VILLAGE OF ARLINGTON HEIGHTS

ORDINANCE NO. 2024-_____

AN ORDINANCE APPROVING A PLANNED UNIT DEVELOPMENT AND VARIATIONS FOR THE CONSTRUCTION AND OPERATION OF A MIXED-USE DEVELOPMENT
(1 E. Algonquin Road, 15 E. Algonquin Road, 111 E. Algonquin Road, and 2355 S. Arlington Heights Road)

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS
THIS __ DAY OF _____, 2024.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Arlington Heights,
Cook County, Illinois this
_____ day of _____, 2024

_____
Village Clerk

ORDINANCE NO. 2024-_____

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(1 E. Algonquin Road, 15 E. Algonquin Road, 111 E. Algonquin Road, and 2355 S. Arlington Heights Road)

WHEREAS, IHP AH Redevelopment LLC and IHP Arlington Heights LLC (collectively the *"Owners"*) are the owners of record of those certain properties located in the B-2 General Business District ("*B-2 District*") and the South Arlington Heights Road Overlay District (*"Overlay District"*) commonly known as 1 E. Algonquin Road, 15 E. Algonquin Road, 111 E. Algonquin Road, and 2355 S. Arlington Heights Road, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (collectively, the *"Property"*); and

WHEREAS, the Property is currently improved with three single-story commercial buildings and a five-story office building, all of which are vacant (collectively, the *"Existing Improvements"*); and

WHEREAS, the Owners desire to demolish the Existing Improvements and construct a 301-unit multi-family rental building on the Property with approximately 24,972 square feet of ground floor commercial space (collectively, the *"Proposed Development"*); and

WHEREAS, the Proposed Development is the first phase, referred to as Phase I, of a proposed multi-phase development in the vicinity of the Property; and

WHEREAS, pursuant to Section 5.1-21.1.h of "The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights," as amended (*"Zoning Code"*), in order to construct and operate the Proposed Development in the Overlay District, the Village must approve a planned unit development therefor (*"PUD"*); and

WHEREAS, pursuant to Section 5.1-21.1.d of the Zoning Code, a building setback of 15 feet is required for the first three floors of a structure in the Overlay District; and

WHEREAS, the Owners desire to construct the first floor of the Proposed Development with a setback of two feet, in violation of Section 5.1-21.1.d of the Zoning Code; and

WHEREAS, pursuant to Section 5.1-21.1.d of the Zoning Code, a building setback of 50 feet is required for floors four and above of a structure in the Overlay District; and

WHEREAS, the Owners desire to construct the eastern side of floors four through eight of the Proposed Development with a setback of 21.1 feet, and the southern side of floors four through eight with a setback of 19.2 feet, in violation of Section 5.1-21.1.d of the Zoning Code; and

WHEREAS, pursuant to Section 6.6-5.1 of the Zoning Code, balconies may only encroach within a rear yard setback; and

WHEREAS, the Owners desire to construct balconies on the north side of the Proposed Development with a setback of 49.2 feet and balconies on the east and south sides of the Proposed Development with a setback of 33.5 feet, where setbacks of 50 feet are required, in violation of Section 6.6-5.1 of the Zoning Code; and

WHEREAS, pursuant to Section 10.2-12.3.b of the Zoning Code, the maximum horizontal foot-candles given off by a property in the B-2 District is 2.0 foot-candles; and

WHEREAS, Owners desire that the Proposed Development emit up to 4.0 foot-candles on the south side of the Proposed Development, in violation of Section 10.2-12.3.b of the Zoning Code; and

WHEREAS, pursuant to Sections 9 and 12 of the Zoning Code, TR Management and Consulting, LLC ("*Applicant*"), on behalf of the Owner, has filed an application for approval of: (i) a PUD to allow a predominantly multi-family residential development on the Property; (ii) variations from Section 5.1-21.1.d of the Zoning Code to permit the construction of the Proposed Development within the required setbacks on the Property; (iii) a variation from Section 6.6-5.1 of the Zoning Code to permit the encroachment of balconies within the required setback of the Property; (iv) a variation from Section 10.2-12.3.b of the Zoning Code to allow up to 4.0 foot-candles to be emitted from the Proposed Development (collectively, the "*Requested Relief*"), and (v) for a preliminary plat of subdivision for the Property; and

WHEREAS, a public hearing of the Plan Commission of the Village to consider approval of the Requested Relief was duly advertised in the *Daily Herald* on November 14, 2023, and held on November 29, 2023; and

WHEREAS, on November 29, 2023, the Plan Commission made findings and recommendations in support of the Requested Relief, with conditions; and

WHEREAS, the President and Board of Trustees have determined that the Requested Relief meets the required standards for PUDs and variations as set forth in Sections 9 and 12 of the Zoning Code; and

WHEREAS, the Board of Trustees will consider adoption of a resolution approving a preliminary plat of subdivision for the Property; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interest of the Village to grant the Requested Relief, subject to the conditions, restrictions, and provisions of this Ordinance;

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

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. GRANT OF PLANNED UNIT DEVELOPMENT. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Section 9 of the Zoning Code and the home rule powers of the Village, the Village hereby grants a PUD to the Owners for the development, use, and maintenance of the Proposed Development on the Property.

SECTION 3. GRANT OF VARIATIONS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 4 of this Ordinance, and in accordance with, and pursuant to, Sections 9 and 12 of the Zoning Code and the home rule powers of the Village, the Village hereby grants the following variations to the Owners in connection with the Proposed Development on the Property:

A. Northeast Corner Setback. A variation from Section 5.1-21.1.d of the Zoning Code to reduce the minimum setback for the northeast corner of the first floor of the Proposed Development, from 15 feet to two feet.

B. Eastern and Southern Setbacks. Variations from Section 5.1-21.1.d of the Zoning Code to reduce the minimum setback (1) for the eastern side of floors four through eight of the Proposed Development, from 50 feet to 21.1 feet, and (2) for the southern side of floors four through eight, from 50 feet to 19.2 feet.

C. Balconies. Variations from Section 6.6-5.1 of the Zoning Code to reduce the minimum setback (1) for balconies on the north side of the Proposed Development, from 50 feet to 49.2 feet, and (2) for balconies on the east and south sides of the Proposed Development, from 50 feet to 33.5 feet.

D. Foot Candle Variation. A variation from Section 10.2-12.3.b of the Zoning Code to increase the maximum horizontal foot-candles on the south side of the Proposed Development, from 2.0 to 4.0.

SECTION 4. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Zoning Code, the approvals granted pursuant to Sections 2 and 3 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Property in substantial compliance with each and all of the following conditions. The Owners are jointly and severally responsible for complying with their obligations in this Ordinance. For all conditions set forth in this Section 4 for which the Village may conduct a review, make a modification, make an approval, or make a determination, the Village Manager, or their designee, is authorized to take that action in their sole discretion. The Owners will bear all costs for compliance with its obligations in this Section 4 and elsewhere in this Ordinance, unless otherwise noted.

A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of the Proposed Development and the Property must comply at all times with all applicable federal, State, and Village statutes, codes, ordinances, and regulations, as the same have been or may be amended from time to time.

B. Compliance with Plans. Except for minor changes and site work approved by the Village Director of Building & Life Safety (for matters within their permitting authority) in accordance with all applicable Village standards, and except as may be approved pursuant to Sections 4.C through 4.G of this Ordinance, the development, use, operation, and maintenance of the Proposed Development and of the Property must be substantially compliant with the following plans (collectively, the *"Plans"*):

1. The Architectural Plans, prepared by Thomas Roszak Architecture, LLC, consisting of 19 sheets, with a last revision date of October 25, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit B;

2. The Engineering Plans, prepared by Thomas Roszak Architecture, LLC, consisting of 16 sheets, with a last revision date of October 20, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit C;

3. The Landscape Plans, prepared by Thomas Roszak Architecture, LLC, consisting of two sheets, with a last revision date of October 25, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit D;

4. The Parking Floor Plan, prepared by Thomas Roszak Architecture, LLC, consisting of two sheets, with a last revision date of October 25, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit E;

5. The Parking Management Plan, undated and consisting of one sheet, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit F;

6. The Conceptual Renderings, prepared by Thomas Roszak Architecture, LLC, consisting of one sheet, with a last revision date of September 15, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit G;

7. The Elevations, prepared by Thomas Roszak Architecture, LLC, consisting of two sheets, with a last revision date of October 25, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit H;

8. The Conceptual Future Intersection Layout Exhibit, prepared by V3 Companies, Ltd., consisting of one sheet, with a last revision date of November 20, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit I;

9. The Turning Plan, prepared by V3 Companies, Ltd., consisting of three sheets, with a last revision date of October 18, 2023, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit J; and

10. The Construction Staging Plan, undated and prepared by Clark Construction Group, LLC, consisting of five sheets, a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit K.

C. General Conditions.

1. Final Plat of Subdivision. Construction of the Proposed Development may not commence unless and until the Board of Trustees approves a final plat of subdivision for the Property ("*Final Plat*"). The Owners must diligently pursue approval of the Final Plat in accordance with the conditions and requirements of Resolution No. ____. The approval of the PUD and variations for the Property, as set forth in Sections 2 and 3 of this Ordinance, is not to be deemed or interpreted as authorizing or entitling the Owners to approval of the Final Plat or to any other approval, or to the issuance of any permit, until after all of the standards and procedures for such other approvals or permits have been satisfied. Further, the Board of Trustees will have no obligation to consider or approve the Final Plat unless and until the Owners comply with the applicable procedures for review and approval of a final plat of subdivision for the Property, as set forth in the Village Code.

2. Design Approval. Prior to submittal of a building permit application for the Proposed Development, the Owners must, in order to comply with the requirements of the Village's Design Commission motion passed on October 24,

2023, modify the color temperature of the lighting inside the parking garage to match the color temperature of the lighting in the residential portions of the building to the satisfaction of the Village. The Owners are encouraged to: (a) further refine the obelisk design to be simpler, to be related to the green fins and overall brand of the building, and to allow for pedestrian walking space between the obelisk's plates, and, if the obelisk design is proposed to be materially changed after approval of this Ordinance, the Village may refer the design to the Design Commission for further review, and (b) further refine the obelisk lighting to be dark-sky friendly.

3. Impact Fees. Impact fees must be paid in accordance with, and as required by, Chapter 29 of the Municipal Code of Arlington Heights, Illinois, 1995, as amended (*"Village Code"*).

4. Inclusionary Housing. The Proposed Development must be in full compliance with the requirements of the Village's Inclusionary Housing Ordinance set forth in Chapter 7 of the Village Code, and the Village's Inclusionary Housing Guidelines, including, without limitation, the following:

   a. Providing, in perpetuity, 30 actual on-site affordable units within the Proposed Development (a minimum of 10% of the total units), in compliance with Section 7-1707(b)(3) of the Village Code; and

   b. Ensuring compliance with all other provisions of the Inclusionary Zoning Ordinance.

5. Construction Logistics Plan.

   a. The building permit application for the Proposed Development must include a detailed final construction schedule and logistics plan, that identifies staging areas, material storage, lane closures, construction worker parking, truck parking, and truck access, for review, modification, and approval by the Village.

   b. Any construction work for the Proposed Development occurring within any public right-of-way must be scheduled and performed in a manner to minimize disruption to other businesses, residential neighbors, and patrons of area. Construction traffic must be limited to pre-approved lanes and locations approved by the Village.

   c. Emergency access must be maintained at all times during each construction phase.

D. Use Conditions.

1. Condominium Conversion. The dwelling units within the Proposed Development may not be converted to condominium units except upon (a) amendment of the PUD granted pursuant to Section 2 of this Ordinance in accordance with all applicable procedures set forth in the Zoning Code, (b) amendment of the Final Plat in accordance with all applicable procedures set forth in the Village Code, (c) the provision of sufficient off-

street parking spaces for the Property, as determined by the Village, and (d) approval of any other necessary Zoning Code or Village Code relief.

2. Restaurants. A restaurant may be established within the Proposed Development only after issuance of a special use permit or special use waiver, and a restaurant will be subject to all applicable requirements of the Zoning Code and Village Code, including, without limitation, the provisions of off-street parking spaces.

3. No Medical Offices. Medical office uses are prohibited within the Proposed Development.

E. Traffic and Street Infrastructure Conditions.

1. Traffic Improvements. Prior to issuance by the Village of a certificate of occupancy for the Proposed Development, the Owners must diligently design, obtain permits for, and implement all traffic improvements required by the Zoning Code, the Village Code, and this Ordinance, including, without limitation, the Phase I Tonne Road traffic signal modifications and improvements described in that portion of the Traffic Study, dated October 18, 2023 and prepared by KLOA, Inc. consisting of 40 sheets, attached to and, by this reference, made a part of this Ordinance as Exhibit L.

2. Intersection Improvements. The Owners must diligently design, pursue permits for, and construct intersection improvements at the intersection of Algonquin Road and Tonne Road as depicted and identified in Exhibit I (collectively, the "*Intersection Improvements*") when traffic warrants are met, upon request of the Village. The Intersection Improvements may include, without limitation, construction of dual left turn lanes from northbound Tonne Road onto westbound Algonquin Road.

a. The Intersection Improvements must be constructed no later than when warranted upon development of additional phases of property, other than the Property, in the vicinity of the Proposed Development, which are referred to as "Phases II through IV" (collectively, Phases I through IV are the "*Phases*" and individually a "*Phase*").

b. Upon request of the Owners, the Village may, in its discretion, establish a recapture agreement covering some or all of the other Phases to reimburse the Owners for a portion of its costs of the northern portion of the Intersection Improvements.

3. Bicycle Access. On an ongoing basis, the Owners must cooperate with the Village to determine the feasibility of bicycle access improvements to the Forest Preserve District of Cook County Ned Brown Preserve, also known as Busse Woods (collectively, the "*Bicycle Access Improvements*"). If the Village determines that the Bicycle Access Improvements are feasible, the Owners must diligently design, pursue permits for, and construct the Bicycle Access Improvements on the Property. The Bicycle Access Improvements may include, without limitation, wayfinding, sidewalk, and bicycle path signage and striping, granting appropriate easements on the Property assist with placement of footings or piers for a bicycle bridge or tunnel and with traffic signal modifications. The Bicycle Access

Improvements do not include significant capital expenditures for the design or construction of a bridge or tunnel to Busse Woods.

4. East/West Access Road. Upon Village direction, the Owners must realign the east/west access road on the southern side of the Property at its intersection with Tonne Road ("*East/West Access Road*"), as generally depicted in the map in attached to and, by this reference, made a part of this Ordinance as Exhibit M, with modifications as directed by the Village ("*Realignment*"). The Village may direct that the Realignment occur only after the earliest to occur of: (a) the owners of the property east of and abutting the Property consenting to the Realignment, or (b) the Owners, or their affiliate or subsidiary, acquiring the property east of and abutting the Property.

5. Overhead Utility Lines. Prior to issuance by the Village of a certificate of occupancy for the Proposed Development, the Owners must diligently pursue, obtain permits for, and complete the burial of overhead utility lines on the southern side of Algonquin Road between Tonne Road and Arlington Heights Road.

6. Illinois Department of Transportation Approvals. Prior to issuance of a building permit for the building portion of the Proposed Development, or a later date approved by the Village, the Owners must diligently pursue and obtain permits from the Illinois Department of Transportation for: (a) vehicular access to the Proposed Development along Arlington Heights Road and Algonquin Road, and (b) improvements within Illinois Department of Transportation rights-of-way or traffic signal timing modifications for signals within the Department's jurisdiction as required by the Illinois Department of Transportation.

7. Bus Stop Improvements. Prior to issuance by the Village of a certificate of occupancy for the building portion of the Proposed Development, the Owners must diligently design, obtain permits for, and implement bus stop improvements in the vicinity of the Proposed Development as directed by, and to the satisfaction of, the Village and in coordination with Pace, the Suburban Bus Division of the Regional Transportation Authority. The bus stop improvements must be depicted on the Proposed Project building permit drawings.

8. Water Line Improvement. The building permit application for the Proposed Development must include a waterline that connects the watermain in Arlington Heights Road to the watermain in Algonquin Road, as generally depicted in Exhibit C, but to be modified so that the waterline does not encroach outside of the Property at the northeast corner of the Property ("*Looped Waterline Connection*"). The Looped Waterline Connection must be constructed along with the building portion of the Proposed Development. If the Looped Waterline Connection cannot be constructed along with the building portion of the Proposed Development:

    a. The Owners must terminate the waterline at a valve and valve vault adjacent to the fire hydrant along Tonne Road located at the southeast corner of the Proposed Development and diligently pursue and obtain an easement to allow for the extension of the existing waterline ("*Looped Waterline Easement*") to allow for the Looped Waterline Connection to be constructed as generally depicted in Exhibit C;

b. If the Looped Waterline Easement is secured prior to issuance by the Village of a certificate of occupancy for the Proposed Development, the Owners must construct the Looped Waterline Connection prior to Village issuance of a certificate of occupancy; and

c. If the Looped Waterline Easement is secured after Village issuance of certificate of occupancy for the Proposed Development, the Owners must construct the Looped Waterline Connection within 180 days after a request by the Village, as may be extended by the Village in its sole discretion.

F. Parking Conditions.

1. Parking Management. At the request of the Village, the Owners must provide details and data on the operation, management, and usage of parking spaces both within the parking garage as well as in the vicinity of the Property. If the Village determines that modifications are needed for parking for the Proposed Development, the Owners must work with the Village and implement modifications to the operation, management, design, and allocation of onsite parking stalls and off-site parking stalls, to the satisfaction of the Village.

2. Shared Parking. The parking garage on the Property must be designed to allow access restrictions and segregation to be implemented between commercial parking, residential parking, and residential guest parking areas, to the satisfaction of the Village.

G. Streetscape and Landscape Conditions.

1. Streetscape and Landscape Improvements. Prior to issuance by the Village of a certificate of occupancy for the Proposed Development, the Owners must diligently design, obtain permits for, and make the following improvements to the satisfaction of the Village: (a) installation of parkway trees within the Arlington Heights Road and Algonquin Road parkways abutting the Property, (b) addition of foundation plantings adjacent to the building along the Arlington Heights Road, Algonquin Road, and Tonne Road frontages abutting the Property, and (c) installation of decorative pedestrian crossings at the intersections of Algonquin Road and Tonne Road and at Arlington Heights Road and Algonquin Road, subject to Illinois Department of Transportation review and approval.

2. Decorative Element Detailing. Prior to issuance of a building permit for the Proposed Development, the Owners must provide a complete site furnishing plan for review and approval by the Village, which must include, without limitation: (a) details for the proposed decorative pavement and paver, (b) details for the proposed decorative parking lot and driveway lights within the interior of the Property and along the East/West Access Road, and (c) further refinement of the seat wall and pedestrian area at the southeast corner of Arlington Heights Road and Algonquin Road.

3. Interim Curbing. If Phase III of the proposed multi-phase development in the vicinity of the Property is not under construction within five years after the date of adoption of this Ordinance, the Owners must diligently design, obtain permits for,

and install interim curbing and landscaping on the south side of the East/West Access Road, to the satisfaction of the Village.

SECTION 5. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded on title to the Property with the Cook County Clerk's Recording Division. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon the Owners and each of their heirs, representatives, successors, and assigns.

SECTION 6. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of either Owner to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approvals granted in Sections 2 and 3 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approvals granted in Sections 2 and 3 of this Ordinance unless they first provide the Owners with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-2 District and the Overlay District, and the applicable provisions of the Village Code, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 7. AMENDMENTS. Any amendments to the approvals granted in Sections 2 and 3 of this Ordinance that may be requested by the Owners after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code.

SECTION 8. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 9. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law; and

2. The filing by the Owners and the Applicant with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit N attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event the Owners and Applicant do not file a fully executed copy of the Unconditional Agreement and Consent, as required by Section 9.A.2 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and

Board of Trustees will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 2024

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

PARCEL 1:

THAT PART OF THE FOLLOWING DESCRIBED PARCELS A AND B TAKEN AS A TRACT, LYING EASTERLY OF A LINE DRAWN FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF:

PARCEL A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

THAT PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT NO. 10023115 IN BOOK 258 OF PLATS, PAGE 32, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF LOT 2; THENCE SOUTHEASTERLY ALONG THE NORTH LINE OF LOT 2, BEING THE SOUTHERLY LINE OF ALGONQUIN ROAD, FOR 23 FEET; THENCE SOUTHWESTERLY ALONG A LINE PARALLEL TO THE WESTERLY LINE OF SAID LOT 2 FOR 295.92 FEET TO A POINT IN A SOUTHERLY LINE OF SAID LOT 2; THENCE NORTHWESTERLY ALONG THE AFORESAID SOUTHERLY LINE OF SAID LOT 2 FOR 24.38 FEET TO THE MOST WESTERLY CORNER OF LOT 2; THENCE NORTHEASTERLY ALONG A WESTERLY LINE OF LOT 2 FOR 304.02 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 14, 1994 IN CASE NO. 93L51106 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 2; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET; THENCE SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG A LINE PARALLEL WITH THE WESTERLY LINE OF SAID LOT 2 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 2 A DISTANCE OF 23.00 FEET TO THE WESTERLY LINE OF SAID LOT 2; THENCE NORTH 26 DEGREES 24 MINUTES 20 SECONDS EAST ALONG SAID WESTERLY LINE OF LOT 2 A DISTANCE OF 13.45 FEET TO THE POINT OF BEGINNING.

PARCEL 5:

THAT PART OF LOTS 1 AND 2 IN LINCOLN-EXECUTIVE PLAZA RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 2 IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL

MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 12, 1981 AS DOCUMENT 26056020, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE SOUTH 27 DEGREES 05 MINUTES 35 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET TO A POINT OF BEGINNING AT THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED 16.70 FEET (SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED BEING A STRAIGHT LINE DRAWN FROM SAID POINT ON THE WESTERLY LINE OF SAID LOT 1, 11.27 FEET, AS MEASURED ALONG SAID WESTERLY LINE SOUTHERLY OF THE NORTHWEST CORNER OF SAID LOT 1 TO A POINT ON THE EAST LINE OF SAID LOT 1, 11.18 FEET AS MEASURED ALONG SAID EAST LINE, SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1); THENCE SOUTH 28 DEGREES 48 MINUTES 58 SECONDS WEST, 21.29 FEET; THENCE SOUTH 06 DEGREES 56 MINUTES 53 SECONDS EAST, 22.07 FEET; THENCE SOUTH 49 DEGREES 43 MINUTES 46 SECONDS EAST, 33.35 FEET; THENCE SOUTH 40 DEGREES 16 MINUTES 14 SECONDS WEST, 104.60 FEET TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX NORTHWESTERLY, HAVING A RADIUS OF 225.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 5.12 FEET TO THE WEST LINE OF SAID LOT 1 (THE CHORD OF SAID ARC BEARS SOUTH 39 DEGREES 37 MINUTES 07 SECONDS WEST, 5.12 FEET); THENCE SOUTH 00 DEGREES 01 MINUTES 27 SECONDS WEST ALONG THE WEST LINE OF SAID LOT, BEING ALSO THE EAST LINE OF SAID LOT 2, 34.16 FEET TO A POINT 505.81 FEET, AS MEASURED ALONG SAID EAST LINE OF LOT 2, NORTH OF THE SOUTHEAST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES 58 MINUTES 33 SECONDS WEST, 152.02 FEET TO A CORNER OF SAID LOT 2; THENCE NORTH 82 DEGREES 20 MINUTES 08 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 2, 93.22 FEET TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 27 DEGREES 05 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 2, 282.19 FEET TO THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED; THENCE SOUTH 63 DEGREES 52 MINUTES 35 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 126.70 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 63 DEGREES 11 MINUTES 02 SECONDS EAST ALONG THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD AS WIDENED, 45.36 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 8:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT INTERSECTION OF SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN SAID BUSSE'S DIVISION RUNNING THENCE SOUTHERLY ALONG EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET, THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET, THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE PLACE OF BEGINNING, THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF ROAD, 175 FEET TO PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS;

EXCEPTING THEREFROM THAT PORTION OF THE ABOVE DESCRIBED PREMISES CONVEYED BY WARRANTY DEED DATED JANUARY 7, 1970 TO THE STATE OF ILLINOIS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PART OF THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN THE SUBDIVISION; RUNNING THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 175 FEET; THENCE EASTERLY AT RIGHT ANGLES TO SAID EASTERLY LINE OF ROAD 165.08 FEET; THENCE NORTHERLY PARALLEL WITH SAID EASTERLY LINE OF SAID ROAD, 116.92 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD WHICH IS 175 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 175 FEET, TO THE POINT OF BEGINNING; BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF ALGONQUIN ROAD WITH THE EASTERLY LINE OF ARLINGTON HEIGHTS ROAD AS LAID OUT IN AFOREMENTIONED SUBDIVISION, THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID ARLINGTON HEIGHTS ROAD, 25 FEET, TO A POINT; THENCE NORTHEASTERLY ALONG A STRAIGHT LINE, A DISTANCE OF 29.086 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID ALGONQUIN ROAD, WHICH IS 25 FEET EASTERLY OF THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID SOUTHERLY LINE OF SAID ROAD 25 FEET, TO THE POINT OF BEGINNING;

ALSO EXCEPTING THEREFROM THAT PORTION OF THE ABOVE PREMISES CONVEYED TO THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY CONDEMNATION PROCEEDINGS AS SET FORTH IN FINAL JUDGMENT ORDER NO. 93 L 51012, FILED IN THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS ON MAY 2, 1996, SAID PREMISES BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PART OF LOT 4 IN AUGUST BUSSE'S DIVISION, BEING A SUBDIVISION OF PART OF THE EAST 1/2 OF

SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1928 AS DOCUMENT 10023115, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 25.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 150.19 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST 14.27 FEET TO A POINT 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF THE NORTHERLY LINE OF SAID LOT 4; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY AND PARALLEL WITH THE SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 108.63 FEET; THENCE SOUTHERLY ALONG A TANGENTIAL CURVE CONCAVE

TO THE SOUTHEAST, RADIUS 35.00 FEET, CENTRAL ANGLE 109 DEGREES 33 MINUTES 40 SECONDS, 66.93 FEET TO A POINT 16.00 FEET NORMALLY DISTANT EASTERLY OF THE WESTERLY LINE OF SAID LOT 4; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 105.48 FEET; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST 16.00 FEET TO THE WESTERLY LINE OF SAID LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 150.00 FEET; THENCE NORTH 61 DEGREES 48 MINUTES 25 SECONDS EAST 28.84 FEET, TO THE POINT OF BEGINNING.

PARCEL 9A:

THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4, TOGETHER WITH THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE THEREOF, IN AUGUST BUSSE'S DIVISION OF PART OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED JANUARY 20, 1994 IN CASE NO. 93L50915 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4; THENCE SOUTH 82 DEGREES 53 MINUTES 55 SECONDS EAST ALONG THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET; THENCE SOUTH 7 DEGREES 01 MINUTES 35 SECONDS WEST ALONG A LINE 16.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 A DISTANCE OF 227.08 FEET TO THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4; THENCE NORTH 82 DEGREES 53 MINUTES 55 SECONDS WEST ALONG SAID SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF SAID LOT 4 A DISTANCE OF 16.00 FEET TO THE POINT OF BEGINNING.

PARCEL 9B:

LOT 4 (EXCEPTING THE SOUTH 104.41 FEET THEREOF, AND ALSO EXCEPTING THAT PART OF THE WEST 182.08 FEET LYING NORTH OF SAID SOUTH 104.41 FEET AND LYING SOUTH OF THE NORTH 175.00 FEET OF SAID LOT 4, AND ALSO EXCEPTING THE NORTH 175.00 FEET OF THE WEST 165.08 FEET OF SAID LOT 4, ALL AS MEASURED ALONG AND PERPENDICULAR TO THE WESTERLY LINE OF SAID LOT 4) IN AUGUST BUSSE'S DIVISION OF PARTS OF THE EAST 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXCEPTING THEREFROM THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS BY ORDER ENTERED APRIL 22, 1994 IN CASE NO. 94L50128 AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 4; THENCE ON AN ASSUMED BEARING OF SOUTH 26 DEGREES 24 MINUTES 20 SECONDS WEST ALONG THE EASTERLY LINE OF SAID LOT 4 A DISTANCE OF 13.45 FEET; THENCE NORTH 63 DEGREES 24 MINUTES 45 SECONDS WEST ALONG A LINE 13.45 FEET NORMALLY DISTANT SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4 A DISTANCE OF 249.44 FEET TO THE EAST LINE OF SAID WEST 165.08 FEET OF LOT 4; THENCE NORTH 7 DEGREES 01 MINUTES 35 SECONDS EAST ALONG SAID EAST LINE OF THE WEST 165.08 FEET OF LOT 4 A DISTANCE OF 14.27 FEET TO THE NORTHERLY LINE OF SAID LOT 4; THENCE SOUTH 63 DEGREES 24 MINUTES 45 SECONDS EAST ALONG SAID NORTHERLY LINE OF LOT 4 A DISTANCE OF 254.18 FEET TO THE POINT OF BEGINNING.

EXCEPTING FROM SAID PARCELS 9A AND 9B ABOVE A TRACT OF LAND LYING EASTERLY OF A LINE DRAWN

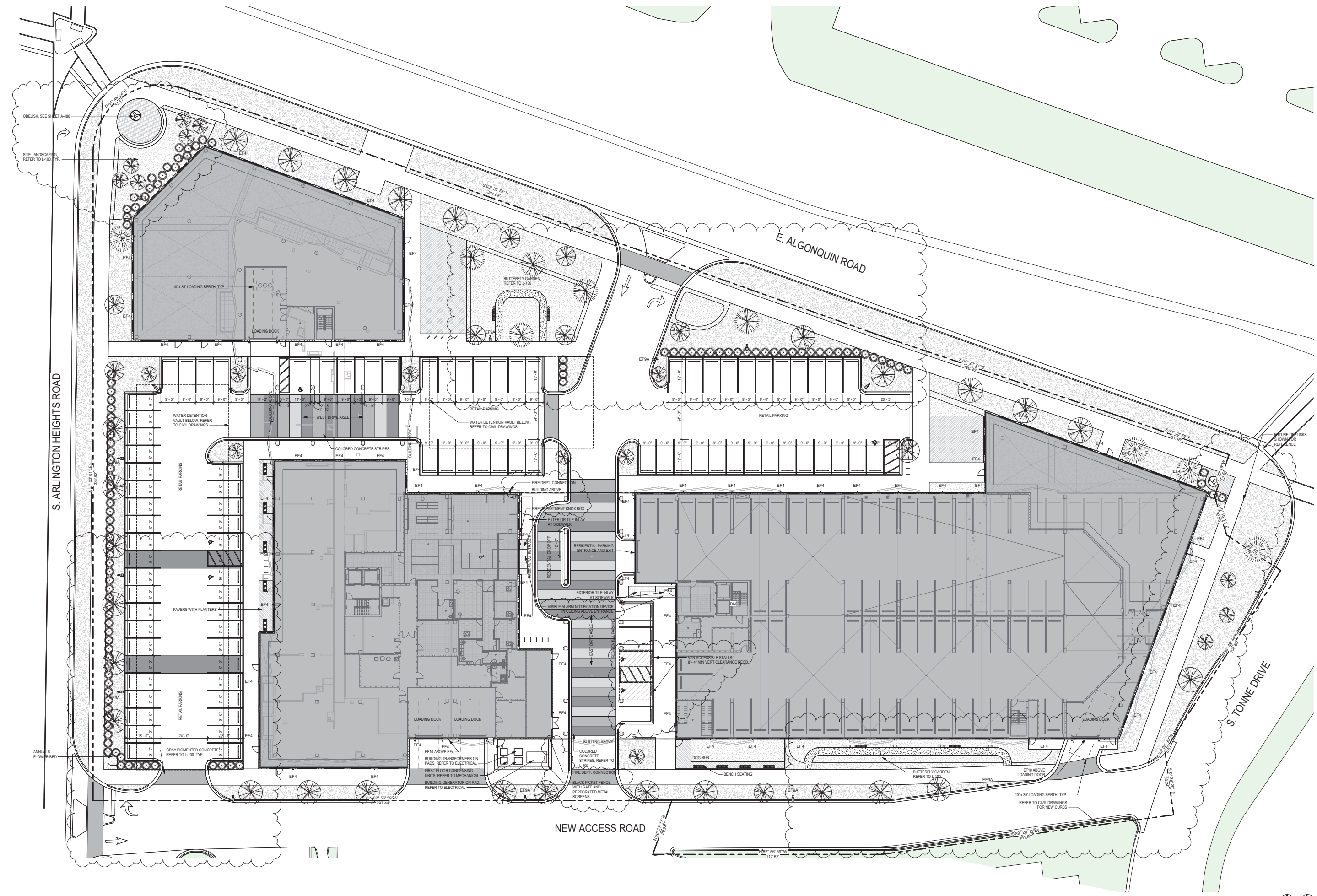
FROM A POINT ON THE NORTH LINE OF SAID TRACT, SAID POINT BEING 238.93 FEET EAST OF THE NORTH MOST CORNER OF SAID TRACT, AS MEASURED ALONG THE NORTH LINE THEREOF, TO A POINT ON THE SOUTH LINE OF THE NORTH 76.83 FEET OF THE SOUTH 104.41 FEET OF LOT 4 AFORESAID, SAID POINT BEING 286.44 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID TRACT, AS MEASURED ALONG THE SOUTH LINE THEREOF IN COOK COUNTY, ILLINOIS.

Commonly referred to as 1 E. Algonquin Road, 15 E. Algonquin Road, 111 E. Algonquin Road, and 2355 S. Arlington Heights Road, Arlington Heights, Illinois

PINs: 08-16-401-018, 08-16-401-030, 08-16-401-036, 08-16-401-039, 08-16-401-043, 08-16-401-045, and 08-16-401-046.

EXHIBIT B

ARCHIECTURAL PLANS



1 SITE PLAN
1/16" = 1'-0"

PROJECT NORTH
TRUE NORTH

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SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's
3	8/10/2023	ADDENDUM #1
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN

SHEET TITLE
SITE PLAN

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-100

PARKING LEVEL NOTES

1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" CONCRETE WHEEL STOP LOCATED 3'-0" FROM REAR OF STALL, UNO. PINNED IN PLACE AT EXTERIOR LOCATIONS, EPOXIED IN PLACE AT INTERIOR LOCATIONS.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. MIN 60" WIDE PAINTED WHITE STRIPED ACCESS AISLE FOR FULL LENGTH OF STALL
   E. 6" x 6" CONCRETE WHEEL STOP LOCATED 3'-0" FROM REAR OF STALL. PINNED IN PLACE AT EXTERIOR LOCATIONS, EPOXIED IN PLACE AT INTERIOR LOCATIONS.
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
4. ALL PARKING STALLS AND DRIVE AISLES TO MAINTAIN MINIMUM CLEAR HEIGHT OF 7'-2"
5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
7. PROVIDE VEHICULAR TRAFFIC COATING IN ALL PARKING GARAGES EXCEPT AT FOLLOWING LOCATIONS: HEAVY VEHICULAR TRAFFIC COATING OVER OCCUPIED SPACES, SEALED CONCRETE AT SLAB-ON-GRADES.
8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS B#

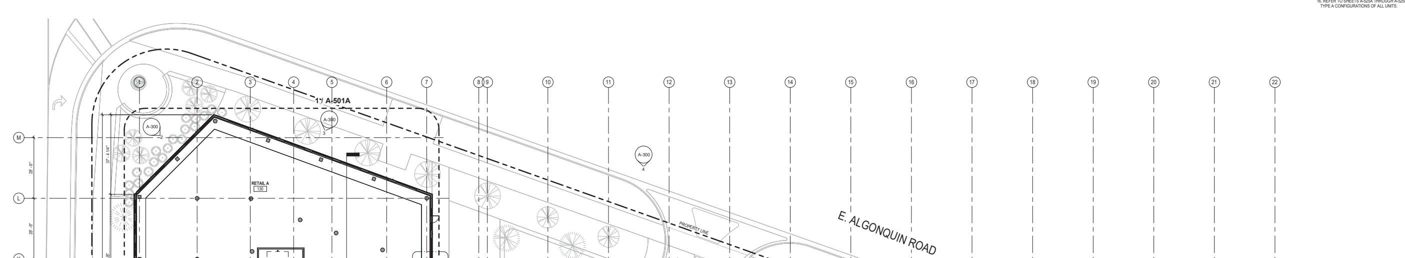
FINISH LEGEND

ROOM FINISH TAG: CEILING | WALL / FLOOR | WALL BASE

COMMON SPACE SHADES: - - - -

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.
16. REFER TO SHEETS A-525A THROUGH A-525F FOR TYPE A CONFIGURATIONS OF ALL UNITS.



LEVEL 1 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

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Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN

SHEET TITLE
LEVEL 1 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-101
DATE: 10/16/2023	

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

PARKING LEVEL NOTES

1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
2. TYPICAL PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 9'-0" x 18'-0"
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 3'-0" FROM REAR OF STALL, UNO.
3. TYPICAL HANDICAPPED PARKING STALLS TO RECEIVE THE FOLLOWING:
   A. SIZE UNO: 11'-0" x 18'-0" + 5'-0" x 18'-0" ACCESS AISLE
   B. 10" TALL PAINTED ORANGE STALL NUMBER
   C. 4" WIDE PAINTED ORANGE PARKING STRIPES AT LEFT AND RIGHT
   D. MIN 60" WIDE PAINTED WHITE STRIPED ACCESS AISLE FOR FULL LENGTH OF STALL
   E. 6" x 6" BLACK RUBBER WHEEL STOP WITH REFLECTIVE VISIBILITY STRIPING LOCATED 3'-0" FROM REAR OF STALL
   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
4. ALL PARKING STALLS AND DRIVE AISLES TO MAINTAIN MINIMUM CLEAR HEIGHT OF 7'-2"
5. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES, PAINTED SAFETY ORANGE.
6. PROVIDE CORNER GUARDS AT ALL COLUMNS AND WALLS WITHIN VEHICULAR TRAFFIC, PAINTED SAFETY ORANGE.
7. PROVIDE VEHICULAR TRAFFIC COATING IN ALL PARKING GARAGES EXCEPT AT FOLLOWING LOCATIONS: HEAVY VEHICULAR TRAFFIC COATING OVER OCCUPIED SPACES, SEALED CONCRETE AT SLAB-ON-GRADES.
8. ALL PARKING FLOORS ARE TO SLOPE TO FLOOR DRAINS LOCATED AT DRIVE AISLE.
9. REFER TO SHEET A-422 FOR BOLLARD DETAILS B#

FINISH LEGEND

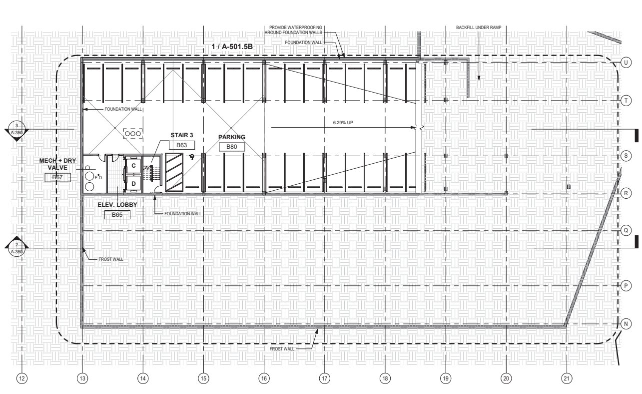
ROOM FINISH TAG

CEILING	WALL
FLOOR	WALL BASE

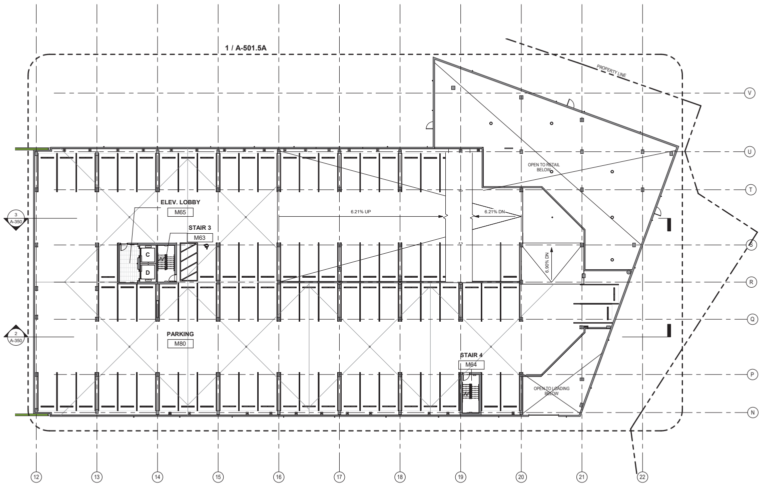
COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.

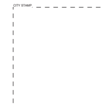


2 LEVEL LL OVERALL FLOOR PLAN
1/16" = 1'-0"



1 LEVEL 1.5 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP



SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

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No.	Date	Description
4	9/15/2023	90% CD's
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1	6/30/2023	50% CD's

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Arlington Heights, IL 60005

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Bradford Allen
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216 S. Jefferson Street, Suite 502
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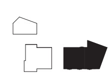
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR



KEY PLAN LV1.5

SHEET TITLE
LEVEL 1.5 AND LEVEL LL FLOOR PLAN

SCALE
As indicated

DATE
09/07/2023

SHEET NUMBER
A-101.5

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

PARKING LEVEL NOTES

1. WALL REINFORCEMENT - CMU AND HERITAGE BRICK WALLS IN PARKING AREAS SHALL RESIST A CONCENTRATED LOAD OF 6,000 LBS APPLIED HORIZONTALLY IN ANY DIRECTION TO THE BARRIER SYSTEM AND SHALL HAVE ANCHORAGES OR ATTACHMENTS CAPABLE OF TRANSFERRING THIS LOAD TO THE STRUCTURE. THE LOADS SHALL BE ASSUMED TO ACT AT HEIGHTS BETWEEN 1'-6" AND 2'-3" ABOVE THE FLOOR. REFER TO SECTION 4.5.3 OF ASCE 7 FOR ADDITIONAL INFORMATION.
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   A. SIZE UNO: 9'-0" x 18'-0"
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   F. FLOOR OR WALL MOUNTED HANDICAP SIGNAGE
   G. NO AREA OF THE PARKING STALL OR ACCESS AISLE SHALL HAVE SLOPE GREATER THAN 1:48
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FINISH LEGEND

ROOM FINISH TAG

CEILING	WALL
FLOOR	WALL BASE

COMMON SPACE SHADES - - - -

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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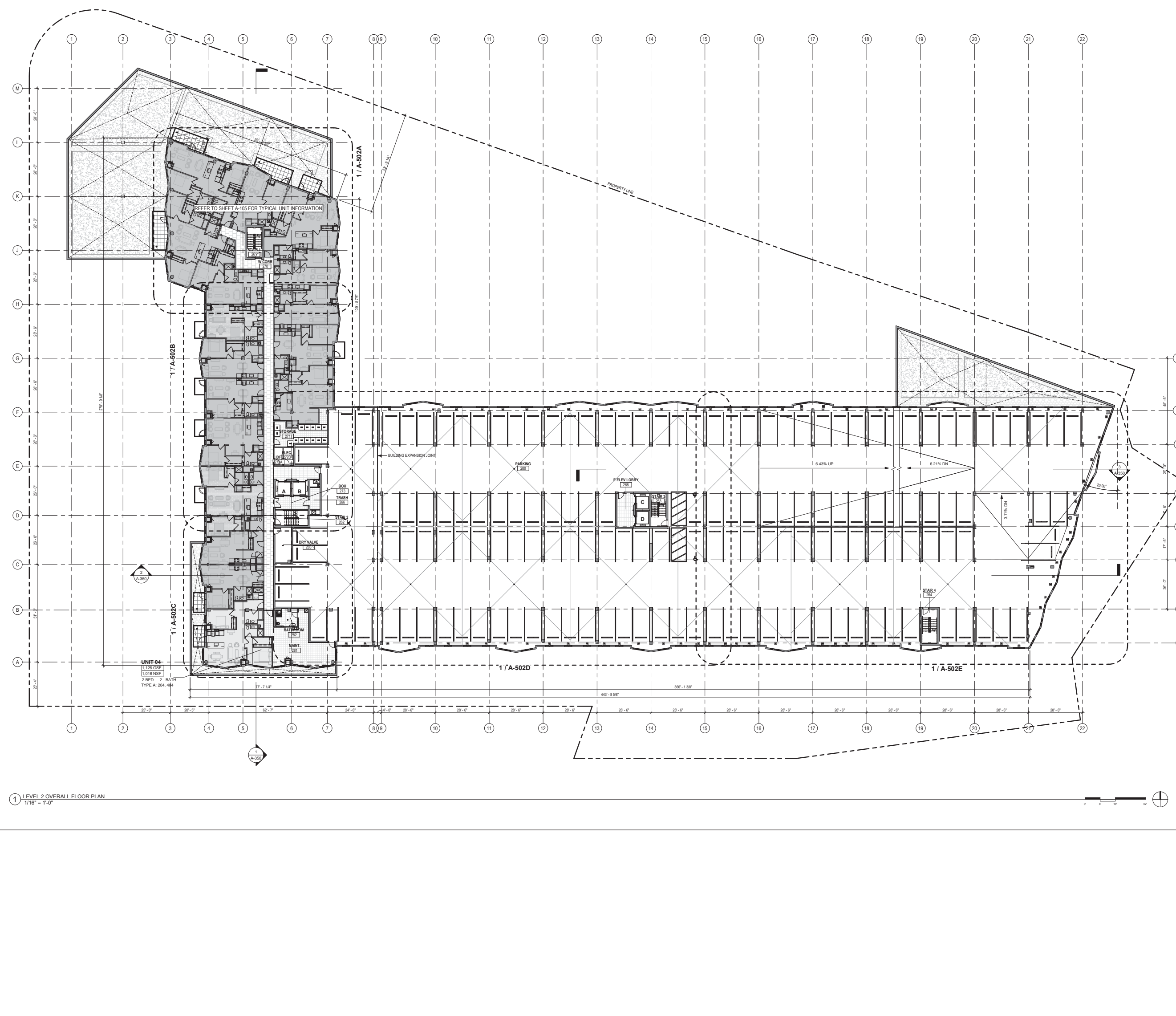

1 LEVEL 2 OVERALL FLOOR PLAN
1/16" = 1'-0"

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EXPIRATION DATE:
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

KEY PLAN LV2-3

SHEET TITLE
LEVEL 2 FLOOR PLAN

SCALE
As indicated

DATE
09/07/2023

SHEET NUMBER
A-102

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
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9. REFER TO SHEET A-422 FOR BOLLARD DETAILS B#

FINISH LEGEND

ROOM FINISH TAG

CEILING	WALL
FLOOR	WALL BASE

COMMON SPACE SHADES

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
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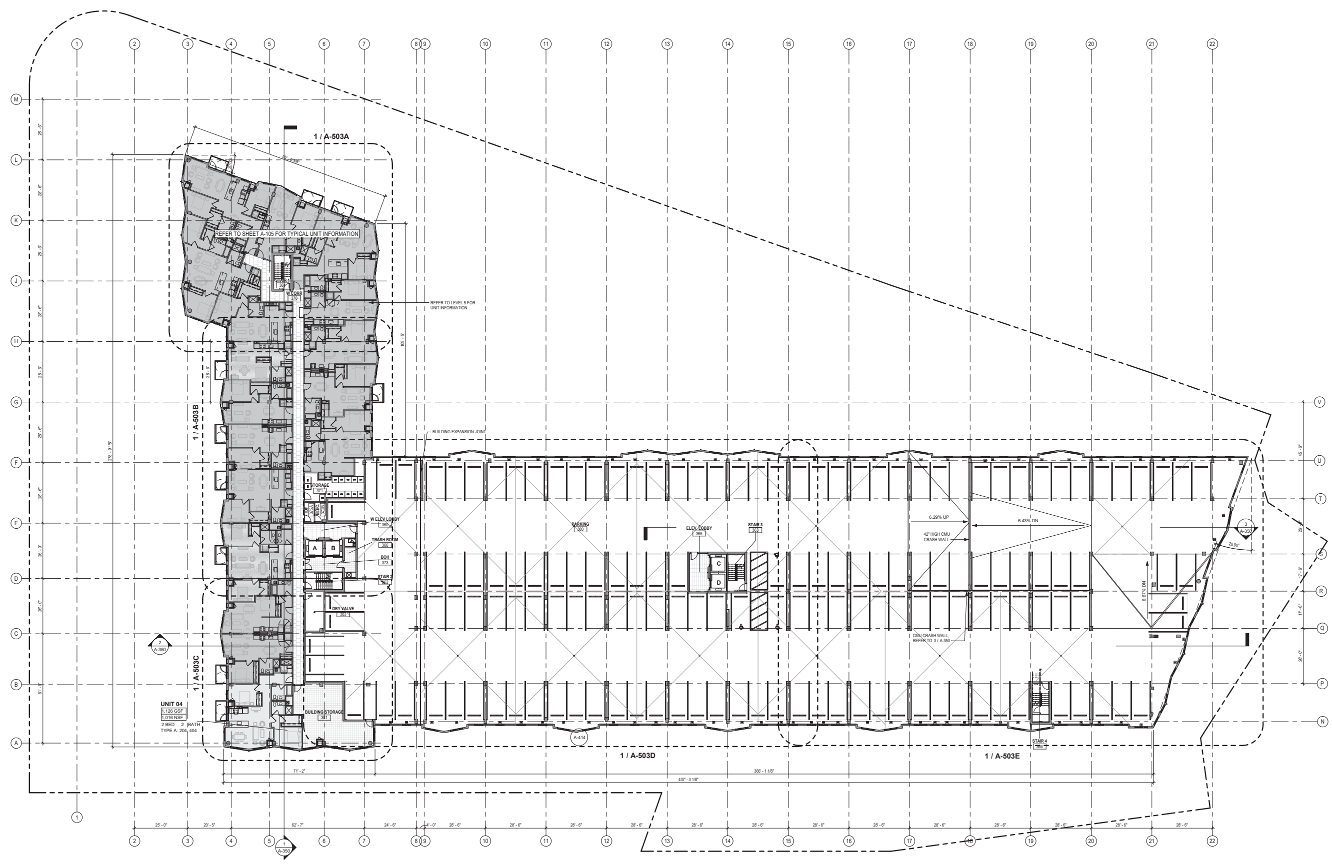

1 LEVEL 3 OVERALL FLOOR PLAN
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

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KEY PLAN LV2-3

SHEET TITLE
LEVEL 3 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-103
DATE 09/07/2023	

CITY STAMP

LANDSCAPING NOTES

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FINISH LEGEND

ROOM FINISH TAG

CEILING	WALL
FLOOR	WALL BASE

COMMON SPACE SHADES

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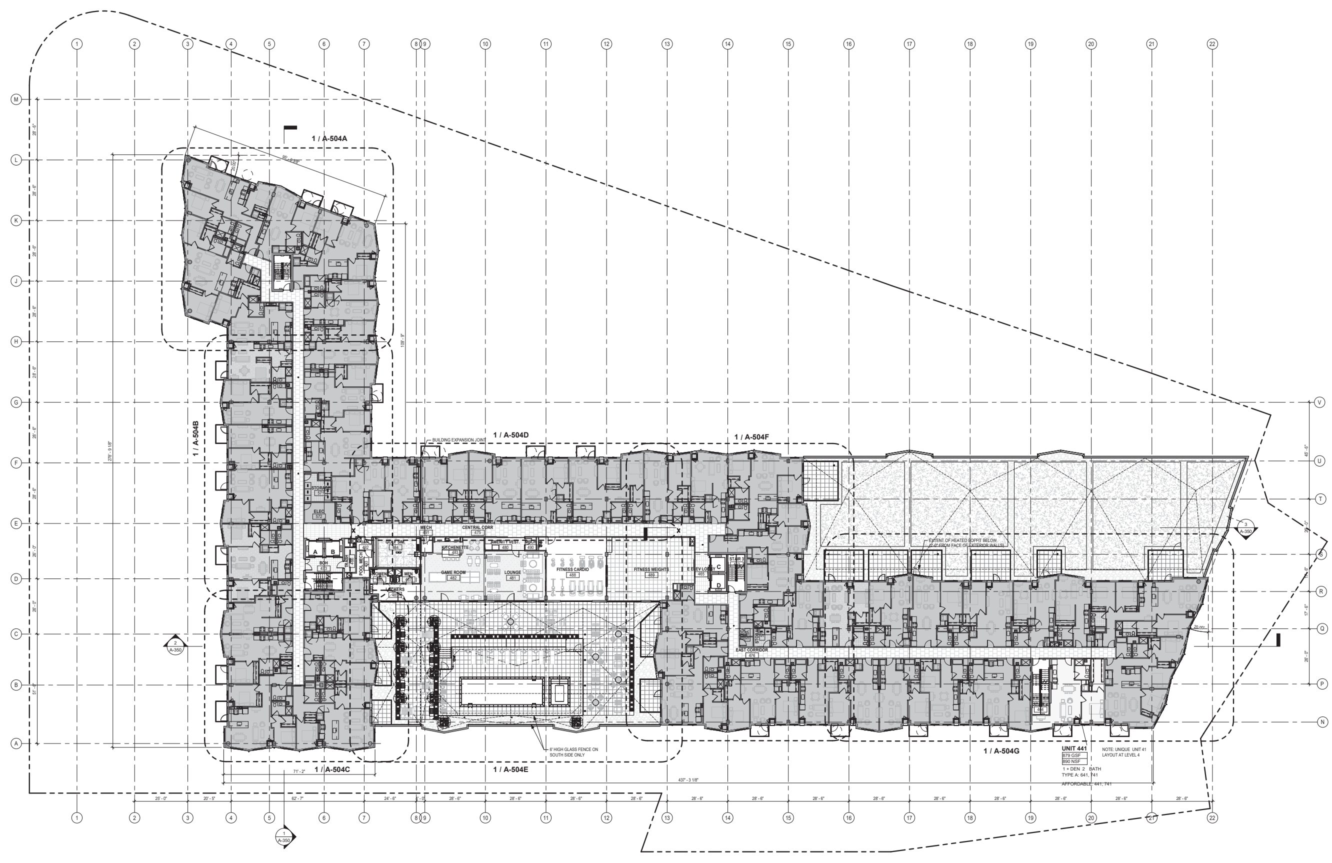

1 LEVEL 4 OVERALL FLOOR PLAN
1/16" = 1'-0"

SIGNATURE/SEAL

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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

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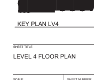


KEY PLAN LV4

SHEET TITLE
LEVEL 4 FLOOR PLAN

SCALE	SHEET NUMBER
As indicated	A-104
DATE 09/07/2023	

UNIT MIX				
ROOM NUMBER	BEDROOMS	AREA (GSF)	Area (NSF)	COUNT
UNIT 01	STUDIO	589 SF	549	5
UNIT 02	2 BED	923 SF	874	5
UNIT 03	2 BED	1,146 SF	1,072	5
UNIT 04	2 BED	1,081 SF	1,009	7
UNIT 05	1 BED	646 SF	610	7
UNIT 06	STUDIO	613 SF	580	7
UNIT 07	2 BED	1,041 SF	990	7
UNIT 08	1 + DEN	810 SF	771	7
UNIT 09	1 BED	644 SF	612	7
UNIT 10	1 BED	685 SF	652	7
UNIT 11	STUDIO	578 SF	545	7
UNIT 12	1 BED	763 SF	724	7
UNIT 13	2 BED	1,076 SF	1,006	7
UNIT 14	2 BED	1,169 SF	1,089	7
UNIT 15	1 BED	685 SF	644	7
UNIT 16	2 BED	1,114 SF	1,047	7
UNIT 17	1 BED	646 SF	609	7
UNIT 18	1 BED	702 SF	666	7
UNIT 19	1 BED	736 SF	697	7
UNIT 20	1 + DEN	849 SF	808	7
UNIT 21	STUDIO	571 SF	532	5
UNIT 22	1 BED	636 SF	607	5
UNIT 23	1 BED	703 SF	663	5
UNIT 24	1 BED	797 SF	758	5
UNIT 25	1 BED	733 SF	696	5
UNIT 26	2 BED	1,087 SF	1,040	5
UNIT 27	1 BED	736 SF	701	5
UNIT 28	STUDIO	588 SF	553	5
UNIT 29	2 BED	1,101 SF	1,031	5

UNIT MIX				
ROOM NUMBER	BEDROOMS	AREA (GSF)	Area (NSF)	COUNT
UNIT 30	1 BED	762 SF	709	5
UNIT 31	1 BED	677 SF	639	5
UNIT 32	1 BED	648 SF	616	5
UNIT 33	1 BED	710 SF	672	5
UNIT 34	1 BED	648 SF	614	5
UNIT 35	1 BED	748 SF	710	5
UNIT 36	1 BED	769 SF	737	5
UNIT 37	STUDIO	634 SF	604	5
UNIT 38	STUDIO	572 SF	540	5
UNIT 39	3 BED	1,419 SF	1,333	5
UNIT 40	3 BED	1,296 SF	1,222	5
UNIT 41	2 BED	969 SF	890	3
UNIT 42	2 BED	1,042 SF	987	5
UNIT 43	STUDIO	554 SF	525	5
UNIT 44	1 BED	702 SF	665	5
UNIT 45	1 BED	702 SF	659	5
UNIT 46	STUDIO	554 SF	525	5
UNIT 47	2 BED	1,068 SF	1,022	5
UNIT 48	2 BED	1,192 SF	1,120	5
UNIT 49	1 BED	761 SF	716	5
UNIT 50	1 BED	904 SF	870	4
UNIT 51	1 BED	776 SF	736	4
UNIT 52	2 BED	1,180 SF	1,125	4
UNIT 53	2 BED	1,179 SF	1,132	4
UNIT 54	1 + DEN	862 SF	831	4
UNIT 203	1 BED	874 SF	824	2
UNIT 441	1 + DEN	879 SF	890	1
UNIT 541	2 BED	951 SF	890	1
Grand total		47,476 SF	44,938	301

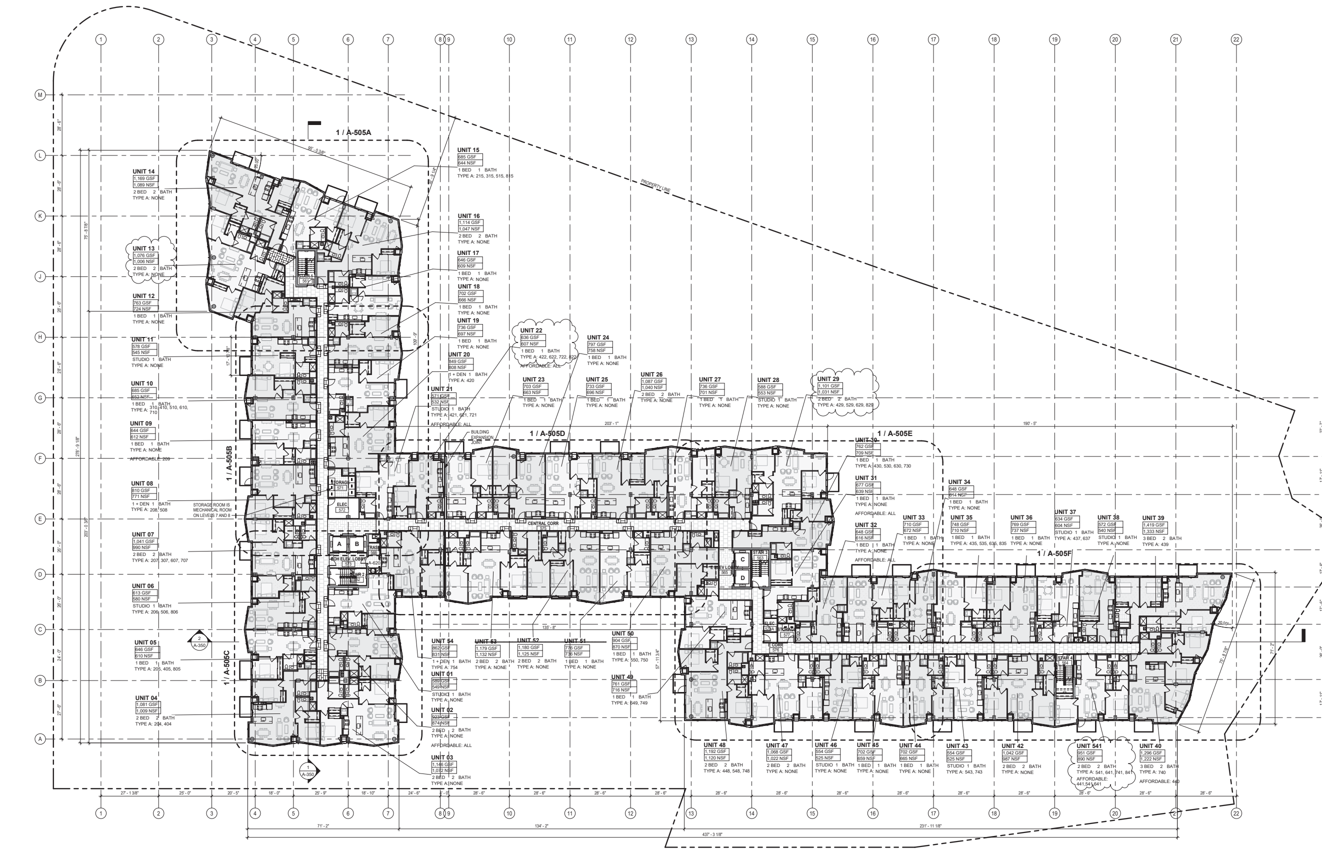
FINISH LEGEND

ROOM FINISH TAG: CEILING / WALL / FLOOR / WALL BASE

COMMON SPACE SHADES: - - - -

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
2. CLOSET DOORS ARE CENTERED WITHIN CLOSET WIDTHS, UNO.
3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
8. REFER TO DOOR SCHEDULE FOR TYPICAL RESIDENTIAL DOORS TAGS WITH A LETTER. NON-RESIDENTIAL DOORS ARE TAGGED WITH THE NUMBER OF THE ROOM THEY ASSOCIATE WITH
9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
10. REFER TO DETAIL A-815 FOR TYP DOOR DETAILS
11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION
14. PROVIDE CONTROL JOINTS AT ALL GYPSUM BOARD ASSEMBLIES AT INTERVALS OF 30' O.C. MAXIMUM. CONTROL JOINTS ARE TO ALIGN WITH DOOR JAMBS AT ALL LOCATIONS UNO. PROVIDE JOINT DRAWING TO ARCHITECT FOR REVIEW PRIOR TO CONSTRUCTION.
15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.
16. REFER TO SHEETS A-525A THROUGH A-525F FOR TYPE A CONFIGURATIONS OF ALL UNITS.



1 LEVEL 5-8 OVERALL FLOOR PLAN
1/16" = 1'-0"

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

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Arlington Heights, IL 60005

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KEY PLAN LV5-8

SHEET TITLE
LEVEL 5-8 OVERALL FLOOR PLAN

SCALE: As indicated
DATE: 10/16/2023
SHEET NUMBER: A-105

LANDSCAPING NOTES

1. REFER TO LANDSCAPE DRAWINGS FOR TERRACE DESIGN, DETAILS, AND SPECIFICATIONS.
2. REFER TO LANNDSCAPE DRAWINGS FOR PLANTS, TREES AND PLANTER SPECIFICATIONS.
3. REFER TO SHEET A-440 FOR ROOF TYPES
4. PROVIDE MINIMUM ONE EXTERIOR HOSE BIBB AND ONE WP/GFI RECEPTACLE PER ROOF FOR BUILDING MAINTENANCE. REFER TO ARCH DRAWINGS FOR LOCATIONS

FINISH LEGEND

ROOM FINISH TAG	CEILING	WALL
	FLOOR	WALL BASE

COMMON SPACE SHADES — — —

FLOOR PLAN NOTES

1. DIMENSIONS ARE TO GYPSUM BOARD, CONCRETE, OR CMU, UNO.
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3. SEE A-700 SHEETS FOR BATHROOM AND KITCHEN DETAILS IDENTIFYING DIFFERENCES BETWEEN TYPE A AND TYPE B UNITS.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. REFER TO SHEET A-350 FOR ROOF TYPES AND A-003 FOR LOCATIONS AND SQUARE FOOTAGES
6. REFER TO INTERIOR ELEVATIONS FOR ROOMS WITH MULTIPLE WALL PAINT COLORS LISTED
7. SEAL ALL CONCRETE FLOORS THAT ARE NOT SCHEDULED TO RECEIVE ANOTHER FINISH
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9. SEAL ALL EXPOSED CONCRETE WALLS IN RESIDENTIAL BATHROOMS
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11. PROVIDE SHADES IN ALL UNITS: 1% AT ALL BEDROOMS AND STUDIO UNITS, 3% AT ALL KITCHENS, LIVING, DINING ROOMS UNLESS STUDIO UNITS.
12. REFER TO A-900 SEAMING DIAGRAMS FOR CARPET PATTERNS.
13. REFER TO LEVEL 5 FOR RESIDENTIAL UNIT TAGS AND INFORMATION
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15. PROVIDE STANDARD WHITE LAMINATE CLOSET SHELVING MODULES WITH METAL HANGER RODS AT ALL RESIDENTIAL UNIT ENTRY AND BEDROOM CLOSETS.
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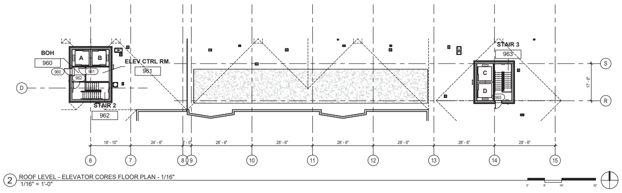
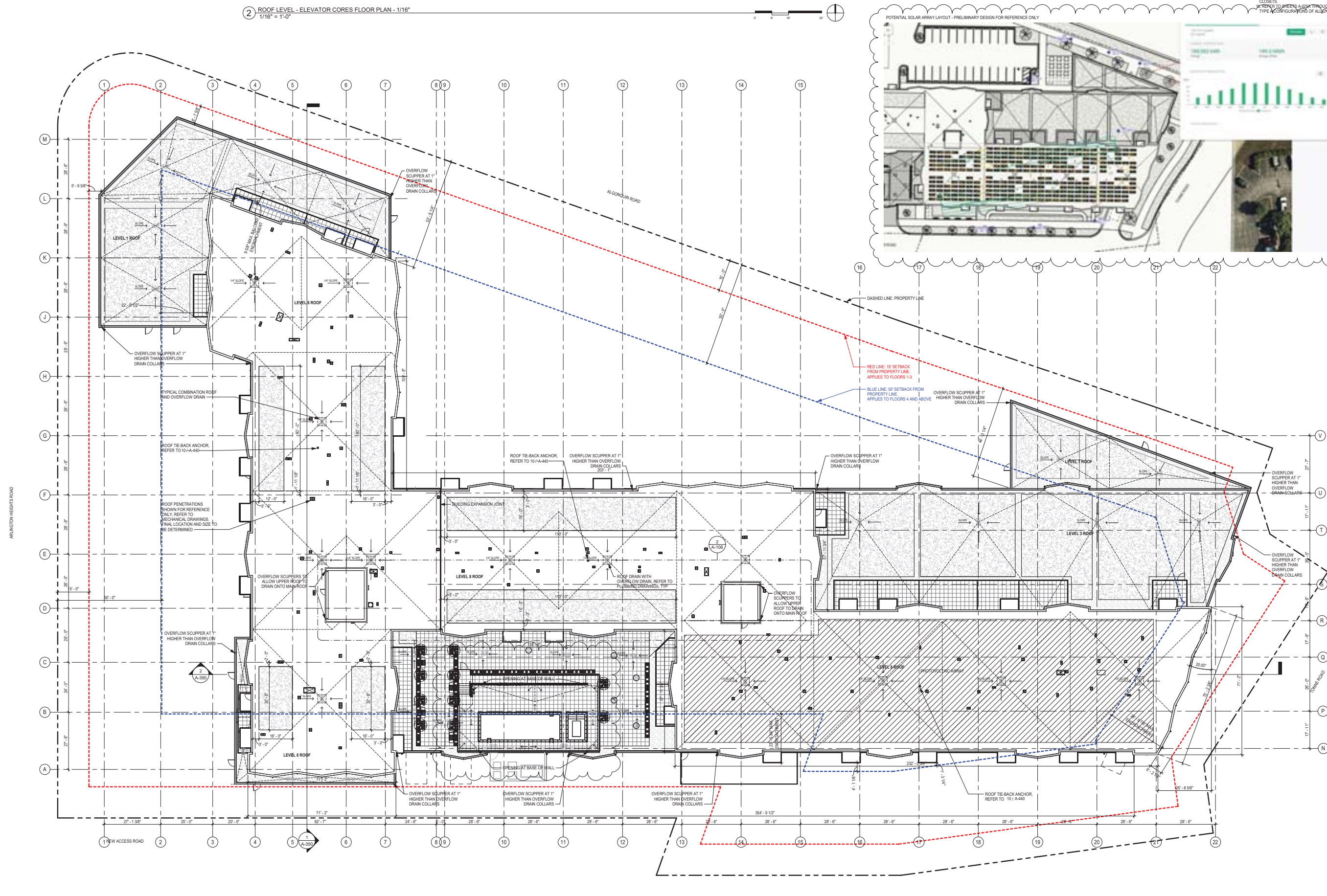


2 ROOF LEVEL - ELEVATOR CORES FLOOR PLAN - 1/16"
1/16" = 1'-0"

POTENTIAL SOLAR ARRAY LAYOUT - PRELIMINARY DESIGN FOR REFERENCE ONLY



1 OVERALL ROOF PLAN
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
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KEY PLAN LV5-8

SHEET TITLE
ROOF PLAN

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-106

ELECTRICAL NOTES

1. OUTLET LOCATION TO COMPLY WITH CBC REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SECTION 18-27-210.52:
   A. RECEPTACLES SHALL BE INSTALLED SO THAT NO POINT ALONG THE FLOOR LINE IN ANY WALL SPACE IS MORE THAN 6 FT, MEASURED HORIZONTALLY, FROM AN OUTLET IN THAT SPACE.
   B. ONLY SWITCHED OUTLET LOCATIONS ARE SHOWN ON ARCHITECTURAL DRAWINGS. REFER TO DESIGN / BUILD ELECTRICAL ENGINEER DRAWINGS FOR REQUIREMENTS.
   C. WHERE FLOOR OUTLET LOCATIONS ARE REQUIRED,REFER TO SHEET G003 FOR DETAILS ALONG EXTERIOR WALL.
2. PROVIDE FIRE ALARM DEVICES TO COMPLY WITH, BUT NOT LIMITED TO, THE CODES LISTED ON SHEET G000, AND MEP/FP SPECIFICATIONS (COSENTINI MEP BOD NARRATIVE DATED MAY 20, 2019). DEVICES TO INCLUDE, BUT NOT LIMITED TO THE FOLLOWING:
   A. SMOKE DETECTORS
   B. AUDIBLE/VISUAL DEVICES (ADA COMPLIANT)
   C. CO DETECTORS
   D. COMMUNICATION DEVICES W/N STAIRWELLS AND ELEVATOR CABS.
3. PROVIDE EXIT SIGNAGE TO COMPLY WITH CBC REQUIREMENTS, INCLUDING BUT NOT LIMITED TO SECTIONS 13-160-790.
4. LIGHT FIXTURES AND SPEAKERS AT SOFFIT LOCATIONS TO BE RECESSED.
   A. RESIDENTIAL UNIT LIGHT FIXTURE F1 TO BE REPLACED WITH FIXTURE F2 AT SOFFITS.
5. REFER TO ENLARGED FLOOR PLANS FOR TERRACE AND BALCONY BOLLARD LOCATIONS

ELECTRICAL SYMBOLS

- RECESSED JUNCTION BOX
- SURFACE MOUNTED JUNCTION BOX
- SURFACE MOUNTED DOWN LIGHT
- RECESSED DOWN LIGHT
- SURFACE MOUNTED ELEVATOR SCONE
- SURFACE MOUNTED UNIT ENTRY LIGHT
- SURFACE MOUNTED UNDER-CAB LIGHT
- SURFACE MOUNTED CLOSET LIGHT
- CEILING MOUNTED TRACK LIGHT
- CEILING MOUNTED WATERPROOF DOWNLIGHT
- WALL MOUNTED STAIRWELL LIGHT
- SURFACE MOUNTED GARAGE LIGHT
- EXTERIOR TERRACE BOLLARD
- CEILING SUSPENDED LINEAR LIGHT
- SD SMOKE DETECTOR
- SC ELEVATOR SMOKE CURTAIN - SMOKE DETECTION ACTIVATED
- RESIDENTIAL UNIT ELECTRIC BREAKER PANEL

ELECTRICAL SYMBOLS

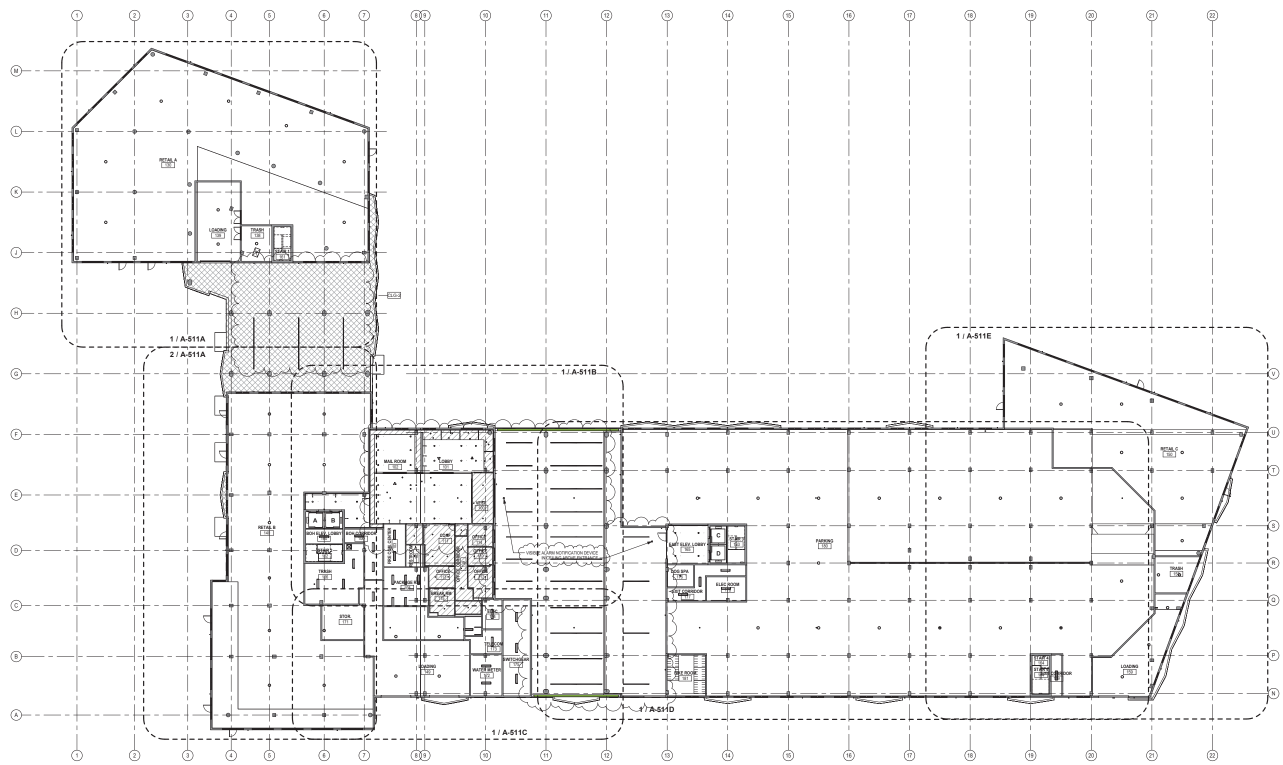
- DUPLEX OUTLET
- RECESSED FLOOR OUTLET
- USB OUTLET
- RECESSED USB FLOOR OUTLET
- DATA OUTLET
- RECESSED DATA OUTLET
- WP WEATHERPROOF OUTLET
- GFI OUTLET
- $ SINGLE SWITCH
- $3 THREE - WAY LIGHT SWITCH
- AIR SWITCH (GARBAGE DISPOSAL)

REFLECTED CEILING PLAN NOTES

1. "EQ" DIMENSIONS ARE ONLY EQUAL WITHIN INDIVIDUAL DIMENSION STRINGS.
2. TERMINATE ALL SOFFITS INTO SLAB ABOVE, UNO
3. LIGHT AND OUTLET LOCATIONS ARE FOR REFERENCE FOR ELECTRICAL DESIGN-BUILD CONTRACTOR TO SHOW DESIGN INTENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ELECTRICAL EQUIPMENT WHERE SHOWN ON THESE DRAWINGS AS WELL AS ALL CODE REQUIRED DEVICES.
4. FURNITURE IS SHOWN FOR REFERENCE ONLY.
5. PROVIDE ONE SWITCHED AND ONE USB OUTLET AT ALL BED WALLS.
6. PROVIDE AN OUTLET AT ALL WORK DESKS IN UNITS
7. PROVIDE A WATERPROOF + GFCI RECEPTABLE BOLLARD AT ALL RESIDENTIAL TERRACES.
8. REFER TO 6/G004 FOR TYPICAL PERIMETER FLOOR OUTLET DETAIL.

CEILING FINISHES SYMBOLS

- (CLG-1) GYP. BOARD SOFFIT, PAINTED
- (CLG-2) EXTERIOR GYP. BOARD SOFFIT, PAINTED, INSULATED (R-30 MIN)
- (CLG-3) ACT CEILING - EXTERIOR GRADE, 2x4 GRID, INSULATED (R-30 MIN)
- (CLG-4) INSULATION (R30) APPLIED TO UNDERSIDE OF SLAB
- (CLG-5) HIGH IMPACT RUBBER TILE ADHERED TO SKIM COATED SLAB ABOVE



1 LEVEL 1 REFLECTED CEILING PLAN
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

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4	9/15/2023	90% CD's
2	7/25/2023	80% CD's

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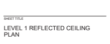
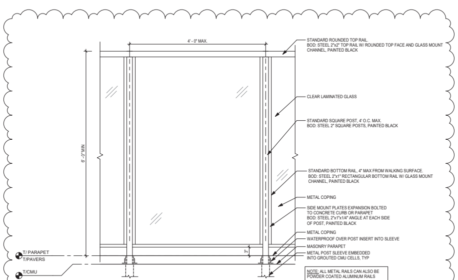


SHEET TITLE
LEVEL 1 REFLECTED CEILING PLAN

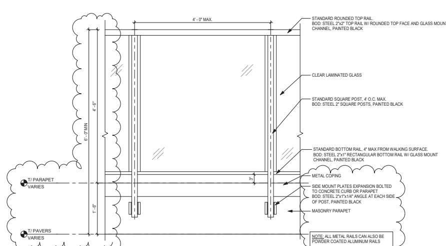
SCALE
As indicated

DATE
10/16/2023

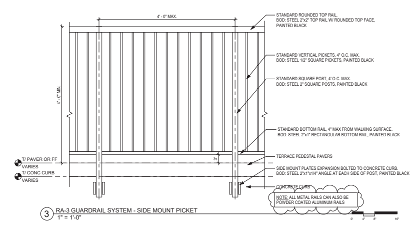
SHEET NUMBER
A-201



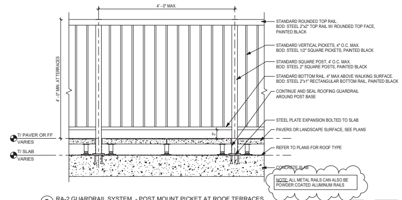
5 RA-5 GUARDRAIL SYSTEM - TOP MOUNT GLASS RAILING
1" = 1'-0"



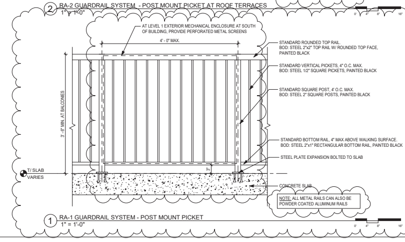
4 RA-4 GUARDRAIL SYSTEM - SIDE MOUNT GLASS RAILING
1" = 1'-0"



3 RA-3 GUARDRAIL SYSTEM - SIDE MOUNT PICKET
1" = 1'-0"



2 RA-2 GUARDRAIL SYSTEM - POST MOUNT PICKET AT ROOF TERRACES
1" = 1'-0"



1 RA-1 GUARDRAIL SYSTEM - POST MOUNT PICKET
1" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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4	9/15/2023	90% CD's

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Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
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Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
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Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
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CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
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Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

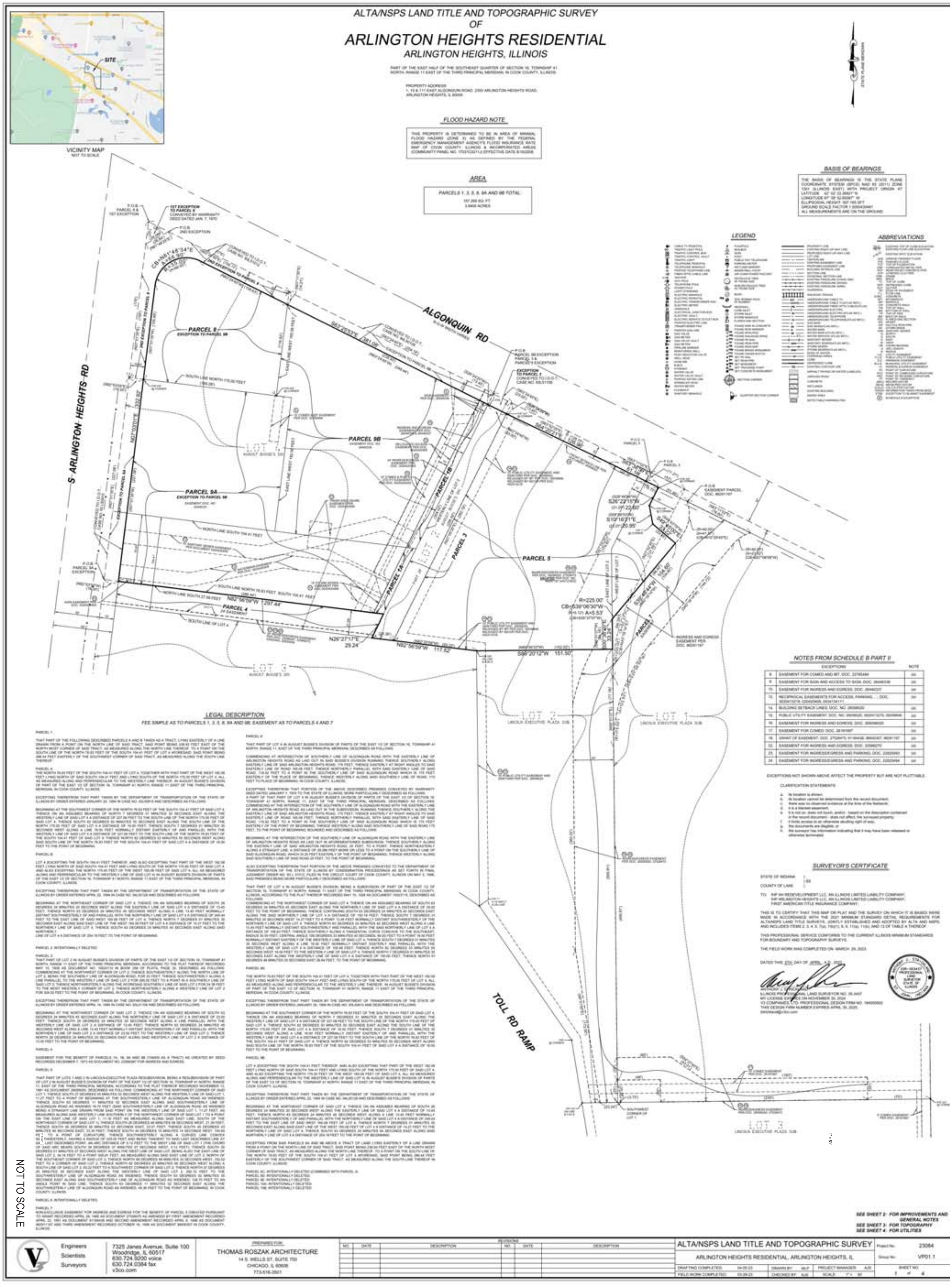
PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
EXTERIOR GUARDRAILTYPES

SCALE	SHEET NUMBER
1" = 1'-0"	A-426
DATE 10/16/2023	



SHEET TITLE

SURVEY - ALTA NSPS TITLE SURVEY

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd., Arlington Heights, IL 60005

No.	Date	Description
1	6/30/2023	50% CD's
2	7/25/2023	80% CD's
4	9/15/2023	90% CD's

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Cosentini Associates

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GEI

GENERAL CONTRACTOR
Clark Construction Group

ILLINOIS REGISTERED ARCHITECT
THOMAS A. ROSZAK

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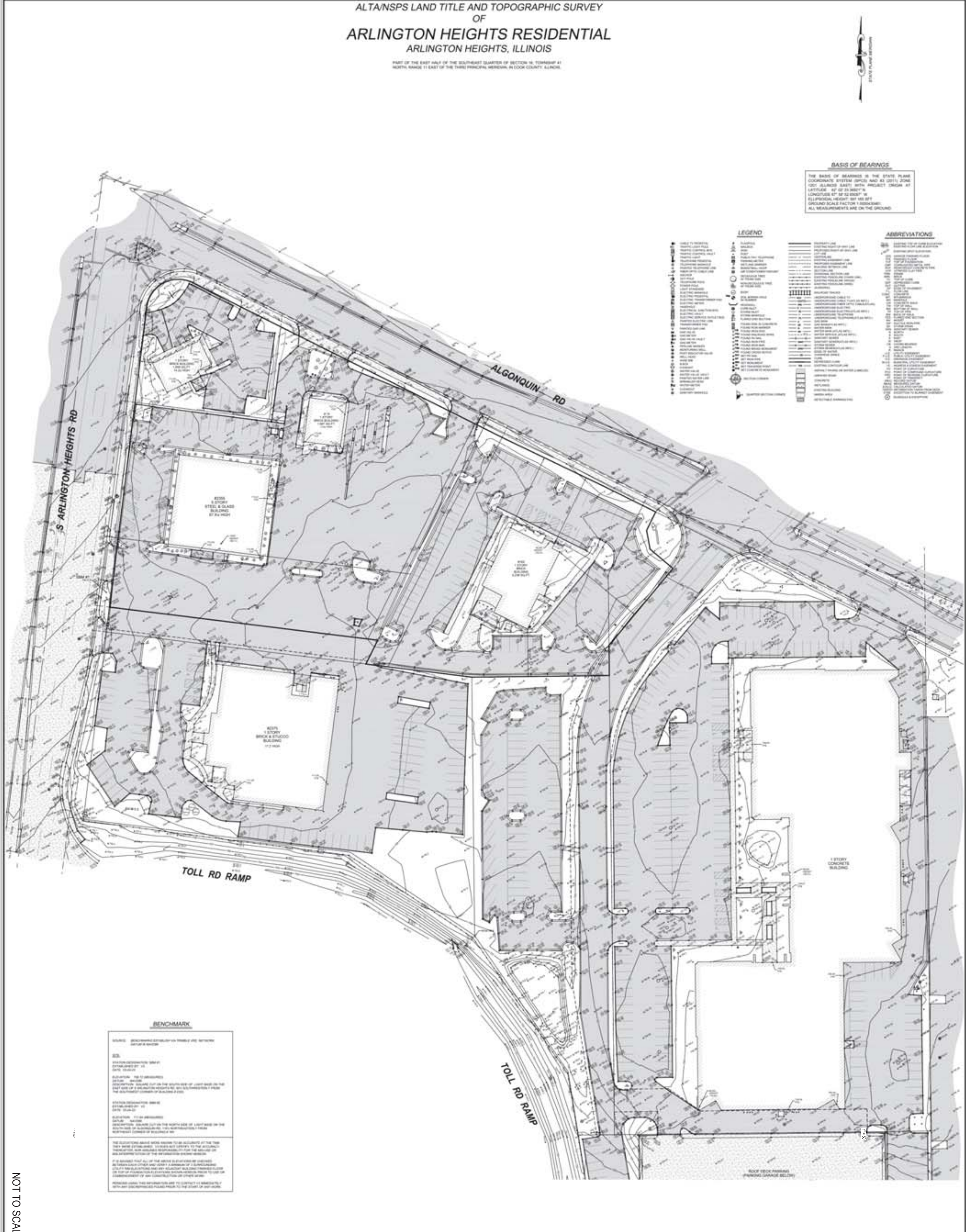
G-007

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
OF
ARLINGTON HEIGHTS RESIDENTIAL
ARLINGTON HEIGHTS, ILLINOIS

PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



NOT TO SCALE

Engineers Scientists Surveyors	7325 Janes Avenue, Suite 100 Woodridge, IL 60517 630.724.9200 voice 630.724.0384 fax v3co.com	PREPARED FOR: THOMAS ROSZAK ARCHITECTURE 14 S. WELLS ST, SUITE 700 CHICAGO, IL 60606 773-516-3501

REVISIONS					
NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

ARLINGTON HEIGHTS RESIDENTIAL, ARLINGTON HEIGHTS, IL

DRAFTING COMPLETED:	04-05-23	DRAWN BY: MLP	PROJECT MANAGER: AJS	Project No:	23084
FIELD WORK COMPLETED:	03-28-23	CHECKED BY: AJS	SCALE: 1" = 30'	Group No:	VP01.1
				SHEET NO.	3 of 4

SHEET TITLE
SURVEY - PLAT OF TOPOGRAPHY

SCALE
1 1/2" = 1'-0"

DATE
09/07/2023

G-008

ARLINGTON HEIGHTS PHASE I
2355 S. Arlington Heights Rd.
Arlington Heights, IL 60005

No.	Date	Description
4	9/15/2023	90% CDs
2	7/25/2023	80% CDs
1	6/30/2023	50% CDs

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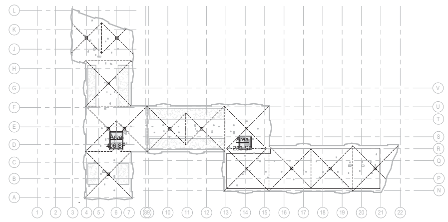
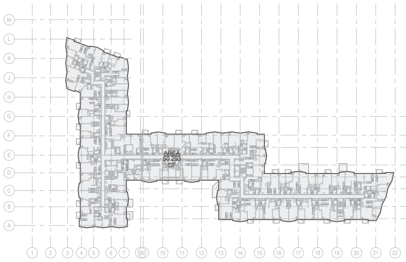
SIGNATURE/SEAL



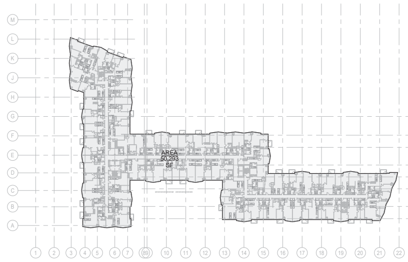
10 ROOF - FAR
1" = 50'-0"

FAR CALCULATION	
Level	Area
LEVEL 1	40,478 SF
LEVEL 1.5	730 SF
LEVEL 2	18,337 SF
LEVEL 3	18,337 SF
LEVEL 4	50,188 SF
LEVEL 5	50,293 SF
LEVEL 6	50,293 SF
LEVEL 7	50,293 SF
LEVEL 8	50,293 SF
ROOF	689 SF
TOTAL AREA :	329,930 SF

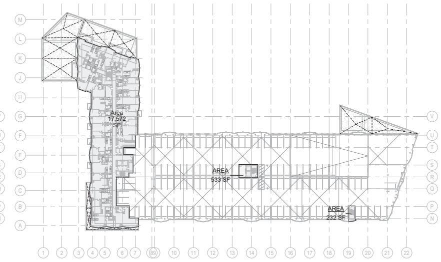
(329,930) / (167,266) = 1.97 FAR



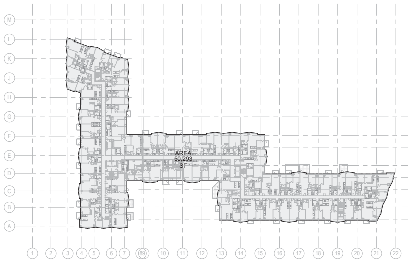
9 LEVEL 8 - FAR
1" = 50'-0"



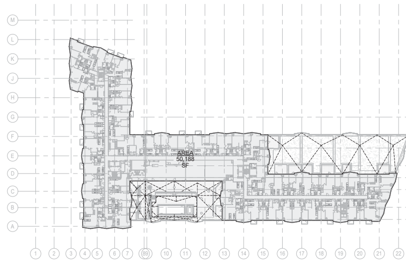
6 LEVEL 5 - FAR
1" = 50'-0"



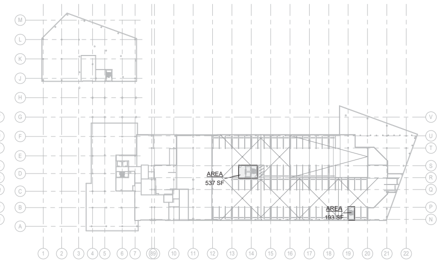
3 LEVEL 2 - FAR
1" = 50'-0"



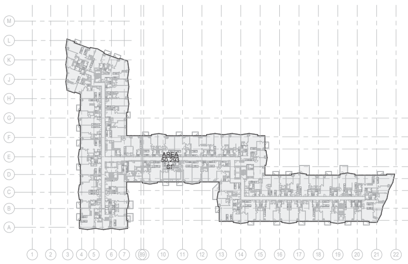
8 LEVEL 7 - FAR
1" = 50'-0"



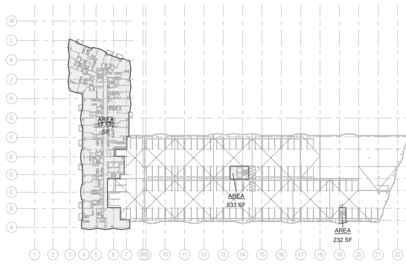
5 LEVEL 4 - FAR
1" = 50'-0"



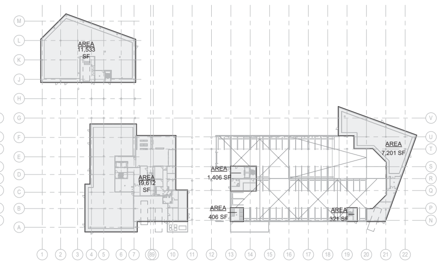
2 LEVEL 1.5 - FAR
1" = 50'-0"



7 LEVEL 6 - FAR
1" = 50'-0"



4 LEVEL 3 - FAR
1" = 50'-0"



1 LEVEL 1 - FAR
1" = 50'-0"

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
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1	6/30/2023	50% CD's

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Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
FAR CALCULATION DIAGRAMS

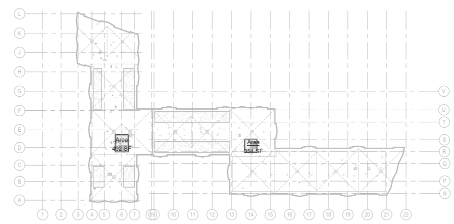
SCALE
1" = 50'-0"

DATE
09/07/2023

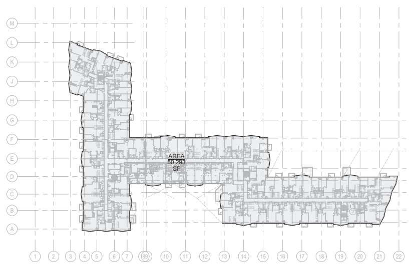
SHEET NUMBER
A-001

UNIT MIX SUMMARY						
FLOOR	STUDIO	1 Bed	1 Bed + Den	2 Bed	3 Bed	Total Units per Floor
LEVEL 2	2	8	2	5	0	17
LEVEL 3	2	8	2	5	0	17
LEVEL 4	9	23	2	13	2	49
LEVEL 5	9	25	3	15	2	54
LEVEL 6	9	25	3	15	2	54
LEVEL 7	9	25	3	15	2	54
LEVEL 8	9	25	3	15	2	54
TOTALS	49	139	18	83	10	299

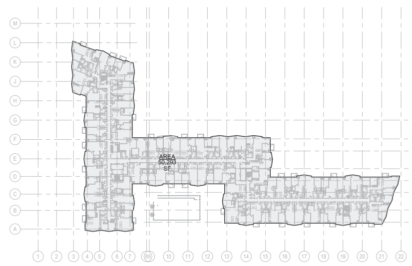
GSF CALCULATION	
LEVEL	AREA
LEVEL LL	13,735 SF
LEVEL 1	78,754 SF
LEVEL 1.5	31,021 SF
LEVEL 2	69,745 SF
LEVEL 3	69,800 SF
LEVEL 4	50,293 SF
LEVEL 5	50,293 SF
LEVEL 6	50,293 SF
LEVEL 7	50,293 SF
LEVEL 8	50,293 SF
ROOF	846 SF
	515,364 SF



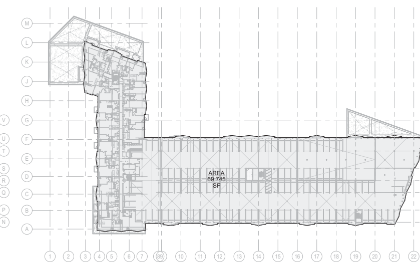
10 ROOF
1" = 50'-0"



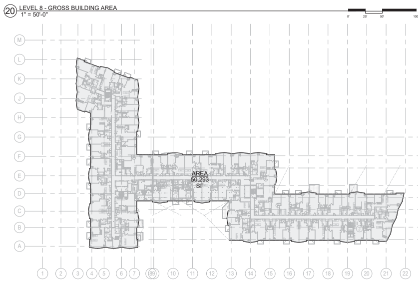
20 LEVEL 8 - GROSS BUILDING AREA
1" = 50'-0"



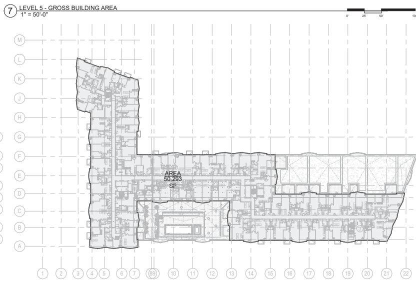
7 LEVEL 5 - GROSS BUILDING AREA
1" = 50'-0"



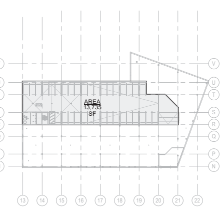
4 LEVEL 2 - GROSS BUILDING AREA
1" = 50'-0"



9 LEVEL 7 - GROSS BUILDING AREA
1" = 50'-0"



6 LEVEL 4 - GROSS BUILDING AREA
1" = 50'-0"



3 LEVEL LL - GROSS BUILDING AREA
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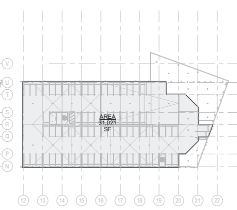
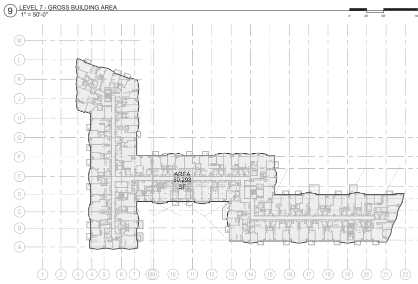
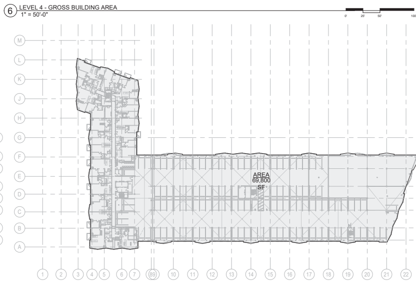


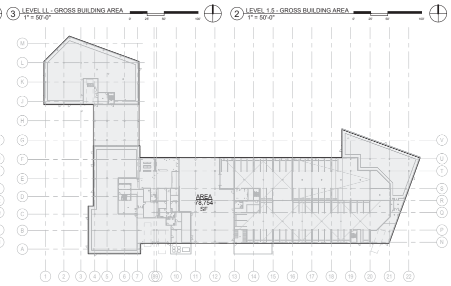
2 LEVEL 1.5 - GROSS BUILDING AREA
1" = 50'-0"



8 LEVEL 6 - GROSS BUILDING AREA
1" = 50'-0"



5 LEVEL 3 - GROSS BUILDING AREA
1" = 50'-0"



1 LEVEL 1 - GROSS BUILDING AREA
1" = 50'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

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SHEET TITLE
GSF CALCULATION DIAGRAMS

SCALE
1" = 50'-0"

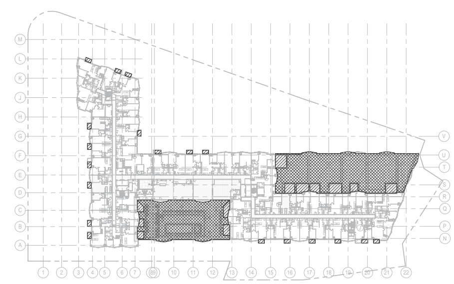
DATE
09/07/2023

SHEET NUMBER
A-002

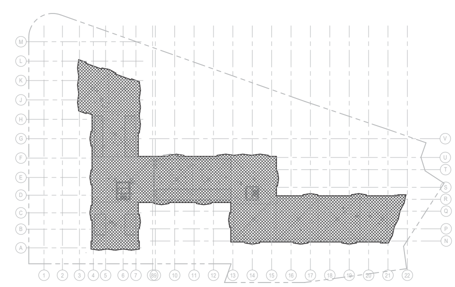
EXTERIOR AREAS LEGEND

- GENERAL EXTERIOR AREA
- PRIVATE EXTERIOR AREA

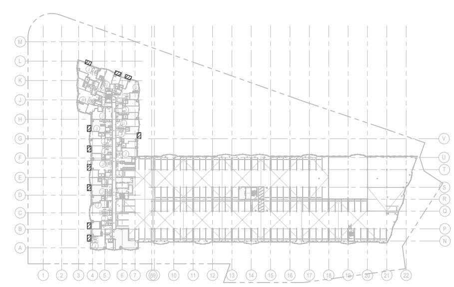
EXTERIOR AREAS TAKEOFF	
LEVEL	AREA
GENERAL	
LEVEL 2	9,740 SF
LEVEL 4	17,211 SF
ROOF	50,392 SF
	77,343 SF
PRIVATE	
LEVEL 2	1,019 SF
LEVEL 3	474 SF
LEVEL 4	3,127 SF
LEVEL 5 - 8	5,366 SF
	9,987 SF
TOTAL EXTERIOR AREA:	87,330 SF



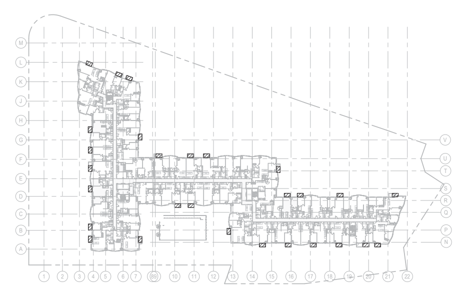
2 LEVEL 4 - EXTERIOR AREA TAKEOFF
1" = 50'-0"



3 ROOF - EXTERIOR AREA TAKEOFF
1" = 50'-0"



5 LEVEL 3 - EXTERIOR AREA TAKEOFF
1" = 50'-0"



4 LEVEL 5-8 - EXTERIOR AREA TAKEOFF
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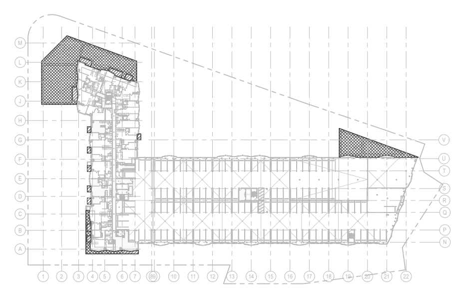

1 LEVEL 2 - EXTERIOR AREA TAKEOFF
1" = 50'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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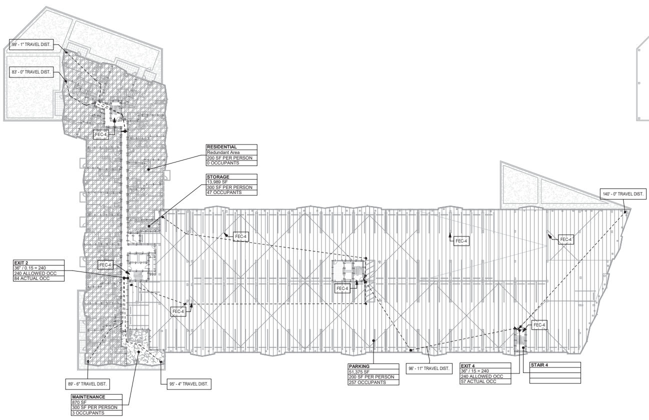
SHEET TITLE
EXTERIOR AREAS DIAGRAMS

SCALE	SHEET NUMBER
As indicated	
DATE	
09/07/2023	A-003

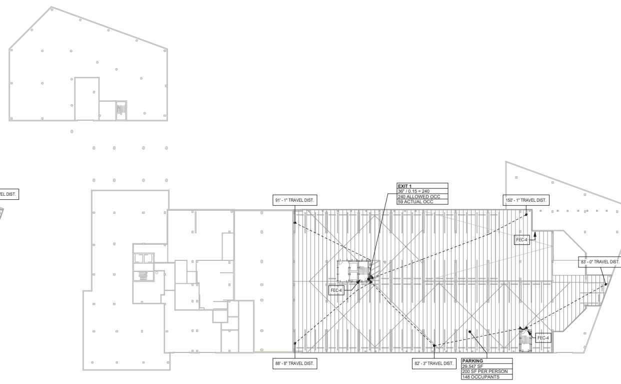


LIFE SAFETY - LEVELS 2 AND 3			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	51,375 SF	200	257
STORAGE	13,989 SF	300	47
RESIDENTIAL	Redundant Area	200	
MAINTENANCE	870 SF	300	3
			307

LIFE SAFETY - STAIR LEVELS 2 AND 3			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCC	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 4			

LIFE SAFETY - DOOR LEVELS 2 AND 3			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	84
EXIT 2	0.15	240	84
EXIT 4	15	240	57

4 LEVELS 2 AND 3 - LIFE SAFETY
1" = 30'-0"



LIFE SAFETY - LEVEL 1.5			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	29,547 SF	200	148
			148

LIFE SAFETY - STAIR LEVEL 1.5			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL

LIFE SAFETY - DOOR LEVEL 1.5			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	59

3 LEVEL 1.5 - LIFE SAFETY
1" = 30'-0"

FIRE LIFE SAFETY GENERAL NOTES

1. PROVIDE FIRE EXTINGUISHERS IN BUILDING AS REQUIRED BY CODE
2. PROVIDE FEC-4 IN ALL STAIRWELLS
3. PROVIDE FEC-1 IN ALL APARTMENT CORRIDORS
4. PROVIDE FIRE EXTINGUISHERS ON EVERY FLOOR AS REQUIRED BY MUNICIPAL CODE OF VILLAGE OF ARLINGTON HEIGHTS AND IN ACCORDANCE WITH NFPA 10

FIRE LIFE SAFETY SYMBOLS

PATH OF EGRESS
1 HOUR RATED WALL
2 HOUR RATED WALL
3 HOUR RATED WALL
4 HOUR RATED WALL
DE DEAD-END MARKER

FEC-1 FIRE-RATED CABINET (RATING TO MATCH WALL WHICH LOCATED) SEMI-RECESSED (ADA COMPLIANT)
FEC-2 NON-RATED CABINET SEMI-RECESSED (ADA COMPLIANT)
FEC-3 NON-RATED CABINET SURFACE MOUNT CABINET
FEC-4 NO CABINET BRACKET MOUNT

CONCRETE CONSTRUCTION - FIRE RATINGS REQUIREMENTS

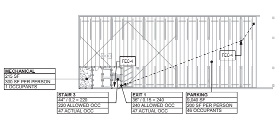
CODE REFERENCE: ACI 216.1-19 / TMS 0216.1-97

TABLE 2.1 - Fire resistance of singular layer concrete walls, floor and roofs					
Aggregate Type	Minimum equivalent thickness for fire resistance rating, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Siliceous	3.5	4.3	5.0	6.2	7.0
Carbonate	3.2	4.0	4.6	5.7	6.6
Semi-lightweight	2.7	3.3	3.8	4.6	5.4
Lightweight	2.5	3.1	3.6	4.4	5.1

TABLE 2.7 - Minimum concrete column size					
Aggregate Type	Minimum column dimension for fire resistance, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Carbonate	8.0	9.0	10.0	11.0	12.0
Siliceous	8.0	9.0	10.0	12.0	14.0
Semi-lightweight	8.0	8.5	9.0	10.5	12.0

TABLE 2.8 - Minimum concrete column size with fire exposure conditions on two parallel sides					
Aggregate Type	Minimum column dimension for fire resistance, in.				
	1 hr	1 1/2 hr	2 hr	3 hr	4 hr
Carbonate	8.0	8.0	8.0	8.0	10.0
Siliceous	8.0	8.0	8.0	8.0	10.0
Semi-lightweight	8.0	8.0	8.0	8.0	10.0

NOTES:
1. Refer to architectural and structural drawings for concrete thicknesses.
2. Project minimum slab thickness = 7.5".
3. Project minimum wall thickness = 12".
4. Project minimum column dimension = 24" dia. & 12" in any dim.

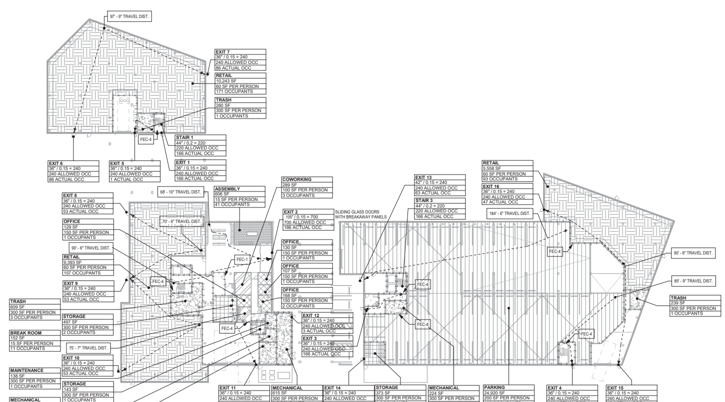


LIFE SAFETY - LEVEL LL			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
PARKING	9,040 SF	200	46
MECHANICAL	215 SF	300	1
			47

LIFE SAFETY - STAIR LEVEL LL			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 3	0.2	220	47

LIFE SAFETY - DOOR LEVEL LL			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	47

2 LEVEL LL - LIFE SAFETY
1" = 30'-0"



LIFE SAFETY - LEVEL 1			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
OFFICE	129 SF	150	1
OFFICE	168 SF	150	2
OFFICE	107 SF	150	1
OFFICE	130 SF	150	1
COWORKING	289 SF	100	3
RETAIL	9,393 SF	60	157
MAINTENANCE	138 SF	300	1
MECHANICAL	615 SF	300	3
MECHANICAL	150 SF	300	1
STORAGE	143 SF	300	1
BREAK ROOM	152 SF	15	11
RETAIL	5,558 SF	60	93
PARKING	24,920 SF	200	125
RETAIL	10,243 SF	60	171
TRASH	609 SF	300	3
STORAGE	497 SF	300	2
ASSEMBLY	606 SF	15	41
MECHANICAL	305 SF	300	2
MECHANICAL	224 SF	300	1
STORAGE	373 SF	300	2
TRASH	260 SF	300	1
TRASH	239 SF	300	1
			624

LIFE SAFETY - DOOR LEVEL 1			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	166
EXIT 2	0.15	700	166
EXIT 3	0.15	240	166
EXIT 3	0.15	240	57
EXIT 4	0.15	240	166
EXIT 5	0.15	240	1
EXIT 6	0.15	240	86
EXIT 7	0.15	240	86
EXIT 8	0.15	240	53
EXIT 9	0.15	240	53
EXIT 10	0.15	240	53
EXIT 11	0.15	240	7
EXIT 12	0.15	240	3
EXIT 13	0.15	240	63
EXIT 14	0.15	240	2
EXIT 15	0.15	240	47
EXIT 16	0.15	240	47

1 LEVEL 1 - LIFE SAFETY
1" = 30'-0"

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

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2	7/25/2023	80% CD's

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
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SCALE
As indicated

DATE
09/07/2023

SHEET NUMBER
A-004A

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4. PROVIDE FIRE EXTINGUISHERS ON EVERY FLOOR AS REQUIRED BY MUNICIPAL CODE OF VILLAGE OF ARLINGTON HEIGHTS AND IN ACCORDANCE WITH NFPA 10

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Semi-lightweight	8.0	8.5	9.0	10.5	12.0

TABLE 2.8 - Minimum concrete column size with fire exposure conditions on two parallel sides

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Siliceous	8.0	8.0	8.0	8.0	10.0
Semi-lightweight	8.0	8.0	8.0	8.0	10.0

NOTES:
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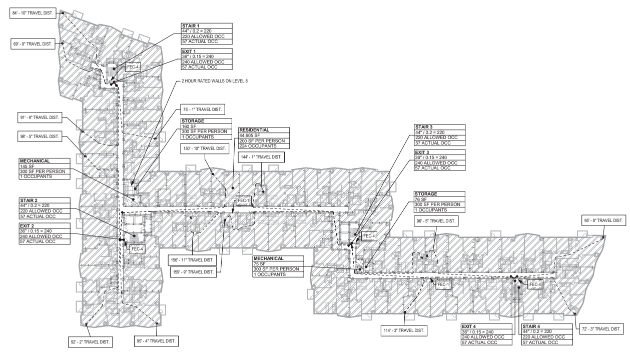
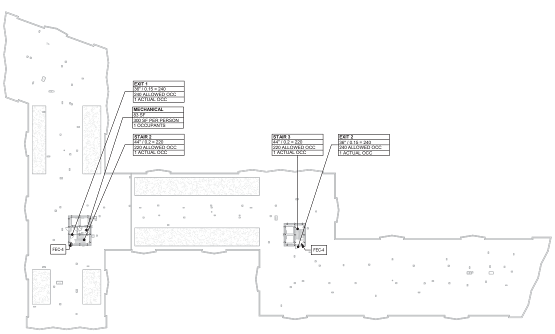


LIFE SAFETY - LEVEL 5-8			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
RESIDENTIAL	44,605 SF	200	224
STORAGE	76 SF	300	1
MECHANICAL	75 SF	300	1
MECHANICAL	145 SF	300	1
STORAGE	160 SF	300	1
			228

LIFE SAFETY - STAIR LEVEL 5-8			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 1	0.2	220	57
STAIR 2	0.2	220	57
STAIR 3	0.2	220	57
STAIR 4	0.2	220	57

LIFE SAFETY - DOOR LEVEL 5-8			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	57
EXIT 2	0.15	240	57
EXIT 3	0.15	240	57
EXIT 4	0.15	240	57

3 LEVEL 5-8 - LIFE SAFETY
1" = 30'-0"

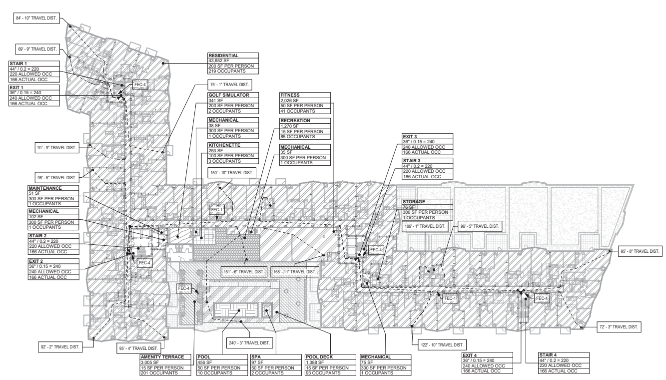


LIFE SAFETY - ROOF LEVEL			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
MECHANICAL	83 SF	300	1
			1

LIFE SAFETY - STAIR ROOF LEVEL			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 2	0.2	220	1
STAIR 3	0.2	220	1

LIFE SAFETY - DOOR ROOF LEVEL			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	1
EXIT 2	0.15	240	1

4 ROOF - LIFE SAFETY
1" = 30'-0"



LIFE SAFETY - LEVEL 4			
NAME	AREA	FLOOR AREA PER PERSON	OCCUPANCY
AMENITY TERRACE	3,005 SF	15	201
FITNESS	2,026 SF	50	41
GOLF SIMULATOR	341 SF	200	2
KITCHENETTE	253 SF	100	3
MAINTENANCE	51 SF	300	1
MECHANICAL	102 SF	300	1
MECHANICAL	38 SF	300	1
MECHANICAL	35 SF	300	1
MECHANICAL	75 SF	300	1
POOL	456 SF	50	10
POOL DECK	1,388 SF	15	93
RECREATION	1,270 SF	15	85
RESIDENTIAL	43,652 SF	200	219
SPA	97 SF	50	2
STORAGE	76 SF	300	1
			662

LIFE SAFETY - STAIR LEVEL 4			
STAIR NAME	STAIR EGRESS FACTOR	ALLOWED OCCUPANCY	STAIR WIDTH OCCUPANCY ACTUAL
STAIR 1	0.2	220	166
STAIR 2	0.2	220	166
STAIR 3	0.2	220	166
STAIR 4	0.2	220	166

LIFE SAFETY - DOOR LEVEL 4			
DOOR EXIT #	DOOR EGRESS FACTOR	ALLOWED OCCUPANCY	DOOR WIDTH OCCUPANCY ACTUAL
EXIT 1	0.15	240	166
EXIT 2	0.15	240	166
EXIT 3	0.15	240	166
EXIT 4	0.15	240	166

2 LEVEL 4 - LIFE SAFETY
1" = 30'-0"

SIGNATURE/SEAL

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THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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LIFE SAFETY DIAGRAMS

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A-004B

FLOOR TYPES

F1 - CONCRETE SLAB ON GRADE
- FINISH FLOORING (SEE FINISH SCHEDULE)
- REINFORCED CAST-IN-PLACE CONCRETE (SEE STRUCTURAL DRAWINGS)
- VAPOR BARRIER
- CONPACTED GRANULAR FILL (SEE STRUCTURAL)

F2 - PARKING POST-TENSIONED CONCRETE SLAB
- VEHICULAR TRAFFIC BEARING WATERPROOF COATING (EXTRA HEAVY-DUTY COATING AT RAMP AND DRIVE AISLES)
- POST-TENSIONED CONCRETE OVERPOURED TO SLOPE TO DRAINS. (SEE STRUCTURAL DRAWINGS)

F3 - TYPICAL FLOOR POST-TENSIONED CONCRETE SLAB
- FINISH FLOORING (SEE FINISH SCHEDULE)
- POST-TENSIONED CONCRETE (SEE STRUCTURAL DRAWINGS)
- R-30 INSULATION UNDERNEATH POOL
- R-30 INSULATION AT UNDERSIDE OF SLAB AT OCCUPIED SPACES
- HEATED SUSPENDED CEILING ENCLOSURE WITH INSULATION AT GARAGE AND EXTERIOR SOFFITS
- GYP. BOARD SOFFIT (WHERE SCHEDULED)

ROOF TYPES

REFER TO ROOF PLANS FOR LOCATIONS OF PAVERS, GREEN ROOF, AND PLANTERS OVER ROOF TYPES LISTED BELOW

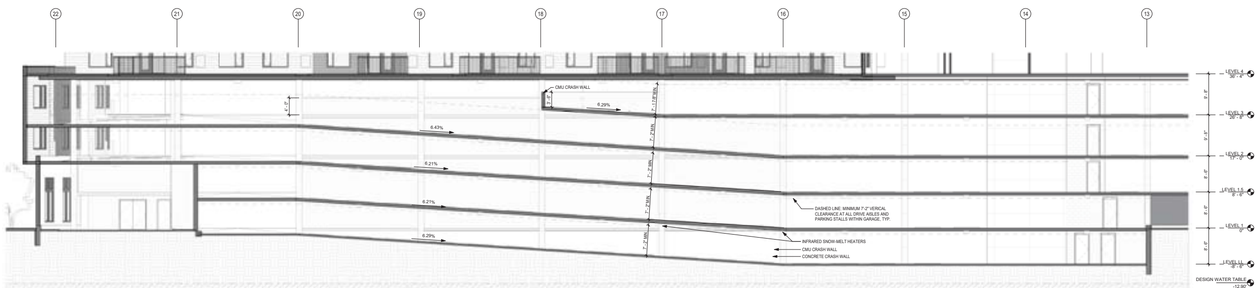
R1 ROOF TYPE 1
- OVERBURDEN (SEE PLANS)
- INSULATION (6") R-30
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

R2 ROOF TYPE 2
- OVERBURDEN (SEE PLANS)
- HOT RUBBERIZED ASPHALT
- BONDING PRIMER
- SLOPED CONCRETE SLAB

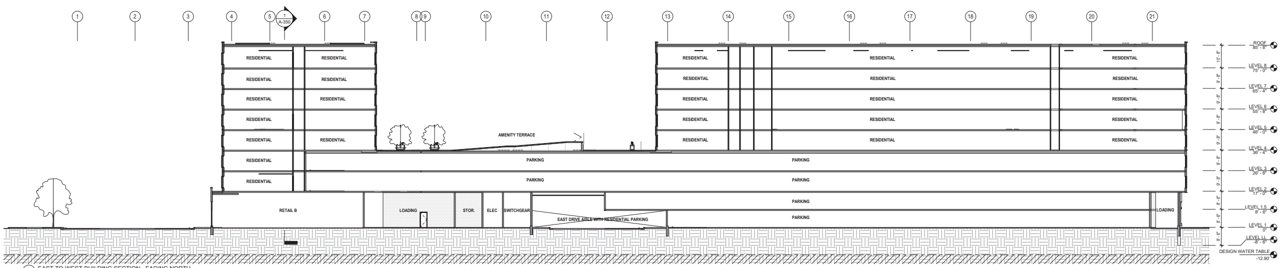
R3 ROOF TYPE 3
- OVERBURDEN (SEE PLANS)
- TPO ROOFING MEMBRANE
- COVER BOARD
- TAPERED INSULATION
- VAPOR BARRIER

BUILDING SECTION CONSTRUCTION NOTES

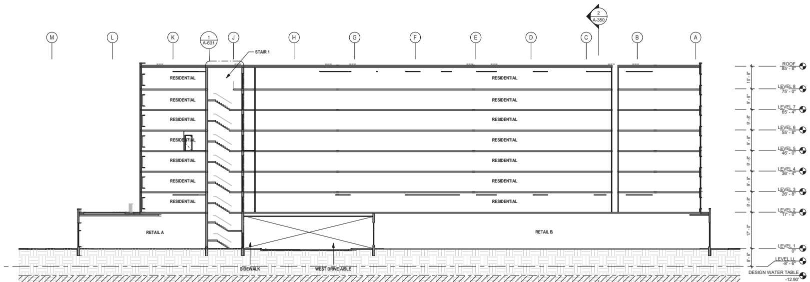
1. PROJECT LEVELS REPRESENT THE TOP OF STRUCTURAL FLOORS OR SUBFLOORS.
2. REFER TO A-440 FOR ROOF DETAILS
3. REFER TO PLANS AND DETAILS FOR PAVER AND LANDSCAPING CONDITIONS
4. REFER TO SHEET A-003A FOR FIRE RESISTANCE RATINGS OF CONCRETE ASSEMBLIES



3 SECTION AT PARKING LOOKING SOUTH
1/8" = 1'-0"



2 EAST TO WEST BUILDING SECTION - FACING NORTH
1/16" = 1'-0"



1 NORTH TO SOUTH BUILDING SECTION - FACING EAST
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
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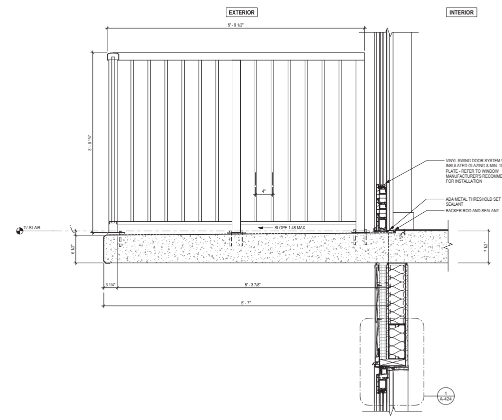
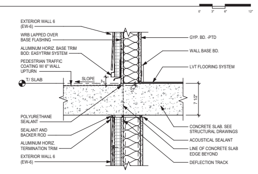
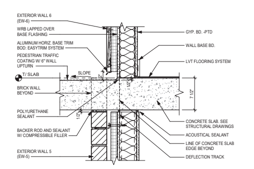


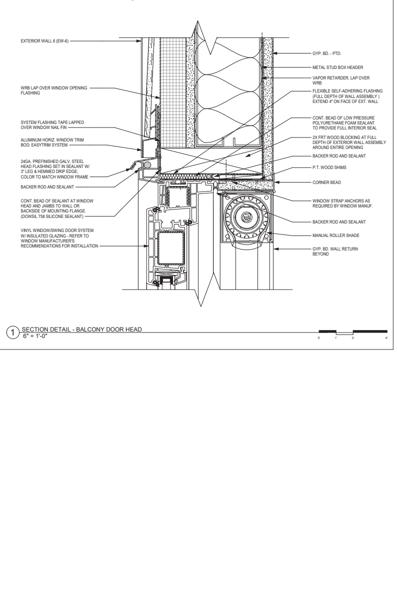
4 SECTION DETAIL - PICKET RAIL BALCONY
1 1/2" = 1'-0"



3 SECTION DETAIL - BALCONY WALL
1 1/2" = 1'-0"



2 SECTION DETAIL - BALCONY WALL
1 1/2" = 1'-0"



1 SECTION DETAIL - BALCONY DOOR HEAD
6" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

DEVELOPMENT CONSULTANT
TR Management + Consulting
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
EXTERIOR BALCONY DOOR DETAILS

SCALE
As indicated

SHEET NUMBER
A-424

DATE
09/07/2023

EXHIBIT C

ENGINEERING PLANS

FINAL ENGINEERING PLANS

FOR

ARLINGTON HEIGHTS - PHASE 1

2355 S. ARLINGTON HEIGHTS ROAD

ARLINGTON HEIGHTS, ILLINOIS

PROJECT TEAM

OWNER

Bradford Allen
300 S. Wacker Drive, 35th Floor
Chicago, Illinois 60606
312 994 5700

DEVELOPER

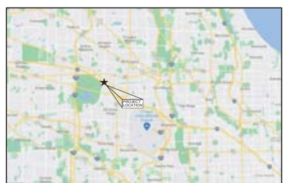
Moceri + Roszak
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
312 423 7989

ENGINEER

V3 Companies, Ltd.
7325 Janes Avenue
Woodridge, Illinois 60517
630 724 9200
Project Manager: Steven Kranenborg, P.E.
skranenborg@v3co.com
Project Engineer: Tom Kunschke
tkunschke@v3co.com

ARCHITECT

Thomas Roszak Architecture, LLC
145 S. Wells Street, Suite 700
Chicago, Illinois 60606
773 516 3501
Contact: Paul Baulier



VICINITY MAP
NO SCALE

LOCATION MAP
NO SCALE

INDEX

CIVIL ENGINEERING PLANS

SUPPORTING DOCUMENTS

DRAINAGE STATEMENT:

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH THE GENERALLY ACCEPTED ENGINEERING PRACTICES TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.

BENCHMARKS

SOURCE: BENCHMARKS ESTABLISH VIA TRIMBLE VRS NETWORK. DATUM IS NAVD88

SITE:

STATION DESIGNATION: SBM #1
ESTABLISHED BY: V3 DATE: 03-24-23
ELEVATION: 708.72 (MEASURED) DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE SOUTH SIDE OF LIGHT BASE ON THE EAST SIDE OF S ARLINGTON HEIGHTS RD, 85'± SOUTHWESTERLY FROM THE SOUTHWEST CORNER OF BUILDING # 2355.

STATION DESIGNATION: SBM #2
ESTABLISHED BY: V3 DATE: 03-24-23
ELEVATION: 711.84 (MEASURED) DATUM: NAVD88
DESCRIPTION: SQUARE CUT ON THE NORTH SIDE OF LIGHT BASE ON THE SOUTH SIDE OF ALGONQUIN RD, 116'± NORTHEASTERLY FROM NORTHEAST CORNER OF BUILDING # 165.

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org

Joint Utility Locating Information for Excavators
800.892.0123
Call 48 hours before you dig

PROFESSIONAL ENGINEER'S CERTIFICATION

I, STEVEN A, KRANENBORG, A LICENSED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THE CIVIL ENGINEERING PLANS WERE PREPARED ON BEHALF OF THOMAS ROSZAK ARCHITECTURE, LLC BY V3 COMPANIES, LTD. UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND CONTRACT DOCUMENTS.

DATED THIS ______DAY OF______________, A.D., 2023.

ILLINOIS LICENSED PROFESSIONAL ENGINEER
MY LICENSE EXPIRES ON NOVEMBER 30, 2023

ILLINOIS LICENSED DESIGN FIRM NO. 184-000902

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

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Tel: 312-994-5700

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
TITLE SHEET

SCALE	SHEET NUMBER
AS NOTED	C0.0
DATE: Project Issue Date	

GENERAL NOTES

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.

5. THE CONTRACTOR SHALL SUBSCRIBE TO ALL GOVERNING REGULATIONS AND SHALL OBTAIN ALL NECESSARY PUBLIC AGENCY PERMITS PRIOR TO STARTING WORK. THE CONTRACTOR, BY USING THESE PLANS FOR THEIR WORK, AGREE TO HOLD HARMLESS V3 COMPANIES LTD., THE MUNICIPALITY, THEIR EMPLOYEES AND AGENTS AND THE OWNER WHILE ACTING WITHIN THE SCOPE OF THEIR DUTIES FROM AND AGAINST ANY AND ALL LIABILITY, CLAIMS, DAMAGES, AND THE COST OF DEFENSE ARISING OUT OF CONTRACTOR(S) PERFORMANCE OF THE WORK DESCRIBED HEREIN, BUT NOT INCLUDING THE SOLE NEGLIGENCE OF THE OWNER, HIS AGENTS, THE ENGINEER, HIS EMPLOYEES AND AGENTS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE OWNER OF THE ROADWAY.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

8. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:

   a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY IDOT, LATEST EDITION.
   b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS," LATEST EDITION.
   c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.
   d. THE LATEST EDITIONS OF THE MUNICIPAL CODE AND STANDARDS OF THE VILLAGE OF ARLINGTON HEIGHTS.
   e. THE NATIONAL ELECTRIC CODE.
   f. THE ILLINOIS ACCESSIBILITY CODE.
   g. CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS AS PUBLISHED BY THE IEPA. TESTING OF SOILS BEING EXPORTED FROM THE SITE AND APPROPRIATE DISPOSAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

   IN THE EVENT OF CONFLICTING SPECIFICATIONS WITH REGARD TO SITE WORK ISSUES DESIGNED BY THE ENGINEER, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.

9. THE CONTRACTOR SHALL NOTIFY THE AUTHORITY HAVING JURISDICTION AT LEAST 48 HOURS PRIOR TO COMMENCING ANY WORK AND FOR ANY NEW CONSTRUCTION REQUIRING INSPECTION.

10. ALL TREES TO BE SAVED SHALL BE IDENTIFIED PRIOR TO CONSTRUCTION AND SHALL BE PROTECTED PER IDOT STANDARDS. THE RIGHT-OF-WAY LINE AND LIMITS OF THE CONTRACTOR'S OPERATIONS SHALL BE CLEARLY DEFINED THROUGHOUT THE CONSTRUCTION PERIOD. ALL TREES IDENTIFIED TO REMAIN SHALL BE PROTECTED FROM DAMAGE INCLUDING TRUNKS, BRANCHES AND ROOTS. NO EXCAVATING, FILLING OR GRADING IS TO BE DONE INSIDE THE DRIP LINE OF TREES UNLESS OTHERWISE INDICATED. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.

11. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT ACCUMULATION OF MUD OR SOIL ON PUBLIC THOROUGHFARES. AT THE END OF EACH DAY AND AS OFTEN AS OTHERWISE NECESSARY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS AS REQUIRED BY THE AUTHORITIES HAVING JURISDICTION AND AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

12. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS/HER OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY IN ACCORDANCE WITH THE VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE AND IDOT REQUIREMENTS.

13. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.

14. ALL EXISTING PAVEMENT OR CONCRETE TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL.

15. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR AS PART OF THE BASE CONTRACT.

16. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

17. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR LOCATION OF ALL NONREGULATED UTILITY LOCATIONS. CALL FOR LOCATES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION.

18. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, CONTRACTOR SHALL NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE AND SUPPORTED IF NECESSARY.

19. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION AND SEDIMENTATION CONTROL AS DETAILED IN THE STORM WATER POLLUTION PREVENTION PLAN.

21. ALL CURB RADII REFER TO BACK OF CURB.

22. ANY AREAS THAT ARE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED IN CONFORMANCE WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND SHALL BE INCIDENTAL TO THE CONTRACT.

23. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE AND IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.

24. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.

25. CAD FILES ARE AVAILABLE FOR CONSTRUCTION LAYOUT UPON REQUEST.

26. BACKFILL SHALL BE PLACED NEXT TO THE CURB AS SOON AS PERMISSIBLE AFTER CONSTRUCTION TO PREVENT SCOURING AND UNDERCUTTING BY STORM WATER RUNOFF.

27. BUTT JOINTS SHALL BE PROVIDED WHEREVER NEW PAVEMENT ABUTS EXISTING PAVEMENT. ALL BUTT JOINTS SHALL BE CONSTRUCTED BY MILLING AND SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BITUMINOUS SURFACE COURSE.

28. WHEN AN EXISTING DRAINAGE ROUTE, EITHER A STORM SEWER OR WATERWAY, IS INTERRUPTED DUE TO CONSTRUCTION, THE DRAINAGE ROUTE SHALL BE REESTABLISHED TO ORIGINAL CONDITIONS BY THE END OF THE SAME WORK DAY. POSITIVE DRAINAGE MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

29. PROVIDE SMOOTH VERTICAL CURVES THROUGH HIGH AND LOW POINTS INDICATED BY SPOT ELEVATIONS. PROVIDE UNIFORM SLOPES BETWEEN NEW AND EXISTING GRADES. AVOID RIDGES AND DEPRESSIONS.

30. FINAL ADJUSTMENT OF FIRE HYDRANTS, VALVE VAULTS AND MANHOLES TO FINISHED GRADE ARE INCIDENTAL TO THEIR COST.

31. ANY EXISTING UTILITY STRUCTURES REQUIRING ADJUSTMENT ARE TO BE ADJUSTED OR RECONSTRUCTED BY THE CONTRACTOR TO THE UTILITY OWNER'S SATISFACTION. ADJUSTMENTS OR RECONSTRUCTIONS NOT CALLED FOR ON THE PLANS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

32. ALL UTILITY CONNECTIONS TO EXISTING LINES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REGULATIONS AND TO THE SATISFACTION OF THE UTILITY OWNER.

33. PROVIDE TRENCH BACKFILL IN ACCORDANCE WITH THE DETAILS OF THE PLANS FOR ALL UTILITY LINES (OR AS OTHERWISE NOTED ON PLANS). BACKFILL SHALL BE PLACED AND COMPACTED PER THE MUNICIPALITY AND IDOT SPECIFICATIONS. COST OF BACKFILL IS TO BE CONSIDERED INCIDENTAL TO THE UTILITY WORK.

34. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

35. PRIOR TO DEMOBILIZATION, ALL WORK SHALL BE CLEANED AND INSPECTED TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

36. THE GENERAL CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO PROVIDE CABLE TV, PHONE, ELECTRIC, GAS AND IRRIGATION SERVICES. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING SITE LAYOUTS FOR THESE UTILITIES AND SHALL COORDINATE AND PROVIDE CONDUIT CROSSINGS AS REQUIRED. THIS COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ANY CONFLICTS IN UTILITIES SHALL BE CORRECTED BY THE GENERAL CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

37. BAND-SEAL CONNECTORS OR EQUIVALENT SHALL BE USED TO JOIN PIPES OF DISSIMILAR MATERIAL.

38. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF ALL CONSTRUCTION IN CONFORMANCE WITH ALL MUNICIPAL AND CLIENT REQUIREMENTS FOR USE IN PREPARING RECORD DRAWINGS.

39. THE SUBCONTRACTOR SHALL INSTALL A 2"x4"x6' POST ADJACENT TO THE TERMINUS OF UTILITY MAINS AND SERVICE LINES. POSTS SHALL BE MARKED IN ACCORDANCE WITH THE VILLAGE STANDARDS.

40. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ANY EXCAVATION. ANY DEWATERING REQUIRED SHALL BE INCIDENTAL TO THE CONTRACT.

41. COPIES OF SOILS INVESTIGATION REPORTS MAY BE OBTAINED FROM THE OWNER. ANY BRACING, SHEETING OR SPECIAL CONSTRUCTION METHODS REQUIRED IN ORDER TO INSTALL THE PROPOSED IMPROVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT. ANY ADDITIONAL SOILS DATA NEEDED TO CONFIRM THE CONTRACTOR'S OPINIONS OF THE SUBSOIL CONDITIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL OBTAIN THE OWNER'S WRITTEN AUTHORIZATION TO ACCESS THE SITE TO CONDUCT A SUPPLEMENTAL SOILS INVESTIGATION.

42. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER OR EXTENDED TO OUTLET INTO A PROPOSED DRAINAGE WAY AS DETERMINED BY THE ENGINEER. IF THIS CANNOT BE ACCOMPLISHED, THEN IT SHALL BE REPAIRED WITH NEW PIPE OF SIMILAR SIZE AND MATERIAL TO THE ORIGINAL LINE AND PUT IN ACCEPTABLE OPERATIONAL CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE FOR ON-SITE DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE SUBCONTRACTOR AND SUBMITTED TO THE ENGINEER UPON COMPLETION OF THE PROJECT. ALL FIELD TILE REPAIRS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

43. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

SPECIFICATIONS

EARTHWORK

1. THE GRADING OPERATIONS ARE TO BE INSPECTED BY A THIRD PARTY SOILS ENGINEER. THE CONTRACTOR'S REPRESENTATIVE MUST BE NOTIFIED PRIOR TO ANY UNSUITABLE SOIL REMOVAL AND MUST APPROVE, IN WRITING, ANY REMEDIATION. BOTH THE CONTRACTOR AND SOILS ENGINEER MUST BE PRESENT DURING REMEDIATION.

2. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISH GRADE. A MINIMUM OF 6 INCHES OF TOPSOIL IS TO BE PLACED BEFORE FINISH GRADE ELEVATIONS ARE ACHIEVED, UNLESS OTHERWISE NOTED. AREAS IN DETENTION FACILITIES NOTED TO BE ESTABLISHED WITH NATIVE VEGETATION SHALL REQUIRE A MINIMUM OF 12 INCHES OF TOPSOIL. REFER TO PLANTING PLANS TO VERIFY TOPSOIL THICKNESS REQUIREMENTS.

3. THE SURFACE VEGETATION, TOPSOIL, TRANSITIONAL MATERIAL, AND ANY OBVIOUSLY SOFT UNDERLYING SOIL SHALL BE STRIPPED FROM ALL AREAS TO RECEIVE STRUCTURAL FILL. IF THE UNDERLYING SUBGRADE IS FOUND TO BE UNSUITABLE FOR PROPER COMPACTION, CONTRACTOR TO CONSULT WITH SOILS ENGINEER PRIOR TO REMEDIATION.

4. EMBANKMENT MATERIAL WITHIN ROADWAY, DRIVEWAY, BUILDING AND OTHER STRUCTURAL CLAY FILL AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM SPECIFICATION D1557 (MODIFIED PROCTOR METHOD), OR TO SUCH OTHER DENSITY AS MAY BE DETERMINED APPROPRIATE BY THE SOILS ENGINEER, THE AUTHORITY HAVING JURISDICTION, AND THE CONTRACTOR.

5. ALL PAVEMENT SUBGRADE SHALL MEET THE REQUIREMENTS DETERMINED BY THE SOILS ENGINEER AND DOCUMENTED IN THE GEOTECHNICAL REPORT. IF AREAS OF PAVEMENT SUBGRADE ARE ENCOUNTERED WHICH DO NOT MEET THESE REQUIREMENTS, SUBGRADE REPLACEMENT OR PAVEMENT DESIGN REVISIONS SHALL BE PROVIDED WHICH ARE ADEQUATE TO OBTAIN EQUIVALENT PAVEMENT STRENGTH AS DETERMINED BY THE ENGINEER, SOILS ENGINEER, AND THE AUTHORITY HAVING JURISDICTION.

6. COMPLETED GRADING (FINISHED FINE GRADE) FOR PROPOSED PAVEMENT SUBGRADE AREAS, BUILDING PADS, AND OPEN SPACE AREAS SHALL BE WITHIN A 0.1' TOLERANCE OF DESIGN SUBGRADE.

7. THE SUBGRADE FOR PROPOSED STREET AND PAVEMENT AREAS SHALL BE PROOF-ROLLED BY THE SUBCONTRACTOR IN THE PRESENCE OF THE JURISDICTIONAL INSPECTOR, CONTRACTOR, AND SOILS ENGINEER.

8. BORROW PIT LOCATION(S) SHALL BE APPROVED BY THE OWNER, ENGINEER, AND GEOTECHNICAL ENGINEER.

SANITARY SEWER

1. SANITARY SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D2241 WITH AN SDR OF 26 WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   B. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. MANHOLES SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "SEWER".

3. ALL SANITARY SEWER SHALL BE TESTED FOR LEAKAGE AND DEFLECTION IN ACCORDANCE WITH SECTION 31-1.12 AND 31-1.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS.

4. ALL SANITARY MANHOLES SHALL BE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C969 OR ATSM C1244.

5. CONTRACTOR SHALL VERIFY THAT THE TESTING METHODS DESIGNATED HEREIN ARE ACCEPTABLE TO LOCAL AUTHORITIES HAVING JURISDICTION OVER THIS PROJECT. IF THE LOCAL JURISDICTION HAS MORE STRINGENT TESTING REQUIREMENTS THE CONTRACTOR SHALL ADHERE TO THE MORE STRINGENT REQUIREMENTS. THE COST SHALL BE INCIDENTAL TO THE CONTRACT.

WATERMAIN DISTRIBUTION SYSTEM

1. WATER MAIN SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIAL AS SPECIFIED ON THE PLANS:

   A. DUCTILE IRON PIPE, CLASS 52 CONFORMING TO ANSI A21.51, AWWA C-151 WITH CEMENT LINING CONFORMING TO ANSI A21.4, AWWA C-104 AND PUSH-ON JOINTS CONFORMING TO ANSI A21.11, AWWA C-111. FITTINGS SHALL COMPLY WITH ANSI A21.10, AWWA C110. ALL DUCTILE IRON PIPE SHALL BE WRAPPED IN POLYETHYLENE IN ACCORDANCE WITH AWWA C105.

   B. POLYVINYL CHLORIDE PIPE, PVC CONFORMING TO ASTM C-900, WITH ELASTOMETRIC GASKET JOINTS CONFORMING TO ASTM D3139.

   C. WATER SERVICE LINES SHALL BE CONSTRUCTED OF CLASS K COPPER.

2. MINIMUM COVER OVER WATER MAIN SHALL BE 5' - 6" FROM FINISHED GRADE TO TOP OF PIPE.

3. VALVE VAULTS SHALL BE USED AT ALL VALVE LOCATIONS WHERE WATER MAIN IS 8" DIAMETER OR LARGER. VAULTS SHALL BE PRECAST CONCRETE STRUCTURES, WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL SHEETS). LIDS SHALL BE IMPRINTED "WATER".

4. THRUST BLOCKING OR RESTRAINED JOINTS SHALL BE INSTALLED ON WATER MAINS AT ALL BENDS, TEES, ELBOWS, ETC. AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION. COST OF SAME SHALL BE INCIDENTAL TO THE UNIT PRICE FOR PIPE INSTALLED.

5. WATER MAIN FITTINGS (BENDS, ELBOWS, TEES, INCREASES, REDUCERS, ETC.) MAY OR MAY NOT BE SPECIFICALLY REFERENCED ON THE CONSTRUCTION PLANS. THEY ARE TO BE CONSIDERED AS INCIDENTAL AND INCLUDED IN THE LINEAL FOOTAGE COST OF THE WATER MAIN.

6. ALL WATER LINES ARE TO BE PRESSURE TESTED AND CHLORINATED PER THE REQUIREMENTS OF THE MUNICIPALITY AND THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

STORM SEWER

1. STORM SEWERS SHALL BE CONSTRUCTED OF THE FOLLOWING MATERIALS AS SPECIFIED ON THE PLANS:

   A. REINFORCED CONCRETE PIPE (RCP) IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS DETERMINATION FOR PIPE CLASS, AND CONFORMING TO ASTM C76. ALL STORM SEWER SHALL HAVE GASKETED JOINTS CONFORMING TO ASTM C-361, UNLESS OTHERWISE NOTED.

   B. POLYVINYL CHLORIDE PLASTIC SEWER PIPE (PVC) CONFORMING TO ASTM D3034 WITH ELASTOMERIC GASKETED JOINTS CONFORMING TO ASTM D3212.

   C. HIGH DENSITY POLYETHYLENE PIPE, HDPE, CONFORMING TO ASTM D3350 WITH ELASTOMERIC JOINTS CONFORMING TO ASTM D3212.

   D. DUCTILE IRON PIPE, CLASS 52, CONFORMING TO ANSI A21.51 (AWWA C151) WITH JOINTS CONFORMING TO ANSI 21-11 (AWWA C-111).

2. STORM SEWER STRUCTURES SHALL BE PRECAST OF THE TYPE AND DIAMETER AS SPECIFIED IN THE PLANS WITH APPROPRIATE FRAME AND LIDS (SEE CONSTRUCTION DETAIL). LIDS SHALL BE IMPRINTED "STORM".

IEPA CROSSING REQUIREMENTS

1. HORIZONTAL SEPARATION:

   A. WATERMAINS SHALL BE LAID AT LEAST TEN FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER OR SEWER SERVICE CONNECTION.

   B. WATERMAINS MAY BE LAID CLOSER THAN TEN FEET TO A SEWER LINE WHEN:
      I. LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET;
      II. THE WATERMAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND
      III. THE WATERMAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

   I. BOTH THE WATERMAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING THE REQUIREMENTS OF SECTION 653.111 WHEN IT IS IMPOSSIBLE TO MEET (A) OR (B) ABOVE. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

2. VERTICAL SEPARATION:

   A. A WATERMAIN SHALL BE LAID SO THAT ITS INVERT IS 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATERMAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATERMAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATERMAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

   B. BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE MEETING REQUIREMENTS OF SECTION 653.111 WHEN:
      I. IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN 9A) ABOVE; OR
      II. THE WATERMAIN PASSES UNDER A SEWER DRAIN.

   C. A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATERMAIN SHALL BE MAINTAINED WHERE A WATERMAIN CROSSES UNDER A SEWER. SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATERMAIN.

   D. CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE NORMAL DISTANCE FROM THE WATERMAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

PAVING

1. BASE COURSE SHALL BE AGGREGATE BASE COURSE, CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

2. SURFACE COURSE AND BINDER COURSE SHALL BE HOT-MIX ASPHALT (HMA) CONFORMING TO IDOT STANDARD SPECIFICATIONS (SEE PLANS FOR THICKNESS).

3. CURB & GUTTER AND SIDEWALK SHALL BE CLASS SI PORTLAND CEMENT CONCRETE CONFORMING TO IDOT STANDARD SPECIFICATIONS.

4. SUBGRADE SHALL BE FINISHED TO BE WITHIN 0.1 FEET OF DESIGN SUBGRADE ELEVATIONS BY THE EARTHWORK CONTRACTOR. FINE GRADING FOR PAVEMENTS AND SIDEWALKS SHALL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR.

5. AGGREGATE BASE COURSES SHALL BE PRIMED AT THE RATE OF 0.25 TO 0.50 GALLONS PER SQUARE YARD AND BRICK, CONCRETE, OR HMA BASES SHALL BE PRIMED AT THE RATE OF 0.05 TO 0.10 GALLONS PER SQUARE YARD WITH LIQUID ASPHALT CONFORMING TO THE IDOT STANDARD SPECIFICATIONS AND APPROPRIATE FOR PREVAILING WEATHER AND SITE CONDITIONS. PRIME COAT AND CLEANING THE EXISTING SURFACE SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

6. PAVEMENT SHALL BE CONSTRUCTED ON A THOROUGHLY COMPACTED SUBGRADE MEETING THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND RECOMMENDATIONS OF THE GEOTECHNICAL CONSULTANT. PRIOR TO PLACEMENT OF THE NEW PAVEMENT, THE SUBGRADE SHALL BE PROOF ROLLED WITH A FULLY LOADED TANDEM AXLE DUMP TRUCK (MINIMUM 20 TONS). PROOF ROLLING SHALL BE WITNESSED BY THE GEOTECHNICAL CONSULTANT.

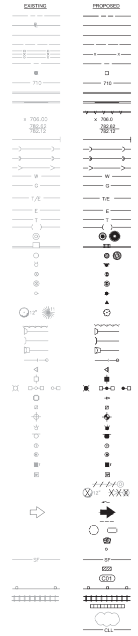
7. SIDEWALKS SHALL BE OF THE THICKNESS AND DIMENSIONS AS SHOWN IN THE CONSTRUCTION PLANS. CONTRACTION JOINTS SHALL BE SET AT 5' CENTERS AND ½ INCH PREMOLDED FIBER EXPANSION JOINTS SHALL BE SET AT 50' CENTERS AND WHERE THE SIDEWALK MEETS THE CURB, A BUILDING, OR AT THE END OF EACH POUR. ALL SIDEWALKS CONSIDERED TO BE ACCESSIBLE ROUTES AS DEFINED BY THE AMERICANS WITH DISABILITIES ACT (ADA) SHALL BE SUBJECT TO ILLINOIS ACCESSIBILITY CODE (IAC) REQUIREMENTS, UNLESS OTHERWISE NOTED.

8. TESTING OF THE SUBBASE, BASE COURSE, BINDER COURSE, SURFACE COURSE, AND CONCRETE WORK SHALL BE REQUIRED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH THE SPECIFIC REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION. A QUALIFIED TESTING FIRM SHALL BE EMPLOYED TO PERFORM THE REQUIRED TESTS.

9. ASPHALT JOINTS FOR BINDER AND SURFACE COURSES ARE TO BE STAGGERED.

LEGEND

EXISTING | PROPOSED



DESCRIPTION

- RIGHT-OF-WAY LINE
- PROPERTY LINE (EXTERIOR)
- LOT LINE (INTERIOR)
- EASEMENT LINE
- FENCE LINE
- CENTERLINE
- PROPERTY CORNER
- CONTOUR
- CURB & GUTTER
- DEPRESSED CURB & GUTTER
- REVERSE PITCHED CURB
- SPOT ELEVATION
- *TOP OF CURB ELEVATION*
  EDGE OF PAVEMENT ELEVATION
- UTILITY STUB
- SANITARY SEWER
- SANITARY FORCE MAIN
- STORM SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE & ELECTRIC DUCT BANK
- BURIED CABLE-ELECTRIC
- BURIED CABLE-TELEPHONE
- ATLAS LOCATED UTILITY
- UTILITY STRUCTURE WITH CLOSED LID
- CURB INLET
- DRAINAGE STRUCTURE WITH OPEN LID
- FIRE HYDRANT
- VALVE IN VALVE BOX
- GATE VALVE IN VALVE VAULT
- POST INDICATOR VALVE
- THRUST BLOCK
- TREE
- TREE LINE
- CONCRETE HEADWALL
- SUBMERGED HEADWALL
- FLARED END SECTION (F.E.S.)
- GUY WIRES
- FLOOD LIGHT
- UTILITY POLE
- LIGHT STANDARD
- TRAFFIC SIGNAL POLE
- HAND HOLE
- SOIL BORING
- IRRIGATION HEADS
- SIGN
- TELEPHONE MANHOLE
- MONITORING WELL
- TELEPHONE PEDESTAL
- TRANSFORMER PAD
- UTILITY TO BE ABANDONED
- FEATURE TO BE REMOVED
- STORMWATER FLOW DIRECTION
- STORMWATER OVERFLOW ROUTE
- DITCH CHECK
- INLET FILTER BASKET
- RIP RAP
- BOLLARD
- SILT FENCE
- WATER MAIN PROTECTION
- UTILITY CROSSING LABEL
- GUARDRAIL
- RAILROAD TRACKS
- RETAINING WALL
- REVISION DELINEATION
- CONSTRUCTION LIMIT LINE
- TREE PROTECTION FENCE

ABBREVIATIONS

A	ARC LENGTH
B-B	BACK TO BACK OF CURB
B/C	BACK OF CURB
BLDG	BUILDING
BM	BENCHMARK
B/P	BOTTOM OF PIPE
BV/VV	BUTTERFLY VALVE IN VALVE VAULT
C & G	CURB AND GUTTER
CB	CATCH BASIN
℄	CENTERLINE
CL	CLOSED LID
CO	CLEAN OUT
DIP	DUCTILE IRON PIPE
DIA	DIAMETER
DIWM	DUCTILE IRON WATER MAIN
DWG	DRAWING
E	EAST OR ELECTRIC OR EDGE
EJ	EXPANSION JOINT
ELEV	ELEVATION
E/P	EDGE OF PAVEMENT
EX.	EXISTING
F & CL	FRAME & CLOSED LID
F & G	FRAME & GRATE
F & OL	FRAME & OPEN LID
FES	FLARED END SECTION
F-F	FACE TO FACE OF CURB
FF	FINISHED FLOOR
F/G	FINISHED GRADE
FH	FIRE HYDRANT
F/L	FLOW LINE
G	GAS LINE
GV/VB	GATE VALVE IN VALVE BOX
GV/VV	GATE VALVE IN VALVE VAULT
HDCP	HANDICAP
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HDW	HEADWALL
HOR	HORIZONTAL
HP	HIGH POINT
HWL	HIGH WATER LEVEL
IE	INVERT ELEVATION
IN	INLET
LF	LINEAL FEET
LP	LOW POINT OR LIGHT POLE
L	LEFT
ME	MATCH EXISTING
MH	MANHOLE
MW	MONITORING WELL
N	NORTH
NIC	NOT IN CONTRACT / NOT INCLUDED
NWL	NORMAL WATER LEVEL
OC	ON CENTER
OL	OPEN LID
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POINT OF VERTICAL CURVATURE OR POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS OR RIGHT
RCP	REINFORCED CONCRETE PIPE
ROW	RIGHT OF WAY
S	SLOPE OR SOUTH
SAN	SANITARY
SF	SILTATION FENCE
SFM	SANITARY FORCE MAIN
SHT	SHEET
SHW	SUBMERGED HEADWALL
SMH	SANITARY MANHOLE
STA	STATION
ST	STORM STRUCTURE OR STORM SEWER
STMH	STORM MANHOLE
T	TANGENT LENGTH OR TELEPHONE
T/C	TOP OF CURB
T/P	TOP OF PIPE
T/W	TOP OF WALL
TY	TYPE
TYP	TYPICAL
UP	UTILITY POLE
VC	VERTICAL CURVE
VERT	VERTICAL
VCP	VITRIFIED CLAY PIPE
W	WEST
WM	WATER MAIN

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

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ARCHITECT
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CONSTRUCTION MANAGER
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
GENERAL NOTES LEGEND AND ABBREVIATIONS

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C1.0

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MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   - STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   - VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE;
   - THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   - IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS
1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. THE VILLAGE OF ARLINGTON HEIGHTS ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

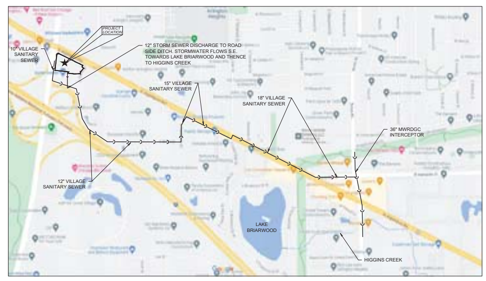
C. GENERAL NOTES
1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER
1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VERIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350	ASTM D-3261,F-2620 (HEAT FUSION)
	ASTM D-3035	ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-2672 OR ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3212
14-INCH TO 48-INCH	AWWA C905	ASTM D-3212

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS),REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
10. BELOW THE FLOOD PROTECTION ELEVATION (FPE = BFE + 2 FEET), ALL SANITARY SEWER MANHOLES AND STRUCTURES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATER MAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATER MAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL
1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT?OF?WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
10. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
11. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
12. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
13. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
14. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
15. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
16. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.
17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATER MAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER SITE INSPECTOR, OR MWRD.



MWRD ROUTING MAP

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

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PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
MWRD GENERAL NOTES AND ROUTING MAP

SCALE
AS NOTED

SHEET NUMBER
C1.1

DATE
Project Issue Date

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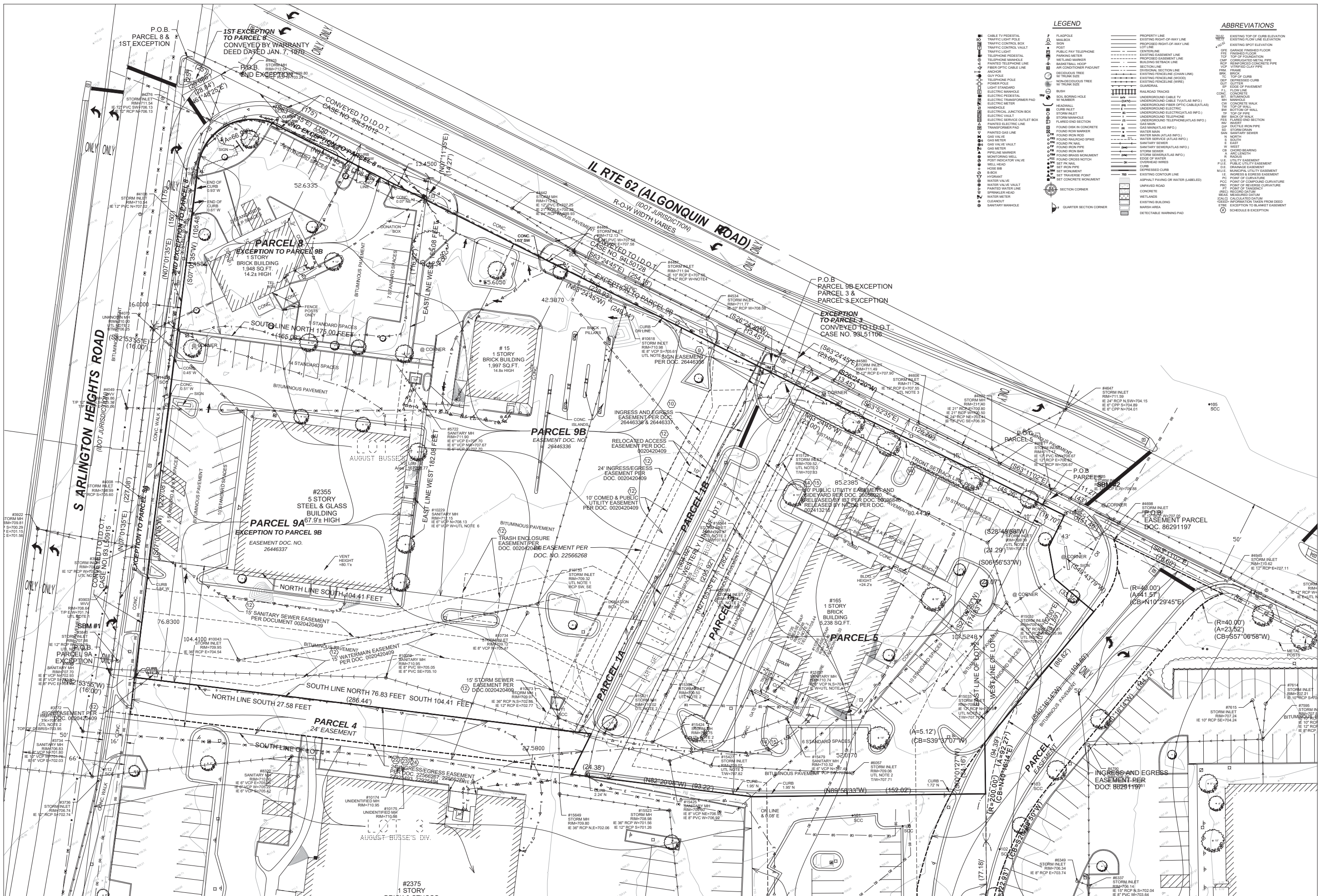

NOTES:

1. EXISTING SITE TOPOGRAPHY, UTILITIES, RIGHT-OF-WAY AND HORIZONTAL CONTROL SHOWN ON THE DRAWINGS WERE OBTAINED FROM A SURVEY PREPARED BY:

   V3 COMPANIES, LTD.
   7325 JANES AVENUE
   WOODRIDGE, IL 60517

   COPIES OF THE SURVEY ARE AVAILABLE FROM THE SURVEYOR. SITE CONDITIONS MAY HAVE CHANGED SINCE THE SURVEY WAS PREPARED. CONTRACTORS TO VISIT SITE TO FAMILIARIZE THEMSELVES WITH THE CURRENT CONDITIONS.

2. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES, THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN.

3. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL AND STARTING WORK.

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SHEET TITLE
EXISTING CONDITIONS PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C2.0

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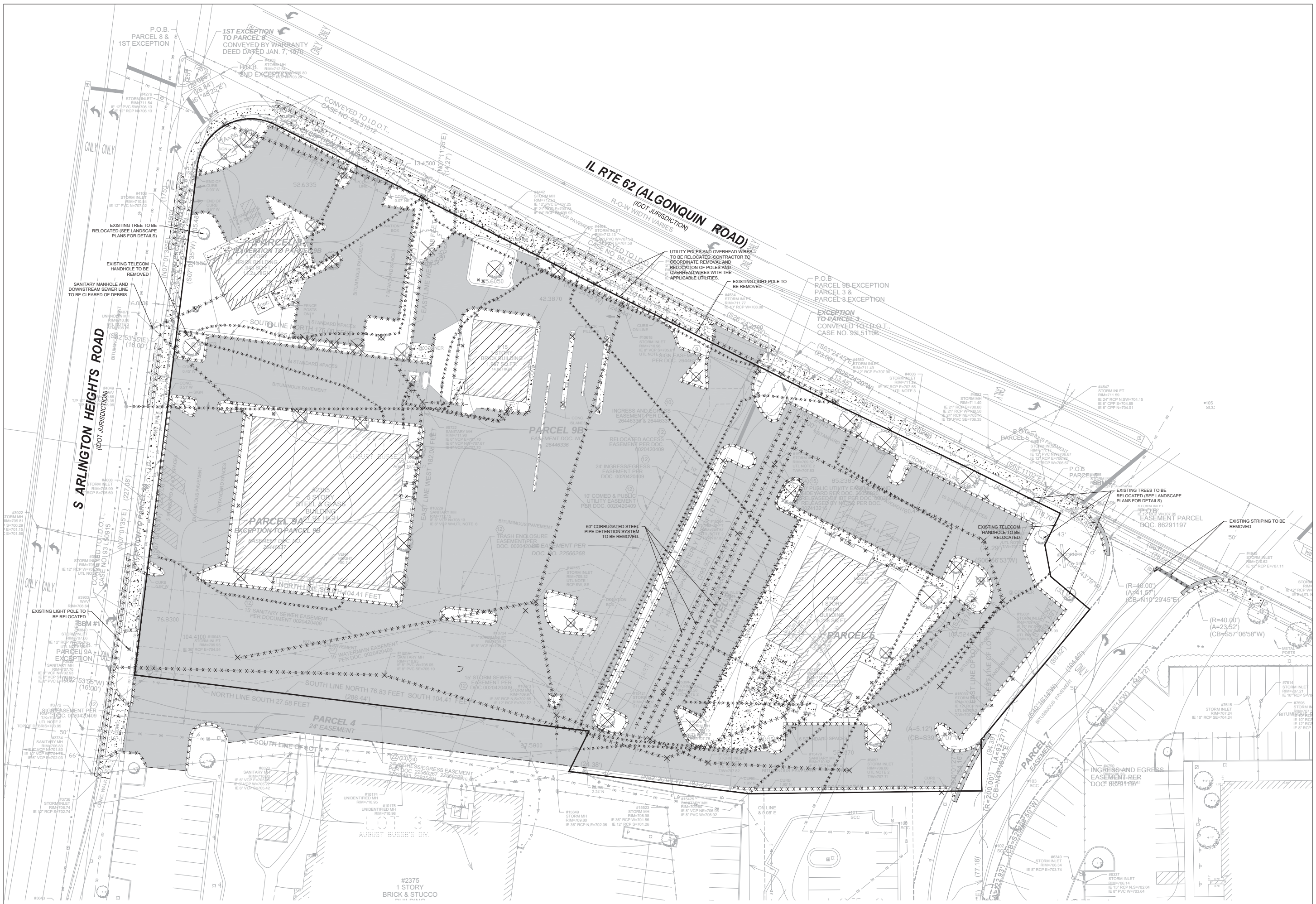

NOTES:

1. THE EXTENT OF DEMOLITION WORK IS AS GENERALLY SHOWN ON THE CONSTRUCTION DOCUMENTS. SPECIFIC DEMOLITION PROCESSES OR PROCEDURES FOR DEMOLITION AND STRUCTURAL CONSIDERATIONS ARE THE RESPONSIBILITY OF OTHERS. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFFSITE OF THE FOLLOWING ITEMS:
   - SIDEWALK AND ON-SITE PAVEMENT
   - BUILDINGS, FOUNDATIONS, AND SUPPORTING WALLS AND SLABS
   - UTILITIES
   - CONSTRUCTION DEBRIS
2. ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.
3. CONTRACTOR MUST RECEIVE APPROVAL FROM CIVIL ENGINEER AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL.
4. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK.
5. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED.
6. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF BUILDINGS, PAVEMENTS AND UTILITIES TO REMAIN FROM ANY DAMAGE AND SHALL BE RESPONSIBLE FOR REPAIRING THE SAME.
8. EXISTING UTILITIES, WHICH DO NOT SOLEY SERVICE STRUCTURES BEING DEMOLISHED, ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR SHALL ARRANGE FOR SHUT-OFF OF UTILITIES SERVING STRUCTURES TO BE DEMOLISHED. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS.
9. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO HAVE THEIR TRENCHES BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY.
10. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
11. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. REMOVAL, ABANDOMENT, AND RELOCATION OF EXISTING UTILITIES SHALL BE COMPLETED AS GENERALLY DEPICTED ON THESE PLANS. CONTRACTOR TO COORDINATE RELOCATIONS WITH THE UTILITY OWNER. CONTRACTOR SHALL MINIMIZE DISRUPTION OF SERVICE AND SHALL WORK WITH UTILITY OWNER TO MAINTAIN AN ACCEPTABLE LEVEL OF SERVICE.
13. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO MINIMIZE DUST AND DIRT FROM RISING AND SCATTERING IN THE AIR. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. DEMOLITION DEBRIS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
15. COMPLETELY FILL BELOW-GRADE AREAS AND VOIDS RESULTING FROM DEMOLITION TO THE FINAL LINES AND GRADES SHOWN ON THE CONTRACT DOCUMENTS. BACKFILL MATERIAL SHALL BE IDOT APPROVED AGGREGATE (CA-6) OR APPROVED EQUAL.
16. SEE LANDSCAPE PLANS FOR INFORMATION ON LANDSCAPE AND TREE PROTECTION, PRESERVATION, AND REMOVAL.
17. EXISTING MONITORING WELLS ARE TO BE REMOVED AS NECESSARY AND SEALED BY STATE LICENSED WELL DRILLER PER ILLINOIS DEPARTMENT OF PUBLIC HEALTH REQUIREMENTS AND/OR LOCAL/COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE WITH THE COOK COUNTY HEALTH DEPARTMENT (708-492-2000) FOR DIRECTION AND REQUIRED SEALING REPORT DOCUMENTATION.
18. THESE DRAWINGS DO NOT INCLUDE THE REMOVAL OF UNDERGROUND STORAGE TANKS. SHOULD UNDERGROUND STORAGE TANKS BE ENCOUNTERED, CONTRACTOR TO CONTACT OWNER AND ENGINEER TO DETERMINE RESPONSIBILITY FOR ANY ENVIRONMENTAL REMEDIATION OR REMOVAL WORK AS NECESSARY. ANY REMOVAL OF UNDERGROUND STORAGE TANKS MUST BE IN CONFORMANCE WITH LOCAL AND STATE STANDARDS.

DEMOLITION LEGEND

Symbol	Description
(grey fill)	ASPHALT PAVEMENT REMOVAL (FULL DEPTH)
(stipple)	CONCRETE PAVEMENT OR SIDEWALK REMOVAL (FULL-DEPTH)
(crosshatch)	IDOT PAVEMENT RESTORATION MILL 1.5" ASPHALT SURFACE COURST
(diagonal hatch)	BUILDING AND FOUNDATION REMOVAL
(paver pattern)	PAVER REMOVAL
— X X X—	CONC. CURB/GUTTER OR UTILITY LINE TO BE REMOVED
X	STRUCTURE/TREE TO BE REMOVED
— — — —	SAWCUT LINE

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SHEET TITLE
DEMOLITION PLAN

SCALE: AS NOTED
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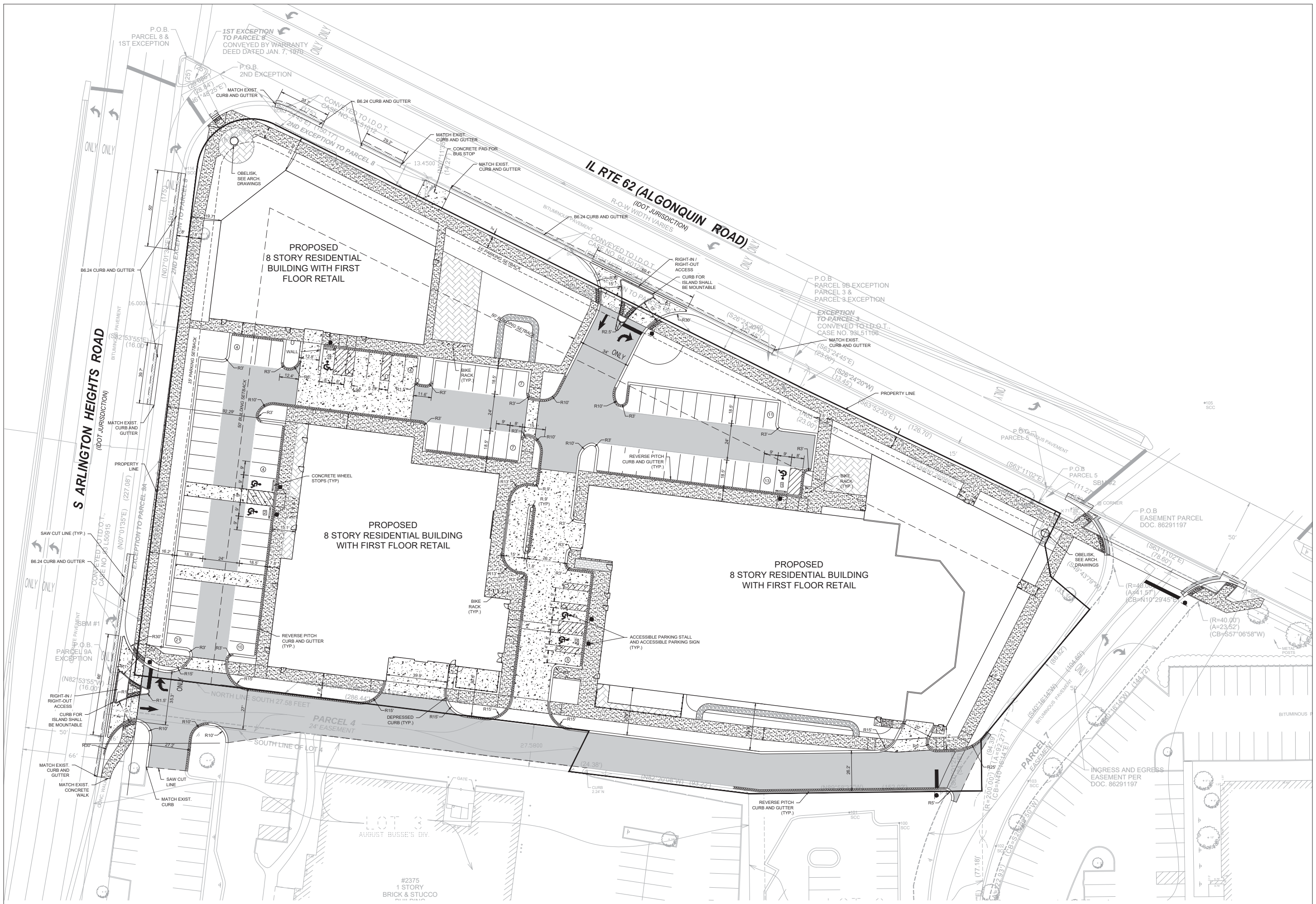

PAVING LEGEND

HEAVY DUTY HMA PAVEMENT

2" HMA SURFACE COURSE, MIX C, N50
2.25" HMA BINDER COURSE, IL-19.0, N50
5" HMA BINDER COURSE, IL-19.0, N50
4" AGGREGATE BASE COURSE - CA6

REGULAR HMA PAVEMENT

1.5" HMA SURFACE COURSE, MIX C, N50
2.5" HMA BINDER COURSE, IL-19.0, N50
9" AGGREGATE BASE COURSE - CA6

IDOT PAVEMENT RESTORATION

1.5" EXISTING ASPHALT TO BE MILLED & PROPERLY DISPOSED OF BY CONTRACTOR
1.5" HOT MIX ASPHALT SURFACE COURSE, MIX D, N90

CONCRETE PAVEMENT

8" P.C. CONCRETE PAVEMENT WITH (6X6/W2.9=W2.9) W.W.F.
6" AGGREGATE BASE COURSE - CA6
(REFER TO ARCH. PLANS FOR AREAS OF PIGMENTED CONCRETE)

CONCRETE SIDEWALK

5" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE COURSE - CA6

PATIO PAVEMENT

SEE ARCHITECT'S DRAWINGS FOR DETAILS

GRAVEL PATH

SEE ARCHITECT'S DRAWINGS FOR DETAILS

SURFACE PARKING SUMMARY

STANDARD SPACES = 84
ADA SPACES = 6
TOTAL SPACES = 90

NOTES:

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL PROPOSED ON-SITE STRIPING SHALL BE PAINTED WHITE UNLESS OTHERWISE NOTED.
3. BUILDING DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL CURB AND GUTTER SHALL BE B6.12 UNLESS OTHERWISE NOTED.

GRAPHIC SCALE
1" = 20'

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Tel: 630-724-9200

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Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
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Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
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Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LAYOUT AND PAVING PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C3.0

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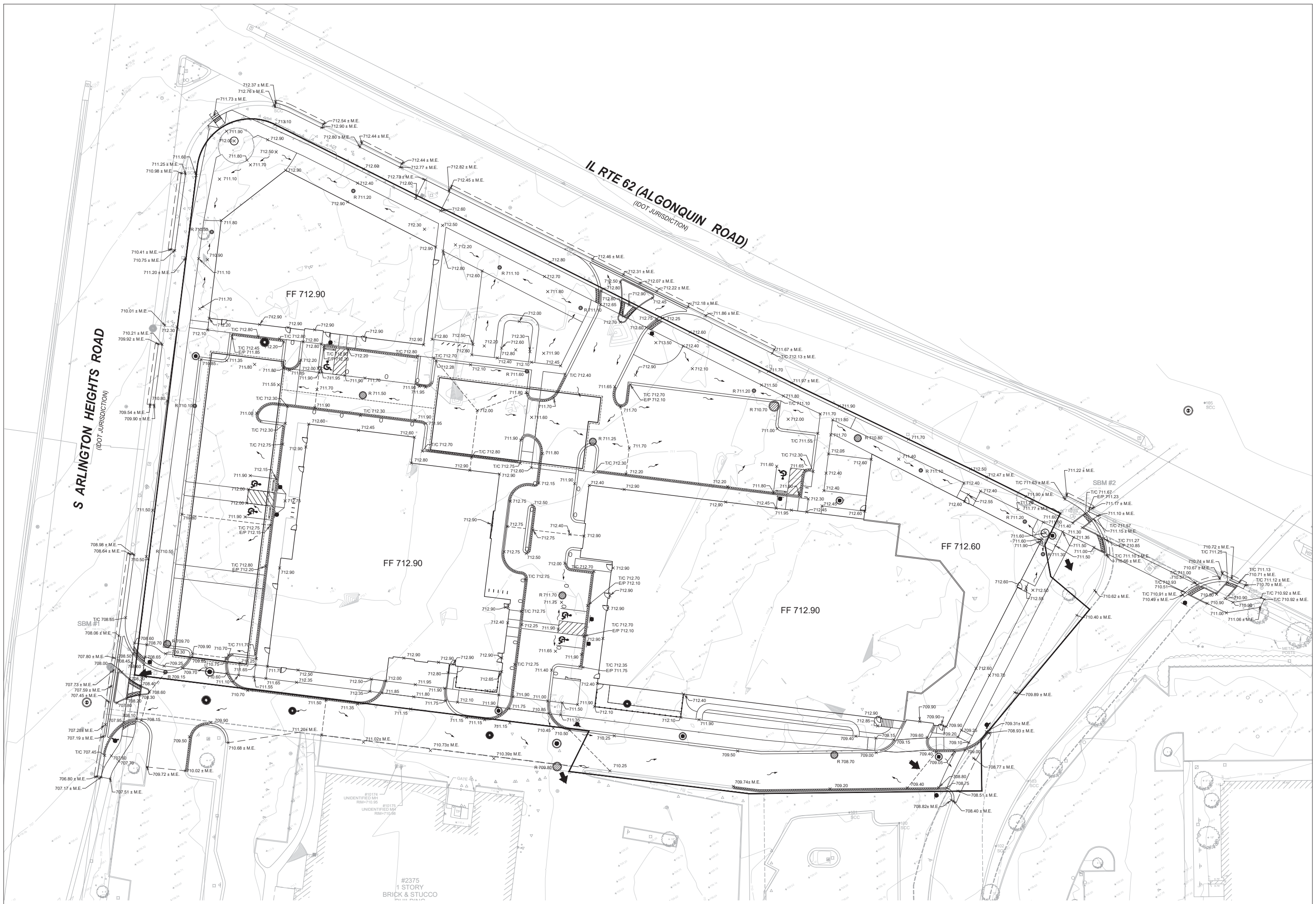

NOTES:

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB AND GUTTER REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% CROSS SLOPE AND 4.00% MAXIMUM LONGITUDINAL SLOPE ON ALL SIDEWALKS AND PEDESTRIAN PATHS UNLESS OTHERWISE INDICATED. PLEASE NOTE THAT THE ILLINOIS ACCESSIBILITY CODE REQUIRES A MAXIMUM CONSTRUCTED CROSS SLOPE OF 2.00% AND LONGITUDINAL SLOPE OF 5.00%.

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
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Tel: 312-994-5700

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Chicago, IL 60606
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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
GRADING PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C4.0

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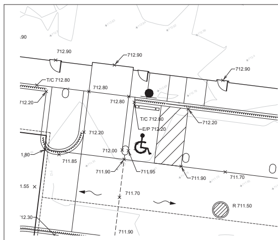

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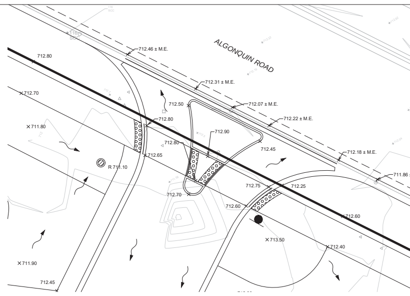

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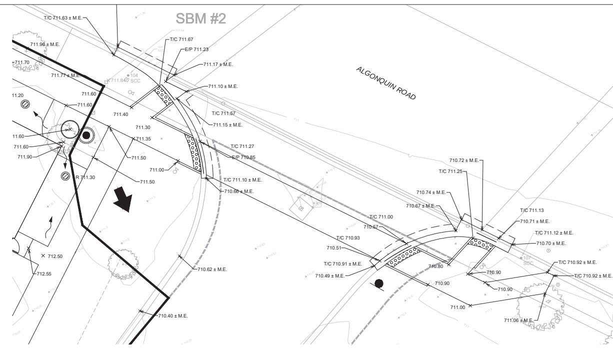

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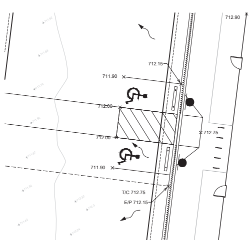

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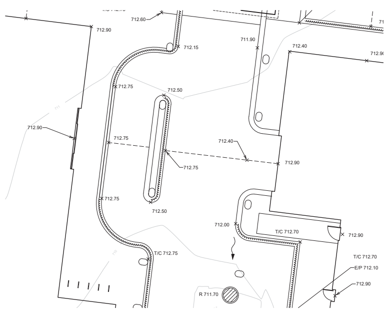

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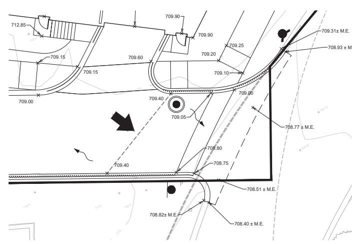
ENLARGEMENT



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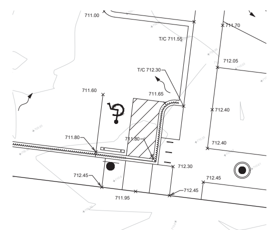

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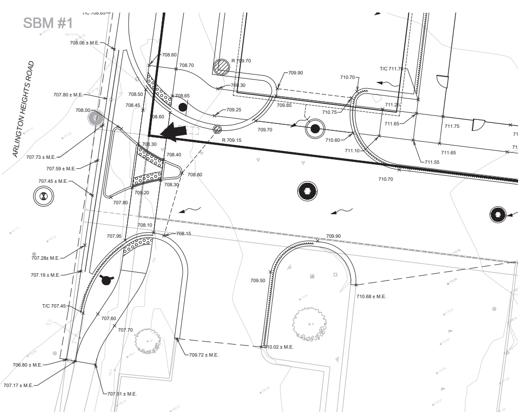

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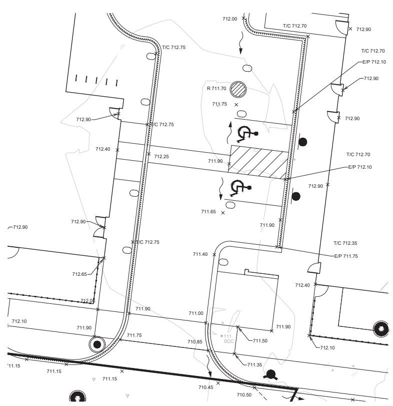
ENLARGEMENT



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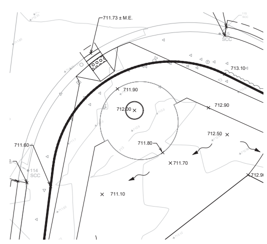

CURB RAMP ENLARGEMENT

SIGNATURE/SEAL

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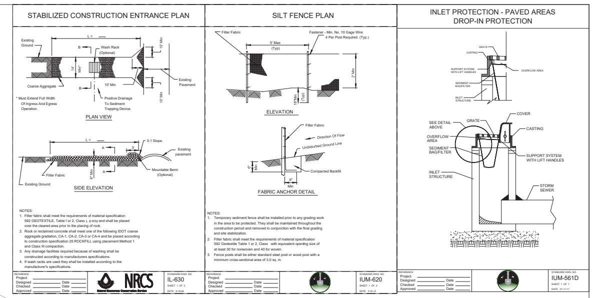
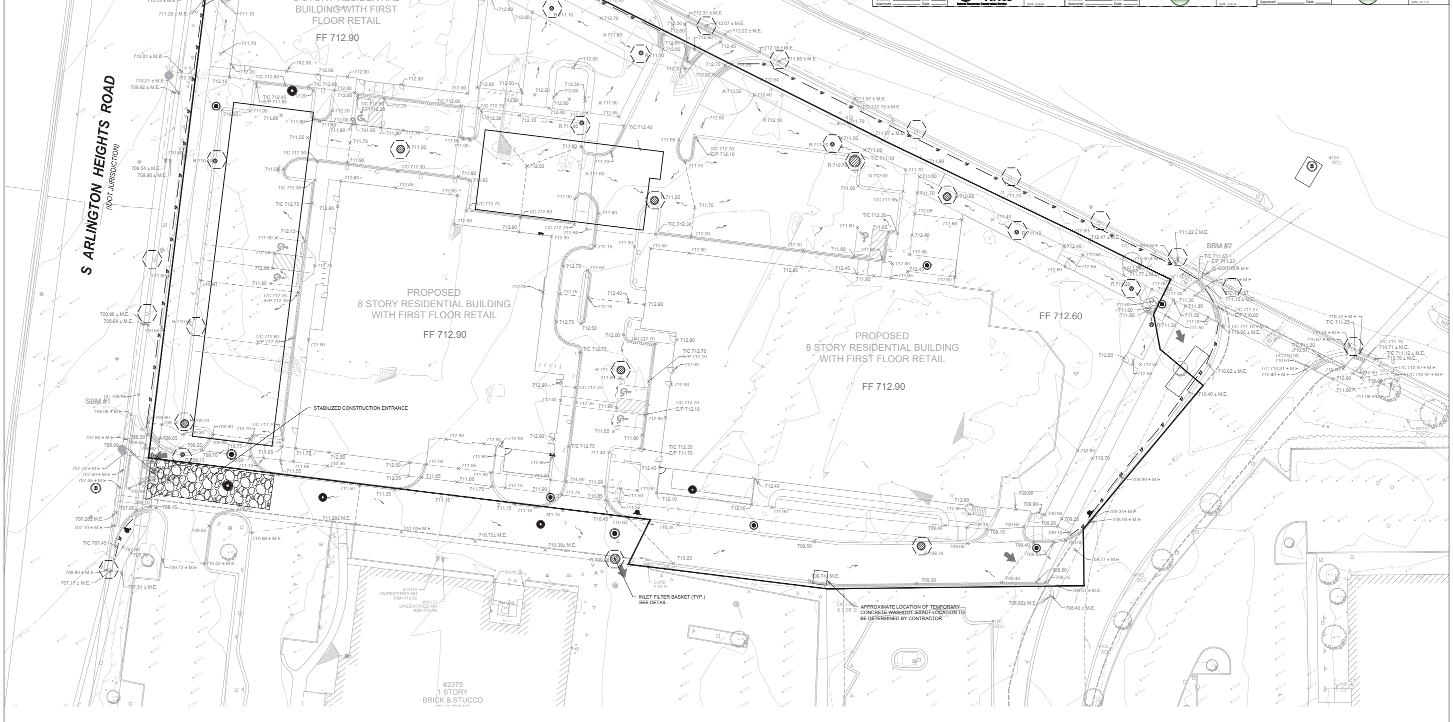
SHEET TITLE
ENLARGEMENT PLANS

SCALE	SHEET NUMBER
AS NOTED	C4.1
DATE: Project Issue Date	





EROSION CONTROL LEGEND

◯	INLET PROTECTION
—— SF ——	SILT FENCE

NOTES:

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF WORK.
2. CONTRACTOR TO INSTALL SILT FENCE PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
3. CONTRACTOR TO INSTALL INLET PROTECTION ON ALL OPEN LID STRUCTURES. SEE INLET PROTECTION DETAIL ON THIS SHEET.
4. EROSION CONTROL BLANKET (ROLLMAX ERONET S150 OR APPROVED EQUAL) SHALL BE PLACED ON ALL AREAS WITH SIDE SLOPES OF 4:1 OR GREATER, AND IN BOTTOM AND SIDE SLOPES OF SWALES WHERE NOTED.
5. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED.
6. 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 V3 COMPANIES. 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.

GRAPHIC SCALE
1" = 20'

SIGNATURE/SEAL

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FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
EROSION CONTROL PLAN AND DETAILS

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C4.2

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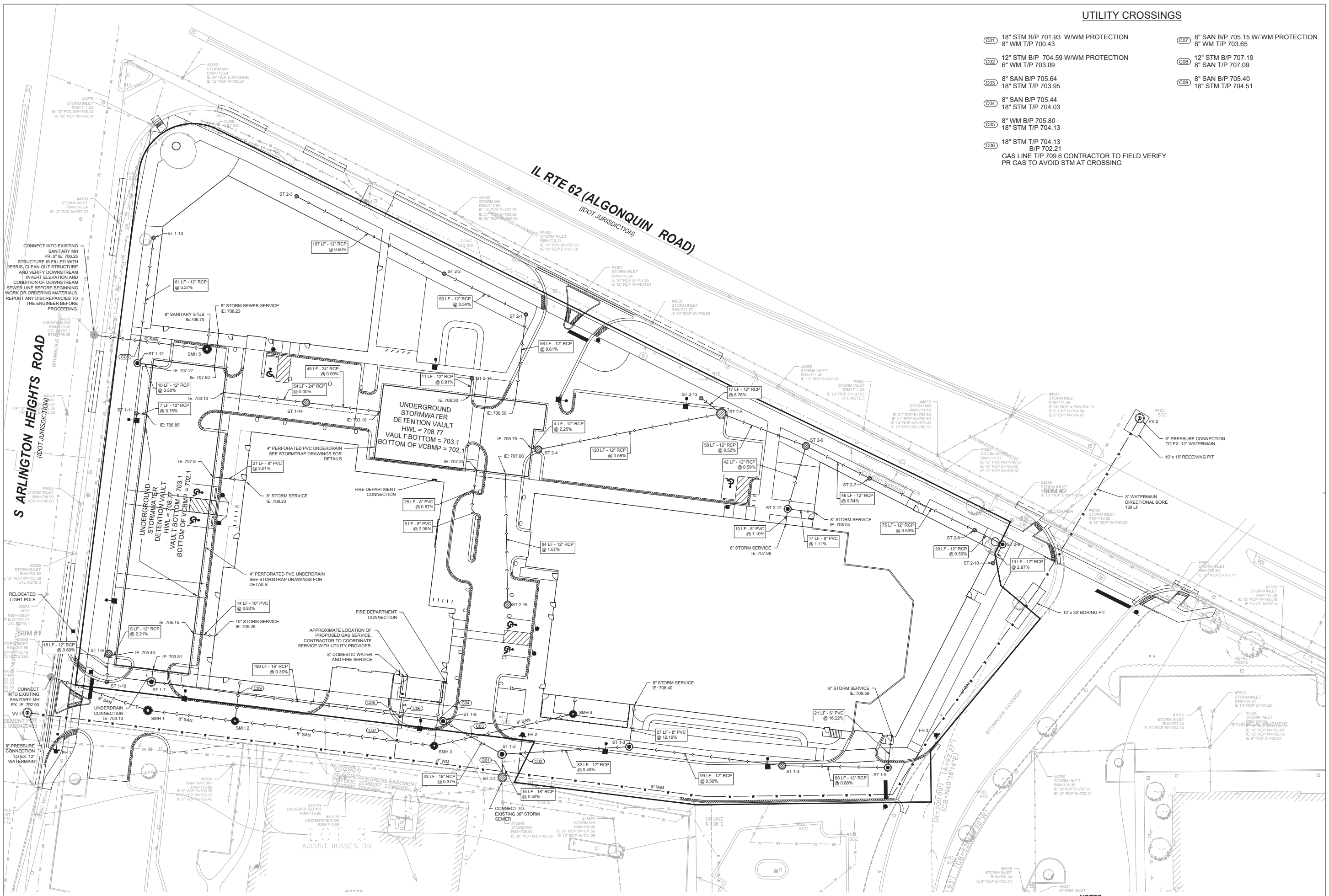

UTILITY CROSSINGS

- C01 18" STM B/P 701.93 W/WM PROTECTION
  8" WM T/P 700.43
- C02 12" STM B/P 704.59 W/WM PROTECTION
  6" WM T/P 703.09
- C03 8" SAN B/P 705.64
  18" STM T/P 703.95
- C04 8" SAN B/P 705.44
  18" STM T/P 704.03
- C05 8" WM B/P 705.80
  18" STM T/P 704.13
- C06 18" STM T/P 704.13
  B/P 702.21
  GAS LINE T/P 709.6 CONTRACTOR TO FIELD VERIFY
  PR GAS TO AVOID STM AT CROSSING
- C07 8" SAN B/P 705.15 W/ WM PROTECTION
  8" WM T/P 703.65
- C08 12" STM B/P 707.19
  8" SAN T/P 707.09
- C09 8" SAN B/P 705.40
  18" STM T/P 704.51

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 1-1	5' DIA. RESTRICTOR MANHOLE SEE SHEET C6.1 FOR DETAIL	RIM: 709.80	702.10 (18" N)	
ST 1-2	5' MH (Closed)	RIM: 710.20	702.16 (18" NW) 704.70 (12" E)	702.16 (18" S)
ST 1-3	4' MH (Closed)	RIM: 711.10	705.10 (12" E) 705.10 (8" N)	705.10 (12" W)
ST 1-4	4' MH (Open)	RIM: 708.70	705.60 (12" E)	705.60 (12" W)
ST 1-5	4' MH (Closed)	RIM: 709.25	706.20 (6" N)	706.20 (12" W)
ST 1-6	4' MH (Closed)	RIM: 711.71	702.32 (18" W)	702.32 (18" SE)
ST 1-7	5' MH (Closed)	RIM: 710.25	703.70 (18" N)	703.00 (18" E)
ST 1-9	4' MH (Open)	RIM: 709.70	705.52 (12" S)	705.52 (12" E)
ST 1-10	2' Inlet	RIM: 709.15		705.63 (12" N)
ST 1-11	2' Inlet	RIM: 710.10		706.90 (12" E)
ST 1-12	4' MH (Closed)	RIM: 711.30	707.32 (12" N)	707.32 (12" E)
ST 1-13	2' Inlet	RIM: 710.50		707.54 (12" S)
ST 1-14	4' MH (Open)	RIM: 711.50	703.10 (24" E)	703.10 (24" W)

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 2-1	2' Inlet	RIM: 711.10	706.84 (12" NW)	706.84 (12" S)
ST 2-2	2' Inlet	RIM: 711.10	707.16 (12" NW)	707.16 (12" SE)
ST 2-3	2' Inlet	RIM: 711.20		707.70 (12" SE)
ST 2-4	4' MH (Open)	RIM: 711.25	705.85 (12" E)	705.85 (12" W)
ST 2-5	6' MH (Open)	RIM: 710.70	706.55 (12" E) 706.55 (12" NW)	706.55 (12" W)
ST 2-6	4' MH (Open)	RIM: 710.80	706.85 (12" SE) 707.60 (12" S)	706.85 (12" W)
ST 2-7	2' Inlet	RIM: 711.10	707.10 (12" SE)	707.10 (12" NW)
ST 2-8	2' Inlet	RIM: 711.20	707.50 (12" SE)	707.50 (12" NW)
ST 2-9	4' MH (Closed)	RIM: 711.55	707.60 (12" SW)	707.60 (12" NW)
ST 2-10	2' Inlet	RIM: 711.30		708.00 (12" NE)
ST 2-12	4' MH (Closed)	RIM: 712.45	707.85 (8" E) 707.85 (8" S)	707.85 (12" N)
ST 2-13	2' Inlet	RIM: 711.20		708.00 (12" SE)
ST 2-14	2' Inlet	RIM: 711.60		708.40 (12" S)

STORM STRUCTURE TABLE

STRUCTURE	DESCRIPTION	RIM	INVERT IN	INVERT OUT
ST 2-15	4' MH (Open)	RIM: 711.70		708.50 (12" N)

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	FINISHED GRADE
FH 1	FH	FG=707.69
FH 2	FH	FG=710.92
FH 3	FH	FG=709.04

WATER STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DESCRIPTION	RIM GRADE
VV 1	VV	RIM=707.72
VV 2	VV	RIM= MEET EXIST.

NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, INVERT, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO ORDERING MATERIALS OR BEGINNING UTILITY WORK. CONTRACTOR TO NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.
2. UNLESS INDICATED OTHERWISE, FRAME AND OPEN LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-2502 WITH TYPE D LID OR APPROVED EQUAL, AND FRAME AND CLOSED LID STORM STRUCTURES IN PAVEMENT SHALL BE NEENAH R-1772 OR APPROVED EQUAL. FRAME AND OPEN LID STORM STRUCTURES IN OPEN SPACE SHALL BE R-4340-B OR APPROVED EQUAL. ALL FRAME AND GRATES SHALL CONFORM TO LOCAL MUNICIPALITY REQUIREMENTS.
   FRAME AND CLOSED LID STORM STRUCTURES LOCATED WITHIN AN ACCESSIBLE ROUTE SHALL BE "NEENAH R-1772 WITH TYPE C LID (OR EQUIVALENT) WITH PERMA-GRIP SURFACE. DRILL 1 - 1" DIAMETER LIFT HOLE INSTEAD OF A STANDARD PICK HOLE."

STORMWATER MANAGEMENT SUMMARY

STORMWATER DETENTION REQUIRED*	1.606 AC-FT
VOLUME CONTROL REQUIRED**	0.233 AC-FT **
TOTAL STORAGE REQUIRED	1.839 AC-FT
DESIGN PARAMETERS: GREEN ROOF	20,535 SQUARE FEET

* REQUIRED STORMWATER DETENTION VOLUME TO BE PROVIDED WITHIN AN UNDERGROUND VAULT.

** VOLUME CONTROL TO BE PROVIDED WITHIN GREEN ROOF SYSTEM AND BELOW THE GRAVITY OUTLET OF THE DETENTION VAULTS.

VOLUME CONTROL PROVIDED VIA GREEN ROOF = 0.039 AC-FT
VOLUME CONTROL PROVIDED WITHIN DETENTION VAULT = 0.232 AC-FT

***ALLOWABLE RELEASE RATE: 0.691 CFS.

GRAPHIC SCALE
20 10 0 20
1" = 20'

SIGNATURE/SEAL

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SCALE	SHEET NUMBER
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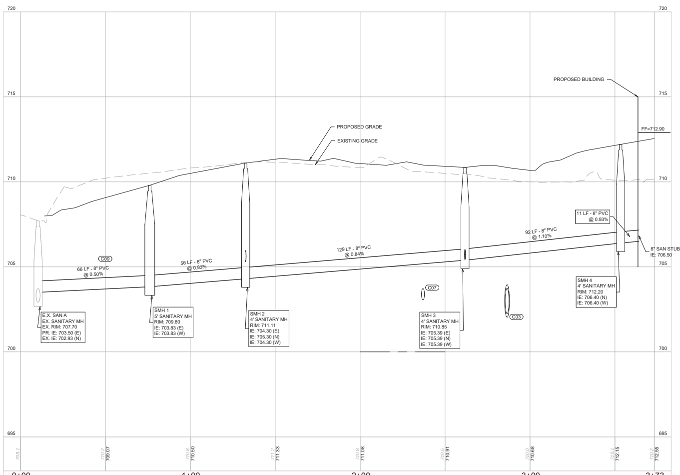
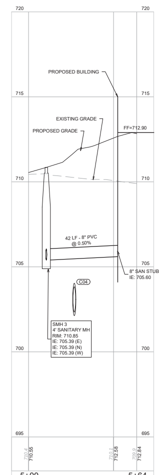


SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



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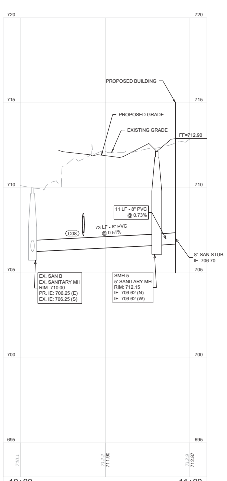
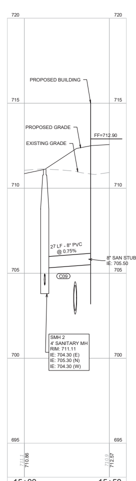
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'



SANITARY SEWER PROFILE
SCALE: HORIZ: 1" = 20'
VERT: 1" = 2'

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

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ARLINGTON HEIGHTS PHASE 1

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Arlington Heights, IL 60005

OWNER
Bradford Allen
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

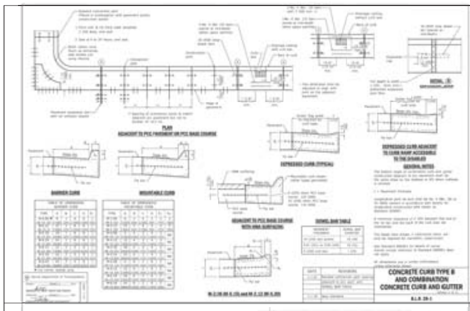
FIRE PROTECTION DESIGN/BUILD CONTRACTOR

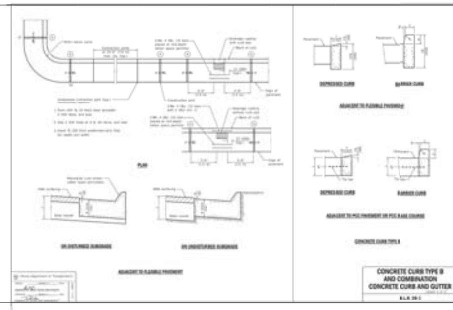
SHEET TITLE
SANITARY SEWER PROFILES

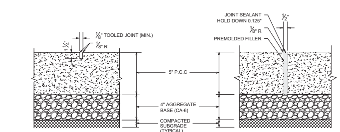
SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C5.1







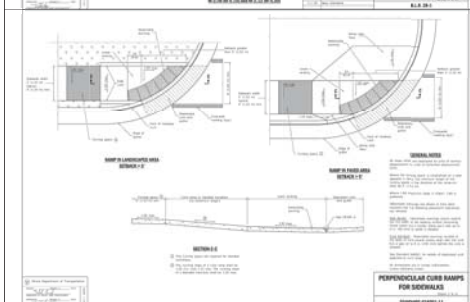
CONTRACTION JOINT DETAIL

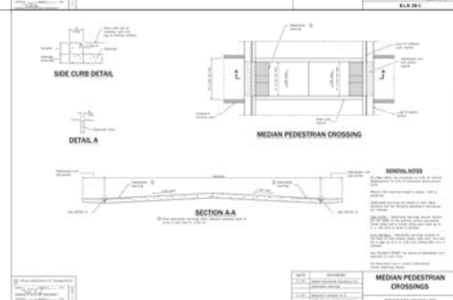
EXPANSION JOINT DETAIL

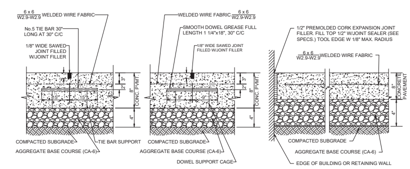
NOTE:

UNLESS OTHERWISE NOTED ON PLANS, CONTRACTION JOINTS TO BE 5'-0" O.C. AND EXPANSION JOINTS TO BE 40' O.C. MAX., OR AT BACK OF CURB, CHANGE OF DIRECTION, OTHER WALK, UTILITY APPURTENANCE, OR FACE OF STRUCTURE.

CONCRETE SIDEWALK





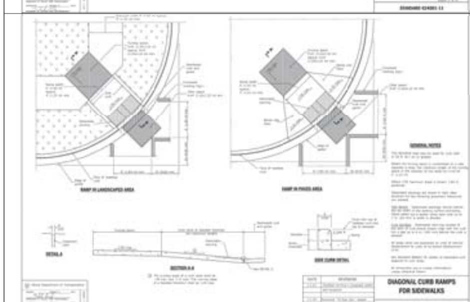


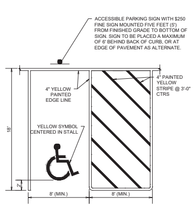
LONGITUDINAL CENTER JOINT

TRANSVERSE CONTRACTION JOINT

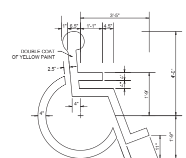
EXPANSION JOINT

CONCRETE PAVEMENT JOINTS





ACCESSIBLE PARKING STALL

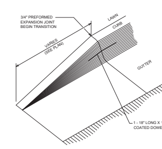


NOTE: SYMBOL TO BE CENTERED IN PARKING STALL.

PAINTED ACCESSIBLE STALL SYMBOL

ACCESSIBLE PARKING SIGN
WITH $250 FINE SIGN
MUTCD R7-8, 12"x18"
MUTCD R7-8a, 12"x6"

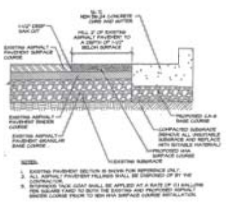
ACCESSIBLE PARKING SIGN



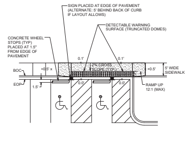
NOTE:

ISOMETRIC VIEW SHOWING METHOD OF CURB TAPER.

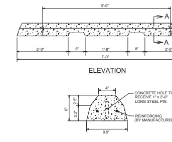
CURB TERMINATION



IDOT PAVEMENT RESTORATION DETAIL



SIDEWALK & DEPRESSED CURB AND GUTTER AT ACCESSIBLE PARKING DETAIL



ELEVATION

SECTION A-A

NOTES:

1. WHEEL STOPS TO BE CENTERED IN WIDTH OF PARKING STALLS.
2. STEEL PINS TO BE PROVIDED AS REQUIRED TO SECURE WHEEL STOPS.

CONCRETE WHEEL STOP

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
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EXPIRATION DATE:
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SHEET TITLE
CONSTRUCTION DETAILS

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C6.0

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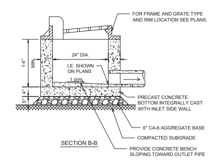
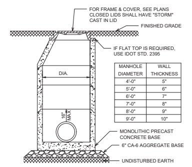


2' DIAMETER INLET

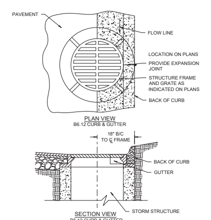


MANHOLE DIAMETER	WALL THICKNESS
4'-0"	5"
5'-0"	6"
6'-0"	7"
7'-0"	8"
8'-0"	9"
9'-0"	10"

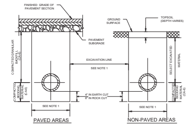
NOTES:

1. STRUCTURES ARE TO COMPLY WITH THE SECTION 32 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND IDOT HIGHWAY STANDARDS.

STORM MANHOLE



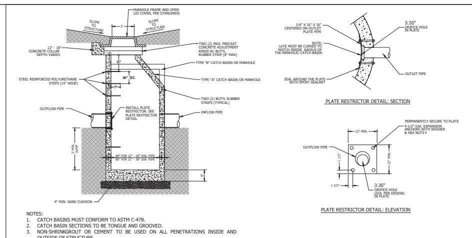
FRAME LOCATION



NOTES:

1. EXCAVATION LINE : PIPE SIZES UP TO AND INCLUDING 24", USE I.D. PLUS 20" PIPE SIZES OVER 24", USE O.D. PLUS 24"
2. LIMITS OF TRENCH BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.

TRENCH BACKFILL SECTIONS FOR STORM SEWER



NOTES:

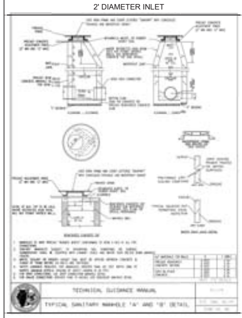
1. CATCH BASINS MUST CONFORM TO ASTM C-478.
2. CATCH BASIN SECTIONS TO BE TONGUE AND GROOVED.
3. NON-SHRINKGROUT OR CEMENT TO BE USED ON ALL PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
4. ALL PIPE PENETRATIONS TO BE CORED, RUBBER BOOTED AND INTERIOR GROUTED (NON-SHRINK) OR CEMENTED, ASTM C923 CONNECTORS IN COMBINED SEWER AREAS.

* ANCHOR EMBEDMENT SHALL BE 3" MIN.

NOT TO SCALE

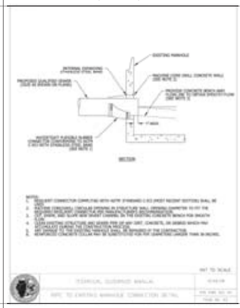
TECHNICAL GUIDANCE MANUAL | 10/17/2018

PLATE RESTRICTOR DETAIL (INSTALLED IN MANHOLE/CATCH BASIN) | STD. DWG. NO.24

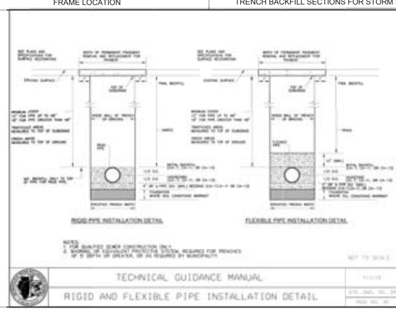


TECHNICAL GUIDANCE MANUAL

TYPICAL SANITARY MANHOLE "A" AND "B" DETAIL

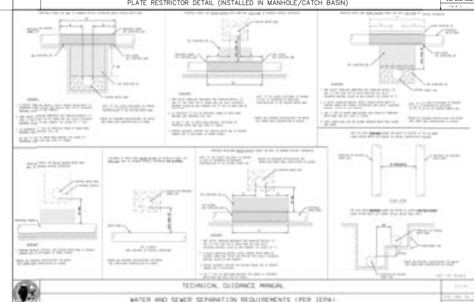


TECHNICAL GUIDANCE MANUAL



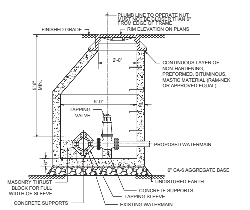
TECHNICAL GUIDANCE MANUAL

RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL



TECHNICAL GUIDANCE MANUAL

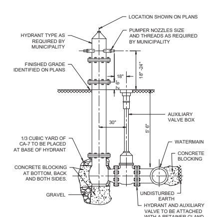
WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)



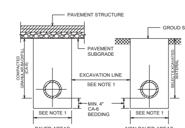
NOTES:

1. CONCRETE TO BE MINIMUM 4500 PSI AT 28 DAYS.
2. VAULTS TO BE MANUFACTURED WITH WELDED WIRE STEEL FABRIC CONFORMING TO ASTM A-185.
3. VAULTS TO BE MANUFACTURED TO COMPLY WITH ASTM DESIGNATION C-478 AND IDOT STANDARDS.
4. PRECAST SECTIONS TO BE JOINED WITH TONGUE AND GROOVE JOINTS SEALED WITH RUBBER GASKET O-RINGS PER ASTM C443.
5. SEE PLANS FOR FRAME AND GRATE INFORMATION.
6. CAST IRON STEPS TO BE PROVIDED AT 16" C-C WHEN REQUIRED.

PRESSURE CONNECTION



HYDRANT ASSEMBLY



NOTES:

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2. LIMITS OF TRENCH GRANULAR BACKFILL SHALL EXTEND 2' OUTSIDE ALL PAVED AREAS.
3. PROVIDE UNIFORM PIPE SUPPORT: - DIG CROSS TRENCHES EXCAVATED 2" WIDER THAN BELL - OR SEAT PIPE IN UNIFORM GRANULAR BEDDING

TRENCH BACKFILL SECTIONS FOR DUCTILE IRON WATER MAIN

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
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#062 068598
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SHEET TITLE
CONSTRUCTION DETAILS

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C6.1

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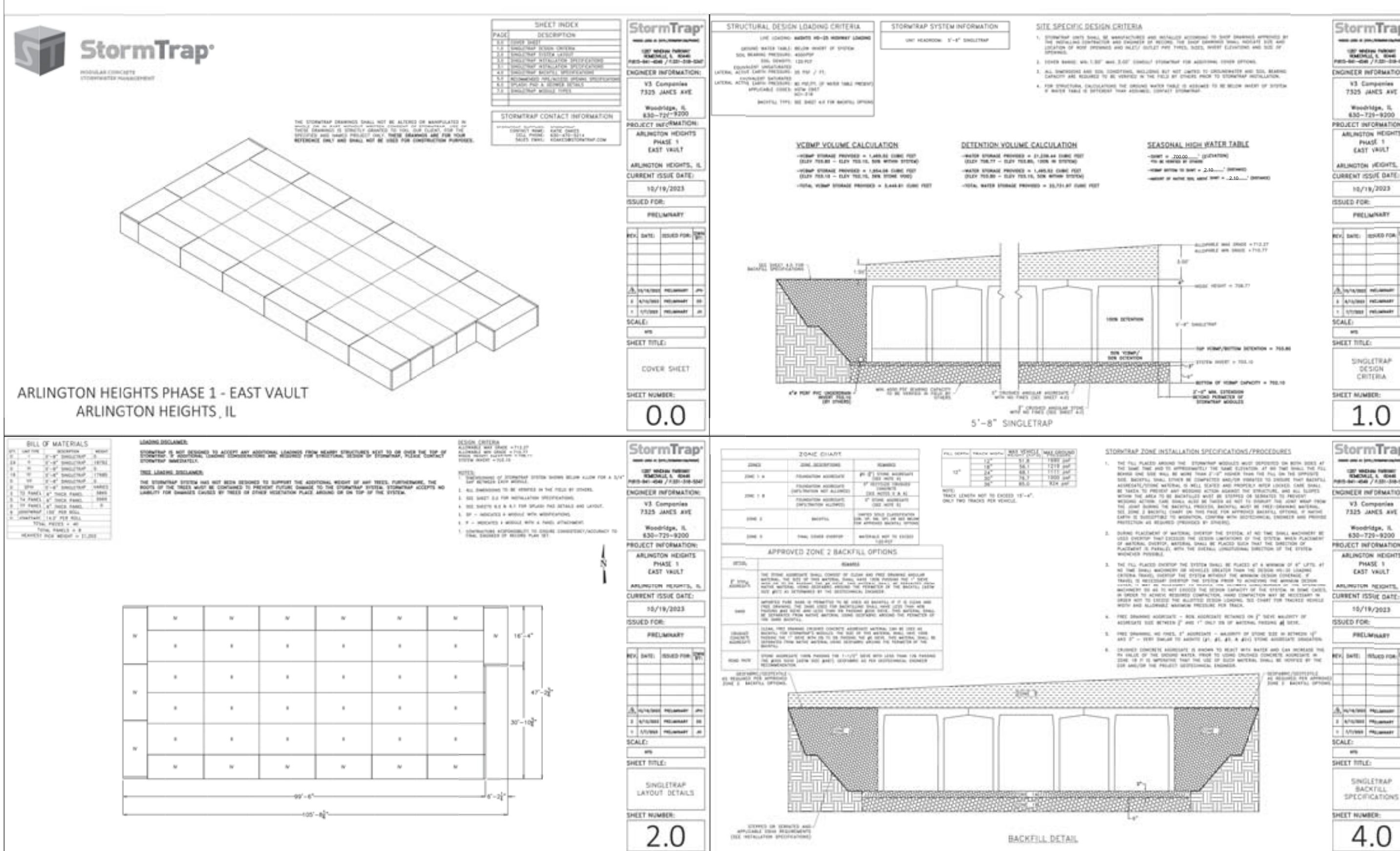

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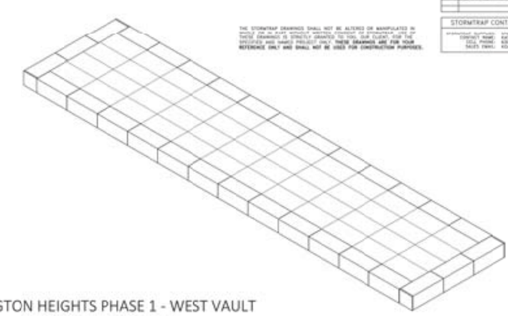
SHEET TITLE
CONSTRUCTION DETAILS - EAST VAULT

SCALE	SHEET NUMBER
AS NOTED	C6.2
DATE: Project Issue Date	

N:\2023\230084\Drawings\ACAD\LD\S04\Sheet Drawings\C6.0 Det230084.dwg10/20/2023

StormTrap — Sheet 0.0

StormTrap®
MODULAR CONCRETE STORMWATER MANAGEMENT



ARLINGTON HEIGHTS PHASE 1 - WEST VAULT
ARLINGTON HEIGHTS, IL

SHEET INDEX

STORMTRAP CONTACT INFORMATION

ENGINEER INFORMATION: V3 Companies, 7325 JANES AVE, Woodridge, IL, 630-729-9200
PROJECT INFORMATION: ARLINGTON HEIGHTS PHASE 1 WEST VAULT, ARLINGTON HEIGHTS, IL
CURRENT ISSUE DATE: 10/19/2023
ISSUED FOR: PRELIMINARY
SHEET TITLE: COVER SHEET
SHEET NUMBER: 0.0

StormTrap — Sheet 1.0

STRUCTURAL DESIGN LOADING CRITERIA

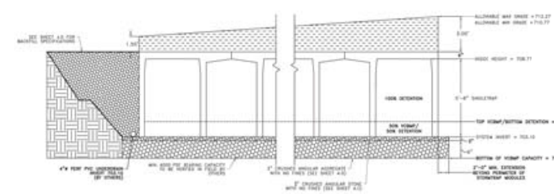
STORMTRAP SYSTEM INFORMATION
UNIT HEADROOM: 5'-8" SINGLETRAP

SITE SPECIFIC DESIGN CRITERIA

VCBMP VOLUME CALCULATION

DETENTION VOLUME CALCULATION

SEASONAL HIGH WATER TABLE
700.00
2.10
2.10



5'-8" SINGLETRAP

ENGINEER INFORMATION: V3 Companies, 7325 JANES AVE, Woodridge, IL, 630-729-9200
PROJECT INFORMATION: ARLINGTON HEIGHTS PHASE 1 WEST VAULT, ARLINGTON HEIGHTS, IL
CURRENT ISSUE DATE: 10/19/2023
ISSUED FOR: PRELIMINARY
SHEET TITLE: SINGLETRAP DESIGN CRITERIA
SHEET NUMBER: 1.0

StormTrap — Sheet 2.0

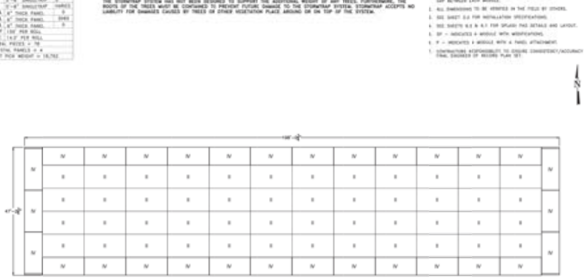
BILL OF MATERIALS

LOADING DISCLAIMER:

TREE LOADING DISCLAIMER:

DESIGN CRITERIA

NOTES:



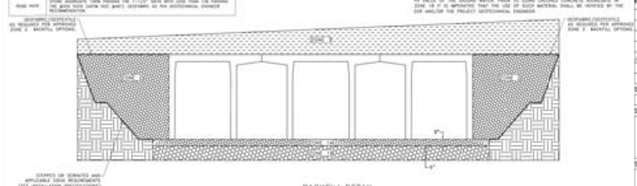
ENGINEER INFORMATION: V3 Companies, 7325 JANES AVE, Woodridge, IL, 630-729-9200
PROJECT INFORMATION: ARLINGTON HEIGHTS PHASE 1 WEST VAULT, ARLINGTON HEIGHTS, IL
CURRENT ISSUE DATE: 10/19/2023
ISSUED FOR: PRELIMINARY
SHEET TITLE: SINGLETRAP LAYOUT DETAILS
SHEET NUMBER: 2.0

StormTrap — Sheet 4.0

ZONE CHART

APPROVED ZONE 2 BACKFILL OPTIONS

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES



BACKFILL DETAIL

ENGINEER INFORMATION: V3 Companies, 7325 JANES AVE, Woodridge, IL, 630-729-9200
PROJECT INFORMATION: ARLINGTON HEIGHTS PHASE 1 WEST VAULT, ARLINGTON HEIGHTS, IL
CURRENT ISSUE DATE: 10/19/2023
ISSUED FOR: PRELIMINARY
SHEET TITLE: SINGLETRAP BACKFILL SPECIFICATIONS
SHEET NUMBER: 4.0

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
EXPIRATION DATE:
NOVEMBER 30, 2023

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
4	10/20/2023	Village Comments
3	09/15/2023	90% CD's
2	07/25/2023	80% CD's
1	06/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE 1

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

CONSTRUCTION MANAGER
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145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

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LANDSCAPE ARCHITECT
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Tel: 312-423-7989

CIVIL ENGINEER
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7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
330 N. Wabash Avenue, Suite 1500
Chicago, IL 60611
Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONSTRUCTION DETAILS - WEST VAULT

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
C6.3

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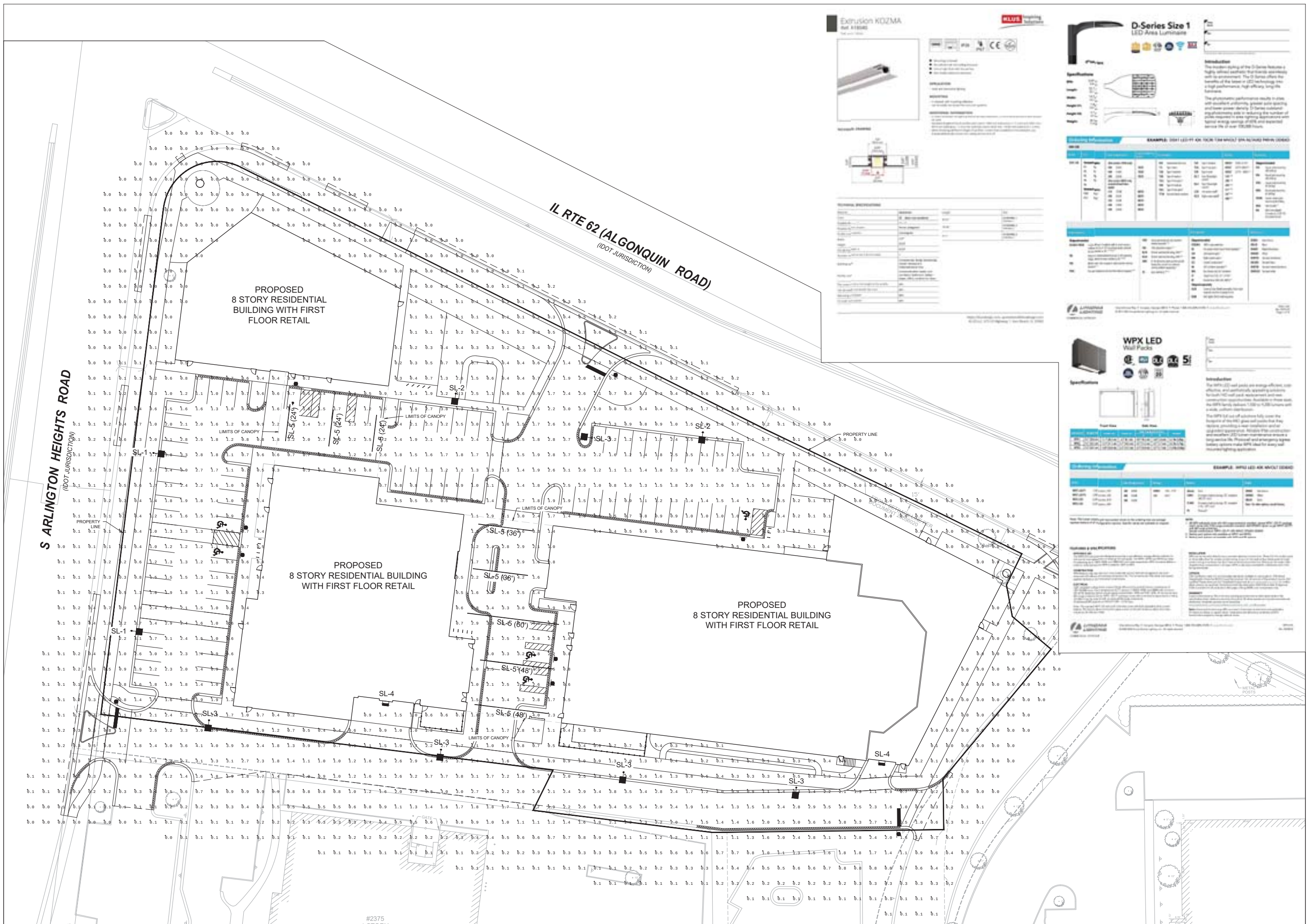

SITE LIGHTING FIXTURE SCHEDULE							
SYMBOL	DESCRIPTION	QUANTITY	LLF	COLOR	MOUNTING	CONFIG.	CATALOG NO. & NOTES
SL-1	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE IV MEDIUM DISTRIBUTION	2	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-T4M-MVOLT
SL-2	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE FORWARD THROW MEDIUM DISTRIBUTION	2	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-TFTM-MVOLT
SL-3	LITHONIA LIGHTING, D-SERIES SIZE 1 LED AREA LIGHT, LUMINAIRE POWER PACKAGE P5, 138W, MVOLT, TYPE II MEDIUM DISTRIBUTION	5	0.9	4000K	20'-0" POLE ON 6" EXP. CONC. FOUND., 20'-6" MOUNTING HEIGHT	1 FIXTURE	DSX1-LED-P5-40K-70CRI-T2M-MVOLT
SL-4	LITHONIA LIGHTING, WPX SIZE 1 LED WALL MOUNT LUMINAIRE, POWER PACKAGE P1, 11W, MVOLT	2	0.9	4000K	WALL MOUNTED, 15'-0" MOUNTING HEIGHT	1 FIXTURE	WPX1-LED-P1-40K-MVOLT
*SL-5	KLUS LLC, KOZMA EXTRUSION FIXTURE WITH LED STRIP, 144LM/FT, 24V	300 FT	0.9	4000K	CEILING RECESSED, 17'-0" MOUNTING HEIGHT	LINEAR LED STRIP	18040-NA-KBF-40-0480/1-24-IP67

* SEE NOTE 4

CALCULATED LIGHTING LEVELS (FOOT CANDLES)					
	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
PROPOSED PARKING LOT & DRIVE AISLE PAVEMENT	2.01	4.3	0.4	5.03	10.75

NOTES:

1. THE LIGHT POLE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT. ADJUSTMENTS TO THESE LOCATIONS MAY BE REQUIRED TO ACCOMMODATE SITE CONDITIONS.
2. PAVEMENT CALCULATION AREAS ARE TAKEN WITHIN THE LIMITS OF PROPOSED PAVEMENT SHOWN ON THIS PLAN.
3. THE PHOTOMETRIC PLAN WAS PREPARED USING THE FIXTURES IN THE SCHEDULE ON THIS SHEET.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL NECESSARY MATERIALS TO ENSURE A WATER TIGHT SEAL OF THE KOZMA EXTRUSION FIXTURES OR PROVIDE AN APPROVED EQUAL. FINISHED CONDITION SHALL BE EQUAL TO IP65.

GRAPHIC SCALE
20 10 0 20
1" = 20'

SIGNATURE/SEAL

ILLINOIS
STEVEN KRANENBORG
REGISTERED CIVIL ENGINEER
#062 068598
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NOVEMBER 30, 2023

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ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
PHOTOMETRIC PLAN

SCALE
AS NOTED

DATE
Project Issue Date

SHEET NUMBER
EX1.0

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EXHIBIT D

LANDSCAPE PLANS

MASTER PLANTING SCHEDULE

	TAG	GENUS	SPECIES	VARIETY	COMMON NAME	GROWING MEDIA DEPTH	QUANTITY	SIZE	AREA	SPACING	NOTES
LEVEL 1 STREETSCAPE											
LEVEL 1 PERENNIAL BEDS - EVEN MIX OF ALL SPECIES, UNO.		SESLARIA	AUTUMNALIS		AUTUMN MOOR GRASS	6"		QUART		18" O.C.	EVEN MIX OF SPECIES AT PERENNIAL BEDS, UNO. FINAL LAYOUT TO BE APPROVED BY LANDSCAPE ARCHITECT.
		CALAMAGROSTIS	ACUTIFLORA		KARL FOERSTER						
		PENNISETUM	ALOPECUROIDES		FOUNTAIN GRASS						
		IMPERATA	CYLINDRICA		JAPANESE BLOODGRASS						
		MISCANTHUS	SINENSIS		LITTLE ZEBRA						
		FESTUCA	SUBULATA		NODDING FESCUE						
		PANICUM	VIRGATUM		SWITCH GRASS						
		SOLIDAGO	SPECIOSA		SHOWY GOLDENROD						
		LIATRIS	PYCNOSTACHYA		MEADOW BLAZING STAR						
		SYMPHYOTRICHUM	LAEVE		SMOOTH BLUE ASTER						
		IMPATIENS	PALLIDA		YELLOW JEWELWEED						
		AGASTACHE	FOENICULUM		ANISE HYSSOP						
		PENSTEMON	DIGITALIS		FOXGLOVE BEARDTONGUE						
		LOBELIA	SIPHILITICA		GREAT BLUE LOBELIA						
		COREOPSIS	LANCEOLATA		SAND COREOPSIS						
		PACHYSANRDA	TERMINALIS		JAPANESE PACHYSANDRA						
		LEUCANTHEMUM	SUPERBUM		SHASTA DAISY						
		ECHINACEA	PURPUREA		PURPLE CONEFLOWER						
		RUDBECKIA	HIRTA		BLACK-EYED SUSAN						
		FORSYTHIA	INTERMEDIA		FORSYTHIA HEDGE	24"		4' - 5' HEIGHT			
		CORNUS	SERICEA		DOGWOOD SHRUB	24"		4' - 5' HEIGHT			
		ANNUALS - TBD			ANNUALS	6"					
LEVEL 1 NEW STREETSCAPE TREES	TR - 1	CERCIDIPHYLLUM	JAPONICUM		KATSURA	33"-36"	10	4" CALIPER			NON-NATIVE; DECIDUOUS, SHADE
	TR - 2	GINKGO	BILOBA		GINKGO	33"-36"	4	4" CALIPER			NON-NATIVE; DECIDUOUS, SHADE
	TR - 3	GYMNOCLADUS	DIOICUS		KENTUCKY COFFEETREE	33"-36"	2	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 4	CORNUS	FLORIDA		FLOWERING DOGWOOD	33"-36"	16	10' - 12' HEIGHT MULTISTEM CLUMP			NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 5	GLENDITSIA	TRIANCANTHOS	INERMIS	THORNLESS HONEY LOCUST	33"-36"	7	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 6	AMELANCHIER	LAEVIS		ALLEGHENY SERVICEBERRY	33"-36"	5	10' - 12' HEIGHT MULTISTEM CLUMP			NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 7	BETULA	POPULIFOLIA		WHITE SPIRE BIRCH	33"-36"	6	4" CALIPER			NATIVE; DECIDUOUS, SHADE
	TR - 8	PRUNUS	SERRULATA		JAPANESE FLOWERING CHERRY	33"-36"	1	10' - 12' HEIGHT MULTISTEM CLUMP			NON-NATIVE; DECIDUOUS, ORNAMENTAL
	TR - 11	QUERCUS	ALBA		WHITE OAK	33"-36"	4	4" CALIPER			NATIVE; DECIDUOUS, SHADE
EXISTING TREES	TR - 9A	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 9B	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 9C	CELTIS			HACKBERRY	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, REFER TO SHEET L-100 & L-110
	TR - 10	GINKGO	BILOBA		GINKGO	33"-36"	1	REFER TO L-110	NORTHEAST		EXISTING TREE, NON-NATIVE; DECIDUOUS, SHADE, REFER TO SHEET L-100 & L-110
TREES AND SHRUBS FOR CONTAINERS (LEVEL 4)											
		TAXACEAE	TAXUS MEDIA		SPREADING YEW	8"-12"		QUART	3 PER CONTAINER	12" O.C.	EVERGREEN; FOLIAGE YEAR-ROUND
		BETULA	POPULIFOLIA		WHITE SPIRE BIRCH	REFER TO PLANTER DETAILS		8' BB	1 PER CONTAINER	CENTERED	NATIVE; DECIDUOUS
SHADE SEDUM MIX (LEVEL 2, LEVEL 4, ROOF) USE SHADE TOLERANT MIX AT NORTH FACING LOCATIONS											
		AJUGA	REPTANS	CHOCOLATE CHIP	BUGLEWEED	4" MIN		PLUGS; 26 CELLS FLAT		8"-10" O.C.	DROUGHT TOLERANT, MATFORMING
		SEDUM	DASYPGYLLUM	BLUE RIDGE	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	TOLERATES SOME SHADE & MOISTURE
		SEDUM	PPULIFOLIUM		STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	SHADE TOLERANT, CLUMPING HABIT
		SEDUM	PULCHELLUM	PINK/BIENNIAL	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	NATIVE; LIKES SOME SHADE & MOISTURE
		SEDUM	TERNATUM	LARINEM PARK	STONE CROP	4" MIN		PLUGS; 16 CELLS FLAT		8"-10" O.C.	NATIVE; DROUGHT TOLERANT, MAT FORMING

GENERAL PLANTING SPECIFICATIONS

1. FIELD VERIFICATION
The contractor shall verify all existing conditions and dimensions in the field prior to bidding and report any discrepancies to the owner or his/her representative.

2. PROTECTION OF EXISTING SITE AND EXISTING SITE FEATURES
The contractor shall provide, at his/her own expense, protection against trespassing and damage to seeded areas, and other construction areas until the preliminary acceptance. They shall provide barricades, temporary fencing, signs and written warning or policing as may be required to protect such areas. The contractor shall not be responsible for any damage caused by the owner after such warning has been issued. It shall be the contractor's responsibility to locate and protect all existing above and below ground utilities. The contractor shall be responsible for the protection of crowns, trunks and roots of existing trees, shrubs lawns, paved area and other existing landscape areas that are to remain. Existing trees, which may be subject to construction damage, shall be boxed, fenced, or otherwise protected before any work is started. Boxing or other protection will be removed at the end of construction. Do not locate heavy equipment or stockpiles within the drip-line of existing plants or on lawns. Any damage to utilities, structures, plantings, or lawn which results from the contractor's expense in a reasonable short period of time, with as little inconvenience to the owner as possible.

3. PLANTING TECHNIQUES
All planting techniques and methods shall be consistent with the latest edition of "Horticulture Standards of Nurserymen, Inc.", and as detailed on these pages. All deciduous plant material shall have dead branches and broken branches properly removed. Pruning shall compliment plants natural form. Absolutely no tip pruning is allowed. Any plant that is tip pruned is subject to rejection by the Landscape Architect. Evergreen shrubs shall be pruned of dead and broken branches and as directed by the Landscape Architect. All pruning work shall be done with hand pruners only. All plants shall be spaced to allow for maturation at a 5-year growth rate.

4. INSPECTION OF PLANT MATERIAL
All plant material shall be subject to inspection and approval. The Landscape Architect reserves the right to reject any plants which fail to meet this inspection. All rejected material shall be removed from the site by the contractor. Height and/or width of other plants so specified are measured by the bulk / mass of the plant not eh very tip of the branches. All plant material shall be grown and supplied within a 50 mile radius of the project.

5. PLANT SUBSTITUTION
Substitution from the specified list will be accepted only when satisfactory evidence in writing is submitted to the Landscape Architect, showing that the plant specified is not available. Requests for approval of substitute plant material shall include common and botanical names and sizes of substitute material. Only those substitutions of at least equivalent size and having essential characteristics similar to the originally material will be approved. Acceptance or rejection of substitute plant materials will be issued in writing by the Landscape Architect.

6. PLANTING SOIL MIX - TREES, SHRUBS, PERENNIALS, ORNAMENTAL GRASSES AND GROUNDCOVERS
Provide at least 6" of soil; aerated, tilled and/or broken up at all landscaped locations.
Backfill planting beds with a soil mix as noted on the drawings and details' depending on location and plantings
A. *Street Tree Planting: Backfill planting beds with a soil mix consisting of pulverized topsoil, aged pine bark fines, Canadian sphagnum peat moss, compost, and sand.*
   a. *All parkway trees within continuous plantes are to receive shredded bark mulch.*
   b. *All parkway trees within grated at grade planters will receive lava rock.*
B. *Rooftop Sedum, Ornamental Grass and Lawn: Backfill areas with 6" depth of MW 2246 Intensive Roof Media.*
C. *Planters: Backfill planters with PM35 Planter Mix.*
All planting Soil specialty mixes available from Midwest - Trading (630) 365-1990 www.midwest-trading.com

7. MULCH
All trees, shrubs, perennials and groundcovers shall be mulched with pine bark fine mulch 3" - 4" deep and 2" clear 'breathing room' around each plant to avoid rot at stems.

8. PRE-EMERGENT HERBICIDE
All planting beds to be covered with bark mulch shall be treated with a pre-emergent herbicide prior to mulch installation. Planting beds shall be weed free prior to herbicide application.

9. PLUG PLANTING
Environmental requirements: Installation shall be preformed between April 10 and October 1
Plugs shall have a minimum size of 2" inch diameter and 3" inch depth.
Plugs shall be thoroughly rooted through the container.
No species shall be substituted without approval of the Landscape Architect.
Plugs shall be inoculated with VAM (Vesicular Arbuscular Mycorrhizae) endomycorrhizal fungi as provided by the plug supplying nursery or approved source where available.
A. Verify that site is within 1" inch of specified grade.
B. Verify that site is clean and free of debris.
C. Do not apply any fertilizer other than planting soil mix.
D. Use a hand trowel or other appropriate tool to excavate planting holes on 8"-10" centers in a random triangulated staggered pattern. Care to be taken during planting to avoid damage to the filter / drainage / protection mat / membrane sublayer
E. Evenly distribute sedum mixes throughout planting beds. Place plugs in informal drifts of 3-7 of any one species with the edges blended into adjacent species to avoid formal appearance.
F. Plant plugs level with existing soil grade. Be certain that soil placed around the plugs and firmed into place. Do not fill around plugs with mulch.
G. Thoroughly soak plugged area with water until the soil is moist to a depth of 4 inches.

10. WATERING
A. Planting & Lawn areas shall be watered to insure proper establishment. Once plants are established, watering may be decreased but the plants and lawn must never be allowed to dry out completely. Frequent watering should be continued for approximately four (4) weeks or until plants have become sufficiently established to warrant watering on an "as needed" basis.
B. Subsequent waterings shall be the responsibility of the owner. Watering and rainfall shall supply a minimum of 1 inch of water per week.

11. ESTABLISHMENT
Plants are being established in a variety of conditions. It shall be the contractor's responsibility to determine and implement whatever procedures he/she deems necessary to establish the plants as part of his/her work. Planted areas will be accepted when areas are in healthy condition and at least 90 days have elapsed since the completion of work. The contractor shall submit with his/her bid a description of the methods and procedures he/she intends to use.

12. PRELIMINARY ACCEPTANCE
All plant material (excluding annual color), shall be guaranteed for one year after the end of the 90 day maintenance period. Maintenance shall include , but not limited to, pruning plant material, pulling all soil of wind-born weeds deemed detrimental to plantings, watering plant material and perennial flower maintenance.

13. FINAL ACCEPTANCE
All plant material (excluding annual color), shall be guaranteed for one year after the end of the 90 day maintenance period. The end of the maintenance period is marked by the final acceptance of the contractor's work by the owner or owners representative. Plugs shall exhibit vigorous growth and be thoroughly rooted by the end of first growing season. A minimum of 95% of plugs shall be alive and growing at the end of the first growing season.

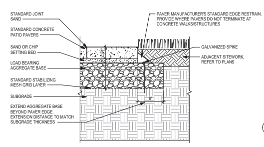
14. PARKWAY TREE REPLACEMENT
All required landscaping within public right-of-way to be replaced, if needed, for a minimum of five (5) years by the original applicant and any subsequent owners.

15. SITE CLEAN-UP
The contractor shall protect the property of the owner and the work of other contractors. the contractor shall also be directly responsible for all damage caused by the activities and for the daily removal of all trash and debris from his/her work area to the satisfaction of the Landscape Architect.

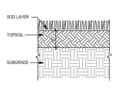
16. PARKWAY TREES TOPSOIL
All parkway trees shall be planted in minimum 2'-6" deep topsoil or as listed in schedule, whichever is greater. All construction spill such as debris, garbage, barricades, limestone, black top, and all other non-topsoil items must be removed from each planter prior to soil installation.

Planting will be completed by: JUNE 15, 2023

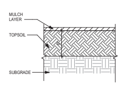
SIGNATURE BLOCK
OWNER
LANDSCAPE ARCHITECT [signature]



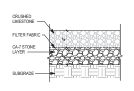
10 NON-PERMEABLE PATIO PAVER SECTION
1 1/2" = 1'-0"



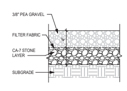
9 SITE SOD SECTION
1 1/2" = 1'-0"



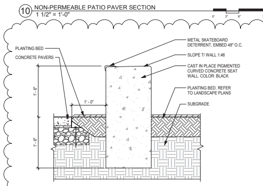
8 SITE PLANTING BED SECTION
1 1/2" = 1'-0"



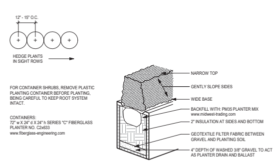
7 SITE GRAVEL PATH SECTION
1 1/2" = 1'-0"



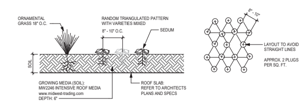
6 SITE DOG RUN GRAVEL SECTION
1 1/2" = 1'-0"



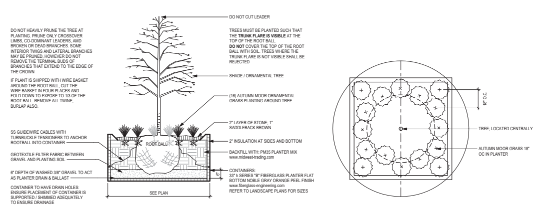
11 SEAT WALL SECTION DETAIL
1" = 1'-0"



4 BOXWOOD HEDGE CONTAINER PLANTING
1/2" = 1'-0"



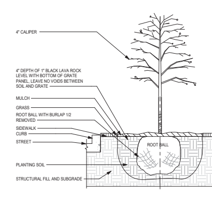
3 ORNAMENTAL PLANTING SOIL PROFILE
1" = 1'-0"



SECTION - TREE PLANTER

PLAN - TREE PLANTER

2 TREE CONTAINER PLANTING DETAIL - PLANTER
1/2" = 1'-0"



SECTION - TREE PLANTER

1 LEVEL 1 TREE PLANTING DETAIL
1/2" = 1'-0"

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
11	10/20/2023	VILLAGE COMMENTS
5	9/26/2023	ASK-001
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LANDSCAPING GENERAL NOTES AND DETAILS

SCALE: As indicated
DATE: 10/16/2023
SHEET NUMBER: L-001

GENERAL NOTES
1. Prior to the start of any work, the contractor shall verify the location and depth of all utilities with local utility companies (JULIE).
2. Any damage to existing utilities, roadways, curbs, sidewalks and adjacent properties shall be repaired and or replace at the contractors expense.
3. In addition to erecting a construction fence around the site, when applicable, construction barriers shall be erected and maintained to protect the public and the proposed work and to provide security.
4. All work and operations shall comply with all applicable Federal, State and Local codes and ordinances, including the Village of Arlington Heights; and The Contractor and all his or her subcontractors shall be licensed to work in the Village of Arlington Heights.
5. All trades shall coordinate with each other.
6. The Contractor shall visit the site prior to submitting their proposals to completely familiarize themselves with the existing conditions and the new to existing relationship. The Contractor shall notify the Landscape Architect immediately in writing, of any discrepancies which will affect work under this contact.
7. Equipment and materials not intended for immediate use shall not be stored on the site during construction.
8. When applicable, contractors shall install pre-manufactured items as per manufacture's specification. Contractors shall supply the Landscape Architect, a complete copy of each manufacturer's specification.
9. Prior to the start of construction, the contractor shall layout all major points for verification and approval by the Landscape Architect.
10. All exterior lights shall be on photocell function.

The Landscape Architect & their Consultants do not warrant or guarantee the accuracy & completeness of the work product therein beyond a reasonable diligence. If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they may have the opportunity to take any steps necessary to resolve them. Failure to promptly notify the Landscape Architect of such conditions shall absolve the Landscape Architect from any responsibility for the consequences of such failure. Actions taken without the knowledge or consent of the Landscape Architect, or in contradiction to the Landscapes Architect's work product or recommendations, shall become the responsibility not of the Landscape Architect, but of the parties responsible for the taking of such action.

LANDSCAPE STATEMENT
Sworn statement by owner:
Commits to the maintenance of required landscaping in the following form:
"The undersigned acknowledges that the landscape planting plan shown on the attached landscape plan for the property at 2355 S. Arlington Heights Road, Arlington Heights, Illinois has, to the best of the undersigned applicant's knowledge, been designed and will be installed, maintained and replaced as required, by current and subsequent owners in accordance with the requirements of section 28-6 of The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights and section 20-609 of the Arlington Heights Municipal Code, the landscaping standards of the Chicago Zoning Ordinance, and guide to the Chicago Landscape Ordinance."

Commits to the protecting and replacement of required landscaping in the following:
"Existing parkway and on-site interior trees are to be protected while project is under construction and will be replaced by current and subsequent owner if damaged."

Sworn statement by registered Landscape Architect
Commits to the preparation of the landscape plan in the following form:
"The undersigned Landscape Architect, registered in the state of Illinois, acknowledges that the landscaping planting plan and construction details shown on the attached landscape plan for the property at 2355 S. Arlington Heights Road, Arlington Heights, Illinois has been designed in accordance with the requirements of section 28-6 of The 2002 Comprehensive Amendment of the Zoning Ordinance of the Village of Arlington Heights and section 20-609 of the Arlington Heights Municipal Code."

Planting will be completed by: JUNE 15, 2025

SIGNATURE BLOCK

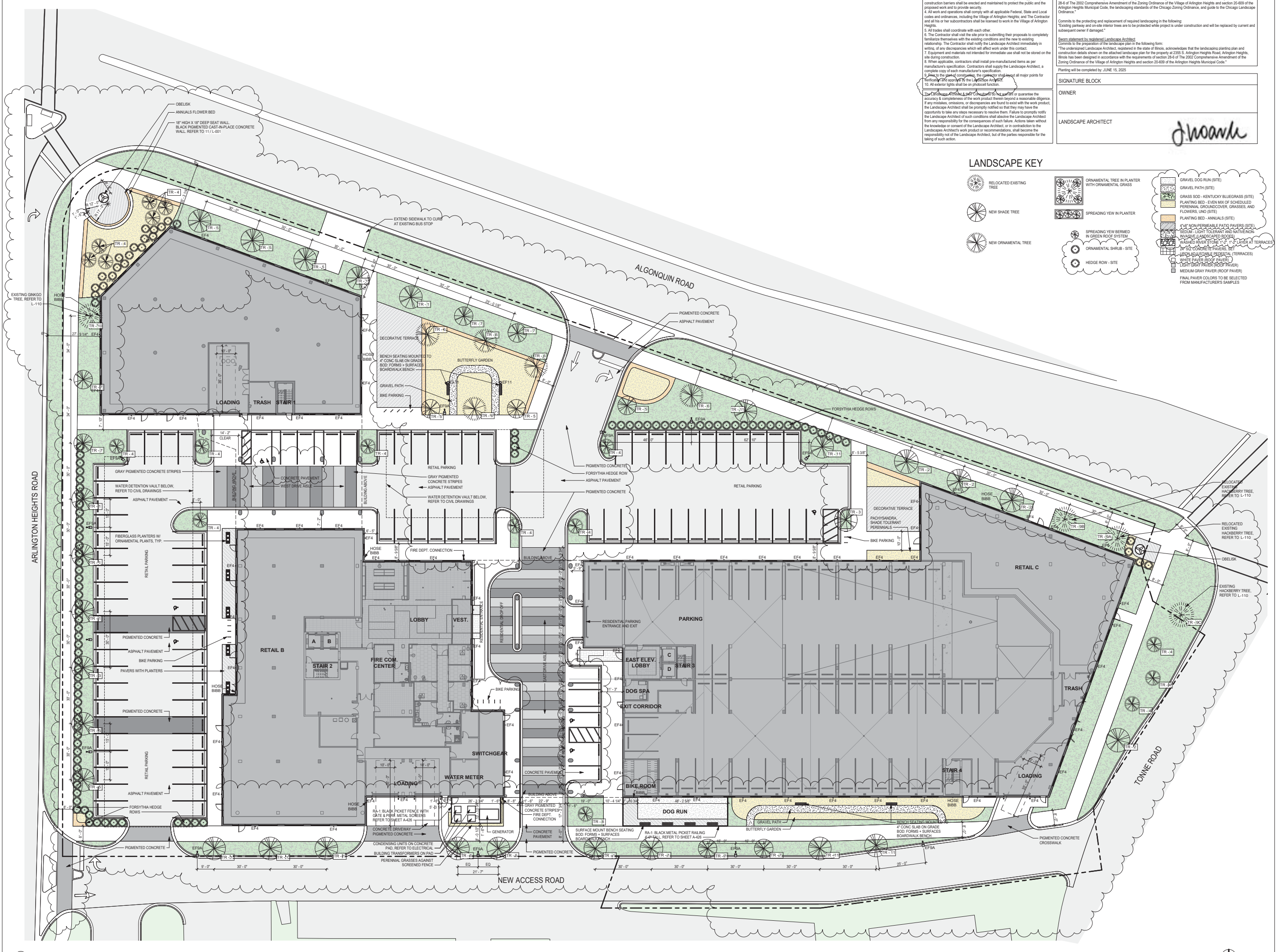
OWNER

LANDSCAPE ARCHITECT

LANDSCAPE KEY

- RELOCATED EXISTING TREE
- NEW SHADE TREE
- NEW ORNAMENTAL TREE
- ORNAMENTAL TREE IN PLANTER WITH ORNAMENTAL GRASS
- SPREADING YEW IN PLANTER
- SPREADING YEW BERMED IN GREEN ROOF SYSTEM
- ORNAMENTAL SHRUB - SITE
- HEDGE ROW - SITE
- GRAVEL DOG RUN (SITE)
- GRAVEL PATH (SITE)
- GRASS SOD - KENTUCKY BLUEGRASS (SITE)
- PLANTING BED - EVEN MIX OF SCHEDULED PERENNIAL GROUNDCOVER, GRASSES, AND FLOWERS, UNO (SITE)
- PLANTING BED - ANNUALS (SITE)
- 4"x8" NON-PERMEABLE PATIO PAVERS (SITE)
- SEDUM - LIGHT TOLERANT AND NATIVE/NON-INVASIVE (LANDSCAPED ROOFS)
- WASHED RIVER STONE 1"-2", 1"-2" LAYER AT TERRACES
- 24" SQ. CONCRETE PAVERS, SET UPON ADJUSTABLE PEDESTAL (TERRACES)
- WHITE PAVER (ROOF PAVER)
- LIGHT GRAY PAVER (ROOF PAVER)
- MEDIUM GRAY PAVER (ROOF PAVER)

FINAL PAVER COLORS TO BE SELECTED FROM MANUFACTURER'S SAMPLES



1 LANDSCAPE PLAN - LEVEL 1
1/16" = 1'-0"

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
LEVEL 1 STREETSCAPE PLAN

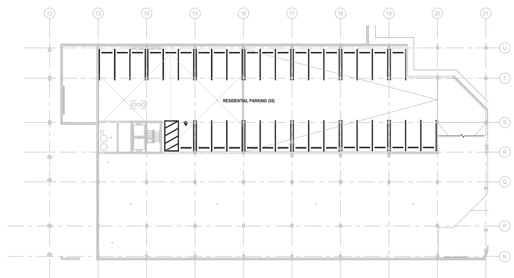
SCALE
As indicated

DATE
10/16/2023

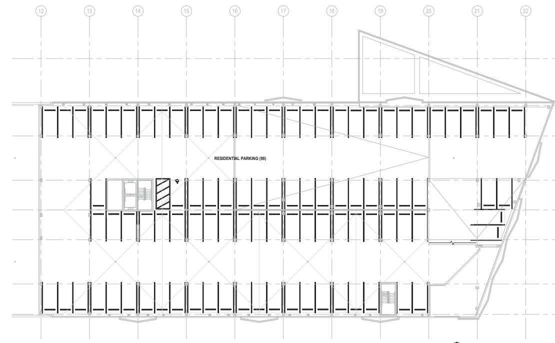
SHEET NUMBER
L-100

EXHIBIT E

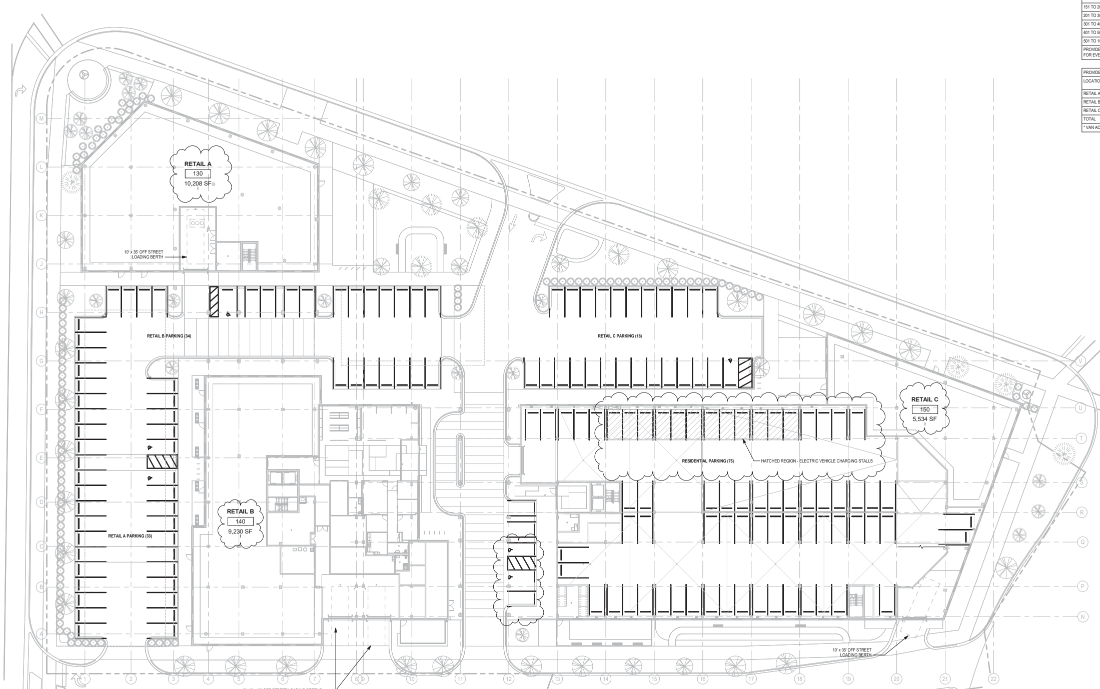
PARKING FLOOR PLAN



1 LEVEL LL PARKING COUNT
1" = 20'-0"



3 LEVEL 1.5 PARKING COUNT
1" = 20'-0"



2 LEVEL 1 PARKING COUNT
1" = 20'-0"

RESIDENTIAL PARKING COUNT

TYPICAL STALLS REQD PER VILLAGE OF ARLINGTON HEIGHTS CHAPTER 28 SECTIONS 5.1-21.1 (RESIDENTIAL), 10.4-2 (RETAIL). ACCESSIBLE STALLS REQD PER IAC 208.2.

REQUIRED RESIDENTIAL PARKING STALLS			
UNIT TYPE	UNIT COUNT	REQUIRED STALLS PER UNIT	REQUIRED STALLS
STUDIO	49	1.0	49
1 BED	159	1.5	239
2 BED+	93	2.0	186
TOTAL	301		**474 REQD**

REQUIRED RESIDENTIAL ACCESSIBLE PARKING STALLS	
TOTAL STALLS REQD	REQD ACCESSIBLE STALLS
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	**9 REQD**
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 6 OF THE REQD ACCESSIBLE STALLS = **2 REQD**	

PROVIDED RESIDENTIAL PARKING STALLS			
LOCATION	TYPICAL STALL COUNT	ACCESSIBLE STALL COUNT	TOTAL
LEVEL 1	73	2*	75
LEVEL LL	34	1	35
LEVEL 1.5	94	1	95
LEVEL 2	147	2	149
LEVEL 3	123	3	126
TOTAL	471	9	**480 PROVIDED**
* (2) VAN ACCESSIBLE STALLS PROVIDED AT LEVEL 1			

RETAIL PARKING COUNT

REQUIRED RETAIL PARKING STALLS			
LOCATION	AREA	REQUIRED STALLS PER AREA	REQUIRED STALLS
RETAIL A	10,208 SF	1 PER 300 SF	34
RETAIL B	9,230 SF	1 PER 300 SF	31
RETAIL C	5,534 SF	1 PER 300 SF	18
TOTAL	24,972 SF		**83 REQD**

REQUIRED RETAIL ACCESSIBLE PARKING STALLS	
TOTAL STALLS REQD	REQD ACCESSIBLE STALLS
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	**4**
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	9 REQD
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 6 OF THE REQD ACCESSIBLE STALLS = **1 REQD**	

PROVIDED RETAIL PARKING STALLS			
LOCATION	TYPICAL STALL COUNT	ACCESSIBLE STALL COUNT	TOTAL
RETAIL A	33	1*	34
RETAIL B	31	2*	33
RETAIL C	17	1*	18
TOTAL	81	4	**85 PROVIDED**
* VAN ACCESSIBLE STALLS PROVIDED			

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
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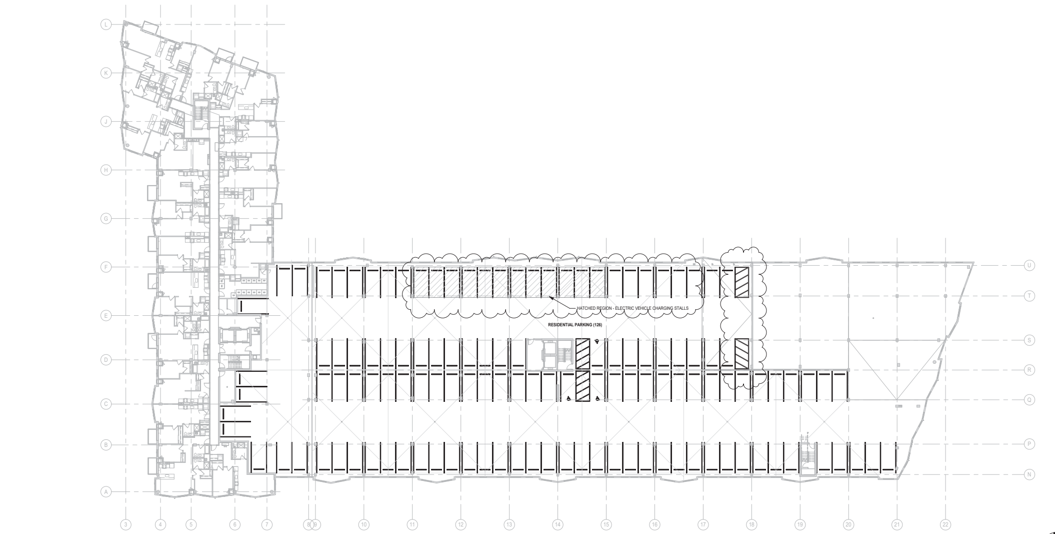
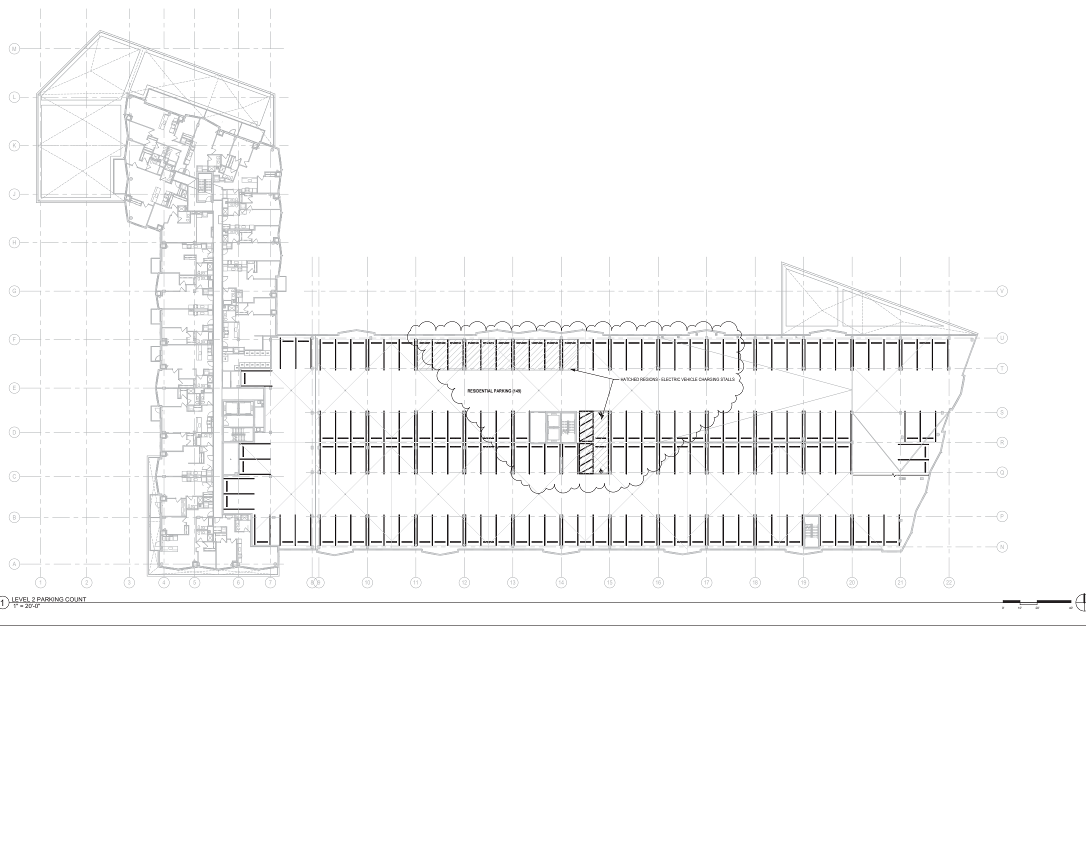
SHEET TITLE
PARKING COUNT DIAGRAMS

SCALE	SHEET NUMBER
As indicated	A-006A
DATE 10/16/2023	



2 LEVEL 3 PARKING COUNT
1" = 20'-0"



1 LEVEL 2 PARKING COUNT
1" = 20'-0"

RESIDENTIAL PARKING COUNT

TYPICAL STALLS REQD PER VILLAGE OF ARLINGTON HEIGHTS CHAPTER 28 SECTIONS 5.1-21.1 (RESIDENTIAL), 10.4-2 (RETAIL). ACCESSIBLE STALLS REQD PER IAC 208.2.

REQUIRED RESIDENTIAL PARKING STALLS			
UNIT TYPE	UNIT COUNT	REQUIRED STALLS PER UNIT	REQUIRED STALLS
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1 BED	159	1.5	239
2 BED+	93	2.0	186
TOTAL	301		**474 REQD**

REQUIRED RESIDENTIAL ACCESSIBLE PARKING STALLS	
TOTAL STALLS REQD	REQD ACCESSIBLE STALLS
1 TO 25	1
26 TO 50	2
51 TO 75	3
76 TO 100	4
101 TO 150	5
151 TO 200	6
201 TO 300	7
301 TO 400	8
401 TO 500	**9 REQD**
501 TO 1000	2% OF TOTAL
PROVIDE 1 VAN ACCESSIBLE STALLS (98" VERT CLEARANCE) FOR EVERY 6 OF THE REQD ACCESSIBLE STALLS = **2 REQD**	

PROVIDED RESIDENTIAL PARKING STALLS			
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LEVEL 1	73	2*	75
LEVEL LL	34	1	35
LEVEL 1.5	94	1	95
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LEVEL 3	123	3	126
TOTAL	471	9	**480 PROVIDED**
* (2) VAN ACCESSIBLE STALLS PROVIDED AT LEVEL 1			

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REQUIRED RETAIL PARKING STALLS			
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REQUIRED RETAIL ACCESSIBLE PARKING STALLS	
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201 TO 300	7
301 TO 400	8
401 TO 500	9 REQD
501 TO 1000	2% OF TOTAL
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LOCATION	TYPICAL STALL COUNT	ACCESSIBLE STALL COUNT	TOTAL
RETAIL A	33	1*	34
RETAIL B	31	2*	33
RETAIL C	17	1*	18
TOTAL	81	4	**85 PROVIDED**
* VAN ACCESSIBLE STALLS PROVIDED			

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
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EXPIRATION DATE:
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SHEET TITLE
PARKING COUNT DIAGRAMS

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-006B

EXHIBIT F

PARKING MANAGEMENT PLAN

Residential Parking	No. Units	Parking Ratio	Req. Parking
Studio	49	1	49
1 Bed	159	1.5	239
2 Bed +	93	2	186
	301		474
Stabilized @ 95% Occupancy			450
Staff Parking			6
Total Parking assigned			456
Total Parking Available			471
Extra Parking available for Guests			**15**

Retail Parking	Area	Parking Ratio	Req. Parking
Retail A	10,208	1/300	34
Retail B	9,230	1/300	31
Retail C	5,534	1/300	18
Parking req.	**24,972**		**83**
Parking provided			**87**

Restaurant Analysis	Total Area	Seating Area	Req. Parking
Retail C as Restaurant	5,534	2,767	61
Req. number of spaces above retail code			**43**

Offsite Parking Options

Option A	Under utilized lot can be used when phase 1 is complete and before phase 3 starts	~45 spots
Option B	Under utilized lot can be used when phase 1 is complete and before phase 4 starts	~90 spots
Option C	Medical office parking will be under utilized in off hours when Restaurant parking will be most in demand.	~650 spots

Offsite Parking Map

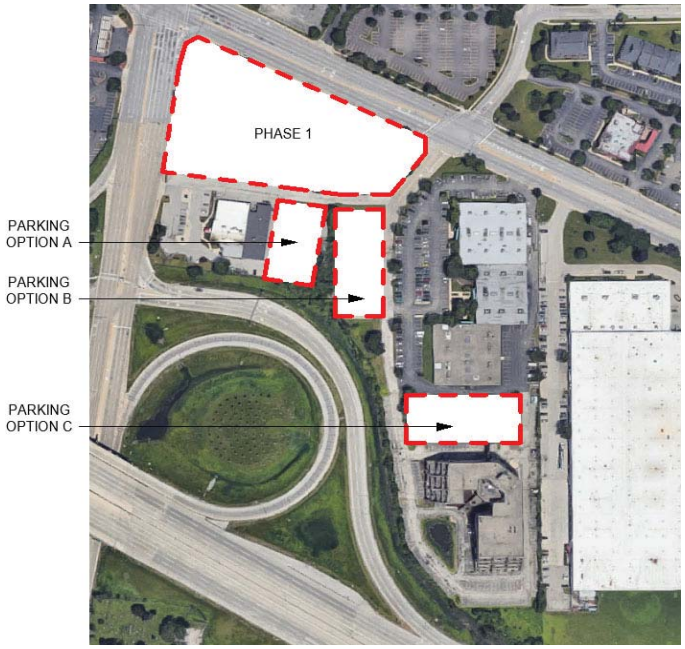

EXHIBIT G

RENDERINGS

SOUTHWEST CORNER STREET VIEW

NORTHWEST CORNER STREET VIEW

NORTHEAST CORNER STREET VIEW

SOUTHEAST AERIAL VIEW

NORTHWEST AERIAL VIEW

NORTHEAST AERIAL VIEW

CITY STAMP

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Tel: 312-596-2000

MEPFP DESIGN CONSULTANT
Cosentini Associates
1 S. Wacker Drive, Suite 3700
Chicago, IL 60606
Tel: 312-201-7401

GEOTECHNICAL ENGINEER
GEI
8615 W. Bryn Mawr Avenue, Suite 406
Chicago, IL 60631
Tel: 312-985-0364

GENERAL CONTRACTOR
Clark Construction Group
216 S. Jefferson Street, Suite 502
Chicago, IL 60661
Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
CONCEPTUAL RENDERINGS

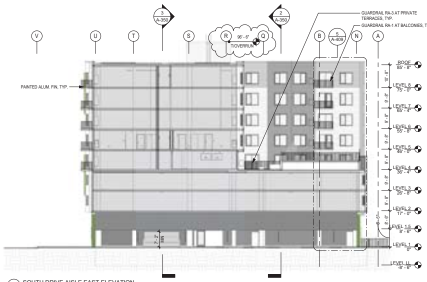
SCALE

DATE
09/07/2023

SHEET NUMBER
G-013

EXHIBIT H

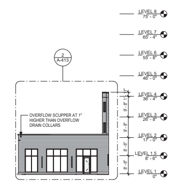
ELEVATIONS



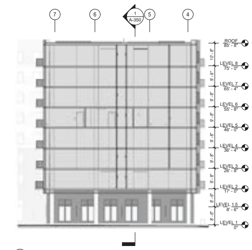
9 SOUTH DRIVE AISLE EAST ELEVATION
1/16" = 1'-0"

8 SOUTH DRIVE AISLE WEST ELEVATION
1/16" = 1'-0"

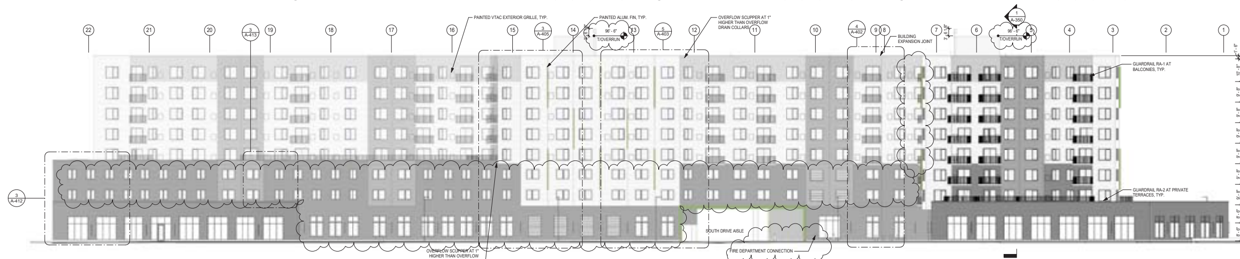
7 RETAIL C NORTH ELEVATION
1/16" = 1'-0"



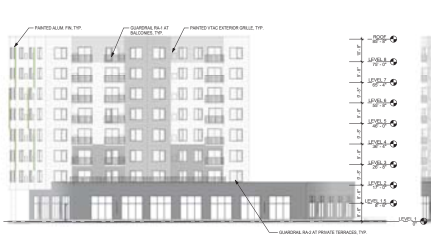
6 RETAIL C WEST ELEVATION
1/16" = 1'-0"



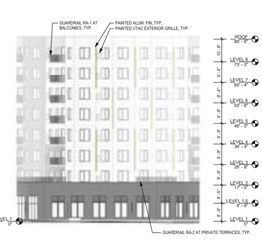
5 WEST DRIVE THROUGH SOUTH ELEVATION
1/16" = 1'-0"



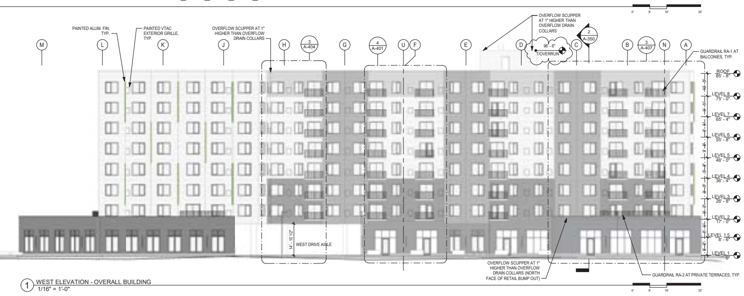
4 NORTH ELEVATION - OVERALL
1/16" = 1'-0"



3 NORTH RETAIL A ELEVATION
1/16" = 1'-0"



2 NORTH WEST CORNER ELEVATION
1/16" = 1'-0"



1 WEST ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

ELEVATION NOTES

1. LEADER NOTES ON THIS DRAWING ARE TYPICAL FOR ALL SIMILAR CONDITIONS/ITEMS ON THIS AND OTHER BUILDING ELEVATION SHEETS IF ANY.
2. REFER TO BUILDING SECTION SHEET(S) FOR INFORMATION ON WALL/FLOOR ROOF CONSTRUCTION ASSEMBLIES
3. BRICK VENEER FLASHING: PROVIDE CONTINUOUS MEMBRANE FLASHING AT ALL DOOR AND WINDOW HEADERS AND SILLS WITH CELL VENTS AT 24" O.C. FLASHING SHALL BE LAPPED AND SEALED WITH DRIP EDGES AND END DAMS WITH POSITIVE PITCH TOWARD THE EXTERIOR AND FOR WATER-TIGHT CONSTRUCTION.
4. PROVIDE CONTINUOUS 3/8" THICK VERTICAL CONTROL JOINT (CJ) WITH BACKER ROD AND SPECIFIED SEALANT WHERE INDICATED TO REDUCE RESTRAINT AND PERMIT LONGITUDICNAL MOVEMENT AND IN ACCORDANCE WITH INDUSTRY STANDARD SPACING NOT EXCEEDING 24' O.C. FOR EXTERIOR WALL MATERIAL UTILIZED. AS RECOMMENDED BY NCMA TEK 10-2C AND 10-4.
5. ALL GLAZED DOORS AND ALL GLAZED PANELS MORE THAN 18" IN WIDTH IMMEDIATELY ADJACENT TO ANY DOOR WHERE THE SILL OF THE GLAZED PANEL IS LESS THAN 24" ABOVE THE FLOOR, AND ALL GLAZED GUARDRAILS SHALL BE GLAZED WITH SAFETY GLAZING MATERIALS. ADDITIONALLY, GLAZING WITHIN 24" OF A DOOR AND WITH SILL LESS THAN 60" IS CONSIDERED TO BE HAZARDOUS. SAFETY GLASS SHALL MEET THE TEST REQUIREMENTS FOR SAFETY
   A. GLAZING IN ACCORDANCE WITH ANSI-Z-97.
6. PROVIDE ALUMINUM TRIM AT ALL FIBER CEMENT SIDING CHANGES IN PLANE AND OPENINGS, BOD: EasyTrim Systems
7. VTAC EXTERIOR GRILLES TO BE PAINTED THE SAME COLOR AS SURROUNDINIG SIDING TYPE, TYP.
8. PROVIDE PREFINISHED METAL AT TOPS OF EXTERIOR WALL PARAPETS. STANDARD WHITE, LIGHT GRAY, MEDIUM GRAY, AND DARK GRAY COLORS TO MATCH ADJACENT SIDING AND MASONRY COLORS
9. REFER TO A-426 FOR GUARDRAIL SYSTEM TYPES.

MATERIALS LEGEND

ARCHITECTURAL CMU - (BR-1)
- USAGE: FULL DEPTH (8" NOMINAL) WALLS
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "MONARCH" 4"H x 8"D x 16"W
- BOND: RUNNING

ARCHITECTURAL CMU - (BR-2)
- USAGE: VENEER (4" NOMINAL)
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "8" THRU-WALL MONARCH" 4"H x 4"D x 16"W
- BOND: RUNNING

FIBER CEMENT SIDING - (SD-1)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: ARCTIC WHITE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-2)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: GRAY SLATE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-3)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: NIGHT GRAY
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

PAINTED ALUMINUM
- COLOR: GREEN

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

I CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE THEY CONFORM TO THE VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE

No.	Date	Description
12	10/25/2023	95% CD's
11	10/20/2023	VILLAGE COMMENTS
4	9/15/2023	90% CD's
2	7/25/2023	80% CD's
1	6/30/2023	50% CD's

ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
145 S. Wells St. Suite 700
Chicago, IL 60606
Tel: 312-423-7989

ARCHITECT
Thomas Roszak Architecture, LLC
145 S. Wells St. Suite 700
Chicago, IL 60606
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CONSTRUCTION MANAGER
SteelGrass, LLC
145 S. Wells St. Suite 700
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DEVELOPMENT CONSULTANT
TR Management + Consulting
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LANDSCAPE ARCHITECT
Thomas Roszak Architecture, LLC
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CIVIL ENGINEER
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: 630-724-9200

STRUCTURAL ENGINEER
Thornton Tomasetti
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Tel: 312-474-5500

MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
WEST AND NORTH ELEVATIONS

SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-300

MATERIALS LEGEND

ARCHITECTURAL CMU - (BR-1)
- USAGE: FULL DEPTH (8" NOMINAL) WALLS
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "MONARCH" 4"H x 8"D x 16"W
- BOND: RUNNING

ARCHITECTURAL CMU - (BR-2)
- USAGE: VENEER (4" NOMINAL)
- BOD: COUNTY MATERIALS: HERITAGE COLLECTION
- COLOR: SLATE
- TEXTURE: SMOOTH (SM)
- SIZE: "8" THRU-WALL MONARCH" 4"H x 4"D x 16"W
- BOND: RUNNING

FIBER CEMENT SIDING - (SD-1)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: ARCTIC WHITE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-2)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: GRAY SLATE
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

FIBER CEMENT SIDING - (SD-3)
- BOD: HARDIE BOARD LAP SIDING
- COLOR: NIGHT GRAY
- TEXTURED FINISH
- 7" BETWEEN GROOVES
- TRIM BOD: EasyTrim System

PAINTED ALUMINUM
- COLOR: GREEN

ELEVATION NOTES

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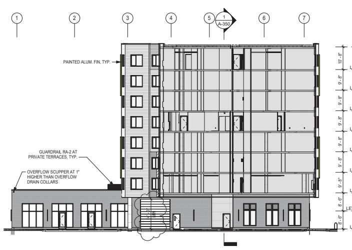
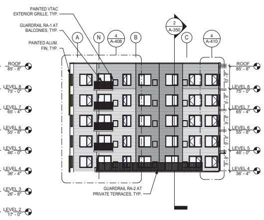
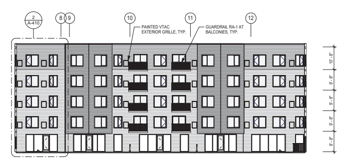
9. REFER TO A-426 FOR GUARDRAIL SYSTEM TYPES.



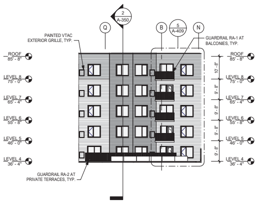
7 WEST DRIVE THROUGH NORTH ELEVATION
1/16" = 1'-0"



6 LEVEL 4 POOL AMENITY WEST ELEVATION
1/16" = 1'-0"



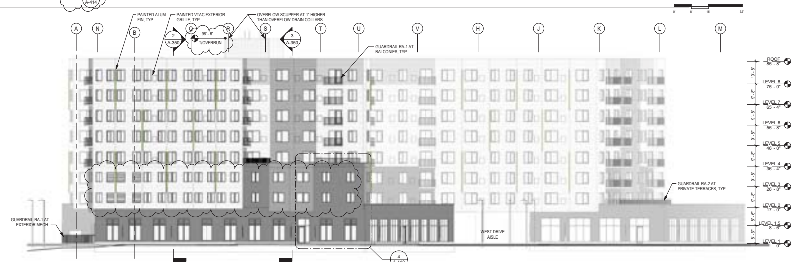
5 LEVEL 4 POOL AMENITY NORTH ELEVATION
1/16" = 1'-0"



4 LEVEL 4 POOL AMENITY EAST ELEVATION
1/16" = 1'-0"

3 SOUTH ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

2 RETAIL C EAST ELEVATION
1/16" = 1'-0"



1 EAST ELEVATION - OVERALL BUILDING
1/16" = 1'-0"

CITY STAMP

SIGNATURE/SEAL

ILLINOIS
THOMAS A. ROSZAK
REGISTERED ARCHITECT
#001 019175
EXPIRATION DATE:
NOVEMBER 30, 2024

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No.	Date	Description
12	10/25/2023	95% CD's
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4	9/15/2023	90% CD's
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ARLINGTON HEIGHTS PHASE I

2355 S. Arlington Heights Rd.,
Arlington Heights, IL 60005

OWNER
Bradford Allen
300 S. Wacker Dr. 35th Floor
Chicago, IL 60606
Tel: 312-994-5700

DEVELOPER
Moceri + Roszak
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ARCHITECT
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MECHANICAL DESIGN/BUILD CONTRACTOR

PLUMBING DESIGN/BUILD CONTRACTOR

ELECTRICAL DESIGN/BUILD CONTRACTOR

FIRE PROTECTION DESIGN/BUILD CONTRACTOR

SHEET TITLE
EAST AND SOUTH ELEVATIONS

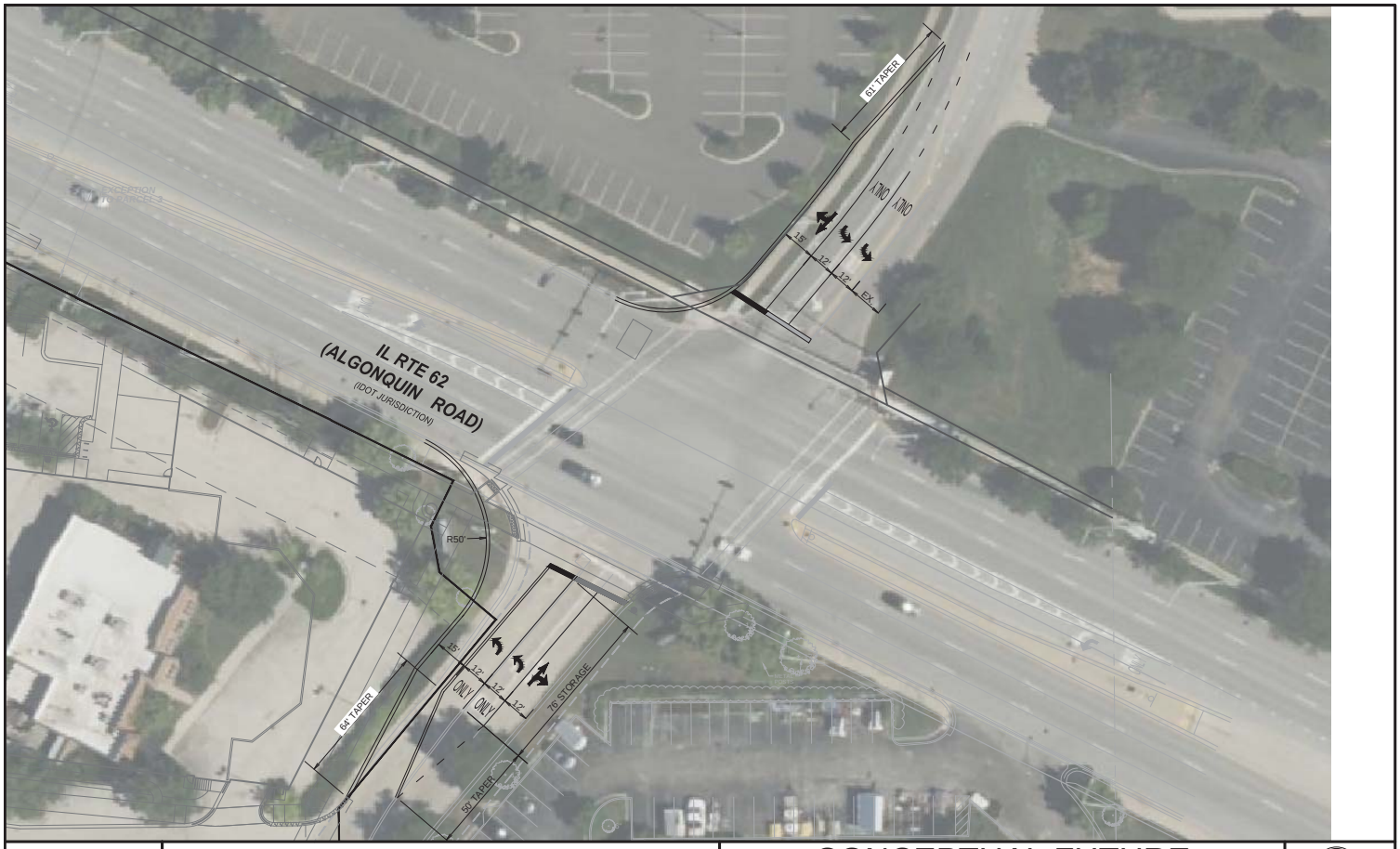
SCALE
As indicated

DATE
10/16/2023

SHEET NUMBER
A-301

EXHIBIT I

CONCEPTUAL FUTURE INTERSECTION PLAN



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS *ILLINOIS*

CONCEPTUAL FUTURE INTERSECTION LAYOUT EXHIBIT

DATE: 11-20-23

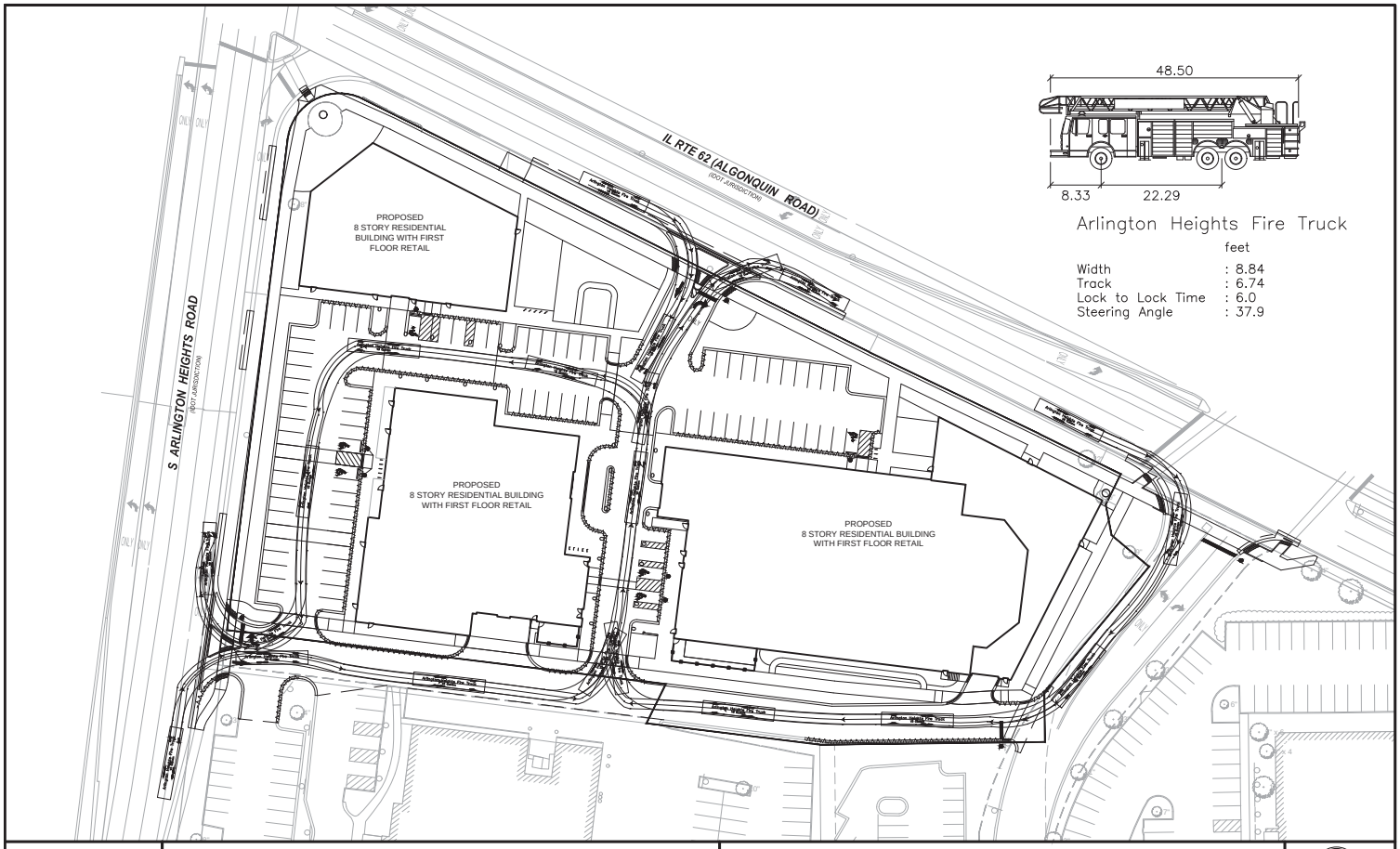
0 20 40

SCALE: 1"=40'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\IP_Full Future Intersection Exhibit230084.dwg 11/20/23

EXHIBIT J

TURNING PLAN



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PHASE 1 ILLINOIS

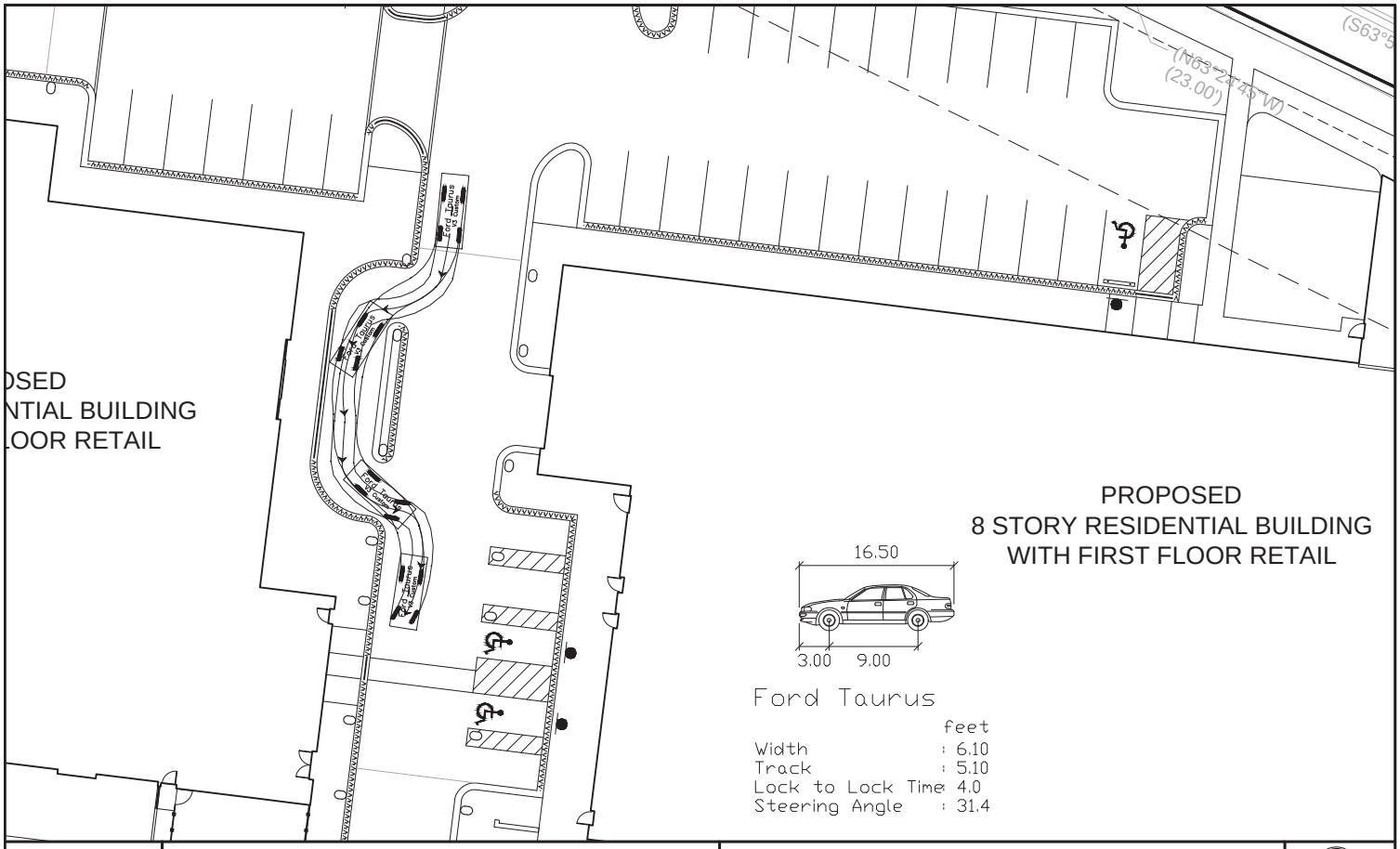
FIRE TRUCK EXHIBIT

DATE: 10-18-23

0 30 60

SCALE: 1"=60'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Fire Truck Exhibit230084.dwg 10/18/23



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PHASE 1 ILLINOIS

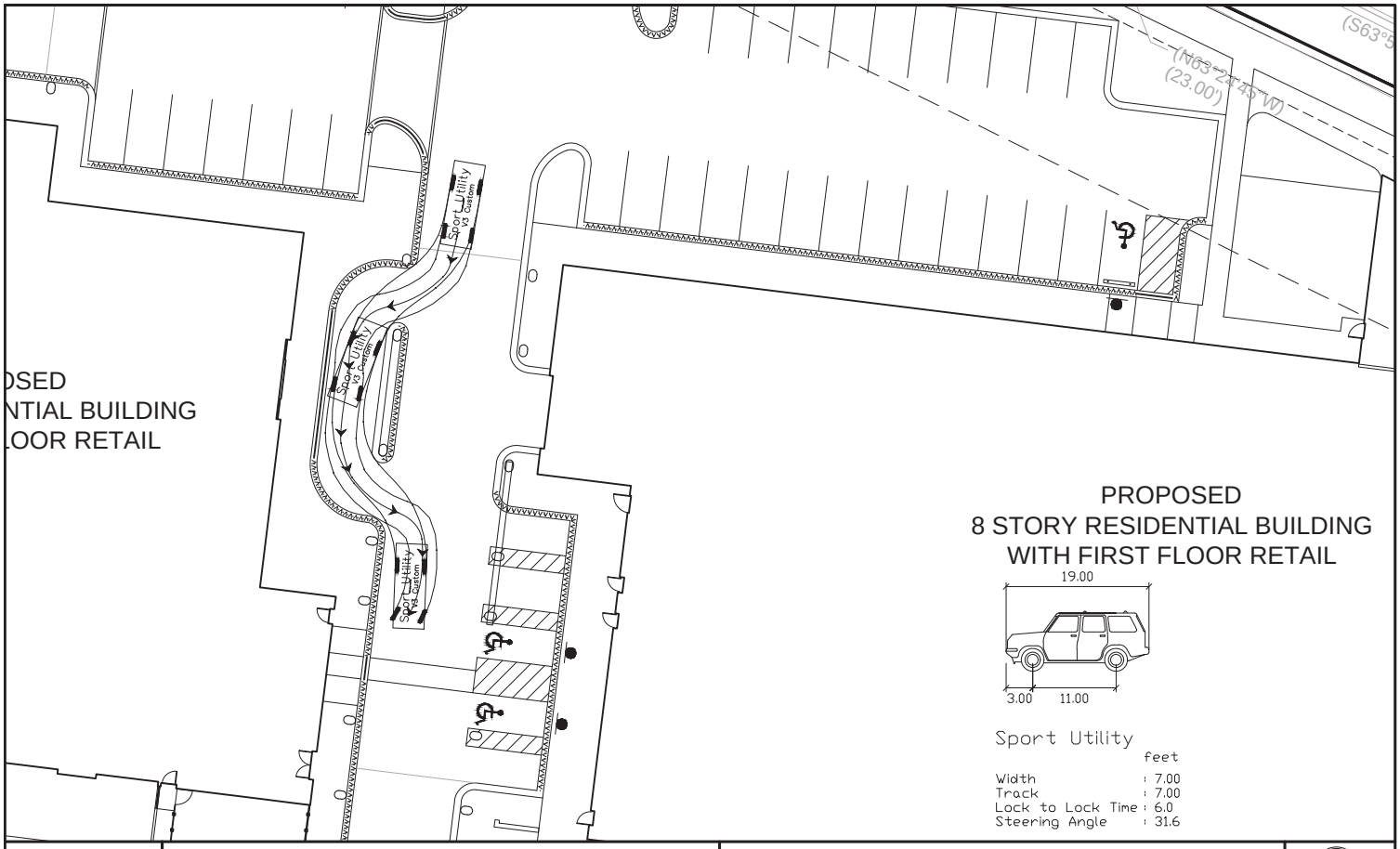
DROP OFF EXHIBIT - CAR

DATE: 10-17-23

0 10 20

SCALE: 1"=20'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Drop Off Exhibit230084.dwg 10/17/23



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ARLINGTON HEIGHTS

ARLINGTON HEIGHTS PHASE 1 ILLINOIS

DROP OFF EXHIBIT - SUV

DATE: 10-17-23

0 10 20

SCALE: 1"=20'

N:\2023\230084\Drawings\ACAD\LD\S04\Misc Drawings\Drop Off Exhibit230084.dwg 10/17/23

EXHIBIT K

CONSTRUCTION STAGING PLAN

CLARK CONSTRUCTION

ARLINGTON HEIGHTS GATEWAY

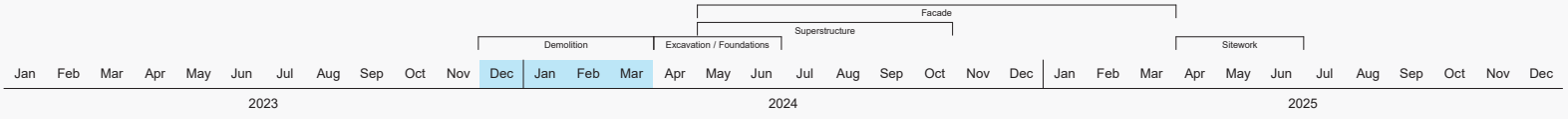
Demolition

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



CLARK CONSTRUCTION

ARLINGTON HEIGHTS GATEWAY

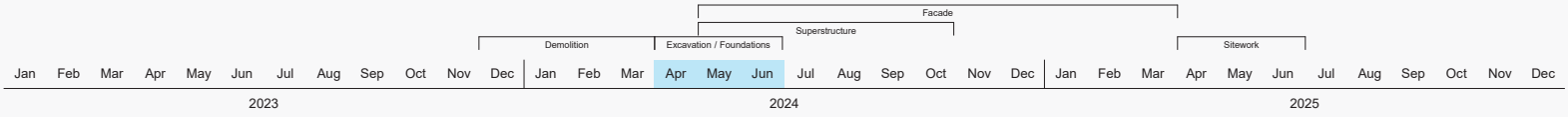
Excavation / Foundations

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations

Symbols

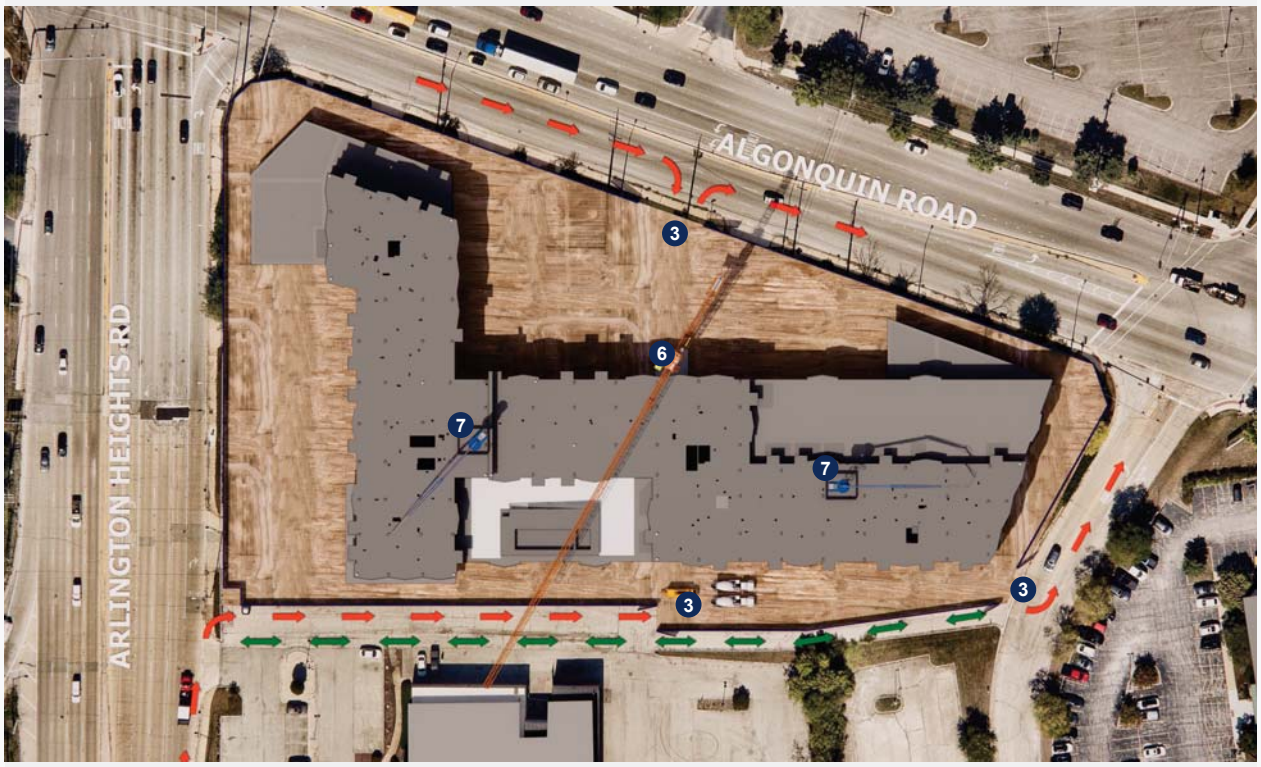
- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



CLARK CONSTRUCTION

ARLINGTON HEIGHTS GATEWAY

Concrete Superstructure

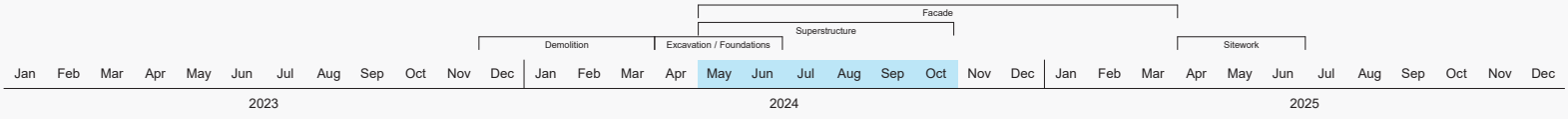


Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



CLARK CONSTRUCTION

ARLINGTON HEIGHTS GATEWAY

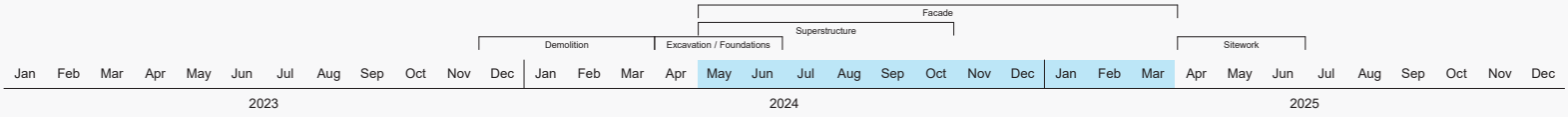
Facade

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Fencing
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump
8. Material Hoist

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way



CLARK CONSTRUCTION

ARLINGTON HEIGHTS GATEWAY

Sitework / Completion

Keynotes

1. Existing Buildings - Demolition
2. Existing Parking Garage – Demolition
3. Construction Gate
4. Excavation for Detention Tanks
5. Footings/Foundations
6. Tower Crane
7. Concrete Pump
8. Material Hoist

Symbols

- Construction Fencing
- Construction Traffic
- Public Traffic – Two Way

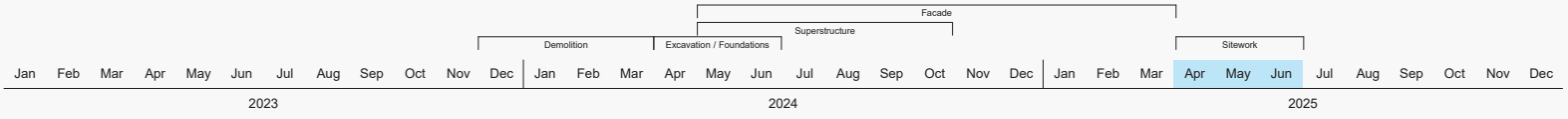


EXHIBIT L

TRAFFIC STUDY

Traffic and Parking Study
Proposed Mixed-Use Development

Arlington Heights, Illinois

Prepared For:

Moceri+Roszak

Kenig, Lindgren, O'Hara, Aboona, Inc.

October 18, 2023

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located in Arlington Heights, Illinois. This site is located in the southeast quadrant of the intersection of Algonquin Road (IL 62) with Arlington Heights Road and currently contains the following uses:

- The 125, 135, and 145 Algonquin Road office buildings
- Guitar Center
- The vacant 2335 Arlington Heights Road office building
- A vacant commercial building
- A former drive-through bank
- The vacant/former Applebee's restaurant
- The vacant/former Daily Herald office building

Primary access to the various uses is provided via Tonne Road and its signalized intersection with Algonquin Road. In addition, access is provided via four right-turn in/right-turn out access drives on Arlington Heights Road and four right-turn in/right-turn out access drives on Algonquin Road.

As proposed, the project is to be developed in several phases with Phase 1 of the development to be located in the southeast corner of the Arlington Heights Road/Algonquin Road intersection and to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. It should be noted that the development of the future phases of the of the overall development is conceptual at this time as several parcels are under different ownership and any future phases will need to be approved by the Village. Currently, the overall development is anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces. Access to Phase 1 and the overall development will be provided via Tonne Road and its signalized intersection with Algonquin Road, via a right-in/right-out access drive on Arlington Heights Road, and via a right-in/right-out access drive on Algonquin Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed parking supply

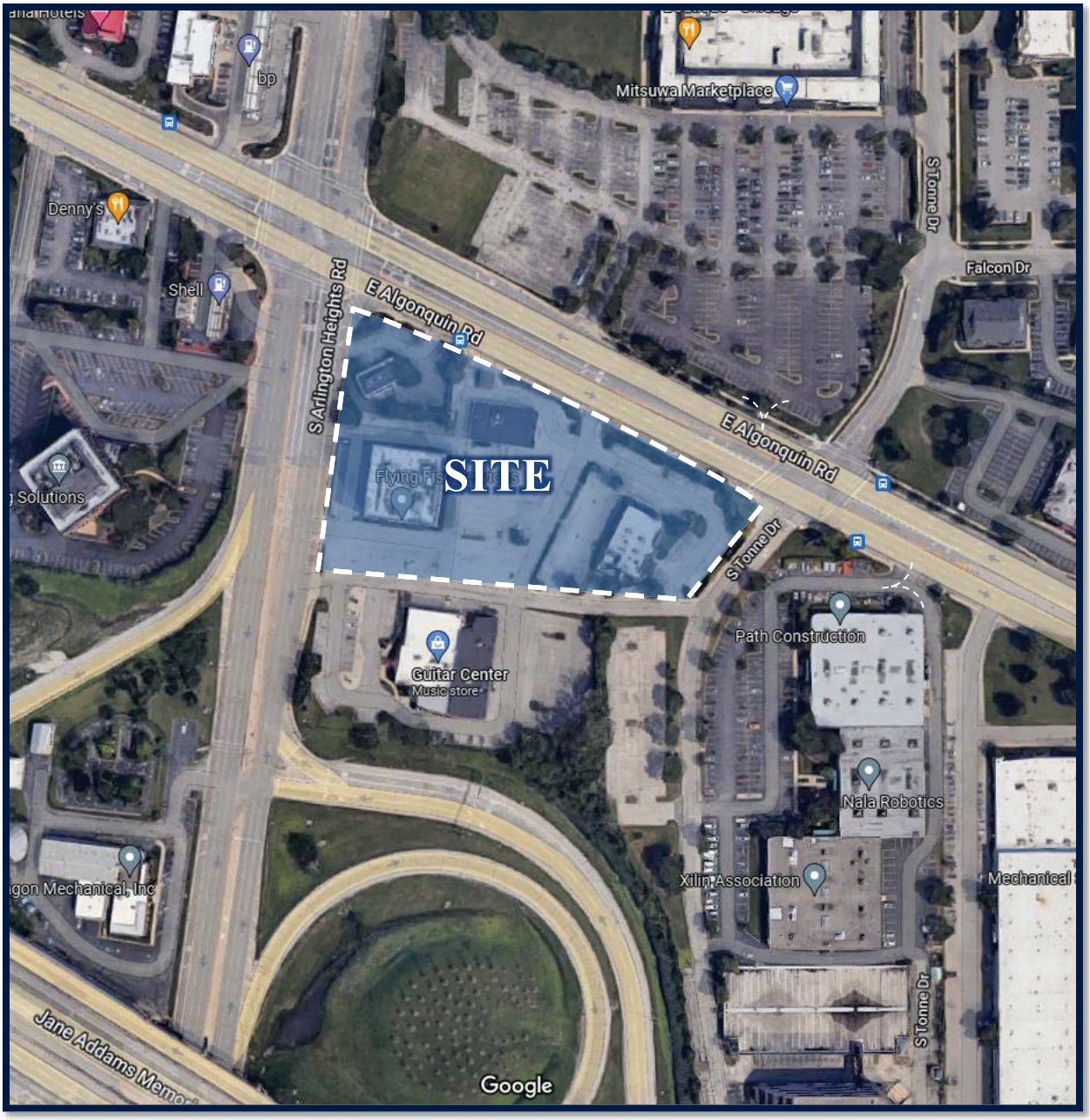
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2029 No-Build Conditions – Analyzes the capacity of the future roadway system using the no-build traffic volumes that include the existing traffic volumes, an ambient traffic growth factor, and traffic generated by other area developments.

3. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, traffic generated by other area developments, and the traffic estimated to be generated by the full buildout of the proposed development.

Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

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

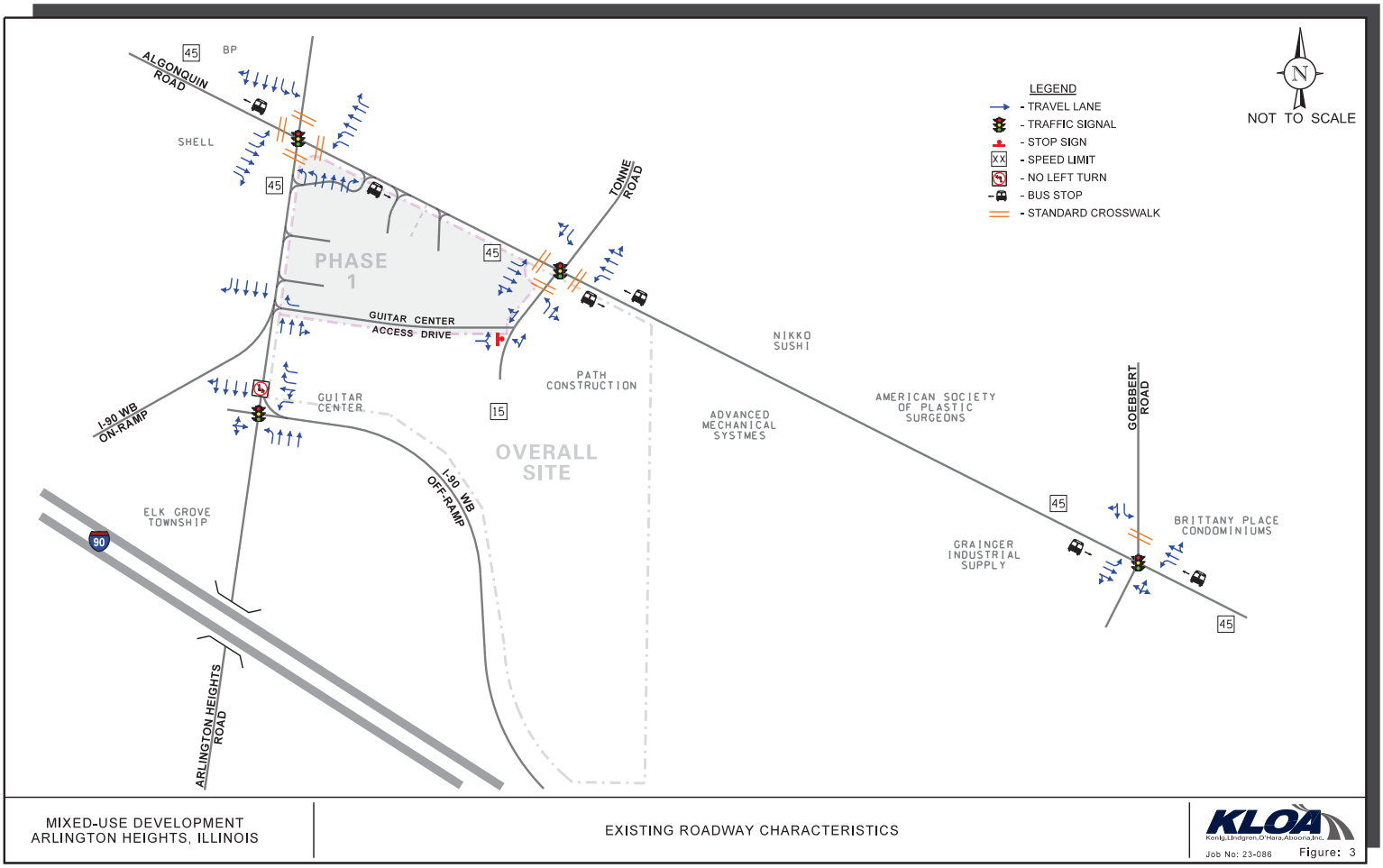
Site Location

The site of the overall development is bounded by Algonquin Road on the north, Arlington Heights Road on the west, I-90 and its interchange with Arlington Heights on the south and west, and an a industrial/warehouse building on the east. Currently, the site contains several office and commercial buildings with most of the buildings currently vacant. Land uses in the vicinity of the site are primarily commercial and office. Office developments are located west of the site on the west side of Arlington Heights Road.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Algonquin Road (IL 62) is a southeast-to-northwest, minor arterial roadway that provides three lanes in each direction between Arlington Heights Road and Tonne Road and provides two lanes in each direction between Tonne Road and Goebbert Road. At its signalized intersection with Arlington Heights Road, Algonquin Road provides dual left-turn lanes, three through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Crosswalks and pedestrian signals are provided on the eastbound and westbound approaches of this intersection. At its signalized intersection with Tonne Road, Algonquin Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the eastbound and westbound approaches. Crosswalks and pedestrian signals are present on the eastbound and westbound approaches of this intersection. At its signalized intersection with Goebbert Road, Algonquin Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. Algonquin Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an Annual Average Daily Traffic (AADT) volume of 17,100 vehicles east of Arlington Heights Road and 24,000 vehicles west of Arlington Heights Road (IDOT 2021), and has a posted speed limit of 45 miles per hour in the vicinity of the site.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

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Arlington Heights Road is a is a north-south, minor arterial roadway that provides three lanes in each direction. At its signalized intersection with Algonquin Road, Arlington Heights Road provides dual left-turn lanes, three through lanes, and an exclusive right-turn lane on the northbound approach and dual left-turn lanes, three through lanes, and a shared through/right-turn lane on the southbound approach. Crosswalks and pedestrian signals are provided on the northbound and southbound approaches of this intersection. At its signalized intersection with the I-90 exit ramp, Arlington Heights Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on the northbound approach and three through lanes and a shared through/right-turn lane on the southbound approach. Arlington Heights Road is under the jurisdiction of IDOT, carries an AADT volume of 26,700 vehicles north of Algonquin Road and 38,800 vehicles south of Algonquin Road (IDOT 2021), and has a posted speed limit of 35 miles per hour in the vicinity of the site.

Tonne Road is generally a north-south, local roadway that provides one lane in each direction and currently extends through the subject site. At its signalized intersection with Algonquin Road, Tonne Road provides an exclusive left-turn lane and a shared through/right-turn lane on the northbound and southbound approaches. Crosswalks and pedestrian signals are present on both northbound and southbound approaches of this intersection. Tonne Road is under the jurisdiction of the Village of Arlington Heights.

Goebbert Road is a is a north-south, local roadway that provides one lane in each direction. At its signalized intersection with Algonquin Road, Goebbert Road provides an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach and a shared left-turn/through/right-turn lane on the northbound approach. Goebbert Road is under the jurisdiction of the Village of Arlington Heights.

Interstate 90 Exit Ramp (I-90) provides two lanes along the exit ramps. At its signalized intersection with Arlington Heights Road, the I-90 exit ramp provides an exclusive left-turn lane, a shared through/left-turn lane, and dual right-turn lanes. The I-90 exit ramp is under the jurisdiction of IDOT, carries an AADT volume of 9,200 vehicles (IDOT 2020), and has a posted speed limit of 35 miles per hour.

Traffic Signal Interconnect

The signalized intersections of Arlington Heights Road with Algonquin Road, Algonquin Road with Tonne Road, and Algonquin Road with Goebbert Road are part of a twenty-one-signal coordinated system. The signals are interconnected along Arlington Heights Road from IL 72 (Higgins Road) to Central Road, along Golf Road from New Wilke Road to Busse Road, and along Algonquin Road from the Loews access drive to Goebbert Road.

Public Transportation

The study area is also served by Pace Suburban Bus Route 606 which provides daily service between the Rosemont CTA station and Woodfield Corporate Center and serves Woodfield Mall and business and commercial areas in Schaumburg, Arlington Heights, Rolling Meadows, and Mount Prospect. The bus route has several bus stops along Algonquin Road within the vicinity of the site. Notable stops include the Arlington Heights Road with Algonquin Road intersection and the Tonne Road with Algonquin Road intersection in addition to the Goebbert Road with Algonquin Road intersection.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle counts utilizing Miovision Scout Collection Units at the following intersections:

- Algonquin Road with Arlington Heights Road
- Algonquin Road with Tonne Road
- Algonquin Road with Goebbert Road
- Arlington Heights Road with the I-90 westbound off ramp
- Arlington Heights Road with the commercial access drives

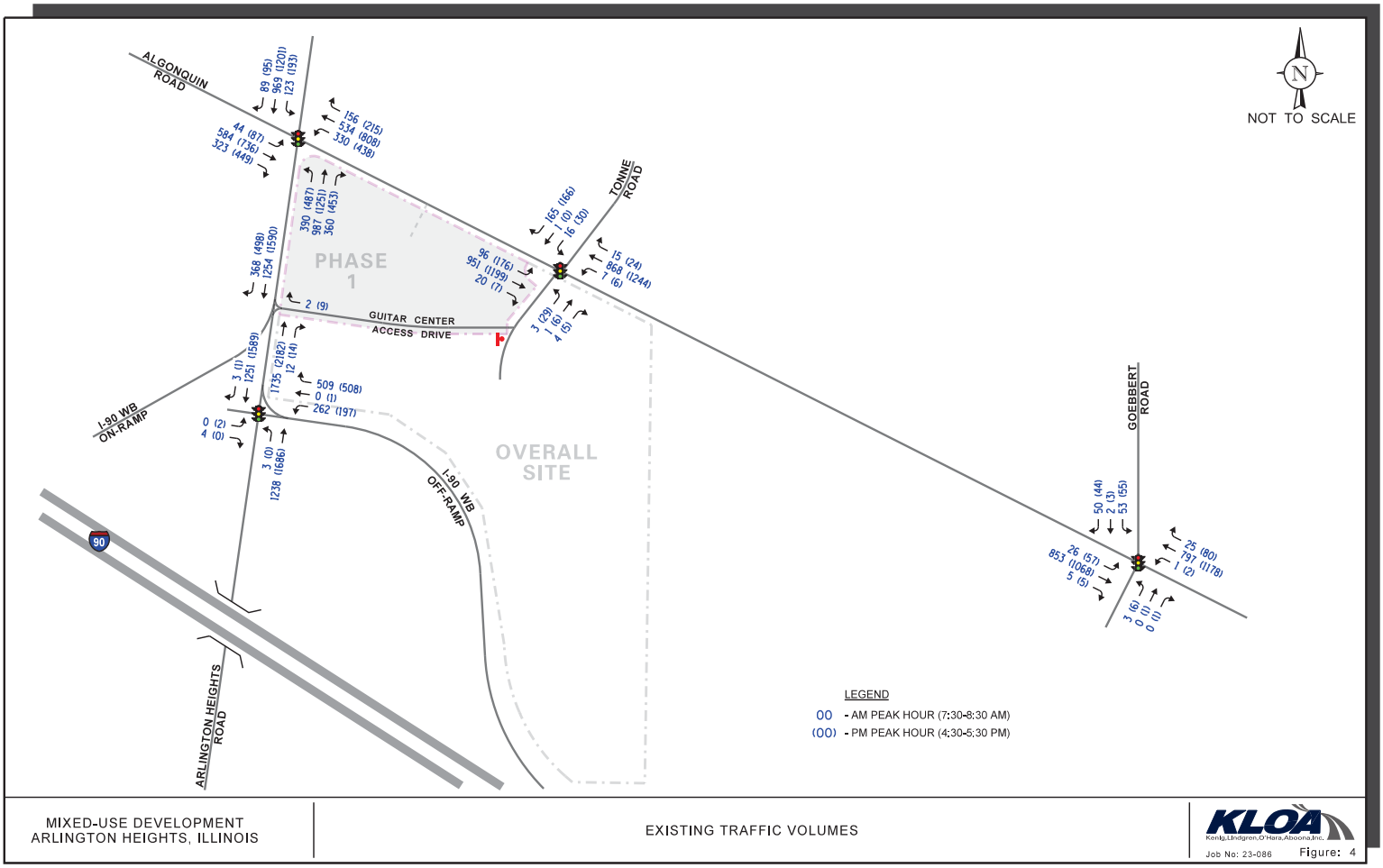
The traffic counts were generally performed on Thursday, June 16, 2022, during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. In addition, updated traffic counts were performed on Thursday, May 11, 2023 at the Algonquin Road/Arlington Heights Road and Algonquin Road/Tonne Road intersections. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:30 P.M. to 5:30 P.M. It should be noted that the bicycle and pedestrian activity at any of the intersections was very low.

Figure 4 illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Data Summary

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2017 to 2021) for the intersections of Algonquin Road with Arlington Heights Road, Algonquin Road with Tonne Road, and Algonquin Road with Goebbert Road. The crash data for the intersections are summarized in **Tables 1** through **3**. A review of the crash data indicated that no fatalities were reported at the study area intersections between 2017 and 2021.

[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.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING TRAFFIC VOLUMES

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Table 1
ALGONQUIN ROAD WITH ARLINGTON HEIGHTS ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	0	0	0	19	4	6	0	29
2018	0	0	0	20	1	11	0	32
2019	2	0	1	10	0	2	1	16
2020	0	0	0	18	3	4	1	26
2021	0	0	0	9	0	3	0	12
Total	**2**	**0**	**1**	**76**	**8**	**27**	**2**	**115**
Average	**<1.0**	**--**	**<1.0**	**15.2**	**1.6**	**5.4**	**<1.0**	**23.0**

Table 2
ALGONQUIN ROAD WITH TONNE ROAD– CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	0	6	0	8	0	15
2018	0	0	0	2	0	2	0	4
2019	0	0	0	2	0	2	0	4
2020	0	0	0	2	0	1	0	3
2021	0	0	0	1	0	2	0	3
Total	**1**	**0**	**0**	**13**	**0**	**15**	**0**	**29**
Average	**<1.0**	**--**	**--**	**2.6**	**--**	**3.0**	**--**	**5.8**

Table 3
ALGONQUIN ROAD WITH GOEBBERT ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2017	1	0	1	1	0	3	0	6
2018	2	0	0	2	0	0	0	4
2019	0	0	0	1	0	1	0	2
2020	0	0	0	1	0	0	0	1
2021	0	0	0	2	0	1	0	3
Total	**3**	**0**	**1**	**7**	**0**	**5**	**0**	**16**
Average	**<1.0**	**--**	**<1.0**	**1.4**	**--**	**1.0**	**--**	**3.2**

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the project is to be developed in several phases with Phase 1 of the development to be located in the southeast corner of the Arlington Heights Road/Algonquin Road intersection and to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. As discussed previously, the development of the future phases of the of the overall development is conceptual at this time as several parcels are under different ownership and any future phases will need to be approved by the Village. Currently, the overall development is anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces. Access to Phase 1 and the overall development will be provided via the following:

- Primary access to Phase 1 and the overall development will be provided via Tonne Road and its signalized intersection with Algonquin Road. Both approaches of Tonne Road provide a separate left-turn lane and shared through/right-turn lane. In addition, a separate left-turn lane is provided on both approaches of Algonquin Road serving Tonne Road.

- Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. As proposed, the two-lane access road is to extend from Arlington Heights Road to Tonne Road and will provide access to the Phase 1 and 3 buildings. At its intersection with Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site. Further, the access road will be under stop sign control at its intersection with Tonne Road.

- Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

- Access to the Phase 2 and 4 buildings will be provided via three access drives located on the east side of Tonne Road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- Access to the Phase 1 and 3 buildings will be provided via several access drives located on the east-west circulation road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which residents, patrons, and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on the following vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE):

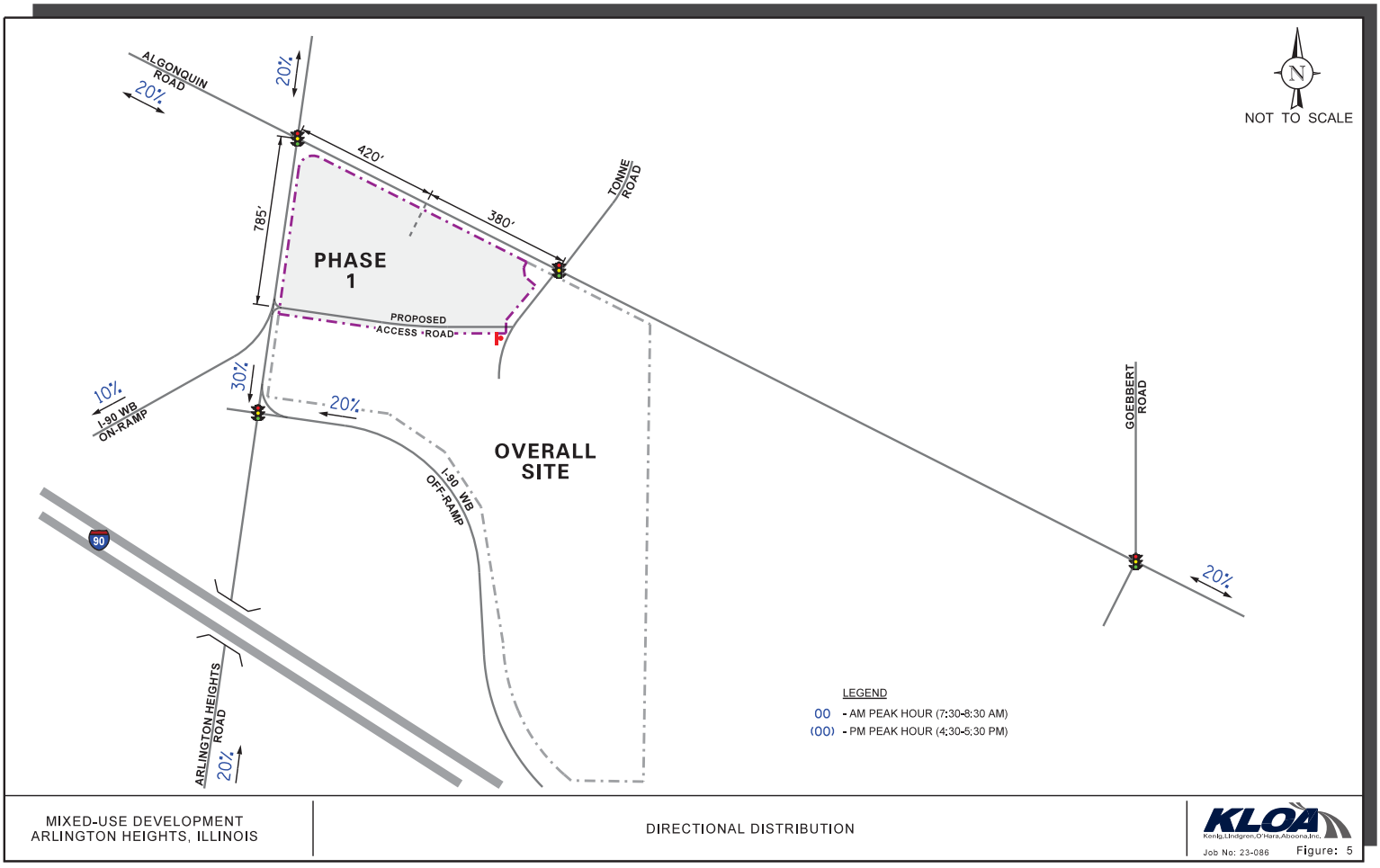
- The Multifamily Housing – Mid Rise (ITE Land-Use Code 221) trip rates were utilized for the proposed residential units.
- The Strip Retail Plaza (<40k) (ITE Land-Use Code 822) trip rates were utilized for the proposed ground floor retail space.
- The General Office Building (ITE Land-Use Code 710) trip rates were utilized for the proposed general office space.
- The Medical-Dental Office Building (ITE Land-Use Code 720) trip rates were utilized for the proposed medical office space.
- The Business Hotel (ITE Land-Use Code 312) trip rates were utilized for the proposed business hotel.

It is important to note that the traffic to be generated by the development was reduced to account for the following factors:

- The current traffic generated by the various uses that occupy the site will be eliminated with the full buildout of the development and, as such, was subtracted from the total traffic to be generated by the overall development.

- The traffic to be generated by the office and commercial portions of the development was reduced by 10 percent to account for the interaction and multi-purpose trips that will be generated by the mixed-use development.

- The traffic to be generated by the commercial portion of the overall development was reduced by 20 percent to account for pass-by trips that will be generated by the mixed-use development.



MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

DIRECTIONAL DISTRIBUTION

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Table 4 summarizes the number of trips estimated to be generated by Phase 1 of the development and the overall development.

Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
Phase 1 of the Development							
221	Multifamily Housing (301 units)	28	93	121	72	46	118
822	Commercial (25,000 sq. ft.)	32	21	53	75	74	149
	Subtotal	60	114	174	147	120	267
	Interaction Reduction[1]	*-3*	*-2*	*-5*	*-8*	*-8*	*-16*
	Total	**57**	**112**	**169**	**139**	**112**	**251**
Total Buildout of the Development							
221	Multifamily Housing (901 units)	89	296	385	215	137	352
312	Business Hotel (200 rooms)	28	44	72	28	40	68
710	General Office (76,600 sq. ft.)	117	16	133	23	110	133
720	Medical Office (76,600 sq. ft.)	150	40	190	93	216	309
822	Commercial (45,000 sq. ft.)	47	31	78	113	113	226
	Subtotal	**431**	**427**	**858**	**472**	**616**	**1,088**
	Interaction Reduction[1]	*-30*	*-9*	*-39*	*-30*	*-55*	*-85*
	Pass-By Reduction[2]	-9	-6	-15	-22	-22	-44
	Existing Traffic Volumes	-40	-10	-50	-23	-44	-67
	Total New Trips	**352**	**402**	**754**	**397**	**495**	**892**

1. Assumes a 10 percent reduction in the traffic generated by the commercial and office portions of the development to account for the interaction and multi-purpose trips to be generated by the overall mixed-use development
2. Assumes a 20 precent reduction in the traffic generated by the commercial portion of the overall mixed-use development to account for pass-by trips.

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by Phase 1 of the development and the overall development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of Phase 1 of the development. **Figure 7** illustrates the traffic assignment for the new trips generated by the overall development and **Figure 8** illustrates assignment of the pass-by trips.

Background (No-Build) Traffic Conditions

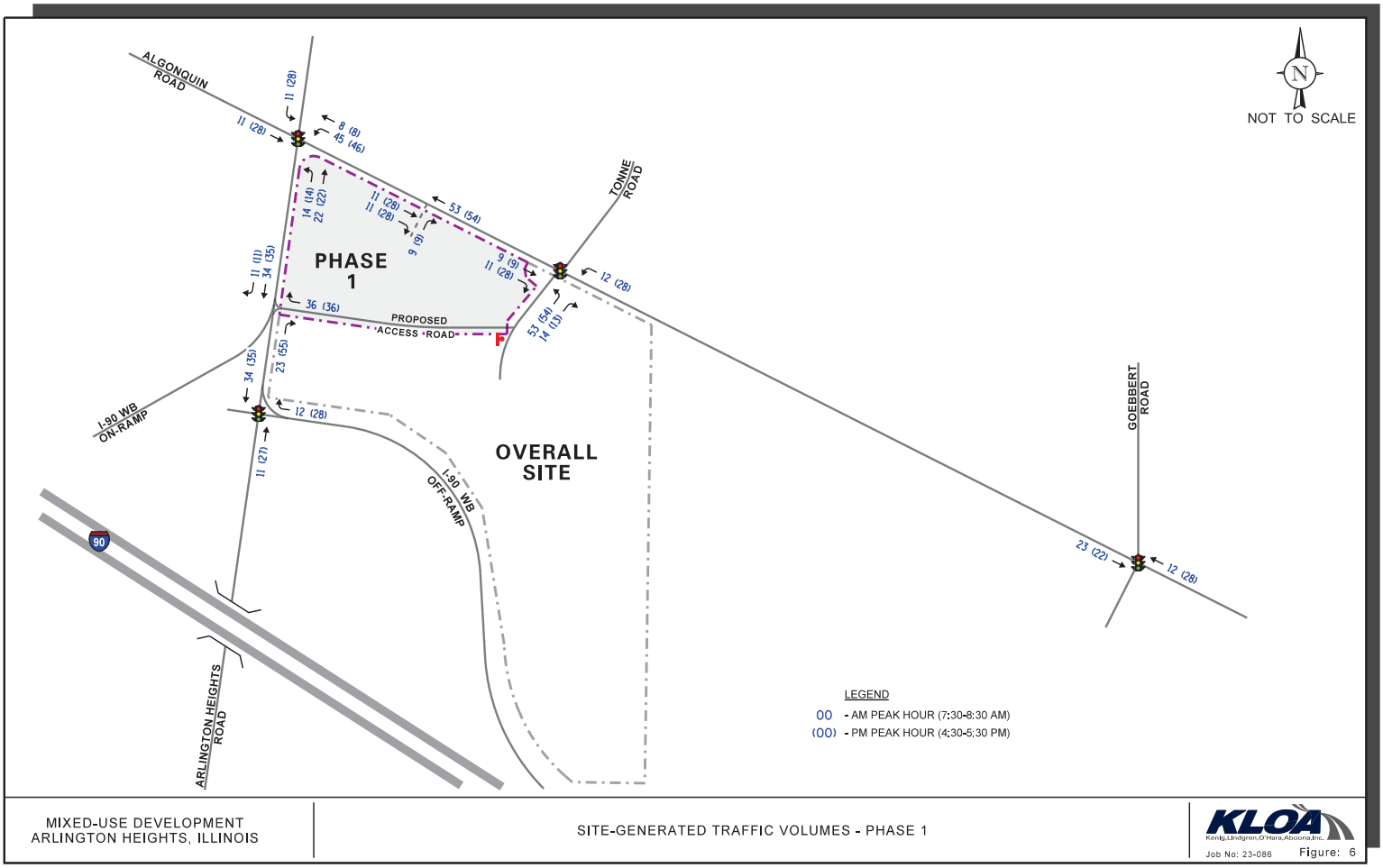
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by an annual compounded growth rate of approximately 0.6 percent. As such, traffic volumes were increased by four percent to represent Year 2029 no-build conditions. A copy of the CMAP projections letter is included in the Appendix.

Additionally, the traffic estimated to be generated by the luxury senior housing development located in the southeast quadrant of the intersection of Arlington Heights Road with Seegers Road and the full buildout of the industrial development located in the southeast quadrant of the intersection of Algonquin Road with Meijer Drive were included in the Year 2029 no-build conditions.

The Year 2029 no-build traffic volumes, which include the existing traffic volumes increased by the regional growth factor and the traffic generated by other area developments, are illustrated in **Figure 9**.

Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic volumes taking into account background growth and the traffic to be generated by other area developments to determine the Year 2029 projected traffic volumes for Phase 1 of the development (**Figure 10)** and the overall development (**Figure 11**).



MIXED-USE DEVELOPMENT
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SITE-GENERATED TRAFFIC VOLUMES - PHASE 1

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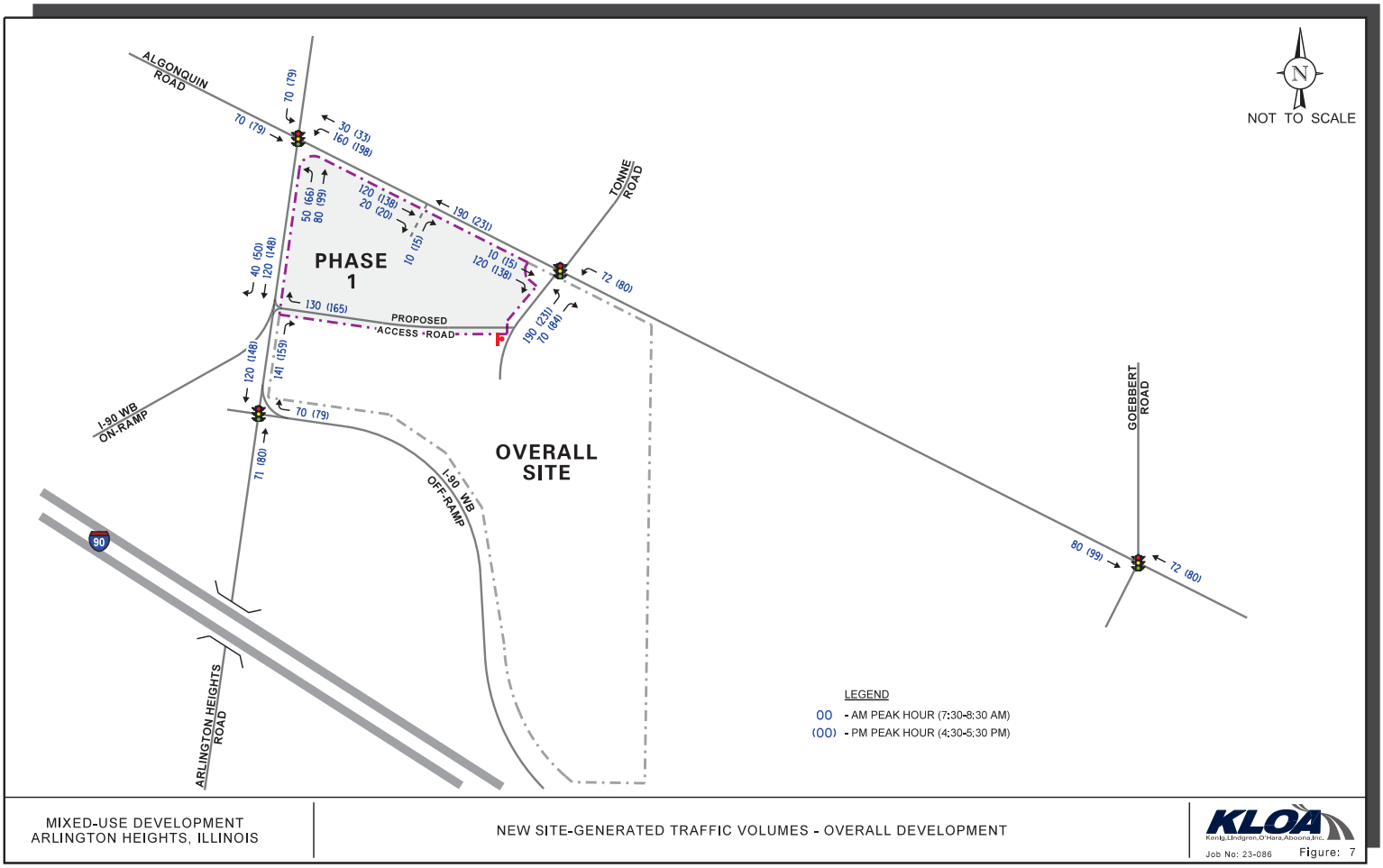

MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

NEW SITE-GENERATED TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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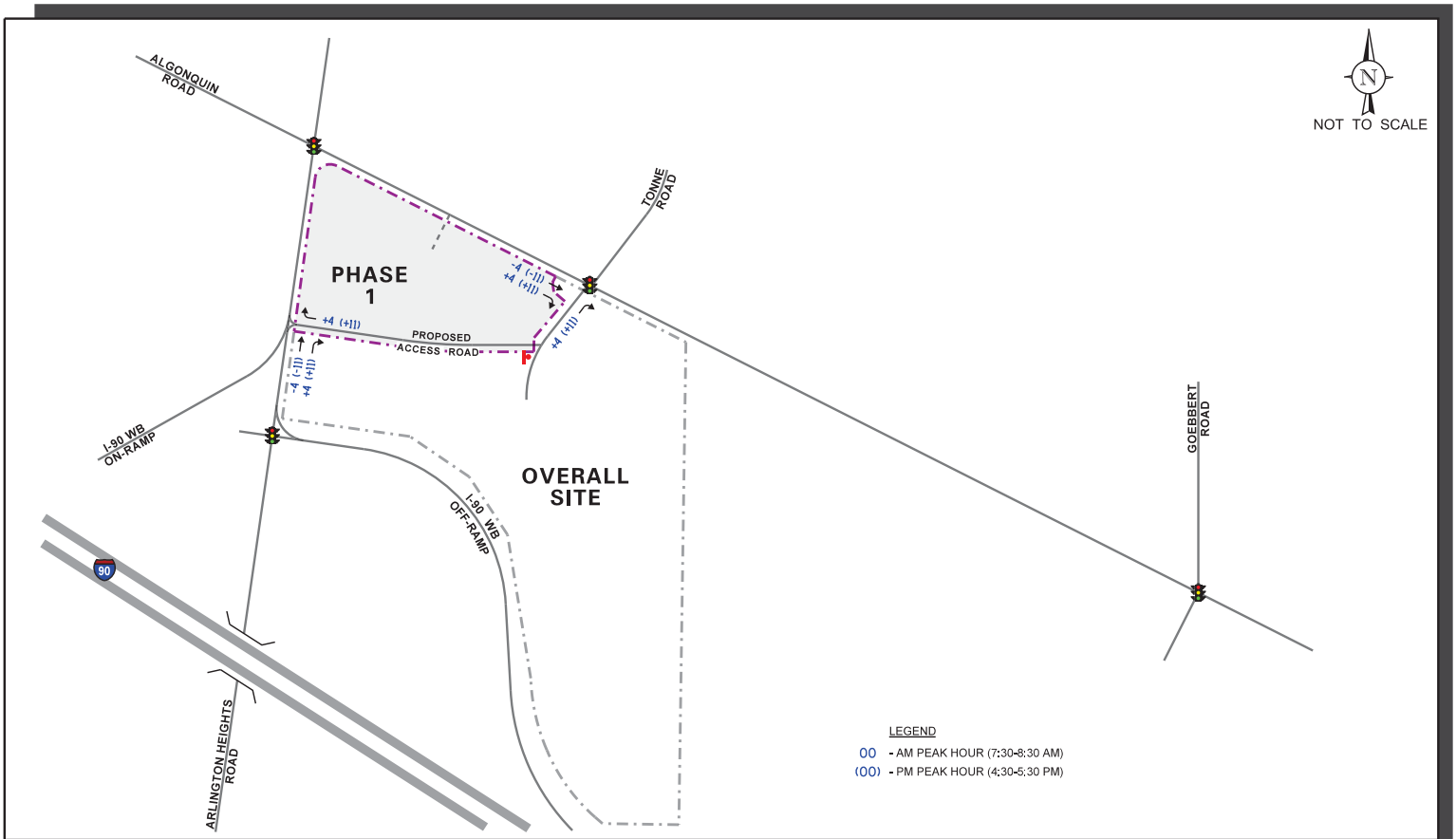

MIXED-USE DEVELOPMENT
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PASS-BY TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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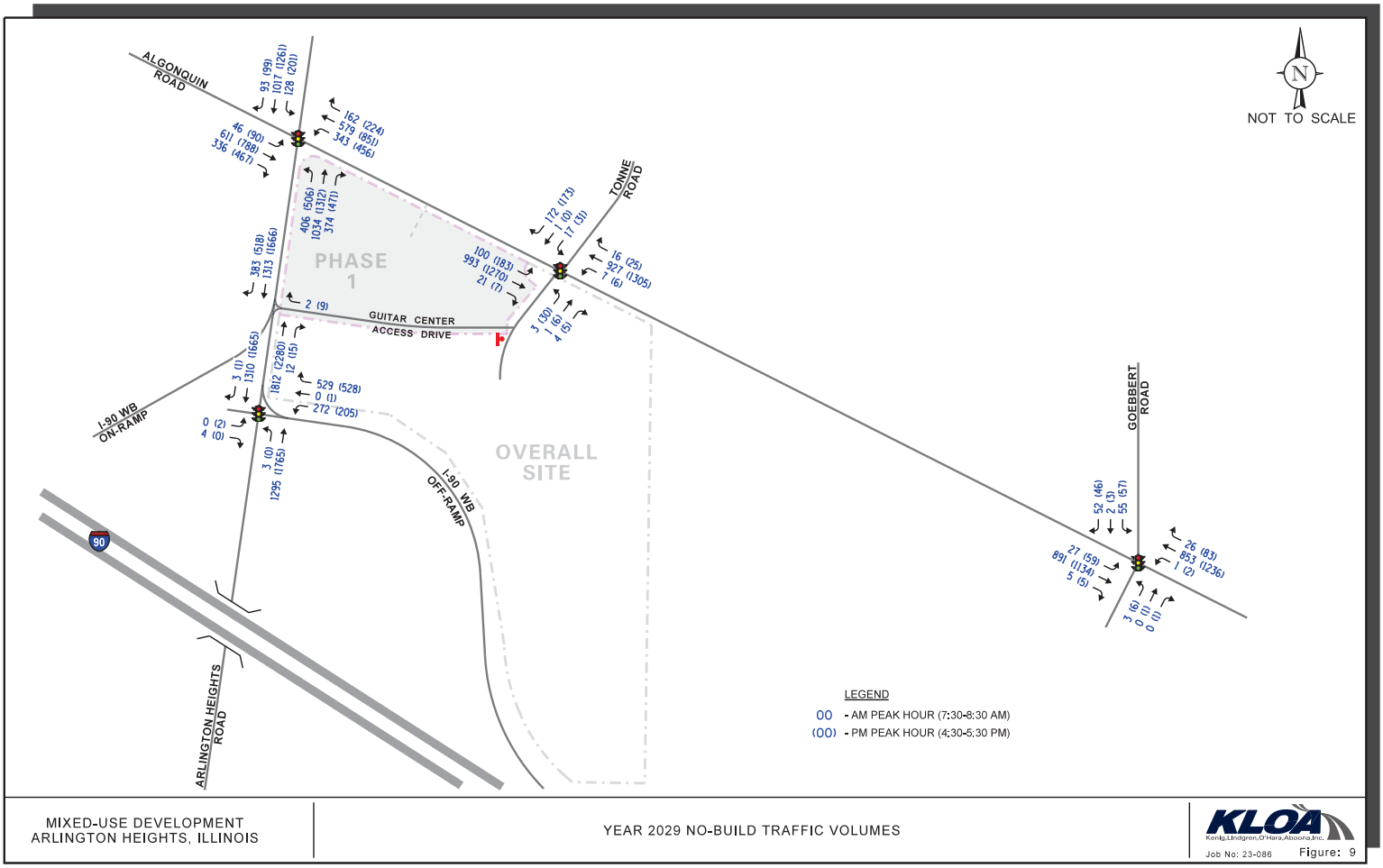

MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 NO-BUILD TRAFFIC VOLUMES

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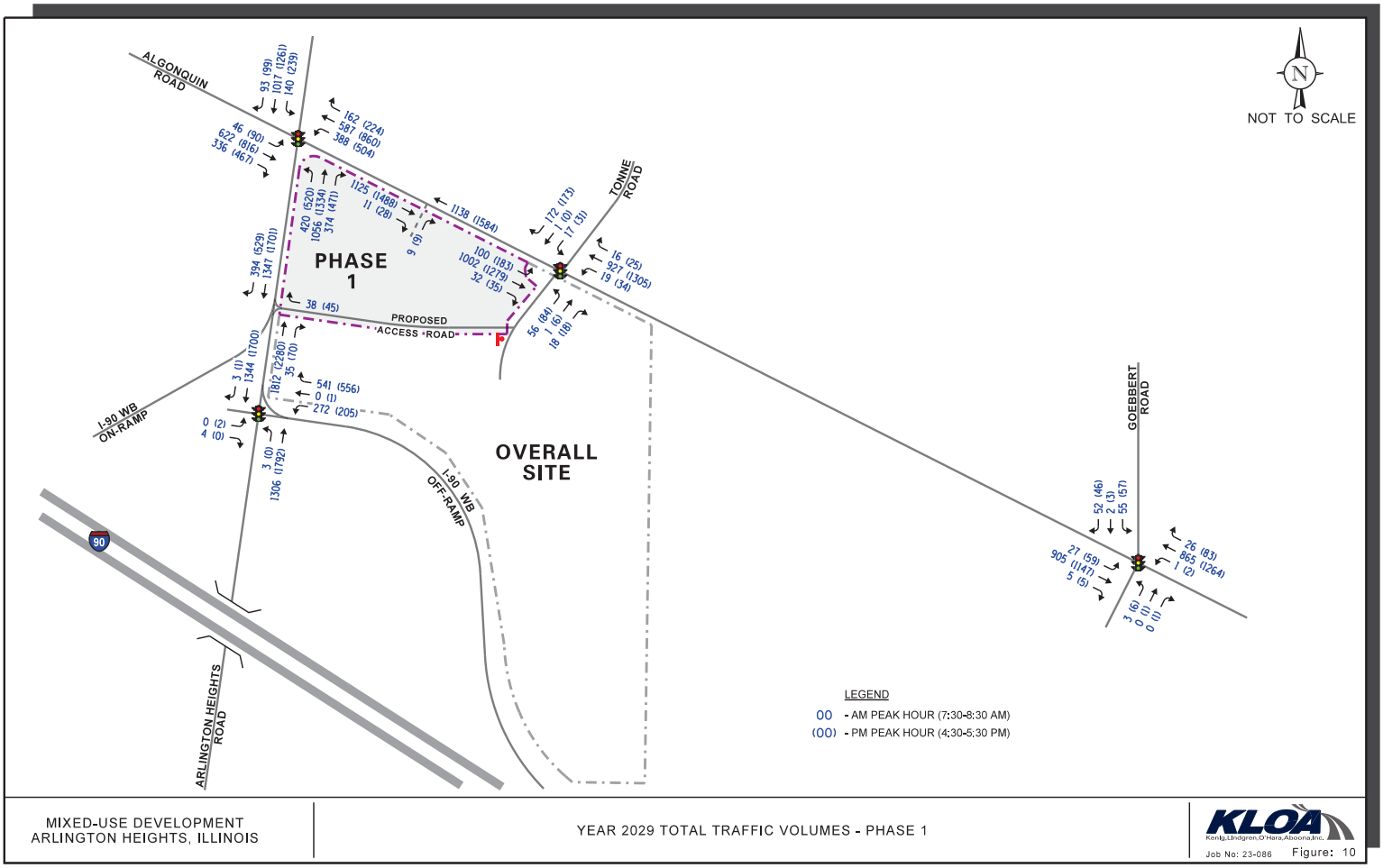

MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - PHASE 1

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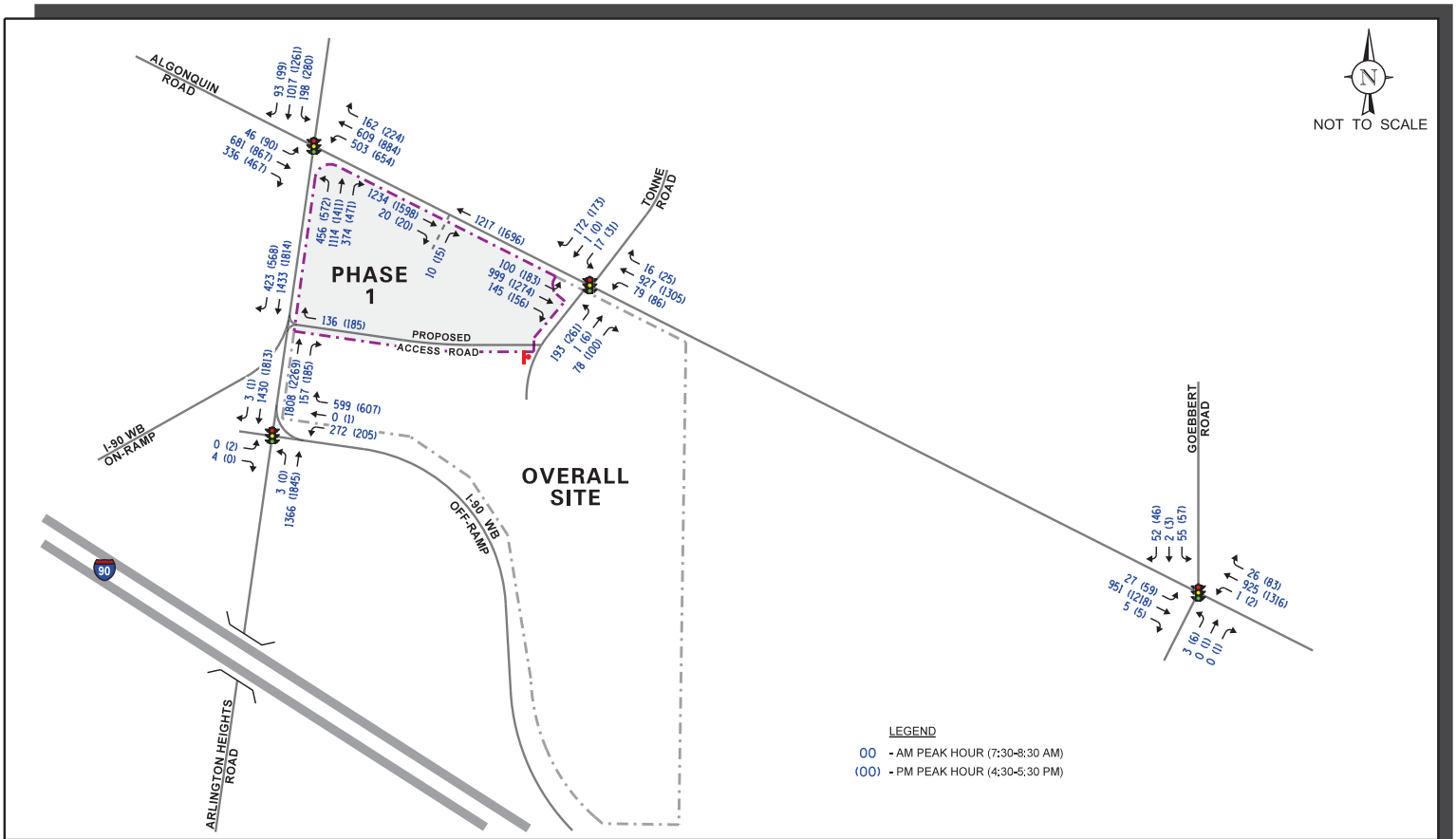

MIXED-USE DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES - OVERALL DEVELOPMENT

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5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the Year 2023 existing, Year 2029 no-build, and Year 2029 projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 6th Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections, to determine the average overall vehicle delay and levels of service, were accomplished using utilizing actual cycle lengths and phasings.

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 base, no-build, and total projected conditions are presented in **Tables 5** through **12**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 5
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH ARLINGTON HEIGHTS ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound		Overall
		L	T	R	L	T	R	L	T	R	L	T/R	
Existing Conditions	**Weekday Morning**	E 72.2	D 53.9	D 35.8	E 64.9	C 33.4	C 24.2	E 78.0	C 22.9	B 12.9	E 75.3	D 40.8	D 40.8
		D – 48.6			D – 42.2			C – 33.2			D – 44.4		
	Weekday Evening	E 74.2	D 53.6	D 35.6	F 88.1	C 33.3	C 20.4	E 57.7	D 38.6	C 27.5	E 76.5	D 53.8	D 47.6
		D – 48.7			D – 47.8			D – 40.6			E – 56.8		
Year 2029 No-Build Conditions	**Weekday Morning**	E 72.3	D 53.4	D 35.3	E 65.4	C 32.7	C 22.6	E 79.1	C 24.0	B 13.5	E 75.5	D 43.0	D 41.4
		D – 48.1			D – 41.6			C – 34.2			D – 46.4		
	Weekday Evening	E 74.4	D 54.3	D 36.0	F 95.1	C 30.4	B 19.1	E 57.8	D 39.7	C 28.4	E 77.2	E 56.9	D 48.7
		D – 49.3			D – 48.0			D – 41.3			E – 59.5		
Year 2029 Phase I Projected Conditions	**Weekday Morning**	E 72.3	D 54.1	D 35.4	E 62.4	C 33.4	C 24.1	F 80.3	C 26.3	B 14.0	E 76.2	D 44.8	D 42.7
		D – 48.7			D – 42.0			D – 36.1			D – 48.3		
	Weekday Evening	E 74.4	E 55.1	D 35.9	F 96.6	C 29.8	B 18.6	E 59.0	D 41.7	C 29.0	F 81.7	E 58.6	D 50.3
		D – 49.9			D – 49.4			D – 43.0			E – 62.1		
Year 2029 Total Buildout Projected Conditions	**Weekday Morning**	E 72.3	E 55.9	D 35.3	E 64.8	C 27.8	C 19.6	F 82.0	C 29.5	B 14.0	F 83.6	D 48.8	D 45.1
		D – 50.1			D – 41.4			D – 38.8			D – 54.0		
	Weekday Evening	E 74.4	E 56.9	D 35.5	F 99+	C 29.5	B 18.7	E 66.2	D 44.5	C 29.2	F 90.0	E 62.6	E 57.4
		D – 51.0			E – 68.4			D – 45.1			E – 67.3		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 6
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH TONNE ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	A 5.5	A 5.4	A 4.1	B 11.0	D 51.3	D 51.0	D 52.9	E 79.1	B 13.9
		A – 5.4		B – 10.9		D – 51.1		E – 76.8		
	Weekday Evening	B 15.4	A 2.9	A 1.5	A 3.0	E 68.3	E 62.0	E 68.3	E 77.8	A 7.1
		A – 4.5		A – 3.0		E – 66.7		E – 74.8		
Year 2029 No-Build Conditions	Weekday Morning	A 6.1	A 5.4	A 4.6	A 9.8	D 51.0	D 50.6	D 52.6	E 79.8	B 13.5
		A – 5.5		A – 9.8		D – 50.8		E – 77.5		
	Weekday Evening	C 24.9	A 4.1	A 2.0	A 5.8	E 67.9	E 55.8	E 58.8	F 92.8	B 12.5
		A – 6.7		A – 5.8		E – 64.8		F – 87.7		
Year 2029 Phase I Projected Conditions	Weekday Morning	A 5.8	A 6.5	A 4.3	A 9.6	E 73.5	D 53.1	D 52.7	E 79.8	B 15.4
		A – 6.4		A – 9.5		E – 68.3		E – 77.5		
	Weekday Evening	C 25.0	A 5.2	A 2.6	A 5.8	F 99+	E 57.4	E 58.7	F 91.3	B 15.4
		A – 7.6		A – 5.7		F – 99+		F – 86.3		
Year 2029 Total Buildout Projected Conditions	Weekday Morning	A 7.5	B 11.4	A 7.4	B 11.8	F 99+	D 54.2	D 50.5	E 58.8	C 22.6
		B – 11.1		B – 11.4		F – 92.8		E – 58.1		
	Weekday Evening	C 24.6	A 5.6	A 5.7	A 6.2	F 99+	E 71.1	E 59.9	F 84.8	E 67.6
		A – 7.7		A – 6.2		F – 99+		F – 81.0		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 7
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH GOEBBERT ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound	Southbound		Overall
		L	T/R	L	T/R	L/T/R	L	T/R	
Existing Conditions	**Weekday Morning**	A 3.0	A 4.9	A 5.0	A 4.9	E – 61.0	E 79.0	E 74.7	A 9.1
		A – 4.8		A – 4.9			E – 76.9		
	Weekday Evening	A 2.9	A 3.2	A 5.0	A 6.5	E 62.8	E 78.5	E 71.5	A 8.0
		A – 3.5		A – 6.5			E – 75.3		
Year 2029 No-Build Conditions	**Weekday Morning**	A 1.6	A 3.9	A 4.0	A 4.9	E 63.7	F 85.9	E 79.5	A 8.9
		A – 3.8		A – 4.9			F – 82.8		
	Weekday Evening	A 3.1	A 3.5	A 5.0	A 6.8	E 62.4	E 78.7	E 71.6	A 8.2
		A – 3.4		A – 6.8			E – 75.4		
Year 2029 Total Phase 1 Conditions	**Weekday Morning**	A 1.6	A 3.7	A 4.0	A 5.0	E 63.7	F 85.9	E 79.5	A 8.8
		A – 3.7		A – 5.0			F – 82.8		
	Weekday Evening	A 3.3	A 3.4	A 5.0	A 6.9	E 62.4	E 78.7	E 71.6	A 8.2
		A – 3.4		A – 6.9			E – 75.4		
Year 2029 Total Buildout Conditions	**Weekday Morning**	A 1.8	A 4.8	A 4.0	A 5.3	E 64.7	F 90.6	F 81.9	A 8.4
		A – 4.7		A – 5.3			F – 86.4		
	Weekday Evening	A 3.3	A 3.0	A 5.0	A 7.0	E 62.4	E 78.7	E 71.6	A 8.0
		A – 3.0		A – 7.0			E – 75.4		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 8
CAPACITY ANALYSIS RESULTS – ARLINGTON HEIGHTS ROAD WITH I-90 WB OFF RAMP – SIGNALIZED

	Peak Hour	Eastbound	Westbound			Northbound		Southbound	Overall
		L/T/R	L	T	R	L	T/R	L/T/R	
Existing Conditions	**Weekday Morning**	E 69.8	D 49.5	D 49.5	E 65.7	E 70.3	B 12.8	A 7.7	C 22.2
			E – 60.2			B – 12.9			
	Weekday Evening	E 67.5	D 48.2	D 48.3	E 58.8	--	B 14.2	B 12.6	C 21.0
			E – 55.9			B – 14.2			
Year 2029 No-Build Conditions	**Weekday Morning**	E 69.8	D 48.4	D 48.4	E 63.9	E 70.3	B 13.8	A 8.1	C 22.2
			E – 58.6			B – 13.9			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 57.8	--	B 15.3	B 13.8	C 21.7
			D – 54.8			B – 15.3			
Year 2029 Total Phase 1 Conditions	**Weekday Morning**	E 69.8	D 47.6	D 47.6	E 63.1	E 70.3	B 14.2	A 9.2	C 22.6
			E – 57.9			B – 14.3			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 59.6	--	B 15.5	B 14.1	C 22.3
			E – 56.3			B – 15.5			
Year 2029 Total Buildout Conditions	**Weekday Morning**	E 69.8	D 43.0	D 43.0	E 55.3	E 70.3	B 17.8	B 13.0	C 24.0
			D – 51.5			B – 17.9			
	Weekday Evening	E 67.5	D 47.3	D 47.4	E 64.5	--	B 15.7	B 16.4	C 24.1
			E – 60.1			B – 15.7			

Letter denotes Level of Service
Delay is measured in seconds.
L – Left Turn
T – Through
R – Right Turn

Table 9
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive				
• ICU Level of Service	A	43.8%	A	52.5%

LOS = Level of Service; delay is measured in seconds.
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.

Table 10
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive				
• ICU Level of Service	A	45.3%	A	54.4%

LOS = Level of Service; delay is measured in seconds.
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.

Table 11
CAPACITY ANALYSIS RESULTS – YEAR 2029 PHASE 1 PROJECTED CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive[1]				
• ICU Level of Service	A	45.8%	B	55.6%
Algonquin Road with Right-Out Only Access Drive				
• Northbound Approach	B	14.6	C	18.0

LOS = Level of Service; delay is measured in seconds.
1 - 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.

Table 12
CAPACITY ANALYSIS RESULTS
YEAR 2029 TOTAL BUILDOUT PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Arlington Heights Road with Right-In/Right-Out Access Drive[1]				
• ICU Level of Service	A	53.5%	C	66.1%
Algonquin Road with Right-Out Only Access Drive				
• Northbound Approach	C	15.6	C	19.4

LOS = Level of Service; delay is measured in seconds.
1 - 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 development-generated traffic.

Algonquin Road with Arlington Heights Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall Level of Service (LOS) D during the weekday morning peak hour and weekday evening peak hour. All of the intersection movements operate at LOS D or better during both peak hours except the left-turn movements, which currently operate at LOS E/F. The lower level of service is due to the fact that the left-turn movements operate on a protected phase only and receive a limited amount of green time as well as the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS D during the weekday morning peak hour and weekday evening peak hour. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to operate at LOS E/F, and the southbound through movement, which is projected to operate at LOS E during the evening peak hour.

Under Year 2029 Phase 1 total conditions, this intersection is projected to continue to operate at an overall LOS D during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to continue to operate at LOS E/F, and the southbound and eastbound through movements, which are projected to operate on the threshold between LOS D and E during the evening peak hour. As such, this intersection generally has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 of the development and no roadway improvements or traffic control modifications are required.

If the Year 2029 overall development projected traffic volumes are realized, this intersection is projected to continue to operate at an overall LOS D during the weekday morning peak hour and on a threshold between LOS D and E during the weekday evening peak hour. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the left-turn movements, which are projected to continue to operate at LOS E/F, and the southbound and eastbound through movements, which are projected to continue to operate at LOS E. If the Year 2029 overall development projected traffic volumes are realized, the traffic signal timings at this intersection should reoptimized.

Algonquin Road with Tonne Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour. All of the intersection movements operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which currently operate at LOS E. The lower level of service is due to the fact that the Tonne Road movements receive a limited amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to operate at an overall LOS B during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which are projected to operate at LOS E or F.

Under Year 2029 Phase 1 total conditions, this intersection is projected to continue to operate at an overall LOS B during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except a few of the Tonne Road movements, which are projected to operate at LOS E or F. It should be noted that the Tonne Road northbound left-turn movement is projected to operate at a poor level of service with longer delays and queues during the weekday evening peak hour. The Tonne Road movements are projected to operate significantly better with the reallocation of four to five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches as shown in **Table 13**. With the reallocation of the green time during the evening peak hour, the northbound left-turn movement is projected to operate at LOS E with an estimated delay of 72.3 seconds and the southbound through/right-turn movement is projected to operate at LOS D. The lower level of service for the northbound left-turn movement is due in part to the fact that the Tonne Road movements receive a limited amount of green time and the long cycle length of the traffic signal. This is evident in the fact that the northbound left-turn movement is projected to have a volume to capacity (V/C) ratio of 0.58 and a 95th percentile queue of 150 feet assuming the reallocation of the green time. As such, this intersection has sufficient reserve capacity to accommodate the additional traffic to be generated by Phase 1 of the development and no roadway improvements are required other than the optimization of the traffic signal timings.

Under Year 2029 overall development total conditions, this intersection is projected to operate at an overall LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour. Further, the Tonne Road northbound left-turn movement is projected to operate at a very poor level of service with longer delays and queues during the weekday evening peak hour. If the Year 2029 overall development traffic volumes are realized, the intersection will need to be improved (1) to provide dual left-turn lanes on the northbound and southbound approaches of Tonne Road and (2) the traffic signal will need to be modified to provide a separate left-turn phase for northbound and southbound Tonne Road. With the improvements, the intersection is projected to operate at an overall LOS B (see Table 13) during the weekday morning and evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the Tonne Road northbound left-turn movement and the southbound through/right-turn movement, which are projected to operate at LOS E.

Table 13
CAPACITY ANALYSIS RESULTS – ALGONQUIN ROAD WITH TONNE ROAD – SIGNALIZED
PROPOSED SIGNAL MODIFICATIONS AND GEOMETRIC IMPROVEMENTS

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Year 2029 Phase I Projected Conditions[1]	**Weekday Morning**	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
		n.a.		n.a.		n.a.		n.a		
	Weekday Evening	C 30.4	A 6.9	A 3.9	A 8.6	E 72.6	C 25.0	D 53.5	B 14.1	B 11.7
		A – 9.8		A – 8.5		E – 62.1		C – 20.1		
Year 2029 Total Buildout Projected Conditions[2]	**Weekday Morning**	A 7.3	B 11.6	A 7.3	B 11.4	E 67.7	B 14.7	E 74.5	C 21.3	B 16.3
		B – 11.3		B – 11.1		D – 52.3		C – 25.9		
	Weekday Evening	C 33.9	A 9.6	A 9.7	B 11.2	E 72.8	B 16.2	E 77.0	D 40.5	B 18.3
		B – 12.4		B – 11.1		E – 56.6		D – 46.1		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

1. The Year 2029 Phase 1 Projected Conditions assumes the relocation of approximately five seconds of green time from the Algonquin Road approaches to the Tonne Road approaches during the weekday evening peak hour.
2. The Year 2029 Total Buildout Projected Conditions assumes the addition of a second left-turn lane on the northbound approach of Tonne Road and modifications to the traffic signal timings and phasing.

Algonquin Road with Goebbert Road

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS A during the weekday morning and weekday evening peak hours. All of the Algonquin Road movements operate at LOS A and the Goebbert Road movements operate at LOS E. The lower level of service is due to the fact that the Goebbert Road movements receive a limited amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS A during the weekday morning and weekday evening peak hours. All of the Algonquin Road movements are projected to continue to operate at LOS A and the Goebbert Road movements are projected to continue to operate at LOS E or F.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to continue to operate at an overall LOS A during the weekday morning and weekday evening peak hours. Further, All of the Algonquin Road movements are projected to continue to operate at LOS A and the Goebbert Road movements are projected to continue to operate operate at LOS E or F. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 and the overall development and no roadway improvements or traffic control modifications are required.

Arlington Heights Road with the I-90 Westbound Off Ramp

The results of the capacity analysis indicate that that this signalized intersection currently operates at an overall LOS C during the weekday morning and weekday evening peak hours. All of the intersection movements operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which currently operate at LOS E. The lower level of service is due to the fact that the I-90 westbound ramp movements and the access drive receive a reduced amount of green time and the long cycle length of the traffic signal.

Under Year 2029 no-build conditions, this intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which are projected to continue to operate at LOS E.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to continue to operate at an overall LOS C during the weekday morning and weekday evening peak hours. Further, all of the movements are projected to continue to operate at LOS D or better during both peak hours except the I-90 westbound ramp movements and the access drive, which are projected to continue to operate at LOS E. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 and the overall buildout of the development and no roadway improvements or traffic control modifications are required.

Arlington Heights Road with Access Drive

Because of the traffic control configuration of this intersection, the intersection could not be analyzed using HCM procedures and 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 operates at LOS A utilizing approximately 40 to 45 percent of the capacity of the intersection during the weekday morning peak hour and operates at LOS A utilizing approximately 50 to 55 percent of the capacity of the intersection during the weekday evening peak hour.

Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. At its intersection with the Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

Under Year 2029 Phase 1 and overall development total conditions, this intersection is projected to operate at LOS A during the weekday morning peak hour utilizing 45 to 54 percent of the capacity of the intersection and LOS B/C during the weekday evening peak hour utilizing 55 to 66 percent of the capacity of the intersection.

Algonquin Road with Proposed Right-Out Access Drive

Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

Under 2029 Phase 1 and overall development total conditions, the northbound approach will operate at LOS C or better during the weekday morning and weekday evening peak hours. As a result, the access drive will operate efficiently with limited impact on Algonquin Road.

6. Parking Analysis

As proposed, the project is to be developed in several phases with the first phase of the development to consist of 301 residential units, 25,000 square feet of commercial space, and approximately 558 parking spaces. The overall development is currently anticipated to consist of approximately 901 residential units, a 200-room business hotel, 76,600 square feet of medical office space, 76,600 square feet of general office space, 45,000 square feet of commercial space, and approximately 2,540 parking spaces.

The parking demand of the first phase of the development and the overall development was determined based on the (1) Village of Arlington Heights requirements and (2) parking rates provided in the ITE *Parking Generation Manual*, 6th Edition.

Village of Arlington Heights Requirements

Per the Village of Arlington Heights Zoning Ordinance and the South Arlington Heights Road Overlay District, **Table 14** shows the parking that is required for both Phase 1 of the development and the overall development. It should be noted that the Village's requirements provide for a worst-case scenario, as they do not take into consideration (1) the shared parking that will occur between the various uses and (2) the mixed-use nature (interaction) of the development. For example, the residential and hotel peak parking demand occurs at night while the peak parking demand for the commercial and the general/medical office occurs during the day. Further, it is anticipated that many residents or guests of the hotel will walk to the commercial uses or work or use the services of the general/medical office. Nevertheless, with a total of 558 parking spaces proposed as part of Phase 1 and 2,540 parking spaces proposed as part of the overall development, it can be seen that the parking to be provided by the development meets the requirements of the Village of Arlington Heights.

Peak Parking Demand per ITE Parking Generation Rates

The peak parking demand of Phase 1 and the overall development was also determined based on the following parking generation rates contained in ITE *Parking Generation Manual*, 6th Edition:

- The Multifamily Housing (Mid-Rise) (ITE Land-Use Code 221) parking rates
- The Hotel (ITE Land-Use Code 310) parking rates
- The Medical-Dental Office Building (ITE Land-Use Code 720) parking rates
- The Shopping Center (ITE Land-Use Code 820) parking rates

Table 15 shows the estimated peak parking demand for the first phase of the development and the overall development. With a total of 558 parking spaces proposed as part of Phase 1 and 2,540 parking spaces proposed as part of the overall development, it can be seen that the parking to be provided by the development meets the estimated peak parking demand of the development based on the ITE parking rates.

As discussed above, it is important to note that the peak parking demand determined based on the ITE parking rates provides for a worst-case estimate, as it does not take into consideration (1) the shared parking that will occur between the various uses and (2) the mixed-use nature (interaction) of the development. For example, the estimated peak parking demand (1,099 vehicles) of the residential portion of the development will occur during the overnight hours when the medical office and commercial portions of the development are closed. The 901 residential units are estimated to have a peak parking demand between 540 to 735 vehicles during weekday days (9:00 A.M. to 5:00 P.M.), which is approximately 0.33 to 0.50 percent less than the peak parking demand. As such, the actual parking demand of the overall development is projected to be less than that shown in Table 14.

Table 14
PARKING REQUIREMENTS PER
THE VILLAGE OF ARLINGTON HEIGHTS ZONING ORDINANCE

Land Use	Size	Requirements	Parking Spaces
Phase 1			
Residential – Studios	49 units	1 space per unit	49
Residential – 1 Bedroom	157 units	1.5 spaces per unit	236
Residential – 2/3 Bedroom	95 units	2 spaces per unit	190
Commercial	25,000 s.f.	1 space per 300 square feet	83
Total			**558**
Total Development			
Residential – Studios	147 units	1 space per unit	147
Residential – 1 Bedroom	470 units	1.5 spaces per unit	705
Residential – 2/3 Bedroom	285 units	2 spaces per unit	570
Commercial	45,000 s.f.	1 space per 300 square feet	150
Hotel	200 keys	1 space per key	200
Office	153,200	1 space per 300 square feet	766
Total			**2,538**

Table 15
ESTIMATED PEAK PARKING DEMAND PER
ITE *PARKING GENERATION MANUAL*

Land Use	Size	Parking Demand (Vehicles)	
		Weekday	Weekend
Phase 1			
Residential	301 units	395	367
Commercial	25,000 s.f.	138	109
Total		**533**	**476**
Total Development			
Residential	901 units	1,199	1,099
Commercial	45,000 s.f.	167	164
Hotel	200 keys	161	223
Office	153,200	506	86
Total		**2,033**	**1,572**

7. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The volume of traffic to be generated by the development will be reduced to account for pass-by trips and multi-purpose trips as well as the fact that some of the uses on the site are operating and generating traffic.

- Access to the development is to be provided via the following three access drives:

  - Primary access to the overall development and Phase 1 will be provided via Tonne Road and its signalized intersection with Algonquin Road. Both approaches of Tonne Road provide a separate left-turn lane and shared through/right-turn lane. In addition, a separate left-turn lane is provided on both approaches of Algonquin Road serving Tonne Road.

  - Secondary access to the development will be provided via a restricted right-turn in/right-turn out access road on Arlington Heights Road located approximately 785 feet south of Algonquin Road. As proposed, the two-lane access road is to extend from Arlington Heights Road to Tonne Road and will provide access to the Phase 1 and 3 buildings. At its intersection with Arlington Heights Road, the access road should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Arlington Heights Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site. Further, the access road will be under stop sign control at its intersection with Tonne Road.

  - Secondary access to the development will be provided via a restricted right-turn in/right-turn out access drive on Algonquin Road located approximately 420 feet southeast of Arlington Heights Road. At its intersection with Algonquin Road, the access drive should provide one inbound lane and one outbound lane that will be restricted to right-turn movements only due to the barrier median along Algonquin Road. The outbound lane will be under stop sign control. It is important to note that the access road will replace the four existing right-turn in/right-turn out access drives serving the site.

  - Access to the Phase 2 and 4 buildings will be provided via three access drives located on the east side of Tonne Road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- Access to the Phase 1 and 3 buildings will be provided via several access drives located on the east-west circulation road. Each access drive should provide a minimum of one inbound lane and one outbound lane with the outbound lane under stop sign control.

- The proposed access system will provide flexible and efficient access to and from the site.

- The roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by Phase 1 of the development. Other than traffic signal timing adjustments that may be required at the Algonquin Road/Tonne Road intersection, no other roadway improvements or traffic control modifications are required.

- If the Year 2029 total projected traffic volumes assuming the overall development are realized, the following improvements will be required:

  - The traffic signal timings at the Algonquin Road/Arlington Heights Road intersection will need to reoptimized.

  - Dual left-turn lanes will be required on the northbound and southbound approaches of Tonne Road at its intersection with Algonquin Road and the traffic signal will need to be modified to provide a separate left-turn phase for northbound and southbound Tonne Road.

- Phase 1 of the development is proposed to provide approximately 558 parking spaces and the overall development is proposed to provide approximately 2,540 parking spaces. The total number of parking spaces to be provided in Phase 1 and the overall development (1) meet the requirements of the Village of Arlington Heights and (2) exceed the estimated peak parking demand based on ITE parking generation rates.

EXHIBIT M

REALIGNMENT MAP

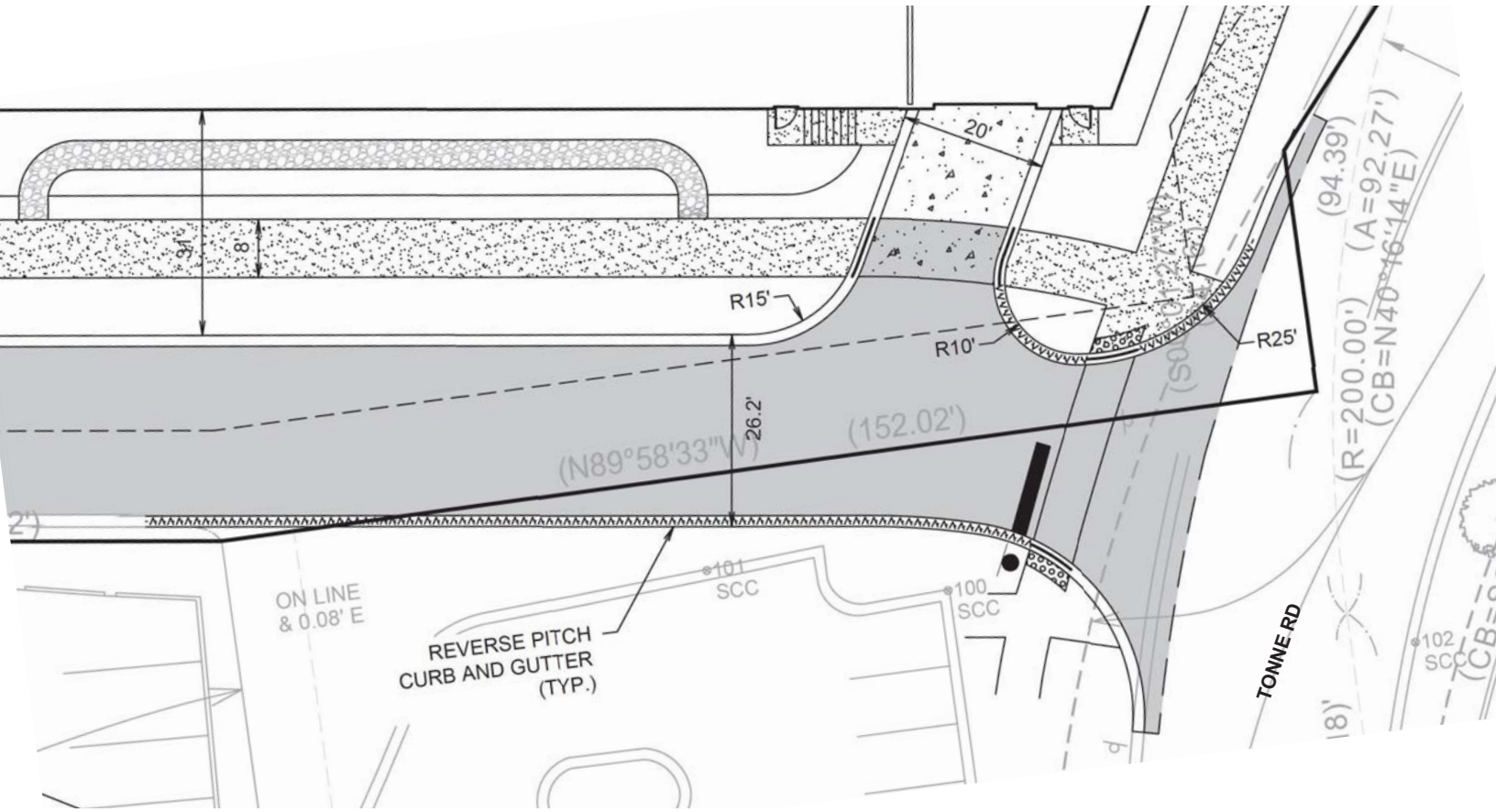
20'
31'
8'
R15'
R10'
R25'
26.2'
(N89°58'33"W)
(152.02')
(94.39')
(R=200.00')
(A=92°27')
(CB=N40°16'14"E)
ON LINE
& 0.08' E
101
SCC
100
SCC
102
SCC
REVERSE PITCH
CURB AND GUTTER
(TYP.)
TONNE RD

EXHIBIT N

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Arlington Heights, Illinois (*"Village"*):

WHEREAS, IHP AH Redevelopment LLC and IHP Arlington Heights LLC (collectively the *"Owners"*) are the owners of record of those certain properties commonly known as 1 E. Algonquin Road, 15 E. Algonquin Road, 111 E. Algonquin Road, and 2355 S. Arlington Heights Road (collectively, the *"Property"*); and

WHEREAS, the Owners desire to construct a 301-unit multi-family development on the Property with ground floor space for commercial use (*"Proposed Development"*); and

WHEREAS, TR Management and Consulting, LLC (*"Applicant"*) on behalf of Owners, has filed an application for approval of a planned unit development and variations for the Proposed Development; and

WHEREAS, Ordinance No. 2024-_____, adopted by the Village President and Board of Trustees on _____, 2024 (*"Ordinance"*), approves a planned unit development and grants variations for the Proposed Development; and

WHEREAS, Section 9 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Owners and the Applicant file, within 30 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Owners and the Applicant do hereby agree and covenant as follows:

1. The Owners and the Applicant hereby unconditionally agree to, accept, consent to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Owners and the Applicant acknowledge that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, they have considered the possibility of the revocation provided for in the Ordinance, and they agree not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Owners and Applicant acknowledge and agree that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting of the planned unit development and the variations for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Owners or the Applicant against damage or injury of any kind and at any time.

4. The Owners and the Applicant hereby jointly and severally agree to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the planned unit development and the variations for the Property.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2024

ATTEST:

IHP AH Redevelopment LLC

By: _____

By: _____

Its: _____

Its: _____

Dated: _____, 2024

ATTEST:

IHP Arlington Heights LLC

By: _____

By: _____

Its: _____

Its: _____

Dated: _____, 2024

ATTEST:

TR Management and Consulting, LLC, as agent for Bradford Allen Arlington Heights Development, LLC

By: _____

By: _____

Its: _____

Its: _____