



Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Village Hall 33 S Arlington Heights Road
August 28, 2019
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Arlington Market/SF Homes - 7/10/19

IV. PUBLIC HEARINGS

- A. McDonald's - 45 E. Golf Rd. - PC#19-010
PUD Amendment
- B. Northwest Crossings - 1501 W. Shure Dr. - PC#19-011
PUD Amendment, Variations

V. OTHER BUSINESS

- A. 2020 Budget

VI. 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.



**Plan Commission
8/28/2019**

Item: Arlington Market/SF Homes - 7/10/19

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Arlington Market/SF Homes - 7/10/19	Minutes

PLAN

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

RE: ARLINGTON MARKET/SF HOMES - 1-5 & 9-52 N. BEVERLY LN. - PC# 19-008
SINGLE-FAMILY HOMES - 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 10th day of July, 2019 at the hour of 7:30 p.m.

MEMBERS PRESENT:

SUSAN DAWSON, Acting Chair
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN
BRUCE GREEN
JOE LORENZINI
LYNN JENSEN

ALSO PRESENT:

SAM HUBBARD, Development Planner

ACTING CHAIR DAWSON: Stand for pledge of allegiance please.
(Pledge of allegiance recited.)

ACTING CHAIR DAWSON: Sam, could we have roll call attendance
please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

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.

(No response.)

MR. HUBBARD: Chairman Ennes.

(No response.)

MR. HUBBARD: Vice Chair Dawson.

ACTING CHAIR DAWSON: Here.

MR. HUBBARD: Acting Chairman.

ACTING CHAIR DAWSON: Right. Can I have a motion for approval of the
minutes?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER GREEN: I'll second.

ACTING CHAIR DAWSON: All in favor?

COMMISSIONER JENSEN: Just a note that I wasn't in attendance, and
did not vote.

COMMISSIONER DROST: And also here, same. I was not here.

ACTING CHAIR DAWSON: All right. Our first agenda item today is the
Arlington Market Single-Family PUD amendment. Does the Petitioner, who's speaking here on
behalf of the Petitioner?

MR. BUCKLEY: I am.

ACTING CHAIR DAWSON: Could you stand at the podium please and
we'll swear you in? I don't have the swearing in cheat sheet though.

(Witness sworn.)

ACTING CHAIR DAWSON: Could you state your name and spell your last
name for us please?

MR. BUCKLEY: Thomas Buckley, B-u-c-k-l-e-y, out of Hoffman Estates.
I'm the architect.

ACTING CHAIR DAWSON: Okay, will anybody else be testifying with you
today? Or it's just yourself?

MR. BUCKLEY: Just myself.

ACTING CHAIR DAWSON: Okay, all right. We have, before you start, we have three conditions here that are being recommended. Have you reviewed that, from the Village?

MR. BUCKLEY: Yes.

ACTING CHAIR DAWSON: Okay, and you are in agreement with those conditions?

MR. BUCKLEY: Yes.

ACTING CHAIR DAWSON: Okay, great. I'll let you begin your presentation.

COMMISSIONER GREEN: Excuse me, Tom, just a minute. Have all legal notices been posted on this?

MR. HUBBARD: They have, yes.

COMMISSIONER GREEN: Thank you.

MR. BUCKLEY: Sam, can you pull up the site plan? The master plan?

MR. HUBBARD: Sure.

MR. BUCKLEY: The original Arlington Market was designed with equal two-bedroom and three-bedroom houses. That was primarily due to uncertainty with the local school district student population. Since then, the school has expanded, and currently there are no issues with the student body and additional students.

The Arlington Market II that I'm working on, it's got 17 homes. Originally, there were going to be nine two-bedroom and eight three-bedroom. Part of the original PUD was to provide three different floor plans with four different elevations for each floor plan for 13 interior lots, and then three floor plans with four elevations each for four of the corner lots. So, and the mix, what we designed of the interior lots, there was one two-bedroom option and two three-bedroom options. For the corner lots, there was one two-bedroom option and two three-bedroom options. If you want to go to the next sheet please? I'll show you, next one, floor plan please.

This is the original two-bedroom interior lot. The only concern we have is with the second floor. If you notice, there's two bedrooms and a sitting area. If you go to the next plan, what we've done is we've added a third bedroom in lieu of the sitting area on the second floor. This is the only change that we've made.

There was some reference to variations in the Staff report. I believe the Staff hasn't had time to evaluate all of our revisions, but we're not here to ask for approval of any variations. We had to tweak some of the plans just to make sure they fell underneath, you know, everything that was agreed upon initially, and we've done that. So, I think as the Staff report indicated, any approval, that would be made a condition, and we certainly agree to that.

But this happens to be, you know, an interior lot. The point I want to make, too, is the footprint is the same as it was before. We did not increase the floor area at all. So, it's the same floor area, the only difference is we've added a, you know, a third bedroom. Go to the next one please. Keep going through that until you get a floor plan. There you go.

This is a corner lot of which we have, you know, four of them. Similarly to the other plan, you'll notice that there is a sitting area on the second floor, okay. Then we go to the next plan please. Yes, I want you to take it off that, but you'll see there is a bedroom number, you know, number two was added where the sitting area was, so there's the three bedrooms. They all would have two baths, so three bedrooms, two baths; before, it was

two bedrooms, two baths, plus the sitting area.

So, that's the major change that we're in here for tonight, just to change the nine two-bedrooms to nine three-bedroom units. That's the crux of our request.

ACTING CHAIR DAWSON: Okay, thank you.

MR. BUCKLEY: You're welcome.

ACTING CHAIR DAWSON: Sam, may we have the Staff presentation?

MR. HUBBARD: Sure. Okay, so the property is currently zoned R-6 which is a Multiple-Family Dwelling District. It's part of the Arlington Market PUD which was approved in 2006. As a part of the Arlington Market PUD, which you can see bounded in red here, a single-family home component was also approved as part of that. That single-family home component is right here.

So, while the overall PUD was approved in 2006, it included a 54-lot single-family home component. When that single-family component in the overall PUD was approved, a condition of approval was included in the approval ordinance that restricted the number of three-bedroom single-family homes in those 54 single-family lots to 50 percent, and the remaining 50 percent would be two-bedroom homes. This condition of approval was added at the request of School District 25 which had, at that time, concerns about overcrowding at Windsor Elementary School located just to the north. Since then, Windsor Elementary School has had an addition and the school district boundaries have been redistricted slightly to address some of these overcrowding problems.

So, the original developer that got approval in 2006 did not any perform any of the single-family construction and they walked away from the project. Then MI Homes purchased the 54 single-family lots in 2014 and began construction. They ended up building 37 of the 54 single-family homes, leaving 17 lots undeveloped, and then they walked away from the project. As they were building out those homes, Staff made sure that they met that 50-50 ratio between one-bedrooms and two-bedrooms. So, they built 19 three-bedroom homes and the remaining were two-bedroom homes out of those 37 that they constructed. So, that led to 17 lots left undeveloped, as you can see highlighted in green there.

That brings us to the present request. The Petitioners have picked up those 17 lots and are moving forward with development. You can see in this aerial which is pretty current, they're already under construction for two model units there. But what they want to do is remove that restriction limiting the remaining two-bedroom and three-bedroom ratio so it would allow all three-bedroom homes for those remaining 17 lots.

Staff has checked with School District 25, and the assistant superintendent of business affairs says that they do not have any concerns if the remaining homes would be three-bedroom homes. As you've heard, this change is really going to be to the interior of the buildings. There may be some minor exterior changes such as, you know, switching of windows to be accommodated a bedroom. But really, everything else is to remain the same. The footprint is going to remain the same, and the exterior appearance has to be substantially compliant with what the Petitioners received approval for in 2018.

The Petitioner did mention briefly that Staff had discovered the need for some minor adjustments to the previously granted variations in the single-family component of the Arlington Market development to accommodate the product that they were proposing. But the Petitioner has decided, rather than to seek those variations, they would be revising their plans to eliminate the need for those variations. So, they will conform to all of the previously

granted variations in the Arlington Market single-family component.

They did submit plans that they are stating show that there is no need for the variations, but they were submitted pretty late so we did not have a chance to review them. We've removed their request for variations from this petition. Any homes that move forward in the building permit process, if it's determined that they need a variation, the Petitioner will have to then revise the plan so they conform to the previously granted variations.

So, that sums up the project. Staff is supportive of this amendment to the PUD subject to three conditions: the standard one that they have to comply with the 2018 Design Commission approval; two, that they have to comply with all of the other conditions of the previously approved ordinances; and then the boilerplate, comply with all of the codes and policies. So, we are recommending approval, and that concludes my presentation.

ACTING CHAIR DAWSON: Thank you, Sam. Can we have a motion to include the Staff report into the public record please?

COMMISSIONER CHERWIN: I'll make that motion.

COMMISSIONER JENSEN: Second.

ACTING CHAIR DAWSON: All in favor?

(Chorus of ayes.)

ACTING CHAIR DAWSON: Anyone opposed?

(No response.)

ACTING CHAIR DAWSON: Okay, we can start down with Commissioner Jensen on the questions from the Plan Commission.

COMMISSIONER JENSEN: Well, they've answered almost everything that we talked about in the Conceptual Plan Review, so I really don't have any further questions. I think it's a great modification.

COMMISSIONER LORENZINI: Question for the developer. Why are you building the homes now? I assume the market is good?

MR. BUCKLEY: Oh, yes. It's a new developer, so you know, MI walked away, they did not want to finish the project, so that's why it's called Arlington Market II. We obviously feel it's viable.

COMMISSIONER LORENZINI: Okay, thank you. Sam, a question. On page two of the Staff report, the last full paragraph on the bottom of the page, it starts Staff has evaluated the existing. Could you restate what you're saying there? I'm a little confused with this wording.

MR. HUBBARD: So, the original condition of approval, which is the bullet point just above, stated that, you know, the Village had the ability to waive the 50 percent requirement for two-bedrooms and three-bedrooms if the Petitioner could demonstrate that the projected enrollment would not exceed School District 25's projections which were from 2006.

COMMISSIONER LORENZINI: Right.

MR. HUBBARD: What we did is we looked at the number of children that actually live and go to Windsor School currently in the 37 built homes, and that matched what the projections were back from 2006. So, there would be no evidence that the Petitioner could provide that would show that the projections from School District 25 back in 2006 were inaccurate because their projections hold true --

COMMISSIONER LORENZINI: Well, I guess what confused me, it says the development is at or above projections. That means more kids?

MR. HUBBARD: Right, yes. So, it's at or above, right. I don't have the specific numbers but it was either at or above.

COMMISSIONER LORENZINI: Okay, all right. Thank you.

MR. HUBBARD: Yes.

COMMISSIONER GREEN: Is that it?

COMMISSIONER LORENZINI: That's it.

COMMISSIONER GREEN: Well, I really have no comments on this. I think it's a good fit. It's nice, it will be nice to see this thing get done. I agree totally with Mr. Buckley there, the viability of a two-bedroom unit with that price tag just doesn't work. I would say the three-bedroom is a much better value for the same footprint. So, I think it's a great idea.

ACTING CHAIR DAWSON: Okay, Commissioner Cherwin? Or Commissioner Drost?

COMMISSIONER DROST: No questions, just a comment. I think it's well deserved to have a three-bedroom versus a two-bedroom. I think overall it's part of a better trend to kind of create a better mix.

MR. BUCKLEY: Thank you.

COMMISSIONER DROST: Of families in beautiful Arlington Heights.

COMMISSIONER SIGALOS: I'm also in agreement with that. I see the, you know, the market conditions and so forth there. My only question is how does this new layout, this three-bedroom unit into a two-bedroom originally designed home compare to a three-bedroom unit that you're currently, they're currently using- there? Are they similar in size?

MR. BUCKLEY: Yes, they're very, very similar. All the interior lots are the same size. But part of the PUD agreement was for us to, the anti-monotony rule or whatever you want to call it, so that we had to differ, you know, different looks, different exteriors and different floor plans as you moved down the street. So, but the other three-bedroom units are, just as our proposal, three bedrooms, two baths on the second floor.

COMMISSIONER SIGALOS: But I'm saying the size of the bedrooms, are they similar in size?

MR. BUCKLEY: Very similar, correct.

COMMISSIONER SIGALOS: This will be equally marketable, the previous with the bedroom that you have?

MR. BUCKLEY: We think so, yes. Correct.

COMMISSIONER SIGALOS: All right. I think it's great.

MR. BUCKLEY: Thank you.

COMMISSIONER CHERWIN: I guess I'm in a similar boat here, I saw it at the Conceptual Plan. So, I'm in favor of it. I guess the one question that I hadn't thought of then but I'm thinking of now, we're hearing, you know, a lot of, obviously the market is showing that three-bedroom makes the most sense. If someone were to come to you and say, you know what, we actually like this model but we want to put a full loft here, we want to keep it as a sitting area in addition to two bedrooms, is that permissive in here that it just doesn't, you know, that it can now be two or three? Or at this point are we committing to three in the way the language is being drafted?

MR. HUBBARD: No, it could be two or three.

COMMISSIONER CHERWIN: Okay, I just wanted to clarify that. So, most likely it would be three, but obviously they're going to have the flexibility, they don't need to come

back. So, that's it.

ACTING CHAIR DAWSON: Okay, my question is what was the projection of the number of children coming out of this development, out of these buildings? Do we have that number?

MR. HUBBARD: No.

ACTING CHAIR DAWSON: Okay, so, then you don't have a, you said the projection from the original development matched, but you don't have the number. I didn't see it in the report, what the number of children were.

MR. HUBBARD: No, I don't have that.

ACTING CHAIR DAWSON: Okay, well, if District 25 isn't concerned, then I don't think we have any place to be concerned for then, even though my children go to Windsor as everyone up here knows.

COMMISSIONER JENSEN: Sue, I just wanted to follow up on the point you just made and what Joe had, I think that paragraph could use a little reworking before it goes to the Board. It's a bit confusing, and it's a little hard to sort out exactly. But I mean the key point is the one that District 25 doesn't have a problem with it because of expansion and so forth, so there's no reason for that previous limitation to be in place. I think you might get fewer questions even from the Board, because this is, I was confused by it but I didn't want to raise it. But I think Joe did a good job by pointing out the same thing as did Sue.

ACTING CHAIR DAWSON: Okay, well, do we have anyone in the audience that would like to make any comments on this petition? All right, seeing none, I'm closing the public commentary section. Any further deliberation by the Commission or do we have a motion?

COMMISSIONER DROST: Yes, I'll make the motion.

A motion to recommend to the Village Board of Trustees approval of PC# 19-008, an Amendment to PUD Ordinance #06-043 to repeal Condition 17, in order to allow for construction of 17 three-bedroom units versus eight three-bedroom units.

This recommendation shall be subject to the following conditions:

- 1. The Petitioner shall comply with all Design Commission recommendations from May 22, 2018.**
- 2. The Petitioner shall comply with all remaining conditions of Ordinances 06-043 and 14-015.**
- 3. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

ACTING CHAIR DAWSON: Do we have a second?

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIR DAWSON: Okay, we need a roll call vote.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Acting Chair Dawson.

ACTING CHAIR DAWSON: Yes.

MR. HUBBARD: 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 Drost.

COMMISSIONER DROST: Aye.

ACTING CHAIR DAWSON: All right, you've received unanimous approval from the board, from the Plan Commission I should say. You will be moving forward to the Village Board. Again, we're just a recommending body. You'll be presenting before the Village Board. Do we have a potential date for the Board meeting?

MR. HUBBARD: I don't, but I'll work with the Petitioners for the date on that.

ACTING CHAIR DAWSON: All right, well, congratulations.

MR. BUCKLEY: Thank you very much.

ACTING CHAIR DAWSON: Sam, is there anything else you wanted to address on the agenda before we close?

MR. HUBBARD: No, there is nothing else on the agenda this evening. We do not have any projects for the second meeting in July.

ACTING CHAIR DAWSON: All right, do we have a motion to adjourn?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

ACTING CHAIR DAWSON: All in favor?

(Chorus of ayes.)

ACTING CHAIR DAWSON: Any opposed?

(No response.)

ACTING CHAIR DAWSON: All right.

(Whereupon, the meeting was adjourned at 7:50 p.m.)



**Plan Commission
8/28/2019**

Item: McDonald's - 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

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.

ATTACHMENTS:

Description

Staff Report
Public Notice
Aerial

Type

Board or Commission Report
Exhibits
Exhibits

CPRC Minutes - 5/8/19	Minutes
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



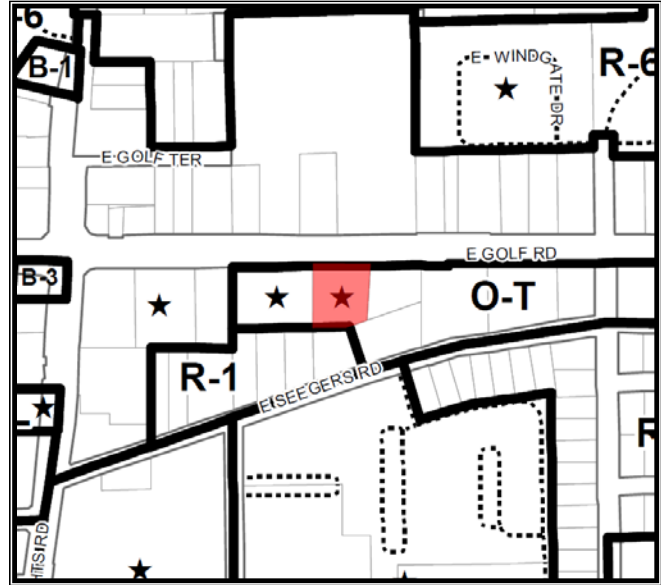
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

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 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

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON AUGUST 28, 2019, AT 7:30 P.M. In the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 19-010, an amendment to Planned Unit Development Ordinance 96-037 to allow certain modifications to the approved development plan on property located at 45 East Golf Road in Arlington Heights, IL, and legally described as follows:

THAT PART OF 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 PARALLEL WITH THE WEST LINE OF SAID SECTION 15, 194.3 FEET; THENCE SOUTH 71 DEGREES 30 MINUTES 03 SECONDS WEST, A DISTANCE OF 260.21 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 STRAIGHT LINE DRAWN FROM A POINT IN THE NORTH LINE OF SAID SECTION 15, WHICH IS 211.00 FEET EAST OF THE POINT OF BEGINNING TO A POINT 66.75 FEET EAST-ERLY 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, 1993 BY DEED RECORDED AS DOCUMENT NUMBER 93885432 AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 15; THENCE EASTERLY ALONG THE NORTH LINE OF SAID SECTION 15 ON AN ASSUMED BEARING OF NORTH 88 DEGREES 47 MINUTES 42 SECONDS EAST, 299.95 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 89 DEGREES 45 MINUTES 55 SECONDS WEST, 205.55 FEET; THENCE NORTH 00 DEGREES 37 MINUTES 03 SECONDS WEST, 60.08 FEET, TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

And any variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terry Ennes, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald August 13, 2019 (4530330)

RECEIVED

AUG 19 2019

DEVELOPMENT COMMUNITY
DEPARTMENT

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 13-AUG-19 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Authorized Agent

Control # 4530330

NOTIFICATION AFFIDAVIT

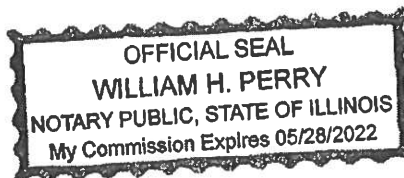
I, Phillip Maillefer hereby certify as follows:

1. That on the 5th day of August, 20 19, affiant caused to be mailed in the Post Office of Arlington Heights, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Phillip Maillefer
Signature

Subscribed and Sworn to before me
this 7th day of August, 20 19.

William H. Perry
Notary Public



RECEIVED

AUG 08 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an amendment to Planned Unit Development and Land Use Variation ordinance #96-037 to allow for certain modifications to the approved development plan on the subject property, as well as certain Variations from Chapter 28 of the Municipal Code.

The location of the property is 45 East Golf Road, Arlington Heights, IL.

McDonald's USA, LLC is the beneficial owner of the property.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois, 3rd floor, at 7:30 PM, on Wednesday, August 28th, 2019.

Kenneth Sack

Signature

Any individual who would like to attend this meeting but because of a disability needs some accommodation to participate, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005 (847) 368-5793 or TDD # (847) 368-5794.

PKs that must receive a notification email

	Name	Address	City	State	ZIP	Full Address
08-10-302-005-0000	AGOLF LLC	P O Box 347	Deerfield	IL	60015	AGOLF LLC P.O. Box 347 Deerfield, IL 60015
08-10-302-025-0000	AGOLF LLC	P.O. Box 347	Deerfield	IL	60015	AGOLF LLC P.O. Box 347 Deerfield, IL 60015
08-10-302-026-0000	AGOLF LLC	P.O. Box 347	Deerfield	IL	60015	AGOLF LLC P.O. Box 347 Deerfield, IL 60015
08-10-302-033-0000	VALLIE PRODUCE	450 E Golf Rd	Arlington Heights	IL	60005	VALLIE PRODUCE 450 E Golf Rd Arlington Heights, IL 60005
08-10-302-046-0000	VALLIE PRODUCE	451 E Golf Rd	Arlington Heights	IL	60005	VALLIE PRODUCE 451 E Golf Rd Arlington Heights, IL 60005
08-15-100-009-0000	EASTRUST GAMMA LLC	110 W 40th St RM #2103	New York	NY	10018	EASTRUST GAMMA LLC 110 W 40th St RM #2103 New York, NY 10018
08-15-100-010-0000	FIRST CHICAGO 2115	301 East Golf Road	Des Plaines	IL	60016	FIRST CHICAGO 2115 301 East Golf Road Des Plaines, IL 60016
08-15-100-011-0000	MCDONALDS CORP	P O Box 66351	Chicago	IL	60666	MCDONALDS CORP P.O. Box 66351 Chicago, IL 60666
08-15-100-012-0000	EASTRUST GAMMA LLC	110 W 40th St RM #2103	New York	NY	10018	EASTRUST GAMMA LLC 110 W 40th St RM #2103 New York, NY 10018
08-15-100-013-0000	NYREDDIN R ILKHCHI	100 Seegers Rd	Arlington Heights	IL	60005	NYREDDIN R ILKHCHI 100 Seegers Rd Arlington Heights, IL 60005
08-15-100-014-0000	WILLIAM WINIFRED LYNN	108 E Seegers Rd	Arlington Heights	IL	60005	WILLIAM WINIFRED LYNN 106 E Seegers Rd Arlington Heights, IL 60005
08-15-100-015-0000	DALE & NORA CHRISTENSEN	112 E Seegers Rd	Arlington Heights	IL	60005	DALE & NORA CHRISTENSEN 112 E Seegers Rd Arlington Heights, IL 60005
08-15-100-016-0000	KYU & ANNA CHUNG	1314 S Fernandez Ct	Arlington Heights	IL	60005	KYU & ANNA CHUNG 1314 S Fernandez Ct Arlington Heights, IL 60005
08-15-100-018-0000	ARLINGTON OFFICE CTR	505 E Golf Rd	Arlington Heights	IL	60005	ARLINGTON OFFICE CTR 505 E Golf Rd Arlington Heights, IL 60005
08-15-103-026-0000	E GATILAO	411 E Seegers Rd	Arlington Heights	IL	60005	E GATILAO 411 E Seegers Rd Arlington Heights, IL 60005
08-15-103-027-0000	MIROSLAW MUSZCZYNSKI	403 E Seegers Rd	Arlington Heights	IL	60005	MIROSLAW MUSZCZYNSKI 403 E Seegers Rd Arlington Heights, IL 60005
08-15-103-031-0000	JRK PROPERTY HOLDINGS	11766 Wilshire Blvd 1500	Los Angeles	CA	90025	JRK PROPERTY HOLDINGS 11766 Wilshire Blvd 1500 Los Angeles, CA 90025

NOTICE OF PUBLIC HEARING

Amendment to Planned Unit Development and Land Use Variation Ordinance 696-037 to allow modifications to the approved development plan, and variations from Chapter 26 of the Municipal Code.

HEARING FOR:

HEARING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road

DATE: August 28, 2019 TIME: 7:30 pm

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:
McDonald's USA, LLC
PHONE: 312-291-9224

or
Village of Arlington Heights
Department of Planning and
Community Development
Phone: 847-368-5200

NOTICE OF PUBLIC MEETING

MEETING FOR: San Vincenzo & New York
Intersection and Drive Through

Subject

MEETING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road
Arlington Heights, IL 60005

DATE: August 27, 2019 TIME: 6:30 pm

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:
McDonald's USA, LLC
Phone: 312-291-9224
or
Village of Arlington Heights
Department of Planning and
Community Development
Phone: 847-368-5200

NOTICE OF PUBLIC MEETING

MEETING FOR: Sign Variations for New Wall,
Directional, and Drive-Through
Signage

MEETING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road
Arlington Heights, IL 60005

DATE: August 27, 2019 **TIME:** 6:30 pm

Public Attendance and Comments Invited

For Details Call: Village of Arlington Heights
McDonald's USA, LLC Department of Planning and
Phone: 312-291-9224 Community Development
Phone: 847-368-5200

OR

NOTICE OF PUBLIC HEARING

HEARING FOR: Amendment to Planned Unit Development and Land
Use Variation ordinance 195-037 to allow modifications
to the approved development plan, and variations from
Chapter 28 of the Municipal Code

HEARING LOCATION: Arlington Heights Municipal Building
33 S. Arlington Heights Road

DATE: August 28, 2019 **TIME:** 7:30 pm

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL: Village of Arlington Heights
McDonald's USA, LLC Department of Planning and
PHONE: 312-291-9224 Community Development
Phone: 847-368-5200



NOTICE OF PUBLIC MEETING

MEETING FOR: Sign Variations for New Wall,
Directional, and Drive-Through
Signage

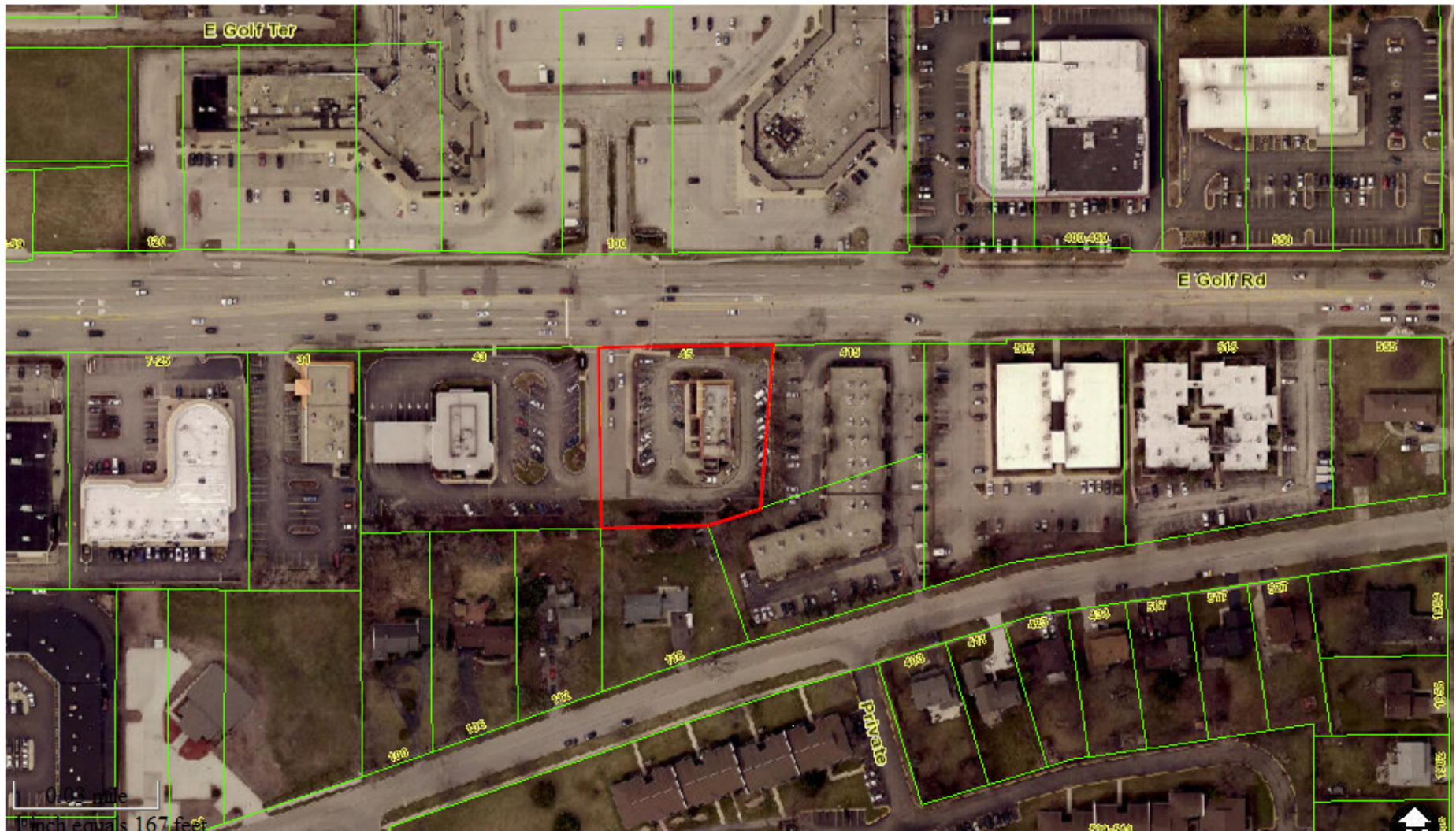
MEETING: Arlington Heights Municipal Building
LOCATION: 33 S. Arlington Heights Road
Arlington Heights, IL 60005

DATE: August 27, 2019 TIME: 6:30 pm

Public Attendance and Comments Invited

For Details Call:
McDonald's USA, LLC
Phone: 312-291-9224
or
Village of Arlington Heights
Department of Planning and
Community Development
Phone: 847-368-5200





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.

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

May 8, 2019

Project Title: McDonalds Redevelopment
Address: 45 E. Golf Rd.

Petitioner: Dan Olson
Watermark Engineering
Address: 2631 Ginger Woods Parkway
Aurora, IL 60502

Requested Action:

1. Amendment to PUD Ordinance 96-037 to amend the Land Use Variation and modify the approved development plan to allow an additional drive through lane.

Variations Required:

- None identified at this time.

Attendees: Ken Sack, Watermark Engineering
Joe Kerchner, Lingle Design
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 41,054 square feet in size and currently improved with an approximately 3,200 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.

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 includes a full access signalized intersection with Golf Road. There are 37 parking spaces on the site, and hours of operation for McDonalds are 5:00am to 11:00pm every day.

Meeting Discussion:

Mr. Sack introduced the proposed major remodel of the McDonalds located at 45 E. Golf Road. The project involved skinning the building and giving it a new and modern look per McDonalds standards. In addition to the building upgrades, the project involved the incorporation of a second drive through lane to help with the processing of orders. Double drive through lanes are standard for any new McDonalds, so it was imperative that the site incorporate this feature as drive through patronage accounts for over 70% of overall business. The site has 37 existing parking stalls and the site modifications would reduce the total number of stalls to 30. This loss of parking would occur along the side of the building and is necessary to accommodate for the stacking of the double drive through. The site has some circulation and stacking issues, and the double drive through lane with stacking along the side of the building will help to keep drive through traffic flowing through the site

without impacting site circulation and ingress/egress. The project involves updating the site to current ADA requirements.

Mr. Hubbard explained that the subject property was zoned O-T (Office Transitional), however, in 1996 the property was granted a PUD and Land Use Variation to allow for the existing restaurant and drive through. Since the site was constructed over 20 years ago, the petitioners are proposing a remodel for the restaurant and upgrades to the site. The proposed change to incorporate a second drive through lane triggers the need for an amendment to the PUD and Land Use Variation. The proposed exterior modifications will require Design Commission review.

Staff has observed the occasional ponding of water on the site, and as the project involves a slight increase in impervious surfaces on the site, the development will need to comply with all MWRD and Village stormwater management regulations. As part of the PUD amendment review process, staff will be checking landscaping on the site to determine what upgrades or maintenance may be required. Staff will also be evaluating the condition of the fence along the rear property line, which fence was a point of discussion during the 1996 PUD approval, and there were some specific conditions of approval that address that fence.

A traffic and parking study will be required. Per a preliminary analysis, 17 parking spaces are required for the restaurant, and the reduction in parking to 30 spaces does not require a parking variation. The traffic study must analyze the effect that the additional drive through lane will have on traffic generation and site circulation as the design of the site has a somewhat odd layout where traffic has to wrap completely around the building to enter into the drive through. This site orientation was a requirement of the original PUD and is meant to prevent drive through stacking from blocking access into and through the site. The proposed second lane maintains this wrap around layout and is therefore compliant with the original PUD requirement. In preliminary review of the proposed parking reduction, there was some concern as to whether parking overflows into the neighboring Chase site, and so the parking study should be sure to evaluate if this was occurring. Staff notes that certain conditions of approval from the original PUD will need to be repealed as part of PUD amendment, mostly relative to conditions that were placed on the design of the building that are no longer applicable given the proposed exterior upgrades.

The petitioner should analyze if the two proposed abutting handicap parking spaces can share their accessible aisle, which would allow for the preservation of one parking space. Two bicycle parking spaces will be required as part of the PUD amendment. Finally, the parking study should include surveys of the existing parking usage to verify that the reduction in parking will not create a parking deficit relative to peak parking demand. In summary, the Staff Development Committee was generally supportive of this project.

Commissioner Jensen stated that it seemed like a good idea to bring the site up to current code requirements. He questioned the need for a new traffic study and why staff believed that a remodel of the site would potentially create additional traffic generation. He said that overall he thought it was a good plan and that the site could use some upgrades and he has noticed many other McDonalds doing the same thing.

Commissioner Sigalos said he thought it was a good plan. He drove by the site and saw how the trash enclosure would be relocated to the corner of the site, which seemed to make sense. He asked about the ability to share an access aisle with the two abutting handicap parking stalls.

Mr. Sack stated that the new IAC only allowed the sharing of a handicap accessible aisle when the two spaces were perpendicular. Since the existing spaces are angled, it would not be possible to share the accessible aisle.

Commissioner Sigalos said he was fully supportive of the proposal.

Commissioner Cherwin said that he was also supportive of the proposal. He thought staff's requests as outlined in the staff report were reasonable and he didn't have many comments on the project. He said that he's never observed overflow parking occurring in the Chase parking lot.

Commissioner Green stated that he also thought that this was a good project. He asked if the McDonalds had observed

stacking problems with the existing drive through.

Mr. Sack stated that he believes there has been some problems with stacking at the current facility. The existing orientation had enough queuing space for about eight cars behind the payment window, and after that they begin stacking into the drive aisle. With the proposed second drive through lane there would be enough room for about 14 cars to stack. In addition, the dual drive through system was more efficient at processing orders, so that would also decrease the amount of stacking occurring on the site.

Commissioner Jensen asked about any work proposed for the interior of the site.

Mr. Kerchner replied that the interior would be remodeled from the order area forward throughout the dining room. The front counter area would receive nice upgrade with new counters and menu boards, and the inside would be updated to new ADA requirements, which would involve remodel of the bathrooms and seating areas. On the exterior, they would be removing the old mansard roof and would be extending the parapet walls up for the new flat roof look.

Mr. Sack commented that they've already hired a traffic consultant to look at traffic and parking.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

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:

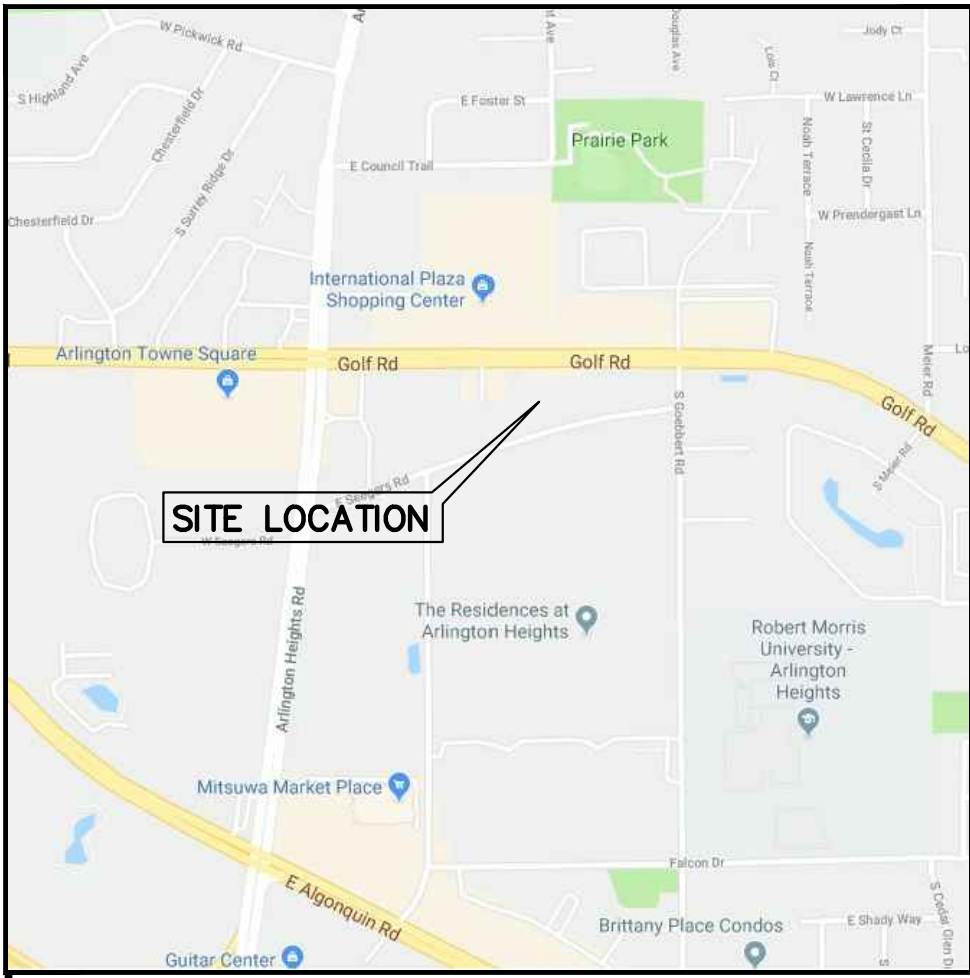
It is recommended that the Design Commission approve the proposed architectural design for McDonald's located at 45 E. Golf Road. This recommendation is subject to compliance with the plans received 6/3/19, Design Commission recommendations, compliance with all applicable Federal, State, and Village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

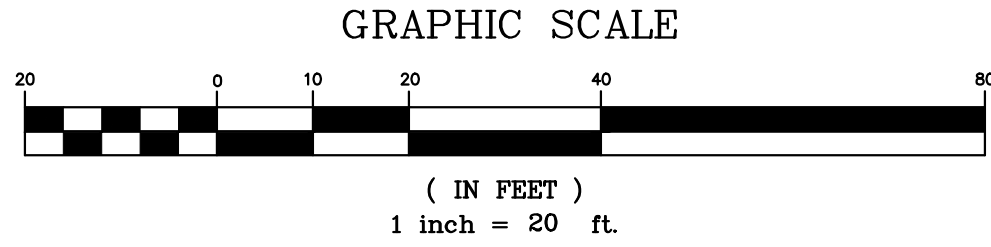
Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

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

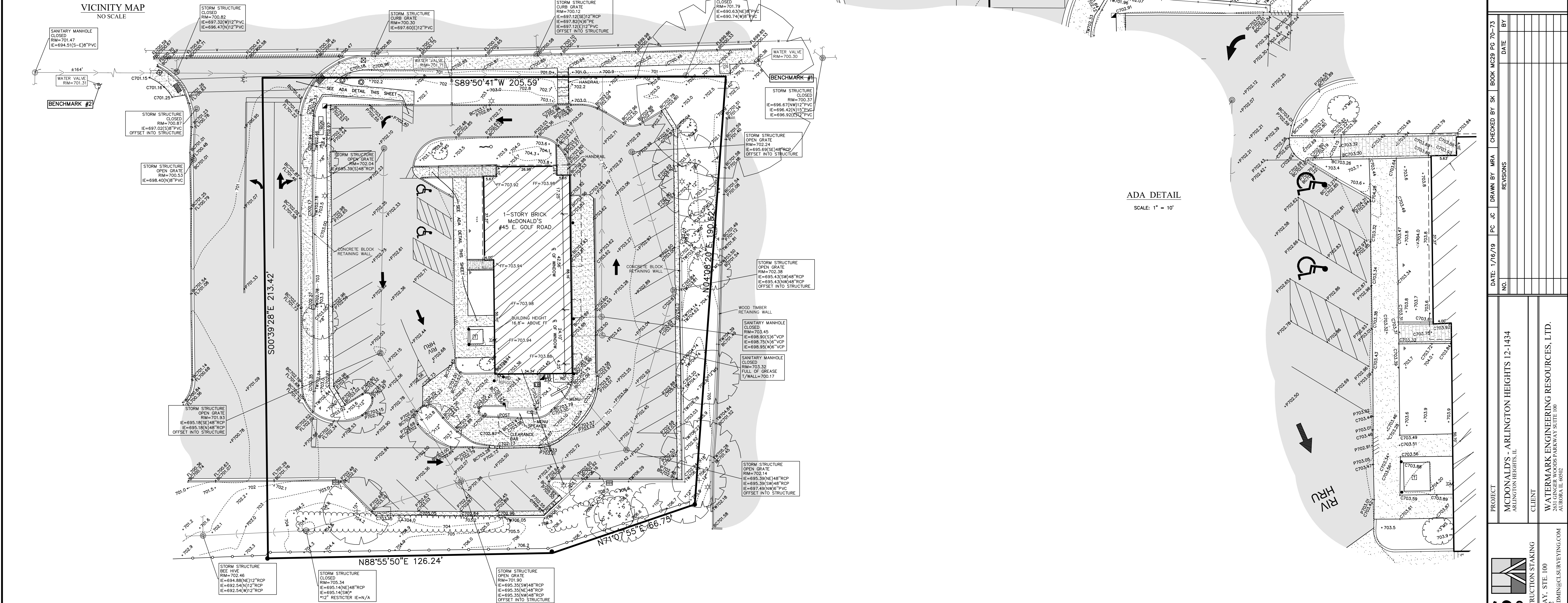


LEGAL DESCRIPTION

BOUNDARY AND TOPOGRAPHIC SURVEY



VICINITY MAP NO SCALE



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 DEEPRESSED
- 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 EAST OF ACCESS DRIVE ON SOUTH SIDE OF GOLF ROAD
ELEVATION = 702.86

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	DATE	BY
MCDONALD'S - ARLINGTON HEIGHTS 12-1434	1/16/19	PC
ARLINGTON HEIGHTS, IL		
CLIENT	REVISIONS	CHECKED BY
WATERMARK ENGINEERING RESOURCES, LTD. 261 GINGER WOODS PARKWAY SUITE 100 AURORA, IL 60009		SK
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING		MRA
2631 GINGER WOODS PARKWAY, STE. 100 AURORA, IL 60009 PHONE: (630) 820-9100 FAX: (630) 820-1030 EMAIL: ADMIN@CISURVEYING.COM		

COMPASS
SURVEYING LTD.

SCALE: 1" = 20'

1 OF 1

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.

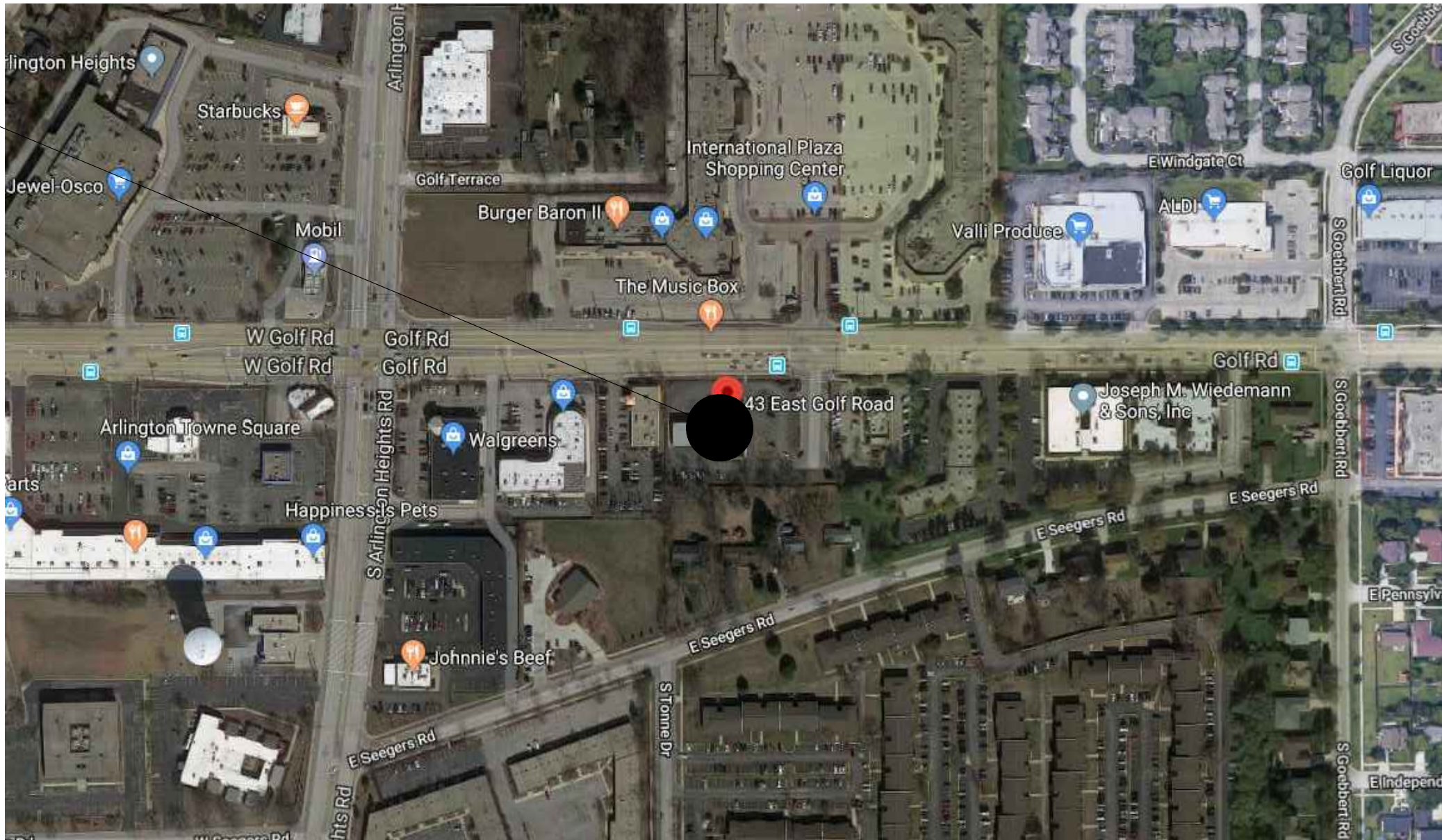
The projected ground break date is currently September 16, 2019. The construction is scheduled to be complete by November 22, 2019. The restaurant will remain open for a majority of the project however the dining room will be approximately shut down for a period of 4 weeks.

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
Project Manager
Watermark Engineering Resources

 NORTH

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

SECTION TAG

4 DOOR TAG

DINING ROOM

ROOM NAME & NUMBER

103

DETAIL TAG

6

6 A4.0

1/4" = 1'-0"

ELEVATION TAG

6

6 A4.0

1/4" = 1'-0"

DETAIL

DRAWING TITLE

A PARTITION TAG

X KEY NOTE

REVISONS				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 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

[illegible]

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

SHEET TITLE:

COVER
SHEET

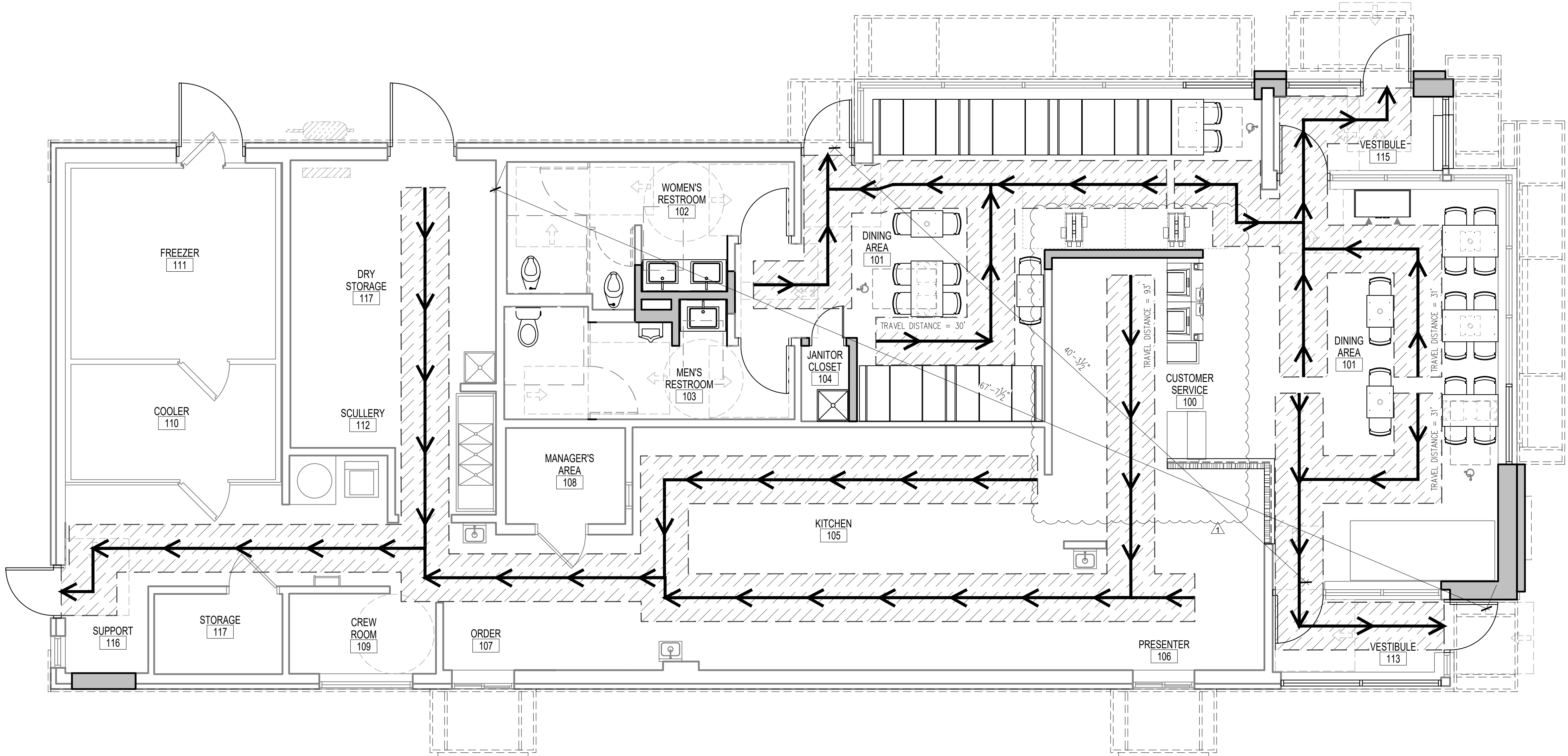
SHEET NUMBER:

T1.0

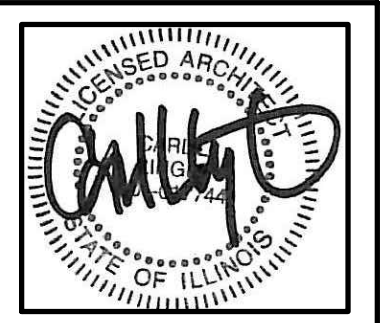
FIRE ALARM MODIFICATIONS ARE TO BE DETERMINED IN THE FIELD BY CONTRACTOR. DEFERRED PERMITS AND WORK TO BE FILED BY APPROVED SUB-CONTRACTOR WITH THE AUTHORITY HAVING JURISDICTION.

OCCUPANCY ALLOWANCE					
SECTION 1004.1.2 MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT					
FUNCTION OF SPACE	ALLOWANCE	AREA	EXISTING OCCUPANTS	PROPOSED OCCUPANTS	—
ASSEMBLY WITH FIXED SEATS	SEE PLAN	—	56	48	
ASSEMBLY W/ OUT FIXED SEATS (STANDING SPACE)	5 NET	80 S.F.	16	16	
KITCHEN, COMMERCIAL (BASED ON FULL KITCHEN)	200 GROSS	—	10	10	
					—
TOTAL OCCUPANCY ALLOWANCE			82	74	—
TOTAL SEATING:	48	NOTE: A. SEATING CONFIGURATION IS SHOWN FOR REFERENCE ONLY. ACTUAL CONFIGURATION MAY VARY. B. SEE SHEET G2.0 & A4.0 FOR ADA CLEARANCES			
TOTAL REQUIRED ACCESSIBLE SEATING (5% OF TOTAL):	3				
ACCESSIBLE SEATING PROVIDED:	3				
LEGEND					
➔ INDICATES 36" MIN. EGRESS PATH UNLESS NOTED OTHERWISE					

BUILDING INFORMATION	
BUILDING CODES:	
BUILDING CODE	2009 INTERNATIONAL BUILDING CODE W/ AMENDMENTS
MECHANICAL CODE	2009 INTERNATIONAL MECHANICAL & FUEL GAS CODE W/ AMENDMENTS
ELECTRICAL CODE	ELECTRICAL CODE OF THE VILLAGE OF ARLINGTON HEIGHTS
PLUMBING CODE	ILLINOIS PLUMBING CODE W/ AMENDMENTS
FIRE/ LIFE SAFETY CODE	2009 INTERNATIONAL FIRE PREVENTION CODE
ENERGY CODE	2015 INTERNATIONAL ENERGY CONSERVATION CODE W/ AMENDMENTS
ACCESSIBILITY CODE	ILLINOIS STATE ACCESSIBILITY CODE
STRUCTURE:	
EXISTING BRICK AND CMU LOAD BEARING WALLS, METAL ROOF FRAMING, NEW METAL FRAMING WHERE APPLICABLE	
BUILDING INFO:	
OCCUPANCY:	USE GROUP A2 (RESTAURANT)
CONSTRUCTION TYPE:	V-B, ALARMED, NOT SPRINKLED
NUMBER OF STORIES:	SINGLE STORY
BUILDING HEIGHT:	16'-10 1/2" (MAIN BLDG. PARAPET) 18'-2 1/2" (ENTRANCE ELEMENT)
GROSS BUILDING AREA: EXISTING 3287 S.F.	



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINBLE 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
#	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:
BUILDING
INFORMATION
PLAN

SHEET NUMBER:
T2.0

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 DEMOLISHED, 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

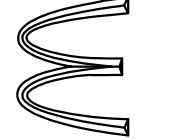
1. THE GENERAL CONTRACTOR SHALL GUARANTEE THE WORK FOR ONE (1) YEAR AFTER SUBSTANTIAL COMPLETION OF ALL WORK.



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.

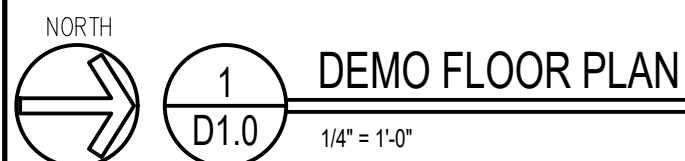
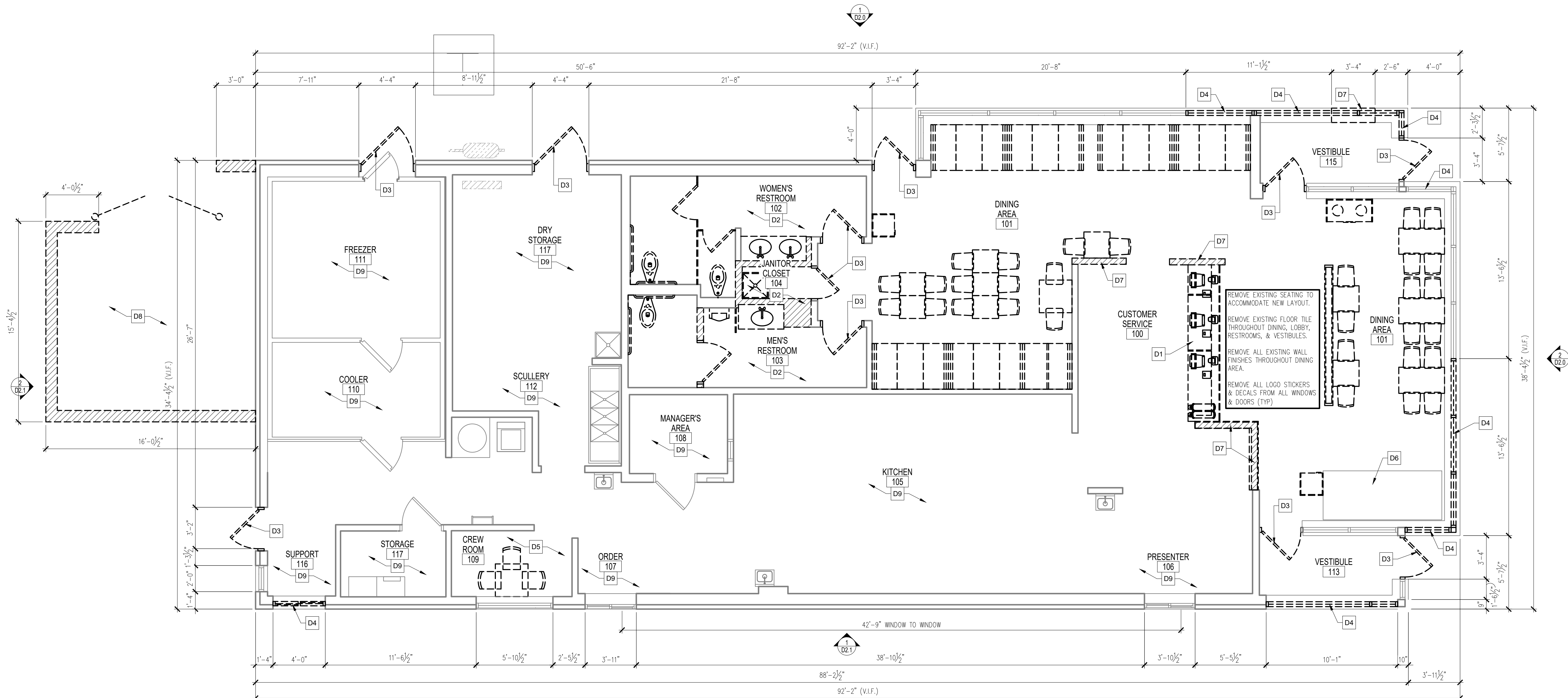
13. THE SUB-CONTRACTOR SHALL FIELD VERIFY THE EXTENT OF DEMOLITION. THE WORK INCLUDES, BUT IS NOT LIMITED TO THE DEMOLITION AND REMOVAL OF ANY WALLS, COUNTERS, FURNITURE, BULKHEADS, DOORS, PLUMBING, MECHANICAL AND ELECTRICAL ITEMS INCLUDING CONDUITS AND DUCTWORK AS SHOWN ON THE DRAWINGS OR AS REQUIRED 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
303.974.5673

WWW.LINGLEDISIGN.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	06/04/19	OWNER COMMENTS

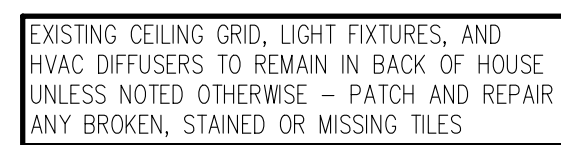
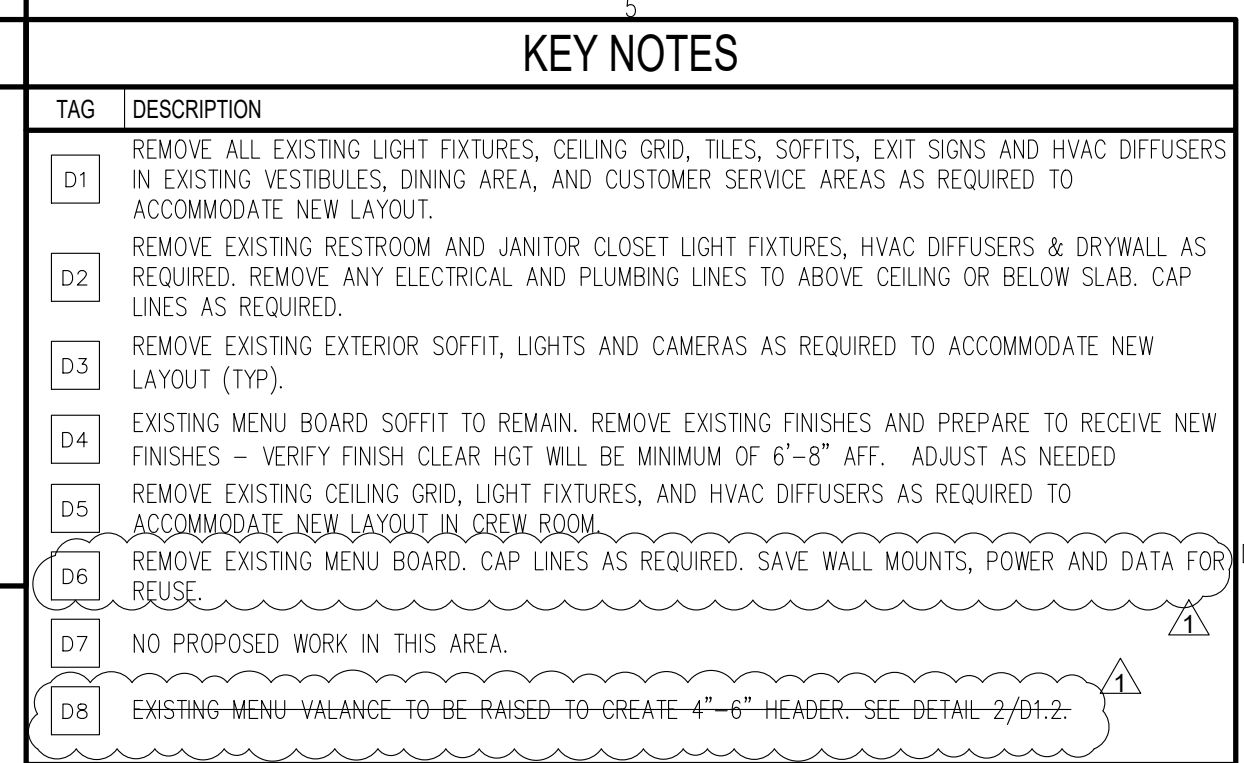
STATE ID:	12143
NATIONAL #:	1351
PROJECT NUMBER:	18-44
DRAWN BY:	R
CHECKED BY:	CL

SHEET TITLE:

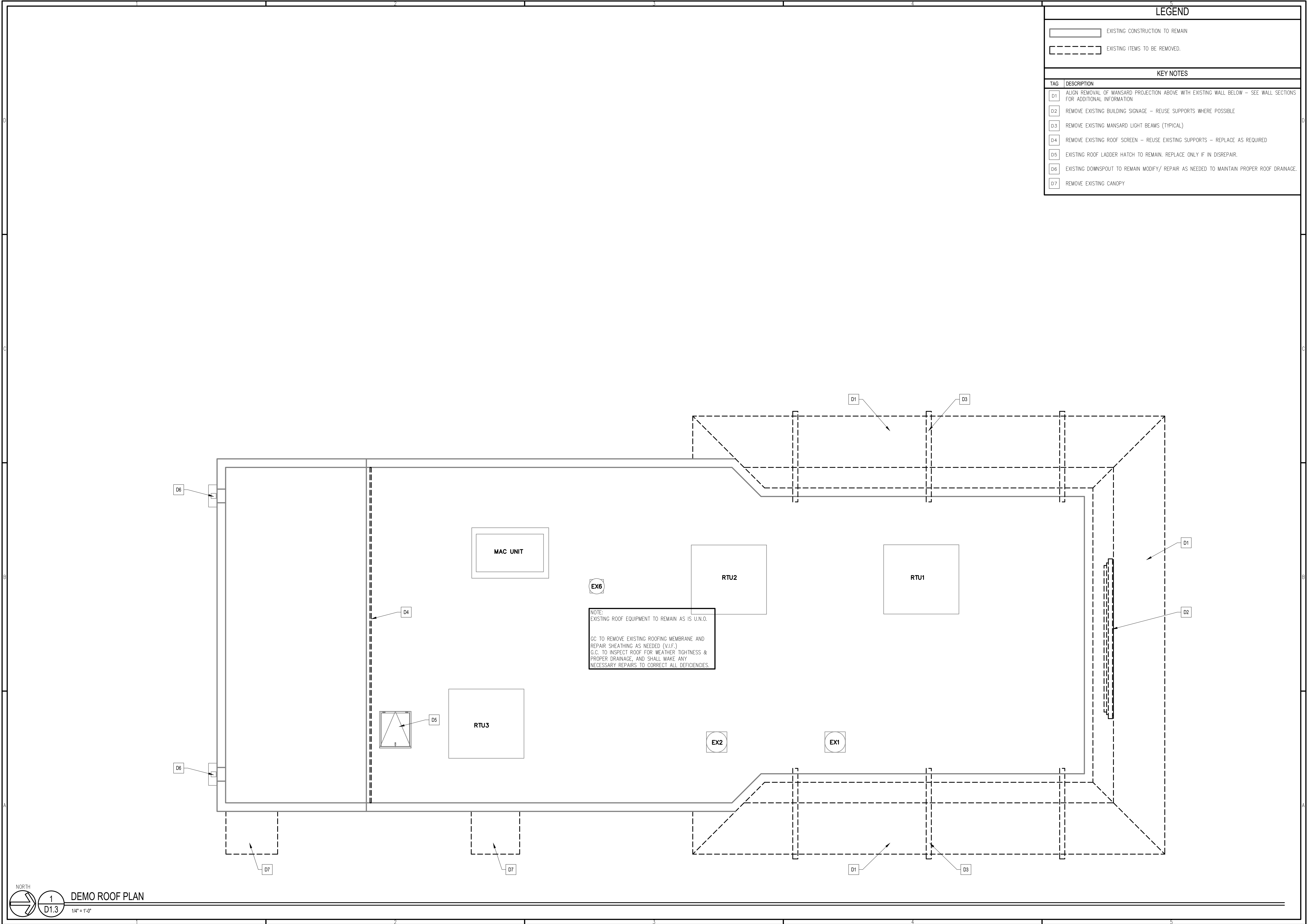
DEMOLITION
FLOOR
PLAN

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

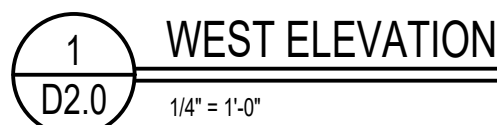
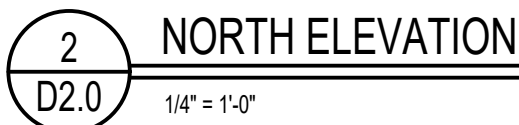
McDonald's USA, LLC
45 E. GOLF ROAD
ARLINGTON HEIGHTS, IL 60005

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

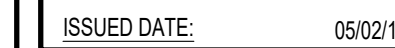
STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

SHEET TITLE:
DEMOLITION 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.



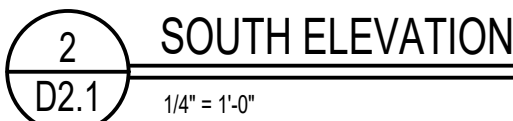
McDonald's
USA, LLC

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

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

SHEET TITLE:

DEMOLITION
EXTERIOR
ELEVATIONS

SHEET NUMBER

D2.1

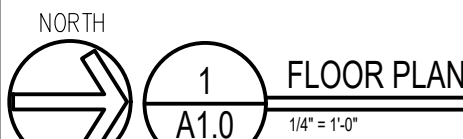


1. INTERIOR DIMENSIONS ARE TO FACE OF FINISH UNLESS OTHERWISE NOTED.
2. SEE 2/A1.0 FOR INTERIOR PARTITION TYPES. INTERIOR PARTITIONS ARE TYPE "A" UNLESS NOTED OTHERWISE.
3. SEE SHEET A6.0 FOR DOOR SCHEDULE & DOOR TYPES
4. SEE FINISH PLAN ON SHEET A1.4 FOR ROOM FINISHES
5. GC TO PROVIDE ADA SIGNAGE, PACKAGE 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

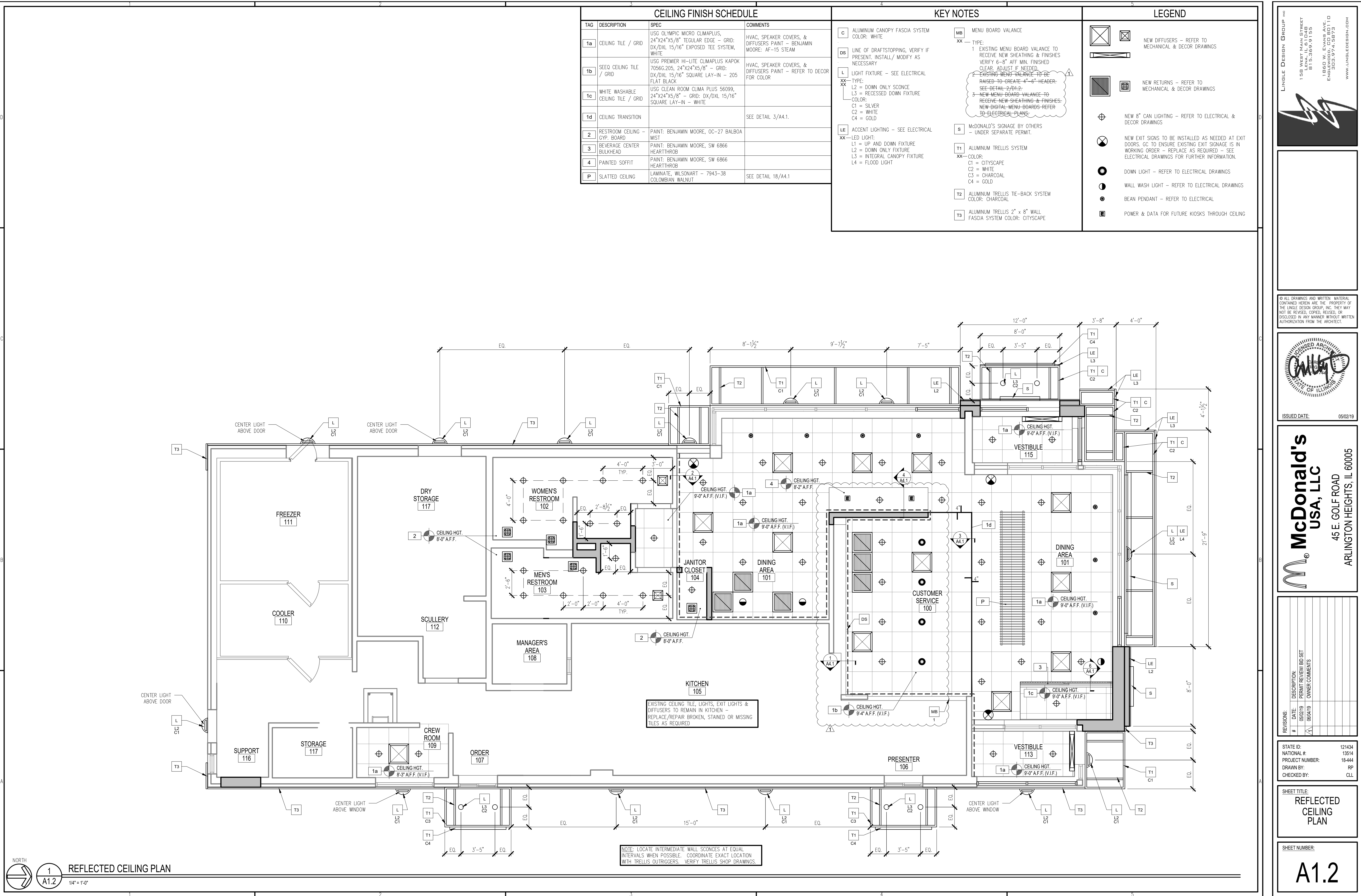
NEW WALL

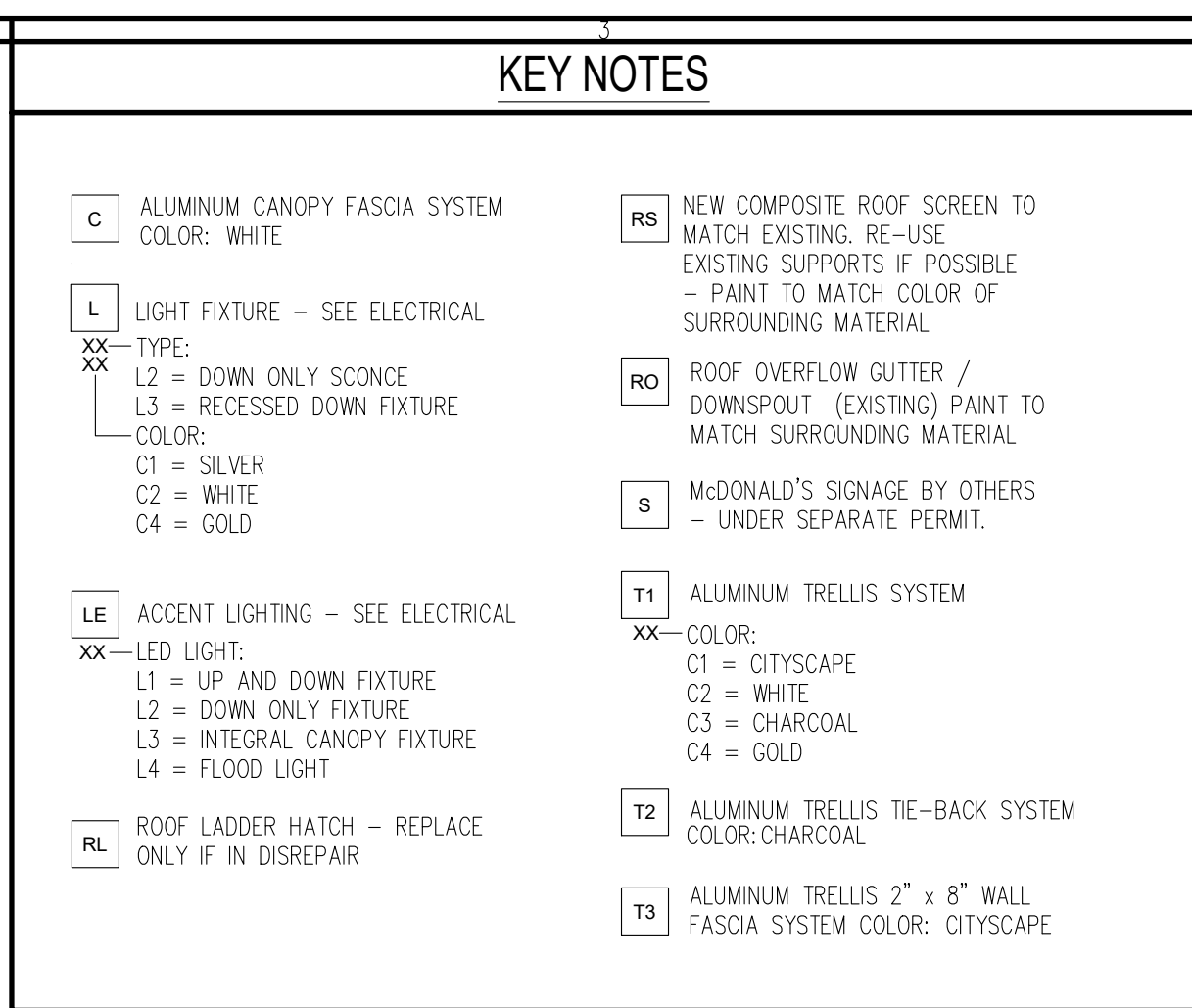
TAG	DESCRIPTION
1	SEE SHEET A4.2 FOR NEW FRONT COUNTER DETAILS.
2	LEVEL LANDING @ EXT. DOOR W/ MAX. 2% SLOPE AWAY FROM BUILDING. * FROST FOOTING * PROPER MANEUVERING CLEARANCE * REFER TO SITE/CIVIL PLANS
3	NO PROPOSED WORK IN THIS AREA.
4	NEW FLOORING & WALL MATERIAL THROUGHOUT. SEE SHEET A1.4 FOR LIMITS 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 5% 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



SHEET NUMBER:

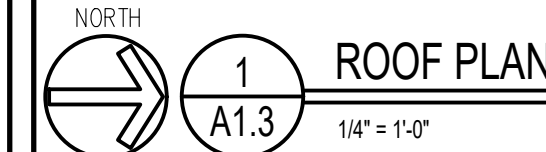
A1.0





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



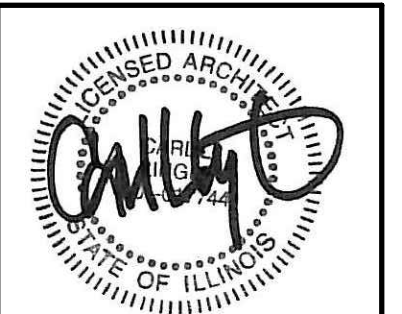
LINDE DESIGN GROUP INC.

158 WEST MAIN STREET
SUITE 200
DENVER, CO 80202
303.736.9155

1560 W. EVANS AVE.
ENGLEWOOD, CO 80110
303.741.5073

WWW.LINDESIGN.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: 05/02/19

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

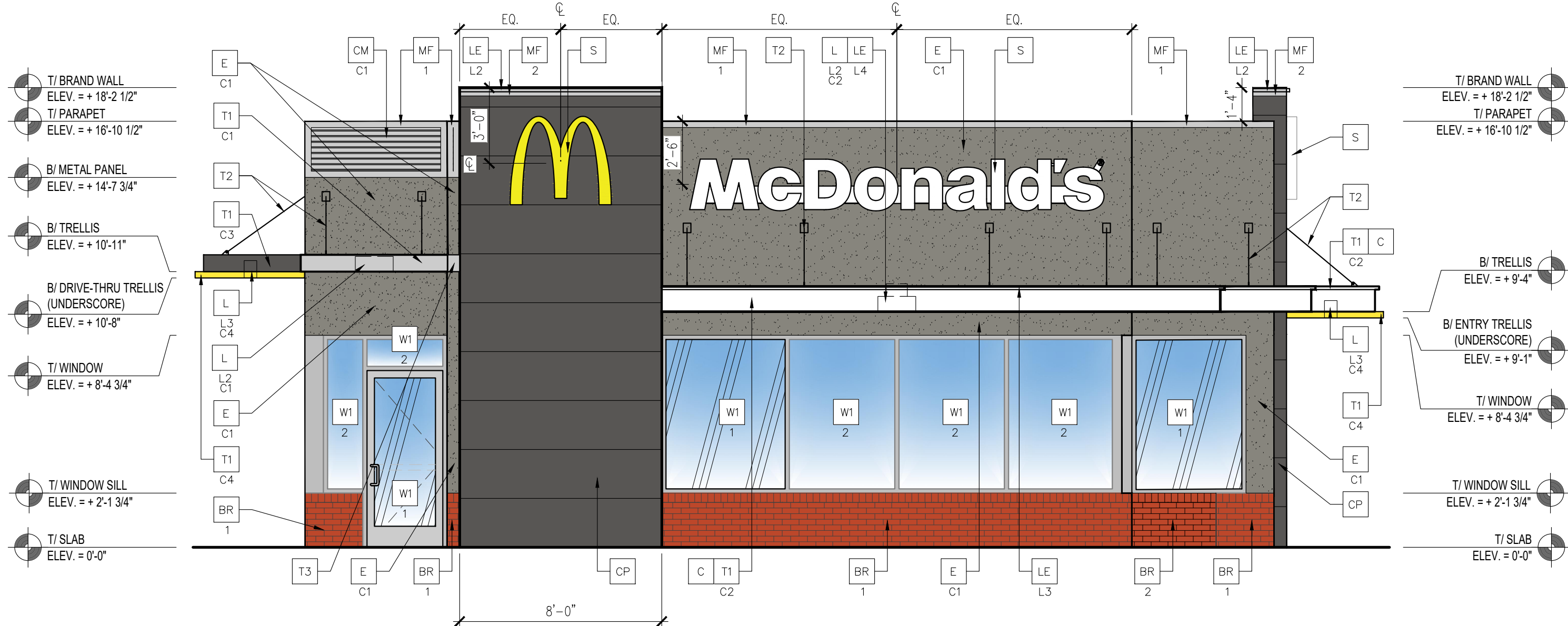
SHEET TITLE:

ROOF
PLAN

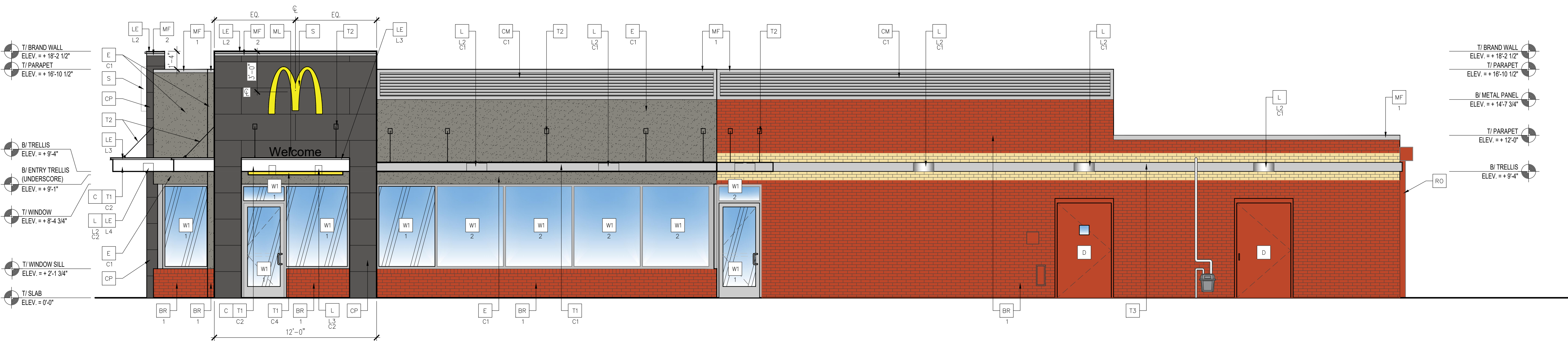
SHEET NUMBER:

A1.3

LINGLE DESIGN GROUP, INC. 158 WEST MAIN STREET SUITE 200 BOSTON, MA 02111 617.359.9155 1860 W. EVANS AVE. BELLEWOOD, 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 REPRODUCED, COPIED, REPRODUCED, 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																									
<table border="1"><thead><tr><th colspan="2">REVISIONS:</th></tr><tr><th>#</th><th>DATE DESCRIPTION</th></tr></thead><tbody><tr><td></td><td>PERMIT REVIEW BID SET</td></tr><tr><td></td><td>03/02/19</td></tr><tr><td>A</td><td>08/04/19 OWNER COMMENTS</td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr></tbody></table>		REVISIONS:		#	DATE DESCRIPTION		PERMIT REVIEW BID SET		03/02/19	A	08/04/19 OWNER COMMENTS														
REVISIONS:																									
#	DATE DESCRIPTION																								
	PERMIT REVIEW BID SET																								
	03/02/19																								
A	08/04/19 OWNER COMMENTS																								
<table><tr><td>STATE ID:</td><td>121434</td></tr><tr><td>NATIONAL #:</td><td>13514</td></tr><tr><td>PROJECT NUMBER:</td><td>18-444</td></tr><tr><td>DRAWN BY:</td><td>RP</td></tr><tr><td>CHECKED BY:</td><td>CLL</td></tr></table>		STATE ID:	121434	NATIONAL #:	13514	PROJECT NUMBER:	18-444	DRAWN BY:	RP	CHECKED BY:	CLL														
STATE ID:	121434																								
NATIONAL #:	13514																								
PROJECT NUMBER:	18-444																								
DRAWN BY:	RP																								
CHECKED BY:	CLL																								
SHEET TITLE: FINISH PLAN																									
SHEET NUMBER: A1.4																									



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)

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-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

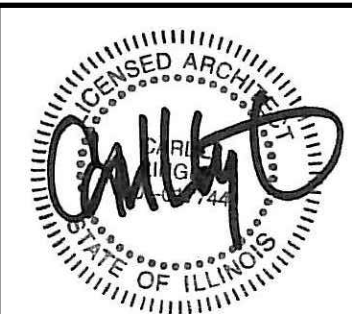
MF	METAL FASCIA (COLOR: CITYSCAPE) X-TYPE: 1 = PRE-FAB ANCHOR-TITE FASCIA 2 = PRE-FAB CUSTOM ARCADE FASCIA
ML	METAL LETTERING - BY OTHERS X-TYPE: 1 = 'WELCOME' - COLOR: SILVER
PB	PIPE BOLLARD - PAINTED YELLOW X-TYPE: 1 = EXISTING - REPLACE IF NECESSARY
S	McDONALD'S SIGNAGE BY OTHERS - UNDER SEPARATE 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

ELEVATION KEY NOTES:

LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
ARLINGTON HEIGHTS, IL 60005
815.366.9155
1860 W. EVANS AVE.
CHICAGO, IL 60641
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

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

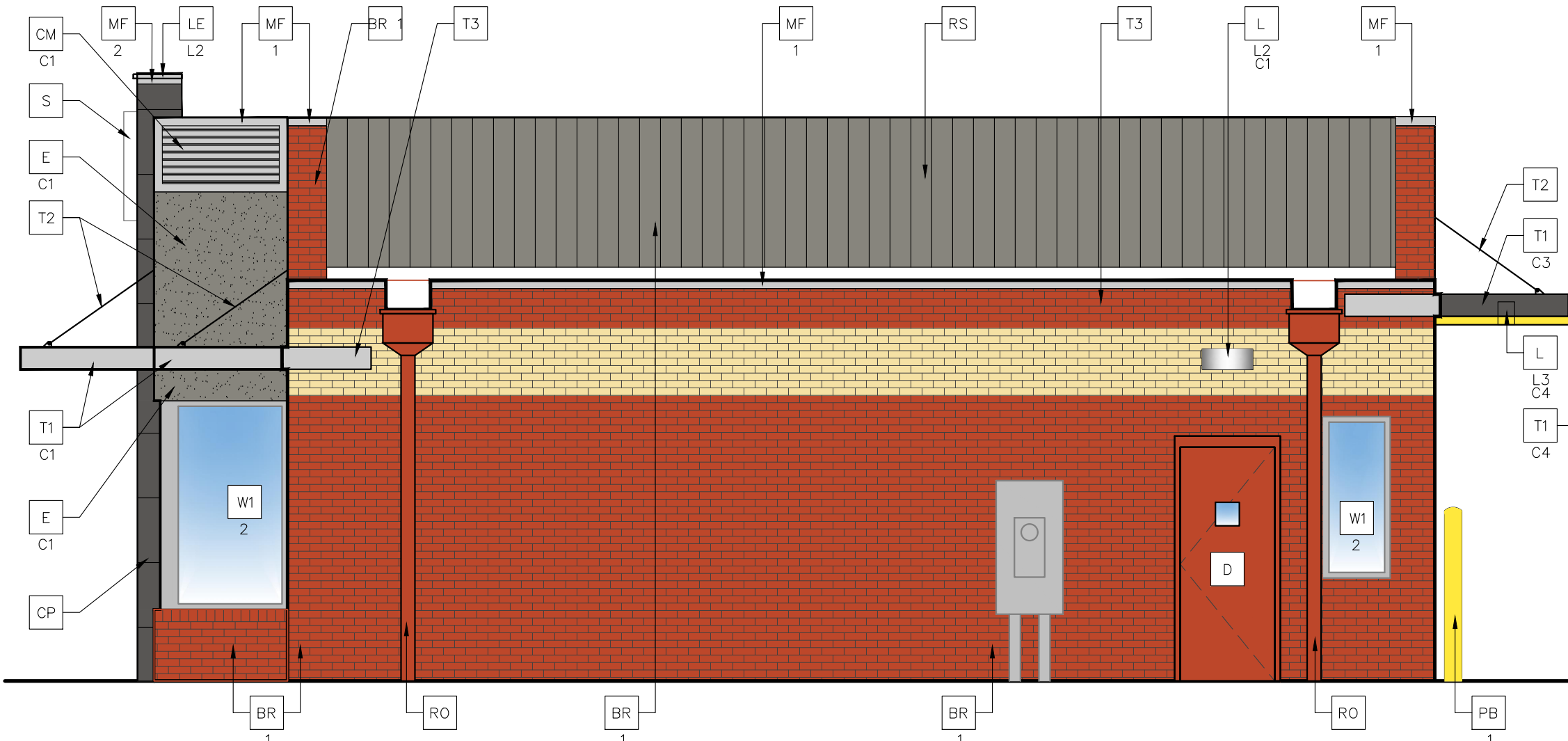
STATE ID: 121434
NATIONAL #: 13514
PROJECT NUMBER: 18-444
DRAWN BY: RP
CHECKED BY: CLL

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"



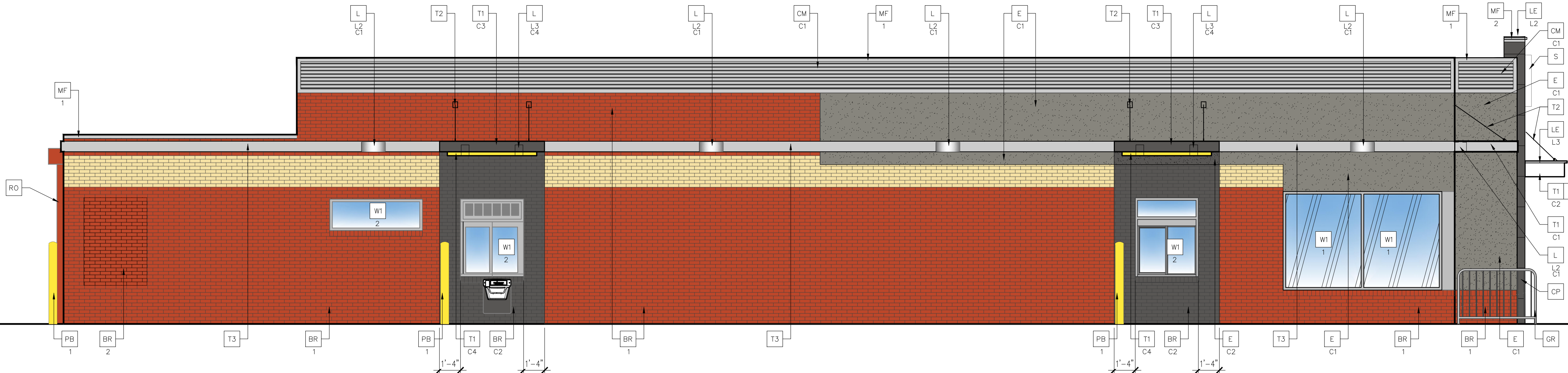
- T/ PARAPET
ELEV. = +16'-10 1/2"
- T/ PARAPET
ELEV. = +12'-0"
- B/ TRELLIS
ELEV. = +10'-11"
- B/ DRIVE-THRU TRELLIS
(UNDERSORE)
ELEV. = +10'-8"
- T/ WINDOW
ELEV. = +7'-11"
- T/ WINDOW SILL
ELEV. = +3'-1"
- T/ SLAB
ELEV. = 0'-0"

2
A2.1

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
A2.1

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

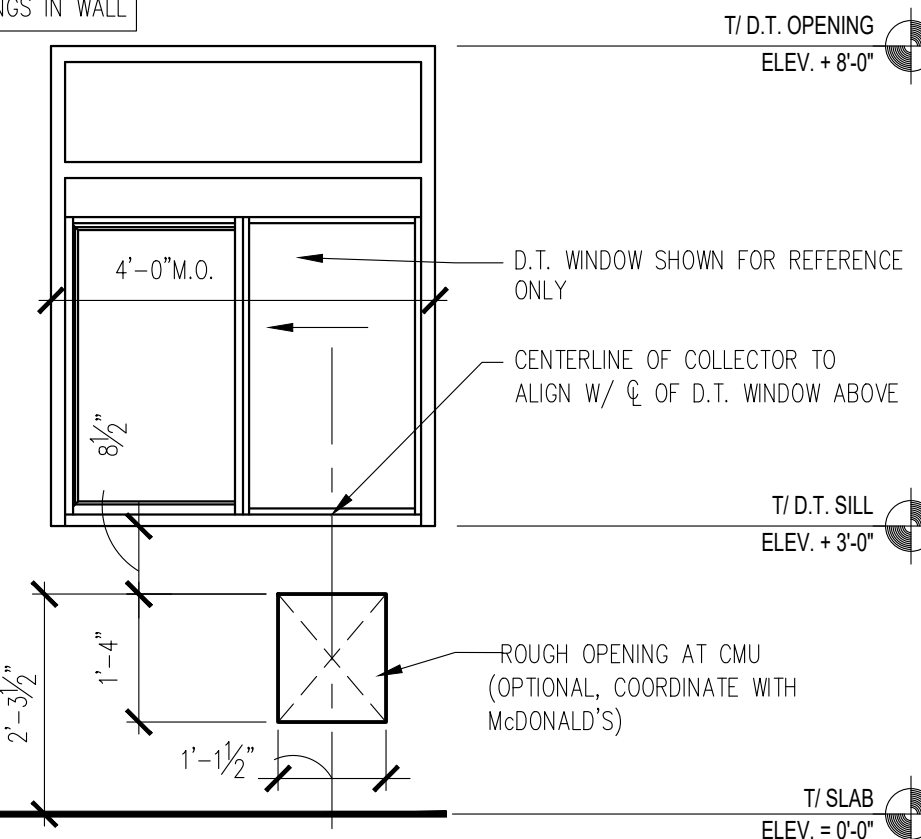
- E — EXTERIOR INSULATION FINISH SYSTEM (E.I.F.S.) MODERN 'OUTSULATION PLUS MD' BY DRYVIT OR EQUAL
- XX — TYPE:
- XX — HIGH IMPACT ZONES: 'PANZER 20' ULTRA HIGH IMPACT MESH ASSEMBLY FOR EIFS AREAS WITHIN 8'-0" OF GRADE FINISH: HYDROPHOBIC TEXTURE: SANDPEBBLE COLOR: STATOTONE HIGH PERFORMANCE COLORANT — 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 SCONE
- 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
A2.1

(RMHC) COIN COLLECTOR AT MASONRY

1/2" = 1'-0"



© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINE 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

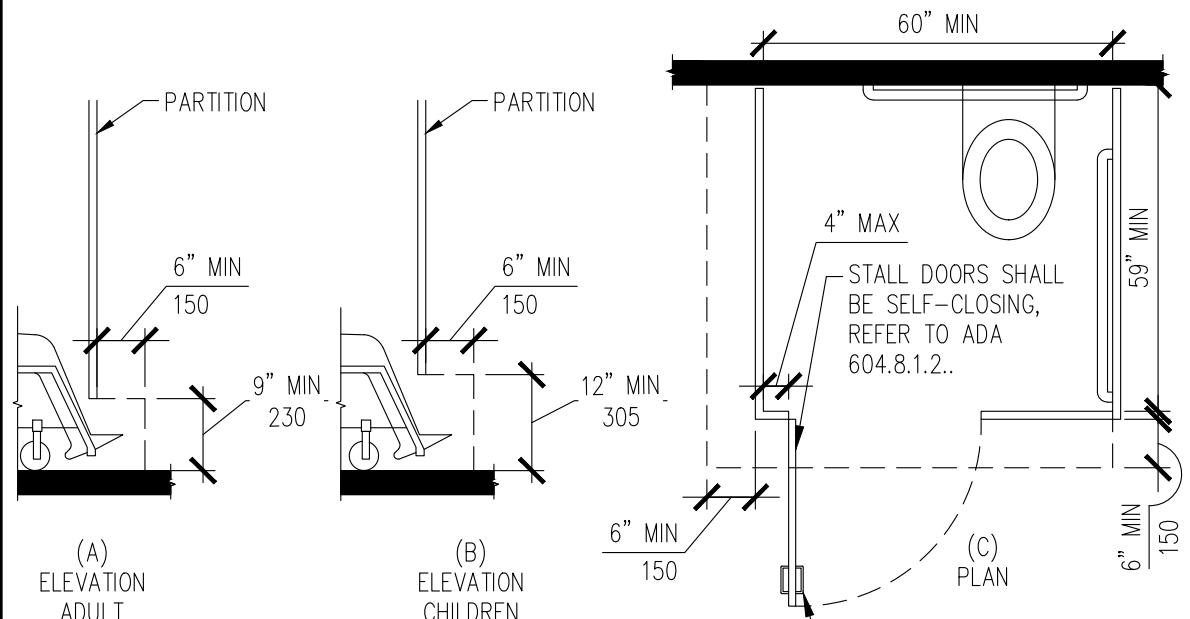
SHEET TITLE:

EXTERIOR
ELEVATIONS

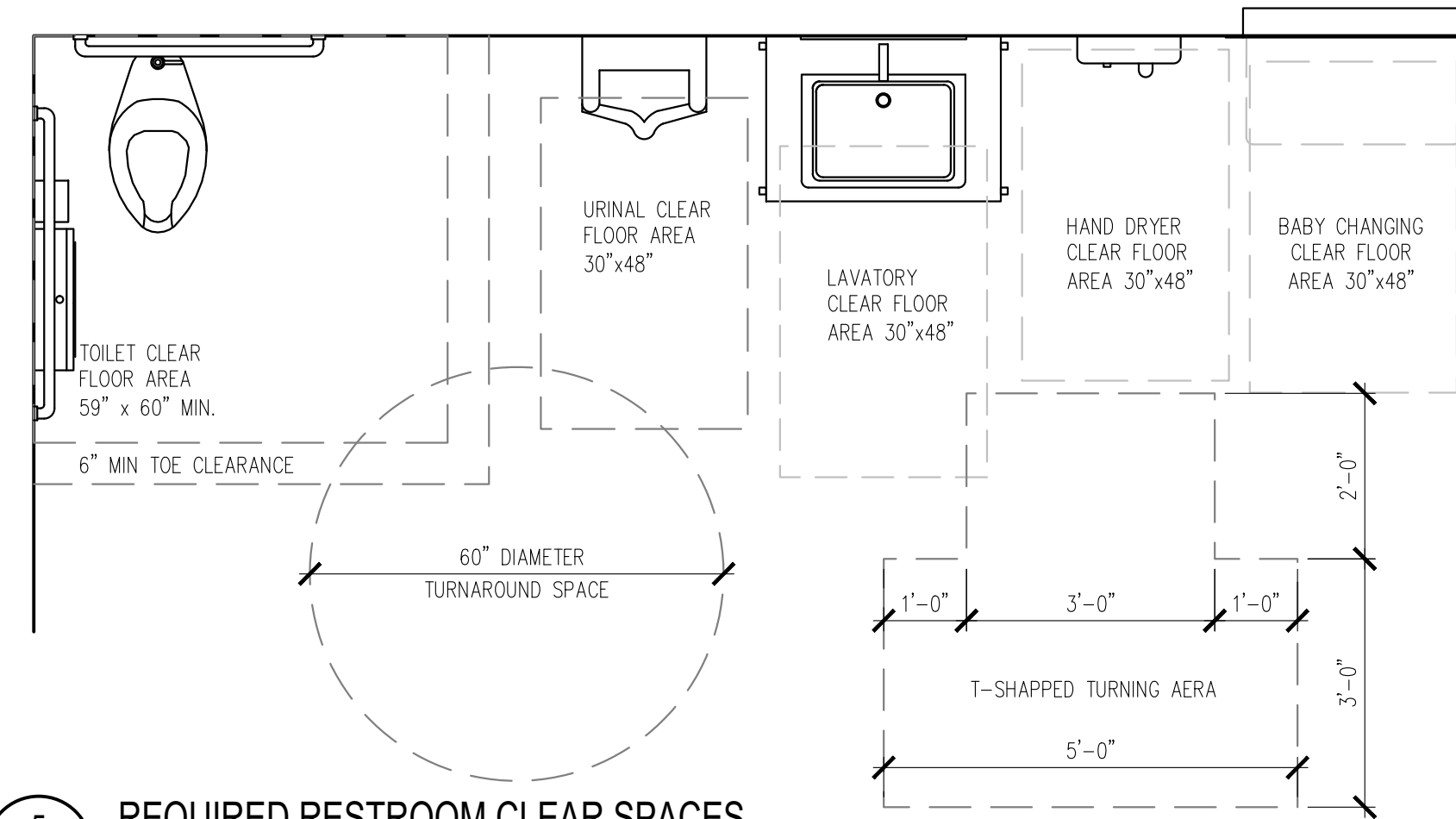
SHEET NUMBER:

A2.1

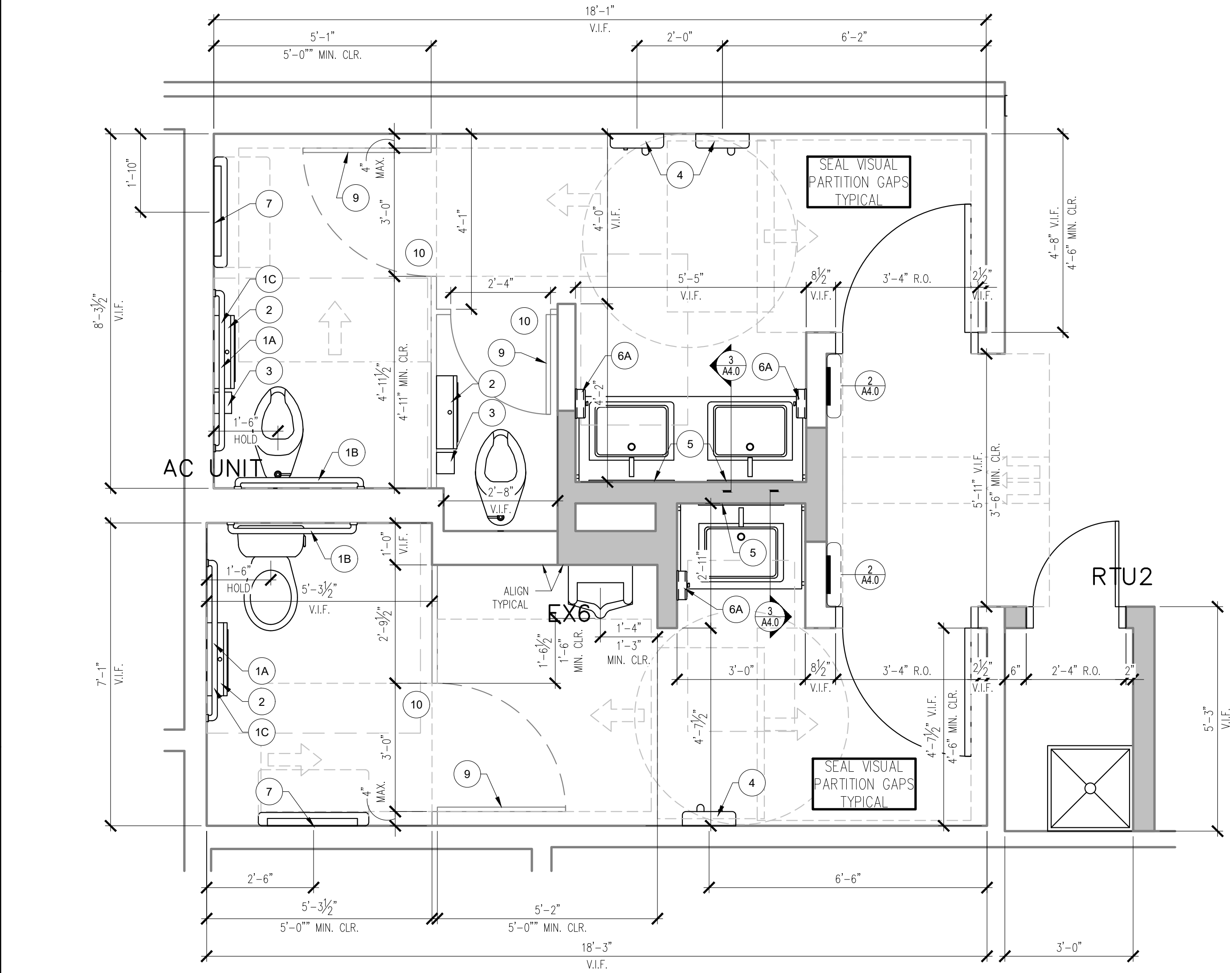
EXCEPTION: TOE CLEARANCE AT THE FRONT PARTITION IS NOT REQUIRED IN A COMPARTMENT GREATER THAN 62 INCHES (1575 mm) DEEP WITH A WALL-HUNG WATER CLOSET OR 65 INCHES (1650 mm) DEEP WITH A FLOOR-MOUNTED WATER CLOSET. TOE CLEARANCE AT THE SIDE PARTITION IS NOT REQUIRED IN A COMPARTMENT GREATER THAN 66 INCHES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



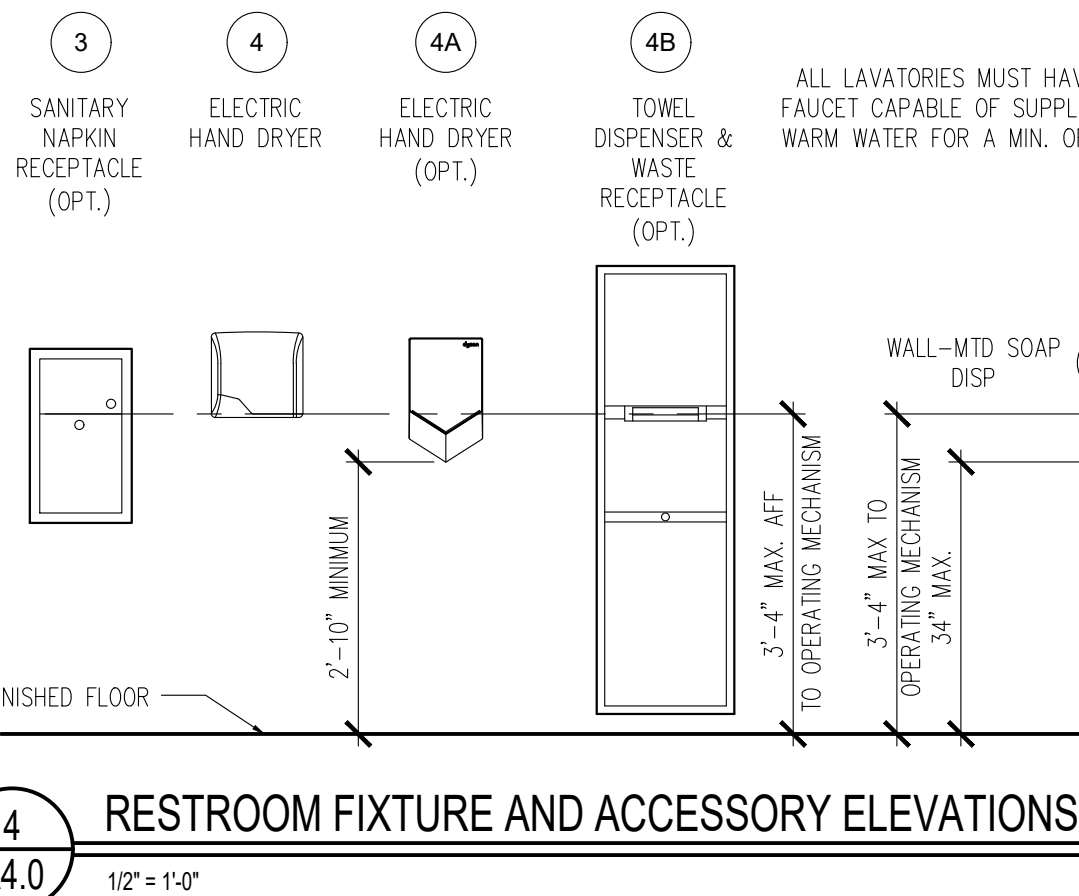
5 REQUIRED RESTROOM CLEAR SPACES
A4.0 1/2" = 1'-0"



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.

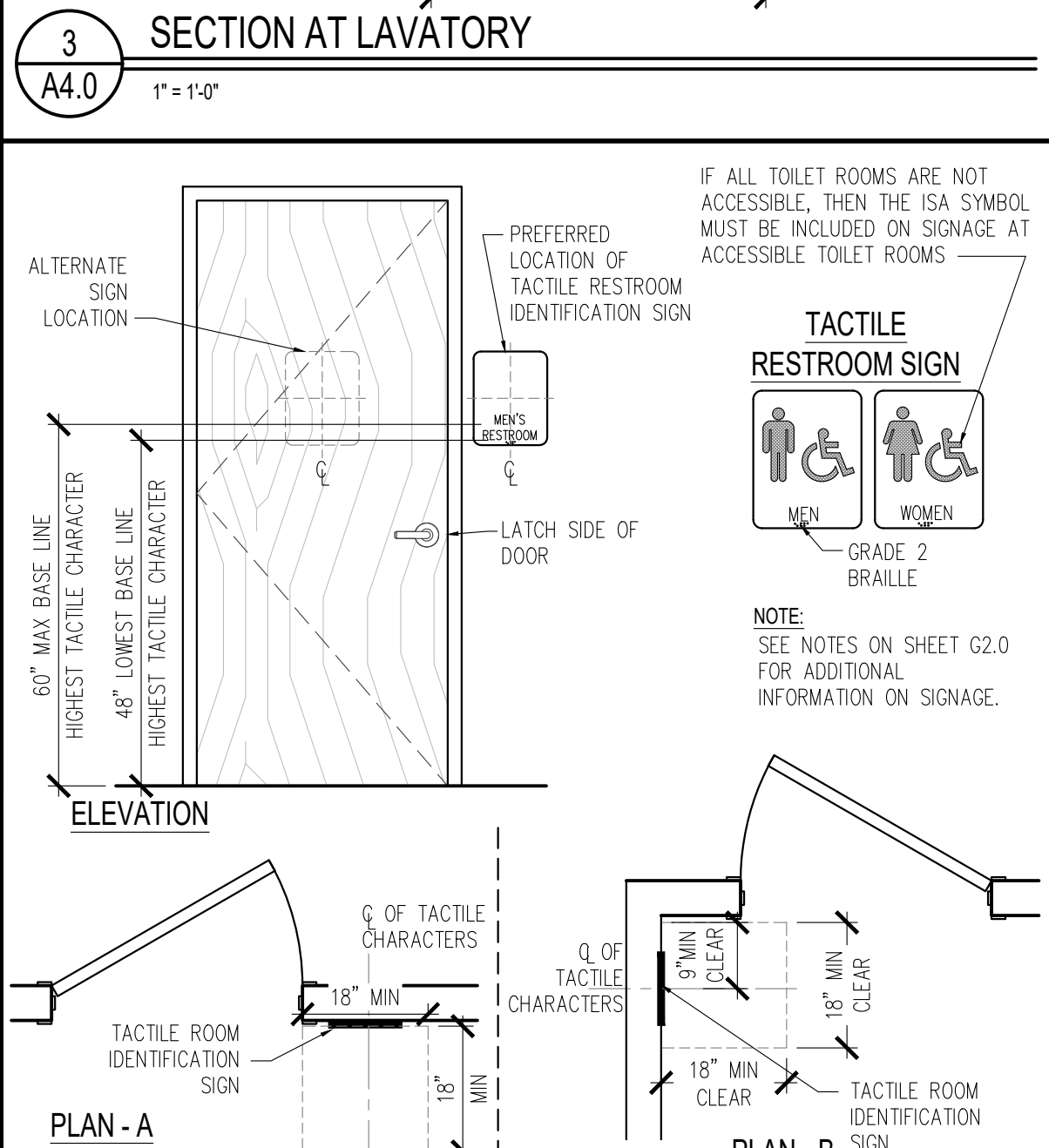
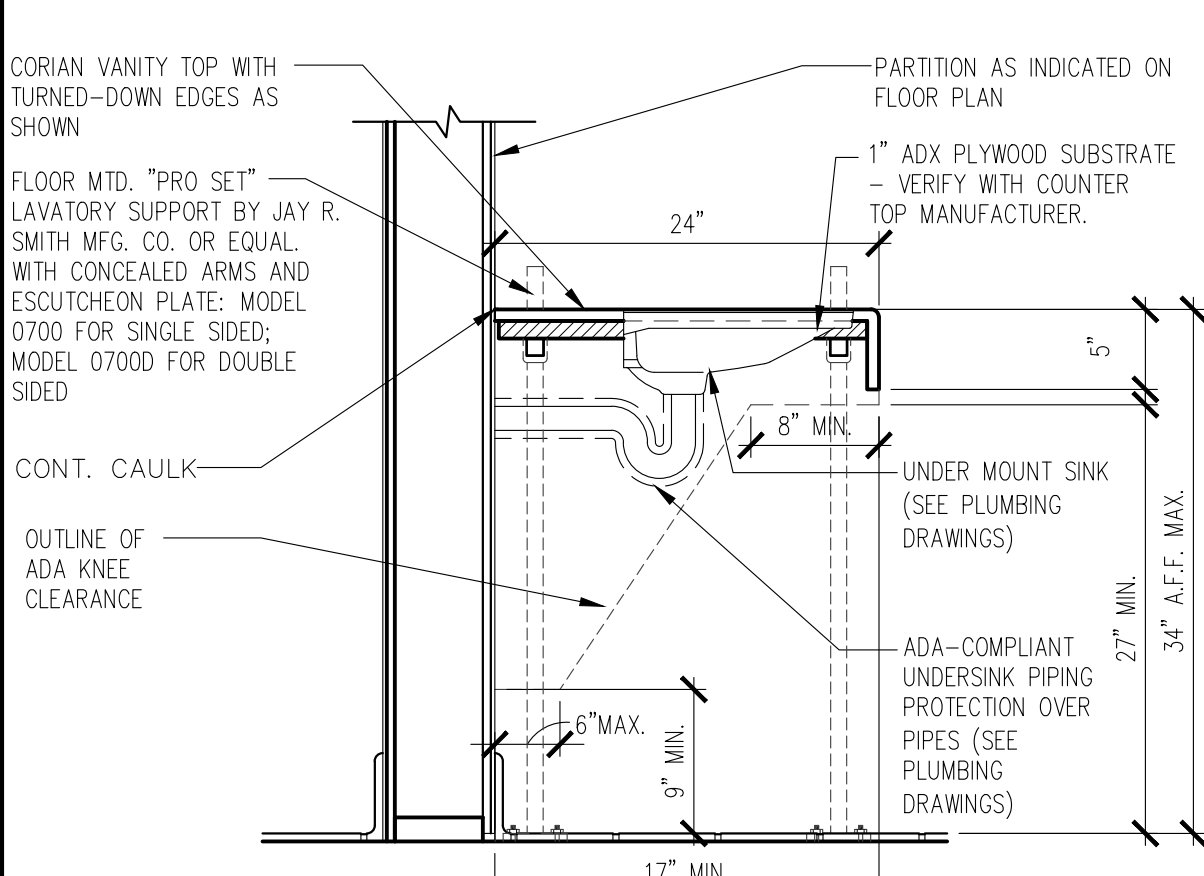


4 RESTROOM FIXTURE AND ACCESSORY ELEVATIONS
A4.0 1/2" = 1'-0"

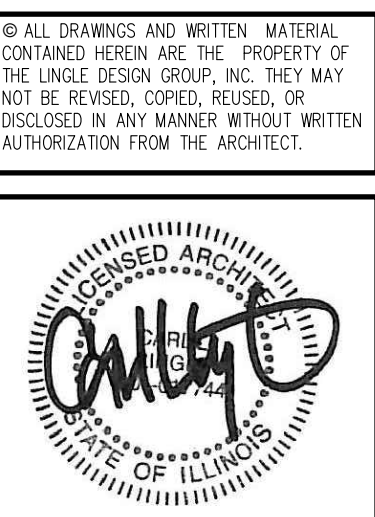
RESTROOM ACCESSORY SCHEDULE

	ITEM (SEE NOTE 2)	MFR MODEL #	SUPPLIER	BACKUP SUPPORT (SEE NOTE 3)
1A	GRAB BAR 42"	BOBRICK B-6806X42	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@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 MCDCCOORD@HAJOCA.COM	FRAME WALL OPENING PER MANUFACTURER'S RECOMMENDATIONS
3	SANITARY NAPKIN RECEPTACLE, RECESSED (OPTIONAL)	BOBRICK B-354	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
4	HAND DRYER, ENERGY EFFICIENT MODEL, ADA, ALUMINUM BRUSHED	WORLD DRYER L-971 SlimDry	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@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 MCDCCOORD@HAJOCA.COM	
4B	TOWEL DISPENSER & WASTE RECEPTACLE, COMBINATION, RECESSED (OPTIONAL)	BOBRICK B-3974	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
5	MIRROR, CHANNEL FRAME	BOBRICK B-165 2436	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
6	SOAP DISPENSER, COUNTER MOUNTED, 6" SPOUT (OPTIONAL)	BOBRICK B-82216	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
6A	SOAP DISPENSER, WALL-MOUNTED	BOBRICK B-2112	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
7	BABY CHANGING TABLE, HORIZONTAL, SURFACE MOUNT, ADA COMPLIANT, ALL PLASTIC	KOALA KARE KB200-01	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@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 MCDCCOORD@HAJOCA.COM	INSTALL PER MANUFACTURER'S RECOMMENDATIONS
8	DIAPER CONTAINER (OPTIONAL)	-	BY OWNER	
9	CLOTHES HOOK	BRADLEY 917	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@HAJOCA.COM	
10	TOILET PARTITIONS SENTINEL OVERHEAD-BRACED	BRADLEY SERIES 400	HUGHES SUPPLY (866) 310-3576 MCDCCOORD@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

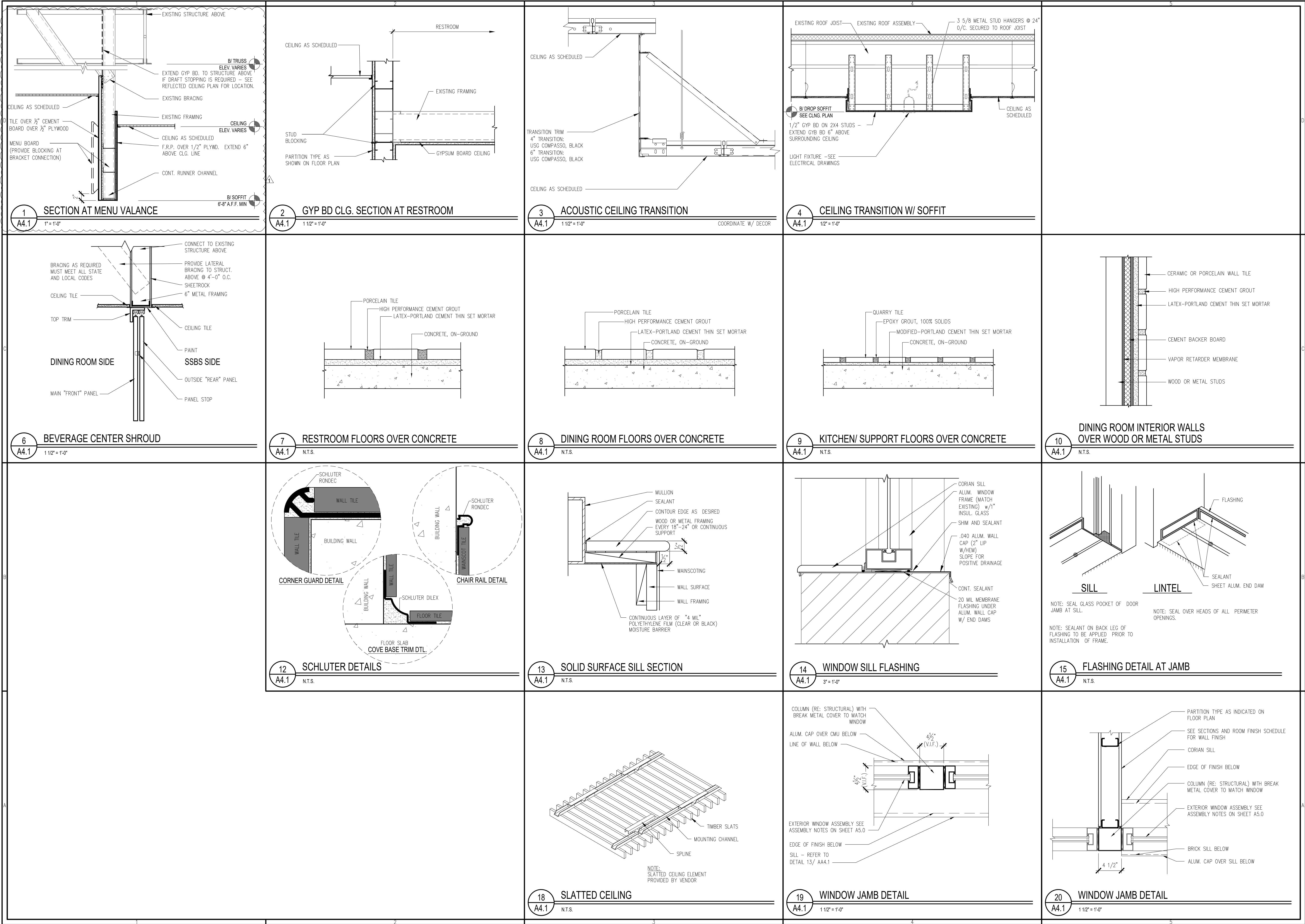
REVISIONS	DATE	DESCRIPTION	PERMIT REVIEW BID SET	OWNER COMMENTS
#				

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



LINLEE DESIGN GROUP INC.
158 WEST MAIN STREET
ARLINGTON HEIGHTS, IL 60005
815.366.9155
1860 W. EVANS AVE.
ARLINGTON HEIGHTS, IL 60005
815.974.5873
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
#				

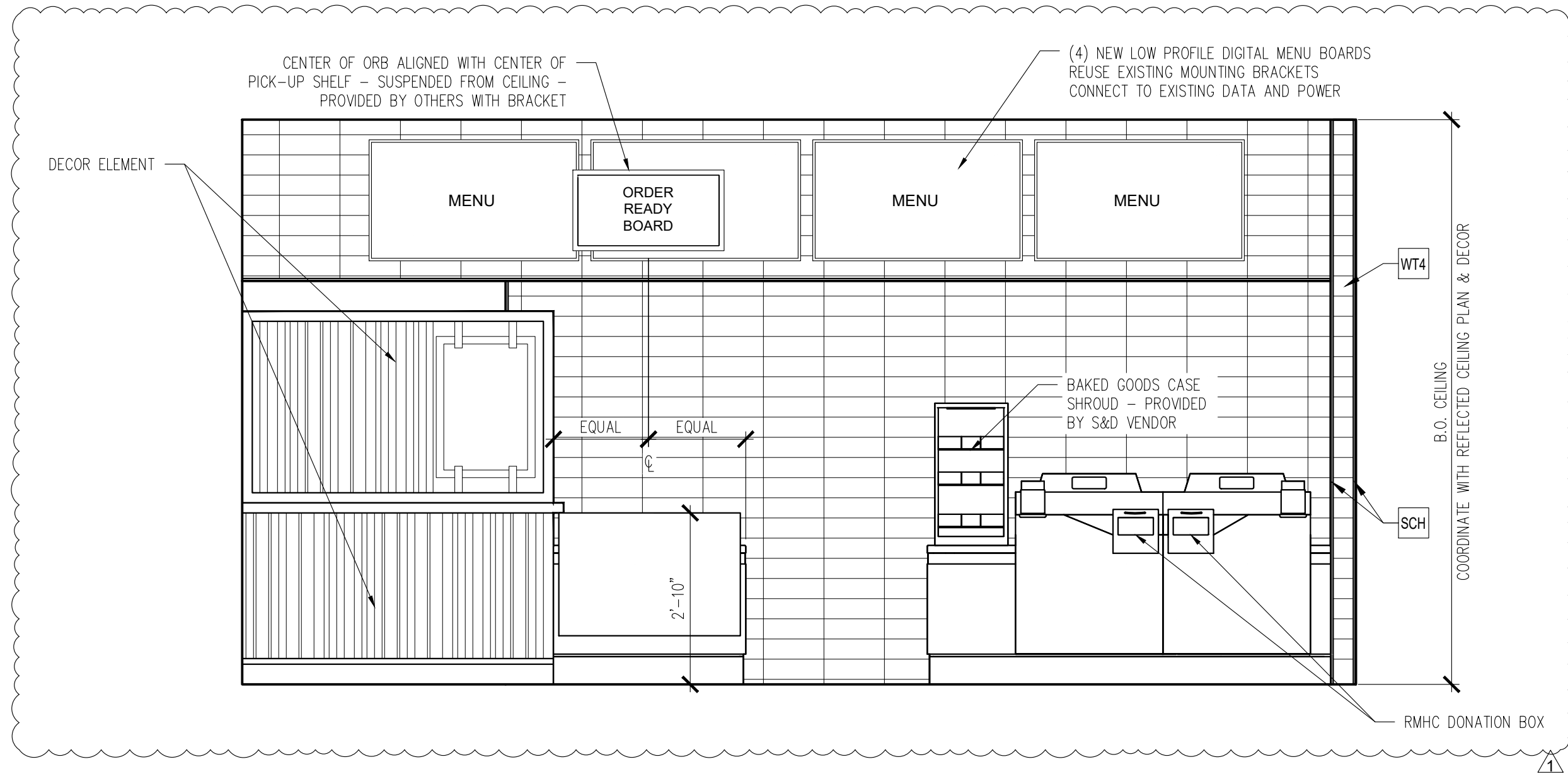
STATE ID:	121434
NATIONAL #:	13514
PROJECT NUMBER:	18-444
DRAWN BY:	RP
CHECKED BY:	CLL

SHEET TITLE:

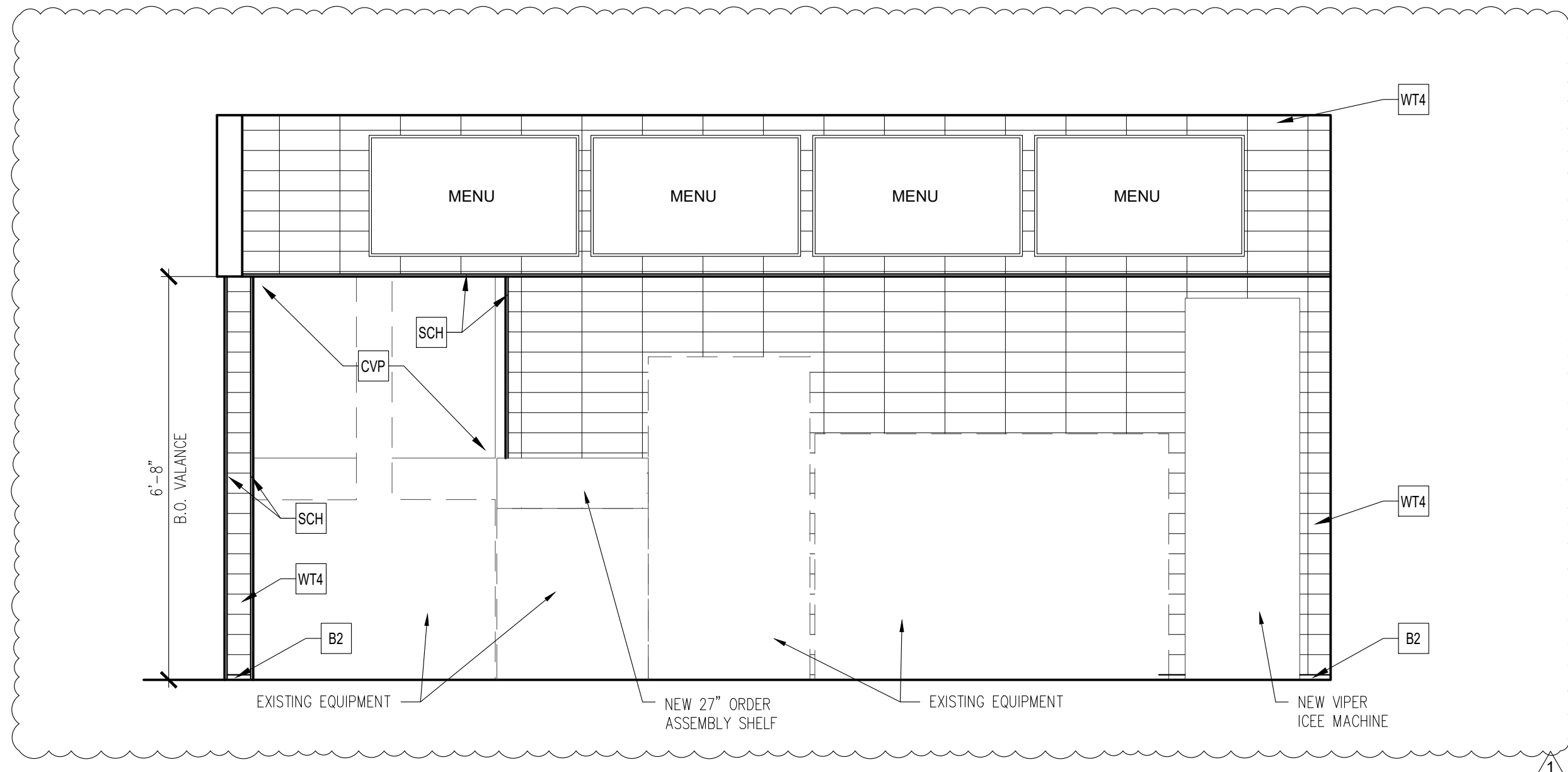
DETAILS

SHEET NUMBER:

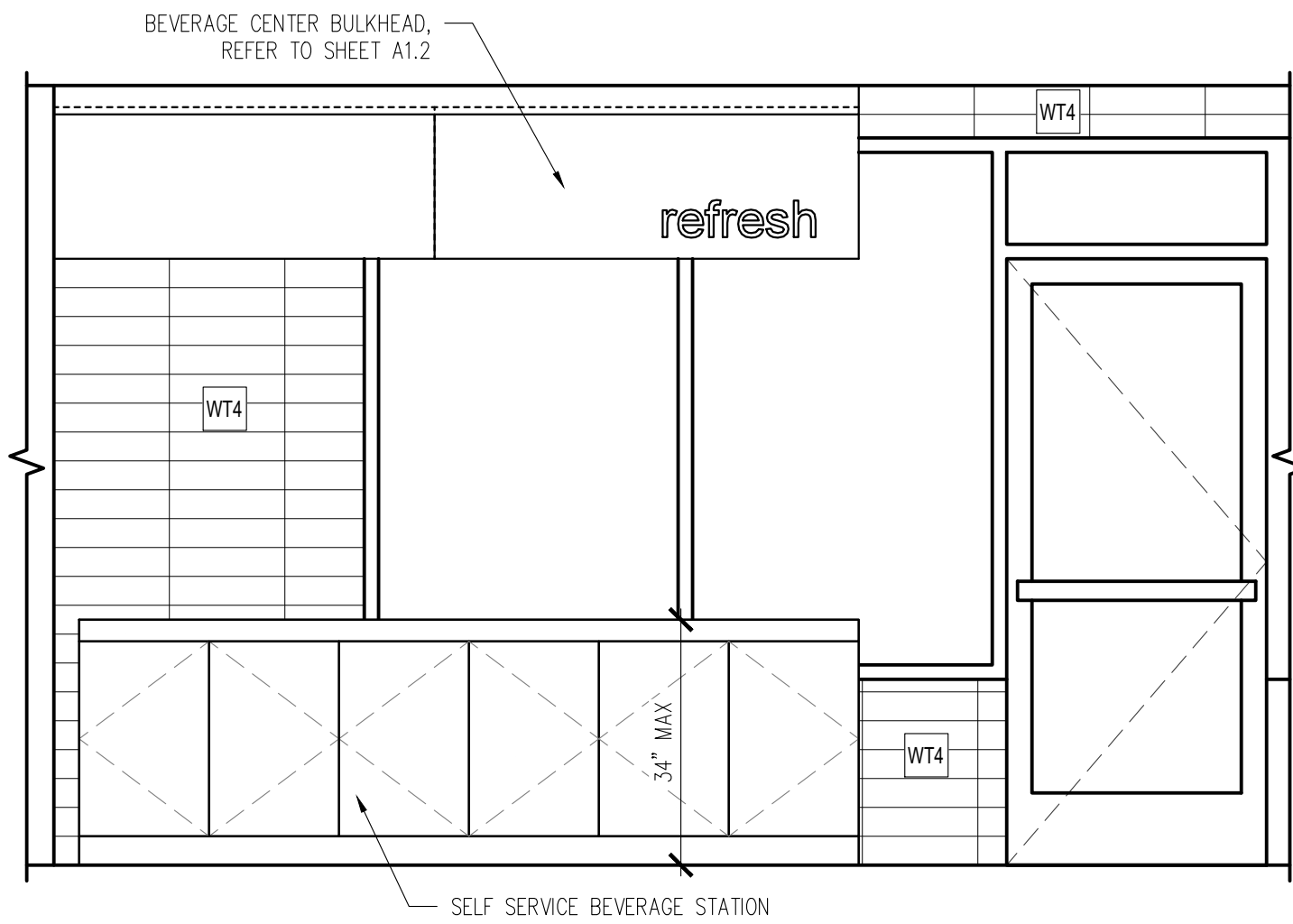
A4.1



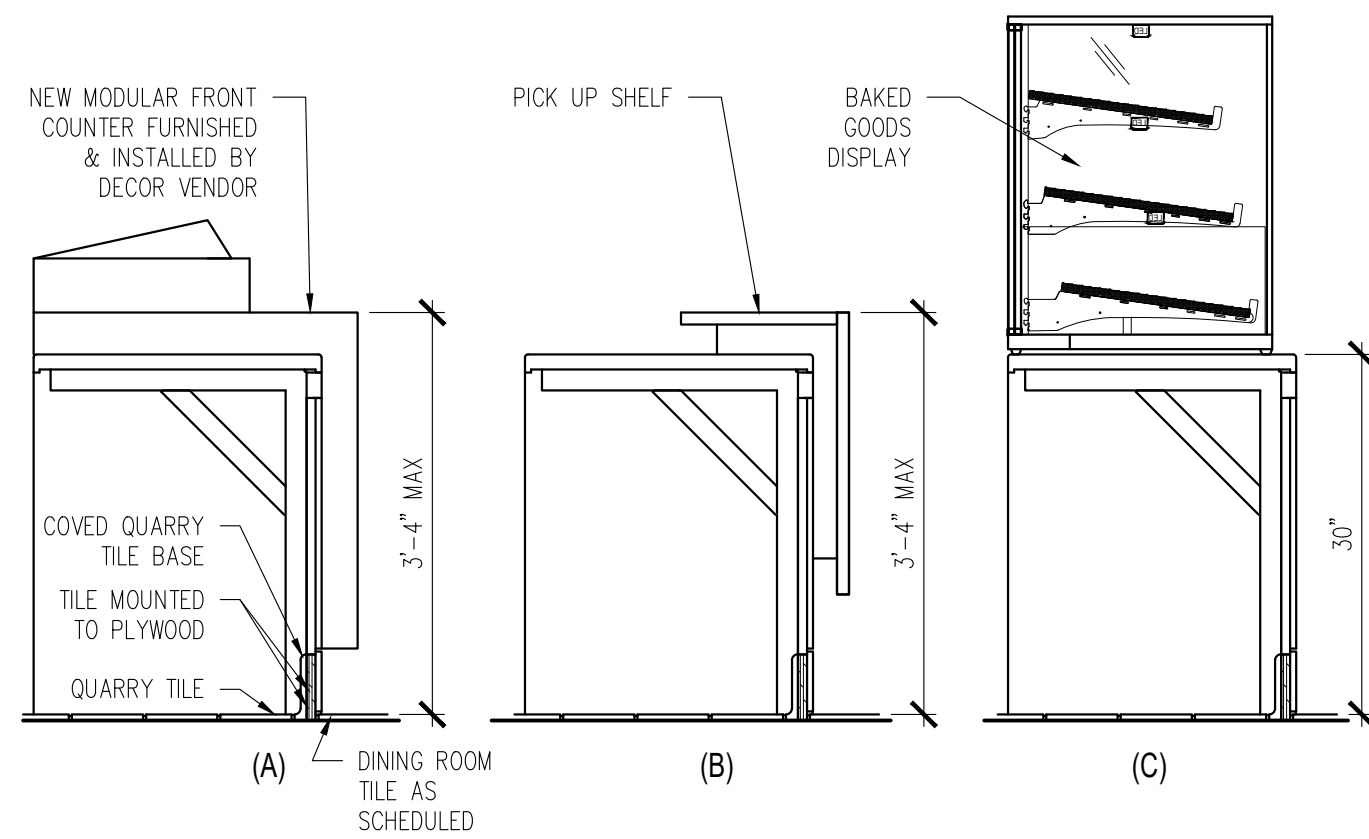
5
A4.2
ELEVATION
1/2" = 1'-0"



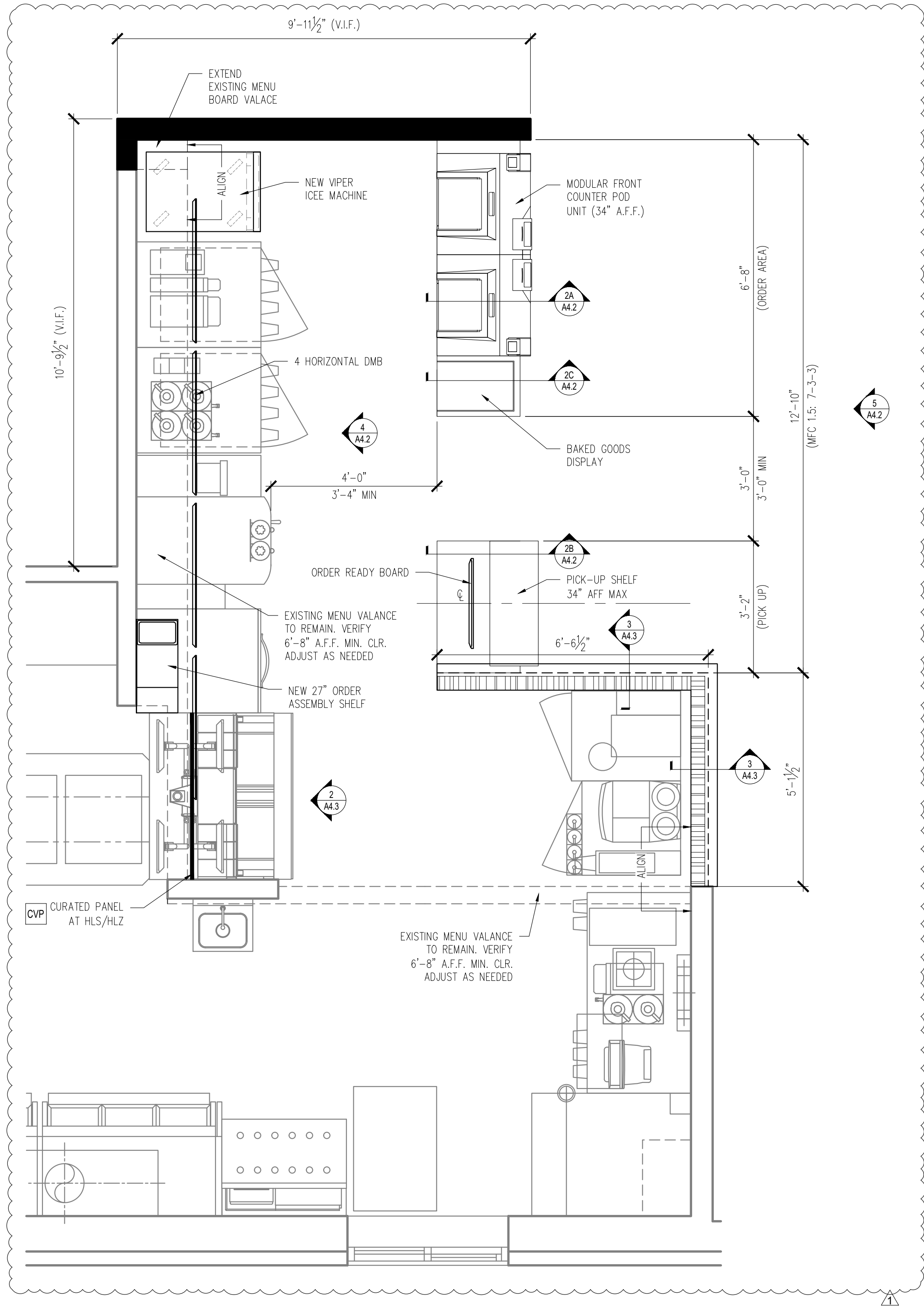
4
A4.2
ELEVATION
1/2" = 1'-0"



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

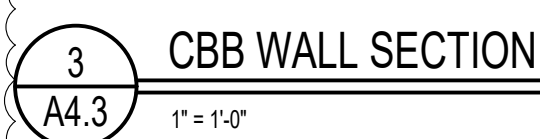
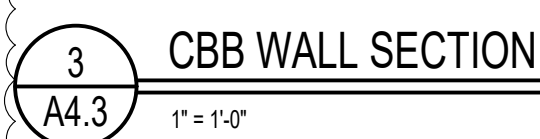
REVISIONS	DATE	DESCRIPTION
#		
1	05/02/19	PERMIT REVIEW BID SET
2	06/04/19	OWNER COMMENTS

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

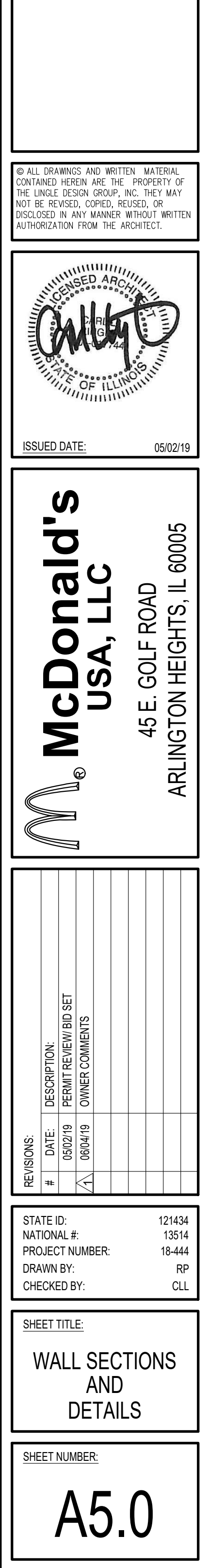
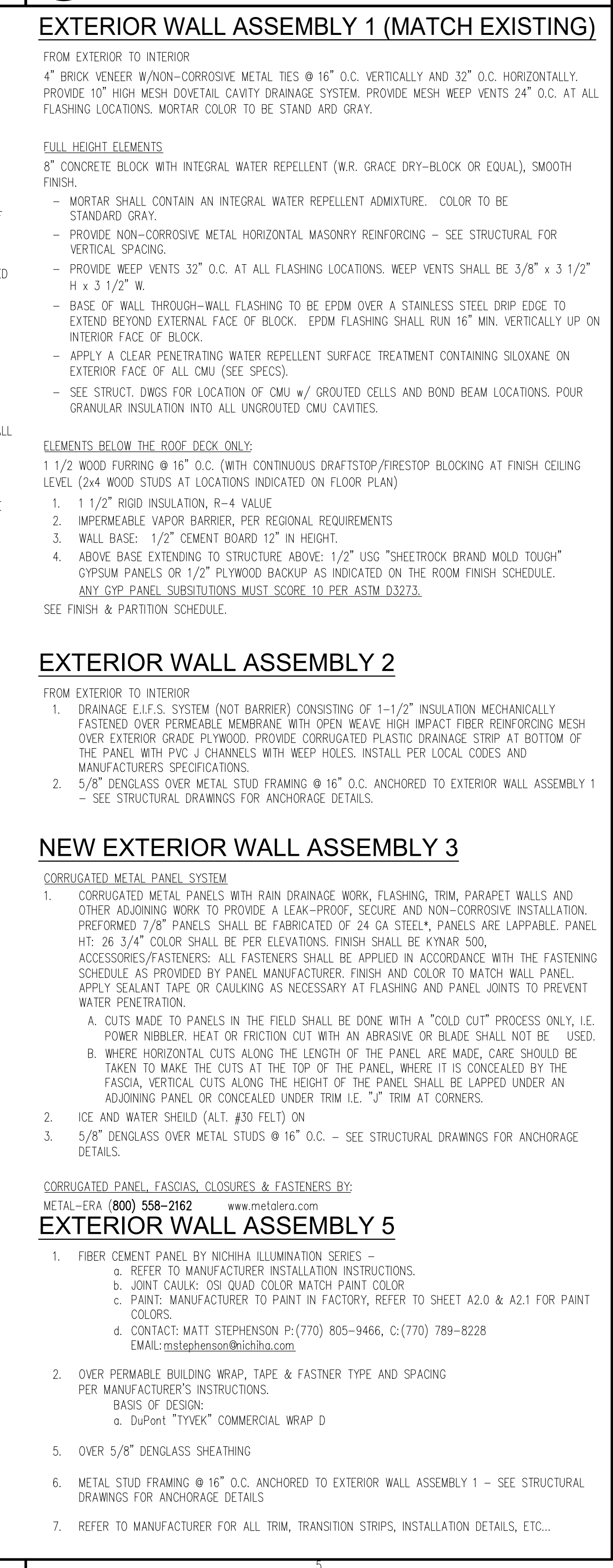
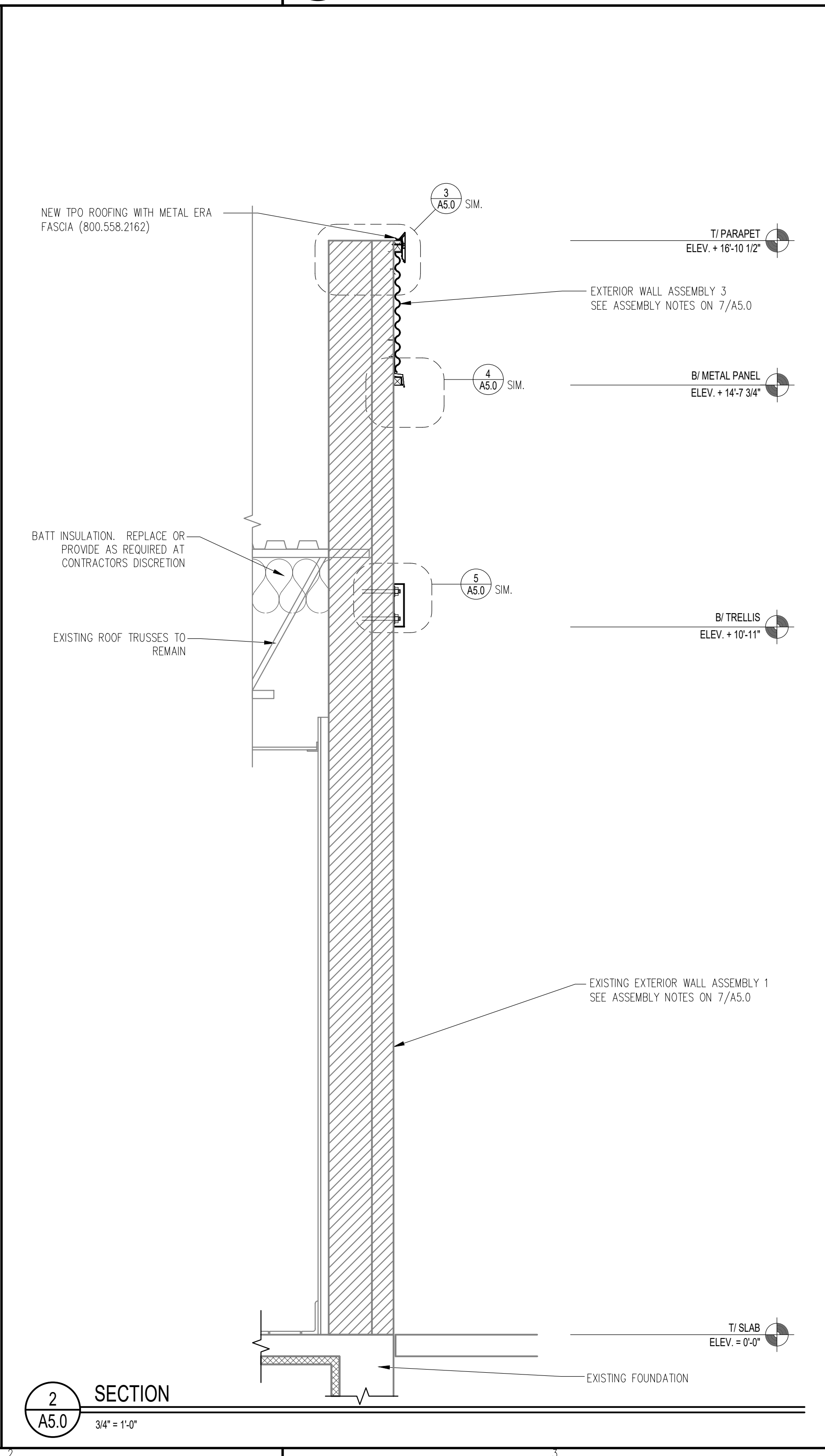
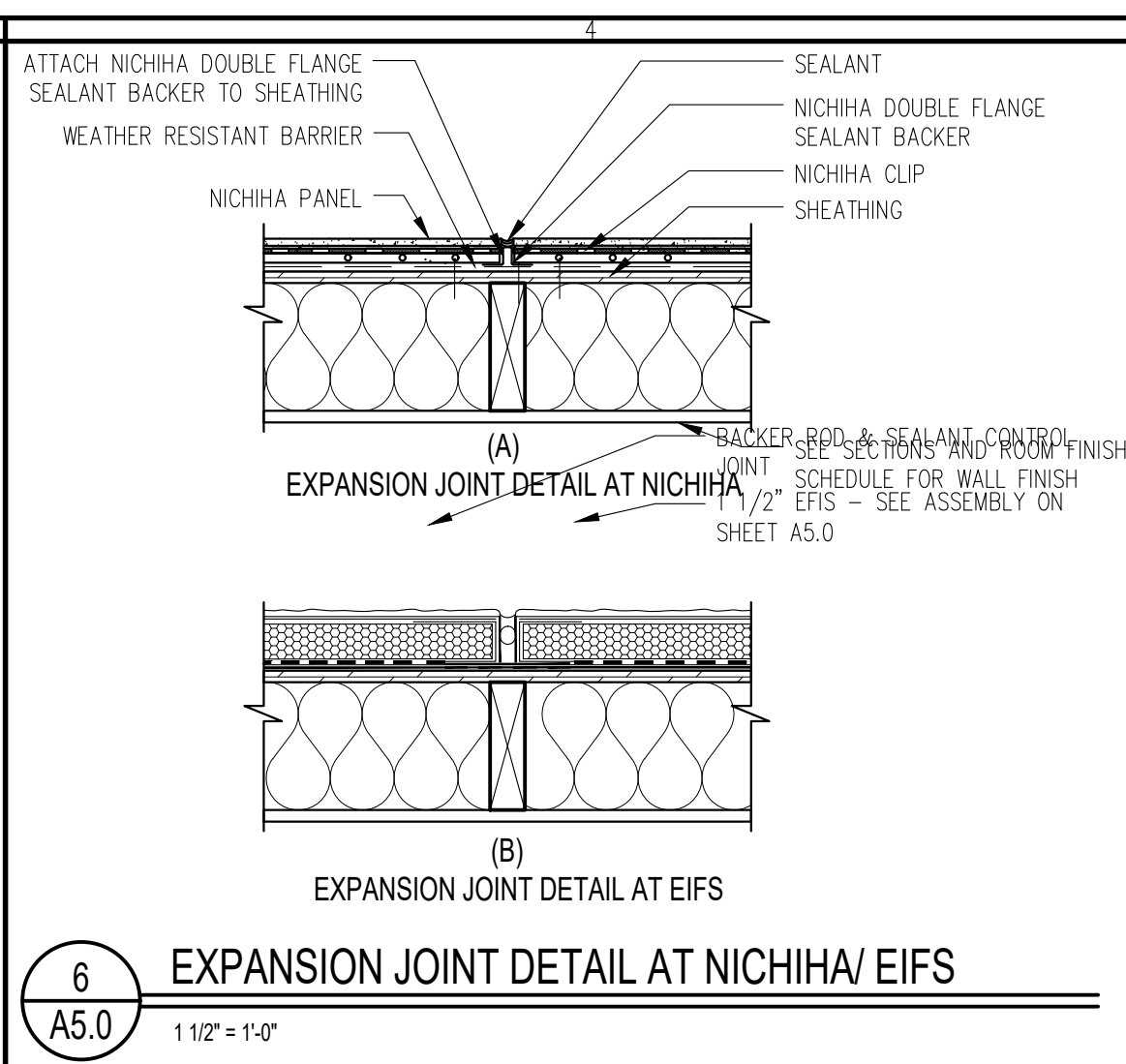
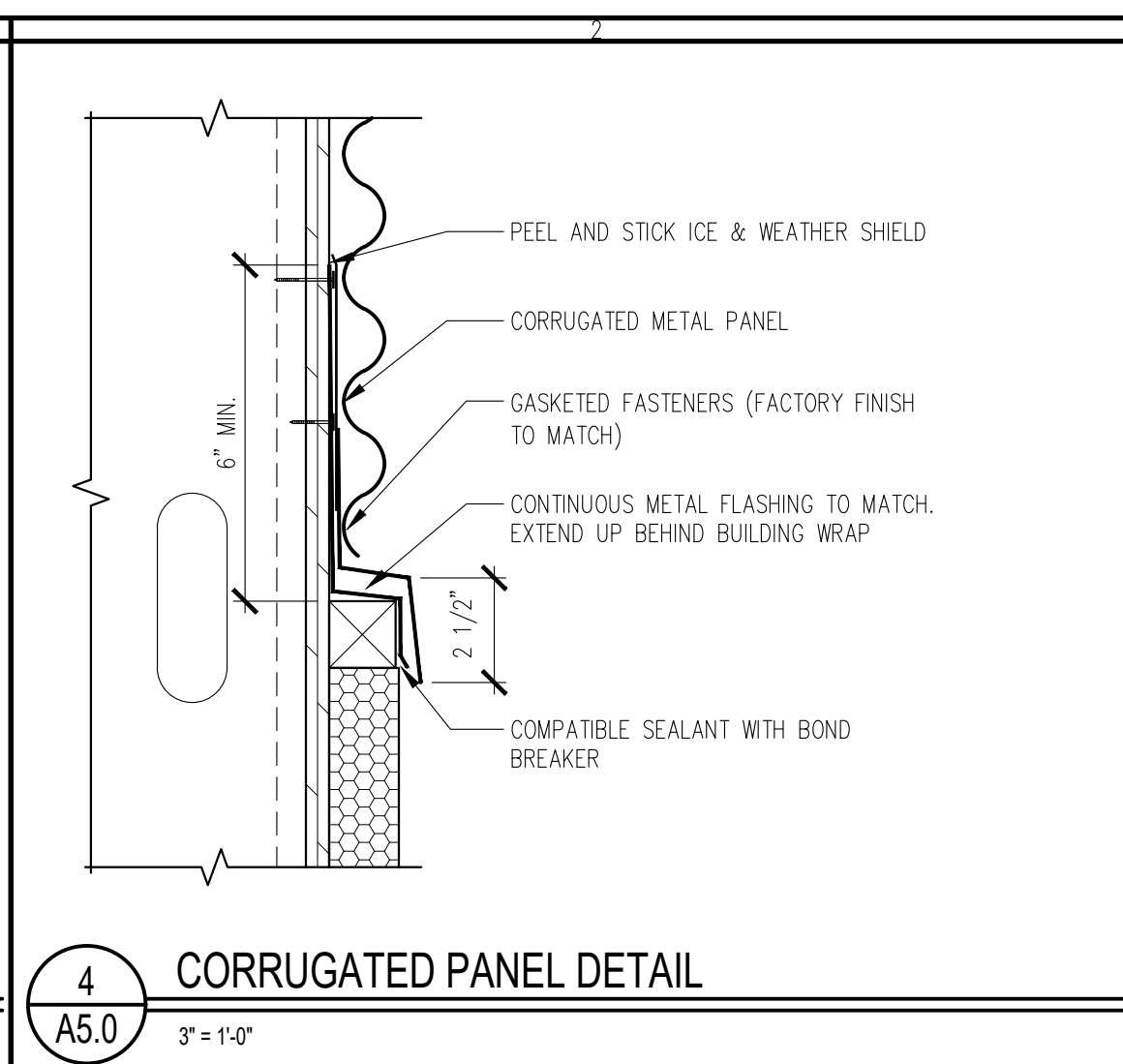


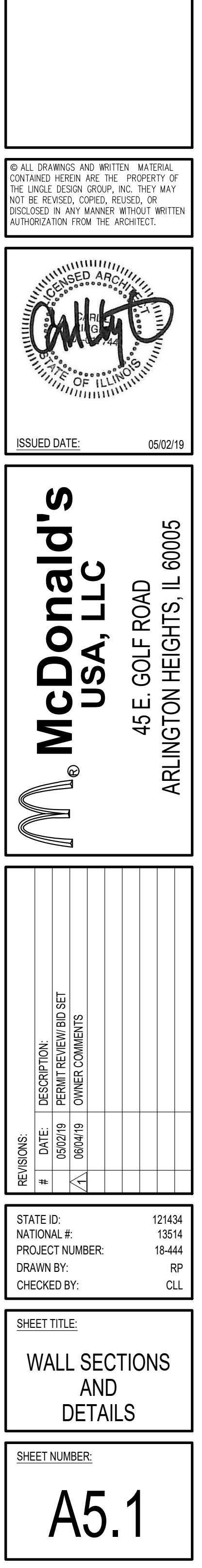
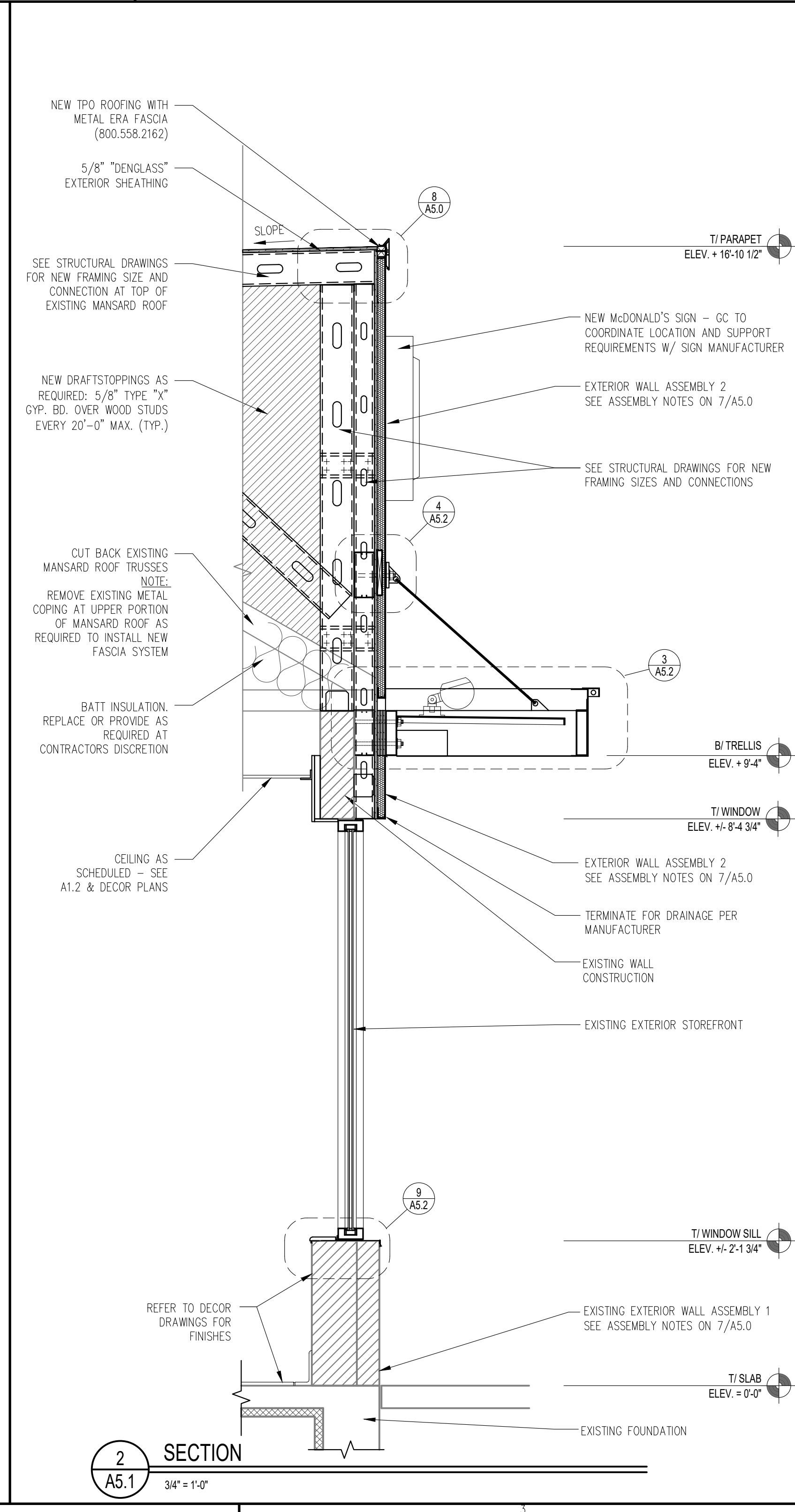
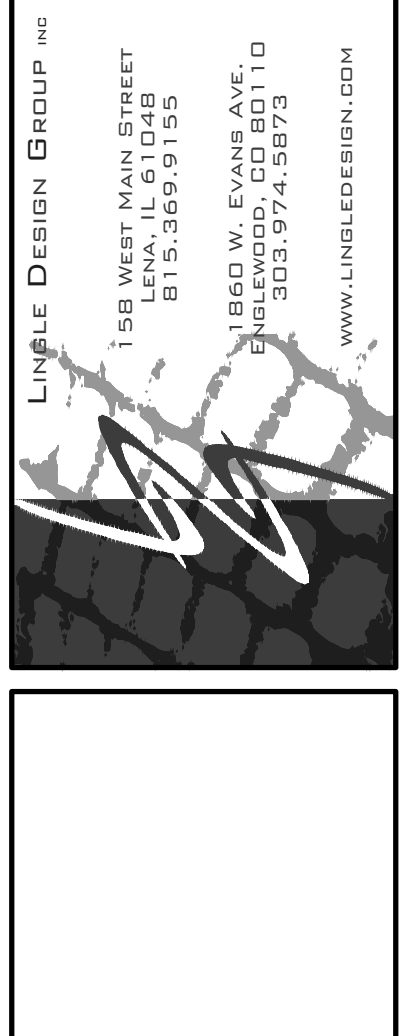
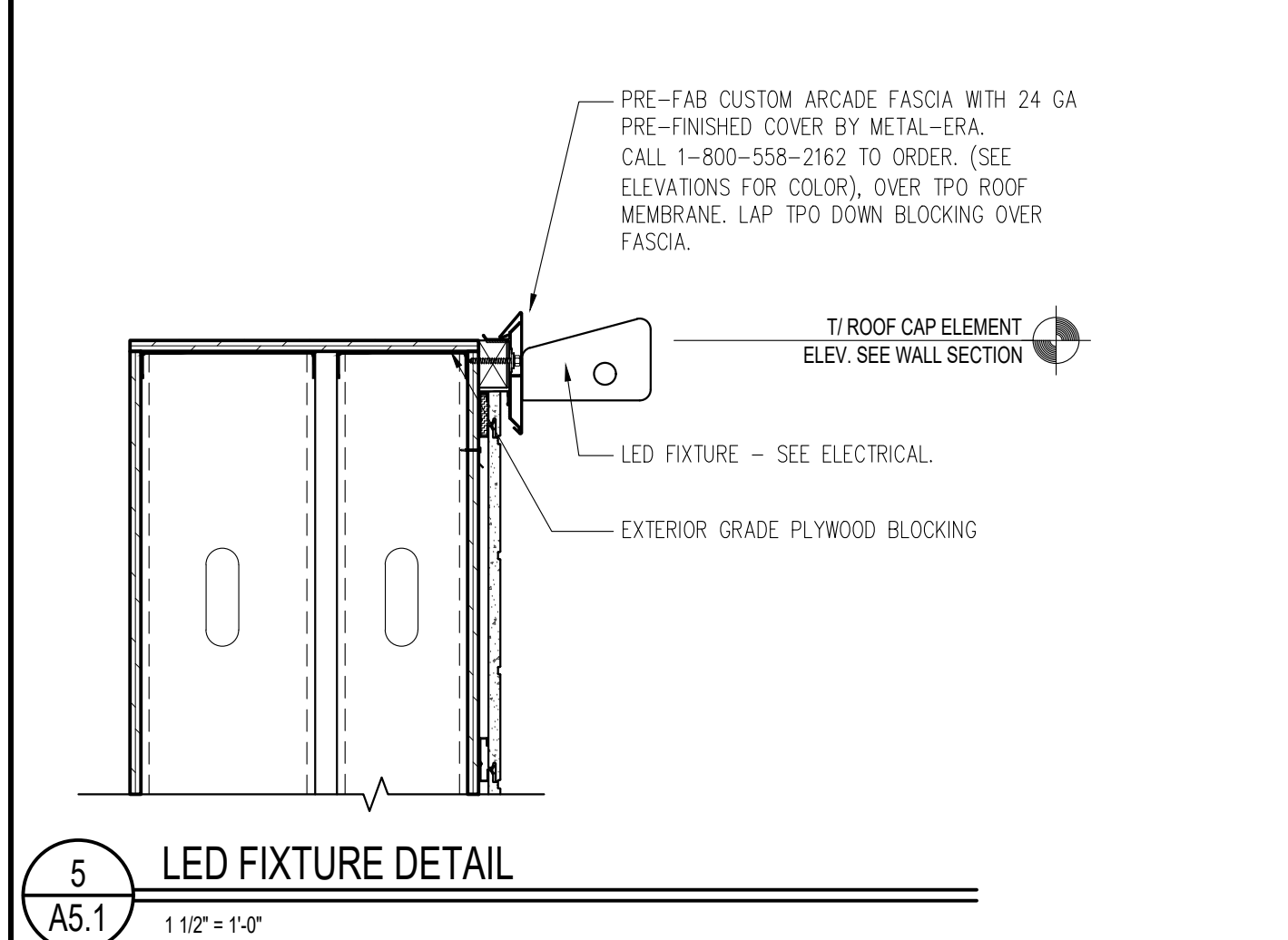
© ALL DRAWINGS AND WRITTEN MATERIAL CONTAINED HEREIN ARE THE PROPERTY OF THE LINGLE DESIGN GROUP, INC. THEY MAY NOT BE REVISED, COPIED, REUSED, OR DISCLOSED IN ANY MANNER WITHOUT WRITTEN AUTHORIZATION FROM THE ARCHITECT.

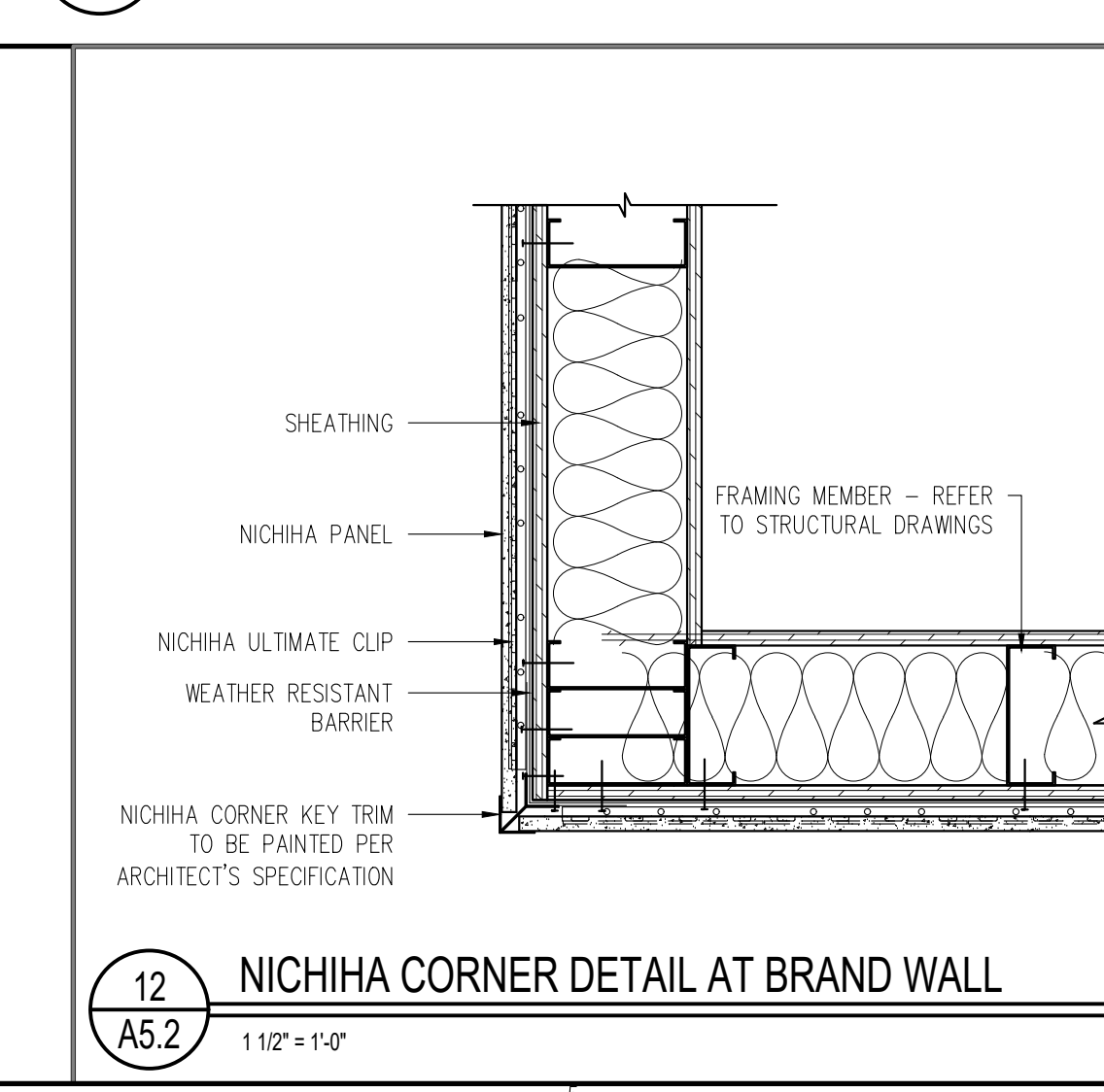
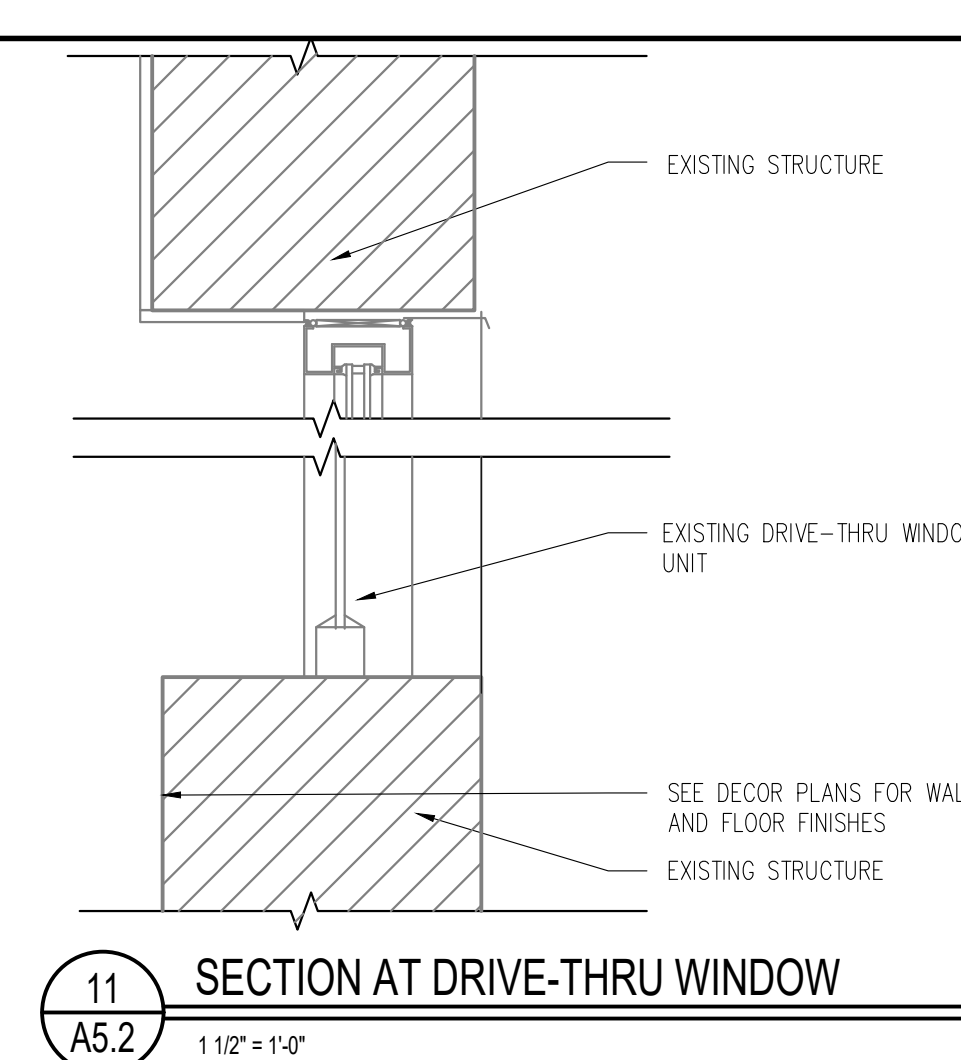
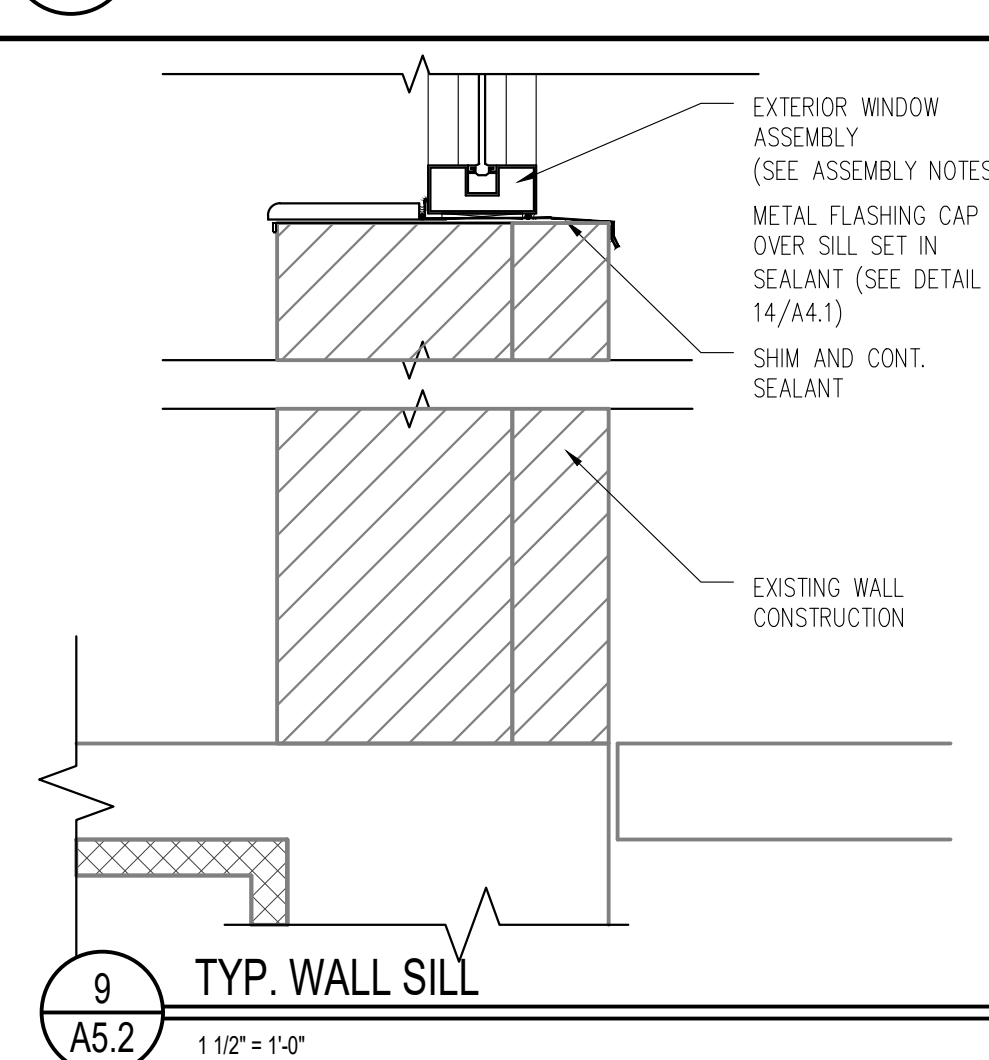
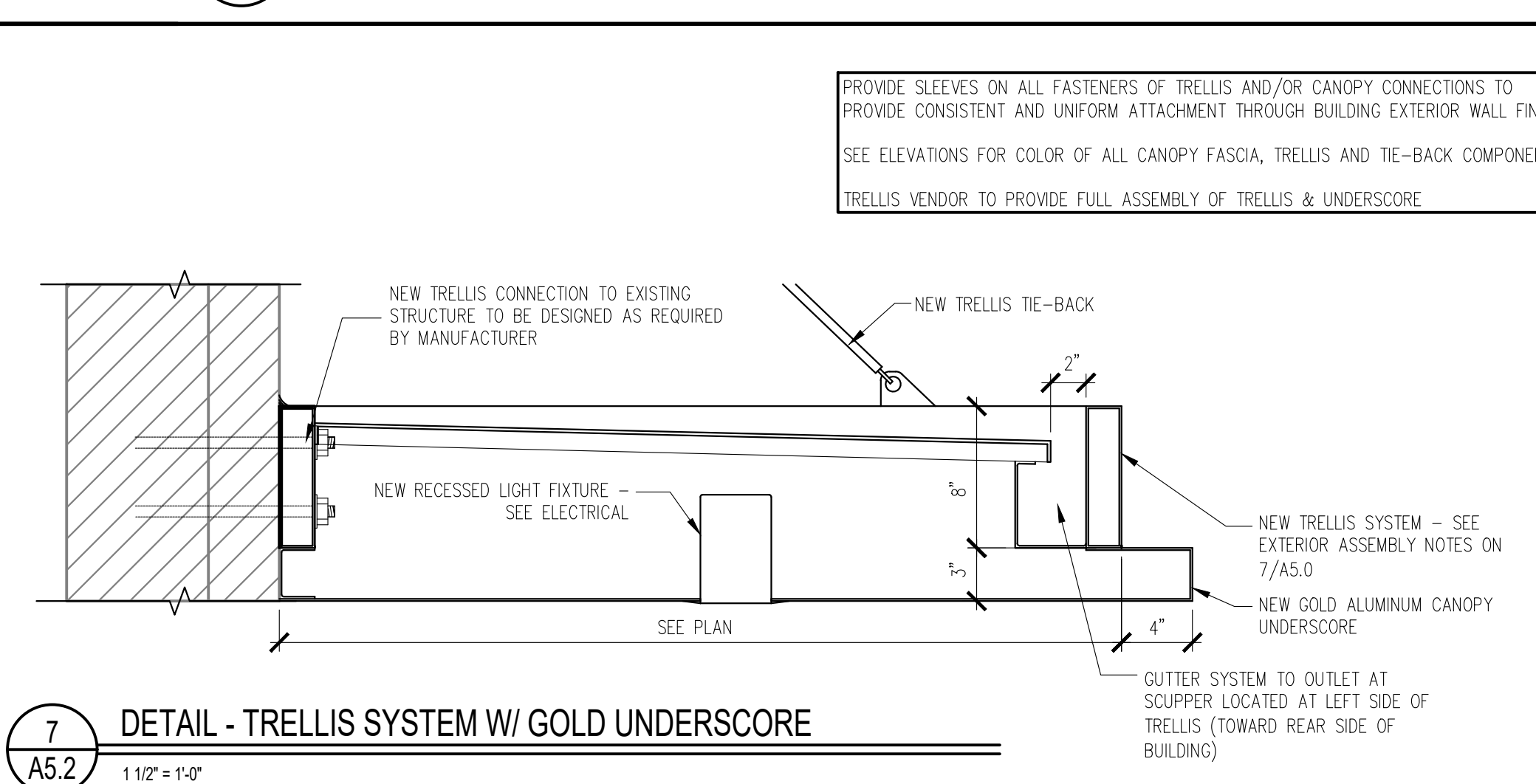
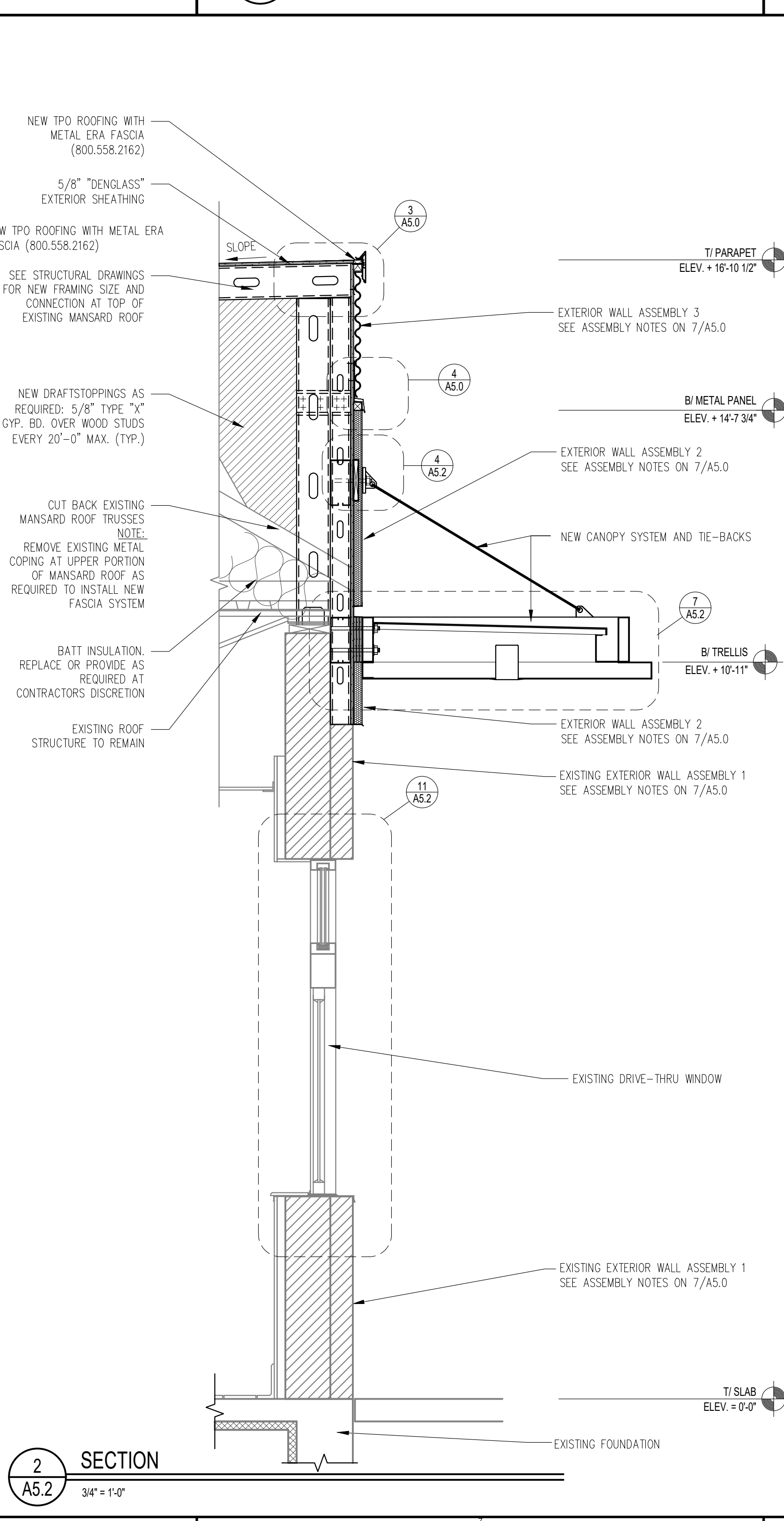
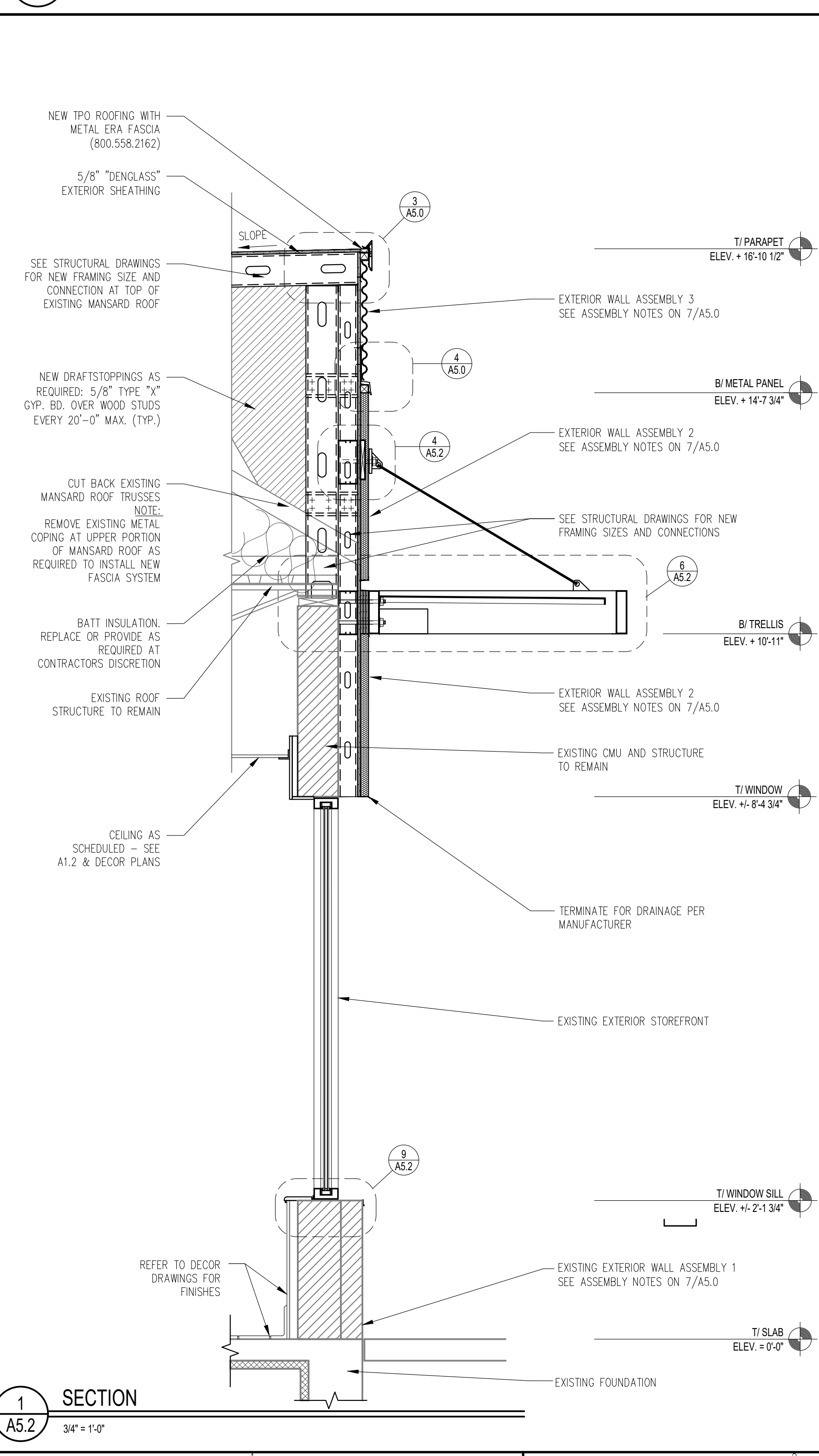
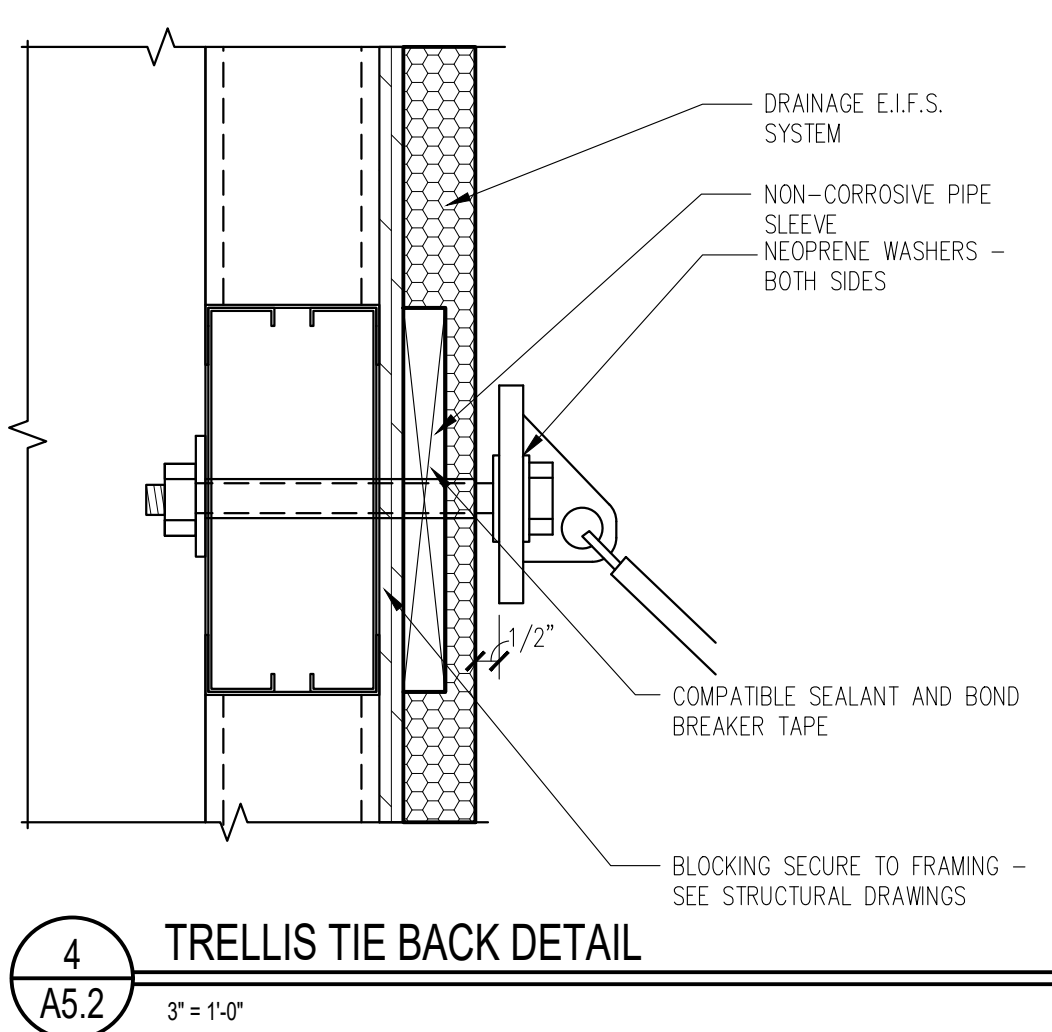
[illegible]

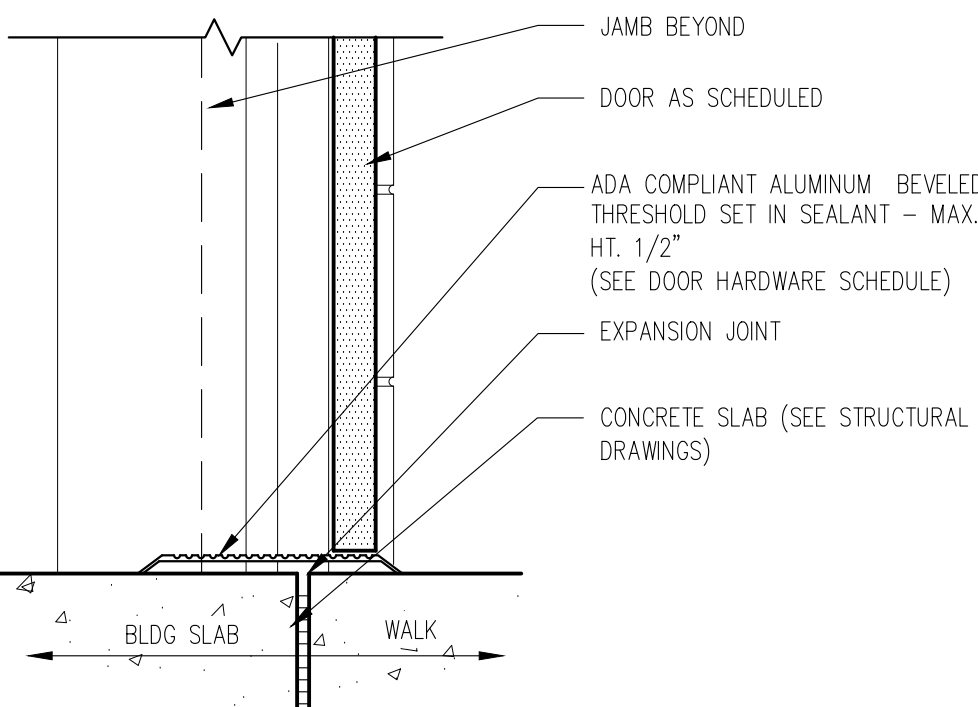
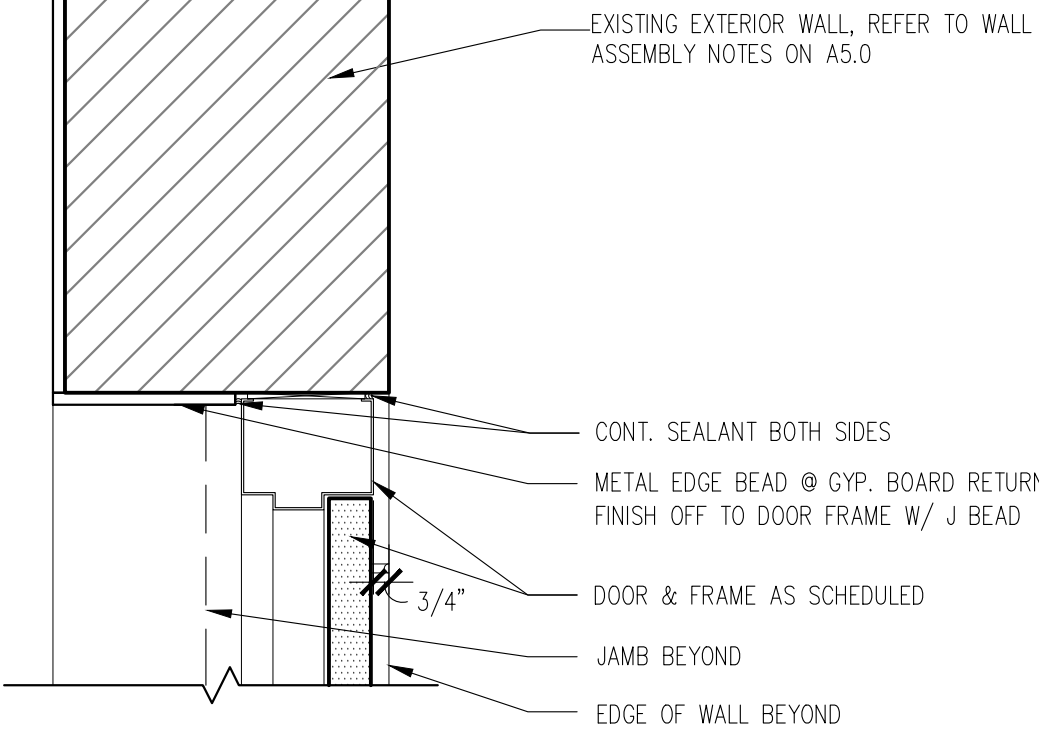
**SAM AREA
NOTES
& DETAILS**

A4.3









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

1. GO TO INSTALL ACCESSIBILITY DOOR SIGNS WHERE REQ'D BY LOCAL CODES - SEE SHEET G2.0
2. DETEX ALARM CONTACT SWITCHES SHALL BE RECESSED INTO THE TOP OF THE DOOR & HOLLOW METAL FRAME ABOVE.
3. DOORS, DOOR FRAMES, & HARDWARE FOR DOORS 3-10 SUPPLIED BY: UNIVERSAL MANUFACTURING 1-800-821-1414.
4. ALL INTERIOR SOLID CORE WOOD DOORS TO HAVE A LAMINATED FINISH, AS INDICATED PER DECOR DWGS
5. DOOR 3A TO HAVE MAXIMUM U VALUE = 0.60

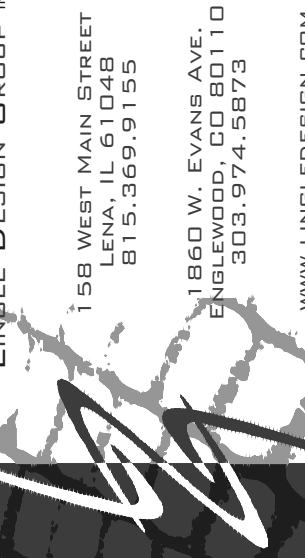
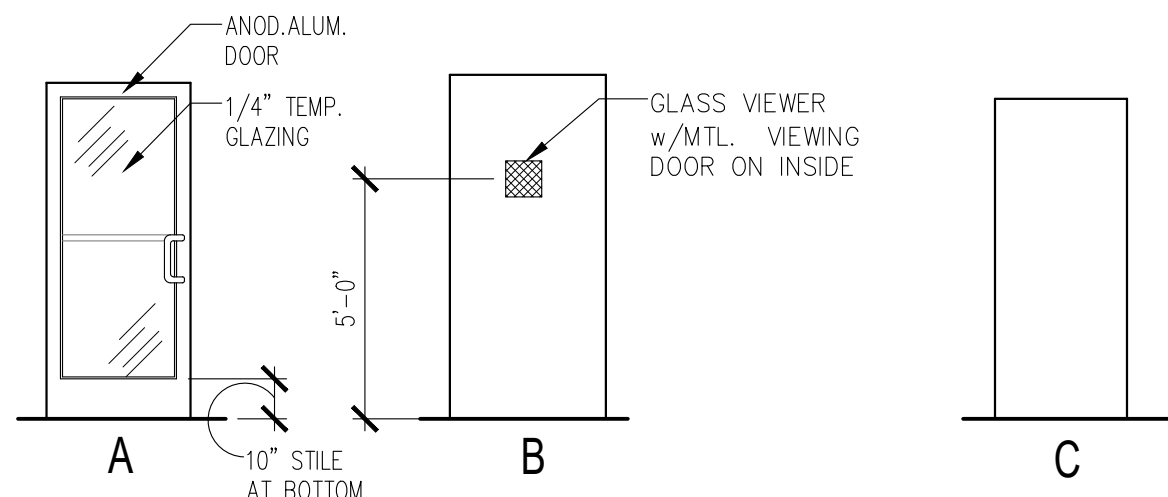
1. ALL EXIT DOORS SHALL BE KEYLESS IN THE DIRECTION OF EGRESS.
2. THE OPENING FORCE OF ALL EXT. PUSH/PULL DOORS SHALL NOT EXCEED 8 1/2 LBS.
3. THE OPENING FORCE OF ALL INTERIOR PUSH/PULL DOORS SHALL NOT EXCEED 5 LBS.
4. PROVIDE PANIC HARDWARE FOR ALL EXTERIOR DOORS AS NOTED ON THE DOOR SCHEDULE.
5. ALL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

1. EA CLOSER LOSET 420T ANS I-156.4 GRADE 1; PROVIDE EXPOSED PARTS OF CAST ALUMINUM ALLOY, TO BE SUPPLIED BY DOOR MANUFACTURER.
2. EA PUSH/PULL HANDLE KAMDEK #60-0 OR HAGER PUSH/PULL SET 1640/V/B
3. EA PANIC HARDWARE ADAMS RITE #CQ. NO. 8800 SERIES WITH OUTSIDE CYLINDER (FINISH TO MATCH STOREFRONT)
5. EA THRESHOLD NATIONAL GUARD PRODUCTS, INC. SADDLE TYPE THRESHOLD 325, 36" WIDE X 1/2" RISE (ADA ACCESSIBLE).
6. EA WEATHER STRIPING: PROVIDE COMPRESSION WEATHER STRIPING ACCORDING TO MANUFACTURER'S INSTRUCTIONS. USE WEATHER STRIPPING RETAINED IN ADJUSTABLE STRIP MORTISED INTO DOOR EDGE. PROVIDE EPDM OR VINYL GASKET WEATHER STRIPPING IN BOTTOM DOOR ADJUSTABLE FOR CONTACT W/ THRESHOLD.
7. 1 EA SIGN MOUNT ON DOOR, TO READ "THIS DOOR MUST REMAIN UNLOCKED WHENEVER THE BUILDING IS OCCUPIED/DURING BUSINESS HOURS."

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 990DT 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 34 UMCO
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 LVGLFMD 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

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



LINGLE DESIGN GROUP INC.

158 WEST MAIN STREET
LENA, IL 61048
815.369.9155

1860 W. EVANS AVE.
CHICAGO, IL 60610
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.



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

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

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

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. 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

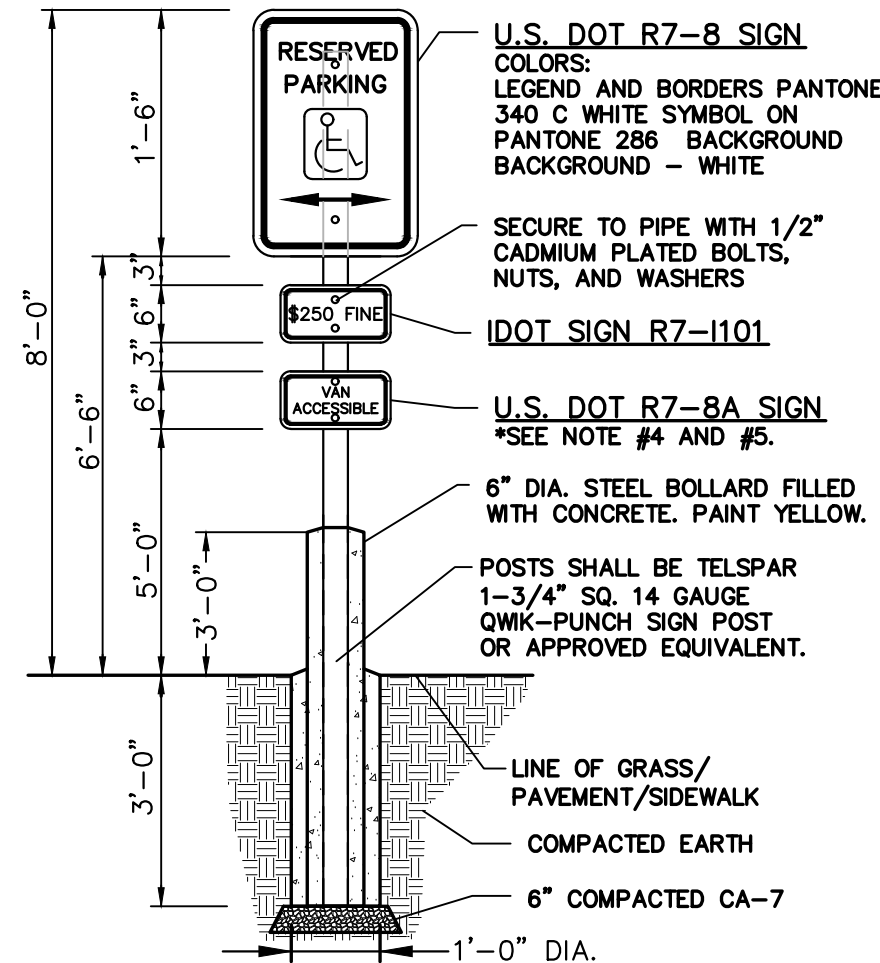
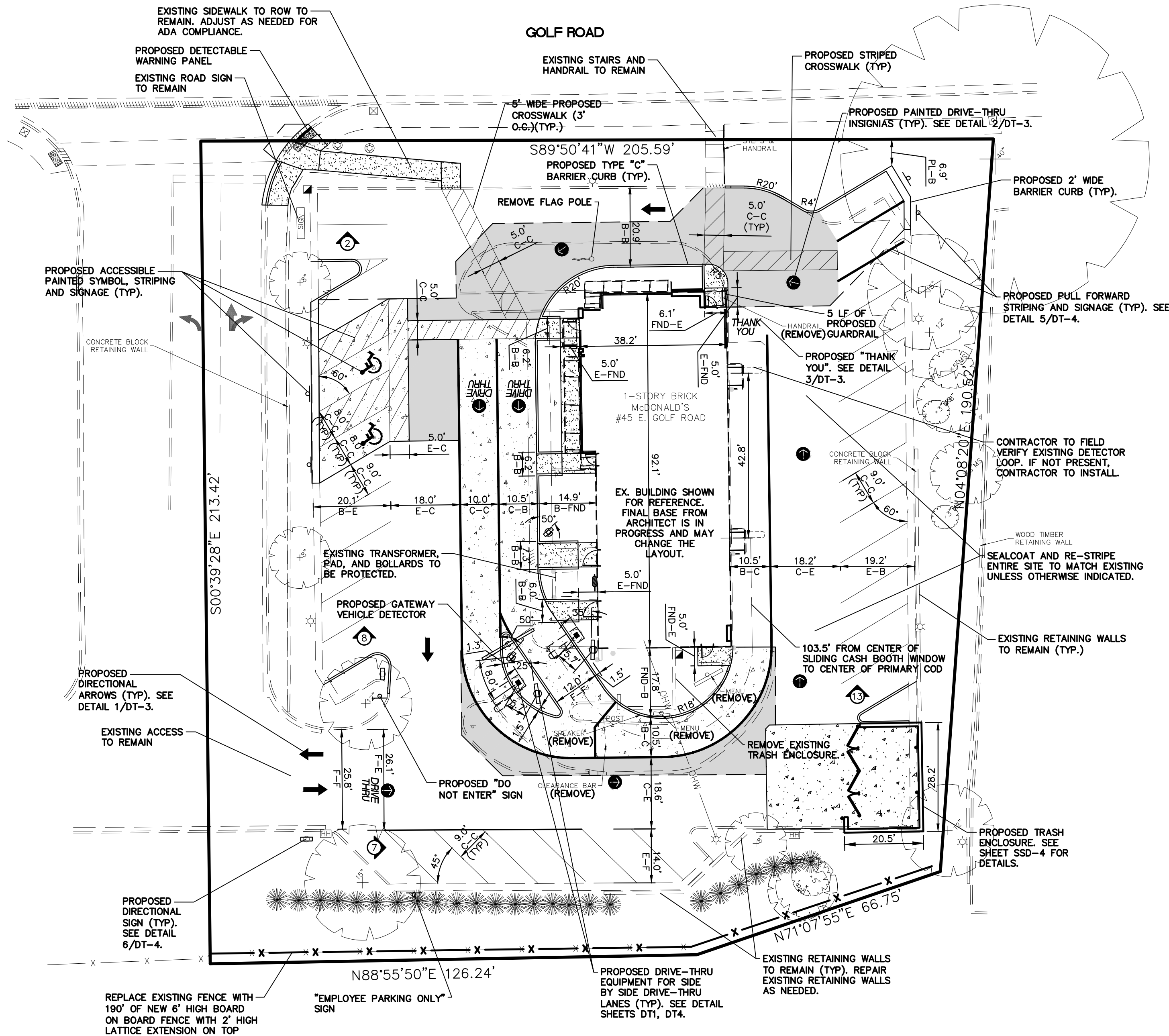
Prepared For:
McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S – ARLINGTON HEIGHTS, IL
45 E. Golf Road
Arlington Heights, Illinois

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

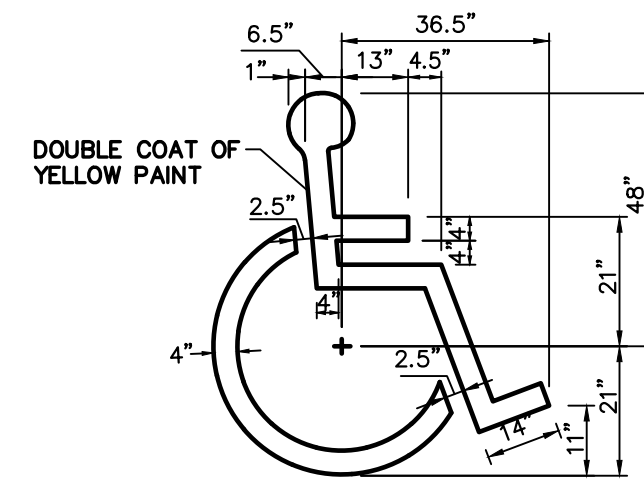
C-1
LC #12-1434

COVER SHEET



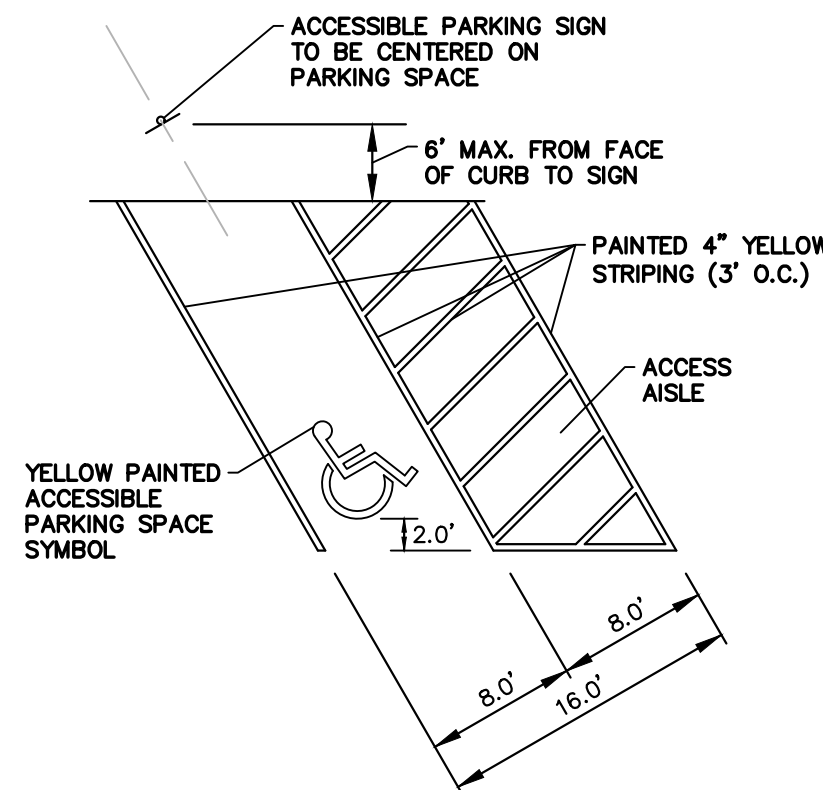
- WHERE A FINE IN EXCESS OF \$250 IS ESTABLISHED BY A MUNICIPALITY BY ORDINANCE IN ACCORDANCE WITH THE STATUTES, THE ACTUAL AMOUNT OF THE FINE SHOULD BE SHOWN.
- THIS PLATE MAY BE MOUNTED DIRECTLY BELOW THE R7-8 SIGN OR COMBINED WITH THAT SIGN ON A SINGLE 12 INCH BY 24 INCH PANEL.
- ON THE RESERVED PARKING 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.
- 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".
- THE LOWEST BOTTOM EDGE OF THE LOWEST REQUIRED SIGN SHALL BE MOUNTED AT 60" ABOVE FINISHED GRADE.
- 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

- 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

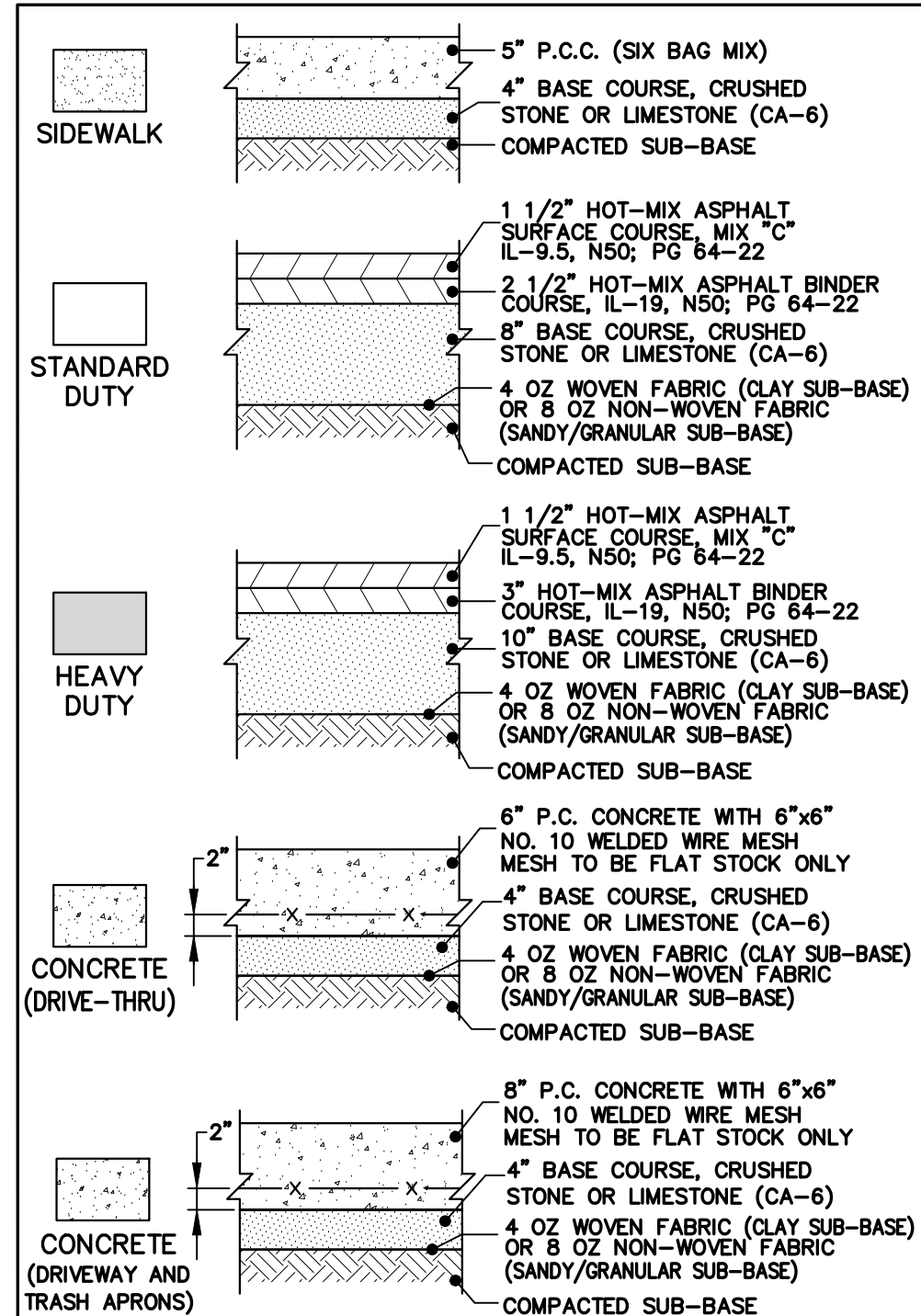
SITE DATA

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

SITE PLAN NOTES:

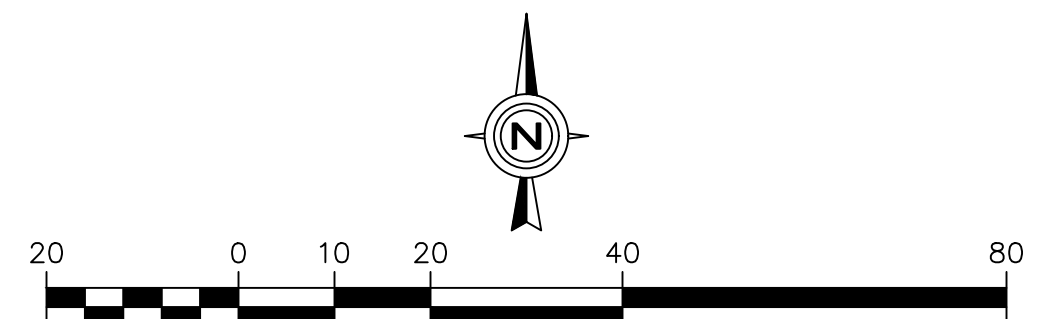
- ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
- SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
- ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
- WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP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

PAVEMENT LEGEND



NOTES:

- REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
- THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT ARE TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
- SEE PROJECT SPECIFICATIONS FOR SUB-BASE AND BASE COURSE COMPACTION.
- 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.
- FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
- 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

DATE	08/05/19
REVISIONS	
1	PEE ARLINGTON HEIGHTS DEPT. REVIEW
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

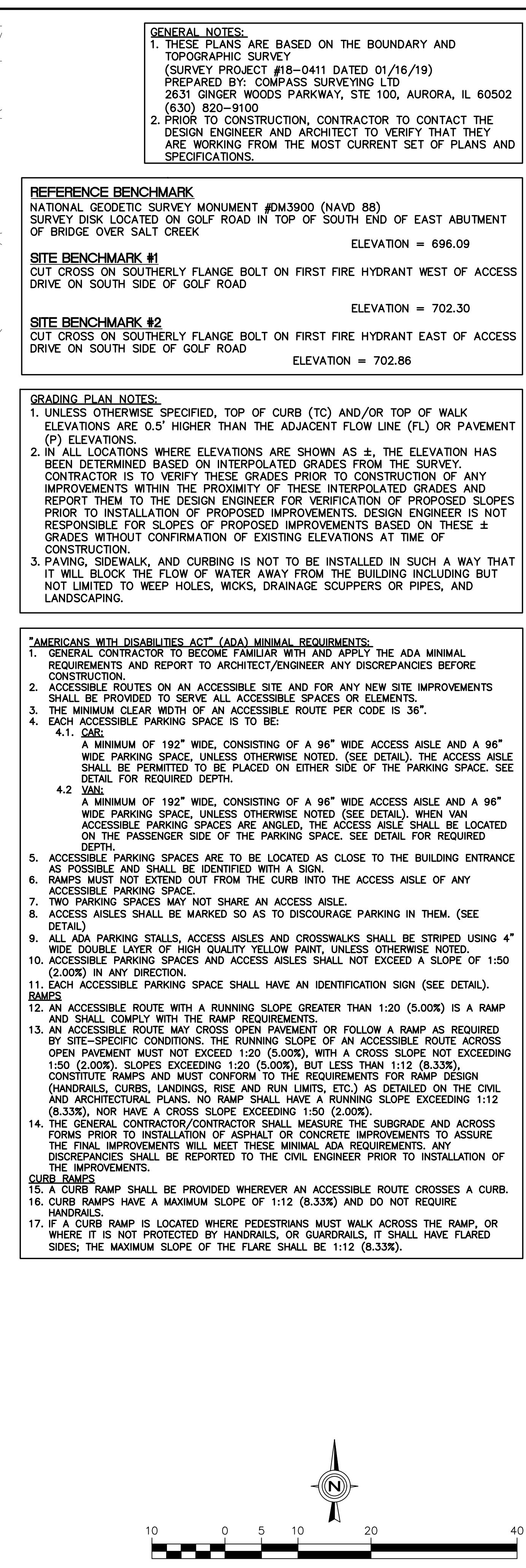
Prepared By:

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

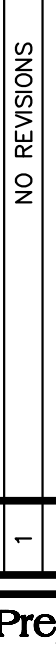
CHECKED BY: J. MILLER	DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK	DATE: AUGUST 2, 2019
SCALE: 1" = 20'	PROJECT NO.: 18-108

C-2
LC #12-1434

GEOMETRIC PLAN



= A.D.A. ACCESSIBLE ROUTE

	Prepared By:		Prepared For:	
	2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60602 phone 630-376-1800 fax 630-376-9800 www.watermark-engineering.com		McDonald's – ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois	
C-3 LC #12-1434	CHECKED BY: J. MILLER DESIGN BY: H. WITTENKELLER DRAWN BY: K. SACK DATE: JUNE 13, 2019 SCALE: 1" = 10' PROJECT NO.: 18-108	McDonald's 711 Jodie Blvd., 3rd Floor Oak Brook, IL 60523		
		REVISIONS NO. 1 DATE 09/05/19 NO REVISIONS		

[illegible]

PROJECT SPECIFICATIONS

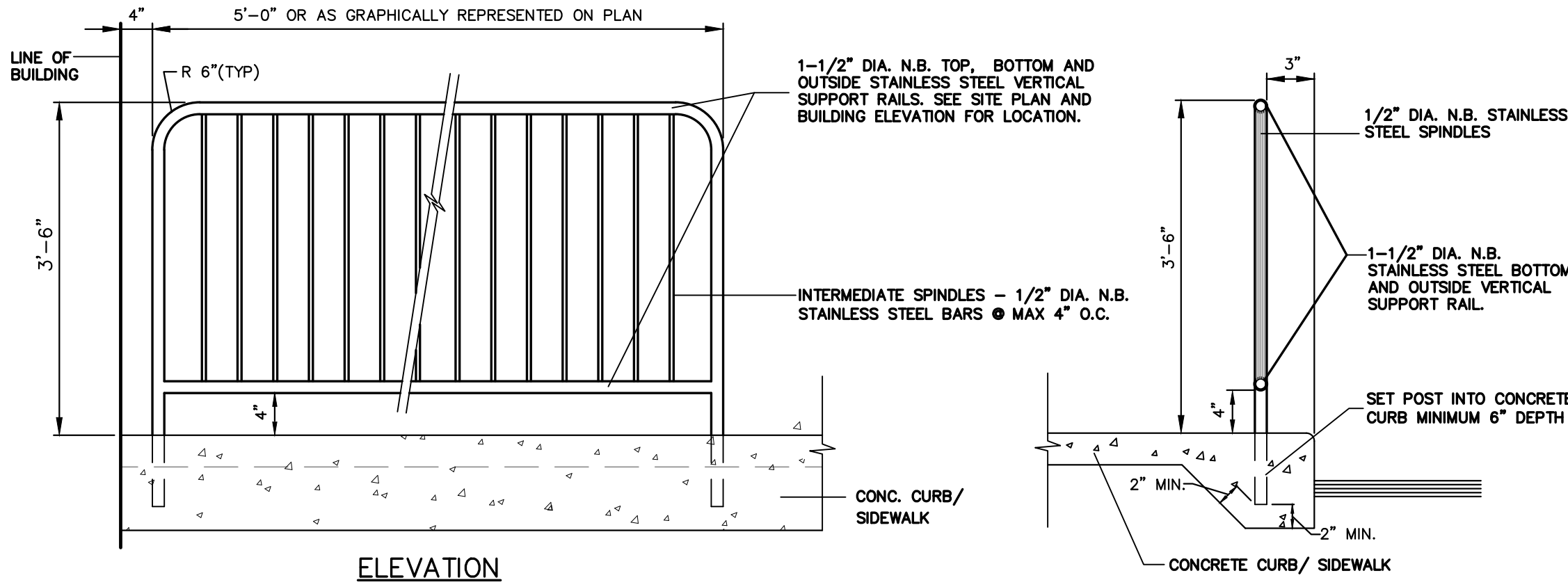
- CONTRACTOR IS TO FOLLOW ALL ORDINANCES AND REQUIREMENTS OF THE STATE, COMMUNITY, LOCAL DISTRICTS AND THE ILLINOIS ACCESSIBILITY CODE (IAC). ALL PROPOSED IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS WELL AS THE "STANDARD SPECIFICATIONS 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.

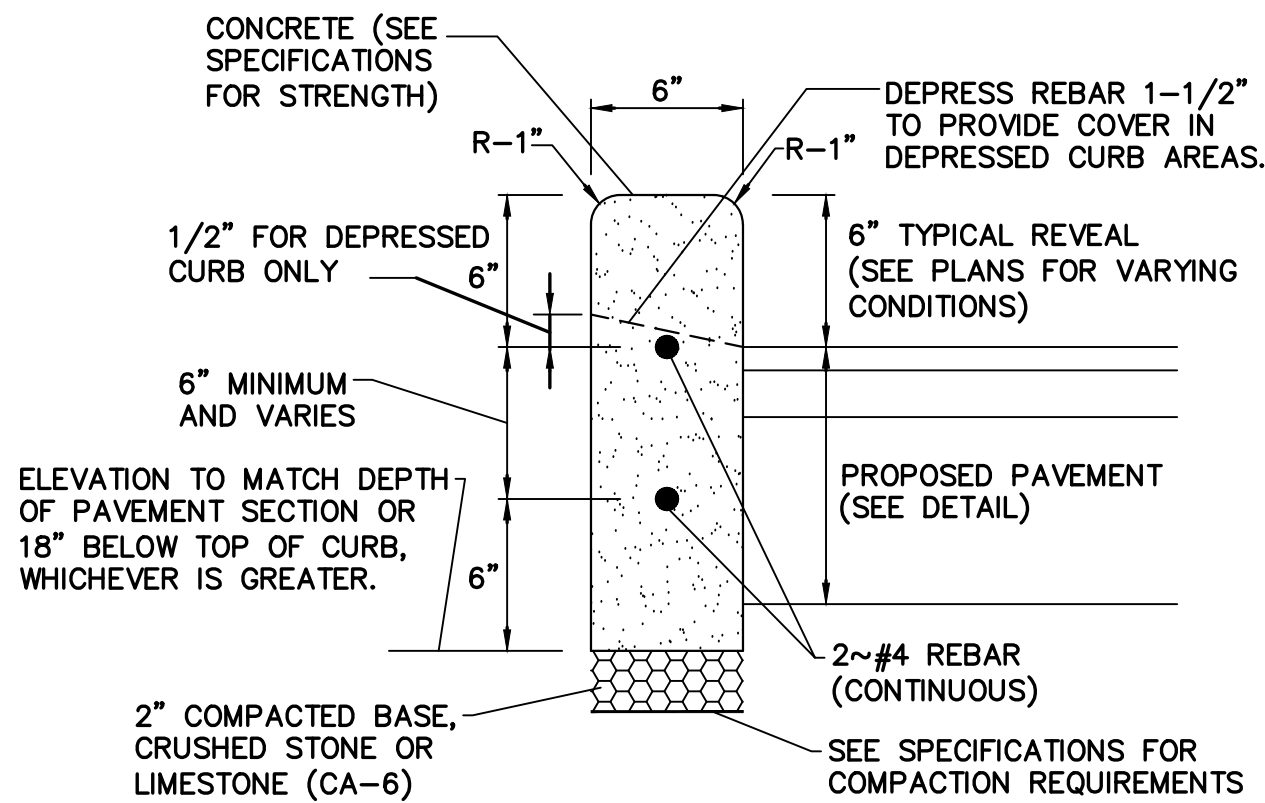
GRADING

- 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 FRABLE (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.

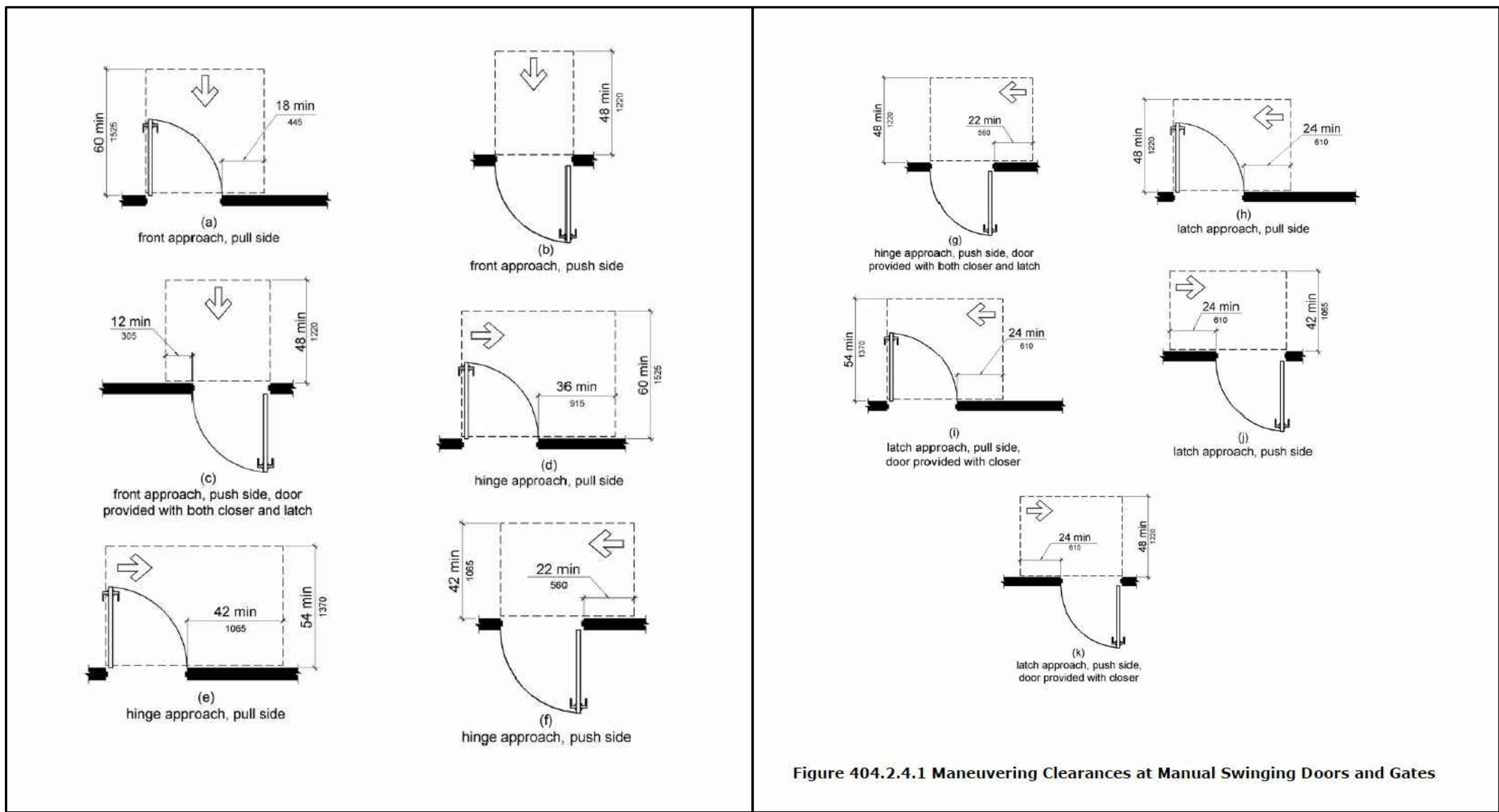


Figure 404.2.4.1 Maneuvering Clearances at Manual Swinging Doors and Gates

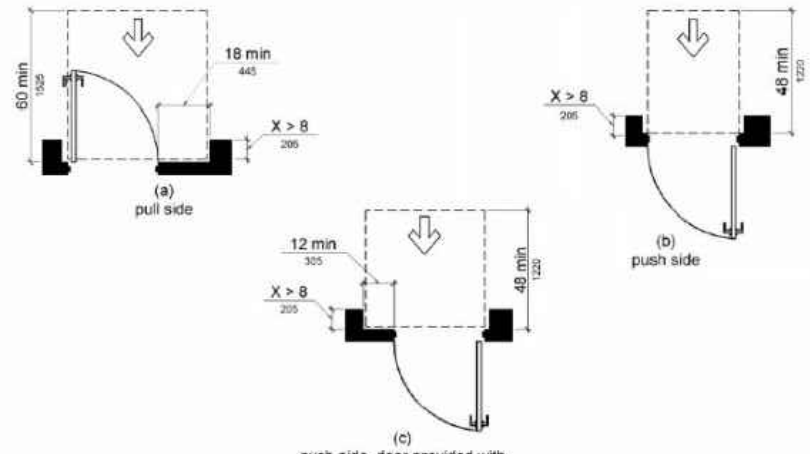
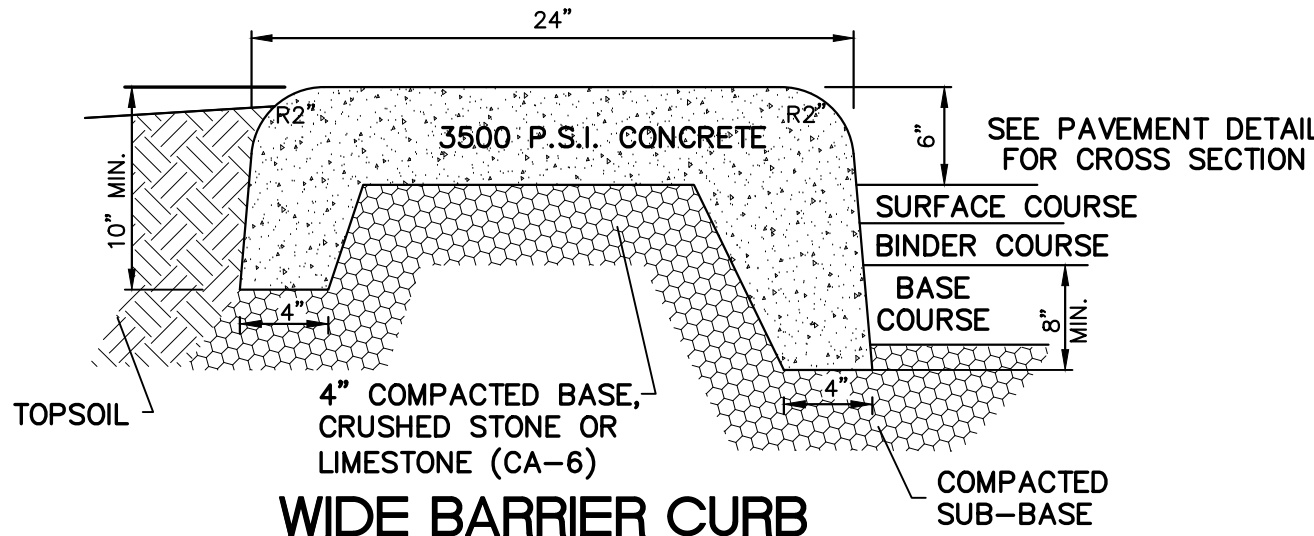
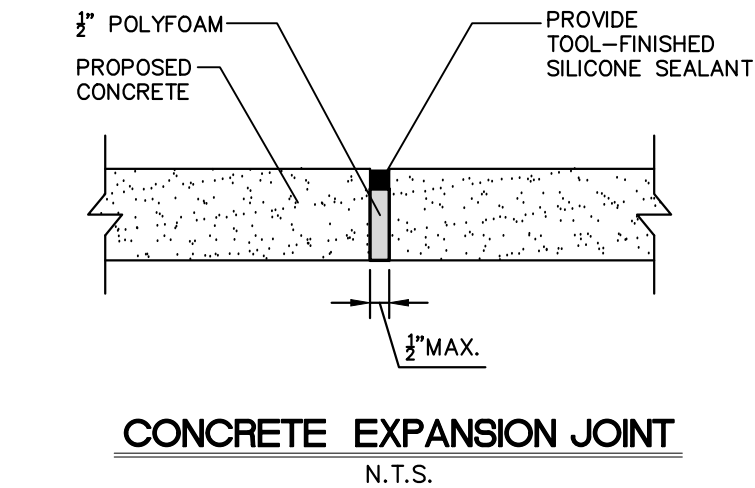


Figure 404.2.4.3 Maneuvering Clearances at Recessed Doors and Gates

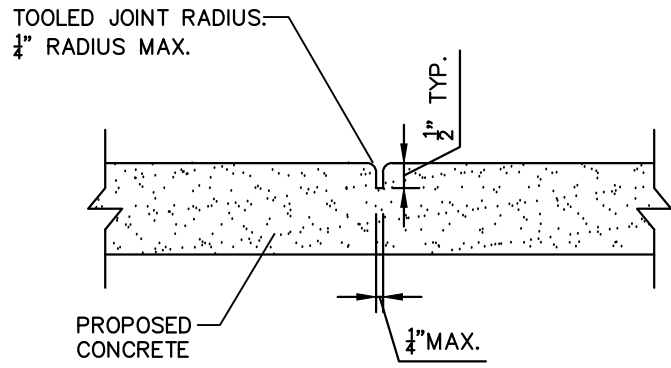


WIDE BARRIER CURB

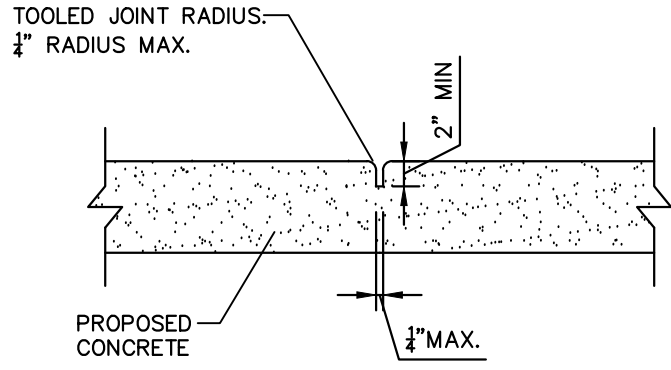
- NOTES:
- EXPANSION JOINTS AT 45' ON CENTER AND CONTRACTION JOINTS AT 15' ON CENTER.



CONCRETE EXPANSION JOINT



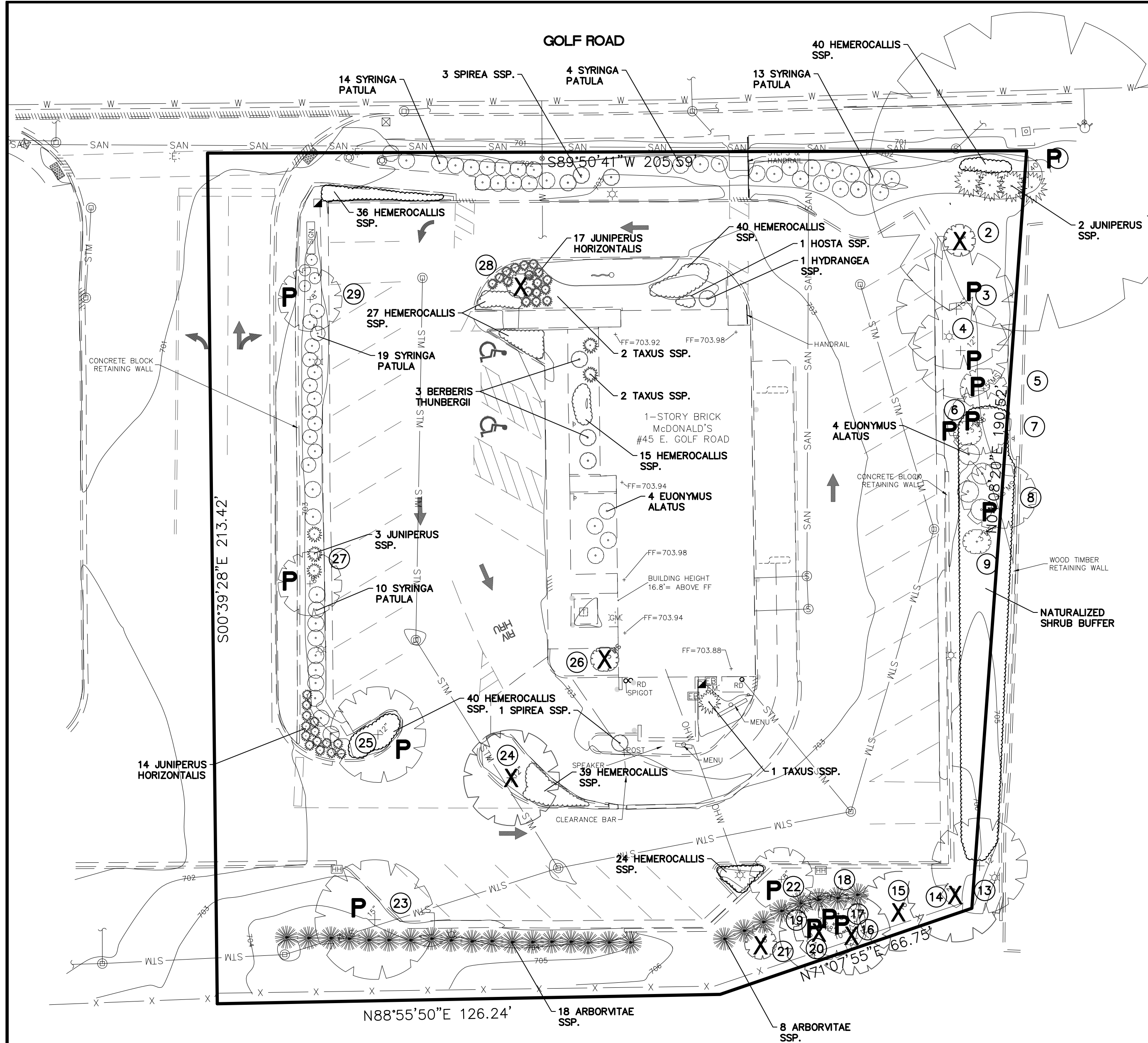
CONCRETE TOOLED JOINT



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
PROJECT DETAILS AND SPECIFICATIONS					
C-4					
LC #12-1434					



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

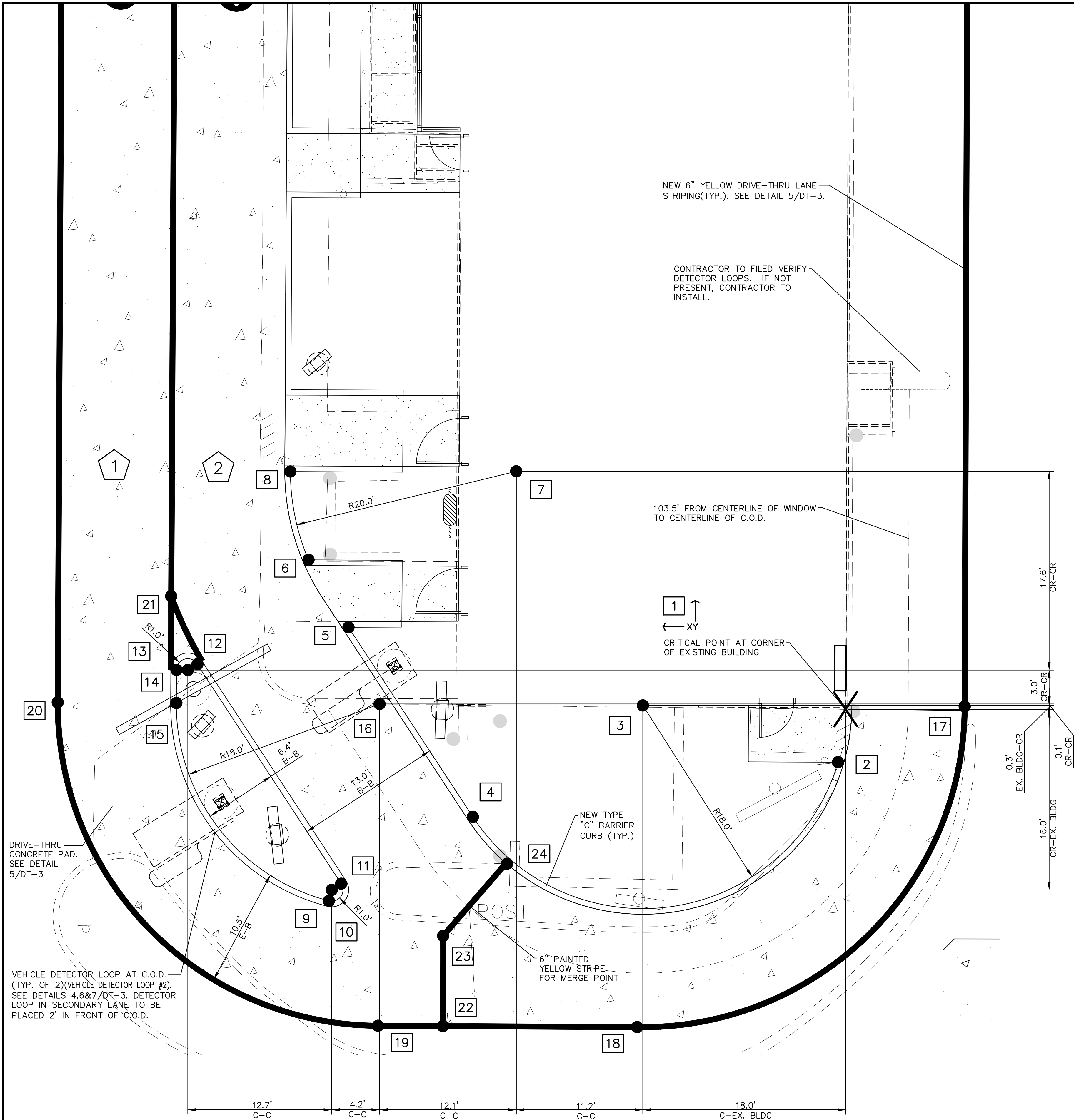
L-2

LC #12-1434

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

TREE PRESERVATION AND
AS-BUILT
LANDSCAPE PLAN

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

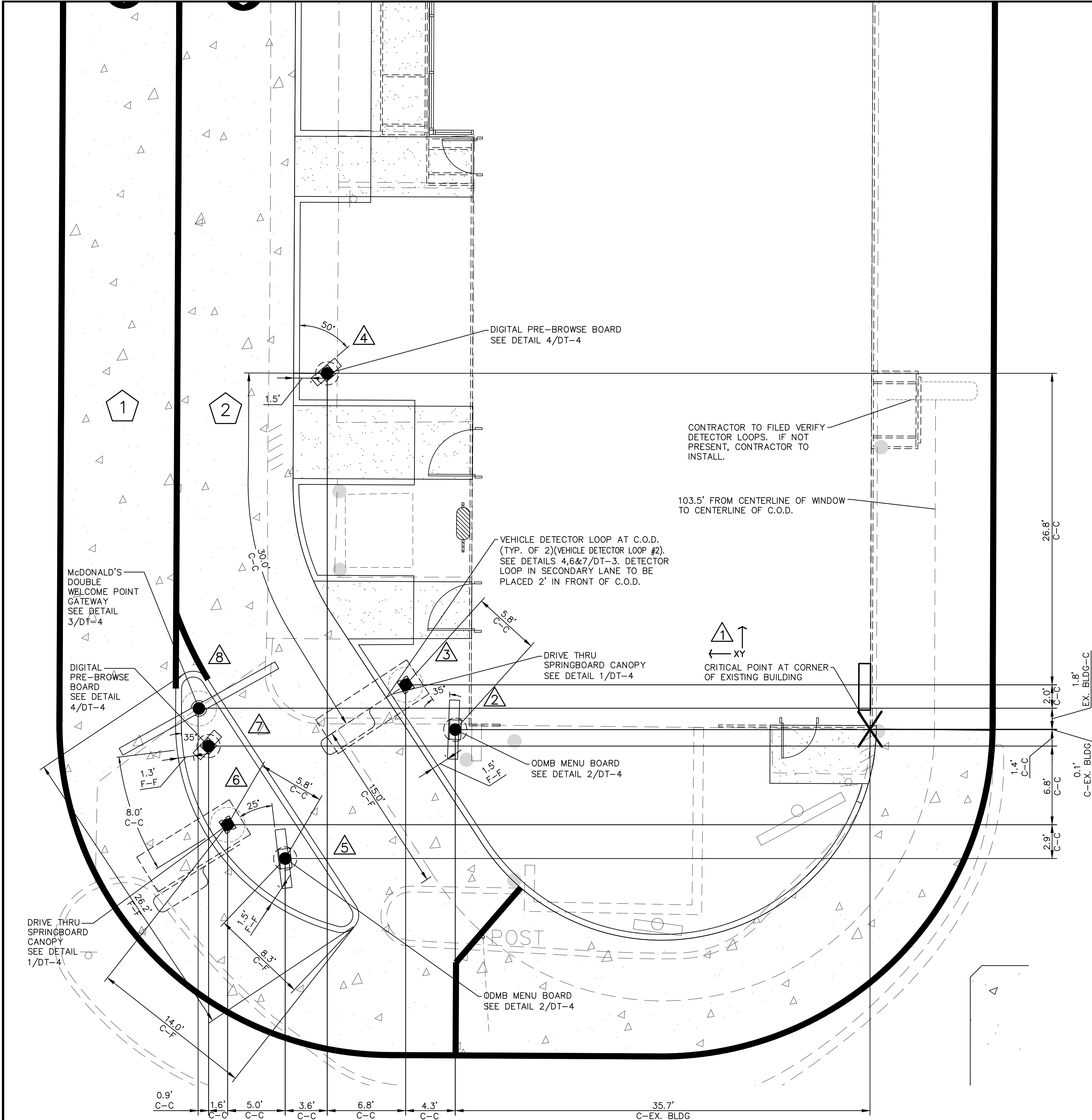
LC #12-1434

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
DT-2

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

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

Prepared For:

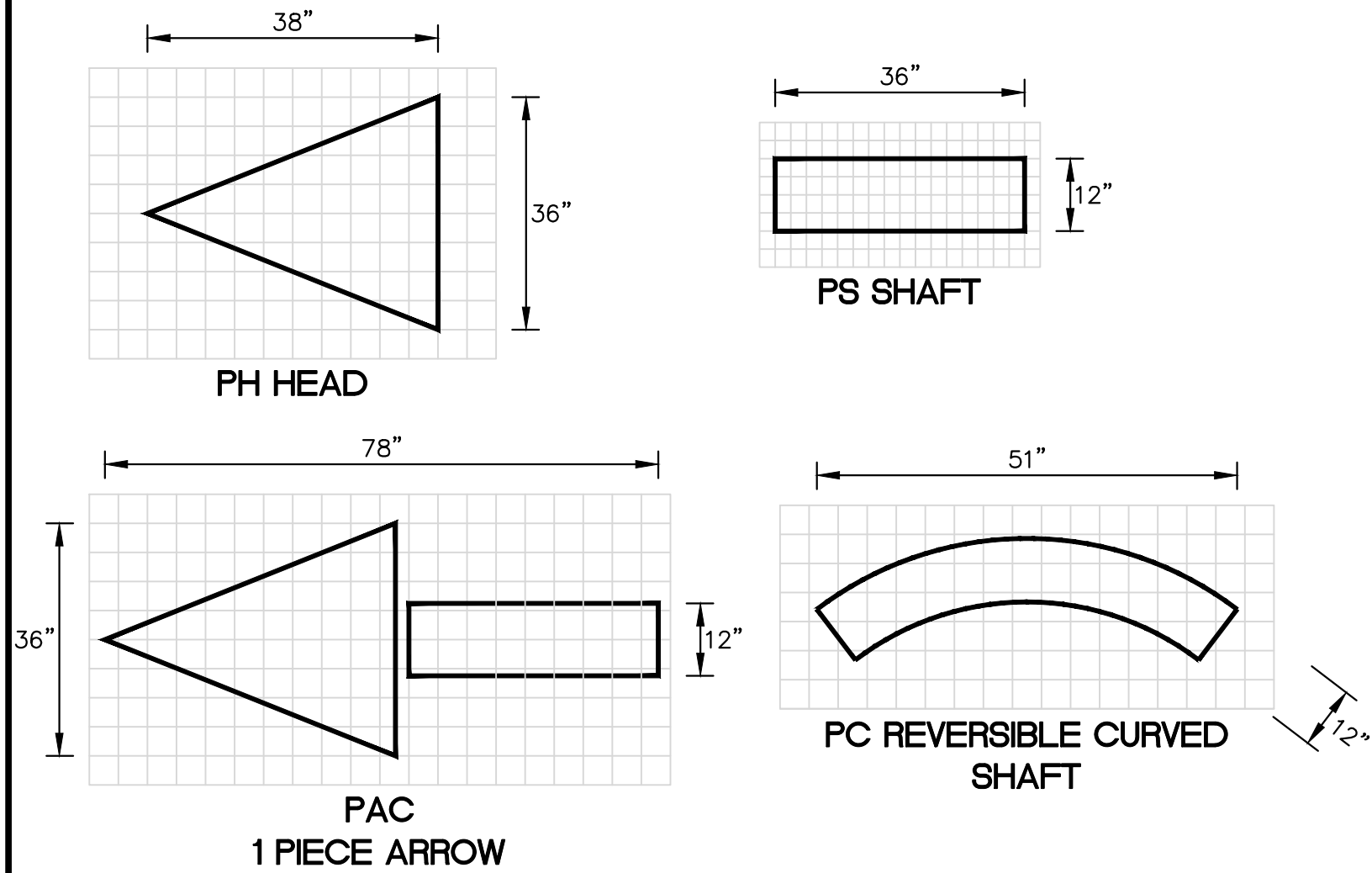
Watermark Engineering
RESOURCES LTD
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com

Prepared By:

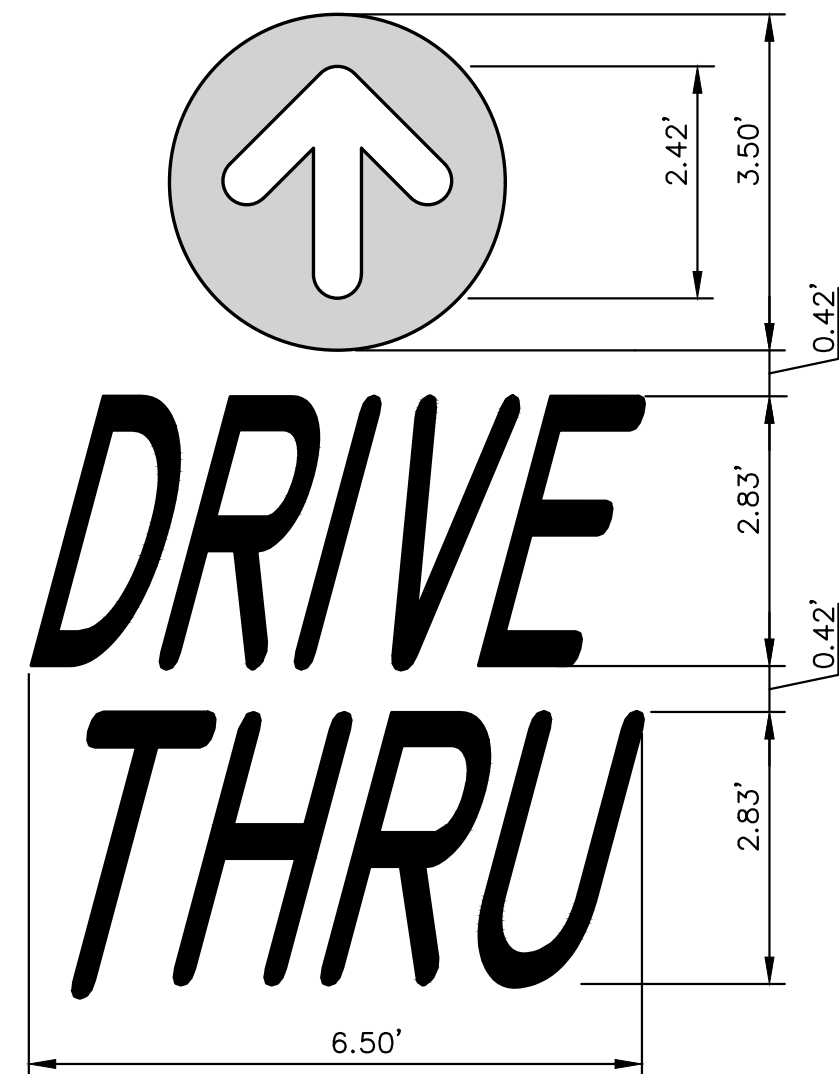
CHECKED BY: J. MILLER
DESIGN BY: H. WITTENKELLER
DRAWN BY: K. SACK
DATE: JUNE 13, 2019
SCALE: 1" = 5'
PROJECT NO.: 18-108

DT-2
LC #12-1434

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

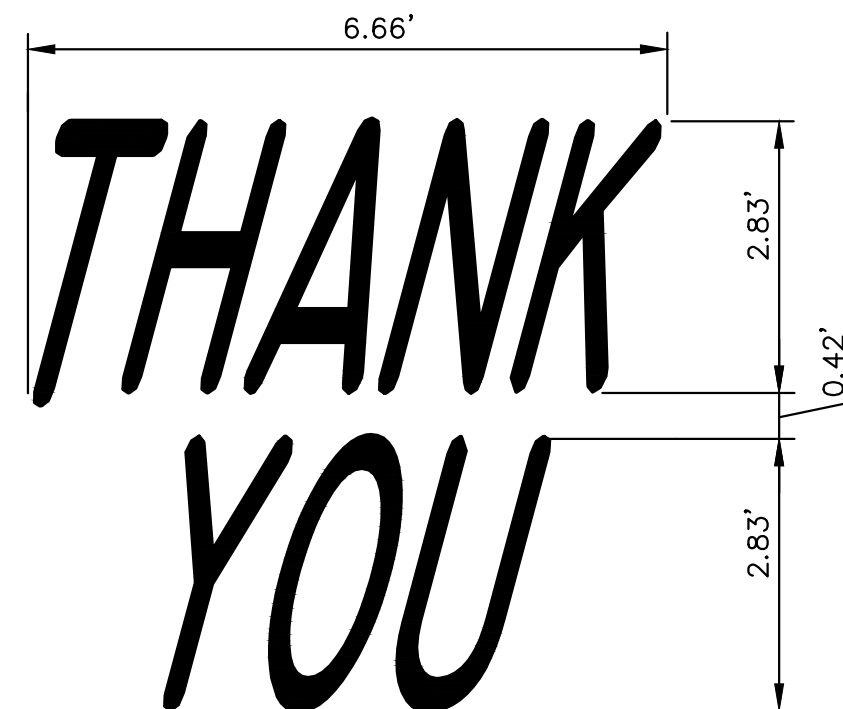


1 TYPICAL PAVEMENT MARKING DETAIL
DT-3



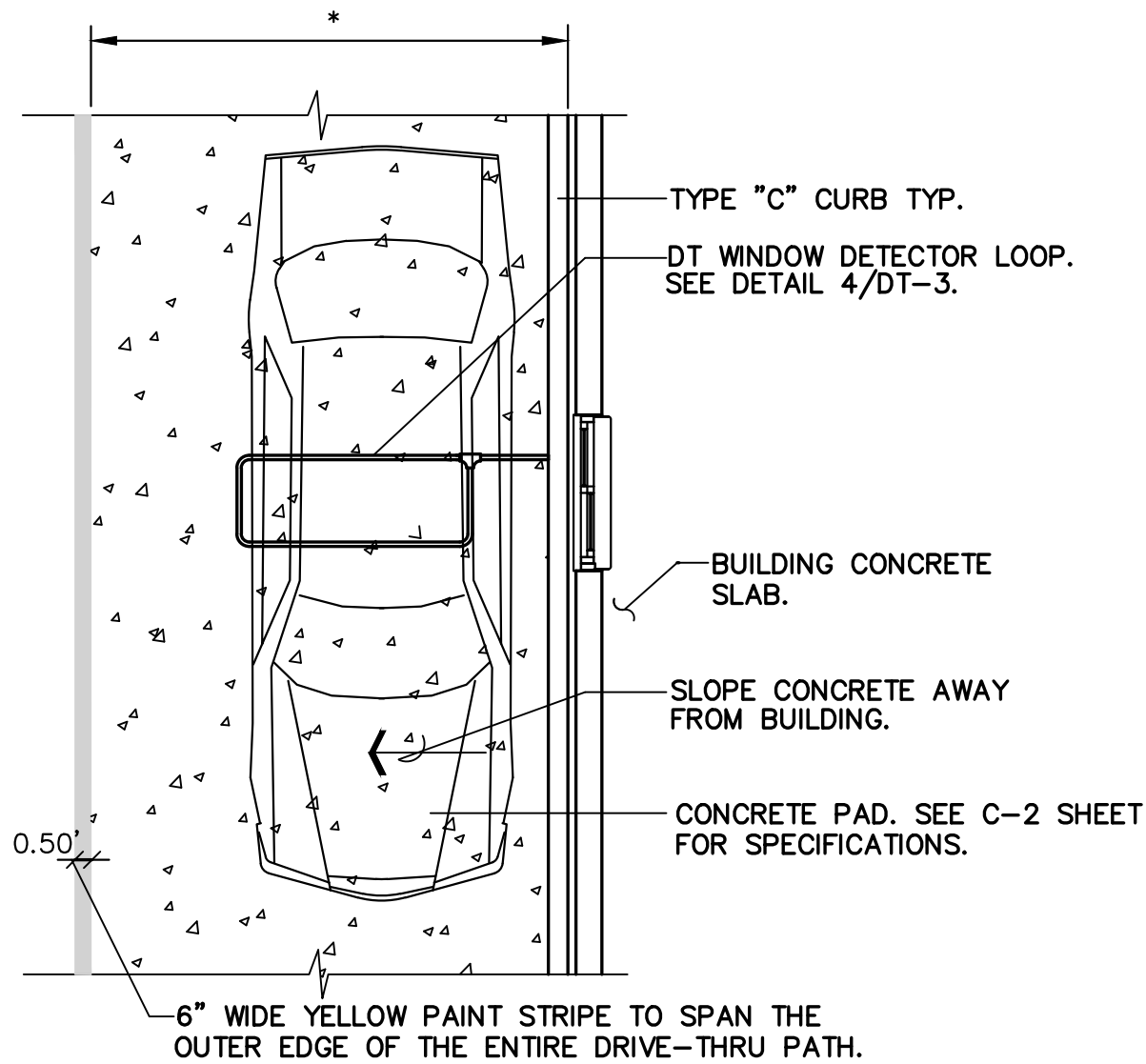
NOTE: ALL TEXT AND ARROW SHALL BE PAINTED YELLOW.

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



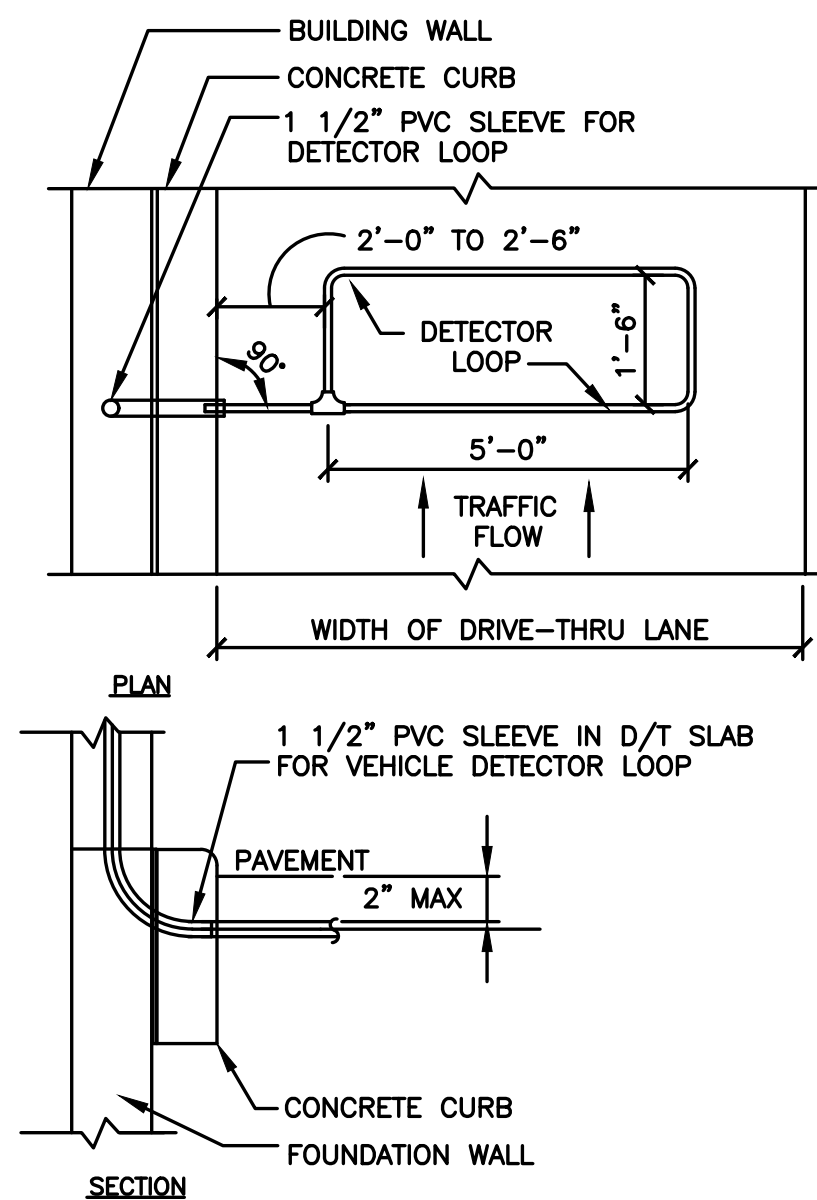
NOTE: ALL TEXT SHALL BE PAINTED YELLOW.

3 PAINTED "THANK-YOU" DETAIL
DT-3

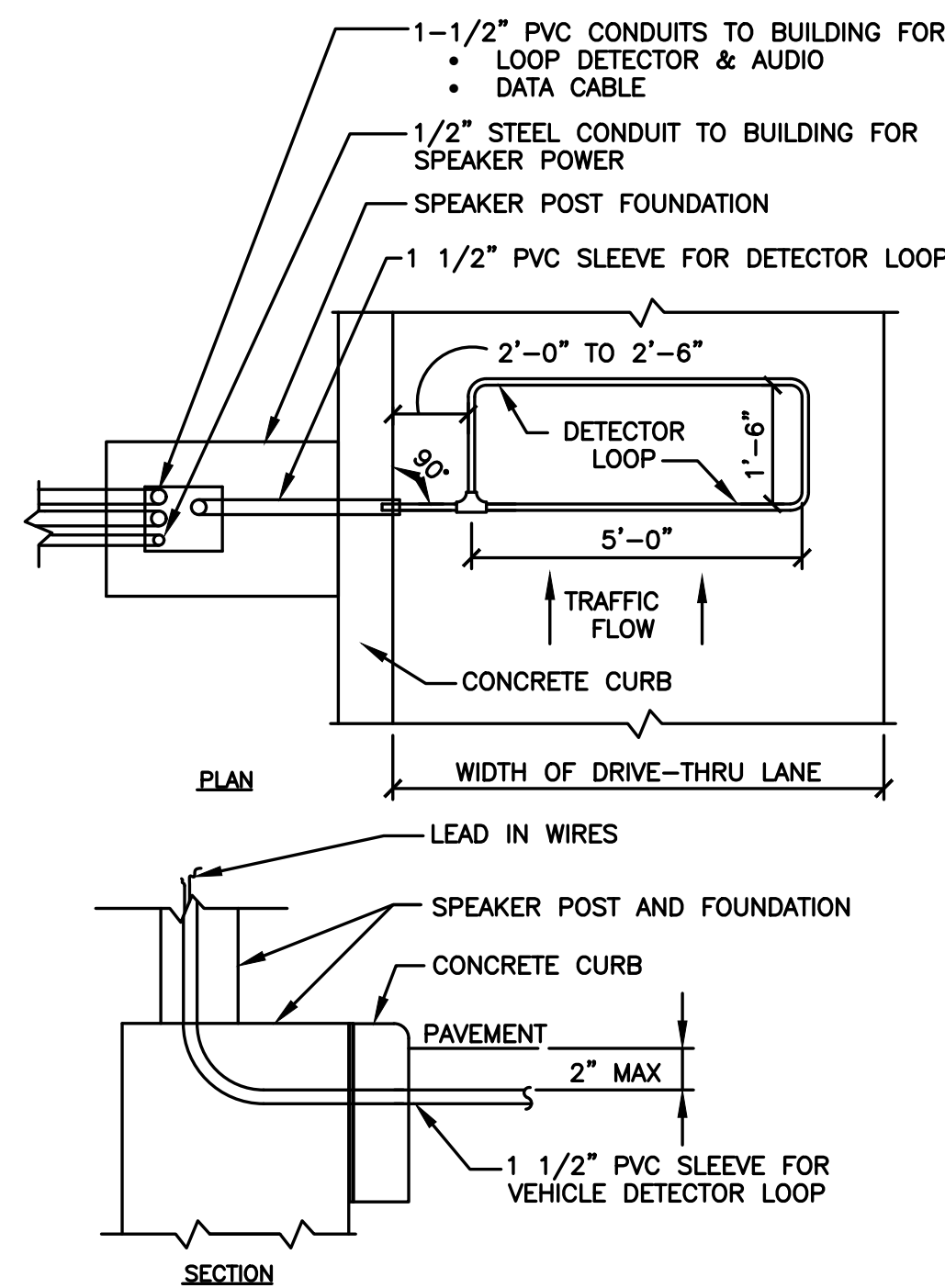


* FOR DIMENSIONS OF DRIVE-THRU LANE CONCRETE PAD, SEE C-2 SHEET FOR SPECIFICATIONS.

5 DRIVE-THRU CONCRETE PAD DETAIL
DT-3



B - DT WINDOW DETECTOR LOOP

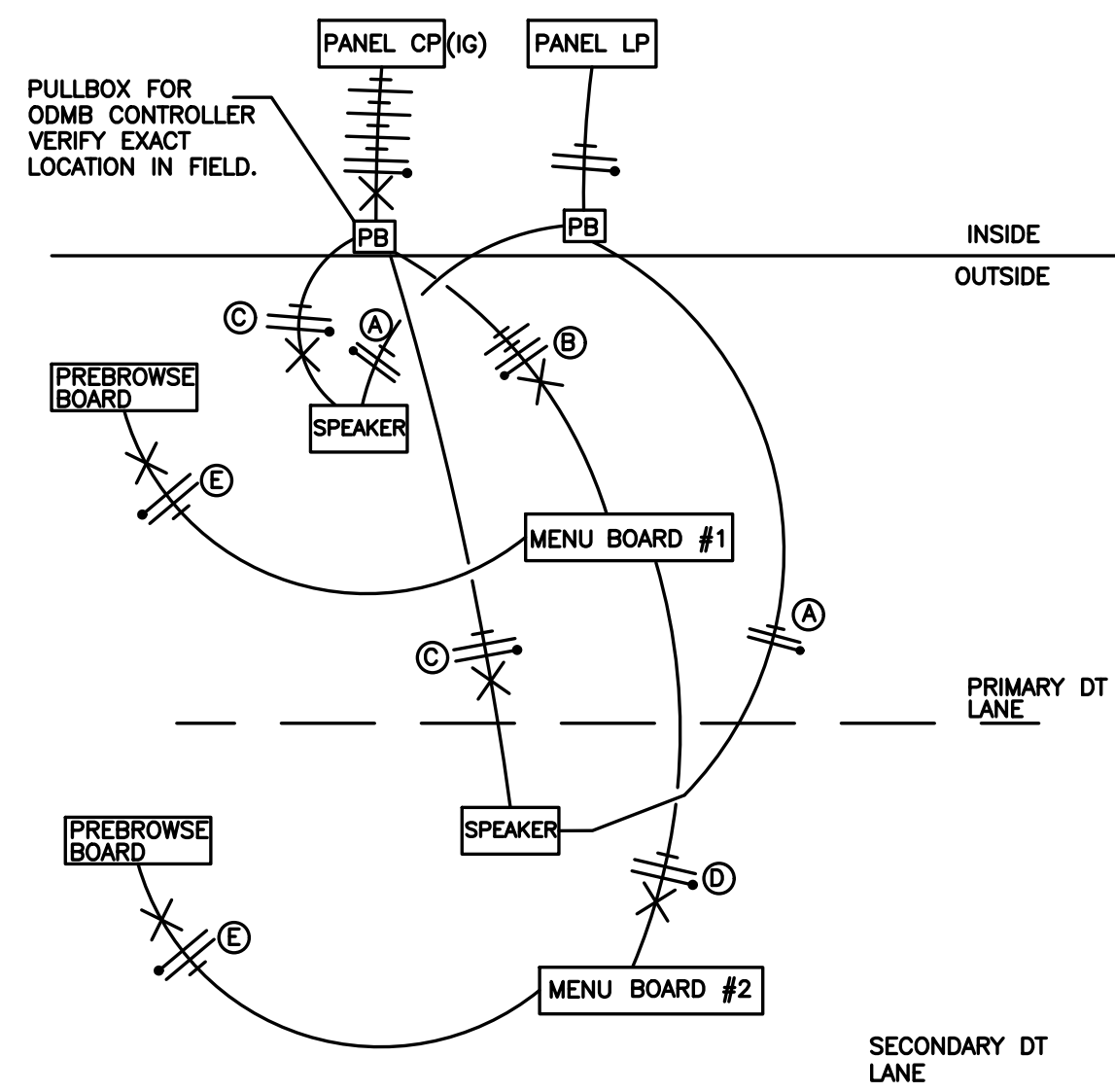


A - SPEAKER DETECTOR LOOP

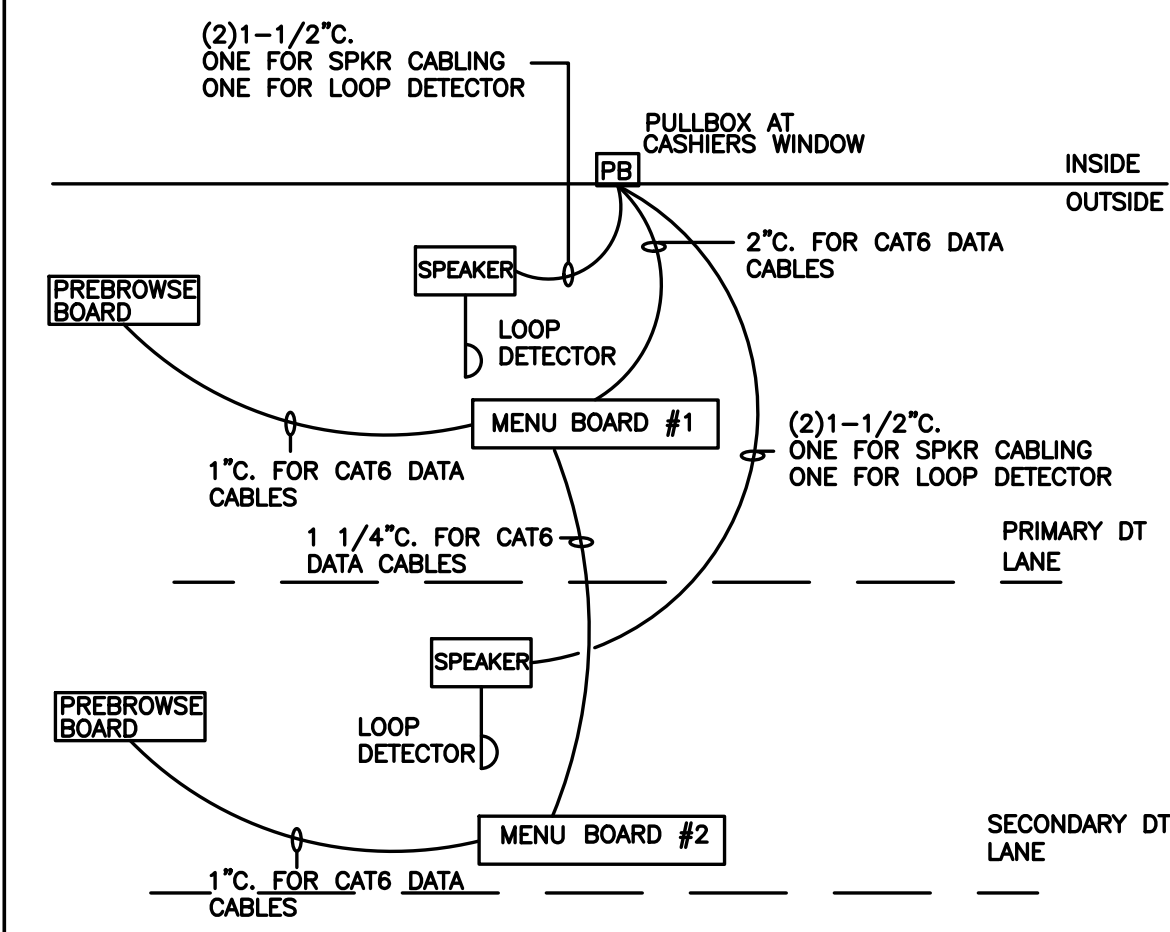
NOTES

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.

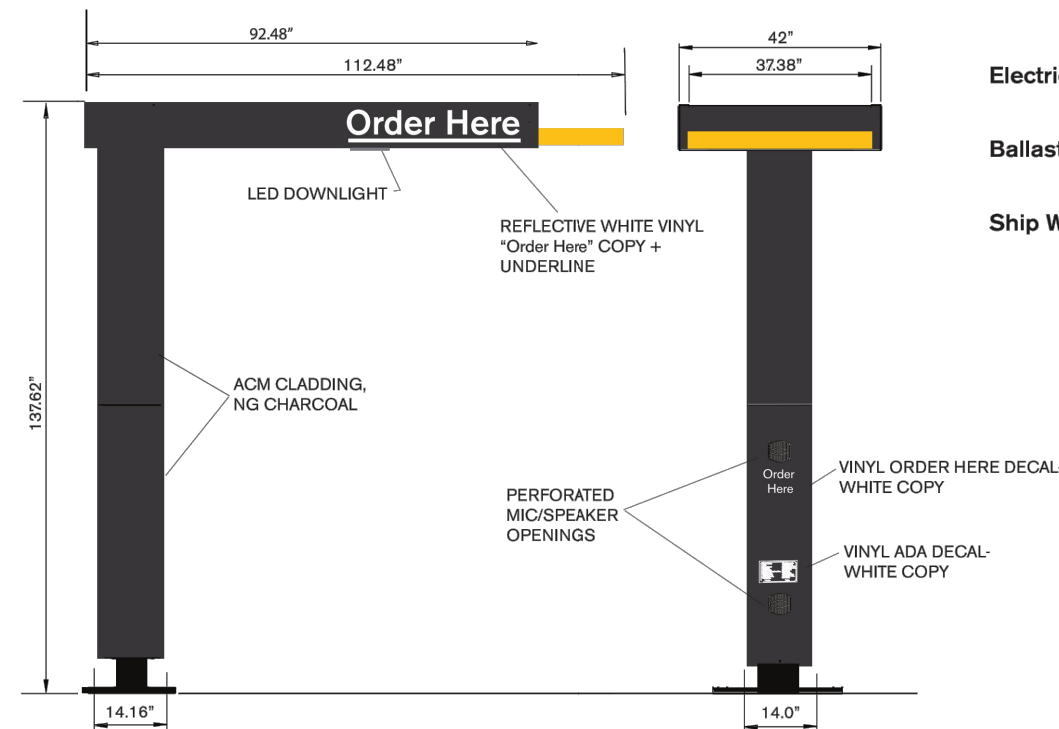
- A) 2#12 & 1#12 GND. TO LP-1 FOR COD CANOPY LIGHTING.
- B) 4#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.
- C) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT.
- D) 2#12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

CHECKED BY: J. MILLER	DESIGN BY: H. WITTENKELLER	DATE: JUNE 13, 2019	SCALE: NONE	PROJECT NO.: 18-108
DRAWN BY: K. SACK				
2831 Ginger Woods Parkway, Suite 100, Aurora, IL 60502 phone 630-375-1800 fax 630-228-9800 www.watermark-engineering.com				
Watermark Engineering RESOURCES LTD				
McDonald's - ARLINGTON HEIGHTS, IL 711 Jorte Blvd., 3rd Floor Oak Brook, IL 60523 45 E. Golf Road Arlington Heights, Illinois				
Prepared For:				
Prepared By:				
DT-3				
LC #12-1434				

DRIVE-THRU DETAILS

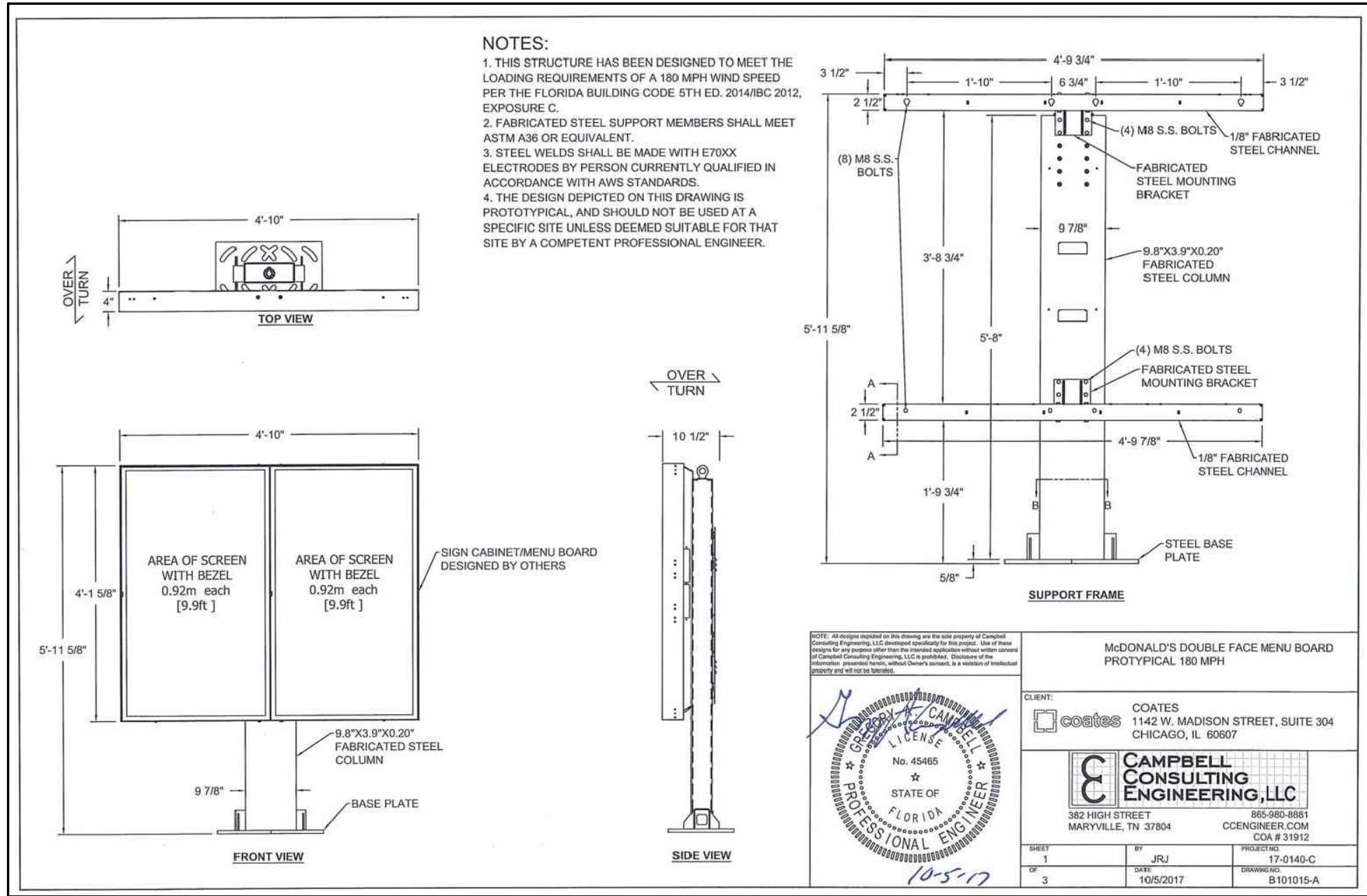
Slim Springboard Canopy w/Audio Only - Yellow



Illumination: LED Downlighting
Electrical: 1.5 Amps 120 volt, 60 Hz
Ballast:
Ship Weight:

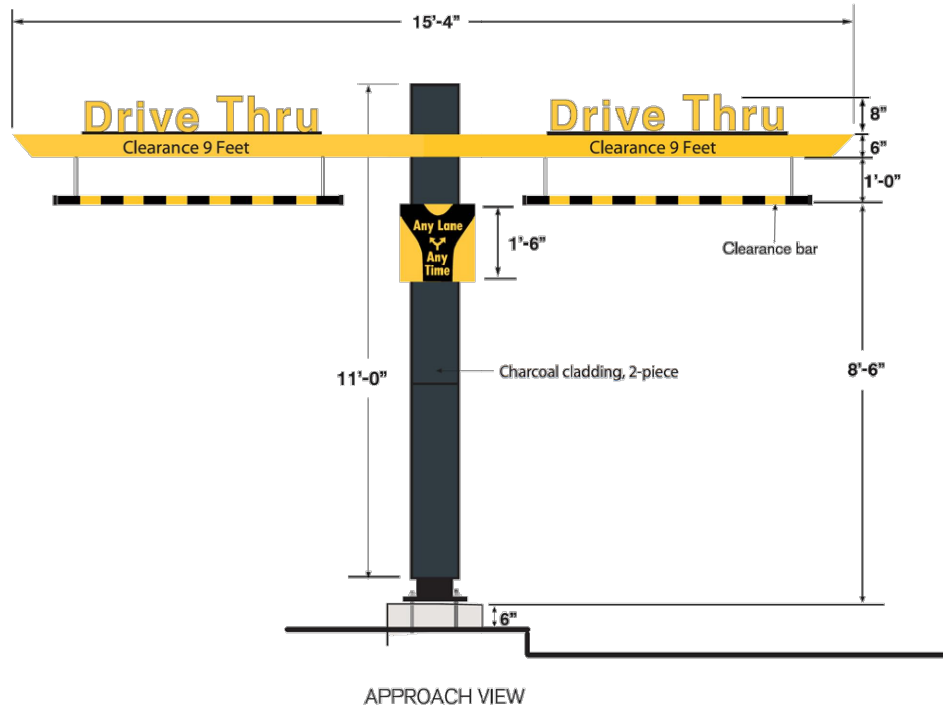
Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

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

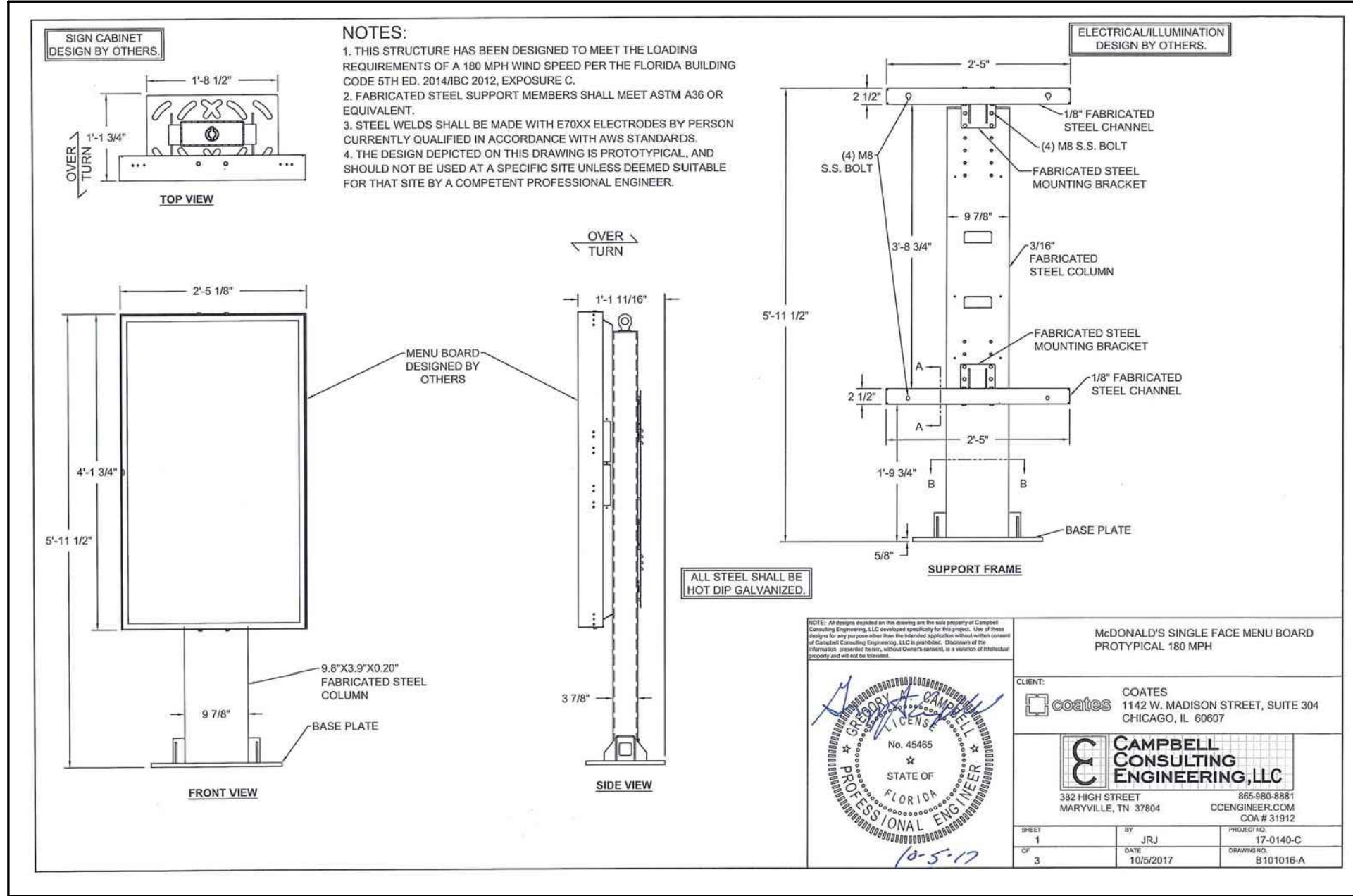
Double Welcome Point Gateway



Illumination: N/A
Other: • Non-illuminated clearance sign with spring loaded break away clearance arm.
• Adjustable bang bar.

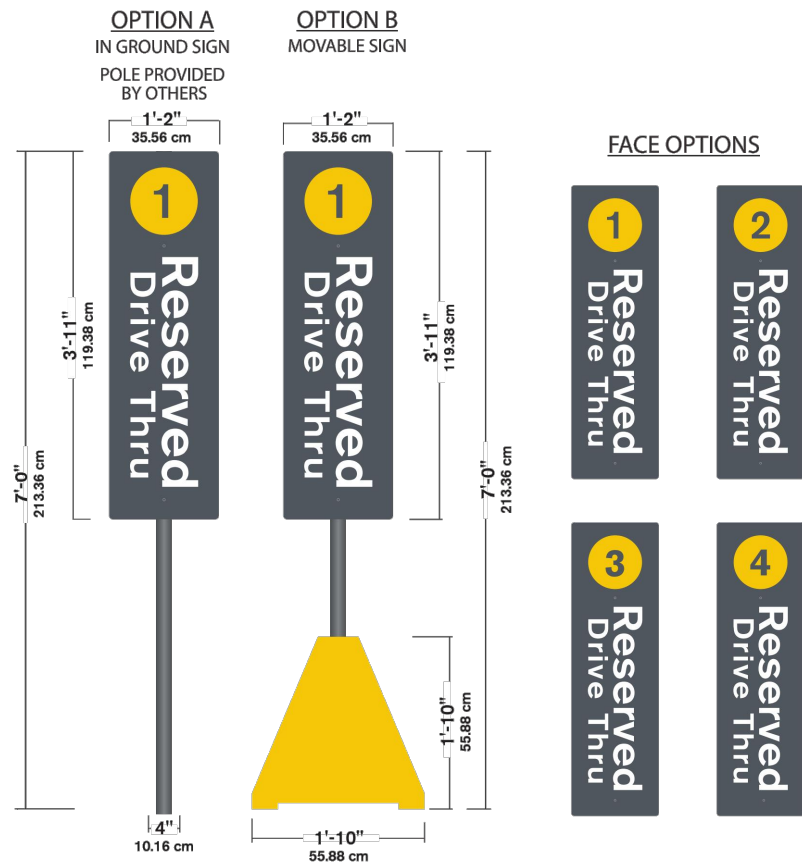
Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

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



4 DIGITAL PRE-BROWSE BOARD
DT-4 SEE SHEET SSD-1 FOR FOUNDATION DETAIL

Pull Forward Sign

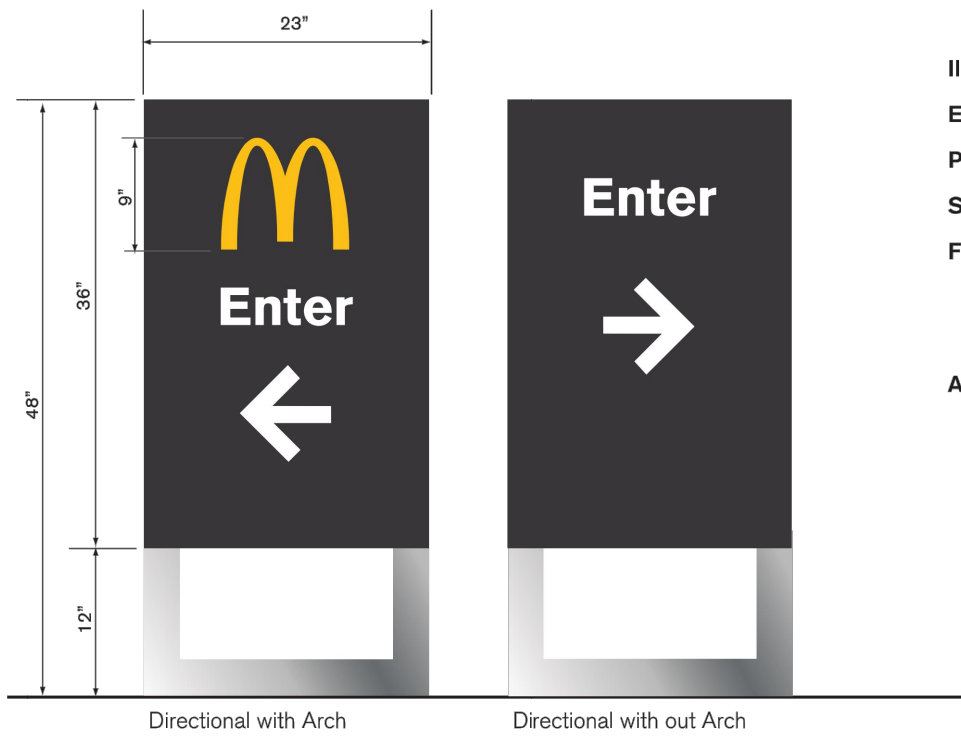


Illumination: N/A
Face Details: • Pigmented ABS panel to match PMS 425C with matte finish screened white.
• Reserved Drive Thru copy, yellow reflective vinyl circles

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

5 PULL FORWARD BOLLARD SIGN AND STRIPING DETAIL
DT-4

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

Everbrite, LLC, 315 Marion Ave., South Milwaukee, WI, 53172 P: 888-857-4078 F: 877-430-7363 www.everbrite.com

6 DIRECTIONAL SIGN
DT-4 SEE SHEET SSD-3 FOR FOUNDATION DETAIL

DRIVE-THRU DETAILS

CHECKED BY: J. MILLER	DESIGN BY: H. WITTENKELLER	DATE: JUNE 13, 2019	SCALE: NONE	PROJECT NO.: 18-108
DRAWN BY: K. SACK				
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 61502 phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com				
Watermark Engineering RESOURCES, LTD				
McDonald's 711 Jorte Blvd., 3rd Floor Oak Brook, IL 60523 McDonald's - ARLINGTON HEIGHTS, IL 45 E. Golf Road Arlington Heights, Illinois				
Prepared For:				
Prepared By:				
DT-4				
LC #12-1434				

DRIVE-THRU DETAILS

DESIGN CODES:

- MATERIAL SPECIFICATIONS:

- FOUNDATION DESIGN PARAMETERS:

- GENERAL NOTES:

SSD-1	LC #12-1434	Checked By: SN Design By: GM Drawn By: GM Date: April 29, 2019 Scale: Noted Project No.: 18-108	Expires: 11/30/20  	Samartano and Company Structural Engineers 1700 West Cortland Street Chicago, Illinois 60622 312.332.2326	Prepared By:  McDonald's 711 Jorie Blvd. Oak Brook, IL 60523	Prepared For: McDonald's 711 Jorie Blvd. Oak Brook, IL 60523  McDonald's - Arlington Heights, IL 45 East Golf Road Arlington Heights, Illinois	NO. REVISIONS DATE
-------	-------------	---	--	--	--	---	---

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.

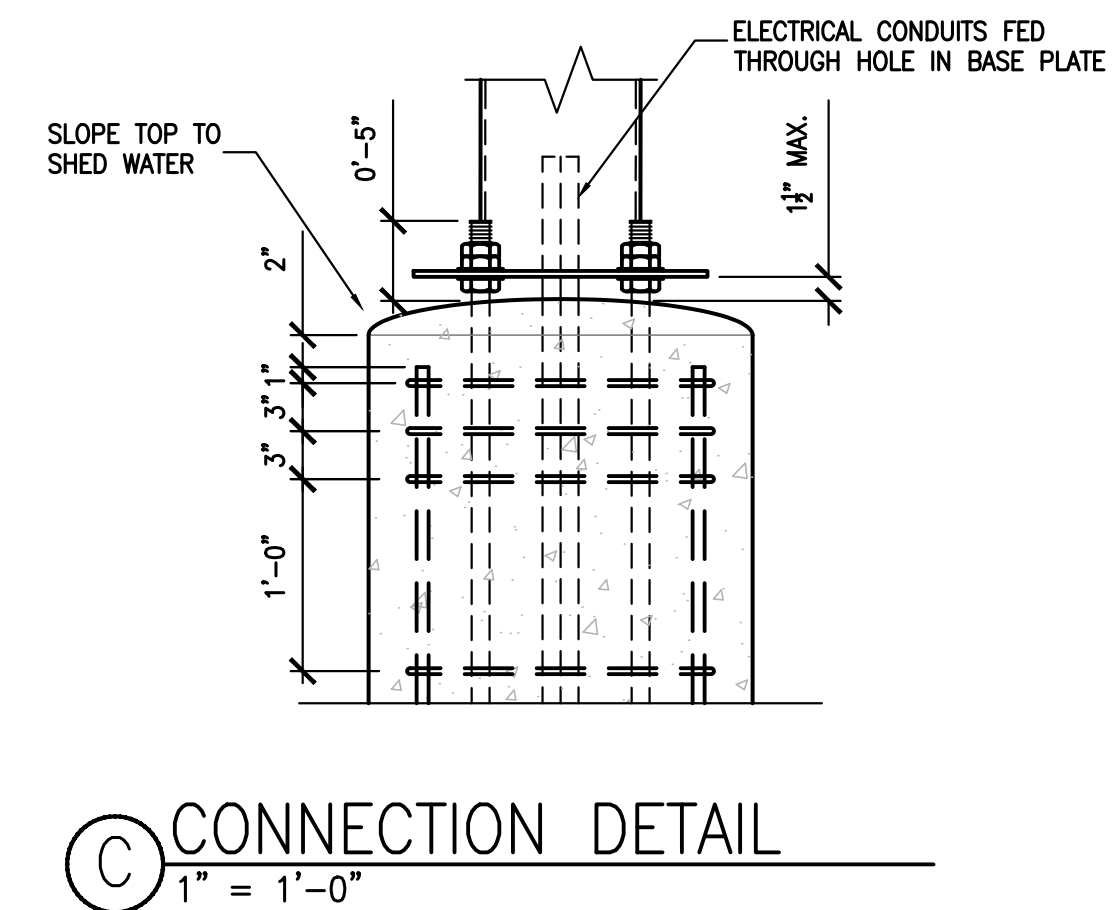


Diagram illustrating a connection detail. The detail shows a sloped top to shed water, with dimensions 0'-6", 2", 3", 3'-1", 1'-0", and 2" MAX. The diagram also shows electrical conduits fed through a hole in the base plate.

WELCOME POINT GATEWAY + DRIVE THRU CANOPY FOUNDATIONS

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:

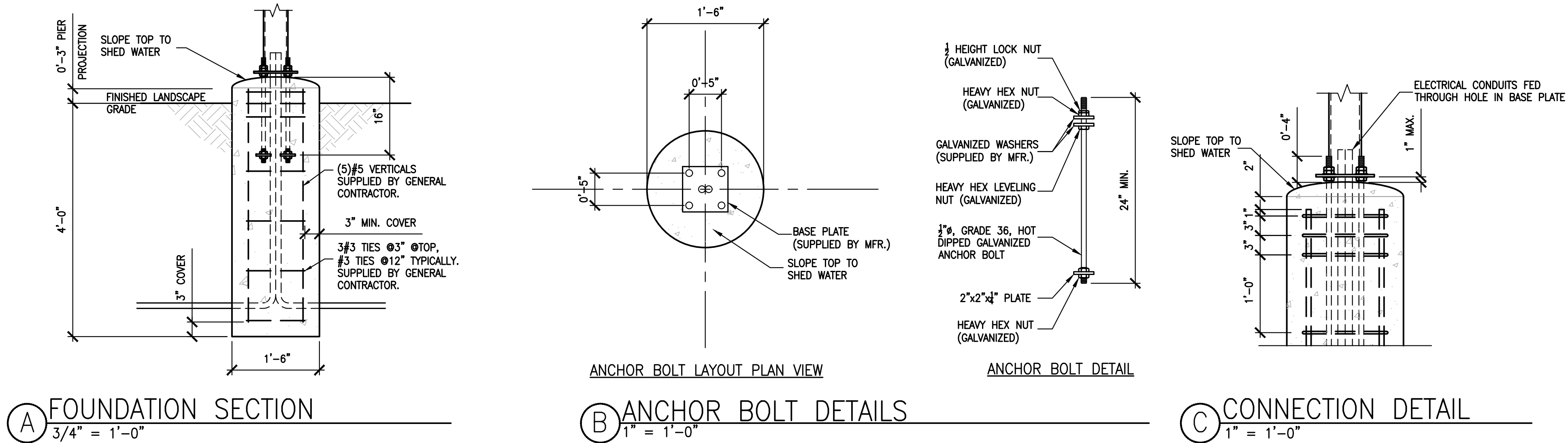
1. CONCRETE COMPRESSIVE STRENGTH ($f'c$) SHALL BE A MINIMUM OF 3000psi
2. ANCHOR BOLTS SHALL BE ASTM F1554 GRADE 36 OR GRADE 55, AS NOTED, HOT DIP GALVANIZED PER ASTM F2329
3. REINFORCING STEEL SHALL BE ASTM A615 GRADE 60, SUPPLIED BY GENERAL CONTRACTOR
4. NUTS SHALL BE HEAVY HEX ASTM A563, HOT DIP GALVANIZED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

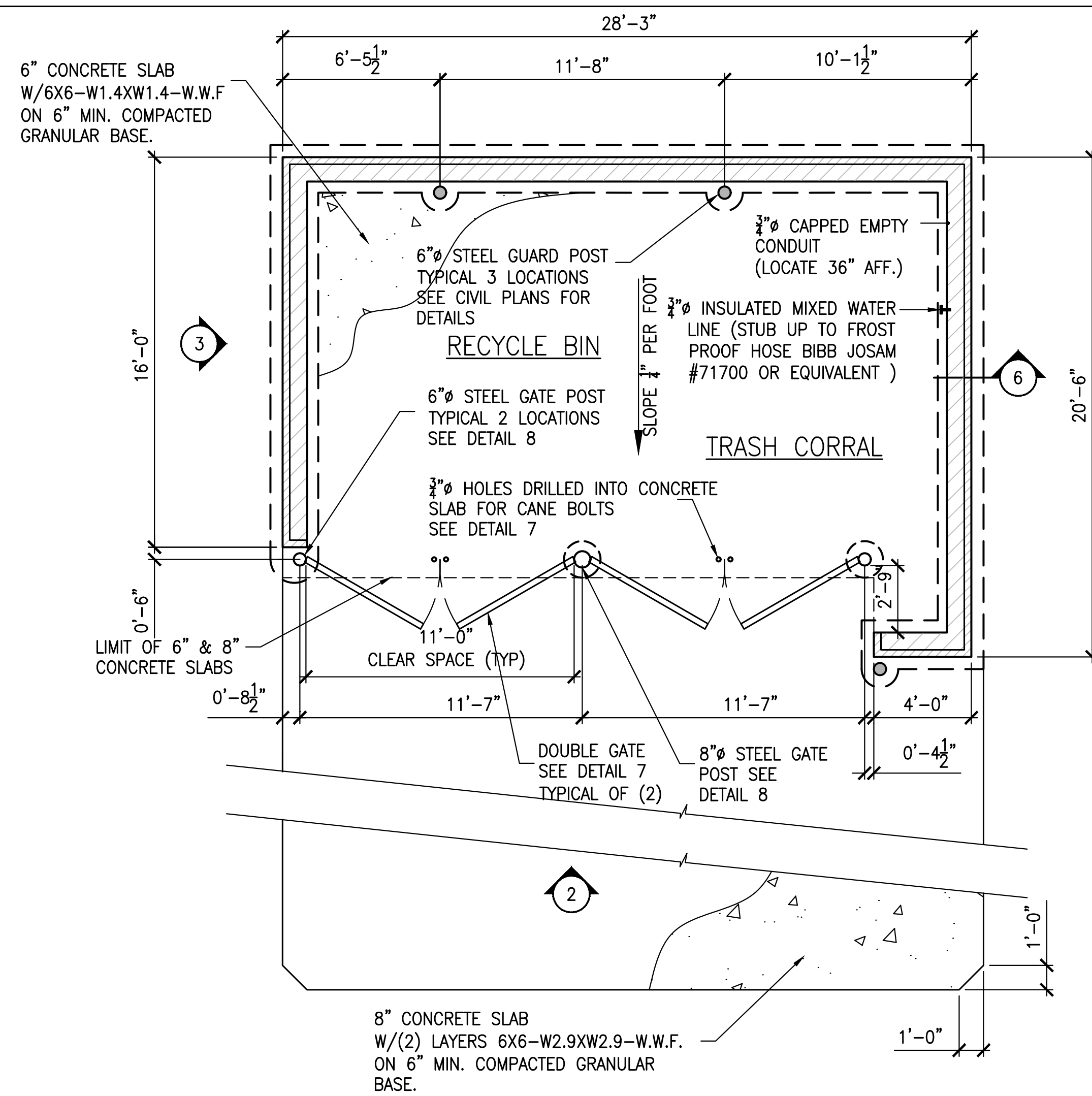
GENERAL NOTES:

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.

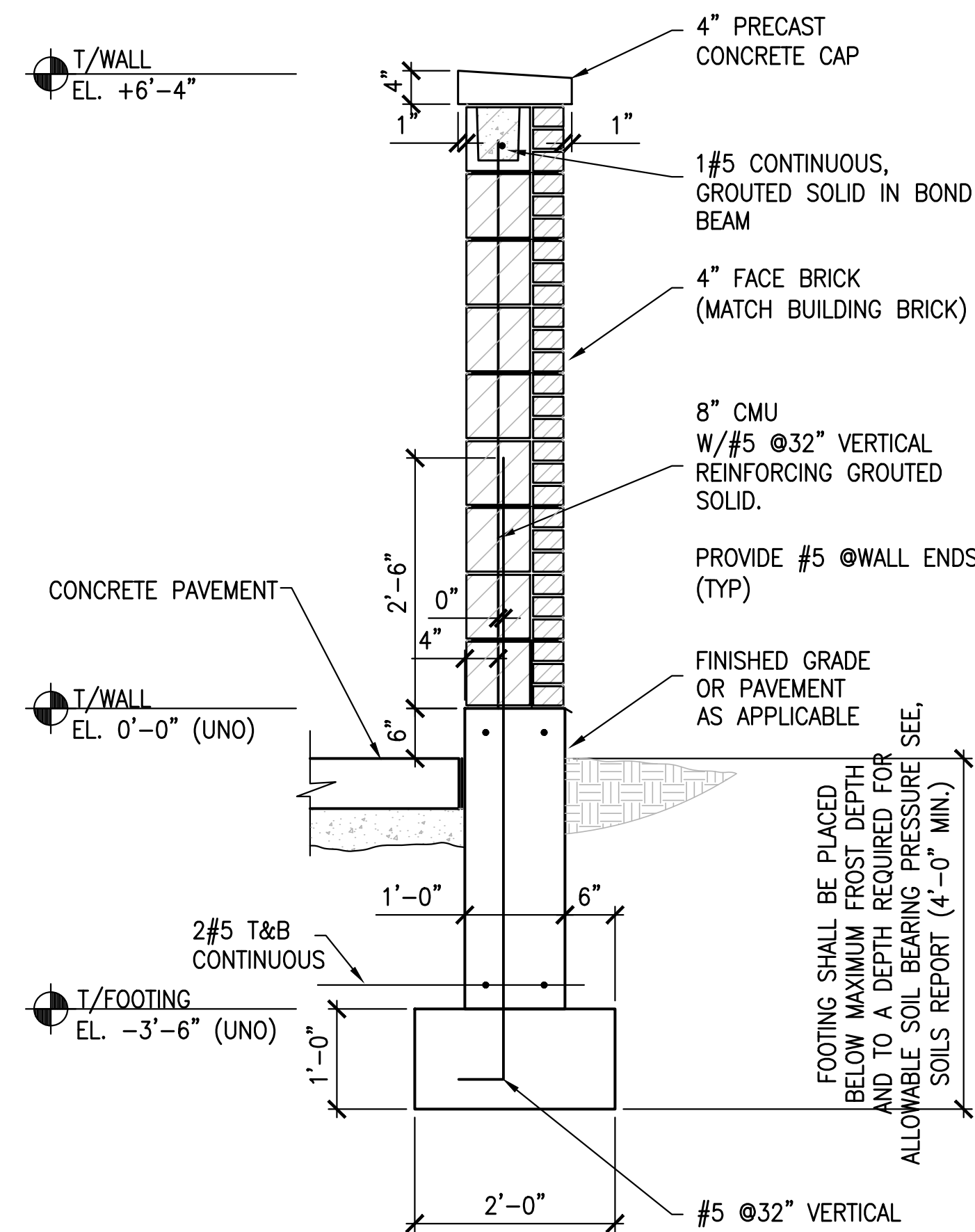


DIRECTIONAL SIGN FOUNDATION

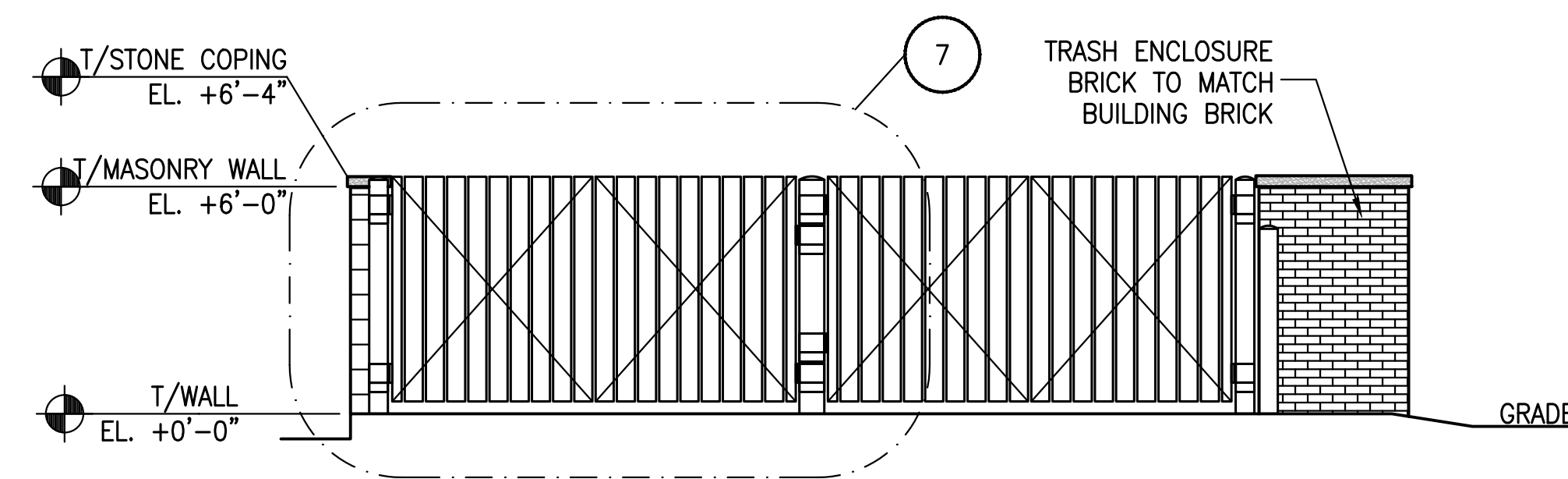
REVISIONS		NO.	DATE
Prepared For:			
McDonald's 711 Jorie Blvd. Oak Brook, IL 60523 McDONALD'S - ARLINGTON HEIGHTS, IL 45 East Golf Road Arlington Heights, Illinois			
Prepared By:			
SAMARTANO AND COMPANY STRUCTURAL ENGINEERS 1700 WEST CORTLAND STREET CHICAGO, ILLINOIS 60622 312.932.2926			
STATE OF 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			



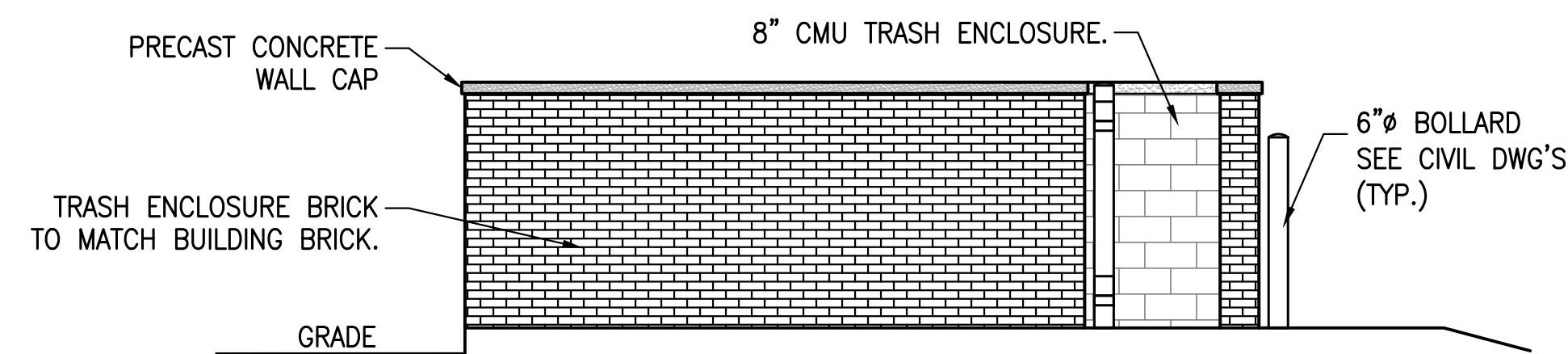
1 TRASH ENCLOSURE PLAN W/RECYCLE BIN
N.T.S.



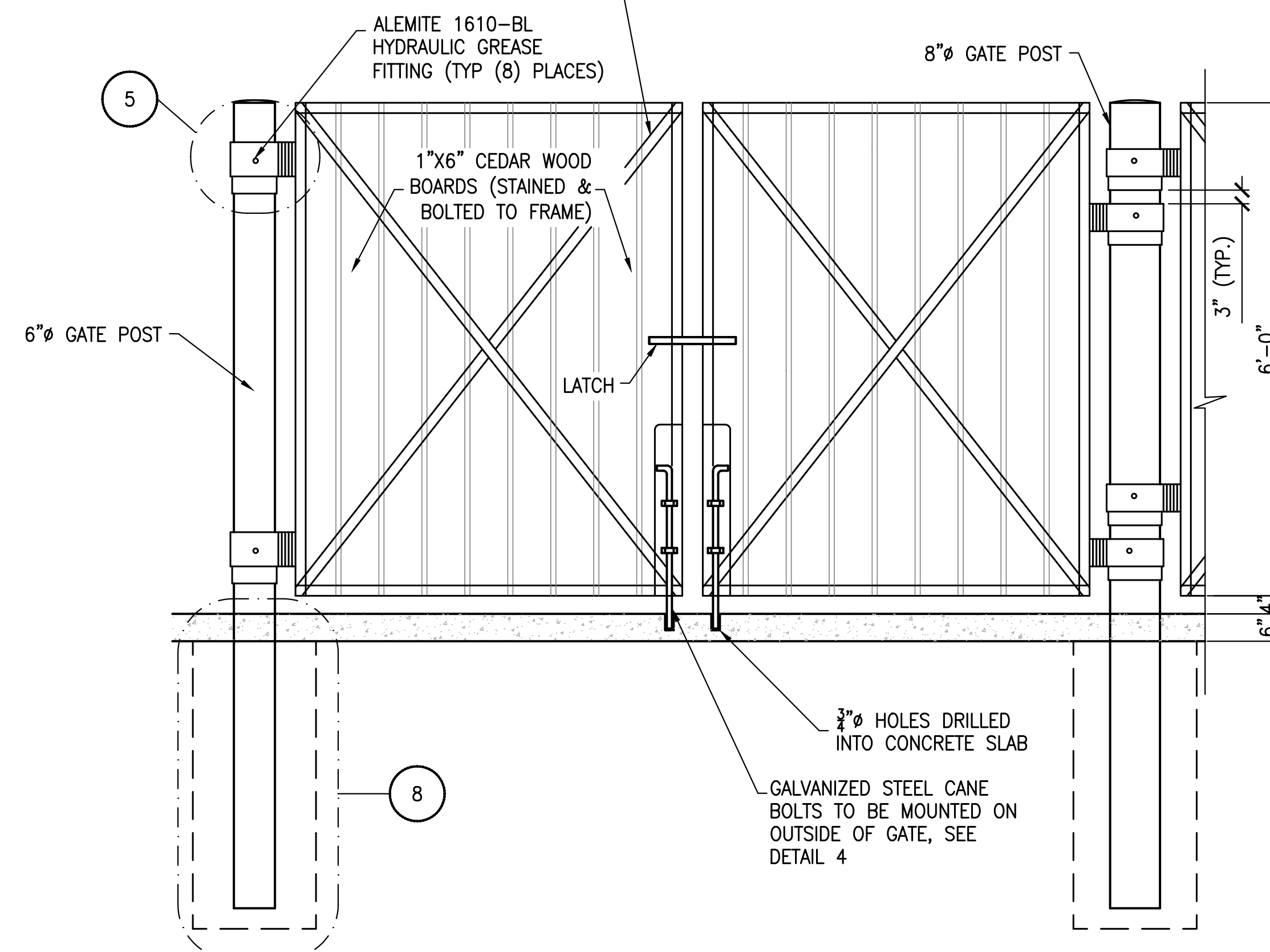
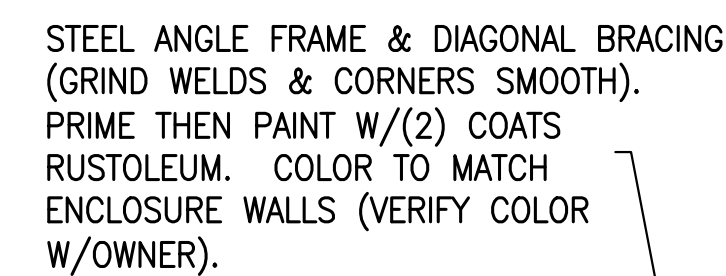
6 WALL SECTION @TRASH ENCLOSURE
3" = 1'-0"



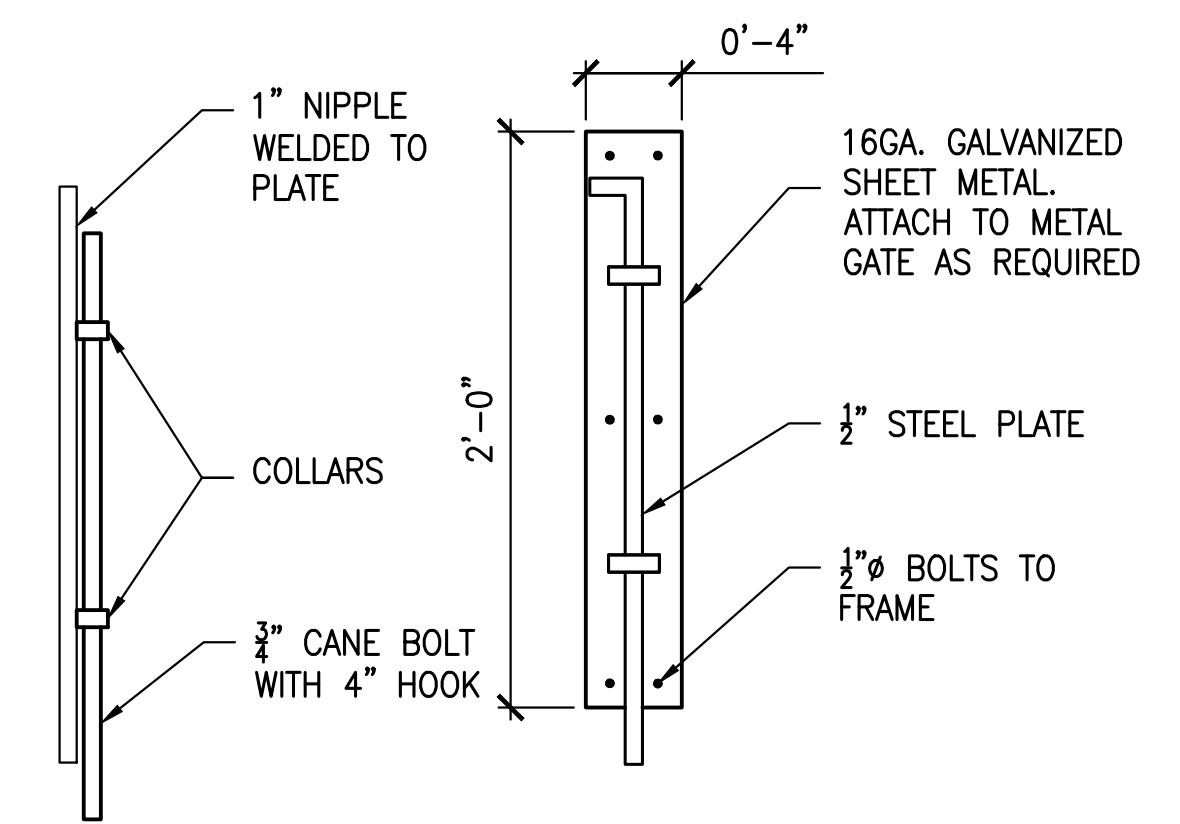
2 FRONT ELEVATION
N.T.S.



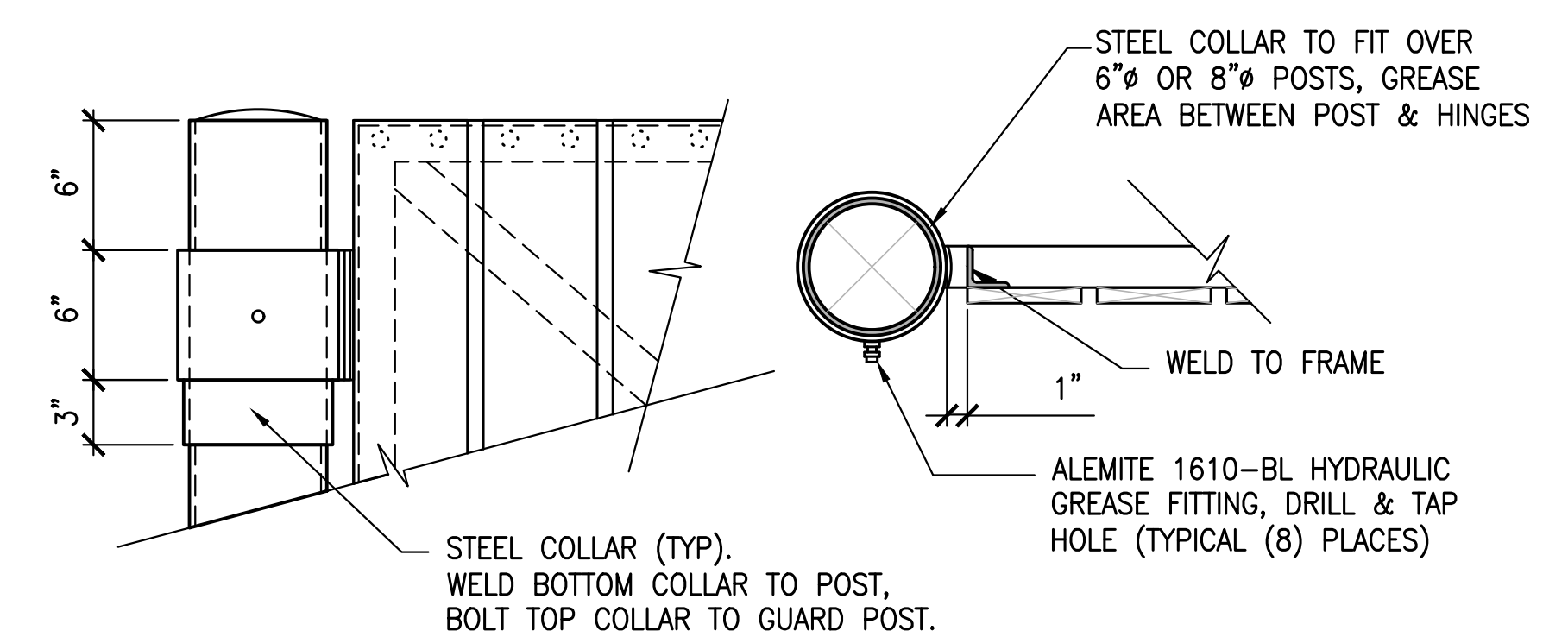
3 LEFT SIDE ELEVATION
N.T.S.



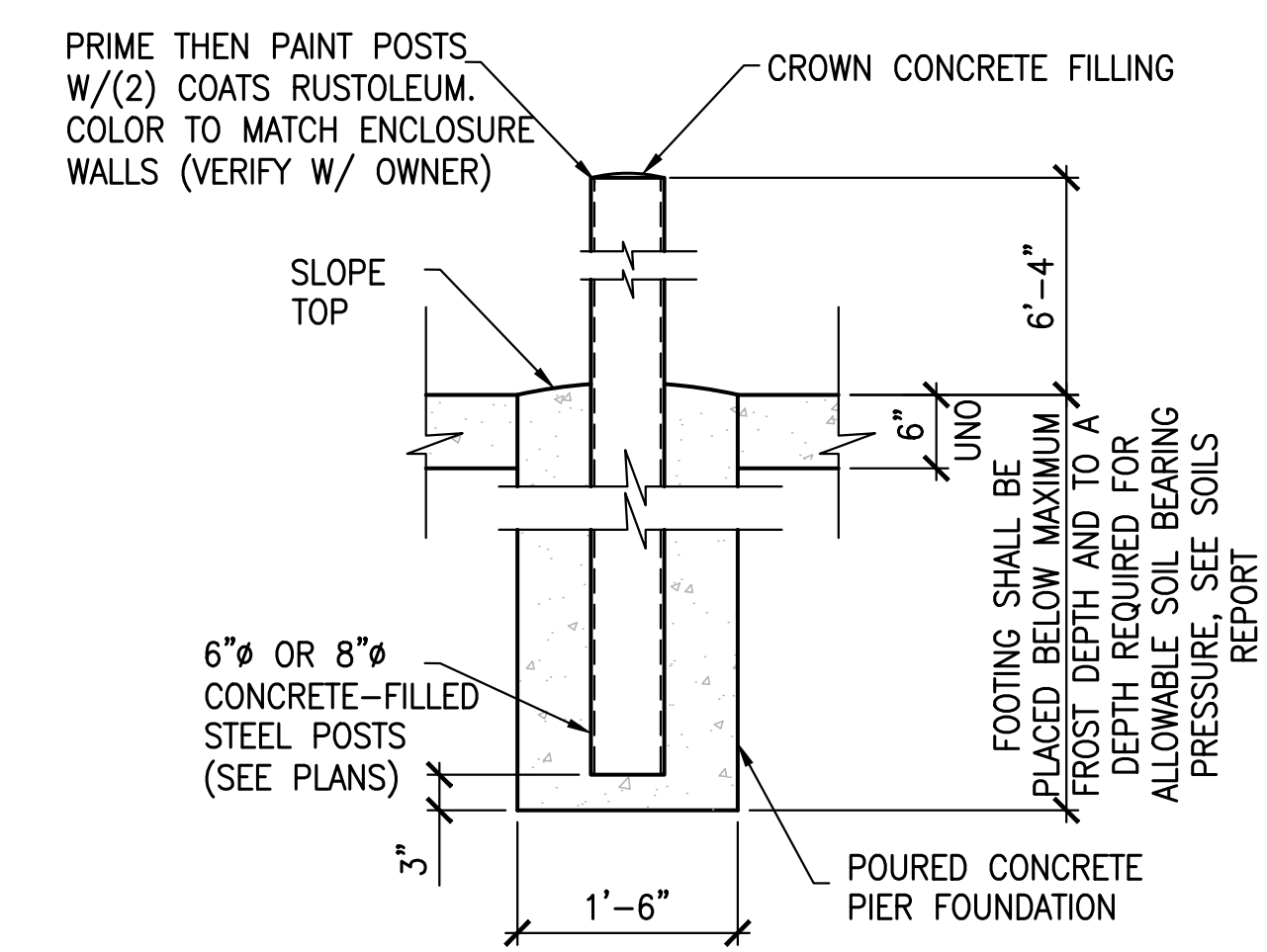
7 TYPICAL GATE DETAIL



④ CANE BOLT DETAILS

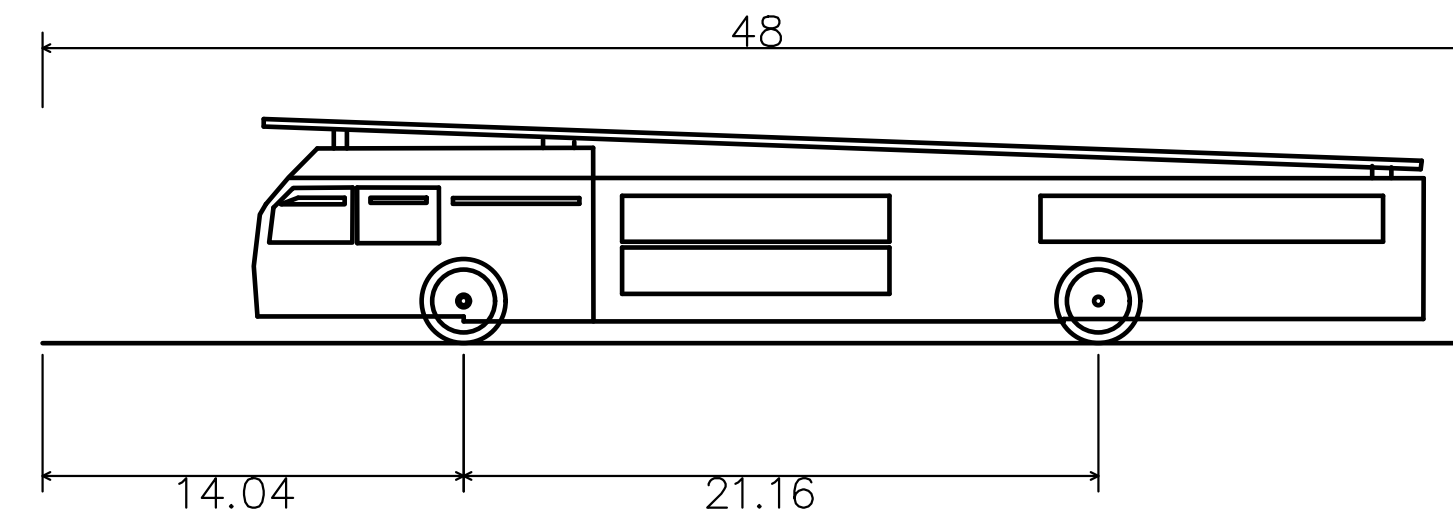
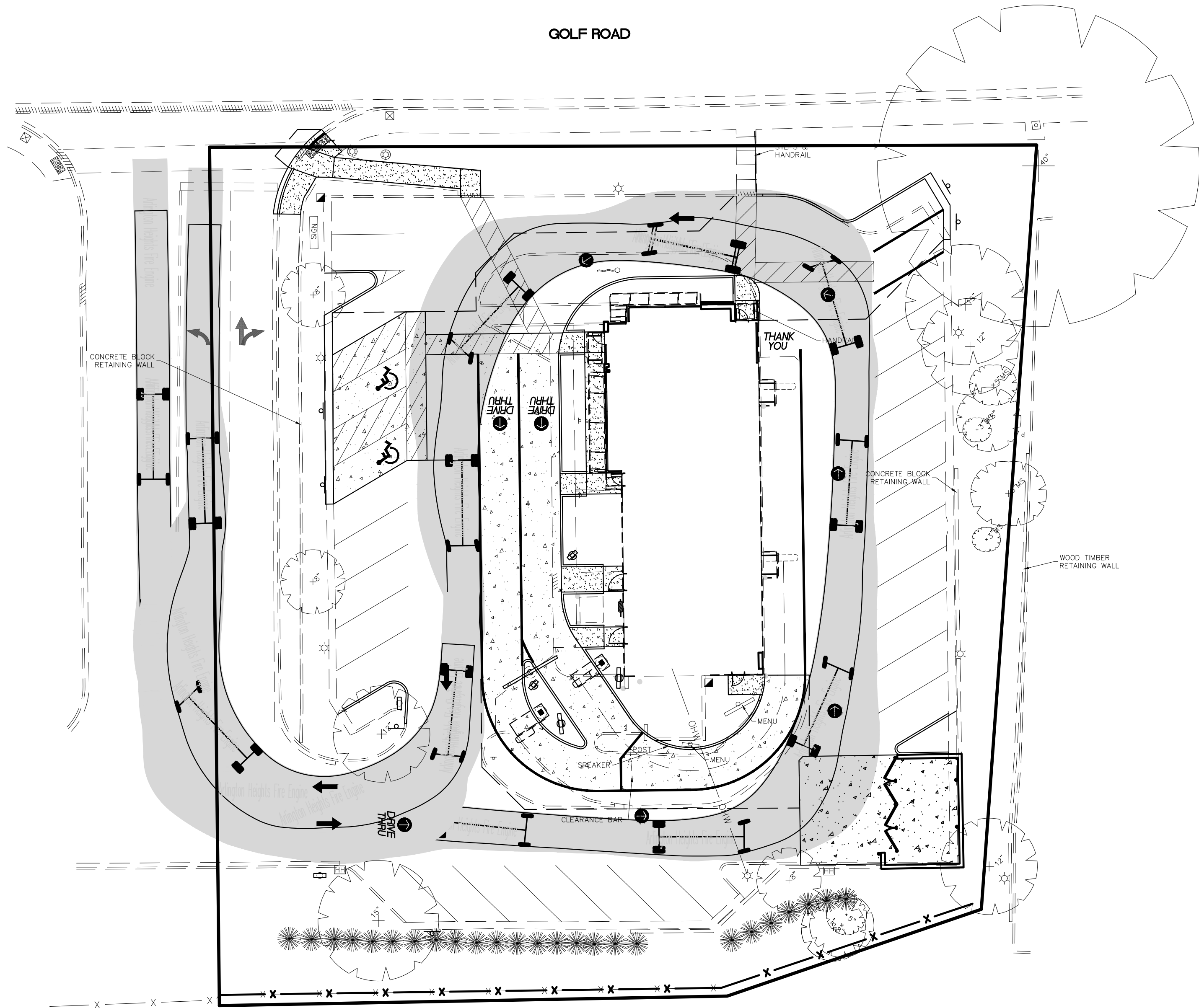


⑤ HINGE DETAILS
1 $\frac{1}{2}$ " = 1'-0"

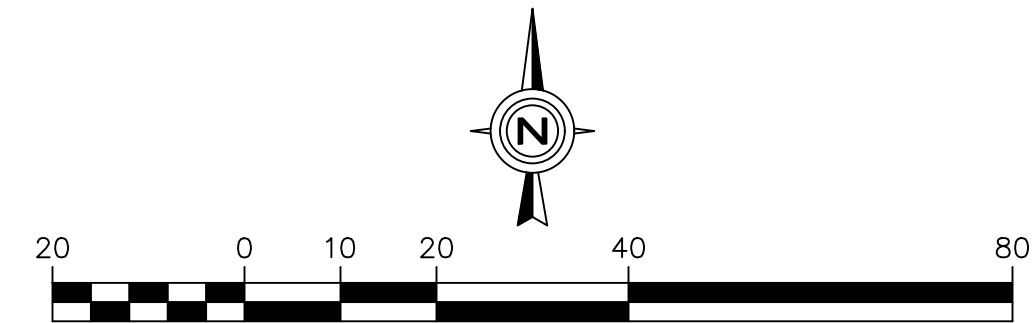


8 TYPICAL GATE POST DETAIL
3" = 1'-0"

[illegible]



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°

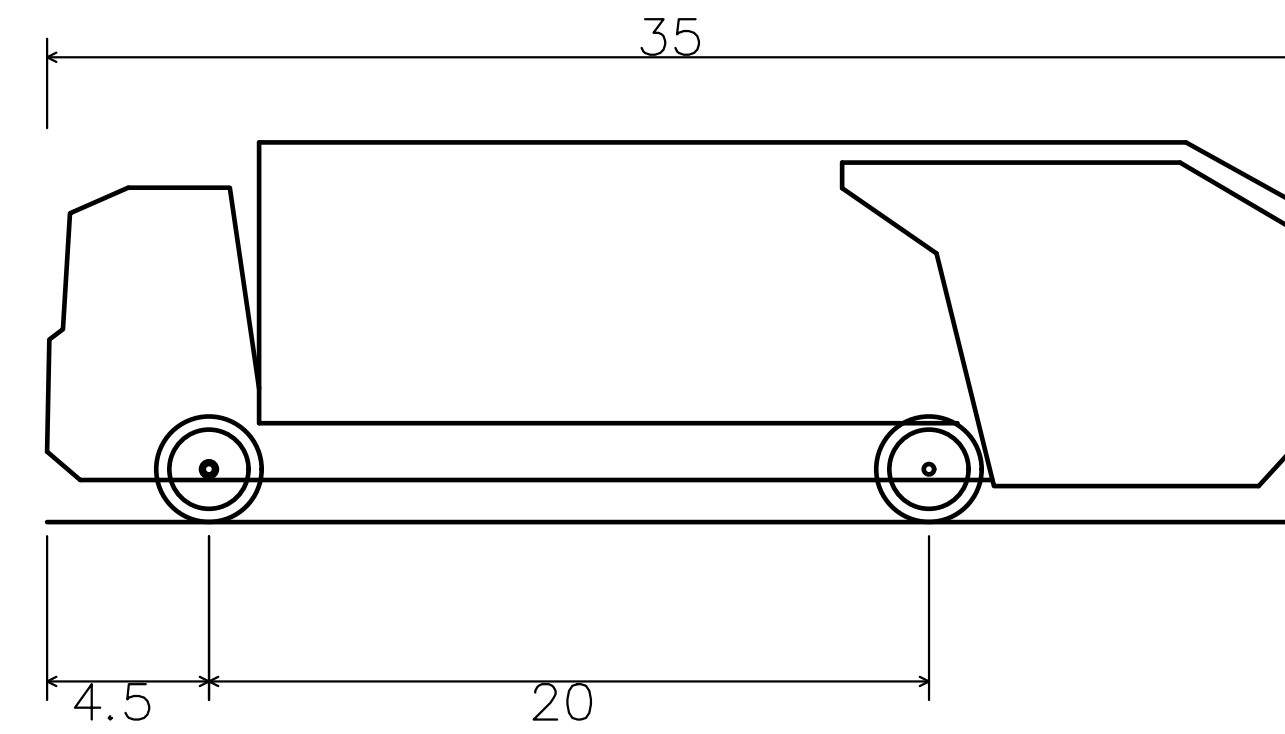
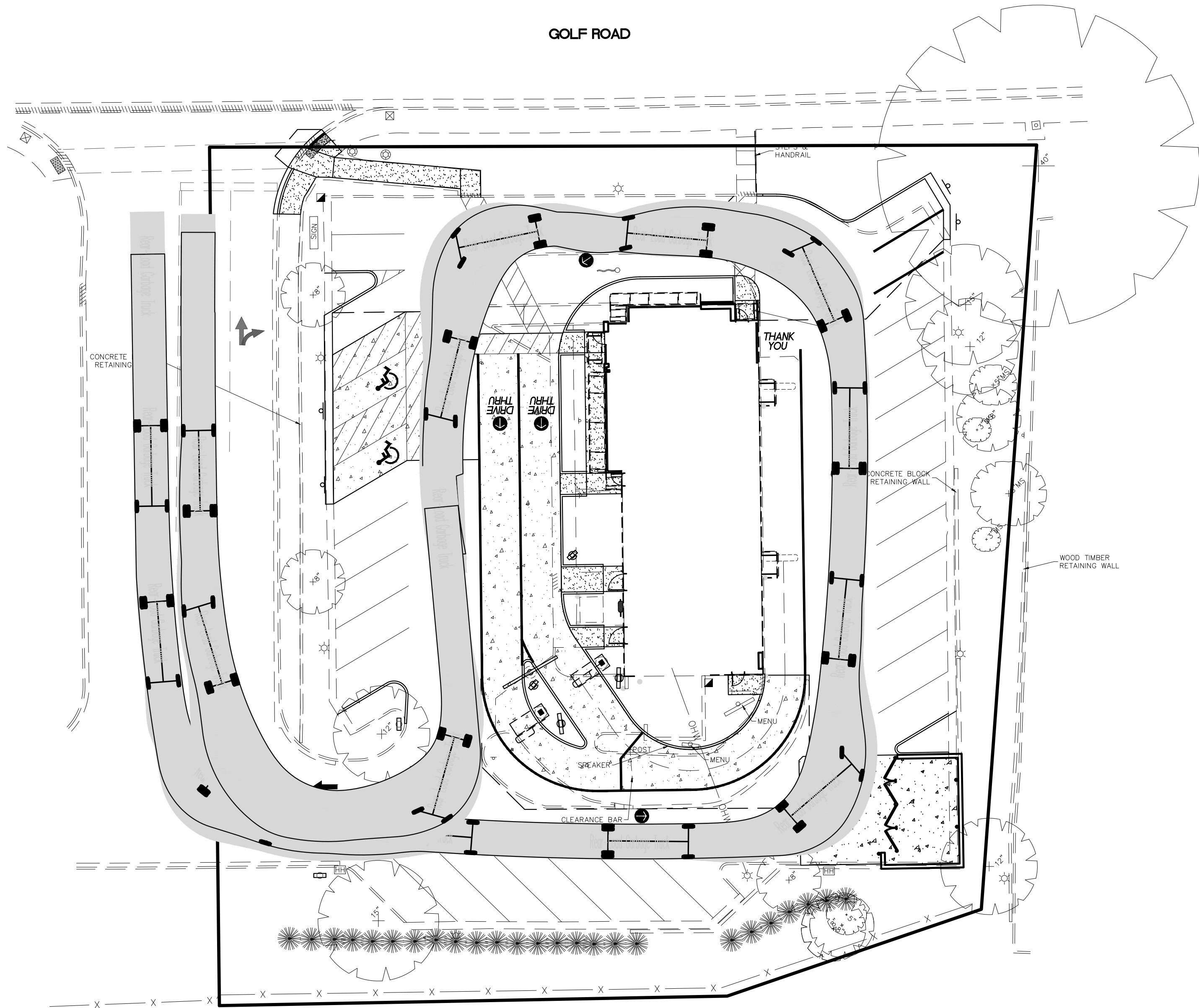


FIRE TRUCK
CIRCULATION PLAN

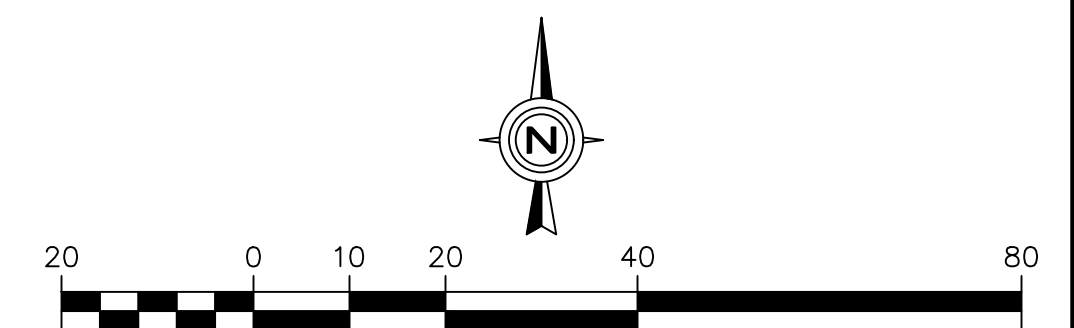
CHECKED BY: J. MILLER DESIGN BY: H. WITTENKELLER DRAWN BY: K. SACK DATE: AUGUST 2, 2019 SCALE: 1" = 20' PROJECT NO.: 18-108	Watermark Engineering RESOURCES, LTD. 2831 Ginger Woods Parkway, Suite 100, Aurora, IL 61502 phone 630-375-1800 fax 630-238-9800 www.watermark-engineering.com	Prepared By:	McDonald's 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 35.000ft
Overall Width 8.375ft
Overall Body Height 10.546ft
Min Body Ground Clearance 1.000ft
Track Width 8.375ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 29.300ft



REFUSE 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

1 of 1

LC #12-1434

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



Front Perspective



18-0444

Imagine

Create

Excite

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





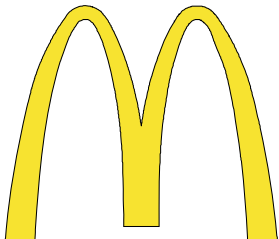
Main Entrance Perspective



18-0444

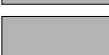
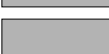
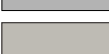
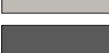


McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019



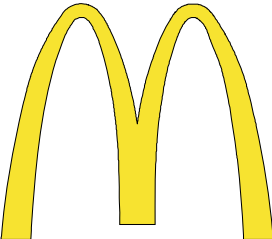


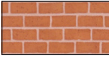
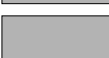
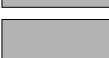
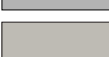
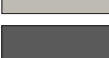
Drive-Thru Perspective

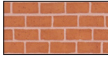
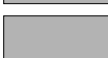
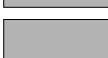
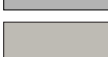
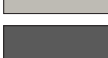
Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape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

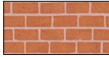
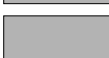
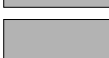
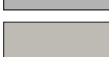
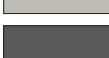


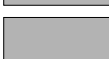
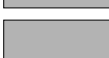
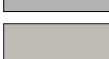
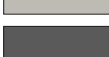
McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019



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

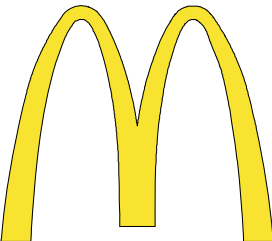
Material Legend	
	Brick (Existing Building) Existing Face Brick
	Brick (Existing Building) Existing Face Existing
	Nichiha (Arcades) Benjamin Moore - Iron Mountain BM-2134-30
	Canopy (Metal) Bone White
	Drive-Thru Canopy (Metal) Charcoal
	Aluminum Trellis (Prefinished) Cityscape
	Corrugated Metal Cityscape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

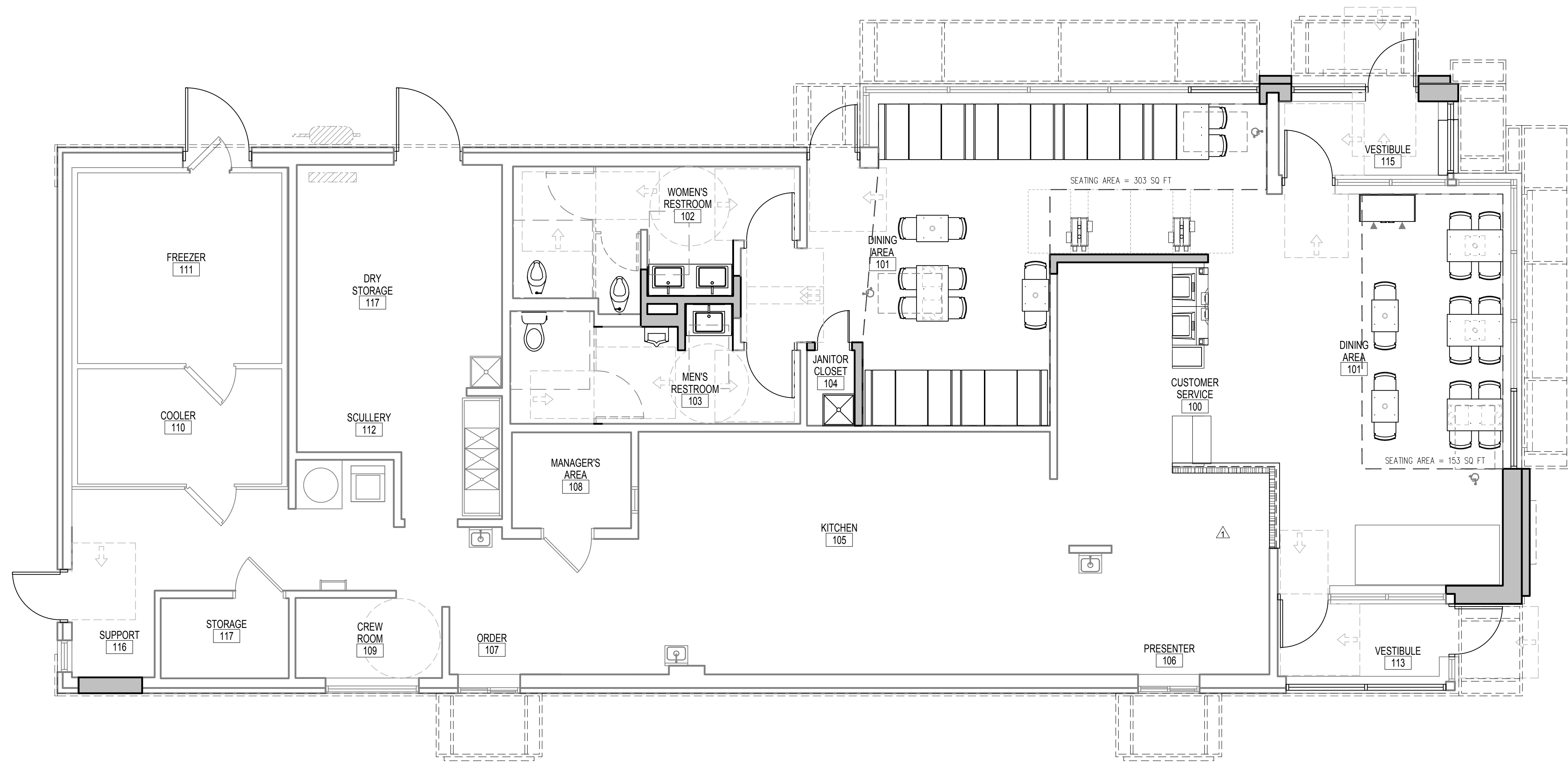


18-0444

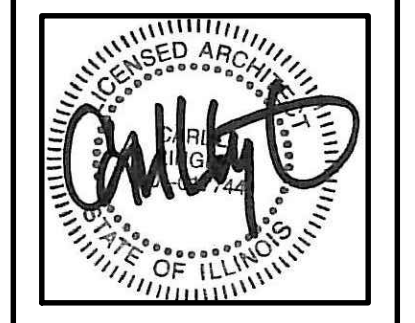


McDonald's
43 E. Golf Rd., Arlington Heights, IL
Date: 05/16/2019





© 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	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:
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

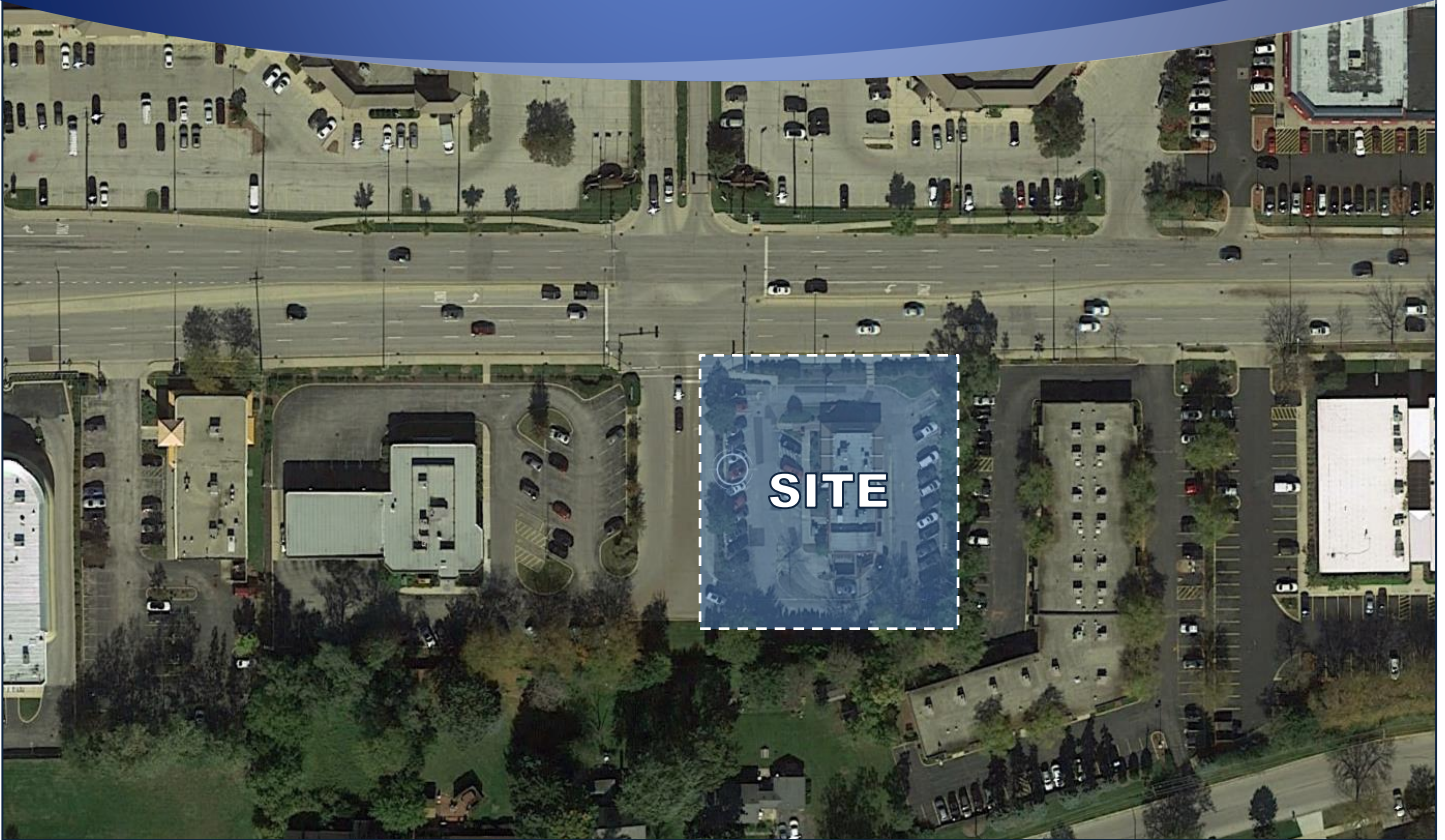
Time	Saturday, August 17, 2019					Tuesday August 20, 2019				
	Unreserved	Mobile Order	Handicap	Chase Bank	Total	Unreserved	Mobile Order	Handicap	Chase Bank	Total
7:00 AM	7	0	0	0	7	6	0	0	0	6
7:15 AM	2	0	0	0	2	7	0	0	0	7
7:30 AM	4	0	0	0	4	10	0	0	0	10
7:45 AM	5	0	0	0	5	14	0	0	0	14
8:00 AM	4	0	0	0	4	9	0	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.

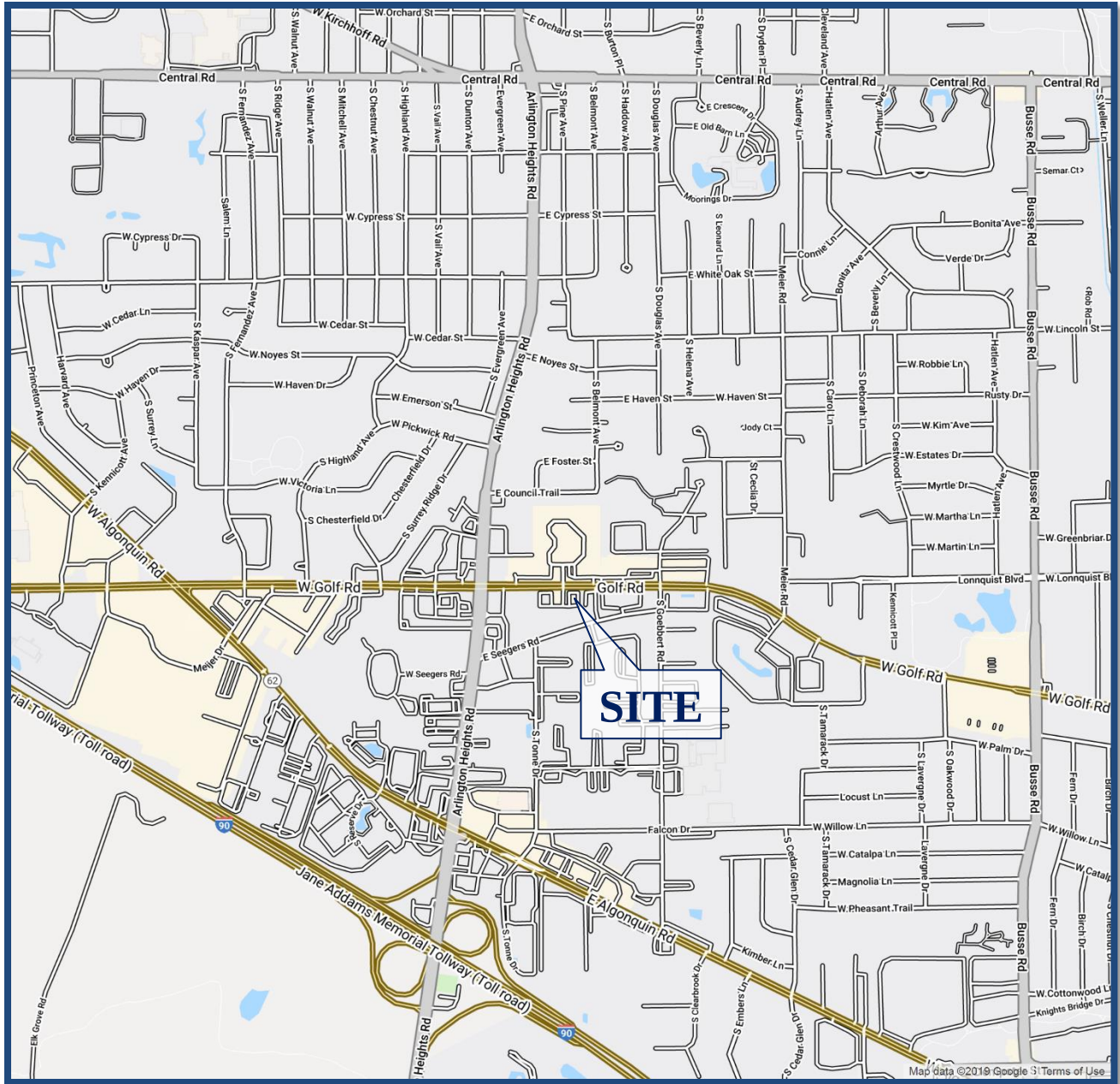
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed remodel will have on traffic conditions on site and in the area, determine if any roadway or access improvements are necessary, and identify the existing parking supply and its adequacy in accommodating 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

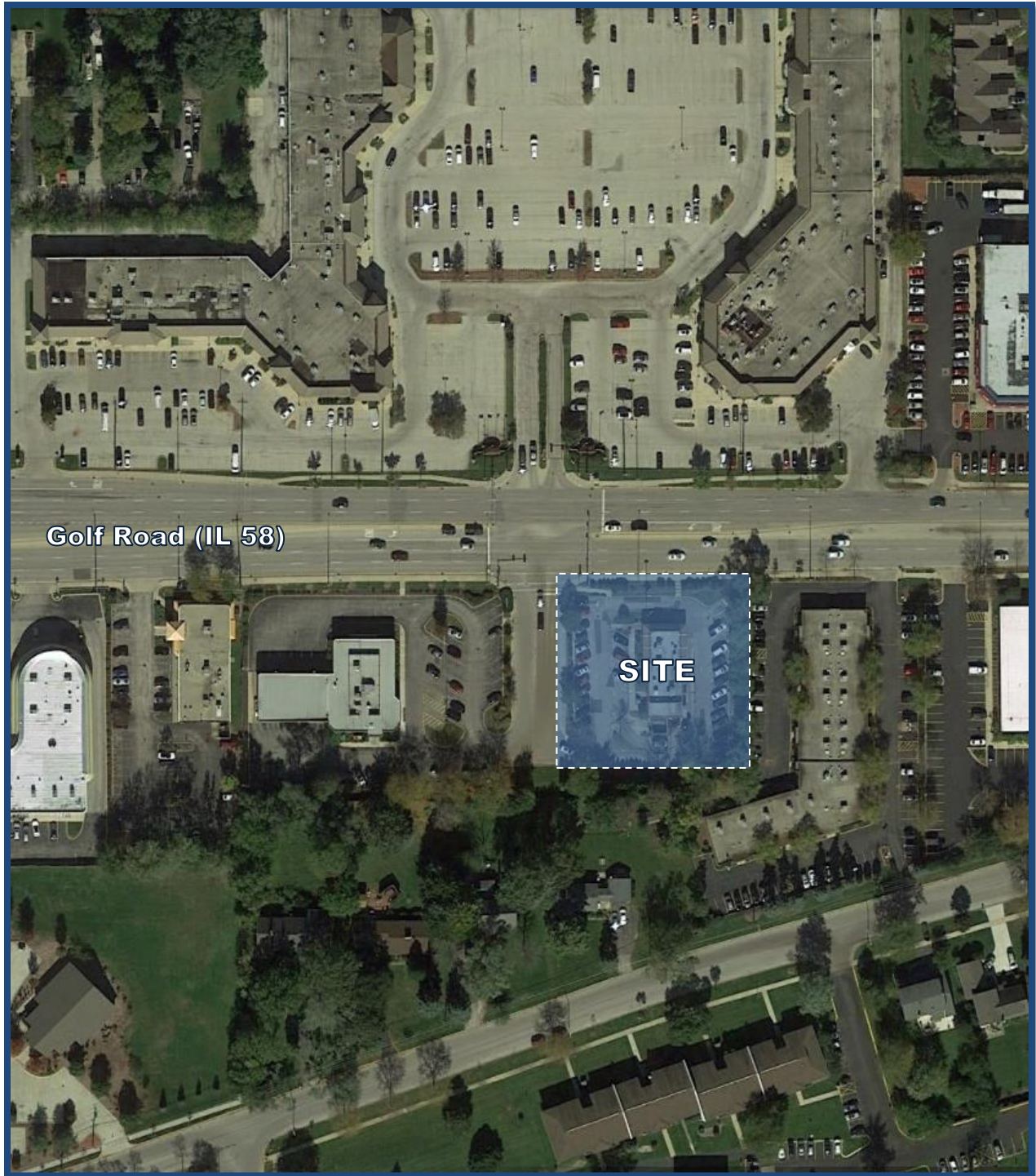
Traffic capacity analyses were conducted for the weekday morning, weekday midday, weekday evening, and Saturday midday peak hours for the following conditions:

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.

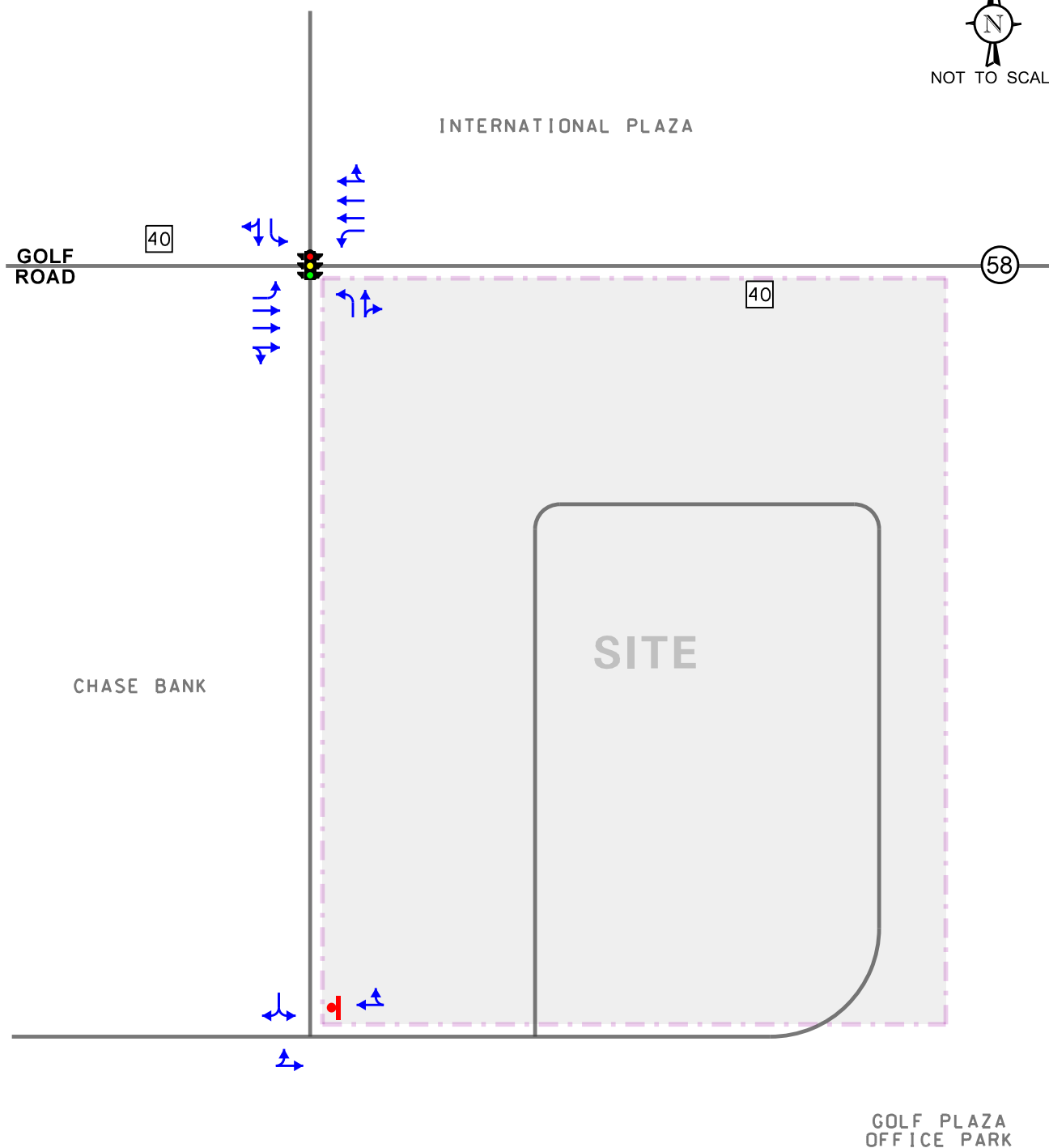
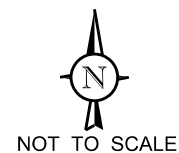
The Shared McDonald's/Chase Bank Access Road is a north-south driveway that provides one southbound lane and two northbound lanes. At its signalized intersection with Golf Road, the shared access road forms the south leg of the intersection and provides an exclusive left-turn lane and a combined through/right-turn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

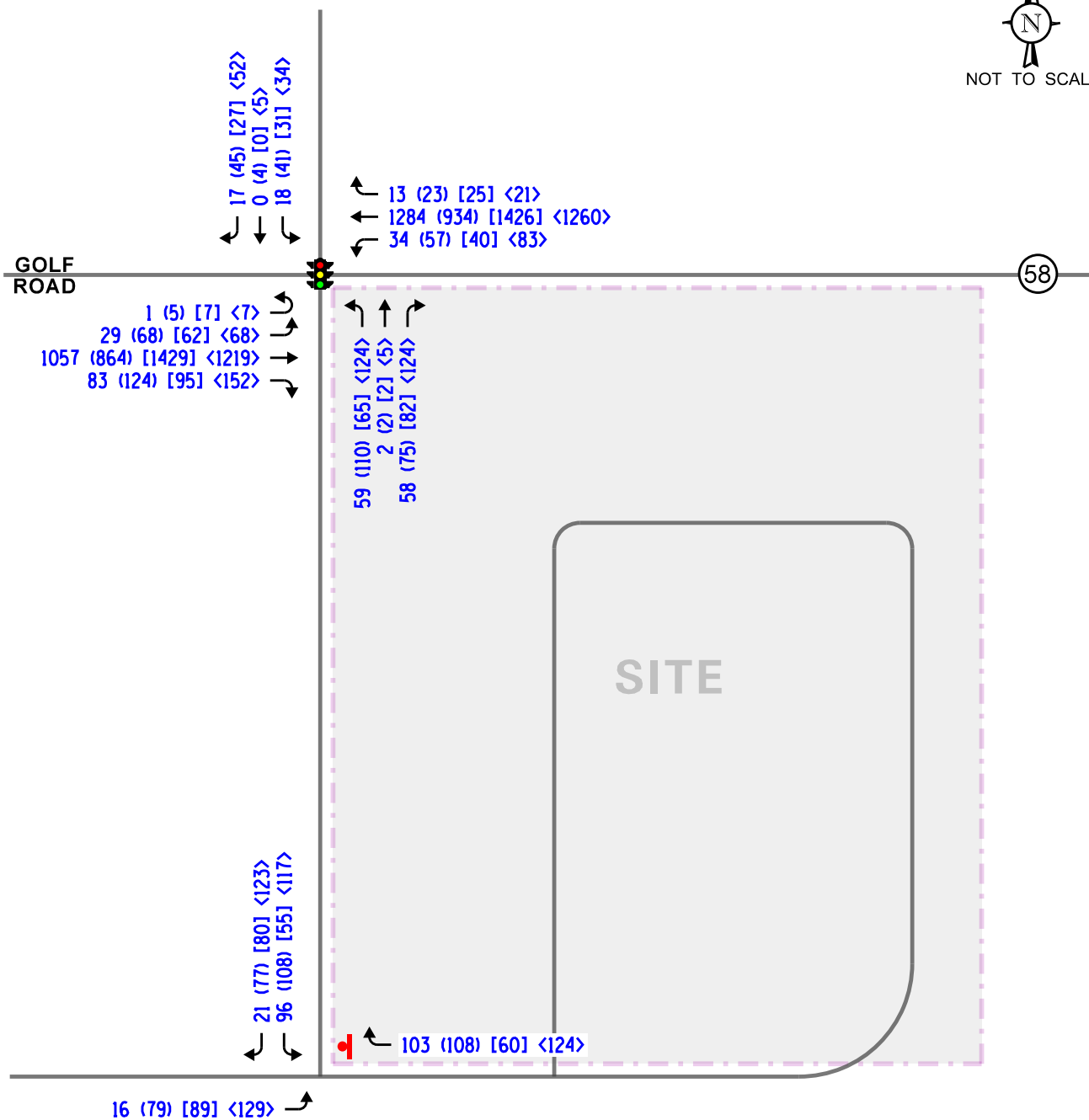


- LEGEND**
- TRAVEL LANE
 - TRAFFIC SIGNAL
 - STOP SIGN
 - SPEED LIMIT

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

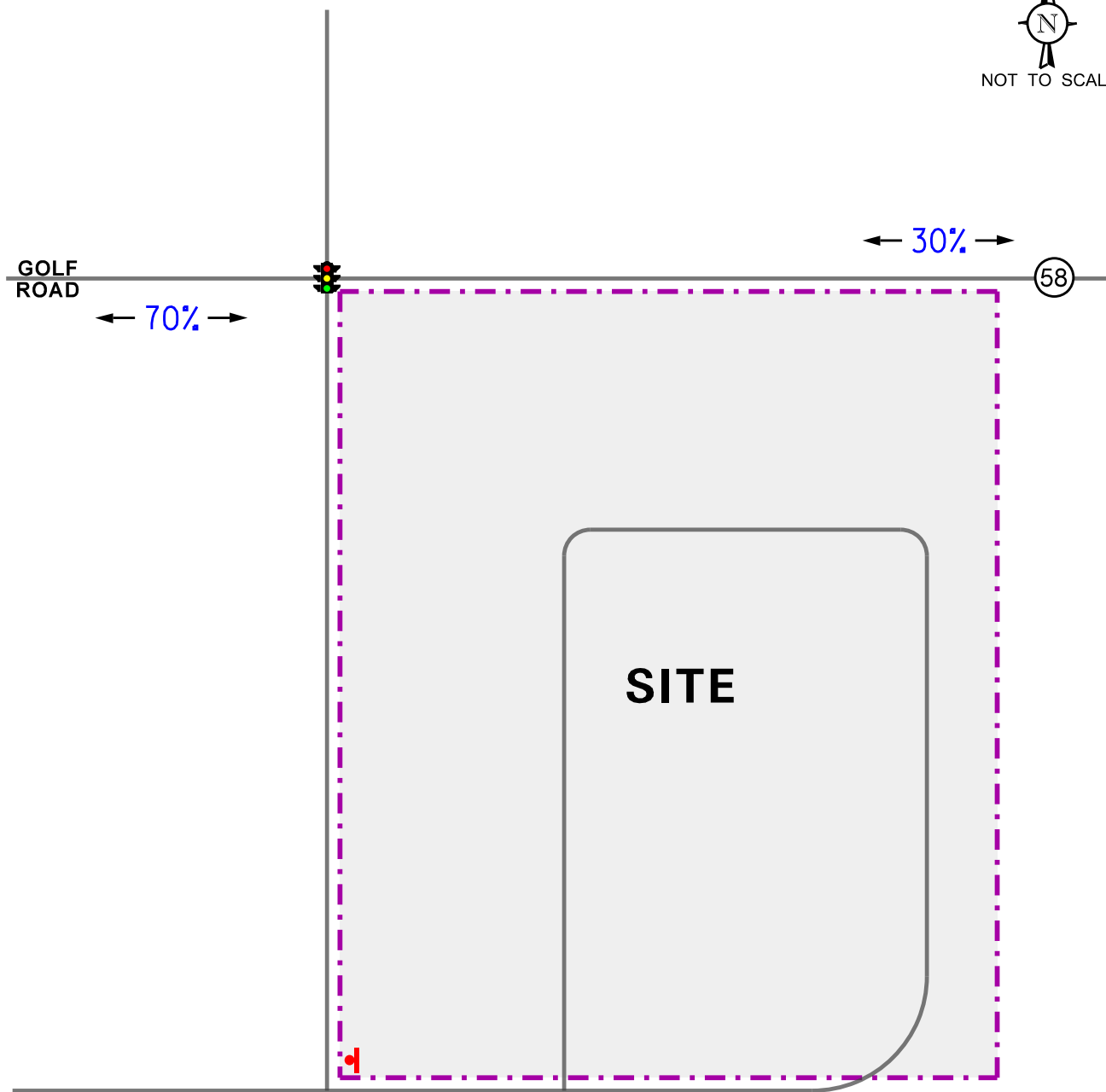
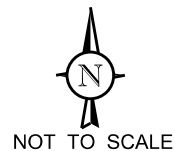
As proposed, the restaurant will be remodeled and the drive-through will be modified to provide dual drive-through lanes. The number of parking spaces will be reduced as a result from 37 spaces to 30 spaces. Access to the restaurant will continue to be provided via the existing access drive off the shared 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

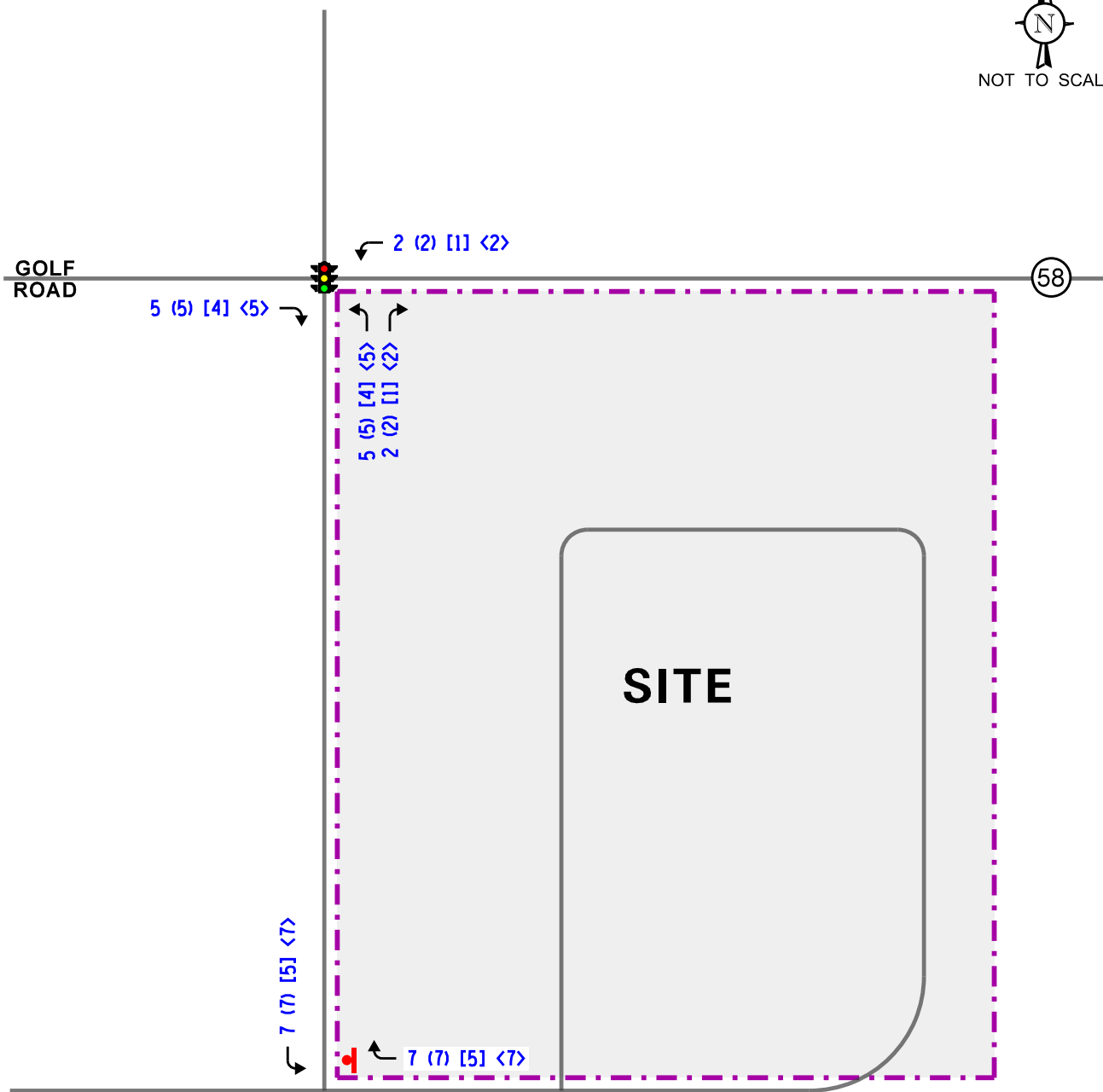
The estimated additional weekday morning, weekday midday, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed remodel were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment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



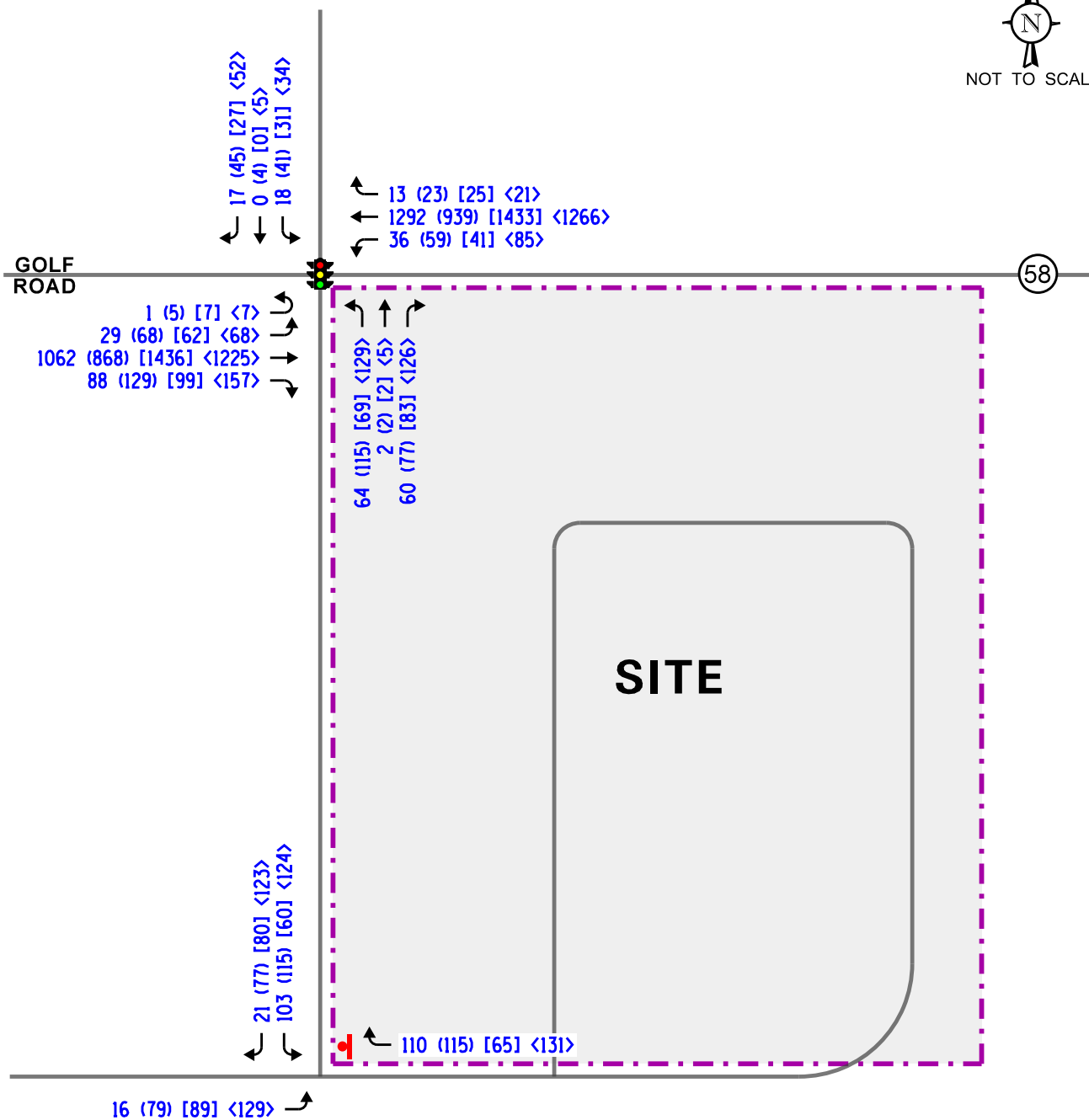
LEGEND

- 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

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 19-121 Figure: 8

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 MCDONALDŠ/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

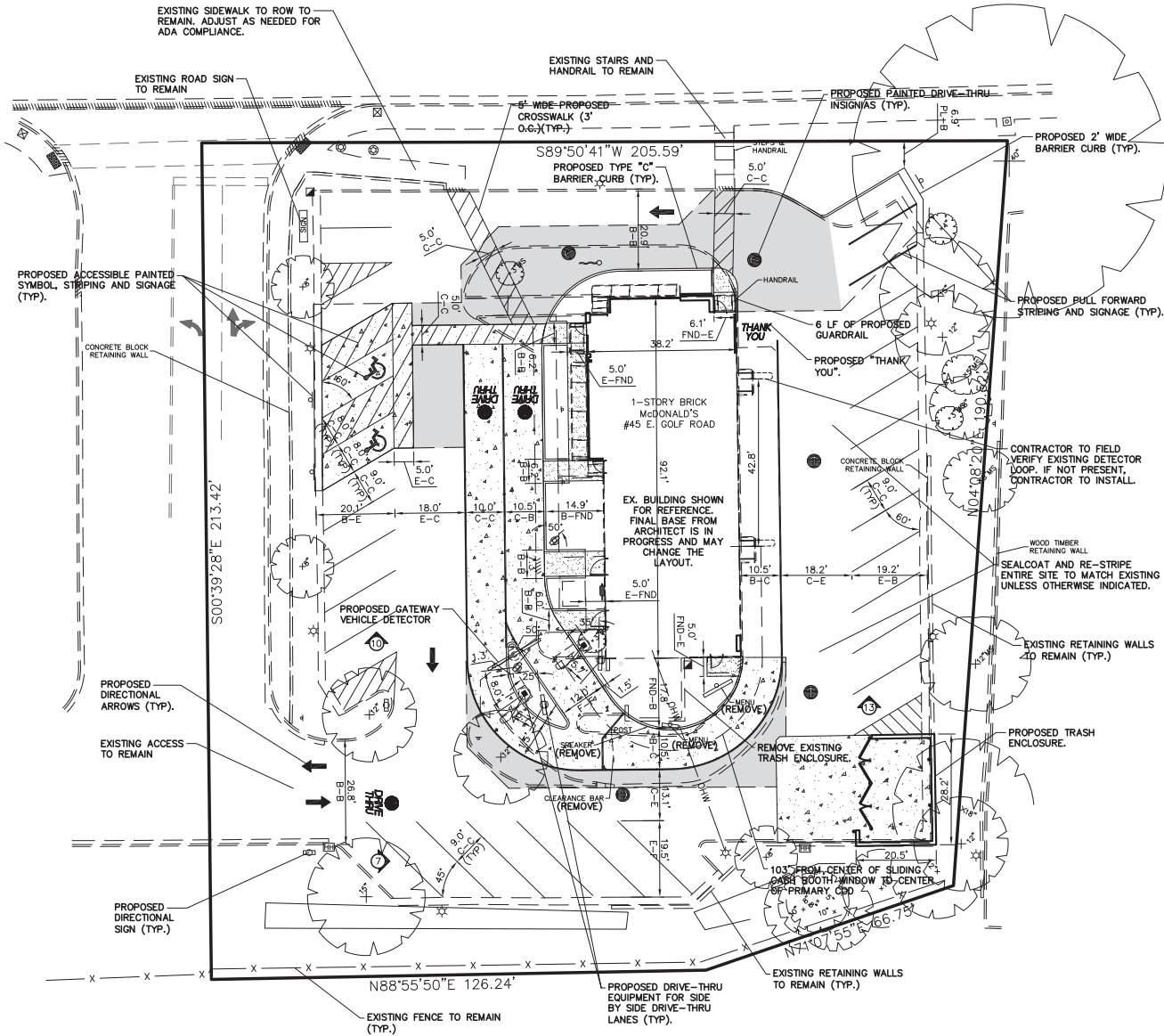
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Gold Road with Shared Access Drive
Site Code:
Start Date: 05/16/2019
Page No: 6

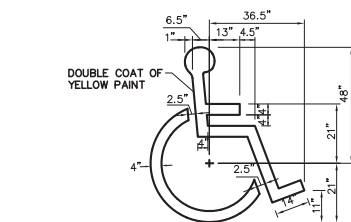
Turning Movement Peak Hour Data (11:45 AM)

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

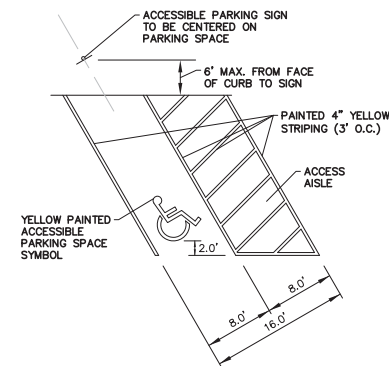


ACCESSIBLE PARKING SPACE BOLLARD SIGN DETAIL

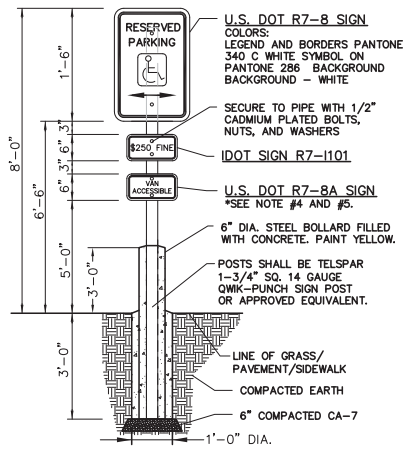


ACCESSIBLE PARKING SPACE SYMBOL

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



ACCESSIBLE PARKING SPACE DETAIL



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 R7-1101 AND USDOT R7-8A, LEGEND AND BORDERS--GREEN NON-REFLECTORIZED (PANTONE 340C) BACKGROUND--WHITE REFLECTORIZED

- 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.

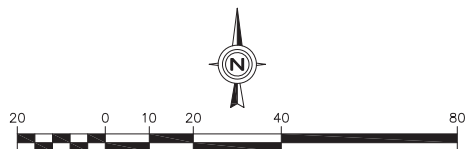
PAVEMENT LEGEND

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-9.5, 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-9.5, 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	GEOMETRIC PLAN
LC #12-1434	

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

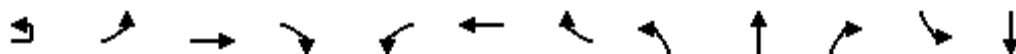
06/07/2019

												
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

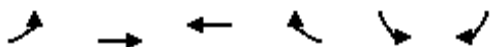
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road

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

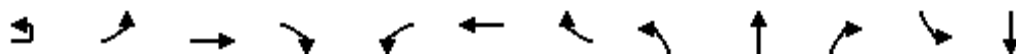
06/07/2019

												
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

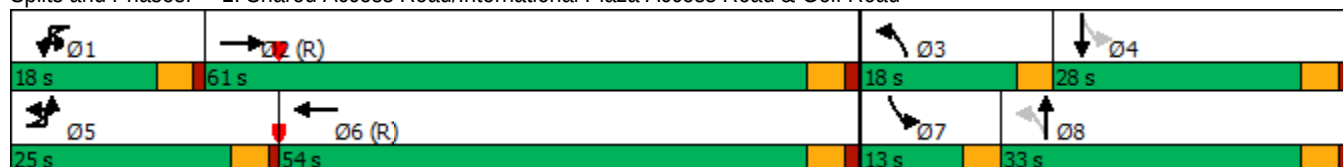
Intersection LOS: C

Intersection Capacity Utilization 47.6%

ICU Level of Service A

Analysis Period (min) 15

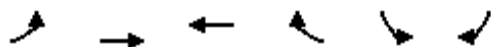
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



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

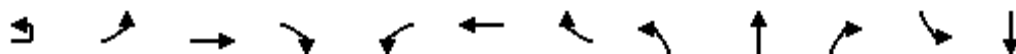
06/07/2019

												
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

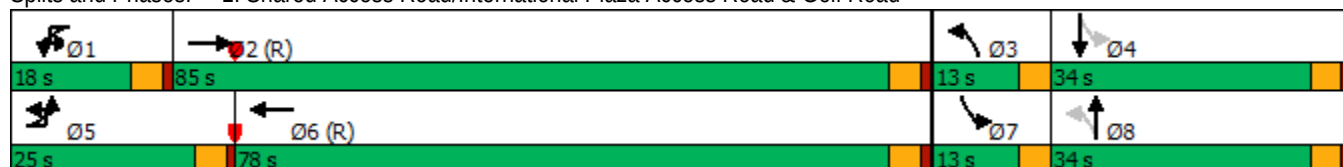
Intersection LOS: B

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

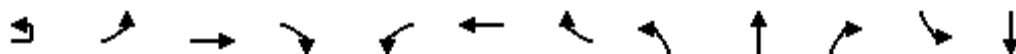
06/07/2019

												
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

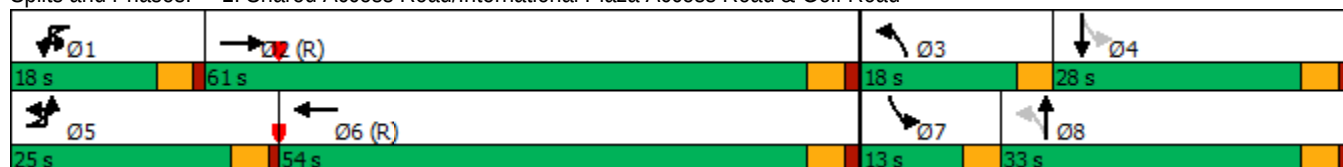
Intersection LOS: C

Intersection Capacity Utilization 60.6%

ICU Level of Service B

Analysis Period (min) 15

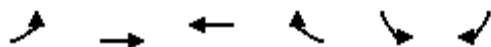
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



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

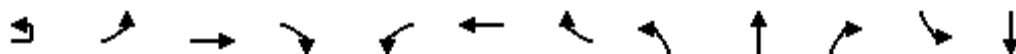
06/07/2019

												
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

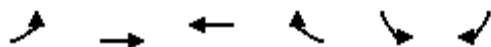
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road

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

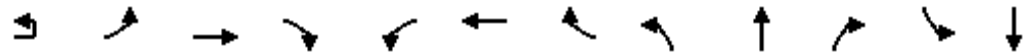
06/07/2019

												
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

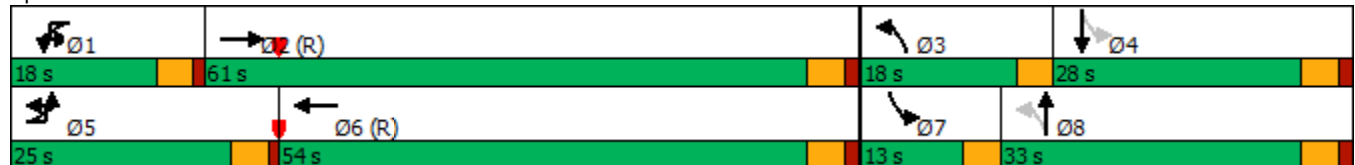
Intersection LOS: C

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

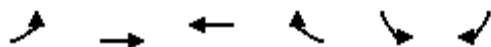
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



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

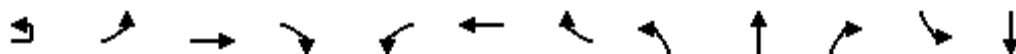
06/07/2019

												
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

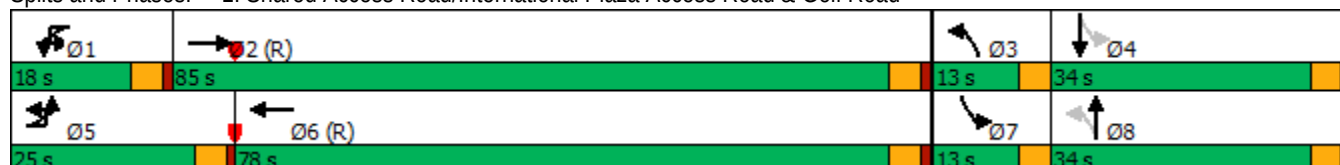
Intersection LOS: B

Intersection Capacity Utilization 55.9%

ICU Level of Service B

Analysis Period (min) 15

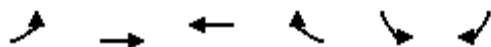
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



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

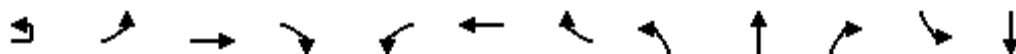
06/07/2019

												
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

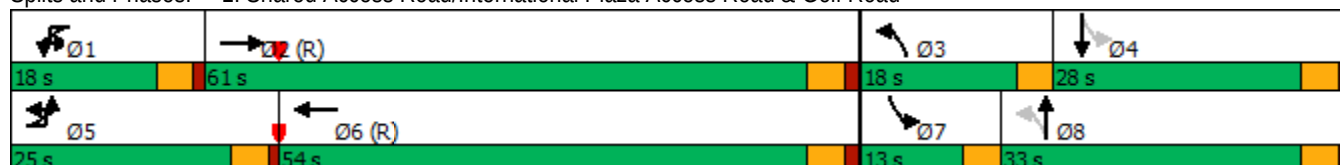
Intersection LOS: C

Intersection Capacity Utilization 61.2%

ICU Level of Service B

Analysis Period (min) 15

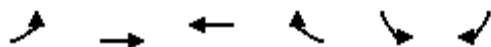
Splits and Phases: 1: Shared Access Road/International Plaza Access Road & Golf Road



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: 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.)

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

RECEIVED

JUL 29 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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
 X
 X
 X
 X
 X

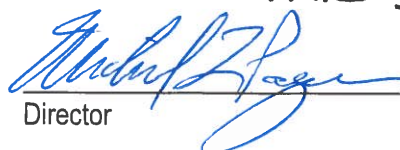
C2- D88 \$353 DUE FOR
 BUT N/A SINCE SANITARY
 THEY ALREADY

HAVE SANITARY

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: WATERMARK
 DATE OF PLANS: JUNE 13, 2019

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:

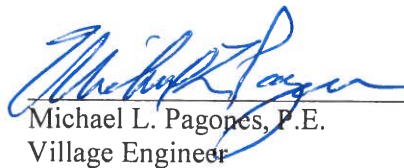
Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	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

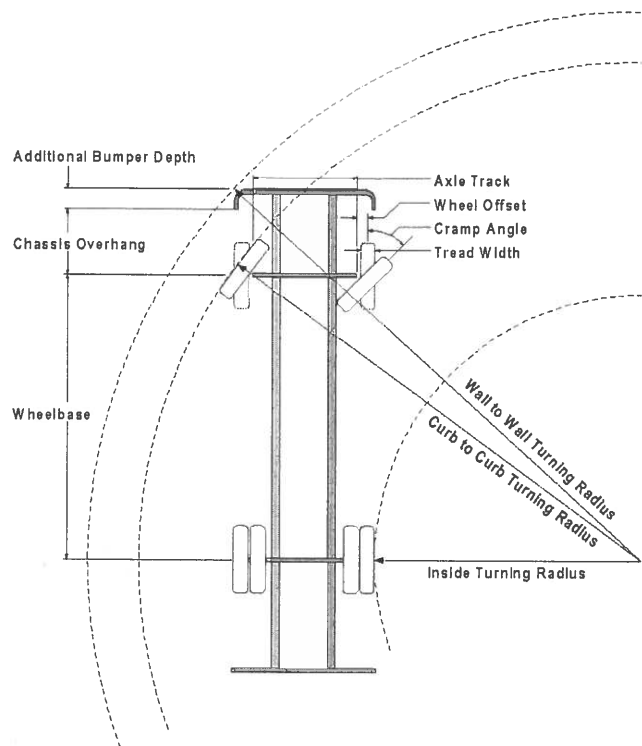
01/13/2019

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:

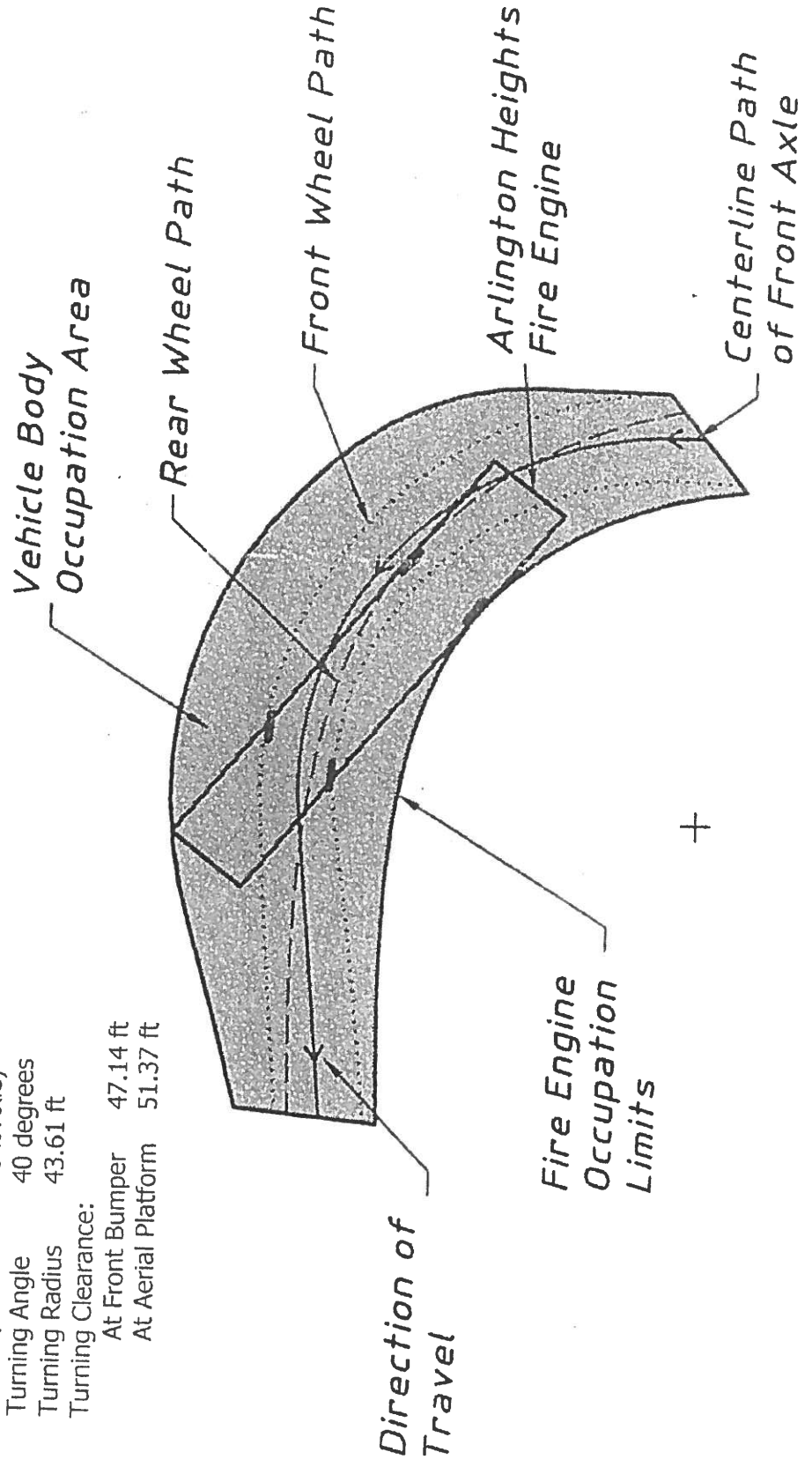
Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front 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. <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.)

- | | <u>YES</u> | <u>NO</u> | |
|----|---------------|---------------|---|
| 1. | <u>X</u> | <u> </u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | <u> </u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>TBD</u> | <u> </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u> </u> | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u> </u> | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | <u> </u> | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

SEE ATTACHED COMMENTS

SAM AUGER 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:

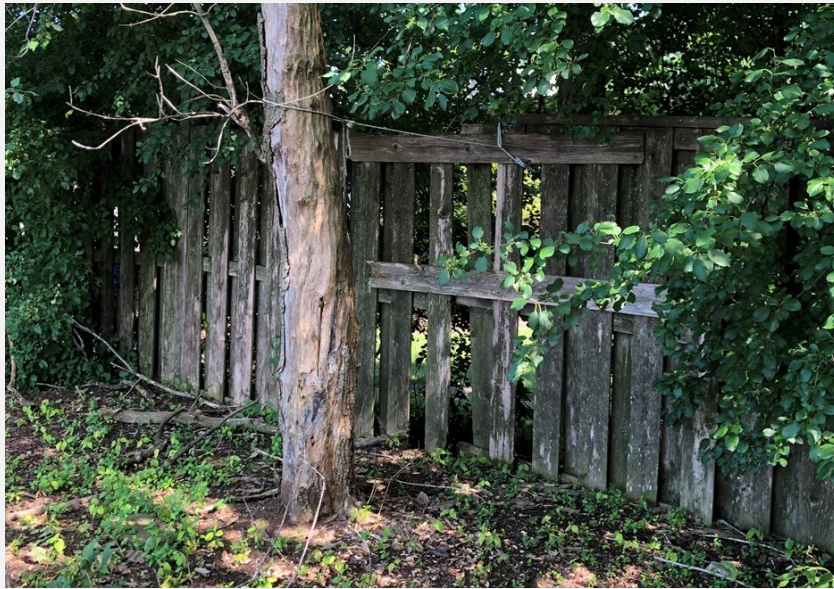
10. Please revise the floor plan (or create a separate exhibit) that has a dashed line around the seating area as defined in the 3/26/19 email from Sam Hubbard to Dan Olson. Please provide a square footage for this area on the plans. Additionally, can you confirm that the proposed seating area will be 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 7/17/19:

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

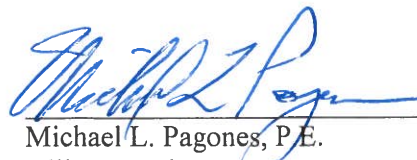
PLAN COMMISSION PC #19-010
McDonald's Redevelopment
45 E Golf Rd

**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 8/28/2019

Item: Northwest Crossings - 1501 W. Shure Dr. - PC#19-011

Department: Planning & Community Development

Requested Action:

1. Amendment to PUD Ordinances 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

Variations Required:

1. Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, A 8' tall chainlink fence enclosing a transformer, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.

2. Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.

3. Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence, 8' tall chainlink fence enclosing a transformer, and a 17.3' tall solid fence enclosing a mechanical unit, all in a rear yard.

4. Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.

5. Variation to Chapter 28, Section 6.13-2f, Materials and Type of Construction, to allow slatted chainlink fencing.

6. Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.

7. Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.

8. Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.

9. Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.

10. Variation to Chapter 28, Section 6.15-1.2b, New Landscape Requirements, to waive the requirement for shade trees in certain landscape islands on the subject property.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD ordinances 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan, as well as certain variations to Chapter 28 of the Municipal Code as outlined in Appendix I, and recommends approval of the application subject to the following conditions:

1. Build-out and occupancy of the 68,253 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.
2. Prior to building permit issuance, the petitioner shall work with the Village to revise areas within the parking lots where fire truck turning may be difficult, to the satisfaction of the Fire Department.
3. The petitioner shall add all missing shade trees to the landscape islands on the subject property, except for the island on the south of the building adjacent to the building entrance and the island on the north side of the building adjacent to the transformer.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Report
Public Notice	Exhibits
Aerial	Exhibits
CPRC Minutes 7/24/19	Minutes
Justification for Variations	Exhibits
Project Narrative	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plans	Exhibits
Fire Dept. Connection & Hydrant Exhibit	Exhibits
Fire Truck Turning Exhibit	Exhibits
Guard House Plans	Exhibits
Lighting Cut Sheets	Exhibits
Photometric Plan	Exhibits

Traffic Memo

Department Comments - Round 1

Department Comments - Round 1 -
Petitioner Response

Department Comments - Round 2

Department Comments - Round 2 -
Petitioner Response

Correspondence

Exhibits

Exhibits

Exhibits

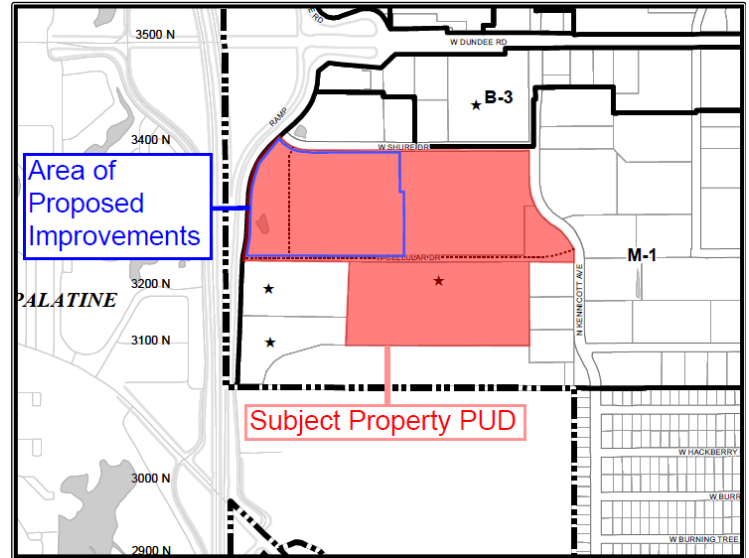
Exhibits



Address: 1455, 1421, and 1501 W. Shure Dr.
PIN: 03-07-100-015, -021, -023, and -024

Date Prepared: August 23, 2019

Comprehensive Plan: R&D, Mfg. and Warehousing



Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1: Research, Development and Light Manufacturing District, B-3: General Service, Wholesale, and Motor Vehicles District	7-story office building, single-story flex office/light industrial building	Offices Only, Commercial
South	M-1: Research, Development and Light Manufacturing District	Multi-tenant office complex, Cemetery	R&D, Mfg., Warehousing
East	M-1: Research, Development and Light Manufacturing District	Multi-tenant flex office/industrial buildings	R&D, Mfg., Warehousing
West	- Unincorporated Cook County and Village of Palatine -		

1. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

1. Multiple variations requested – See **Appendix I**.

Project Background:

The subject PUD contains approximately 64.25 acres and was originally approved in 1988. The PUD includes three buildings, two on the northern side of Cellular Drive (1501 W. Shure Drive and 1421 W. Shure Drive) and one on the southern side (1455 W. Shure Drive). The 1455 W. Shure Drive building contains approximately 214,000 square feet and up until about one year ago was the home to Nokia Siemens, however, the building is currently vacant. The building at 1421 W. Shure Drive contains approximately 209,271 square feet and is fully leased to two tenants (HSBC and Northrop Grumman). The building at 1501 W. Shure drive is currently vacant and contains approximately 195,300 square feet. **Appendix II** at the end of this report depicts the overall PUD and where each building is located within the PUD.

The original 1988 PUD has undergone several amendments over the years, most recently in 2015 to allow demolition of a portion of the 1501 W. Shure Drive building, resulting in the current total of 195,300 square feet. A confidential tenant has been identified to lease the entire building, however, in order for them to occupy the site, certain changes must be made to the parking area and site access to provide for enhanced security. In addition to these exterior changes, the interior the space will be built out to accommodate the needs of this tenant. Work on the site will proceed in two phases:

- **Phase I:** Build-out and occupancy of 127,047 square feet of space within the building to accommodate a backup network operations center and business resumption training suite. Reconfiguration of the parking area and driveway entrances to reduce the overall number of parking spaces from 802 spaces to 559 spaces. Installation of an 8-foot tall security fence around the entire perimeter of the site, gated entry points with guard houses, and two large generators. Improvements to the stormwater facilities on the site.
- **Phase II:** Build-out and occupancy of the remaining 68,253 square feet of space within the building and construction of an additional 342 parking spaces on the north side of the building for a total of 898 parking spaces (includes the removal of three spaces from the Phase I parking lot to accommodate access into the Phase II parking lot).

Zoning and Comprehensive Plan

The subject property is zoned M-1, Research, Development, and Light Manufacturing District and the proposed office use is a permitted use within the M-1 District. However, as the site was originally approved as a PUD, the proposed site modifications require an amendment to the previously granted PUD. Additionally, the petitioner is proposing an eight-foot tall security fence around the perimeter of the site, which fence requires certain variations since the maximum allowable fence height is six feet tall. The petitioner has also proposed screening around the generators, transformers, and AC units, which screening does not comply with the fence regulations. Finally, the proposed guard houses, driveway widths, and AC units also require certain variations as will be outlined below. In order to justify these variations, the petitioner has provided a written response to each of the four hardship criteria necessary for variation approval, which has been included in the packet provided to the Plan Commission. For reference, the criteria for variation approval has been summarized below:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The Comprehensive Plan classifies this property as appropriate for “R&D, Manufacturing and Warehousing” uses. As office uses are a permitted use within the M-1 District, the proposed use is compatible with the Comprehensive Plan.

Building and Site:

The most recent PUD amendment, which was approved in 2015, allowed demolition of the northern portion of the 1501 W. Shure Drive building. However, the exterior in this area was left partially unfinished. A condition of the 2015 approval required that within three years, a finished façade be installed along this portion of the building. A permit for this work has already been submitted (which also included a small vestibule on the western elevation of the building) and zoning approval of this permit has been granted. Other than the interior build-out work and the completion of the façade, there are no other changes proposed to the structure. The interior build-out will be required to comply with all applicable building codes.

Fence Variations:

The proposed eight-foot tall security fence, 17.3 foot tall screen walls to screen the generators, eight-foot tall fence to screen the AC units, and a six-foot tall fence to screen the gas meter all require variations from the fence regulations as outlined below.

- **Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8’ tall open fence with sharp points, a 17.3’ tall solid fence enclosing a mechanical unit, 8’ tall chainlink fence enclosing a transformer, and a 6’ tall solid fence enclosing certain gas meters, all in a front yard.**
- **Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8’ tall open fence in a side yard and a 8’ tall solid fence in a side yard.**
- **Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence, 8’ tall chainlink fence enclosing a transformer, and a 17.3’ tall solid fence enclosing a mechanical unit, all in a rear yard.**
- **Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.**
- **Variation to Chapter 28, Section 6.13-2f, Materials and Type of Construction, to allow slatted chainlink fencing.**

Staff concurs with the petitioner that the necessary criteria for variation approval has been met and notes that the perimeter security fence will be screened with landscaping and will be constructed as a picket style fence with a decorative black finish rather than a standard chainlink security fence with barbed wire at the top. Relative to the AC unit and mechanical unit screens, this fencing will be located away from the right-of-way and is not adjacent to any residential areas where its height would potentially be more intrusive. As this fencing will screen large mechanical units, the increase in height above the code allowed six-foot maximum is necessary to provide for complete screening of these units. Furthermore, these screen walls will be constructed of masonry material and painted to match the building. Finally, the petitioner is proposing eight-foot tall chainlink fencing as a screen around their transformers on the north and south sides of the building. Since slatted chainlink fences are prohibited unless they enclose a garbage dumpster, a variations is necessary. The proposed use of the slatted fence is limited and the locations are abutting the building and away from public right-of-ways. Staff is supportive of all fence variations.

AC Condenser Unit Variation:

The petitioner has proposed new AC units along the eastern side of the building, which units will be located within an enclosure area screened by an eight-foot tall CMU masonry wall painted to match the building.

Zoning regulations require that all AC units be setback a minimum of 10% of the total lot width from any side yard property line. Given that the width of the lot is quite large (974'), a 97.4' setback is required. Since the proposed units are located 8.5' from the eastern side yard lot line, the following variation is required:

- **Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.**

Staff is supportive of this variations for several reasons; 1) the subject property fronts on three streets and the proposed AC unit location is on the only side of the lot that does not front a street, 2) the proposed units are screened with a solid wall, and 3) the units do not directly abut another structure (they are adjacent to a parking area and over 100 feet away from the nearest building), and the closest building is a non-residential office building.

Accessory Structure Variation:

The zoning code places a restriction on the maximum number of accessory structures that can be placed on a lot, which is determined by the size of that lot. Based on these regulations, the subject property is restricted to a maximum of four accessory structures. As the petitioner is proposing the addition of three guard houses, and the property already has two existing accessory structures on the site (three-car detached garage and accessory storage building), a variation is required. Additionally, accessory structures are restricted to a rear yard only, and the proposed guard house along Shure Drive requires a variation as it is located in the front yard:

- **Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.**

Staff is supportive of this variation for several reasons; 1) the subject property is large enough to accommodate five accessory structures without becoming cluttered with accessory buildings, 2) the guard houses are small structures (32 square feet) and are the minimum size necessary to provide for security while also limiting visual impact, and 3) given the proposed use of the site, the guard houses facilitate necessary security of the property.

Driveway Width Variation:

Driveway entrances are restricted to a maximum width of 36 feet by the zoning code. The petitioner has proposed certain driveway entrances at approximately 77' in width and therefore the following variation is required:

- **Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.**

Staff is supportive of this variation since the increased width is necessary to accommodate for the security and guardhouse protocols by the tenant. The increased width allows the driveways to have one inbound lane of travel, one outbound lane of travel, and sufficient space for a vehicle to turn around via a secondary outbound lane of travel if said vehicle is denied entry at the guardhouse.

Finally, staff notes that Fire Department has identified certain potential pinch points within the proposed parking lot where the turning radius of a fire truck may have conflicts. Therefore, staff is recommending a conditions of approval that requires the petitioner to work with the Village to address concerns raised by the Fire Department relative to fire truck turning.

Landscaping:

Improvements to the site landscaping will be made in conjunction with the alterations to the parking lot and site access. The petitioner's landscape plans are code compliant with the exception to certain landscape islands that are missing the required shade tree. Specifically, islands missing shade trees are located on the south end along Cellular Drive, on the north side of the center island of the Phase II parking area, and at the south end of the parking row along the west side of the site. A condition of approval has been recommended below, which requires the petitioner to add shade trees to all parking lot landscape islands where they are missing.

Parking and Traffic:

Per Chapter 28, Section 6.12-1(2)a, the petitioner is required to provide a traffic and parking study by a certified traffic engineer that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. Relative to this requirement, the petitioner has requested the following variation:

- **A Variation from Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.**

The petitioner has provided a written response to each of the four hardship criteria to justify said variation and staff concurs with the petitioner that the necessary criteria for variation approval has been met. Staff is supportive of this variation for several reasons; 1) each phase of development will exceed the required number of parking spaces, 2) approximately 223,000 square feet of floor area has been demolished within the PUD over the last 5 years, and 3) a previous condition of approval requires that should parking within the PUD become a problem at any point in the future, the petitioner must develop a plan to address the problem upon the request of the Village.

Parking calculations for each phase of the development are summarized below:

Address	Phase	Use	Square Feet	Parking Ratio	Parking Required	Parking Provided
1501 W. Shure Drive	Phase I	Office	127,047	1 per 300 Sq. Ft.	423	559
	Phase II	Office	68,253	1 per 300 Sq. Ft.	228	342
TOTAL SQUARE FOOTAGE			195,300	PARKING TOTALS	651	898*
OVERALL SURPLUS / (DEFICIT)					247	

*Takes into consideration the removal of 3 spaces within the Phase I parking lot as necessary to provide access to the Phase II parking area

As shown in the table above, occupancy of the Phase II portion of the building without the concurrent construction of the Phase II parking would result in a parking deficit on the site. As a condition of approval, staff recommends that build-out and occupancy of the 68,253 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.

Compliance with bicycle parking regulations is only required in instances of new construction or when a change in use results in the requirement for additional off-street parking spaces. As neither of these scenarios has occurred, no bicycle parking spaces are required.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD ordinances 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan, as well as certain variations to Chapter 28 of the Municipal code as outlined in **Appendix I**, and recommends approval of the application subject to the following conditions:

1. Build-out and occupancy of the 68,253 square foot Phase II area must occur simultaneous to construction of the Phase II parking area.
2. Prior to building permit issuance, the petitioner shall work with the Village to revise areas within the parking lots where fire truck turning may be difficult, to the satisfaction of the Fire Department.
3. Shade trees shall be added to the islands located on the south end of the site along Cellular Drive, the north side of the the center island of the Phase II parking area, and at the south end of the parking row along the west side of the site.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____, August 23, 2019

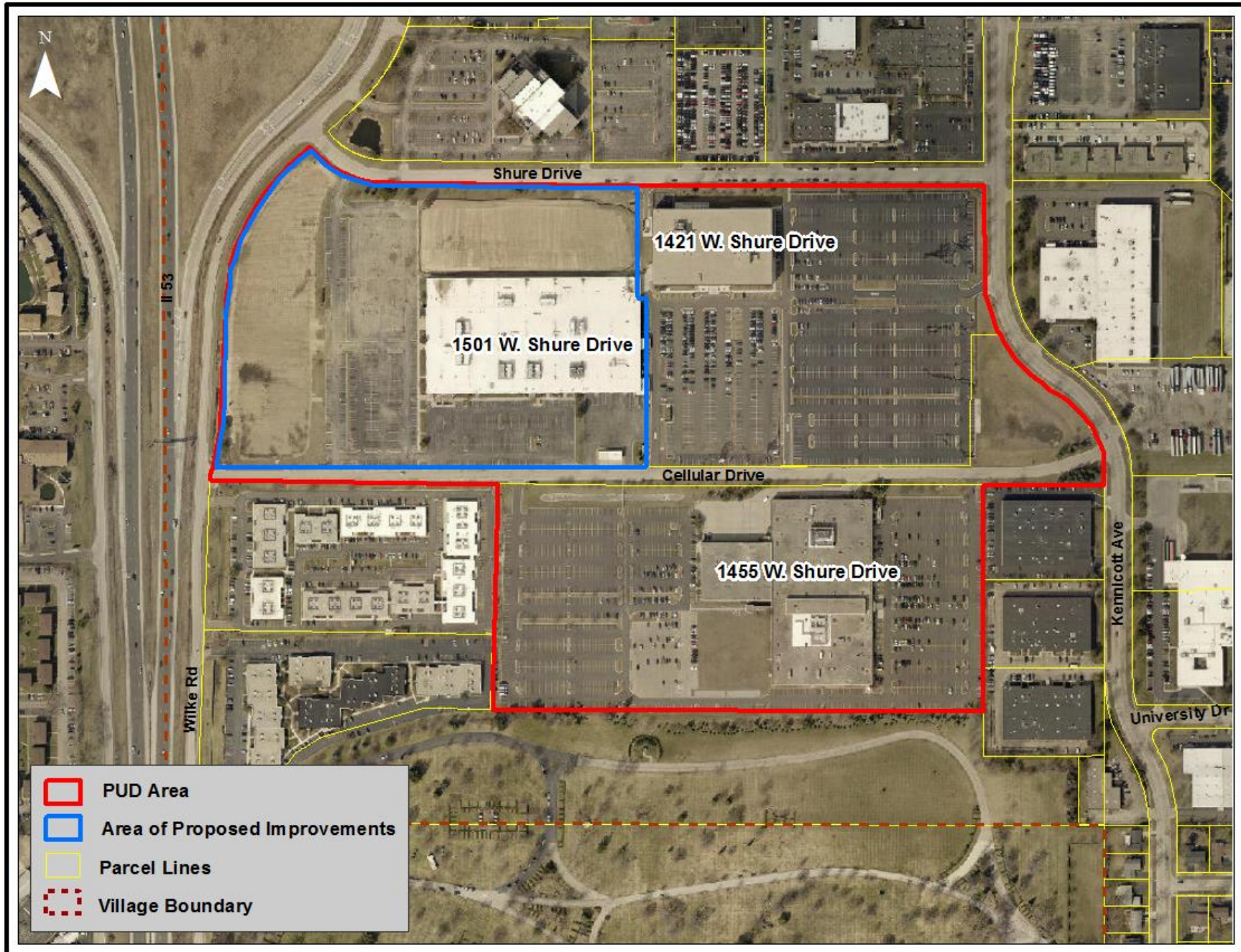
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix I – Requested Variations

1. Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, 8' tall chainlink fence enclosing a transformer, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
2. Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
3. Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence, 8' tall chainlink fence enclosing a transformer, and a 17.3' tall solid fence enclosing a mechanical unit, all in a rear yard.
4. Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
5. Variation to Chapter 28, Section 6.13-2f, Materials and Type of Construction, to allow slatted chainlink fencing.
6. Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
7. Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.
8. Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
9. Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.

Appendix II – PUD Map



NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON AUGUST 28, 2019, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 19-011, an amendment to Planned Unit Development Ordinances 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan on property located at 1421, 1455, and 1501 West Shure Drive in Arlington Heights, IL, and legally described as follows: LOT 1 AND 2 IN NORTHWEST CROSSINGS SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID SUBDIVISION RECORDED ON JANUARY 27, 2016 AS DOCUMENT NO. 1602722029, IN COOK COUNTY, ILLINOIS, AND;

THAT PART OF LOT 1 IN ARLINGTON INDUSTRIAL & RESEARCH CENTER - UNIT NUMBER 6, BEING A SUBDIVISION OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED ON AUGUST 22, 1972 AS DOCUMENT NUMBER 22024211, IN THE OFFICE OF RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS, SAID PARTS LYING SOUTH AND EAST OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 11 DEGREES 17 MINUTES 16 SECONDS EAST, 36.44 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 08 SECONDS EAST, 2145.54 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 09 SECONDS EAST, 372.77 FEET; THENCE NORTH 89 DEGREES 53 MINUTES 30 SECONDS EAST, 72.20 FEET TO THE EAST LINE OF LOT 1 AFORESAID, IN COOK COUNTY, ILLINOIS, AND;

THAT PART OF THE SOUTH 969.60 FEET OF THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SOUTH 969.60 FEET, 820.00 FEET EAST OF THE EAST LINE OF FRONTAGE ROAD, AT THE NORTHEAST CORNER OF ARLINGTON RIDGE WEST, RECORDED AS DOCUMENT NO. 25290181; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID ARLINGTON RIDGE WEST AND THE SOUTHERLY EXTENSION THEREOF, 437.61 FEET; THENCE EASTERLY PARALLEL WITH THE NORTH LINE OF SAID SOUTH 969.60 FEET; 1373.86 FEET TO A POINT ON THE WESTERLY LINE OF C/S SUBDIVISION, RECORDED AS DOCUMENT NO. 25851185; THENCE NORTHERLY ALONG THE WESTERLY LINE OF SAID C/S SUBDIVISION 637.23 FEET TO THE NORTH LINE OF SAID SOUTH 969.60 FEET OF THE NORTHWEST QUARTER; THENCE WESTERLY ALONG THE NORTH LINE OF SAID SOUTH 969.60 FEET, 1353.18 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
- Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
- Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
- Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
- Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
- Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 6' from a side property line where code requires a 97.4' setback.
- Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
- Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terry Ennes, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald August 13, 2019 (4530331)

RECEIVED

AUG 19 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, North Aurora, Bannockburn, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Crystal Lake, Deerfield, Deer Park, Des Plaines, Elburn, East Dundee, Elgin, South Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Franklin Park, Geneva, Gilberts, Glenview, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Highland Park, Highwood, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Bluff, Lake Forest, Lake in the Hills, Lake Villa, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Melrose Park, Montgomery, Morton Grove, Mt. Prospect, Mundelein, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Riverwoods, Rolling Meadows, Rosemont, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake Park, Schaumburg, Schiller Park, Sleepy Hollow, St. Charles, Streamwood, Sugar Grove, Third Lake, Tower Lakes, Vernon Hills, Volo, Wadsworth, Wauconda, Waukegan, West Dundee, Wheeling, Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 13-AUG-19 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY

Authorized Agent

Laurel Baltz

Control # 4530331

NOTIFICATION AFFIDAVIT

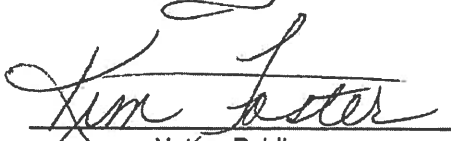
I, Steven C. Bauer hereby certify as follows:

1. That on the 13th day of August, 20 19, affiant caused to be mailed in the Post Office of mail receptacle of the office building located at 300 South Wacker Drive, Chicago, Illinois 60606, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held, all in accordance with the PINs identified by the Wheeling Township Assessor's Office and the Village of Arlington Heights. A copy of the mailed Notice is attached hereto as Exhibit A.
2. That the parties to whom said notice was mailed are set forth on the list attached hereto as Exhibit B.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights on August 13, 2019. Photographs of those signs as erected adjacent to each West Shure Drive, North Kennicott Avenue, West Cellular Drive and North Wilke Road are attached hereto as Exhibits C-1, C-2, C-3 and C-4.



Signature

Subscribed and Sworn to before me
this 16th day of August, 20 19.



Notary Public



RECEIVED

AUG 19 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

EXHIBIT A

August 12, 2019

NOTICE OF PUBLIC HEARING

Please be advised that the Plan Commission of the Village of Arlington Heights will conduct a public hearing at 7:30 p.m. on August 28, 2019 in the Board Room of the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider petition No. 19-011 filed by TNC Lot 1, LLC for an amendment to planned unit development Ordinances 88-60, 15-016 and 15-040 to allow certain modifications to the approved development plan for the property commonly known as 1501 West Shure Drive, Arlington Heights, Illinois, which property is owned by TNC Lot 1, LLC and legally described as follows:

LOT 1 IN NORTHWEST CROSSINGS SUBDIVISION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN 03-07-100-023-0000

As part of said request, the petitioner is requesting variations from the following provisions of Chapter 28 of the Village Municipal Code:

- Section 6.13-3a, Front Yard, to allow an 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
- Section 6.13-3b, Side and Rear Yards, to allow an 8' tall open fence in a side yard and an 8' tall solid fence in a side yard.
- Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
- Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
- Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
- Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 6' from a side property line in lieu of a 97.4' setback.
- Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property in lieu of four.
- Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.
- Any other variation as may be determined necessary by the Plan Commission.

This hearing for this petition is open to the public and comments from the public regarding the petition are invited.

For further information, please contact the petitioner's attorney Steven C. Bauer at (312) 461-4302.


Steven C. Bauer

Any individual who would like to attend this meeting and needs some accommodation to participate due to disability, should contact David Robb, Disability Services Coordinator at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005 (847) 368-5793 (Voice) or (847) 368-5794 (TDD) or drobb@vah.com.

EXHIBIT B

PIN	Owner Name	Mailing Address	City	State	Zip
02-12-206-040-0000	ILLINOIS DEPARTMENT OF TRANSPORTATION	201 CENTER COURT	SCHAUMBURG	IL	60196
02-12-206-041-1001	DAVID GUTIERREZ	1422 CAROL CT 1A	PALATINE	IL	60074
02-12-206-041-1002	MOHAMMED IHSAN QADIR	235 LAKE DR S	ALGONQUIN	IL	60102
02-12-206-041-1003	ANNA STOLARZ	4N981 OAK HILL DR	ST CHARLES	IL	60175
02-12-206-041-1004	WILLIAM OECHSLE TRUSTEE	1422 CAROL CT APT 2A	PALATINE	IL	60074
02-12-206-041-1005	JOSEPH PLOVICH	1422 CAROL CT	PALATINE	IL	60074
02-12-206-041-1006	SRINIVAS KAZA	849 HORATIO BLVD	BUFFALO GROVE	IL	60089
02-12-206-041-1007	FENG ZHANG	64 NEWTOWN DV	BUFFALO GROVE	IL	60089
02-12-206-041-1008	PATRICIA ROTONDI	1412 CAROL CT 8	PALATINE	IL	60074
02-12-206-041-1009	GS PROPERTY INVESTMENT	7825 KILDARE AVE	SKOKIE	IL	60076
02-12-206-041-1010	WILFREDO A BIRONDO	1412 S CAROL CT 2A	PALATINE	IL	60074
02-12-206-041-1011	GS PROPERTY INVEST GRO	7825 KILDARE AVE	SKOKIE	IL	60076
02-12-206-041-1012	S KUMAR & S SINGH	1412 CAROL CT #3A	PALATINE	IL	60074
02-12-206-041-1013	A J RICHARDS	1402 CAROL CT #B	PALATINE	IL	60074
02-12-206-041-1014	TED WILKINS	1402 CAROL CT 1A	PALATINE	IL	60074
02-12-206-041-1015	HELEN M SMITH	1402 CAROL	PALATINE	IL	60074
02-12-206-041-1016	CHAD K KUZNICKI	1402 CAROL COURT #2A	PALATINE	IL	60074
02-12-206-041-1017	IVAN NARTSEV	1402 CAROL CT APT 3B	PALATINE	IL	60074
02-12-206-041-1018	ULYANA KROTIV	1402 CAROL CT 3A	PALATINE	IL	60074
02-12-206-041-1019	VASYL PROKOPYSHYN	1424 CAROL CT 1B	PALATINE	IL	60074
02-12-206-041-1020	ROBERTO DIAZ	1424 CAROL CT #1A	PALATINE	IL	60074
02-12-206-041-1021	JOSEPH LELCHUK	1424 CAROL CT 2B	PALATINE	IL	60074
02-12-206-041-1022	SHUMIN CHEN	501 W 24TH PL #105	CHICAGO	IL	60616
02-12-206-041-1023	JESSE D SOTO	340 OLD MCHENRY RD	LONG GROVE	IL	60047
02-12-206-041-1024	NORTH SHORE HOLDINGS	6859 W BELMONT AVE	CHICAGO	IL	60634
02-12-206-041-1025	G HOXHA	1432 CAROL 1B	PALATINE	IL	60074
02-12-206-041-1026	SHERRY MANES	1432 CAROL CT 1A	PALATINE	IL	60074
02-12-206-041-1027	RICHARD PIETZAK	1432 CAROL CT 2B	PALATINE	IL	60074
02-12-206-041-1028	LINDA ROHSKOTHEN	1522 E PALMER LN #3A	PALATINE	IL	60074
02-12-206-041-1029	ANNA D MIKIEWICZ	1432 CAROL CT 3B	PALATINE	IL	60074
02-12-206-041-1030	MICHAEL MC WILLIAMS	1432 CAROL CT 3A	PALATINE	IL	60074
02-12-206-041-1031	SHAMSHAD FIDAI	771 W HILL RD	PALATINE	IL	60067
02-12-206-041-1032	KENNETH C POWERS	1442 CAROL CT #1A	PALATINE	IL	60074
02-12-206-041-1033	JANINA SOBOTKO	1442 CAROL CRT #2B	PALATINE	IL	60074
02-12-206-041-1034	SPHERIAN LLC	426 E BAY TREE CRT	VERNON HLS	IL	60061
02-12-206-041-1035	Y DZHURYL YUK U3B	1442 CAROL CT	PALATINE	IL	60074
02-12-206-041-1036	BRIAN KARBAEK	882 DOVINGTON CT	HOFFMAN EST	IL	60169
02-12-206-041-1037	KATERINA PAPAS	1452 CAROL CT 1B	PALATINE	IL	60074
02-12-206-041-1038	OLEH MARKEVYCH	12 STRATHMORE CT	BUFFALO GRV	IL	60089
02-12-206-041-1039	MILENA MIHNEVA118	3350 N CARRIAGEWAY DR	ARLINGTON HTS	IL	60004
02-12-206-041-1040	ASAD HYDER	1452 CAROL CT #2A	PALATINE	IL	60074
02-12-206-041-1041	BRJESH PATEL	1895 HOWARD AVE	DES PLAINES	IL	60018
02-12-206-041-1042	TAX PAYER OF	1452 CAROL CT	PALATINE	IL	60074

02-12-206-041-1043	DEVENDRA PATEL	470 GREENVIEW LN	WHEELING	IL	60090
02-12-206-041-1044	MOTA VENTURE GROUP LLC	500 DEVON DRIVE	BURR RIDGE	IL	60527
02-12-206-041-1045	MIR ABBAS MURTUZAALI	1462 CAROL COURT #2B	PALATINE	IL	60074
02-12-206-041-1046	PANKAJ & ROMINA CHOPRA	426 BAY TREE CIRCLE	VERNON HLS	IL	60061
02-12-206-041-1047	LUIS MOLINA	1462 CAROL CT 3B	PALATINE	IL	60074
02-12-206-041-1048	OLEG KULKIN	1462 CAROL CT 3A	PALATINE	IL	60074
02-12-206-041-1049	BRAULIO CRUZ	1472 CAROL CRT 1B	PALATINE	IL	60074
02-12-206-041-1050	MARION HUSKA AS TRUSTE	1472 CAROL CT APT 1A	PALATINE	IL	60074
02-12-206-041-1051	MARIA CASTANEDA	1472 CAROL CT #2B	PALATINE	IL	60074
02-12-206-041-1052	JACOB CALO	520 HORIZON WAY	MARTINSBURG	WV	25401
02-12-206-041-1053	SPHERIAN LLC	426 BAY TREE CIRCLE	VERNON HLS	IL	60061
02-12-206-041-1054	KRISTEN MILLER	1472 CAROL CT 3A	PALATINE	IL	60074
02-12-206-041-1055	JULIETTE LAWANDO	1454 CAROL CT APT 1B	PALATINE	IL	60074
02-12-206-041-1056	MUJTABA HYDER	1454 CAROL CT 1A	PALATINE	IL	60074
02-12-206-041-1057	US BANK TRUST NA ATRUS	3701 REGENT BLVD	IRVING	TX	75063
02-12-206-041-1058	PIOTR LEBIECKI	1454 CAROL CT #2A	PALATINE	IL	60074
02-12-206-041-1059	JOSE CARLOS SALINAS	1454 CAROL CT 3B	PALATINE	IL	60074
02-12-206-041-1060	BORIS&VICTORIA LELCHUK	1140 HILARY LN	HIGHLAND PK	IL	60035
02-12-206-041-1061	ZHUMA JANE XIE	1252 S FALCON DR	PALATINE	IL	60067
02-12-206-041-1062	DANIELA GEORGIEVA	104 HEATHER COURT	ROLLING MDWS	IL	60008
02-12-206-041-1063	NANCY FULLER	1444 CAROL CT	PALATINE	IL	60074
02-12-206-041-1064	DANUTA URANIN	1444 CAROL COURT 2A	PALATINE	IL	60074
02-12-206-041-1065	YURIY DZHURLYYUK	1444 CAROL CT APT 3B	PALATINE	IL	60074
02-12-206-041-1066	SHAOJING LIANG	255 N BUFFALO GRV 5983	BUFFALO GRV	IL	60089
02-12-206-041-1067	GUILD PROPERTIES LLC	609 SYCAMORE RD	BUFFALO GRV	IL	60089
02-12-206-041-1068	WAYNE HICKS	1434 CAROL CT	PALATINE	IL	60074
02-12-206-041-1069	BERNABE GANDARA	1434 CAROL CT #2B	PALATINE	IL	60074
02-12-206-041-1070	SABIN YOSSIFOV	1220 E CARDINAL LN	MT PROSPECT	IL	60056
02-12-206-041-1071	RIA R PATEL	1434 CAROL COURT #3B	PALATINE	IL	60074
02-12-206-041-1072	ARTURO RAMIREZ	1434 CAROL CT #3A	PALATINE	IL	60074
02-12-211-004-0000	MICHAEL F PODGORSKI	26675 W APPLE TREE LN	BARRINGTON	IL	60010
02-12-211-012-0000	XIAOSHA ZHANG	22 BUTTERFIELD RD	LEXINGTON	MA	2420
02-12-213-001-1001	BALBIR S SARAINA	206 S DEERPATH DR	VERNON HILLS	IL	60061
02-12-213-001-1002	SCOTT T KORECKY	200 BAYSIDE DR UNIT 2	PALATINE	IL	60074
02-12-213-001-1003	TODOR PAPAZOV	616 N PROSPECT MANOR	MT PROSPECT	IL	60056
02-12-213-001-1004	TRINUC LLC	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1005	AARPAT LLC	23696 N SANCTUARY CLUB	KILDEER	IL	60047
02-12-213-001-1006	TRINUC LLC	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1007	SYED J RIZVI	200B DUBOIS AVE	STATEN ISLND	NY	10310
02-12-213-001-1008	S JOHNSON & R LLOYD	1531 N HAVEN DR	PALATINE	IL	60074
02-12-213-001-1009	GALINA ALEXANDER	300 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1010	MADHU BHANOT	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1011	GUILD PROPERTIES LLC	609 SYCAMORE RD	BUFFALO GRV	IL	60089
02-12-213-001-1012	JADWIGA CHYLINSKA	651 NELSON LANE	DES PLAINES	IL	60016
02-12-213-001-1013	KEVIN PHAN	400 BAYSIDE DR APT1	PALATINE	IL	60074
02-12-213-001-1014	NITTIN M SHAH	23578 N VALLEY RD	LAKE ZURICH	IL	60047
02-12-213-001-1015	YORDAN HRISTEV	2226 S GOEBBERT #466	ARLNGTN HTS	IL	60005

02-12-213-001-1016	ZALES ENTERPRISES	1101 OLD BARN RD	BUFFALO GRVE	IL	60089
02-12-213-001-1017	EDWARD & B TOMKIEWICZ	10 W EMERSON	ARLNGTON HTS	IL	60005
02-12-213-001-1018	VIVEK BHANOT & MADHU B	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1019	RUPESH KUMAR KADIRI	352 COUNTRY CLUB DR	PROSPECT HTS	IL	60070
02-12-213-001-1020	DEOL LEGACY TRUST	15707 NE 134TH ST	REDMOND	WA	98052
02-12-213-001-1021	MEFAIL ABASI	5511 WINDGATE WAY	LK IN THE HL	IL	60156
02-12-213-001-1022	PETER KOTUR	7819 W WINNEMAC	NORRIDGE	IL	60706
02-12-213-001-1023	JOLANTA WYSOCKA	500 BAYSIDE DR UNIT 5	PALATINE	IL	60074
02-12-213-001-1024	STANLEY KOSIERB	500 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1025	HARMINDERPAL K GIRN	986 HONEYSUCKLE DR	WHEELING	IL	60090
02-12-213-001-1026	S SADASIVAN	479 E THORNHILL LN	PALATINE	IL	60074
02-12-213-001-1027	M & K THAKKAR	585 E THORNHILL LN	PALATINE	IL	60074
02-12-213-001-1028	KRYSTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1029	CURTIS SCHMIDT	103 ELM ST	PROSPECT HTS	IL	60070
02-12-213-001-1030	ROBERT COUNCIL	600 BAYSIDE DR UNIT 6	PALATINE	IL	60074
02-12-213-001-1031	VICTOR TURCAN	3411 N KENNICOTT AVE #B	ARLNGTON HTS	IL	60004
02-12-213-001-1032	WILLIAM POGUE	3740 COUNTRY CLUB AVE	GURNEE	IL	60031
02-12-213-001-1033	HARIBABU RAINI	700 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1034	MARIUSZ WERNIEWSKI	368 HONEY LOCUST DR	WHEELING	IL	60090
02-12-213-001-1035	JAGRUTI PATEL	980 HARMON BLVD	HOFFMAN ESTS	IL	60169
02-12-213-001-1036	PRASHANT SHAH	720 N HUNDLEY STREET	HOFFMAN EST	IL	60169
02-12-213-001-1037	RABIA MAJEED	800 BAYSIDE DR #1	PALATINE	IL	60074
02-12-213-001-1038	ROBERT UNGER	502 E BURNING TREE LN	ARLNGTON HTS	IL	60004
02-12-213-001-1039	SANGITA PATEL	2448 MANNHEIM RD	FRANKLIN PK	IL	60131
02-12-213-001-1040	CURTIS SCHMIDT	103 ELM ST	PROSPECT HTS	IL	60070
02-12-213-001-1041	KIRUTHIKA GOPAL	800 BAYSIDE DR #5	PALATINE	IL	60074
02-12-213-001-1042	MIGUEL BARAJAS	800 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1043	JACEK ROKOSZ	900 BAYSIDE DR#1	PALATINE	IL	60074
02-12-213-001-1044	RUBEN A TRUJILLO	900 BAYSIDE DR 2	PALATINE	IL	60074
02-12-213-001-1045	ALMAS GILL	900 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1046	RUSIAN DZEBOYEV	900 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1047	DARIUSZ STUSOWSKI	20 WALNUT ST	CARPENTERSV1	IL	60110
02-12-213-001-1048	ROBERTO & LETICIA TAGALA	2223 N ILLINOIS AVE	ARLNGTON HTS	IL	60004
02-12-213-001-1049	VIVEK BHANOT	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1050	GUILD PROP LLC	609 SYCAMORE RD	BUFFALO GRV	IL	60089
02-12-213-001-1051	AMIT CHAKRABORTY	1186 E MEADOW LAKE DR	PALATINE	IL	60074
02-12-213-001-1052	KRYSTOF SKAWINKI	1402 PORT O CALL #2W	PALATINE	IL	60074
02-12-213-001-1053	LETICIA TAGALA	2223 N ILLINOIS AV	ARLNGTON HTS	IL	60004
02-12-213-001-1054	LUCIA HURTADO	2100 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1055	KAIYAN LUO	1141 WARWICK CIRCLE NO	HOFFMAN EST	IL	60169
02-12-213-001-1056	MARCHELA MARKOVA	70 BOULDER DR	GILBERTS	IL	60136
02-12-213-001-1057	SANDRA MONTOYA	2200 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1058	REBECCA SCHMIDT	1433 E FLEMING DRIVE S	ARLNGTON HTS	IL	60004
02-12-213-001-1059	SUSAN MARKAJ	2200 BAYSIDE DR UNIT 5	PALATINE	IL	60074
02-12-213-001-1060	JOHN POSPARAJ	2200 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1061	SHIVHARD S GHUMAN	710 W BURR OAK DR	ARLNGTON HTS	IL	60004
02-12-213-001-1062	VINODKUMAR THAKKAR	2300 BAYSIDE DR #2	PALATINE	IL	60074

02-12-213-001-1063	KARINA PHILIPPI	23457 N SNUFF VALLEY	CARY	IL	60013
02-12-213-001-1064	WESLEY KOWALCZYK	6742 N DRAKE AVE	LINCOLNWOOD	IL	60712
02-12-213-001-1065	TRINUC LLC	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1066	GREGORY MIKOLAJCZYK	25793 N EAGLE DR	MUNDELEIN	IL	60060
02-12-213-001-1067	ALEXANDER YUFA	1094 CREEKSIDE CT 26	WHEELING	IL	60090
02-12-213-001-1068	PIOTR KACZMAROWSKI	6877 ELLIS AVENUE	LONG GROVE	IL	60047
02-12-213-001-1069	RAGINI PATEL	2400 BAYSIDE DR UNIT 3	PALATINE	IL	60074
02-12-213-001-1070	JULIA RATOVSKEY	650 MARSEILLES CT	BUFFALO GRV	IL	60089
02-12-213-001-1071	DILIPKUMAR B PATEL	3055 N MENARD AVE	CHICAGO	IL	60634
02-12-213-001-1072	AMI MEHTA & ALPESH SHAH	510 GREENVIEW	WHEELING	IL	60090
02-12-213-001-1073	AJIT C BAJANI UNIT C	6733 HAMPTONRDS PKY	SUFFOLK	VA	23435
02-12-213-001-1074	NARENDRA PATEL	1101 DEARBORN LN	VERNON HILLS	IL	60061
02-12-213-001-1075	SHANTU&SHALINI PATEL	2500 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1076	AMIT CHAKRABORTY	1186 E MEADOW LAKE DR	PALATINE	IL	60074
02-12-213-001-1077	SEYED M ADNANI	482 PLEASANT AV	HIGHLAND PK	IL	60035
02-12-213-001-1078	NIRMAL K GHUMAN	2500 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1079	JOSE DEJESUS GARCIA LO	2600 BAYSIDE DR UNIT 1	PALATINE	IL	60074
02-12-213-001-1080	TAXPAYER OF UNIT 2	2600 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1081	M & K THAKKAR	585 E THORNHILL LN	PALATINE	IL	60074
02-12-213-001-1082	ALEKSANDER JANKOVIC	2600 BAYSIDE DR UNIT 4	PALATINE	IL	60074
02-12-213-001-1083	JAMES KRAFT	2600 BAYSIDE DR UNIT 5	PALATINE	IL	60074
02-12-213-001-1084	P NARAYANAN	4270 FOREST GLEN DR	HOFFMAN ESTS	IL	60192
02-12-213-001-1085	VLADIMIR GOTSEV	567 SYCAMORE LN	WHEELING	IL	60090
02-12-213-001-1086	EDWARD TOMKIEWICZ	10 W EMERSON ST	ARLINGTON HTS	IL	60005
02-12-213-001-1087	PANKAJ BHANOT	2700 BAYSIDE DR UNIT 3	PALATINE	IL	60074
02-12-213-001-1088	LETICIA H TAGALA	2223 N ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1089	DANIEL NEJMAN	5722 BROSAM DR	PLAINFIELD	IL	60586
02-12-213-001-1090	GREG MIKOLAJCZYK	2700 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1091	AMIT PATEL	475 STRATFORD RD	DES PLAINES	IL	60016
02-12-213-001-1092	DILIP SHINDE	813 PHEASANT WALK DR	SCHAUMBURG	IL	60193
02-12-213-001-1093	NANDAGOPAL SANTHANAKRI	575 W HELEN ROAD	PALATINE	IL	60067
02-12-213-001-1094	ANNA MODLASIAK	3100 BAYSIDE DR UNIT 4	PALATINE	IL	60074
02-12-213-001-1095	SERGEY BORISOV	914 WEEPING WILLOW DR	WHEELING	IL	60090
02-12-213-001-1096	ARKADIUSZ LESOTA	3100 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1097	WALDEMAR SZPUNAR	1509 AMHERST DR	SCHAUMBURG	IL	60194
02-12-213-001-1098	DAVID DICRISTOFANO	1201 N LAKEVIEW DR	PALATINE	IL	60067
02-12-213-001-1099	ASHWIN PATEL	1215 DIANE LANE	ELK GRV VLG	IL	60007
02-12-213-001-1100	AVINASH J PATEL	3200 BAYSIDE DR UNIT 4	PALATINE	IL	60074
02-12-213-001-1101	LINA MCCARTHY	22960 N APPLE HILL LN	LINCOLNSHIRE	IL	60069
02-12-213-001-1102	ROBERTO & LETICIA TAGALA	2223 N ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1103	KAMALJIT SARAINA	206 S DEERPATH DR	VERNON HILLS	IL	60061
02-12-213-001-1104	TRINUC LLC	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1105	SANJAY M PATEL	3300 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1106	IZABELA SIKORSKI	3300 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1107	MARCHELA MARKOVA	70 BOULDER DR	GILBERTS	IL	60136
02-12-213-001-1108	JAYESH & PURNIMA PATEL	3300 BAYSIDE DRIVE #6	PALATINE	IL	60074
02-12-213-001-1109	BALBIR S SARAINA	206 S DEERPATH DR	VERNON HILLS	IL	60061

02-12-213-001-1110	ELLEN KYRIAKOPOUCOS	2011 E AVON	ARLINGTON HTS	IL	60004
02-12-213-001-1111	ZALES ENTERPRISES INC	1101 OLD BARN RD	BUFFALO GRV	IL	60089
02-12-213-001-1112	MALGORZATA GMITER	3350 BAYSIDE DR UNIT 4	PALATINE	IL	60074
02-12-213-001-1113	JAI PARVATI LLC	305 E MAIN ST	EAST DUNDEE	IL	60118
02-12-213-001-1114	SIMION DIORDIEV	3350 BAYSIDE DR UNIT 6	PALATINE	IL	60074
02-12-213-001-1115	MURALI CHAKRAVARTHY	1112 BRANDYWYN CT	BUFFALO GRV	IL	60089
02-12-213-001-1116	GUANGMING JENNES ZHANG	7983 HEDGEWOOD CIR	MASON	OH	45040
02-12-213-001-1117	FAHAD ANWAR	1778 DELAWARE TRL	WHEELING	IL	60090
02-12-213-001-1118	ROBERT JENSEN	16 UPPER POND ROAD	S BARRINGTON	IL	60010
02-12-213-001-1119	SOMA SANYAL4	1157 E PATTEN DR	PALATINE	IL	6007
02-12-213-001-1120	LK ARIZONA INV LLC	234 MAPLE HILL RD	GLENCOE	IL	60022
02-12-213-001-1121	AHMET ALEGOZ	22777 N FOXTRAIL DR	KILDEER	IL	60047
02-12-213-001-1122	MARCHELA MARKOVA	70 BOULDER DR	GILBERTS	IL	60136
02-12-213-001-1123	SYED ALI	3500 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1124	FREDDY LARIOS	3500 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1125	SHANNON MCDONOUGH	3500 BAYSIDE #5	PALATINE	IL	60074
02-12-213-001-1126	PETER MICHALSKI	418 MERRYDAKS	STREAMWOOD	IL	60107
02-12-213-001-1127	3600 BAYSIDE INC	3600 BAYSIDE DR UNIT 1	PALATINE	IL	60074
02-12-213-001-1128	VESELA DIMITROVA	3600 BAYSIDE DR #2	PALATINE	IL	60074
02-12-213-001-1129	D & L THAKKAR	10616 PICTORIAL PK DR	TAMPA	FL	33647
02-12-213-001-1130	SALVATORE INTILE	3600 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1131	JOZEF KULIKOWSKI	749 S SUMMIT ST.	BARRINGTON	IL	60010
02-12-213-001-1132	FAHAD ANWAR	1778 DELAWARE TRL	WHEELING	IL	60090
02-12-213-001-1133	ABRAHAM CHAVEZ PEREZ	3700 BAYSIDE DR U1	PALATINE	IL	60074
02-12-213-001-1134	ILYA KIREYEV	3700 BAYSIDE DR #2	PALATINE	IL	60074
02-12-213-001-1135	RAMU PRASHANTHA	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1136	MIROSLAW NOWICKI	3700 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1137	YIJIA P BAO	518 COURT TOURAINE	DEER PARK	IL	60010
02-12-213-001-1138	JESSE SOPKO	3700 BAYSIDE DR #6	PALATINE	IL	60074
02-12-213-001-1139	PATEL	3800 BAYSIDE DR #1	PALATINE	IL	60074
02-12-213-001-1140	JAI PARVATI LLC	305 E MAIN ST	EAST DUNDEE	IL	60118
02-12-213-001-1141	HALINA TRECIAK	3800 BAYSIDE DR #3	PALATINE	IL	60074
02-12-213-001-1142	ARUNKUMAR PATEL	3800 BAYSIDE 4	PALATINE	IL	60074
02-12-213-001-1143	AMISH RAMI	3800 BAYSIDE DR #5	PALATINE	IL	60074
02-12-213-001-1144	HERNANDEZ & GARCIA	3800 BAYSIDE DR 6	PALATINE	IL	60074
02-12-213-001-1145	ANDREW WILSON	3900 BAYSIDE DR UNIT 1	PALATINE	IL	60074
02-12-213-001-1146	JAI PARVATI LLC	305 E MAIN ST	EAST DUNDEE	IL	60118
02-12-213-001-1147	NORTHGATE LLC	815 MAPLE LANE	WHEELING	IL	60090
02-12-213-001-1148	AFTAB MAHMOOD	3900 BAYSIDE DR #4	PALATINE	IL	60074
02-12-213-001-1149	JAI PARVATI LLC	305 E MAIN ST	EAST DUNDEE	IL	60118
02-12-213-001-1150	PANHA MIEN	412 GLACIER DR	STREAMWOOD	IL	60107
02-12-213-001-1151	JAN PUDLO	1000 BAYSIDE DR #101	PALATINE	IL	60074
02-12-213-001-1152	SERHIY POPOVYCH & OLGA	1000 BAYSIDE DR #102	PALATINE	IL	60074
02-12-213-001-1153	J LARSEN & R LARSEN	1000 BAYSIDE DR 103	PALATINE	IL	60074
02-12-213-001-1154	MATHEUSZ DUBIEL	1000 BAYSIDE DR #104	PALATINE	IL	60074
02-12-213-001-1155	MAYA DWARAKANATH	575 W HELEN ROAD	PALATINE	IL	60067
02-12-213-001-1156	YANAMADULA	600 ACADEMY CT	SCHAUMBURG	IL	60194

02-12-213-001-1157	SHIRLEY GOLDBERG	PO BOX 371	PALATINE	IL	60067
02-12-213-001-1158	MUHAMMAD IMRAN RAFI	5 WALNUT GROVE CT	LK IN THE HL	IL	60156
02-12-213-001-1159	TING WU	4784 MENDOCINO TER	FREMONT	CA	94555
02-12-213-001-1160	PATRICIA TESLA	1000 BAYSIDE DR #110	PALATINE	IL	60074
02-12-213-001-1161	RONALD JASNIOWSKI	1000 BAYSIDE DR #111	PALATINE	IL	60074
02-12-213-001-1162	MUHAMMAD IMRAN	1000 BAYSIDE DR #112	PALATINE	IL	60074
02-12-213-001-1163	ANDREW KUPFERBERG	1116 WADE	HIGHLAND PK	IL	60035
02-12-213-001-1164	LINA MCCARTHY	22960 N APPLE HILL LN	LINCOLNSHIRE	IL	60069
02-12-213-001-1165	ZOZISLAWA KOLOS	1000 BAYSIDE DR #201	PALATINE	IL	60074
02-12-213-001-1166	PETER MICHALSKI	332 NORTH PROSPECT ST	WHEATON	IL	60187
02-12-213-001-1167	TRINUC LLC	33 W HIGGINS RD 720	S BARRINGTON	IL	60010
02-12-213-001-1168	ROBERTO TAGALA	2223 N ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1169	OLUSANYA SOYANNWO	1000 BAYSIDE DR #205	PALATINE	IL	60074
02-12-213-001-1170	KRZYSZTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1171	VALBONA ZUTEJA	105 N BIERMANN AV	VILLA PARK	IL	60181
02-12-213-001-1172	LAKSHMI NESE	2630 CHELSEY ST	BUFFALO GRV	IL	60089
02-12-213-001-1173	HENRYK CICH	352 GLEN LEVEN CT	SCHAUMBURG	IL	60194
02-12-213-001-1174	NORTH SHORE HOLDING	6859 W BELMONT AVE	CHICAGO	IL	60634
02-12-213-001-1175	KRZYSZTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1176	EDWARD TOMKIEWICZ	10 W EMERSON ST	ARLINGTON HTS	IL	60005
02-12-213-001-1177	TAXPAYER OF	1000 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1178	ZLATKO NIKOLOV	70 BOULDER DR	GILBERTS	IL	60136
02-12-213-001-1179	ROBERTO TAGALA	2223 N ILLINOIS AVE	ARLINGTON HT	IL	60004
02-12-213-001-1180	ROBERTO&LETICIA TAGALA	2223 N ILLINOIS	ARLINGTON HTS	IL	60004
02-12-213-001-1181	P&T PROPERTIES LLC	PO BOX 483	LINCOLNSHIRE	IL	60069
02-12-213-001-1182	RENJIE CHANG & LIN TAO	1265 N WELLINGTON DR	PALATINE	IL	60067
02-12-213-001-1183	BORIS LELCHUK	1000 BAYSIDE DR #305	PALATINE	IL	60074
02-12-213-001-1184	RAMONA PADUREAN	1000 BAYSIDE DR #306	PALATINE	IL	60074
02-12-213-001-1185	P&T PROPERTIES LLC	PO BOX 483	LINCOLNSHIRE	IL	60069
02-12-213-001-1186	LAKSHMI NESE	2630 CHELSEY ST	BUFFALO GRV	IL	60089
02-12-213-001-1187	EDWARD TOMKIEWICZ BRID	10 W EMERSON ST	ARLINGTON HTS	IL	60005
02-12-213-001-1188	NITUL THAKKAR	1000 BAYSIDE DR #310	PALATINE	IL	60074
02-12-213-001-1189	ZHIKANG YOUU	2680 MISTY WOODS RD	BUFFALO GRV	IL	60089
02-12-213-001-1190	PIOTR KACZMAROWSKI	6877 ELLISON	LONG GROVE	IL	60074
02-12-213-001-1191	OLEG REGIER	2551 COBBLEWOOD DR	NORTHBROOK	IL	60062
02-12-213-001-1192	EDWARD TOMKIEWICZ	10 WEST EMERSON ST	ARLINGTON HTS	IL	60005
02-12-213-001-1193	IDEAL REVOCABLE TRUST	2000 BAYSIDE DR #101	PALATINE	IL	60074
02-12-213-001-1194	ASHWINBHAI N PATEL	2000 BAYSIDE DR #102	PALATINE	IL	60074
02-12-213-001-1195	CORINA MOGA	2000 BAYSIDE DR #103	PALATINE	IL	60074
02-12-213-001-1196	KRZYSZTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1197	MUKUND G THAKKAR	585 E THORNHILL LN	PALATINE	IL	60074
02-12-213-001-1198	SHERWIN YELLEN	8951 N KENTON	SKOKIE	IL	60076
02-12-213-001-1199	JASMEEN NASEEM	200B DUBOIS AVE	STATEN ISLD	NY	10310
02-12-213-001-1200	U CALL IT SERVICES	100 W NORTHWEST HWY	PALATINE	IL	60067
02-12-213-001-1201	LISA M MARTINSON	2000 BAYSIDE DR 109	PALATINE	IL	60074
02-12-213-001-1202	RAMU PRASHANTHA	33 W HIGGINS RD #720	S BARRINGTON	IL	60010
02-12-213-001-1203	G & K KORKOFIGAS	2 SHORESIDE DR	S BARRINGTON	IL	60010

02-12-213-001-1204	BCH PROPERTIES LLC	PO BOX 483	LINCOLNSHIRE	IL	60069
02-12-213-001-1205	P&T PROPERTIES LLC	PO BOX 483	LINCOLNSHIRE	IL	60069
02-12-213-001-1206	YANAMADULA	600 ACADEMY CT	SCHAUMBURG	IL	60194
02-12-213-001-1207	EVELINA KIOSSEVA	2000 BAYSIDE DR #201	PALATINE	IL	60074
02-12-213-001-1208	DANIEL SAMAAH	129 RUSHMORE DR	BARTLETT	IL	60103
02-12-213-001-1209	PETR SENCHENKOV	6833 N KEDZIE AVE 1206	CHICAGO	IL	60645
02-12-213-001-1210	MARKETA VRANA	3295 MIDDLESAX DR	LONG GROVE	IL	60047
02-12-213-001-1211	EDGAR HUERTA	2000 BAYSIDE DR 205	PALATINE	IL	60074
02-12-213-001-1212	SKL US INVESTMENTS INC	575 NORTHVIEW LANE	HOFFMAN EST	IL	60169
02-12-213-001-1213	PIOTR KACZMAROWSKI	6877 ELLIS AVE	LONG GROVE	IL	60047
02-12-213-001-1214	KRYSTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1215	LEONID BASS	36 REDWOOD TRAIL	WHEELING	IL	60090
02-12-213-001-1216	KOLYU & IVANKA YONKOV	2000 BAYSIDE DRIVE 210	PALATINE	IL	60074
02-12-213-001-1217	PETR SENCHENKOV	6833 N KEDZIE AVE 1206	CHICAGO	IL	60645
02-12-213-001-1218	M JALASUTRAM	47 CHESTNUT TERR	BUFFALO GRV	IL	60089
02-12-213-001-1219	JOSEPH LEVY	2562 BRIAN DR	NORTHBROOK	IL	60062
02-12-213-001-1220	DAMIAN ROWENSKI	2000 BAYSIDE DR #214	PALATINE	IL	60074
02-12-213-001-1221	JAYA SURYA YANAMADULA	600 ACADEMY CT	SCHAUMBURG	IL	60194
02-12-213-001-1222	MARIA MIOTK	2000 BAYSIDE DR #302	PALATINE	IL	60074
02-12-213-001-1223	STEVE Y JANG	2000 BAYSIDE DR #303	PALATINE	IL	60074
02-12-213-001-1224	SYED PASHA	350 KNOX PARK RD	LAKE ZURICH	IL	60047
02-12-213-001-1225	ANDRZEJ KARLUK	2000 BAYSIDE DR #305	PALATINE	IL	60074
02-12-213-001-1226	GALINA ALEXANDER	300 BAYSIDE DR 3	PALATINE	IL	60074
02-12-213-001-1227	P KOTUR	7819 W WINNEMAC	NORRIDGE	IL	60706
02-12-213-001-1228	JAMES JUNG	2000 BAYSIDE DR U308	PALATINE	IL	60074
02-12-213-001-1229	ABCO MANAGEMENT LLC	865 HORATIO BLVD	BUFFALO GRV	IL	60089
02-12-213-001-1230	PETER MICHALSKI	332 NORTH PROSPECT ST	WHEATON	IL	60187
02-12-213-001-1231	MARCIN PEDRYC	2000 N BAYSIDE #311	PALATINE	IL	60074
02-12-213-001-1232	ROBERT SZYMANEK	2000 BAYSIDE DR #312	PALATINE	IL	60074
02-12-213-001-1233	MICHAEL E MARIGLIANO	2000 BAYSIDE DR #313	PALATINE	IL	60074
02-12-213-001-1234	ROBERTO T TAGALA	2223 ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1235	MAX GORENYUK	1773 BRUSH HILL LN	GLENVIEW	IL	60025
02-12-213-001-1236	YUAN WANG	1043 S PLUM TREE LN	PALATINE	IL	60067
02-12-213-001-1237	TWONA GOLA	111 KRISTIN CIR #7	SCHAUMBURG	IL	60195
02-12-213-001-1238	MARCOS FERNANDEZ & YAZ	3000 BAYSIDE DR #104	PALATINE	IL	60074
02-12-213-001-1239	JACQUELINE RAMOS	3000 BAYSIDE DR #105	PALATINE	IL	60074
02-12-213-001-1240	SUSAN FREDERICK	3000 BAYSIDE DR #106	PALATINE	IL	60074
02-12-213-001-1241	E & B TOMKIEWICZ	10 W EMERSON	ARLINGTON HTS	IL	60005
02-12-213-001-1242	PIOTR KACZMAROWSKI	3000 BAYSIDE DR #108	PALATINE	IL	60074
02-12-213-001-1243	LINDSAY DAY	3000 BAYSIDE DR #109	PALATINE	IL	60074
02-12-213-001-1244	ANDREW KUPFERBERG	1116 WADE	HIGHLAND PK	IL	60035
02-12-213-001-1245	S H PASHA	350 KNOX PK RD	LAKE ZURICH	IL	60047
02-12-213-001-1246	STEFKA BELKOVA	2829 JACKSON DR	ARLINGTON HTS	IL	60004
02-12-213-001-1247	STEFKA BELKOVA	2829 JACKSON DR	ARLINGTON HTS	IL	60004
02-12-213-001-1248	TATYANA V MALINA	12568 W MEADOW CIR	LAKE BLUFF	IL	60044
02-12-213-001-1249	LETICIA TAGALA	2223 ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1250	MARCIN NIKIAS	3000 BAYSIDE DR #202	PALATINE	IL	60074

02-12-213-001-1251	BORIS MOZINAVSKY	8018 RFD	LONG GROVE	IL	60047
02-12-213-001-1252	YURIY KATS	938 PRINCETON CT	VERNON HILLS	IL	60061
02-12-213-001-1253	RICK ISAGV STEIN	3000 BAYSIDE DR 205	PALATINE	IL	60074
02-12-213-001-1254	HANG K CHAN	1061 WATERFORD	BARTLETT	IL	60103
02-12-213-001-1255	LUCYNA DANOWSKA	8141 W WALSH LN	RIVER GROVE	IL	60171
02-12-213-001-1256	STEVE ZHELEZNIK	4324 TERRI LYN LN	NORTHBROOK	IL	60062
02-12-213-001-1257	SNITKOUSKLY	3000 BAYSIDE DR	#209 PALATINE	IL	60074
02-12-213-001-1258	ELZBIETA MAZURKIEWICZ	2400 WOODLAND AVE	PARK RIDGE	IL	60068
02-12-213-001-1259	CZESLAW CWIKIA	4828 N OZANAM AV	NORRIDGE	IL	60706
02-12-213-001-1260	BOGDAN KRAVETS	3000 BAYSIDE DR #212	PALATINE	IL	60074
02-12-213-001-1261	SUBSTANTIA GROUP LLC	21251 W NORTH BOSCHOME	KILDEER	IL	60047
02-12-213-001-1262	ARIEL BRITVA	13500 COUNTRY TRAILS L	AUSTIN	TX	78732
02-12-213-001-1263	6833 N KEDZIE AV #1206	6833 N KEDZIE AV #1206	CHICAGO	IL	60645
02-12-213-001-1264	VICTOR TURCAN	889 N FRANKLIN AVE	PALATINE	IL	60067
02-12-213-001-1265	KURT GIPPERT	PO BOX 47619	CHICAGO	IL	60647
02-12-213-001-1266	US HOUSE REALTY & MGMT	356 W MADISON ST	LOMBARD	IL	60148
02-12-213-001-1267	LETICIA TAGALA	2223 N ILLINOIS AVE	ARLINGTON HTS	IL	60004
02-12-213-001-1268	HUIJIE HE	29672 N ENVISON CIRCLE	LAKE BLUFF	IL	60044
02-12-213-001-1269	RUNAWAY BAY PALATINE	3175 COMMERCIAL AV 100	NORTHBROOK	IL	60062
02-12-213-001-1270	LAKSHMI NESE	2630 CHELSEY ST	BUFFALO GRV	IL	60089
02-12-213-001-1271	ZDISLAW DABROWSKI	2615 W MONRGOMERY	CHICAGO	IL	60632
02-12-213-001-1272	BEATRICE URMAN	23564 N MELODY LN	LAKE ZURICH	IL	60047
02-12-213-001-1273	BORIS SKURATOVICH	13941 SHERMAN WAY #407	VAN NUYS	CA	91405
02-12-213-001-1274	T NASEEM & M RAFI	5 WALNUT GROVE	LAKE IN THE HILL	IL	60156
02-12-213-001-1275	SANAM ADNANI	3000 BAYSIDE DR #313	PALATINE	IL	60074
02-12-213-001-1276	MADHU BHANOT	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1277	GRZEGORZ REMBISZ	4000 BAYSIDE DR #101	PALATINE	IL	60074
02-12-213-001-1278	JULIIA STASIV	4000 BAYSIDE DR#102	PALATINE	IL	60074
02-12-213-001-1279	TOMKIEWICZ	10 W EMERSON	ARLINGTON HTS	IL	60005
02-12-213-001-1280	SHERRI WINKELMANN	4000 BAYSIDE DR #104	PALATINE	IL	60074
02-12-213-001-1281	ALEJANDRA SANCHEZ	4000 BAYSIDE DR 105	PALATINE	IL	60074
02-12-213-001-1282	JOSEPH LEVY	2562 BRIAN DR	NORTHBROOK	IL	60062
02-12-213-001-1283	HANDON INVESTMENT	255 N BUFFALO GROVE ROAD #7305	BUFFALO GROVE	IL	60089
02-12-213-001-1284	SUMIT THAKKAR	390 ROCKLAND AVE	ELGIN	IL	60124
02-12-213-001-1285	ELENA ANA C CARBAJAL	4000 BAYSIDE DR #109	PALATINE	IL	60074
02-12-213-001-1286	SIVARAMA CHILAKAPATI	1610 MARION ST	ROSELLE	IL	60172
02-12-213-001-1287	OVERSLUIJS	4000 BAYSIDE DR #111	PALATINE	IL	60074
02-12-213-001-1288	NIKUNJ MODI	4000 BAYSIDE DR #112	PALATINE	IL	60074
02-12-213-001-1289	PATRICIA RUIZ	4000 BAYSIDE DR #113	PALATINE	IL	60074
02-12-213-001-1290	SARAH MANATA	4000 BAYSIDE DR #114	PALATINE	IL	60074
02-12-213-001-1291	GALINA KRAMMIK	4000 BAYSIDE DR #201	PALATINE	IL	60074
02-12-213-001-1292	DAVID ALDEN	4000 BAYSIDE DR #202	PALATINE	IL	60074
02-12-213-001-1293	DALIDA STUSOWSKI	111 W MARGARET TERR	CARY	IL	60013
02-12-213-001-1294	GREGORY D LUKOWSKI	4000 BAYSIDE DR 204	PALATINE	IL	60074
02-12-213-001-1295	MARIA V TRUJILLO	4000 BAYSIDE DR 205	PALATINE	IL	60074
02-12-213-001-1296	U CALL IT SERVICES	100 W NORTHWEST HWY	PALATINE	IL	60067
02-12-213-001-1297	ALEXANDER ROZENBLAT	2024 MAPLE AVE	NORTHBROOK	IL	60062

02-12-213-001-1298	DMITRY MUSHKIN	4000 BAYSIDE DR #208	PALATINE	IL	60074
02-12-213-001-1299	JIM KANTOR	4000 BAYSIDE DR #209	PALATINE	IL	60074
02-12-213-001-1300	ERNEST DELONEY JR	5061 N NORTHWEST HWY	CHICAGO	IL	60630
02-12-213-001-1301	ARMRITPAL SANGHA	1440 MARION ST	SCHAUMBURG	IL	60193
02-12-213-001-1302	MAOTIAN HUANG YAN LIU	5800 S CORONA DR	PALATINE	IL	60067
02-12-213-001-1303	TATIANA GULBROW	1500 HARBOUR DR 2K	WHEELING	IL	60090
02-12-213-001-1304	RONALDO J PEREZ SR	116 BOARDWALK ST #GW	ELK GROVE VLG	IL	60007
02-12-213-001-1305	JOSE N SOTO LUZMARIO	601 N ROHLWING RD	PALATINE	IL	60074
02-12-213-001-1306	MARCIN SCZEPANSKI	4000 BAYSIDE 302	PALATINE	IL	60074
02-12-213-001-1307	ADAM WELBEL	4000 BAYSIDE DR #303	PALATINE	IL	60074
02-12-213-001-1308	VOLODYMYR MIKHNEVYCH	4000 BAYSIDE DR#304	PALATINE	IL	60074
02-12-213-001-1309	ELENA NANEVA	126 LJLAC LANE	BUFFALO GRV	IL	60089
02-12-213-001-1310	PETER KUTUR	7819 W WINNEMAC	NORRIDGE	IL	60706
02-12-213-001-1311	SYED J RIZVI	200B DUBOIS AVE	STATEN ISLAND	NY	10310
02-12-213-001-1312	YELENA POZIN	424 OLD MILL CIRCLE	LINCOLNSHIRE	IL	60069
02-12-213-001-1313	M JALASUTRAM	47 CHESTNUT TERR	BUFFALO GRV	IL	60089
02-12-213-001-1314	EMIL IONCHEV	4000 BAYSIDE DR #310	PALATINE	IL	60074
02-12-213-001-1315	DIGNESH PATEL	4000 BAYSIDE DR #311	PALATINE	IL	60074
02-12-213-001-1316	PRINKLE KAMRA	4000 BAYSIDE DR 312	PALATINE	IL	60074
02-12-213-001-1317	DEJAN & MARIA KOTUR	704 JENKISSON AVE	LAKE BLUFF	IL	60044
02-12-213-001-1318	MAREK KUSION	7715 N ORIOLE	NILES	IL	60714
02-12-213-001-1319	DINESH & SHITAL DHANAM	1001 BAYSIDE DR #1001	PALATINE	IL	60074
02-12-213-001-1320	KOSTYANTYN KORNIYCHUK	1002 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1321	MA DE LOURDES AYALA JI	1003 BAYSIDIE DR #1003	PALATINE	IL	60074
02-12-213-001-1322	823 S BISHOP	823 S BISHOP	CHICAGO	IL	60607
02-12-213-001-1323	1005 BAYSIDE DRIVE	1005 BAYSIDE DRIVE	PALATINE	IL	60074
02-12-213-001-1324	REYNA GOMEZ DE LOPEZ	1006 BAYSIDE DR T-1006	PALATINE	IL	60074
02-12-213-001-1325	GURPREET KHAIRA	10615 GOLDEN GATE AVE	HUNTLEY	IL	60142
02-12-213-001-1326	JOSE DELEON	1008 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1327	LYNN & LARRY WEINGARDT	900 DANNET RD	BUFFALO GRV	IL	60089
02-12-213-001-1328	KRZYSZTOF SHAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1329	PRASHANT THAKKAR	580 WETUMKA CT	WHEELING	IL	60090
02-12-213-001-1330	1012 BAYSIDE DR	1012 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1331	IVELINA DANCHEVA	1013 BAYSIDE DR 13	PALATINE	IL	60074
02-12-213-001-1332	LOGIE STUBBERFIELD	1014 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1333	VIVEK BHANOT	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1334	VIVEK BHANOT	1126 E CUNNINGHAM DR	PALATINE	IL	60074
02-12-213-001-1335	FERNANDO JIMENEZ	1017 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1336	VAISHAL TALATI	210 ENGLISH OAK LN	STREAMWOOD	IL	60107
02-12-213-001-1337	ERIC RIVERA	1019 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1338	GEORGI VALCHEV	1020 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1339	LEONAVICIUS	1021 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1340	VICTORIA LELEHUK	1022 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1341	KRZYSZTOF SKAWINSKI	1402 PORTS O CALL #2W	PALATINE	IL	60074
02-12-213-001-1342	BEATA KOCZWARA	235 WREN CT	BLOOMINGDALE	IL	60108
02-12-213-001-1343	NIDA SYBOUNHEUANG	1025 BAYSIDE DR	PALATINE	IL	60074
02-12-213-001-1344	CHANDRASHEKHAR R PATEL	2206 NICHOLS RD APT A	ARLINGTON HTS	IL	60004

02-12-213-001-1345	RODOLFO K PABILLORE MA	1027 BAYSIDE DR#1027	PALATINE	IL	60074
02-12-213-001-1346	RAFAL STYKOWSKI	418 MERRY OAKS RD	STREAMWOOD	IL	60107
03-07-100-010-0000	GW ARLINGTON HEIGHTS	444 LAKE COOK ROAD #12	DEERFIELD	IL	60015
03-07-100-011-0000	GW ARLINGTON HEIGHTS	444 LAKE COOK ROAD #12	DEERFIELD	IL	60015
03-07-100-012-0000	3206 KENNICOTT LL	14 N. PEORIA #2E	CHICAGO	IL	60607
03-07-100-015-0000	GRIFFIN CAPITAL CORP	2211 YORK ROAD #222	OAK BROOK	IL	60523
03-07-100-018-0000	SHALOM MEMORIAL PARK AND FUNERAL HOME	1700 RAND ROAD	ARLINGTON HTS	IL	60004
03-07-100-019-1001	3105 N WILKE LLC	3105 N WILKE STE H	ARLINGTON HTS	IL	60004
03-07-100-019-1002	3105 N WILKE LLC	3105 N WILKE STE H	ARLINGTON HTS	IL	60004
03-07-100-019-1003	3105 N WILKE LLC	3105 N WILKE STE H	ARLINGTON HTS	IL	60004
03-07-100-019-1004	3105 N WILKE LLC	3105 N WILKE STE H	ARLINGTON HTS	IL	60004
03-07-100-019-1005	STELLAS REAL ESTATE	3105 N WILKE STE H	ARLINGTON HTS	IL	60004
03-07-100-019-1006	HAMILTON PARTNERS INC	1751 S NAPERVILLE RD	WHEATON	IL	60189
03-07-100-019-1007	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1008	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1009	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1010	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1011	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1012	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1013	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1014	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1015	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1016	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1017	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1018	3125 N WILKE CORP	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1019	HAMILTON PARTNERS INC	1764 N BIESTERFIELD RD	ELK GRV VLG	IL	60007
03-07-100-019-1020	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1021	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1022	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1023	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-019-1024	HAMILTON PARTNERS INC	300 PARK BLVD SUITE 201	ITASCA	IL	60143
03-07-100-020-1001	ANCOR SERVICES LLC	3201 N. WILKE ROAD	ARLINGTON HTS	IL	60004
03-07-100-021-0000	GRIFFIN CAPITAL CORP	2211 YORK ROAD #222	OAK BROOK	IL	60523
03-07-100-022-0000	TNC LOT 2 LLC	1033 SKOKIE BLVD #480	NORTHBROOK	IL	60062
03-07-100-023-0000	TOBURN NORTH CAMPUS L	1033 SKOKIE BLVD #480	NORTHBROOK	IL	60062
03-07-100-024-0000	ARLINGTON CENTER LLC	PO BOX 190438	BROOKLYN	NY	11219
03-07-102-007-0000	EFN DUNDEE PROP LLC	1 OAK BROOK TERRACE #600	OAKBROOK TER	IL	60181
03-07-102-008-0000	YPI ARLINGTON LLC	21900 BURBANK BLVD 250	WOODLND HLLS	CA	91367
03-07-102-011-0000	EFN DUNDEE PROP LLC	1 OAK BROOK TERRACE #600	OAKBROOK TER	IL	60181
03-07-102-013-0000	YPI ARLINGTON LLC	21900 BURBANK BLVD 250	WOODLND HLLS	CA	91367
03-07-200-010-0000	BRE ALPHA INDUSTRIAL	PO BOX A3879	CHICAGO	IL	60690
03-07-200-043-0000	LODAN ELECTRONICS INC	3311 N KENNICOTT AVE	ARLINGTON HTS	IL	60004
03-07-200-044-0000	LODAN ELECTRONICS INC	3311 N KENNICOTT AVE	ARLINGTON HTS	IL	60004
03-07-200-045-0000	KENNICOTT GROUP LLC	4811 EMERSON AVE #207	PALATINE	IL	60067
03-07-200-046-0000	MCMLM LLC	220 W CAMPUS DR	ARLINGTON HTS	IL	60004
	RUNAWAY BAY AT PALATINE CONDOMINIUM ASSOCIATION	5000 BAYSIDE DRIVE	PALATINE	IL	60074
	LONG VALLEY CONDOMINIUM ASSOCIATION, c/o PATRICIA ROTUNDI	1412 CAROL CT. #1A	PALATINE	IL	60074

NOTICE OF PUBLIC HEARING

Hearing for: Planned Unit Development amendment to allow modifications to the approved development plan and variations regarding fencing, required yard encroachments, accessory structures, driveway width, no traffic/parking study and other variations as may be necessary.

Hearing Location: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Date: August 28, 2019 Time: 7:30 PM

PUBLIC ATTENDANCE & COMMENTS INVITED

For Details call:
Steven C. Bauer
Attorney for TNC Lot 1, LLC
(312) 461-4302

OR: Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200

NOTICE OF PUBLIC HEARING

Hearing for: Planned Unit Development amendment to allow modifications to the approved development plan and variations regarding fencing, required yard encroachments, accessory structures, driveway width, no traffic parking study and other variations as may be necessary.

Hearing Location: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Date: August 28, 2019 Time: 7:30 PM

PUBLIC ATTENDANCE & COMMENTS INVITED

For Details call:
Steven C. Bauer
Attorney for TNC Lot 1, LLC
(312) 461-4302

OR: Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200



NOTICE OF PUBLIC HEARING

Hearing for: Planned Unit Development amendment to allow modifications to the approved development plan and variations regarding fencing, required yard encroachments, accessory structures, driveway width, no traffic/parking study and other variations as may be necessary.

Hearing Location: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Date: August 28, 2019 **Time:** 7:30 PM

PUBLIC ATTENDANCE & COMMENTS INVITED

For Details call:
Steven C. Bauer
Attorney for TNC Lot 1, LLC
(312) 461-4302

OR: Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200

NOTICE OF PUBLIC HEARING

Hearing for: Planned Unit Development amendment to allow modifications to the approved development plan and variations regarding fencing, required yard encroachments, accessory structures, driveway width, no traffic/parking study and other variations as may be necessary.

Hearing Location: Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Date: August 28, 2019 Time: 7:30 PM

PUBLIC ATTENDANCE & COMMENTS INVITED

For Details call:
Steven C. Bauer
Attorney for TNC Lot 1, LLC
(312) 461-4302

OR: Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200



Map created on July 19, 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.

REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

July 24, 2019

Project Title: Northwest Crossings PUD Amendment

Address: 1501 W. Shure Dr.

Petitioner: Adam Keldermans
TNC Lot 1, LLC

Address: 1033 Skokie Blvd. – Suite 480
Northbrook, IL 60062

Requested Action:

1. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.

Variations Required:

- Section 6.13-3a, Front Yard, to allow a 8-foot tall open fence with sharp points in a front yard.
- Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence in a rear yard.
- Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
- Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.

Attendees: Steve Bauer, Petitioner Representative
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject PUD contains approximately 64.25 acres and was originally approved in 1988. The PUD includes three buildings, two on the northern side of Cellular Drive (1501 W. Shure Drive and 1421 W. Shure Drive) and one on the southern side (1455 W. Shure Drive). The 1455 W. Shure Drive building contains approximately 214,000 square feet and up until about one year ago was the home to Nokia Siemens, however, the building is currently vacant. The building at 1421 W. Shure Drive contains approximately 209,271 square feet and is fully leased to two tenants (HSBC and Northrop Grumman). The building at 1501 W. Shure drive is currently vacant and contains approximately 195,300 square feet. Appendix I at the end of this report depicts the overall PUD and where each building is located within the PUD.

The original 1988 PUD has undergone several amendments over the years, most recently in 2015 to allow demolition of a portion of the 1501 W. Shure Drive building, resulting in the current total of 195,300 square feet. A confidential tenant has been identified to lease the entire building, however, in order for them to occupy the site, certain changes must be made to the parking area and site access to provide for enhanced security. In addition to these exterior changes, the interior the space will be built out to accommodate the needs of this tenant.

Meeting Discussion:

Mr. Bauer explained that he was appearing on behalf of TNC Lot 1, which is the current owner of 1501 West Shure Drive and which property is a portion of the former Motorola campus. The owners had previously sought amendments to the PUD, one such amendment was to accommodate a tenant at the 1421 Shure Drive building. The subject request is for the 1501

Shure Drive building, and similar to the previous PUD amendment requests, this request was driven by the requirements of a specific tenant looking to locate in the 1501 building. The building at that address has been vacant for a number of years, and previous PUD amendments were undertaken to enhance the overall development to make it more competitive in the class A office market. The prospective tenant is looking to occupy the entire 1501 building. Occupancy would occur in two phases; phase one would occupy 65% of the building and phase two would occupy the remaining portion of the building.

The PUD amendment includes two requests; one is a modification to an off-street parking area which involves a reduction in parking during "phase one" (compared to what was originally approved in the latest PUD amendment), and in phase two an increase above what was originally approved. The second request is due to the tenants' security protocols and federal regulations, and the request is to allow an eight-foot tall security fence around the property, which requires certain variations.

Mr. Bauer stated that he had reviewed the staff report and did not take any issue with the preliminary conditions of approval.

Mr. Hubbard said that the overall development was approved as a PUD in 1988, which has been amended several times, most recently in 2015 to allow demolition of a portion of the 1501 building. The proposed changes to the site at 1501 West Shure Drive, which involve modifications to the drive aisles and site access, parking, and installation of a fence, kick in the requirement to amend the PUD. Variations are required for the fence and to waive the requirement for a traffic study. The development would proceed in two phases; phase one is the buildout of approximately 125,000 square feet within the building and phase two is the buildout of the remaining 70,000 square feet.

With regards to parking, the modifications to the parking area during phase one will cause the site to become non-compliant when parking is calculated on the basis of the entire building. However, since only a portion of the building will be occupied during phase I, the parking provided on-site will be sufficient. Since phase two involves the addition of over 200 parking spaces, once those spaces are constructed the entire building will comply with parking requirements. As a condition of approval, staff is recommending that occupancy of the phase two portion of the building only be allowed once the phase two parking has been constructed.

Staff is asking for a separate landscape plan that clearly shows what landscaping will be constructed during phase one, and a plan showing what landscaping will be installed as part of phase two. Staff was supportive of this project.

Commissioner Jensen asked if the entire building would be used as office space.

Mr. Bauer responded that it would.

Commissioner Jensen asked how much time would elapse between the completion of phase one and the start of construction on phase two.

Mr. Bauer replied that he did not have that answer but he would have that answer when this project appeared before the Plan Commission. He said it was driven entirely by the tenants need and he wasn't sure if the landlord knew their timetable.

Commissioner Jensen stated that it therefore could be months or could be years. He said that the project seemed pretty straightforward to him and he did not have any more questions.

Commissioner Sigalos asked if there was anything under construction on the site currently.

Mr. Bauer responded that he was unsure but he thought there might be. He explained that the landlord has been issued a permit to make certain modifications to the site as per the PUD amendment from 2015, and he believed that this work had been completed. Now that they had a tenant, they were going to be removing some of those improvements to accommodate for the specific needs of this tenant.

Commissioner Jensen asked where the entrance to the site was.

Mr. Hubbard replied that they had driveway entrances off both Shure Drive and Cellular Drive.

Commissioner Sigalos inquired as to whether the tenant could be identified.

Mr. Bauer explained that the tenant was still confidential at this point.

Commissioner Sigalos commented that the fence appeared to be a high security style fence.

Mr. Bauer said that the fence was a security fence but had a decorative design.

Commissioner Green asked about the portion of the building that was previously demolished.

Mr. Hubbard replied that the portion of the building that was demolished was on the north side, which is where the phase two parking would be installed.

Mr. Bauer confirmed that the phase two portion of the parking lot would be installed in the area where the building demolition took place. He pointed out that the façade in that area was undergoing work to finalize its' exterior appearance, as required by the 2015 PUD amendment that allowed the demolition. He said that the work might even be complete at this point.

Mr. Hubbard stated that he was not aware if the work had been finished, but he confirmed that a permit had been issued.

Commissioner Green summarized the feedback from the Conceptual Plan Review Committee as positive and encouraged the petitioner to move forward.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

**Responses to Standards of Review for Proposed Variations
Regarding Fencing Design and Location, Mechanical Equipment Screening and Location,
Obstructions in a Required Yard, Accessory Structures, Driveway Widths
and Parking and Traffic Analysis Submittal**

The Applicant, Torburn Partners, Inc. (“Torburn”), as sole Manager of TNC Lot 1, LLC (“TNC”), which is the owner of Lot 1 of Northwest Crossings and commonly known as 1501 W. Shure Drive (“Subject Property”) provides the following responses to the standards of review for proposed variations from (i) Sections 6.13-2(f), 6.13-3(a), 6.13(b) and 6.13(c) of *The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights* (“Zoning Ordinance”) to allow installation of (a) an 8’-0” tall wrought-iron style security fence with decorative top points to be located around the perimeter of the existing and proposed improvements on the Subject Property and less than five feet from the south and east lot lines of the Subject Property, (b) a 17’-4” tall mechanical equipment (generator) screen wall to be located adjacent to the north and south façades of the Subject Building, (c) a 6’-0” tall mechanical equipment (gas meter) screen wall to be located adjacent to the north façade of the Subject Building and (d) an 8’-0” tall chain-link fence with slats as a mechanical equipment (transformer) screen to be located adjacent to the north and south façades of the Subject Building (collectively, “Fence Variations”), (ii) Sections 6.12 and 9.8(k) of the Zoning Ordinance to not provide a traffic study and parking analysis (“Traffic and Parking Study Variation”), (iii) Section 6.6-5.1 of the Zoning Ordinance to allow a generator, gas meter and condenser units to be located 8’-6” from the eastern lot line of the Subject Property or within a distance of less than 10% of lot width from the Subject Property’s side property line (“Required Yard Obstruction Variation”), (iv) Section 6.5-2 of the Zoning Ordinance to allow an increase in the permitted maximum number of accessory structures on the Subject Property from four to five and placement thereof in a front yard for the establishment of guard houses (“Accessory Structure Variation”) and (v) Section 10.2-9 of the Zoning Ordinance to allow an increase in the maximum permitted driveway width from 36 feet to 77 feet (“Driveway Variation” and together with the Fence Variations, Required Yard Obstruction Variation, Accessory Structure Variation and the Driveway Variation, the “Requested Variations”) in connection with a proposed amendment to the planned unit development ordinances governing the development and use of the Subject Property to allow modifications to the approved off-street parking facility and associated landscaping and parking lot lighting for the Subject Property in the manner illustrated and depicted by the plans submitted with these responses to facilitate the phased establishment of 898 parking spaces on the Subject Property (“PUD Amendment”).

1. The proposed use will not alter the essential character of the locality and will be compatible with existing use and zoning of nearby property.

The proposed office-based use of the Subject Property is a permitted use in the M-1 Research, Development and Light Manufacturing District in which the Subject Property is located. The Requested Variations will not alter the essential character of the locality in which the Subject Property is located and will be compatible with the existing uses and M-1 and B-3 zoning of the properties to the north, east, south and west of the Subject Property.

The Fence Variations, Required Yard Obstruction Variation, Accessory Structure Variation and the Driveway Variation are sought to enable TNC to reasonably satisfy the

unique needs of its future tenant for the Subject Property, which are driven by that tenant's critical security protocols and functional necessities in the interest of public health and safety, operational efficiencies and in accordance with applicable federal regulations.

The Fence Variations will allow installation of attractively-designed and secure fence and mechanical equipment screens in conjunction with proposed landscape enhancements to the Subject Property, which will neither detrimentally impact the character of the surrounding area nor be incompatible with the existing uses and zoning in that area.

The Traffic and Parking Study Variation is sought because the PUD Amendment (a) will not significantly alter traffic circulation to and from the Subject Property from the manner in which vehicular ingress and egress for the Subject Property was most recently approved to be provided and (b) will result in the authorization to establish 898 parking spaces on the Subject Property, being 247 more parking spaces than the 651 parking spaces required by the "Offices - Business, Professional & Governmental" parking standard of the Zoning Ordinance for the 195,300 square-foot area of the building located on Subject Property based on a parking ratio of one space for every 300 square feet of floor area under Section 10.4-2 of the Zoning Ordinance. The resulting off-street parking facility on the Subject Property in the manner illustrated and depicted by the plans submitted with these responses will be consistent with the design of off-street parking facilities at the properties to the north, east, south and west of the Subject Property.

2. *The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.*

Torburn's plight is due to unique circumstances. As previously stated, the proposed Fence Variations, Required Yard Obstruction Variation, Accessory Structure Variation and Driveway Variation are required to enable TNC to reasonably satisfy the unique needs of its future tenant for the Subject Property, which are driven by that tenant's critical security protocols and functional necessities in the interest of public health and safety, operational efficiencies and in accordance with applicable federal regulations. The Traffic and Parking Study Variation is sought because the PUD Amendment will neither significantly alter traffic circulation to and from the Subject Property nor create a parking deficit on the Subject Property. To the contrary, the PUD Amendment will result in the authorization to establish 898 parking spaces on the Subject Property, which is 247 more parking spaces than the 651 parking spaces required by the "Offices - Business, Professional & Governmental" parking standard of the Zoning Ordinance for the 195,300 square-foot area of the building located on the Subject Building based on a parking ratio of one space for every 300 square feet of floor area under Section 10.4-2 of the Zoning Ordinance.

3. *The proposed variation is in harmony with the spirit and intent of the Zoning Ordinance.*

The Requested Variations are harmonious with the spirit and intent of the Zoning Ordinance as set forth in Section 28-2 of the Zoning Ordinance. In particular, the Traffic and Parking Study Variation will not result in increased congestion in the public streets or

compromise the adequacy of the off-street parking facility to be established on the Subject Property under Section 28-2(2.10) of the Zoning Ordinance. Similarly, the Fence Variations, Required Yard Obstruction Variation, Accessory Structure Variation and Driveway Variation will, by their very nature, promote and protect the public health, safety and welfare in accordance with Section 28-2(2.10) of the Zoning Ordinance because they are each driven by the security protocols and functional necessities of the future tenant for the Subject Property and in accordance with applicable federal regulations. The occupancy of the Subject Property for that tenant's operations will, in turn, conserve the taxable value of the Subject Property in accordance with Section 28-2(2.13) of the Zoning Ordinance, which might otherwise be reduced as a consequence of the Subject Property being vacant.

4. The variance requested is the minimum variance necessary to allow reasonable use of the property.

The Fence Variations, Required Yard Obstruction Variation, Accessory Structure Variation and Driveway Variation are the minimum necessary to allow reasonable use of the Subject Property as proposed by the future tenant for the Subject Property in accordance with its specific security protocols, functional necessities, operational efficiencies and applicable federal regulations in the interest of public health and safety. The Traffic and Parking Study Variation is sought because the PUD Amendment will neither significantly alter traffic circulation to and from the Subject Property nor create a parking deficit on the Subject Property. As a result, a traffic study and parking analysis is unwarranted.



MELTZER, PURTILL & STELLE LLC

ATTORNEYS AT LAW

1515 E. WOODFIELD RD.
SECOND FLOOR
SCHAUMBURG, IL 60173-5431
PHONE (847) 330-2400
FAX (847) 330-1231

300 S. WACKER DR.
SUITE 3500
CHICAGO, IL 60606-6704
PHONE (312) 987-9900
FAX (312) 987-9854

File Number: 34175-001
Direct Dial: (312) 461-4302
E-mail: sbauer@mpslaw.com

VIA EMAIL

August 23, 2019

Sam Hubbard
Development Planner
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005-1499

Re: 1501 W. Shure Drive | Proposed PUD Amendment and Variations

Dear Mr. Hubbard:

On behalf of Torburn Partners, Inc. (“Torburn”) as the sole Manager of TNC Lot 1, LLC (“TNC”), which is the owner of Lot 1 of Northwest Crossings and commonly known as 1501 W. Shure Drive (“Subject Property”), we are pleased to present this request for approval of an amendment to the planned unit development ordinances governing the development and use of the Subject Property in conjunction with certain proposed variations in furtherance of the approvals previously granted by Village Ordinances 15-016 and 15-040. More specifically, Torburn seeks the following approvals on behalf of TNC and TNC’s future tenant for the Subject Property, which tenant respectfully requires anonymity during the public review process due to its sensitive security protocols in the interest of public safety (“Tenant”), in connection with the Tenant’s intent to establish a Backup Network Operations Center and Business Resumption Training Suite at the Subject Property:

- 1) An amendment to the planned unit development for the Subject Property, as previously amended, which was granted by Ordinances 88-60, 15-016 and 15-040, to now allow (a) modifications to the approved off-street parking facility and associated exterior mechanical equipment areas, landscape plantings and parking lot lighting for the Subject Property in the manner illustrated and depicted by the plans submitted on August 9, which will result in the initial establishment of 559 parking spaces (“Phase 1 Spaces”) west and south of the existing building on the Subject Property (“Subject Building”) and (b) the subsequent construction of an additional 342 parking spaces (“Phase 2 Spaces”) on the Subject Property to be located north of the Subject Building if and when needed to accommodate additional occupancy of the Subject Building by the Tenant. The net total number of parking spaces for which TNC now seeks authorization to be established on the Subject Property in accordance with its current request for a planned unit development amendment is 898 spaces, inclusive of the Phase 1 Spaces, the Phase 2

Spaces and the removal of three Phase 1 Spaces as necessary to provide vehicular connectivity between the Phase 1 Spaces and the Phase 2 Spaces, all in accordance with the most recent plan set submitted today by Kimley-Horn and Associates, Inc. as project engineer (“August 23 Plan Set”).

- 2) Variations from Sections 6.13-3(a), 6.13-3(b) and 6.13-3(c) of *The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights* (“Zoning Ordinance”) to allow installation of (i) an 8’-0” tall wrought-iron style security fence with decorative top points to be located (a) around the perimeter of the existing and proposed improvements on the Subject Property and (b) less than five feet from the south and east lot lines of the Subject Property, (ii) a 17’-4” tall mechanical equipment (generator) screen wall to be located adjacent to the north and south façades of the Subject Building, (iii) a 6’-0” tall mechanical equipment (gas meter) screen wall to be located adjacent to the north façade of the Subject Building and (iv) an 8’-0” tall chain-link fence with slats as a mechanical equipment (transformer) screen to be located adjacent to the north and south façades of the Subject Building, all in accordance with the plans submitted today by Kimley-Horn and Associates, Inc. as project engineer (“August 23 Plan Set”).
- 3) A variation from Section 6.6-5.1 of the Zoning Ordinance to allow a generator, gas meter and condenser units to be located 8’-6” from the eastern lot line of the Subject Property or within a distance of less than 10% of the Subject Property’s lot width, all in accordance with the August 23 Plan Set.
- 4) A variation from Section 6.5-2 of the Zoning Ordinance to allow an increase in the permitted maximum number of accessory structures on the Subject Property from four to five and placement thereof in a front yard for the establishment of guard houses, all in accordance with the August 23 Plan Set.
- 5) A variation from Section 10.2-9 of the Zoning Ordinance to allow an increase in the permitted maximum driveway width from 36 feet to 77 feet in accordance with the August 23 Plan Set.
- 6) A variation from the otherwise applicable requirements of Sections 6.12 and 9.8(k) of the Zoning Ordinance to provide a traffic study and parking analysis in connection with the foregoing planned unit development amendment and variation requests given that the net 898 parking spaces Torburn now seeks authorization to establish on the Subject Property if and when needed to accommodate the Tenant’s occupancy of the Subject Building represents (a) less than a 12% increase above the 802 parking spaces previously authorized for establishment on the Subject Property and (b) a total of 247 more parking spaces than the 651 parking spaces required by the “Offices - Business, Professional & Governmental” parking standard of the Zoning Ordinance for the 195,300 square-foot area of the Subject Building based on a parking ratio of one space for every 300 square feet of floor area under Section 10.4-2 of the Zoning Ordinance.

Similar to the approvals granted by Ordinance 15-040, which pertained to the property located immediately east of the Subject Property, the approvals now requested are necessary for TNC to reasonably satisfy the unique needs of its future tenant for the Subject Property, which are driven by the Tenant's critical security protocols in the interest of public health and safety and in accordance with applicable federal regulations. Of equal importance, the approvals now requested will not (a) detrimentally alter the essential character of the locality in which the Subject Property is located, (b) be incompatible with existing uses and zoning of nearby property or (c) be inharmonious with the spirit and intent of the Zoning Ordinance. Moreover, the site improvements proposed for the Subject Property for which the foregoing approvals are requested will include environmentally sustainable design elements in the form of eight bioretention facilities, three of which will be located adjacent to or within the offstreet parking area for the Phase 1 Spaces as illustrated by the August 23 Plan Set, and five of which will be located within the offstreet parking area for the Phase 2 Spaces as illustrated by that plan set. The proposed bioretention facilities will filter and improve the quality of stormwater that will drain from those parking areas before being released to the storm sewer system, which will serve as a benefit to the quality of stormwater discharged from the Subject Property.

Given the purpose and function of the proposed Backup Network Operations Center as a means of ensuring that the Tenant is able to continuously operate its critical business functions in the event of a disaster that precludes it from conducting those operations at its primary Network Operations Center, the hope is that the Backup Network Operations Center is never put to use and staffed accordingly. If, however, it is necessary for the Tenant to operate the Backup Network Operations Center due to a catastrophic event, it will be staffed with approximately 450-500 employees at any given time, 24 hours per day and seven days per week to operate in the same manner as that tenant's regular Network Operations Center. Regardless of whether the Backup Network Operations Center is ever put to use, the Tenant anticipates that approximately 75-100 employees will utilize its proposed Business Resumption Training Suite three to five days per week from 8:00 a.m. to 5:00 p.m. Needless to say, the resulting anticipated 600 maximum number of employees is well below the net total of 898 parking spaces that will exist on the Subject Property following construction of the Phase 1 Spaces and the Phase 2 Spaces. The proposed parking supply at the Subject Property will easily accommodate the parking demand of the Tenant as a result.

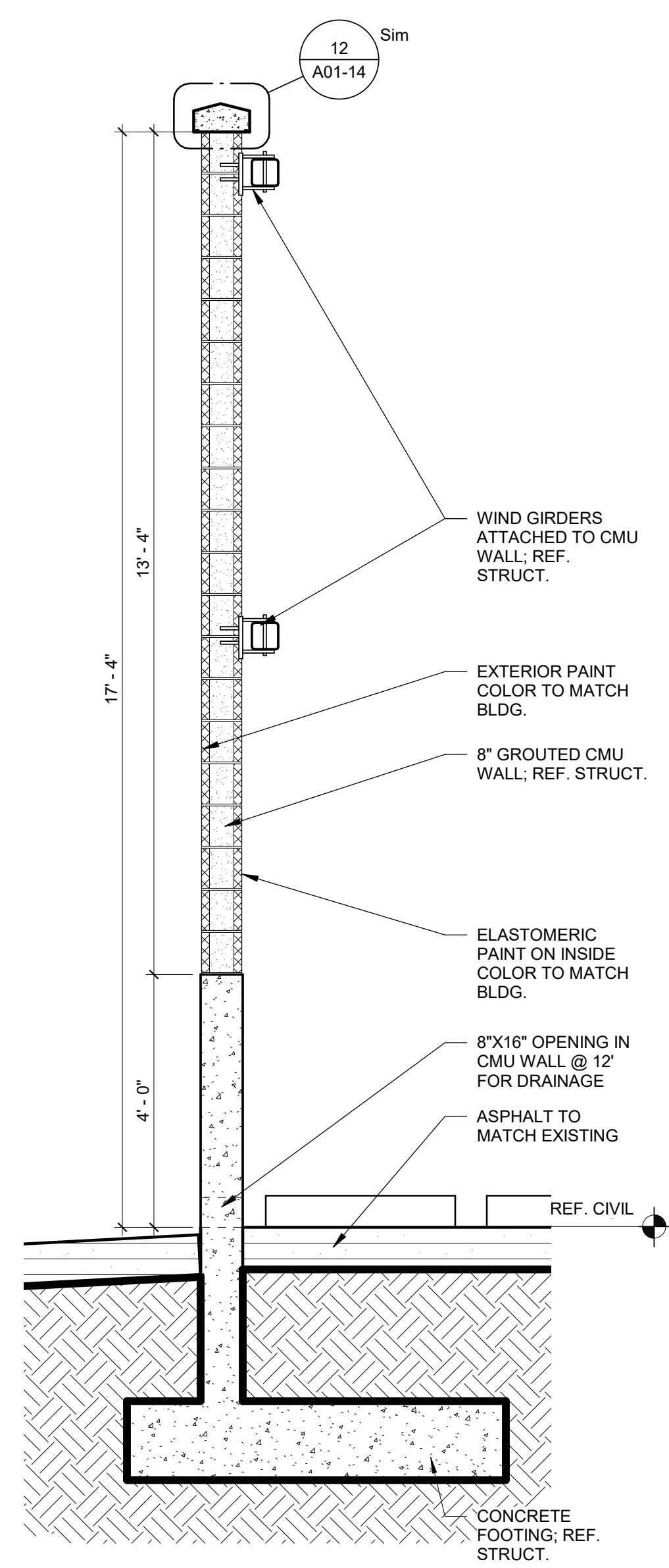
We look forward to presenting the requested approvals and related project details to the Plan Commission on August 28. In the interim, please contact me at (312) 461-4302 if you would like to discuss this matter in further detail.

Sincerely,

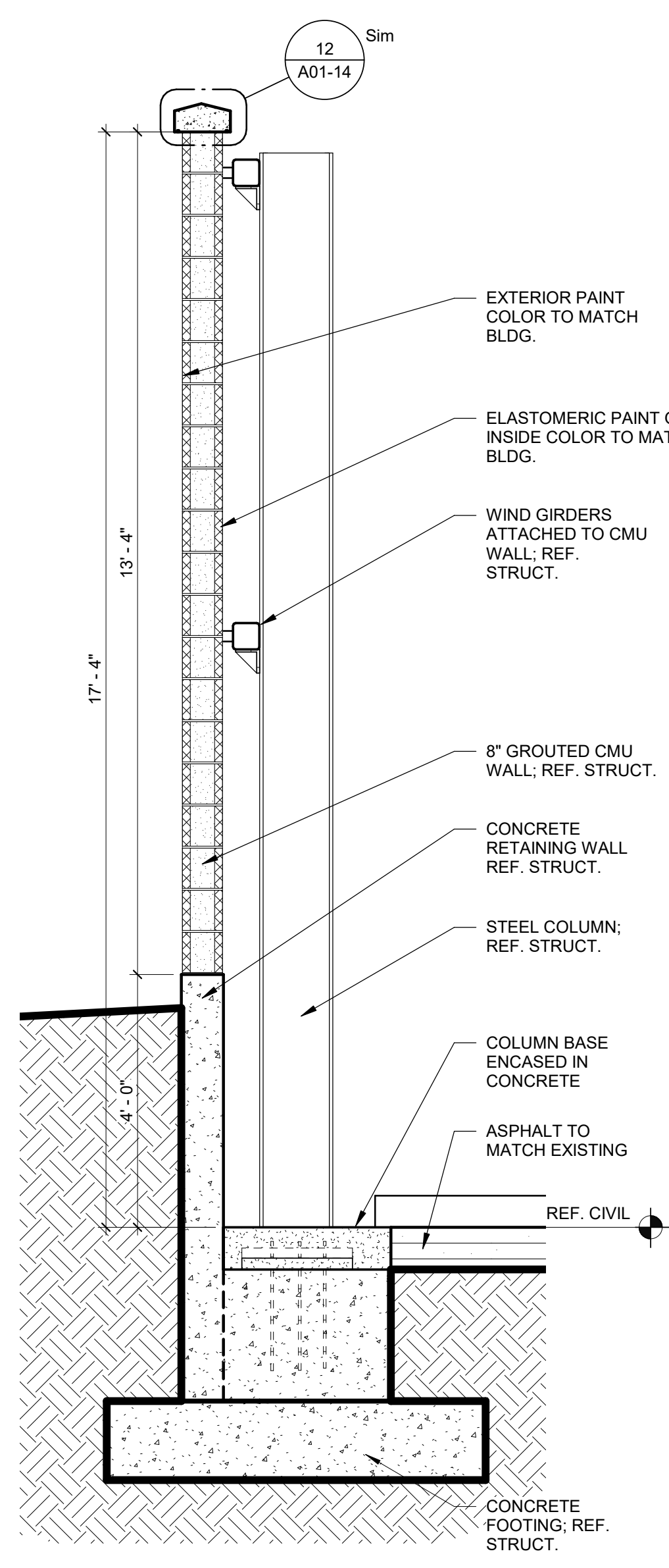
MELTZER, PURTILL & STELLE LLC



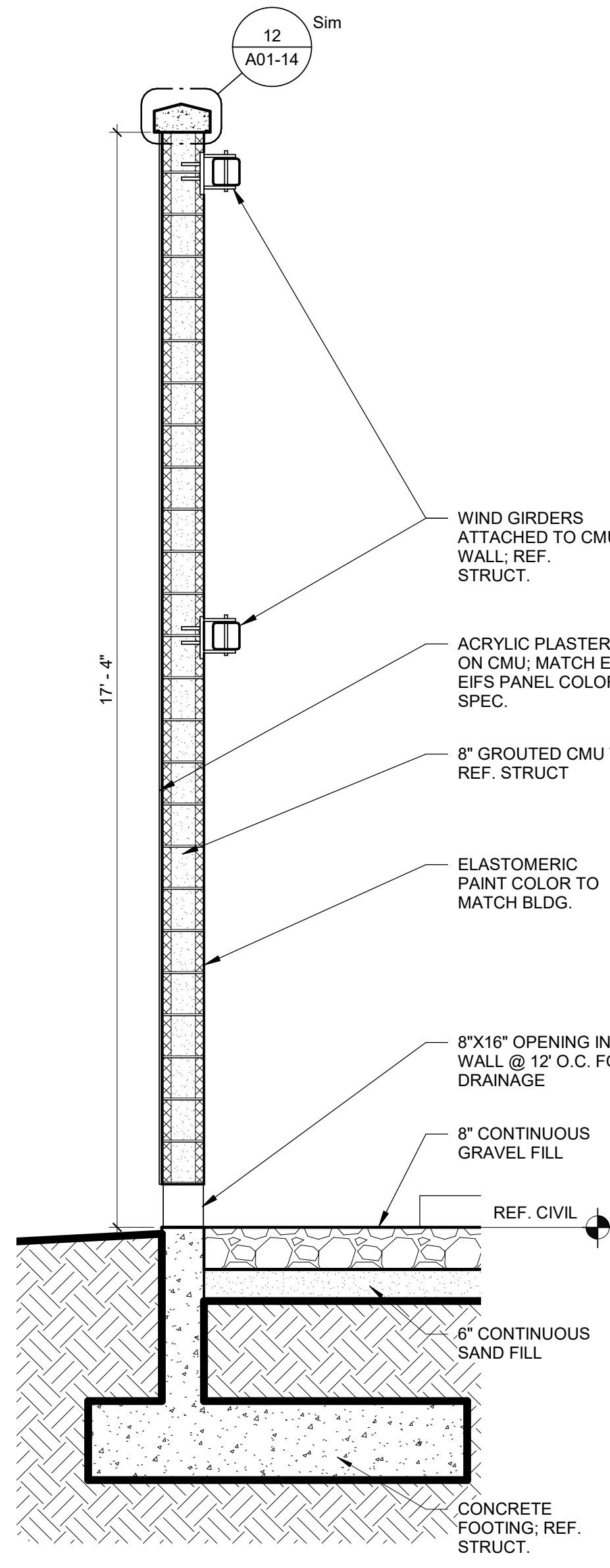
Steven C. Bauer



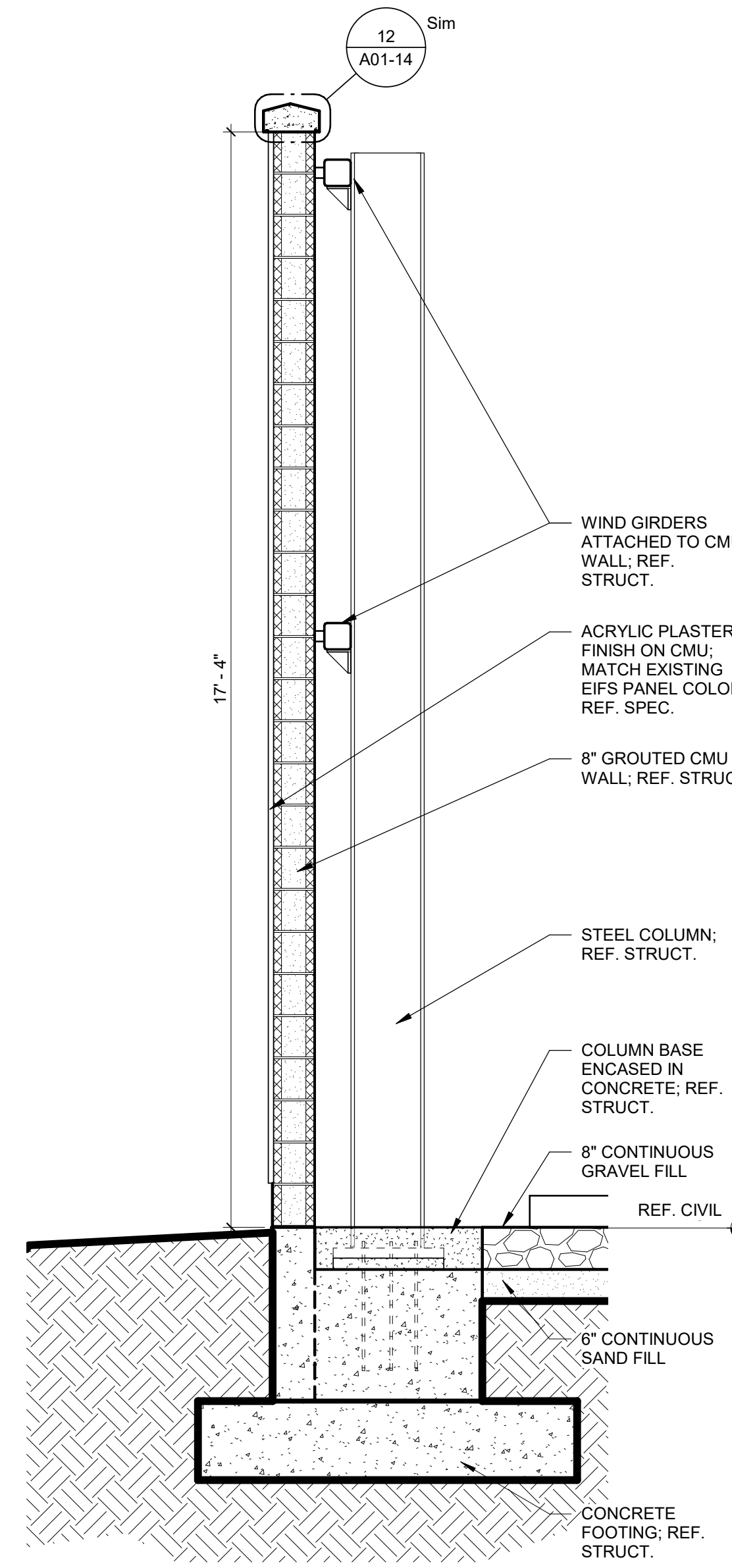
11 SCREEN WALL SECTION - SOUTH GENERATOR - SOUTH
1/2" = 1'-0"



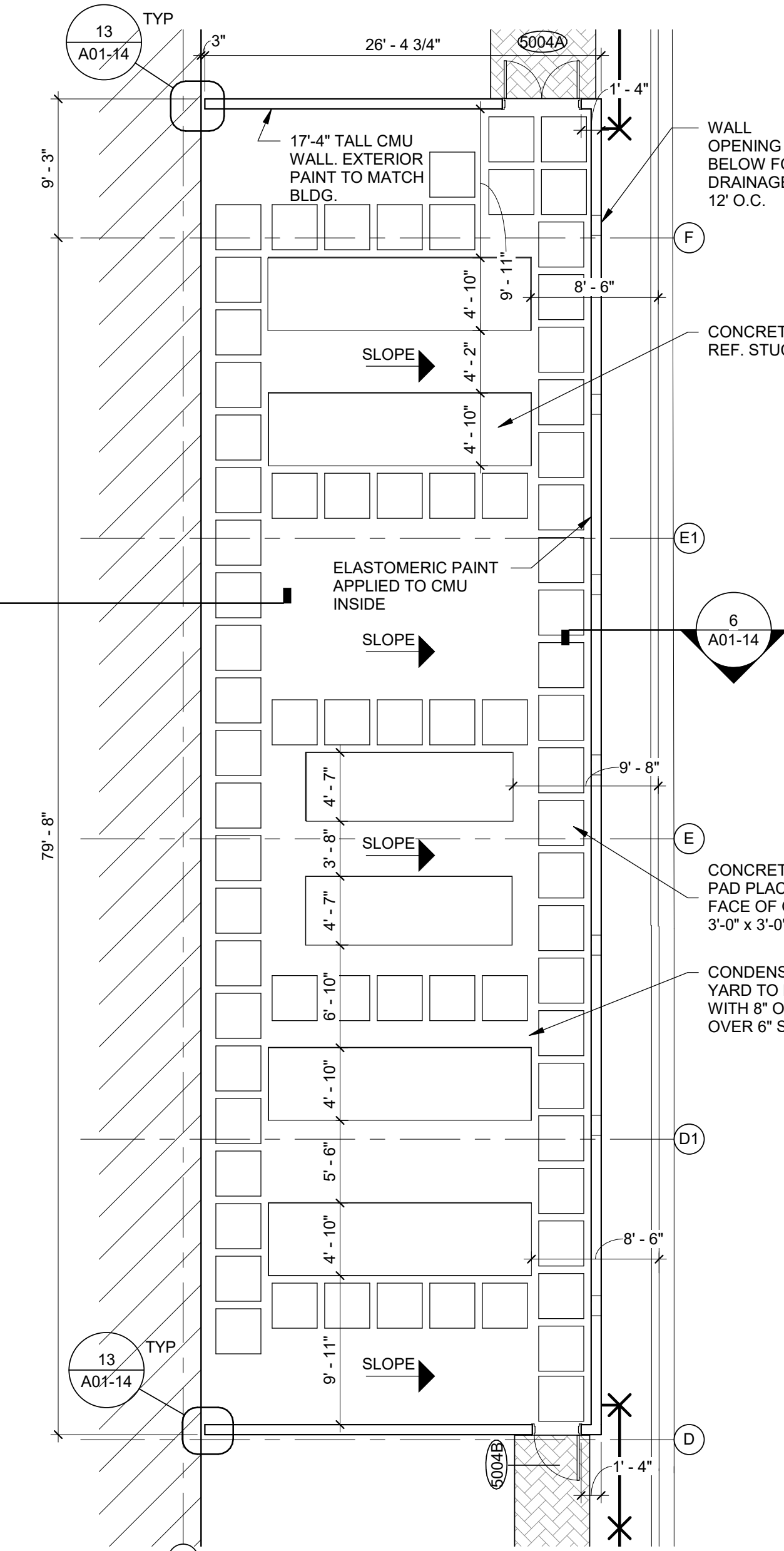
10 SCREEN WALL SECTION @ COLUMN - SOUTH GENERATOR
1/2" = 1'-0"



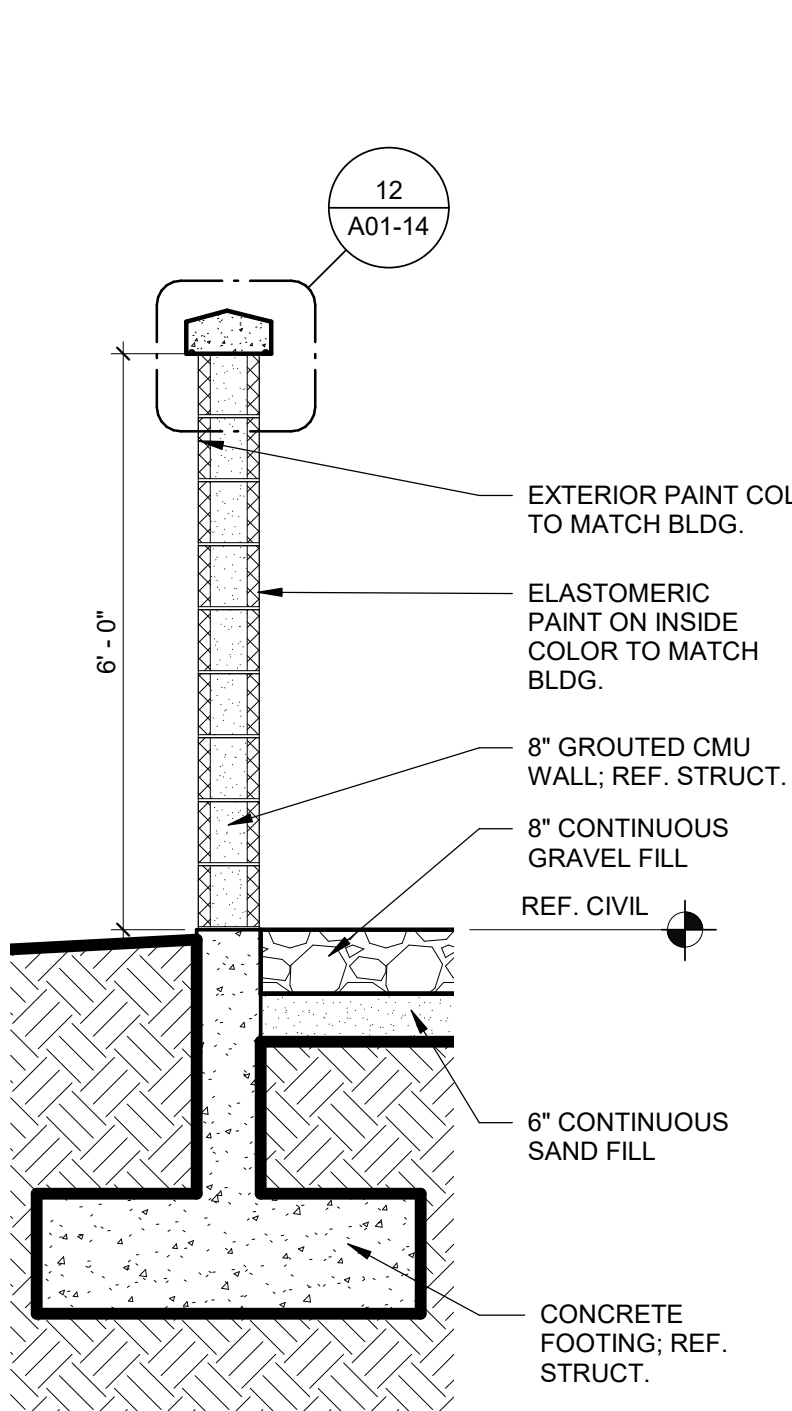
9 SCREEN WALL SECTION - NORTH GENERATOR
1/2" = 1'-0"



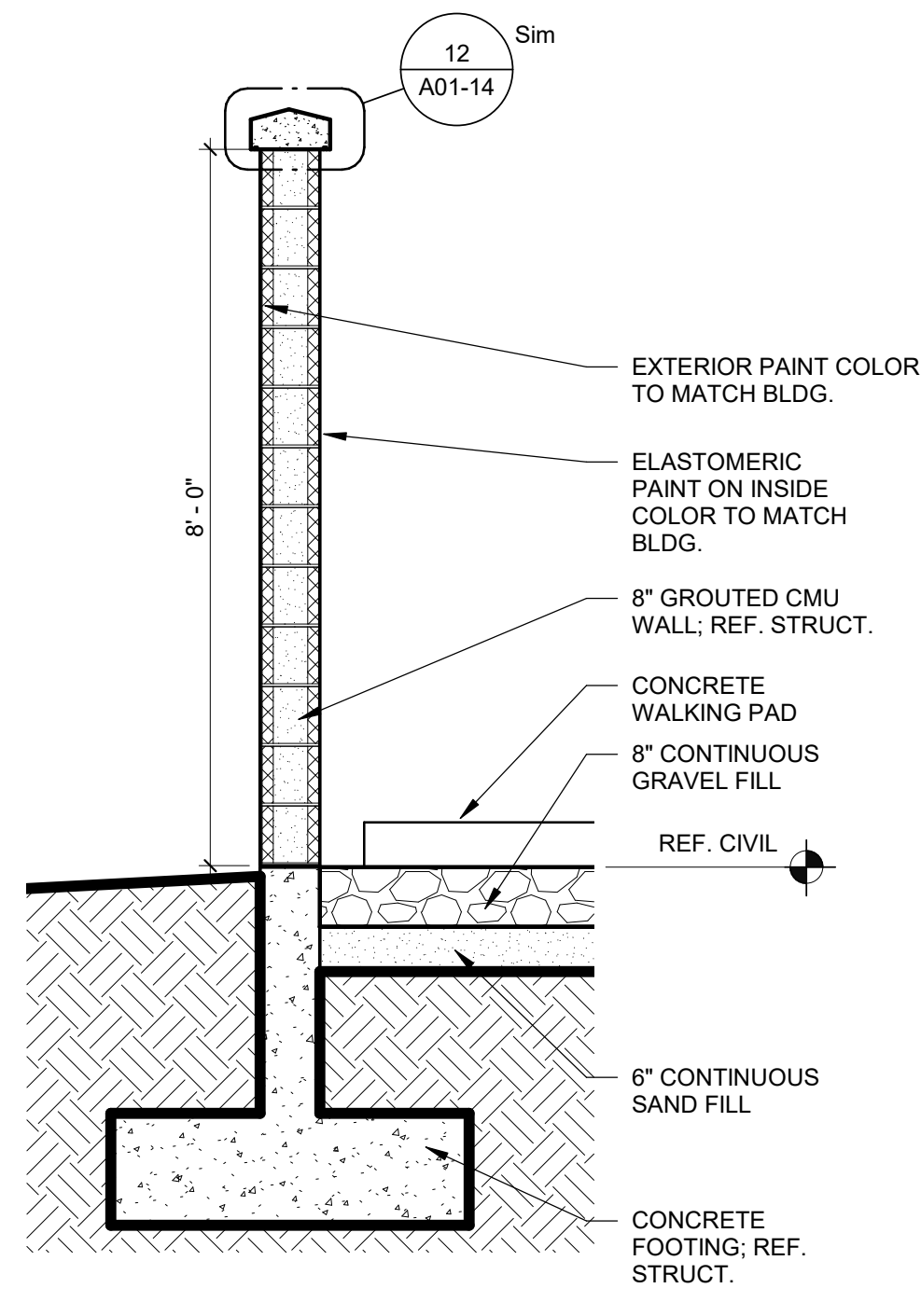
8 SCREEN WALL SECTION @ COLUMN - NORTH GENERATOR
1/2" = 1'-0"



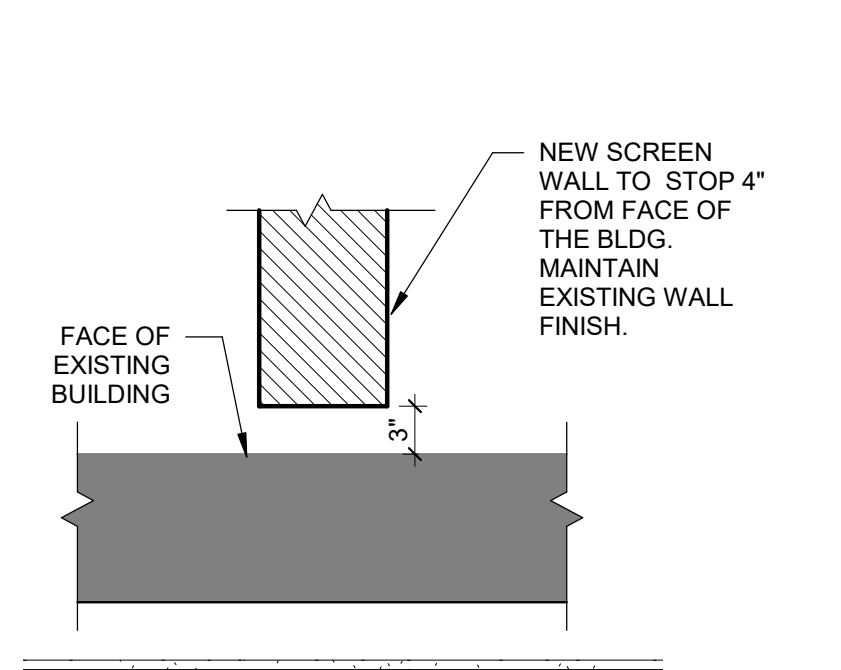
2 ENLARGED PLAN - CONDENSERS SCREEN WALLS
1/8" = 1'-0"



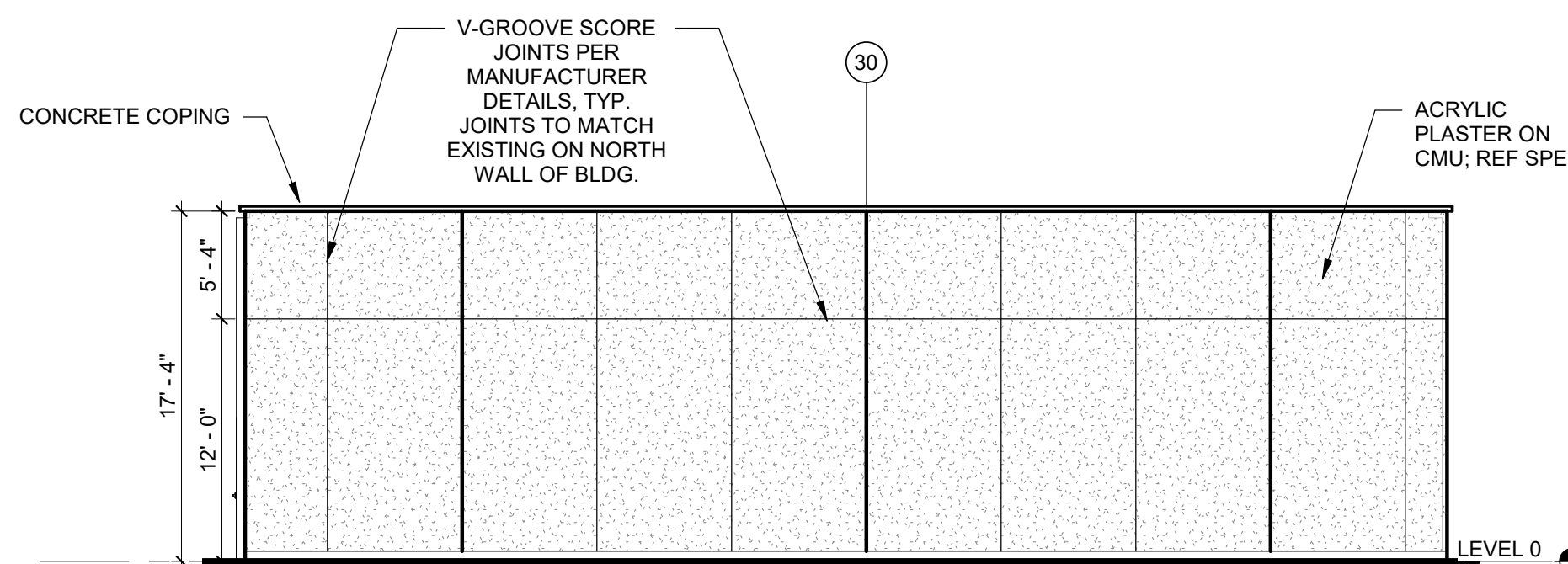
7 GAS METER SCREEN WALL
1/2" = 1'-0"



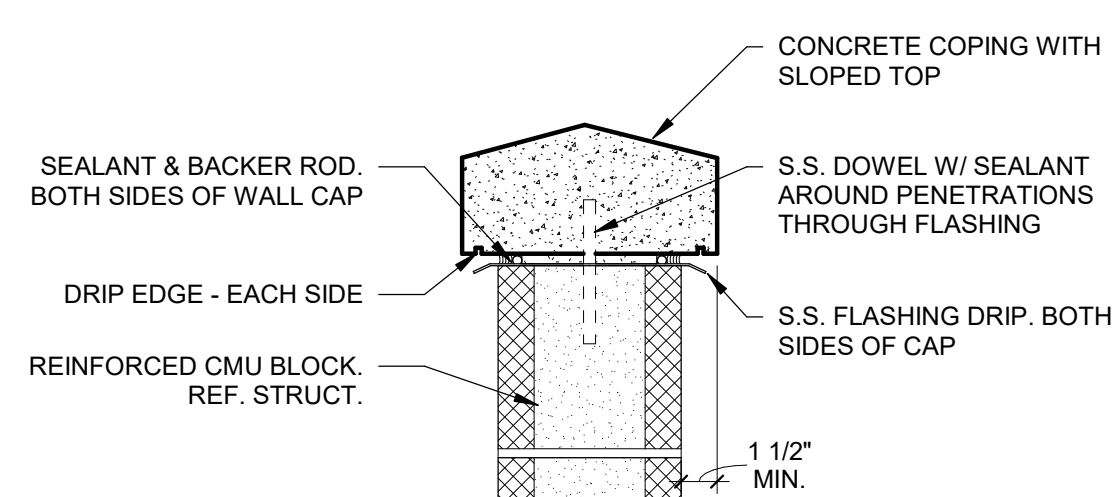
6 CONDENSER UNITS SCREEN WALL - TYP.
1/2" = 1'-0"



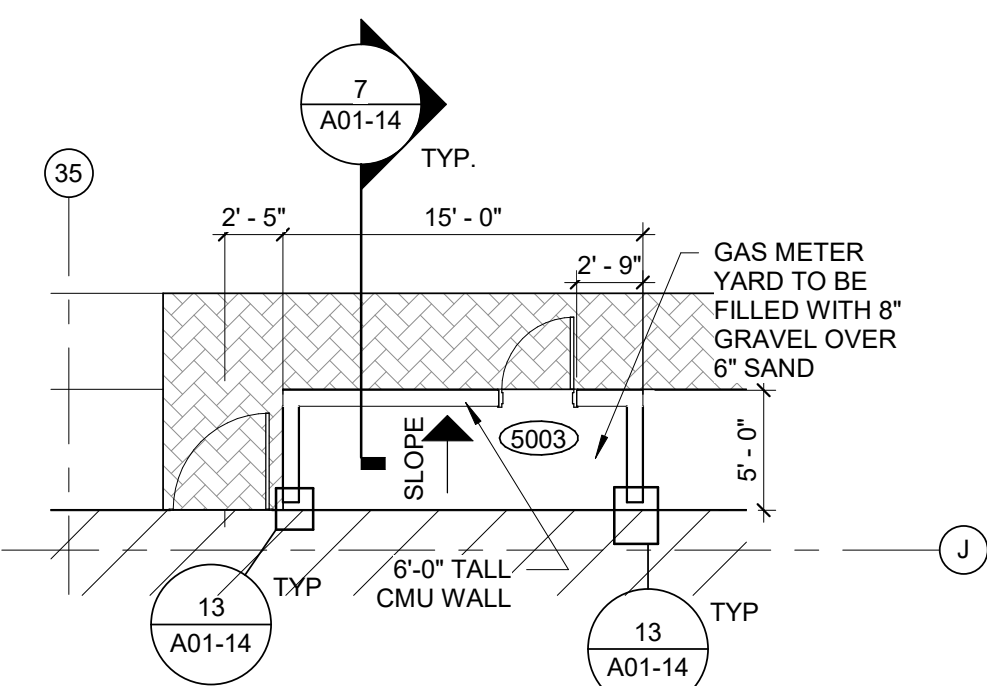
13 PLAN DETAIL - SCREEN WALL TO BLDG. FACE
1" = 1'-0"



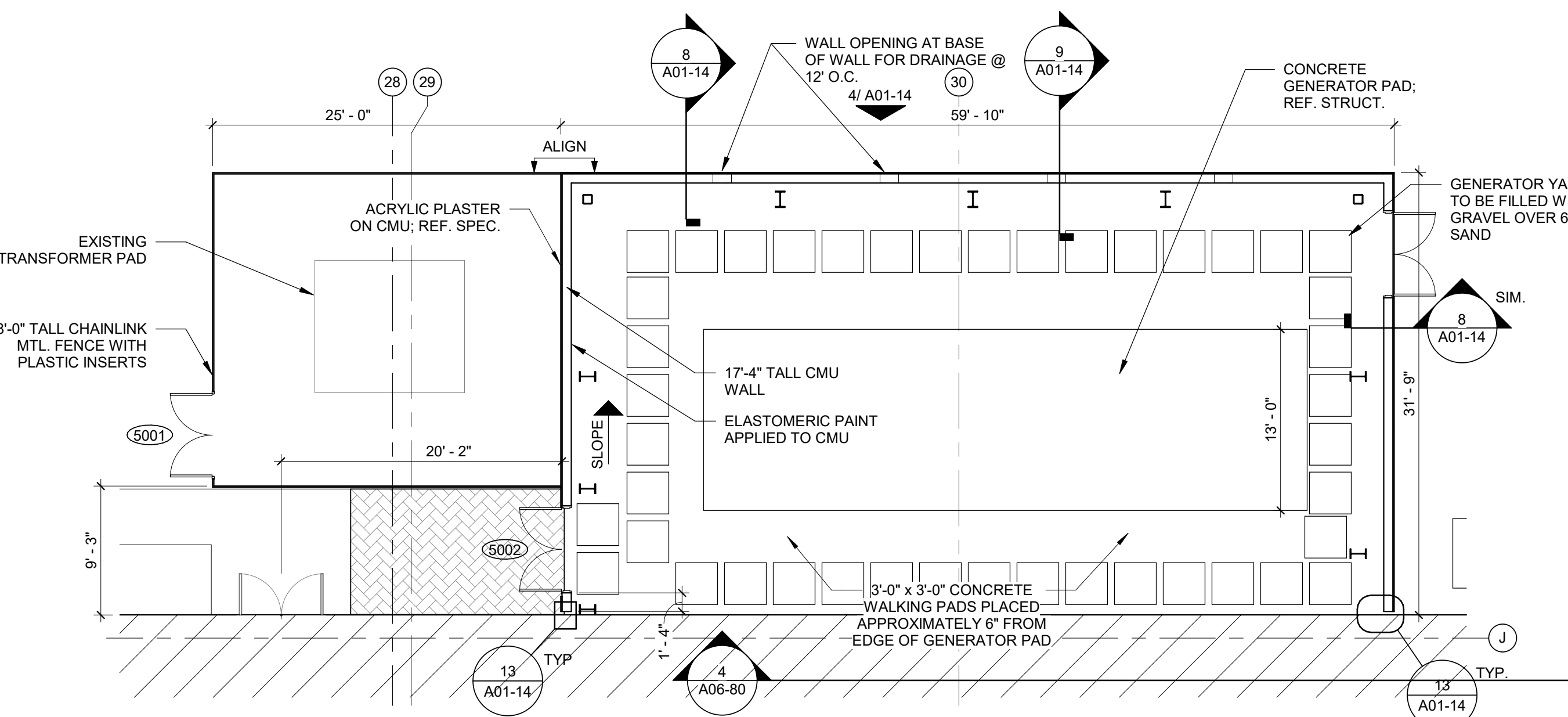
4 NORTH GENERATOR SCREEN WALL - NORTH ELEVATION
1/8" = 1'-0"



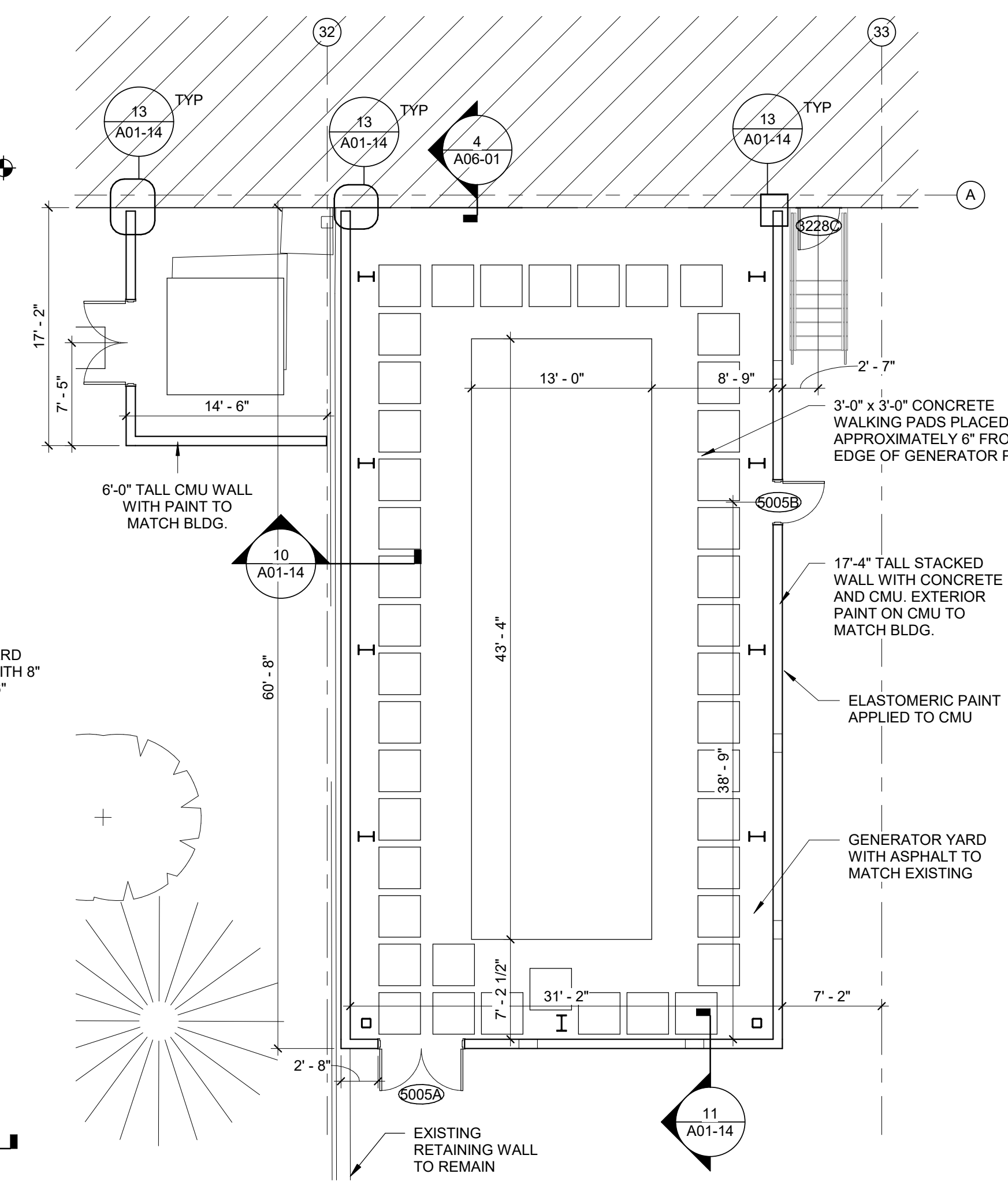
12 CONCRETE COPING DETAIL
1 1/2" = 1'-0"



5 ENLARGED PLAN - GAS METER SCREEN WALLS
1/8" = 1'-0"



3 ENLARGED PLAN - NORTH GENERATOR SCREEN WALLS
1/8" = 1'-0"



1 ENLARGED PLAN - SOUTH GENERATOR SCREEN WALLS
1/8" = 1'-0"

C O R G A N

CORGAN
401 N. Houston St.
Dallas, TX 75202
T: 214-748-2000

ISSUES

1 08/07/19 ISSUE FOR CONSTRUCTION

2

3

4

5

6

7

REVISIONS

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

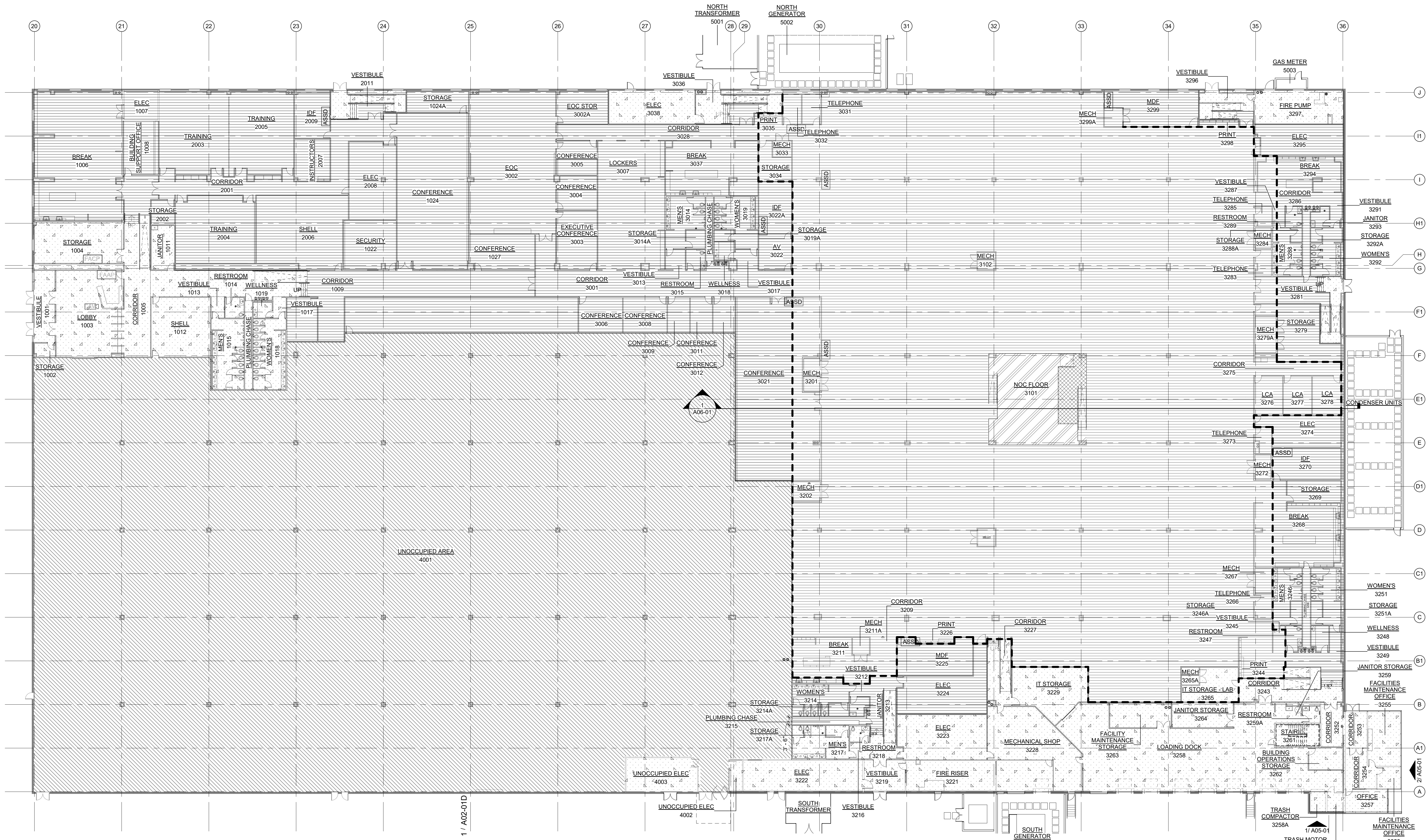
230


 MARY KATHRYN
 001 02 883
 STATE OF ILLINOIS

1501 W SHURE DRIVE,
ARLINGTON HEIGHTS IL

A01-15





1 FLOOR ELEVATION PLAN
1" = 20'-0"

ELEVATION PLAN LEGEND

- EXISTING CONCRETE SLAB AT 100'-0"
- PHASE 02 EXISTING CONCRETE SLAB AT 100'-0"
- NEW RAISED ACCESS FLOOR AT 102'-0"
- NEW RAISED ACCESS FLOOR AT 103'-0"
- NEW RAISED ACCESS FLOOR AT 103'-6"
- PLENUM ZONE BELOW THE NEW RAISED ACCESS FLOOR (RAF), REF. MECH FOR MORE DETAIL. TO ENSURE CONTINUOUS ZONE ENCLOSURE, RAF MANUFACTURER TO PROVIDE PLENUM DIVIDER FOR AREA THERE IS NO WALL BELOW.

BUILDING AREAS

PHASE 01 -	127,047 SF
PHASE 02 -	68,253 SF
TOTAL -	195,300 SF

ISSUES

1	08/07/19	ISSUE FOR CONSTRUCTION
2		
3		
4		
5		
6		
7		

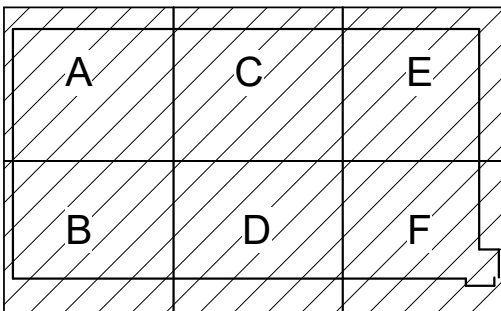
REVISIONS



PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

1501 W SHURE DRIVE,
ARLINGTON HEIGHTS IL

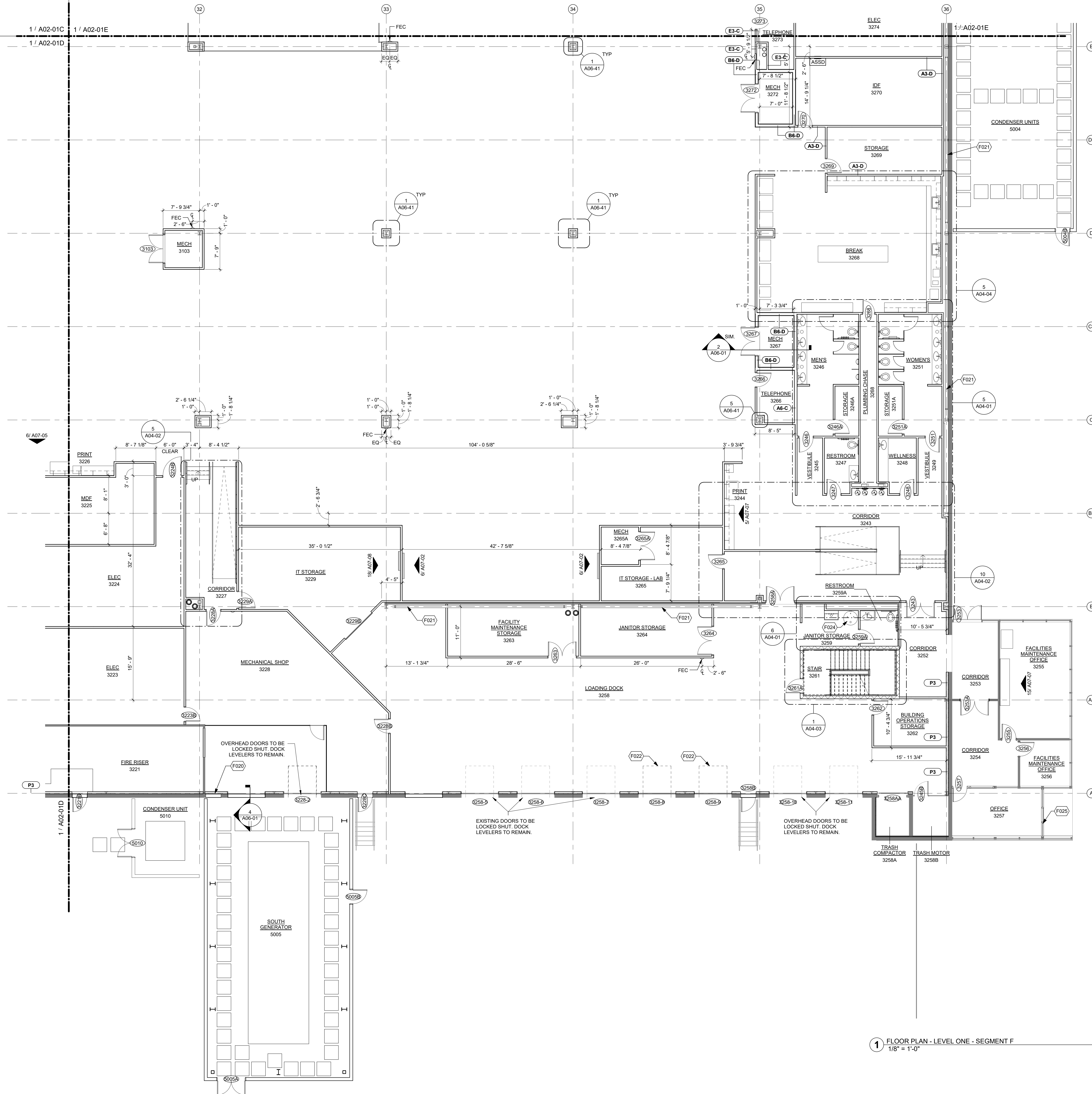
KEYPLAN



FLOOR
ELEVATION PLAN

JOB 18412.0000
DATE 08/07/2019
SHEET

A02-00B



GENERAL PLAN NOTES

1. ALL WALLS ARE TYPE A3-C-U.N.O.
2. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES IN THE CENTER OF STRAIGHT WALLS 3'-0" IN LENGTH OR GREATER OR AS INDICATED ON INTERIOR WALL ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. THROUGHOUT BUILDING. TYP.
3. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 45° MAX. TO EXTINGUISHER HANDLE U.N.O.
4. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYF. BOARD CORNERS MOUNTED AT 4" TO BOTTOM OF WALL.
5. GC TO VERIFY EXISTING CONDITIONS PRIOR TO THE COMMENCEMENT OF ANY WORK. G.C. TO NOTIFY ARCHITECT OF ANY DISCREPANCIES.
6. ALL INTERIOR WALLS TO BE SECURE GLASS FROM INTERIOR SIDE OF GLASS. THIS INCLUDES ALL GLAZING AT BOTH ENTRIES.

FLOOR PLAN KEYNOTE LEGEND

- | | |
|------|--|
| F020 | NEW WALL INFILL TO MATCH EXISTING EXTERIOR WALL CONSTRUCTION |
| F021 | STRUCTURAL BRACING. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION |
| F022 | REPLACE LOADING DOCK DOOR AND ALL RELATED HARDWARE, INCLUDING DOCK LIFT AND DOCK LEVELER |
| F024 | COVER PLATE FOR EJECTOR PUMP BELOW, REF. PLUMBING & STRUC. |
| F025 | INSTALL NEW EXTERIOR GLAZING TO MATCH EXISTING. |

ISSUES

- | | | |
|---|----------|------------------------|
| 1 | 08/07/19 | ISSUE FOR CONSTRUCTION |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

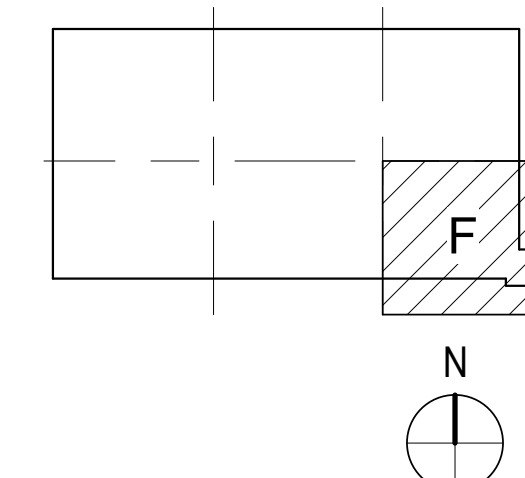
REVISIONS



PARKING LOT ALTERATION AND INTERIOR BUILDOUT

1501 W SHURE DRIVE,
ARLINGTON HEIGHTS IL

KEYPLAN



FLOOR PLAN -
LEVEL ONE -
SEGMENT F

JOB 18412.0000
DATE 08/07/2019
SHEET

A02-01F

[illegible]

PARKING LOT ALTERATION AND INTERIOR BUILDOUT

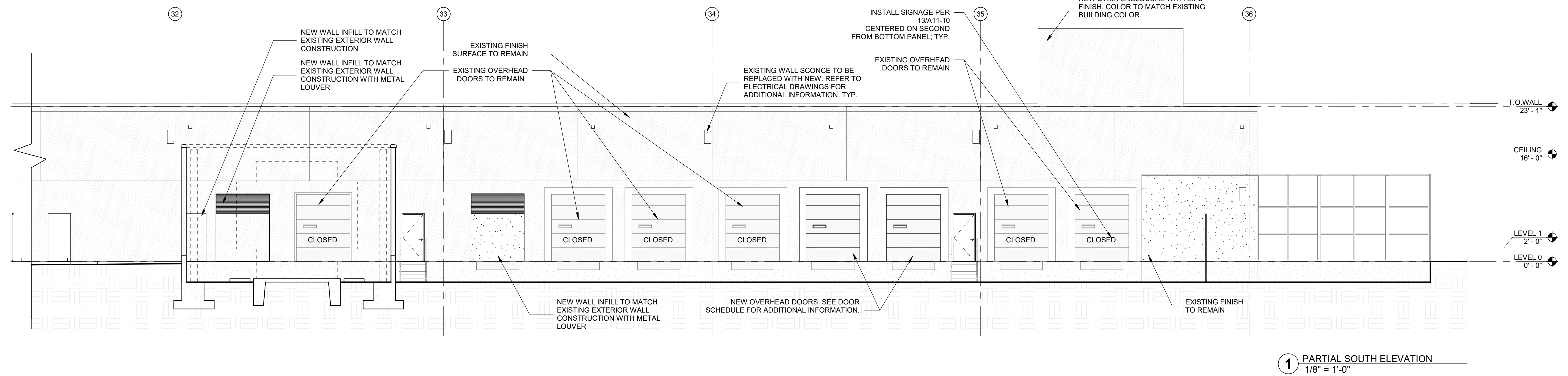
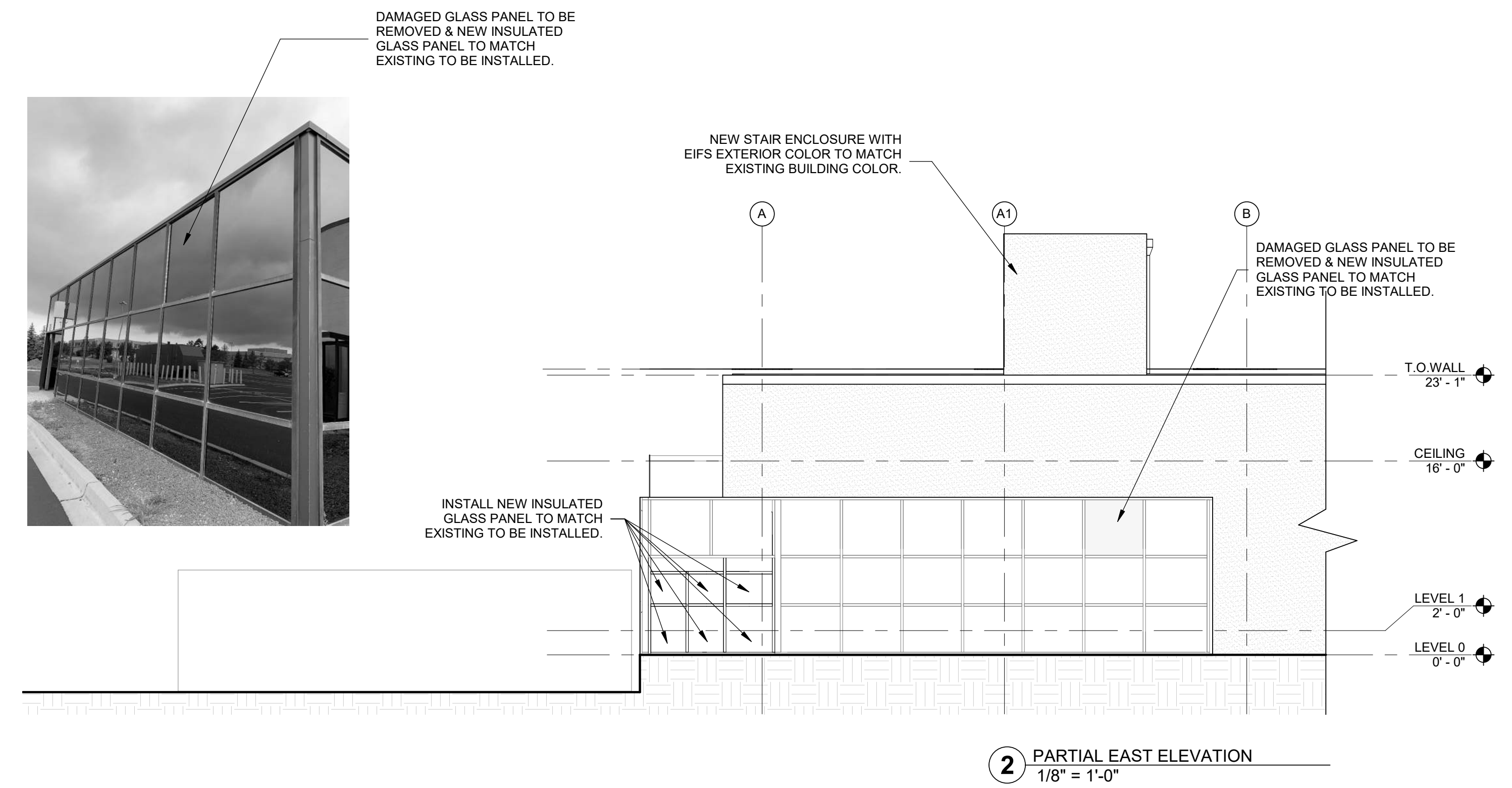
1501 W SHURE DRIVE,
ARLINGTON HEIGHTS IL

EXTERIOR ELEVATIONS

JOB 18412.0000
DATE 08/07/2019
SHEET

A05-01

8/7/2019 4:40:05 PM	A05-01	EXTERIOR ELEVATIONS
---------------------	--------	---------------------



Drawing name: K:\SHE_DRAW\168672001_Corpn_UnitedBNC_Arlington High\LA_V_Design\CAD\PlotSheets\C1.0 - GENERAL NOTES.dwg C1.0 Aug 06, 2019 2:27pm By: Travis.Gawinski
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GENERAL NOTES

- EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:
COMPASS SURVEYING, LTD
2631 GINGER WOODS PARKWAY, SUITE 100
AURORA, IL 60502
TEL. (630) 820-9100
COPIES OF THE SURVEY ARE AVAILABLE FROM THE ENGINEER. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.
- COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS DEEMED NECESSARY BY THE CONTRACTOR IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.
- THE CONTRACTOR SHALL PHOTOGRAPH THE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.
- EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:
 - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
 - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
 - "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA), LATEST EDITION.
 - REGULATIONS, STANDARDS AND GENERAL REQUIREMENTS SET FORTH BY THE MUNICIPALITY, UNLESS OTHERWISE NOTED ON THE PLANS.
 - THE NATIONAL ELECTRIC CODE.
 - ALL APPLICABLE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
- STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND RECURRING SPECIAL PROVISIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THE CONTRACTOR'S WORK MAY NOT BE SPECIFICALLY NOTED, BUT ARE CONSIDERED A PART OF THE CONTRACTOR'S CONTRACT.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS, ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT THEM TO THE SURVEYOR OR ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS, AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING. IF THE CONTRACTOR IS AFFECTED BY OMISSIONS OR DISCREPANCIES, FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THE CONTRACTOR'S OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS KIMLEY-HORN AND ASSOCIATES, INC., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF THE CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR EXECUTION OF THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- CONSTRUCTION MATERIALS AND/OR EQUIPMENT MAY NOT BE STORED IN THE RIGHT-OF-WAY, AS DIRECTED BY THE OWNER.
- EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHT-OF-WAYS ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
- OWNER SHALL OBTAIN EASEMENTS AND APPROVAL OF PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS AND EASEMENTS.
- THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE SURVEYOR AT THE CONTRACTOR'S EXPENSE.
- NOTIFICATION OF COMMENCING CONSTRUCTION:
 - THE CONTRACTOR SHALL NOTIFY AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY, AS NECESSARY, ALL TESTING AGENCIES, THE MUNICIPALITY, AND THE OWNER SUFFICIENTLY IN ADVANCE OF CONSTRUCTION.
 - FAILURE OF THE CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN THE TESTING COMPANIES BEING UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND THE OPERATION TO BE TESTED UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL EMERGENCY TRAFFIC, AS DIRECTED BY THE MUNICIPALITY.
- ANY EXISTING SIGNS, LIGHT STANDARDS, AND UTILITY POLES THAT INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE, AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
- ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION BY THE LANDSCAPE ARCHITECT AND SHALL BE PROTECTED PER DOT SECTION 201.05. THE RIGHT-OF-WAY LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES NOTED TO REMAIN SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED.
- LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED LANDSCAPE ARCHITECT, FORESTER, OR ARBORIST AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION. ALL LIMB BRANCHES, AND OTHER DEBRIS RESULTING FROM THE CONTRACTOR'S WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.
- EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.
- EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT, AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THE CONTRACTOR'S WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A PAY ITEM IS LISTED ON THE BID LIST.
- REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC., SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS, AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE TONNAGE DISPOSAL REQUIRED FOR CLEANUP, AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
- NO UNDERGROUND WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, AND SURFACE, AND PRIOR TO POURING ANY CONCRETE AFTER FORMS HAVE BEEN SET, AS NECESSARY.
- WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND PIPE SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THE CONTRACTOR'S WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE MERGED INTO THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWERS, WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL, AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND STORM SEWERS TO BE CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. NO EXTRA PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR STORM SEWERS CONSTRUCTED AS PART OF THE CONTRACTOR'S PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLANS. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) AND THE MUNICIPALITY FOR UTILITY LOCATIONS.
- THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO GENERAL CONTRACTOR AGREEMENT WITH THE OWNER. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AT ALL PROPOSED UTILITY CONNECTION LOCATIONS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.
- ALL FRAMES AND LIDS FOR STORM AND SANITARY SEWERS, VALVE VAULT COVERS, FIBE HYDRANTS, AND B-WOSES ARE TO BE ADJUSTED TO MEET FINISHED GRADE. THE CONTRACTOR'S ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR, AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT.

- HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ONTO THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM, IF AVAILABLE. DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR FLOODING FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR FLUSHING OR USING THE HYDRANT AT THE CONTRACTOR'S OWN EXPENSE. LEAKS IN THE WATER DISTRIBUTION SYSTEM SHALL BE THE RESPONSIBILITY OF THE WATER MAIN CONTRACTOR AND SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- TRENCH BACKFILL WILL BE REQUIRED TO THE FULL DEPTH ABOVE SEWERS AND WATERMAIN WITHIN TWO (2) FEET HORIZONTAL OF PROPOSED OR EXISTING PAVEMENT.
- IF SOFT, SPONGY, OR OTHER UNSUITABLE SOILS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED AT THE BOTTOM OF THE TRENCH, ALL SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH WELL-COMPACTED, CRUSHED LIMESTONE BEDDING MATERIAL. IF ROCK IS ENCOUNTERED, IT SHALL BE REMOVED TO AT LEAST SIX (6) INCHES BELOW THE BOTTOM OF THE PIPE TO ALLOW PROPER THICKNESS OF BEDDING. UNDERSTOPS OF TWO (2) FEET OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. DEPTHS GREATER THAN TWO (2) FEET SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO PROCEEDING.
- THE TRENCHES FOR PIPE INSTALLATION SHALL BE KEPT DRY AT ALL TIMES DURING PIPE PLACEMENT. APPROPRIATE FACILITIES TO MAINTAIN THE DRY TRENCH SHALL BE PROVIDED BY THE CONTRACTOR, AND THE COST OF SUCH SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR THE ITEM. PLANS FOR THE SITE Dewatering, if employed, shall be submitted to and approved by the owner prior to implementation. no additional compensation shall be made for dewatering during construction unless approved in writing by the owner.
- AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.
- EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH EPA REGULATIONS AND IDOT STANDARDS FOR SOIL EROSION AND SEDIMENTATION CONTROL AND SHALL BE MAINTAINED BY THE CONTRACTOR AND REMAIN IN PLACE UNTIL A SUITABLE GROWTH OF GRASS, ACCEPTABLE TO THE ENGINEER, HAS DEVELOPED.
- THE CONTRACTOR SHALL CONFORM TO ALL EROSION CONTROL REQUIREMENTS AS SET FORTH BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY THROUGH THE PERMIT PROGRAM AND ACCEPTABLE REQUIREMENTS AND GOVERNING MUNICIPALITY. THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THE EROSION CONTROL DRAWINGS AND SPECIFICATIONS AS WELL AS THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP AT A MINIMUM, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY AS REQUIRED BY THE IEPA INDOCS PHASE II PERMIT PROGRAM REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL SWPPP DOCUMENTATION CURRENT AND READILY AVAILABLE ON THE PROJECT SITE AT ALL TIMES FOR REVIEW BY THE OWNER, ENGINEER, AND REGULATORY AGENCIES. KIMLEY-HORN AND ASSOCIATES, INC. IS NOT RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR. SUBSEQUENT TO THE REVIEW OF ANY VIOLATIONS, THE CONTRACTOR SHALL CORRECT ANY VIOLATIONS RESULTING FROM INADEQUATE EROSION CONTROL PROTECTION AND/OR DOCUMENTATION.
- THE PAVEMENT SHALL BE KEPT FREE OF MUD AND DEBRIS AT ALL TIMES. IT MAY BE NECESSARY TO KEEP A SWEEPER ON-SITE AT ALL TIMES.
- ALL DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE FULLY RESTORED TO PRE-CONSTRUCTION CONDITIONS WITH A MINIMUM OF SIX (6) INCHES OF TOPSOIL, SEEDING, AND MULCH AS PER IDOT STANDARDS.
- ALL PROPOSED GRADES SHOWN ON PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS NOTED OTHERWISE.
- ALL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. IF REQUESTED BY THE MUNICIPALITY OR ENGINEER, COPIES OF ALL TEST RESULTS SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.
- WHEN REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER WHEN RECORD DRAWINGS CAN BE PREPARED. RECORD DRAWINGS SHALL INDICATE THE FINAL LOCATION AND LAYOUT OF ALL IMPROVEMENTS, INCLUDING VERIFICATION OF ALL CONCRETE PADS, INVERTS, RIM, AND SPOT GRADE ELEVATIONS, AND INCORPORATE ALL FIELD DESIGN CHANGES APPROVED BY THE OWNER.
- BEFORE ACCEPTANCE, ALL WORK SHALL BE INSPECTED BY THE MUNICIPALITY, AS NECESSARY.

EARTHWORK NOTES

- GENERAL
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE.
 - ANY QUANTITIES IN THE BID PROPOSAL ARE INTENDED AS A GUIDE FOR THE CONTRACTOR'S USE IN DETERMINING THE SCOPE OF THE COMPLETED PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ALL MATERIAL QUANTITIES AND BE KNOWLEDGEABLE OF ALL SITE CONDITIONS.
 - THE CONTRACTOR WILL NOTE THAT THE ELEVATIONS SHOWN ON THE CONSTRUCTION PLANS ARE FINISHED GRADE AND THAT PAVEMENT THICKNESS, TOPSOIL, ETC., MUST BE ACCOUNTED FOR.
 - THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND PREVENT STORMWATER FROM RUNNING INTO OR STANDING IN EXCAVATED AREAS. THE FAILURE TO PROVIDE PROPER DRAINAGE WILL BE CONSIDERED ANY POSSIBLE ADEQUATE COMPENSATION DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTATION OF THE SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. THE INITIAL ESTABLISHMENT OF EROSION CONTROL PROCEDURES AND THE PLACEMENT OF SIGNS AND FILTER FENCING, ETC., TO PROTECT ADJACENT PROPERTY, WETLANDS, ETC., SHALL OCCUR BEFORE GRADING BEGINS.
 - PRIOR TO COMMENCEMENT OF GRADING ACTIVITIES, THE CONTRACTOR SHALL ERECT A CONSTRUCTION FENCE AROUND ANY TREE DESIGNATED TO BE PRESERVED. SAID FENCE SHALL BE PLACED IN A CIRCLE CENTERED AROUND THE TREE. THE DIAMETER OF WHICH SHALL BE SUCH THAT THE ENTIRE DRIP ZONE (EXTENT OF FURTHEST EXTENDING BRANCHES) SHALL BE WITHIN THE FENCE LIMITS. THE EXISTING GRADE WITHIN THE FENCED AREA SHALL NOT BE DISTURBED.
- TOPSOIL EXCAVATION INCLUDES:
 - EXCAVATION OF TOPSOIL AND OTHER STRUCTURALLY UNSUITABLE MATERIALS WITHIN THOSE AREAS THAT WILL REQUIRE EARTH EXCAVATION OR COMPACTED EARTH FILL MATERIAL. EXISTING VEGETATION SHALL BE REMOVED PRIOR TO STRIPPING TOPSOIL OR FILLING AREAS.
 - PLACEMENT OF EXCAVATED MATERIAL IN OWNER-DESIGNATED AREAS FOR FUTURE USE WITHIN AREAS TO BE LANDSCAPED AND THOSE AREAS NOT REQUIRING STRUCTURAL FILL MATERIAL. PROVIDE NECESSARY EROSION CONTROL MEASURES FOR STOCKPILE.
 - TOPSOIL STOCKPILED FOR RESPREAD SHALL BE FREE OF CLAY AND SHALL NOT CONTAIN ANY OF THE TRANSITIONAL MATERIAL BETWEEN THE TOPSOIL AND CLAY. THE TRANSITIONAL MATERIAL SHALL BE USED IN NON-STRUCTURAL FILL AREAS OR DISPOSED OF OFF-SITE.
 - TOPSOIL RESPREAD SHALL INCLUDE HAULING AND SPREADING SIX (6) INCHES OF TOPSOIL DIRECTLY OVER AREAS TO BE LANDSCAPED WHERE SHOWN ON THE PLANS OR AS DIRECTED BY THE OWNER.
 - MODERATE COMPACTION IS REQUIRED IN NON-STRUCTURAL FILL AREAS.
- EARTH EXCAVATION INCLUDES:
 - EXCAVATION OF SUBSURFACE MATERIALS WHICH ARE SUITABLE FOR USE AS STRUCTURAL FILL. THE EXCAVATION SHALL BE TO WITHIN A TOLERANCE OF 0.1 FEET OF THE PLAN SUBGRADE ELEVATIONS WHILE MAINTAINING PROPER DRAINAGE. THE TOLERANCE WITHIN PAVEMENT AREAS SHALL BE SUCH THAT THE EARTH MATERIALS SHALL "BALANCE" DURING THE FINE GRADING OPERATION.
 - PLACEMENT OF SUITABLE MATERIALS SHALL BE WITHIN THOSE AREAS REQUIRING STRUCTURAL FILL IN ORDER TO ACHIEVE THE PLAN SUBGRADE ELEVATIONS TO WITHIN A TOLERANCE OF 0.1 FEET. THE FILL MATERIALS SHALL BE PLACED IN LOOSE LIFTS THAT SHALL NOT EXCEED EIGHT (8) INCHES IN THICKNESS, AND THE WATER CONTENT SHALL BE ADJUSTED IN ORDER TO ACHIEVE REQUIRED COMPACTION.
 - STRUCTURAL FILL MATERIAL MAY BE PLACED WITHIN THOSE PORTIONS OF THE SITE NOT REQUIRING STRUCTURAL FILL. WITHIN SIX (6) INCHES OF THE PLAN FINISHED GRADE ELEVATION IN AREAS REQUIRING STRUCTURAL FILL, HOWEVER, THIS MATERIAL SHALL NOT BE PLACED OVER TOPSOIL OR OTHER UNSUITABLE MATERIALS UNLESS SPECIFICALLY DIRECTED BY A SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.
 - COMPACTION OF SUITABLE MATERIALS SHALL BE TO AT LEAST 93% OF THE MODIFIED PROCTOR DRY DENSITY WITHIN PROPOSED PAVEMENT AREAS, SIDEWALK, ETC. COMPACTION SHALL BE AT LEAST 95% OF THE MODIFIED PROCTOR WITHIN PROPOSED BUILDING PAD AREAS.
 - UNSUITABLE MATERIAL: UNSUITABLE MATERIALS SHALL BE CONSIDERED MATERIAL THAT IS NOT SUITABLE FOR THE SUPPORT OF PAVEMENT AND BUILDING CONSTRUCTION, AND IS ENCOUNTERED BELOW NORMAL TOPSOIL DEPTHS AND THE PROPOSED SUBGRADE ELEVATION. THE DECISION TO REMOVE SAID MATERIAL AND TO WHAT EXTENT SHALL BE MADE BY THE SOILS ENGINEER WITH THE CONCURRENCE OF THE OWNER.
- MISCELLANEOUS. THE CONTRACTOR SHALL:
 - SPREAD AND COMPACT UNIFORMLY TO THE DEGREE SPECIFIED ALL EXCESS TRENCH SPOIL AFTER COMPLETION OF THE UNDERGROUND IMPROVEMENTS.
 - SCARIFY, DISC, AERATE, AND COMPACT, TO THE DEGREE SPECIFIED, THE UPPER TWELVE (12) INCHES OF THE SUITABLE SUBGRADE MATERIAL IN ALL AREAS THAT MAY BE SOFT DUE TO EXCESS MOISTURE CONTENT. THIS APPLIES TO CUT AREAS AS WELL AS FILL AREAS.
 - PROVIDE WATER TO ADD TO DRY MATERIAL IN ORDER TO ADJUST THE MOISTURE CONTENT FOR THE PURPOSE OF ACHIEVING THE SPECIFIED COMPACTION.
 - BACKFILL THE CURB AND GUTTER AFTER ITS CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE MATERIAL.
 - TESTING AND FINAL ACCEPTANCE
 - THE CONTRACTOR SHALL PROVIDE AS A MINIMUM A FULLY LOADED SIX-WHEEL TANDEM AXLE TRUCK FOR PROOF ROLLING THE PAVEMENT SUBGRADE PRIOR TO THE PLACEMENT OF THE CURB AND GUTTER AND THE BASE MATERIAL. THIS SHALL BE WITNESSED BY THE SOILS ENGINEER AND THE OWNER. (SEE PAVING SPECIFICATION.)
 - ANY UNSUITABLE AREA ENCOUNTERED AS A RESULT OF PROOF ROLLING SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL OR OTHERWISE CORRECTED AND APPROVED BY THE ENGINEER.

PAVING NOTES

- GENERAL
 - PAVING WORK INCLUDES FINAL SUBGRADE SHAPING, PREPARATION, AND COMPACTION; PLACEMENT OF SUBGRADE OR BASE COURSE MATERIALS; BITUMINOUS BINDER AND/OR SURFACE COURSES; FORMING, FINISHING AND CURING CONCRETE PAVEMENT, CURBS, AND WALKS; AND FINAL CLEAN-UP AND ALL RELATED WORK.
 - COMPACTION REQUIREMENTS [REFERENCE ASTM D-1557 (MODIFIED PROCTOR)]: SUBGRADE = 93% SUBBASE = 93% AGGREGATE BASE COURSE = 95% BITUMINOUS COURSE = 95% OF MAXIMUM DENSITY, PER ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) HIGHWAY STANDARDS.
 - IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO PROVIDE PROPER BARRICADING WARNING DEVICES, AND THE SAFE MANAGEMENT OF TRAFFIC WITHIN THE AREA OF CONSTRUCTION. ALL SUCH DEVICES AND THEIR INSTALLATION SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION, AND IN ACCORDANCE WITH THE MUNICIPALITY CODE.
- SUBGRADE PREPARATION
 - EARTHWORK FOR PROPOSED PAVEMENT SUBGRADE SHALL BE FINISHED TO WITHIN 0.1 FOOT, PLUS OR MINUS, OF PLAN ELEVATION. THE CONTRACTOR SHALL CORR ON THAT THE SUBGRADE HAS BEEN PROPERLY PREPARED AND THAT THE FINISHED TOP SUBGRADE ELEVATION HAS BEEN GRADED WITHIN TOLERANCES ALLOWED IN THESE SPECIFICATIONS. UNLESS THE CONTRACTOR ADVISES THE ENGINEER IN WRITING PRIOR TO FINE GRADING FOR BASE COURSE CONSTRUCTION, IT IS UNDERSTOOD THAT THE CONTRACTOR HAS APPROVED AND ACCEPTS THE RESPONSIBILITY FOR THE SUBGRADE.
 - PRIOR TO THE PLACEMENT OF THE BASE COURSE, THE SUBGRADE MUST BE PROOF-ROLLED AND INSPECTED FOR UNSUITABLE MATERIALS AND/OR EXCESSIVE MOVEMENT. IF UNSUITABLE SUBGRADE IS ENCOUNTERED, IT SHALL BE CORRECTED. THIS MAY INCLUDE ONE OR MORE OF THE FOLLOWING METHODS:
 - SCARIFY, DISC, AND AERATE.
 - REMOVE AND REPLACE WITH STRUCTURAL CLAY FILL.
 - REMOVE AND REPLACE WITH GRANULAR MATERIAL.
 - USE OF GEOTEXTILE FABRIC.MAXIMUM DEFLECTION ALLOWED IN ISOLATED AREAS MAY BE ONE-QUARTER (1/4) INCH TO ONE-HALF (1/2) INCH IF NO DEFLECTION OCCURS OVER THE MAJORITY OF THE AREA.
 - PRIOR TO THE CONSTRUCTION OF THE CURB AND GUTTER AND THE PLACEMENT OF THE BASE MATERIAL, THE PAVEMENT AREA SHALL BE FINE-GRADED TO WITHIN 0.04 FEET (1/2 INCH) OF FINAL SUBGRADE ELEVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE PAVEMENT ENSURE THE PROPER THICKNESS OF PAVEMENT COURSES. NO CLAIMS FOR EXCESS QUANTITY OF BASE MATERIALS DUE TO IMPROPER SUBGRADE PREPARATION WILL BE HONORED.
 - PRIOR TO PLACEMENT OF THE BASE COURSE, THE SUBGRADE SHALL BE APPROVED BY THE TESTING ENGINEER.
- CONCRETE WORK
 - ALL EXTERIOR CONCRETE SHALL BE PORTLAND CEMENT CONCRETE WITH AIR ENTRAINMENT OF NOT LESS THAN FIVE (5%) OR MORE THAN EIGHT (8%) PERCENT. CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX AND SHALL DEVELOP A MINIMUM OF 4,000 PSI COMPRESSIVE STRENGTH AT TWENTY- EIGHT (28) DAYS. ALL CONCRETE SHALL BE BROOM-FINISHED PERPENDICULAR TO THE DIRECTION OF TRAVEL.
 - CONCRETE CURB AND/OR COMBINATION CURB AND GUTTER SHALL BE OF THE TYPE SHOWN ON THE PLANS. THE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS FOR THE PAVEMENT CROSS SECTION TO DETERMINE THE GUTTER FLAG THICKNESS AND THE AGGREGATE BASE COURSE THICKNESS BENEATH THE CURB AND GUTTER. PERF-MOLDED FIBER EXPANSION JOINTS, WITH TWO 3/4-INCH BY 18-INCH EPOXY-COATED STEEL DOWEL BARS, SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES.
 - CURBS SHALL BE DEPRESSED AND MEET THE SLOPE REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINES AND OTHER LOCATIONS, AS DIRECTED, FOR THE PURPOSE OF PROVIDING ACCESSIBILITY.
 - THE CURBS SHALL BE BACKFILLED AFTER THEIR CONSTRUCTION AND PRIOR TO THE PLACEMENT OF THE BASE COURSE.
 - CONCRETE SIDEWALK SHALL BE IN ACCORDANCE WITH THE ABOVE AND THE PLANS. PROVIDE SCORED JOINTS AT 5-FOOT INTERVALS AND 1/2-INCH PERF-MOLDED FIBER EXPANSION JOINTS AT 20-FOOT INTERVALS AND ADJACENT TO CONCRETE CURBS, DRIVEWAYS, FOUNDATIONS, AND OTHER STRUCTURES.
 - CONCRETE CURING AND PROTECTION SHALL BE PER IDOT STANDARDS. TWO (2) COATS OF IDOT APPROVED CURING AGENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
 - THE COST OF AGGREGATE BASE OR SUBBASE UNDER CONCRETE WORK SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE CONCRETE ITEM.
- FLEXIBLE PAVEMENT
 - THE PAVEMENT MATERIALS FOR BITUMINOUS STREETS, PARKING LOTS, AND DRIVE AISLES SHALL BE AS DETAILED ON THE PLANS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE FLEXIBLE PAVEMENTS SHALL CONSIST OF THE FOLLOWING: TYPE B, BITUMINOUS CONCRETE BINDER COURSE, SUPERPAV IL-19, NSQ, AND BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAV MIX NSQ, OF THE THICKNESS SPECIFIED ON THE PLANS. THICKNESSES SPECIFIED SHALL BE CONSIDERED TO BE THE MINIMUM COMPACTED THICKNESS.
 - PRIOR TO PLACEMENT OF THE SURFACE COURSE, THE BINDER COURSE SHALL BE CLEANED AND TACK-COATED IF DUSTY OR DIRTY. ALL DAMAGED AREAS IN THE BINDER, BASE, OR CURB SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER PRIOR TO LAYING THE SURFACE COURSE. THE CONTRACTOR SHALL PROVIDE EQUIPMENT AND STAFF CAPABLE OF APPLYING THE USE OF POWER BROOMS IF REQUIRED BY THE OWNER. TO PREPARE THE PAVEMENT FOR APPLICATION OF THE SURFACE COURSE, THE TACK COAT SHALL BE UNIFORM AND APPLIED TO THE SUBGRADE AT A RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD. TACK COAT SHALL BE AS PER IDOT STANDARDS.
 - SEAMS IN BINDER AND SURFACE COURSE SHALL BE STAGGERED A MINIMUM OF 6 INCHES.
 - TESTING AND FINAL ACCEPTANCE.
 - THE CONTRACTOR SHALL FOLLOW THE QUALITY CONTROL TESTING PROGRAM FOR CONCRETE AND PAVEMENT MATERIALS ESTABLISHED BY THE TESTING ENGINEER.
 - PRIOR TO PLACEMENT OF THE BITUMINOUS CONCRETE SURFACE COURSE, THE CONTRACTOR, WHEN REQUIRED BY THE MUNICIPALITY, SHALL OBTAIN SPECIMENS OF THE BINDER COURSE WITH A CORE DRILL WHERE DIRECTED, FOR THE PURPOSE OF THICKNESS VERIFICATION.
 - WHEN REQUIRED BY THE MUNICIPALITY, THE CONTRACTOR SHALL OBTAIN SPECIMENS OF THE FULL DEPTH BITUMINOUS CONCRETE PAVEMENT STRUCTURE WITH A CORE DRILL WHERE DIRECTED IN ORDER TO CONFIRM THE PLAN THICKNESS. DEFICIENCIES IN THICKNESS SHALL BE ADJUSTED FOR BY THE METHOD REQUIRED BY IDOT STANDARDS.
 - FINAL ACCEPTANCE OF THE TOTAL PAVEMENT INSTALLATION SHALL BE SUBJECT TO THE TESTING AND CHECKING REQUIREMENTS CITED ABOVE.
- ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE MUNICIPALITY CODE. WHEN CONFLICTS ARISE BETWEEN MUNICIPAL CODE, GENERAL NOTES AND SPECIFICATIONS, THE MORE STRINGENT SHALL TAKE PRECEDENCE.

SIGNAGE AND PAVEMENT MARKING NOTES

- ALL SIGNING AND PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARDS.
- SIGNS: SIGNS SHALL BE CONSTRUCTED OF 0.080-INCH THICK FLAT ALUMINUM PANELS WITH REFLECTORIZED LEGEND ON THE FACE. LEGEND SHALL BE IN ACCORDANCE WITH THE MUTCD.
- POSTS: SIGN POSTS SHALL BE A HEAVY-DUTY STEEL "U" SHAPED CHANNEL WEIGHING 30 POUNDS/FOOT, SUCH AS A TYPE B METAL POST, AS PER THE IDOT STANDARDS (OR 2-INCH PERFORATED STEEL TUBE).
- SIGNS AND POSTS SHALL BE INSTALLED IN ACCORDANCE WITH IDOT STANDARDS.
- PAVEMENT MARKINGS: ALL PAVEMENT MARKINGS IN THE PUBLIC RIGHT-OF-WAY, SUCH AS STOP LINES, CENTERLINES, CROSSWALKS, AND DIRECTIONAL ARROWS, SHALL BE REFLECTORIZED THERMOPLASTIC.
- PAVEMENT MARKINGS ON BIKE PATHS, PARKING LOT STALLS, AND SIMILAR "LOW-WEAR" APPLICATIONS, SHALL BE PAINT IN ACCORDANCE WITH IDOT STANDARDS.
- COLOR, WIDTH, STYLE, AND SIZE OF ALL MARKINGS SHALL BE IN ACCORDANCE WITH THE MUTCD AND LOCAL CODE. STANDARD PARKING SPACES SHALL BE PAINTED WHITE OR YELLOW PER LOCAL CODE.
- THERMOPLASTIC MARKINGS SHALL BE INSTALLED WHEN THE PAVEMENT TEMPERATURE IS 55 DEGREES FAHRENHEIT AND RISNG. PAINT MARKINGS MAY BE INSTALLED WHEN THE AIR TEMPERATURE IS 50 DEGREES FAHRENHEIT AND RISING.

SANITARY SEWER NOTES

- SANITARY SEWER PIPE: ALL SANITARY SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLANS. UNLESS OTHERWISE NOTED ON THE PLANS, ALL SANITARY SEWER PIPE SHALL BE POLYVINYL CHLORIDE PLASTIC PIPE (PVC SDR-26), CONFORMING TO ASTM D3034 AND D2241 WITH ANASTORIC GASKET JOINTS CONFORMING TO ASTM D3189 AND D3212. ANY CHANGES TO THE PIPE MATERIAL, SIZE AND TYPE MUST BE APPROVED BY THE OWNER, ENGINEER, AND MUNICIPALITY PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL SANITARY SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:

PIPE SIZE	CODE	PIPE MATERIAL
12"-60"	RCP	REINFORCED CONCRETE PIPE (ASTM C76); SEE IDOT SPECS FOR PIPE CLASS
6"-12"	PVC	POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
3"-48"	HDPE	HIGH DENSITY POLYETHYLENE PIPE
3"-48"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)

 - BAND-SEAL OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/2" TO 1" IN SIZE WITH MINIMUM BEDDING THICKNESS EQUAL TO X THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NO LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. AS A MINIMUM, THE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE STATE OF ILLINOIS OR ASTM C-33. THE GRADATION SHALL CONFORM TO GRADATION CA-11 OR CA-13 OF THE ILLINOIS STANDARD SPECIFICATIONS AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
 - ALL UNSUITABLE MATERIALS SHALL BE REMOVED BEFORE THE PROPOSED SANITARY SEWER AND REPLACED WITH COMPACTED CRUSHED GRAVEL OR STONE, AS PER IDOT STANDARDS.
 - ALL TRENCHES BENEATH PROPOSED OR EXISTING UTILITIES, PAVEMENTS, ROADWAYS, SIDEWALKS, AND FOR A DISTANCE OF TWO (2) FEET ON EITHER SIDE OF SAME, AND/OR WHERE SHOWN ON THE PLANS, SHALL BE BACKFILLED WITH SELECT GRANULAR BACKFILL PER IDOT STANDARDS AND THOROUGHLY MECHANICALLY COMPACTED IN 9-INCH THICK (LOOSE MEASUREMENT) LAYERS. JETTING WITH WATER IS NOT PERMITTED.

- ALL SANITARY SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
- CONNECTIONS TO EXISTING SANITARY SEWER SYSTEM SHALL NOT BE DONE UNTIL AUTHORIZED BY THE MUNICIPALITY.
- WATERMANS SHALL BE SEPARATED FROM SANITARY SEWERS AND STORM SEWERS IN ACCORDANCE WITH ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) REQUIREMENTS, AS SPECIFIED IN THE STANDARDS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS.
- NO WATER LINE SHALL BE PLACED IN THE SAME TRENCH AS A SEWER LINE, EXCEPT UNDER SPECIAL CIRCUMSTANCES AND THEN ONLY UNDER THE FOLLOWING RULES:
 - IF NECESSARY PERMISSION SHALL BE OBTAINED FROM THE MUNICIPALITY IN WRITING PRIOR TO BEGINNING CONSTRUCTION.
 - THE BOTTOM OF A WATER LINE SHALL BE INSTALLED ON A SHELF A MINIMUM OF 18 INCHES ABOVE THE TOP OF THE SEWER AND 18 INCHES HORIZONTALLY AWAY FROM THE EDGE OF THE SEWER.
- ALL SANITARY MANHOLES (AND STORM MANHOLES IN COMBINED SEWER AREAS) SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE. A WATERIGHT BOOT, CONFORMING TO ASTM C-923, SHALL BE USED AT THE PIPE-STRUCTURE CONNECTION.
- ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER-TIGHT SLEEVES. THE BOTTOM OF THE MANHOLE SHALL HAVE A CONCRETE BENCH POURED TO FACILITATE SMOOTH FLOWS.
- FRAMES AND LIDS: SEE DETAILS FOR ALL SANITARY SEWER MANHOLE FRAMES AND LIDS. THE LIDS SHALL HAVE RECESSED (CONCEALED) POOL HOLE AND BE SELF-SEALING WITH AN "OT RING GASKET. THE LIDS SHALL HAVE THE WORD "SANITARY" EMBOSSED ON THE SURFACE. THE JOINTS BETWEEN THE FRAME AND CONCRETE SECTION SHALL BE SEALED WITH A BUTYL ROPE.
- A MAXIMUM OF TWELVE (12) INCHES OF CONCRETE-ADJUSTING RINGS SHALL BE USED TO ADJUST FRAME ELEVATIONS. RINGS SHALL BE SEALED TOGETHER WITH BUTYL ROPE.
- CLEANING: ALL MANHOLES AND PIPES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS, AND ALL VISIBLE LEAKAGE ELIMINATED, BEFORE FINAL INSPECTION AND ACCEPTANCE.
- TESTING: DEFLECTION, AIR, AND LEAKAGE TESTING WILL BE REQUIRED. THE PROCEDURE AND ALLOWABLE TESTING LIMITS SHALL BE IN ACCORDANCE WITH THE STANDARDS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.
- TESTING THE ALIGNMENT/STRAIGHTNESS SHALL BE IN ACCORDANCE WITH THE MUNICIPALITY CODE.
- TELEVISION: IF REQUIRED BY THE MUNICIPALITY, ALL SANITARY SEWERS SHALL BE TELEVIEWED, AND A COPY OF THE TAPE AND A WRITTEN REPORT SHALL BE SUBMITTED AND REVIEWED BY THE MUNICIPALITY BEFORE FINAL ACCEPTANCE. THE REPORT SHALL INCLUDE STUB LOCATION AS WELL AS A DESCRIPTION OF ALL DEFECTS, WATER LEAK, LEAKS, AND LENGTHS. IDENTIFY MANHOLE TO MANHOLE BOTH VERBALLY AND ON-SCREEN USING MANHOLE NUMBERS FROM APPROVED PLANS. ORDER OF WRITTEN REPORT SHALL BE THE SAME AS THE VIDEOS.
- TEST RESULTS: IF THE SANITARY SEWER INSTALLATION FAILS TO MEET THE TEST REQUIREMENTS SPECIFIED, THE CONTRACTOR SHALL DETERMINE THE CAUSE OR CAUSES OF THE DEFECT AND REPAIR, OR REPLACE ALL MATERIALS AND WORKMANSHIP, AS MAY BE NECESSARY TO COMPLY WITH THE TEST REQUIREMENTS.
- CERTIFICATION: CONTRACTOR SHALL SUBMIT CERTIFIED COPIES OF ALL REPORTS OF TESTS CONDUCTED BY AN INDEPENDENT LABORATORY BEFORE INSTALLATION OF PVC PLASTIC PIPE. TESTS SHALL BE CONDUCTED IN ACCORDANCE WITH STANDARD METHOD OF TEST FOR "EXTERNAL LOADING REQUIREMENTS OF PLASTIC PIPE BY PARALLEL PLATE LOADING," ASTM STANDARDS D-2241, AS APPROPRIATE FOR THE PIPE, TO BE USED. TESTS SHALL ALSO BE CONDUCTED TO DEMONSTRATE JOINT PERFORMANCE AT FIVE (5) PERCENT MAXIMUM DIAMETRIC DEFLECTION OF THE SPIGOT.
- CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO THE LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT.

STORM SEWER NOTES

- STORM SEWER PIPE: ALL STORM SEWER PIPE MATERIAL, SIZE AND TYPE SHALL BE INSTALLED AS INDICATED ON THE UTILITY PLAN. UNLESS OTHERWISE NOTED ON THE PLANS, ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE, IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR DETERMINING PIPE CLASS AND CONFORMING TO ASTM C76. ANY CHANGES TO THE PIPE MATERIAL, SIZE AND TYPE MUST BE APPROVED BY THE OWNER, ENGINEER AND MUNICIPALITY PRIOR TO ORDERING MATERIALS OR INSTALLING THE PIPE. ALL STORM SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING:

PIPE SIZE	CODE	PIPE MATERIAL
12"-60"	RCP	REINFORCED CONCRETE PIPE (ASTM C76); SEE IDOT SPECS FOR PIPE CLASS
6"-12"	PVC	POLYVINYL CHLORIDE PLASTIC PIPE SDR-26 (ASTM D3034 AND D2241)
3"-48"	HDPE	HIGH DENSITY POLYETHYLENE PIPE
3"-48"	DIP	DUCTILE IRON PIPE, CLASS 52 (ANSI 21.51 AND AWWA C151)

 - BAND-SEAL OR SIMILAR COUPLING SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.
 - ALL FOOTING DRAIN DISCHARGE PIPES AND DOWN SPOUTS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
 - CONSTRUCTION: ALL STORM SEWERS ARE TO BE CONSTRUCTED USING A LASER INSTRUMENT TO MAINTAIN LINE AND GRADE.
 - COVER: THE CONTRACTOR SHALL MAINTAIN AT LEAST TWO (2) FEET OF COVER OVER THE TOP OF SHALLOW PIPES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL MOUND OVER ANY PIPES THAT HAVE LESS THAN TWO (2) FEET OF COVER DURING CONSTRUCTION UNTIL THE AREA IS FINAL GRADED OR PAVED.
 - STRUCTURES: MANHOLE, CATCH BASIN, AND INLET BOTTOMS SHALL BE PRECAST CONCRETE SECTIONAL UNITS OR MONOLITHIC CONCRETE. MANHOLES AND CATCH BASINS SHALL BE A MINIMUM OF FOUR (4) FEET IN DIAMETER UNLESS OTHERWISE SPECIFIED ON THE PLANS. STRUCTURE JOINTS SHALL BE SEALED WITH "O" RING OR BUTYL ROPE. A MAXIMUM OF TWELVE (12) INCHES OF ADJUSTING RINGS SHALL BE USED.
 - A CONCRETE BENCH TO DIRECT FLOWS SHALL BE CONSTRUCTED IN THE BOTTOM OF ALL INLETS AND MANHOLES.
 - THE FRAME, GATE, AND/OR CLOSED LID SHALL BE CAST IRON OF THE TYPE SHOWN ON THE PLANS.
 - CLEANING: THE STORM SEWER SYSTEM SHALL BE THOROUGHLY CLEANED PRIOR TO FINAL INSPECTION AND TESTING.
 - THE STORM SEWER SHALL BE TELEVIEWED IF REQUIRED BY THE MUNICIPALITY.
 - MANHOLES, CATCH BASINS, INLETS, FRAMES, GRATES, AND OTHER STRUCTURES SHALL BE CONSTRUCTED OF THE TYPE, STYLE, AND SIZE AS SET FORTH WITH THE ORDINANCES AND STANDARDS OF THE MUNICIPALITY.
 - ALL PVC PIPES CONNECTED TO REINFORCED CONCRETE PIPE SHALL BE CORED AND BOOTED PER THE MUNICIPALITY REQUIREMENTS.

PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

168672001
KHA PROJECT NO.
168672001

SHEET NUMBER

C1.0

Kimley»Horn

© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WAREHAVEN ROAD, SUITE 350,
AURORA, IL 60502
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED

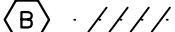
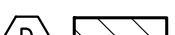
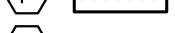
DESIGNED BY: SUP

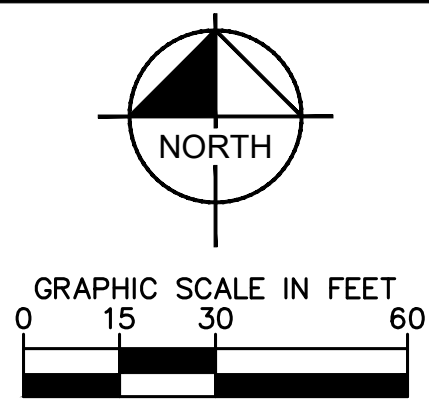
DRAWN BY: GPC

CHECKED BY: LEN

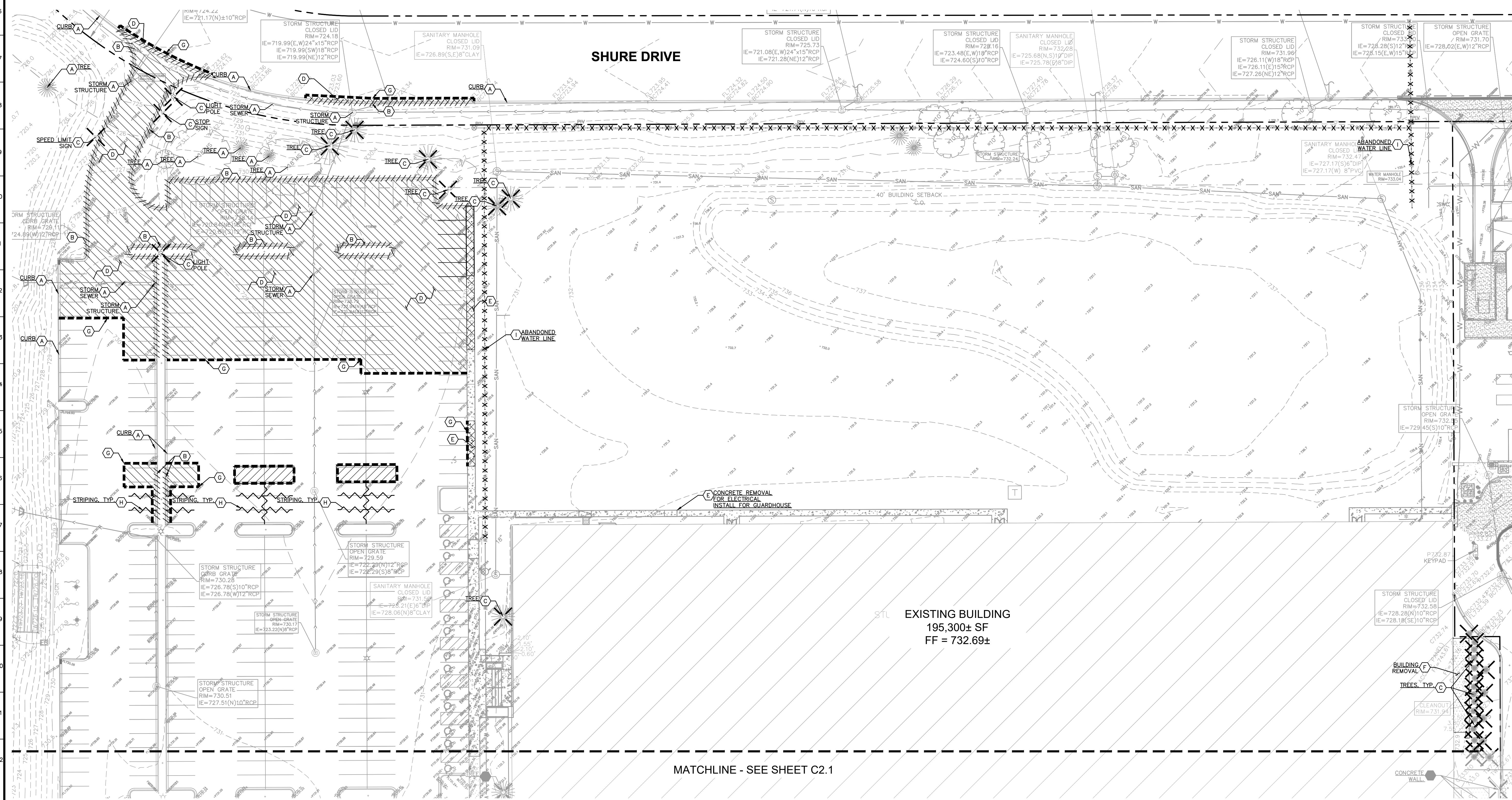
DEMOLITION NOTES	
1. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.	ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER. TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREASEY SPACE AREAS IN ACCORDANCE WITH THE EARROWAY SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
2. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.	
3. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.	11. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
4. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.	12. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
5. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.	13. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LIMESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.
6. QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.	
7. REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.	
8. EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.	
9. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.	
10. EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE	

DEMOLITION LEGEND

	ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
	CURB REMOVAL
	ITEM TO BE REMOVED
	FULL-DEPTH ASPHALT REMOVAL
	CONCRETE REMOVAL
	BUILDING REMOVAL
	SAWCUT LINE
	STRIPING REMOVAL
	PREVIOUSLY ABANDONED UTILITY LINE



WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.

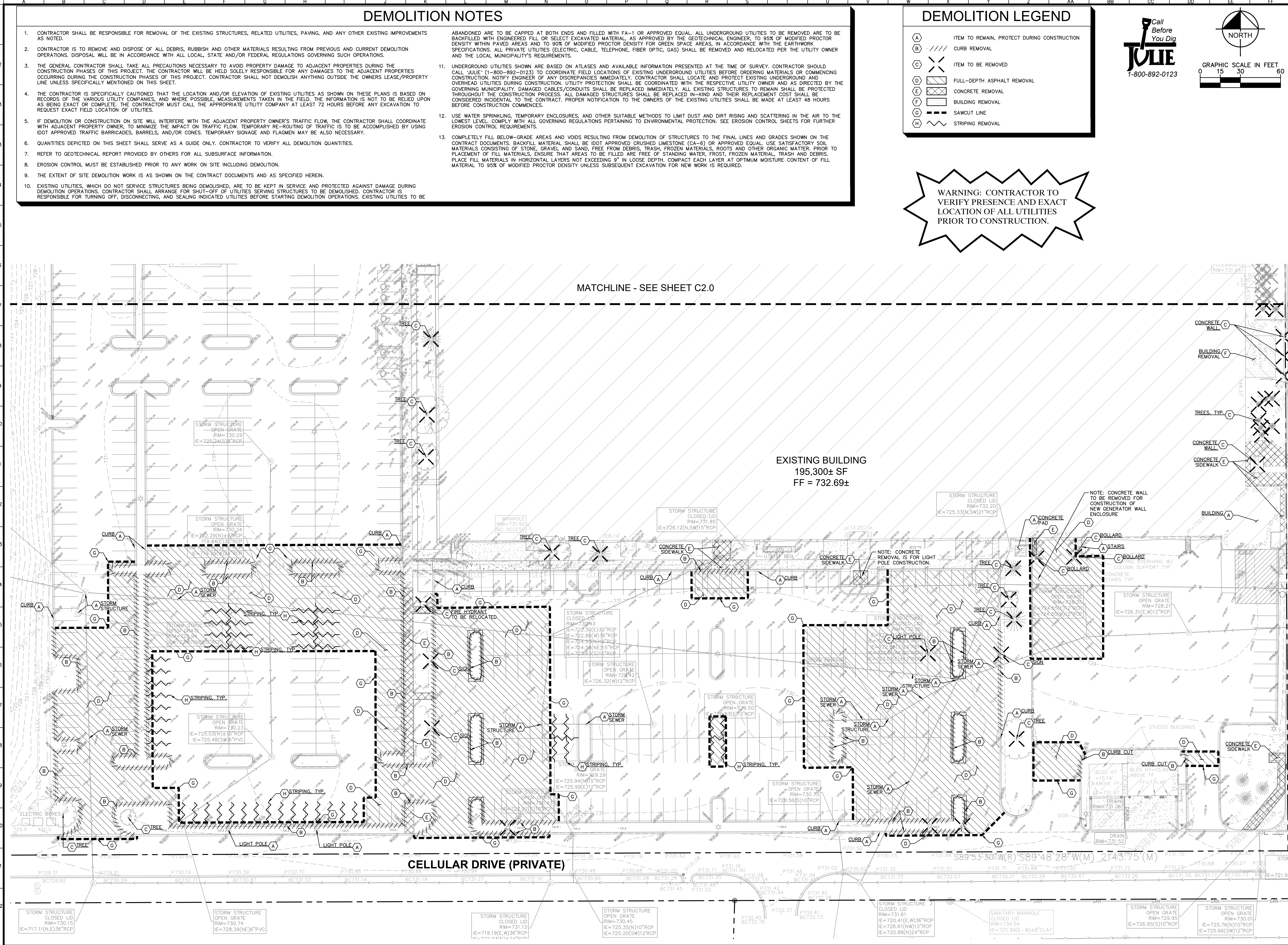


EXISTING BUILDING
195,300± SF
FF = 732.69±

C2.0

Drawing name: K:\CHS_LDEV\168672001_Corgon_UnitedBNOG_Arlington Height_IL\2 Design\CAD\PlanSheets\C2.0 - EXISTING CONDITIONS & DEMOLITION PLAN.dwg C2.0 Aug 08, 2019 2:27pm by: Travis.Cysewski

Drawing name: K:\CHS_LIVE\168672001_Corpan_UnitedBNC_Arlington High\2 Design\CAD\PlanSheets\2.0 - EXISTING CONDITIONS & DEMOLITION PLAN.dwg C2.1 Aug 08, 2019 2:27pm by: TravisCysawski
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



DEMOLITION NOTES

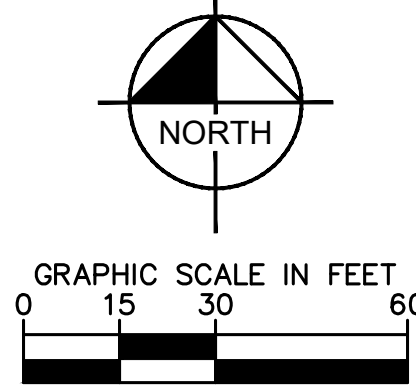
- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED.
- CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR SHALL NOT DEMOLISH ANYTHING OUTSIDE THE OWNERS LEASE/PROPERTY LINE UNLESS SPECIFICALLY MENTIONED ON THIS SHEET.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE, THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING IDOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.
- QUANTITIES DEPICTED ON THIS SHEET SHALL SERVE AS A GUIDE ONLY. CONTRACTOR TO VERIFY ALL DEMOLITION QUANTITIES.
- REFER TO GEOTECHNICAL REPORT PROVIDED BY OTHERS FOR ALL SUBSURFACE INFORMATION.
- EROSION CONTROL MUST BE ESTABLISHED PRIOR TO ANY WORK ON SITE INCLUDING DEMOLITION.
- THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN.
- EXISTING UTILITIES, WHICH DO NOT SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE

- ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
- UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL 'JULIE' (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE COVERING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
 - USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
 - COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION OF STRUCTURES TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED CRUSHED LESTONE (CA-6) OR APPROVED EQUAL. USE SATISFACTORY SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. PRIOR TO PLACEMENT OF FILL MATERIALS, ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH AND DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 9" IN LOOSE DEPTH. COMPACT EACH LAYER AT OPTIMUM MOISTURE CONTENT OF FILL MATERIAL TO 95% OF MODIFIED PROCTOR DENSITY UNLESS SUBSEQUENT EXCAVATION FOR NEW WORK IS REQUIRED.

DEMOLITION LEGEND

- | | |
|-------------------------|---|
| (A) | ITEM TO REMAIN, PROTECT DURING CONSTRUCTION |
| (B) - - - - - | CURB REMOVAL |
| (C) X X X | ITEM TO BE REMOVED |
| (D) [Hatched Box] | FULL-DEPTH ASPHALT REMOVAL |
| (E) [Cross-hatched Box] | CONCRETE REMOVAL |
| (F) [Dotted Box] | BUILDING REMOVAL |
| (G) - - - - - | SAWCUT LINE |
| (H) [Wavy Line] | STRIPING REMOVAL |

WARNING: CONTRACTOR TO VERIFY PRESENCE AND EXACT LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.



KIMLEY-HORN		© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARREN ROAD, SUITE 350, Lisle, IL 60532 WWW.KIMLEY-HORN.COM	
SCALE: AS NOTED	DESIGNED BY: SJP	DRAWN BY: CPC	CHECKED BY: LEN
EXISTING CONDITIONS & DEMOLITION PLAN (SOUTH)			
PARKING LOT ALTERATION AND INTERIOR BUILDOUT			
ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001 SHEET NUMBER C2.1			

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3- FEET, TYPICAL.
3. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

PHASE 1		
STANDARD PARKING SPACES PROVIDED	=	543 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	=	11 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	16 SPACES
TOTAL PARKING SPACES PROVIDED	=	559 SPACES
PHASE 2 (FUTURE)		
PHASE 1 PARKING SPACES REMOVED	=	-3 SPACES
PHASE 2 STANDARD SPACES PROVIDED	=	340 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	2 SPACES
TOTAL PARKING SUMMARY		
ACCESSIBLE PARKING SPACES REQUIRED	=	18 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	=	18 SPACES
TOTAL PARKING SPACES PROVIDED	=	898 SPACES

	STANDARD DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	HEAVY DUTY ASPHALT PAVEMENT SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	CONCRETE SIDEWALK SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	STANDARD PITCH CONCRETE CURB AND GUTTER
	REVERSE PITCH CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER
	EDGE OF PAVEMENT LINE
	SECURITY FENCE

EXISTING DETENTION POND
MAXIMUM HWL = 725.60

EXISTING BUILDING
195,300± SF
FF = 732.69±

SHURE DRIVE

CELLULAR DRIVE (PRIVATE)

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

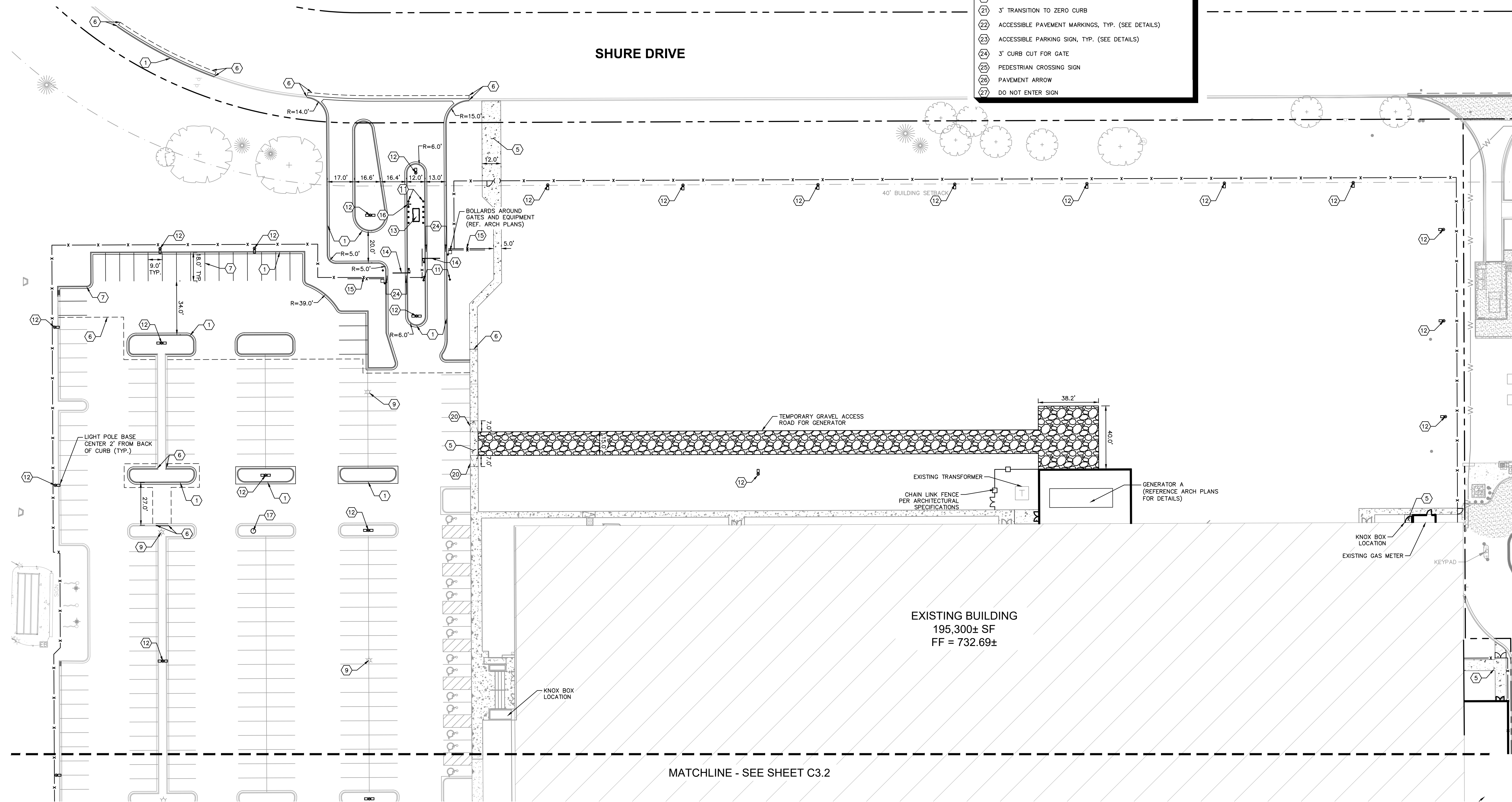
SCALE:	AS NOTED
DESIGNED BY:	SJP
DRAWN BY:	CPC
CHECKED BY:	LEN

OVERALL SITE PLAN

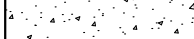
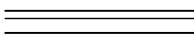
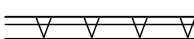
**PARKING LOT ALTERATION
AND INTERIOR BUILDOUT**

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO
168672001
SHEET NUMBER

C3.0

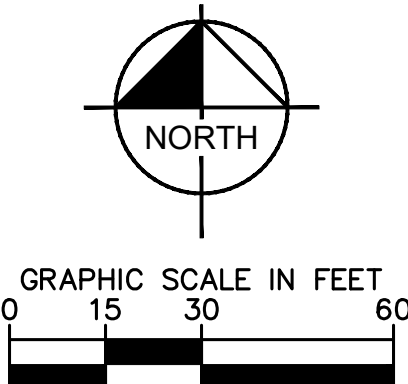


LEGEND

- | | |
|---|---|
|  | ASPHALT PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION |
|  | CONCRETE SIDEWALK
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION |
|  | STANDARD PITCH CONCRETE CURB AND GUTTER |
|  | REVERSE PITCH CONCRETE CURB AND GUTTER |
|  | CONCRETE DEPRESSED CURB AND GUTTER |
|  | EDGE OF PAVEMENT |
|  | RIP RAP
(SEE DETAILS) |
|  | 8' SECURITY FENCE |

KEY NOTES

- 1 B6.12 CONCRETE CURB AND GUTTER (SEE DETAILS)
- 2 M4.12 CONCRETE CURB AND GUTTER (SEE DETAILS)
- 3 3-F T TRANSITION TO MOUNTABLE CURB
- 4 CURB CUT WITH RIP-RAP (SEE DETAILS)
- 5 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
- 6 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
- 7 4" WIDE PAINTED SOLID LINE, TYP.
- 8 4" WIDE PAINTED STRIPE AT 45'; 2' O.C.
- 9 EXISTING LIGHT POLE
- 10 DEPRESSED CURB AND GUTTER
- 11 BOLLARD, TYP. (SEE DETAILS)
- 12 PROPOSED LIGHT POLE, TYP.
- 13 GUARDHOUSE (REFER TO ARCH PLANS)
- 14 AUTOMATED GATE (REF. ARCH PLANS)
- 15 SLIDING CANTILEVER GATE (REF. ARCH PLANS)
- 16 KEYPAD (REF. ARCH PLANS)
- 17 EMERGENCY CALL BOX
- 18 TENANT SIGNAGE
- 19 CROSSWALK STRIPING
- 20 ACCESSIBLE RAMP
- 21 3' TRANSITION TO ZERO CURB
- 22 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
- 23 ACCESSIBLE PARKING SIGN, TYP. (SEE DETAILS)
- 24 3' CURB CUT FOR GATE
- 25 PEDESTRIAN CROSSING SIGN
- 26 PAVEMENT ARROW
- 27 DO NOT ENTER SIGN



GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3- FEET, TYPICAL.
4. RADII LOCATED ON PROPOSED LANDSCAPE ISLANDS, NOT ADJACENT TO PARKING STALLS, AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5- FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.

SCALE:	AS NOTED
DESIGNED BY:	SJP
DRAWN BY:	CPC
CHECKED BY:	LEN

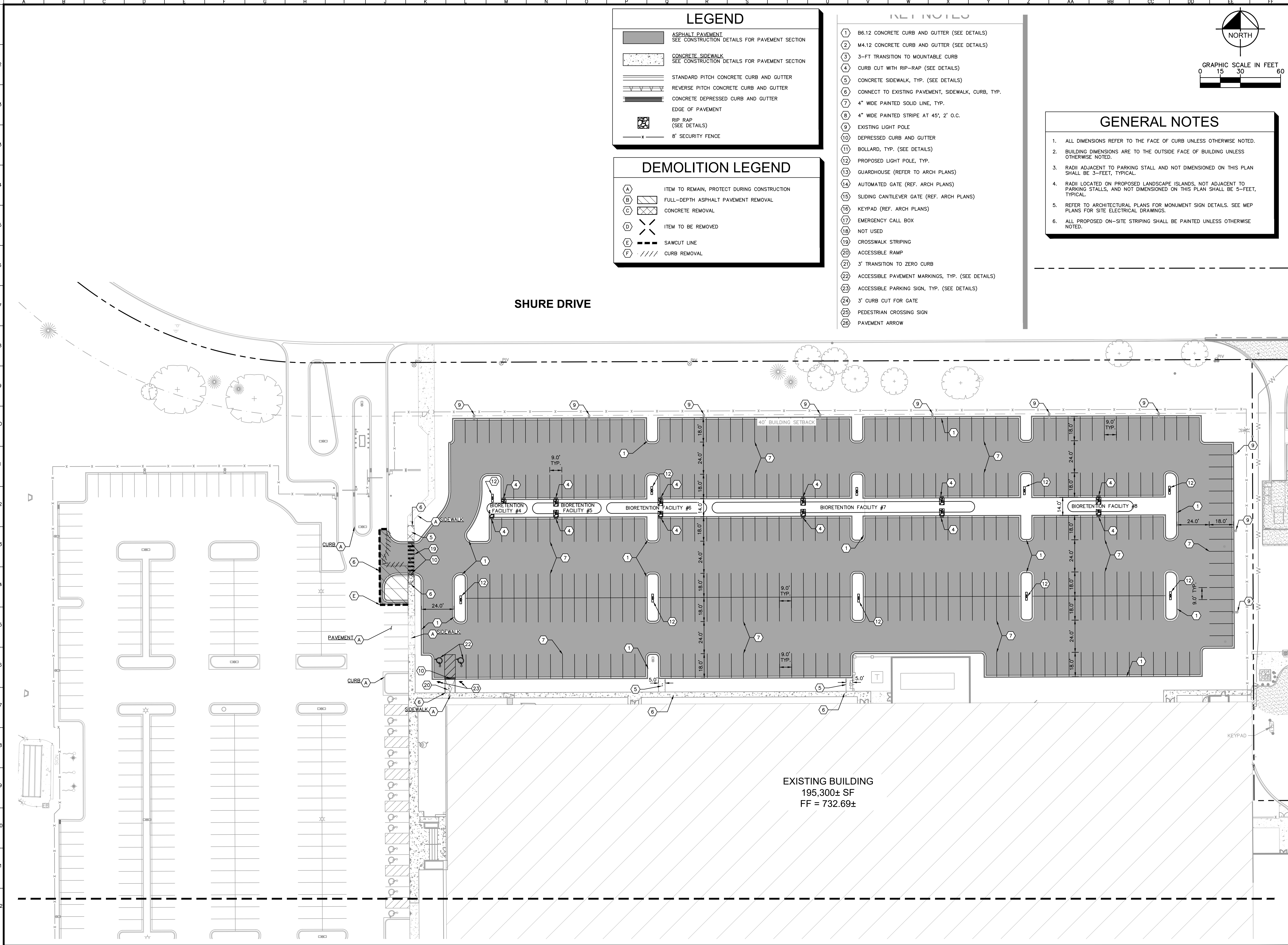
**SITE PLAN
(NORTH)**

PARKING LOT ALTERATION AND INTERIOR BUILDOUT

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO
168672001
SHEET NUMBER

C3.1

This drawing was prepared by: **TOVA-CREWELL**
 Date: **08/09/2019**
 Project: **Highway Design, CA01/PanShells/C3.3 - SITE PLAN (PHASE 2).dwg**
 Drawing No.: **KCHS DEWV16887200_C03on_UntitledBNC**
 This drawing is the property of **KIMLEY-HORN AND ASSOCIATES, INC.** and shall be without liability to Kimley-Horn and Associates, Inc. if not used in accordance with the authorization and adaptation by Kimley-Horn and Associates, Inc. for the specific project and client for which it was prepared. Reuse or improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND	
	<u>ASPHALT PAVEMENT</u> SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	<u>CONCRETE SIDEWALK</u> SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION
	STANDARD PITCH CONCRETE CURB AND GUTTER
	REVERSE PITCH CONCRETE CURB AND GUTTER
	CONCRETE DEPRESSED CURB AND GUTTER
	EDGE OF PAVEMENT
	RIP RAP (SEE DETAILS)
	8' SECURITY FENCE

DEMOLITION LEGEND

(A)			ITEM TO REMAIN, PROTECT DURING CONSTRUCTION
(B)			FULL-DEPTH ASPHALT PAVEMENT REMOVAL
(C)			CONCRETE REMOVAL
(D)			ITEM TO BE REMOVED
(E)			SAWCUT LINE
(F)			CURB REMOVAL

- 1 B6.12 CONCRETE CURB AND GUTTER (SEE DETAILS)
- 2 M4.12 CONCRETE CURB AND GUTTER (SEE DETAILS)
- 3 3-F'T TRANSITION TO MOUNTABLE CURB
- 4 CURB CUT WITH RIP-RAP (SEE DETAILS)
- 5 CONCRETE SIDEWALK, TYP. (SEE DETAILS)
- 6 CONNECT TO EXISTING PAVEMENT, SIDEWALK, CURB, TYP.
- 7 4" WIDE PAINTED SOLID LINE, TYP.
- 8 4" WIDE PAINTED STRIPE AT 45'; 2' O.C.
- 9 EXISTING LIGHT POLE
- 10 DEPRESSED CURB AND GUTTER
- 11 BOLLARD, TYP. (SEE DETAILS)
- 12 PROPOSED LIGHT POLE, TYP.
- 13 GUARDHOUSE (REFER TO ARCH PLANS)
- 14 AUTOMATED GATE (REF. ARCH PLANS)
- 15 SLIDING CANTILEVER GATE (REF. ARCH PLANS)
- 16 KEYPAD (REF. ARCH PLANS)
- 17 EMERGENCY CALL BOX
- 18 NOT USED
- 19 CROSSWALK STRIPING
- 20 ACCESSIBLE RAMP
- 21 3' TRANSITION TO ZERO CURB
- 22 ACCESSIBLE PAVEMENT MARKINGS, TYP. (SEE DETAILS)
- 23 ACCESSIBLE PARKING SIGN, TYP. (SEE DETAILS)
- 24 3' CURB CUT FOR GATE
- 25 PEDESTRIAN CROSSING SIGN
- 26 PAVEMENT AROUND

GENERAL NOTES

1. ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
3. RADII ADJACENT TO PARKING STALL AND NOT DIMENSIONED ON THIS PLAN SHALL BE 3- FEET, TYPICAL.
4. RADII LOCATED ON PROPOSED LANDSCAPE ISLANDS, NOT ADJACENT TO PARKING STALLS, AND NOT DIMENSIONED ON THIS PLAN SHALL BE 5- FEET, TYPICAL.
5. REFER TO ARCHITECTURAL PLANS FOR MONUMENT SIGN DETAILS. SEE MEP PLANS FOR SITE ELECTRICAL DRAWINGS.
6. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED UNLESS OTHERWISE NOTED.

GRAPHIC SCALE IN FEET

0 15 30 60

No.	REVISIONS	DATE	BY
△	VILLAGE COMMENTS/PUD COMMENTS	07/25/19	LEN
△	VILLAGE COMMENTS/PUD COMMENTS	08/07/19	LEN

Kimley»»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

SCALE:	AS NOTED
DESIGNED BY:	SJP
DRAWN BY:	CPC
CHECKED BY:	LEN



CORGAN

SITE PLAN (PHASE 2)

**PARKING LOT ALTERATION
AND INTERIOR BUILDOUT**

1301 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:	5/22/19
KHA PROJECT NO.	168672001
DATE ISSUED	

C3.3

- I. ROUGH GRADING CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
- II. UTILITY INSTALLATION ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
- III. PAVING ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
- IV. FINAL GRADING/SOIL STABILIZATION/LANDSCAPING ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

	TS TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
	EB TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
	CE CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
	SF SILT FENCE (SEE EROSION CONTROL DETAILS)
	IP INLET PROTECTION (SEE EROSION CONTROL DETAILS)
	CW CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
	TP TREE PROTECTION (SEE EROSION CONTROL DETAILS)
	RR RIP RAP (SEE DETAILS)
	LD LIMITS OF DISTURBANCE
	EXISTING CONTOURS
	PROPOSED CONTOURS

1. CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONAL CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
2. POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
3. TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERMETER SILT FENCE SHALL BE INSTALLED PRIOR TO THE BEGINNING OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. PERMANENT STABILIZATION SHALL BE PROVIDED BY PERMANENT PLANS. SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.

No.	REVISIONS	DATE	BY
Δ	VILLAGE COMMENTS/PUD SUBMITTAL	07/25/19	LEN
Δ	VILLAGE COMMENTS/PUD COMMENTS	08/07/19	LEN

SCALE:	AS NOTED
DESIGNED BY:	SJP
DRAWN BY:	CPC
CHECKED BY:	LEN

Kimley»Horn

© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
 1000 KIMMELVILLE ROAD, SUITE 350,
 LITTLE ROCK, AR 72652
 PHONE: 630-487-5550
 WWW.KIMLEY-HORN.COM

11

CORGAN

EROSION CONTROL PLAN

**PARKING LOT ALTERATION
AND INTERIOR BUILDOUT**
1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE: 5/22/19
KHA PROJECT NO. 168672001
SHEET NUMBER

C4.0

Drawing name: K:\GIS_LDEV\168672001_Corpan_UnitedBNC-Arlington Height\LLV Design\CAD\PlanSheets\C4.1 - EROSION CONTROL PLAN (PHASE 2) .dwg C4.1 Aug 08, 2019 2:27pm By: Travis Gysewicki
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

EROSION CONTROL NOTES

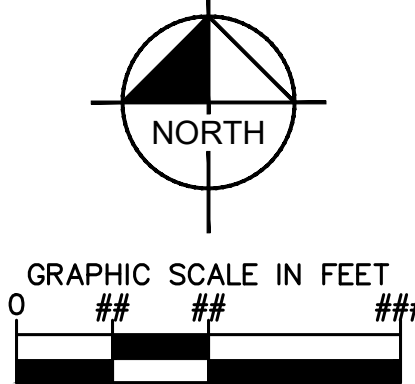
- CONSTRUCTION ENTRANCE SHALL BE LOCATED SO AS TO PROVIDE THE LEAST AMOUNT OF DISTURBANCE TO THE FLOW OF TRAFFIC IN AND OUT OF THE SITE. ADDITIONALLY, CONSTRUCTION ENTRANCE SHALL BE LOCATED TO COINCIDE WITH THE PHASING OF THE PAVEMENT REPLACEMENT.
- POST CONSTRUCTION STORM WATER POLLUTION CONTROL MEASURES INCLUDE STABILIZATION BY PERMANENT PAVING, DRAINAGE SYSTEM STRUCTURE, OR LANDSCAPING.
- TEMPORARY AND PERMANENT STABILIZATION PRACTICES AND BMP'S SHALL BE INSTALLED AT THE EARLIEST POSSIBLE TIME DURING THE CONSTRUCTION SEQUENCE. AS AN EXAMPLE, PERIMETER SILT FENCE SHALL BE INSTALLED BEFORE COMMENCEMENT OF ANY GRADING ACTIVITIES. OTHER BMP'S SHALL BE INSTALLED AS SOON AS PRACTICABLE AND SHALL BE MAINTAINED UNTIL FINAL SITE STABILIZATION IS ATTAINED. CONTRACTOR SHALL ALSO REFERENCE CIVIL AND LANDSCAPE PLANS SINCE PERMANENT STABILIZATION IS PROVIDED BY LANDSCAPING, THE BUILDING(S), AND SITE PAVING.
- BMP'S HAVE BEEN LOCATED AS INDICATED ON THIS PLAN IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES IN ORDER TO MINIMIZE SEDIMENT TRANSFER. FOR EXAMPLE: SILT FENCES LOCATED AT TOE OF SLOPE AND INLET PROTECTION FOR INLETS RECEIVING SEDIMENT FROM SITE RUN-OFF.
- THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
- ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST, OR ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT AND THE DRAINAGE-UTILITY DEPARTMENT. MINOR CHANGES OR ADDITIONAL CONTROL MEASURES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL PLACE EROSION CONTROL BLANKET (NORTH AMERICAN GREEN S150BN OR APPROVED EQUAL) ON ALL SITE AREAS WITH SLOPES GREATER THAN 4:1, AND IN THE BOTTOM AND SIDE SLOPES OF ALL SWALES.
- PRIOR TO FINAL ACCEPTANCE, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
- PERMANENT, FINAL PLANT COVERING OR STRUCTURES SHALL BE INSTALLED PRIOR TO FINAL ACCEPTANCE.
- ALL CONTROL DEVICES THAT FUNCTION SIMILARLY TO SILT FENCE OR FIBER ROLLS MUST BE REPAIRED, REPLACED OR SUPPLEMENTED WITH EFFECTIVE CONTROLS WHEN THEY BECOME NONFUNCTIONAL OR THE SEDIMENT REACHES ONE-THIRD THE HEIGHT OF THE DEVICE. THESE REPAIRS MUST BE MADE WITHIN 24 HOURS OF THE RAINFALL EVENT OR AS SOON AS FIELD CONDITIONS ALLOW ACCESS.
- ALL SEDIMENT DELTAS AND DEPOSITS MUST BE REMOVED FROM SURFACE WATERS, DRAINAGE WAYS, CATCH BASINS AND OTHER DRAINAGE SYSTEMS. ALL AREAS WHERE SEDIMENT REMOVAL RESULTED IN EXPOSED SOIL MUST BE RESTABILIZED. THE REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS AFTER THE RAINFALL EVENT UNLESS PRECLUDED BY LEGAL, REGULATORY OR PHYSICAL ACCESS CONSTRAINTS. ALL REASONABLE EFFORTS MUST BE USED TO OBTAIN ACCESS. ONCE ACCESS IS OBTAINED, REMOVAL AND STABILIZATION MUST TAKE PLACE IMMEDIATELY, BUT NO MORE THAN 7 DAYS LATER. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL APPROPRIATE AUTHORITIES AND RECEIVING THE APPLICABLE PERMITS PRIOR TO CONDUCTING ANY WORK.
- ACCUMULATIONS OF TRACKED AND DEPOSITED SEDIMENT MUST BE REMOVED FROM OFF-SITE PAVED SURFACES WITHIN 24 HOURS OR SOONER IF REQUIRED. SEDIMENT TRACKING MUST BE MINIMIZED BY THE APPROPRIATE MANAGEMENT PRACTICE, LIKE A DEDICATED SITE EXIT WITH AN AGGREGATE SURFACE OR DESIGNATED OFFSITE PARKING AREA. CONTRACTOR IS RESPONSIBLE FOR STREET SWEEPING AND/OR SCRAPING IF YOUR PRACTICES ARE NOT ADEQUATE TO PREVENT SEDIMENT FROM BEING TRACKED FROM THE SITE.
- SURFACE WATERS, DRAINAGE DITCHES AND CONVEYANCE SYSTEMS MUST BE INSPECTED FOR SEDIMENT DEPOSITS.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL EROSION CONTROL MEASURES AS INDICATED ON THIS SHEET IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC. THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING THE PROVISIONS INDICATED IN THE SWPPP, INCLUDING EROSION CONTROL MEASURES AND INSPECTION FREQUENCY, AS REQUIRED BY THE IEPA NPDES PHASE II PERMIT PROGRAM REQUIREMENTS.
- PUMPING SEDIMENT LADEN WATER INTO ANY STORMWATER FACILITY THAT IS NOT DESIGNATED TO BE A SEDIMENT TRAP, DRAINAGEWAY, OR OFFSITE AREA EITHER DIRECTLY OR INDIRECTLY WITHOUT FILTRATION IS PROHIBITED.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A DRAINAGEWAY, FLOOD PLAIN AREA OR A DESIGNATED BUFFER, UNLESS OTHERWISE APPROVED, UNDER SPECIFIC CONDITIONS TO BE ESTABLISHED BY THE DIRECTOR OR ADMINISTRATOR.
- STOCKPILES TO REMAIN IN PLACE FOR MORE THAN THREE DAYS SHALL BE PROVIDED WITH SESC MEASURES. MATERIAL IS TO BE HAULED OFF IMMEDIATELY AND LEGALLY IF NO STOCKPILE IS TO REMAIN IN PLACE.
- ALL TEMPORARY SESC MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.
- WATER REMOVED FROM TRAPS, BASINS, AND OTHER WATER HOLDING DEPRESSIONS OR EXCAVATIONS MUST FIRST PASS THROUGH A SEDIMENT CONTROL AND/OR FILTRATION DEVICE. WHEN DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION.
- SITE STABILIZATION REQUIREMENTS ARE AS FOLLOWS:
 - WHERE THE INITIATION OF STABILIZATION MEASURE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES ON A PORTION OF THE SITE IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURE SHALL BE INITIATED AS SOON AS PRACTICABLE.
 - WHERE CONSTRUCTION ACTIVITY WILL RESUME ON A PORTION OF THE SITE WITHIN 14 DAYS FROM WHEN ACTIVITIES CEASED, (E.G. THE TOTAL TIME PERIOD THAT CONSTRUCTION ACTIVITY IS TEMPORARILY CEASED IS LESS THAN 14 DAYS) THEN STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE BY THE 7TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY CEASED.

EROSION CONTROL SCHEDULE AND SEQUENCING:

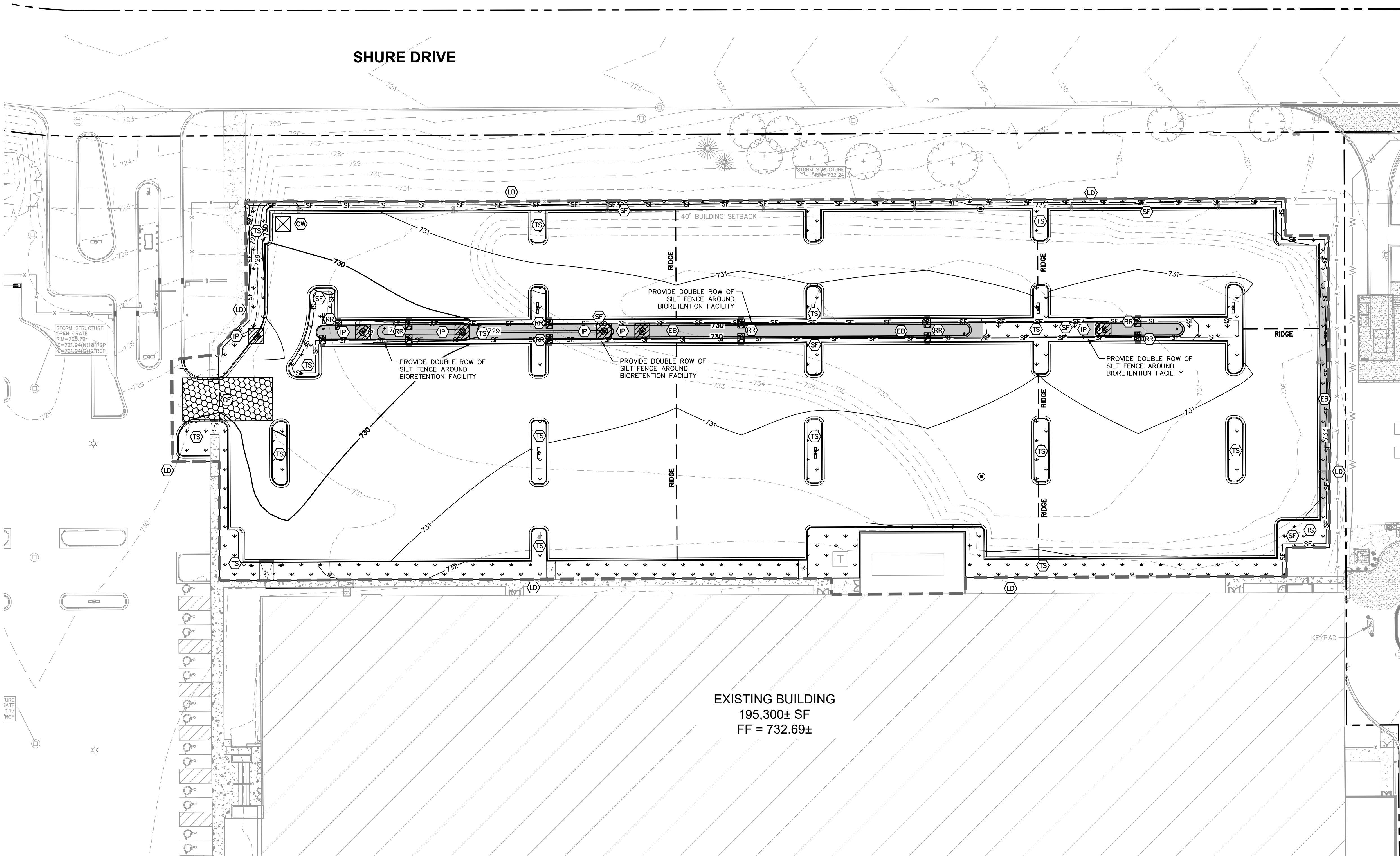
- ROUGH GRADING**
CONSTRUCTION ENTRANCE/EXIT, SILT FENCE PROTECTION, CONCRETE WASHOUT AREA AND TREE PROTECTION SHALL BE INSTALLED PRIOR TO THE INITIATION OF ROUGH GRADING, AS NEEDED. TEMPORARY EROSION CONTROL MEASURES TO BE INSTALLED UPON COMPLETION OF ROUGH GRADING AND AS NECESSARY THROUGHOUT CONSTRUCTION.
- UTILITY INSTALLATION**
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING UTILITY INSTALLATION. STORM STRUCTURE INLET PROTECTION SHALL BE INSTALLED AS STORM DRAINAGE SYSTEM IS CONSTRUCTED.
- PAVING**
ALL PRIOR EROSION CONTROL MEASURES INSTALLED ABOVE TO BE MAINTAINED AS NECESSARY DURING PAVING AND THROUGHOUT THE REMAINDER OF THE PROJECT.
- FINAL GRADING/SOIL STABILIZATION/ LANDSCAPING**
ALL TEMPORARY EROSION CONTROL MEASURES TO BE REMOVED AT THE CONCLUSION OF THE PROJECT AS DIRECTED BY THE LOCAL MUNICIPALITY.

EROSION CONTROL LEGEND

	TS TEMPORARY SEEDING (SEE EROSION CONTROL DETAILS)
	EB TEMPORARY EROSION CONTROL BLANKET (SEE EROSION CONTROL NOTE #7)
	CE CONSTRUCTION ENTRANCE (SEE EROSION CONTROL DETAILS)
	SF SILT FENCE (SEE EROSION CONTROL DETAILS)
	IP INLET PROTECTION (SEE EROSION CONTROL DETAILS)
	CW CONCRETE WASHOUT (SEE EROSION CONTROL DETAILS) (TO BE DETERMINED BY CONTRACTOR)
	TP TREE PROTECTION (SEE EROSION CONTROL DETAILS)
	RR RIP RAP (SEE DETAILS)
	LD LIMITS OF DISTURBANCE
	EXISTING CONTOURS
	PROPOSED CONTOURS



SHURE DRIVE



Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARENVILLE ROAD, SUITE 350,
LISLE, IL 60532-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: SJP
DRAWN BY: CPC
CHECKED BY: LEN

C O R P O R A T I O N

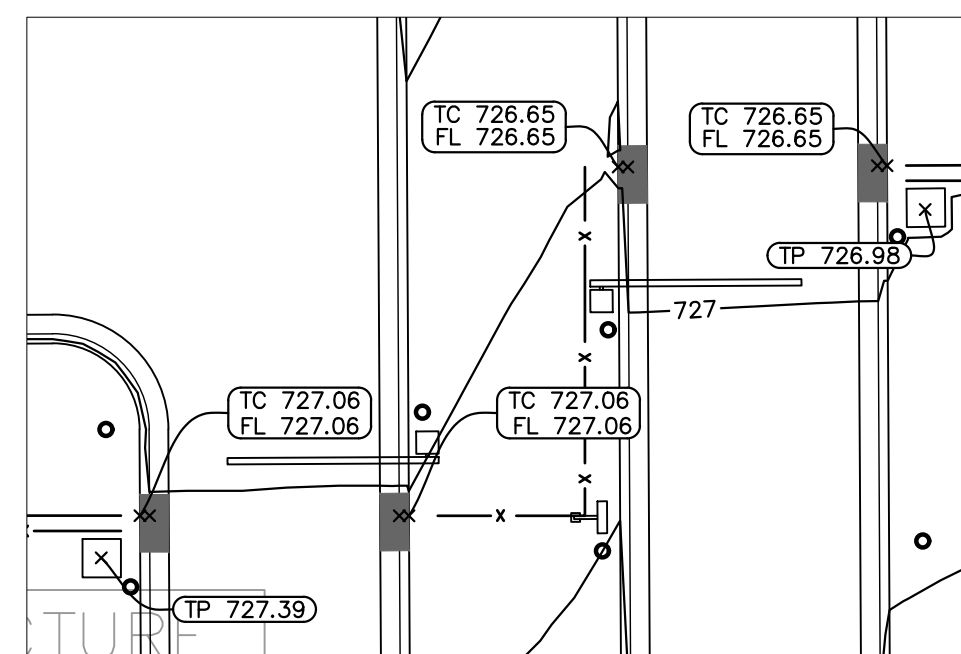
EROSION CONTROL PLAN (PHASE 2)

PARKING LOT ALTERATION AND INTERIOR BUILDOUT
1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
168672001
SHEET NUMBER

C4.1

Drawing name: K:\CHS_DEVELOPMENT\168672001_Corgom_UnitedBNOC_Arlington Height_IL12_Design\CAD\PlanSheets\C5.0 - GRADING PLAN.dwg C5.1 Aug 08, 2019 2:27pm by Travis Cysenski
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared.



GATE DETAIL 1
SCALE: 1" = 10'

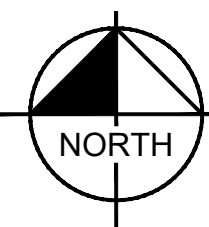
GRADING LEGEND

TP = TOP OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION OF EXISTING CURB
ME TP = MATCH ELEVATION OF
EXISTING PAVEMENT
R = RIM ELEVATION
EX. R = ADJUST EXISTING RIM ELEVATION

PROPOSED CONTOUR
EXISTING CONTOUR
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY
OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
REVERSED PITCH CURB AND GUTTER
RIP RAP (SEE DETAILS)

GRADING NOTES

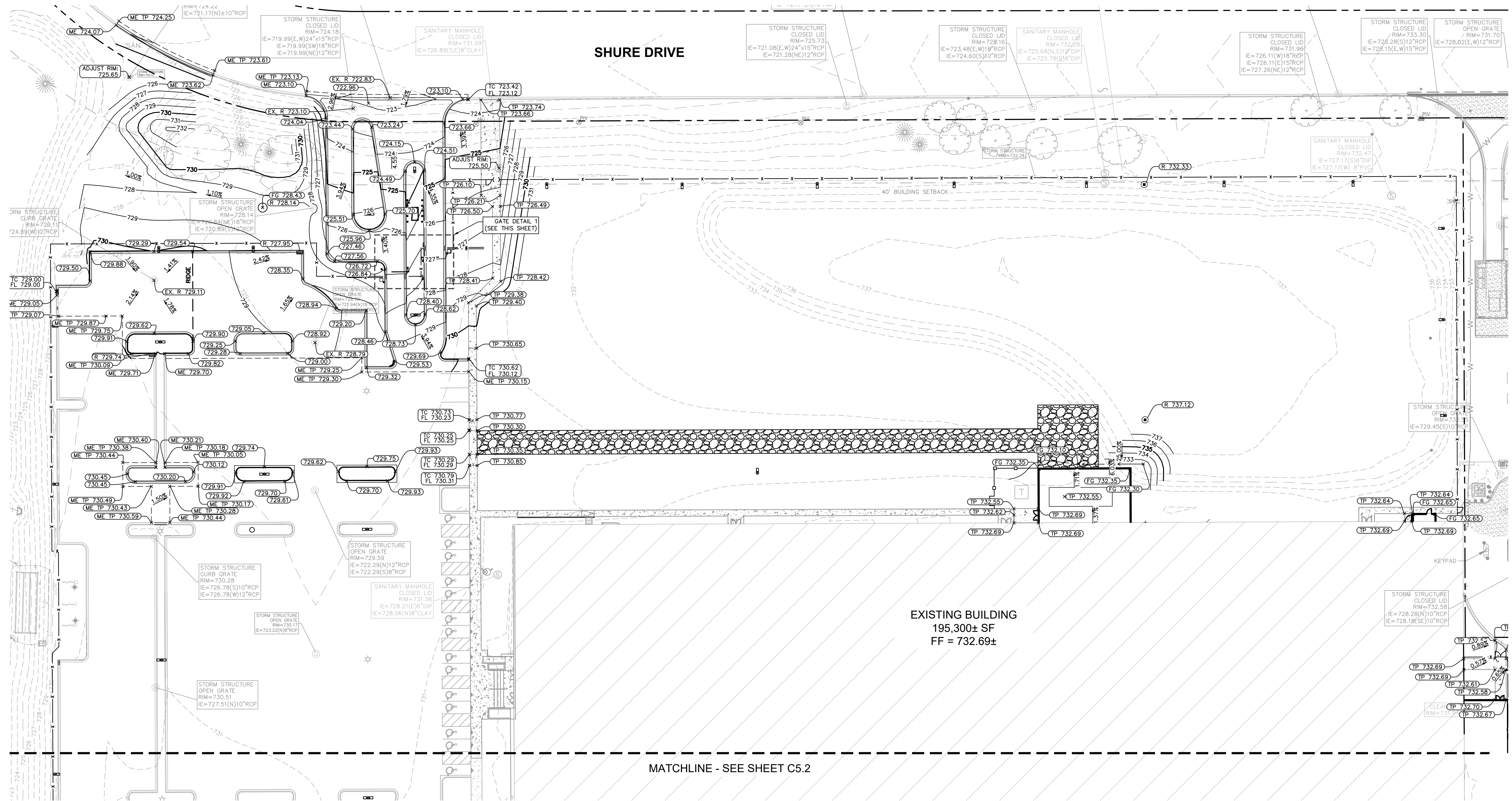
1. CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
2. ALL PAVEMENT SPOOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
3. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
4. NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
5. MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
6. MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
7. WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
8. MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.



GRAPHIC SCALE IN FEET



A horizontal scale bar with tick marks at 0, 15, 30, and 60 feet. The bar is divided into three equal segments of 15 feet each. The first segment (0-15) is white, the second (15-30) is black, and the third (30-60) is white.



MATCHLINE - SEE SHEET C5.2

Kimley»Horn

SCALE:	AS NOTED
DESIGNED BY:	SJP
DRAWN BY:	CPC
CHECKED BY:	LEN



CORGAN

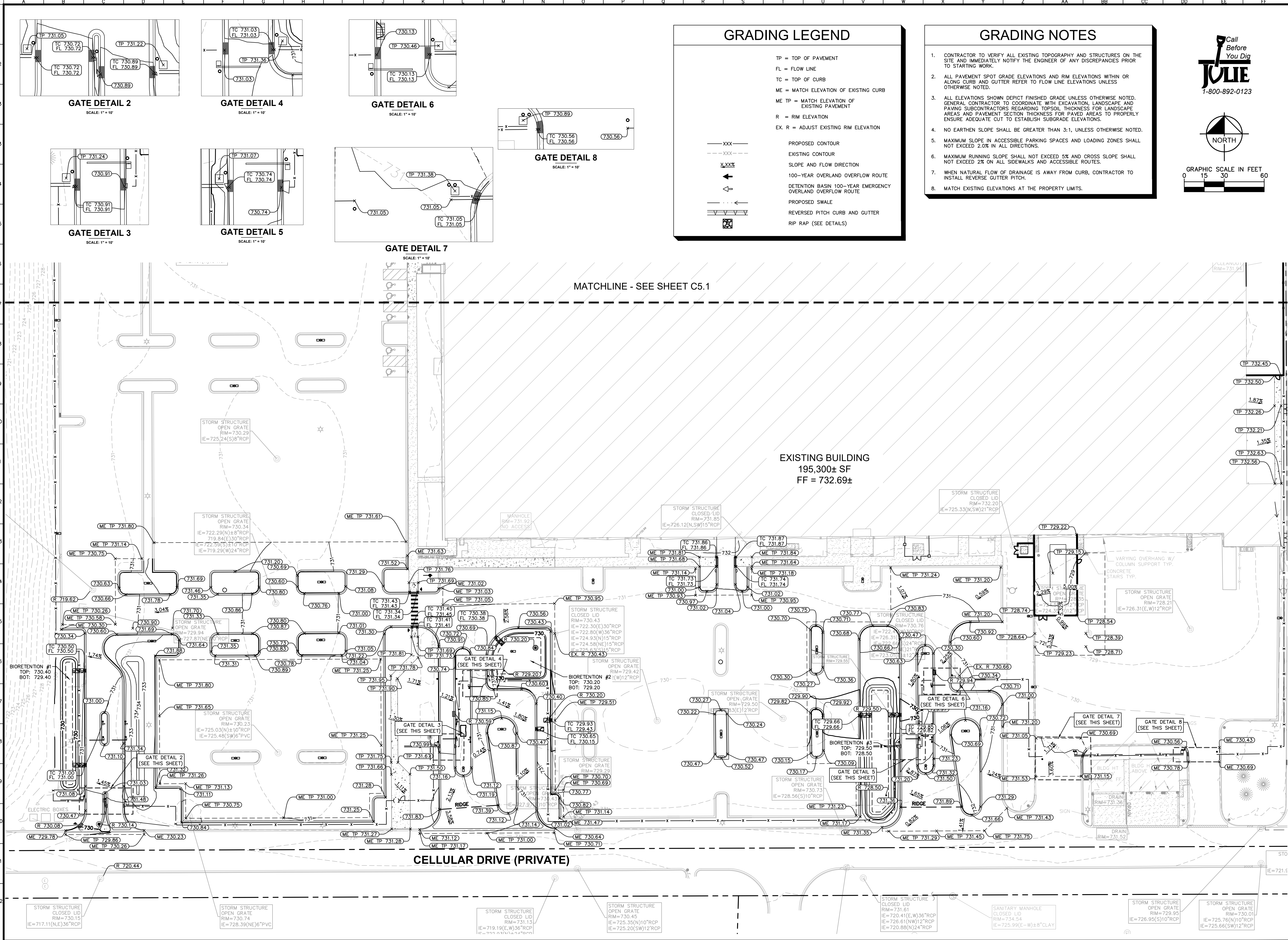
GRADING PLAN (NORTH)

PARKING LOT ALTERATION AND INTERIOR BUILDOUT

ORIGINAL ISSUE: 5/22/19
KHA PROJECT NO. 168672001
SHEET NUMBER

C5.1

Drawing name: K:\CSE_LIVE\168672001_Corpan_UnitedBNC_Arlington Height\LA_V Design\PlanSheets\C5.0 - GRADING PLAN.dwg C5.2 Aug 08, 2019 2:27pm by: Travis Osewski
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRADING LEGEND

TP = TOP OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION OF EXISTING CURB
ME TP = MATCH ELEVATION OF EXISTING PAVEMENT
R = RIM ELEVATION
EX. R = ADJUST EXISTING RIM ELEVATION

XXX — PROPOSED CONTOUR
--- XXX --- EXISTING CONTOUR
SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
DETENTION BASIN 100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
REVERSED PITCH CURB AND GUTTER
RIP RAP (SEE DETAILS)

GRADING NOTES

- CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
- ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
- ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
- NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
- MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
- MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
- WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
- MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

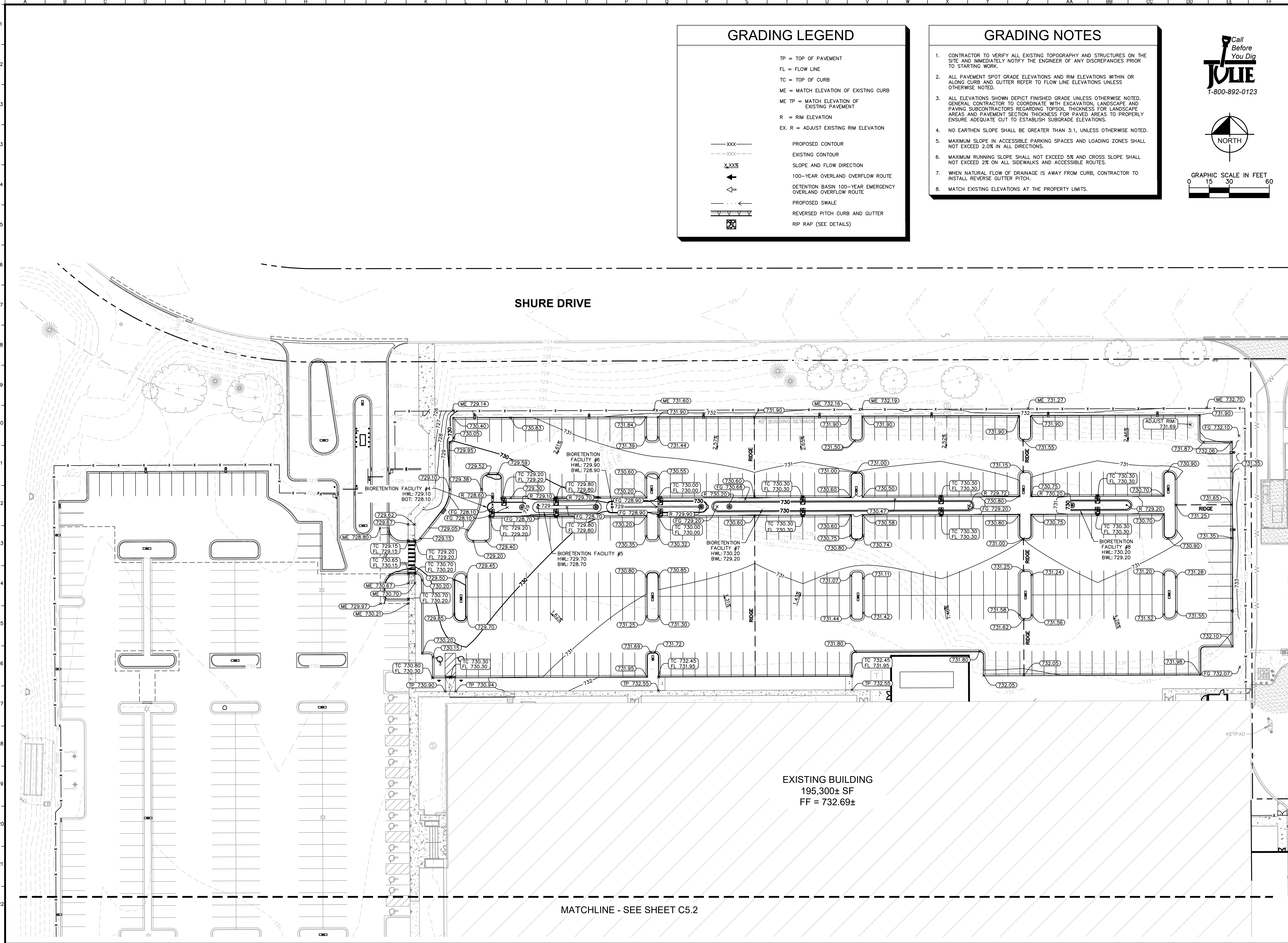
Call Before You Dig
811
1-800-892-0123

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

KIMLEY-HORN		VILLAGE COMMENTS/MWRD SUBMITTAL		07/25/19	LEN
© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARENVILLE ROAD, SUITE 350, Lisle, IL 60532 WWW.KIMLEY-HORN.COM		VILLAGE COMMENTS/PUD COMMENTS		08/07/19	LEN
AS NOTED		REVISIONS		DATE	
DESIGNED BY: SJP	CPC	CHECKED BY: LEN		BY:	
DRAWN BY:		CORGAN		DATE:	
GRADING PLAN (SOUTH)		PARKING LOT ALTERATION AND INTERIOR BUILDOUT		ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001 SHEET NUMBER C5.2	

Drawing name: K:\GHS_LDEV\168672001_Corpan_UnitedBNC\Arlington Height\LLV Design\CAD\PlanSheets\C5.3 - GRADING PLAN (PHASE 2).dwg, CS.3 Aug 08, 2019 2:27pm, by: Tavis.Owenski
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



GRADING LEGEND

TP = TOP OF PAVEMENT
FL = FLOW LINE
TC = TOP OF CURB
ME = MATCH ELEVATION OF EXISTING CURB
ME TP = MATCH ELEVATION OF EXISTING PAVEMENT
R = RIM ELEVATION
EX. R = ADJUST EXISTING RIM ELEVATION

XXX — PROPOSED CONTOUR
--- EXISTING CONTOUR
XXX SLOPE AND FLOW DIRECTION
100-YEAR OVERLAND OVERFLOW ROUTE
100-YEAR EMERGENCY OVERLAND OVERFLOW ROUTE
PROPOSED SWALE
REVERSED PITCH CURB AND GUTTER
RIP RAP (SEE DETAILS)

GRADING NOTES

- CONTRACTOR TO VERIFY ALL EXISTING TOPOGRAPHY AND STRUCTURES ON THE SITE AND IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING WORK.
- ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO FLOW LINE ELEVATIONS UNLESS OTHERWISE NOTED.
- ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. GENERAL CONTRACTOR TO COORDINATE WITH EXCAVATION, LANDSCAPE AND PAVING SUBCONTRACTORS REGARDING TOPSOIL THICKNESS FOR LANDSCAPE AREAS AND PAVEMENT SECTION THICKNESS FOR PAVED AREAS TO PROPERLY ENSURE ADEQUATE CUT TO ESTABLISH SUBGRADE ELEVATIONS.
- NO EARTHEN SLOPE SHALL BE GREATER THAN 3:1, UNLESS OTHERWISE NOTED.
- MAXIMUM SLOPE IN ACCESSIBLE PARKING SPACES AND LOADING ZONES SHALL NOT EXCEED 2.0% IN ALL DIRECTIONS.
- MAXIMUM RUNNING SLOPE SHALL NOT EXCEED 5% AND CROSS SLOPE SHALL NOT EXCEED 2% ON ALL SIDEWALKS AND ACCESSIBLE ROUTES.
- WHEN NATURAL FLOW OF DRAINAGE IS AWAY FROM CURB, CONTRACTOR TO INSTALL REVERSE GUTTER PITCH.
- MATCH EXISTING ELEVATIONS AT THE PROPERTY LIMITS.

Call Before You Dig
1-800-892-0123

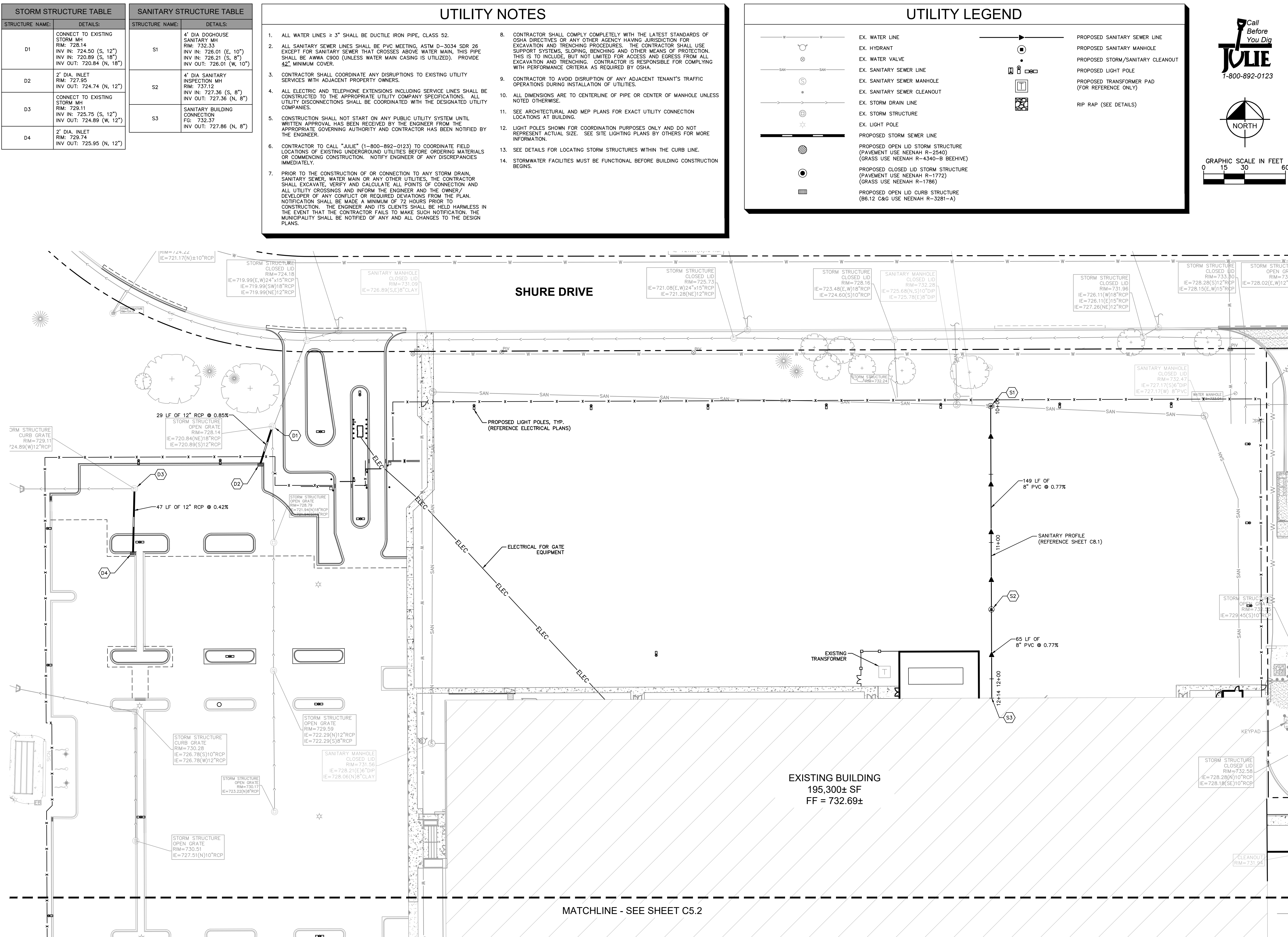
NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

SCALE: AS NOTED	DESIGNED BY: SJP	DRAWN BY: CPC	CHECKED BY: LEN
DESIGNED BY: SJP			
DRAWN BY: CPC			
CHECKED BY: LEN			
C O R P A T I O N			
GRADING PLAN (PHASE 2)			
PARKING LOT ALTERATION AND INTERIOR BUILDOUT			
1501 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004			
ORIGINAL ISSUE: 5/22/19			
KHA PROJECT NO. 168672001			
SHEET NUMBER			
C5.3			
VILLAGE COMMENTS/MWRD SUBMITTAL 07/25/19			
VILLAGE COMMENTS/PUD COMMENTS 08/07/19			
REVISIONS			
DATE			
BY			

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
Lisle, IL 60532-5559
WWW.KIMLEY-HORN.COM

Drawing name: K:\GIS_LDEV\168672001_Corpan_UnitedBNC\Arlington Height\LLV Design\CAD\PlanSheets\C6.1 - UTILITY PLAN.dwg, C6.1 Aug 08, 2019 2:27pm, By: Travis Oyewaki
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SCALE: AS NOTED		DESIGNED BY: SJP		DRAWN BY: CPC		CHECKED BY: LEN	
C O R P O R A T I O N		KIMLEY-HORN		KIMLEY-HORN AND ASSOCIATES, INC.		1001 WARREN ROAD, SUITE 350, Lisle, IL 60532-2559 WWW.KIMLEY-HORN.COM	
UTILITY PLAN (NORTH)		PARKING LOT ALTERATION AND INTERIOR BUILDOUT		ORIGINAL ISSUE: 5/22/19		KHA PROJECT NO. 168672001	
SHEET NUMBER		C6.1		VILLAGE COMMENTS/MWRD SUBMITTAL		07/25/19	
REVISIONS		NO.		VILLAGE COMMENTS/PUD COMMENTS		08/07/19	
DATE		DATE		DATE		DATE	

Drawing name: K:\CHS_LIB\K16872001_Corpan_UnitedBNC-Arlington Height\LLV Design\CAD\PlanSheets\C6.1 - UTILITY PLAN.dwg, C6.2 Aug 08, 2019 2:27pm by Travis Oyawaki
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adoption by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

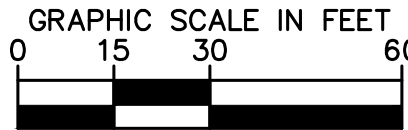
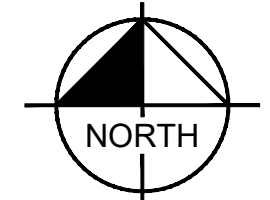
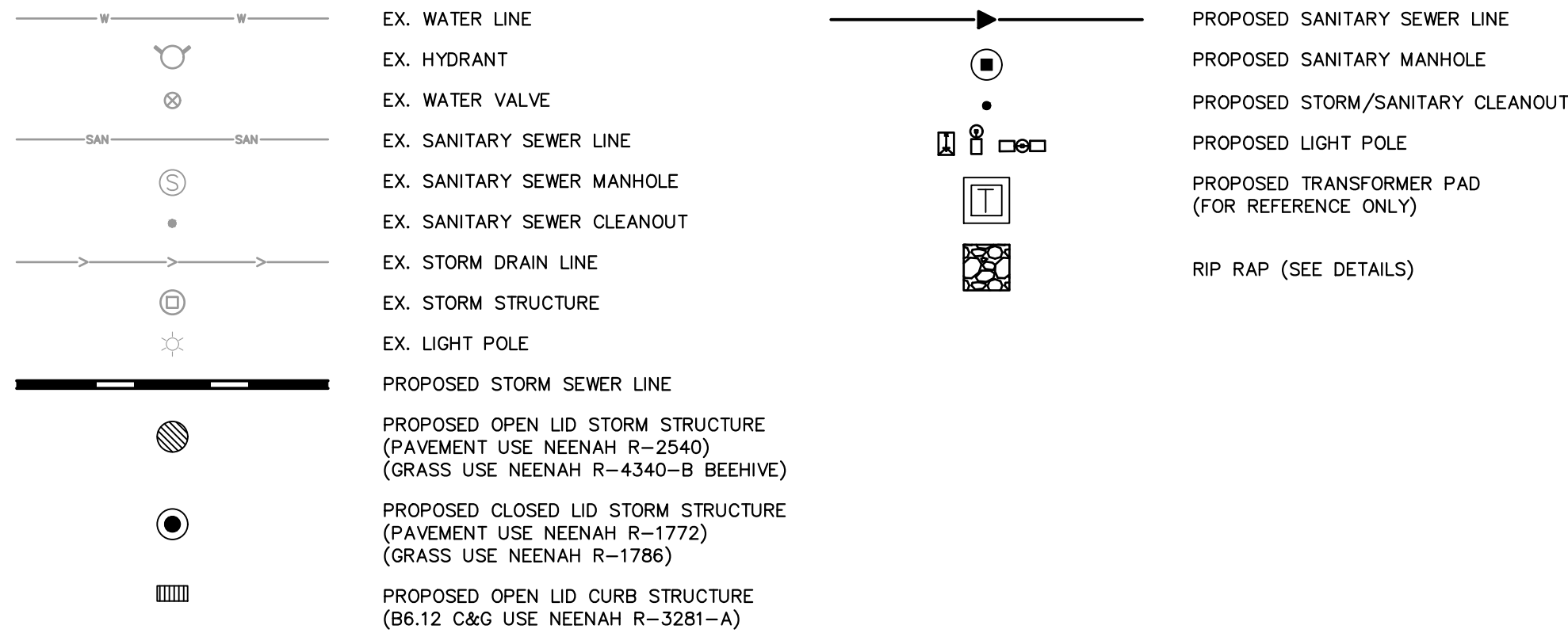
STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D5	4' DIA. STORM MH RIM: 730.14 INV IN: 726.76 (W, 12") INV IN: 716.96 (S, 36") INV OUT: 716.96 (N, 36")
D6	2' DIA. INLET RIM: 730.08 INV OUT: 726.91 (E, 12")
D7	CONNECT TO EXISTING STORM MH RIM: 730.20 INV IN: 725.94 (W, 12") INV IN: 725.99 (E, 12") INV OUT: 725.94 (N, 15")
D8	2' DIA. INLET RIM: 730.59 INV OUT: 727.03 (E, 12")
D9	CONNECT TO EXISTING STORM MH RIM: 727.07 INV IN: 725.83 (S, 15") INV IN: 722.30 (E, 30") INV IN: 725.60 (SW, 12")

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D10	4' DIA. STORM MH RIM: 730.20 INV IN: 726.53 (SW, 6") INV OUT: 725.69 (NE, 12")
D11	OBSERVATION WELL SEE DETAILS RIM: 729.20 INV OUT: 726.53 (NE, 6")
D12	CONSTRUCT 4' DIA STORM MH OVER EXISTING STORM SEWER RIM: 729.94 INV IN: 722.40 (E, 30") INV OUT: 722.40 (W, 30")
D13	CONNECT TO EXISTING STORM MH RIM: 729.50 INV OUT: 725.83 (SW, 6")
D14	OBSERVATION WELL SEE DETAILS RIM: 728.50 INV IN: 725.83 (N, 6")

UTILITY NOTES

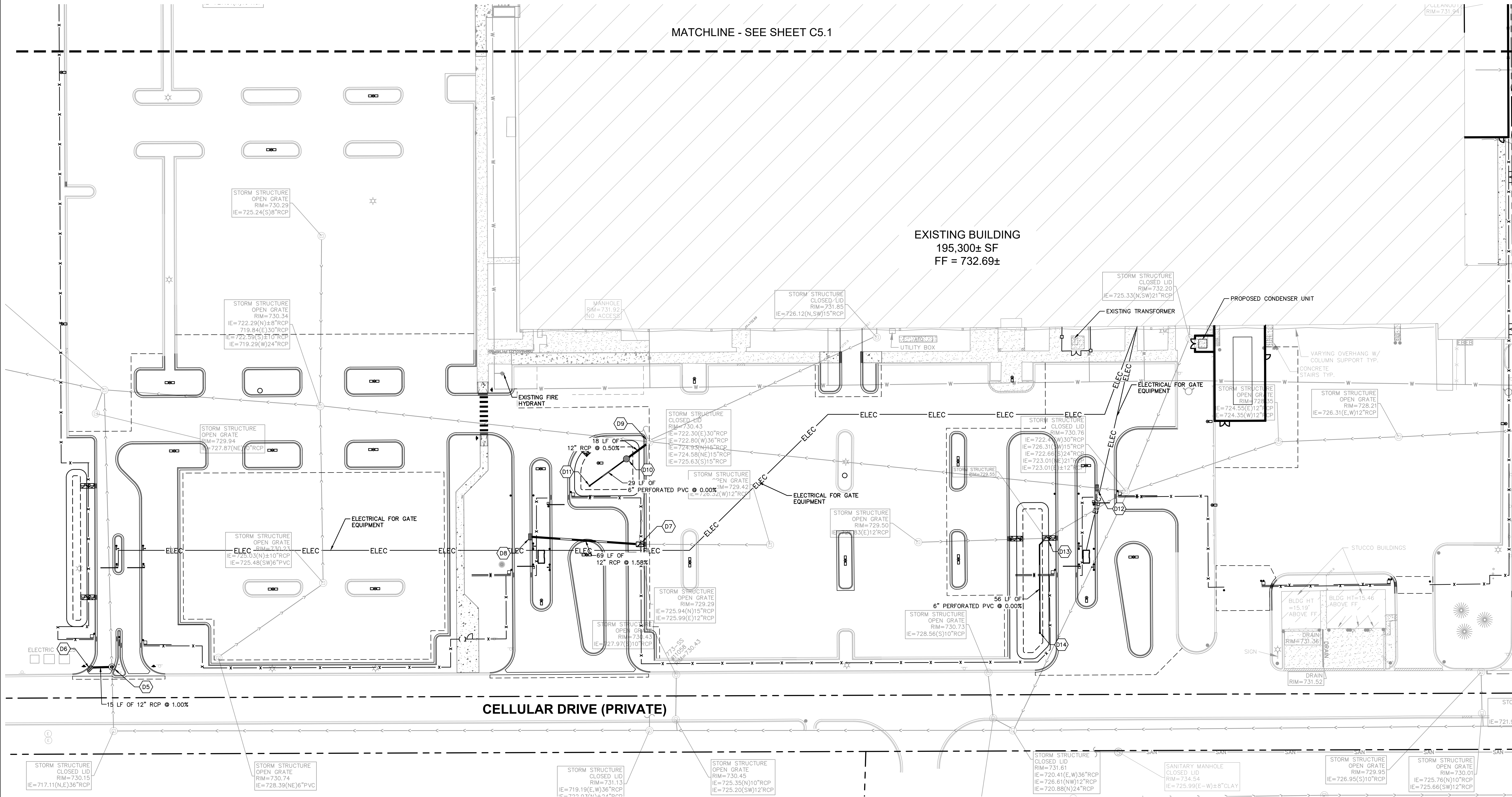
- ALL WATER LINES $\geq 3"$ SHALL BE DUCTILE IRON PIPE, CLASS 52.
- ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE 42" MINIMUM COVER.
- CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
- CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
- PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
- CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
- ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
- SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
- LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
- SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
- STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS.

UTILITY LEGEND



MATCHLINE - SEE SHEET C5.1

EXISTING BUILDING
195,300± SF
FF = 732.69±



Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARENVILLE ROAD, SUITE 350,
Lisle, IL 60532
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: SP
DRAWN BY: CPC
CHECKED BY: LEN

C O R P A T I O N

**UTILITY PLAN
(SOUTH)**

**PARKING LOT ALTERATION
AND INTERIOR BUILDOUT**
1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
168672001

SHEET NUMBER

C6.2

Drawing name: K:\GIS_LIVE\168672001_Corgan_UnitedBNC\Arington Height\LLV Design\CAD\PlanSheets\C6.3 - UTILITY PLAN (PHASE 2).dwg C6.3 Aug 08, 2019 2:27pm by: Travis Ciesewski
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D15	CONNECT TO EXISTING STORM MANHOLE RIM: 725.73 INV IN: 722.80 (S, 12") INV IN: 721.08 (E, 23") INV OUT: 721.08 (W, 23")
D16	4" DIA. STORM MH RIM: 730.20 INV IN: 724.23 (W, 12") INV IN: 724.23 (E, 12") INV IN: 726.20 (SE, 6") INV OUT: 724.22 (N, 12")
D17	4" DIA. STORM MH RIM: 729.90 INV IN: 724.32 (W, 12") INV IN: 725.90 (NW, 6") INV OUT: 724.32 (E, 12")
D18	OBSERVATION WELL SEE DETAILS RIM: 729.40 INV OUT: 725.90 (E, 6")
D19	4" DIA. STORM MH RIM: 729.70 INV IN: 724.63 (W, 12") INV IN: 725.70 (NW, 6") INV OUT: 724.63 (E, 12")
D20	OBSERVATION WELL SEE DETAILS RIM: 729.20 INV OUT: 725.70 (E, 6")

STORM STRUCTURE TABLE	
STRUCTURE NAME:	DETAILS:
D21	4" DIA. STORM MH RIM: 729.10 INV IN: 725.10 (NW, 6") INV IN: 724.85 (W, 12") INV OUT: 724.85 (E, 12")
D22	OBSERVATION WELL SEE DETAILS RIM: 728.60 INV OUT: 725.10 (E, 6")
D23	2" DIA. STORM INLET RIM: 728.75 INV OUT: 725.45 (E, 12")
D24	OBSERVATION WELL SEE DETAILS RIM: 729.72 INV OUT: 726.20 (W, 6")
D25	2" DIA. STORM INLET RIM: 730.20 INV IN: 726.20 (E, 6") INV OUT: 725.26 (W, 12")
D26	OBSERVATION WELL SEE DETAILS RIM: 729.20 INV OUT: 726.20 (W, 6")

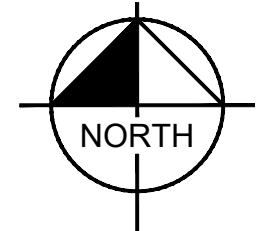
UTILITY NOTES

- ALL WATER LINES $\geq 3"$ SHALL BE DUCTILE IRON PIPE, CLASS 52.
- ALL SANITARY SEWER LINES SHALL BE PVC MEETING, ASTM D-3034 SDR 26 EXCEPT FOR SANITARY SEWER THAT CROSSES ABOVE WATER MAIN, THIS PIPE SHALL BE AWWA C900 (UNLESS WATER MAIN CASING IS UTILIZED). PROVIDE $42"$ MINIMUM COVER.
- CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.
- ALL ELECTRIC AND TELEPHONE EXTENSIONS INCLUDING SERVICE LINES SHALL BE CONSTRUCTED TO THE APPROPRIATE UTILITY COMPANY SPECIFICATIONS. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.
- CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED BY THE ENGINEER FROM THE APPROPRIATE GOVERNING AUTHORITY AND CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER.
- CONTRACTOR TO CALL "JULIE" (1-800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
- PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OTHER UTILITY, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE ENGINEER AND THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. THE ENGINEER AND ITS CLIENTS SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION. THE MUNICIPALITY SHALL BE NOTIFIED OF ANY AND ALL CHANGES TO THE DESIGN PLANS.
- CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- CONTRACTOR TO AVOID DISRUPTION OF ANY ADJACENT TENANT'S TRAFFIC OPERATIONS DURING INSTALLATION OF UTILITIES.
- SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
- ALL DIMENSIONS ARE TO CENTERLINE OF PIPE OR CENTER OF MANHOLE UNLESS NOTED OTHERWISE.
- SEE ARCHITECTURAL AND MEP PLANS FOR EXACT UTILITY CONNECTION LOCATIONS AT BUILDING.
- LIGHT POLES SHOWN FOR COORDINATION PURPOSES ONLY AND DO NOT REPRESENT ACTUAL SIZE. SEE SITE LIGHTING PLANS BY OTHERS FOR MORE INFORMATION.
- SEE DETAILS FOR LOCATING STORM STRUCTURES WITHIN THE CURB LINE.
- STORMWATER FACILITIES MUST BE FUNCTIONAL BEFORE BUILDING CONSTRUCTION BEGINS.

UTILITY LEGEND

	EX. WATER LINE		PROPOSED SANITARY SEWER LINE
	EX. HYDRANT		PROPOSED SANITARY MANHOLE
	EX. WATER VALVE		PROPOSED STORM/SANITARY CLEANOUT
	EX. SANITARY SEWER LINE		PROPOSED LIGHT POLE
	EX. SANITARY SEWER MANHOLE		PROPOSED TRANSFORMER PAD (FOR REFERENCE ONLY)
	EX. SANITARY SEWER CLEANOUT		RIP RAP (SEE DETAILS)
	EX. STORM DRAIN LINE		
	EX. STORM STRUCTURE		
	EX. LIGHT POLE		
	PROPOSED STORM SEWER LINE		
	PROPOSED OPEN LID STORM STRUCTURE (PAVEMENT USE NEENAH R-2540) (GRASS USE NEENAH R-4340-B BEEHIVE)		
	PROPOSED CLOSED LID STORM STRUCTURE (PAVEMENT USE NEENAH R-1772) (GRASS USE NEENAH R-1786)		
	PROPOSED OPEN LID CURB STRUCTURE (B6.12 C&G USE NEENAH R-3281-A)		

Call Before You Dig
JULIE
1-800-892-0123



UTILITY CROSSING LEGEND

X1	12" STORM	B/P = 721.45
	12" WATER	T/P = 719.95±
X2	10" SAN.	B/P = 726.19
	12" STORM	T/P = 723.11
X3	8" SAN.	B/P = 726.61
	12" STORM	T/P = 725.67

NOTE: WHERE THERE IS LESS THAN 10 FT HORIZONTAL OR 18-IN VERTICAL SEPARATION BETWEEN A SEWER AND WATER MAIN, OR IF WATER MAIN CROSSES UNDER A SEWER, WATER MAIN QUALITY PIPE IS TO BE USED TO CONSTRUCT THE SEWER OR EITHER PIPE IS TO BE ENCASED. THE PROTECTION MUST EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE DISTANCE BETWEEN THE WATER MAIN AND SEWER IS AT LEAST 10 FT. ACCEPTABLE WATER MAIN QUALITY PIPE INCLUDES PVC SDR/WMQ MEETING ASTM D2241 WITH JOINTS MEETING ASTM D3139 OR DUCTILE IRON PIPE, RCP STORM SEWER WITH FLEXIBLE GASKET JOINTS MEETING ASTM C361 OR ASTM C443 IS ALSO ACCEPTABLE AT CROSSINGS.

SHURE DRIVE

MATCHLINE - SEE SHEET C5.2

EXISTING BUILDING
195,300± SF
FF = 732.69±

Kimley»Horn

© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
Lisle, IL 60532
TEL: 630.327.5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED

DESIGNED BY: SP

DRAWN BY: CPC

CHECKED BY: LEN

UTILITY PLAN (PHASE 2)

PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:

5/22/19

KHA PROJECT NO.

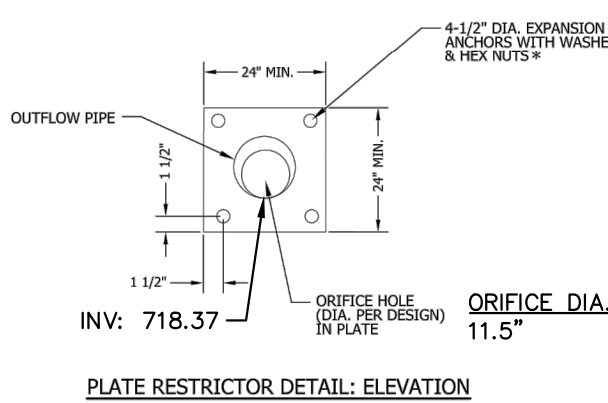
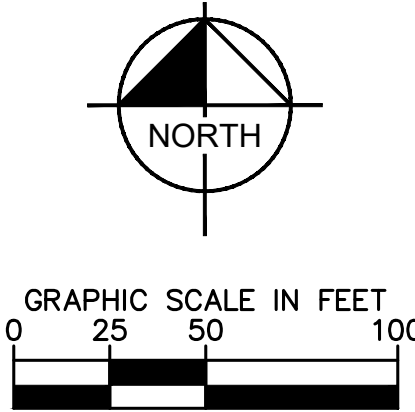
168672001

SHEET NUMBER

C6.3

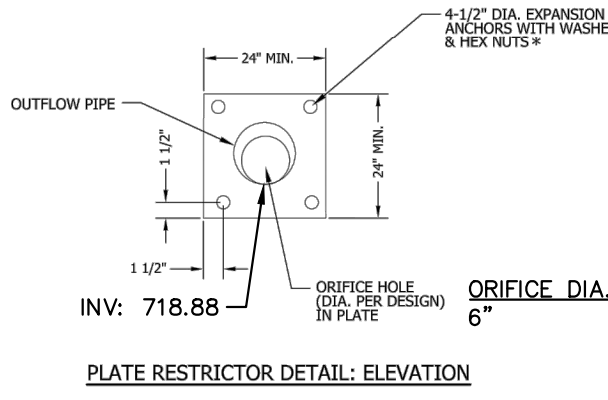
AS-BUILT BASIN INFORMATION				
	PLAN HWL ELEVATION	PLAN BASIN VOLUME	AS-BUILT HWL ELEVATION	AS-BUILT BASIN VOLUME
VILLAGE	725.00 FT	19.76 AC-FT	725.00 FT	19.80 AC-FT
MWRD	723.43 FT	13.50 AC-FT	723.43 FT	13.63 AC-FT

	<u>MAINTENANCE AREA</u>	=	1.36 AC	0.00 AC
	<u>NEW IMPERVIOUS AREA</u>	=	0.23 AC	2.38 AC
	<u>NEW PERVIOUS AREA</u>	=	0.86 AC	0.00 AC
	<u>NEW BIORETENTION AREA</u>	=	0.11 AC	0.07 AC
TOTAL CONTIGUOUS OWNERSHIP		=	39.62 AC	
DEVELOPMENT AREA		=	3.65 AC	
100-YEAR OVERLAND FLOW ROUTE DETENTION BASIN 100-YEAR OVERFLOW ROUTE				



STRUCTURE OC1

N.T.S.



STRUCTURE OC2

N.T.S.

C7.0



The diagram illustrates a cross-section of a vegetative filter strip system designed for stormwater management. Key components include:

- Top Layer:** Deep rooted native plants installed as specified on plans, using vegetation tolerant of wet and dry cycles.
- Vegetated Filter Strip:** A strip of vegetation with a 20% maximum slope, containing deep-rooted native plants.
- Drainage System:** 12" depth maximum drains in 24-48 hours, constructed from 18" soil media mix (50% sand, 30% compost, 20% topsoil or district mix).
- Geotextile Fabric:** Not to cover entire bottom of excavation or check stone per engineer approval.
- Underdrains:** Perforated 6" PVC pipe with nylon sock, located below the geotextile fabric.
- Storage Bed:** IDOT Ca-1, Ca-3, Ca-7 coarse aggregate storage bed with 4" underdrain perforated pipe.
- Observation Well:** 6" PVC pipe with overflow grate, non-perforated above soil media mix & 12" above ground.
- Mulch Layers:** Shredded hardwood mulch layers (7") above the observation well.
- Slope Requirements:** 20% maximum slope for the vegetated filter strip and 2% to 3% bedding slope.
- Soil Media Mix:** 18" soil media mix consisting of 50% sand, 30% compost, and 20% topsoil or district mix.
- Native Soil:** Native soil located above the invert of the underdrain.
- Bedding:** 2" to 3" stone bedding.

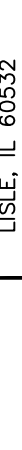
Bottom of the Facility:

SEASONALLY HIGH GROUNDWATER SEPARATION:	SEE TABLE (THIS SHEET) FOR SEPARATION CALCULATIONS
BOTTOM OF THE FACILITY:	SEE TABLE (THIS SHEET)
SEASONALLY HIGH GROUNDWATER SEPARATION:	FOR SEPARATION CALCULATIONS

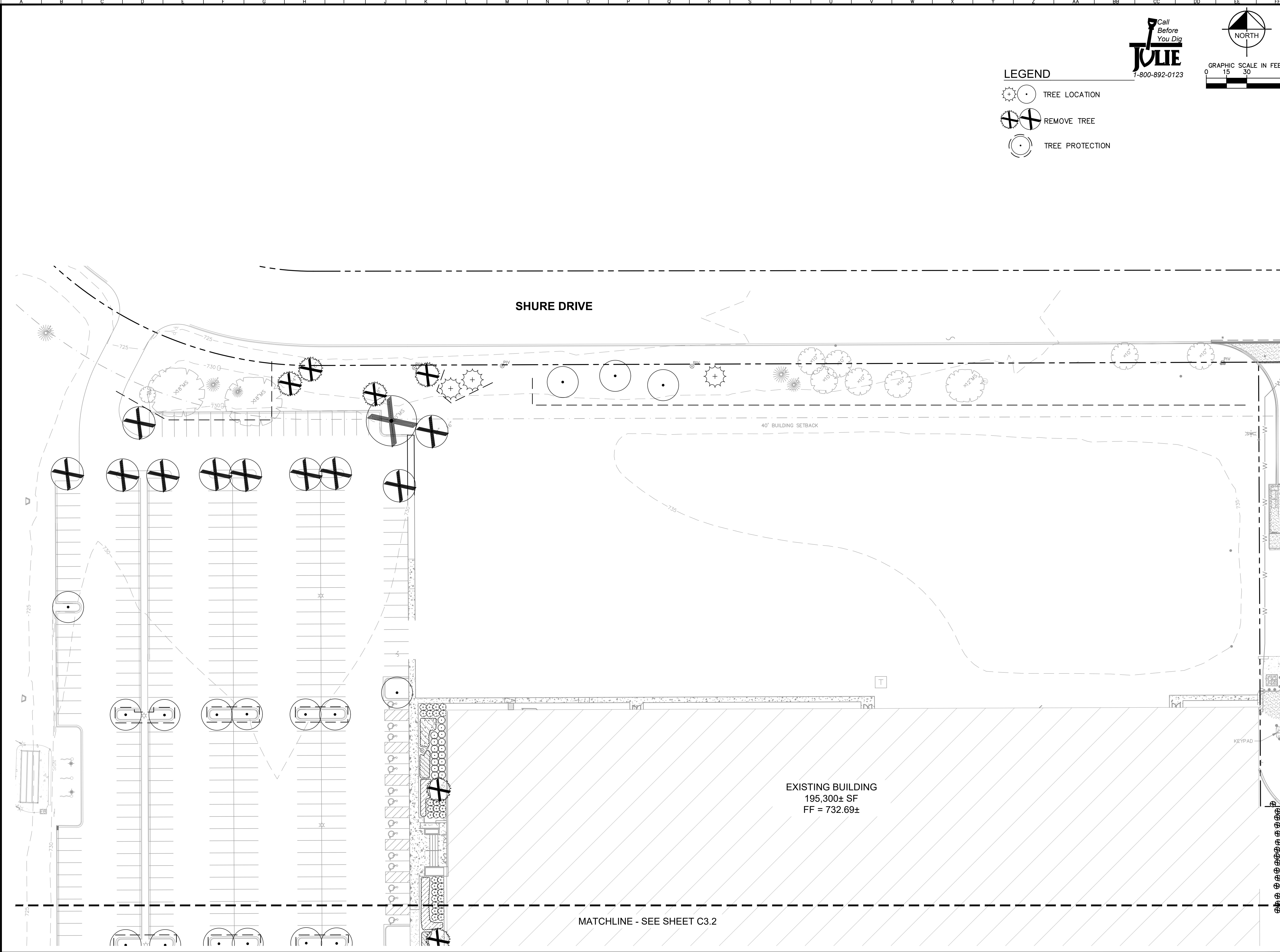
NOTES:

- THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10-FEET FROM FOUNDATIONS; UNLESS WATERPROOFED; 20-FEET FROM ROADWAY GRAVEL SHOULDER; AND 100-FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
- SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHOULD NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
- AVOID INSTALLATION ON SLOPES GREATER THAN 3.00%. AVOID COMPACTING NATIVE SOILS. SCARIFY ANY COMPACTED SOIL.
- GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF JMW MATERIAL SPECIFICATION 592. FOR WOVEN APPARENT OPENING SIZE OF 0.50 MM (TABLE 1, CLASS I). FOR NONWOVEN: APPARENT OPENING SIZE OF 0.30 MM (TABLE 2, CLASS II).
- STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, DISTRICT VOLCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
- MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
- UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1' UNDERDRAIN EVERY 30 FT ON CENTER. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS. NO FILTER FABRIC COVERINGS.
- MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMUM OF 12 INCHES.
- MULCH LAYER SHALL BE HARDWOOD MULCH OR OTHER NON-FLOATING GROUND COVER.
- FOLLOW THE REQUIRED PRETREATMENT METHODS LISTED ON THE VOLUME CONTROL PRETREATMENT METHODS DETAIL.

FACILITY NUMBER:	1	2	3	4	5	6	7	8
BOTTOM OF FACILITY:	727.06	726.86	726.16	724.93	725.53	725.73	726.03	726.03
SEASONALLY HIGH GROUNDWATER:	713.00	713.00	713.00	713.00	713.00	713.00	713.00	713.00
SEPARATION:	14.06	13.86	13.16	11.93	12.53	12.73	13.03	13.03

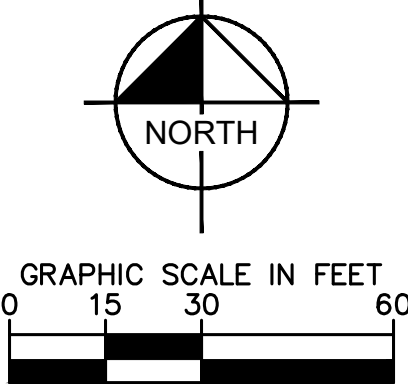
PARKING LOT ALTERATION AND INTERIOR BUILDOUT ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001 SHEET NUMBER	CONSTRUCTION DETAILS 	SCALE: DESIGNED BY: SJP DRAWN BY: CPC CHECKED BY: LEN AS NOTED	Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1501 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004 TEL: 847.939.4600 WWW.KIMLEY-HORN.COM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
---	--	---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Drawing name: K:\GIS_LIB\168672001_corgan_united.docx, origin: High_L1.0 - TREE REMOVALS PLAN (NORTH) Aug 08, 2019 3:03pm by: Christina Morelli
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND

- TREE LOCATION
- REMOVE TREE
- TREE PROTECTION

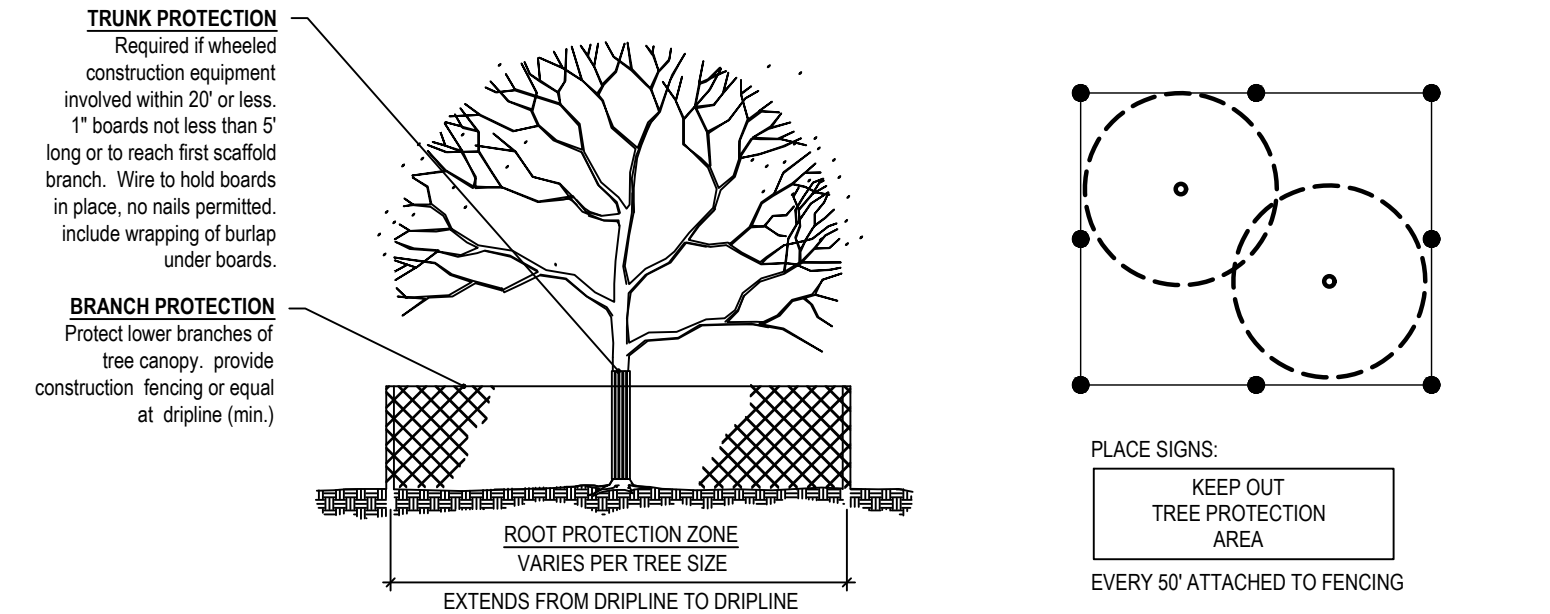


KIMLEY-HORN		© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, NILES, IL 60532-4550 WWW.KIMLEY-HORN.COM	
SCALE: AS NOTED	DESIGNED BY: SJP	DRAWN BY: CPC	CHECKED BY: LEN
TREE REMOVALS PLAN (NORTH)		PARKING LOT ALTERATION AND INTERIOR BUILDOUT 1901 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004	
ORIGINAL ISSUE: 5/22/19		KHA PROJECT NO. 168672001	
SHEET NUMBER		L1.0	

Drawing name: K:\GIS_LDEV\168672001_corporation_united.docx_0rington_high\1\2 TREE REMOVALS PLAN.dwg L1.2 TREE REMOVALS PLAN Aug 08, 2019 3:01pm by: Christina Morelli
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



TREE AND SHRUB PROTECTION



- TREE PROTECTION NOTES**
1. All trees to be protected and preserved shall be per detail. grouping of more than one tree may occur.
 2. Trees to be protected and preserved shall be identified on the trunk with white survey tape.
 3. To prevent root smothering, crushed limestone, soil stockpiles, supplies, equipment or any other material shall not be placed or stored within the drip line or within 15 feet of a tree trunk, whichever is greater.
 4. Tree roots shall not be cut unless cutting is unavoidable.
 5. Trenches shall be hand dug within the drip line in areas where roots two inches in diameter and greater are present, or when in close proximity to low branching trees. whenever possible, roots two inches or greater in diameter shall be tunneled or bored under and shall be covered to prevent dehydration.
 6. When root cutting is unavoidable, a clean sharp cut shall be made to avoid shredding or smashing. root cuts should be made back to a lateral root. whenever possible, roots should be cut between late fall and bud opening, when root energy supplies are high and conditions are least favorable for disease causing agents. exposed roots shall be covered immediately to prevent dehydration. roots shall be covered with soil or burlap and kept moist.
 7. Watering of protected trees in which roots were cut shall be provided by the contractor.
 8. Auger tunneling rather than trenching should be used for utility placement within drip line.
 9. Fencing material shall encircle any tree or shrub whose outer drip line edge is within 20 feet of any construction activities.
 10. Fencing material shall be bright, contrasting color, durable, and a minimum of four feet in height.
 11. Fencing material shall be set at the drip line or 15 feet from tree trunk, whichever is greater, and maintained in an upright position throughout the duration of construction activities.
 12. In areas where a tree is in the construction zone and fencing within the drip line is not possible, two by six inch by eight foot long boards banded or wired around each trunk shall be provided as protection to adequately prevent scarring.
 13. Any grade changes (such as the removal of topsoil or addition of fill material) within the drip line should be avoided for existing trees to remain. retaining walls and tree walls are acceptable only when constructed prior to grade change.
 14. Any relocated or replaced tree shall be guaranteed for up to one growing season. In the vent a relocated or replaced tree dies or is in declining condition, the tree shall be replaced with 4" caliper tree.

TREE REMOVALS

TREES

QTY	BOTANICAL NAME	COMMON NAME	CAL	REPLACEMENT TREES
5	ACER FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	4" CAL	N/A
3	ACER MIYABEI 'MORTON'	MIYABEI MAPLE	4" CAL	N/A
3	CELTIS OCCIDENTALIS	COMMON HACKBERRY	4" CAL	N/A
2	GINKGO BILOBA 'AUTUMN GOLD' TM	MAIDENHAIR TREE	4" CAL	N/A
5	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS COMMON HONEYLOCUST	4" CAL	N/A
1	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANE TREE	4" CAL	N/A
9	TILIA TOMENTOSA 'STERLING'	STERLING SILVER LINDEN	4" CAL	N/A
3	ULMUS AMERICANA 'PRINCETON'	AMERICAN ELM	4" CAL	N/A
5	ULMUS X 'ACCOLADE'	ACCOLADE ELM	4" CAL	N/A
1		DECIDUOUS TREE	6" CAL	N/A
1		DECIDUOUS TREE	10" CAL	3
2		DECIDUOUS TREE	12" CAL	6
1		DECIDUOUS TREE	14" CAL	3
1		DECIDUOUS TREE	15" CAL	4
1		DECIDUOUS TREE	18" CAL	4
1	MALUS	CRABAPPLE	20" CAL	5

EVERGREEN TREES

QTY	BOTANICAL NAME	COMMON NAME	CAL	REPLACEMENT TREES
21	4" EVERGREEN			N/A
6	5" EVERGREEN			N/A
4	16" EVERGREEN			16
1	18" EVERGREEN			4
1	24" EVERGREEN			5

TOTAL REPLACEMENT TREES REQUIRED = 50



Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
Lisle, IL 60532-5550
WWW.KIMLEY-HORN.COM

SCALE: AS NOTED
DESIGNED BY: SJP
DRAWN BY: CPC
CHECKED BY: LEN



TREE REMOVALS
PLAN

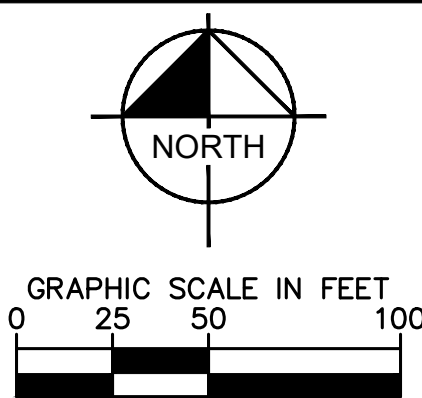
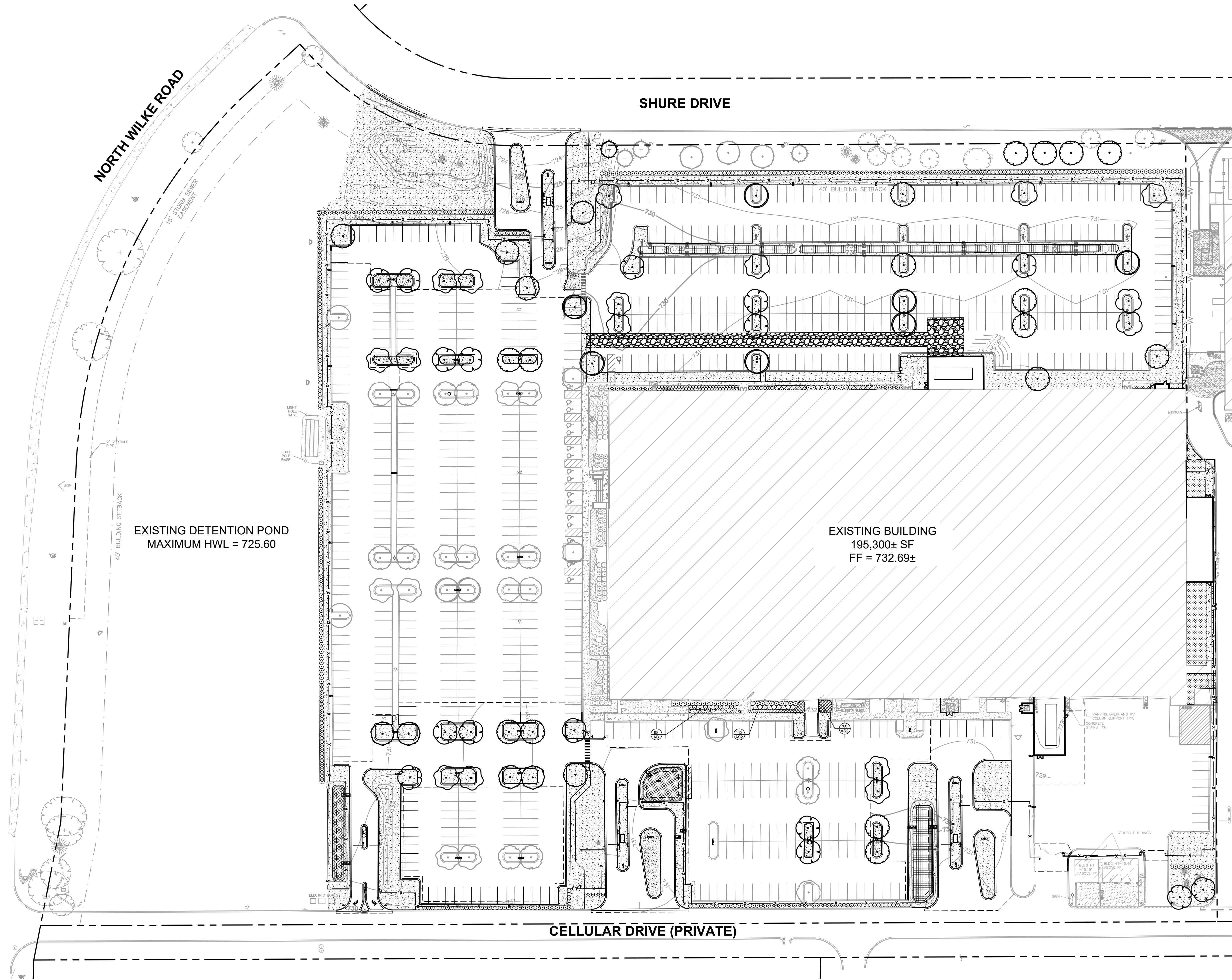
PARKING LOT ALTERATION
AND INTERIOR BUILDOUT
168672001
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
168672001
SHEET NUMBER

L1.2

NO.	REVISIONS	DATE	BY
1	VILLAGE COMMENTS/MWRD SUBMITTAL	07/25/19	LEN
2	VILLAGE COMMENTS/PUD COMMENTS	08/07/19	LEN

Drawing name: K:\GIS_LIVE\168672001_corgan_united.docx_01.dwg L2.0 OVERALL LANDSCAPE PLAN Aug 08, 2019 3:01pm by: Christina Morelli
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



PARKING LOT ALTERATION AND INTERIOR BUILDOUT 1501 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004		OVERALL LANDSCAPE PLAN		C O R G A N		Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, NILES, IL 60032-4550 WWW.KIMLEY-HORN.COM		VILLAGE COMMENTS/MWRD SUBMITTAL 07/25/19 LEN	VILLAGE COMMENTS/PUD COMMENTS 08/07/19 LEN	REVISIONS	DATE	BY
ORIGINAL ISSUE: 5/22/19	KHA PROJECT NO. 168672001	SHEET NUMBER L2.0		SCALE: AS NOTED	DESIGNED BY: SJP	DRAWN BY: CPC	CHECKED BY: LEN					

[illegible]

A graphic scale in feet showing 0, 15, 30, and 60 feet. Below the scale is a north arrow pointing upwards, with the word "NORTH" written inside the circle.



Kimley»»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-487-5550
WWW.KIMLEY-HORN.COM

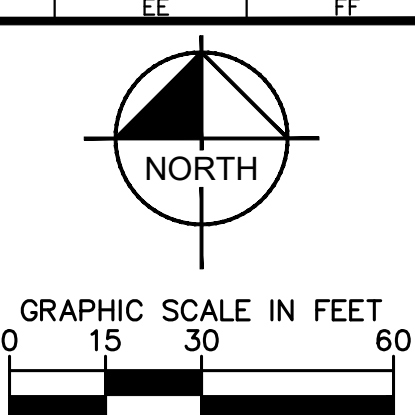
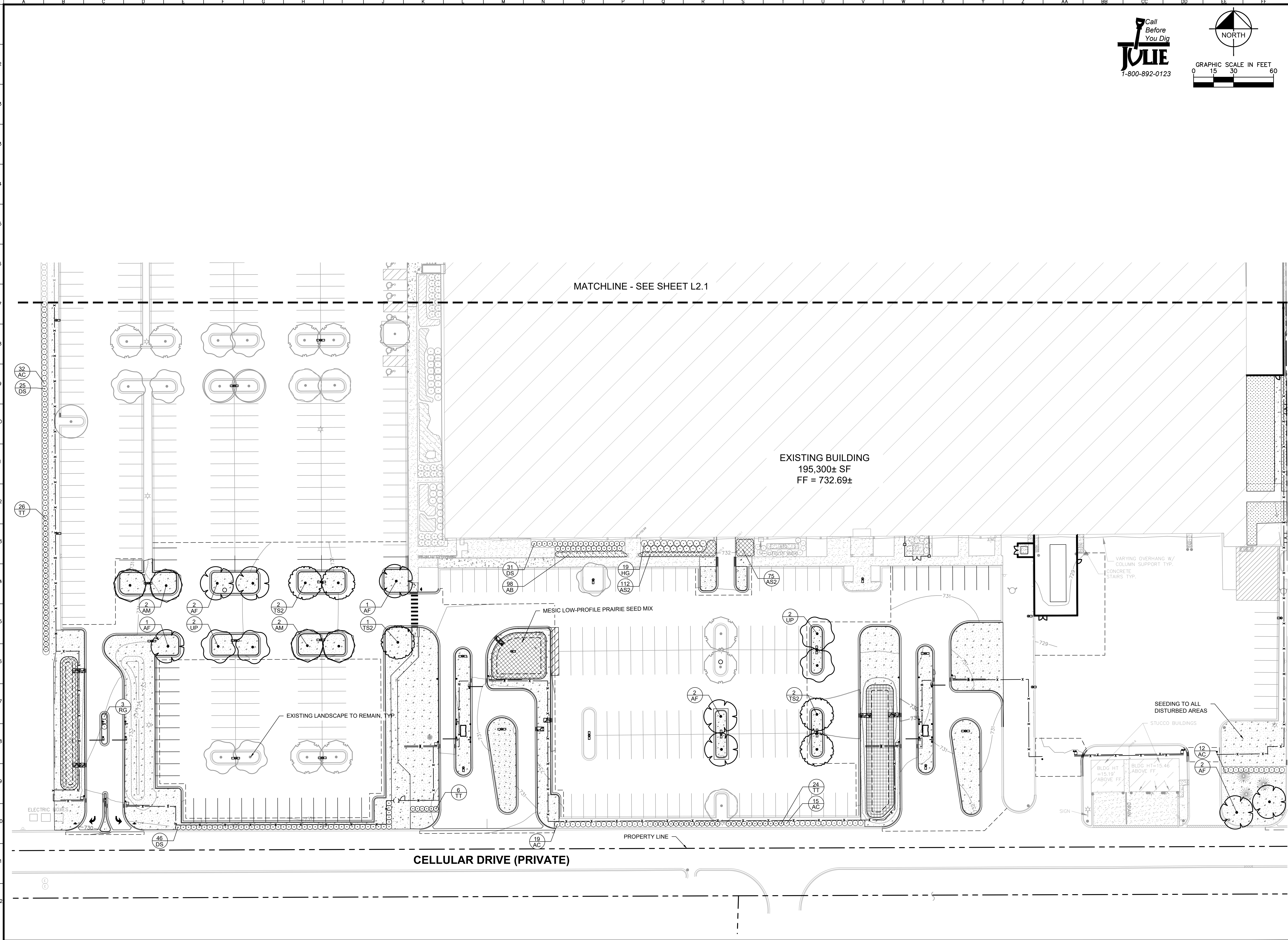
CORGAN

LANDSCAPE
PLAN (PHASE 1
NORTH)

**GLOT ALTERNATIVE
INTERIOR BUILDING**
1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

L2.1

Drawing name: K:\QHS_LDEV\168672001_corporation_unitedstates_highway22\2 LANDSCAPE PLAN (PHASE 1 SOUTH) Aug 08, 2019 3:07pm by: Christina Morelli
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



No.		REVISIONS	DATE	BY
1		VILLAGE COMMENTS/MWRD SUBMITTAL	07/25/19	LEN
2		VILLAGE COMMENTS/PUD COMMENTS	08/07/19	LEN
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				

SCALE:		AS NOTED
DESIGNED BY: SJP		
DRAWN BY: CPC		
CHECKED BY: LEN		

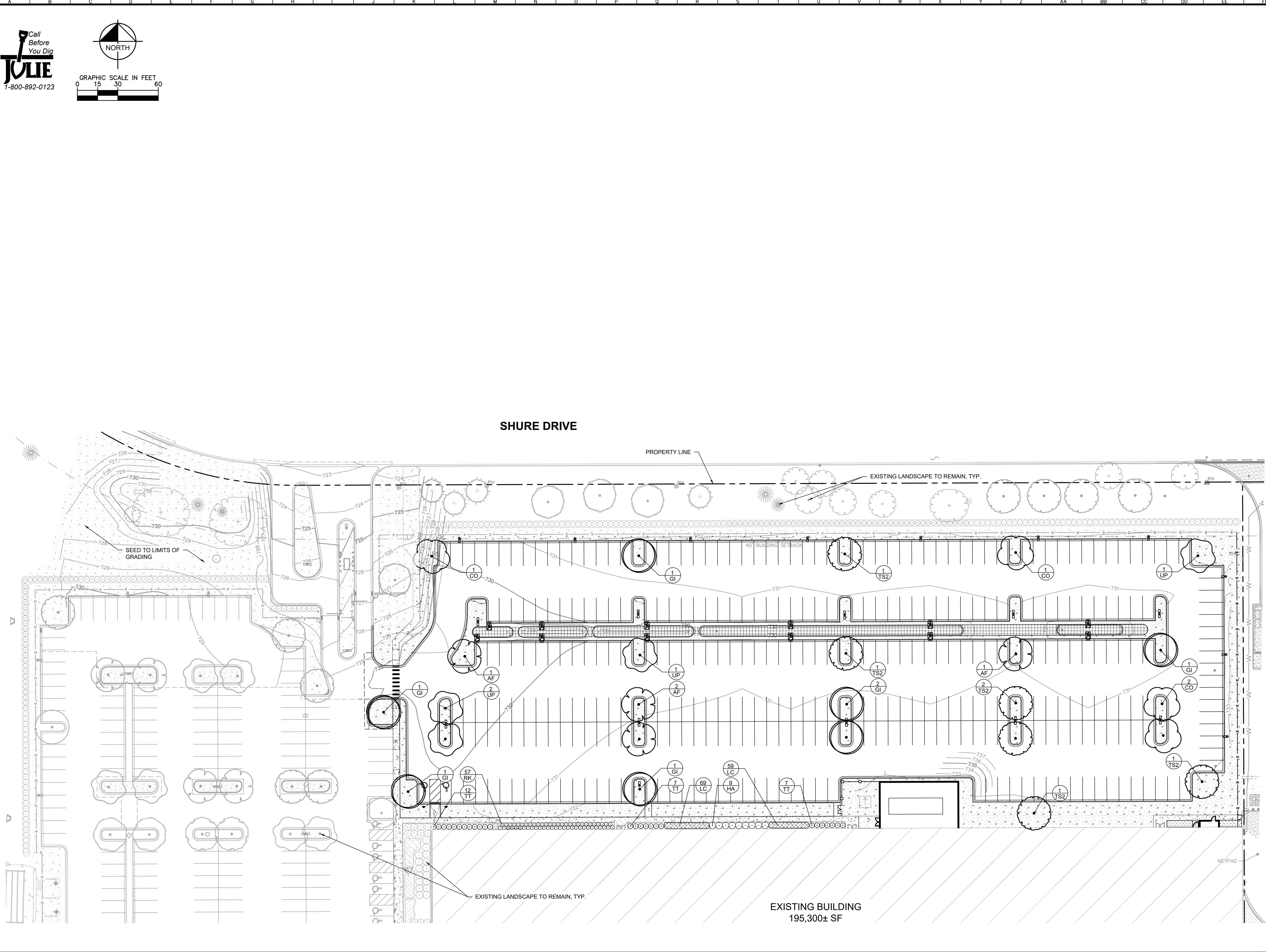
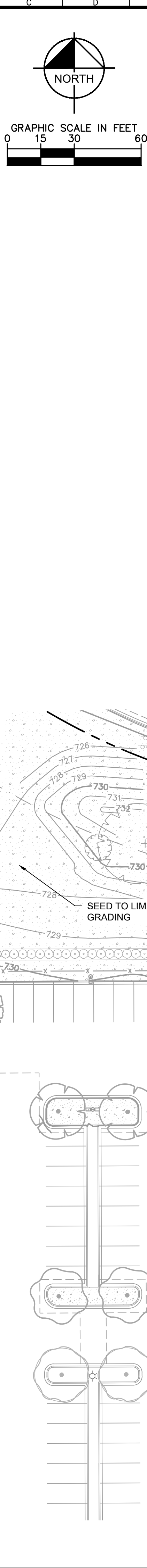
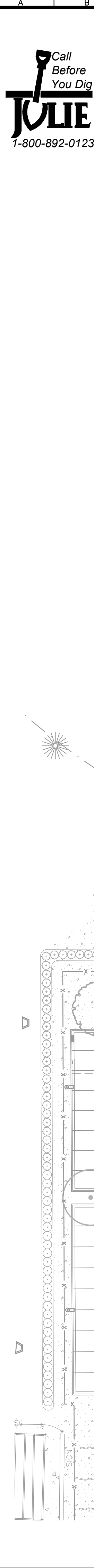
Kimley»Horn	
© 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, LISLE, IL 60532-5559 WWW.KIMLEY-HORN.COM	

CORPORATION	
-------------	--

LANDSCAPE PLAN (PHASE 1 SOUTH)	
--------------------------------	--

PARKING LOT ALTERATION AND INTERIOR BUILDOUT	
1501 SHIRE DRIVE ARLINGTON HEIGHTS, IL 60004	

ORIGINAL ISSUE: 5/22/19	
KHA PROJECT NO. 168672001	
SHEET NUMBER	
L2.2	



Architectural site plan showing the existing building footprint, parking lot, and surrounding streets. The building is labeled "EXISTING BUILDING 195,300± SF". The plan includes various annotations such as "BUILDING SETBACK", "731", "734", "737", and "7 TT". The parking lot is shown with individual parking spaces and a circular driveway. The surrounding streets are labeled "V" and "V".

PARKING LOT ALTERATION AND INTERIOR BUILDOUT 1555 SHAWNE DRIVE ARLINGTON HEIGHTS, IL 60004	LANDSCAPE PLAN (PHASE 2)
---	-------------------------------------

ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001	SHEET NUMBER L2.3
--	-----------------------------

C O R G A N

	Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, BLOOMINGDALE, ILLINOIS 60010 PHONE: 630-487-5550 WWW.KIMLEY-HORN.COM
--	--

SCALE:	AS NOTED				
DESIGNED BY:	SJP				
DRAWN BY:	CPC				
CHECKED BY:	LEN				
		△ VILLAGE COMMENTS/WWRD SUBMITTAL	07 /25 /19	LEN	
		△ VILLAGE COMMENTS/PUD COMMENTS	08 /07 /19	LEN	

[illegible][illegible]

LANDSCAPE
PLAN (PHASE 2)

PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

1001 SHORE DRIVE
LOS ANGELES, CA 90044

ORIGINAL ISSUE 5/22/19 PROJECT 168672001	SHEET NUMBER L2.3
---	-----------------------------



Kimley»Horn

© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
BURLINGTON, IL 60109-7450
PHONE: 630.677-4550

DESIGNED BY: SJP

DRAWN BY: CFC

VILLAGE COMMENTS/WARD SUBMITTAL

07 / 25/19

LEN

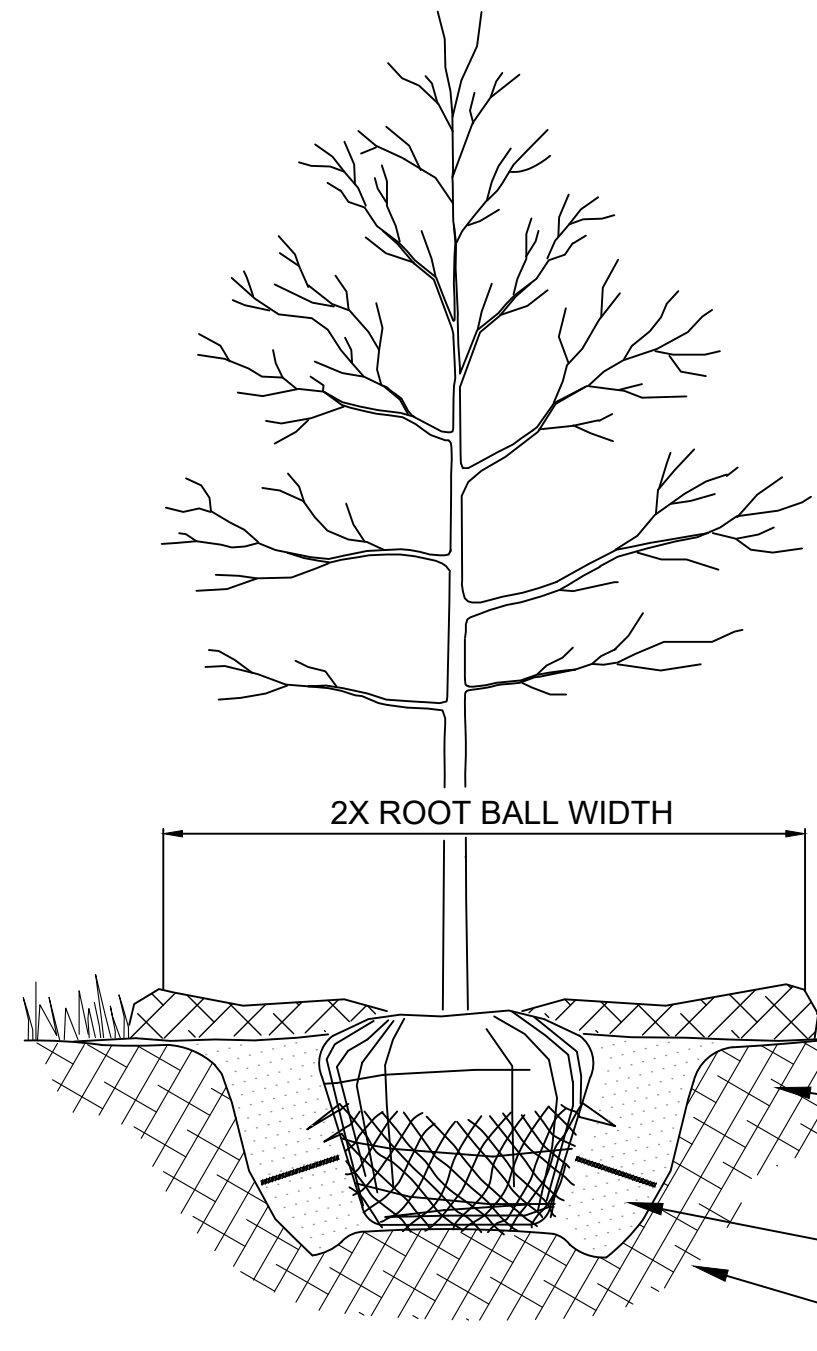
PARKING LOT ALTERATION AND INTERIOR BUILDOUT	LANDSCAPE PLAN (PHASE 2)	Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, NORTON HEIGHTS, IL 60064 PHONE: 830-487-5550 WWW.KIMLEY-HORN.COM	SCALE: DESIGNED BY: SUP DRAWN BY: GPC CHECKED BY: LEN	VILLAGE COMMENTS/MWRD SUBMITTAL VILLAGE COMMENTS/PUD COMMENTS	07/25/19 08/07/19	LEN LEN
L2.3	SHEET NUMBER	KHA PROJECT NO. 168672001	ORIGINAL ISSUE: 5/22/19			

[illegible][illegible]

PARKING LOT ALTERATION AND INTERIOR BUILDOUT	LANDSCAPE PLAN (PHASE 2)	Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, WARRENVILLE, IL 60094 PHONE: 830-487-5550 WWW.KIMLEY-HORN.COM	SCALE: DESIGNED BY: SUP DRAWN BY: GPC CHECKED BY: LEN	VILLAGE COMMENTS/MWRD SUBMITTAL VILLAGE COMMENTS/PUD COMMENTS	07/25/19 08/07/19	LEN LEN
L2.3	SHEET NUMBER	KHA PROJECT NO. 168672001	ORIGINAL ISSUE: 5/22/19			

PARKING LOT ALTERATION AND INTERIOR BUILDOUT	LANDSCAPE PLAN (PHASE 2)	Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, NORTHBROOK, ILLINOIS 60062-4877 PHONE: 833-447-5550 WWW.KIMLEY-HORN.COM	SCALE: DESIGNED BY: SUP DRAWN BY: GPC CHECKED BY: LEN	VILLAGE COMMENTS/MWRD SUBMITTAL VILLAGE COMMENTS/PUD COMMENTS	07/25/19 08/07/19	LEN LEN
ORIGINAL ISSUE: 5/22/19 KHA PROJECT NO. 168672001	SHEET NUMBER	L2.3				

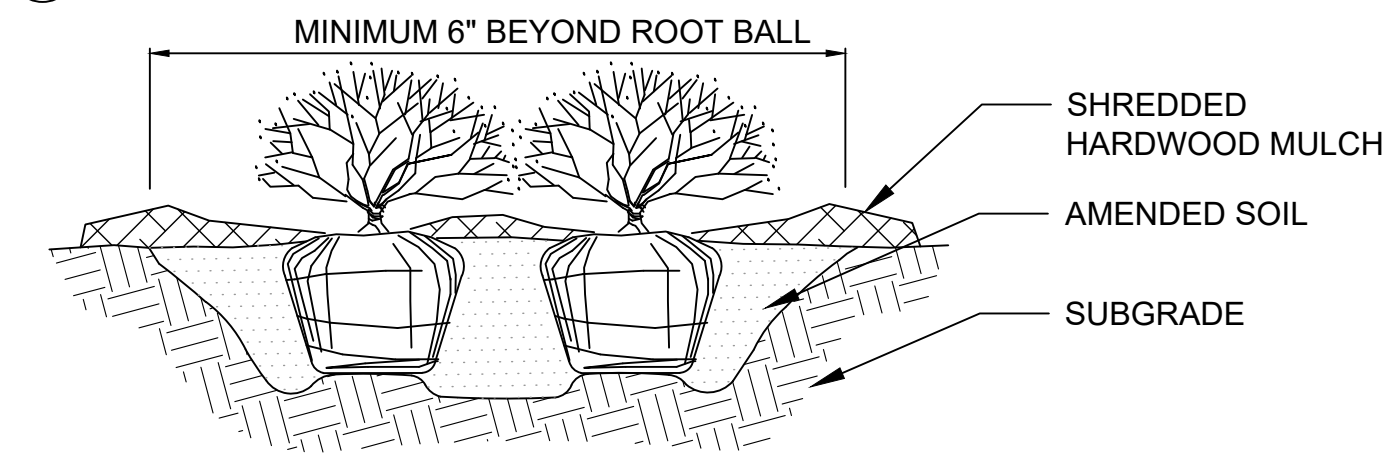
Drawing name: K:\GIS_Library\168672001_corgan_united.docx, origin: high, 11/2 Design\CAO\jordanhearts\12.0 - LANDSCAPE PLAN.dwg Aug 08, 2019 3:01pm by: Christina Merrill
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES, APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE TWO INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET INTACT.
3. REMOVE WIRE BASKET AND BURLAP DOWN FOUR TO SIX INCHES BELOW TOP OF ROOT BALL. REMOVE ALL TWINE AND (IF USED), SYNTHETIC MATERIAL. REMOVE OR CORRECT GIRDLING ROOTS.
4. TAMP EXCAVATED SOIL AROUND BASE OF ROOTBALL.
5. BACKFILL REMAINDER EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE SOIL AMENDMENT PER LANDSCAPE NOTES.
6. WATER THOROUGHLY WITHIN TWO HOURS USING 10 TO 15 GALLONS OF WATER.
7. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
8. FINAL LOCATION OF TREE TO BE APPROVED BY OWNER.

1 TREE PLANTING



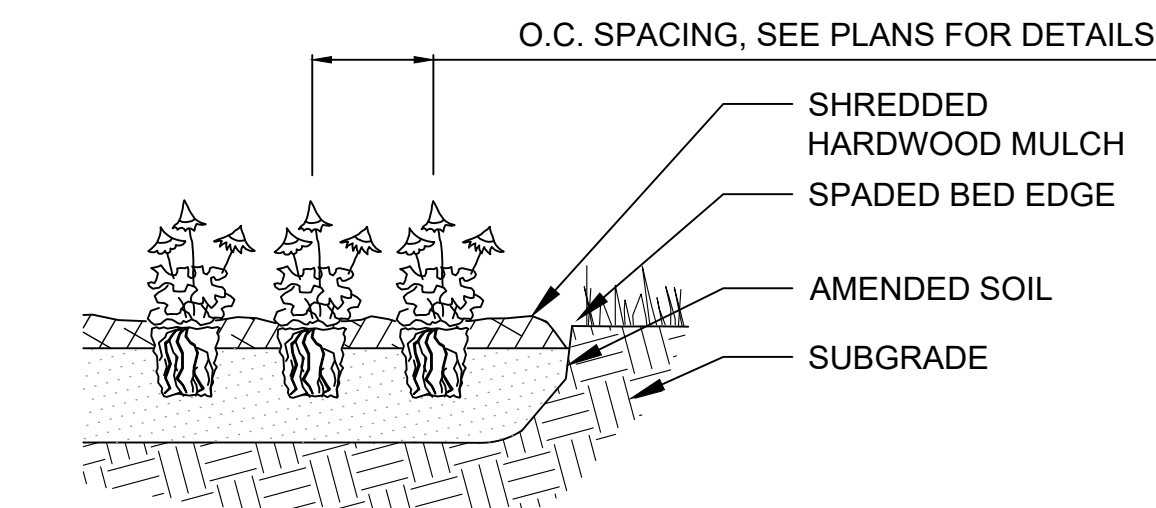
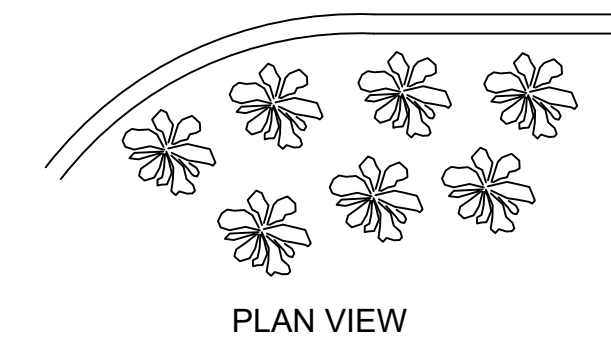
NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOT BALL OR CONTAINER ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE ONE INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN PLANTING BED DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM TOP HALF THE LENGTH OF ROOTBALL. TWINE AND (IF USED) SYNTHETIC MATERIAL SHALL BE REMOVED FROM PLANTING BED. FOR CONTAINER GROWN SHRUBS, REMOVE CONTAINER AND LOOSEN ROOTS PRIOR TO INSTALLATION.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. PLUMB AND BACKFILL WITH AMENDED SOIL PER LANDSCAPE NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
6. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.

2 SHRUB PLANTING

NOTES:

1. EXCAVATE PLANTING BED.
2. BED HEIGHT IS TO BE 2" ABOVE FINISH GRADE AND WELL DRAINED.
3. REMOVE CONTAINER, SCORE SOIL MASS TO REDIRECT AND PREVENT CIRCLING ROOTS. CORRECT GIRDLING ROOTS. PLANT MATERIAL SHALL BE LAID OUT BY FOLLOWING THE BED EDGE, WORKING TOWARDS THE CENTER OF THE BED USING TRIANGULAR (STAGGERED) SPACING AS PLAUSIBLE.
4. PLUMB AND BACKFILL WITH PLANTING MIX AS SPECIFIED IN LANDSCAPE NOTES.
5. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMITS FOR PERENNIALS/GROUND COVER EXTEND TO ALL LIMITS OF PLANTING BED, SEE PLANS FOR BED LAYOUTS.
6. SPACING TO BE AS SPECIFIED IN THE PLANT LIST. PERENNIALS SHALL BE PLACED WITH THEIR CENTER 24" FROM EDGE OF BED.



3 PERENNIAL PLANTING

LANDSCAPE NOTES

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING MATERIALS AND PLANTS SHOWN ON THE LANDSCAPE PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE COST TO REPAIR UTILITIES, ADJACENT LANDSCAPE, PUBLIC AND PRIVATE PROPERTY THAT IS DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTOR'S OPERATIONS DURING INSTALLATION OR DURING THE SPECIFIED MAINTENANCE PERIOD. CALL FOR UTILITY LOCATIONS PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL REPORT ANY DISCREPANCY IN PLAN VS. FIELD CONDITIONS IMMEDIATELY TO THE LANDSCAPE ARCHITECT, PRIOR TO CONTINUING WITH THAT PORTION OF WORK.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ANY OF THEIR TRENCHES OR EXCAVATIONS THAT SETTLE.
4. ALL NURSERY STOCK SHALL BE WELL BRANCHED, HEALTHY, FULL, PRE-INOCULATED AND FERTILIZED. DECIDUOUS TREES SHALL BE FREE OF FRESH SCARS. TRUNKS WILL BE WRAPPED IF NECESSARY TO PREVENT SUN SCALD AND INSECT DAMAGE. THE LANDSCAPE CONTRACTOR SHALL REMOVE THE WRAP AT THE PROPER TIME AS A PART OF THIS CONTRACT.
5. ALL NURSERY STOCK SHALL BE GUARANTEED, BY THE CONTRACTOR, FOR ONE YEAR FROM DATE OF FINAL INSPECTION.
6. AMENDED SOIL SHALL BE PROVIDED AND GRADED BY THE GENERAL CONTRACTOR UP TO 6 INCHES BELOW FINISHED GRADE IN TURF AREAS AND 18 INCHES IN PLANTING AREAS.
7. PLANTING AREA SOIL SHALL BE AMENDED WITH 25% SPHAGNUM PEATMOSS, 5% HUMUS AND 65% PULVERIZED SOIL FOR ALL SHRUB, ORNAMENTAL GRASS, PERENNIAL AND ANNUAL BEDS. AMENDED TURF AREA SOIL SHALL BE STANDARD TOPSOIL.
8. SEED/SOD LIMIT LINES ARE APPROXIMATE. CONTRACTOR SHALL SEED/SOD ALL AREAS WHICH ARE DISTURBED BY GRADING WITH THE SPECIFIED SEED/SOD MIXES.
9. CONTRACTOR SHALL INSTALL SHREDDED HARDWOOD MULCH AT A 3" DEPTH TO ALL TREES, SHRUB, PERENNIAL, AND GROUND COVER AREAS. TREES PLACED IN AREA COVERED BY TURF SHALL RECEIVE A 4 FT WIDE MAXIMUM TREE RING WITH 3" DEPTH SHREDDED HARDWOOD MULCH. A SPADED BED EDGE SHALL SEPARATE MULCH BEDS FROM TURF OR SEEDED AREAS. A SPADED EDGE IS NOT REQUIRED ALONG CURBED EDGES.
10. INSTALLATION OF TREES WITHIN PARKWAYS SHALL BE COORDINATED IN THE FIELD WITH LOCATIONS OF UNDERGROUND UTILITIES. TREES SHALL NOT BE LOCATED CLOSER THAN 5' FROM UNDERGROUND UTILITY LINES AND NO CLOSER THAN 10' FROM UTILITY STRUCTURES.
11. DO NOT DISTURB THE EXISTING PAVING, LIGHTING, OR LANDSCAPING THAT EXISTS ADJACENT TO THE SITE UNLESS OTHERWISE NOTED ON PLAN.
12. PLANT QUANTITIES SHOWN ARE FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL REVIEW AGENCIES. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL PLANT QUANTITIES AS DRAWN.
13. THE OWNER'S REPRESENTATIVE MAY REJECT ANY PLANT MATERIALS THAT ARE DISEASED, DEFORMED, OR OTHERWISE NOT EXHIBITING SUPERIOR QUALITY.
14. THE CONTINUED MAINTENANCE OF ALL REQUIRED LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY ON WHICH SAID MATERIALS ARE REQUIRED. ALL PLANT MATERIALS REQUIRED BY THIS SECTION SHALL BE MAINTAINED AS LIVING VEGETATION AND SHALL BE PROMPTLY REPLACED IF THE PLANT MATERIAL HAS DIED PRIOR TO FINAL ACCEPTANCE. PLANTING AREAS SHALL BE KEPT FREE OF TRASH, LITTER, AND WEEDS AT ALL TIMES.

PLANT SCHEDULE PH1

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
	AF	12	ACER FREEMANII 'JEFFERSRED' TM	AUTUMN BLAZE MAPLE	B & B	4" CAL MIN	
	AM	5	ACER MIYABEI 'MORTON' TM	MIYABEI MAPLE	B & B	4" CAL MIN	
	PA	1	PICEA ABIES	NORWAY SPRUCE	B & B		8' HT MIN
	TS2	14	TILIA TOMENTOSA 'STERLING'	STERLING SILVER LINDEN	B & B	4" CAL MIN	
	UP	8	ULMUS AMERICANA 'PRINCETON'	AMERICAN ELM	B & B	4" CAL MIN	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
	AC	212	ARONIA MELANOCARPA 'AUTUMN MAGIC'	AUTUMN MAGIC BLACK CHOKEBERRY	-		36" HT MIN
	DS	147	DIERVILLA RIVULARIS 'SMDNDRSF'	KODIAK BLACK BUSH HONEYSUCKLE	-		36" HT MIN
	HG	19	HYDRANGEA QUERCIFOLIA 'RUBY SLIPPERS'	OAKLEAF HYDRANGEA	-	SEE PLAN	24" HT MIN
	RG	3	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	-		12" HT MIN
	TT	136	TAXUS X MEDIA 'TAUNTONII'	TAUTON YEW	-		36" HT MIN

PERENNIALS AND GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	AB	98	AMSONIA TABERNAEMONTANA 'BLUE ICE'	BLUE ICE STAR FLOWER	1 GAL	18" o.c.
	AS2	187	ALLIUM X 'SUMMER BEAUTY'	SUMMER BEAUTY ALLIUM	1 GAL	18" o.c.
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	CONT		
			MESIC LOW-PROFILE PRAIRIE SEED MIX	SEED		
			TURF SOD	SOD		
			TURF SEED	SEED		

MESIC LOW-PROFILE PRAIRIE SEED MIX

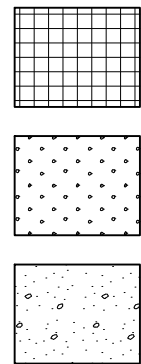
BOTANICAL NAME	COMMON NAME	LBS / ACRE	% OF TOTAL
Bouteloua curtipendula	Side-Oats Grama	12	34%
Coreopsis palmata	Prairie Coreopsis	1	3%
Echinacea purpurea	Purple Coneflower	2	6%
Panicum virgatum	Switch Grass	6	17%
Schizachyrium scoparium	Little Bluestem	6	17%
Sporobolus heterolepis	Prairie Dropseed	8	23%
TOTAL LBS PER ACRE:		35	

SITE LANDSCAPE REQUIREMENT CALCULATIONS		
ZONING ORDINANCE	REQUIREMENT	PROVIDED
SECTION 6.15 - 1.2 NEW LANDSCAPING REQUIREMENTS		
ALL PAVED SERVICE AREAS ABUTTING STREET OR OFF-STREET PARKING AREAS SHALL BE EFFECTIVELY SCREENED ON EACH SIDE ADJOINING ANY PUBLIC WAY	SCREENING ALONG THE NORTH, SOUTH AND WEST BOUNDARIES OF THE SITE	CONTINUOUS SHRUB ROW PROVIDED ALONG THE NORTH, SOUTH AND WEST BOUNDARIES OF THE SITE
ONE SHADE TREE MUST BE INCLUDED FOR EVERY 20 PARKING SPACES	PHASE 1 NUMBER OF PARKING SPACES = 559 559 / 20 = 27.9 28 SHADE TREES REQUIRED	30 EXISTING TREES TO REMAIN 38 NEW SHADE TREES PROVIDED
	PHASE 2 NUMBER OF PARKING SPACES = 340 340 / 20 = 17 17 SHADE TREES REQUIRED	22 NEW SHADE TREES PROVIDED

PLANT SCHEDULE PHASE 2

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
	AF	4	ACER FREEMANII 'JEFFERSRED' TM	AUTUMN BLAZE MAPLE	B & B	4" CAL MIN	
	CO	4	CELTIS OCCIDENTALIS	COMMON HACKBERRY	B & B	4" CAL MIN	
	GI	7	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE' TM	SKYLINE THORNLESS HONEY LOCUST	B & B	4" CAL MIN	
	TS2	6	TILIA TOMENTOSA 'STERLING'	STERLING SILVER LINDEN	B & B	4" CAL MIN	
	UP	4	ULMUS AMERICANA 'PRINCETON'	AMERICAN ELM	B & B	4" CAL MIN	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
	HA	9	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE SMOOTH HYDRANGEA	-	SEE PLAN	24" HT MIN
	RK	57	RHODODENDRON X 'KARENS'	KARENS AZALEA	-	SEE PLAN	18" HT MIN
	TT	26	TAXUS X MEDIA 'TAUNTONII'	TAUTON YEW	-		36" HT MIN
PERENNIALS AND GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	
	LC	128	LIRIOPE SPICATA	CREEPING LILY TURF	1 GAL		18" o.c.

GROUND COVERS



CODE	BOTANICAL NAME	COMMON NAME
		MESIC LOW-PROFILE PRAIRIE SEED MIX
		TURF SOD
		TURF SEED

Kimley»Horn
© 2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
Lisle, IL 60532-5550
WWW.KIMLEY-HORN.COM

C O R G A N

**LANDSCAPE
NOTES AND
DETAILS**

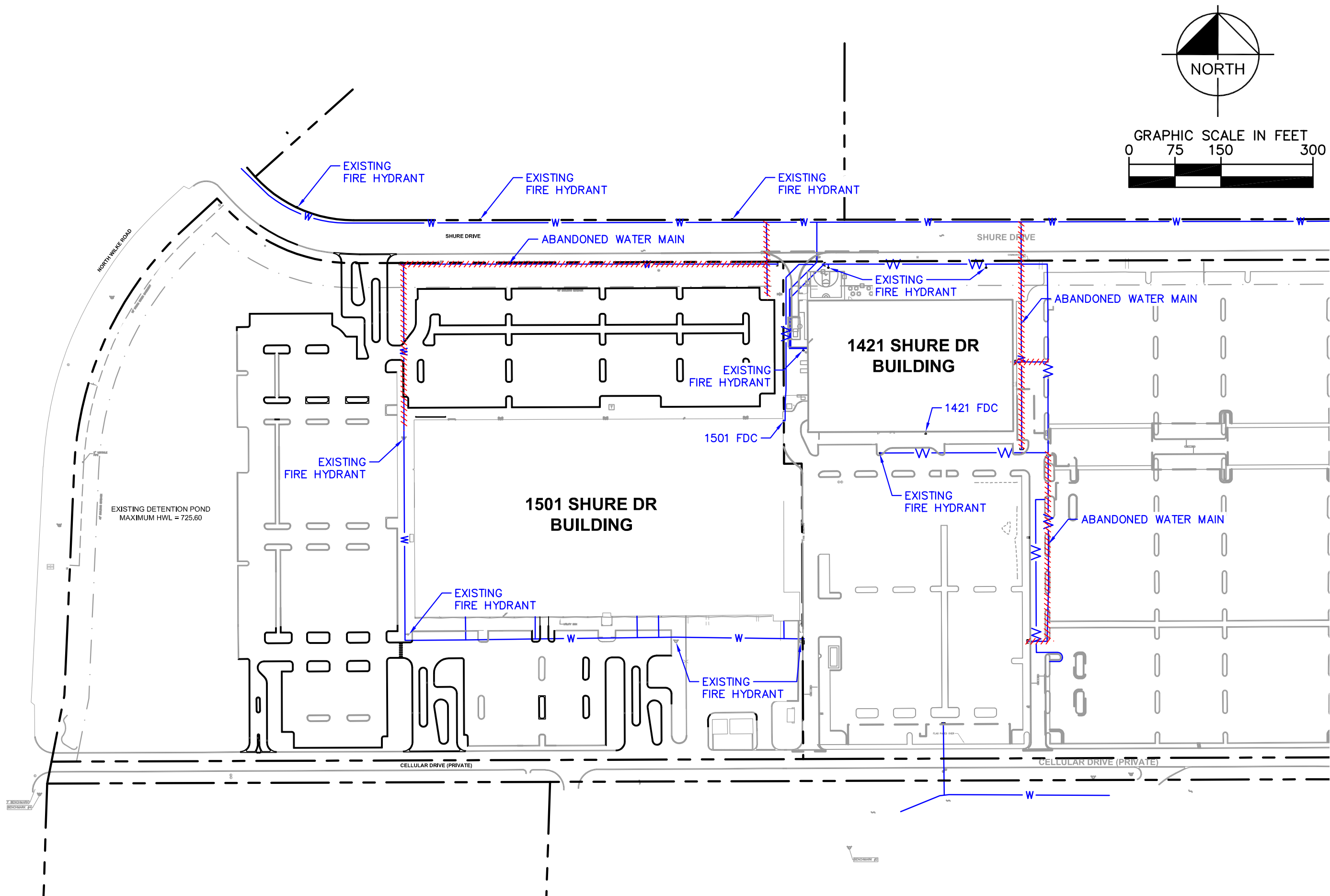
**PARKING LOT ALTERATION
AND INTERIOR BUILDOUT**
1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
168672001
SHEET NUMBER

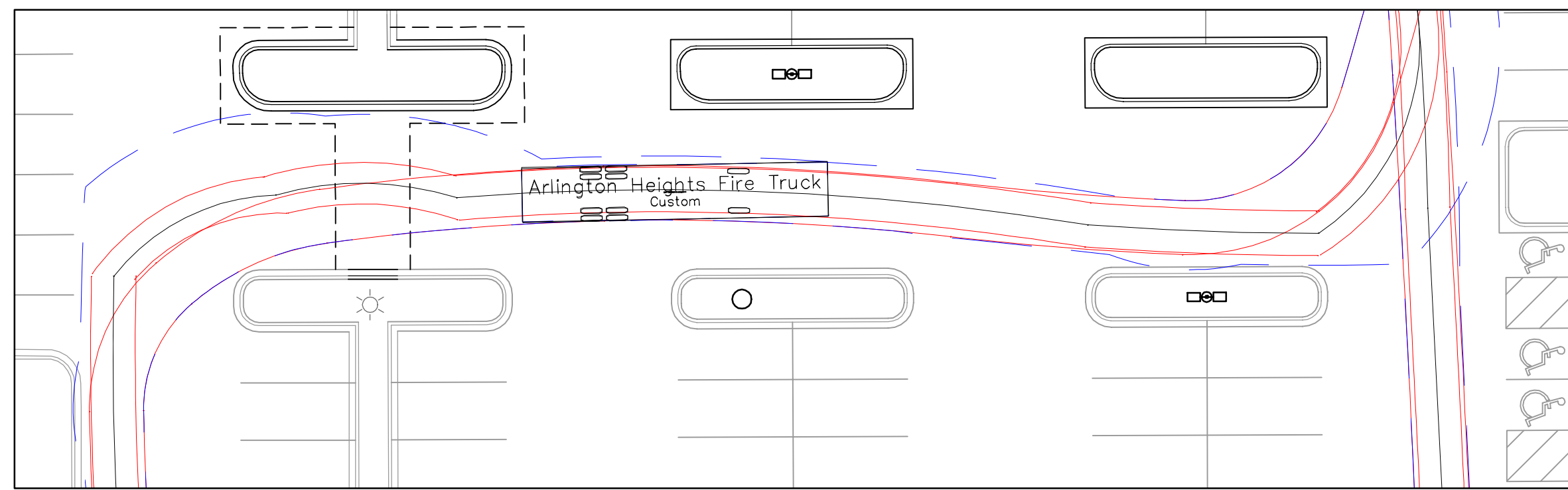
L3.0

Call
Before
You Dig
JULIE
1-800-892-0123

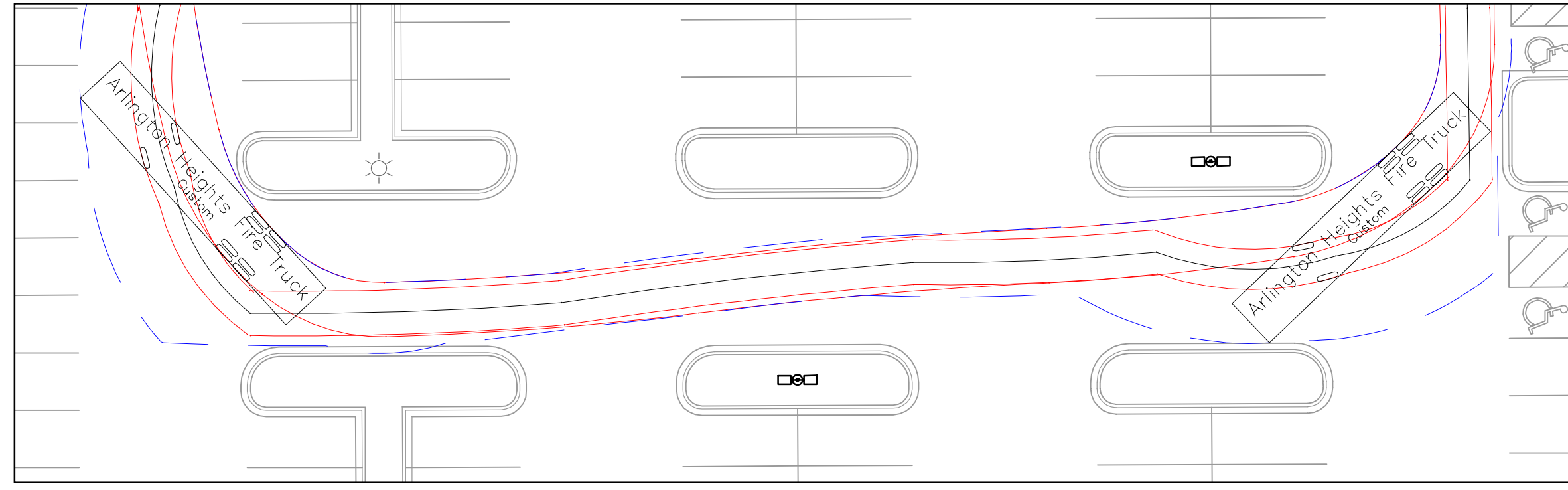
Plotted By: August 5, 2019 3:11:08 PM H:\VCS_LIN\158972001_Design\158972001_Arlington Heights\158972001_VCS\158972001_VCS.dwg
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Release of and/or reuse of any part of this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Kimley»Horn © 2019 KIMLEY-HORN AND ASSOCIATES, INC. 1001 WARRENVILLE ROAD, SUITE 350, LISLE, IL 60532 PHONE: 630-487-5550 WWW.KIMLEY-HORN.COM	HYDRANTS AND FDC 1501 W SURE DR, ARLINGTON HEIGHTS, IL 60004
	SHEET NUMBER EX.

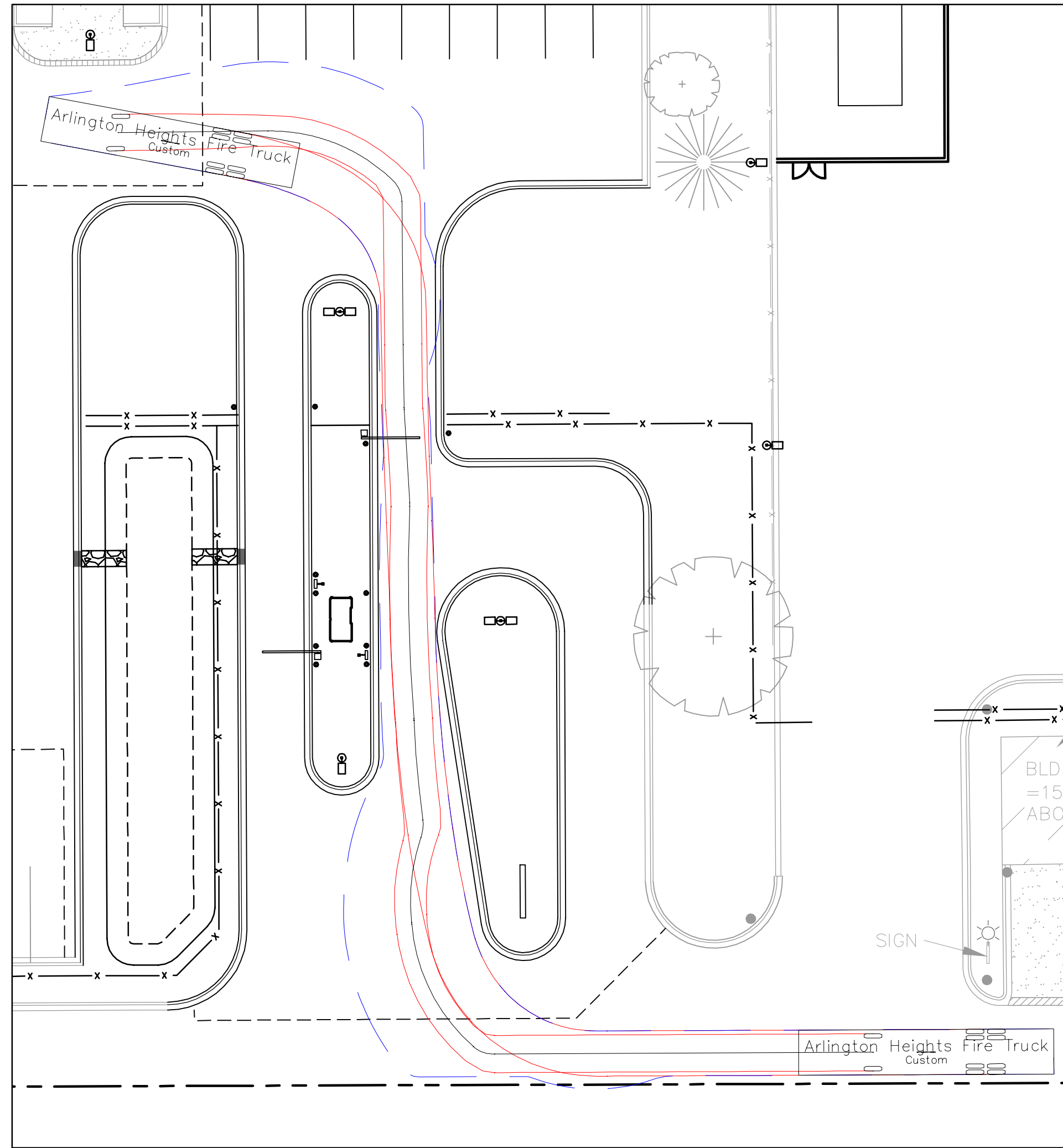


DETAIL 4
1" = 20'



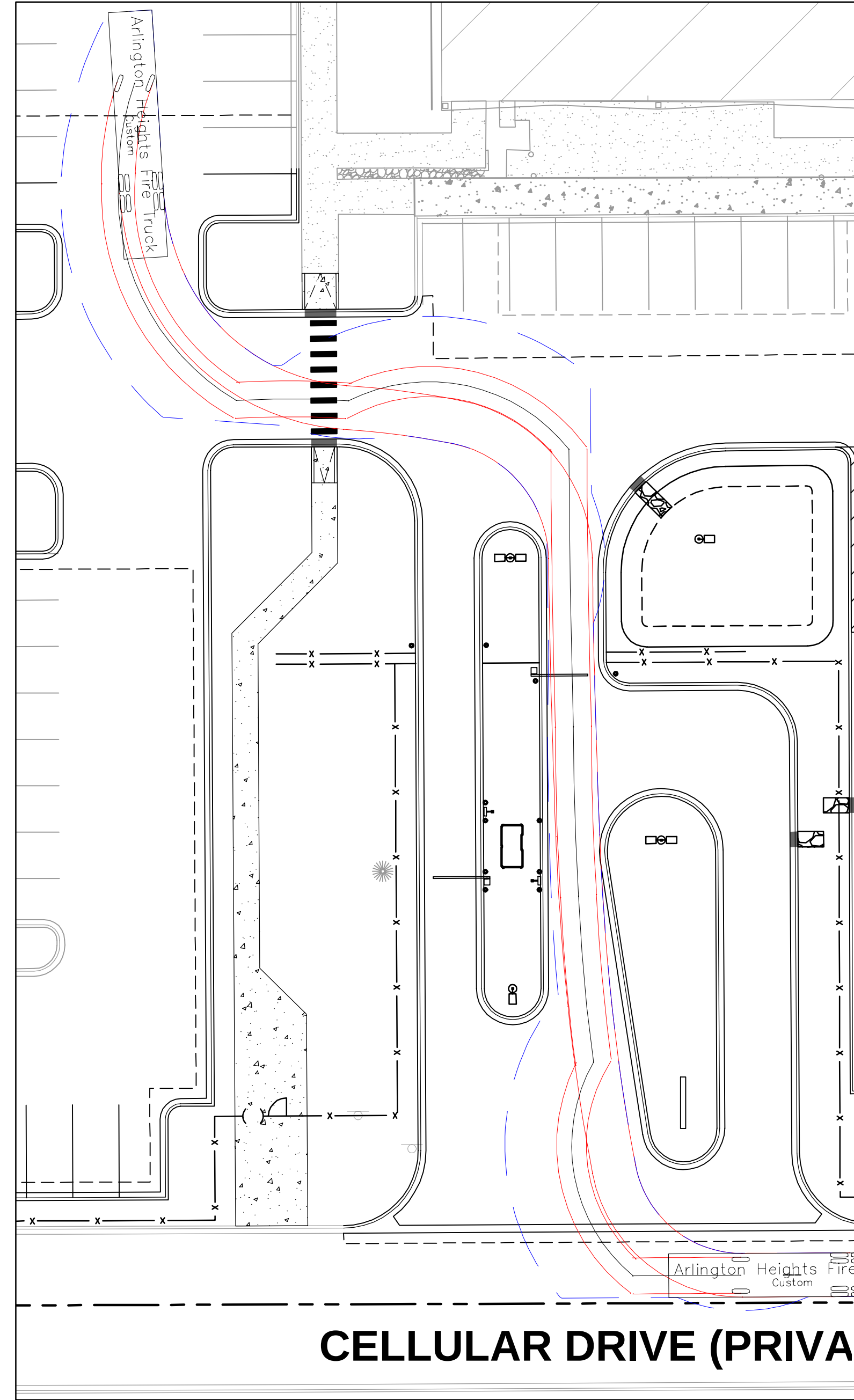
DETAIL 5

1" = 20'



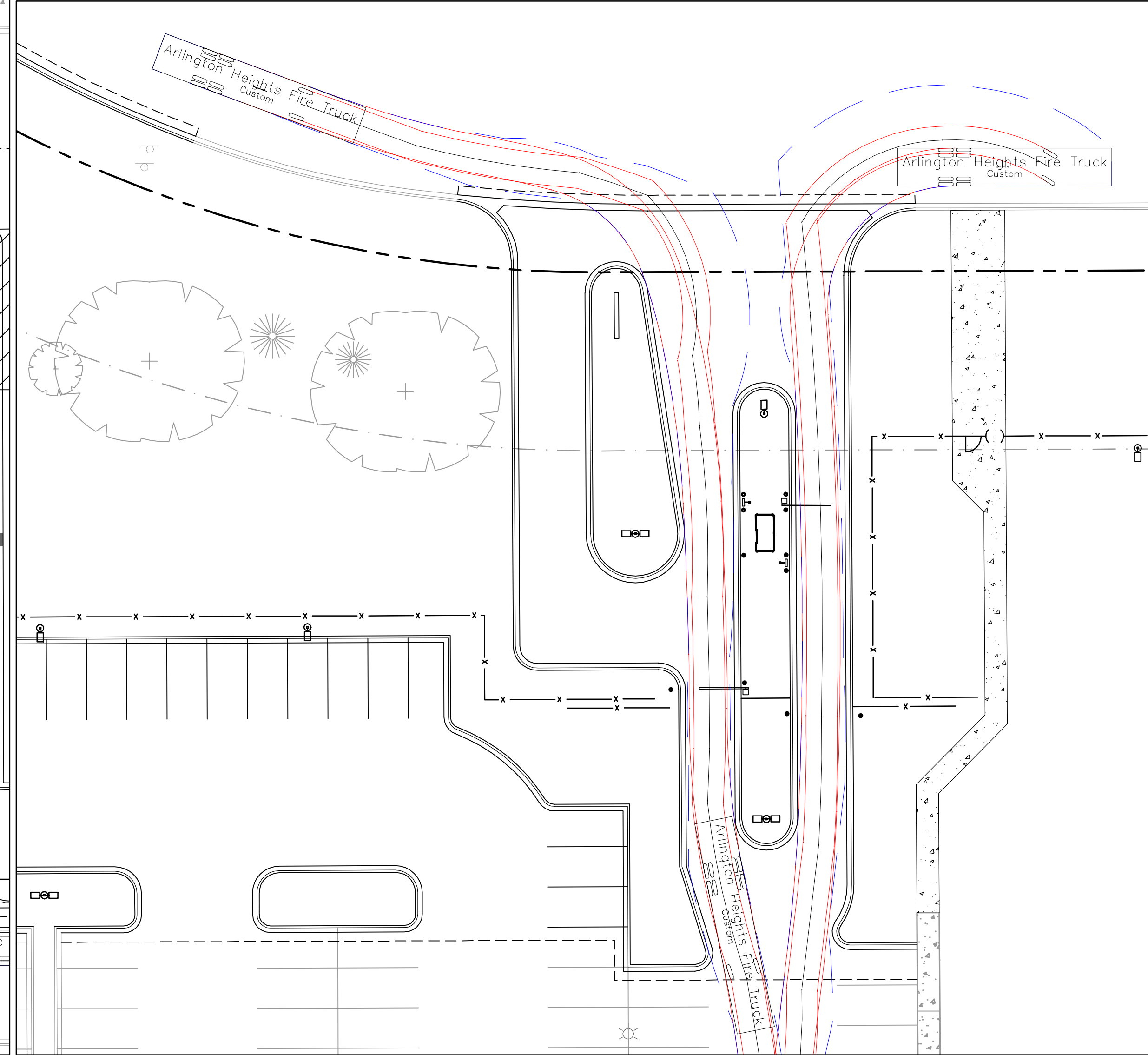
DETAIL 1

1" = 20'

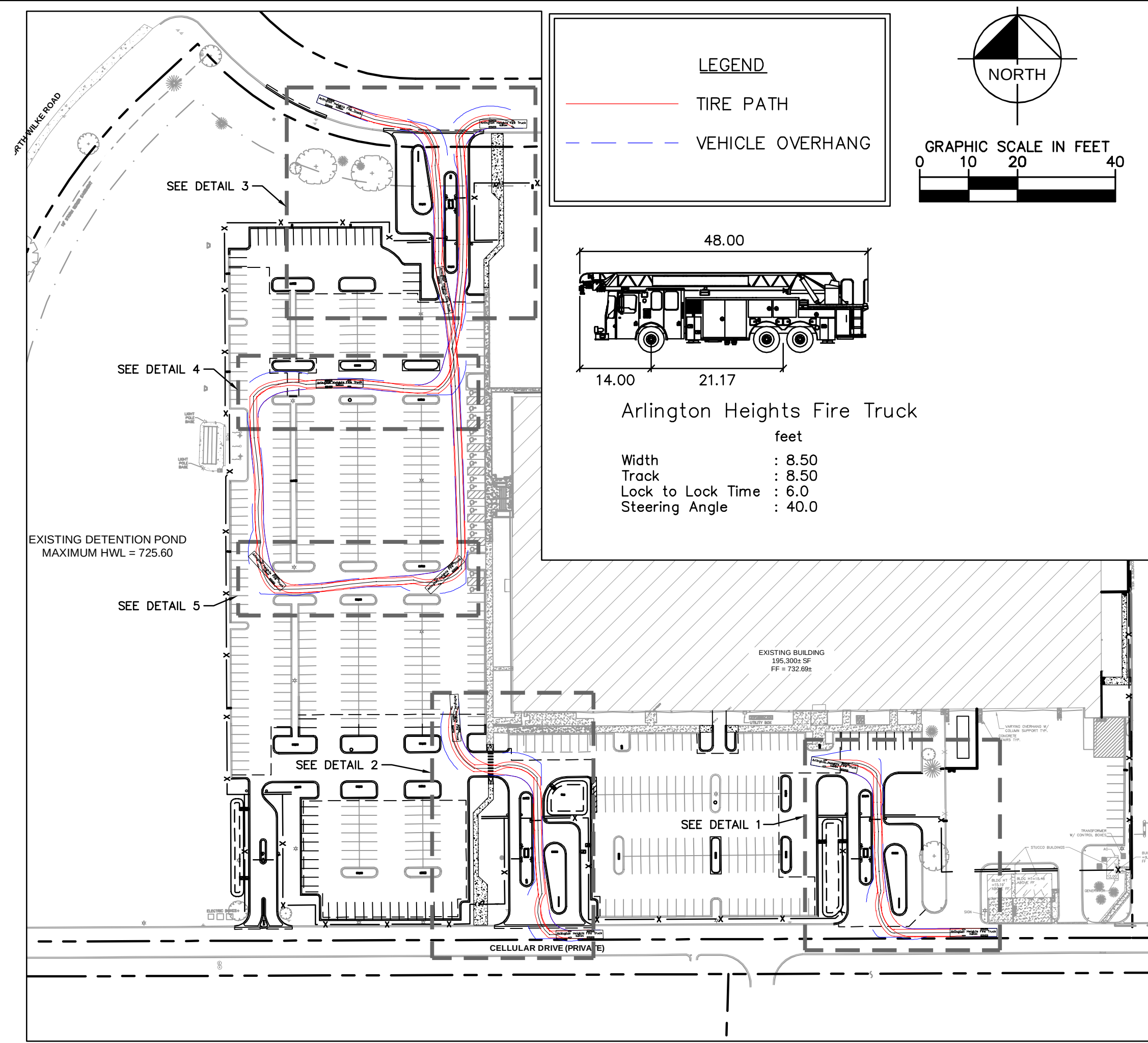


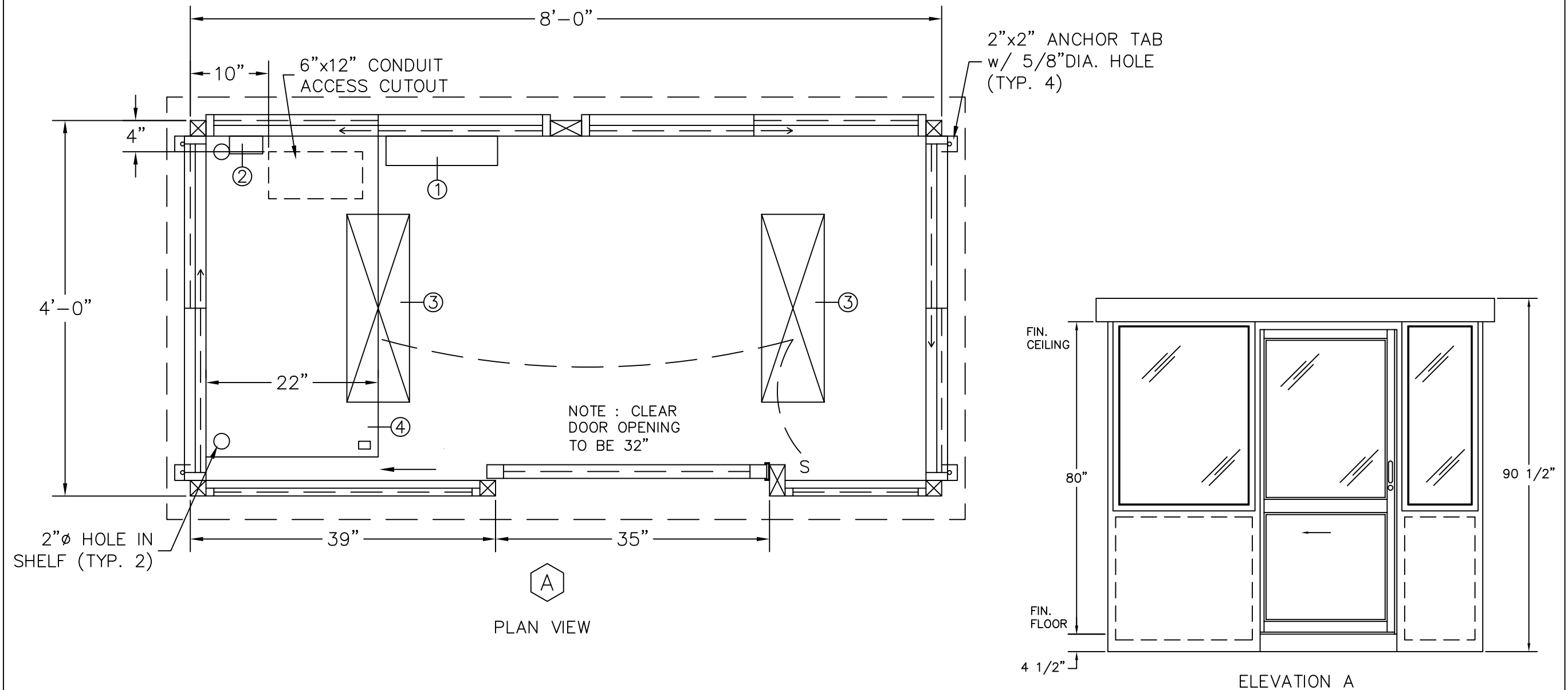
DETAIL 2

1" = 20'



DETAIL 3

[illegible]



DURASTEEL MODEL PC-84SL BUILDING NOTES :

- ①— 100 AMP SINGLE PHASE 12 CIRCUIT LOAD CENTER W/MAIN BKR.
- ②— 115V DUPLEX, 230V OUTLET
- ③— 34 WATT SURFACE MTD. FLUORESCENT LIGHT W/SWITCH
- ④— 22" DEEP SHELF
- * 3" OVERHANG EXTERIOR MEMBRANE ROOF
- * 1- HEAVY DUTY ALUMINUM DOOR w/HALF GLASS AND ADA HANDLES
- * GLAZING- CLEAR TEMPERED GLASS
- * INSULATION- WALLS R-9, CEILING R-17
- * ALUMINUM TREAD PLATE FLOOR
- * BUILDING PAINTED- ADVISE COLOR
- * UL LABEL FOR COMPLIANCE WITH THE N.E.C.

NOTES:

- SLIDING DOORS AVAILABLE BOTH SIDES- SUFFIX DSL
- CASHIER WINDOW AVAILABLE IN DOOR- SUFFIX CSL
- SWING DOOR AVAILABLE IN REAR OF BOOTH- SUFFIX SW

PORTA-KING BUILDING SYSTEMS

4133 SHORELINE DRIVE EARTH CITY, MISSOURI 63045
1-800-456-5464 FAX 314-291-2857 www.portaking.com

TITLE

DURASTEEL MODEL PC-84SL

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightSquares technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics

Choice of 10 patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 5700K CCT.

Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightSquares feature an IP66 enclosure rating and maintain greater than 90% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish

Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

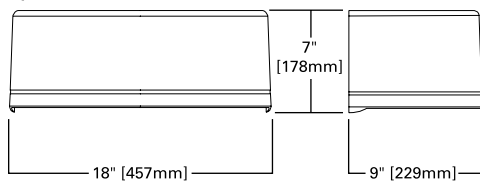
Warranty

Five-year warranty.

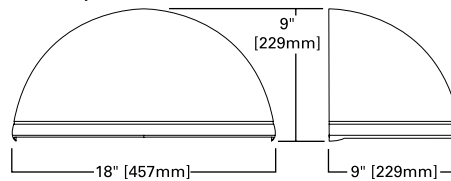


DIMENSIONS

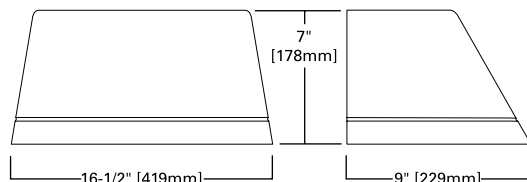
Cylinder



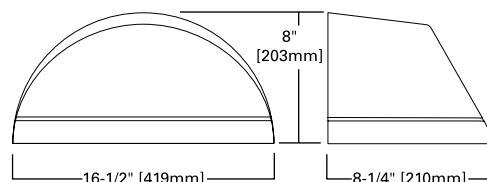
Quarter Sphere



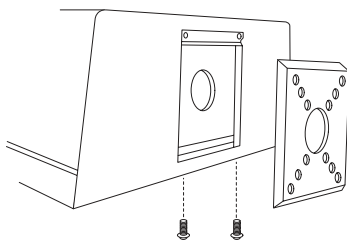
Trapezoid



Wedge



HOO-K-N-LOCK MOUNTING



ISC/ISS/IST/ISW IMPACT ELITE LED

1 LightSquare
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA

UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightSquare
DesignLights Consortium® Qualified*
ISO 9001

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz,
480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA

Approximate Net Weight:
18 lbs. (8 kgs.)

POWER AND LUMENS

1 LightSquare (AF)		Cylinder (ISC) and Quarter Sphere (ISS)						Trapezoid (IST) and Wedge (ISW)					
Drive Current (mA)		350	450	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts)	120-277V	20.3	25.5	33.4	43.9	55.1	66.2	20.3	25.5	33.4	43.9	55.1	66.2
	Current (A)												
Current (A)	120V	0.17	0.22	0.29	0.38	0.48	0.56	0.17	0.22	0.29	0.38	0.48	0.56
	277V	0.09	0.10	0.13	0.17	0.21	0.25	0.09	0.10	0.13	0.17	0.21	0.25
Power (Watts)	347V or 480V	23.3	28.7	36.6	49.5	60.7	70.1	23.3	28.7	36.6	49.5	60.7	70.1
	Current (A)												
Current (A)	347V	0.07	0.08	0.11	0.15	0.18	0.21	0.07	0.08	0.11	0.15	0.18	0.21
	480V	0.05	0.06	0.08	0.11	0.13	0.16	0.05	0.06	0.08	0.11	0.13	0.16
Optics													
T2	Lumens	2,390	3,001	3,915	4,901	5,793	6,592	2,555	3,208	4,185	5,239	6,193	7,047
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T3	Lumens	2,440	3,063	3,996	5,001	5,912	6,728	2,561	3,216	4,195	5,251	6,207	7,063
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T4FT	Lumens	2,414	3,031	3,955	4,950	5,851	6,658	2,589	3,250	4,240	5,308	6,274	7,139
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
T4W	Lumens	2,441	3,065	3,998	5,004	5,916	6,732	2,557	3,211	4,189	5,244	6,198	7,053
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SL2	Lumens	2,309	2,899	3,782	4,734	5,596	6,368	2,469	3,100	4,044	5,062	5,983	6,809
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL3	Lumens	2,271	2,851	3,719	4,656	5,503	6,262	2,419	3,038	3,963	4,961	5,864	6,673
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL4	Lumens	2,158	2,710	3,535	4,425	5,230	5,951	2,286	2,870	3,744	4,686	5,539	6,303
	BUG Rating	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B0-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SLL/SLR	Lumens	2,036	2,555	3,334	4,174	4,934	5,614	2,204	2,767	3,610	4,519	5,341	6,078
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2	B1-U1-G2
RW	Lumens	2,435	3,057	3,987	4,992	5,900	6,715	2,521	3,166	4,130	5,170	6,111	6,954
	BUG Rating	B1-U0-G0	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B1-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B3-U1-G1

LUMEN MAINTENANCE

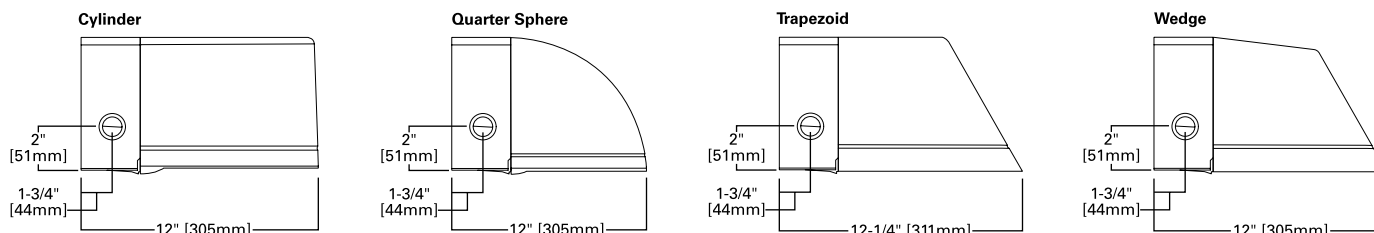
Current	Ambient Temperature	25000 Hours*	50000 Hours*	60000 Hours*	100000 Hours*	Theoretical L70 (Hours)*
Up to 1.2A	Up to 40°C	>95%	>91%	>90%	>83%	20,4000

*Data calculated based on TM-21 calculator.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

THRUWAY BACK BOX



CONTROL OPTIONS

0-10V

This fixture is offered standard with 0-10V dimming driver.

Photocontrol (PC1, PC2 and PER7)

Optional button-type photocontrol provides a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels.

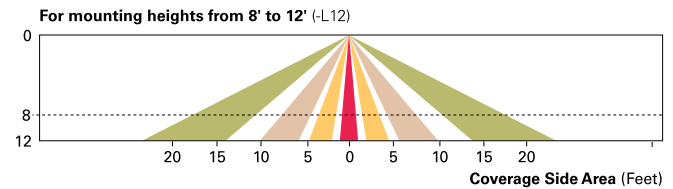
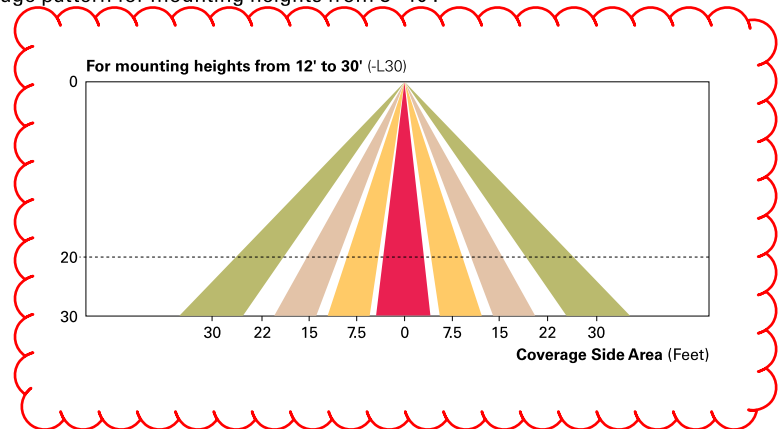
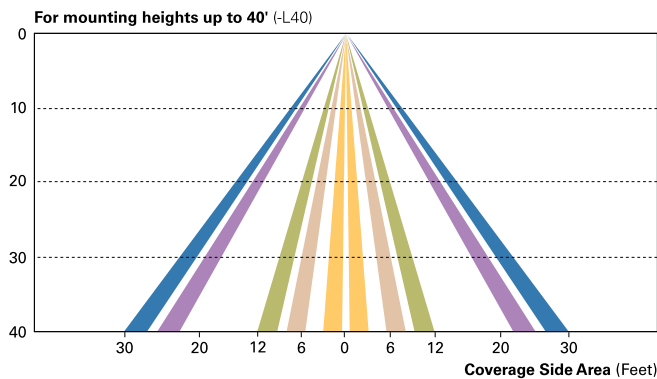
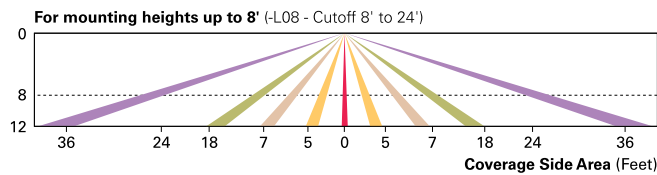
After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (MS/DIM-LXX)

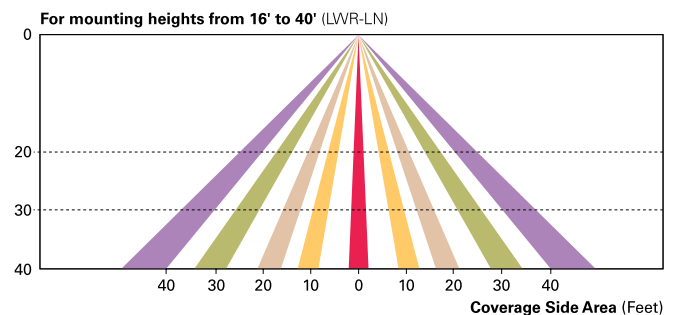
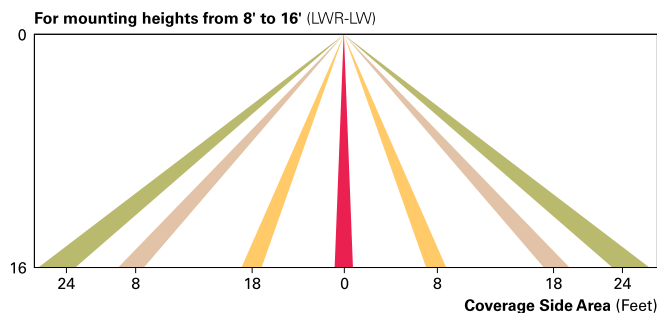
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for “dusk-to-dawn” control or daylight harvesting -- the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-40'.



LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)

The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.



WaveLinX Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinX to control outdoor area, site and flood lighting. WaveLinX controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

ORDERING INFORMATION

Sample Number: ISC-AF-1200-LED-E1-T3-BZ

Product Family ¹	Light Engine	Drive Current	Lamp Type	Voltage	Distribution	Color
ISC =Impact Elite LED Small Cylinder ISS =Impact Elite LED Small Quarter Sphere IST =Impact Elite LED Small Trapezoid ISW =Impact Elite LED Small Wedge	AF =(1) LightSquare	350 =Drive Current Factory Set to 350mA 450 =Drive Current Factory Set to 450mA 600 =Drive Current Factory Set to 600mA 800 =Drive Current Factory Set to 800mA 1000 =Drive Current Factory Set to 1000mA 1200 =Drive Current Factory Set to 1200mA ²	LED =Solid State Light Emitting Diodes	E1 =Electronic (120-277V) 347 =347V ² 480 =480V ^{2,3}	T2 =Type II T3 =Type III T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
Options (Add as Suffix)				Accessories (Order Separately) ¹⁷		
7027 =70 CRI / 2700K CCT ⁴ 7030 =70 CRI / 3000K CCT ⁴ 7050 =70 CRI / 5000K CCT ⁴ 7060 =70 CRI / 5700K CCT ⁴ 8030 =80 CRI / 3000K CCT ⁴ PER7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ^{2,5,6} P =Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) ^{2,6} HA =50°C High Ambient ⁷ AHD145 =After Hours Dim, 5 Hours, 50% ⁸ AHD245 =After Hours Dim, 6 Hours, 50% ⁸ AHD255 =After Hours Dim, 7 Hours, 50% ⁸ AHD355 =After Hours Dim, 8 Hours, 50% ⁸ MS/DIM-LXX =Motion Sensor for Dimming Operation ^{9,10,11} LWR-LW =LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{6,11,12} LWR-LN =LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{6,11,12} BBB =Battery Pack with Back Box (Specify 120V or 277V) ¹³ CWB =Cold Weather Battery Pack with Back Box (Specify 120V or 277V) ¹⁴ LCF =LightSquare Trim Plate Matches Housing Finish HSS =Factory Installed House Side Shield ¹⁵ ULG =Uplight Glow ^{5,6} TR =Tamper Resistant Hardware X =Driver Surge Protection (6kV) Only ¹⁶				MA1253 =10kV Circuit Module Replacement MA1254-XX =Thruway Back Box - Impact Elite Trapezoid MA1255-XX =Thruway Back Box - Impact Elite Cylinder MA1256-XX =Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX =Thruway Back Box - Impact Elite Wedge FSIR-100 =Wireless Configuration Tool for Occupancy Sensor WOLC-7P-10A =WaveLinX Outdoor Control Module (7-pin) ¹⁸		

NOTES:

- Standard 4000K CCT and greater than 70 CRI.
- Not available with ULG option.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Extenended lead times apply.
- Not available with ISS or ISW.
- Not available with LWR-XX or MS/DIM-LXX.
- Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1.A or less.
- Requires the use of P photocontrol or the PER7 photocontrol receptacle with photocontrol accessory. Not available with 350mA drive current. See After Hours Dim supplemental guide for additional information.
- Specify lens in place of XX. Round to next highest option based on mounting height. Available options are 08, 20 and 40W.
- The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
- Includes integral photocell.
- LumaWatt Pro wireless sensors are factory installed and requiring network components in appropriate quantities. See www.eaton.com/lighting for LumaWatt Pro application information.
- LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates downlight for 90-minutes.
- LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates downlight for 90-minutes.
- Only for use with SL2, SL3 and SL4 distributions. The LightSquare trim plate is painted black when the HSS option is selected.
- Removes additional surge module.
- Specify color in place of XX.
- Requires 7-pin NEMA twistlock photocontrol receptacle. The WOLC-7 cannot be used in conjunction with additional sensors or controls.

DESCRIPTION

The Impact Elite family of wall luminaires is the ideal complement to site design. Incorporating modular LightSquares technology, the Impact Elite luminaire provides outstanding uniformity and energy-conscious illumination. Combined with a rugged construction, the Impact Elite luminaire is the ideal facade and security luminaire for zones surrounding schools, office complexes, apartments and recreational facilities. UL/cUL listed for wet locations.

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

Construction

Heavy-wall, die-cast aluminum housing and removable hinged door frame for precise tolerance control and repeatability. Hinged door inset for clean mating with housing surface and secured via two captive fasteners. Optional tamper-resistant Torx™ head fasteners offer vandal resistant access to the electrical chamber.

Optics

Choice of 10 patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K, 5000K and 5700K CCT.

Electrical

LED drivers mount to die-cast aluminum back housing for optimal heat sinking, operation efficacy, and prolonged life. Standard drivers feature electronic universal voltage (120-277V 50/60Hz), 347V 60Hz or 480V 60Hz operation, greater than 0.9 power factor, less than 20% harmonic distortion, and are suitable for operation in -40°C to 40°C ambient environments. All fixtures are shipped standard with 10kV/10kA common – and differential – mode surge protection. LightSquares feature an IP66 enclosure rating and maintain greater than 90% lumen maintenance at 60,000 hours per IESNA TM-21. Emergency egress options for -20°C ambient environments and occupancy sensor available.

Mounting

Gasketed and zinc plated rigid steel mounting attachment fits directly to 4" j-box or wall with the Impact Elite "Hook-N-Lock" mechanism for quick installation. Secured with two captive corrosion resistant black oxide coated allen head set screws concealed but accessible from bottom of fixture.

Finish

Cast components finished in a five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult the McGraw-Edison Architectural Colors brochure for the complete selection.

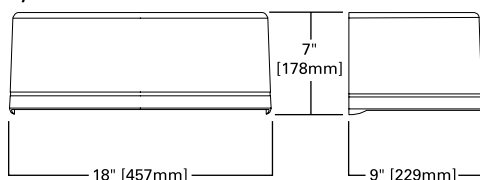
Warranty

Five-year warranty.

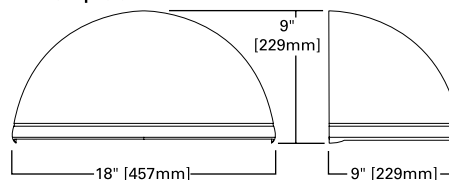


DIMENSIONS

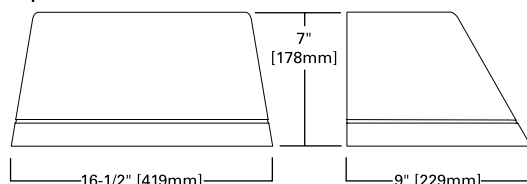
Cylinder



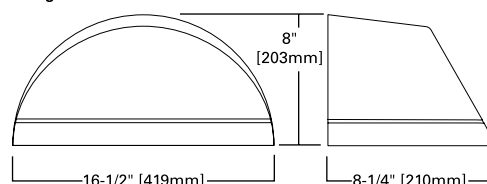
Quarter Sphere



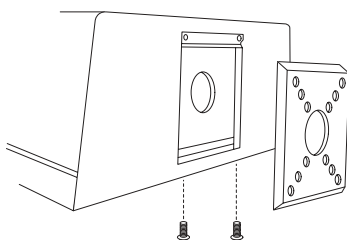
Trapezoid



Wedge



HOO-K-N-LOCK MOUNTING



ISC/ISS/IST/ISW IMPACT ELITE LED

1 LightSquare
Solid State LED

WALL MOUNT LUMINAIRE

CERTIFICATION DATA

UL/cUL Listed
LM79 / LM80 Compliant
IP66 LightSquare
DesignLights Consortium® Qualified*
ISO 9001

ENERGY DATA

Electronic LED Driver
>0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 & 60Hz, 347V/60Hz,
480V/60Hz
-40°C Minimum Temperature
40°C Ambient Temperature Rating

SHIPPING DATA

Approximate Net Weight:
18 lbs. (8 kgs.)

POWER AND LUMENS

1 LightSquare (AF)		Cylinder (ISC) and Quarter Sphere (ISS)						Trapezoid (IST) and Wedge (ISW)					
Drive Current (mA)		350	450	600	800	1000	1200	350	450	600	800	1000	1200
Power (Watts)	120-277V	20.3	25.5	33.4	43.9	55.1	66.2	20.3	25.5	33.4	43.9	55.1	66.2
	Current (A)												
Current (A)	120V	0.17	0.22	0.29	0.38	0.48	0.56	0.17	0.22	0.29	0.38	0.48	0.56
	277V	0.09	0.10	0.13	0.17	0.21	0.25	0.09	0.10	0.13	0.17	0.21	0.25
Power (Watts)	347V or 480V	23.3	28.7	36.6	49.5	60.7	70.1	23.3	28.7	36.6	49.5	60.7	70.1
	Current (A)												
Current (A)	347V	0.07	0.08	0.11	0.15	0.18	0.21	0.07	0.08	0.11	0.15	0.18	0.21
	480V	0.05	0.06	0.08	0.11	0.13	0.16	0.05	0.06	0.08	0.11	0.13	0.16
Optics													
T2	Lumens	2,390	3,001	3,915	4,901	5,793	6,592	2,555	3,208	4,185	5,239	6,193	7,047
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T3	Lumens	2,440	3,063	3,996	5,001	5,912	6,728	2,561	3,216	4,195	5,251	6,207	7,063
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
T4FT	Lumens	2,414	3,031	3,955	4,950	5,851	6,658	2,589	3,250	4,240	5,308	6,274	7,139
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
T4W	Lumens	2,441	3,065	3,998	5,004	5,916	6,732	2,557	3,211	4,189	5,244	6,198	7,053
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SL2	Lumens	2,309	2,899	3,782	4,734	5,596	6,368	2,469	3,100	4,044	5,062	5,983	6,809
	BUG Rating	B1-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL3	Lumens	2,271	2,851	3,719	4,656	5,503	6,262	2,419	3,038	3,963	4,961	5,864	6,673
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2
SL4	Lumens	2,158	2,710	3,535	4,425	5,230	5,951	2,286	2,870	3,744	4,686	5,539	6,303
	BUG Rating	B0-U0-G1	B0-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B0-U1-G1	B0-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2
SLL/SLR	Lumens	2,036	2,555	3,334	4,174	4,934	5,614	2,204	2,767	3,610	4,519	5,341	6,078
	BUG Rating	B0-U0-G1	B1-U0-G1	B1-U0-G1	B1-U0-G2	B1-U0-G2	B1-U0-G2	B1-U1-G1	B1-U1-G1	B1-U1-G2	B1-U1-G2	B1-U1-G2	B1-U1-G2
RW	Lumens	2,435	3,057	3,987	4,992	5,900	6,715	2,521	3,166	4,130	5,170	6,111	6,954
	BUG Rating	B1-U0-G0	B2-U0-G0	B2-U0-G1	B2-U0-G1	B2-U0-G1	B3-U0-G1	B1-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B2-U1-G1	B3-U1-G1

LUMEN MAINTENANCE

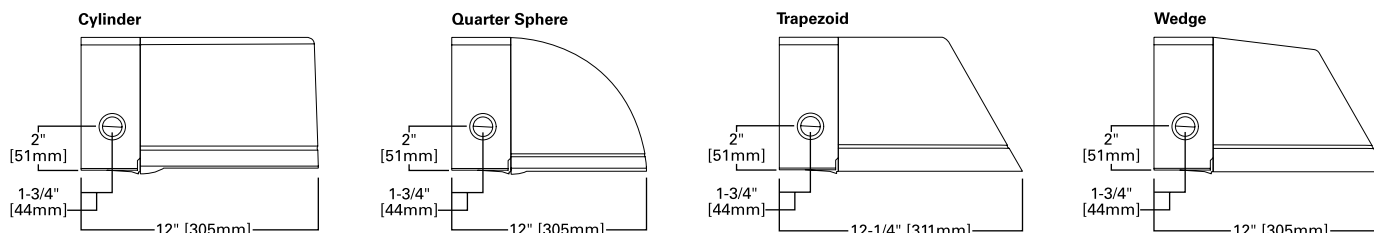
Current	Ambient Temperature	25000 Hours*	50000 Hours*	60000 Hours*	100000 Hours*	Theoretical L70 (Hours)*
Up to 1.2A	Up to 40°C	>95%	>91%	>90%	>83%	20,4000

*Data calculated based on TM-21 calculator.

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

THRUWAY BACK BOX



CONTROL OPTIONS

0-10V

This fixture is offered standard with 0-10V dimming driver.

Photocontrol (PC1, PC2 and PER7)

Optional button-type photocontrol provides a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels.

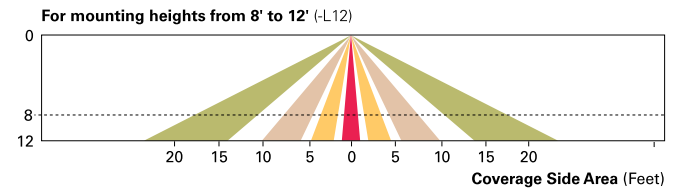
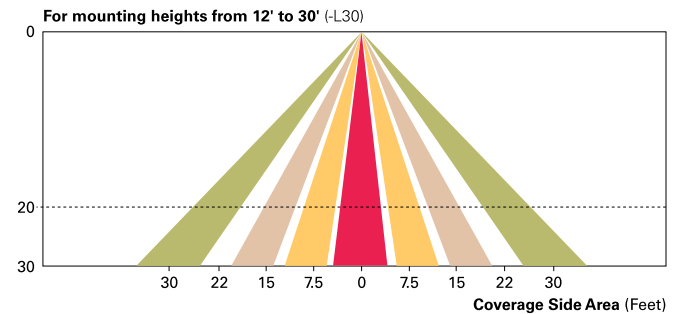
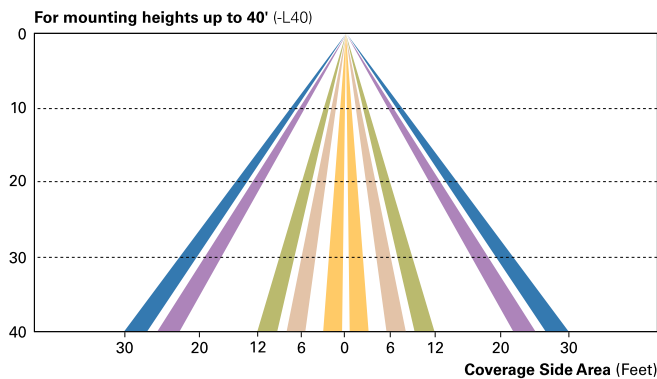
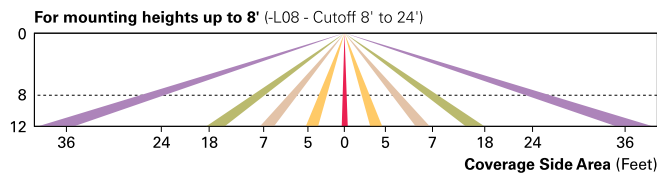
After Hours Dim (AHD)

This feature allows photocontrol-enabled luminaires to achieve additional energy savings by dimming during scheduled portions of the night. The dimming profile will automatically take effect after a “dusk-to-dawn” period has been calculated from the photocontrol input. Specify the desired dimming profile for a simple, factory-shipped dimming solution requiring no external control wiring. Reference the After Hours Dim supplemental guide for additional information.

Dimming Occupancy Sensor (MS/DIM-LXX)

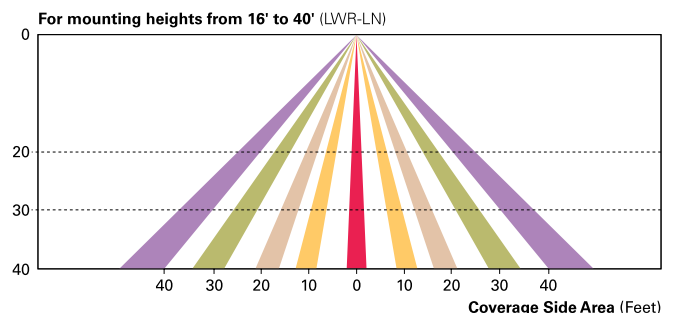
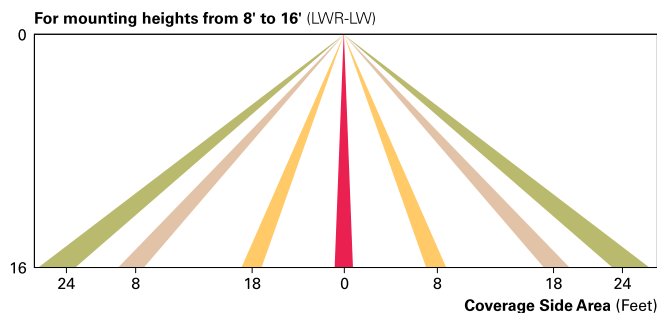
These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for “dusk-to-dawn” control or daylight harvesting -- the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters. A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8'-40'.



LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN)

The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines a broad selection of energy-efficient LED luminaires with a powerful integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of building resources, beyond lighting.



WaveLinX Wireless Outdoor Lighting Control Module (WOLC-7P-10A)

The 7-pin wireless outdoor lighting control module enables WaveLinX to control outdoor area, site and flood lighting. WaveLinX controls outdoor lighting using schedules to provide ON, OFF and dimming controls based on astronomic or time schedules based on a 7 day week.

ORDERING INFORMATION

Sample Number: ISC-AF-1200-LED-E1-T3-BZ

Product Family ¹	Light Engine	Drive Current	Lamp Type	Voltage	Distribution	Color
ISC =Impact Elite LED Small Cylinder ISS =Impact Elite LED Small Quarter Sphere IST =Impact Elite LED Small Trapezoid ISW =Impact Elite LED Small Wedge	AF =(1) LightSquare	350 =Drive Current Factory Set to 350mA 450 =Drive Current Factory Set to 450mA 600 =Drive Current Factory Set to 600mA 800 =Drive Current Factory Set to 800mA 1000 =Drive Current Factory Set to 1000mA 1200 =Drive Current Factory Set to 1200mA ²	LED =Solid State Light Emitting Diodes	E1 =Electronic (120-277V) 347 =347V ² 480 =480V ^{2,3}	T2 =Type II T3 =Type III T4FT =Type IV Forward Throw T4W =Type IV Wide SL2 =Type II w/Spill Control SL3 =Type III w/Spill Control SL4 =Type IV w/Spill Control SLL =90° Spill Light Eliminator Left SLR =90° Spill Light Eliminator Right RW =Rectangular Wide Type I	AP =Grey BZ =Bronze BK =Black DP =Dark Platinum GM =Graphite Metallic WH =White
Options (Add as Suffix)				Accessories (Order Separately) ¹⁷		
7027 =70 CRI / 2700K CCT ⁴ 7030 =70 CRI / 3000K CCT ⁴ 7050 =70 CRI / 5000K CCT ⁴ 7060 =70 CRI / 5700K CCT ⁴ 8030 =80 CRI / 3000K CCT ⁴ PER7 =NEMA 7-PIN Twistlock Photocontrol Receptacle ^{2,5,6} P =Button Type Photocontrol (Available in 120, 208, 240 or 277V. Must Specify Voltage) ^{2,6} HA =50°C High Ambient ⁷ AHD145 =After Hours Dim, 5 Hours, 50% ⁸ AHD245 =After Hours Dim, 6 Hours, 50% ⁸ AHD255 =After Hours Dim, 7 Hours, 50% ⁸ AHD355 =After Hours Dim, 8 Hours, 50% ⁸ MS/DIM-LXX =Motion Sensor for Dimming Operation ^{9,10,11} LWR-LW =LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height ^{6,11,12} LWR-LN =LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height ^{6,11,12} BBB =Battery Pack with Back Box (Specify 120V or 277V) ¹³ CWB =Cold Weather Battery Pack with Back Box (Specify 120V or 277V) ¹⁴ LCF =LightSquare Trim Plate Matches Housing Finish HSS =Factory Installed House Side Shield ¹⁵ ULG =Uplight Glow ^{5,6} TR =Tamper Resistant Hardware X =Driver Surge Protection (6kV) Only ¹⁶				MA1253 =10kV Circuit Module Replacement MA1254-XX =Thruway Back Box - Impact Elite Trapezoid MA1255-XX =Thruway Back Box - Impact Elite Cylinder MA1256-XX =Thruway Back Box - Impact Elite Quarter Sphere MA1257-XX =Thruway Back Box - Impact Elite Wedge FSIR-100 =Wireless Configuration Tool for Occupancy Sensor WOLC-7P-10A =WaveLinX Outdoor Control Module (7-pin) ¹⁸		

NOTES:

- Standard 4000K CCT and greater than 70 CRI.
- Not available with ULG option.
- Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
- Extended lead times apply.
- Not available with ISS or ISW.
- Not available with LWR-XX or MS/DIM-LXX.
- Suitable for 50°C provided no options other than motion sensor are included and driver output set to 1.A or less.
- Requires the use of P photocontrol or the PER7 photocontrol receptacle with photocontrol accessory. Not available with 350mA drive current. See After Hours Dim supplemental guide for additional information.
- Specify lens in place of XX. Round to next highest option based on mounting height. Available options are 08, 20 and 40W.
- The FSIR-100 configuration tool is required to adjust parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
- Includes integral photocell.
- LumaWatt Pro wireless sensors are factory installed and requiring network components in appropriate quantities. See www.eaton.com/lighting for LumaWatt Pro application information.
- LED standard integral battery pack is rated for minimum operating temperature 32°F (0°C). Operates downlight for 90-minutes.
- LED cold weather integral battery pack is rated for minimum operating temperature -4°F (-20°C). Operates downlight for 90-minutes.
- Only for use with SL2, SL3 and SL4 distributions. The LightSquare trim plate is painted black when the HSS option is selected.
- Removes additional surge module.
- Specify color in place of XX.
- Requires 7-pin NEMA twistlock photocontrol receptacle. The WOLC-7 cannot be used in conjunction with additional sensors or controls.



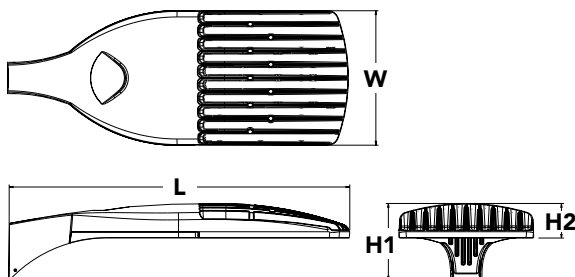
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.01 ft ² (0.09 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height H1:	7-1/2" (19.0 cm)
Height H2:	3-1/2"
Weight (max):	27 lbs (12.2 kg)



Catalog

Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED							
Series	LEDs	Color temperature		Distribution		Voltage	Mounting
DSX1 LED	Forward optics		30K 3000 K	T1S Type I short	T5VS Type V very short	MVOLT ³	Shipped included
	P1 P4 P7	40K 4000 K	T2S Type II short	T5S Type V short			
	P2 P5 P8	50K 5000 K	T2M Type II medium	T5M Type V medium			
	P3 P6 P9		T3S Type III short	T5W Type V wide			
	Rotated optics			T3M Type III medium	BLC Backlight control ²	277 ⁴	SPUMBA Square pole universal mounting adaptor ⁶
	P10 ¹ P12 ¹		T4M Type IV medium	LCCO Left corner cutoff ²	347 ^{4,5}	RPUMBA Round pole universal mounting adaptor ⁶	Shipped separately KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁷
	P11 ¹ P13 ¹		TFTM Forward throw medium	RCCO Right corner cutoff ²	480 ^{4,5}		
Control options						Other options	Finish (required)
Shipped installed			PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{15,16}			Shipped installed	DDBXD Dark bronze
NLTAIR2	nLight AIR generation 2 enabled ⁸		PIRHN High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{15,16}			HS House-side shield ¹⁷	DBLXD Black
PIRHN	Network, high/low motion/ambient sensor ⁹		PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{15,16}			SF Single fuse (120, 277, 347V) ⁴	DNAXD Natural aluminum
PER	NEMA twist-lock receptacle only (controls ordered separate) ¹⁰		PIRHN1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{15,16}			DF Double fuse (208, 240, 480V) ⁴	DWHXD White
PER5	Five-pin receptacle only (controls ordered separate) ^{10,11}		FAO Field adjustable output ¹⁴			L90 Left rotated optics ¹	DDBTXD Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separate) ^{10,11}					R90 Right rotated optics ¹	DBLBXD Textured black
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹²					Shipped separately	DNATXD Textured natural aluminum
DS	Dual switching ^{12,13,14}					BS Bird spikes ¹⁸	DWHGXD Textured white
						EGS External glare shield ¹⁸	



Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5 ¹⁷
DSX1HS 40C U	House-side shield for P6 and P7 ¹⁷
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12 ¹⁷
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

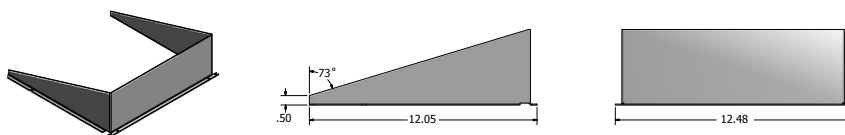
For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
- Not available with HS.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in P1 or P10.
- Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
- Must be ordered with NLTAR2. For more information on nLight Air 2 visit [this link](#).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
- Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
- Requires (2) separately switched circuits with isolated neutral. See Outdoor Control Technical Guide for details.
- Reference Motion Sensor table on page 4.
- Reference controls options table on page 4 to see functionality.
- Not available with other dimming controls options
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Must be ordered with fixture for factory pre-drilling.
- Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
- For retrofit use only.

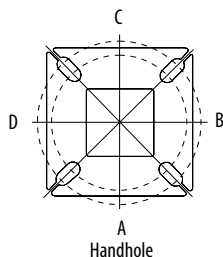
Options

EGS - External Glare Shield



Drilling

HANDHOLE ORIENTATION



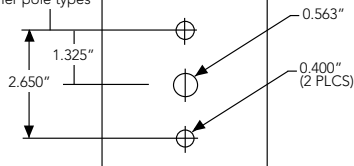
Tenon Mounting Slipfitter**

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
2-3/8"	SPA/RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
	SPUMBA	AS3-5 190	AS3-5 280	AS4-5 290	AS3-5 320	AS4-5 390	AS4-5 490
	RUPUMBA	AS3-5 190	AS3-5 280		AS3-5 320		
2-7/8"	SPA/RPA	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
	SPUMBA	AST25-190	AST25-280		AST25-320		
	RUPUMBA	AST25-190	AST25-280		AST25-320		
4"	SPA/RPA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	SPUMBA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	RUPUMBA	AST35-190	AST35-280		AST35-320		

Template #8

Top of Pole

1.75" for aluminum poles
2.75" for other pole types



Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RUPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

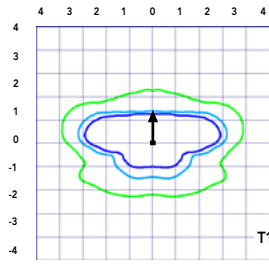
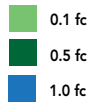


Photometric Diagrams

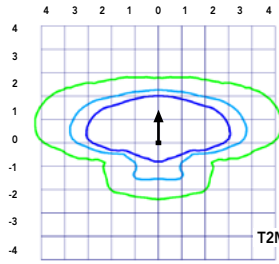
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

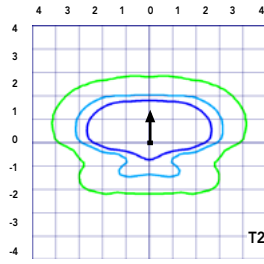
LEGEND



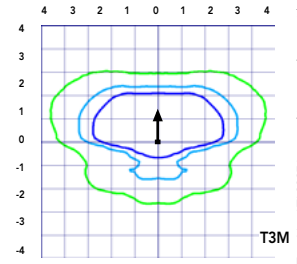
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



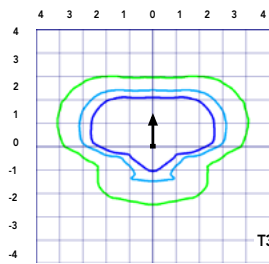
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



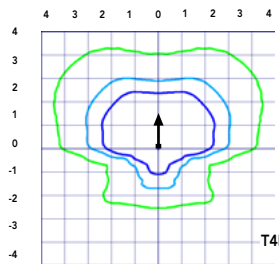
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



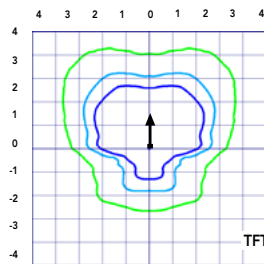
Test No. LTL23271 tested in accordance with IESNA LM-79-08.



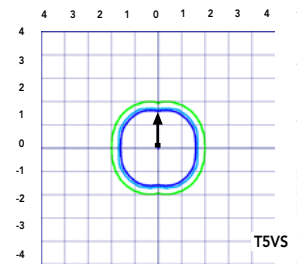
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



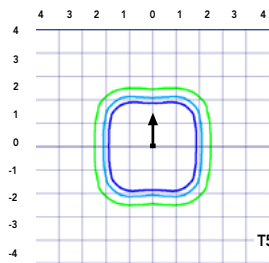
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



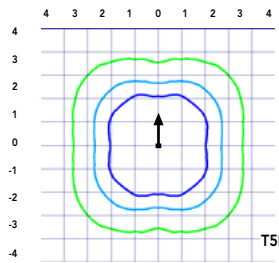
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



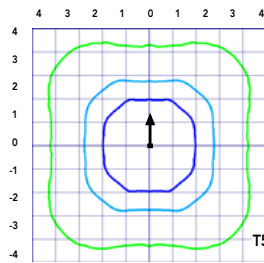
Test No. LTL23271 tested in accordance with IESNA LM-79-08.



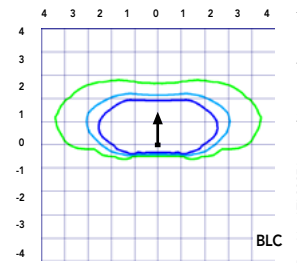
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



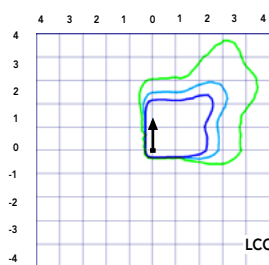
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



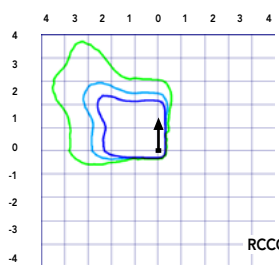
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



Test No. LTL23271 tested in accordance with IESNA LM-79-08.



Test No. LTL23211 tested in accordance with IESNA LM-79-08.



Test No. LTL23164B tested in accordance with IESNA LM-79-08.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use when motion sensor is used as dusk to dawn control.

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FA0	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FA0 device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBOR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight AIR rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P1	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				TSVS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				TSS	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				TSM	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				TSW	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	P2	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				TSVS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				TSS	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				TSM	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				TSW	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	P3	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				TSVS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				TSS	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				TSM	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				TSW	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	P4	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				TSVS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				TSS	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				TSM	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				TSW	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	P5	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				TSVS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				TSS	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				TSM	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				TSW	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	P6	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				TSVS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				TSM	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				TSW	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	P7	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				TSVS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				TSM	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				TSW	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	P8	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				TSVS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				TSM	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				TSW	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	P9	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				TSVS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				TSM	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				TSW	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	P10	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				TSVS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				TSS	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				TSM	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				TSW	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	P11	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				TSVS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				TSS	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				TSM	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				TSW	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	P12	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				TSVS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				TSS	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				TSM	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				TSW	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	P13	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				TSVS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				TSS	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				TSM	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				TSW	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a **shaded background**. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a **shaded background**¹

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight AIR can be found [here](#).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product.

Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at:

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.





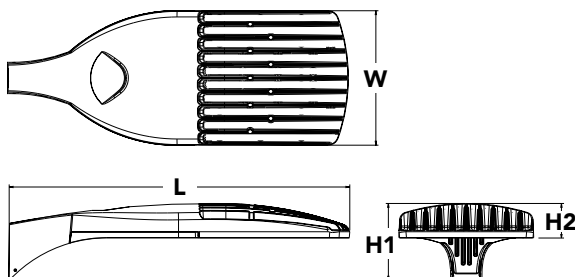
D-Series Size 1 LED Area Luminaire

d#series



Specifications

EPA:	1.01 ft ² (0.09 m ²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height H1:	7-1/2" (19.0 cm)
Height H2:	3-1/2"
Weight (max):	27 lbs (12.2 kg)



Catalog

Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED							
Series	LEDs	Color temperature		Distribution		Voltage	Mounting
DSX1 LED	Forward optics		30K 3000 K	T1S Type I short	T5VS Type V very short	MVOLT ³	Shipped included
	P1 P4 P7	40K 4000 K	T2S Type II short	T5S Type V short	120 ⁴		SPA Square pole mounting
	P2 P5 P8	50K 5000 K	T2M Type II medium	T5M Type V medium	208 ⁴		RPA Round pole mounting
	P3 P6 P9		T3S Type III short	T5W Type V wide	240 ⁴		WBA Wall bracket
	Rotated optics			T3M Type III medium	BLC Backlight control ²		277 ⁴
	P10 ¹ P12 ¹		T4M Type IV medium	LCCO Left corner cutoff ²	347 ^{4,5}	RPUMBA Round pole universal mounting adaptor ⁶	
	P11 ¹ P13 ¹		TFTM Forward throw medium	RCCO Right corner cutoff ²	480 ^{4,5}	Shipped separately	
						KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁷	
Control options						Other options	Finish (required)
Shipped installed			PIR High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{15,16}		Shipped installed		DDBXD Dark bronze
NLTAIR2	nLight AIR generation 2 enabled ⁸		PIRHN High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{15,16}		HS House-side shield ¹⁷		DBLXD Black
PIRHN	Network, high/low motion/ambient sensor ⁹		PIR1FC3V High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{15,16}		SF Single fuse (120, 277, 347V) ⁴		DNAXD Natural aluminum
PER	NEMA twist-lock receptacle only (controls ordered separate) ¹⁰		PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{15,16}		DF Double fuse (208, 240, 480V) ⁴		DWHXD White
PER5	Five-pin receptacle only (controls ordered separate) ^{10,11}		FAO Field adjustable output ¹⁴		L90 Left rotated optics ¹		DDBTXD Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separate) ^{10,11}				R90 Right rotated optics ¹		DBLBXD Textured black
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) ¹²				Shipped separately		DNATXD Textured natural aluminum
DS	Dual switching ^{12,13,14}				BS Bird spikes ¹⁸		DWHGXD Textured white
					EGS External glare shield ¹⁸		



Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5 ¹⁷
DSX1HS 40C U	House-side shield for P6 and P7 ¹⁷
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12 ¹⁷
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁶

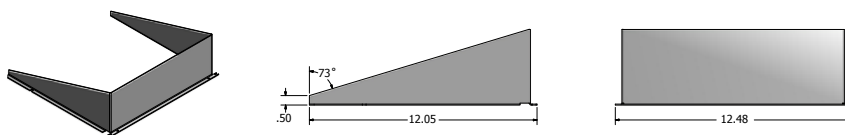
For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

- P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
- Not available with HS.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in P1 or P10.
- Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
- Must be ordered with NLTAIR2. For more information on nLight Air 2 visit [this link](#).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
- Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
- Requires (2) separately switched circuits with isolated neutral. See Outdoor Control Technical Guide for details.
- Reference Motion Sensor table on page 4.
- Reference controls options table on page 4 to see functionality.
- Not available with other dimming controls options
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Must be ordered with fixture for factory pre-drilling.
- Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
- For retrofit use only.

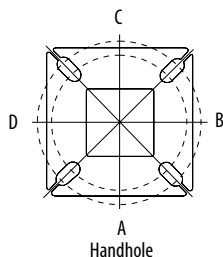
Options

EGS - External Glare Shield



Drilling

HANDHOLE ORIENTATION



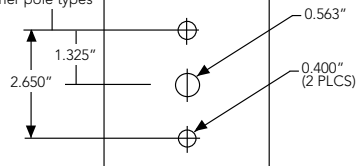
Tenon Mounting Slipfitter**

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 120	3 @ 90	4 @ 90
2-3/8"	SPA/RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
	SPUMBA	AS3-5 190	AS3-5 280	AS4-5 290	AS3-5 320	AS4-5 390	AS4-5 490
	RUPUMBA	AS3-5 190	AS3-5 280		AS3-5 320		
2-7/8"	SPA/RPA	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
	SPUMBA	AST25-190	AST25-280		AST25-320		
	RUPUMBA	AST25-190	AST25-280		AST25-320		
4"	SPA/RPA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	SPUMBA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	RUPUMBA	AST35-190	AST35-280		AST35-320		

Template #8

Top of Pole

1.75" for aluminum poles
2.75" for other pole types



Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RUPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

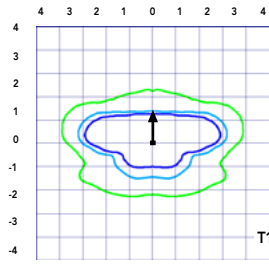
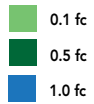


Photometric Diagrams

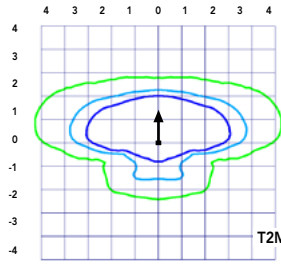
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 1 homepage](#).

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

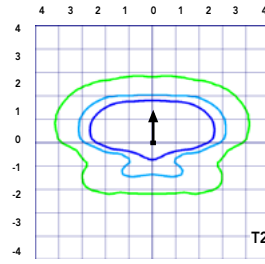
LEGEND



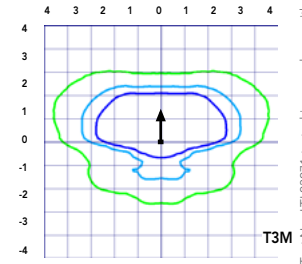
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



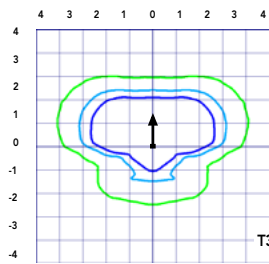
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



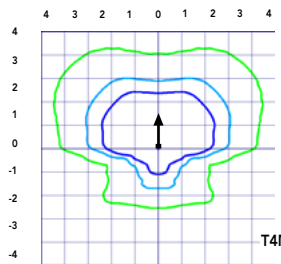
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



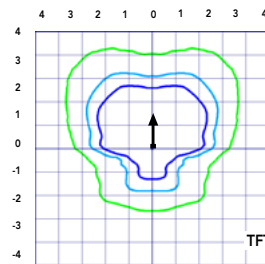
Test No. LTL23271 tested in accordance with IESNA LM-79-08.



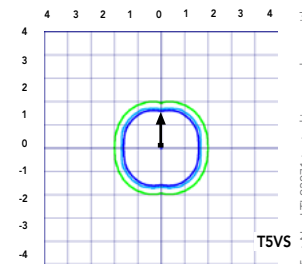
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



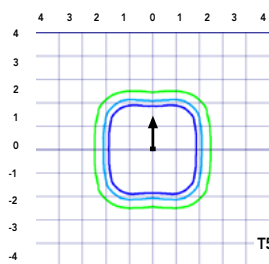
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



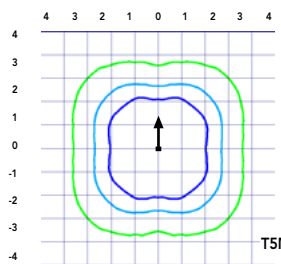
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



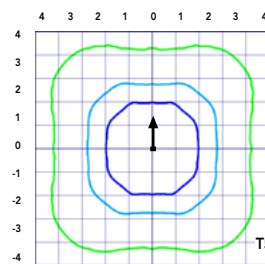
Test No. LTL23271 tested in accordance with IESNA LM-79-08.



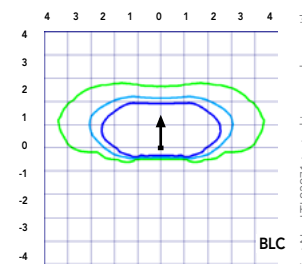
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



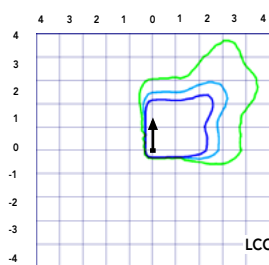
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



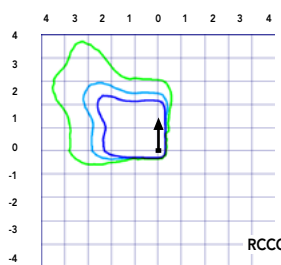
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



Test No. LTL23271 tested in accordance with IESNA LM-79-08.



Test No. LTL23211 tested in accordance with IESNA LM-79-08.



Test No. LTL23164B tested in accordance with IESNA LM-79-08.

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	59°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use when motion sensor is used as dusk to dawn control.

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Controls Options

Nomenclature	Description	Functionality	Primary control device	Notes
FA0	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FA0 device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PERS or PER7	Twist-lock photocell receptacle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBOR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclipse.	nLight AIR rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts Contact factory for performance data on any configurations not shown here.

Forward Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P1	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				TSVS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				TSS	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				TSM	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				TSW	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	P2	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				TSVS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				TSS	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				TSM	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				TSW	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	P3	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				TSVS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				TSS	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				TSM	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				TSW	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	P4	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				TSVS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				TSS	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				TSM	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				TSW	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	P5	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				TSVS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				TSS	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				TSM	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				TSW	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics																			
LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	P6	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				TSVS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	P7	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				TSVS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				T5M	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				T5W	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	P8	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				TSVS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	P9	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				TSVS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				T5M	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				T5W	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	P10	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				TSVS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				TSS	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				TSM	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				TSW	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	P11	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				TSVS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				TSS	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				TSM	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				TSW	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	P12	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				TSVS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				TSS	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				TSM	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				TSW	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	P13	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				TSVS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				TSS	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				TSM	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				TSW	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programming and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaires can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclipse. Additional information about nLight Air can be found [here](#).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product.

Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at:

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.





M9700C

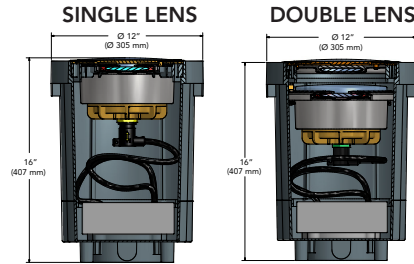
In-Grade Luminaire



IP68

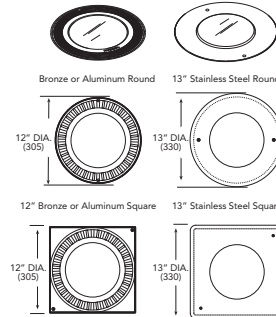


CATALOG NUMBER	M9720C A LED P1 40K MVOLT NFL FLCSR 34B DNA
NOTES	
TYPE	20' AND 25' POLE



Specifications

L:	12"	12"
	305 mm	305 mm
W:	12"	12"
	305 mm	305 mm
H:	16"	16"
	407 mm	407 mm



DESCRIPTION

The M9700C LED in-grade is a true one-for-one replacement for 50-150W metal halide luminaires, with all the benefits of LED. Hydrel's proven flow-through technology and industry leading IP68 rating ensures a 20- year service life. This eliminates routine lamp changes, providing material and labor savings, in addition to the energy savings associated with LED.

The M9700C LED series consists of a factory-sealed LED lamp module and encapsulated power module. The components are secured inside a heavy-duty polymer rough-in housing designed with channeled convective cooling, an integral junction box, and finished door trim assembly. These units can be flushed mounted into a variety of substrates or landscape materials.

ORDERING INFORMATION

EXAMPLE: M9720C SS LED P3 40K MVOLT NSP FLC 34S

M9720C	A	LED	P1	40K	MVOLT	NFL	FLCSR
Model	Door Material	Source	Performance Package	LED Color	Voltage	Distribution	Lens ³
M9710C	Round Door, Single Lens	A Aluminum	P1 29W	30K 3000K	MVOLT (120 - 277 volt 50/60HZ)	NSP Narrow Spot	FLC Flat Lens Clear
M9720C	Round Door, Double Lens	B Bronze	P2 35W	40K 4000K		NFL Narrow Flood	FLC5 Flat Lens Clear, 5° Axial Spread
M9730C	Square Door, Single Lens	SS Stainless Steel	P3 46W	50K 5000K		MFL Medium Flood	FLC10 Flat Lens Clear, 10° optical tilt
M9740C	Square Door, Double Lens		P4 ¹ 53W			FL Flood	FLC20 Flat Lens Clear, 20° optical tilt
						WFL Wide Flood	FLF Flat Lens Frosted
						WWD ² Wall Wash	FLCAS Flat Lens Clear, Anti-Slip
							FLC5AS Flat Lens Clear, 5° Axial Spread, Anti-Slip

		34B			DNA		
Lens (cont.)		Conduit Entries	Accessories		Options	Finish ¹¹	Listing
FLCSR ⁴	Flat Lens Clear Slip Resistant	12B 1/2" NPT Bottom	Internal ^{6,7}		LDIM 0-10V Dimming (Dims to 10%)	BL Black	IEC ⁴ International Electro-technical Commission (50HZ applications only)
FLC5SR ⁴	Flat Lens Clear, 5° Axial Spread, Slip Resistant	12S 1/2" NPT Side	IHL Internal Honeycomb Louver			BZ Bronze	
FLC10SR ⁴	Flat Lens Clear, 10° optical tilt, Slip Resistant	34B 3/4" NPT Bottom	LSF Linear Spread Filter		IDIM ¹⁰ Inline Dimming (Dims to 40%)	DDB Dark Bronze	
FLC20SR ⁴	Flat Lens Clear, 20° optical tilt, Slip Resistant	34S 3/4" NPT Side	External ^{6,8}			DNA Natural Alum.	
CLC	Convex Lens, Clear	25S ⁵ Two 25mm Side	GS Glare Shield		EDIM 0-10V Dimming (Dims to Dark)	GN Green	
CLF	Convex Lens, Frosted		LC ⁸ Lexan Cover			GR Gray	
			LS Light Shield			SND Sand	
			RG ⁹ Rock Guard			STG Steel Gray	
			Trim Ring ^{6,8}			TVG Terra Verde Green	
			BTR Brass Round			WH White	
			BTS Brass Square			—Z ¹² Zinc Undercoat (i.e. BLZ)	
			STR Stainless Round				
			STS Stainless Square				

Notes:

- 1 P4 not available with double lens.
- 2 Recommended to use the FLF or FLCSR lens with the WWD
- 3 Specify top lens. Bottom lens is FLC standard on M9720C and M9740C.
- 4 Meets ADA requirements for coefficient of friction.
- 5 Only for use in 50HZ applications.
- 6 Accessories are mutually exclusive, choose one only.
- 7 Not available with FLC10, FLC20, FLC10SR or FLC20SR.

- 8 External accessory not available with SS door material.
- 9 Not available with CLC or CLF convex lens.
- 10 IDIM forward phase dimming not available with P3. IDIM option should be run at 120 volt.
- 11 Finish only available on "A" door material.
- 12 Add Zinc undercoat for harsh environments.

M9700C LED Series Assembly consists of the following individual components parts	MRIS97C Rough-In Housing MFS97C Finishing Section MACLC LED Module MHSL97C Power Module
--	--



9144 Deering Avenue, Second Floor • Chatsworth, CA 91311 • www.hydrel.com
Phone: 866.533.9901 • Fax: 866.533.5291

©2016 Acuity Brands Lighting, Inc.
Rev. 01/22/16
M9700C_LED

LUMEN OUTPUT — SINGLE LENS (M9710C AND M9730C)

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Distribution Type	Field Angle		Beam Angle		30K (3000K, 70CRI)			40K (4000K, 70CRI)			50K (5000K, 70CRI)		
			°H	°V	°H	°V	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW
P1	29W	NSP	29	29	13	13	22,341	3,285	113	31,686	3,499	121	31,820	3,660	126
		NFL	70	70	25	25	6,182	2,964	102	9,252	2,950	102	9,281	3,067	106
		MFL	65	56	52	40	3,093	2,802	97	4,571	2,766	95	4,602	2,850	98
		FL	84	78	69	57	1,911	2,957	102	2,840	2,964	102	2,934	3,051	105
		WFL	103	93	78	61	1,228	2,527	87	1,861	2,580	89	1,881	2,592	89
		WWD	122	75	78	36	2,592	2,618	90	2,585	2,611	90	2,689	2,547	88
P2	35W	NSP	29	29	13	13	27,686	3,887	112	37,026	4,068	118	36,439	4,233	122
		NFL	70	70	25	25	7,665	3,504	101	10,668	3,488	101	10,630	3,630	105
		MFL	65	56	52	40	3,835	3,312	96	5,270	3,271	95	5,270	3,374	98
		FL	84	78	69	57	2,369	3,496	101	3,275	3,504	101	3,361	3,611	104
		WFL	103	93	78	61	1,522	2,987	86	2,146	3,050	88	2,155	3,067	89
		WWD	123	77	79	40	2,179	2,892	84	2,944	3,032	88	3,080	3,015	87
P3	46W	NSP	27	27	12	12	47,420	5,111	111	46,761	5,098	111	45,742	5,215	113
		NFL	70	70	25	25	13,125	4,617	100	13,487	4,595	100	13,354	4,777	104
		MFL	65	56	52	40	6,566	4,364	95	6,663	4,309	94	6,621	4,440	97
		FL	84	78	69	57	4,057	4,606	100	4,140	4,617	100	4,222	4,753	103
		WFL	103	93	77	61	2,607	3,936	86	2,713	4,018	87	2,707	4,037	88
		WWD	123	77	79	40	3,731	3,810	83	3,721	3,800	83	3,869	3,968	86
P4	53W	NSP	27	27	12	12	50,447	5,504	104	50,400	5,476	104	52,146	5,615	107
		NFL	70	70	25	25	13,952	4,973	94	14,485	4,949	94	15,224	5,145	98
		MFL	65	56	52	40	6,980	4,700	89	7,156	4,641	88	7,548	4,782	91
		FL	84	78	69	57	4,313	4,961	94	4,446	4,973	94	4,813	5,119	97
		WFL	103	93	77	61	2,771	4,239	80	2,914	4,327	82	3,086	4,348	83
		WWD	122	75	78	36	4,104	4,149	79	4,093	4,138	79	4,411	4,274	81

LUMEN OUTPUT — DOUBLE LENS (M9720C AND M9740C)

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Contact factory for performance data on any configurations not shown here.

Performance Package	System Watts	Distribution Type	Field Angle		Beam Angle		30K (3000K, 70CRI)			40K (4000K, 70CRI)			50K (5000K, 70CRI)		
			°H	°V	°H	°V	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW	Max Cd	Lumens	LPW
P1	29W	NSP	29	29	13	13	19,883	2,924	101	28,201	3,114	107	28,320	3,257	112
		NFL	70	70	25	25	5,502	2,638	91	8,234	2,625	91	8,260	2,729	94
		MFL	65	56	52	40	2,752	2,494	86	4,068	2,462	85	4,095	2,537	87
		FL	84	78	69	57	1,701	2,632	91	2,528	2,638	91	2,612	2,716	94
		WFL	103	93	78	61	1,093	2,249	78	1,656	2,296	79	1,674	2,307	80
		WWD	122	75	78	36	2,307	2,330	80	2,301	2,324	80	2,393	2,267	78
P2	35W	NSP	29	29	13	13	24,641	3,459	100	32,953	3,621	105	32,431	3,767	109
		NFL	70	70	25	25	6,822	3,119	90	9,495	3,104	90	9,461	3,230	93
		MFL	65	56	52	40	3,413	2,948	85	4,691	2,911	84	4,691	3,002	87
		FL	84	78	69	57	2,109	3,111	90	2,915	3,119	90	2,991	3,214	93
		WFL	103	93	78	61	1,355	2,659	77	1,910	2,714	78	1,918	2,730	79
		WWD	123	77	79	40	1,939	2,574	74	2,620	2,699	78	2,741	2,683	78
P3	46W	NSP	27	27	12	12	42,204	4,549	99	41,617	4,537	99	40,710	4,641	101
		NFL	70	70	25	25	11,681	4,109	89	12,003	4,090	89	11,885	4,252	92
		MFL	65	56	52	40	5,844	3,884	84	5,930	3,835	83	5,893	3,952	86
		FL	84	78	69	57	3,611	4,099	89	3,685	4,109	89	3,758	4,230	92
		WFL	103	93	77	61	2,320	3,503	76	2,415	3,576	78	2,409	3,593	78
		WWD	123	77	79	40	3,321	3,391	74	3,312	3,382	74	3,443	3,532	77

OPERATING TEMPERATURE: -30°C through 50°C P1 & P2; -30°C through 40°C P3

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the Fixture platform in a 25°C ambient, based on 13,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.94	0.93	0.92

Electrical Load

Light Engines	Drive Current (mA)	System Watts	Current (A)			
			120	208	240	277
P1	250mA	29	0.24	0.14	0.12	0.10
P2	300mA	35	0.29	0.17	0.15	0.13
P3	400mA	46	0.38	0.22	0.19	0.17
P4	450mA	53	0.44	0.25	0.22	0.19

Slip Resistance and Load Rating

M9700C LED

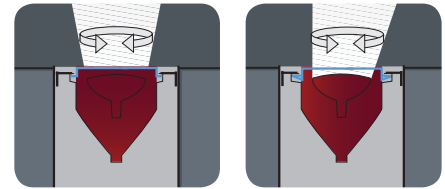
MAXIMUM LOAD RATING

Peak compression force of 3,750 lbs. (single lens), 3,200 lbs. (double lens).

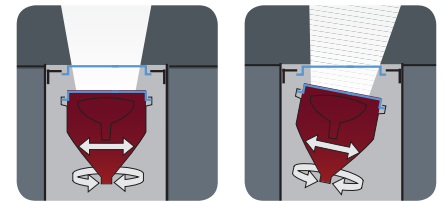
LENS STATIC COEFFICIENT OF FRICTION

M9700 Anti-Slip Lens (FLCAS): Dry = 0.76; Wet = 0.10

M9700 Slip Resistant Lens (FLSR): Dry = 0.84; Wet = 0.65

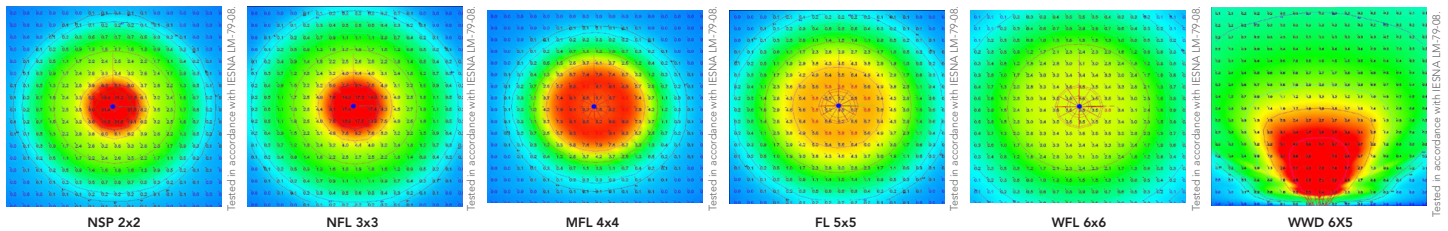


Single lensed fixture can be aimed using 10° and 20° optical tilt lenses only.



Double lens, mechanically and optically aimed.

PHOTOMETRIC DIAGRAMS



To see complete photometric reports or download .ies files for this product, visit www.hydel.com

FEATURES & SPECIFICATIONS

INTENDED USE: The M9700C LED incorporates a modular design with a water-tight module and junction box intended for applications with flow-through capability. The design of the housing starts at the rough-in sections with a molded junction box and holes at the bottom, allowing a pathway for the water to flow through the housing and drain out the bottom. This product is ideal for all outdoor uplight applications, such as wall washing and feature accentuation.

DOOR MATERIAL: Cast aluminum, cast bronze or stainless steel. Available in round or square door trim. Finish is natural aluminum or bronze. Stainless steel door is brushed finish. Aluminum doors may be painted. See ordering guide.

ROUGH-IN SECTION: Injection molded polymer with integral junction box for thru-branch wiring. The housing is U.V. stabilized, impact and corrosion resistant for use in all types of environments. The rough-in houses the LED and power module components and top door finishing section. Potting compound (PC21) recommended for junction box splices. PC21 sold separately.

CONDUIT ENTRIES: Two (2) bottom or side entries available. Box suitable for through-branch wiring. Splicing volume is 25 in³ (410 cc)

FINISHING SECTION: Double lens design includes door assembly with 360° Aim-Lock™ module support and tilt ring that allows 15° of aiming. Active optical lenses are also available. Module indexing provides easy maintenance without re-aiming. Door trim locks into position with two stainless steel captive, tamper-resistant fasteners.

LED MODULE: Stainless steel housing, factory-sealed and purged of all moisture for longer component life. The LED module is suspended below the top door lens in a surface adjustable, 15° tilt mechanism. Lens is sealed with silicone gasket and stainless steel clamp band assembly with single fastener. Electrical connection to LED module is done through a submersible quick disconnect plug connector with gold-plated contacts.

LIGHT ENGINE: Light engines consist of chip-on-board (COB) LEDs directly coupled to the housing to maximize heat dissipation and promote long life (100,000 hrs, L92). Heat generated by LEDs is dissipated into and through the fixture housing, and adds less than 15°C to steady state operating lens temperature. For example, in a typical 25°C (77°F) operating environment, lens temperature would not exceed 40°C (104°F).

POWER MODULE: LED driver is encapsulated in a custom heat-dissipating epoxy resin that eliminates all moisture intrusion. Module is provided with submersible rated cord leads for connection to integral junction box and LED module.

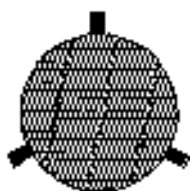
ELECTRICAL: MVOLT (120-277) 50/60 Hz LED power supply. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Surge protection meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

LISTING: CSA certified to U.S. and Canadian standards. Luminaire is IP68 rated. Suitable for Wet Locations. DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY: 5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

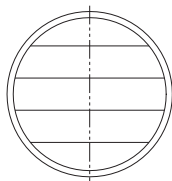
NOTE: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

INTERNAL



INTERNAL HONEYCOMB LOUVERS
Hexagonal cell louver with 45° cut-off.

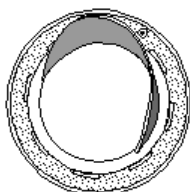
IHL



LINEAR SPREAD FILTER
6.68" diameter, spreads the beam of light along one axis only. May be oriented to spread the light horizontally or vertically.

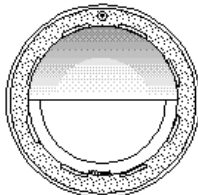
LSF

EXTERNAL



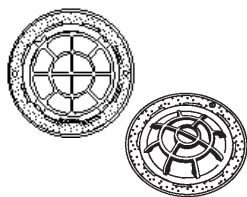
QUARTER GLARE SHIELDS
Rolled sheet aluminum or brass. 360° of adjustment on fixture door, with lock down. May be field installed to door as shown.
(Not recommended for foot traffic areas.)

GS



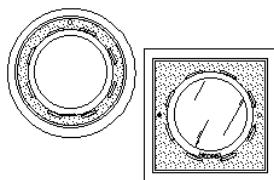
HALF LIGHT SHIELD
(Quarter Spherical External)
Cast aluminum or bronze shield for glare control for wall wash units. 360° adjustment allows field setting and lock down. May be field installed to door as shown.
(Not recommended for foot traffic areas.)

LS



ROCKGUARD (EXTERNAL)
Cast aluminum or cast bronze material.
(Not recommended for foot traffic areas.)

RG



STAINLESS STEEL or BRONZE TRIM RINGS
A decorative escutcheon used when a high finish look is wanted. For finishing marble, tile or other installations. Available in round or square. Door is flush with escutcheon. Not available on SS doors.

BTR
BTS
STR
STS

LEXAN DOME
A Lexan protective cover for use in areas where loose debris such as leaves and pine needles accumulate.

LC

FEATURES & SPECIFICATIONS

INTENDED USE

Provides years of maintenance-free illumination for indoor or outdoor use in residential & commercial applications.

CONSTRUCTION

Cast-aluminum housing with corrosion-resistant paint in an industrial grey finish.

Sealed gasket protects against moisture and dust.

OPTICS

4000K CCT LEDs.

Frosted glass diffuser provides even light distribution.

LUMEN MAINTENANCE

LEDs will deliver 70% of their initial lumens at 50,000 hour average LED life. See Lighting Facts label on page 2 for performance details.

ELECTRICAL

MVOLT driver operates on any line voltage from 120-277V

Operating temperature -40°C to 40°C.

4kV surge protection standard.

INSTALLATION

Mounts to ceiling or wall with surface mount junction box (included).

LISTINGS

UL Listed to U.S. and Canadian safety standards for wet locations.

Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY

Five-year limited warranty. Full warranty terms located at

www.AcuityBrands.com/CustomerResources/Terms_and_Conditions.aspx

Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Note: Specifications are subject to change without notice.

Catalog
Number

Notes

Type

Outdoor General Purpose

OLVTCM & OLVTWM

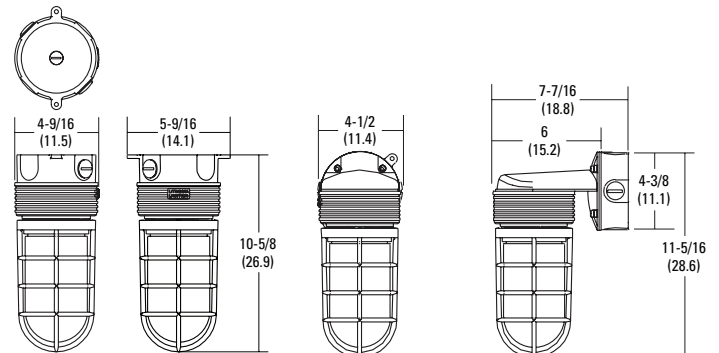


LED VAPORTIGHT



Specifications

All dimensions are inches (centimeters)



ORDERING INFORMATION

For shortest lead times, configure products using **bolded options**.

Example: OLVTCM

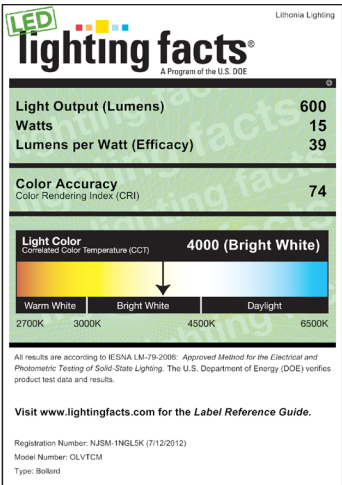
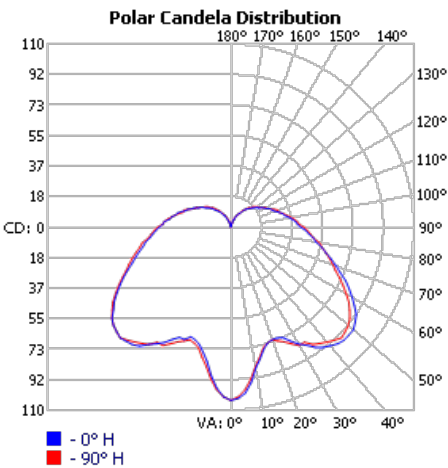
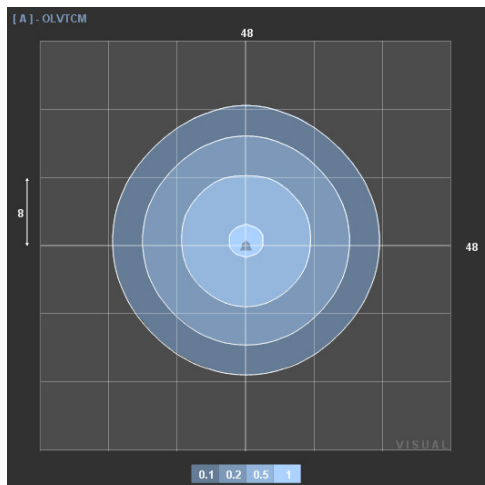
Series	Color temperature	Voltage	Finish
OLVTCM Ceiling MT	(blank) 4000K	(blank) MVOLT (120V-277V)	(blank) Grey
OLVTWM Wall MT			

OLVTCM & OLVTWM LED Vaportight

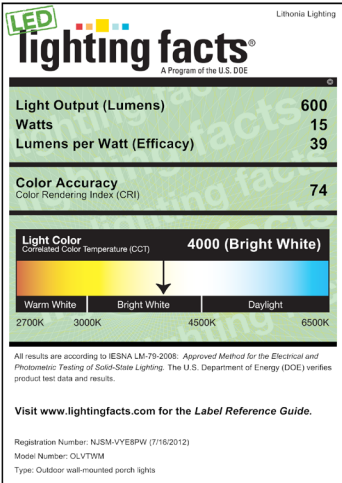
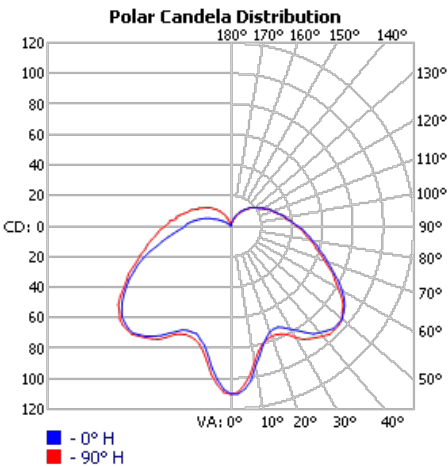
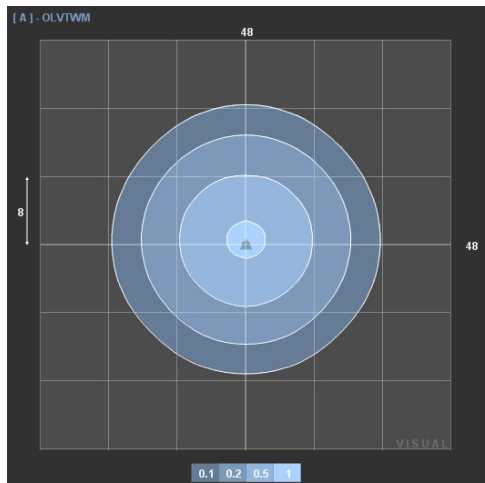
PHOTOMETRICS

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's Outdoor LED homepage
Tested in accordance with IESNA LM-79 and LM-80 standards.

OLVTCM



OLVTWM



1. ALL EXISTING SITE LIGHTING SHALL BE DISCONNECTED AND REMOVED. REFER TO INDIVIDUAL KEYED NOTES TO ADDRESS THE POLE BASES.

- ## KEYED NOTES
-
- 1 REMOVE EXISTING LIGHT POLE INCLUDING POLE BASE AND WIRING BACK TO ITS SOURCE.
 - 2 REMOVE EXISTING LIGHT POLE. EXISTING POLE BASE SHALL REMAIN.
 - 3 REMOVE EXISTING FLAG POLE LIGHT. EXISTING CONCRETE BASE SHALL REMAIN FOR NEW FLAG POLE LIGHT.
 - 4 DISCONNECT AND REMOVE EXISTING WALL PACK AND/OR FLOOD LIGHT. REMOVE ALL CONDUIT AND WIRING BACK TO ITS SOURCE.

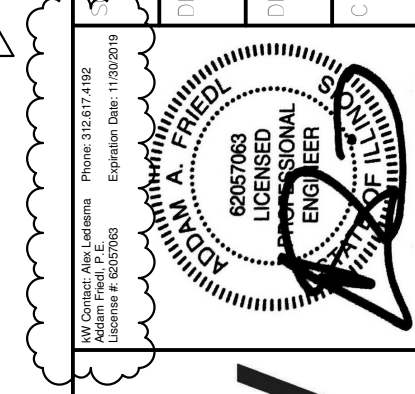
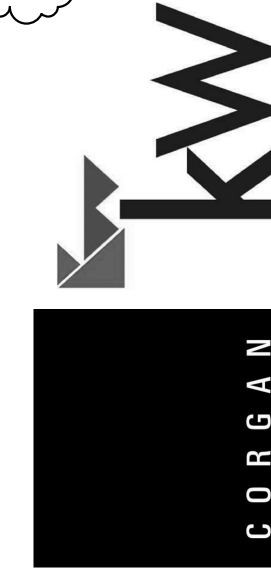
KEYED NOTES

- 1 REMOVE EXISTING LIGHT POLE INCLUDING POLE BASE AND WIRING BACK TO IT'S SOURCE.
- 2 REMOVE EXISTING LIGHT POLE. EXISTING POLE BASE SHALL REMAIN.
- 3 REMOVE EXISTING FLAG POLE LIGHT. EXISTING CONCRETE BASE SHALL REMAIN FOR NEW FLAG POLE LIGHT.
- 4 DISCONNECT AND REMOVE EXISTING WALL PACK AND OR FLOOD LIGHT. REMOVE ALL CONDUIT AND WIRING BACK TO IT'S SOURCE.

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
18.160
SHEET NUMBER

E00-06

SITE LIGHTING DEMOLITION PLAN



SCALE: AS NOTED

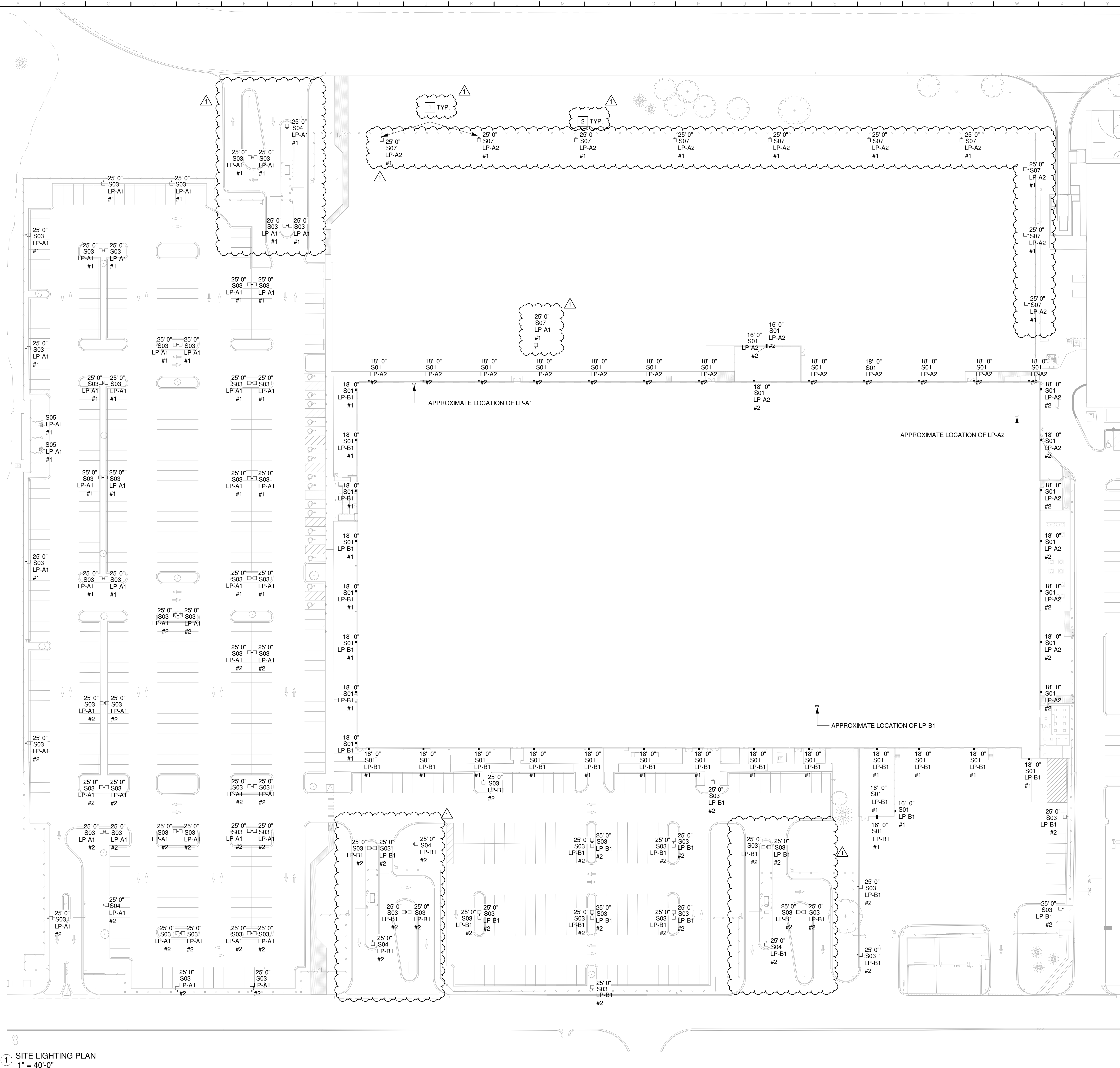
DESIGNED BY: **AL**

DRAWN BY: **DTE**

Kimley»Horn
2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WARRENVILLE ROAD, SUITE 350,
LISLE, IL 60532
PHONE: 630-481-5550

[illegible]

This document contains all the electrical and design information required for the construction of the project. It is intended for use by the electrical contractor and shall be used in accordance with the specifications and standards of the National Electrical Contractors Association, Inc. and the National Electrical Safety Council, Inc.



GENERAL NOTES

- REFER TO PROJECT GENERAL NOTES ON E00-01 FOR ADDITIONAL INFORMATION.
- COORDINATE EXACT ROUTING AND BURIAL DEPTH OF DUCTBANKS TO AVOID CONFLICTS WITH OTHER UTILITIES.
- ALL EXISTING UNDERGROUND UTILITIES SHALL BE LOCATED PRIOR TO ANY EXCAVATION WORK TAKING PLACE. PERFORM CAREFUL EXCAVATION IN AREAS IN PROXIMITY TO EXISTING BURIED UTILITIES.
- REFER TO SPECIFICATIONS AND ELECTRICAL SITE DETAILS FOR ADDITIONAL INFORMATION.
- ALL WIRING FOR SITE LIGHTING SHALL BE TYPE XHHW-2 #8 AWG, 1 INCH SCHEDULE 40 PVC.
- COORDINATE ALL BUILDING LIGHT FIXTURE HEIGHTS AND LOCATIONS WITH ARCHITECTURAL ELEVATIONS PRIOR TO INSTALLATION.

KEYED NOTES

- BOND METAL LIGHT POLE TO EQUIPMENT GROUNDING CONDUCTOR USING 2/0 BARE COPPER. EQUIPMENT GROUNDING CONDUCTOR SIZE BASED ON 2005 NEC TABLE 250.122. REFER TO FEEDER SCHEDULE FOR EQUIPMENT GROUNDING CONDUCTOR SIZING. TYPICAL.
- FIXTURE TO BE INSTALLED AT HEIGHT INDICATED ON DRAWINGS.

REVISION	DATE	BY
1	7/22/2019	RY

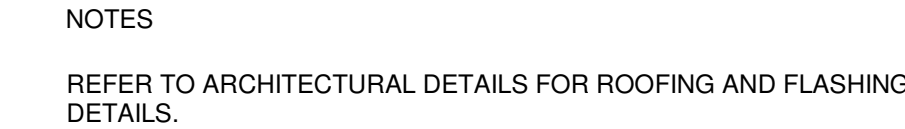
REVISIONS	DATE	BY
1	7/22/2019	RY

AS NOTED	DESIGNED BY	DRAWN BY	CHECKED BY
AL	AL	DTE	AL

PROJECT	DATE	BY
1501 SHURE DRIVE ARLINGTON HEIGHTS, IL 60004	5/22/19	RY

ORIGINAL ISSUE:	KHA PROJECT NO.	SHEET NUMBER
5/22/19	18.160	E00-07

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22



FIXTURE TYPE	SYMBOL	DESCRIPTION	Manufacturer	Catalog No.	LAMP TYPE	LUMENS	CCT	VOLTAGE	VA	MOUNTING
S01		OVERDOOR EXTERIOR WALLPACK	MCGRAW EDISON	IST-AF-450-LED-E1-T2-BX-CWB	LED	3200	4000	277 V	34 VA	WALL MOUNTED IN CENTER OF PRECAST PANEL AT APPROXIMATELY 20" ABOVE GRADE
S03		POLE MOUNT FIXTURE	LITHONIA	DSX1-LED-P1-40K-T2M-MVOLT	LED	7000	4000	277 V	54 VA	POLE-MOUNTED (25 FT POLE)
S04		POLE MOUNT FIXTURE	LITHONIA	DSX1-LED-P1-40K-T5M-MVOLT	LED	7200	4000	277 V	54 VA	POLE-MOUNTED (25 FT POLE)
S05		IN-GRADE FLAG POLE LIGHT	RHYTHM	M9210C-A-LED-P1-40K-MVOLT-NFL-FLCSR-34B-DNA	LED	2800	3500	277 V	54 VA	IN GRADE
S07		POLE MOUNT FIXTURE	LITHONIA	DSX1-LED-P6-40K-T4M-MVOLT	LED	18600	4000	277 V	163 VA	POLE-MOUNTED (25 FT POLE)

FEEDER SCHEDULES NOTES:

NOTE (1): COPPER CONDUCTOR AMPACITY BASED ON 2005 NEC TABLE 310.15(B)16, FORMALLY 310-16; 60°C FOR <=100A & 75°C FOR > 100A.

NOTE (2): CONTRACTOR MAY SUBSTITUTE THE SCHEDULED FEEDER WITH AN ALTERNATE SELECTION OF EQUAL OR GREATER AMPACITY WITH THE PRIOR WRITTEN APPROVAL OF THE ENGINEER.

NOTE (3): COPPER EQUIPMENT GROUND CONDUCTOR SIZED BASED ON 2005 NEC TABLE 250.122.

NOTE (4): CONDUIT SIZE BASED ON RIGID PVC CONDUIT, SCHEDULE 40 (PVC 40); 2005 NEC TABLE C10. FOR ALTERNATE SOLUTIONS, CONTRACTOR MAY SUBSTITUTE SMALLER CONDUIT SIZES WITH PRIOR WRITTEN APPROVAL OF THE ENGINEER.

NOTE (5): CONDUIT SIZES INDICATED ARE NEC MINIMUM. CONTRACTOR SHALL INCREASE CONDUIT SIZE AS REQUIRED BASED ON ACTUAL INSTALLATION CONDITIONS, INCLUDING LENGTHS OF CIRCUIT, NUMBER OF OFFSETS AND ELBOWS AND CABLE PULLING TENSION LIMITATIONS.

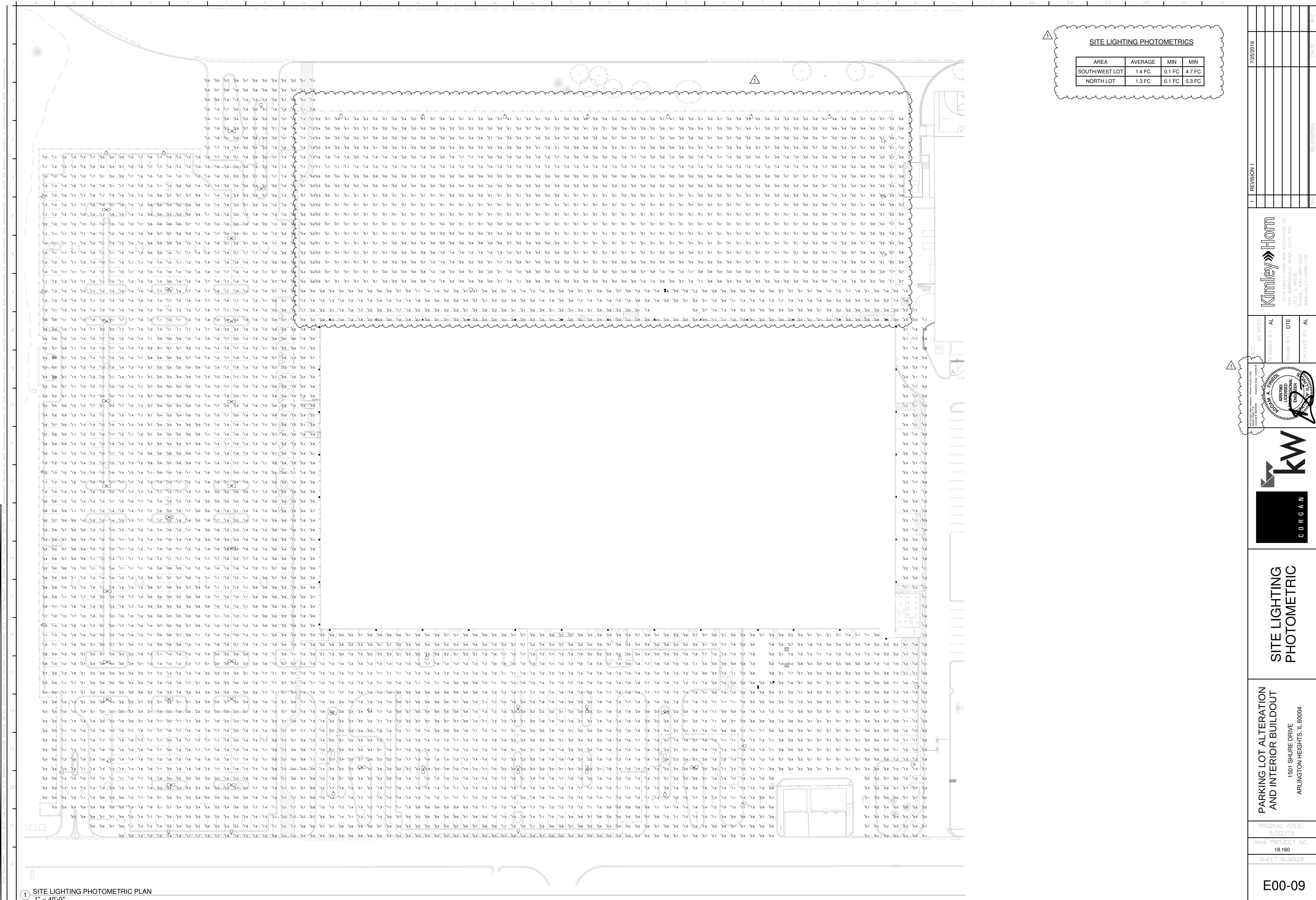
NOTE (6): CONTRACTOR SHALL SIZE THE SUPPLY SIDE BONDING JUMPER FOR ALL TRANSFORMER SECONDARY BASED ON NEC TABLE 250.102(C)(1). CONTACT ENGINEER FOR CLARIFICATIONS.

PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19
KHA PROJECT NO.
18.160
SHEET NUMBER

E00-08



SITE LIGHTING PHOTOMETRICS			
AREA	AVERAGE	MIN	MIN
SOUTH/WEST LOT	1.4 FC	0.1 FC	4.7 FC
NORTH LOT	1.3 FC	0.1 FC	5.3 FC

7/25/2019

REVISION 1

1

DATE

BY

Kimley-Horn

2019 KIMLEY-HORN AND ASSOCIATES, INC.
1001 WAREDALE ROAD, SUITE 350,
Lisle, IL 60532
WWW.KIMLEY-HORN.COM

AS NOTED

DESIGNED BY: AL

DRAWN BY: DTE

CHECKED BY: AL

SEAL

REGISTERED PROFESSIONAL ENGINEER

STATE OF ILLINOIS

NO. 021-00000000

DATE 05/22/2019

kw

C O R G A N

PARKING LOT ALTERATION
AND INTERIOR BUILDOUT

1501 SHURE DRIVE
ARLINGTON HEIGHTS, IL 60004

ORIGINAL ISSUE:
5/22/19

KHA PROJECT NO.
18.160

SHEET NUMBER

E00-09

This document, including all the schedules and design parameters herein, is an instrument of service, is intended only for the specific project and location identified herein, and shall not be used for any other project or location without the written consent of the engineer. Any use of this document for any other project or location without the written consent of the engineer shall constitute a violation of the engineer's professional ethics and may result in disciplinary action by the Board of Engineers and Architects of the State of Illinois.

SCHEDULE FOR PANEL: LP-A1											
Location: Space 121				Volts: 480/277 Wye				A.I.C. Rating: 10 KAIC			
Supply From: T-LP-A1				Phases: 3				Mains Type: MCB			
Mounting: Surface				Wires: 4				Mains Rating: 100 A			
Number of Poles 42				Ground Bus : Yes				MCB Rating: 70 A			
Serves	P	Tripp	FEEDER SIZE	A	B	C	FEEDER SIZE	Tripp	P	Serves	OKT
1 SITE LIGHTING	1	15 A	2#8, 1#10G, IN 1" C	1783 / 1350			2#8, 1#10G, IN 1" C	15 A	1	1 SITE LIGHTING	2
LTG. 1684, 1685, 1687, 1688	1	15 A	2#12, 1#12G, IN 3/4" C		1346 / 1120		2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 1685, 1687	4
5 LTG. 2002, 1011, 2004	1	15 A	2#12, 1#12G, IN 3/4" C			756 / 594	2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 1001, 1003 VEST. & LOBBY	6
7 LTG. 1013, 1014, 1015, 1017, 1018	1	15 A	2#12, 1#12G, IN 3/4" C	455 / 2868			2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 1009	8
9 LTG. 1024A, 2003, 2009, 2011	1	15 A	2#12, 1#12G, IN 3/4" C		1419 / 1558		2#12, 1#12G, IN 3/4" C	15 A	1	LTG. CONFERENCE 3006, 3008, 3009, 3011...	10
11 LTG. 3021	1	15 A	2#12, 1#12G, IN 3/4" C			1541 / 1906	2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 1022, 1024, 2006, 2008,	12
13 LTG. 1027, 3003	1	15 A	2#12, 1#12G, IN 3/4" C	882 / 482			2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 3028	14
15 LTG. 3002A, 3031, 3032, 3036, 3038,	1	15 A	2#12, 1#12G, IN 3/4" C		794 / 648		2#12, 1#12G, IN 3/4" C	15 A	1	LTG. LOCKERS 3007	16
17 LTG. 3014, 3015, 3019 RESTROOMS	1	15 A	2#12, 1#12G, IN 3/4" C			357 / 1143	2#12, 1#12G, IN 3/4" C	15 A	1	LTG. 3022, 3022A, 3033, 3034, 3037	18
19 SPARE	1	15 A	--	0 / 0			--	15 A	1	SPARE	20
21 SPARE	1	15 A	--		0 / 0		--	15 A	1	SPARE	22
23 SPARE	1	15 A	--			0 / 0	--	15 A	1	SPARE	24
25 PREPARED SPACE	--	--	--	0 / 0			--	--	--	PREPARED SPACE	26
27 PREPARED SPACE	--	--	--		0 / 0		--	--	--	PREPARED SPACE	28
29 PREPARED SPACE	--	--	--			0 / 0	--	--	--	PREPARED SPACE	30
31 PREPARED SPACE	--	--	--	0 / 0			--	--	--	PREPARED SPACE	32
33 PREPARED SPACE	--	--	--		0 / 0		--	--	--	PREPARED SPACE	34
35 PREPARED SPACE	--	--	--			0 / 0	--	--	--	PREPARED SPACE	36
37 PREPARED SPACE	--	--	--	0 / 0			--	--	--	PREPARED SPACE	38
39 PREPARED SPACE	--	--	--		0 / 0		--	--	--	PREPARED SPACE	40
41 PREPARED SPACE	--	--	--			0 / 0	--	--	--	PREPARED SPACE	42
				7738 VA	6837 VA	6282 VA					
				28 A	25 A	23 A					
Load Classification		Connected Load		Demand Factor		Estimated Demand		Panel Totals			
LIGHTING		13551 VA		100.00%		13551 VA		Total Conn. Load: 20841 VA			
Other		7531 VA		100.00%		7531 VA		Total Est. Demand: 20841 VA			
								Total Connected Load (Amps): 25 A			
								Total Est. Demand Load (Amps): 25 A			



TRAFFIC MEMORANDUM

To: Village of Arlington Heights

From: Lesley Netzer
Kimley-Horn and Associates, Inc.

Date: August 8, 2019 and Interior

Re: ***Parking Lot Alterations and Interior buildout
1501 Shure Drive
Arlington Heights, Illinois***

Introduction

Kimley-Horn and Associates, Inc., serves as the engineering consultant for a tenant who will be the tenant occupying the 1501 Shure Drive building. The building will be primarily used for training operations as well as a backup operating facility. Site improvements including new access points, security fence, sanitary and storm improvements, new site lighting, and landscaping.

Hours of Operation

The tenant backup facility will serve a couple of purposes: 1) training facility and 2) backup network operations in the event that their existing operation centers are not functioning (requirement per FAA standards). With regards to the training facility, the times and days will vary, but it is anticipated that training activities will occur a couple of weeks throughout the month, 2-3 days per week. The timing of the training would occur during normal business hours, 8am-5pm. If the backup facility is needing to be in use, the facility would be open 24 hours. See Backup Network Shift Changes attachment for the employee count and shift changes at the various times throughout the day.

Site Signage

Tenant site signage at entrances has been eliminated from the proposed plans. Reference the civil final engineering plan set for revised entrances without signs.

Internal Traffic Control

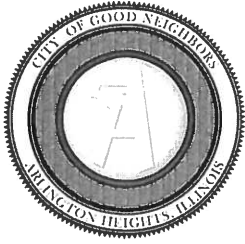
The plans propose installation of a new sidewalk along the entire front/west side of the building from Shure Drive to Cellular Drive. Where the sidewalk intersects access drives, appropriate ramps, crosswalks and pedestrian crossing signage is noted to be installed. At the southwest exit only, appropriate "Do Not Enter" signage is proposed along Cellular Drive with pavement arrows directing onsite traffic.

Access Design

There are four (4) proposed access points to the 1501 Shure Drive property. As part of this project, the existing access on Shure Drive will be closed and a new access point is proposed further east. Additionally, three (3) access points are proposed off Shure Drive. The southwest access point is purely an exit only and will be signed and striped accordingly. The other three access points will have key card entry gates and proposed guardhouses. The guardhouses will only have security people when the backup operations facility is in use. At all other times, electronic key card entry is required. If there are issues with the key card, or access is denied, a turnaround with median is provided so drivers can exit the facility easily without blocking the entry.

Attachments

- Backup Network Shift Changes



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: 1501 W Shure Dr – Northwest Crossings PUD Amendment –
PUD Amendment, Variations

PC#: 19-011 – Round 1

Date: July 17, 2019

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: 7/16/2019

P.C. Number: 19-011

Project Name: Northwest Crossings PUD Amendment –

Project Location: 1501 W. Shure Drive

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. Any work proposed shall not interfere with the ability of fire apparatus to negotiate the parking lanes. An auto-turn drawing will be required to be submitted and will be reviewed during the permit process.

Date 07-16-19

Reviewed By: 

Fire Safety Supervisor/Fire Marshal

**Village of Arlington Heights
Public Works Department**

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 24, 2019
Subject: 1501 W Shure Drive P.C. #19-011

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

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-011
 Petitioner: TNC Lot 1, LLC
c/o Torburn Partners, Inc.
1033 Skokie Blvd., Ste. 480, Northbrook, IL 60062
 Owner: TNC Lot 1, LLC
c/o Torburn Partners, Inc.
1033 Skokie Blvd., Ste 480, Northbrook, IL 60062
 Contact Person: Adam Keldermans
 Address: 1033 Skokie Boulevard, Ste 480
Northbrook, IL 60062
 Phone #: (847) 562-1616
 Fax #: N/A
 E-Mail: akeldermans@torburn.com

P.I.N.# 03-07-100-022-0000
 Location: 1501 W. Shure Drive
 Rezoning: N/A Current: Proposed:
 Subdivision: N/A
 # of Lots: Current: Proposed:
 PUD: Amendment For: Site plan modification
 Special Use: N/A For: N/A
 Land Use Variation: N/A For: N/A
 Land Use: Commercial Current: Commercial
 Proposed: Commercial
 Site Gross Area: 21.986 Acres/957,688 sf
 # of Units Total: N/A
 1BR: 2BR: 3BR: 4BR:

(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 X b. IDOT
 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? X
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING?
 10. WETLAND EXISTING?

YES	NO	COMMENTS
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u> </u>	<u>N/A</u>
<u> </u>	<u> </u>	<u>N/A</u>
<u>X</u>	<u> </u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>
<u> </u>	<u>X</u>	<u> </u>

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: KIMLEY-HORN
 DATE OF PLANS: JULY 1, 2019

Michael J. [Signature]
 Director
 Village Engineer

7/31/19
 Date

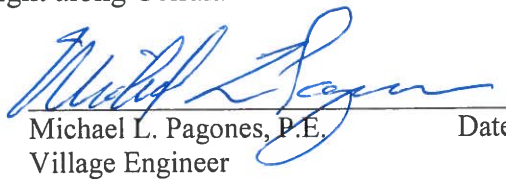
PLAN COMMISSION PC #19-011
Northwest Crossings
1501 W Shure Dr
PUD Amendment, Variations
Round 1

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. A revised storm water report has been submitted to the Metropolitan Water Reclamation District (MWRD) as a revision to the existing approved MWRD Permit NO. 18-369, and the petitioner has submitted for a building permit for the Northwest Crossings improvements, Village permit no. 19-1710. The building permit will not be issued until the MWRD permit is received. Any revisions necessary can be addressed at permit.
14. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. Provide mounting heights for exterior pole mounted fixtures. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. This can be addressed at permit.
15. To verify that there are no conflicts with the new access points, provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. 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. The exhibit shall include all phases. This can be addressed at permit.
16. New fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. This can be addressed at permit.

17. The variation asking that a parking analysis and traffic study be waived is understood. However a technical memorandum addressing the following site parameters, at a minimum, is necessary:
- a.) Is the timeframe for work hours going to be a standard 8:00 a.m. – 5:00 p.m. work day, or will this facility accommodate shift work?
 - b.) Entrance Gateway and site guidance signage plans must clearly show placement, sign heights, and locations.
 - c.) Internal traffic control, (stop, fire lane, pedestrian crossing, etc.) signage plan should be included.
 - d.) Explanation of driveway entrance/exit operation around the median designs and gated entrance and exit must be provided.
18. The placement of the 8 foot high ornamental fence along the south property is in a position that will negatively impact motorist required line of sight along Cellular Drive.

 7-31-19
Michael L. Pagones, P.E. Date
Village Engineer



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 19-011

Project Name

Northwest Crossing-

Project Location

1501 W. Shure Drive

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1) Please provide a map showing hydrant locations.
- 2) A Knox Box shall be located at the main front entrance. An additional Knox Box shall located at the sprinkler control room if it has a different exterior entrance.
- 3) The Fire department requests an auto-turn diagram using Tower Ladder 131 showing the ability to enter/exit and navigate the parking lot.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date July 24, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Northwest Crossings PUD
1501 W Shure Dr.

Round 1 Review Comments

07/18/2019

1. **Character of use:**
The character of use should not be problematic.
2. **Are lighting requirements adequate?**
Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie parking lot. Landscaping must not create hiding locations and should provide for natural surveillance.
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 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.

RECEIVED
JUL 18 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

A. Ovington #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

D. Hajek #557
Doug Hajek, Sergeant
Community Services Bureau

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>19-011</u>	P.I.N.# <u>03-07-100-022-0000</u>
Petitioner: <u>TNC Lot 1, LLC</u>	Location: <u>1501 W. Shure Drive</u>
<u>c/o Torburn Partners, Inc.</u>	Rezoning: <u>N/A</u> Current: <u> </u> Proposed: <u> </u>
<u>1033 Skokie Blvd., Ste. 480, Northbrook, IL 60062</u>	Subdivision: <u> </u> <u>N/A</u>
Owner: <u>TNC Lot 1, LLC</u>	# of Lots: <u> </u> Current: <u> </u> Proposed: <u> </u>
<u>c/o Torburn Partners, Inc.</u>	PUD: <u>Amendment</u> For: <u>Site plan modification</u>
<u>1033 Skokie Blvd., Ste 480, Northbrook, IL 60062</u>	Special Use: <u>N/A</u> For: <u>N/A</u>
Contact Person: <u>Adam Keldermans</u>	Land Use Variation: <u>N/A</u> For: <u>N/A</u>
Address: <u>1033 Skokie Boulevard, Ste 480</u>	Land Use: <u>Commercial</u> Current: <u>Commercial</u>
<u>Northbrook, IL 60062</u>	Proposed: <u>Commercial</u>
Phone #: <u>(847) 562-1616</u>	Site Gross Area: <u>21,986 Acres/957,688 sf</u>
Fax #: <u>N/A</u>	# of Units Total: <u>N/A</u>
E-Mail: <u>akeldermans@torburn.com</u>	1BR: <u> </u> 2BR: <u>3BR: 4BR:</u>

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No comments at this time.

RECEIVED

JUL 23 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Sean Freres, LEHP 7/22/19
Environmental Health Officer Date

James McCalister 7/22/19 Direc
tor Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 19-011
 Petitioner: TNC Lot 1, LLC
c/o Torburn Partners, Inc.
1033 Skokie Blvd., Ste. 480, Northbrook, IL 60062
 Owner: TNC Lot 1, LLC
c/o Torburn Partners, Inc.
1033 Skokie Blvd., Ste. 480, Northbrook, IL 60062
 Contact Person: Adam Keldermans
 Address: 1033 Skokie Boulevard, Ste 480
Northbrook, IL 60062
 Phone #: (847) 562-1616
 Fax #: N/A
 E-Mail: akeldermans@torburn.com

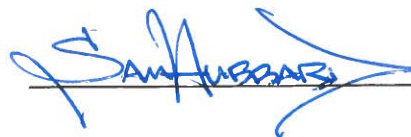
P.I.N.# 03-07-100-022-0000
 Location: 1501 W. Shure Drive
 Rezoning: N/A Current: Proposed:
 Subdivision: N/A
 # of Lots: Current: Proposed:
 PUD: Amendment For: Site plan modification
 Special Use: N/A For: N/A
 Land Use Variation: N/A For: N/A
 Land Use: Commercial Current: Commercial
 Proposed: Commercial
 Site Gross Area: 21,986 Acres/957,688 sf
 # of Units Total: N/A
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

- | | <u>YES</u> | <u>NO</u> | |
|----|---------------|---------------|---|
| 1. | <u>X</u> | <u> </u> | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | <u> </u> | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | <u> </u> | VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.) |
| 4. | <u> </u> | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.) |
| 5. | <u> </u> | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | <u> </u> | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
(See below.) |

Comments:

PLEASE SEE ATTACHED COMMENTS



7.30.19

Date



Planning & Community Development Dept. Review

July 30, 2019

REVIEW ROUND 1

Project: 1501 Shure Dr.
Northwest Crossings PUD Amendment –

Case Number: PC 19-011

General:

7. The Plan Commission must review and approve the following actions:
 - a) Amendment to Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.
 - b) Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
 - c) Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
 - d) Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
 - e) Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
 - f) Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
 - g) Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback ___ feet from a side property line where code requires a 97.4' setback (10% of lot width).
 - h) Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
 - i) Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.
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. Additionally, please revise the narrative to include information on the estimated number of employees in each phase and the anticipated hours of operation.
9. Please provide a photometric plan, as well as catalog cuts for all fixtures.
10. Please ensure that all revised plans submitted as a result of these first round comments include a revision date.

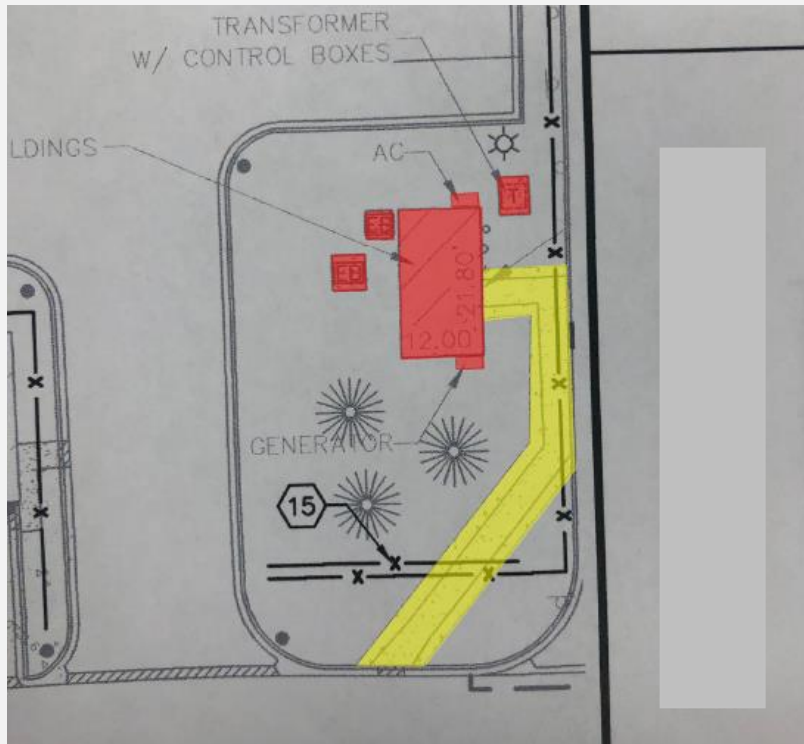
Architectural Plans:

11. Please provide a copy of sheet's A01-14 and A01-15 as a part of this application and confirm that the work depicted on these sheets is what is proposed as part of this application. Additionally, it is noted that sheet A01-14 depicts a 8' tall chainlink fence with slats around the transformer adjacent to the northern generator enclosure. This fence is not shown on the site plans or landscape plans. Please clarify if this fence is proposed. If so, a variation must be requested. If this fence is not proposed, please revise said plan.
12. The generator, gas meter, and condenser units enclosure walls as depicted on sheet A01-14 require a variation. Staff is supportive of said variations, however, please update the response to the standards of review for proposed variations accordingly.

13. The proposed guardhouses are accessory structures and therefore require variations for location and number. Please revise the standards of review for proposed variations accordingly. Please provide a detail for said guardhouses.
14. The elevations show 11 loading docks/overhead doors on the southern elevation of the building, however, the site plan only shows 10. Please clarify and revise the plans accordingly. In addition, the proposed generator on the southern elevation will be built in front of two overhead doors, cutting off access to these doors. Are the overhead doors proposed to remain?
15. On sheet A02-00B, please clearly delineate what arears are included in Phase I and Phase II and add the total square footage included within each phase (total square footage should match value of 195,300 sq. ft. as shown on the other plans).
16. Where does the stairwell (Stair 6261) on sheet A02-01F lead? To a basement? Roof access? If the stairwell leads to any area other than the roof, please provide a floorplan for that area and update the total building square footage to include said area.

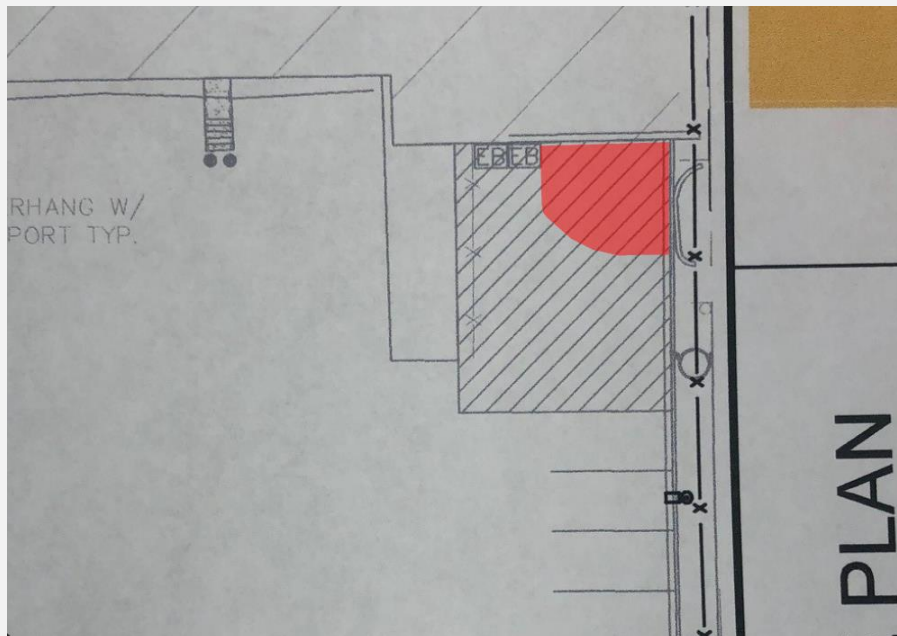
Site Plans:

17. It appears a variation is necessary for the proposed condenser units on the eastern side of the building. Please update sheet A01-14 to include a dimension showing the distance of the closest unit to the eastern property line. Per code requirements, all condenser units must be setback 10% of the lot width from the side yard property line. Staff is supportive of said variation, however, please revise the response to the standards of review for proposed variations accordingly.
18. Three of the new driveway entrances exceed the maximum allowable width of 36' and therefore a variation is required. Staff is supportive of said variation, however, please revise the response to the standards of review for proposed variations accordingly.
19. The proposed guard houses are classified as accessory structures and therefore require a variation due to location (in a front yard) and number. Staff is supportive of said variations, however, please revise the response to the standards of review for proposed variations accordingly.
20. Please clarify the direction of travel for the southwestern most drive aisle. Is it one-way in? One-way out?
21. Will the southern generator enclosure have only two walls (east, north)? The western wall appears to be missing from the site and landscape plans.
22. The improvements in the southwestern corner of the site (shown in red on the graphic on the next page) have been removed. Since the security fence will traverse this area, there is no need for the existing sidewalk (as shown in yellow in the graphic). Please remove said sidewalk and update the site and landscape plans accordingly. Additional landscaping should be installed in this area, and landscaping should be installed on the south side of the proposed fence.



Landscaping:

23. The landscaping to the north of the fence by Shure Drive should be installed as part of Phase I. Please revise the landscape plans accordingly.
24. Foundation plantings should be added to the north side of the building as part of Phase II, which was a condition of approval from Ordinance 15-040.
25. You are encouraged to add an additional landscape island in the southeast are of the side, as approximately shown on below in red:



Prepared by: SAM/ALBERT

Northwest Crossings PUD Amendment
1501 W. Shure Drive
PC #19-011
July 30, 2019

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a landscape island that includes a shade tree that is a minimum of 4 inch caliper in size shall be located at the end of every 20 parking spaces. In addition, these islands shall be located at the end of all parking rows. Please incorporate the islands and shade trees where they are absent.
- 2) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided along the perimeter adjacent to the parking area in order to screen the parking/paved areas. Increase the size of the proposed shrubs so that they are a minimum of 3 foot high at time of installation. The plant material must be salt and drought tolerant. Provide the 3 foot high screen in the southeast corner along Cellular Drive.
- 3) Incorporate foundation plantings along the south elevation. In addition provide additional foundation landscaping along the north elevation.
- 4) A landscape compliance bond in the amount of 30% of the landscaping costs is required at time of building permit. Please provide an estimate of the landscape costs.



August 23, 2019

Village of Arlington Heights
Building Department
33 S Arlington Heights Road
Arlington Heights, IL 60005

**Re: Parking Lot Alterations and Interior Buildouts (1501 W. Shure Dr)
Arlington Heights, IL 60004
P.C. Number: 19-011**

We reviewed the comments sent on August 20 via email regarding the parking lot and interior buildout at 1501 W Shure Drive. The following are our responses to those comments. Please note the project name has been changed to Parking Lot Alterations and Interior Buildout.

Fire Safety Division:

1. *Fire Hydrant and Fire Lane Access drawings noted. No additional comments.*

Response: Comment noted.

Plan Commission Comments:

19. *The petitioner's response to Comment Nos. 11, 12, 13 & 14 is acceptable.*

Response: Comment noted.

20. *The petitioner's response to Comment No. 15 is noted. An exhibit showing fire truck access to the Phase 2 parking lot shall be provided. This can be addressed at permit.*

Response: An exhibit showing the fire truck routing for the Phase 2 parking lot is included in this submittal.

21. *The petitioner's response to Comment No. 16 is noted. The fire lane for the Phase 2 parking lot shall be a heavy duty pavement section. This can be addressed at permit.*

Response: The fire lane for the Phase 2 parking lot is now heavy duty pavement.

22. *The petitioner's Response to Comment No. 17 is noted. Regarding the proposed gated entrances, the Fire Department shall have 24/7 access. Knox box access to gate swipe cards, facility keys and interior swipe cards (if used) will be necessary.*

Response: The rolling gates remain open while the BNOC is not in use and security gate arms can be activated by Security Staff who will be on-site 24/7. In addition to this, knox

boxes will be located at all gate entries into the site to enable access to the site. Knox boxes are also located at the Main Entry and Fire Pump Room for access into the interior of the building.

23. *The petitioner's response to Comment No. 18 is acceptable.*

Response: Comment noted.

Fire Department Comments:

1. *The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.*

Response: When the 1421 and 1501 improvements watermain improvements were completed in the last couple years, an FDC and new watermain were located at the northwest corner of the building as part of the northern building demo to 1501 Shure. A fire hydrant is located approximately 120' from that FDC location. That FDC location is located adjacent to a building access point that will have all appropriate access keys in a knox box. In order to provide a new FDC connection a new fire line would be required to be installed across the entire building and is not part of the buildout scope of these improvements.

2. *The building will be sprinkled.*

Response: Confirmed.

3. *Fire Department access through the security gates needs to be addressed.*

Response: The rolling gates remain open while the BNOC is not in use and security gate arms can be activated by Security Staff who will be on-site 24/7.

4. *Install a fully operational annunciator panel or alarm panel at the main front entrance.*

Response: Fully operational alarm panel will be installed at the front entrance.

5. *The auto-turn diagram we received appears to be problematic with the space allowed for turning the apparatus. The Fire Department would like to work with the contractor to address this issue.*

Response: The south accesses have been received per markups by Deputy Chief Pete Ahlman received from Nanci Julius on August 22, 2019. These changes allow additional space for the fire truck to access the site.

Department Plan Review Summary:

1. Round 2, no further comments.

Response: Comment noted.

Planning and Community Development Comments:

26. The responses to comments #8-10, #12-14, and #16-25 are acceptable.

Response: Comment noted.

27. The response to comment #7 is noted. The requested approvals have been adjusted accordingly:
 - a. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.
 - b. Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
 - c. Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
 - d. Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
 - e. Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
 - f. Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
 - g. Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.
 - h. Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
 - i. Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.
 - j. Please note that based on your response to comment 11, additional language may need to be added to 8b and 8d above.

Response: Noted.

28. The response to comment #11 is noted. Chainlink fences are limited to 6 feet in height and slats are only allowed when a chainlink fence screens a dumpster enclosure. Therefore, the proposed 8' tall chainlink fence with slats that encloses the northern transformer is not allowed. It is recommended that the slats be removed and landscaping be reincorporated as originally proposed. Alternatively, a variation can be requested for the slats, or the fence can be removed and the generator enclosure walls can be extended to include the transformer on the north side of

the building. Finally, a fence has also been shown on sheet C3.2 enclosing the existing transformer on the south side of the building. Is this also proposed as an 8' tall chainlink fence with slats? Please provide details for said chainlink fence to determine if a variation is required. If a variation is required, please update the response to the standards of review for proposed variations accordingly.

Response: A variation for a proposed chainlink fence with slats at 8' in height will be requested.

29. *The response to comment #15 is noted. However, no line delineating Phase I work from Phase II work was added to the floor plans. Please clarify if the 68,253 sq. ft. Phase II area consists of the area that is hatched and labeled "Unoccupied Area" (4001) on sheet A02-00B.*

Response: Yes, a line has been added to Sheet A02-00B. And yes, the Phase II work is the unoccupied area of 68,253 SF.

Landscape Comments:

1. *Per Chapter 28, Section 6.15, a 4 inch caliper shade tree is required at the ends of all parking rows. Please incorporate 4 inch caliper shade trees in the islands on the south end along Cellular Drive. Also, incorporate shade trees in the center island north of the building at the ends of the parking row and within each of the proposed islands. In addition, please incorporate a shade tree at the south end of the parking row along the west side. A 4 inch caliper shade tree must be provided at the ends of all parking rows.*

Response: Shade trees have been provided at the ends of all parking rows except where conflicts with utilities exist. 4-inch caliper shade trees have been provided in the islands on the south end along Cellular Drive. One tree has been added, but the remainder of islands have light poles. Shade trees have been added where possible.

If you have any questions or require any additional information, please contact me at 630.487.5555.

Sincerely,

Kimley-Horn and Associates, Inc.



Lesley Netzer, P.E., Project Manager

Enclosures: Fire Truck Routing Exhibit
Fire Hydrant Map Exhibit
Final Engineering Plans
Traffic Technical Memo
Lighting and Photometric Plans
Architectural Sheets A01-14, A01-15, A02-00B, A02-01F, A10-01, G01-01
Traffic Memo



**Village of Arlington Heights
Department of Building & Life Safety**

Fire Safety Division

Date: 8/19/19 P.C. Number: 19-011

Project Name: Round 2

Project Location: 1501 W. Shure Drive

Planning Department Contact: Sam Hubbard

General Comments:

Fire Hydrant and Fire Lane Access drawings noted.
No additional comments.

P.D.

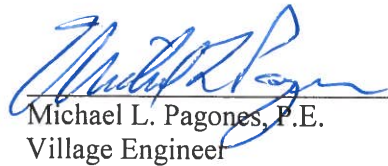
Reviewed By: _____

Date: _____

**PLAN COMMISSION PC #19-011
Northwest Crossings
1501 W Shure Dr
PUD Amendment, Variations
Round 2**

RECEIVED
AUG 20 2019
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

19. The petitioner's response to Comment Nos. 11, 12, 13 & 14 is acceptable.
20. The petitioner's response to Comment No. 15 is noted. An exhibit showing fire truck access to the Phase 2 parking lot shall be provided. This can be addressed at permit.
21. The petitioner's response to Comment No. 16 is noted. The fire lane for the Phase 2 parking lot shall be a heavy duty pavement section. This can be addressed at permit.
22. The petitioner's Response to Comment No. 17 is noted. Regarding the proposed gated entrances, the Fire Department shall have 24/7 access. Knox box access to gate swipe cards, facility keys and interior swipe cards (if used) will be necessary.
23. The petitioner's response to Comment No. 18 is acceptable.


Michael L. Pagones, P.E.
Village Engineer

8/19/19
Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 19-011

Project Name

Northwest Crossing-

Project Location

1501 W. Shure Drive

Planning Department Contact Sam Hubbard

General Comments

Round 2

General Comments:

- 1) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
- 2) The building will be sprinkled.
- 3) Fire Department access through the security gates needs to be addressed.
- 4) Install a fully operational annunciator panel or alarm panel at the main front entrance.
- 5) The auto-turn diagram we received appears to be problematic with the space allowed for turning the apparatus. The Fire Department would like to work with the contractor to address this issue.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date August 16, 2019

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Northwest Crossings PUD
1501 W Shure Dr.

Round 2 Review Comments

08/13/2019

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.

RECEIVED

AUG 14 2019

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

A.O. #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

D. Hajek #557

Doug Hajek, Sergeant
Community Services Bureau

Planning & Community Development Dept. Review

August 16, 2019



REVIEW ROUND 2

Project: 1501 Shure Dr.
Northwest Crossings PUD Amendment –

Case Number: PC 19-011

26. The responses to comments #8-10, #12-14, and #16-25 are acceptable.

27. The response to comment #7 is noted. The requested approvals have been adjusted accordingly:

- a) Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.
- b) Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
- c) Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
- d) Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
- e) Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
- f) Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
- g) Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.
- h) Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
- i) Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.
- j) Please note that based on your response to comment 28, additional language may need to be added to 27b and 27d above.

28. The response to comment #11 is noted. Chainlink fences are limited to 6 feet in height and slats are only allowed when a chainlink fence screens a dumpster enclosure. Therefore, the proposed 8' tall chainlink fence with slats that encloses the northern transformer is not allowed. It is recommended that the slats be removed and landscaping be reincorporated as originally proposed. Alternatively, a variation can be requested for the slats, or the fence can be removed and the generator enclosure walls can be extended to include the transformer on the north side of the building. Finally, a fence has also been shown on sheet C3.2 enclosing the existing transformer on the south side of the building. Is this also proposed as an 8' tall chainlink fence with slats? Please provide details for said chainlink fence to determine if a variation is required. If a variation is required, please update the response to the standards of review for proposed variations accordingly.

29. The response to comment #15 is noted. However, no line delineating Phase I work from Phase II work was added to the floor plans. Please clarify if the 68,253 sq. ft. Phase II area consists of the area that is hatched and labeled "Unoccupied Area" (4001) on sheet A02-00B.

Prepared by: *Sam J. [Signature]*

Northwest Crossings - PUD Amendment

1501 W. Shure Drive

PC #19-011

August 19, 2019

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a 4 inch caliper shade tree is required at the ends of all parking rows. Please incorporate 4 inch caliper shade trees in the islands on the south end along Cellular Drive. Also, incorporate shade trees in the center island north of the building at the ends of the parking row and within each of the proposed islands. In addition, please incorporate a shade tree at the south end of the parking row along the west side. A 4 inch caliper shade tree must be provided at the ends of all parking rows.



August 23, 2019

Village of Arlington Heights
Building Department
33 S Arlington Heights Road
Arlington Heights, IL 60005

**Re: Parking Lot Alterations and Interior Buildouts (1501 W. Shure Dr)
Arlington Heights, IL 60004
P.C. Number: 19-011**

We reviewed the comments sent on August 20 via email regarding the parking lot and interior buildout at 1501 W Shure Drive. The following are our responses to those comments. Please note the project name has been changed to Parking Lot Alterations and Interior Buildout.

Fire Safety Division:

1. *Fire Hydrant and Fire Lane Access drawings noted. No additional comments.*

Response: Comment noted.

Plan Commission Comments:

19. *The petitioner's response to Comment Nos. 11, 12, 13 & 14 is acceptable.*

Response: Comment noted.

20. *The petitioner's response to Comment No. 15 is noted. An exhibit showing fire truck access to the Phase 2 parking lot shall be provided. This can be addressed at permit.*

Response: An exhibit showing the fire truck routing for the Phase 2 parking lot is included in this submittal.

21. *The petitioner's response to Comment No. 16 is noted. The fire lane for the Phase 2 parking lot shall be a heavy duty pavement section. This can be addressed at permit.*

Response: The fire lane for the Phase 2 parking lot is now heavy duty pavement.

22. *The petitioner's Response to Comment No. 17 is noted. Regarding the proposed gated entrances, the Fire Department shall have 24/7 access. Knox box access to gate swipe cards, facility keys and interior swipe cards (if used) will be necessary.*

Response: The rolling gates remain open while the BNOC is not in use and security gate arms can be activated by Security Staff who will be on-site 24/7. In addition to this, knox

boxes will be located at all gate entries into the site to enable access to the site. Knox boxes are also located at the Main Entry and Fire Pump Room for access into the interior of the building.

23. *The petitioner's response to Comment No. 18 is acceptable.*

Response: Comment noted.

Fire Department Comments:

1. *The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.*

Response: When the 1421 and 1501 improvements watermain improvements were completed in the last couple years, an FDC and new watermain were located at the northwest corner of the building as part of the northern building demo to 1501 Shure. A fire hydrant is located approximately 120' from that FDC location. That FDC location is located adjacent to a building access point that will have all appropriate access keys in a knox box. In order to provide a new FDC connection a new fire line would be required to be installed across the entire building and is not part of the buildout scope of these improvements.

2. *The building will be sprinkled.*

Response: Confirmed.

3. *Fire Department access through the security gates needs to be addressed.*

Response: The rolling gates remain open while the BNOC is not in use and security gate arms can be activated by Security Staff who will be on-site 24/7.

4. *Install a fully operational annunciator panel or alarm panel at the main front entrance.*

Response: Fully operational alarm panel will be installed at the front entrance.

5. *The auto-turn diagram we received appears to be problematic with the space allowed for turning the apparatus. The Fire Department would like to work with the contractor to address this issue.*

Response: The south accesses have been received per markups by Deputy Chief Pete Ahlman received from Nanci Julius on August 22, 2019. These changes allow additional space for the fire truck to access the site.

Department Plan Review Summary:

1. Round 2, no further comments.

Response: Comment noted.

Planning and Community Development Comments:

26. The responses to comments #8-10, #12-14, and #16-25 are acceptable.

Response: Comment noted.

27. The response to comment #7 is noted. The requested approvals have been adjusted accordingly:
 - a. Amendment to PUD Ordinance 88-60, 15-016, and 15-040 to allow certain modifications to the approved development plan.
 - b. Variation to Chapter 28, Section 6.13-3a, Front Yard, to allow a 8' tall open fence with sharp points, a 17.3' tall solid fence enclosing a mechanical unit, and a 6' tall solid fence enclosing certain gas meters, all in a front yard.
 - c. Variation to Chapter 28, Section 6.13-3b, Side and Rear Yards, to allow a 8' tall open fence in a side yard and a 8' tall solid fence in a side yard.
 - d. Variation to Chapter 28, Section 6.13-3b.2, Corner Lot, to allow an 8-foot tall open fence and a 17.3' tall solid fence enclosing a mechanical unit in a rear yard.
 - e. Variation to Chapter 28, Section 6.13-3c.1, Exterior Side Yards, to allow an 8-foot tall open fence in an exterior side yard.
 - f. Variation to Chapter 28, Section 6.12-1, to waive the requirement for a traffic and parking study prepared by a qualified professional engineer.
 - g. Variation to Chapter 28, Section 6.6-5.1, Table of Permitted Obstructions, to allow Central Air Conditioning Units to be setback 8.5 feet from a side property line where code requires a 97.4' setback.
 - h. Variation to Chapter 28, Section 6.5-2, to allow certain accessory structures (guard houses) within a front yard and to allow five accessory structures on the subject property where only four are allowed.
 - i. Variation to Chapter 28, Section 10.2-9, Access, to allow certain driveway entrances in excess of the maximum allowable driveway width of 36'.
 - j. Please note that based on your response to comment 11, additional language may need to be added to 8b and 8d above.

Response: Noted.

28. The response to comment #11 is noted. Chainlink fences are limited to 6 feet in height and slats are only allowed when a chainlink fence screens a dumpster enclosure. Therefore, the proposed 8' tall chainlink fence with slats that encloses the northern transformer is not allowed. It is recommended that the slats be removed and landscaping be reincorporated as originally proposed. Alternatively, a variation can be requested for the slats, or the fence can be removed and the generator enclosure walls can be extended to include the transformer on the north side of

the building. Finally, a fence has also been shown on sheet C3.2 enclosing the existing transformer on the south side of the building. Is this also proposed as an 8' tall chainlink fence with slats? Please provide details for said chainlink fence to determine if a variation is required. If a variation is required, please update the response to the standards of review for proposed variations accordingly.

Response: A variation for a proposed chainlink fence with slats at 8' in height will be requested.

29. *The response to comment #15 is noted. However, no line delineating Phase I work from Phase II work was added to the floor plans. Please clarify if the 68,253 sq. ft. Phase II area consists of the area that is hatched and labeled "Unoccupied Area" (4001) on sheet A02-00B.*

Response: Yes, a line has been added to Sheet A02-00B. And yes, the Phase II work is the unoccupied area of 68,253 SF.

Landscape Comments:

1. *Per Chapter 28, Section 6.15, a 4 inch caliper shade tree is required at the ends of all parking rows. Please incorporate 4 inch caliper shade trees in the islands on the south end along Cellular Drive. Also, incorporate shade trees in the center island north of the building at the ends of the parking row and within each of the proposed islands. In addition, please incorporate a shade tree at the south end of the parking row along the west side. A 4 inch caliper shade tree must be provided at the ends of all parking rows.*

Response: Shade trees have been provided at the ends of all parking rows except where conflicts with utilities exist. 4-inch caliper shade trees have been provided in the islands on the south end along Cellular Drive. One tree has been added, but the remainder of islands have light poles. Shade trees have been added where possible.

If you have any questions or require any additional information, please contact me at 630.487.5555.

Sincerely,

Kimley-Horn and Associates, Inc.



Lesley Netzer, P.E., Project Manager

Enclosures: Fire Truck Routing Exhibit
Fire Hydrant Map Exhibit
Final Engineering Plans
Traffic Technical Memo
Lighting and Photometric Plans
Architectural Sheets A01-14, A01-15, A02-00B, A02-01F, A10-01, G01-01
Traffic Memo



**Plan Commission
8/28/2019**

Item: 2020 Budget

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Proposed 2020 Budget	Exhibits

VILLAGE OF ARLINGTON HEIGHTS
BOARDS & COMMISSIONS 2019 BUDGET REQUESTS

Name of Commission: Plan Commission

Chair: Terrance Ennes

	2017 Adopted Budget	2017 Actual	2018 Adopted Budget	2018 Actual	2019 Adopted Budget	2019 Actual YTD	2020 Proposed Budget
Compensation:							
Boards & Commissions	\$3,400	\$1,870	\$3,400	\$2,145	\$3,400	\$970	\$3,400
1 Chair x 24 mtgs x \$20							
8 Members x 24 meetings x \$15							
Social Security	\$200	\$116	\$200	\$133	\$200	\$60	\$200
Medicare	\$100	\$27	\$100	\$31	\$100	\$14	\$100
Contractural Services:							
APA membership dues	\$200	\$0	\$200	\$180	\$200	\$0	\$200
Travel & Training							
Educational/training materials	\$300	\$0	\$300	\$0	\$300	\$0	\$300
Photocopying	\$300	\$0	\$300	\$3	\$300	\$0	\$300
TOTAL EXPENDITURES	\$4,500	\$2,013.00	\$4,500.00	\$2,492.00	\$4,500	\$1,044	\$4,500

Accounts
101-1009-502.10-03
101-1009-502.19-11
101-1009-502.19-12
101-1009-502.22-02
101-1009-502.22-03
101-1009-502.22-15