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November 30, 2017

Mr. Sam Hubbard  
Village of Arlington Heights  
Building and Life Safety Department  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

Re: St. James Catholic Church  
831 N. Arlington Heights Road  
Arlington Heights, IL 60004  
**PC#: 17-012 - ROUND 2**

Response to ROUND 2 PLAN REVIEW COMMENTS received November 21, 2017.

GENERAL BUILDING AND LIFE SAFETY COMMENTS - ROUND 2

Reviewed By: Deb Pierce on 11/13/2017

1. Per Reviewer - No additional comments required.  
**Response:** Thank you.

FIRE SAFETY DIVISION - ROUND 2

Reviewed On 11/7/2017

1. Per Fire Safety Supervisor, no additional comments required.  
**Response:** Thank you.

UTILITY INSTALLATION COMMENTS - ROUND 2

Comments by Cris Papierniak on 11/10/2017

1. Contact and coordinate the relocations of both hydrants with the Public Works Distribution Unit at 847-368-5800.  
**Response:** A note has been added to Drawing C6.0 to contact Public Works for hydrant relocation.
2. If a private hydrant is going to be installed (W2), a master meter vault with meter must be installed after (W1).  
**Response:** After discussion with Public Works, the fire hydrant will be relocated to the Pine Avenue Right of Way. It was noted that Public Works would maintain this hydrant. This has been revised on Drawing C6.0.

PUD, SU AMEND, PRE/FINAL PLAT OF SUBDIVISION, PARKING VARIATION - ROUND 2

Reviewed By James Massarelli, P.E. On 11/20/2017

36. The responses by the petitioner to comments #11, 13-16, 18, 20-25 and 35 are acceptable.

**Response:** Thank you.

37. The response made by the petitioner to comments #12 and #17 must be addressed prior to final approval of subdivision.

**Response:** Understood.

38. The response made by the petitioner to comments #19 & #25 may need to be modified if an aisle width variance is granted due to the potential conflict with the fire truck turning "Autoturn" exhibit.

**Response:** The updated "Autoturn" exhibit submitted with Engineering Review Comments November 1, was modeled with the 22' wide drive aisle.

39. The response made by the petitioner to comments #26 & #27 should be shown on the demolition plan.

**Response:** We have added notes to the Demolition Plan indicating that the sewer and water connections are to be abandoned at the main. The approximate locations of the sanitary and water services are also shown.

40. The response provided by the petitioner to comment #28 is not acceptable. Please provide preliminary cost estimates and alignment that were utilized by KLOA to determine prohibitive costs and limitation of land available to St. James.

**Response:** The Newman Architecture response is similar; see the following: Early in the design process, the utilization / modification of the existing traffic signal was considered. However, based on past experiences with similar situations, our Civil Engineer believed the necessary modifications would be a significant expense to the Parish. As an example, we believe just the reconstruction of the signal poles and signal heads to meet current IDOT standards is a minimum of \$250,000. In recent days, the Parish has had conversations with IDOT representatives, and in concept, they are favorable with the right-in / right-out access. At the time, a detailed estimate was not pursued; the values were based on recent, past experiences. Alignment is NOT desired by the Parish due to the probable impact of excessive costs, and as noted previously, IDOT has had no objections to the proposed right-in/right-out.

41. The response provided by petitioner to comment #29 is acceptable.

**Response:** Thank you.

42. The response provided by the petitioner to Comment #30 is not acceptable. No formal feedback about how feasible parking lot reconfiguration could achieve more on-site parking has been provided.

**Response:** Please refer to the attached alternate layout sketch for the south parking lot. This east / west parking orientation does not yield additional parking spaces. In our opinion this design / configuration is not as desirable, since pedestrians would be crossing "through" the parking rows.

43. The response provided by the petitioner to comment #31 is acceptable.

**Response:** Thank you.

44. The response provided by the petitioner to comment #32 is acceptable.

**Response:** Thank you.

45. The response provided by the petitioner to comment #33 is not acceptable. While the existing parking demand of 394 stalls was identified, there currently is significant violation of parking randomly on the properties, (especially at the parish center, or cars parked along drive aisles, blocking other cars in) and also no discussion for the peak holiday periods was provided. When the last analysis of the parking lot was provided the escalation of parking for holiday services was stated to be 15% higher. The presumption of diluting the parking shortfall onto the adjacent neighborhood streets is not a condition to be counted upon since neighbors are currently complaining to the Village about this situation. Identify an exhibit showing potential parking areas, (curb space adjacent to the actual church property along the west side of Pine between Fredrick and Marshall, and south side of Fredrick between Arlington Heights Road and Pine Street). Alternatives for parking overflow has to be provided that do not impinge upon neighborhood streets. Please clearly identify the precise variation being requested based upon the calculation of parking required by code, versus the actual provided.

**Response:** As shown in the revised traffic impact study, the projected parking demand of 406 vehicles includes those vehicles parked within drive aisles and other unmarked parking stalls. As proposed there will be a total of 334 on-site parking spaces. Furthermore, the south side of Frederick Street between Arlington Heights Road and Pine Avenue can accommodate five on-street parking spaces and the west side of Pine Avenue along the St. James frontage can accommodate approximately 20 on-street parking spaces. Additionally, on-street parking on the west side of Arlington Heights Road will be maintained on Sundays providing approximately 35 parking spaces. This results in a total of 394 total parking spaces. With a projected parking demand of 406 parking spaces on a typical Sunday, a deficit of approximately 12 spaces will result which can be accommodated by the available parking spaces on the west side of Pine Avenue south of the church.

Assuming a 15 percent higher parking demand on holidays, the projected parking demand increases to 467 spaces resulting in a parking deficit of 73 parking spaces. However, this parking demand is only projected to occur twice per year and this projected parking demand is conservative as it does not take into consideration the increase in vehicle occupancy that occurs on holidays.

46. The response provided by the petitioner to Comment #34 is not acceptable. Based upon the proposed parking for peak services, the east lot has a capacity of 186 parking stalls, the west lot has a parking capacity of 149. Based upon this distribution, and trip generation values, please properly identify in/out traffic generated to and from the site. To not reassign the existing church traffic, stating that these vehicles will continue to park on the west side of the street is not understood, when all church services are going to be on the east side of the street. The statement that the existing school day projections are the same discounts the 3% trip generation of traffic you stated for the design year, and the projections for School enrollment increases/decreases which may be able to be cited. So the basis of the church driveway access drives projections will include increases based upon additional congregation seating area, but the regional growth factor is being omitted is not clear.

**Response:** The traffic impact study has been revised to account for the reassignment of traffic from the west campus to the east campus. The existing site generated traffic volumes on a typical Sunday were combined with the traffic projected to be generated by the proposed expansion and the total church generated traffic was reassigned to the roadway network. As proposed, the expansion to the parish will not result in changes in school enrollment or pick-up/drop-off operations. The three percent background growth assumed in the study is an ambient growth factor that was applied to the non-school/non-parish traffic volumes.

47. The 22-foot drive aisle asked for along the east side of the church should be widened to the code required 24-foot north of the N.E. corner of the new church building.

**Response:** The variations included in the Round 2 Planning Comments, it notes the reduction in the aisleway. To maintain a minimal landscape area adjacent to the building, we would request that the variation of the reduction in the lane width to remain. As noted, the fire truck turning radius submitted was based on the 22' roadway width.

48. The cost for any modification, relocation, or removal of the existing traffic signal along Arlington Heights Road is the responsibility of the Parish to manage. Since this is a private benefit signal all electrical energy and maintenance costs should be billed to the church.

**Response:** It is not intended that any modifications will be made to the existing traffic signal as part of this Project. Included is a copy of the original IDOT Permit from 2006 where it is noted that this light is the responsibility of the Village to maintain.

#### FIRE DEPARTMENT REVIEW - ROUND 2

Reviewed By: Lt. Mark Aleckson on 11/14/2017

1. PER REVIEWER, NO ADDITIONAL COMMENTS REQUIRED.

**Response:** Thank you.

#### COMMUNITY SERVICE REVIEW - ROUND 2

Reviewed By: Brandi Romag on 11/13/2017

1. Per reviewer, no additional comments required.

**Response:** Thank you.

#### ACCESSIBILITY REVIEW - ROUND 2

Reviewed By: David Robb ON 11/13/2017

1. On each level without an exit discharge at grade, identify the required Areas of Rescue Assistance per IAC Section 400.310(b)(5).

**Response:** Please refer to the updated floor plans identifying the areas of rescue assistance.

#### PLANNING AND COMMUNITY DEVELOPMENT REVIEW - ROUND 2

Reviewed by: Sam Hubbard on 11/16/2017

32. The responses to comments #11-24, #26, #27, #29 and #31 are acceptable.

**Response:** Thank you.

33. The response to #7 is noted. Based on a re-evaluation of the approvals, which will incorporate both the East and West campuses, the required zoning actions have been adjusted as follows:

- a) Amendment to Special Use Ordinance #07-012 to allow an addition to the Church building and modifications to the parking area on the east campus.
- b) Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
- c) Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
- d) Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.

- e) A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
- f) A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
- g) A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.

**Response:** We would like to discuss Item "e" further regarding the total parking spots required for the project. As noted in our letter dated August 23, 2017, the number of additional parking spaces being provided on the east side of the campus is commensurate with the number of additional occupants being proposed at the Church. Also, as noted by the Parish, when the Church is being occupied for Saturday evening and Sunday masses, there will NOT be simultaneous occupancy at their other buildings. Therefore, with respect to the variance request, the idea of needing 900 parking spaces seems unreasonable.

34. The responses to #8 and #9 are noted. Since Final Plat of Subdivision approval will be sought at a future date, the items as outlined in #8 and #9 will not be required at this time.

**Response:** Understood.

35. The response to #10 is not acceptable and additional details are needed on the construction activities. Please outline what construction activities will take place and when these activities will start and finish (e.g. demolition of school building, parking lot work, construction of church addition, etc.). Additionally, preliminary construction staging information is required as part of the PUD process. Provide a preliminary outline of parishioner parking will take place during construction including what parking spaces will be lost during construction activities. Additionally, please provide preliminary information on the location of construction personnel parking, location of construction access/entrances and information on street/lane closures.

**Response:** The Parish has selected Bulley and Andrews as their General Contractor. Enclosed are their proposed construction schedule and site logistics plan.

36. The response to #25 is noted. No activities will take place in the West Campus during mass.

**Response:** Thank you.

37. The response to #28 is noted. While it is understood that ultimately parishioners will park where they choose, the Church should develop and implement a strategy that encourages parishioners to utilize the parking area first before looking for parking on the street. Please propose how the church will do this. Additionally, please note: if the west campus parking lot is underutilized during mass and worship times, and if parking on the adjacent residential streets is over utilized, additional restrictions on residential street parking may be imposed by the Village.

**Response:** To the extent possible, the Parish will encourage its parishioners to park in off-street parking lots before parking on the street. This preference will be communicated via the weekly bulletin and parish mailings. If parking on the adjacent streets is over utilized, the Parish fully supports the additional restrictions that may be imposed by the Village. Please refer to the attached letter from the Parish.

38. The response to #30 is noted. Has the church and/or traffic consultant reached out to IDOT to gauge their preliminary opinion as to whether the alignment of the east campus driveway with the signal on Arlington Heights Road will be necessary for the signal to remain? Please verify this with IDOT and copy the Village on all correspondence.

**Response:** As noted in IDOT's response letter dated November 13, 2017, the Department "has no objection to the proposed right-in/right-out access driveway," and in turn, understand that the driveway will not align with the existing traffic signal. Also, the Parish has had multiple phone conversations with Mr. Tom

Gallenbach, and at no time has he expressed concern about the driveway alignment OR the presence of the traffic signal itself. (We are not sure where the idea of removing the traffic signal has come from, but it is certainly not from IDOT or the Parish. The Parish expects the traffic signal to remain in place to promote safe access from one side of their campus to the other.)

Additional Comments:

39. Please verify the accuracy of all information in the attached parking table. Additionally, please verify the following information:
- a) The school has 53 employees.  
**Response:** Yes
  - b) The school has 33 classrooms.  
**Response:** Yes
  - c) The size of all office areas in the school is 6,162 sq. ft.  
**Response:** This is based on existing drawings.
  - d) The size of all multi-purpose rooms in the school is 25,641 sq. ft.  
**Response:** This based on existing drawings.
  - e) The rectory includes a 3-car garage.  
**Response:** Yes
  - f) The east campus includes 185 exterior parking spaces (the KLOA study lists 186 parking spaces on the east campus).  
**Response:** 185 is correct, a space was lost from the original design.

Subdivision Comments:

40. The responses to subdivision comments #7-10 are acceptable.  
**Response:** Thank you.
41. Please revise the subdivision plat to read "Preliminary" and not "Final".  
**Response:** Thank you.

Landscaping Review - ROUND 2

Dated November 16, 2017

- 1) Per Chapter 28, Section 6.15-1.2a, a three-foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. In the northwest corner of the parking area, please extend the screen to the north along Arlington Heights Road in order to screen the parking/drive aisle.  
**Response:** This has been added to the updated Landscape Plans.
- 2) The ends of all parking rows must include a landscape island equal in area to one parking space, protected by durable materials, which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Provide an island and incorporate the code required shade tree at the ends of the parking row in the northeast corner or request a variation.  
**Response:** Since parking on the campus is a premium, we would request a variance to maintain the parking stall. An alternate option could be to relocate the intermediate island and tree in that parking row to the northeast corner of the parking lot if that would be preferred.
- 3) Code requires a six-foot tall screen along the entire length of the southern property line. In order to meet this requirement, please provide a six-foot high solid fence along the southern property boundary. However, in the areas where this fence would be adjacent to the front yard of the residential homes to the south, please

install a landscape screen instead of the fence in order to complete the code-required screen for the entire length of the southern property line. In addition, please substitute the proposed Chokeberry around the detention area with Arborvitae, and the proposed Serviceberry with evergreen trees.

**Response:** This has been added / revised to the Landscape Plans. Please note, the landscape located in the 20' sight triangles have been reduced / shortened to ensure the cars or vehicles leaving the driveways have good visibility for pedestrian and vehicular traffic.

Respectfully Submitted,



Karen M. Kristianson, AIA, LEED AP  
Licensed Architect

Cc: File

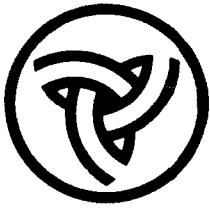




- The one-way design of the two access drives off Arlington Heights Road will ensure efficient and adequate on-site circulation with traffic entering only at the south drive and circulating clockwise around the school building to drop off/pick up and then proceeding to the signalized access at the north drive. Making one or both drives two-way will create confusion and internal conflicts and will require additional circulation of traffic within the parking lot.
- Making the northern proposed driveway two-way will result in inbound left turns occurring at a signalized intersection without channelization. It is IDOT's preference based on our discussions to permit the inbound left turns to occur at the southern unsignalized intersection.

In addition, allowing inbound traffic to occur at two driveways will result in internal conflicts by forcing traffic entering at the northern drive to circulate within the parking lot in order to drop and/or pick up the children on the passenger side. This additional circulation will conflict with traffic entering at the southern driveway creating internal congestion and unsafe conditions.

- The current proposal calls for making the northern intersection as a three-legged ("T") intersection since there are no plans to redevelop the east campus to introduce a fourth (east) leg to this intersection. Furthermore, any such plans, if and when proposed, will have to be reviewed and approved by both the Village and IDOT.
- The southern drive as designed to allow outbound traffic is not appropriate. Making it two-way is not feasible due to its narrow width and physical constraints relative to the existing building. Furthermore, with the designation of a lane (via cones) during drop-off and pick-up time periods, the narrow width of the driveway will allow for only one additional lane that would be needed as a by-pass lane to allow access to the parking lot.
- Parking surveys conducted during current overlapping Sunday services indicated that up to 195 vehicles parked in the lot on the west side which currently has a capacity of 168 spaces. With the proposed staggering of service times, with 30 minutes between services, overlap will not occur and parking demand is expected, per Village ordinance when services will be held in the Parish Center, to be 242 spaces. With 149 spaces to be provided on the west side and 141 parking spaces available on the east side for a total of 290 spaces combined with the available on-street parking on Arlington Heights Road (up to 45 spaces), adequate parking supply will be provided to meet the parking needs of the Parish Center.



# Illinois Department of Transportation

Division of Highways/Region One / District One  
201 West Center Court/Schaumburg, Illinois 60196-1096

## PERMITS

Location: Arlington Heights Road south of Fredrick Street  
Reference No: 016-37025

September 15, 2006

Mr. Luay R. Aboona, P.E.  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
9575 W. Higgins Road, Suite 400  
Rosemont, IL 60018

Dear Mr. Aboona:

We have completed our review of your request for the subject location. The relocation of the existing mid-block pedestrian traffic signal to the new exit only driveway is acceptable in conjunction with the review and approval of the following items:

1. Provide Intersection Design Study (IDS) for Arlington Heights Road and proposed north Access Drive.
2. The permit applicant must be the Village of Arlington Heights.
3. The Village of Arlington Heights will be maintaining the relocated signal (the existing pedestrian traffic signal is currently maintained by the Village of Arlington Heights).
4. The proposed signal must be interconnected to the existing traffic signal system.
5. Provide two (2) outbound lanes striped as a separate left-turn and separate right turn lane at the proposed north exit only driveway.
6. The existing crosswalk must be removed and relocated to the proposed north access driveway.
7. The applicant may need to dedicate a right of way on the west side of Arlington Heights to locate the proposed signal equipment.

Upon approval to the above items; a submittal of traffic signal engineering plans will be required.

If you have any questions regarding this matter, please contact Mr. Sudud Mahmoud at (847) 705-4145.

Very truly yours,

Diane M. O'Keefe, P.E.  
Deputy Director of Highways,  
Region One Engineer

A handwritten signature in cursive script, reading "Stephen M. Travia".

By:  
Stephen M. Travia, P.E.  
Bureau Chief of Traffic



**SAINT JAMES PARISH**  
A CATHOLIC CHRISTIAN COMMUNITY

820 N Arlington Heights Road  
Arlington Heights, Illinois 60004  
Office 224-345-7200  
Fax 224-345-7220  
[www.stjamesah.org](http://www.stjamesah.org)

November 30, 2017

Project: 831 N Arlington Heights Rd.  
St. James Parish

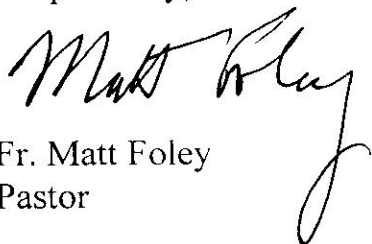
Case Number: PC17-010

Response to item #37

The goal for St. James is to eliminate parking on both residential streets as well as Arlington Heights Rd. We feel that we can accomplish this by utilizing the two parking lots as there will be no activities in the School or Parish Center during services. We will notify our parishioners in print media (through our weekly bulletin), social media (FaceBook) and finally by verbal announcements at our weekend services.

St. James would fully support any additional restrictions on residential street parking by the Village should our efforts prove ineffective.

Respectfully,



Fr. Matt Foley  
Pastor



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

## PERMITS

Location: Arlington Heights Rd. at Frederick Street (SEC)  
Municipality: Village of Arlington Heights, Cook County  
Re: St. James Parish Expansion  
Reference No.: 016-78472

November 13, 2017

Mr. Luay Aboona, P.E.  
KLOA  
9575 W. Higgins Rd.  
Suite 400  
Rosemont, IL 60018

Dear Mr. Aboona:

We have completed our review of your engineering plans for the subject location. Our comments are marked in red on the enclosed plan set, which must be returned with your next submittal, and are detailed below:

1. The Department, in concept, has no objection to the proposed right-in/right-out access driveway; however, school children were observed to utilize the currently closed access as the pathway to the "playground" (existing parking lot) during school hours. Opening the access to live traffic, while the school children are still using the same access, is of concern. The Traffic Impact Study (TIS) must address the Department's aforementioned concern.
2. Dimension the SF/LF of all items to be removed and/or replaced on your Site Demolition Plan sheet.
3. Please provide separate ADA ramp details for roadway crossings along Arlington Heights Road. Please see attached template for reference.
4. All ADA related items shall be designed and installed in accordance with the "ADA Standard for Accessible Design" guidebook. Provide the information and signature required on the enclosed Municipality Sidewalk and ADA Acceptance Letter form.
5. In order to comply with ADA/PROWAG requirements, continue the sidewalk through all proposed driveways, and provide spot grades where necessary.
6. Include at least 24" of pavement patching adjacent to all areas of curb & gutter removal and replacement per the enclosed Pavement Patching at Curb and Gutter Removal detail; additionally, include this detail in your plans.
7. Show the 4' separation between the sidewalk and proposed 24" stop bar at the access driveway along Arlington Heights Road.
8. Please reference the enclosed right-in/right-out access template for geometric design and signing.
9. Provide local approval from all applicable agencies in acceptance of the drainage improvements for your site.

Location: Arlington Hts. Rd. at Frederick St.

November 13, 2017

Page 2

10. Per Public Act 86-616, "It is unlawful for any person to construct or cause to be constructed any drainage facility for the purpose of the detention or retention of water within a distance of 10 feet plus one and one-half times the depth of any drainage facility adjacent to the right-of-way of any public highway without the written permission of the highway authority having jurisdiction over the public highway." Provide evidence of compliance with Public Act 86-616 including a cross-section of the proposed drainage facility continuing through the right of way line.
11. Provide P.E. stamped drainage calculations showing that the proposed flow to the State Highway is not increased.
12. Update IDOT Highway Standard 701606 to its most recent version. Only a one lane closure of Arlington Heights Road will be allowed at this location.
13. Include IDOT Highway Standard 701801 in your plans.

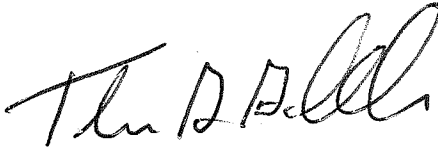
Please revise your plans in accordance with the above comments and resubmit two (2) revised to scale quarter size engineering plan copies along with a written disposition to all comments to continue the review process.

If you have any questions regarding this matter, please contact Abigail Robinson at (847) 705-4541.

Very truly yours,

Anthony J. Quigley, P.E.  
Region One Engineer

By:



Thomas G. Gallenbach, P.E.  
Traffic Permit Engineer

cc: Village of Arlington Heights

ADA DETAILS FOR PHASE 1 PROJECTS

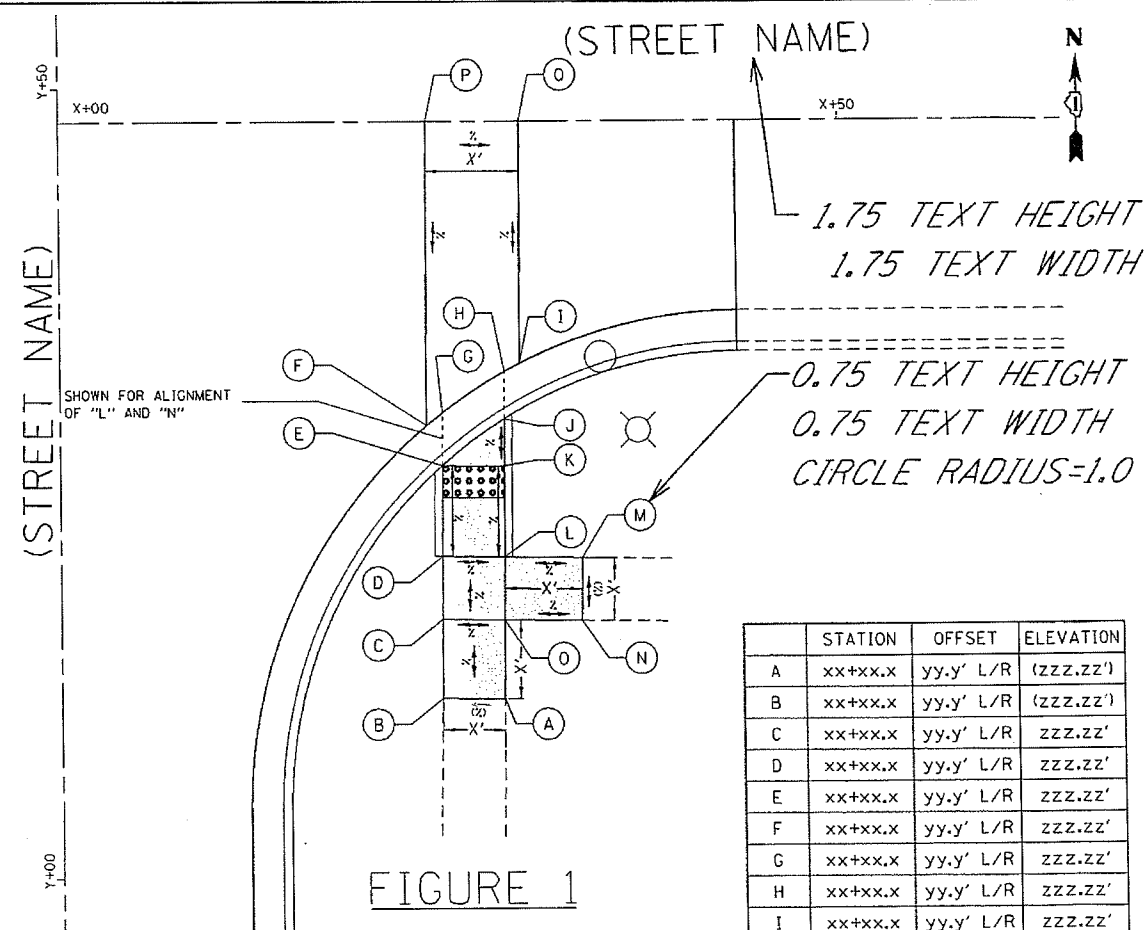


FIGURE 1

NOTES:

- 1.) THESE ADA DETAILS ARE FOR PRESENTATION PURPOSES. REFER TO THE CURRENT BDE MANUAL AND ADA/PROWAG GUIDELINES FOR DESIGN REQUIREMENTS.
- 2.) FOLLOW LEGEND FOR LABELING EXISTING ELEVATIONS, SLOPES, AND LENGTHS.
- 3.) ESTABLISH STATIONS/OFFSETS BASED ON 1 CENTERLINE FOR EACH CORNER.
- 4.) SHOW EXISTING (PROPOSED) ABOVE GROUND UTILITIES AND SIGNS.
- 5.) ELEVATIONS FOR POINTS (P), (Q), (R), AND (S) SHOULD MATCH WITH THEIR ASSOCIATED PROFILE.
- 6.) IN ORDER TO ALLOW FOR CONSTRUCTION TOLERANCES THE CROSS SLOPES AND RAMP RUNNING SLOPES SHOULD NOT BE DESIGNED TO THEIR MAXIMUM ALLOWABLE UNLESS NECESSARY. INSTEAD ALL CROSS SLOPES SHOULD BE DESIGNED AT 1.5% OR FLATTER WHEREAS RAMP RUNNING SLOPES SHOULD BE DESIGNED AT 1:4 (7.14%) OR FLATTER.
- 7.) SUBMIT DETAILS ON 11"x17" SIZED PLAN SHEETS AND AT A SCALE OF 1"=10'. ONLY 1 OR 2 RADII OF RETURN SHOULD BE PROVIDED PER SHEET.
- 8.) IF PARALLEL SIDEWALK SLOPES DO NOT MATCH, LABEL BOTH SLOPES. FOR EXAMPLE, IN FIGURE 1, IF M-L DOES NOT MATCH N-O BOTH SLOPES SHOULD BE LABELED.

	STATION	OFFSET	ELEVATION
A	xx+xx.x	yy.y' L/R	(zzz.zz')
B	xx+xx.x	yy.y' L/R	(zzz.zz')
C	xx+xx.x	yy.y' L/R	zzz.zz'
D	xx+xx.x	yy.y' L/R	zzz.zz'
E	xx+xx.x	yy.y' L/R	zzz.zz'
F	xx+xx.x	yy.y' L/R	zzz.zz'
G	xx+xx.x	yy.y' L/R	zzz.zz'
H	xx+xx.x	yy.y' L/R	zzz.zz'
I	xx+xx.x	yy.y' L/R	zzz.zz'
J	xx+xx.x	yy.y' L/R	zzz.zz'
K	xx+xx.x	yy.y' L/R	zzz.zz'
L	xx+xx.x	yy.y' L/R	zzz.zz'
M	xx+xx.x	yy.y' L/R	zzz.zz'
N	xx+xx.x	yy.y' L/R	zzz.zz'
O	xx+xx.x	yy.y' L/R	zzz.zz'
P	xx+xx.x	yy.y' L/R	(zzz.zz')
Q	xx+xx.x	yy.y' L/R	(zzz.zz')

LEGEND

- (xx.xx') EXISTING LENGTH/ELEVATION
- PROPOSED SIDE CURB
- EXISTING SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

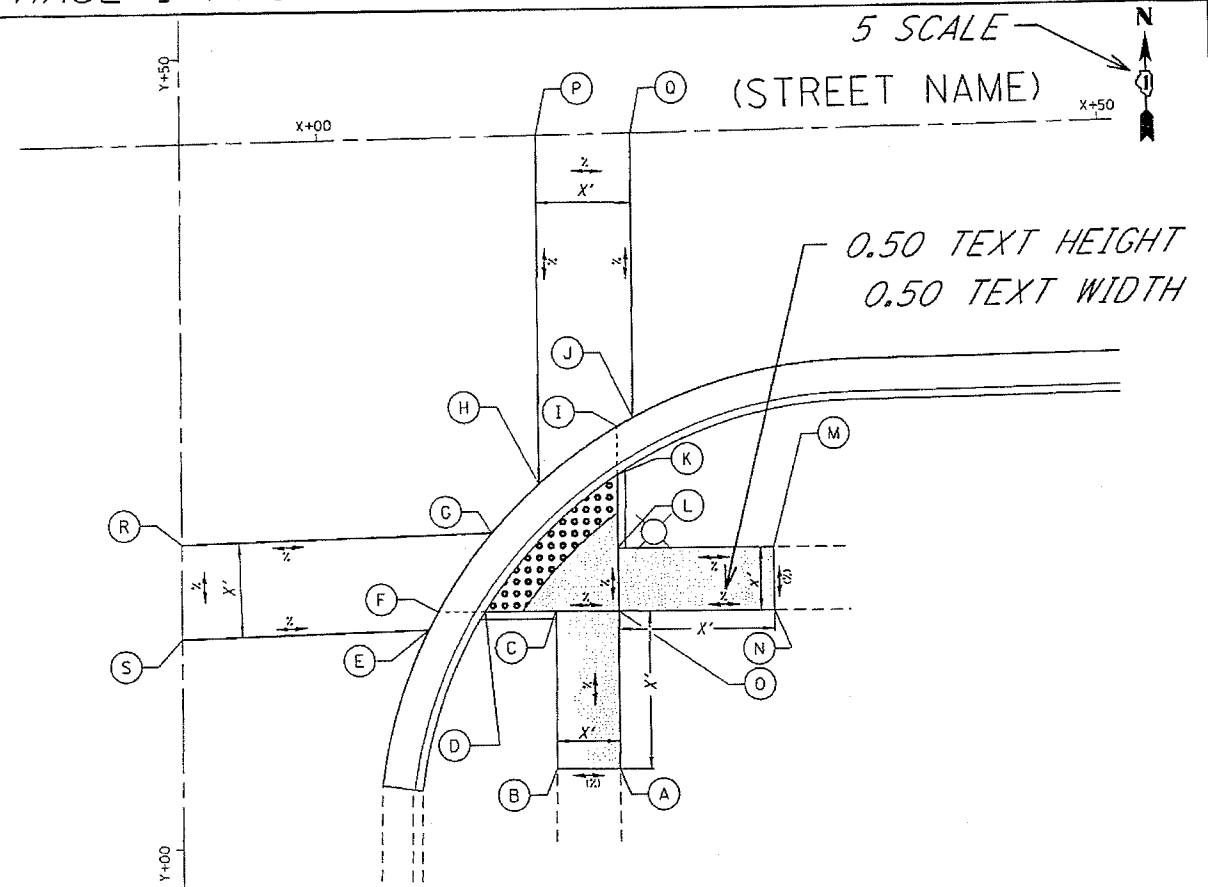
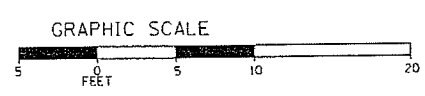


FIGURE 2

	STATION	OFFSET	ELEVATION		STATION	OFFSET	ELEVATION
A	xx+xx.x	yy.y' L/R	(zzz.zz')	L	xx+xx.x	yy.y' L/R	zzz.zz'
B	xx+xx.x	yy.y' L/R	(zzz.zz')	M	xx+xx.x	yy.y' L/R	zzz.zz'
C	xx+xx.x	yy.y' L/R	zzz.zz'	N	xx+xx.x	yy.y' L/R	zzz.zz'
D	xx+xx.x	yy.y' L/R	zzz.zz'	O	xx+xx.x	yy.y' L/R	zzz.zz'
E	xx+xx.x	yy.y' L/R	zzz.zz'	P	xx+xx.x	yy.y' L/R	(zzz.zz')
F	xx+xx.x	yy.y' L/R	zzz.zz'	Q	xx+xx.x	yy.y' L/R	(zzz.zz')
G	xx+xx.x	yy.y' L/R	zzz.zz'	R	xx+xx.x	yy.y' L/R	zzz.zz'
H	xx+xx.x	yy.y' L/R	zzz.zz'	S	xx+xx.x	yy.y' L/R	zzz.zz'
I	xx+xx.x	yy.y' L/R	zzz.zz'				
J	xx+xx.x	yy.y' L/R	zzz.zz'				
K	xx+xx.x	yy.y' L/R	zzz.zz'				



BORDER = 5 SCALE  
CELLS = 20 SCALE

FILE NAME: S:\WP\pds\GEO\Osborne\CAD Projects\DA Files\ADA Template\Design\PHASE 1-1\pds\DRAWING\plans\PLP	USER NAME: osbornep	DESIGNED: PLP 10/04/2016	REVISED: NO 10/07/2016
		CHECKED: 10/04/2016	REVISED: NO 10/13/2016
		DATE: 10/14/2016	REVISED: 10/14/2016

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
CONTRACT NO.			
ILLINOIS FED. AID PROJECT			

