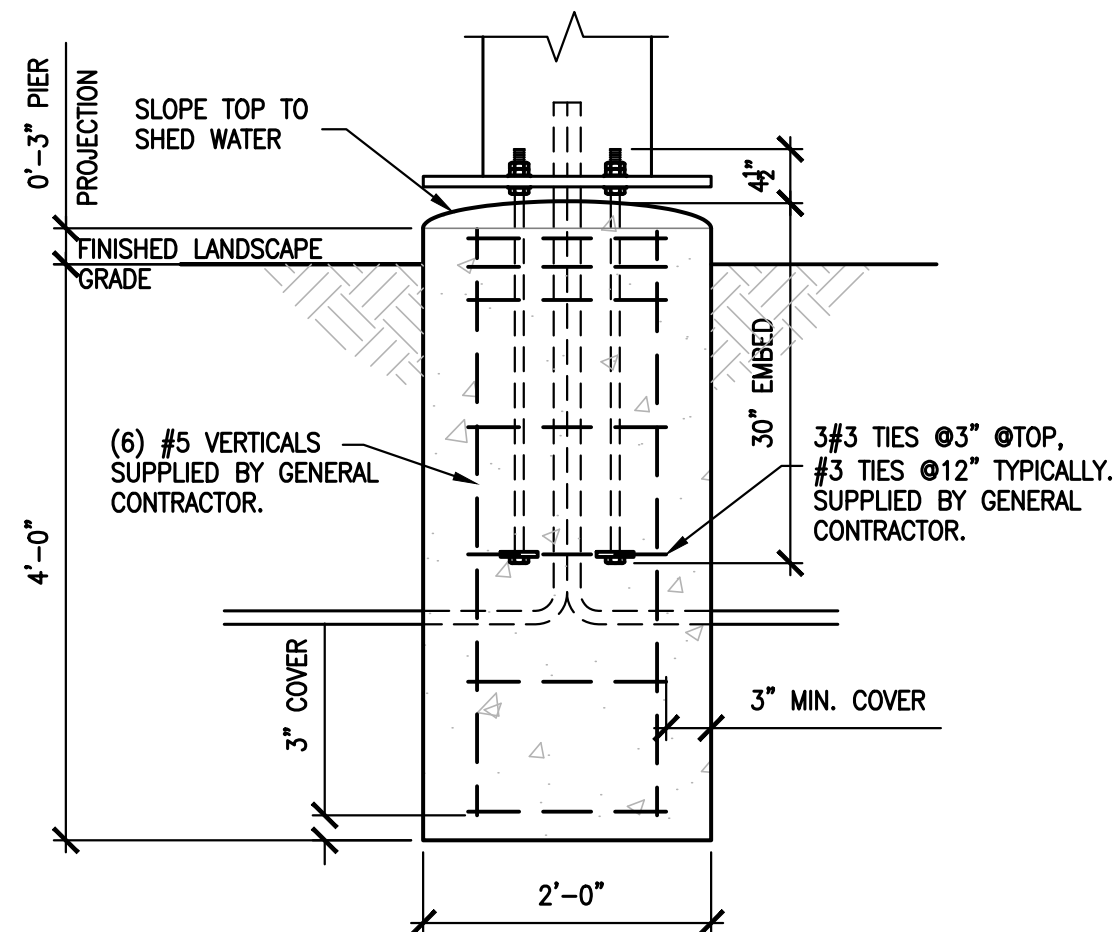


B ANCHOR BOLT DETAILS
1" = 1'-0"

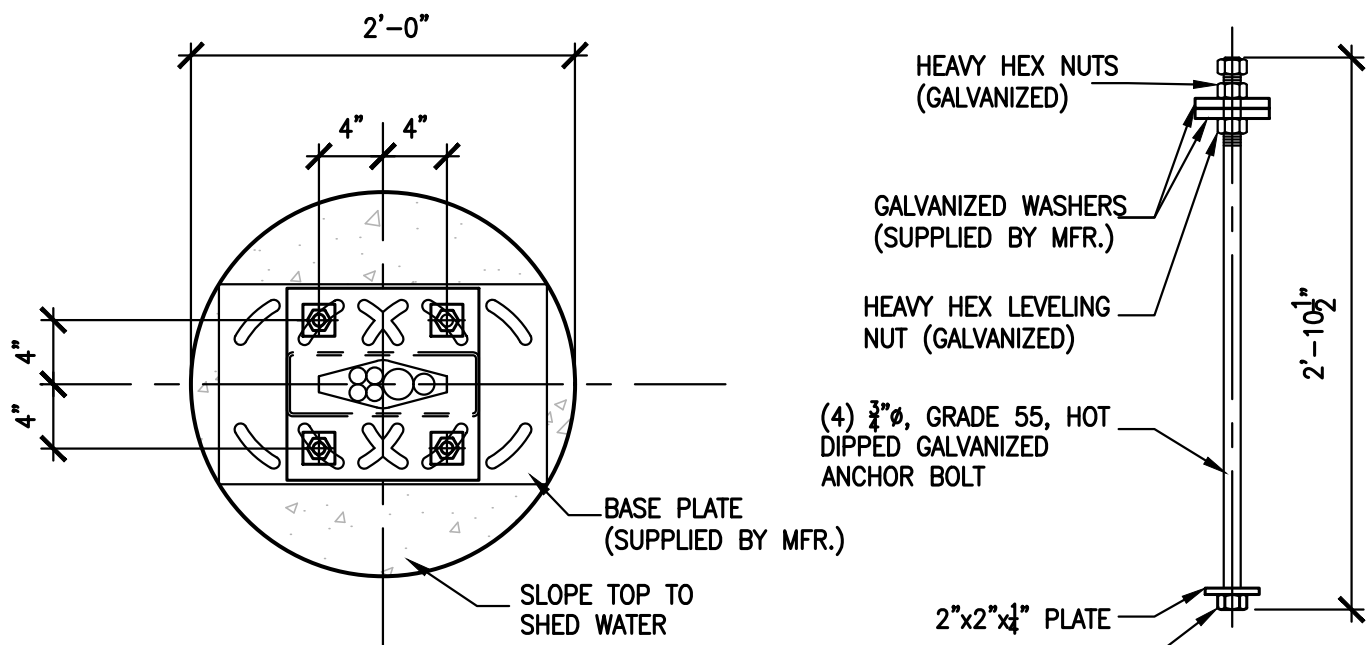


C CONNECTION DETAIL
1" = 1'-0"

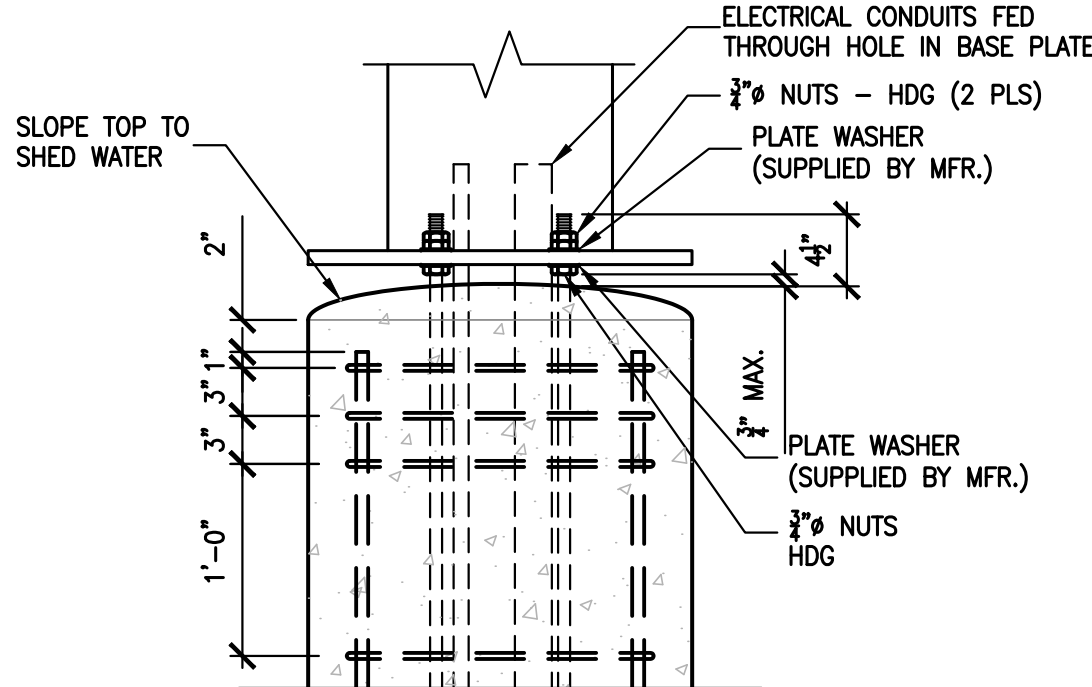
ODMB MENU BOARD FOUNDATION



A FOUNDATION SECTION
3/4" = 1'-0"



B ANCHOR BOLT DETAILS
1" = 1'-0"



C CONNECTION DETAIL
1" = 1'-0"

DIGITAL PRE-BROWSE BOARD FOUNDATION

CHECKED BY: SN	DESIGN BY: GM	DRAWN BY: GM	DATE: APRIL 29, 2019	SCALE: NOTED	PROJECT NO.: 18-108
SSD-1					
LC #12-1434					
MENU BOARD + PRE-BROWSE BOARD FOUNDATIONS					
PREPARED BY: SAMARTANO AND COMPANY STRUCTURAL ENGINEERS 1700 WEST CORTLAND STREET CHICAGO, ILLINOIS 60622 312.392.2329					
PREPARED FOR: McDonald's 711 Jorie Blvd Oak Brook, IL 60523 McDonald's - ARLINGTON HEIGHTS, IL 45 East Golf Road Arlington Heights, Illinois					
DATE					
REVIEWS					
NO.					
EXPIRES: 11/30/20					

DESIGN CODES:

- MATERIAL SPECIFICATIONS:

- FOUNDATION DESIGN PARAMETERS:

- GENERAL NOTES:

SSD-2 LC #12-1434	CHECKED BY: SN	 EXPIRES: 11/30/20	SAMARTANO AND COMPANY STRUCTURAL ENGINEERS 1700 WEST CORTLAND STREET CHICAGO, ILLINOIS 60622 312.352.2326	Prepared By:	McDonald's 711 Jorie Blvd. Oak Brook, IL 60523
	DESIGN BY: GM DRAWN BY: CM DATE: APRIL 29, 2019 SCALE: NOTED PROJECT NO.: 18-108			Prepared For:	McDonald's 45 East Golf Road Arlington Heights, Illinois
				REVISIONS	NO.
					DATE

STRUCTURAL NOTES:

DESIGN CODES:

- IBC 2012
- ASCE 7-10
- AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS," FIFTH EDITION, 2009
- ACI 318-08
- AISC 13TH EDITION
- AWS D1.1

MATERIAL SPECIFICATIONS:

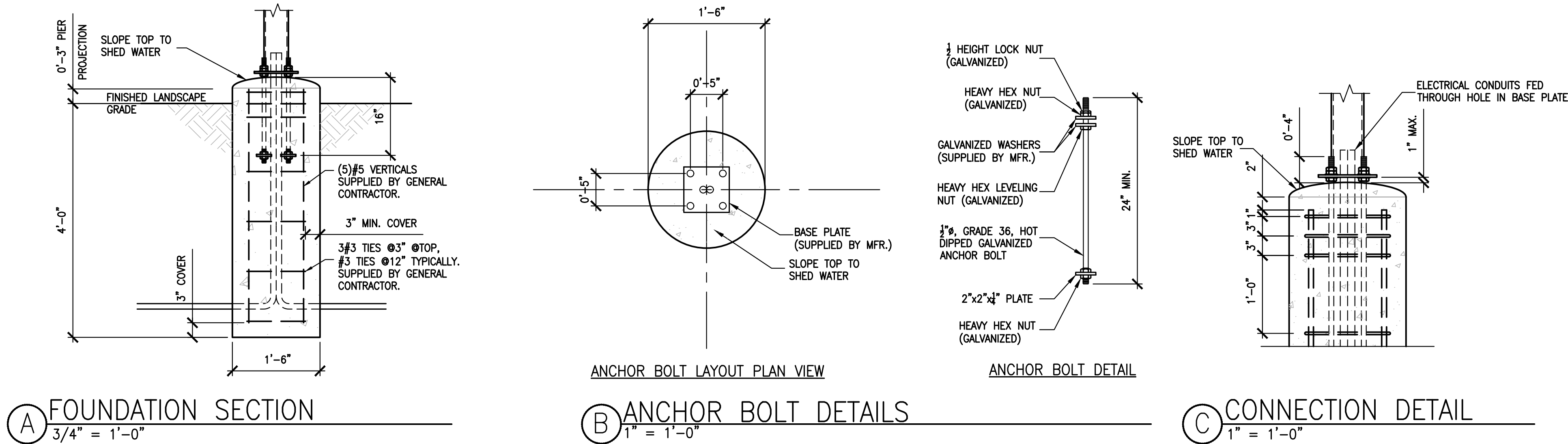
1. CONCRETE COMPRESSIVE STRENGTH ($f'c$) SHALL BE A MINIMUM OF 3000psi
2. ANCHOR BOLTS SHALL BE ASTM F1554 GRADE 36 OR GRADE 55, AS NOTED, HOT DIP GALVANIZED PER ASTM F2329
3. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60, SUPPLIED BY GENERAL CONTRACTOR
4. NUTS SHALL BE HEAVY HEX ASTM A563, HOT DIP GALVANIZED PER ASTM A153
5. PLATE SHALL BE ASTM A36, HOT DIP GALVANIZED PER ASTM A153
6. LOCK NUT SHALL BE HOT DIP GALVANIZED PER ASTM A153

FOUNDATION DESIGN PARAMETERS:

1. MAXIMUM WIND SPEED (3 SECOND GUST) = 90MPH
2. MINIMUM REQUIRED SOIL PARAMETERS:
 - COHESIVE SOILS:
 - SHEAR STRENGTH = 750 lbs/ft²
 - 6" MAXIMUM DEPTH OF DISTURBED SOIL OR TOP SOIL
 - COHESIONLESS SOILS:
 - ANGLE OF INTERNAL FRICTION = 27 DEGREES
 - WATER TABLE SHALL BE LOCATED BELOW THE BOTTOM OF THE FOUNDATION
 - 6" MAXIMUM DEPTH OF DISTURBED SOIL OR TOP SOIL
 - MINIMUM ALLOWABLE SOIL BEARING CAPACITY = 3,000 lbs/ft²
4. PRIOR TO FABRICATION OF MATERIALS TO BE USED AT THIS SITE, THE GENERAL CONTRACTOR SHALL EMPLOY A SOILS TESTING AGENCY TO PREPARE A SITE SPECIFIC SOIL REPORT TO ESTABLISH THE SOIL PARAMETERS NOTED ABOVE. IF THE MINIMUM PARAMETERS ARE NOT MET, THIS DESIGN SHALL NOT BE USED.
5. ALL EXCAVATIONS SHALL BE INSPECTED BY A SOILS TESTING AGENCY TO VERIFY THE SITE SOIL CONDITIONS MEET OR EXCEEDED THE PARAMETERS LISTED ABOVE BEFORE THIS DESIGN IS USED.
6. THE ENGINEER OF RECORD SHALL REVIEW THE MAXIMUM BASE REACTIONS AND DESIGN WIND SPEED FOR THE UNIT TO BE INSTALLED TO DETERMINE IF THE FOUNDATION'S MAXIMUM DESIGN LOADS HAVE NOT BEEN EXCEEDED. THIS FOUNDATION DESIGN SHALL NOT BE USED IF THE MAXIMUM DESIGN LOADS OR WIND SPEED HAVE BEEN EXCEEDED.
7. THIS FOUNDATION DESIGN SHALL NOT BE USED IN LOCATIONS WHICH ARE CLOSER THAN 8ft FROM A RETAINING WALL.
8. THIS FOUNDATION DESIGN SHALL NOT BE USED AT LOCATIONS WHERE THE GROUND SLOPE EXCEEDS 4 INCHES PER FOOT.

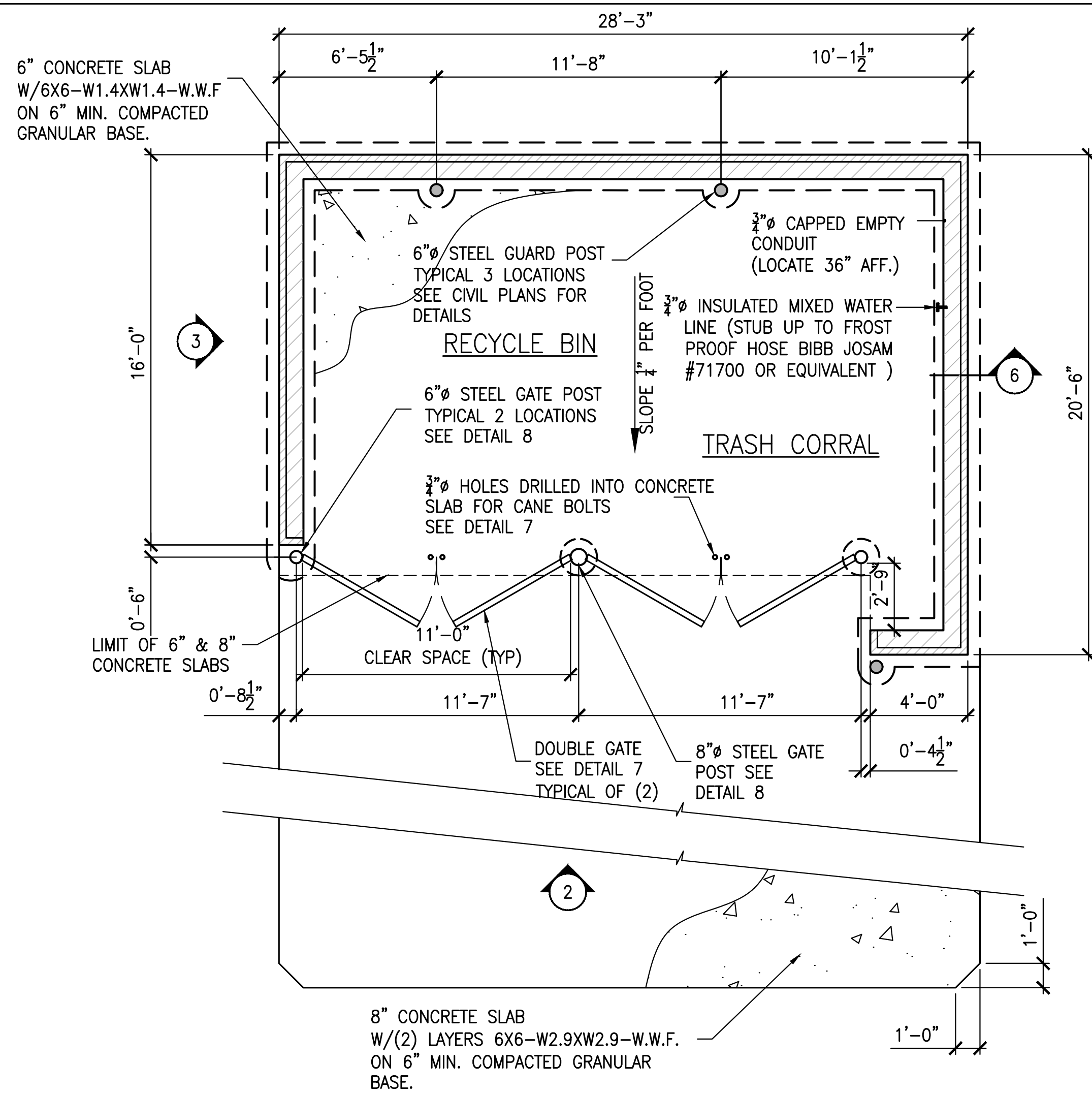
GENERAL NOTES:

1. PIER DEPTHS SHOWN ARE REQUIRED MINIMUMS. ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION.
2. TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
3. TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS, (EMBEDMENT DEPTHS SHOWN ARE FORM GRADE).
4. PROVIDE 3" MINIMUM CONCRETE COVER TO REINFORCING BARS, UNLESS NOTED OTHERWISE.
5. ALL REINFORCING BY GENERAL CONTRACTOR.
6. ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.

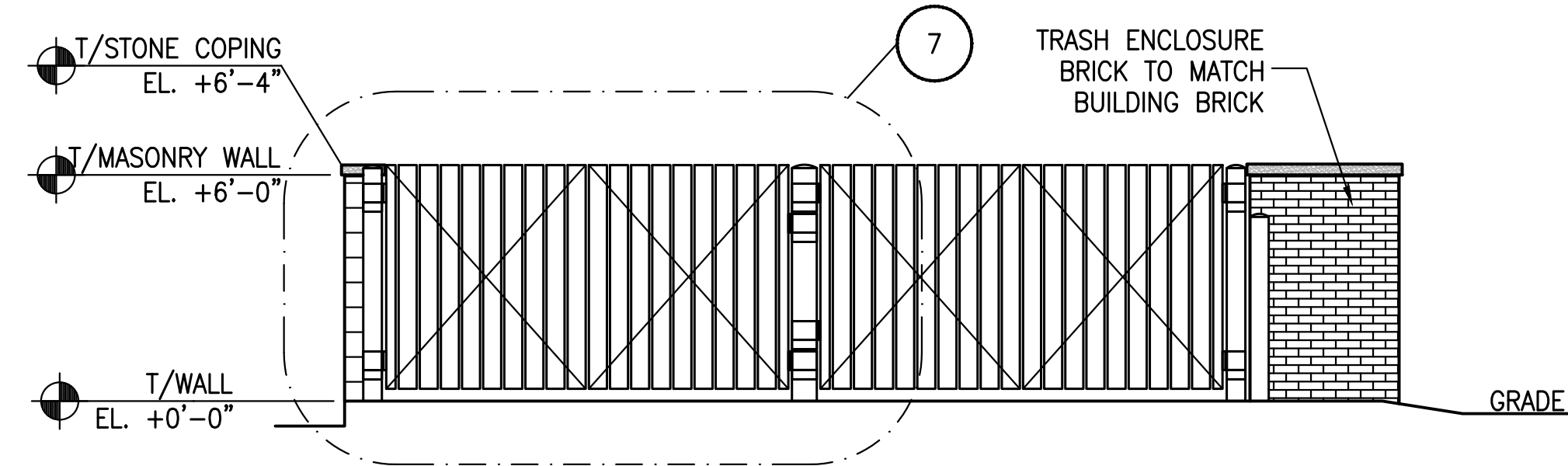


DIRECTIONAL SIGN FOUNDATION

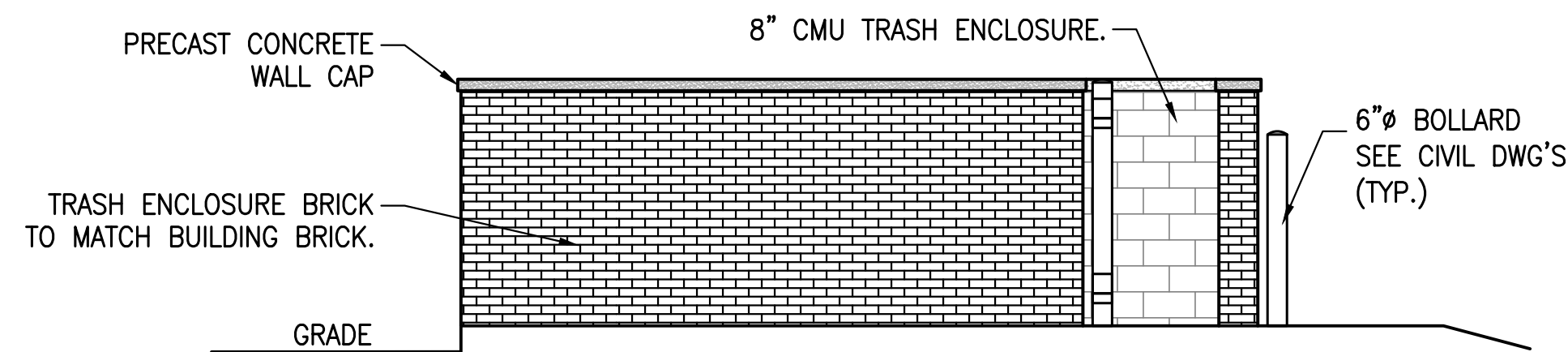
REVISIONS		NO.	DATE
Prepared For:			
McDonald's 711 Jorie Blvd. Oak Brook, IL 60523 McDONALD'S - ARLINGTON HEIGHTS, IL 45 East Golf Road Arlington Heights, Illinois			
Prepared By:			
SAMARTANO AND COMPANY STRUCTURAL ENGINEERS 1700 WEST CORTLAND STREET CHICAGO, ILLINOIS 60622 312.932.2926			
STATE OF ILLINOIS Professional Engineer No. 081-004650 Expires: 11/30/20			
CHECKED BY: SN	DESIGN BY: GM	DRAWN BY: GM	DATE: APRIL 29, 2019
		SCALE: NOTED	PROJECT NO.: 18-108
SSD-3			
LC #12-1434			



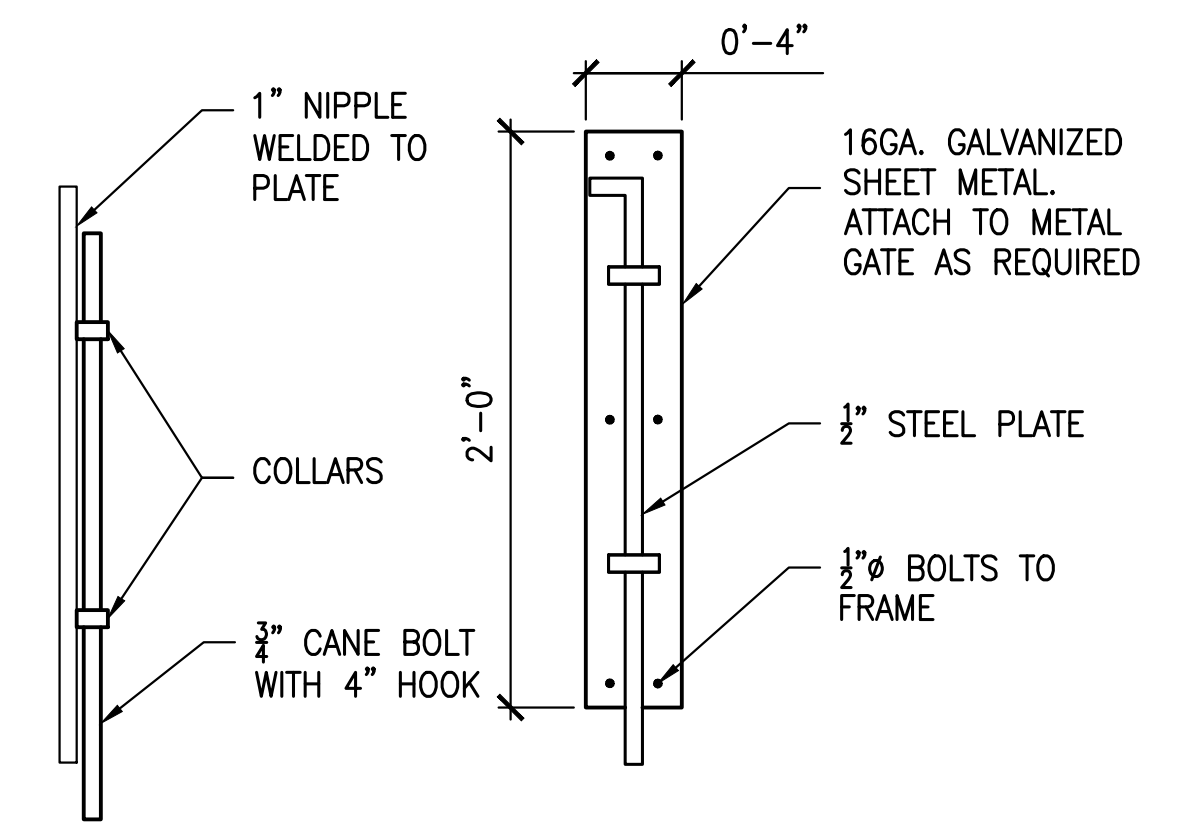
1 TRASH ENCLOSURE PLAN W/RECYCLE BIN
N.T.S.



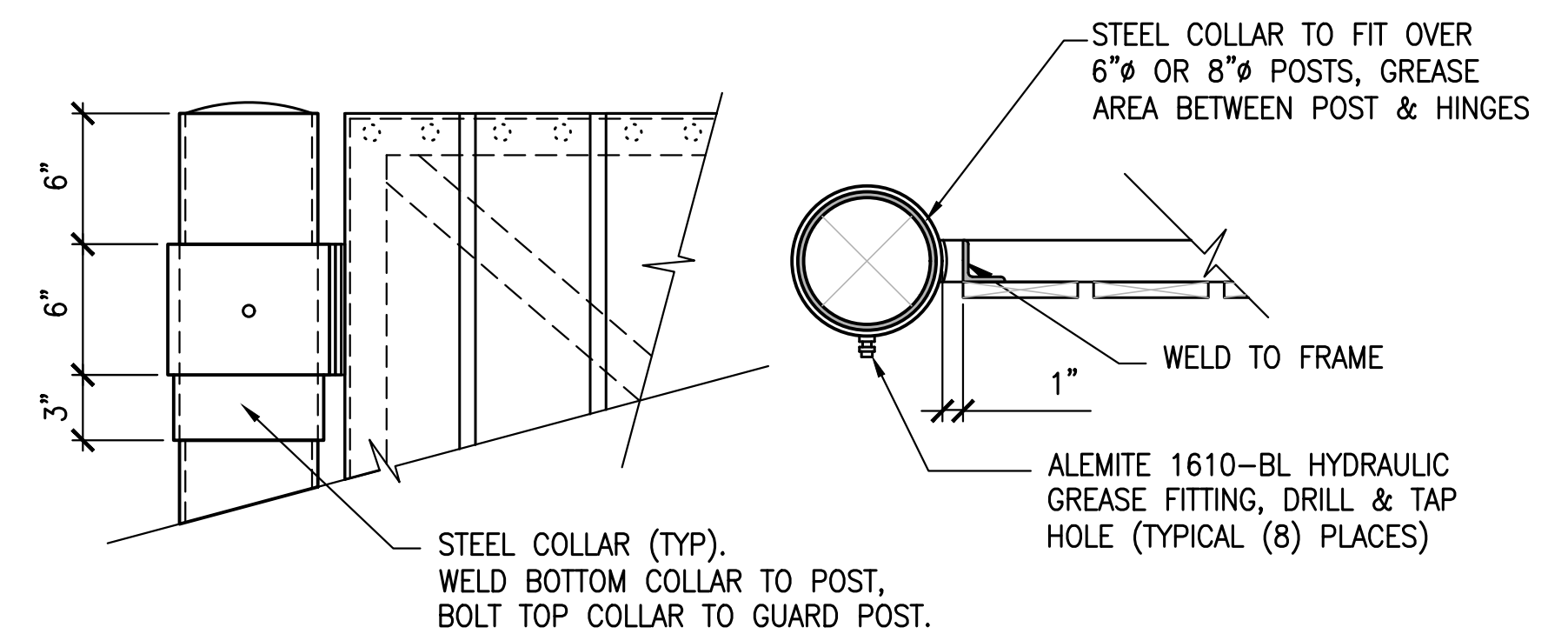
2 FRONT ELEVATION
N.T.S.



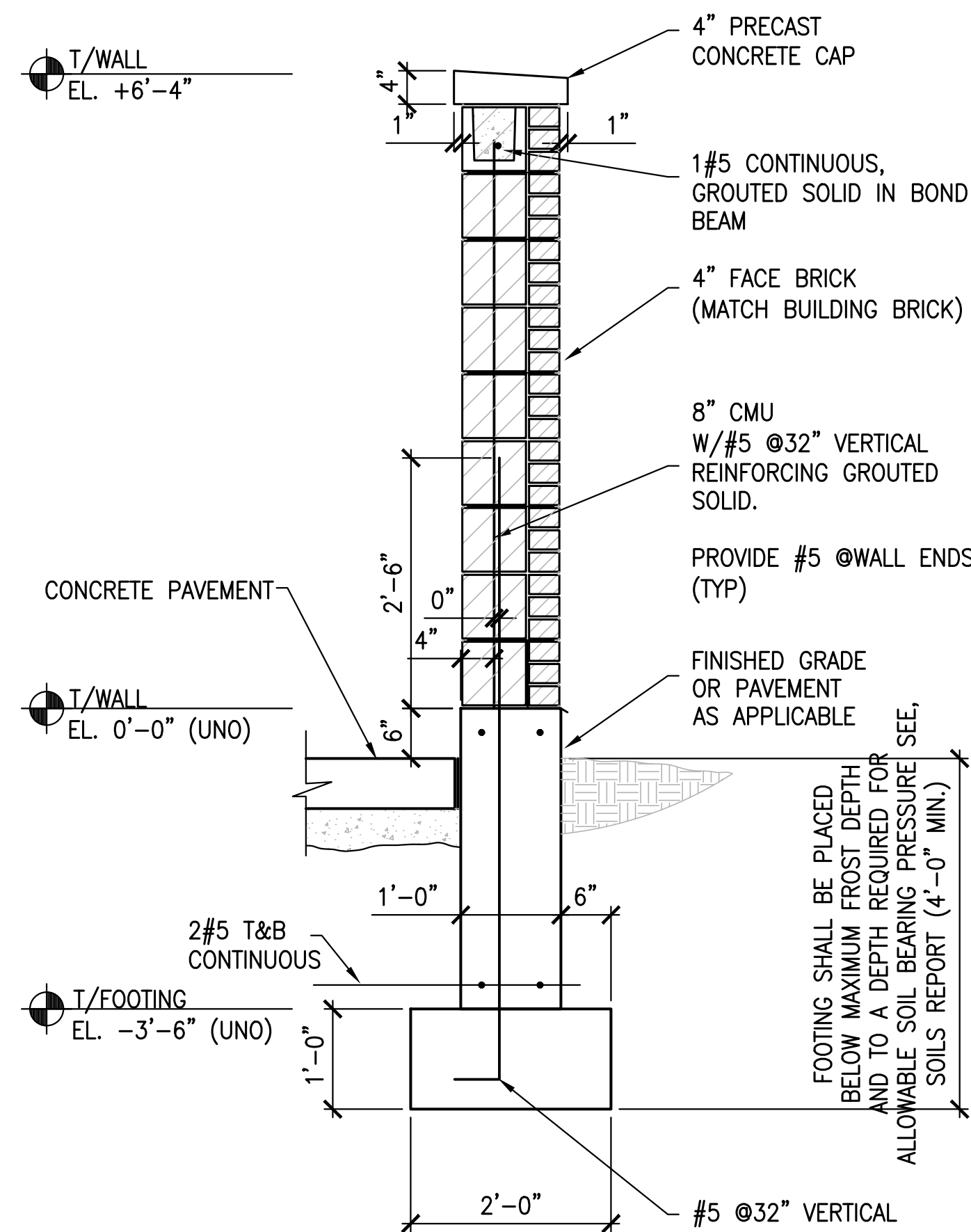
3 LEFT SIDE ELEVATION
N.T.S.



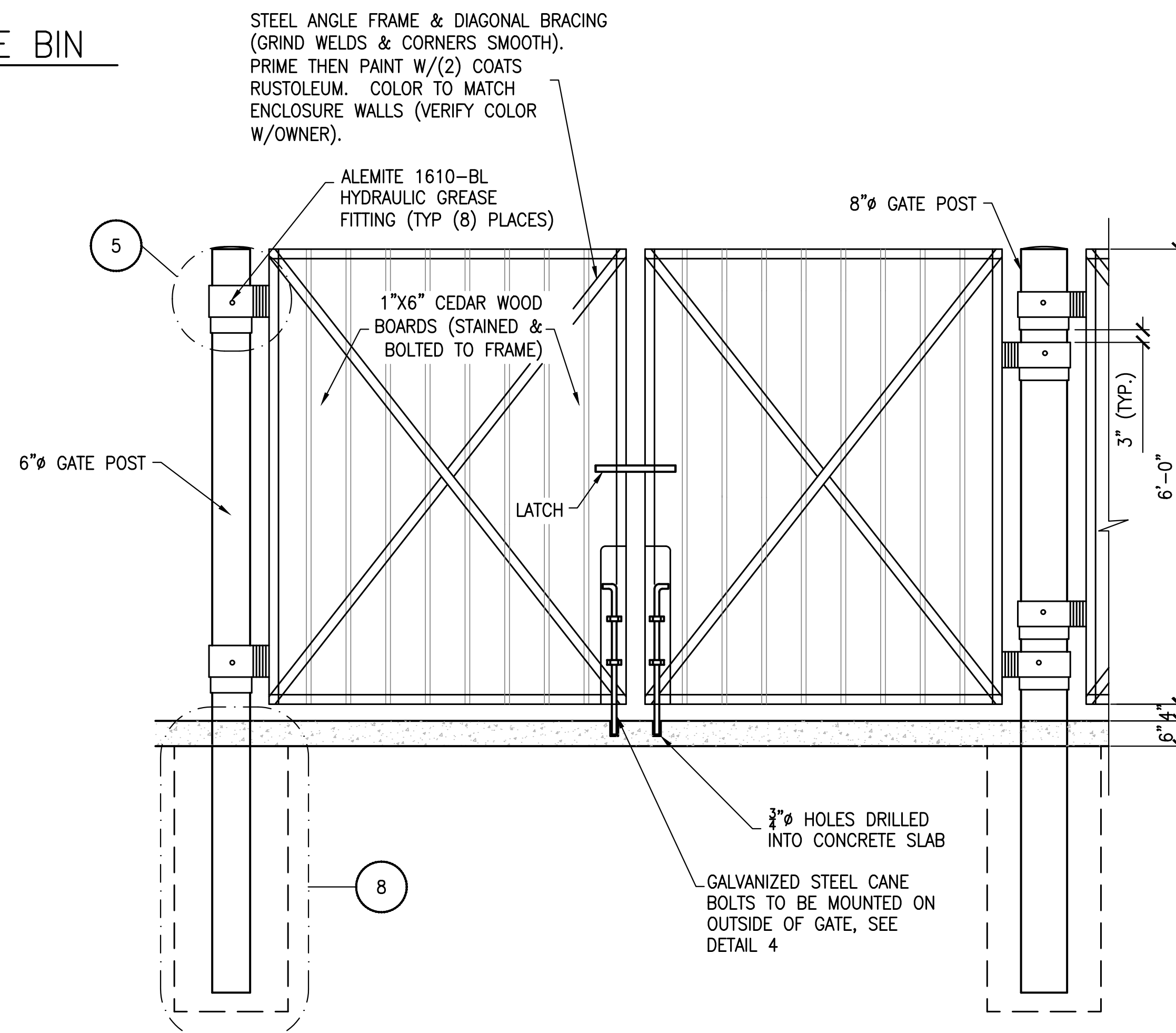
4 CANE BOLT DETAILS
1 1/2" = 1'-0"



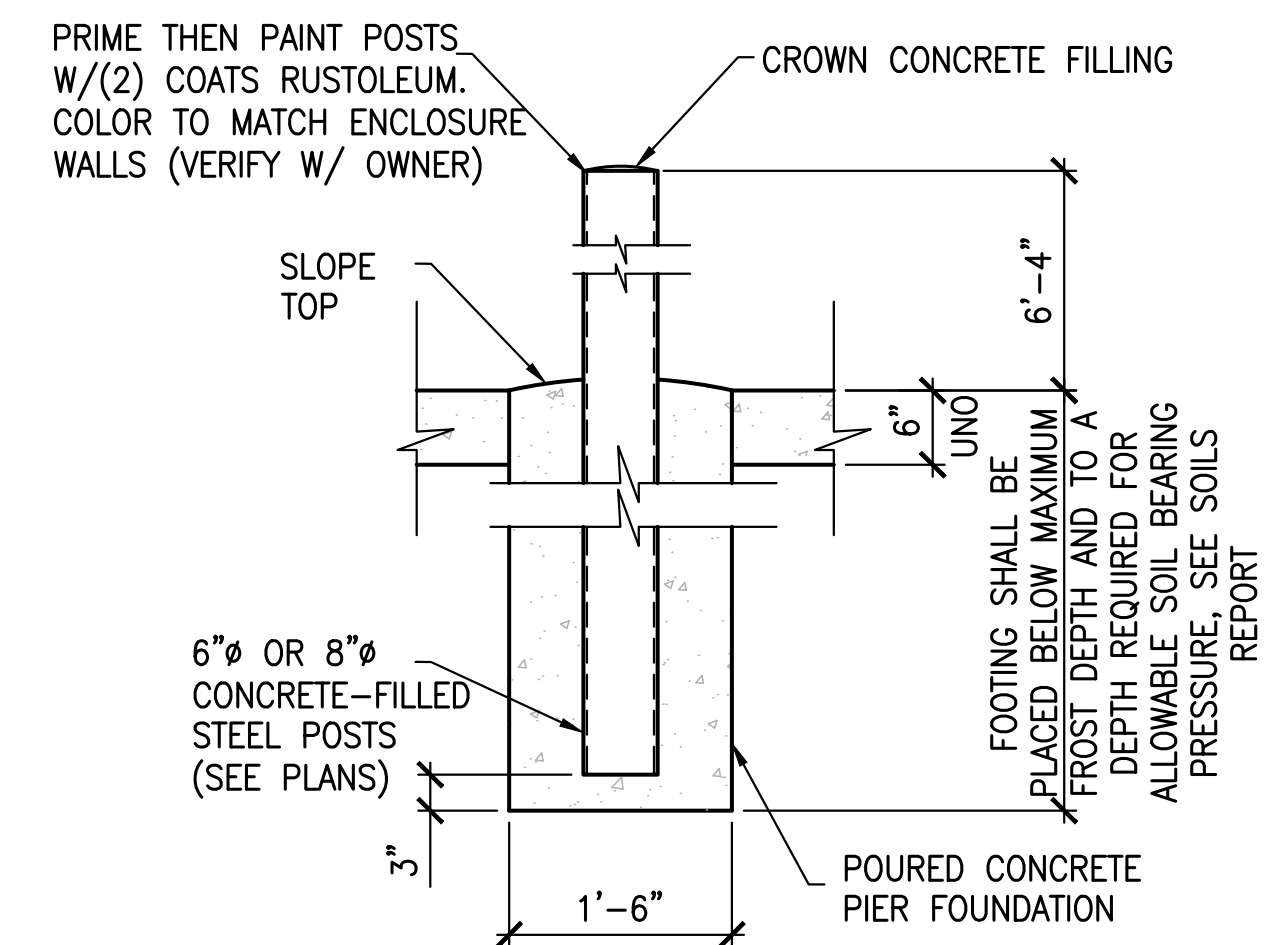
5 HINGE DETAILS
1 1/2" = 1'-0"



6 WALL SECTION @TRASH ENCLOSURE
3/4" = 1'-0"

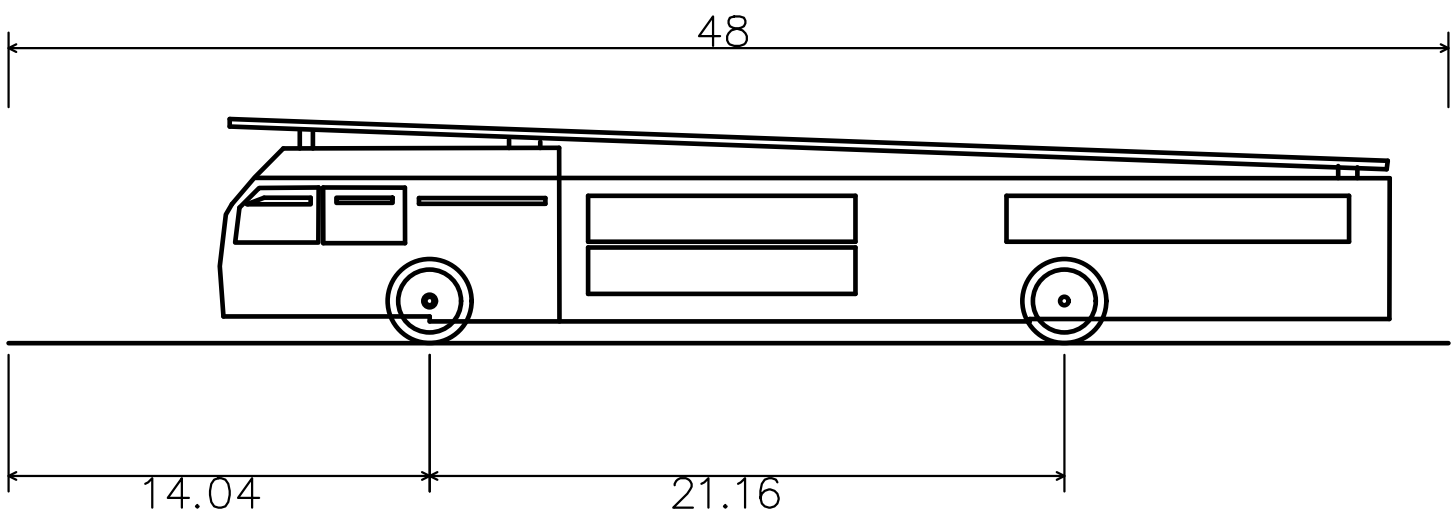
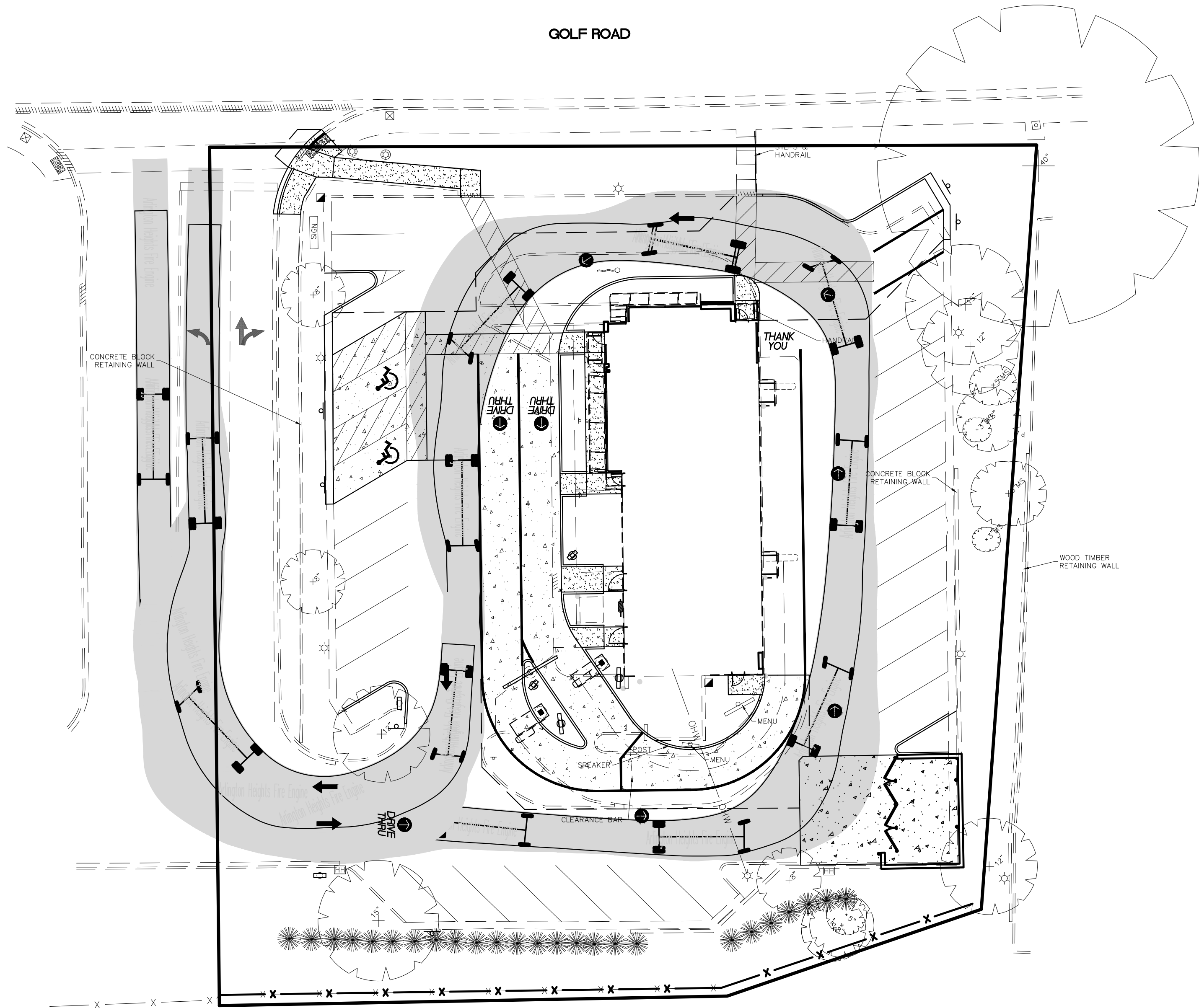


7 TYPICAL GATE DETAIL
3/4" = 1'-0"

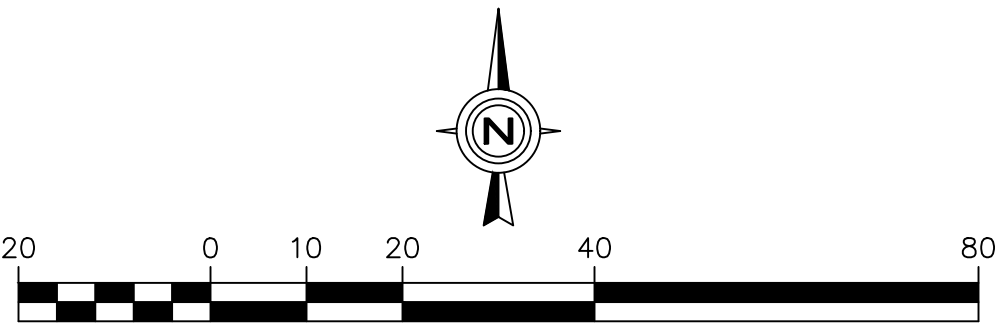


8 TYPICAL GATE POST DETAIL
3/4" = 1'-0"

DATE	
REVISIONS	
NO.	
Prepared For:	
McDonald's 711 Jorie Blvd. Oak Brook, IL 60523	
McDonald's - ARLINGTON HEIGHTS, IL 45 East Golf Road Arlington Heights, Illinois	
Prepared By:	
SAMARTANO AND COMPANY STRUCTURAL ENGINEERS 1700 WEST CORTLAND STREET CHICAGO, ILLINOIS 60622 312.932.2926	
STATE OF ILLINOIS 1081-004600	
EXPIRES: 11/30/20	
CHECKED BY: SN	
DESIGN BY: GM	
DRAWN BY: GM	
DATE: APRIL 29, 2019	
SCALE: NOTED	
PROJECT NO: 18-108	
SSD-4	
LC #12-1434	



Arlington Heights Fire Engine	
Overall Length	48.000ft
Overall Width	8.500ft
Overall Body Height	7.471ft
Min Body Ground Clearance	0.721ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	40.00°

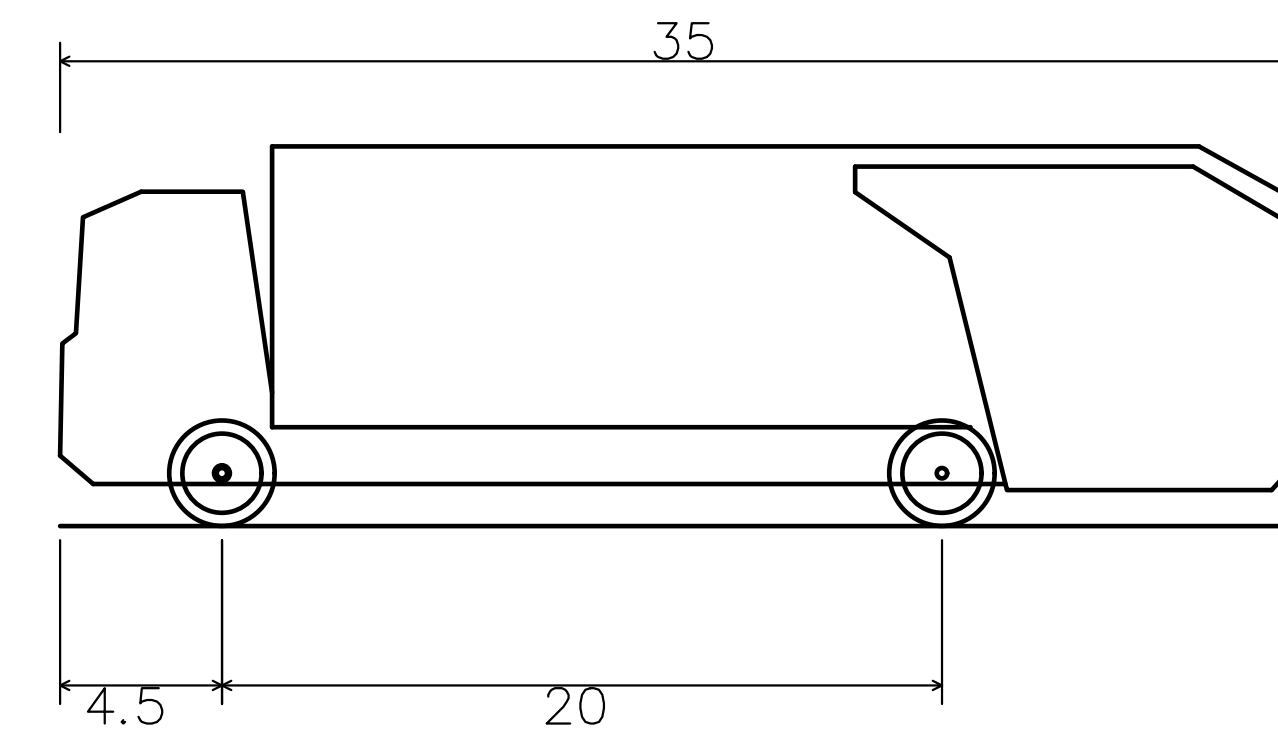


FIRE TRUCK
CIRCULATION PLAN

CHECKED BY: J. MILLER DESIGN BY: H. WITTENKELLER DRAWN BY: K. SACK DATE: AUGUST 2, 2019 SCALE: 1" = 20' PROJECT NO.: 18-108	Watermark Engineering RESOURCES, LTD 2831 Ginger Woods Parkway, Suite 100, Aurora, IL 61502 phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com	Prepared By:	McDonald's 711 Jorie Blvd., 3rd Floor Oak Brook, IL 60523 McDONALD'S - ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois	Prepared For:	NO.	REVISIONS	DATE

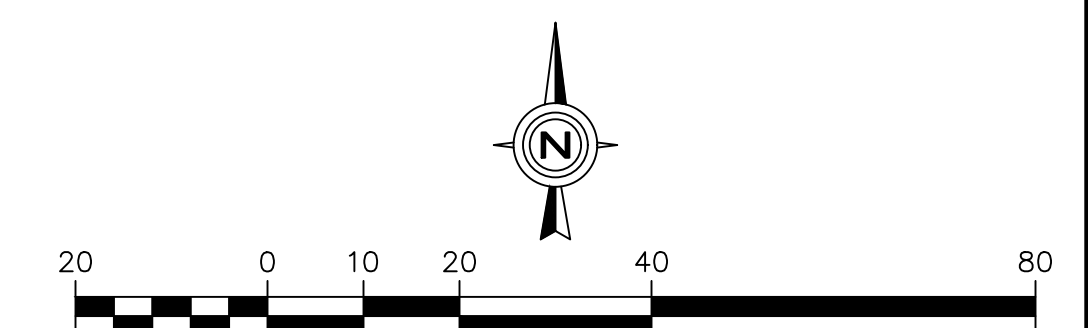
RECEIVED
AUG 05 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ITE Projected Peak Parking Demand		
3,300 s.f. Fast Food Restaurant with Drive Through – Land Use Code 934		
	Average Peak Parking Demand	85 th Percentile Peak Parking Demand
Weekday	29	46
Saturday	31	47

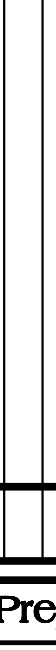


Rear-Load Garbage Truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

35.000ft
8.375ft
10.546ft
1.000ft
8.375ft
6.00s
29.300ft



REFUSE TRUCK CIRCULATION PLAN

		2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com	
PROJECT NO: 18-108		SCALE: 1" = 20'	
DATE: AUGUST 2, 2019		DRAWN BY: K. SACK	
DESIGN BY: H. WITTENKELLER		CHECKED BY: J. MILLER	
1 of 1		LC #12-1434	



Front Perspective



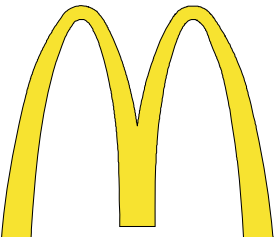
18-0444

Imagine

Create

Excite

McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019





Main Entrance Perspective



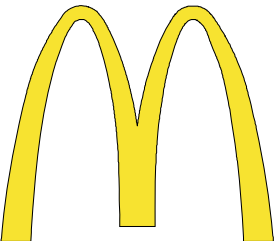
18-0444

Imagine

Create

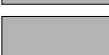
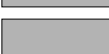
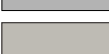
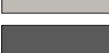
Excite

McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019



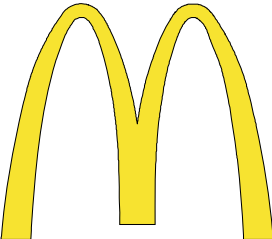


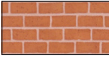
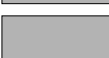
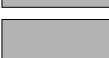
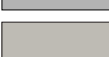
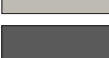
Drive-Thru Perspective

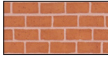
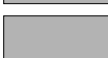
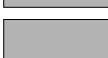
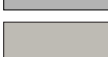
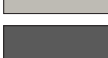
Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape
	Metal (Coping) Cityscape
	EIFS Benjamin Moore - Chelsea Gray HC-168
	Paint Benjamin Moore - Iron Mountain BM-2134-30

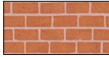
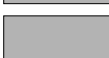
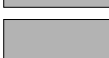
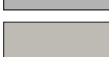
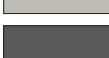


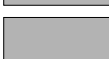
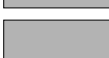
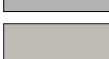
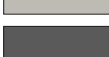
McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019



Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape
	Metal (Coping) Cityscape
	EIFS Benjamin Moore - Chelsea Gray HC-168
	Paint Benjamin Moore - Iron Mountain BM-2134-30

Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape
	Metal (Coping) Cityscape
	EIFS Benjamin Moore - Chelsea Gray HC-168
	Paint Benjamin Moore - Iron Mountain BM-2134-30

Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape
	Metal (Coping) Cityscape
	EIFS Benjamin Moore - Chelsea Gray HC-168
	Paint Benjamin Moore - Iron Mountain BM-2134-30

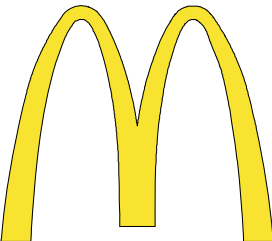
Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape
	Metal (Coping) Cityscape
	EIFS Benjamin Moore - Chelsea Gray HC-168
	Paint Benjamin Moore - Iron Mountain BM-2134-30

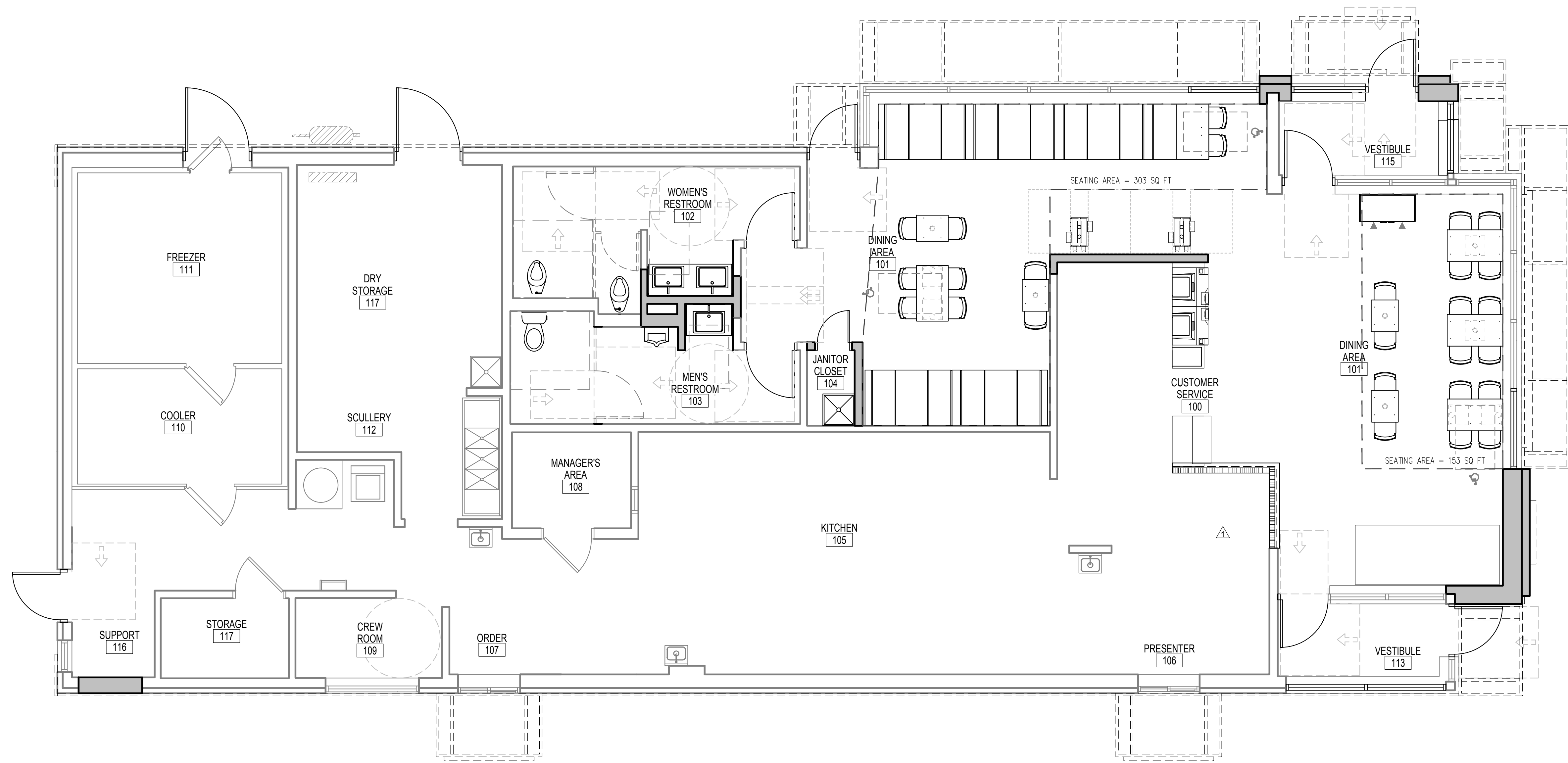


18-0444

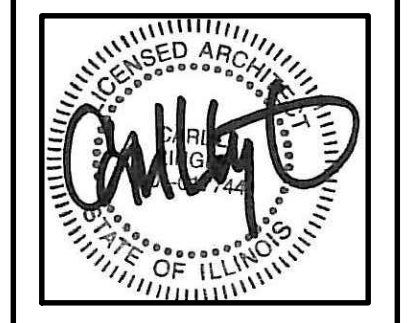


McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019





© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

McDonald's
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS:	DATE:	DESCRIPTION:
#		PERMIT REVIEW BID SET
1	06/04/19	OWNER COMMENTS

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
SEATING
EXHIBIT
PLAN

SHEET NUMBER:
T3.0

MEMORANDUM TO: Dan Olson
Watermark Engineering

FROM: Andrew Bowen
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: August 23, 2019

SUBJECT: Parking Study Addendum
Proposed McDonalds Redevelopment
Arlington Heights, Illinois

This memorandum is an addendum to the traffic and parking study report prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) dated June 11, 2019 for the proposed McDonald's remodel. The existing McDonald's restaurant is located at 45 E. Golf Road in Arlington Heights, Illinois. As part of the report, parking occupancy surveys were conducted at the restaurant on Friday, June 7th and Saturday, June 8th, 2019 in order to determine the existing parking demand. The surveys of the existing parking lot providing 37 spaces, of which two spaces are occupied by trash receptacles, were conducted in 15-minute intervals from 7:00 A.M. to 7:00 P.M.

Per the request of the Village of Arlington Heights, KLOA, Inc. conducted additional parking occupancy surveys on Saturday, Tuesday, Wednesday, and Thursday (August 18, 21, 22, and 23, 2019, respectively). The peak occupancy of the parking lot for each day, including the original survey dates, is shown in **Table 1**. The 15-minute interval occupancies are summarized in **Tables 2** through **4**.

As indicated in the report, the proposed remodel will require the reconfiguration of the parking lot to provide dual drive-through lanes. The resulting parking lot configuration will provide a total of 30 parking spaces. As can be seen in Table 1, the observed peak parking demand does not exceed 27 vehicles, which can be accommodated by the proposed 30-space parking lot.

Table 1
DAILY PEAK PARKING OCCUPANCY

	Friday, June 8	Saturday, June 9	Saturday, August 18th	Tuesday, August 21 st	Wednesday August 22 nd	Thursday, August 23rd
Peak Occupancy Volume	25	23	21	25	27	21
Percent Peak Occupancy	71%	66%	60%	71%	77%	60%
Time of Peak Occupancy	1:45 P.M.	1:30 P.M	12:15 P.M.	1 :15 P.M.	12:15 P.M.	12:30 P.M.

Table 2
PARKING OCCUPANCY SURVEY RESULTS – JUNE 8 AND 9

Time	Friday, June 8, 2019					Saturday, June 9, 2019				
	Unreserved	Mobile Order	Handicap	Chase Bank	Total	Unreserved	Mobile Order	Handicap	Chase Bank	Total
7:00 AM	14	0	0	0	14	8	0	1	0	9
7:15 AM	6	1	0	0	7	4	1	0	0	5
7:30 AM	7	0	0	0	7	4	0	0	0	4
7:45 AM	9	0	0	0	9	6	1	0	0	7
8:00 AM	8	0	0	0	8	13	0	0	0	13
8:15 AM	11	0	0	0	11	10	0	1	0	11
8:30 AM	12	2	0	1	15	12	0	1	0	13
8:45 AM	19	1	0	0	20	14	0	1	0	15
9:00 AM	16	0	0	0	16	10	0	1	0	11
9:15 AM	13	0	0	0	13	12	0	1	0	13
9:30 AM	20	0	0	0	20	12	0	1	0	13
9:45 AM	20	0	0	0	20	18	0	2	0	20
10:00 AM	17	0	1	0	18	16	1	1	0	18
10:15 AM	19	0	0	0	19	14	1	2	0	17
10:30 AM	16	0	0	0	16	11	0	2	0	13
10:45 AM	19	0	0	0	19	9	0	0	0	9
11:00 AM	16	1	1	0	18	18	0	0	0	18
11:15 AM	17	2	1	0	20	18	0	2	0	20
11:30 AM	15	2	2	0	19	16	0	2	0	18
11:45 AM	18	1	2	0	21	12	0	2	0	14
12:00 PM	18	1	2	0	21	18	0	2	0	20
12:15 PM	19	1	2	0	22	12	0	1	0	13
12:30 PM	19	2	2	0	23	8	0	1	0	9
12:45 PM	15	0	0	0	15	12	2	1	0	15
1:00 PM	16	0	1	0	17	11	1	0	0	12
1:15 PM	22	0	2	0	24	15	0	0	0	15
1:30 PM	22	1	1	0	24	21	2	0	0	23
1:45 PM	23	2	0	0	25	22	0	0	0	22
2:00 PM	20	1	0	1	22	20	1	0	0	21
2:15 PM	20	0	0	0	20	17	0	1	0	18
2:30 PM	19	0	0	0	19	17	0	0	0	17
2:45 PM	16	0	0	0	16	12	0	1	0	13
3:00 PM	14	3	0	0	17	11	0	1	0	12
3:15 PM	9	0	0	0	9	8	0	1	0	9
3:30 PM	9	0	0	0	9	9	1	1	0	11
3:45 PM	6	0	0	0	6	11	1	1	0	13
4:00 PM	6	0	0	0	6	12	1	0	0	13
4:15 PM	7	0	0	0	7	9	0	1	0	10
4:30 PM	7	0	0	0	7	10	0	0	0	10
4:45 PM	5	0	0	0	5	12	0	1	0	13
5:00 PM	10	0	0	0	10	12	1	1	0	14
5:15 PM	11	0	0	0	11	10	0	1	0	11
5:30 PM	10	0	0	0	10	10	1	1	0	12
5:45 PM	6	0	0	0	6	5	0	0	0	5
6:00 PM	12	1	1	0	14	6	0	0	0	6
6:15 PM	11	0	0	0	11	5	0	0	0	5
6:30 PM	8	1	0	0	9	6	0	0	0	6
6:45 PM	5	0	0	1	6	8	0	0	0	8
7:00 PM	3	0	0	0	3	4	1	0	0	5
Inventory	29	4	2	0	35	29	4	2	0	35

Table 3
PARKING OCCUPANCY SURVEY RESULTS – AUGUST 17 AND 20

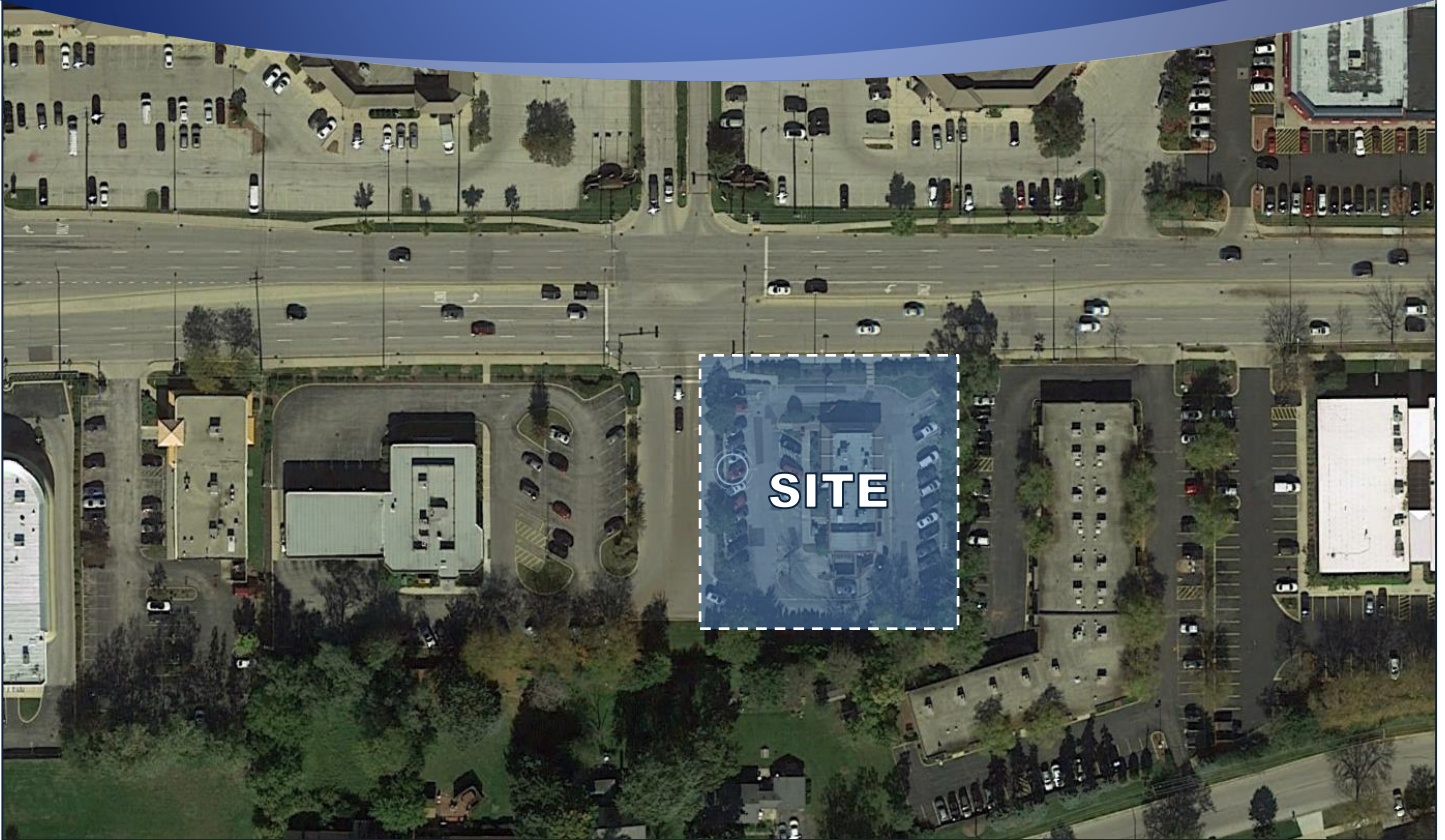
Time	Saturday, August 17, 2019					Tuesday August 20, 2019				
	Unreserved	Mobile Order	Handicap	Chase Bank	Total	Unreserved	Mobile Order	Handicap	Chase Bank	Total
7:00 AM	7	0	0	0	7	6	0	0	0	6
7:15 AM	2	0	0	0	2	7	0	0	0	7
7:30 AM	4	0	0	0	4	10	0	0	0	10
7:45 AM	5	0	0	0	5	14	0	0	0	14
8:00 AM	4	0	0	0	4	9	0	0	0	9
8:15 AM	9	0	0	0	9	9	0	0	0	9
8:30 AM	14	0	0	0	14	13	0	0	0	13
8:45 AM	11	1	0	0	12	11	0	0	0	11
9:00 AM	15	0	0	0	15	15	0	0	0	15
9:15 AM	11	0	0	0	11	17	1	1	0	19
9:30 AM	13	2	0	0	15	13	0	1	0	14
9:45 AM	13	0	0	0	13	15	0	1	0	16
10:00 AM	13	0	0	0	13	13	0	0	0	13
10:15 AM	10	0	0	0	10	15	0	0	0	15
10:30 AM	11	1	0	0	12	16	0	0	0	16
10:45 AM	15	1	1	0	17	15	0	0	0	15
11:00 AM	14	0	0	0	14	15	0	0	0	15
11:15 AM	13	0	0	0	13	19	0	1	0	20
11:30 AM	14	1	1	0	16	16	0	1	0	17
11:45 AM	11	0	1	0	12	18	1	0	0	19
12:00 PM	18	1	0	0	19	15	1	1	0	17
12:15 PM	19	2	0	0	21	20	1	1	0	22
12:30 PM	12	0	1	0	13	17	1	1	0	19
12:45 PM	14	2	0	0	16	16	0	1	0	17
1:00 PM	14	0	0	0	14	20	0	2	0	22
1:15 PM	12	0	0	0	12	20	3	2	0	25
1:30 PM	13	0	0	0	13	12	1	1	0	14
1:45 PM	15	0	0	0	15	10	0	0	0	10
2:00 PM	10	0	0	0	10	9	0	0	0	9
2:15 PM	8	2	0	0	10	9	0	1	0	10
2:30 PM	7	2	1	1	11	6	2	1	0	9
2:45 PM	9	0	1	0	10	8	1	1	0	10
3:00 PM	11	0	1	0	12	9	0	0	0	9
3:15 PM	13	0	0	0	13	1	0	1	0	2
3:30 PM	9	0	0	0	9	1	0	1	0	2
3:45 PM	7	0	0	0	7	11	0	1	0	12
4:00 PM	4	0	0	0	4	8	0	0	0	8
4:15 PM	8	0	0	0	8	13	1	1	0	15
4:30 PM	10	0	0	0	10	15	0	0	0	15
4:45 PM	8	1	0	0	9	10	1	0	0	11
5:00 PM	4	0	0	0	4	8	0	0	0	8
5:15 PM	7	0	0	0	7	9	0	0	0	9
5:30 PM	10	1	0	0	11	7	0	0	0	7
5:45 PM	12	1	0	0	13	6	0	0	0	6
6:00 PM	8	2	1	0	11	4	0	0	0	4
6:15 PM	7	0	0	0	7	6	0	0	0	6
6:30 PM	8	0	0	0	8	9	0	0	0	9
6:45 PM	14	2	0	0	16	6	0	0	0	6
7:00 PM	11	2	0	0	13	6	0	0	0	6
Inventory	29	4	2	0	35	29	4	2	0	35

Table 4
PARKING OCCUPANCY SURVEY RESULTS – AUGUST 21 AND 22

Time	Wednesday August 21, 2019					Thursday August 22, 2019				
	Unreserved	Mobile Order	Handicap	Chase Bank	Total	Unreserved	Mobile Order	Handicap	Chase Bank	Total
7:00 AM	8	0	0	0	8	7	0	0	0	7
7:15 AM	1	0	0	0	1	6	0	0	0	6
7:30 AM	7	0	0	0	7	9	0	0	0	9
7:45 AM	11	0	0	0	11	7	0	0	0	7
8:00 AM	9	0	0	0	9	11	1	0	0	12
8:15 AM	12	0	0	0	12	10	1	0	0	11
8:30 AM	11	1	0	0	12	10	0	1	0	11
8:45 AM	7	2	0	0	9	10	2	2	0	14
9:00 AM	10	0	0	1	11	14	0	1	0	15
9:15 AM	13	0	1	0	14	14	0	0	0	14
9:30 AM	13	0	1	0	14	13	0	1	0	14
9:45 AM	10	0	1	0	11	14	0	2	0	16
10:00 AM	11	1	0	0	12	14	0	1	0	15
10:15 AM	11	0	0	0	11	13	0	1	0	14
10:30 AM	11	0	0	0	11	13	0	1	0	14
10:45 AM	9	1	1	0	11	10	0	1	0	11
11:00 AM	13	0	1	0	14	9	0	0	0	9
11:15 AM	13	0	0	0	13	8	0	1	0	9
11:30 AM	14	1	1	0	16	9	0	0	0	9
11:45 AM	18	2	0	0	20	9	0	0	0	9
12:00 PM	19	1	0	0	20	12	1	0	0	13
12:15 PM	26	1	0	0	27	14	1	0	0	15
12:30 PM	22	2	1	1	26	19	1	1	0	21
12:45 PM	23	1	2	0	26	15	3	1	0	19
1:00 PM	21	0	2	0	23	18	1	1	0	20
1:15 PM	20	0	2	0	22	15	0	0	0	15
1:30 PM	20	2	1	0	23	12	1	1	0	14
1:45 PM	21	3	1	0	25	9	0	2	0	11
2:00 PM	13	0	1	0	14	8	0	1	0	9
2:15 PM	9	0	0	0	9	7	0	0	0	7
2:30 PM	6	0	0	0	6	7	0	0	0	7
2:45 PM	8	0	0	0	8	11	1	1	0	13
3:00 PM	9	0	0	0	9	9	0	1	0	10
3:15 PM	8	0	0	0	8	8	0	1	0	9
3:30 PM	7	0	0	0	7	6	0	0	0	6
3:45 PM	8	0	0	0	8	7	0	0	0	7
4:00 PM	4	1	0	0	5	7	0	0	0	7
4:15 PM	7	0	0	0	7	8	1	0	0	9
4:30 PM	3	0	0	0	3	6	0	1	0	7
4:45 PM	5	0	0	0	5	7	0	1	0	8
5:00 PM	4	0	0	0	4	9	0	0	0	9
5:15 PM	8	0	0	0	8	9	1	0	0	10
5:30 PM	9	2	0	0	11	8	0	0	0	8
5:45 PM	7	0	0	0	7	8	0	0	0	8
6:00 PM	7	0	0	0	7	6	0	1	0	7
6:15 PM	7	0	0	0	7	5	0	1	0	6
6:30 PM	7	0	0	0	7	7	0	0	0	7
6:45 PM	6	1	0	0	7	6	0	0	0	6
7:00 PM	7	0	0	0	7	7	0	1	0	8
Inventory	29	4	2	0	35	29	4	2	0	35

Traffic Impact Study and Parking Evaluation Proposed McDonald's Remodel

Arlington Heights, Illinois



Prepared For:



June 11, 2019

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study and a parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed remodel of the existing McDonald's drive-through restaurant located at 45 E. Golf Road in Arlington Heights, Illinois. The existing approximately 3,300 square-foot McDonald's drive-through restaurant provides a tandem drive-through and 37 parking spaces of which two are occupied by a trash receptacle. Access to the existing building is provided via a shared access road which has a signalized intersection with Golf Road approximately 900 feet east of Arlington Heights Road. As proposed, the existing building will be remodeled and the site will be modified to provide dual drive-through lanes. The number of parking spaces on site will be reduced to 30.

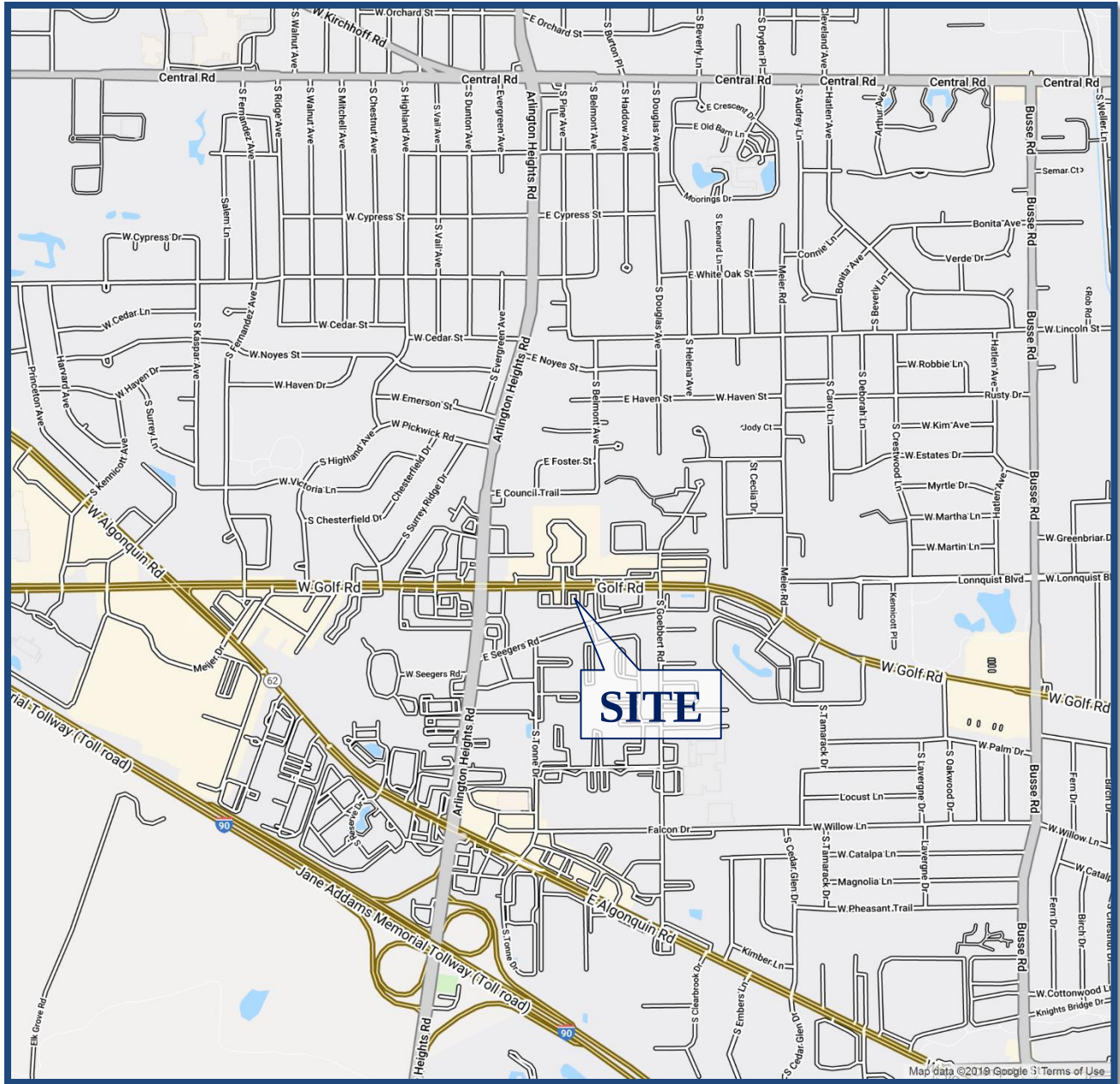
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed remodel will have on traffic conditions on site and in the area, determine if any roadway or access improvements are necessary, and identify the existing parking supply and its adequacy in accommodating the future parking demand. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions and site operations
- A description of the proposed remodel
- Vehicle trip generation for the remodel
- Future traffic conditions including access to the remodel
- Traffic analyses for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- On-site circulation and drive-through stacking evaluation
- Parking evaluation

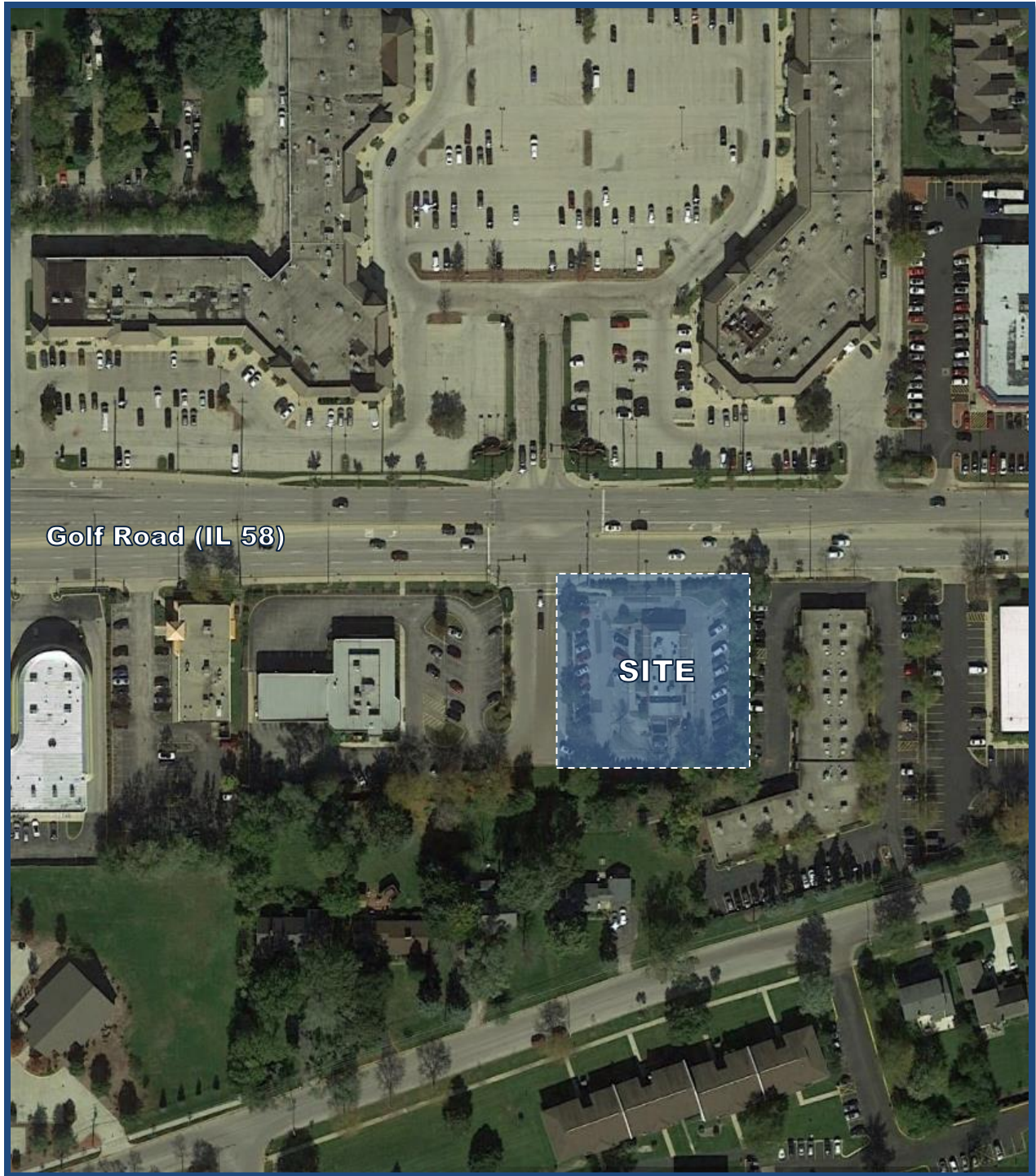
Traffic capacity analyses were conducted for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyze the capacity of the future roadway system using projected traffic volumes that include the existing traffic volumes, ambient traffic growth and the increase in traffic estimated to be generated by the proposed remodel.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

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

Existing McDonald's Drive-Through Restaurant Operations

Site Location

The existing McDonald's drive-through restaurant is located in the southeast corner of the signalized intersection of Golf Road with the International Plaza access drive and the shared Chase Bank/McDonald's access road. Land uses in the vicinity of the site include the International Plaza Shopping Center to the north, the Golf Plaza Office Park to the east, residential to the south, and Chase Bank to the west.

Site Operations

Under existing conditions, all restaurant traffic enters and exits the site via the shared access road that runs along the site's western border and provides access to the site approximately 220 feet south of its signalized intersection with Golf Road. The site access drive off the shared access road is located in the southwest corner of the site and provides one inbound lane and one outbound lane with outbound movements under stop sign control. Within the site, all traffic operates in a one-way counterclockwise direction. Upon entering the site, all vehicles travel along the south, then east, then north drive aisles which provide seven, 15, and zero angled parking spaces along the outside of the site, respectively. The four northernmost spaces on the east drive aisle are designated for drive-through customers waiting for their orders. It should be noted that some vehicles were observed to enter the site and immediately make a left turn onto the west drive aisle and travel the wrong direction in order to access the parking spaces there. The west drive aisle provides 12 angled parking spaces along the outside of the site and three spaces along the face of the building. At its south end, the west drive aisle splits into two separate lanes, of which one lane connects to the access drive off the shared access road and the other forms the beginning of the drive-through lane. The drive-through lane continues along the south and east faces of the building where it runs parallel to the south and east drive aisles. The drive-through lane provides stacking for two vehicles between the payment window and the pick-up window, two vehicles between the ordering boards and the first payment window, and approximately five vehicles from the ordering boards for a total of approximately nine vehicles. **Figure 3** shows an aerial photo detailing existing on-site circulation.

KLOA, Inc. conducted surveys to determine the existing traffic generated by the restaurant (walk-ins and drive-throughs) as well as drive-through stacking. The surveys were conducted from 7:00 A.M. to 7:00 P.M. on Thursday, May 16, 2019 and Saturday, May 18, 2019. A summary of the trip generation and drive-through stacking, which summarizes the peak stacking observed for the one-hour periods, is shown in **Tables 1A, 1B, and 2**, respectively.

Based on observations conducted by KLOA, Inc, northbound queues on the shared McDonald's/Chase Bank access road's intersection with Golf Road did not extend to the location of the McDonald's access drive. Further, northbound queues were observed to clear the intersection with each green cycle. As such, these northbound queues did not block vehicles from exiting the McDonald's or Chase Bank sites and did not impact the internal circulation of either site.



Existing On-Site Circulation

Figure 3

Table 1A
EXISTING SITE-GENERATED TRAFFIC i WEEKDAY

Time of Day	Total Inbound Traffic	Total Outbound Traffic	Total Site Traffic	Inbound Drive Through Traffic	Inbound Walk-In Traffic
7:00 AM	95	97	192	69	26
8:00 AM	92	90	182	68	24
9:00 AM	79	75	154	46	33
10:00 AM	73	76	149	49	24
11:00 AM	93	96	189	62	31
12:00 PM	109	107	216	69	40
1:00 PM	83	95	178	58	25
2:00 PM	62	68	130	44	18
3:00 PM	76	73	149	53	23
4:00 PM	67	73	140	44	23
5:00 PM	62	61	123	49	13
6:00 PM	54	60	114	43	11

Table 1B

EXISTING SITE-GENERATED TRAFFIC - SATURDAY

Time of Day	Total Inbound Traffic	Total Outbound Traffic	Total Site Traffic	Inbound Drive Through Traffic	Inbound Walk-In Traffic
7:00 AM	71	61	132	35	36
8:00 AM	93	84	177	59	34
9:00 AM	83	86	169	55	28
10:00 AM	101	93	194	69	32
11:00 AM	91	103	194	54	37
12:00 PM	119	117	236	68	51
1:00 PM	99	105	204	60	39
2:00 PM	86	86	172	57	29
3:00 PM	52	59	111	38	14
4:00 PM	62	62	124	37	25
5:00 PM	51	57	108	35	16
6:00 PM	41	43	84	23	18

Table 2

EXISTING PEAK HOURLY DRIVE-THROUGH STACKING

Time of Day	Peak Stacking – Weekday ¹			Peak Stacking – Saturday ¹		
	Stacking from Ordering Board	Stacking from Pick-Up Window	Total Drive-Through Stacking	Stacking from Ordering Board	Stacking from Pick-Up Window	Total Drive-Through Stacking
7:00 AM	2	4	6	6	3	9
8:00 AM	4	4	8	5	4	9
9:00 AM	0	4	4	2	3	5
10:00 AM	4	4	8	4	2	6
11:00 AM	9	4	13	4	4	8
12:00 PM	7	4	11	6	4	10
1:00 PM	6	4	10	5	4	9
2:00 PM	3	1	4	6	3	9
3:00 PM	3	4	7	2	4	6
4:00 PM	3	3	6	2	4	6
5:00 PM	1	2	3	1	4	5
6:00 PM	1	3	4	3	4	7
1. Represents the peak stacking observed for each hour						

Existing Roadway System Characteristics

The characteristics of the existing roadways near the restaurant are described below and illustrated in **Figure 4**.

Golf Road (Illinois Route 58) is an east-west, other principal arterial roadway that provides three lanes in each direction. At its signalized intersection with the International Plaza access drive and the shared McDonald's/Chase Bank access road, Golf Road provides an exclusive left-turn lane, two through lanes, and a combined through/right-turn lane on both approaches. It should be noted that approximately 300 feet east of this intersection, Golf Road narrows to two lanes in each direction. Golf Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 40 mph, is designated as a Strategic Regional Arterial (SRA), and is part of the Arlington Heights Road/IL 58/IL 62 interconnect system, comprising a total of 21 signalized intersections. According to IDOT, Golf Road had a 2017 Annual Average Daily Traffic (AADT) volume of 29,200 vehicles along the site frontage.

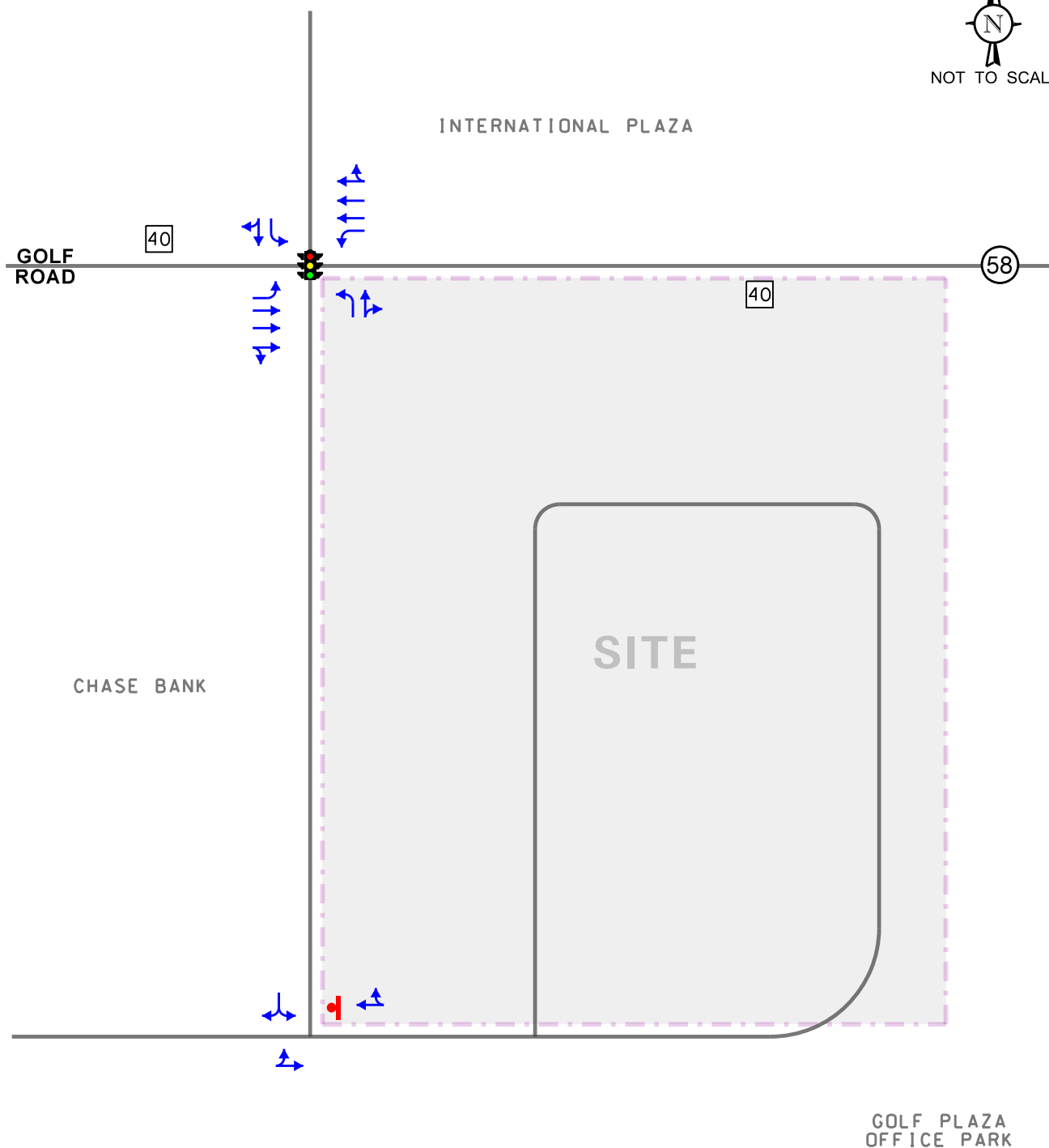
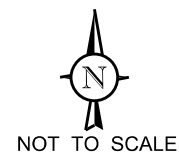
The Shared McDonald's/Chase Bank Access Road is a north-south driveway that provides one southbound lane and two northbound lanes. At its signalized intersection with Golf Road, the shared access road forms the south leg of the intersection and provides an exclusive left-turn lane and a combined through/right-turn lane. The north leg of this intersection is the International Plaza access drive, which provides an exclusive left-turn lane and a combined through/right-turn lane.

Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts at the following intersections:

- Golf Road with the International Plaza Access Drive and the Shared McDonald's/Chase Bank Access Road
- The Shared McDonald's/Chase Bank Access Road with the McDonald's Access Drive and the Chase Bank Access Drive

The traffic counts were conducted on Thursday, May 16, 2019 during the morning (7:00 A.M. to 9:00 A.M.), midday (11:30 A.M. to 1:30 P.M.), and evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, May 18, 2019 during the midday (11:30 A.M. to 1:30 P.M.) peak period. The results of the traffic counts show that the peak hours of traffic generally occur between 7:30 A.M. and 8:30 A.M. during the weekday morning peak period, between 11:30 A.M. and 12:30 P.M. during the weekday midday peak period, between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period, and between 11:45 A.M. and 12:45 P.M. during the Saturday midday peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 5** illustrates the existing peak hour vehicle traffic volumes.

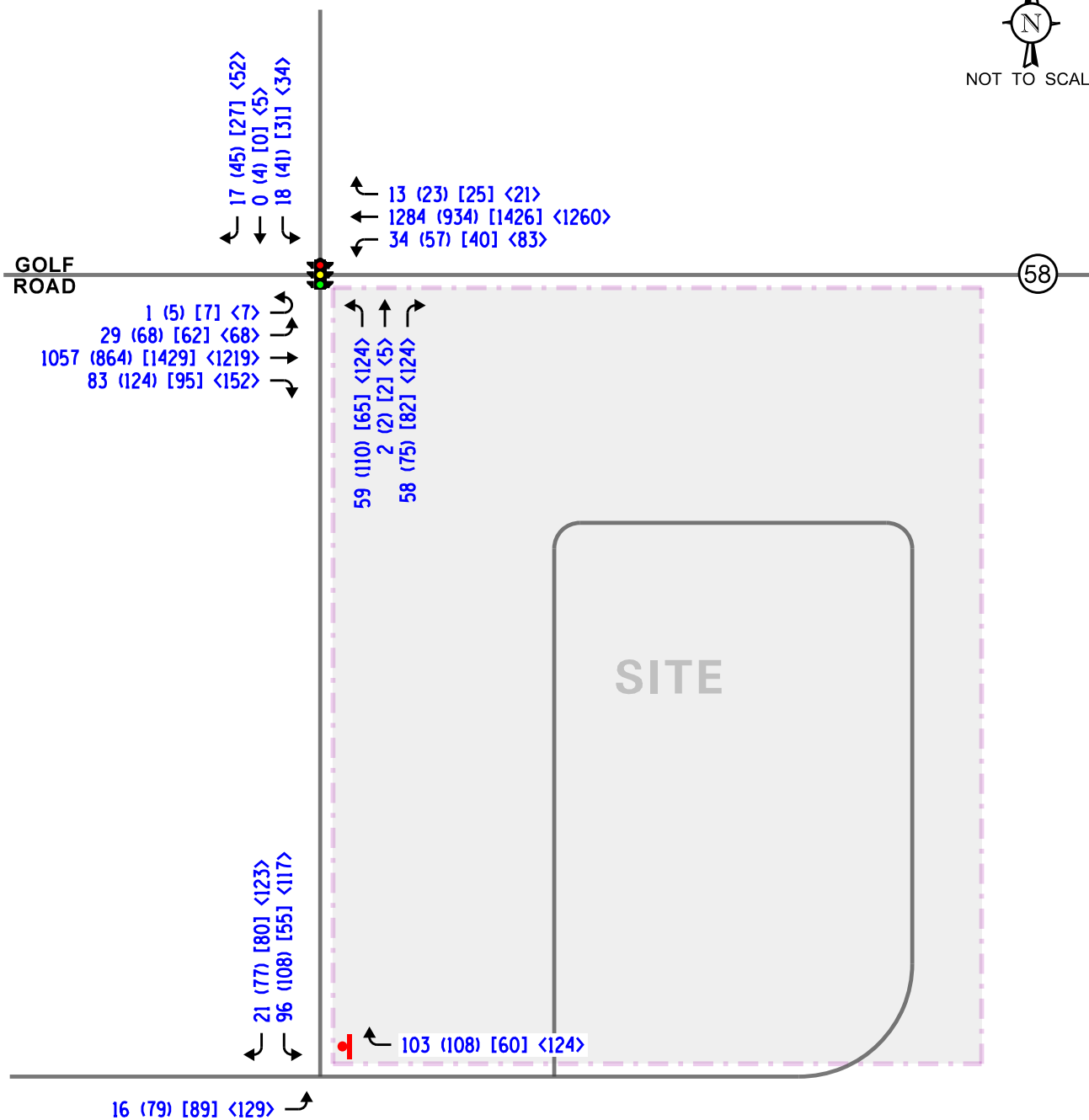


- LEGEND**
- TRAVEL LANE
 - TRAFFIC SIGNAL
 - STOP SIGN
 - SPEED LIMIT

Proposed McDonald's
Remodel
Arlington Heights, Illinois

Existing Roadway Characteristics

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 19-121 Figure: 4



LEGEND

- 00 - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
- (00) - WEEKDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- [00] - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)
- [00] - SATURDAY MIDDAY PEAK HOUR (11:45 AM- 12:45 PM)

Proposed McDonald's
Remodel
Arlington Heights, Illinois

Existing Traffic Volumes

Crash Analysis

KLOA, Inc. obtained accident data for the most recent available past five years (2013 to 2017) for the intersection of Golf Road with the International Plaza access drive and the shared McDonald's/Chase Bank access road. A review of the crash data revealed no fatalities were reported at the intersection during the 2013 to 2017 period. A summary of the crash data for this intersection is shown in **Table 3**.¹

Table 3

GOLF ROAD WITH THE INTERNATIONAL PLAZA ACCESS DRIVE AND THE SHARED MCDONALD'S/CHASE BANK ACCESS ROAD - CRASH SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2013	0	0	1	0	1	0	2
2014	0	0	1	0	0	0	1
2015	1	0	3	0	0	0	4
2016	0	0	0	0	0	0	0
2017	0	0	3	0	0	0	3
Total	1	0	8	0	1	0	10
Average/Year	<1.0	--	1.6	--	<1.0	--	2.0

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

3. Traffic Characteristics of the Remodel

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

Proposed Restaurant Remodel

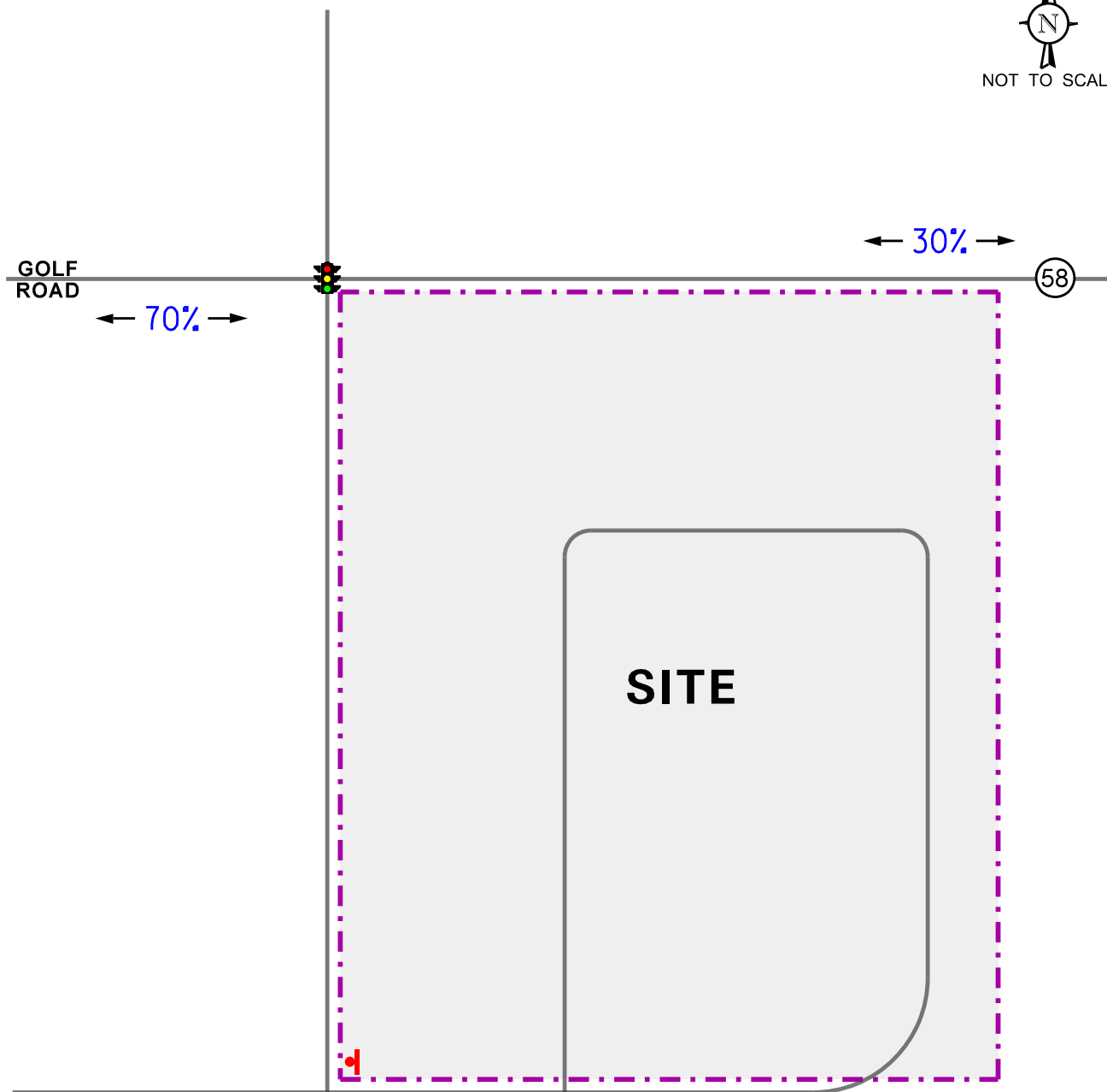
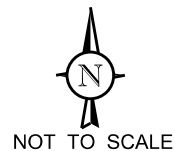
As proposed, the restaurant will be remodeled and the drive-through will be modified to provide dual drive-through lanes. The number of parking spaces will be reduced as a result from 37 spaces to 30 spaces. Access to the restaurant will continue to be provided via the existing access drive off the shared access road that is signalized at its intersection with Golf Road. Access to the drive-through lanes will continue to be provided on the west side of the building with vehicles continuing to be required to circulate the site to access the entrance to the drive-through lanes. The drive-through will provide dual ordering lanes with each lane providing stacking for approximately four vehicles. After the ordering boards, the lanes will merge into a single drive-through lane along the east side of the building with space for approximately four vehicles between the ordering boards and the first payment window. An additional two vehicles will be able to stack between the payment window and the pick-up window, providing a total stacking of approximately 14 vehicles. A copy of the preliminary site plan is included in the appendix.

Directional Distribution

The directions from which patrons will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of traffic.

Peak Hour Traffic Volumes

The traffic to be generated by the remodeled restaurant will increase primarily due to the proposed modifications to the drive-through operations. It is anticipated that with the provision of the dual drive-through lanes, the amount of traffic utilizing the drive-through will increase by 10 percent. While this increase in traffic may not all be new, with some customers that are currently parking and walking into the restaurant utilizing the drive-through instead, it was assumed for the purposes of the analysis that they will all be new trips. **Table 4** summarizes the existing and additional trips generated by the restaurant.



LEGEND

00% - PERCENT DISTRIBUTION

Proposed McDonald's
Remodel
Arlington Heights, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 19-121 Figure: 6

Table 4

EXISTING AND PROJECTED SITE TRAFFIC VOLUMES

McDonald's Restaurant	Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Existing Drive-Through Traffic Volumes	72	72	144	70	70	140	45	45	90	66	66	132
Existing Walk-In Traffic Volumes	24	31	55	38	38	76	10	15	25	51	58	109
Total Existing Traffic Volumes	96	103	199	108	108	216	55	60	115	117	124	241
10% Increase in Drive-Through Traffic Volumes	7	7	14	7	7	14	5	5	10	7	7	14
Total Projected Traffic Volumes	103	110	213	115	115	230	60	65	125	124	131	255

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the increase in traffic that will be generated by the proposed remodel.

Traffic Assignment

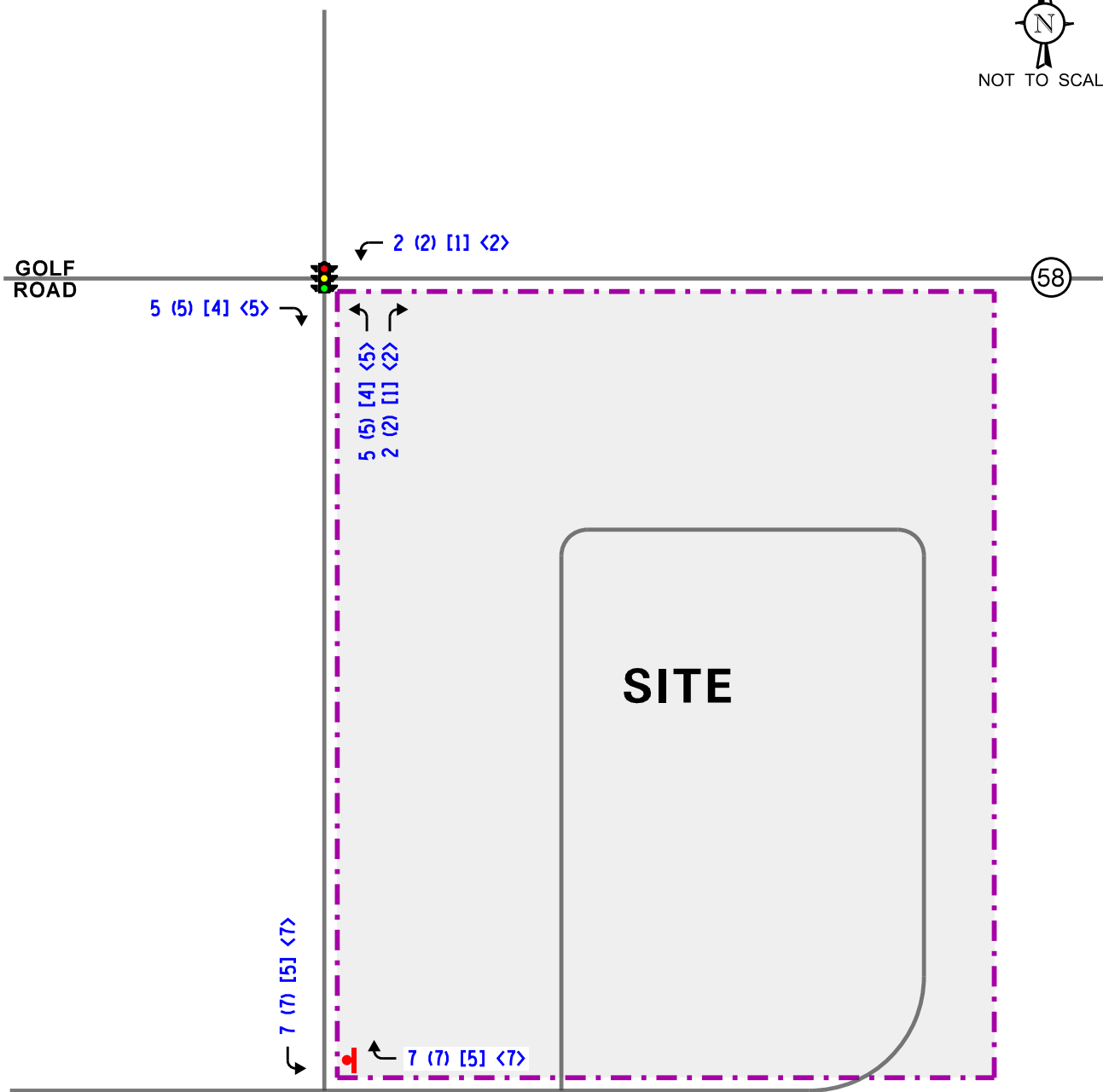
The estimated additional weekday morning, weekday midday, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed remodel were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment for the remodel is illustrated in **Figure 7**.

Background Traffic Conditions

The existing traffic volumes (Figure 5) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a compound annual growth rate of less than 0.1 percent per year. As such, in order to provide a conservative analysis, traffic volumes were increased by 0.5 percent to represent total projected conditions. A copy of the CMAP projections letter is included in the Appendix.

Total Projected Traffic Volumes

The new drive-through traffic was added to the existing traffic volumes accounting for background growth to determine the total projected traffic volumes, as shown in **Figure 8**.



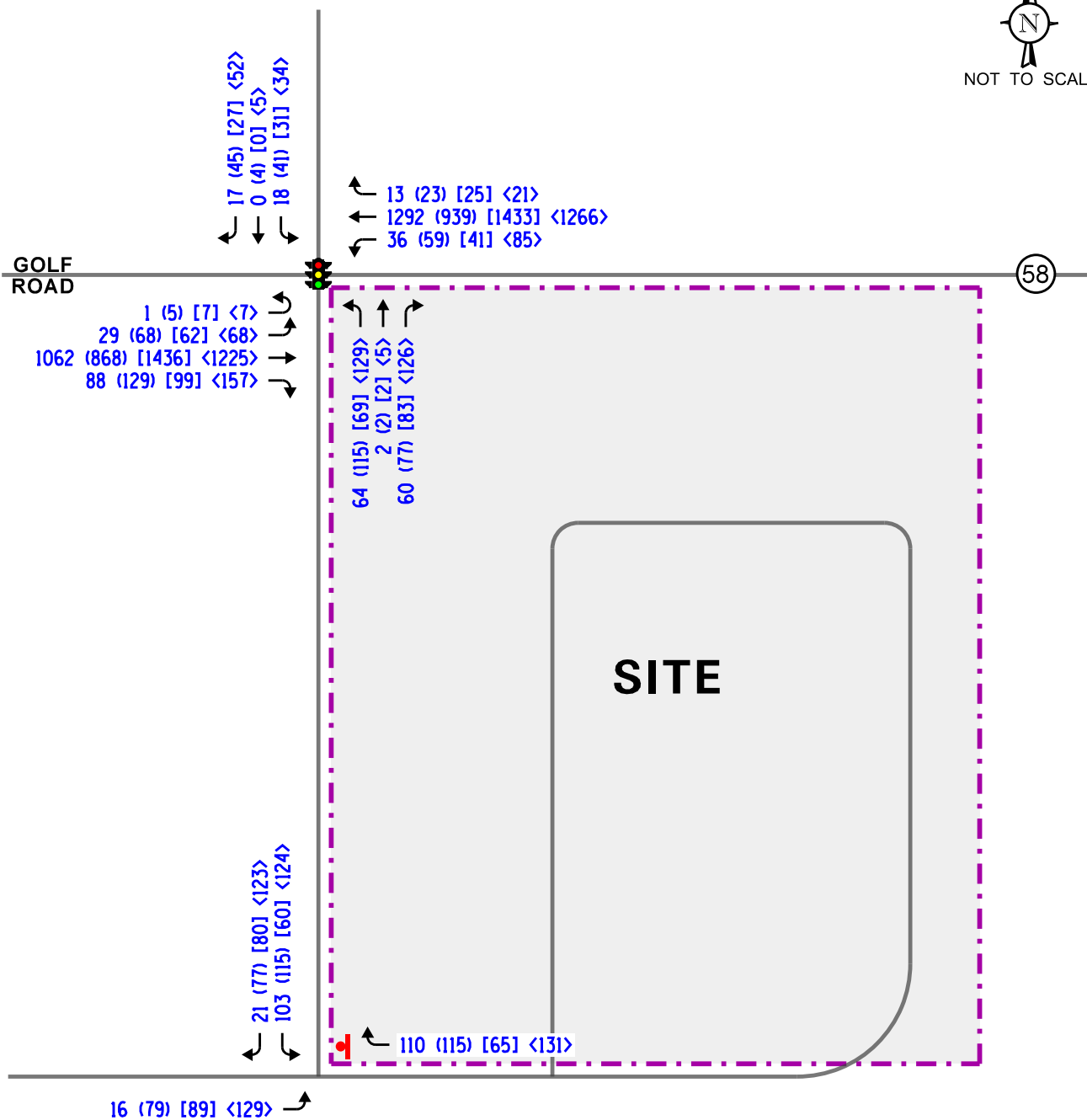
LEGEND

- 00** - WEEKDAY AM PEAK HOUR (7:30-8:30 AM)
- (00)** - WEEKDAY MIDDAY PEAK HOUR (11:30 AM-12:30 PM)
- [00]** - WEEKDAY PM PEAK HOUR (4:45-5:45 PM)
- [00]** - SATURDAY MIDDAY PEAK HOUR (11:45 AM- 12:45 PM)

Proposed McDonald's
Remodel
Arlington Heights, Illinois

Estimated Site-Generated
Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 19-121 Figure: 7



Proposed McDonald's
Remodel
Arlington Heights, Illinois

Total Projected Traffic Volumes

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours for the existing (Year 2019) and Year 2025 projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and total projected conditions are presented in **Tables 5** and **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5

CAPACITY ANALYSIS RESULTS ĩ GOLF ROAD WITH THE INTERNATIONAL PLAZA ACCESS DRIVE AND THE SHARED MCDONALD&S/CHASE BANK ACCESS ROAD ĩ SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Year 2019 Existing Traffic Volumes	Weekday Morning	E 77.7	A 9.2	E 77.6	A 9.5	E 60.6	E 77.7	D 53.3	E 65.8	B 14.3
		B ĩ 10.9		B ĩ 11.3		E ĩ 69.2		E 59.4		
	Weekday Midday	E 65.0	B 12.9	E 64.3	B 13.3	D 44.9	E 58.9	D 39.4	E 61.3	C 20.4
		B ĩ 16.4		B ĩ 16.1		D ĩ 50.7		D ĩ 51.3		
	Weekday Evening	E 79.8	B 11.2	E 77.7	B 11.9	E 56.4	E 78.3	E 52.2	E 64.8	B 17.1
		B ĩ 14.0		B ĩ 13.7		E - 68.8		E ĩ 58.1		
	Saturday Midday	E 65.3	B 18.2	E 65.6	B 16.6	D 43.0	E 58.3	D 36.4	E 59.0	C 23.5
		C ĩ 20.7		B ĩ 19.6		D ĩ 50.8		D ĩ 50.5		
Total Projected Traffic Volumes	Weekday Morning	E 77.7	A 9.9	E 77.8	A 9.9	E 60.9	E 77.8	D 53.0	E 65.5	B 15.0
		B ĩ 11.7		B ĩ 11.7		E ĩ 69.1		E 59.1		
	Weekday Midday	E 65.0	B 13.1	E 64.4	B 13.4	D 45.1	E 58.8	D 39.2	E 61.3	C 20.6
		B ĩ 16.6		B ĩ 16.3		D ĩ 50.7		D ĩ 51.2		
	Weekday Evening	E 79.8	B 11.4	E 77.8	B 12.0	E 56.9	E 78.3	E 52.1	E 64.6	B 17.3
		B ĩ 14.1		B ĩ 13.8		E - 68.7		E ĩ 57.9		
	Saturday Midday	E 65.3	B 18.5	E 65.6	B 16.8	D 43.2	E 58.2	D 36.2	E 58.9	C 23.7
		C ĩ 21.0		B ĩ 19.8		D ĩ 50.8		D ĩ 50.4		
Letter denotes Level of Service Delay is measured in seconds.		L ĩ Left Turns T ĩ Through		R ĩ Right Turns						

Table 6

CAPACITY ANALYSIS RESULTS - SHARED ACCESS ROAD WITH THE MCDONALD'S AND CHASE BANK ACCESS DRIVES - UNSIGNALIZED (ICU)

	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour		Weekday Evening Peak Hour	
	LOS	ICU Capacity	LOS	ICU Capacity	LOS	ICU Capacity	LOS	ICU Capacity
Existing Conditions								
	A	20.8%	A	28.4%	A	26.2%	A	38.9%
Projected Conditions								
	A	21.2%	A	28.8%	A	26.5%	A	39.7%
LOS = Level of Service The operation of this intersection is based on a critical volume to saturation flow (v/s) evaluation also known as the Intersection Capacity Utilization (ICU) method.								

Discussion and Recommendations

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

Golf Road with the International Plaza Access Drive and the Shared McDonald's/Chase Bank Access Road

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning and weekday evening peak hours and at LOS C during the weekday midday and Saturday midday peak hours. It should be noted that the eastbound and westbound through movements operate at LOS B or better during all four peak hours. Further, the northbound and southbound approaches operate at LOS E during the weekday morning and weekday evening peak hours and at LOS D during the weekday midday and Saturday midday peak hours. As can be seen, the traffic signal is programmed such that the signal gives a majority of its green time to the Golf Road (eastbound/westbound) approaches during the morning and evening peak hours, resulting in increased delays for the northbound and southbound approaches. However, this is typical and expected at the intersection of an access road with a major arterial such as Golf Road.

Under total projected traffic conditions, this intersection is projected to continue to operate at the same LOS during the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours with increases in delay of less than one second. Further, all movements are projected to continue to operate at the same levels of service as under existing traffic conditions.

As previously mentioned, northbound queues were not observed to extend to the access drives serving McDonald's and the Chase Bank site. As the remodel is not projected to increase northbound traffic significantly and as indicated by the results of the capacity analyses, the northbound queues will not extend to the access drives and, as such, will not impact the internal circulation of the site. Therefore, this intersection has sufficient reserve capacity to accommodate the future traffic volumes and no additional geometric or traffic control improvements are required or recommended as part of this remodel.

Shared Access Road with the McDonald's/Chase Bank Access Drives

Because of the traffic control configuration of this intersection where only traffic exiting McDonald's and Chase Bank sites stop, the intersection could not be analyzed using HCM procedures. The intersection was analyzed using the Intersection Capacity Utilization (ICU) level of service. The ICU indicates how much reserve capacity is available or how much an intersection is over capacity.

Based on the ICU analysis, the intersection currently utilizes approximately 20 to 40 percent of its capacity. Under future conditions, it is projected that the intersection will continue to utilize approximately 20 to 40 percent of its capacity. As a result, the intersection will continue to operate efficiently and with minimal delays.

Drive-Through Usage and Stacking

Under existing conditions, the drive-through lane is able to accommodate up to nine vehicles without impacting internal circulation. Based on observations conducted by KLOA, Inc. and as shown in Table 2, the restaurant currently experiences drive-through queues of up to 13 vehicles. As such, on several occasions traffic from the drive-through lane exceeded its capacity and blocked the circulation drive.

With the proposed remodel, the drive-through lanes will be able to accommodate up to 14 vehicles before blocking the circulation drive. With this added stacking area combined with the greater efficiency resulting from the dual ordering boards, the observed maximum queue of 13 vehicles can therefore be accommodated within the drive-through lanes without impacting on-site circulation.

As noted earlier, a number of customers were observed to turn left immediately upon entering the site and travel in the wrong direction in the parking lot west of the building. It is recommended that "Do Not Enter" signs be posted facing south at the drive aisle exit.

6. Parking Evaluation

In order to determine the parking demand of the existing McDonald's restaurant parking lot during the peak time periods, KLOA, Inc. conducted parking occupancy surveys on a Friday and Saturday (June 7th and 8th, 2019, respectively). The surveys of the existing parking lot providing 37 spaces, of which two spaces are occupied by trash receptacles, were conducted in 15-minute intervals from 7:00 A.M. to 7:00 P.M. The results of the parking occupancy surveys are summarized in **Table 7**. The results of the parking occupancy surveys indicated the following:

- Peak occupancy on Friday was 25 vehicles (71 percent occupied) occurring at 1:45 P.M., resulting in a surplus of 10 parking spaces.
- Peak occupancy on Saturday was 23 vehicles (66 percent occupied) occurring at 1:30 P.M., resulting in a surplus of 12 parking spaces.

It should be noted that the parking occupancy surveys included observations of any customers who parked in the Chase Bank parking lot and walked over to McDonald's. The results indicated that a total of three cars were observed to park at the Chase Bank site on Friday occurring at 8:30 A.M., 2:00 P.M., and 6:45 P.M. No McDonald's customers were observed to park in the Chase Bank parking lot on Saturday.

As indicated earlier, the proposed remodel will require the reconfiguration of the parking lot to provide dual drive-through lanes. The resulting parking lot configuration will result in a total of 30 provided parking spaces (parking ratio of approximately 9.1 spaces per 1,000 square-feet). While the dual drive-through lanes will increase the efficiency of the drive-through operations and may result in walk-in customers utilizing the drive-through instead, the existing observed parking demand was not reduced to account for this. Therefore, the McDonald's restaurant's peak parking demand, of 25 spaces on Friday and 23 spaces on Saturday, can be accommodated by the modified parking lot with 30 spaces.

Table 7
PARKING OCCUPANCY SURVEY RESULTS

Time	Friday, June 8, 2019					Saturday, June 9, 2019				
	Unreserved	Mobile Order	Handicap	Chase Bank	Total	Unreserved	Mobile Order	Handicap	Chase Bank	Total
7:00 AM	14	0	0	0	14	8	0	1	0	9
7:15 AM	6	1	0	0	7	4	1	0	0	5
7:30 AM	7	0	0	0	7	4	0	0	0	4
7:45 AM	9	0	0	0	9	6	1	0	0	7
8:00 AM	8	0	0	0	8	13	0	0	0	13
8:15 AM	11	0	0	0	11	10	0	1	0	11
8:30 AM	12	2	0	1	15	12	0	1	0	13
8:45 AM	19	1	0	0	20	14	0	1	0	15
9:00 AM	16	0	0	0	16	10	0	1	0	11
9:15 AM	13	0	0	0	13	12	0	1	0	13
9:30 AM	20	0	0	0	20	12	0	1	0	13
9:45 AM	20	0	0	0	20	18	0	2	0	20
10:00 AM	17	0	1	0	18	16	1	1	0	18
10:15 AM	19	0	0	0	19	14	1	2	0	17
10:30 AM	16	0	0	0	16	11	0	2	0	13
10:45 AM	19	0	0	0	19	9	0	0	0	9
11:00 AM	16	1	1	0	18	18	0	0	0	18
11:15 AM	17	2	1	0	20	18	0	2	0	20
11:30 AM	15	2	2	0	19	16	0	2	0	18
11:45 AM	18	1	2	0	21	12	0	2	0	14
12:00 PM	18	1	2	0	21	18	0	2	0	20
12:15 PM	19	1	2	0	22	12	0	1	0	13
12:30 PM	19	2	2	0	23	8	0	1	0	9
12:45 PM	15	0	0	0	15	12	2	1	0	15
1:00 PM	16	0	1	0	17	11	1	0	0	12
1:15 PM	22	0	2	0	24	15	0	0	0	15
1:30 PM	22	1	1	0	24	21	2	0	0	23
1:45 PM	23	2	0	0	25	22	0	0	0	22
2:00 PM	20	1	0	1	22	20	1	0	0	21
2:15 PM	20	0	0	0	20	17	0	1	0	18
2:30 PM	19	0	0	0	19	17	0	0	0	17
2:45 PM	16	0	0	0	16	12	0	1	0	13
3:00 PM	14	3	0	0	17	11	0	1	0	12
3:15 PM	9	0	0	0	9	8	0	1	0	9
3:30 PM	9	0	0	0	9	9	1	1	0	11
3:45 PM	6	0	0	0	6	11	1	1	0	13
4:00 PM	6	0	0	0	6	12	1	0	0	13
4:15 PM	7	0	0	0	7	9	0	1	0	10
4:30 PM	7	0	0	0	7	10	0	0	0	10
4:45 PM	5	0	0	0	5	12	0	1	0	13
5:00 PM	10	0	0	0	10	12	1	1	0	14
5:15 PM	11	0	0	0	11	10	0	1	0	11
5:30 PM	10	0	0	0	10	10	1	1	0	12
5:45 PM	6	0	0	0	6	5	0	0	0	5
6:00 PM	12	1	1	0	14	6	0	0	0	6
6:15 PM	11	0	0	0	11	5	0	0	0	5
6:30 PM	8	1	0	0	9	6	0	0	0	6
6:45 PM	5	0	0	1	6	8	0	0	0	8
7:00 PM	3	0	0	0	3	4	1	0	0	5
Inventory	29	2	4	0	35	29	2	4	0	35

7. Conclusion

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

- The adjacent street system and study area intersections have sufficient reserve capacity to accommodate the increase in traffic projected to be generated by the proposed McDonald's redevelopment.
- The existing access system will continue to be adequate in accommodating all traffic in and out of the restaurant and will have a limited impact on the operation of the shared access road.
- The proposed dual drive-through lanes will result in an increased stacking capacity and will provide more efficient service, which will adequately accommodate the projected drive-through stacking.
- Based on the results of the parking occupancy surveys conducted at the existing restaurant, the proposed 30 parking spaces will adequately accommodate the peak parking demand of the remodeled restaurant.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Gold Road with Shared Access
Drive
Site Code:
Start Date: 05/16/2019
Page No: 1

Turning Movement Data

Start Time	Golf Road Eastbound						Golf Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	218	22	0	245	0	6	224	2	0	232	0	8	0	15	0	23	0	3	0	3	1	6	506
7:15 AM	0	5	230	18	0	253	0	8	282	2	0	292	0	7	0	16	0	23	0	2	0	2	0	4	572
7:30 AM	0	8	289	25	0	322	0	10	379	4	0	393	0	17	0	12	0	29	0	4	0	4	0	8	752
7:45 AM	1	2	284	21	0	308	0	7	306	2	0	315	0	17	1	19	0	37	0	4	0	2	0	6	666
Hourly Total	1	20	1021	86	0	1128	0	31	1191	10	0	1232	0	49	1	62	0	112	0	13	0	11	1	24	2496
8:00 AM	0	10	240	22	1	272	0	12	313	3	1	328	0	14	1	11	1	26	0	3	0	5	1	8	634
8:15 AM	0	9	244	15	0	268	0	5	286	4	0	295	0	11	0	16	0	27	0	7	0	6	1	13	603
8:30 AM	1	9	239	23	0	272	0	16	305	2	0	323	0	13	0	13	2	26	0	6	1	6	0	13	634
8:45 AM	0	12	237	25	0	274	0	18	297	4	0	319	0	32	0	13	0	45	0	3	0	3	2	6	644
Hourly Total	1	40	960	85	1	1086	0	51	1201	13	1	1265	0	70	1	53	3	124	0	19	1	20	4	40	2515
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	10	209	36	0	255	0	22	238	5	0	265	0	25	2	19	0	46	0	8	1	10	0	19	585
11:45 AM	0	22	247	32	0	301	0	10	229	9	0	248	0	28	0	23	0	51	0	10	0	6	0	16	616
Hourly Total	0	32	456	68	0	556	0	32	467	14	0	513	0	53	2	42	0	97	0	18	1	16	0	35	1201
12:00 PM	1	17	213	32	0	263	0	19	226	5	0	250	0	27	0	24	0	51	0	10	2	17	0	29	593
12:15 PM	4	19	195	24	0	242	0	6	241	4	0	251	0	30	0	9	0	39	0	13	1	12	1	26	558
12:30 PM	3	5	207	21	0	236	0	10	228	3	0	241	0	19	0	21	0	40	0	7	2	11	0	20	537
12:45 PM	0	10	210	30	0	250	0	14	256	3	0	273	0	27	1	16	0	44	0	10	0	6	0	16	583
Hourly Total	8	51	825	107	0	991	0	49	951	15	0	1015	0	103	1	70	0	174	0	40	5	46	1	91	2271
1:00 PM	2	6	211	40	0	259	0	14	224	5	0	243	0	25	1	24	0	50	0	6	0	15	1	21	573
1:15 PM	2	10	209	23	0	244	0	11	184	3	0	198	0	23	0	19	0	42	0	7	3	8	0	18	502
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	4	16	420	63	0	503	0	25	408	8	0	441	0	48	1	43	0	92	0	13	3	23	1	39	1075
4:00 PM	1	11	328	31	0	371	1	14	322	8	1	345	0	17	0	17	1	34	0	5	1	4	0	10	760
4:15 PM	3	9	304	26	0	342	0	16	321	7	0	344	0	19	1	25	0	45	0	5	0	8	0	13	744
4:30 PM	2	14	367	32	1	415	0	8	305	3	0	316	0	20	0	18	1	38	0	5	2	5	0	12	781
4:45 PM	2	7	366	22	0	397	0	10	367	10	0	387	0	14	0	26	2	40	0	12	0	4	0	16	840
Hourly Total	8	41	1365	111	1	1525	1	48	1315	28	1	1392	0	70	1	86	4	157	0	27	3	21	0	51	3125
5:00 PM	1	12	346	22	1	381	0	11	366	5	0	382	0	20	0	23	0	43	0	3	0	4	0	7	813
5:15 PM	1	20	387	24	6	432	0	8	334	5	1	347	0	15	1	19	1	35	0	5	0	10	8	15	829
5:30 PM	3	19	330	27	2	379	0	11	359	5	0	375	0	16	1	14	2	31	0	11	0	9	2	20	805
5:45 PM	4	14	373	20	0	411	0	10	343	12	1	365	0	18	2	16	1	36	0	8	0	9	0	17	829
Hourly Total	9	65	1436	93	9	1603	0	40	1402	27	2	1469	0	69	4	72	4	145	0	27	0	32	10	59	3276
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	1	19	255	27	0	302	0	26	256	3	0	285	0	22	0	14	0	36	0	10	0	19	0	29	652
11:45 AM	3	16	327	41	0	387	0	18	251	8	0	277	0	34	0	27	1	61	0	5	0	15	1	20	745
Hourly Total	4	35	582	68	0	689	0	44	507	11	0	562	0	56	0	41	1	97	0	15	0	34	1	49	1397

12:00 PM	1	21	264	29	1	315	0	33	298	3	0	334	0	21	0	36	3	57	0	14	3	9	0	26	732
12:15 PM	0	19	299	45	0	363	0	11	362	4	0	377	0	29	1	32	2	62	0	7	2	12	2	21	823
12:30 PM	3	12	329	37	0	381	0	21	349	6	1	376	0	40	4	29	2	73	0	8	0	16	0	24	854
12:45 PM	2	8	280	33	0	323	1	13	322	8	0	344	0	25	0	21	1	46	0	6	1	13	0	20	733
Hourly Total	6	60	1172	144	1	1382	1	78	1331	21	1	1431	0	115	5	118	8	238	0	35	6	50	2	91	3142
1:00 PM	0	9	296	20	0	325	0	13	285	4	0	302	0	29	0	20	0	49	0	2	1	12	1	15	691
1:15 PM	0	11	317	22	0	350	0	13	283	7	0	303	0	22	0	16	0	38	0	11	2	12	3	25	716
1:30 PM	3	10	304	31	0	348	0	27	324	6	0	357	0	25	0	27	0	52	0	7	4	7	0	18	775
1:45 PM	4	17	286	25	0	332	0	9	333	7	0	349	0	19	0	33	2	52	0	5	2	6	0	13	746
Hourly Total	7	47	1203	98	0	1355	0	62	1225	24	0	1311	0	95	0	96	2	191	0	25	9	37	4	71	2928
Grand Total	48	407	9440	923	12	10818	2	460	9998	171	5	10631	0	728	16	683	22	1427	0	232	28	290	24	550	23426
Approach %	0.4	3.8	87.3	8.5	-	-	0.0	4.3	94.0	1.6	-	-	0.0	51.0	1.1	47.9	-	-	0.0	42.2	5.1	52.7	-	-	-
Total %	0.2	1.7	40.3	3.9	-	46.2	0.0	2.0	42.7	0.7	-	45.4	0.0	3.1	0.1	2.9	-	6.1	0.0	1.0	0.1	1.2	-	2.3	-
Lights	48	403	9262	916	-	10629	2	460	9802	169	-	10433	0	727	16	676	-	1419	0	227	28	288	-	543	23024
% Lights	100.0	99.0	98.1	99.2	-	98.3	100.0	100.0	98.0	98.8	-	98.1	-	99.9	100.0	99.0	-	99.4	-	97.8	100.0	99.3	-	98.7	98.3
Buses	0	2	48	1	-	51	0	0	52	1	-	53	0	0	0	1	-	1	0	1	0	0	-	1	106
% Buses	0.0	0.5	0.5	0.1	-	0.5	0.0	0.0	0.5	0.6	-	0.5	-	0.0	0.0	0.1	-	0.1	-	0.4	0.0	0.0	-	0.2	0.5
Single-Unit Trucks	0	2	77	5	-	84	0	0	106	1	-	107	0	1	0	5	-	6	0	4	0	2	-	6	203
% Single-Unit Trucks	0.0	0.5	0.8	0.5	-	0.8	0.0	0.0	1.1	0.6	-	1.0	-	0.1	0.0	0.7	-	0.4	-	1.7	0.0	0.7	-	1.1	0.9
Articulated Trucks	0	0	53	1	-	54	0	0	38	0	-	38	0	0	0	1	-	1	0	0	0	0	-	0	93
% Articulated Trucks	0.0	0.0	0.6	0.1	-	0.5	0.0	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.1	-	0.1	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	12	-	-	-	-	-	5	-	-	-	-	-	22	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Gold Road with Shared Access Drive
Site Code:
Start Date: 05/16/2019
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	8	289	25	0	322	0	10	379	4	0	393	0	17	0	12	0	29	0	4	0	4	0	8	752
7:45 AM	1	2	284	21	0	308	0	7	306	2	0	315	0	17	1	19	0	37	0	4	0	2	0	6	666
8:00 AM	0	10	240	22	1	272	0	12	313	3	1	328	0	14	1	11	1	26	0	3	0	5	1	8	634
8:15 AM	0	9	244	15	0	268	0	5	286	4	0	295	0	11	0	16	0	27	0	7	0	6	1	13	603
Total	1	29	1057	83	1	1170	0	34	1284	13	1	1331	0	59	2	58	1	119	0	18	0	17	2	35	2655
Approach %	0.1	2.5	90.3	7.1	-	-	0.0	2.6	96.5	1.0	-	-	0.0	49.6	1.7	48.7	-	-	0.0	51.4	0.0	48.6	-	-	-
Total %	0.0	1.1	39.8	3.1	-	44.1	0.0	1.3	48.4	0.5	-	50.1	0.0	2.2	0.1	2.2	-	4.5	0.0	0.7	0.0	0.6	-	1.3	-
PHF	0.250	0.725	0.914	0.830	-	0.908	0.000	0.708	0.847	0.813	-	0.847	0.000	0.868	0.500	0.763	-	0.804	0.000	0.643	0.000	0.708	-	0.673	0.883
Lights	1	27	1023	82	-	1133	0	34	1248	13	-	1295	0	58	2	58	-	118	0	16	0	17	-	33	2579
% Lights	100.0	93.1	96.8	98.8	-	96.8	-	100.0	97.2	100.0	-	97.3	-	98.3	100.0	100.0	-	99.2	-	88.9	-	100.0	-	94.3	97.1
Buses	0	2	11	0	-	13	0	0	10	0	-	10	0	0	0	0	-	0	0	1	0	0	-	1	24
% Buses	0.0	6.9	1.0	0.0	-	1.1	-	0.0	0.8	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	5.6	-	0.0	-	2.9	0.9
Single-Unit Trucks	0	0	17	1	-	18	0	0	19	0	-	19	0	1	0	0	-	1	0	1	0	0	-	1	39
% Single-Unit Trucks	0.0	0.0	1.6	1.2	-	1.5	-	0.0	1.5	0.0	-	1.4	-	1.7	0.0	0.0	-	0.8	-	5.6	-	0.0	-	2.9	1.5
Articulated Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	13
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.5	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Gold Road with Shared Access Drive
Site Code:
Start Date: 05/16/2019
Page No: 4

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	10	209	36	0	255	0	22	238	5	0	265	0	25	2	19	0	46	0	8	1	10	0	19	585
11:45 AM	0	22	247	32	0	301	0	10	229	9	0	248	0	28	0	23	0	51	0	10	0	6	0	16	616
12:00 PM	1	17	213	32	0	263	0	19	226	5	0	250	0	27	0	24	0	51	0	10	2	17	0	29	593
12:15 PM	4	19	195	24	0	242	0	6	241	4	0	251	0	30	0	9	0	39	0	13	1	12	1	26	558
Total	5	68	864	124	0	1061	0	57	934	23	0	1014	0	110	2	75	0	187	0	41	4	45	1	90	2352
Approach %	0.5	6.4	81.4	11.7	-	-	0.0	5.6	92.1	2.3	-	-	0.0	58.8	1.1	40.1	-	-	0.0	45.6	4.4	50.0	-	-	-
Total %	0.2	2.9	36.7	5.3	-	45.1	0.0	2.4	39.7	1.0	-	43.1	0.0	4.7	0.1	3.2	-	8.0	0.0	1.7	0.2	1.9	-	3.8	-
PHF	0.313	0.773	0.874	0.861	-	0.881	0.000	0.648	0.969	0.639	-	0.957	0.000	0.917	0.250	0.781	-	0.917	0.000	0.788	0.500	0.662	-	0.776	0.955
Lights	5	68	830	121	-	1024	0	57	904	22	-	983	0	110	2	72	-	184	0	41	4	44	-	89	2280
% Lights	100.0	100.0	96.1	97.6	-	96.5	-	100.0	96.8	95.7	-	96.9	-	100.0	100.0	96.0	-	98.4	-	100.0	100.0	97.8	-	98.9	96.9
Buses	0	0	6	0	-	6	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	14
% Buses	0.0	0.0	0.7	0.0	-	0.6	-	0.0	0.9	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	13	3	-	16	0	0	15	1	-	16	0	0	0	3	-	3	0	0	0	1	-	1	36
% Single-Unit Trucks	0.0	0.0	1.5	2.4	-	1.5	-	0.0	1.6	4.3	-	1.6	-	0.0	0.0	4.0	-	1.6	-	0.0	0.0	2.2	-	1.1	1.5
Articulated Trucks	0	0	15	0	-	15	0	0	7	0	-	7	0	0	0	0	-	0	0	0	0	0	-	0	22
% Articulated Trucks	0.0	0.0	1.7	0.0	-	1.4	-	0.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Gold Road with Shared Access Drive
Site Code:
Start Date: 05/16/2019
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	2	7	366	22	0	397	0	10	367	10	0	387	0	14	0	26	2	40	0	12	0	4	0	16	840
5:00 PM	1	12	346	22	1	381	0	11	366	5	0	382	0	20	0	23	0	43	0	3	0	4	0	7	813
5:15 PM	1	20	387	24	6	432	0	8	334	5	1	347	0	15	1	19	1	35	0	5	0	10	8	15	829
5:30 PM	3	19	330	27	2	379	0	11	359	5	0	375	0	16	1	14	2	31	0	11	0	9	2	20	805
Total	7	58	1429	95	9	1589	0	40	1426	25	1	1491	0	65	2	82	5	149	0	31	0	27	10	58	3287
Approach %	0.4	3.7	89.9	6.0	-	-	0.0	2.7	95.6	1.7	-	-	0.0	43.6	1.3	55.0	-	-	0.0	53.4	0.0	46.6	-	-	-
Total %	0.2	1.8	43.5	2.9	-	48.3	0.0	1.2	43.4	0.8	-	45.4	0.0	2.0	0.1	2.5	-	4.5	0.0	0.9	0.0	0.8	-	1.8	-
PHF	0.583	0.725	0.923	0.880	-	0.920	0.000	0.909	0.971	0.625	-	0.963	0.000	0.813	0.500	0.788	-	0.866	0.000	0.646	0.000	0.675	-	0.725	0.978
Lights	7	58	1413	94	-	1572	0	40	1416	25	-	1481	0	65	2	81	-	148	0	31	0	27	-	58	3259
% Lights	100.0	100.0	98.9	98.9	-	98.9	-	100.0	99.3	100.0	-	99.3	-	100.0	100.0	98.8	-	99.3	-	100.0	-	100.0	-	100.0	99.1
Buses	0	0	4	1	-	5	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.3	1.1	-	0.3	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	1.2	-	0.7	-	0.0	-	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	5	0	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Articulated Trucks	0	0	7	0	-	7	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

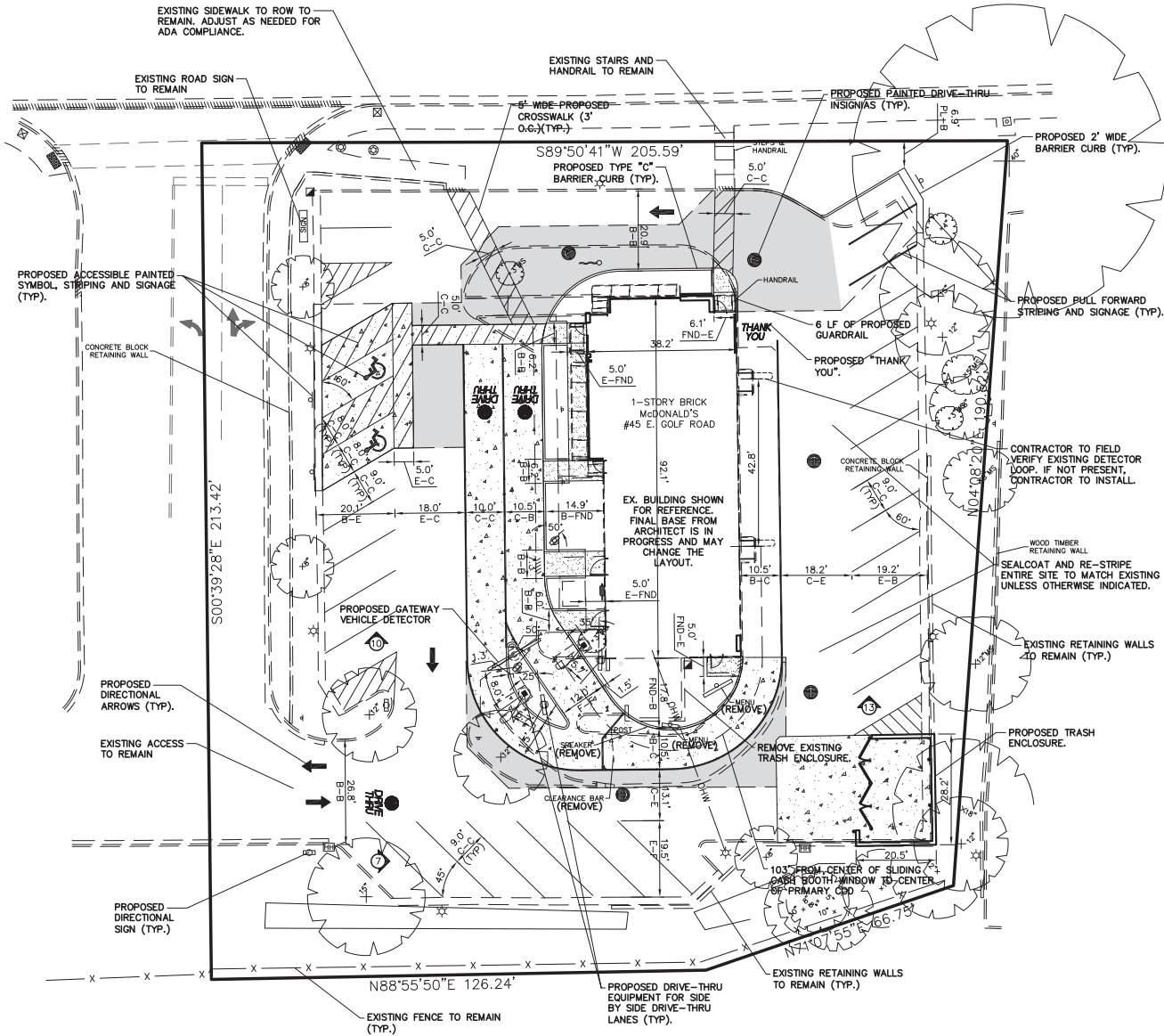
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Gold Road with Shared Access Drive
Site Code:
Start Date: 05/16/2019
Page No: 6

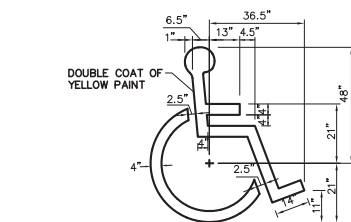
Turning Movement Peak Hour Data (11:45 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Access Drive Northbound						Access Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:45 AM	3	16	327	41	0	387	0	18	251	8	0	277	0	34	0	27	1	61	0	5	0	15	1	20	745
12:00 PM	1	21	264	29	1	315	0	33	298	3	0	334	0	21	0	36	3	57	0	14	3	9	0	26	732
12:15 PM	0	19	299	45	0	363	0	11	362	4	0	377	0	29	1	32	2	62	0	7	2	12	2	21	823
12:30 PM	3	12	329	37	0	381	0	21	349	6	1	376	0	40	4	29	2	73	0	8	0	16	0	24	854
Total	7	68	1219	152	1	1446	0	83	1260	21	1	1364	0	124	5	124	8	253	0	34	5	52	3	91	3154
Approach %	0.5	4.7	84.3	10.5	-	-	0.0	6.1	92.4	1.5	-	-	0.0	49.0	2.0	49.0	-	-	0.0	37.4	5.5	57.1	-	-	-
Total %	0.2	2.2	38.6	4.8	-	45.8	0.0	2.6	39.9	0.7	-	43.2	0.0	3.9	0.2	3.9	-	8.0	0.0	1.1	0.2	1.6	-	2.9	-
PHF	0.583	0.810	0.926	0.844	-	0.934	0.000	0.629	0.870	0.656	-	0.905	0.000	0.775	0.313	0.861	-	0.866	0.000	0.607	0.417	0.813	-	0.875	0.923
Lights	7	68	1211	151	-	1437	0	83	1246	21	-	1350	0	124	5	123	-	252	0	34	5	52	-	91	3130
% Lights	100.0	100.0	99.3	99.3	-	99.4	-	100.0	98.9	100.0	-	99.0	-	100.0	100.0	99.2	-	99.6	-	100.0	100.0	100.0	-	100.0	99.2
Buses	0	0	2	0	-	2	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	4	1	-	5	0	0	7	0	-	7	0	0	0	1	-	1	0	0	0	0	-	0	13
% Single-Unit Trucks	0.0	0.0	0.3	0.7	-	0.3	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.8	-	0.4	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	2	0	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Preliminary Site Plan

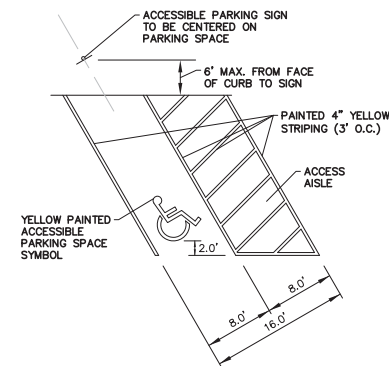


ACCESSIBLE PARKING SPACE BOLLARD SIGN DETAIL



ACCESSIBLE PARKING SPACE SYMBOL

- 1. SYMBOL IS CENTERED ON WIDTH OF PARKING STALL AND 2' FROM THE END OF THE STALL.



ACCESSIBLE PARKING SPACE DETAIL

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #18-0411 DATED 01/16/19)
PREPARED BY: COMPASS SURVEYING LTD
2631 GINGER WOODS PARKWAY, STE 100, AURORA, IL 60502
(630) 820-9100
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

EX. REGULAR SPACES	35
EX. ADA ACCESSIBLE SPACES	2
EX. TOTAL SPACES	37
PROP. REGULAR SPACES	28
PROP. ADA ACCESSIBLE SPACES	2
PROP. TOTAL SPACES	30

SITE DATA

LOT AREA = 41,054 S.F. (0.94 AC.)

SITE PLAN NOTES:

- 1. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
- 2. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
- 3. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
- 4. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

PAVEMENT LEGEND

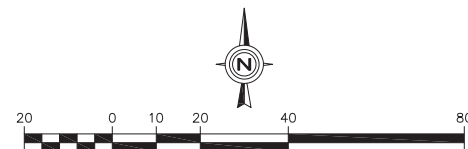
SIDEWALK	5" P.C.C. (SIX BAG MIX) 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED SUB-BASE
STANDARD DUTY	1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-19.5, NSD; PG 64-22 2 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19, NSD; PG 64-22 8" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
HEAVY DUTY	1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C" IL-19.5, NSD; PG 64-22 3" HOT-MIX ASPHALT BINDER COURSE, IL-19, NSD; PG 64-22 10" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
CONCRETE (DRIVE-THRU)	6" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE
CONCRETE DRIVEWAY AND TRASH APRONS	8" P.C. CONCRETE WITH 6"x6" NO. 10 WELDED WIRE MESH TO BE FLAT STOCK ONLY 4" BASE COURSE, CRUSHED STONE OR LIMESTONE (CA-6) 4 OZ WOVEN FABRIC (CLAY SUB-BASE) OR 8 OZ NON-WOVEN FABRIC (SANDY/GRANULAR SUB-BASE) COMPACTED SUB-BASE

NOTES:

- 1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
- 2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
- 3. SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
- 4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
- 5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
- 6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.

DIMENSION LEGEND

F = FACE	FNC = FENCE
FND = FOUNDATION	R = RADIUS
B = BACK	C = CENTER
E = EDGE	PL = PROPERTY LINE



GEOMETRIC PLAN

DATE: _____
NO.: _____
REVISIONS: _____
Prepared For: _____
McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDonald's - ARLINGTON HEIGHTS
45 E. Golf Road
Arlington Heights, Illinois
Prepared By: _____
Watermark Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-296-9800 www.watermark-engineering.com
CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: APRIL 17, 2019
SCALE: 1" = 20'
PROJECT NO.: 18-108
C-2
LC #12-1434
GEOMETRIC PLAN

CMAP 2050 Projections Letter



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

May 31, 2019

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

Subject: *Golf Road (IL 58) East of Arlington Heights Road*
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated May 31, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volume	Year 2050 ADT
IL 58 from Arlington Hts Rd to IL 62	30,500	31,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Jose Rodriguez".

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\ArlingtonHeights\ck-83-19\ck-83-19.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service		Average Total Delay (SEC/VEH)
A		0 - 10
B		> 10 - 15
C		> 15 - 25
D		> 25 - 35
E		> 35 - 50
F		> 50
Source: <i>Highway Capacity Manual</i> , 2010.		

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

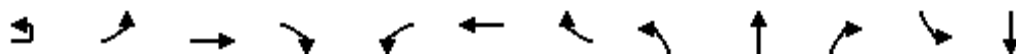
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	29	1057	83	34	1284	13	59	2	58	18	0
Future Volume (vph)	1	29	1057	83	34	1284	13	59	2	58	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99
Frt			0.989			0.998			0.854			0.850
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1690	4980	0	1805	5026	0	1770	1600	0	1626	1592
Flt Permitted		0.950			0.950			0.534			0.713	
Satd. Flow (perm)	0	1687	4980	0	1803	5026	0	993	1600	0	1219	1592
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		2		1	1		2	1		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	3%	1%	0%	3%	0%	2%	0%	0%	11%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	1295	0	39	1474	0	67	68	0	20	19
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	16.0	16.0	96.0		16.0	96.0		13.0	25.0		13.0	25.0
Total Split (%)	10.7%	10.7%	64.0%		10.7%	64.0%		8.7%	16.7%		8.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		8.5	112.8		8.6	113.0		19.3	12.7		16.2	11.3
Actuated g/C Ratio		0.06	0.75		0.06	0.75		0.13	0.08		0.11	0.08

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.36	0.35		0.38	0.39		0.38	0.50		0.13	0.16
Control Delay		77.7	9.2		77.6	9.5		60.6	77.7		53.3	65.8
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		77.7	9.2		77.6	9.5		60.6	77.7		53.3	65.8
LOS		E	A		E	A		E	E		D	E
Approach Delay			10.9			11.3			69.2			59.4
Approach LOS			B			B			E			E
Queue Length 50th (ft)		33	179		38	212		58	65		17	18
Queue Length 95th (ft)		68	249		75	291		98	112		39	44
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		129	3746		139	3786		183	213		175	212
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.26	0.35		0.28	0.39		0.37	0.32		0.11	0.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 46.5%

ICU Level of Service A

Analysis Period (min) 15

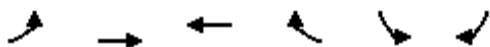
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road

	Ø1		Ø2 (R)		Ø3		Ø4
16 s		96 s		13 s		25 s	
	Ø5		Ø6 (R)		Ø7		Ø8
16 s		96 s		13 s		25 s	

Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	16	0	0	103	96	21
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	16	103	0	117	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.93	0.85
Saturated Flow (vph)	0	1805	1615	0	1773	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		118	
Reference Time A (s)	0.0	16.0	7.7		118.8	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	9.1	9.1	7.7		NA	
Reference Time (s)		9.1	7.7			
Adj Reference Time (s)		13.1	11.7			
Split Option						
Ref Time Combined (s)	0.0	1.1	7.7		7.9	
Ref Time Seperate (s)	1.1	0.0	0.0		6.5	
Reference Time (s)	1.1	1.1	7.7		7.9	
Adj Reference Time (s)	8.0	8.0	11.7		11.9	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	13.1		Err			
Split Option (s)	19.7		11.9			
Minimum (s)	13.1		11.9		25.0	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		20.8%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets

Existing Weekday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

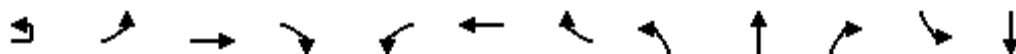
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	68	864	124	57	934	23	110	2	75	41	4
Future Volume (vph)	5	68	864	124	57	934	23	110	2	75	41	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				1.00						
Frt			0.981			0.996			0.854			0.862
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	4905	0	1805	5012	0	1805	1562	0	1805	1608
Flt Permitted		0.950			0.950			0.521			0.705	
Satd. Flow (perm)	0	1804	4905	0	1805	5012	0	990	1562	0	1340	1608
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		1					1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	2%	0%	3%	4%	0%	0%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1029	0	59	997	0	115	80	0	43	51
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	61.0		18.0	54.0		18.0	33.0		13.0	28.0
Total Split (%)	20.0%	20.0%	48.8%		14.4%	43.2%		14.4%	26.4%		10.4%	22.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		10.6	79.6		9.4	78.5		25.1	14.2		17.9	10.6
Actuated g/C Ratio		0.08	0.64		0.08	0.63		0.20	0.11		0.14	0.08

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.50	0.33		0.43	0.32		0.42	0.45		0.20	0.38
Control Delay		65.0	12.9		64.3	13.3		44.9	58.9		39.4	61.3
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		65.0	12.9		64.3	13.3		44.9	58.9		39.4	61.3
LOS		E	B		E	B		D	E		D	E
Approach Delay			16.4			16.1			50.7			51.3
Approach LOS			B			B			D			D
Queue Length 50th (ft)		60	145		46	142		78	61		28	40
Queue Length 95th (ft)		108	211		90	209		125	109		57	80
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		296	3122		194	3149		300	349		246	295
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.26	0.33		0.30	0.32		0.38	0.23		0.17	0.17

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 22.5 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 20.4

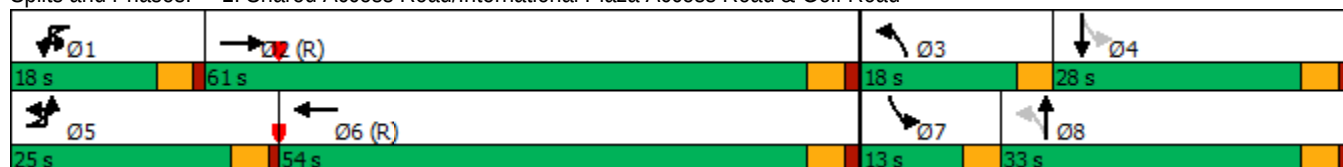
Intersection LOS: C

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

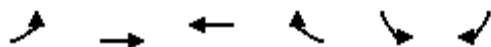
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	79	0	0	108	108	77
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	79	108	0	185	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.91	0.85
Saturated Flow (vph)	0	1805	1615	0	1729	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		115	
Reference Time A (s)	0.0	78.8	8.0		192.6	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	13.3	13.3	8.0		NA	
Reference Time (s)		13.3	8.0			
Adj Reference Time (s)		17.3	12.0			
Split Option						
Ref Time Combined (s)	0.0	5.3	8.0		12.8	
Ref Time Seperate (s)	5.3	0.0	0.0		7.5	
Reference Time (s)	5.3	5.3	8.0		12.8	
Adj Reference Time (s)	9.3	9.3	12.0		16.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	17.3		Err			
Split Option (s)	21.3		16.8			
Minimum (s)	17.3		16.8		34.1	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		28.4%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

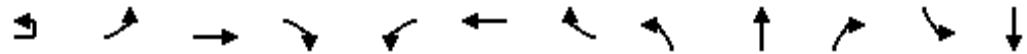
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	58	1429	95	40	1426	25	65	2	82	31	0
Future Volume (vph)	7	58	1429	95	40	1426	25	65	2	82	31	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		0.99	0.99		1.00	0.97
Frt			0.991			0.997			0.853			0.850
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	5082	0	1805	5118	0	1805	1584	0	1805	1574
Flt Permitted		0.950			0.950			0.578			0.701	
Satd. Flow (perm)	0	1797	5082	0	1799	5118	0	1087	1584	0	1331	1574
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		10		5	5		10	9		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	1555	0	41	1481	0	66	86	0	32	28
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	85.0		18.0	78.0		13.0	34.0		13.0	34.0
Total Split (%)	16.7%	16.7%	56.7%		12.0%	52.0%		8.7%	22.7%		8.7%	22.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		10.8	107.0		8.8	105.2		21.6	14.4		19.2	13.1
Actuated g/C Ratio		0.07	0.71		0.06	0.70		0.14	0.10		0.13	0.09

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.51	0.43		0.39	0.41		0.33	0.57		0.16	0.20
Control Delay		79.8	11.2		77.7	11.9		56.4	78.3		52.2	64.8
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		79.8	11.2		77.7	11.9		56.4	78.3		52.2	64.8
LOS		E	B		E	B		E	E		D	E
Approach Delay			14.0			13.7			68.8			58.1
Approach LOS			B			B			E			E
Queue Length 50th (ft)		63	244		39	238		56	82		26	26
Queue Length 95th (ft)		113	342		81	337		96	138		55	58
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		246	3624		162	3588		206	306		210	304
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.27	0.43		0.25	0.41		0.32	0.28		0.15	0.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 55.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	89	0	0	60	55	80
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	89	60	0	135	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.89	0.85
Saturated Flow (vph)	0	1805	1615	0	1696	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		113	
Reference Time A (s)	0.0	88.8	4.5		143.3	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	13.9	13.9	4.5		NA	
Reference Time (s)		13.9	4.5			
Adj Reference Time (s)		17.9	8.5			
Split Option						
Ref Time Combined (s)	0.0	5.9	4.5		9.6	
Ref Time Seperate (s)	5.9	0.0	0.0		3.9	
Reference Time (s)	5.9	5.9	4.5		9.6	
Adj Reference Time (s)	9.9	9.9	8.5		13.6	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	17.9		Err			
Split Option (s)	18.4		13.6			
Minimum (s)	17.9		13.6		31.5	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		26.2%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

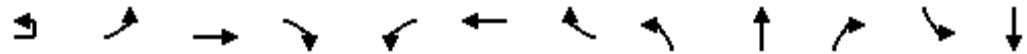
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	68	1219	152	83	1260	21	124	5	124	34	5
Future Volume (vph)	7	68	1219	152	83	1260	21	124	5	124	34	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99
Frt			0.983			0.998			0.855			0.862
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	5032	0	1805	5124	0	1805	1588	0	1805	1617
Flt Permitted		0.950			0.950			0.544			0.668	
Satd. Flow (perm)	0	1803	5032	0	1797	5124	0	1033	1588	0	1268	1617
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		3		8	8		3	1		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	1490	0	90	1393	0	135	140	0	37	62
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	61.0		18.0	54.0		18.0	33.0		13.0	28.0
Total Split (%)	20.0%	20.0%	48.8%		14.4%	43.2%		14.4%	26.4%		10.4%	22.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		11.0	72.6		11.5	75.4		27.8	19.2		19.3	12.2
Actuated g/C Ratio		0.09	0.58		0.09	0.60		0.22	0.15		0.15	0.10

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.52	0.51		0.54	0.45		0.43	0.58		0.16	0.39
Control Delay		65.3	18.2		65.6	16.6		43.0	58.3		36.4	59.0
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		65.3	18.2		65.6	16.6		43.0	58.3		36.4	59.0
LOS		E	B		E	B		D	E		D	E
Approach Delay			20.7			19.6			50.8			50.5
Approach LOS			C			B			D			D
Queue Length 50th (ft)		64	259		71	232		91	109		23	48
Queue Length 95th (ft)		115	379		123	339		137	170		48	90
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		296	2924		201	3091		322	355		256	297
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.28	0.51		0.45	0.45		0.42	0.39		0.14	0.21

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 22.5 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 23.5

Intersection LOS: C

Intersection Capacity Utilization 60.6%

ICU Level of Service B

Analysis Period (min) 15

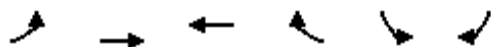
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	129	0	0	124	117	123
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	129	124	0	240	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.90	0.85
Saturated Flow (vph)	0	1805	1615	0	1711	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		114	
Reference Time A (s)	0.0	128.6	9.2		252.5	
Adj Saturation B (vph)	NA	NA	1615		NA	
Reference Time B (s)	NA	NA	9.2		NA	
Reference Time (s)		128.6	9.2			
Adj Reference Time (s)		132.6	13.2			
Split Option						
Ref Time Combined (s)	0.0	8.6	9.2		16.8	
Ref Time Seperate (s)	8.6	0.0	0.0		8.2	
Reference Time (s)	8.6	8.6	9.2		16.8	
Adj Reference Time (s)	12.6	12.6	13.2		20.8	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	132.6		Err			
Split Option (s)	25.8		20.8			
Minimum (s)	25.8		20.8		46.6	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		38.9%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets

Total Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

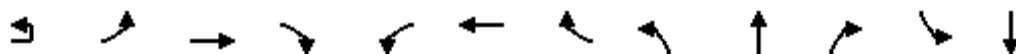
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	29	1057	88	36	1284	13	64	2	60	18	0
Future Volume (vph)	1	29	1057	88	36	1284	13	64	2	60	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99
Frt			0.988			0.998			0.854			0.850
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1690	4632	0	1805	5026	0	1770	1600	0	1626	1592
Flt Permitted		0.950			0.950			0.524			0.711	
Satd. Flow (perm)	0	1687	4632	0	1803	5026	0	975	1600	0	1215	1592
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		2		1	1		2	1		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	3%	100%	0%	3%	0%	2%	0%	0%	11%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	1301	0	41	1474	0	73	70	0	20	19
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	16.0	16.0	96.0		16.0	96.0		13.0	25.0		13.0	25.0
Total Split (%)	10.7%	10.7%	64.0%		10.7%	64.0%		8.7%	16.7%		8.7%	16.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		8.5	108.9		8.8	109.2		20.1	12.9		16.4	11.5
Actuated g/C Ratio		0.06	0.73		0.06	0.73		0.13	0.09		0.11	0.08

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.36	0.39		0.39	0.40		0.40	0.51		0.13	0.16
Control Delay		77.7	9.9		77.8	9.9		60.9	77.8		53.0	65.5
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		77.7	9.9		77.8	9.9		60.9	77.8		53.0	65.5
LOS		E	A		E	A		E	E		D	E
Approach Delay			11.7			11.7			69.1			59.1
Approach LOS			B			B			E			E
Queue Length 50th (ft)		33	187		39	213		63	67		17	18
Queue Length 95th (ft)		68	260		79	293		105	115		39	44
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		129	3362		139	3659		183	213		176	212
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.26	0.39		0.29	0.40		0.40	0.33		0.11	0.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

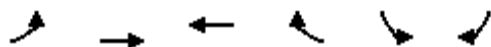
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road

Ø1	Ø2 (R)	Ø3	Ø4
16 s	96 s	13 s	25 s
Ø5	Ø6 (R)	Ø7	Ø8
16 s	96 s	13 s	25 s

Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	16	0	0	110	103	21
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	16	110	0	124	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.93	0.85
Saturated Flow (vph)	0	1805	1615	0	1775	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		118	
Reference Time A (s)	0.0	16.0	8.2		125.8	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	9.1	9.1	8.2		NA	
Reference Time (s)		9.1	8.2			
Adj Reference Time (s)		13.1	12.2			
Split Option						
Ref Time Combined (s)	0.0	1.1	8.2		8.4	
Ref Time Seperate (s)	1.1	0.0	0.0		7.0	
Reference Time (s)	1.1	1.1	8.2		8.4	
Adj Reference Time (s)	8.0	8.0	12.2		12.4	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	13.1		Err			
Split Option (s)	20.2		12.4			
Minimum (s)	13.1		12.4		25.4	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		21.2%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets
Total Projected Weekday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

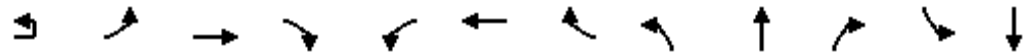
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	68	868	129	59	939	23	115	2	77	41	4
Future Volume (vph)	5	68	868	129	59	939	23	115	2	77	41	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				1.00						
Frt			0.981			0.996			0.854			0.862
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	4905	0	1805	5012	0	1805	1562	0	1805	1608
Flt Permitted		0.950			0.950			0.521			0.704	
Satd. Flow (perm)	0	1804	4905	0	1805	5012	0	990	1562	0	1338	1608
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		1					1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	4%	2%	0%	3%	4%	0%	0%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	1038	0	61	1002	0	120	82	0	43	51
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	61.0		18.0	54.0		18.0	33.0		13.0	28.0
Total Split (%)	20.0%	20.0%	48.8%		14.4%	43.2%		14.4%	26.4%		10.4%	22.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		10.6	79.2		9.6	78.3		25.3	14.4		17.9	10.6
Actuated g/C Ratio		0.08	0.63		0.08	0.63		0.20	0.12		0.14	0.08

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.50	0.33		0.44	0.32		0.43	0.46		0.20	0.38
Control Delay		65.0	13.1		64.4	13.4		45.1	58.8		39.2	61.3
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		65.0	13.1		64.4	13.4		45.1	58.8		39.2	61.3
LOS		E	B		E	B		D	E		D	E
Approach Delay			16.6			16.3			50.7			51.2
Approach LOS			B			B			D			D
Queue Length 50th (ft)		60	148		48	144		81	63		28	40
Queue Length 95th (ft)		108	214		92	210		130	112		57	80
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		296	3109		194	3141		302	349		246	295
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.26	0.33		0.31	0.32		0.40	0.23		0.17	0.17

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 22.5 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 20.6

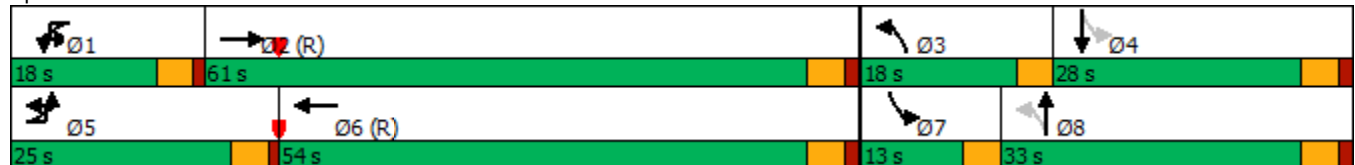
Intersection LOS: C

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

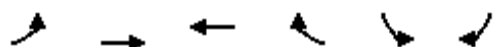
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	79	0	0	115	115	77
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	79	115	0	192	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.91	0.85
Saturated Flow (vph)	0	1805	1615	0	1732	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		115	
Reference Time A (s)	0.0	78.8	8.5		199.5	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	13.3	13.3	8.5		NA	
Reference Time (s)		13.3	8.5			
Adj Reference Time (s)		17.3	12.5			
Split Option						
Ref Time Combined (s)	0.0	5.3	8.5		13.3	
Ref Time Seperate (s)	5.3	0.0	0.0		8.0	
Reference Time (s)	5.3	5.3	8.5		13.3	
Adj Reference Time (s)	9.3	9.3	12.5		17.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	17.3		Err			
Split Option (s)	21.8		17.3			
Minimum (s)	17.3		17.3		34.6	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		28.8%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets
Total Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

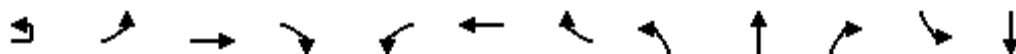
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	58	1436	99	41	1433	25	69	2	83	31	0
Future Volume (vph)	7	58	1436	99	41	1433	25	69	2	83	31	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		0.99	0.99		1.00	0.97
Frt			0.990			0.997			0.853			0.850
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	5076	0	1805	5118	0	1805	1584	0	1805	1574
Flt Permitted		0.950			0.950			0.575			0.701	
Satd. Flow (perm)	0	1797	5076	0	1799	5118	0	1081	1584	0	1331	1574
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		10		5	5		10	9		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	66	1566	0	42	1488	0	70	87	0	32	28
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	85.0		18.0	78.0		13.0	34.0		13.0	34.0
Total Split (%)	16.7%	16.7%	56.7%		12.0%	52.0%		8.7%	22.7%		8.7%	22.7%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		10.8	106.8		8.9	105.1		21.7	14.5		19.3	13.2
Actuated g/C Ratio		0.07	0.71		0.06	0.70		0.14	0.10		0.13	0.09

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.51	0.43		0.40	0.42		0.34	0.57		0.16	0.20
Control Delay		79.8	11.4		77.8	12.0		56.9	78.3		52.1	64.6
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		79.8	11.4		77.8	12.0		56.9	78.3		52.1	64.6
LOS		E	B		E	B		E	E		D	E
Approach Delay			14.1			13.8			68.7			57.9
Approach LOS			B			B			E			E
Queue Length 50th (ft)		63	248		40	240		59	83		26	26
Queue Length 95th (ft)		113	347		82	340		100	138		55	57
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		246	3614		162	3585		206	306		210	304
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.27	0.43		0.26	0.42		0.34	0.28		0.15	0.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 22.5 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 17.3

Intersection LOS: B

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

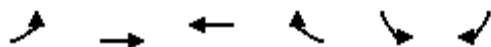
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road

Ø1	Ø2 (R)	Ø3	Ø4
18 s	85 s	13 s	34 s
Ø5	Ø6 (R)	Ø7	Ø8
25 s	78 s	13 s	34 s

Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	89	0	0	65	60	80
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	89	65	0	140	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.89	0.85
Saturated Flow (vph)	0	1805	1615	0	1700	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		113	
Reference Time A (s)	0.0	88.8	4.8		148.2	
Adj Saturation B (vph)	0	0	1615		NA	
Reference Time B (s)	13.9	13.9	4.8		NA	
Reference Time (s)		13.9	4.8			
Adj Reference Time (s)		17.9	8.8			
Split Option						
Ref Time Combined (s)	0.0	5.9	4.8		9.9	
Ref Time Seperate (s)	5.9	0.0	0.0		4.2	
Reference Time (s)	5.9	5.9	4.8		9.9	
Adj Reference Time (s)	9.9	9.9	8.8		13.9	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	17.9		Err			
Split Option (s)	18.7		13.9			
Minimum (s)	17.9		13.9		31.8	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		26.5%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						

Capacity Analysis Summary Sheets

Existing Saturday Midday Peak Hour Conditions

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

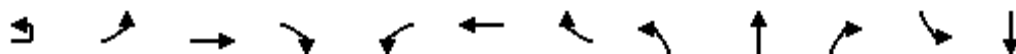
06/07/2019

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	7	68	1225	157	85	1266	21	129	5	126	34	5
Future Volume (vph)	7	68	1225	157	85	1266	21	129	5	126	34	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)			0%			0%			0%			0%
Storage Length (ft)		130		0	125		0	0		0	0	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		250			130			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99
Frt			0.983			0.998			0.855			0.862
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1805	5032	0	1805	5124	0	1805	1588	0	1805	1617
Flt Permitted		0.950			0.950			0.544			0.666	
Satd. Flow (perm)	0	1803	5032	0	1797	5124	0	1033	1588	0	1264	1617
Right Turn on Red				No			No			No		
Satd. Flow (RTOR)												
Link Speed (mph)			40			40			30			30
Link Distance (ft)			760			401			215			251
Travel Time (s)			13.0			6.8			4.9			5.7
Confl. Peds. (#/hr)		3		8	8		3	1		1	1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	1%	0%	1%	0%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	2	0	0	2	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)			0%			0%			0%			0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	1503	0	92	1399	0	140	142	0	37	62
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA
Protected Phases	5	5	2		1	6		3	8		7	4
Permitted Phases								8			4	
Detector Phase	5	5	2		1	6		3	8		7	4
Switch Phase												
Minimum Initial (s)	3.0	3.0	15.0		3.0	15.0		3.0	8.0		3.0	8.0
Minimum Split (s)	7.5	7.5	21.0		7.5	21.0		6.5	14.0		6.5	14.0
Total Split (s)	25.0	25.0	61.0		18.0	54.0		18.0	33.0		13.0	28.0
Total Split (%)	20.0%	20.0%	48.8%		14.4%	43.2%		14.4%	26.4%		10.4%	22.4%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0	1.5		1.0	1.5		0.0	1.5		0.0	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	5.0		4.5	5.0		3.5	5.0		3.5	5.0
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Recall Mode	None	None	C-Min		None	C-Min		None	None		None	None
Act Effect Green (s)		11.0	72.3		11.7	75.3		28.0	19.4		19.3	12.2
Actuated g/C Ratio		0.09	0.58		0.09	0.60		0.22	0.16		0.15	0.10

Lanes, Volumes, Timings

1: Shared Access Road/International Plaza Access Road & Golf Road

06/07/2019



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
v/c Ratio		0.52	0.52		0.55	0.45		0.45	0.58		0.16	0.39
Control Delay		65.3	18.5		65.6	16.8		43.2	58.2		36.2	58.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		65.3	18.5		65.6	16.8		43.2	58.2		36.2	58.9
LOS		E	B		E	B		D	E		D	E
Approach Delay			21.0			19.8			50.8			50.4
Approach LOS			C			B			D			D
Queue Length 50th (ft)		64	264		72	234		94	110		23	48
Queue Length 95th (ft)		115	386		125	342		141	171		48	90
Internal Link Dist (ft)			680			321			135			171
Turn Bay Length (ft)		130			125							
Base Capacity (vph)		296	2911		202	3085		324	355		256	297
Starvation Cap Reductn		0	0		0	0		0	0		0	0
Spillback Cap Reductn		0	0		0	0		0	0		0	0
Storage Cap Reductn		0	0		0	0		0	0		0	0
Reduced v/c Ratio		0.28	0.52		0.46	0.45		0.43	0.40		0.14	0.21

Intersection Summary

Area Type: Other

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 22.5 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 23.7

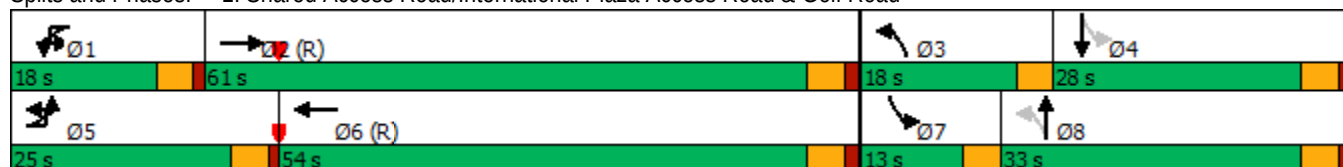
Intersection LOS: C

Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15

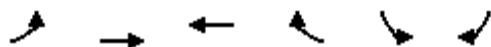
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



Intersection Capacity Utilization

2: Chase Bank Access Drive/McDonald's Access Drive & Shared Access Road

06/07/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Volume (vph)	129	0	0	131	124	123
Pedestrians						
Ped Button						
Pedestrian Timing (s)						
Free Right				No		No
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	0	129	131	0	247	0
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.85	0.90	0.85
Saturated Flow (vph)	0	1805	1615	0	1714	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00	0.00		0.00	
Protected Option Allowed		No	No		No	
Reference Time (s)				0.0		0.0
Adj Reference Time (s)				0.0		0.0
Permitted Option						
Adj Saturation A (vph)	0	120	1615		114	
Reference Time A (s)	0.0	128.6	9.7		259.4	
Adj Saturation B (vph)	NA	NA	1615		NA	
Reference Time B (s)	NA	NA	9.7		NA	
Reference Time (s)		128.6	9.7			
Adj Reference Time (s)		132.6	13.7			
Split Option						
Ref Time Combined (s)	0.0	8.6	9.7		17.3	
Ref Time Seperate (s)	8.6	0.0	0.0		8.7	
Reference Time (s)	8.6	8.6	9.7		17.3	
Adj Reference Time (s)	12.6	12.6	13.7		21.3	
Summary	EB WB		SB		Combined	
Protected Option (s)	NA		NA			
Permitted Option (s)	132.6		Err			
Split Option (s)	26.3		21.3			
Minimum (s)	26.3		21.3		47.6	
Right Turns						
Adj Reference Time (s)						
Cross Thru Ref Time (s)						
Oncoming Left Ref Time (s)						
Combined (s)						
Intersection Summary						
Intersection Capacity Utilization		39.7%		ICU Level of Service		A
Reference Times and Phasing Options do not represent an optimized timing plan.						



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development

From: Deb Pierce, Plan Reviewer, Building & Life Safety Department

Subject: 45 E Golf Rd – McDonald's Redevelopment – PUD and LUV Amendment to modify the approved development plan to add an additional drive through lane

PC#: 19-010 – Round 1

Date: July 17, 2019

General Comments:

The information provided is conceptual only and subject to a formal plan review.

Sam –

No comments at this time.

RECEIVED
JUL 18 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building & Life Safety Department**

Fire Safety Review

Date: 7/18/2019

P.C. Number: 19-010 Round 1

Project Name: McDonald's Redevelopment

Project Location: 45 E Golf Rd

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.
2. Fire department connections shall be located on the street side of buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
3. Buildings shall have approved address numbers.
4. Provide an auto-turn diagram showing fire apparatus access to the site and how it will traverse around the building with the proposed change.

Date 07-18-19

Reviewed By: 

Fire Safety Supervisor/Fire Marshal

RECEIVED
JUL 19 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 24, 2019
Subject: 45 E Golf Rd P.C. #19-010

With regard to the proposed PUD Amendment, I have the following comments:

- 1) The addition is acceptable from the Public Works perspective.

If you have any questions, please feel free to contact me.

C. file

RECEIVED
JUL 25 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-010
 Petitioner: Chris Stepp, McDonald's USA, LLC
 Owner: McDonald's USA, LLC
110 N. Carpenter Street
Chicago, IL 60607-2101
 Contact Person: Dan Olson
 Address: 2631 Ginger Woods Parkway
Aurora, IL 60502
 Phone #: 630-375-1800
 Fax #: 630-236-9800
 E-Mail: dolson@watermark-engineering.com

P.I.N.# 08-15-100-011
 Location: 45 E Golf Road
 Rezoning: OT Current: OT Proposed: OT
 Subdivision: OT
 # of Lots: OT Current: OT Proposed: OT
 PUD: ✓ For: Amend
 Special Use: ✓ For: Updated Drive Thru
 Land Use Variation: ✓ For: Signage
 Land Use: OT Current: McDonald's
 Proposed: McDonald's
 Site Gross Area: 41,054 SF
 # of Units Total: N/A
 1BR: OT 2BR: OT 3BR: OT 4BR: OT

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS
REQUIRED: YES NO COMMENTS

a. Underground Utilities
 Water NO
 Sanitary Sewer NO
 Storm Sewer NO
 b. Surface Improvement
 Pavement NO
 Curb & Gutter NO
 Sidewalks NO
 Street Lighting NO
 c. Easements
 Utility & Drainage NO
 Access NO

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC VERIFY b. IDOT X
 c. ARMY CORP d. IEPA
 e. CCHD

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING?
 10. WETLAND EXISTING?

YES NO COMMENTS

X X N/A
X X 62- D88 \$353 DUE FOR SANITARY
X X BUT N/A SINCE THEY ALREADY
X X HAVE SANITARY

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: WATERMARK
 DATE OF PLANS: JUNE 13, 2019

Director

Michael J. [Signature]
 Director

7/26/19
 Date

RECEIVED

PLAN COMMISSION PC #19-010

JUL 25 2019

**McDonald's Redevelopment
45 E Golf Rd**

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**PUD and LUV Amendment modify the approved development plan to allow an
additional drive through lane
Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

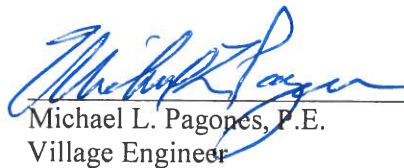
Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree

13. Provide calculations to show the area disturbed as part of this redevelopment, the existing impervious area, and the proposed impervious area. If the area disturbed is greater than 0.5 acres, a determination letter from the MWRD will be required. Provide the existing detention for the site, and the detention calculations for the storage required for the proposed conditions. The Village's allowable release rate is 0.18 cfs/Ac. Use $C=0.50$ for pervious areas, $C=0.95$ for impervious areas. Use Bulletin 70 rainfall data. If the proposed conditions show a deficiency in storage provided, subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.
14. If the exterior lighting will be altered, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

15. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an Engine. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.
16. An IDOT permit is required for all proposed work in the Golf Road right-of-way.
17. Detectable warning panels are required for the proposed ADA ramp at the SE corner of Golf Road and the signalized entrance.
18. Provide additional information to show how a garbage truck will maneuver.

TRAFFIC

19. On the east side of the building, no guidance or signage is provided for people walking from the parking stalls along the east property line towards the door at the northeast corner of the building. This would be where vehicles are exiting the drive through, and where employees would be delivering orders to vehicles parked in the designated spaces at the northeast corner of the parking lot. Provide an additional crosswalk or appropriate signage for vehicles to yield to pedestrians.

 7/25/19
Michael L. Pagones, P.E. Date
Village Engineer

Attachments:

Fire Engine Specifications (2 pages)



Turning Performance Analysis

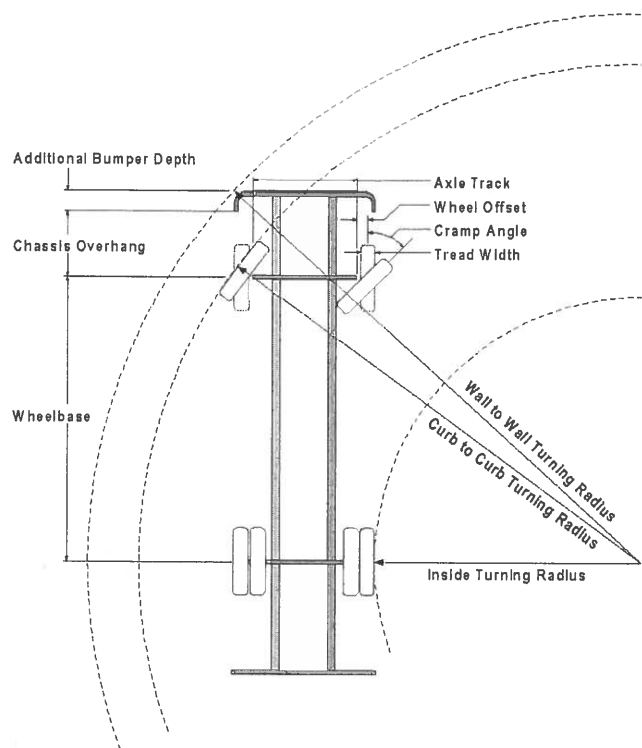
01/13/2019

Bid Number: 624

Department: Arlington Heights, IL

Chassis: Velocity Chassis (Big Block), 2010

Body: Pumper, Medium, Aluminum, 2nd Gen



Parameters:

*Inside Cramp Angle:	45°
Axle Track:	81.92 in.
Wheel Offset:	4.68 in.
Tread Width:	17.7 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	26 in.
Front Overhang:	104 in.
Wheelbase:	201.5 in.

Calculated Turning Radii:

Inside Turn:	15 ft. 6 in.
Curb to curb:	30 ft. 0 in.
Wall to wall:	35 ft. 5 in.

Category	Option	Description
Axle, Front, Custom	0648752	Axle, Front, Dana, D2200, 22,800 lb
Wheels, Front	0019611	Wheels, Front, Alcoa, 22.50" x 12.25", Aluminum, Hub Pilot
Tires, Front	0521238	Tires, Front, Michelin, XFE (wb), 425/65R22.50, 20 ply
Bumpers	0600986	Bumper, 26" Extended, Under Slung, Painted, Xlays/Trays, 12" H, Imp/Vel

Notes:

*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

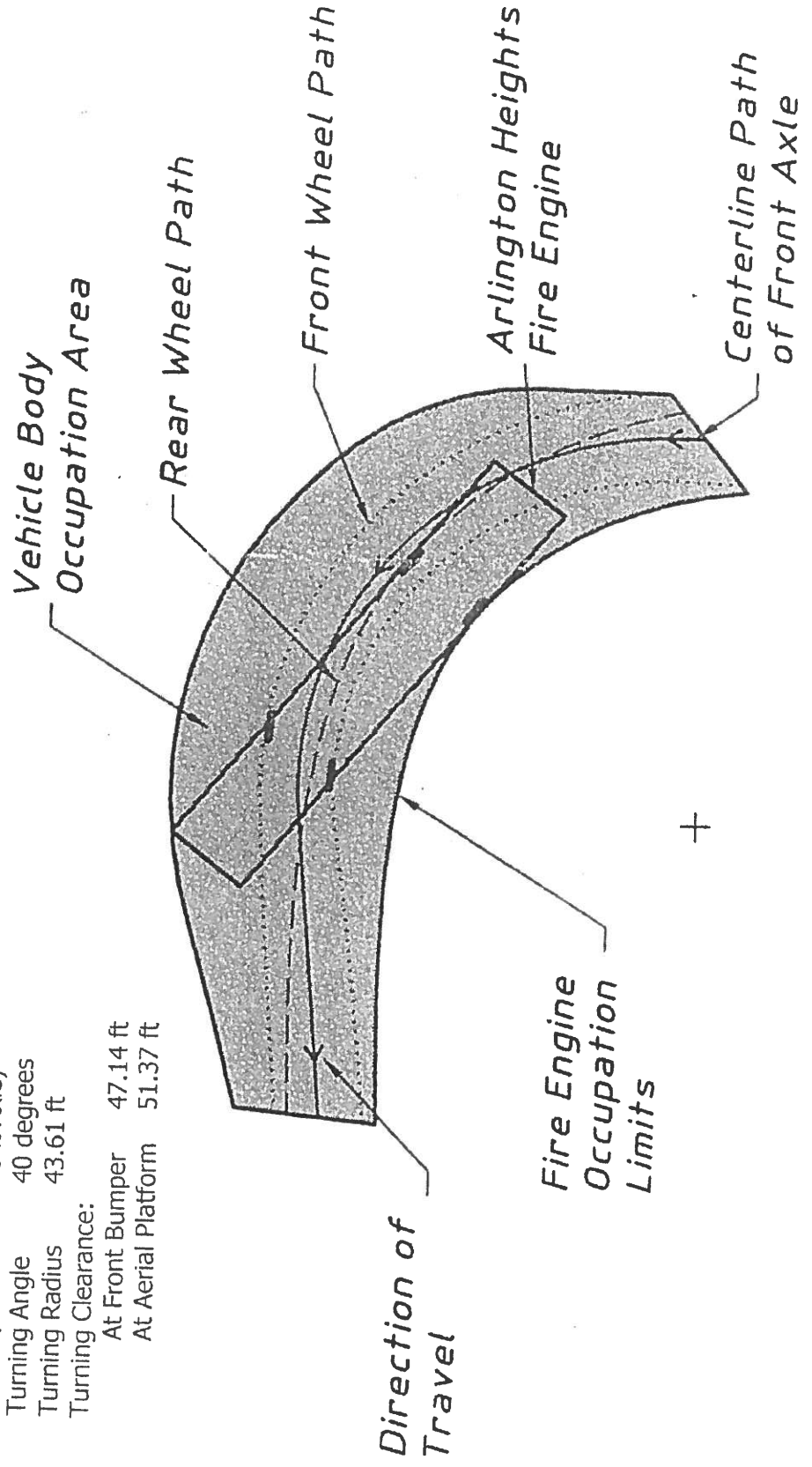
Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





Arlington Heights Fire Department Plan Review Sheet

P. C. Number 19-010

Project Name

McDonalds Redevelopment

Project Location

45 E. Golf Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

1. Please remember to have the Knox Box reinstalled at the main front entrance of the building if it is removed when redoing the exterior of the building.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date July 22, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

McDonalds Redevelopment 45 E Golf Rd

PUD and LUV Amendment; additional drive-through lane

Round 1 Review Comments

07/15/2019

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development should not create any additional traffic problems.

6. General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

A. Ovington #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

D. J. #557
Supervisor's Signature

RECEIVED
JUL 18 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

[Print Form \(To Mail\)](#)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>19-010</u>	P.I.N.# <u>08-15-100-011</u>
Petitioner: <u>Chris Stepp, McDonald's USA, LLC</u>	Location: <u>45 E Golf Road</u>
	Rezoning: <u> </u> Current: <u>OT</u> Proposed: <u>OT</u>
	Subdivision: <u> </u>
	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
Owner: <u>McDonald's USA, LLC</u>	PUD: <u>✓</u> For: <u>Amend</u>
<u>110 N. Carpenter Street</u>	Special Use: <u>✓</u> For: <u>Updated Drive Thru</u>
<u>Chicago, IL 60607-2101</u>	Land Use Variation: <u>✓</u> For: <u>Signage</u>
Contact Person: <u>Dan Olson</u>	
Address: <u>2631 Ginger Woods Parkway</u>	Land Use: <u> </u> Current: <u>McDonald's</u>
<u>Aurora, IL 60502</u>	Proposed: <u>McDonald's</u>
Phone #: <u>630-375-1800</u>	Site Gross Area: <u>41,054 SF</u>
Fax #: <u>630-236-9800</u>	# of Units Total: <u>N/A</u>
E-Mail: <u>dolson@watermark-engineering.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No comments from this Department

Jeff Bohner 7/19/19

Environmental Health Officer Date

James McCalister 7/19/19 Direc

tor Date

RECEIVED
JUL 19 2019
PLANNING & DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-010
 Petitioner: Chris Stepp, McDonald's USA, LLC

 Owner: McDonald's USA, LLC
110 N. Carpenter Street
Chicago, IL 60607-2101
 Contact Person: Dan Olson
 Address: 2631 Ginger Woods Parkway
Aurora, IL 60502
 Phone #: 630-375-1800
 Fax #: 630-236-9800
 E-Mail: dolson@watermark-engineering.com

P.I.N.# 08-15-100-011
 Location: 45 E Golf Road
 Rezoning: _____ Current: OT Proposed: OT
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: ✓ For: Amend
 Special Use: ✓ For: Updated Drive Thru
 Land Use Variation: ✓ For: Signage
 Land Use: _____ Current: McDonald's
 Proposed: McDonald's
 Site Gross Area: 41,054 SF
 # of Units Total: N/A
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

YES NO

1. X _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. X _____ COMPLIES WITH THOROUGHFARE PLAN?
3. TBD _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. _____ X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. _____ X SUBDIVISION REQUIRED?
6. _____ X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

SEE ATTACHED COMMENTS

Sam Hubbard 7.23.19

 Date



Planning & Community Development Dept. Review

July 23, 2019

REVIEW ROUND 1

Project: 45 E. Golf Rd.
McDonalds Rehab

Case Number: PC 19-010

General:

7. The Plan Commission must review and approve the following actions:
 - a) Amendment to PUD and LUV Ordinance #96-037 to allow for certain modifications to the approved development plan.

Additionally, as part of this amendment, condition #5 relative to the exterior appearance of the building shall be repealed.

8. Please revise the project narrative to include information on any green features/sustainable design elements that will be included as part of the site and interior upgrades. If none are proposed, please state such in the narrative.
9. Please ensure that all revised plans submitted as a result of these first round comments include a revision date.

Floor Plans:

10. Please revise the floor plan (or create a separate exhibit) that has a dashed line around the seating area as defined in the 3/26/19 email from Sam Hubbard to Dan Olson. Please provide a square footage for this area on the plans. Additionally, can you confirm that the proposed seating area will be slightly smaller than the existing seating area as a result of the interior remodel?

Site Plans:

11. The existing southernmost row of 45° angled parking has a depth of approx. 14', which keeps this parking row from encroaching out into the drive aisle. Although technically non-compliant, this depth was approved on the original PUD from 1996. The proposed plan shows the re-striping of these spaces so they will be 19.5' deep, which will cause these spaces to encroach into the 26' wide drive aisle at the entrance to the site (at the shared drive with the Chase Bank), thus causing the 26' wide entrance to fall below the required minimum width of 24'. In this instance, a variation would be required. Please clarify if a variation is requested, or alternatively, revise the parking spaces to maintain their current depth of 14'. If a variation is requested, a written response to the necessary criteria for variation approval must be provided. Additionally, the plans would need to be revised to show the actual lane width between the face of the curb at the north side of the entrance to the edge of the striping for the angled parking.
12. The KLOA study recommended "Do Not Enter" signage be added to discourage vehicles from taking a left when entering the site. Please add this signage to the site plan.
13. The survey provided did not show any information on an easement for the driveway aisle shared between the Chase property and McDonald's property. Please provide a copy of the easement document that provides this shared access. Additionally, has the property owner reached out to Chase as a courtesy to inform them of the

proposed project? Prior to appearing before the Plan Commission, the property owner should correspond with the Chase Bank to let them know of the proposed project. Please provide an update on this.

14. The fence at the rear of the property is in poor condition and should be replaced as part of this project (see pictures below). Additionally, per Ordinance #96-037, this fence was required to have a 2' lattice extension on the top, which appears to be missing along 90% of the fence. Please clarify if this lattice extension will be added to the replaced fence, or whether the petitioner is requesting to remove this condition from the previous approval ordinance.



15. The retaining wall at the northwest corner of the site is in a state of disrepair. Please add a note to the plan outlining that this retaining wall will be repaired as part of this project. Will any new retaining walls be constructed?
16. Other than the existing transformer that is to remain, will any new ground mounted mechanical equipment (AC units, generators, transformers, utility pedestals, switchgear, etc.) be proposed on the site?
17. Will there be any changes to the existing parking lot lighting? If so, a photometric plan and catalog cuts for all

luminaries shall be required.

Parking:

18. A condition of approval from Ordinance 96-037 required that the westernmost parking stall on the southern parking row be designated as employee parking only. Please add a note to the plans to indicate that signage will be installed that outlines this restriction.
19. What is the ITE projected peak parking demand for a 3,300 sq. ft. fast food restaurant with a drive through (both during the week and weekend)?

Prepared by: SANJEEV K

McDonald's
45 E. Golf Road
PC #19-010
July 24, 2018

Tree Preservation

- 1) Tree #10,11 and 12 have been removed and were identified for preservation as part of the original development plan; therefore, replacement trees are required per Chapter 28, Section 6.15. Please incorporate the code required replacement trees on the landscape plan in order to mitigate for the loss of the three trees.

Landscape Comments

- 2) Per Chapter 28, Section 6.15, a shade tree that is a minimum of 4 inch caliper in size is required at the end of each parking row.
- 3) The fence along the rear (south) property line is in poor condition and must be repaired/replaced.
- 4) It is recommended that additional Arborvitae be provided along the south property line. Infill where there is a gap and extend the screen to the east in order to provide additional screening for the trash enclosure from the residential/office district to the south.

August 5, 2019

Via overnight delivery

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RECEIVED
AUG 05 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Subject: RE: Department Review Comments-Round 1, PC#19-010
Name of Project: McDonald's – Arlington Heights (WER #18-108)

Dear Mr. Hubbard,

Please find below, the responses to the Arlington Heights Departmental Review-Round 1 comments:

Building and Safety Department Memorandum Dated 7/17/9:

General Comments: Duly noted.

Public Works Department Memorandum Dated 7/24/19:

Comments: Duly noted

Planning Commission PC #19-010 Comments from Michael L. Pagones Dated 7/25/19:

11. Duly noted.
12. The State Plane Coordinate System is referenced on the Boundary and Topographic Survey dated 8/1/19.
13. A Watershed Management Ordinance (WMO) permit is not required per MWRDGC letter dated 5/23/19.
14. No exterior lot lighting is being altered.
15. A Fire Truck Circulation Plan dated 8/2/19 has been completed and is part of this submittal.
16. Plans have been submitted to IDOT for review.
17. Detectable warning plan has been added to plans as requested.
18. A Refuse Truck Circulation Plan dated 8/2/19 has been completed and is part of this submittal.

19. Crosswalk striping has been added as requested.

Fire Department Plan Review Comments 7/22/19:

1. Knox box shall be installed at the main entrance of the building if they remove during construction as requested.

Police Department Round 1 Review Comments Dated 7/15/19:

1. Duly noted.
2. Downlights are around the entire building, and over each exit/entry door. There are also canopy lights in the front and at the main entry along with downlights over both drive -thru windows as well.
3. Duly noted.
4. Duly noted.
5. Duly noted.
6. The Emergency Information Card has been completed and is included with this submittal.

Health Services Department Comments Dated 7/19/19:

General Comments: Duly noted.

Fire Safety Review Comments Dated 7/18/19:

1. All current codes shall apply.
2. Proposed building is not sprinklered.
3. Duly noted.
4. A Fire Truck Circulation Plan dated 8/2/19 has been completed and is part of this submittal.

Planning and Community Development Department Comments dated Health Services Department Comments Dated 7/23/19:

7. Duly noted.
8. All new lighting associated with building be LED.
9. Duly noted.

10. Please see Arlington Heights McDonald's Seating Area Exhibit 080219 as requested. The proposed seating area will be slightly smaller than the existing seating area.
11. The parking spaces have been adjusted to the current depth of 14.0'. A dimension has been added for the lane width between the face of curb at the north side of the entrance to the edge of the striping for the angled parking.
12. A "Do Not Enter" sign has been added to the plans as requested.
13. A copy of the easement for the driveway aisle between the McDonald's and Chase properties is included in this submittal. The property owner has reached out to Chase Bank. A copy of the letter is included in this submittal.
14. The existing fence will be replaced with a new 6' high board on board fence with 2' lattice extension on top of fence.
15. The retaining wall will be repaired as noted on the plans. No new retaining walls are proposed.
16. No new ground mechanical equipment is proposed for the site.
17. No changes in existing lot lighting.
18. An "Employee Parking Only" sign has been added to plans as requested.
19. The ITE projected peak demand for a 3,300 s.f. is 29 for weekday and 31 for Saturday. Please see chart attached with submittal.

Tree Preservation and Landscape Comments Dated 7/24/19:

1. Trees 10,11, and 12 are not on the McDonald's property. The trees were removed by the adjacent land owner. Therefore, McDonald's is not responsible for the trees, their removals, or replacements. The trees that were removed have been omitted from the plans. The trees have also been lined out on Tree Survey Table located on the L-2 Tree Preservation and As-Built Landscape Plan. Please note: The 3 trees that were removed were all rated a 1 for condition. Additionally, all 3 trees that were removed are listed on the invasive plants of the US. Trees #10, #11, #12.
2. Per Village comments, 2 additional 4" caliper shade trees have been added to the end islands at the northeast and southeast corners. The western two landscape islands have existing trees in them.
3. The fence was noted on the plans to be repaired as needed. The note is located at the bottom of the L-1 Landscape Plan to coincide with village comments/ concerns.
4. Additional Arborvitae and associated landscape have been added to the southern property line to

screen the proposed trash enclosure.

If you have any comments or questions, please do not hesitate to contact me.

Sincerely,
Watermark Engineering Resources, Ltd.



Kenneth Sack
Project Designer

CC: Chris Stepp
McDonald's

Letter via. Email: Christopher.Stepp@us.mcd.com

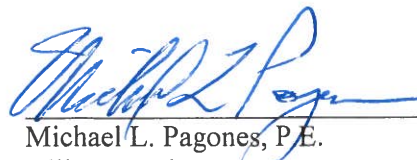
PLAN COMMISSION PC #19-010
McDonald's Redevelopment
45 E Golf Rd

**PUD and LUV Amendment modify the approved development plan to allow an
additional drive through lane**
Round 2

20. The petitioner's response to Comment Nos. 11 and 12 are acceptable.
21. The petitioner's response to Comment No. 13 is noted.
- a. The Village is in receipt of the MWRD determination letter. No further response is necessary regarding the MWRD.
 - b. Although an MWRD permit is not required, detention calculations must be provided for the existing impervious area, and the proposed impervious area. If the proposed conditions show a deficiency in storage provided, this deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot. This can be addressed at permit.
22. The petitioner's response to Comment Nos. 14, 15 and 16 are acceptable.
23. The petitioner's response to Comment No. 17 is noted. The detectable warning panels shall align with the existing detectable warning panels on the west side of the intersection. This can be addressed at permit.
24. The petitioner's response to Comment No. 18 is acceptable.

TRAFFIC

25. The petitioner's response to Comment No. 19 is acceptable.

 8/12/19
Michael L. Pagones, P.E. Date
Village Engineer



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 19-010

Project Name

McDonalds Redevelopment

Project Location

45 E. Golf Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

The Fire Department has no additional comments at this time.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date August 12, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

McDonalds Redevelopment 45 E Golf Rd

PUD and LUV Amendment; additional drive-through lane

RECEIVED
AUG 12 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 2 Review Comments

08/12/2019

1. **Character of use:**
Nothing further.
2. **Are lighting requirements adequate?**
Nothing further.
3. **Present traffic problems?**
Nothing further.
4. **Traffic accidents at particular location?**
Nothing further.
5. **Traffic problems that may be created by the development.**
Nothing further.
6. **General comments:**
Nothing further.

A. O. #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

J. C. #634
Supervisor's Signature

Planning & Community Development Dept. Review

August 9, 2019



REVIEW ROUND 2

Project: 45 E. Golf Rd.
McDonalds Rehab

Case Number: PC 19-010

20. The responses to comments #7-#13 and #15-#19 are acceptable.

21. The response to comment #14 is noted. However, please note that while the revised engineering plan and associated response to comments states that the fence will be replaced, the landscape plan says that the fence will be repaired as needed. Replacement of the entire fence will be required, and said fence must be a 6' tall board-on-board fence with the 2' lattice extension on top in order to meet the requirements of approval condition #2 from Ordinance 96-037.

Prepared by:

McDonald's Redevelopment

45 E. Golf Road

PC #19-010

August 12, 2019

Landscape Comment

- 1) Consider incorporating additional shrubs and perennials along the east property line.

August 14, 2019

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Subject: RE: Department Review Comments-Round 2, PC#19-010
Name of Project: McDonald's – Arlington Heights (WER #18-108)

Dear Mr. Hubbard,

Please find below, the responses to the Arlington Heights Departmental Review-Round 2 comments:

Planning Commission PC #19-010 Comments from Michael L. Pagones Dated 8/12/19:

- 20. Duly noted.
- 21a. Duly noted.
- 21b. Calculations have been added to the C-3 sheet. Understood that item will be addressed at issuance of permit.
- 22. Duly noted.
- 23. Detectable warning to be modified to match west side of intersection as requested. Understood that item will be addressed at issuance of permit.
- 24. Duly noted.
- 25. Duly noted.

Police Department Round 1 Review Comments Dated 8/12/19:

- 1. Duly noted.
- 2. Duly noted.
- 3. Duly noted.
- 4. Duly noted.

5. Duly noted.

6. Duly noted.

Planning and Community Development Department Comments Dated 8/9/19:

20. Duly noted.

21. Landscape Plan has been modified to indicate that a proposed 6' high board on board fence with 2' lattice extension is to be installed.

Landscape Comments Dated 8/12/19:

1. Additional plantings have been added to eastern property line as requested.

If you have any comments or questions, please do not hesitate to contact me.

Sincerely,

Watermark Engineering Resources, Ltd.



Kenneth Sack
Project Designer

CC: Chris Stepp
McDonald's

Letter via. Email: Christopher.Stepp@us.mcd.com

PLAN COMMISSION PROJECT TIMELINE

Project Name: McDonalds Remodel

PC Number: 19-010

Location: 45 E. Golf Rd.

Requested Action:

1. Amendment to PUD and LUV Ordinance 96-037 to repeal condition #5 and modify the approved development plan to allow an additional drive through lane.
2. No variations required.

	Date	Number of Business Days
Petitioner Provides Plans needed for CPRC	03/20/19	-
Conceptual Plan Review Meeting (CPRC)	05/08/19	35
Awaiting PC Application	07/11/19	44
PC Application Submittal Date	07/11/19	-
1 st Round Department Comments	07/25/19	10
Petitioner's Response – 1 st Round	08/05/19	7
2 nd Round Department Comments	08/13/19	6
Petitioner's Response – 2 nd Round	08/14/19	1
PC Hearing	08/28/19	34 days from application date
Village Board	09/16/19	12
Anticipated Village Board Ord. Adoption	10/07/19	15



**Village Board
9/16/2019**

Item: McDonald's - 45 E. Golf Rd. - Sign Variation - DC#19-062

Department: Planning & Community Development

Requested Action

1. A variation from Chapter 30, Section 30-202, to allow a 32.8 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
2. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
3. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the west elevation, facing the parking area, where wall signs are not permitted in the O-T Zoning District.
4. A variation from Chapter 30, Section 30-202, to allow a 2.6 sf canopy sign on the west elevation, facing the parking area, where canopy signs are not permitted in the O-T Zoning District.
5. A variation from Chapter 30, Section 30-202, to allow two 5.75 sf directional ground signs on the site, where directional ground signs are not permitted in the O-T Zoning District.
6. A variation from Chapter 30, Section 30-202, to allow two 20.13 sf digital drive-through menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
7. A variation from Chapter 30, Section 30-202, to allow two 10.06 sf digital drive-through pre-sell menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
8. A variation from Chapter 30, Section 30-202, to allow two drive-through ordering canopies (one per drive-through lane), where drive-through canopies are not permitted in the O-T Zoning District.

9. A variation from Chapter 30, Section 30-202, to allow one drive-through clearance bar structure, where drive-through clearance bars are not permitted in the O-T Zoning District.

Recommendation

A public meeting was held by the Design Commission on August 27, 2019 where Commissioner Kubow moved and Commissioner Eckhardt seconded:

A motion to recommend to the Village Board of Trustees, approval of the following sign variation requests for McDonald's located at 45 E. Golf Road:

1. A variation from Chapter 30, Section 30-202, to allow a 32.8 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
2. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
3. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the west elevation, facing the parking area, where wall signs are not permitted in the O-T Zoning District.
4. A variation from Chapter 30, Section 30-202, to allow a 2.6 sf canopy sign on the west elevation, facing the parking area, where canopy signs are not permitted in the O-T Zoning District.
5. A variation from Chapter 30, Section 30-202, to allow two 5.75 sf directional ground signs on the site, where directional ground signs are not permitted in the O-T Zoning District.
6. A variation from Chapter 30, Section 30-202, to allow two 20.13 sf digital drive-through menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
7. A variation from Chapter 30, Section 30-202, to allow two 10.06 sf digital drive-through pre-sell menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
8. A variation from Chapter 30, Section 30-202, to allow two drive-through ordering canopies (one per drive-through lane), where drive-through canopies are not permitted in the O-T Zoning District.
9. A variation from Chapter 30, Section 30-202, to allow one drive-through clearance bar structure, where drive-through clearance bars are not permitted in the O-T Zoning District.

This recommendation is subject to compliance with the plans received 7/15/19, Federal, State, and Village Codes, regulations, and policies, and the issuance of all required permits, and the following conditions:

1. A recommendation that the petitioner take a closer look at the letters above the drive-thru clearance bar structure and consider making them smaller, and that in general, the Design Commission would like to see a closer look taken at this type of signage in the future.
2. Per Chapter 30, Section 30-302.b, the directional ground signs shall be limited to three feet in height.
3. Approval of the second set of drive-through signage shall be contingent upon zoning approval for the second drive-through lane.
4. Per Chapter 30, Section 30-208.e.1, the sound from the speaker on the ordering canopies shall not be audible at or beyond the property line, and the speakers shall be equipped with an adjustable volume control.
5. The digital displays shall comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h, which includes static displays only (no scrolling, fading, flashing, animation, video, or sound), auto-dimming photocell technology to control brightness to .3 footcandles maximum above ambient lighting conditions, no off-premises advertising, and only permitted to be illuminated during the hours that the business is open.
6. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

Roll Call Vote: Commissioners Kubow, Kingsley, Eckhardt, and Chair Fitzgerald voted in favor. Motion carried.

ATTACHMENTS:

Description

Staff Report
Minutes - 8/27/19
Exhibits
Hardship Letter
DC Timeline Tracker

Type

Board or Commission Report
Minutes
Exhibits
Correspondence
Exhibits

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: McDonald's - Sign Variation
Project Address: 45 E. Golf Road
Prepared By: Steve Hautzinger

PETITION INFORMATION:

DC Number: 19-062
Petitioner Name: Chris Stepp
Petitioner Address: McDonald's USA, LLC
711 Jorie Boulevard
Oakbrook, IL 60523
Meeting Date: August 27, 2019

Date Prepared: August 16, 2019

Requested Action(s):

1. A variation from Chapter 30, Section 30-202, to allow a 32.8 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
2. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
3. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the west elevation, facing the parking area, where wall signs are not permitted in the O-T Zoning District.
4. A variation from Chapter 30, Section 30-202, to allow a 2.6 sf canopy sign on the west elevation, facing the parking area, where canopy signs are not permitted in the O-T Zoning District.
5. A variation from Chapter 30, Section 30-202, to allow two 5.75 sf directional ground signs on the site, where directional ground signs are not permitted in the O-T Zoning District.
6. A variation from Chapter 30, Section 30-202, to allow two 20.13 sf digital drive-through menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
7. A variation from Chapter 30, Section 30-202, to allow two 10.06 sf digital drive-through pre-sell menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
8. A variation from Chapter 30, Section 30-202, to allow two drive-through ordering canopies (one per drive-through lane), where drive-through canopies are not permitted in the O-T Zoning District.
9. A variation from Chapter 30, Section 30-202, to allow one drive-through clearance bar structure, where drive-through clearance bars are not permitted in the O-T Zoning District.

ANALYSIS:

Summary:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

McDonald's is proposing to update the interior and exterior of their existing restaurant at 45 E. Golf Road, including site modifications to create a second drive-through lane. The scope of the project includes all new exterior building signage, directional ground signs, and drive-through signs. One existing ground sign facing Golf Road will remain.

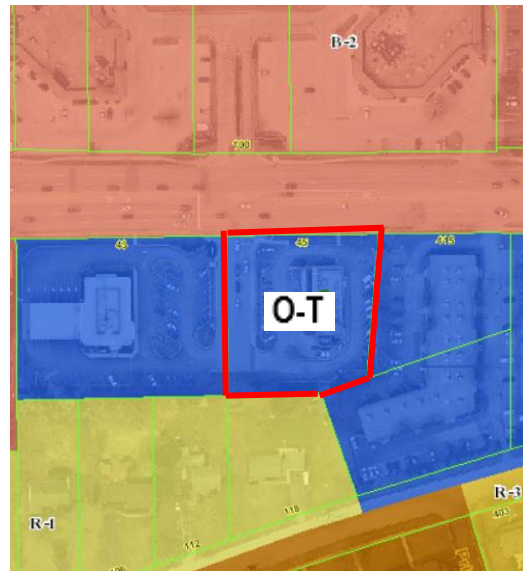
The McDonald's restaurant is located in an O-T (Office Transitional) Zoning District, which is restricted to professional and administrative office developments as a transition to the adjacent residential areas. Per Chapter 30, Sign Code, the only signage allowed for developments in an O-T zoning district are one freestanding monument sign and small office entry nameplates, 1 sf maximum size.

The existing restaurant was approved as a Planned Unit Development with a land use variation in 1996, at which time sign variations were also approved to allow one wall sign, one ground sign, and directional signs. This project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development to allow a second drive-through lane, and new sign variations are required for the new McDonald's signage package.

The proposed exterior architectural design received Design Commission approval on June 25, 2019, at which time the Design Commissioners expressed initial support of the proposed signage.



Aerial of Property



Zoning Map of Property

Surrounding Land Uses:

Direction	Existing Zoning	Existing Use
Subject Property	O-T, Office Transitional	McDonald's
North	B-2, General Business District	Multi-Tenant Retail
South	R-1, One Family Dwelling District	Single-Family Residence
East	O-T, Office Transitional	Multi-Tenant Office
West	O-T, Office Transitional	Chase Bank

SIGN PROPOSAL:

Table 1: Proposed Building Signage

SIGN	ELEVATION / FRONTAGE	SIGNABLE AREA	25% SIGNABLE AREA	PROPOSED SIZE	REMARKS
"McDonald's" wall sign	North / Golf Rd.	156 sf	39 sf	32.8 sf	Variation required. (Note: If the proposed sign were approved, it would comply with the 25% signable area.)
"M" logo wall sign	North / Golf Rd.	145.7 sf	21.9 sf (15%)	14 sf	Variation required. (Note: If the proposed sign were approved, it would comply with the 15% signable area.)
"M" logo wall sign	West / Parking Lot	96 sf	24 sf	14 sf	Variation required. (Note: If the proposed sign were approved, it would comply with the 25% signable area.)

"Welcome" canopy sign	West / Parking Lot	8 sf	1.6 sf (20%)	2.6 sf	Variation required.
TOTAL		405.7 sf	86.5 sf	63.4 sf	

Table 2: Proposed Ground Signs

SIGN	QUANTITY	SIZE	HEIGHT	REMARKS
Existing Ground Sign	1	48 sf	11 feet	Existing Ground Sign to remain. Sign variation approved in 1996.
Directional Ground Signs	2	5.75 sf	4 feet (3 feet maximum per code)	Variation required. Recommend reduce the height to 3 feet.

Table 3: Proposed Drive-Through Signage

SIGN	QUANTITY	MAX. SIZE PER CODE	PROPOSED SIZE	REMARKS
Digital Menu Board	2	49 sf	20.13 sf	Variation required. The digital display shall comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h.
Digital Pre-Sell Menu Board	2	24 sf	10.06 sf	Variation required. The digital display shall comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h.
Ordering Canopy	2	-	-	Variation required. The speakers shall be equipped with an adjustable volume control.
Clearance Bar	1	-	-	Variation required.

Sign Variation Criteria:

The Village Sign Code, Chapter 30, Section 30-901 sets out the criteria for granting a sign variation.

- That the particular difficulty or peculiar hardship is not self-created by the Petitioner.*
- That the granting of said variation will not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare;*
- That the variation will serve to relieve the Petitioner from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship, and will not merely serve to provide the Petitioner with a competitive advantage over similar businesses;*
- That the variation will not alter the essential character of the locality;*
- That the Petitioner's business cannot reasonably function under the standards of this chapter.*

The petitioner has submitted a letter addressing the hardship criteria, which states in summary that the proposed wall signs are necessary for visibility from Golf Road, the new drive-through signage is needed to support the proposed double drive-through lane, and the directional signs are needed for customers to safely and efficiently navigate the site.

Staff does not object to the proposed signage package, most of which would be allowed by code if the restaurant was located in a Business Zoning District. The proposed wall signs are consistent with other similar restaurants in Arlington Heights, including two

other McDonald's locations, where almost all of those restaurants received sign variations to allow an additional wall sign on the side of the building facing the parking area. The second wall sign on the front elevation is due to the building design which separates the "M" logo from the "McDonald's" sign, where they would normally be considered as one sign.

Other similar restaurants also have multiple directional ground signs on the site. However, it is recommended that the height of the directional signs be reduced from four feet to three feet to comply with code.

Finally, the proposed drive-through signage package is also consistent with other similar drive-through restaurants. However, approval of the second set of drive-through signage shall be contingent upon zoning approval for the second drive-through lane. Additionally, this will be the first use of fully digital drive-through menu boards in Arlington Heights, which are not currently allowed by code. One advantage of digital menu boards is that they are smaller than conventional menu boards due to the ability to change the menu items based on the meal time. Staff does not object to the use of full digital menu board displays, but they shall be required to comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h, which includes static displays only (no scrolling, fading, flashing, animation, video, or sound), auto-dimming photocell technology to control brightness to .3 footcandles maximum above ambient lighting conditions, no off-premises advertising, and only permitted to be illuminated during the hours that the business is open. Additionally, per Chapter 30, Section 30-208.e.1, the sound from the speaker on the ordering canopies shall not be audible at or beyond the property line, and the speakers shall be equipped with an adjustable volume control.

RECOMMENDATION

It is recommended that the Design Commission recommend **approval** to the Village Board for the following sign variations for *McDonald's* at 45 E. Golf Road:

1. A variation from Chapter 30, Section 30-202, to allow a 32.8 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
2. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
3. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the west elevation, facing the parking area, where wall signs are not permitted in the O-T Zoning District.
4. A variation from Chapter 30, Section 30-202, to allow a 2.6 sf canopy sign on the west elevation, facing the parking area, where canopy signs are not permitted in the O-T Zoning District.
5. A variation from Chapter 30, Section 30-202, to allow two 5.75 sf directional ground signs on the site, where directional ground signs are not permitted in the O-T Zoning District.
6. A variation from Chapter 30, Section 30-202, to allow two 20.13 sf digital drive-through menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
7. A variation from Chapter 30, Section 30-202, to allow two 10.06 sf digital drive-through pre-sell menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
8. A variation from Chapter 30, Section 30-202, to allow two drive-through ordering canopies (one per drive-through lane), where drive-through canopies are not permitted in the O-T Zoning District.
9. A variation from Chapter 30, Section 30-202, to allow one drive-through clearance bar structure, where drive-through clearance bars are not permitted in the O-T Zoning District.

This recommendation is subject to compliance with the plans received 7/15/19, Federal, State, and Village Codes, regulations, and policies, and the issuance of all required permits, and the following conditions:

1. Per Chapter 30, Section 30-302.b, the directional ground signs shall be limited to three feet in height.
2. Approval of the second set of drive-through signage shall be contingent upon zoning approval for the second drive-through lane.
3. Per Chapter 30, Section 30-208.e.1, the sound from the speaker on the ordering canopies shall not be audible at or beyond the property line, and the speakers shall be equipped with an adjustable volume control.
4. The digital displays shall comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h, which includes static displays only (no scrolling, fading, flashing, animation, video, or sound), auto-dimming photocell technology to control brightness to .3 footcandles maximum above ambient lighting conditions, no off-premises advertising, and

only permitted to be illuminated during the hours that the business is open.

5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

____ August 16, 2019

Steve Hautzinger AIA, Design Planner

Department of Planning & Community Development

c: Charles Witherington-Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development,
Sam Hubbard, Development Planner, Petitioner, DC File 19-062

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 27, 2019

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Jonathan Kubow
Kirsten Kingsley

Members Absent: Scott Seyer

Also Present: Peter McGovern, T.P. Carpentry for *1614 N. Chestnut Ave*
Steve Gawlik, S.G. Architects for *1614 N. Chestnut Ave.*
Tom Buckley, Thomas Buckley Architects for *634 S. Burton Pl.*
Dan Olson, Watermark Engineering for *McDonald's*
Joe Kerchner, Lingle Design Group for *McDonald's*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR AUGUST 13, 2019

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF AUGUST 13, 2019. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 3. SIGN VARIATION REVIEWDC#19-062 – McDonald's - 45 E. Golf Rd.

Dan Olson, representing *Watermark Engineering*, and Joe Kerchner, representing *Lingle Design Group*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to update the interior and exterior of their existing restaurant at 45 E. Golf Road, including site modifications to create a second drive-through lane. The scope of the project includes all new exterior building signage, directional ground signs, and drive-through signs. One existing ground sign facing Golf Road will remain. The McDonald's restaurant is located in an O-T Zoning District, which is restricted to professional and administrative office developments as a transition to the adjacent residential areas. Per Chapter 30, Sign Code, the only signage allowed for developments in an O-T zoning district are one freestanding monument sign and small office entry nameplates, 1 sf maximum size.

The existing restaurant was approved as a Planned Unit Development with a land use variation in 1996, at which time sign variations were also approved to allow one wall sign, one ground sign, and directional signs. This project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development to allow a second drive-through lane, and new sign variations are required for the new McDonald's signage package. The proposed exterior architectural design received Design Commission approval on June 25, 2019, at which time the Design Commissioners expressed initial support of the proposed signage.

Mr. Hautzinger reviewed the requested variations and presented images of the proposed signs installed at other McDonald's restaurant locations.

The petitioner submitted a letter addressing the hardship criteria, which states in summary that the proposed wall signs are necessary for visibility from Golf Road, the new drive-through signage is needed to support the proposed double drive-through lane, and the directional signs are needed for customers to safely and efficiently navigate the site.

Staff does not object to the proposed signage package, most of which would be allowed by code if the restaurant was located in a Business Zoning District. The proposed wall signs are consistent with other similar restaurants in Arlington Heights, including two other McDonald's locations, where almost all of those restaurants received sign variations to allow an additional wall sign on the side of the building facing the parking area. The second wall sign on the front elevation is due to the building design which separates the "M" logo from the "McDonald's" sign, where they would normally be considered as one sign. Other similar restaurants also have multiple directional ground signs on the site. However, it is recommended that the height of the directional signs be reduced from four feet to three feet to comply with code.

Finally, the proposed drive-through signage package is also consistent with other similar drive-through restaurants. However, approval of the second set of drive-through signage shall be contingent upon zoning approval for the second drive-through lane. Additionally, this will be the first use of fully digital drive-through menu boards in Arlington Heights, which are not currently allowed by code. One advantage of digital menu boards is that they are smaller than conventional menu boards due to the ability to change the menu items based on the meal time. Staff does not object to the use of full digital menu board displays, but they shall be required to comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h, which includes static displays only (no scrolling, fading, flashing, animation, video, or sound), auto-dimming photocell technology to control brightness to .3 footcandles maximum above ambient lighting conditions, no off-premises advertising, and only permitted to be illuminated during the hours that the business is open. Additionally, per Chapter 30, Section 30-208.e.1, the sound from the speaker on the ordering canopies shall not be audible at or beyond the property line, and the speakers shall be equipped with an adjustable volume control.

Staff recommended approval of the following sign variations:

1. A variation from Chapter 30, Section 30-202, to allow a 32.8 sf wall sign on the north elevation, Golf Road frontage, where wall signs are not permitted in the O-T Zoning District.
2. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the north elevation, Golf Road frontage, where

wall signs are not permitted in the O-T Zoning District.

3. A variation from Chapter 30, Section 30-202, to allow a 14 sf wall sign on the west elevation, facing the parking area, where wall signs are not permitted in the O-T Zoning District.
4. A variation from Chapter 30, Section 30-202, to allow a 2.6 sf canopy sign on the west elevation, facing the parking area, where canopy signs are not permitted in the O-T Zoning District.
5. A variation from Chapter 30, Section 30-202, to allow two 5.75 sf directional ground signs on the site, where directional ground signs are not permitted in the O-T Zoning District.
6. A variation from Chapter 30, Section 30-202, to allow two 20.13 sf digital drive-through menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
7. A variation from Chapter 30, Section 30-202, to allow two 10.06 sf digital drive-through pre-sell menu boards (one per drive-through lane), where drive-through signage is not permitted in the O-T Zoning District.
8. A variation from Chapter 30, Section 30-202, to allow two drive-through ordering canopies (one per drive-through lane), where drive-through canopies are not permitted in the O-T Zoning District.
9. A variation from Chapter 30, Section 30-202, to allow one drive-through clearance bar structure, where drive-through clearance bars are not permitted in the O-T Zoning District.

If the Design Commission supports the proposed request tonight, it would be a recommendation to the Village Board, who has final approval for sign variations. As part of the recommendation for approval, Staff recommends the following conditions:

1. Per Chapter 30, Section 30-302.b, the directional ground signs shall be limited to three feet in height.
2. Approval of the second set of drive-through signage shall be contingent upon zoning approval for the second drive-through lane.
3. Per Chapter 30, Section 30-208.e.1, the sound from the speaker on the ordering canopies shall not be audible at or beyond the property line, and the speakers shall be equipped with an adjustable volume control.
4. The digital displays shall comply with all operational standards for electronic signs as set forth in Chapter 30, Section 30-705.h, which includes static displays only (no scrolling, fading, flashing, animation, video, or sound), auto-dimming photocell technology to control brightness to .3 footcandles maximum above ambient lighting conditions, no off-premises advertising, and only permitted to be illuminated during the hours that the business is open.

Mr. Olson appreciated the overview given by Staff and the positive vote they previously received from the commissioners for the architecture of the building. They are here tonight to present the sign variation portion of the project, and are not opposed to any of the conditions presented by Staff as part of the recommended approval. He welcomed any questions the commissioners had at this time.

Chair Fitzgerald pointed out that there is nobody in the audience at this time for public comment, other than the petitioners.

Commissioner Eckhardt had no objections to any of the sign variation requests, and he supported the conditions outlined by Staff.

Commissioner Kubow agreed with Commissioner Eckhardt and he asked about the hours of operation of the restaurant, which the petitioner was unsure of. Commissioner Kubow referred to the site plan that showed the location of each sign being proposed, specifically Sign A that is set very far back from the street, and added that this location is a heavy commercial corridor. He felt the sign package was a great refresh of the existing restaurant that needs it, and the digital displays are necessary to keep up with the times. He approved of the variations as proposed, as well as Staff's conditions.

Commissioner Kingsley felt the existing restaurant was in need of the new signage being proposed, which was a very nice design. She asked Staff for clarification on the number of variations there would be if this were located in a Business zoning district, and Mr. Hautzinger replied that generally speaking, only one wall sign is allowed per street frontage and a variation would still be required for the wall sign above the entrance on the side elevation. He explained that this is something that has been requested from other drive-through restaurants in the Village, which has typically been approved. Commissioner Kingsley had no issue with the building, but her overall reaction was that the clearance bar structure with 'Drive-thru' on each side of the post, and the 'Order Here', are overwhelming, and she asked if there was a way to minimize some of the cacophony

of words on these signs. Mr. Hautzinger said these signs would be allowed-by-right if this was in a business district, but he did not disagree with Commissioner Kingsley's comment. He explained that the sign code allows for a clearance bar structure at the drive-thru lanes. However, those structures are not allowed to have the name of the restaurant on them, but they are intended to be directional, guiding customers to the drive-thru lanes and advising of the clearance limitation ahead. Commissioner Kingsley understood the purpose of these signs and said it was not a make-or-break for her, but if the commission is going to see a lot of this, then she would really question it. Commissioner Eckhardt commented that Culvers has the same arrangement of signs, which he felt were helpful in directing cars through the drive-thru. It was also pointed out that these signs are not illuminated. Commissioner Kubow said these signs are looked at on a case-by-case basis. Commissioner Kingsley had no further comments. Chair Fitzgerald agreed with everything said so far, and he liked the idea of the recommendation from Commissioner Kingsley about the clearance sign.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO RECOMMEND TO THE VILLAGE BOARD OF TRUSTEES, APPROVAL OF THE FOLLOWING SIGN VARIATION REQUESTS FOR *McDONALD'S* LOCATED AT 45 E. GOLF ROAD:

1. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW A 32.8 SF WALL SIGN ON THE NORTH ELEVATION, GOLF ROAD FRONTAGE, WHERE WALL SIGNS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
2. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW A 14 SF WALL SIGN ON THE NORTH ELEVATION, GOLF ROAD FRONTAGE, WHERE WALL SIGNS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
3. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW A 14 SF WALL SIGN ON THE WEST ELEVATION, FACING THE PARKING AREA, WHERE WALL SIGNS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
4. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW A 2.6 SF CANOPY SIGN ON THE WEST ELEVATION, FACING THE PARKING AREA, WHERE CANOPY SIGNS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
5. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW TWO 5.75 SF DIRECTIONAL GROUND SIGNS ON THE SITE, WHERE DIRECTIONAL GROUND SIGNS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
6. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW TWO 20.13 SF DIGITAL DRIVE-THROUGH MENU BOARDS (ONE PER DRIVE-THROUGH LANE), WHERE DRIVE-THROUGH SIGNAGE IS NOT PERMITTED IN THE O-T ZONING DISTRICT.
7. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW TWO 10.06 SF DIGITAL DRIVE-THROUGH PRE-SELL MENU BOARDS (ONE PER DRIVE-THROUGH LANE), WHERE DRIVE-THROUGH SIGNAGE IS NOT PERMITTED IN THE O-T ZONING DISTRICT.
8. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW TWO DRIVE-THROUGH ORDERING CANOPIES (ONE PER DRIVE-THROUGH LANE), WHERE DRIVE-THROUGH CANOPIES ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.
9. A VARIATION FROM CHAPTER 30, SECTION 30-202, TO ALLOW ONE DRIVE-THROUGH CLEARANCE BAR STRUCTURE, WHERE DRIVE-THROUGH CLEARANCE BARS ARE NOT PERMITTED IN THE O-T ZONING DISTRICT.

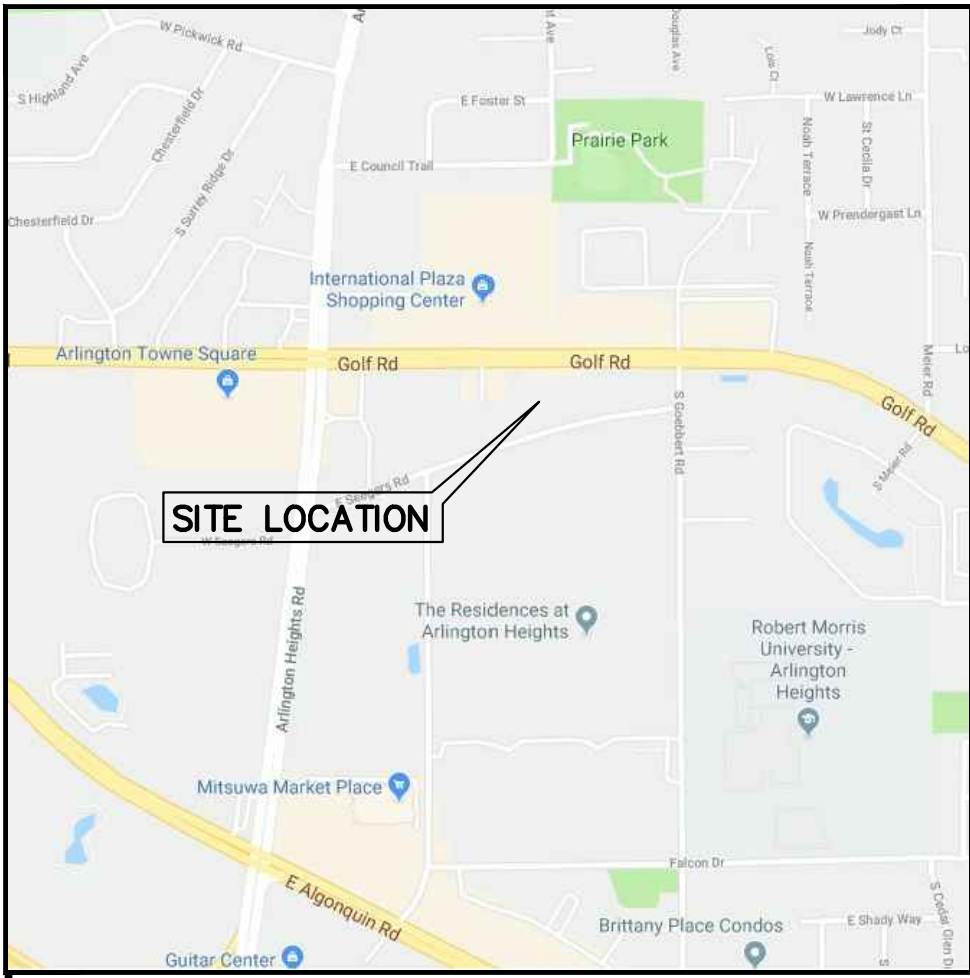
THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 7/15/19, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING CONDITIONS:

1. A RECOMMENDATION THAT THE PETITIONER TAKE A CLOSER LOOK AT THE LETTERS ABOVE THE DRIVE-THRU CLEARANCE BAR STRUCTURE AND CONSIDER MAKING THEM SMALLER, AND THAT IN GENERAL, THE DESIGN COMMISSION WOULD LIKE TO SEE A CLOSER LOOK TAKEN AT THIS TYPE OF SIGNAGE IN THE FUTURE.
2. PER CHAPTER 30, SECTION 30-302.B, THE DIRECTIONAL GROUND SIGNS SHALL BE LIMITED TO THREE FEET IN HEIGHT.
3. APPROVAL OF THE SECOND SET OF DRIVE-THROUGH SIGNAGE SHALL BE CONTINGENT UPON ZONING APPROVAL FOR THE SECOND DRIVE-THROUGH LANE.

4. PER CHAPTER 30, SECTION 30-208.E.1, THE SOUND FROM THE SPEAKER ON THE ORDERING CANOPIES SHALL NOT BE AUDIBLE AT OR BEYOND THE PROPERTY LINE, AND THE SPEAKERS SHALL BE EQUIPPED WITH AN ADJUSTABLE VOLUME CONTROL.
5. THE DIGITAL DISPLAYS SHALL COMPLY WITH ALL OPERATIONAL STANDARDS FOR ELECTRONIC SIGNS AS SET FORTH IN CHAPTER 30, SECTION 30-705.H, WHICH INCLUDES STATIC DISPLAYS ONLY (NO SCROLLING, FADING, FLASHING, ANIMATION, VIDEO, OR SOUND), AUTO-DIMMING PHOTOCCELL TECHNOLOGY TO CONTROL BRIGHTNESS TO .3 FOOTCANDLES MAXIMUM ABOVE AMBIENT LIGHTING CONDITIONS, NO OFF-PREMISES ADVERTISING, AND ONLY PERMITTED TO BE ILLUMINATED DURING THE HOURS THAT THE BUSINESS IS OPEN.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE ARCHITECT/HOMEOWNER/BUILDER'S RESPONSIBILITY TO COMPLY WITH THE DESIGN COMMISSION APPROVAL AND ENSURE THAT BUILDING PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING PERMIT AND SIGNAGE REQUIREMENTS.

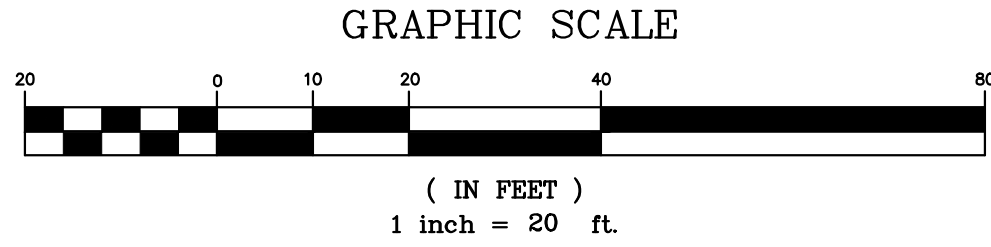
Commissioner Eckhardt asked why the words 'drive-thru' were chosen for the signage. The petitioner replied that it was for consistency, branding, and wanting to quickly identify the drive-thru entrance for customers who may not be paying attention, although this site is fairly straightforward in terms of circulation. Mr. Hautzinger felt this site was somewhat unique in that cars have to go around the entire building before entering the drive-thru lanes, and this supplemental directional signage is appropriate to help clarify the location of the drive-through lanes.

KUBOW, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

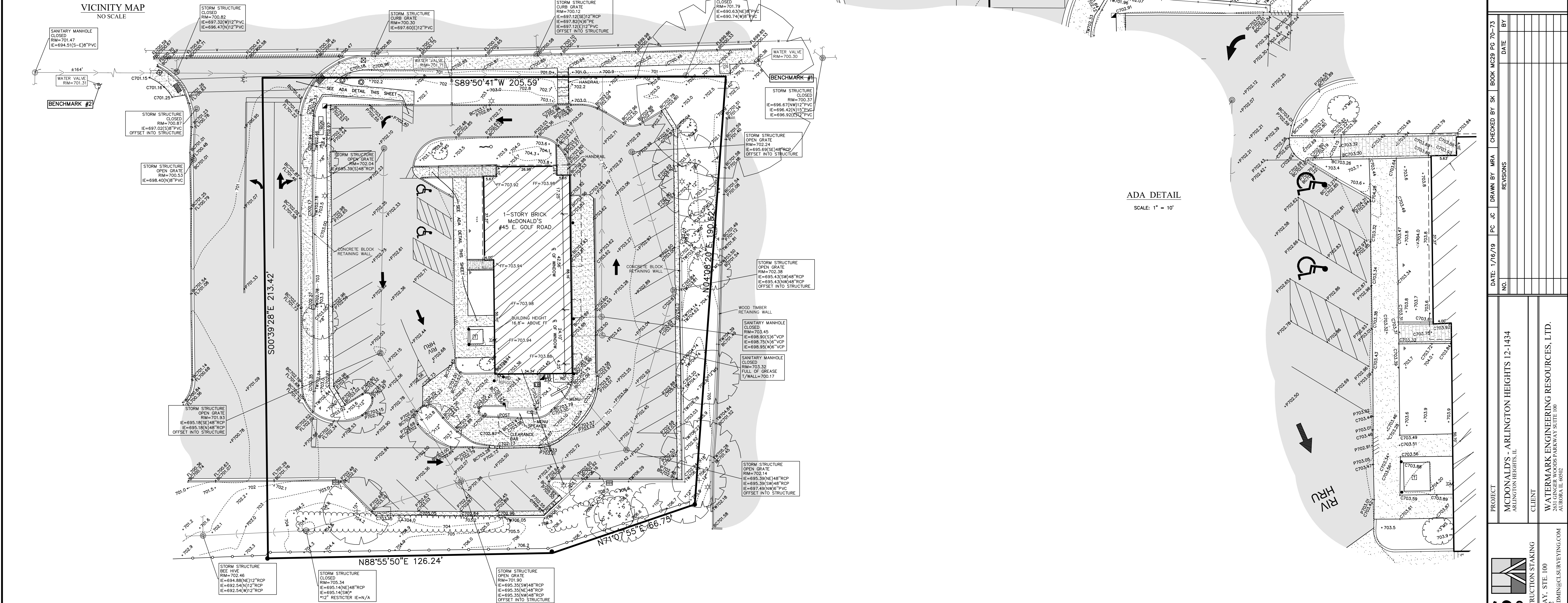


LEGAL DESCRIPTION

BOUNDARY AND TOPOGRAPHIC SURVEY



VICINITY MAP NO SCALE



LEGEND

- FOUND 7/8" O.D.I.P. UNLESS OTHERWISE NOTED (HELD LOCATION)
- CONCRETE MONUMENT
- ⊕ CROSS IN CONCRETE
- ⊙ MANHOLE
- ⊙ STORM STRUCTURE
- ⊙ SANITARY MANHOLE
- ⊙ CLEANOUT
- ▽ FLARED END SECTION
- ⊕ TRANSFORMER PAD
- ⊕ ELECTRIC MANHOLE
- ⊕ ELECTRIC BOX
- ⊕ ELECTRIC PEDESTAL
- ⊕ ELECTRIC MARKER
- ⊕ ELECTRIC METER
- ⊕ UTILITY POLE
- ⊕ UTILITY POLE W/LIGHT
- ⊕ UTILITY POLE W/TSF
- ⊕ GUY POLE
- ⊕ OVERHEAD TRAFFIC SIGNAL
- ⊕ TRAFFIC SIGNAL MANHOLE
- ⊕ LIGHT POLE
- ⊕ HAND HOLE
- ⊕ VALVE VAULT
- ⊕ FIRE HYDRANT
- ⊕ IRRIGATION CONTROL VALVE
- ⊕ POST INDICATOR VALVE
- ⊕ SIAMESE WATER CONNECTION
- ⊕ WATER METER
- ⊕ VALVE BOX
- ⊕ B/BOX
- ⊕ TELEPHONE MANHOLE
- ⊕ TELEPHONE NETWORK INTERFACE
- ⊕ TELEPHONE MARKER
- ⊕ TELEPHONE PEDESTAL
- ⊕ CABLE TELEVISION PEDESTAL
- ⊕ GAS METER
- ⊕ GAS VALVE
- ⊕ GAS MARKER
- ⊕ DOWN SPOUT
- ⊕ BORING HOLE
- ⊕ MONITORING WELL
- ⊕ GATE POST
- ⊕ SIGN
- ⊕ FLAG POLE
- ⊕ MAILBOX
- ⊕ SANITARY SEWER
- ⊕ STORM SEWER
- ⊕ WATER MAIN
- ⊕ GAS MAIN
- ⊕ ELECTRIC LINE
- ⊕ OVERHEAD WIRES
- ⊕ TELEPHONE LINE
- ⊕ CONFEROUS TREE W/APPROX. DIAMETER
- ⊕ DECIDUOUS TREE W/APPROX. DIAMETER
- ⊕ MULTI-STEM (ORIP LINE SHOWN IS APPROXIMATE)
- ⊕ ELEVATION
- ⊕ BITUMINOUS PAVEMENT
- ⊕ CONCRETE SURFACE
- ⊕ DEPRESSED CURB
- ⊕ GRAVEL SURFACE
- ⊕ LANDSCAPE AREA
- ⊕ DETECTABLE TACTILE WARNING SURFACE
- ⊕ WOOD FENCE
- ⊕ CHAIN LINK FENCE
- ⊕ METAL FENCE
- ⊕ METAL GUARDRAIL

ABBREVIATIONS

- O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
- W/APPROX. DIAMETER
- TSF = TOP OF FOUNDATION
- FF = FINISHED FLOOR
- FES = FLARED END SECTION
- VCP = VITRIFIED CLAY PIPE
- DIP = DUCTILE IRON PIPE
- PVC = POLYVINYL CHLORIDE
- RCP = REINFORCED CONCRETE PIPE
- CMP = CORRUGATED METAL PIPE
- (R) = RECORD BEARING OR DISTANCE
- (M) = MEASURED BEARING OR DISTANCE
- (C) = CALCULATED BEARING OR DISTANCE
- (D) = DEED BEARING OR DISTANCE
- A = ARC LENGTH
- R = RADIUS
- CH = CHORD
- CB = CHORD BEARING
- B.S.L. = BUILDING SETBACK LINE
- U.E. = UTILITY EASEMENT
- D.E. = DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.O.C. = POINT OF COMMENCEMENT
- P.O.B. = POINT OF BEGINNING
- P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT
- BC = BACK OF CURB
- BDC = BACK OF DEPRESSION
- FL = FLOW LINE
- C = CONCRETE
- P = PAVEMENT
- G = GRAVEL
- EW = EDGE OF WALK
- TW = TOP OF WALL
- TP = TOP OF PIPE
- IE = INVERT ELEVATION
- PL = PROPERTY LINE
- DS = DOWN SPOUT
- S.F. = SQUARE FEET
- SL = SHORE LINE
- TSF = TRANSFORMER
- B = PAVERS

LINE LEGEND

- LIMITS OF LAND PER
- LEGAL DESCRIPTION
- ADJACENT LAND
- PARCEL LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE
- EXISTING CONTOUR

BENCHMARKS

REFERENCE BENCHMARK:

NATIONAL GEODETIC SURVEY MONUMENT #DM3900
SURVEY DISK LOCATED ON GOLF ROAD IN TOP OF SOUTH END OF EAST ABUTMENT OF BRIDGE OVER SOUTH CREEK
DATUM: NAVD 88
ELEVATION = 696.09

SITE BENCHMARKS:

CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT WEST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.30
SITE BENCHMARK #2
CUT CROSS ON SOUTHERLY FLANGE BOLT ON FIRST FIRE HYDRANT EAST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.88

STRIPED PARKING DATA
REGULAR SPACES = 35
HANDICAPPED SPACES = 2
TOTAL SPACES = 37

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS SUPPLIED TO SURVEYOR. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM AVAILABLE INFORMATION. THE SURVEYOR HAS PHYSICALLY LOCATED VISIBLE STRUCTURES; HOWEVER, HE HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

CERTIFICATION

STATE OF ILLINOIS }
COUNTY OF KANE } SS

THE ABOVE DESCRIBED PROPERTY WAS SURVEYED UNDER THE DIRECTION OF AN ILLINOIS PROFESSIONAL LAND SURVEYOR ON ALL DISTANCES SHOWN ARE IN FEET AND DECIMAL PARTS THEREOF.
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS.

COMPASS SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184.002278
LICENSE EXPIRES 4/30/19

BY: _____ DATE: _____

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. _____
LICENSE EXPIRES 11/30/2020

PROJECT
MCDONALD'S - ARLINGTON HEIGHTS 12-1434
ARLINGTON HEIGHTS, IL

CLIENT
WATERMARK ENGINEERING RESOURCES, LTD.
261 GINGER WOODS PARKWAY SUITE 100
AURORA, IL 60009

COMPASS SURVEYING LTD.
SURVEYING LTD.
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60009
PHONE: (630) 820-9100 FAX: (630) 820-9101 EMAIL: ADMIN@COMPASSSURVEYING.COM

SCALE: 1" = 20'

1 OF 1



N - Across Street



NW - Across Street



NE - Across Street



Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

Watermark
Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-235-9800 www.watermark-engineering.com

CHECKED BY: J.MILLER
DESIGN BY: H.W.
DRAWN BY: D.O.
DATE: MAY 28, 2019
SCALE: NTS
PROJECT NO.: 18-108

1 of 3
LC #12-1434

PHOTO EXHIBIT

E - 1st Site to the Left



E - 2nd Site to the Left



E - 3rd Site to the Left



Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523

McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

Watermark
Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-235-9800 www.watermark-engineering.com

CHECKED BY: J.MILLER
DESIGN BY: H.W.
DRAWN BY: D.O.
DATE: MAY 28, 2019
SCALE: NTS
PROJECT NO.: 18-108

2 of 3

LC #12-1434

PHOTO EXHIBIT

W - 1st Site to the Right



W - 2nd Site to the Right



W - 3rd Site to the Right



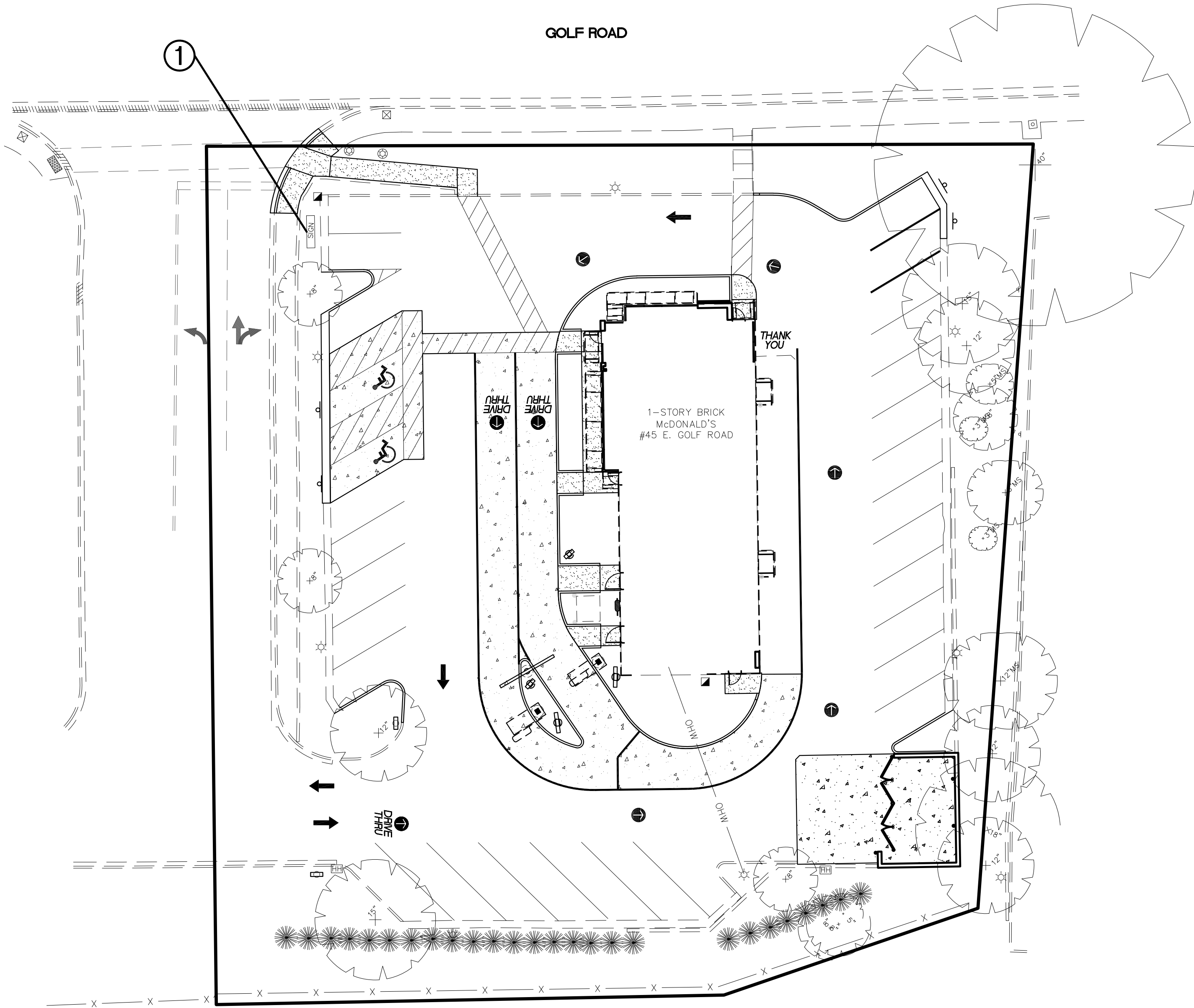
Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared By:

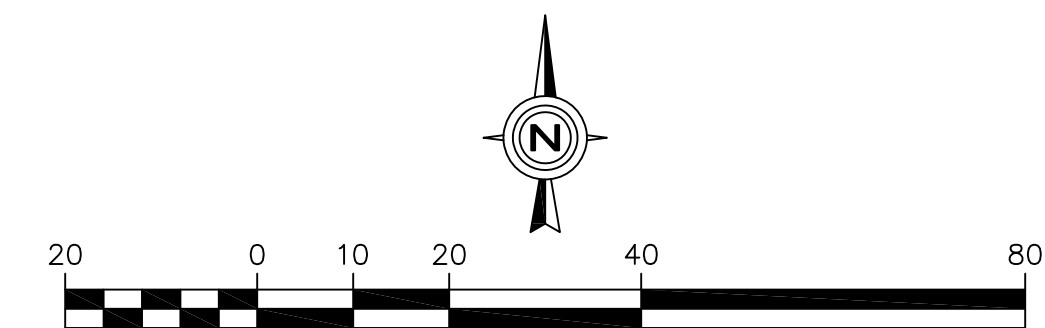
Watermark
Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-235-9800 www.watermark-engineering.com

CHECKED BY: J.MILLER
DESIGN BY: H.W.
DRAWN BY: D.O.
DATE: MAY 28, 2019
SCALE: NTS
PROJECT NO.: 18-108



SIGN LEGEND

- ① EXISTING McDONALD'S
MONUMENT ROAD SIGN



EXISTING SIGNAGE
PLAN

CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: JULY 11, 2019
SCALE: 1" = 20'
PROJECT NO.: 18-108

1 of 1
LC #12-1434

Watermark
Engineering
RESOURCES, LTD
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-575-1800 fax 630-236-9800 www.watermark-engineering.com

Prepared By:

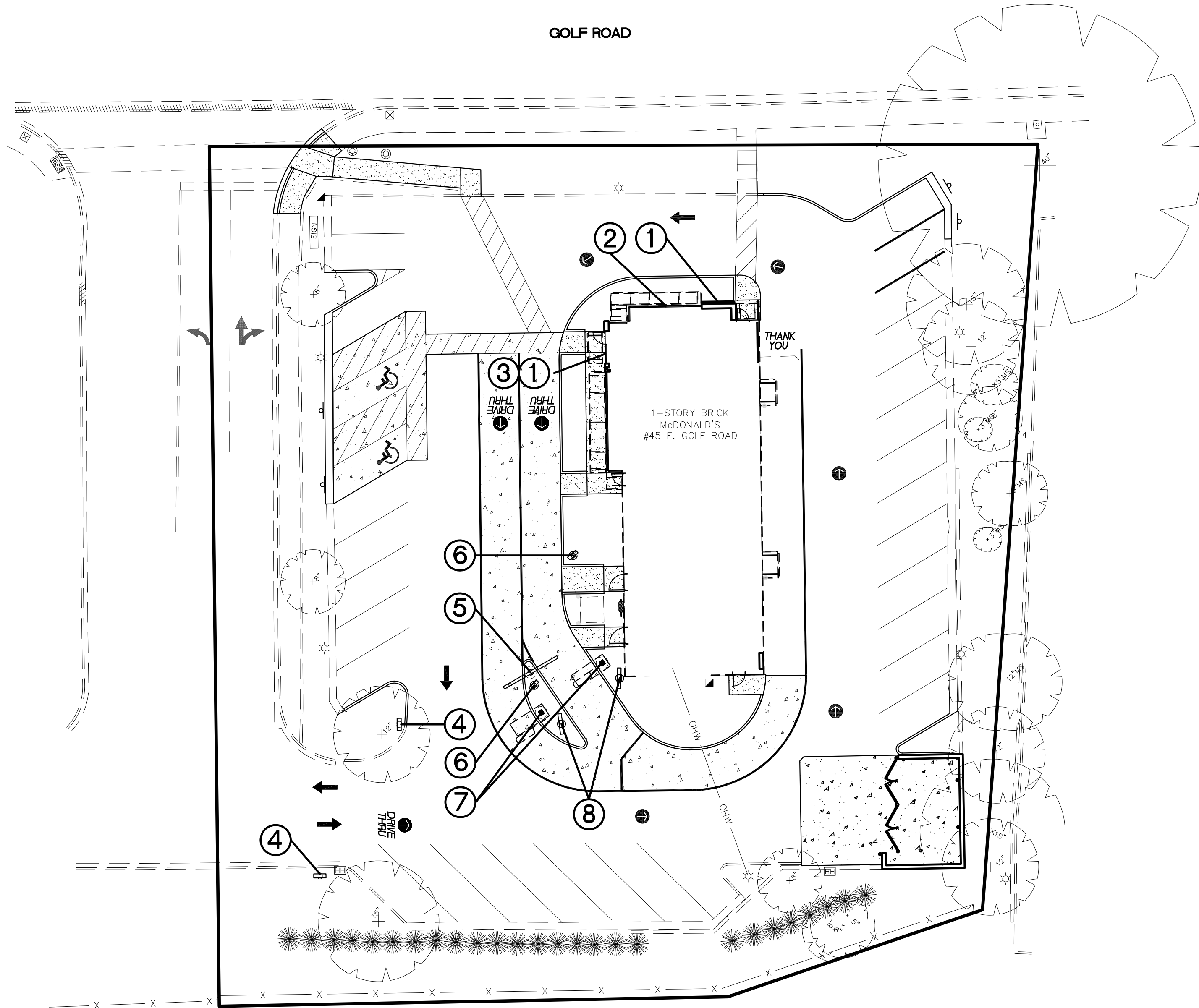
McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

Prepared For:

NO.

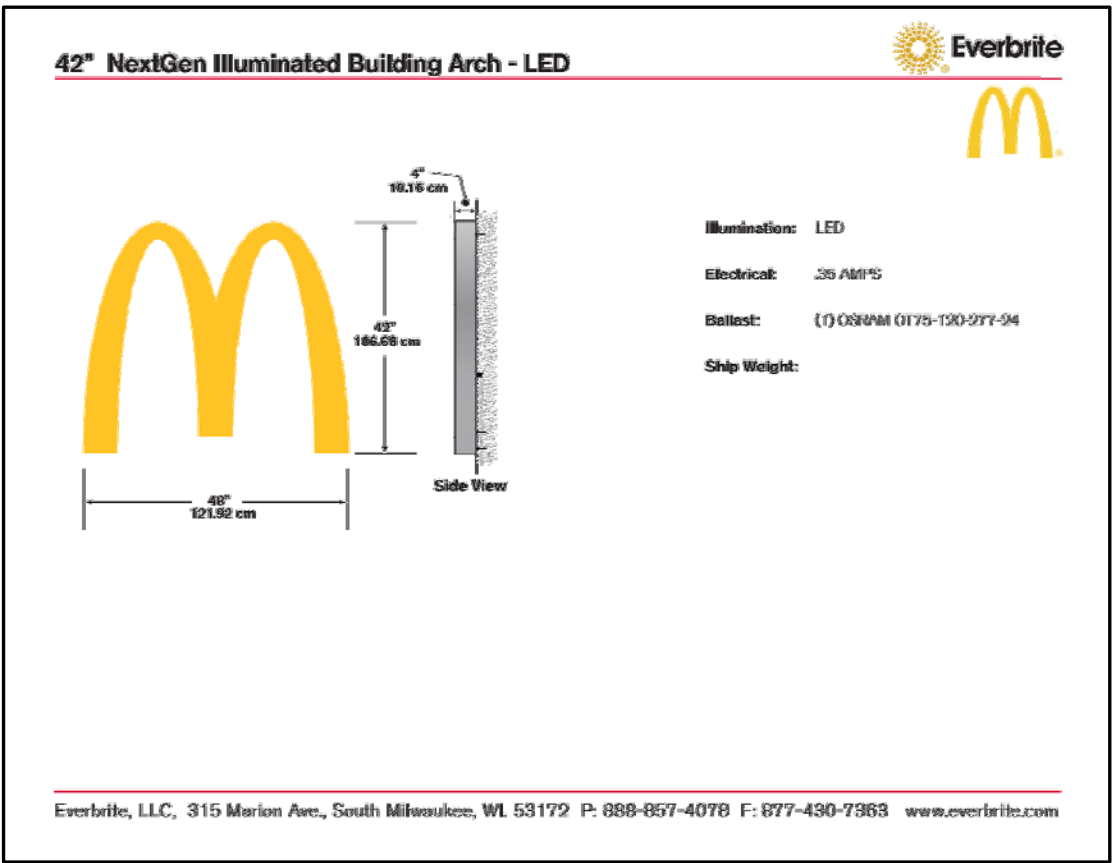
REVISIONS

DATE

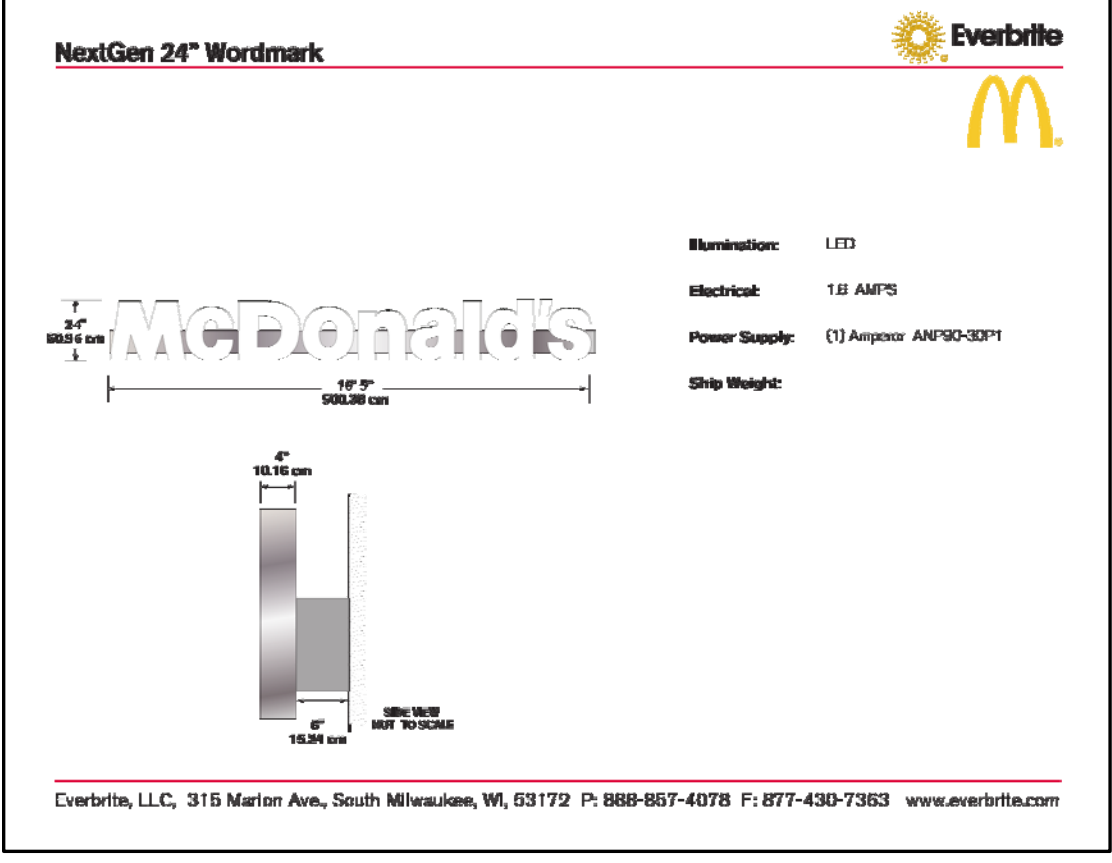


SIGN LEGEND

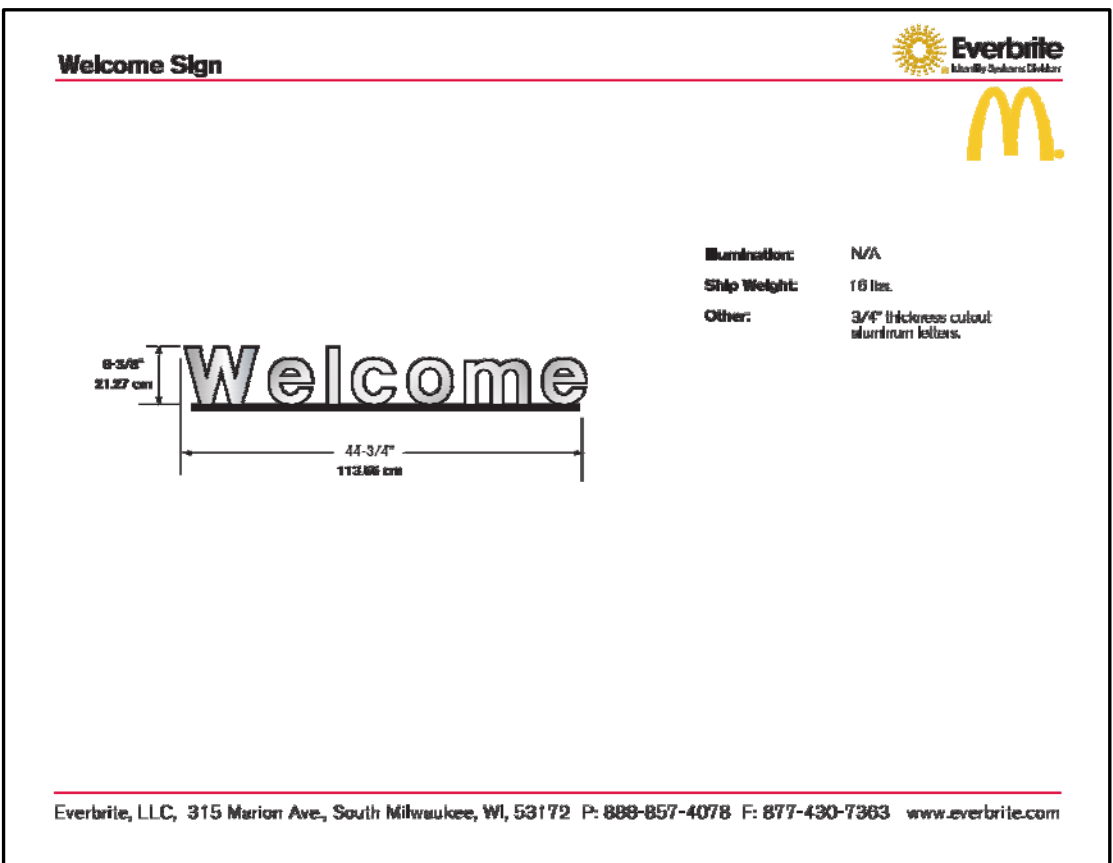
① McDONALD'S WALL SIGN
2 LOCATIONS (14 S.F. EACH)



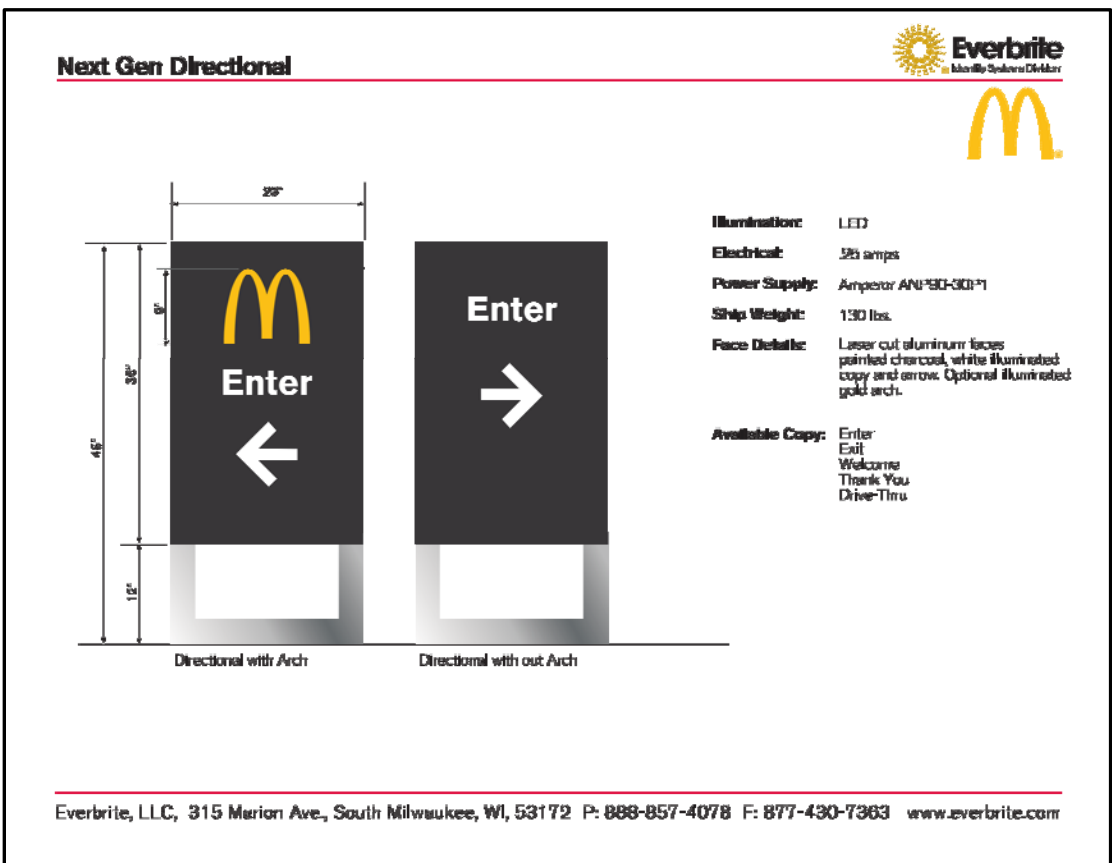
② "McDONALD'S" WORDMARK SIGN
1 LOCATION (32.83 S.F.)



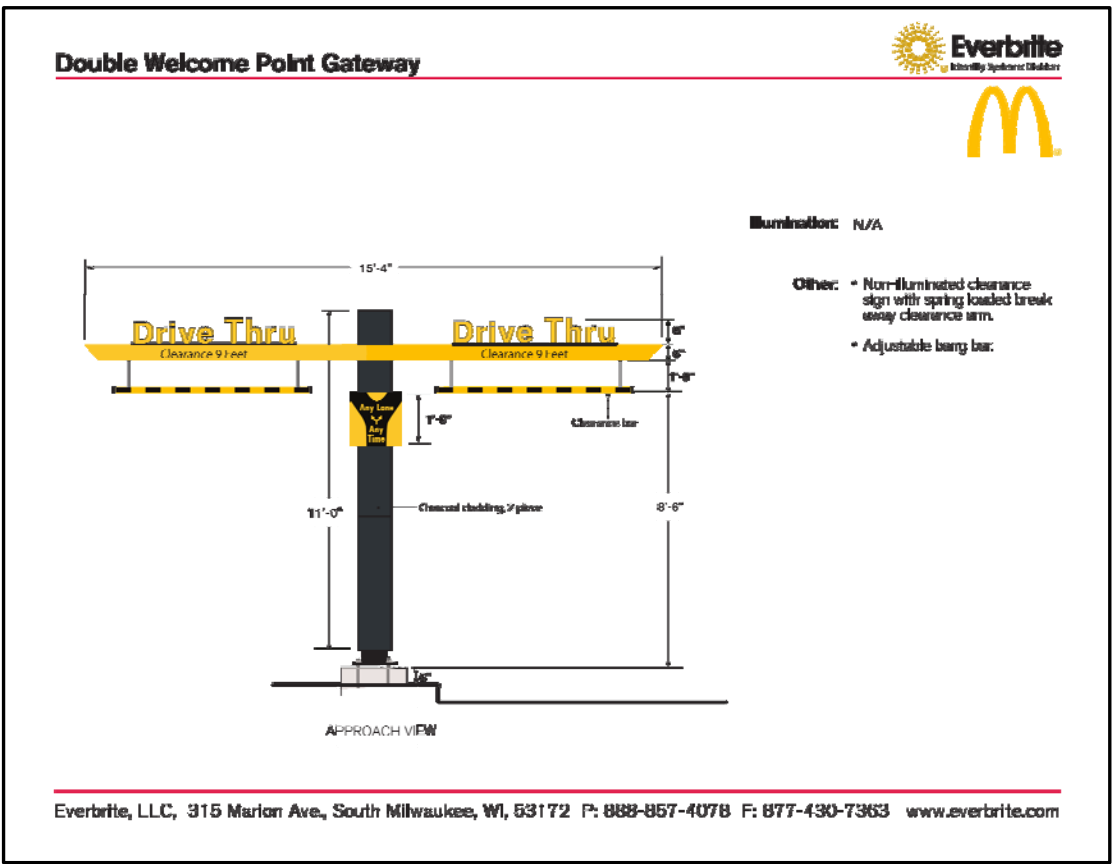
③ "WELCOME" SIGN
1 LOCATION (2.45 S.F.)



④ McDONALD'S NEXT GEN DIRECTIONAL SIGN
2 LOCATIONS (5.75 S.F. EACH)



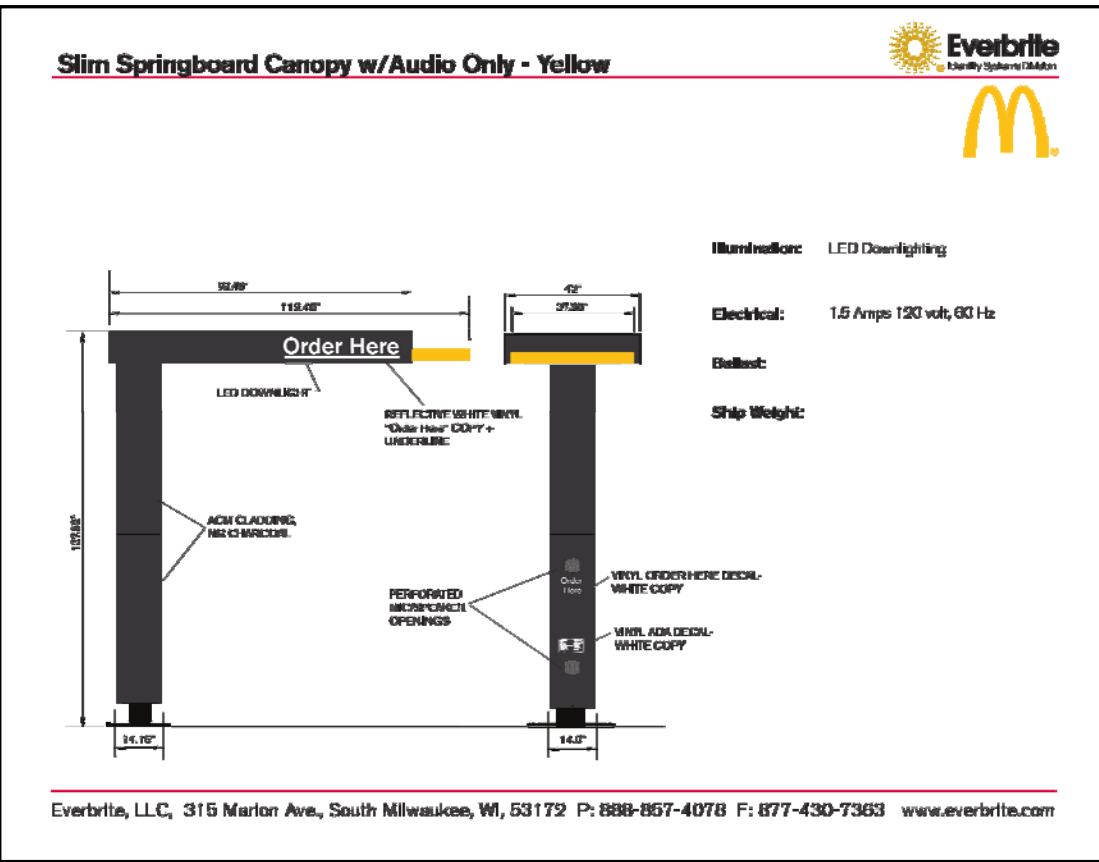
⑤ PROPOSED WELCOME POINT GATEWAY – 1 LOCATION



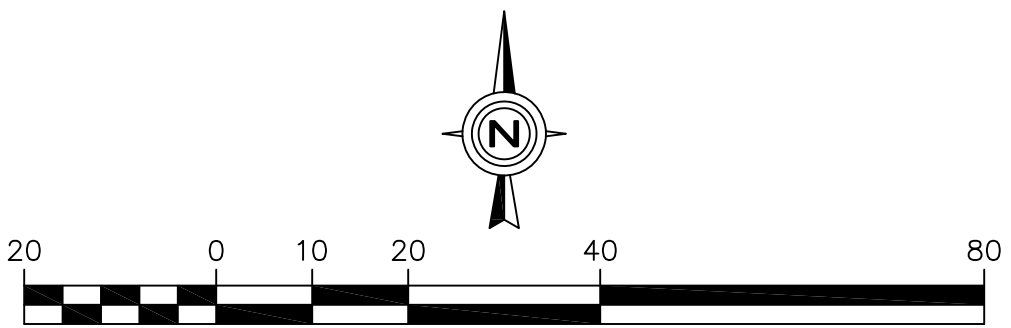
⑥ PROPOSED PRE-BROWSE BOARD – 2 LOCATIONS (10.06 EACH)



⑦ PROPOSED SLIM SPRINGBOARD CANOPY – 2 LOCATIONS

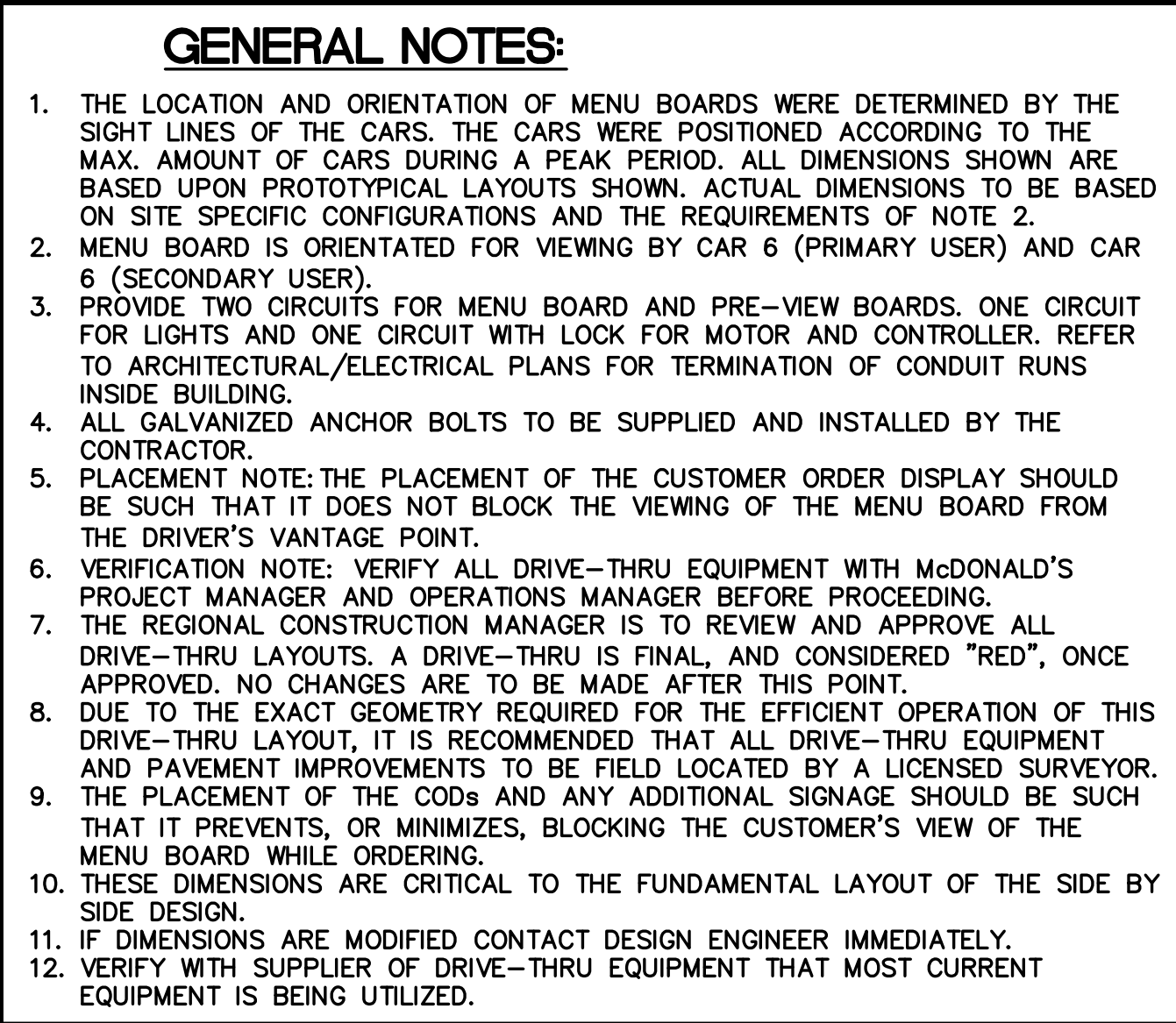


⑧ PROPOSED OUTDOOR DIGITAL MENU BOARD – 2 LOCATIONS (20.13' EACH)



PROPOSED
SIGNAGE PLAN

NO.		REVISIONS		DATE	
Prepared For:					
McDonald's 711 Jorie Blvd., 3rd Floor Oak Brook, IL 60523 McDONALD'S - ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois					
Prepared By:					
 2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com					
CHECKED BY: J. MILLER		DESIGN BY: H. WITTENKELLER		PROJECT NO.: 18-108	
DRAWN BY: K. SACK		DATE: JULY 11, 2019		1 of 1	
SCALE: 1" = 20'				LC #12-1434	



COORDINATES			
Equipment			
	X	Y	DESCRIPTION
1	0.00'	0.00'	CRITICAL STARTING POINT FOR ALL COORDINATES
2	35.70'	-0.04'	TO CENTER OF ODMB MENU BOARD
3	39.96'	3.82'	TO CENTER OF DRIVE THRU SPRINGBOARD CANOPY
4	46.71'	30.61'	TO CENTER OF DIGITAL PRE-BROWSE BOARD
5	50.33'	-11.13'	TO CENTER OF ODMB MENU BOARD
6	55.29'	-8.22'	TO CENTER OF DRIVE THRU SPRINGBOARD CANOPY
7	56.93'	-1.45'	TO CENTER OF DIGITAL PRE-BROWSE BOARD
8	57.76'	1.78'	TO CENTER OF FOUNDATION OF DOUBLE WELCOME POINT GATEWAY

[illegible]

Prepared By:

Watermark Engineering
RESOURCES, LTD.

2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9800 www.watermark-engineering.com

DT-2	CHECKED BY: J. MILLER
LC #12-1434	DESIGN BY: H. WITTENKELLER
	DRAWN BY: K. SACK
	DATE: JUNE 13, 2019
	SCALE: 1" = 5'
	PROJECT NO.: 18-108

DRIVE-THRU EQUIPMENT PLAN

J: \dwgs\18jobs\18108\18108.dwg, Drive-Thru



DRIVE-THRU APPROACH

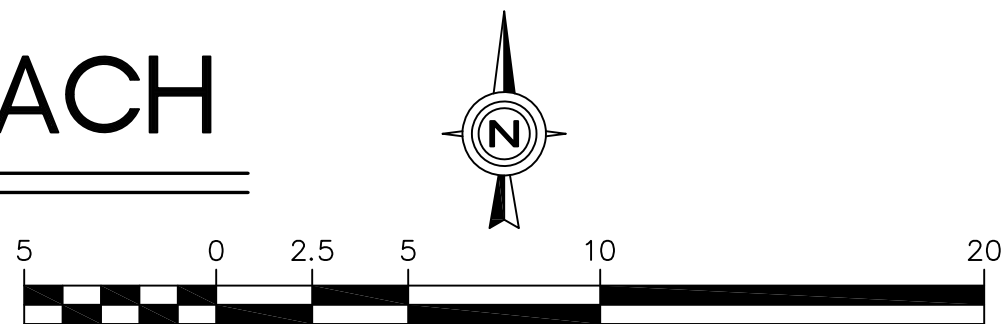
$$1'' = 5'-0''$$

A diagram showing a single regular pentagon with the number 1 inside it.

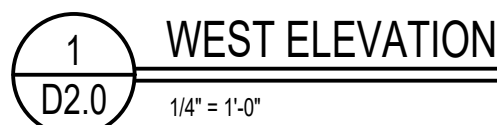
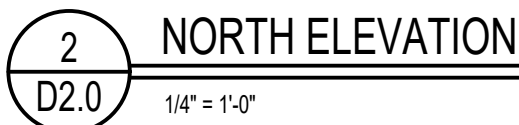
PRIMARY DRIVE-THRU LANE

2

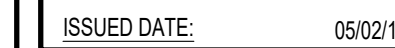
SECONDARY DRIVE-THRU LANE



DRIVE-THRU EQUIPMENT PLAN



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



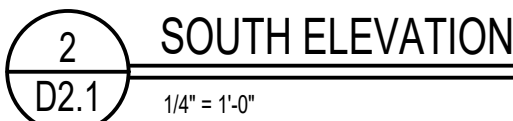
McDonald's[®]
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

STATE ID:	12143
NATIONAL #:	1351
PROJECT NUMBER:	18-44
DRAWN BY:	R
CHECKED BY:	CL

SHEET TITLE:
DEMOLITION
EXTERIOR
ELEVATIONS

SHEET NUMBER

D2.0



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



McDonald's[®]
USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

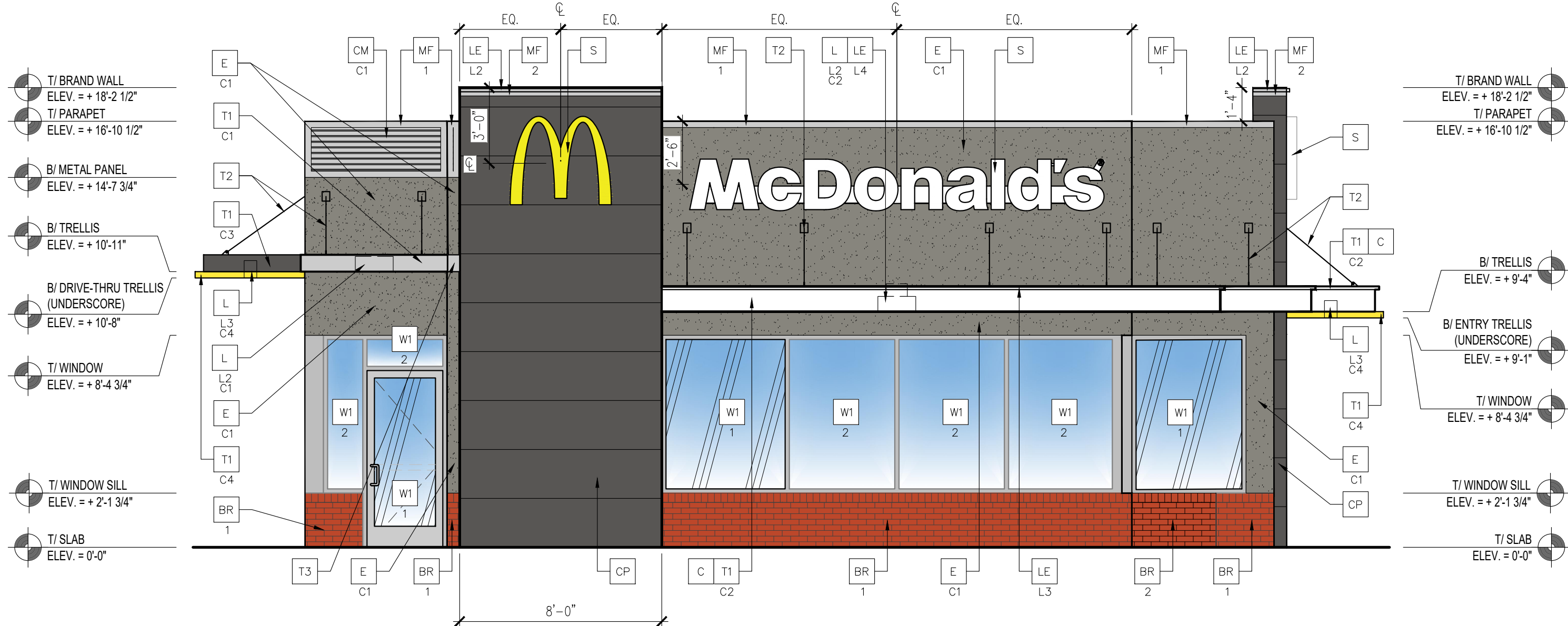
STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:

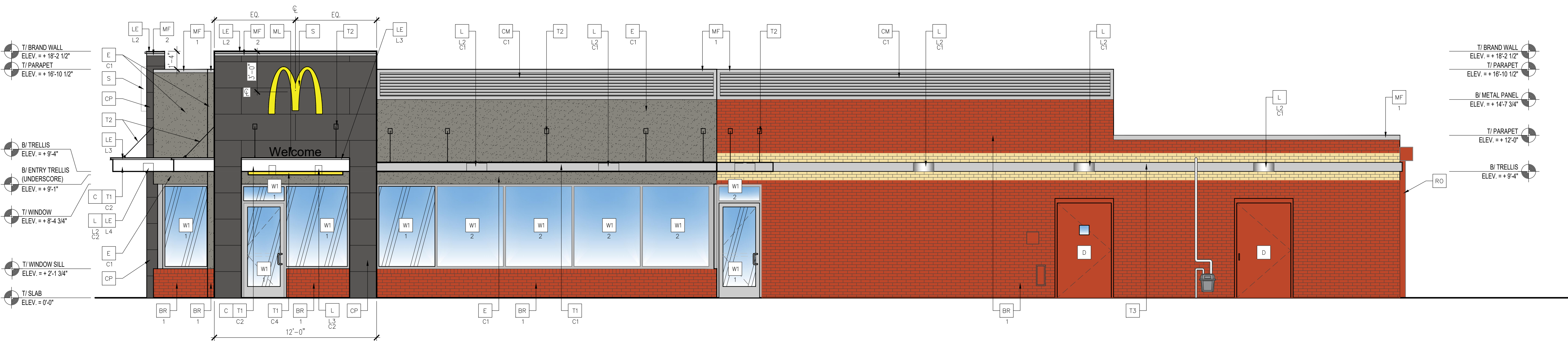
DEMOLITION
EXTERIOR
ELEVATIONS

SHEET NUMBER:

D2.1



2 NORTH ELEVATION
1/4" = 1'-0"



1 WEST ELEVATION
1/4" = 1'-0"

NOTE:
1. EIFS CONTROL JOINTS INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
2. PAINT TRASH CORRAL INCLUDING DOORS, BOLLARDS ETC. TO MATCH MAIN BUILDING COLOR.

GLAZING NOTES:
1. ALL GLAZING SHALL MEET SAFETY GLAZING REQUIREMENTS PER CURRENT INTERNATIONAL BUILDING CODE CHAPTER 24.
2. HAZARDOUS LOCATIONS REQUIRING SAFETY GLAZING MATERIALS:
2.1. DOORS
2.2. GLAZING ADJACENT TO DOORS: ADJACENT TO A DOOR WITH 24" AND WHERE GLAZING IS LESS THAN 60" ABOVE WALKING SURFACE
2.3. WINDOWS:
2.3.1. EXPOSED AREA OF INDIVIDUAL PANE IS GREATER THAN 9 SF
2.3.2. BOTTOM EDGE OF GLAZING IS LESS THAN 18" ABOVE THE FLOOR
2.3.3. TOP EDGE OF GLAZING IS GREATER THAN 36" ABOVE THE FLOOR
2.3.4. ONE OR MORE WALKING SURFACES ARE WITHIN 36" MEASURED HORIZONTALLY AND IN A STRAIGHT LINE, OF THE PANE OF GLAZING
3. MIN CATEGORY CLASSIFICATION OF GLAZING USING CPSC 16 16 CFR PART 1201, (IBC TABLE 2406.2)
3.1. CLASS 1, UNO
3.2. CLASS 2:
3.2.1. EXPOSED SURFACE AREA OF ONE SIDE OF ONE LITE IS MORE THAN 9 SF
SAFETY GLAZING IDENTIFICATION:
1. AS INDICATED THE GLAZING IN HINGED DOORS SHALL BE SAFETY GLAZING. EACH PANE OF SAFETY GLAZING SHALL BE PERMANENTLY LABELED. IBC, SECTION 2406.3(1)

ELEVATION KEY NOTES:

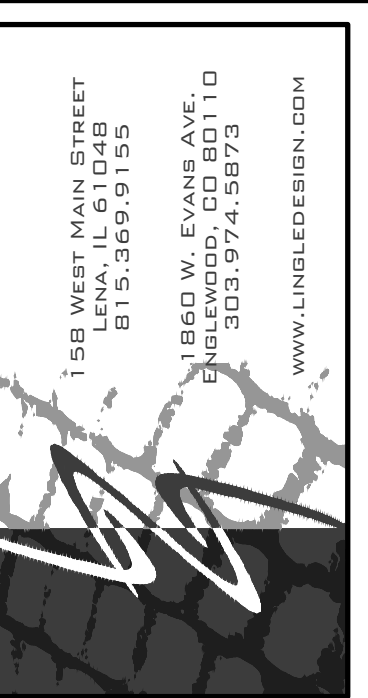
COLOR SCHEME: MODERN SCHEME

- BR** FACE BRICK - MODERN
XX-TYPE:
1 = EXISTING MASONRY TO REMAIN.
2 = NEW MASONRY TO MATCH EXISTING.
C2 = EXISTING MASONRY TO BE PAINTED: IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
- C** ALUMINUM CANOPY FASCIA SYSTEM
COLOR: WHITE
- CM** CORRUGATED METAL PANEL - SEE ASSEMBLY NOTES ON A5.0 FOR ADDITIONAL SPECIFICATIONS
XX-COLOR:
C1 = "CITYSCAPE"
- CP** FIBER CEMENT PANEL BY NICHHA ILLUMINATION SERIES - PAINT IRON MOUNTAIN 2134-30 JOINT CAULK: OSI QUAD CONTACT: MATT STEPHENSON (770) 805-9466
- D** HOLLOW METAL DOOR - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL

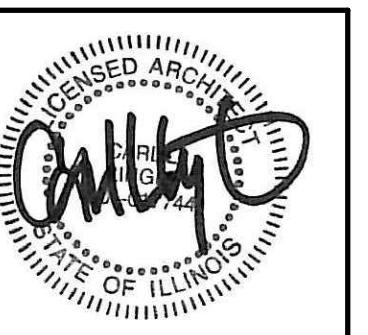
- E** EXTERIOR INSULATION FINISH SYSTEM (EIFS.) MODERN 'OUTSULATION PLUS MD' BY DRYVIT OR EQUAL
XX-TYPE:
HIGH IMPACT ZONES: 'PANZER 20' ULTRA HIGH IMPACT MESH ASSEMBLY FOR EIFS AREAS WITHIN 8'-0" OF GRADE FINISH: HYDROPHOBIC TEXTURE: SANDPEBBLE
COLOR: STATOTONE HIGH PERFORMANCE COLORANT - MATCH TO BENJAMIN MOORE OR EQUAL
C1 = CHELSEA GRAY HC-168 BY BENJAMIN MOORE
C2 = IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
- GR** GUARDRAIL
- L** LIGHT FIXTURE - SEE ELECTRICAL
XX-TYPE:
L2 = DOWN ONLY SCONCE
L3 = RECESSED DOWN FIXTURE
COLOR:
C1 = SILVER
C2 = WHITE
C4 = GOLD
- LE** ACCENT LIGHTING - SEE ELECTRICAL
XX-LED LIGHT:
L1 = UP AND DOWN FIXTURE
L2 = DOWN ONLY FIXTURE
L3 = INTEGRAL CANOPY FIXTURE
L4 = FLOOD LIGHT

- MF** METAL FASCIA (COLOR: CITYSCAPE)
X-TYPE:
1 = PRE-FAB ANCHOR-TITE FASCIA
2 = PRE-FAB CUSTOM ARCADE FASCIA
- ML** METAL LETTERING - BY OTHERS
X-TYPE:
1 = 'WELCOME' - COLOR: SILVER
- PB** PIPE BOLLARD - PAINTED YELLOW
X-TYPE:
1 = EXISTING - REPLACE IF NECESSARY
- S** McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE PERMIT.
- RO** ROOF DRAIN / OVERFLOW PIPE (EXISTING)
PAINT TO MATCH SURROUNDING MATERIAL

- RO** ROOF DRAIN / OVERFLOW PIPE
PAINT TO MATCH SURROUNDING MATERIAL
- RS** NEW COMPOSITE ROOF SCREEN TO MATCH EXISTING. RE-USE EXISTING SUPPORTS IF POSSIBLE - PAINT TO MATCH COLOR OF SURROUNDING MATERIAL
- T1** ALUMINUM TRELLIS SYSTEM
XX-COLOR:
C1 = CITYSCAPE
C2 = WHITE
C3 = CHARCOAL
C4 = GOLD
- T2** ALUMINUM TRELLIS TIE-BACK SYSTEM
COLOR: C3 = CHARCOAL
- T3** ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE
- W1** NEW STOREFRONT AND GLAZING
X-1 = NEW STOREFRONT AND GLAZING - SEE ASSEMBLY NOTES - MATCH EXISTING FRAMING
2 = EXISTING WINDOW TO REMAIN



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINELE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.



ISSUED DATE: 05/02/19

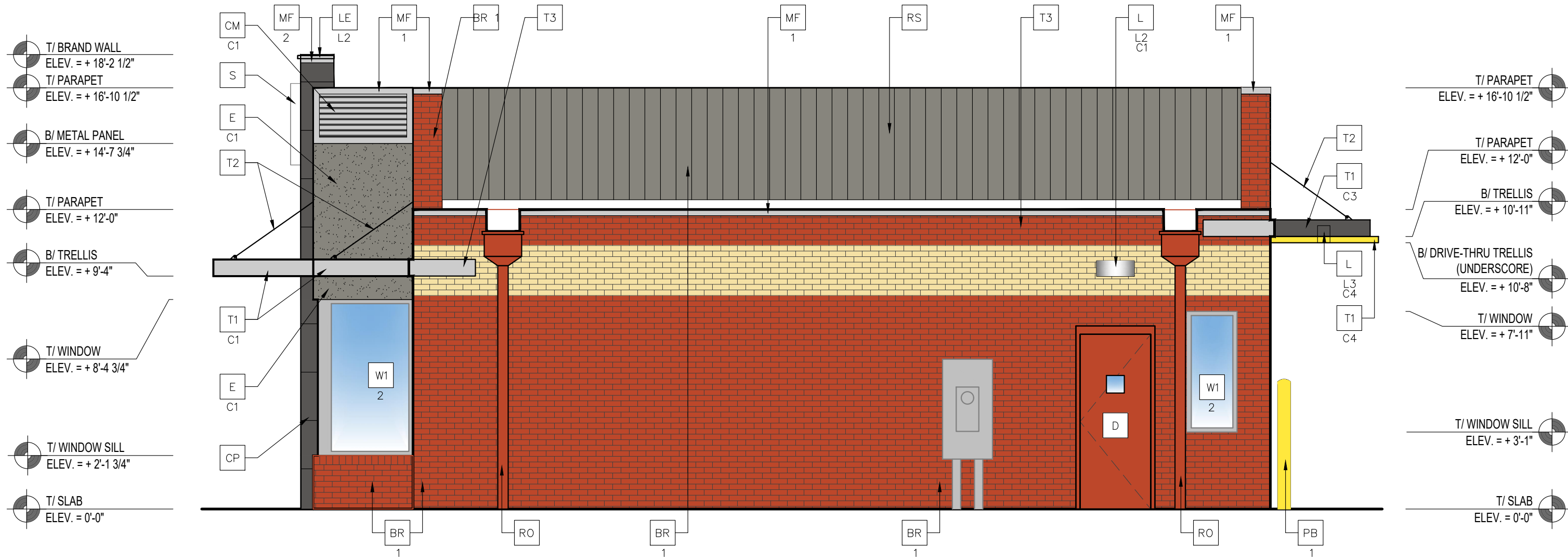
McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

REVISIONS	DATE	DESCRIPTION
#	05/02/19	PERMIT REVIEW BID SET

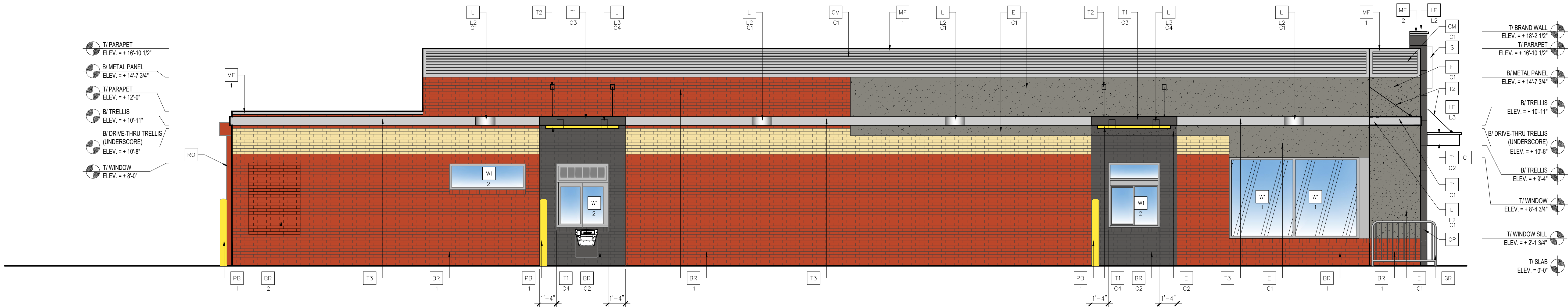
STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A2.0



2 SOUTH ELEVATION
1/4" = 1'-0"



1 EAST ELEVATION
1/4" = 1'-0"

NOTE:
1. EIFS CONTROL JOINTS INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
2. PAINT TRASH CORRAL INCLUDING DOORS, BOLLARDS ETC. TO MATCH MAIN BUILDING COLOR.

GLAZING NOTES:
1. ALL GLAZING SHALL MEET SAFETY GLAZING REQUIREMENTS PER CURRENT INTERNATIONAL BUILDING CODE CHAPTER 24.
2. HAZARDOUS LOCATIONS REQUIRING SAFETY GLAZING MATERIALS:
2.1. DOORS
2.2. GLAZING ADJACENT TO DOORS: ADJACENT TO A DOOR WITH 24" AND WHERE GLAZING IS LESS THAN 60" ABOVE WALKING SURFACE
2.3. WINDOWS:
2.3.1. EXPOSED AREA OF INDIVIDUAL PANE IS GREATER THAN 9 SF
2.3.2. BOTTOM EDGE OF GLAZING IS LESS THAN 18" ABOVE THE FLOOR
2.3.3. TOP EDGE OF GLAZING IS GREATER THAN 36" ABOVE THE FLOOR
2.3.4. ONE OR MORE WALKING SURFACES ARE WITHIN 36" MEASURED HORIZONTALLY AND IN A STRAIGHT LINE, OF THE PANE OF GLAZING
3. MIN CATEGORY CLASSIFICATION OF GLAZING USING CPSC 16 16 CFR PART 1201, (IBC TABLE 2406.2)
3.1. CLASS 1, UNO
3.2. CLASS 2:
3.2.1. EXPOSED SURFACE AREA OF ONE SIDE OF ONE LITE IS MORE THAN 9 SF
SAFETY GLAZING IDENTIFICATION:
1. AS INDICATED THE GLAZING IN HINGED DOORS SHALL BE SAFETY GLAZING. EACH PANE OF SAFETY GLAZING SHALL BE PERMANENTLY LABELED, IBC, SECTION 2406.3(1)

COLOR SCHEME: 'MODERN' SCHEME

BR — FACE BRICK — MODERN
XX — TYPE:
1 = EXISTING MASONRY TO REMAIN.
2 = NEW MASONRY TO MATCH EXISTING.
C2 = EXISTING MASONRY TO BE PAINTED: IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
C — ALUMINUM CANOPY FASCIA SYSTEM
COLOR: WHITE
CM — CORRUGATED METAL PANEL — SEE ASSEMBLY NOTES ON A5.0 FOR ADDITIONAL SPECIFICATIONS
XX — COLOR:
C1 = "CITYSCAPE"
CP — FIBER CEMENT PANEL BY NICHHA ILLUMINATION SERIES — PAINT IRON MOUNTAIN 2134-30 JOINT CAULK: OSI QUAD CONTACT: MATT STEPHENSON (770) 805-9466
D — HOLLOW METAL DOOR — PAINT TO MATCH COLOR OF SURROUNDING MATERIAL

E — EXTERIOR INSULATION FINISH SYSTEM (EIFS) MODERN 'OUTSULATION PLUS MD' BY DRYVIT OR EQUAL
XX — TYPE:
HIGH IMPACT ZONES: 'PANZER 20' ULTRA HIGH IMPACT MESH ASSEMBLY FOR EIFS AREAS WITHIN 8'-0" OF GRADE
FINISH: HYDROPHOBIC TEXTURE: SANDPEBBLE
COLOR: STATOTONE HIGH PERFORMANCE COLORANT — MATCH TO BENJAMIN MOORE OR EQUAL
C1 = CHELSEA GRAY HC-168 BY BENJAMIN MOORE
C2 = IRON MOUNTAIN 2134-30 BY BENJAMIN MOORE
GR — GUARDRAIL
L — LIGHT FIXTURE — SEE ELECTRICAL
XX — TYPE:
L2 = DOWN ONLY SCORCE
L3 = RECESSED DOWN FIXTURE
COLOR:
C1 = SILVER
C2 = WHITE
C4 = GOLD
LE — ACCENT LIGHTING — SEE ELECTRICAL
XX — LED LIGHT:
L1 = UP AND DOWN FIXTURE
L2 = DOWN ONLY FIXTURE
L3 = INTEGRAL CANOPY FIXTURE
L4 = FLOOD LIGHT

MF — METAL FASCIA (COLOR: CITYSCAPE)
X — TYPE:
1 = PRE-FAB ANCHOR-TITE FASCIA
2 = PRE-FAB CUSTOM ARCADE FASCIA
ML — METAL LETTERING — BY OTHERS
X — TYPE:
1 = 'WELCOME' — COLOR: SILVER
PB — PIPE BOLLARD — PAINTED YELLOW
X — TYPE:
1 = EXISTING — REPLACE IF NECESSARY
S — McDONALD'S SIGNAGE BY OTHERS — UNDER SEPARATE PERMIT.
RO — ROOF DRAIN / OVERFLOW PIPE (EXISTING)
PAINT TO MATCH SURROUNDING MATERIAL

RO — ROOF DRAIN / OVERFLOW PIPE
PAINT TO MATCH SURROUNDING MATERIAL
RS — NEW COMPOSITE ROOF SCREEN TO MATCH EXISTING. RE-USE EXISTING SUPPORTS IF POSSIBLE — PAINT TO MATCH COLOR OF SURROUNDING MATERIAL
T1 — ALUMINUM TRELLIS SYSTEM
XX — COLOR:
C1 = CITYSCAPE
C2 = WHITE
C3 = CHARCOAL
C4 = GOLD
T2 — ALUMINUM TRELLIS TIE-BACK SYSTEM
COLOR: C3 = CHARCOAL
T3 — ALUMINUM TRELLIS 2" x 8" WALL FASCIA SYSTEM COLOR: CITYSCAPE
W1 — NEW STOREFRONT AND GLAZING
X — 1 = NEW STOREFRONT AND GLAZING — SEE ASSEMBLY NOTES — MATCH EXISTING FRAMING
2 = EXISTING WINDOW TO REMAIN

ELEVATION KEY NOTES:

LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
ARLINGTON HEIGHTS, IL 60005
815.366.9155
1860 W. EVANS AVE.
CHICAGO, IL 60640
312.974.5873
WWW.LINLEEDSIGN.COM

© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINLEE DESIGN GROUP, INC. THEY MAY NOT BE REPRODUCED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

ISSUED DATE: 05/02/19

McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A2.1

SIGNAGE MATERIAL LIST

1. McDonald's USA, LLC
2. June 21, 2019
3. McDonald's
4. 45 E. Golf Road, Arlington Heights, IL

Proposed McDonald's Major Remodel

North Elevation (Golf Road):

- 42" NextGen Illuminated Building Arch-LED-Plastic(Acrylic/Polycarbonate/ABS)
- NextGen 24" Wordmark-LED- Plastic(Acrylic/Polycarbonate/ABS),Steel Backing

West Elevation (Access Road):

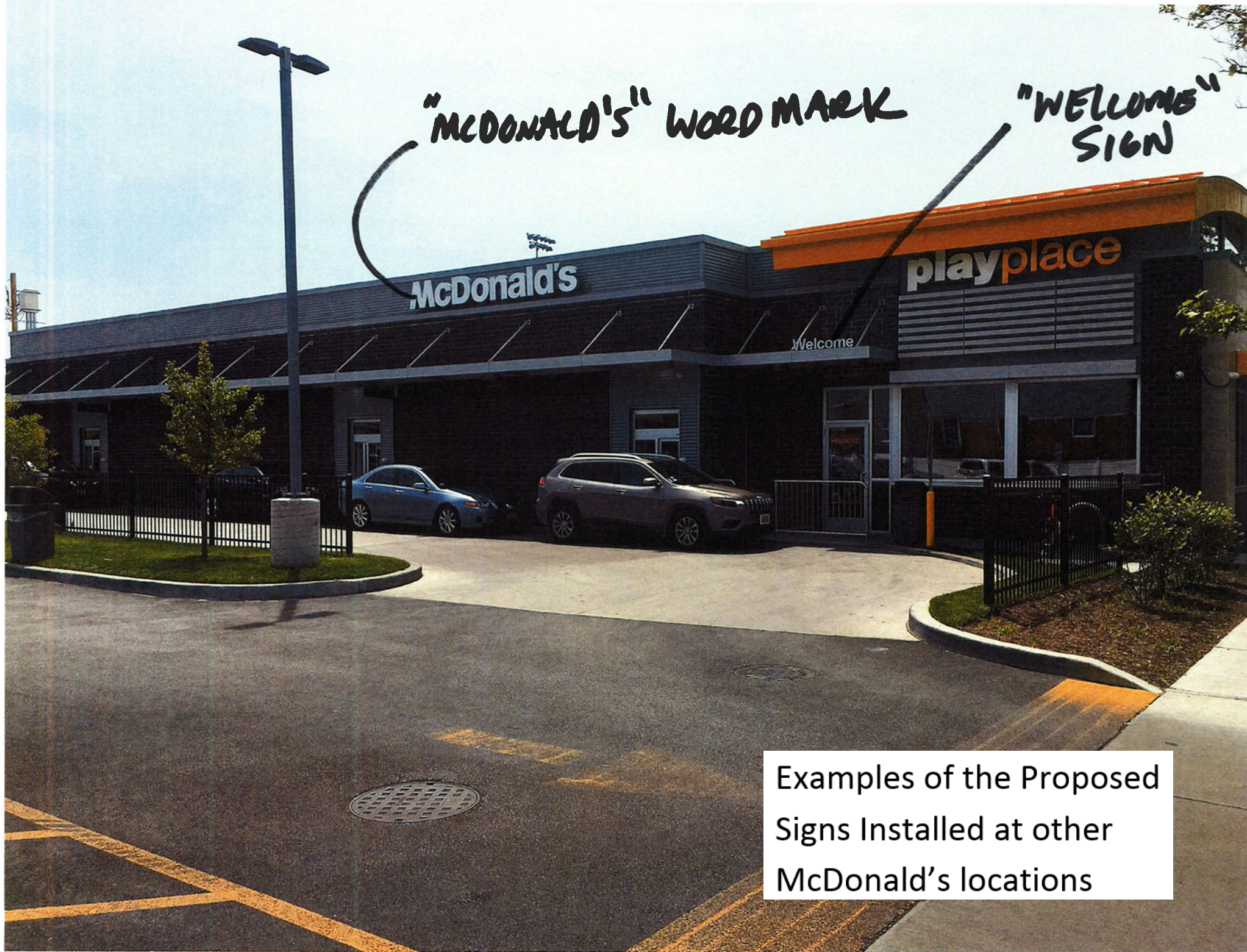
- 42" NextGen Illuminated Building Arch-LED-Plastic(Acrylic/Polycarbonate/ABS)
- Welcome Sign -Non-Illuminated-Aluminum

Existing Road Sign to Remain-Illuminated- Plastic(Acrylic/Polycarbonate/ABS), Steel, Brick Base

Drive Thru:

- Double Welcome Point Gateway-Non-Illuminated-Fiberglass,Aluminum,Steel-Drive Thru Sign-Aluminum
- Slim Springboard Canopy- Non-Illuminated-Fiberglass, Aluminum, Steel-Order Here Sign-Reflective White Vinyl
- Outdoor Digital Menu Board-Steel, 55" Screen- Powder Coat Dark Grey Pantone:446C
- Pre-Browse Board-Steel, 55" Screen- Powder Coat Dark Grey Pantone:446C

*Cut sheets are attached to this submittal.



Examples of the Proposed Signs Installed at other McDonald's locations

"M" WALL SIGN

PRE-BROWSE BOARD

OUTDOOR DIGITAL MENU BOARD

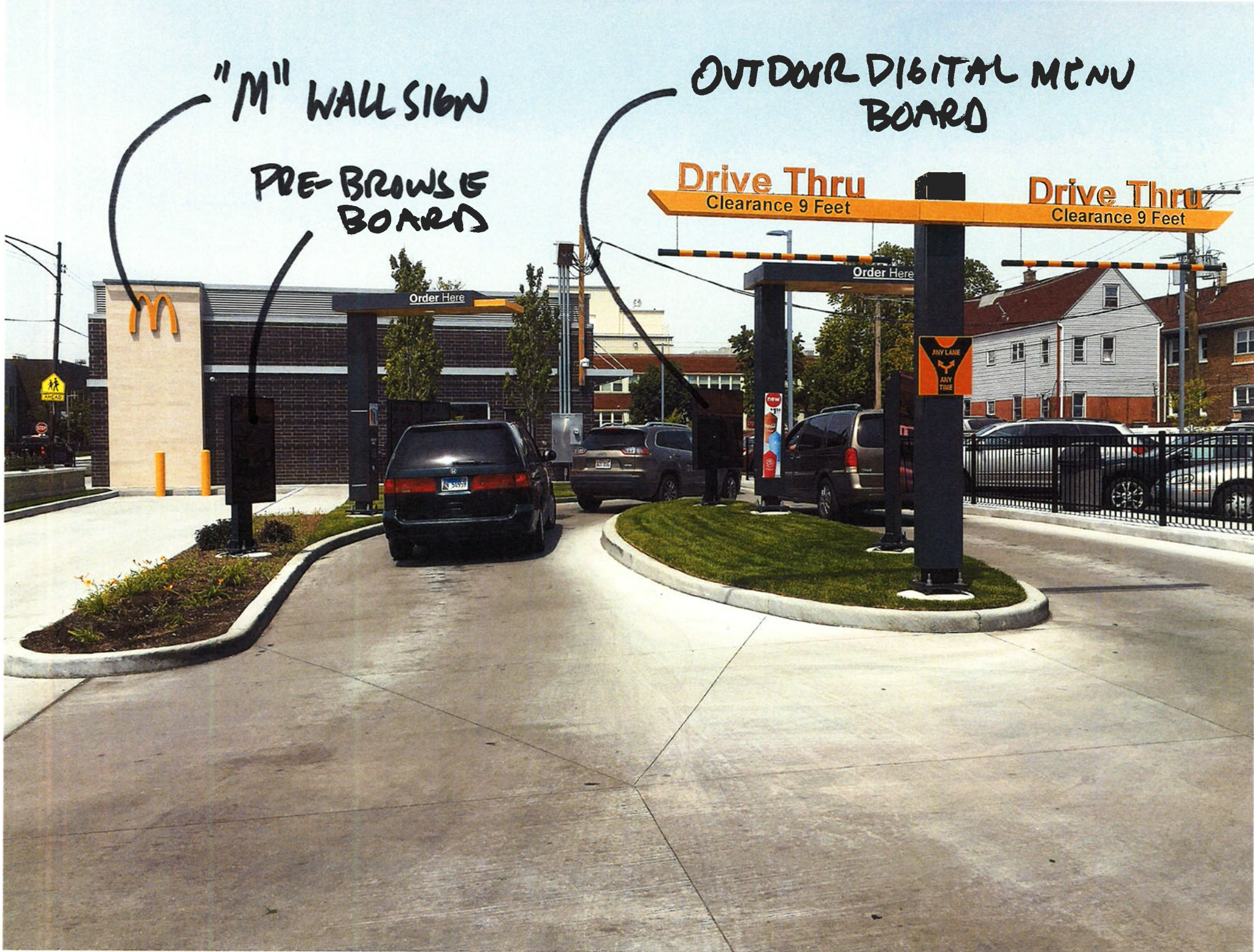
Drive Thru
Clearance 9 Feet

Drive Thru
Clearance 9 Feet

Order Here

Order Here

ANY LANE
ANY TIME



SPRINKLER
CANOPY

Drive Thru
Clearance 9 Feet

WELCOME POINT
GATEWAY

Drive Thru
Clearance 9 Feet

Order Here

Order Here

ANY LANE
ANY TIME

MCDONALD'S SITE IN CHICAGO



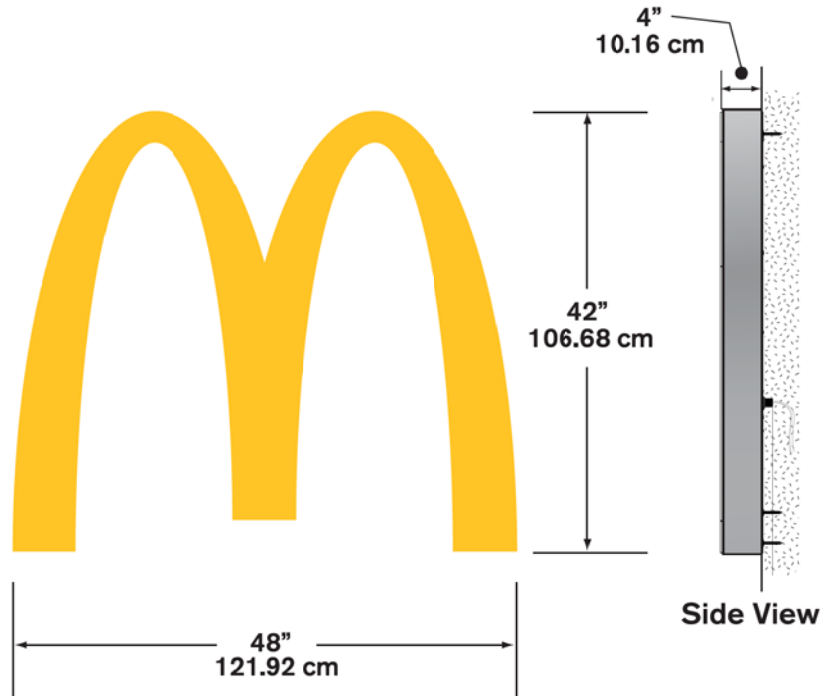
McDONALD'S SITE IN CHICAGO



DIRECTIONAL
SIGN

MCDONALD'S SITE IN CHICAGO

42" NextGen Illuminated Building Arch - LED

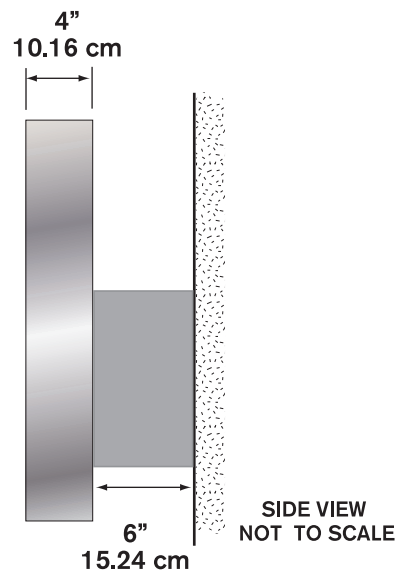
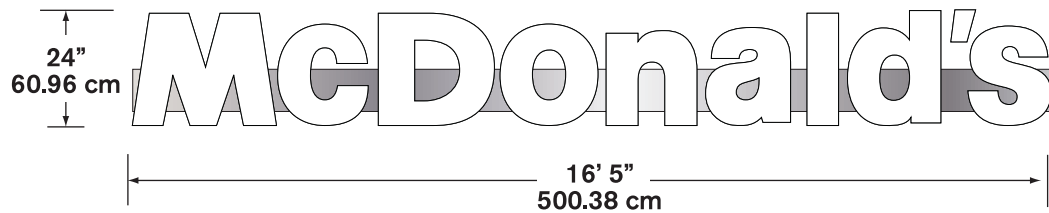


Illumination: LED

Electrical: .35 AMPS

Ballast: (1) OSRAM OT75-120-277-24

Ship Weight:



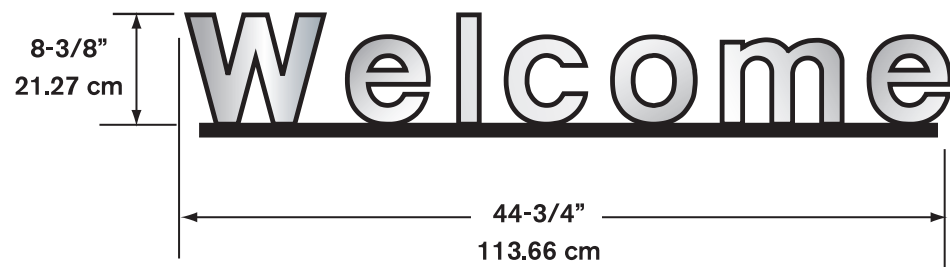
Illumination: LED

Electrical: 1.6 AMPS

Power Supply: (1) Amperor ANP90-30P1

Ship Weight:

Welcome Sign



Illumination:

N/A

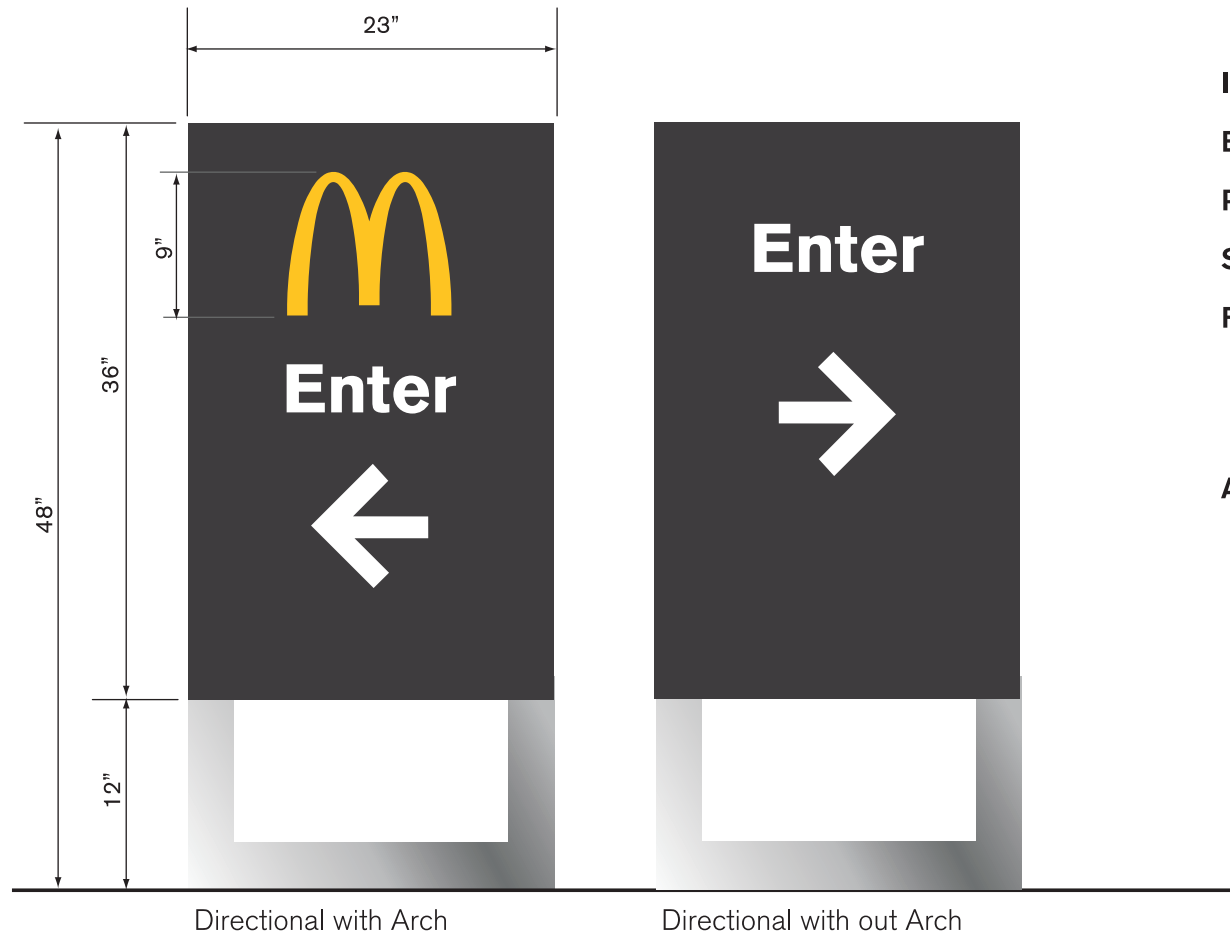
Ship Weight:

16 lbs.

Other:

3/4" thickness cutout
aluminum letters.

Next Gen Directional

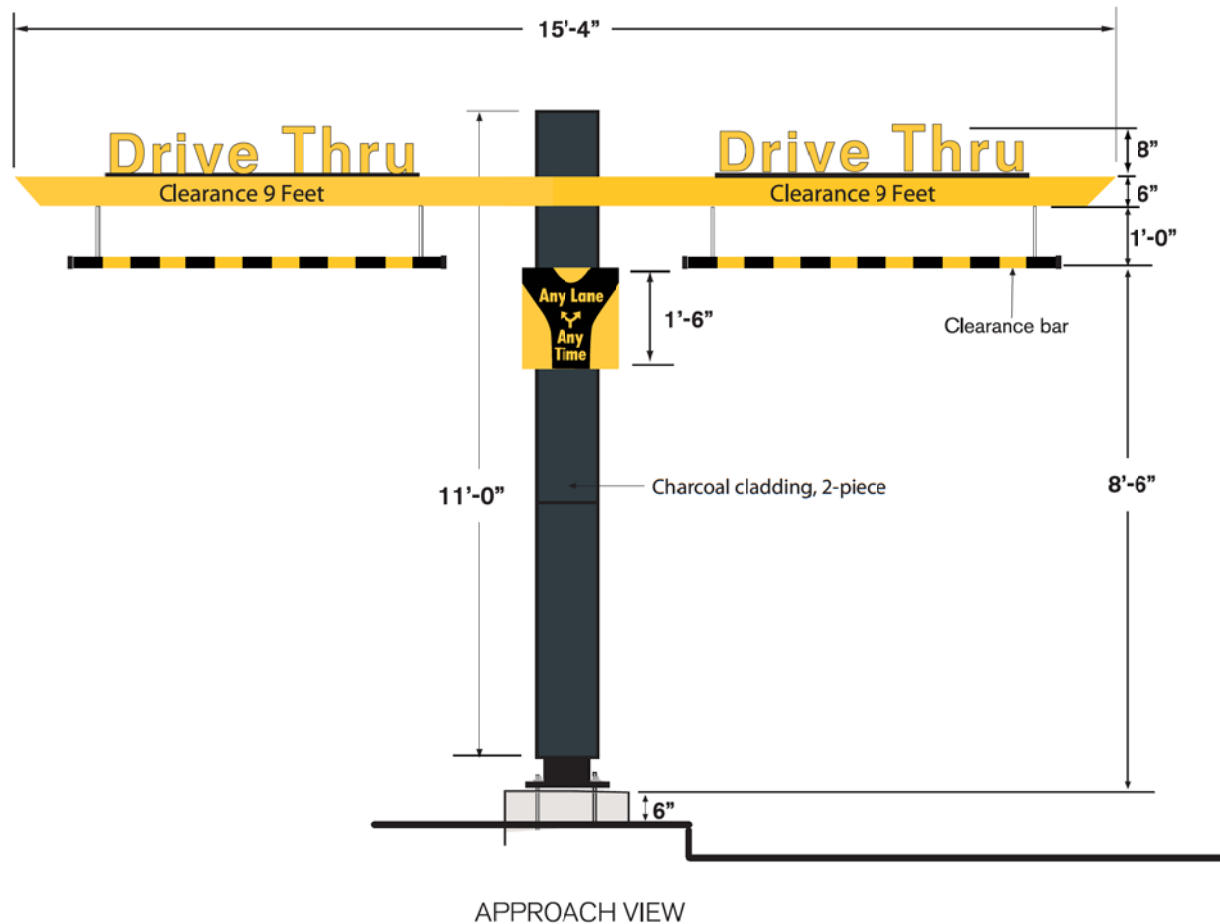


- Illumination:** LED
- Electrical:** .25 amps
- Power Supply:** Amperor ANP90-30P1
- Ship Weight:** 130 lbs.
- Face Details:** Laser cut aluminum faces
painted charcoal, white illuminated
copy and arrow. Optional illuminated
gold arch.
- Available Copy:** Enter
Exit
Welcome
Thank You
Drive-Thru

Double Welcome Point Gateway

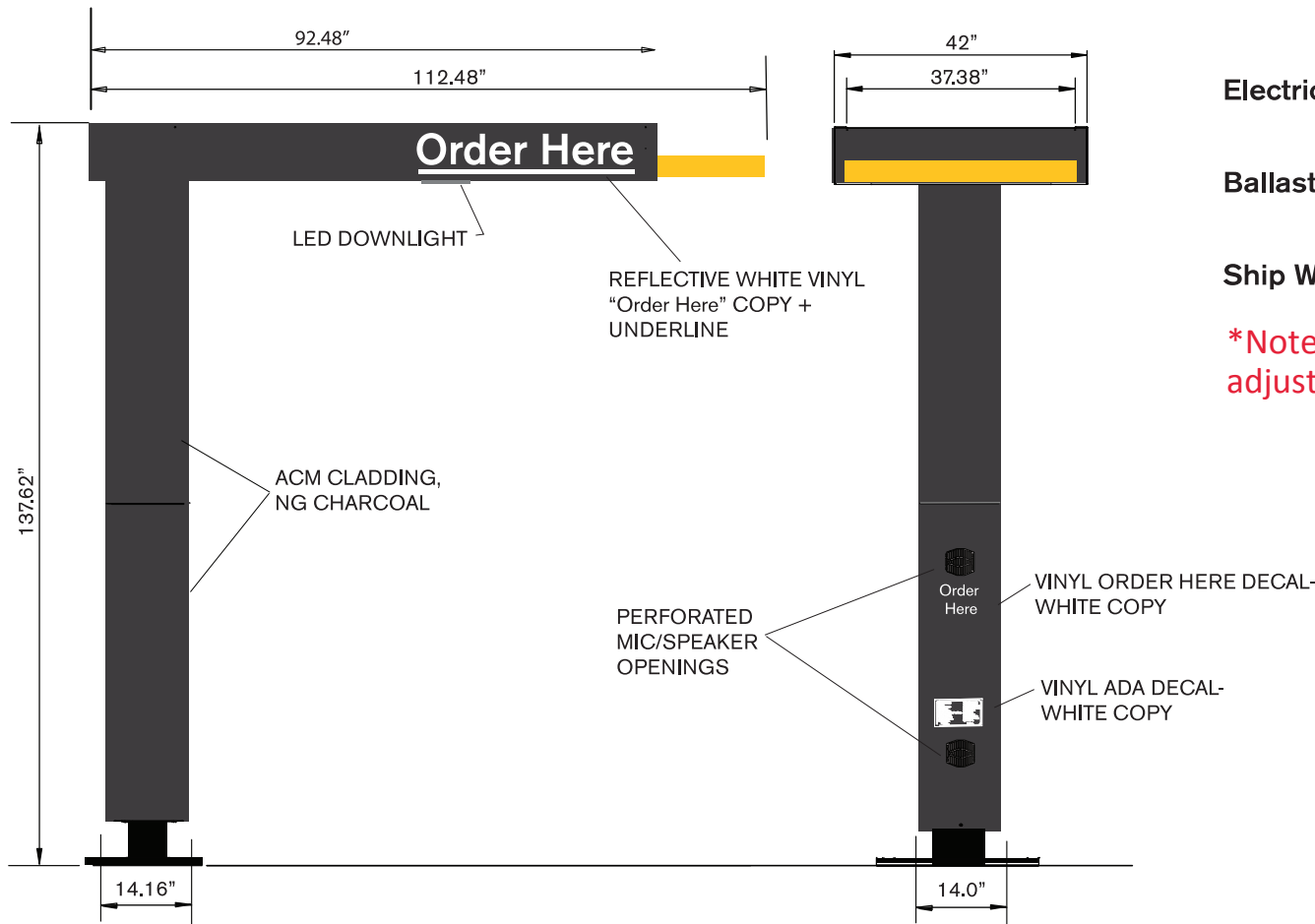


Illumination: N/A



- Other:**
- Non-illuminated clearance sign with spring loaded break away clearance arm.
 - Adjustable bang bar.

Slim Springboard Canopy w/Audio Only - Yellow



Illumination: LED Downlighting

Electrical: 1.5 Amps 120 volt, 60 Hz

Ballast:

Ship Weight:

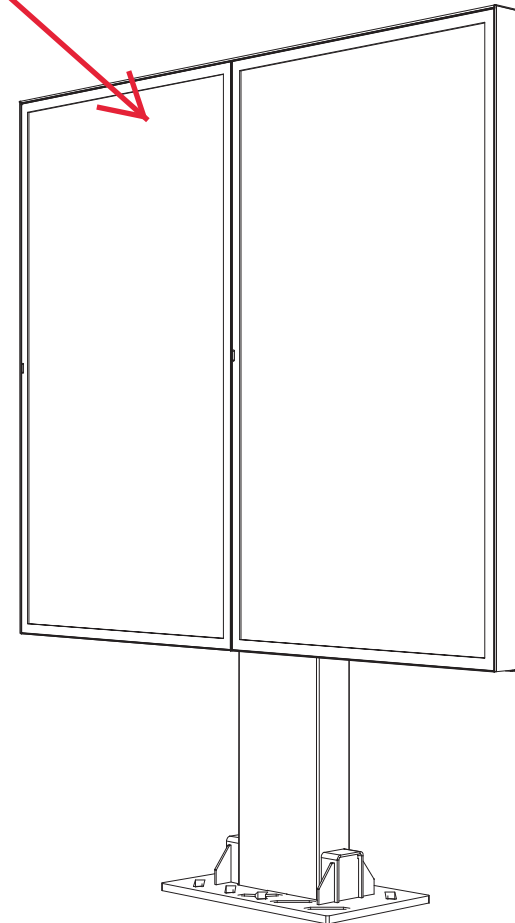
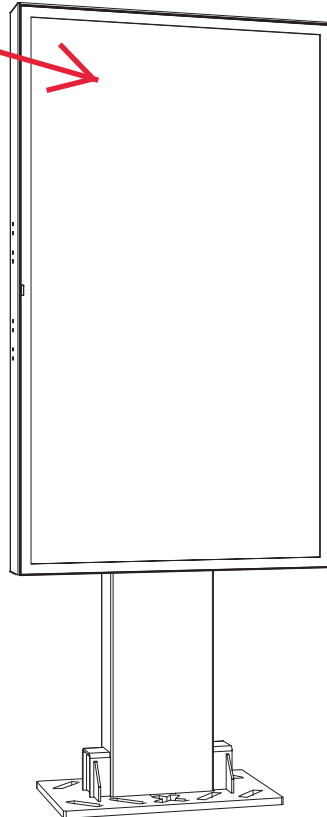
***Note: Speaker contains adjustable volume control.**

Presell Board

There will be no scrolling, fading, flashing, animation, video, or sound from the digital displays (typ. all sheets)

Outdoor Digital Menu Board (ODMB)

There will be no scrolling, fading, flashing, animation, video, or sound from the digital displays. (typ. all sheets)



55" Outdoor digital menuboard

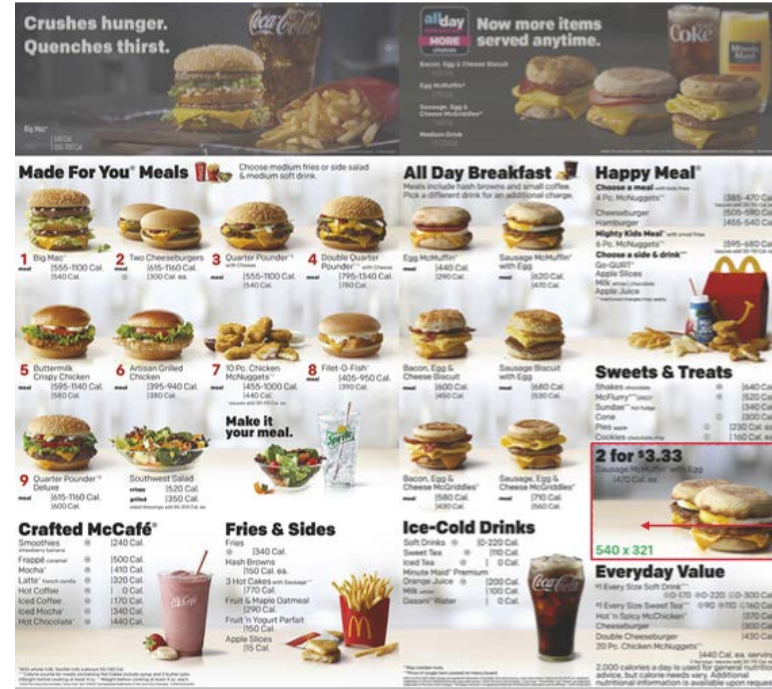
02-55-2S/D Outdoor Menu Board

Permitting Unit Information

Version 1.0

Menu Design & Content: Menu Design & Day-Parts

Our new menu boards support 3 Day-Parts shifts (Breakfast, Lunch & Dinner) to better support our menu items, user readability and time-of-day for our customers. Operators have the ability to pre-set and alter the Day-Part time shifts based off their business needs.



Menu Board: Breakfast, Lunch & Dinner.

Default Hours: Our Menu boards alter 3 times a day based off the Restaurant's hours of operation for Breakfast, Lunch & Dinner

Movement: No video or continuous movement

Menu Design & Content: Pre-Browse

Our new menu boards include “Pre-Browse” menu boards, which allow the customer to view and shop our new and core menu items prior to pull up to the full 2 panel menu board. **This content does not include video and can be altered based off local restrictions if required.**



Pre-Browse: Full Screen (**today**)

Movement: Slow Cross Fade every 7.5 seconds
Option: Can stop all movement to static images by Location or Operator



Pre-Browse: Peak Hours (**future**)

Displaying a simplified menu during busy times throughout the day.
Option: Can alter hours by Location/Operator



Pre-Browse: Non-Peak Hours (**future**)

Displaying a what's new with streamlined information
Movement: Slow Cross Fade every 7.5 seconds
Option: Can stop all movement to static images by Location or Operator

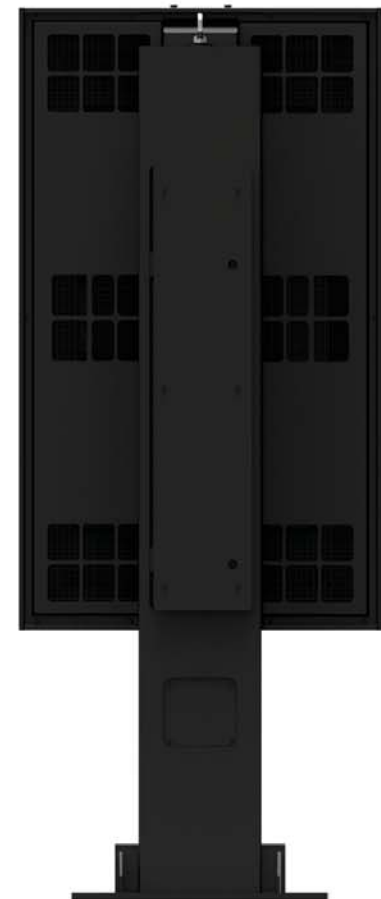
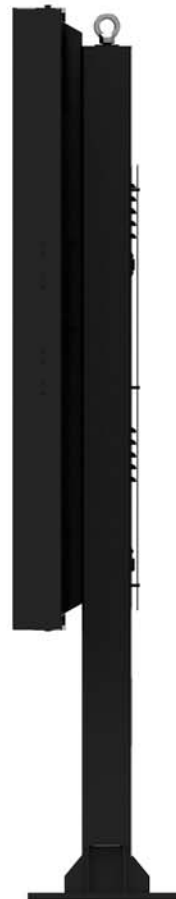
Note: FPO Menu. Menu Board designs & creative may alter over time; however, the same flexibility and control for an operator will remain consistent

Coates ODMB

Single screen unit



Area of display

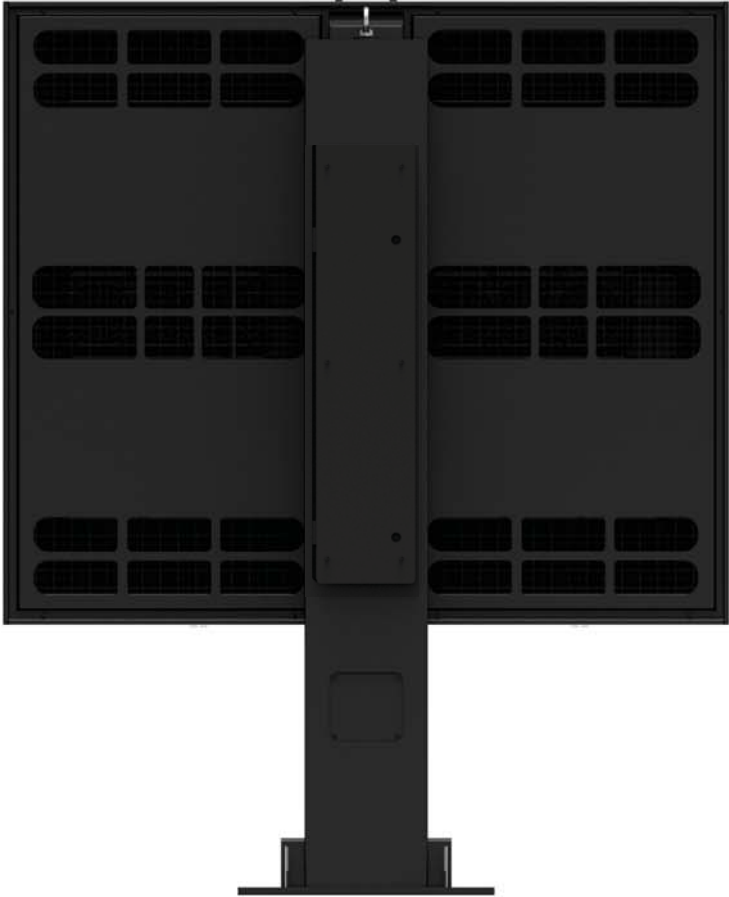


Coates ODMB
Double screen unit

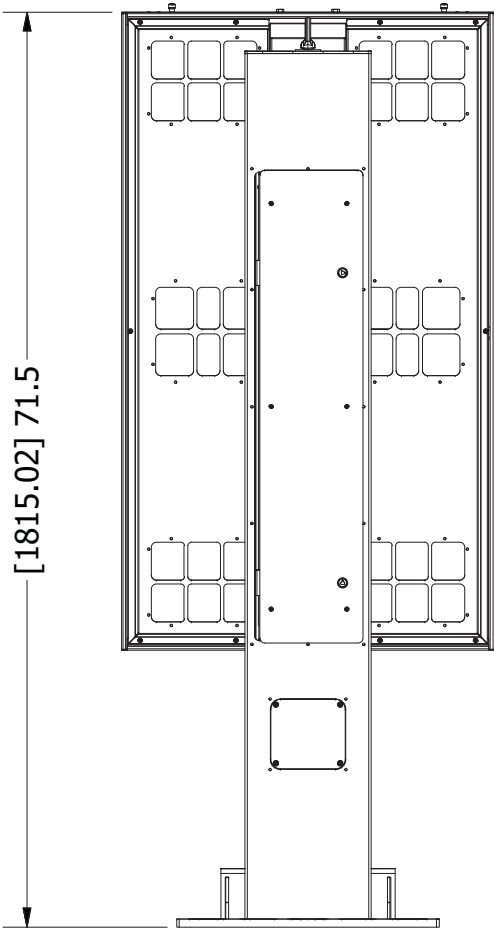
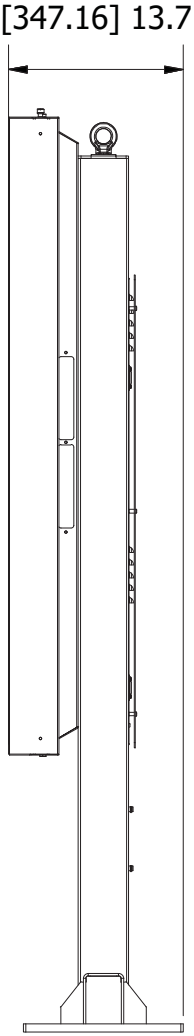
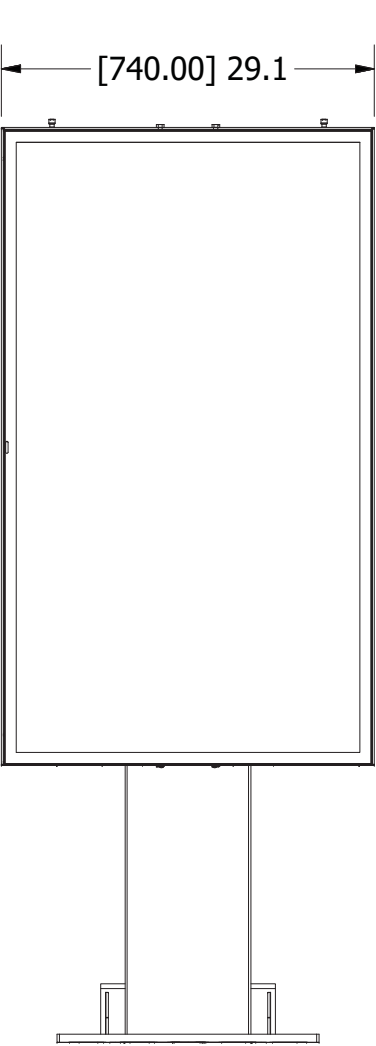


Area of display

Area of display

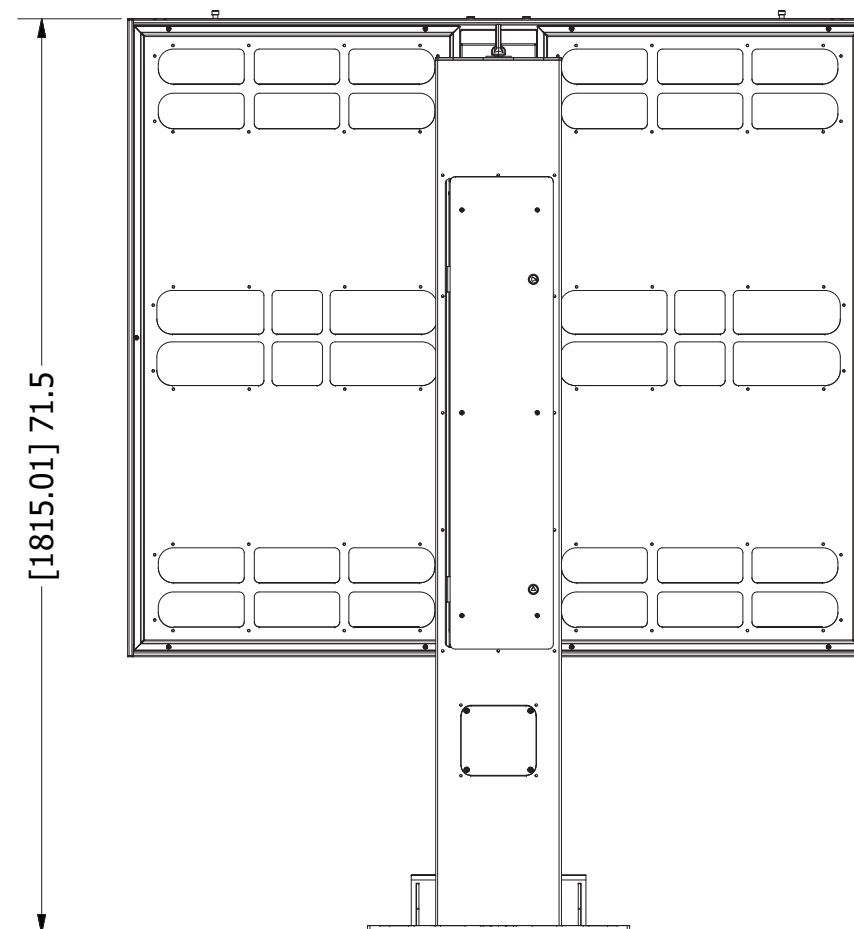
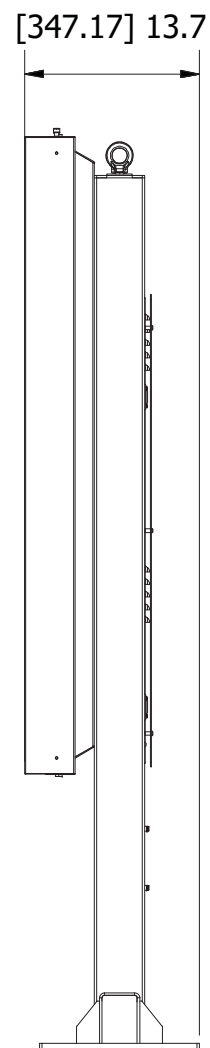
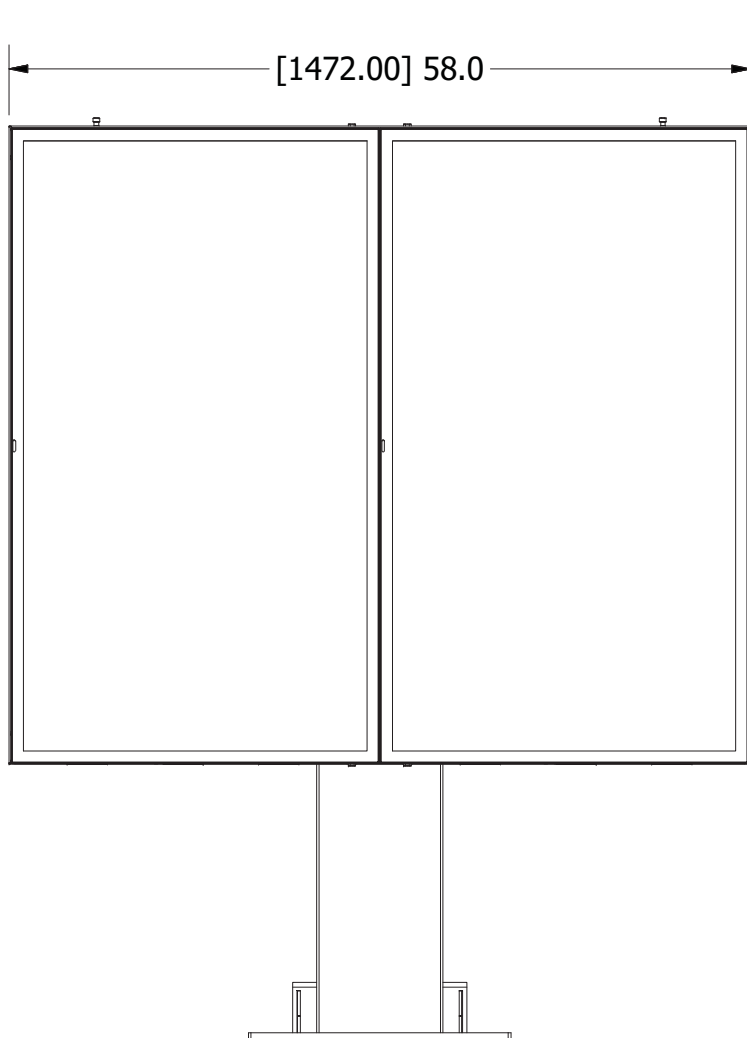


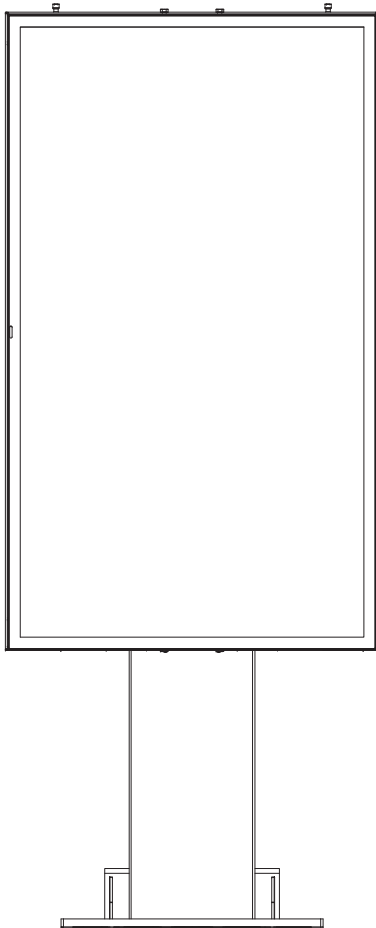
Coates ODMB
Single screen unit



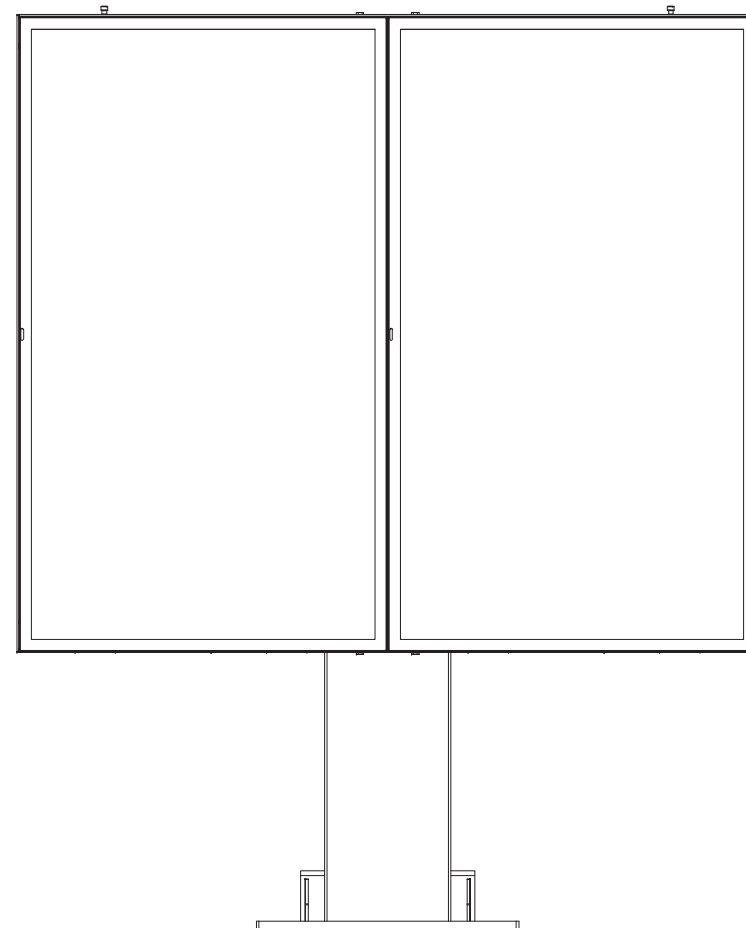
Coates ODMB

Double screen unit





Max potential draw 5.7A @110V



Max potential draw 9.8A @110V



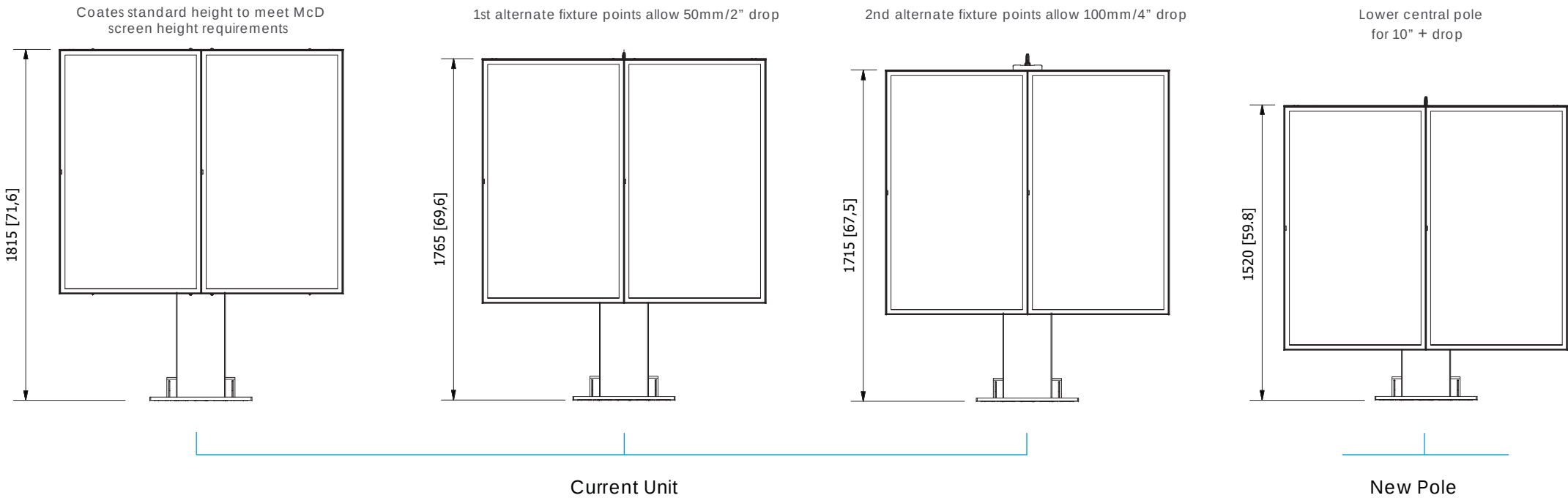
UL48 Electric sign

Coates ODMB

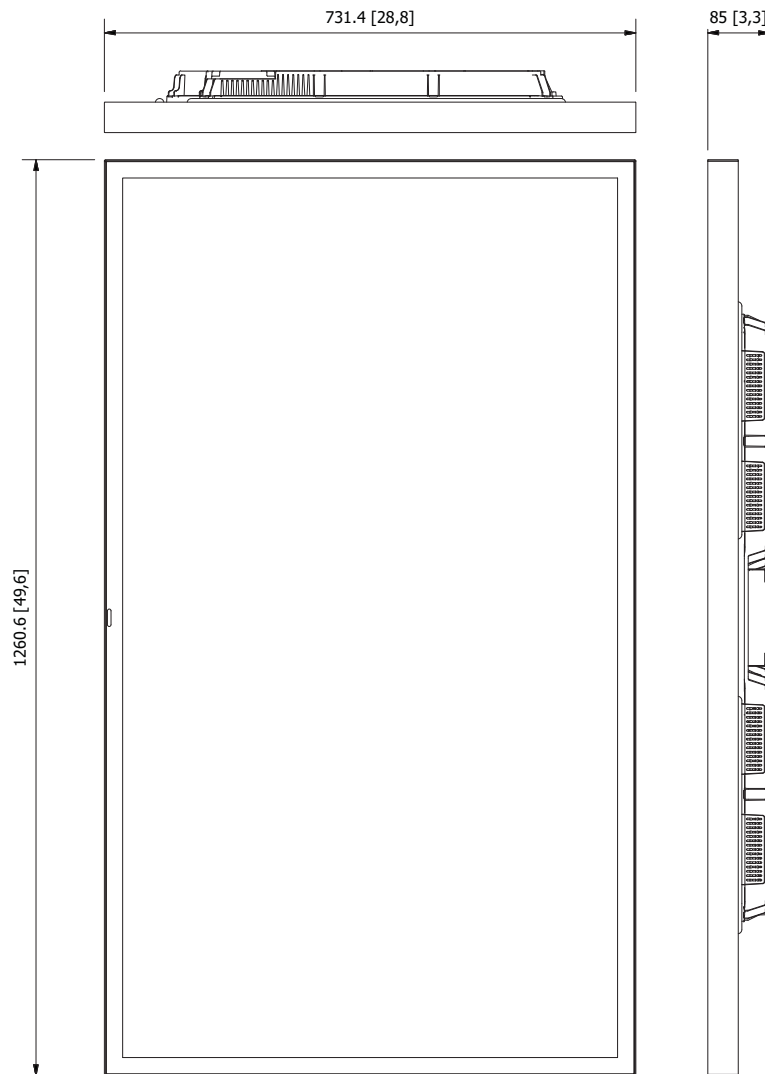
Height variations



Existing design has multiple fixture points already built in for brackets and screens allow for lowering in 2 additional increments.



Display specification



Samsung 550HF

Diagonal Size	55"
Brightness	2500 NIT
Weight	52.6 Kg [118.2 lbs]
Mechanical Specification	
Glass	5T Tempered Glass
Bezel Width	24.9mm [0.98"]
Operation Temperature	-40°C ~ 50 °C [-40 F ~ 122 F]
Certification	UL : CUL60950-1 (GO)

Display specification

Lumen output

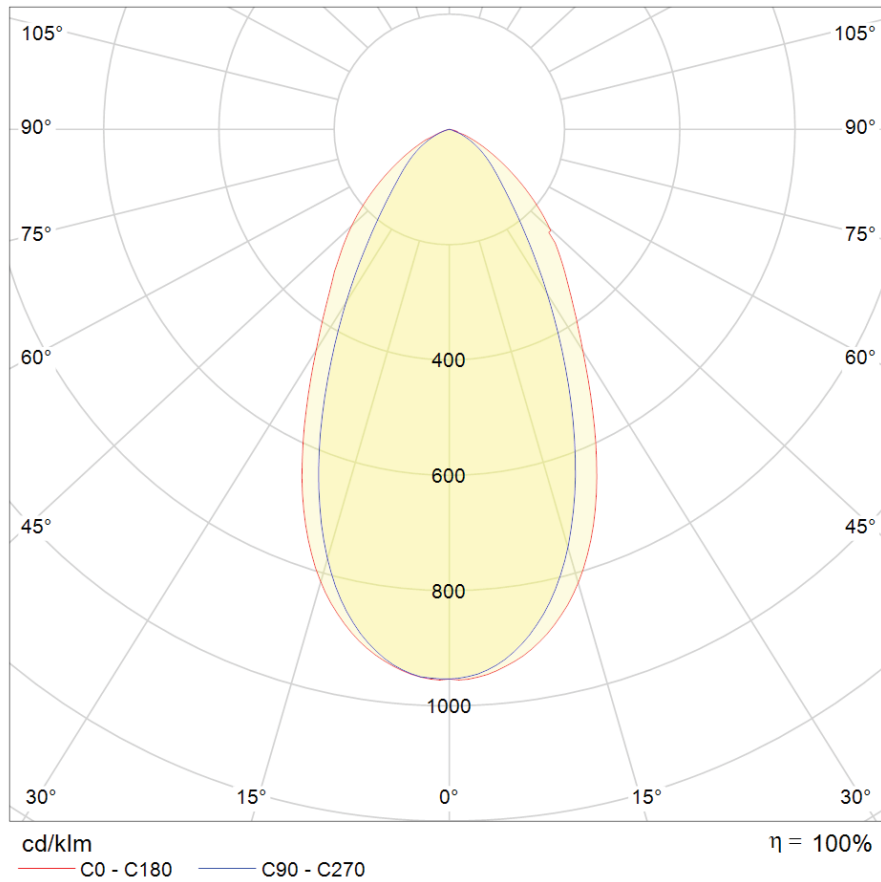


Fig 1.0

The attached is the max potential light output of the screen (see accompanying IES file)

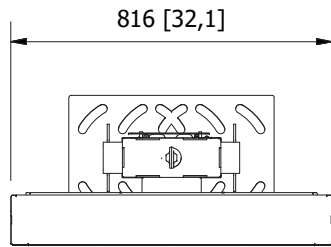
The units have inbuilt ambient light sensors

These light sensors dim the brightness of the screen based on the light surrounding it

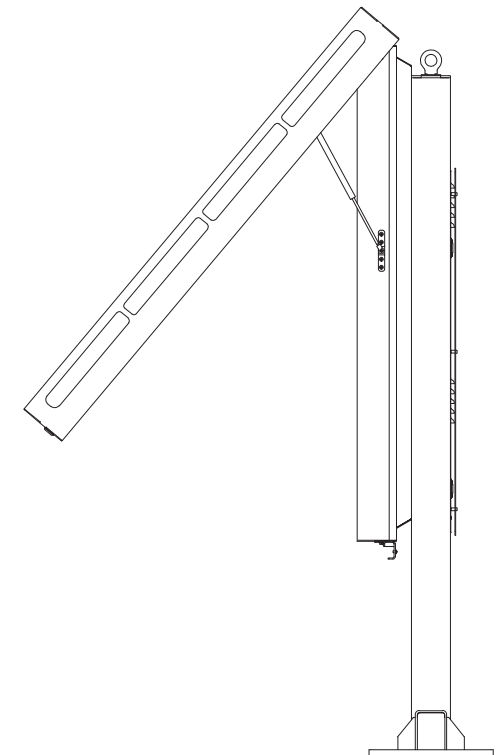
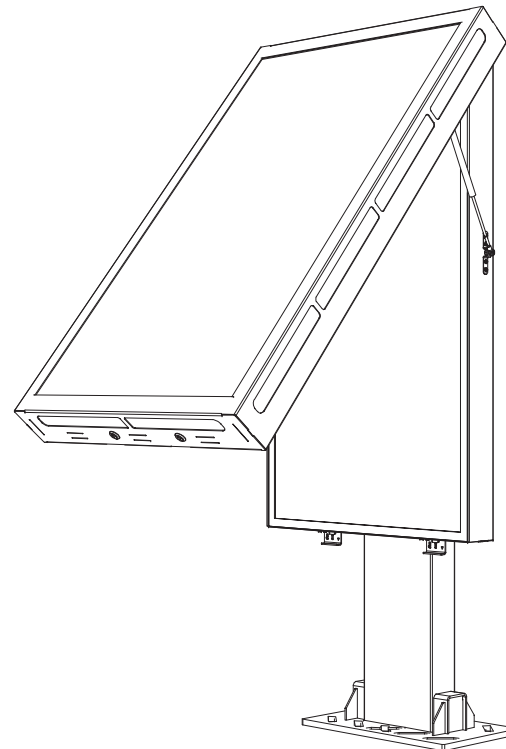
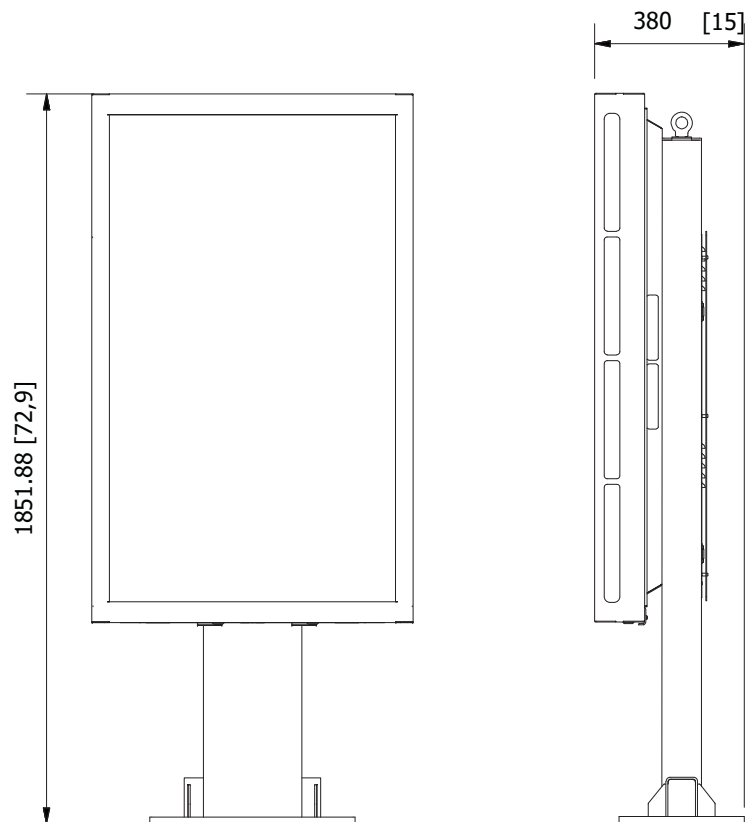
The screens can dim from full brightness 2500nit (Fig1.) all the way down to 500nit to prevent excessive output (glare) in low light and night time environments

Coates ODMB

Single with additional security glass

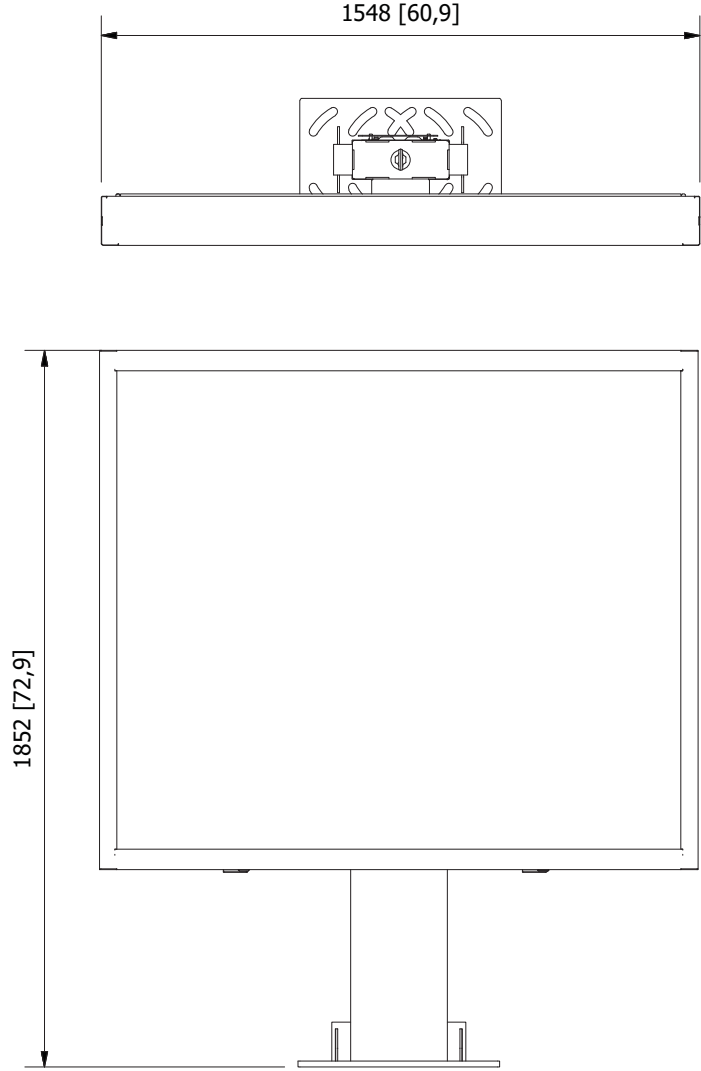


Optional tempered glass security cover
6mm tempered glass

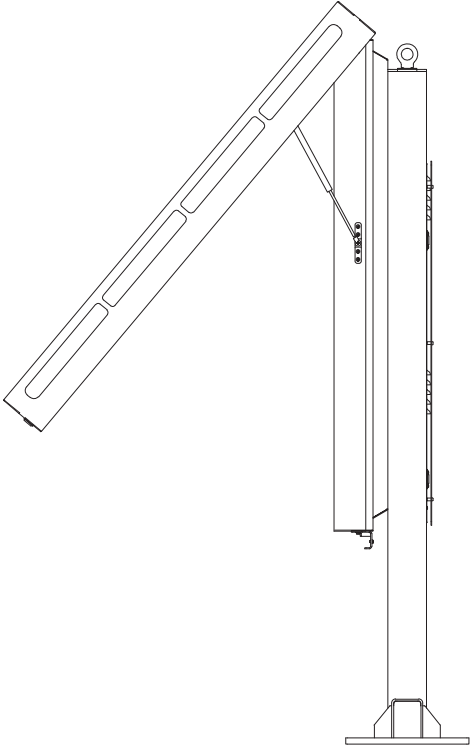
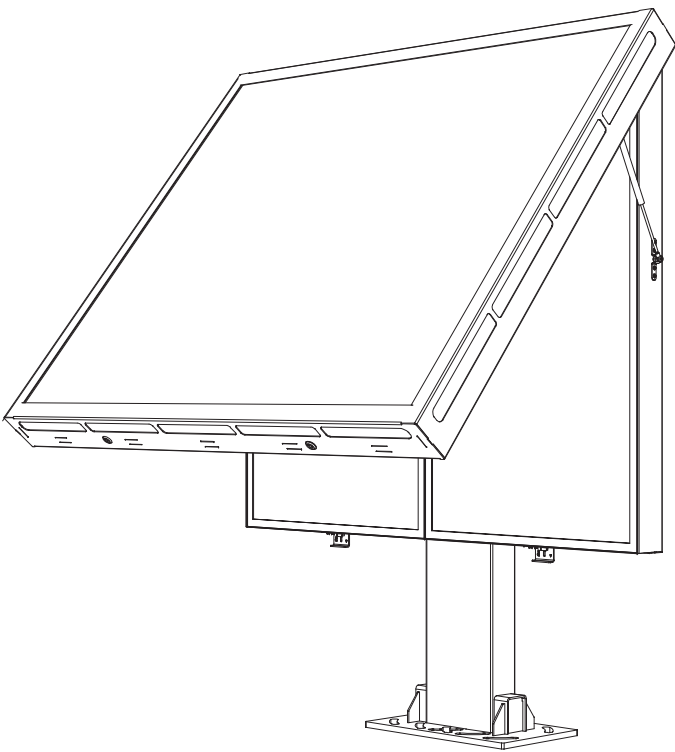


Coates ODMB

Double with additional security glass



Optional tempered glass security cover
6mm tempered glass



Coates ODMB

Additional security glass



Coates ODMB

Color specification



Unit powder coat color Coates dark grey
Match Pantone: 446C
Gloss specification: 7-12 units @60deg



July 12, 2019

Steve Hautzinger, AIA
Design Planner - Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

RE: McDonald's – 45 E. Golf Road
Signage Variations
WER#: 18-108

Dear Mr. Hautzinger,

Below is the signage variation request per the variation criteria as described by the Village of Arlington Heights. Following each criterion, we have annotated a response for the project.

- The particular difficulty or peculiar hardship is not-self created by the petitioner.
 - The subject property cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located. The McDonald's restaurant currently exists at this location with a tandem drive thru system which includes 2 menu boards, directional signs, and wall signs. If McDonald's is not allowed to install 2 new Outdoor Digital Menu Boards, 2 new Pre-Browse Boards, directional signs, and wall signs, it would not be feasible to update this site. McDonald's drive thru percentages has reach 70% or better over the years. McDonald's investment into the dual lane side by side drive-through system that contains 2 Outdoor Digital Menu Boards and 2 Pre-Browse Boards will increase vehicular stacking capacity, provide more efficient customer service and will minimize if not eliminate circulation issues that occur on occasion in the existing conditions. Additionally, the ground mounted, directional signs play an integral role in helping our customers understand how to safely and efficiently, navigate the site. Lastly, our presence from Golf Road is critical to the success of the business. The proposed wall signs allow our customers to identify our restaurant and make a decision in a timely manner, to enter the site.
- The granting of the variation shall not create a traffic hazard, a depreciation of nearby property values or otherwise be detrimental to the public health, safety, morals and welfare.
 - McDonald's investment into the dual lane side by side drive-through system will increase vehicular stacking capacity, provide more efficient customer service and will minimize if not eliminate circulation issues that occur on occasion in the existing conditions. As an existing operating McDonald's restaurant, the business currently upholds all municipal, state and federal laws, and has business maintenance and operational practices for safe operation and service to patrons, employees, community and its neighbors. McDonald's provides a valued service to the community and its neighbor's and has historical precedents of conducting business in safe and friendly manner adding value to the property, community, and its neighbors. Additionally, the proposed directional and wall signs will not create a traffic hazard or otherwise be detrimental to the surrounding area.

- The variation will serve to relieve the applicant from a difficulty attributable to the location, topography, circumstances on nearby properties or other peculiar hardship; and not merely serve to provide the applicant with a competitive advantage over similar businesses.
 - The subject property is located in an O-T district which does not allow for traditionally acceptable signage used for branding and operating a retail business. As such, relief related to the signage being proposed is critical in allowing a restaurant such as McDonald's, to succeed in an O-T zoning district. Staff and the applicant agree that the menu board, presell board, directional signs, and wall signs are tasteful and understand; similar to other local restaurants operating in zoning districts consistent with their use.
- The variation will not alter the essential character of the locality.
 - McDonald's proposed plans are to maintain all such facilities and improve such facilities as needed. McDonald's reinvestment into the subject property will increase efficiencies and benefit the environment as well. McDonald's provides a valued service to the community and its neighbor's and has historical precedents of conducting business in safe and friendly manner that adds value to the property, community, and its neighbors without altering the essential character of the locality. McDonald's will continue their tradition of showing interest and supporting development for the betterment of the community and surrounding properties.
- The applicant's business cannot reasonably function under the standards of the chapter.
 - The subject property is located in an O-T district which does not allow for traditionally acceptable signage used for branding and operating a retail business. As such, relief related to the signage being proposed is critical in allowing a restaurant such as McDonald's, to succeed in an O-T zoning district. This includes wall signs, directional signs, menu boards, and presell boards all integral in the successful branding and operation of this establishment.

If you have any questions, please let me know.

Sincerely,

Watermark Engineering Resources, Ltd.

A handwritten signature in blue ink that reads "Kenneth Sack".

Kenneth Sack
Project Manager

DESIGN COMMISSION PROJECT TIMELINE

Project Name: McDonald's
DC Number: DC:19-062
Location: 45 E. Golf Road
Requested Action: Sign Variation

	Date	# of Business Days
DC Application Submittal Date	7/15/19	
Design Commission Meeting	8/27/19	31
Village Board Meeting	9/16/19	14

Notification Requirements:

- Sign Posting, not less than 15 days prior to the date of the Design Commission meeting.
- Written Notice, not less than 7 days and not more than 30 days prior to the date of the Design Commission meeting.