NOTICE OF THE MEETING OF THE PLAN COMMISSION

The meeting of the Plan Commission is scheduled for
May 27, 2021 beginning at 7:00 p.m.

A copy of the agenda for this meeting is attached hereto and
can be found at www.tinleypark.org.

NOTICE - MEETING MODIFICATION DUE TO COVID-19

Pursuant to Governor Pritzker's Executive Order 2020-07, Executive Order 2020-10, Executive Order 2020-18, Executive Order 2020-32, Executive Order 2020-33, Executive Order 2020-39, and Executive Order 2020-44, which collectively suspends the Illinois Open Meetings Act requirements regarding in-person attendance by members of a public body during the duration of the Gubernatorial Disaster Proclamation, issued on June 26, 2020, the Commission members may be participating in the meeting through teleconference.

Pursuant to Governor's Executive Order No. 2020-63 and CDC guidelines, no more than 50 people or 50% of the maximum capacity will be allowed in the Council Chambers at any one time, so long as attendees comply with social distancing guidelines. Anyone in excess of maximum limit will be asked to wait in another room with live audio feed to the meeting until the agenda item for which the person or persons would like to speak on is being discussed or until the open floor for public comments.

Meetings are open to the public, but members of the public may continue to submit their public comments or requests to speak telephonically in advance of the meeting to clerksoffice@tinleypark.org or place requests in the Drop Box at the Village Hall by noon on May 27, 2021. Please note, written comments will not be read aloud during the meeting. A copy of the Village's Temporary Public Participation Rules & Procedures is attached to this Notice.

Kristin A. Thirion
Clerk
Village of Tinley Park

VILLAGE OF TINLEY PARK
TEMPORARY PUBLIC PARTICIPATION RULES & PROCEDURES

As stated in Gubernatorial Executive Order 2020-07 issued on March 16, 2020 and Gubernatorial Executive Order 2020-10 issued on March 20, 2020, both extended by Gubernatorial Executive Order 2020-18 issued on April 1, 2020, all public gatherings of more than ten people are prohibited. In-person public participation is not defined as an essential activity.

The Mayor of Tinley Park is issuing the following rules for all Village Board and other public meetings in order to promote social distancing as required by the aforementioned Executive Orders and the requirements of the Open Meetings Act:

Written Comments

After publication of the agenda, email comments to clerksoffice@tinleypark.org. When providing written comments to be included as public participation at a public meeting, clearly identify the following in the subject line:

- The date of the meeting;
- The type of meeting for the written comments (e.g. Village Board meeting, Zoning Board of Appeals meeting, Plan Commission meeting, etc.);
- Name and any other identifying information the participant wishes to convey to the public body;
- The category of public participation (e.g., Receive Comments from the Public, Agenda Items, etc.);
- For specific Agenda Items, identify and include the specific agenda item number;
- The entire content of the comments will be subject to public release. The Village of Tinley Park is under no obligation to redact any information.

The contents of all comments will be provided to the relevant public body for their review. **Written comments will not be read aloud during the meeting. If you wish to publicly address the public body, you may request to participate via teleconference as described below.**

Comments must be submitted by 12:00 pm on the day of the meeting. However, it is strongly recommended that comments be emailed not less than twenty-four (24) hours prior to the meeting so the appropriate Board members, Commissioners, Board members, and Committee members have sufficient time to review the comments prior to the meeting.

Live Public Participation During Meeting

After publication of the agenda, those wishing to participate in a live telephone call option at a public meeting must register by 12:00 pm on the day of the meeting. A Village representative will call the participant at the relevant portion of the meeting and the participant will be allowed to participate telephonically at the meeting. To participate in a live telephone call during the meeting, a request shall be submitted by email to clerksoffice@tinleypark.org. The following information must be included the subject line:

- The date of the meeting;
- The type of meeting for the written comments (e.g. Village Board meeting, Zoning Board of Appeals meeting, Plan Commission meeting, etc.);
- Name and any other identifying information the participant wishes to convey to the public body;
- The category of public participation (e.g., Receive Comments from the Public, Agenda Items, etc.); and
- For specific Agenda Items, identify and include the specific agenda item number.

If the participant provides an email address, they will receive a confirmation email that their request has been logged. If the participant provides an email address and does not receive a confirmation email, they may call (708) 444-5000 during regular business hours to confirm the application was received.

Upon successful registration, the participant's name will be placed on an internal Village list. On the date and during relevant portion of the meeting, the participant will be called by a Village representative. The Village representative will call the provided telephone number and allow the phone to ring not more than four (4) times. If the call is not answered within those four (4) rings, the call will be terminated and the Village representative will call the next participant on the list.

The public comment should be presented in a manner as if the participant is in attendance at the meeting. At the start of the call, the participant should provide their name and any other information the participant wishes to convey. For comments regarding Agenda Items, identify and include the specific agenda item number. The participant should try to address all comments to the public body as a whole and not to any member thereof. Repetitive comments are discouraged. The total comment time for any single participant is three (3) minutes. Further time up to an additional three (3) minutes may be granted by motion. A participant may not give his or her allotted minutes to another participant to increase that person's allotted time.

AGENDA FOR SPECIAL MEETING
VILLAGE OF TINLEY PARK
PLAN COMMISSION

May 27, 2021 – 7:00 P.M.
Council Chambers
Village Hall – 16250 S. Oak Park Avenue

Special Meeting Called to Order
Roll Call Taken
Communications
Approval of Minutes: None - *May 20, 2021 Minutes will be approved at the next regular meeting.*

ITEM #1 PUBLIC HEARING - VEQUITY MULTI-TENANT REMODEL, 17111-17119 LAGRANGE ROAD – SITE PLAN/ARCHITECTUAL APPROVAL

Consider recommending approval of the Site Plan and Architecture for an existing building at 17111-17119 LaGrange Road (formally 9561 171st St) in the B3 PD (General Business and Commercial, Park Hills Towne Centre PUD) Zoning District. The proposed project allows for the former MD Financial/Fifth-Third Bank building to be converted to a multi-tenant commercial building that includes a Starbucks Coffee drive-thru.

ITEM #2 PUBLIC HEARING - VEQUITY MULTI-TENANT COMMERCIAL, 17120-26 HARLEM AVENUE – SITE PLAN/ARCHITECTUAL APPROVAL, REZONING (MAP AMENDMENT), SPECIAL USE FOR A PUD, FINAL PLAT APPROVAL

Consider recommending the Village Board grant Vequity, LLC (Contract Purchaser/Owner) a map amendment to rezone the subject properties from R-1 (Single-Family Residential) to a B-1 (Neighborhood Shopping) zoning district. Additionally, the Petitioner is requesting a Special Use for a Planned Unit Development (PUD) with Exceptions from the Zoning Ordinance on both the subject site and the neighboring 7-Eleven site currently under construction. The requests will permit a multi-tenant building with a Starbuck's drive-thru to be constructed at the properties located at 17120 - 17126 Harlem Avenue. Architecture/Site Plan and Final Plat Approval will also be considered at the meeting.

ITEM #3 WORKSHOP/PUBLIC HEARING – UNION BAR & GRILL PATIO ADDITION, 17821 80TH AVENUE – SITE PLAN APPROVAL AND PARKING VARIATION

Consider recommending the Village Board grant Joseph Colucci, on behalf of Union Bar & Grill (Tenant), a Variation from Section VIII.A.10. of the Zoning Ordinance to reduce the total number of parking stalls by 7 for a total of 155 parking stalls instead of the minnimum required 188 stalls at 17821 80th Avenue in The Junction at 80th Avenue shopping center . The approval of the Variation and acocmanying Site Plan Approval request will allow for the construction of an approximately 900 sq. ft. outdoor dining patio.

ITEM #4 **WORKSHOP - PETE'S FRESH MARKET, 16300 HARLEM AVENUE-SITE PLAN/ARCHITECTURAL APPROVAL, SPECIAL USE PERMIT FOR A SUBSTANTIAL DEVIATION WITH EXCEPTIONS, PLAT OF SUBDIVISION, PLAT OF VACATION APPROVAL**

Consider recommending the Village Board grant Petros Drimonas, on behalf of 163rd and Harlem LLC. a Special Use Permit for a substantial deviation from the Park Place Planned Unit Development and Plat of Subdivision/Plat of Vacation for their 24.2 acre property located at 16300 Harlem Avenue (former K-Mart property). The proposed development is Phase 2 of a three phase project. Phase 2 includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a ±12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building and the addition of a new dock area south of the warehouse addition. This review will include Site and Architectural plan review.

Good of the Order
Receive Comments from the Public
Adjourn Meeting

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Public Hearing

Vequity/Starbucks Multi-Tenant Building Conversion

17111 - 17119 LaGrange Road (Formally 9561 171st Street)

Petitioner
Christopher Ilekis, on behalf of 9561 W 171st Tinley Park LLC (Contract Purchaser)

Property Location
17111-19 LaGrange Rd (Formally 9561 171st St)

PIN
27-27-320-006-0000

Zoning
B-3 PD (General Business & Commercial, Park Hills Town Centre PUD)

Approvals Sought
Site Plan & Architectural Approval

Project Planner
Daniel Ritter, AICP
Senior Planner

EXECUTIVE SUMMARY

The Petitioner, Christopher Ilekis, on behalf of 9561 W 171st Tinley Park LLC (Contract Purchaser), is seeking Site Plan and Architectural Approval to make site and façade changes on an existing building at 17111-17119 LaGrange Road (formally 9561 171st St) in the B3 PD (General Business and Commercial, Park Hills Towne Centre PUD) Zoning District.

The proposed Site Plan Amendment allows for the former MD Financial/Fifth-Third Bank building to be converted to a multi-tenant commercial building that includes a Starbucks Coffee drive-thru. The changes include removal of the rear canopy area, installation of a drive-thru lane, changes to the parking lot, an outdoor patio addition, and minor changes to the façade that allow for additional doorways and tenants. The Petitioner has supplied a professional traffic and parking analysis with a focus on the drive-thru lane stacking and design. The report concludes that drive-thru design and parking is acceptable for the expected demand. Any additional stacking beyond the lane will be rare, but happens within the site and not on any public roadways or main drive aisles.

The adaptive reuse of a vacant bank building is likely to create a more economically productive site than a bank, which has experienced decreased market demand for physical locations. Beyond Starbucks, the remaining tenant space will be used by one or two additional tenants depending on their space needs. The proposed site changes upgrade the property by allowing for successful and safe site circulation and drive-thru operations. The landscaping, pedestrian connectivity, and the exterior appearance of the site are also improved with the redevelopment.

Changes to the May 6, 2021 Workshop Staff Report are indicated in red.

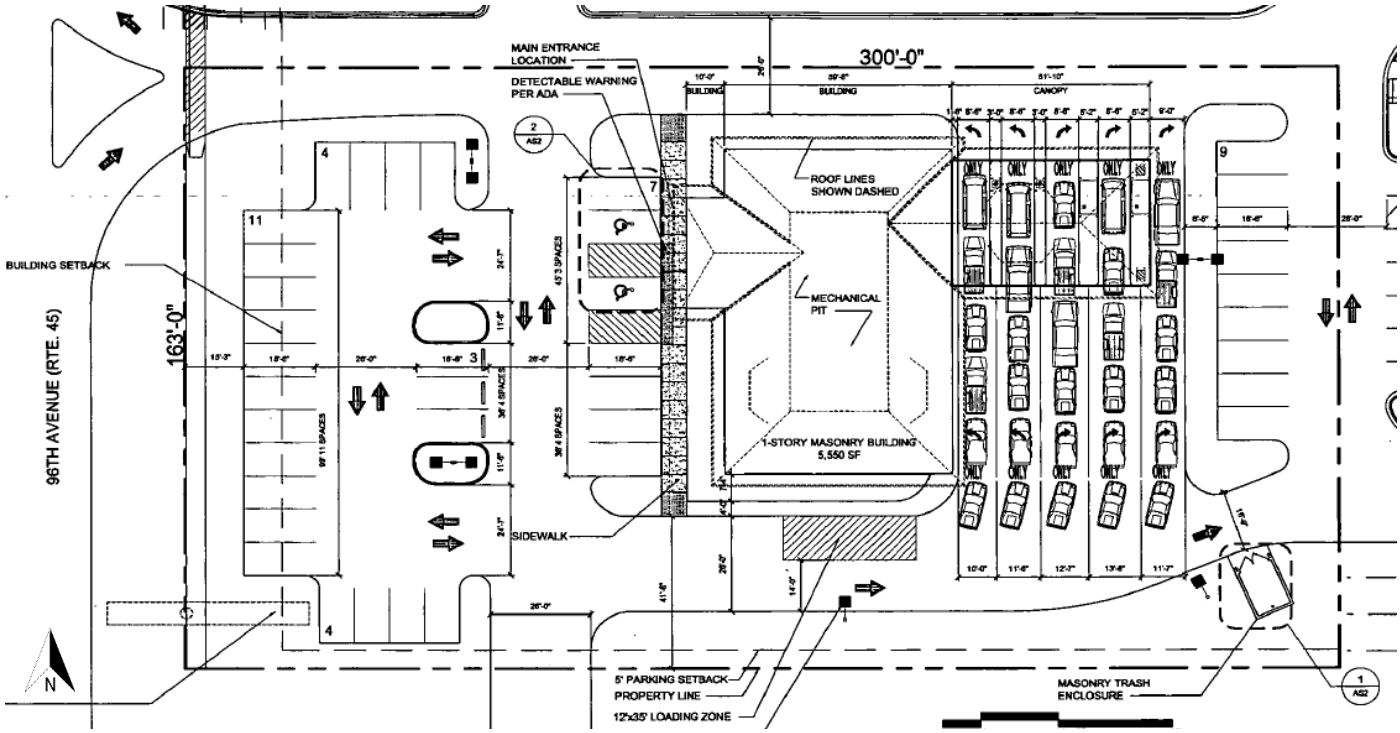
EXISTING SITE & HISTORY

The subject property is located in an outlot of the Park Hills Towne Centre, which is anchored by Lou Malnati's, Frankie's Ristorante, CVS Pharmacy, and previously Tribes Alehouse. The majority of the shopping center and outlots were approved and constructed in 2006 and 2007. The subject property was originally designed for American Chartered Bank, which occupied the building from 2006 until 2016. It was converted to MB Financial in 2016 following a bank acquisition and then briefly Fifth Third Bank in 2019 after another acquisition. Fifth Third Bank closed the branch to the public in July 2019 and has used it as bank office space through the pandemic. Based on the original meeting minutes, it was noted that the building was designed in a way it can be easily repurposed for commercial uses beyond a bank in the future by removing the canopy area.

In 2015 the site was required to shrink its front parking field along LaGrange Road and alter landscaping based on IDOT plans for the road expansion and reconstruction. The result was a reduction in 4 parking stalls and a designated loading area on the site (six angled stalls along the south drive aisle were added) and a reduction in the front bufferyard landscaping area.

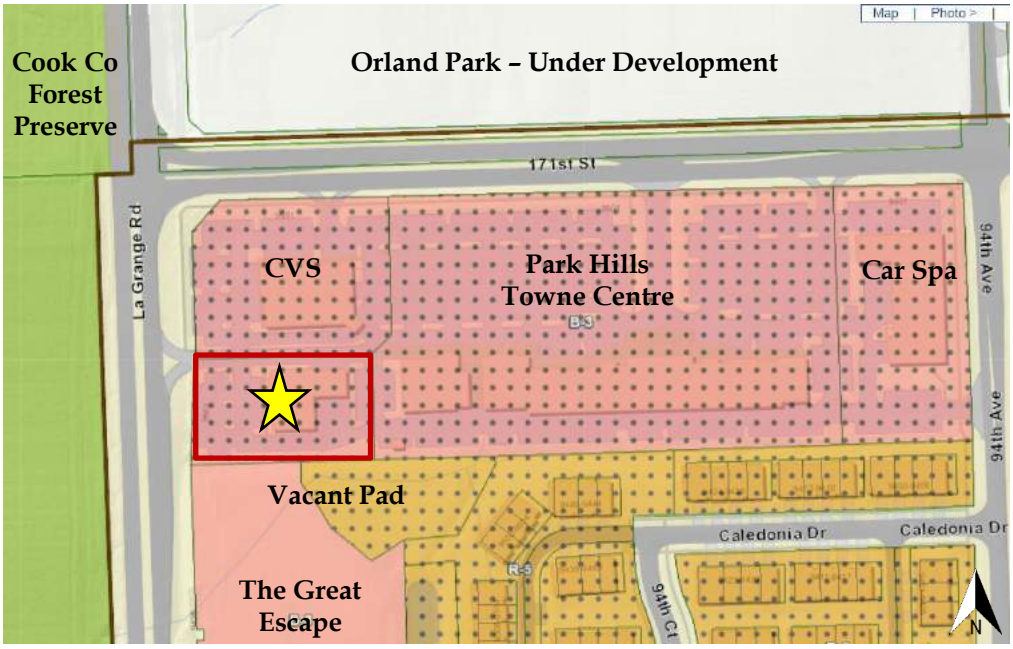
Above: Existing Site Bird's Eye View (Bing Maps).

Above: Pictures of existing building west/front façade (left) and east/rear (right) façade.



Above: Originally Approved Site Plan for American Chartered Bank (2006).

ZONING & NEARBY LAND USES



The subject property (see the yellow star on the graphic to the right) is zoned B-3 PD (General Business and Commercial, Park Hills Towne Centre Planned Unit Development). The Park Hills Towne Centre located to the north and east of the subject site was designed with a cohesive master plan and building design standards. The center includes such businesses such as: Frankie's Ristorante, Lou Malnati's, CVS, The Car Spa, Subway, Trouvaille Med Spa, among many others. To the south of the subject site is The Great Escape along with a vacant pad, also zoned B-3. To the west is the Orland Grassland, which is unincorporated land owned and operated by the Cook County Forest Preserve District.

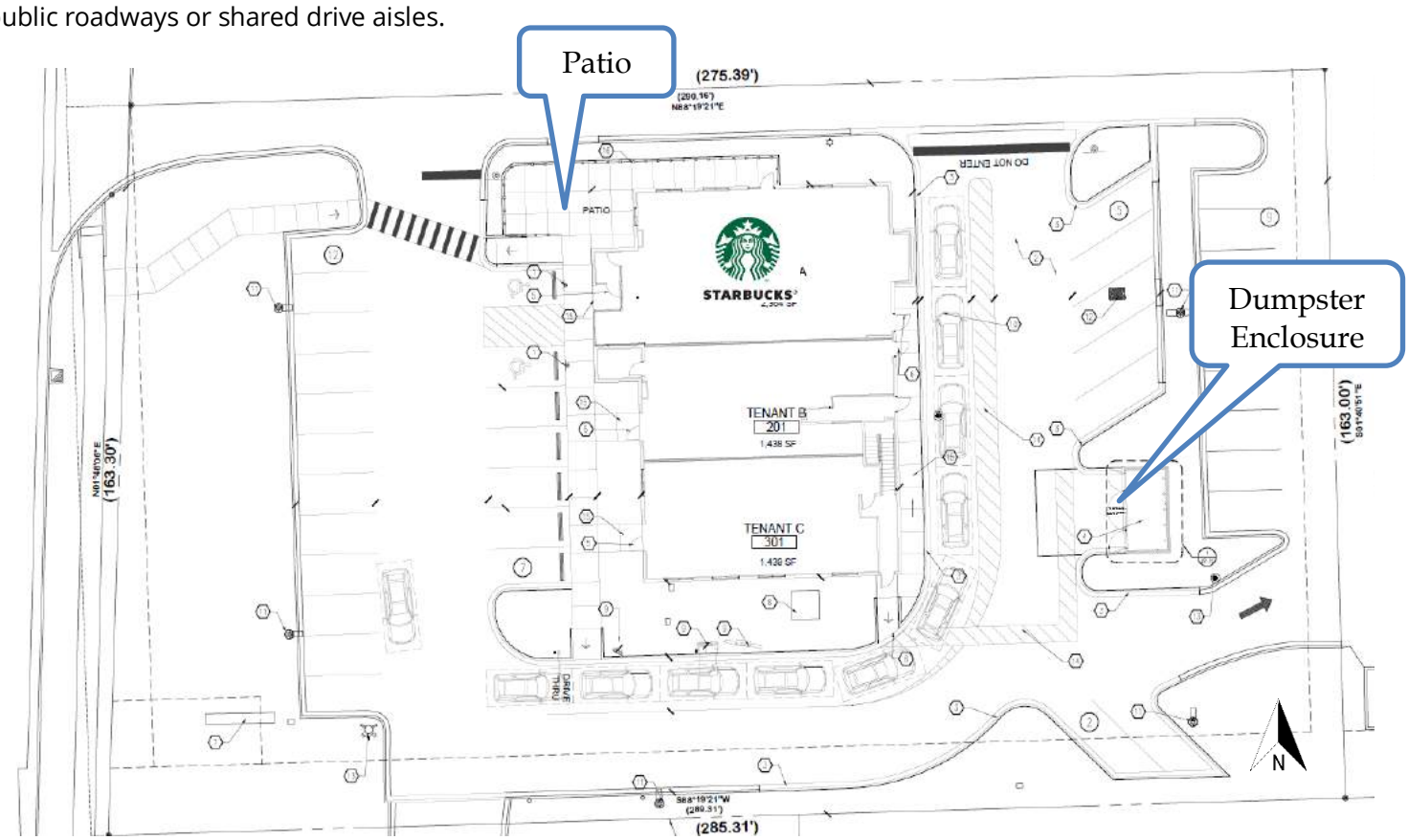
PROPOSED USE

The proposed building will include a Starbucks Coffee with a drive-thru lane and window. The building is 5,593 sq. ft. in total size, with 5,241 sq. ft. leasable space (excluding mechanical and sprinkler rooms). The Starbucks will use approximately 2,364 sq. ft. of the leasable floor space (Tenant Space "A"). They have a high reliance on drive-thru business, particularly during the pandemic. However, they will also offer dine-in and patio seating, which they expect to return to pre-pandemic levels. The remaining 2,877 sq. ft. of commercial floor space has been designed to accommodate up to two additional tenants depending on the space needs by the future tenant(s). There is not a contract on the other tenant space but it will be marketed upon site approval.

SITE PLAN & CIRCULATION

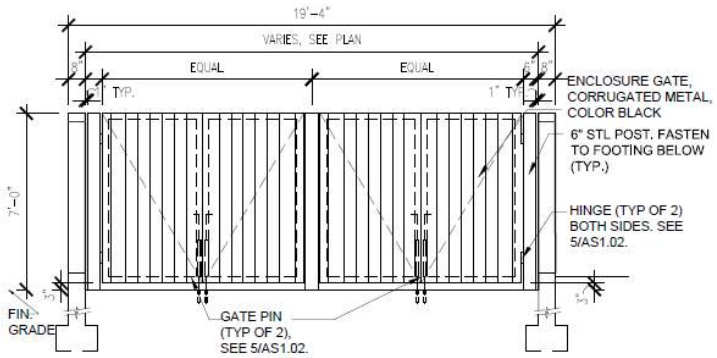
The proposed site plan includes several site plan changes. The most significant is the removal of the drive-up bank canopy and the installation of a drive-thru lane. Overall site circulation will remain similar to the bank with one-way counter-clockwise circulation around the south and east side of the building where the drive-thru lane is being added. The west side main aisle will remain two-way, along with the north drive aisle that connects to the larger Park Hills Towne Centre development. Parking stalls have been removed from the south side of the site to allow for space for the drive-thru lane. However, parking has been added to the east side of the building where the bank canopy existed and an additional two stalls have also been added where the dumpster enclosure existed.

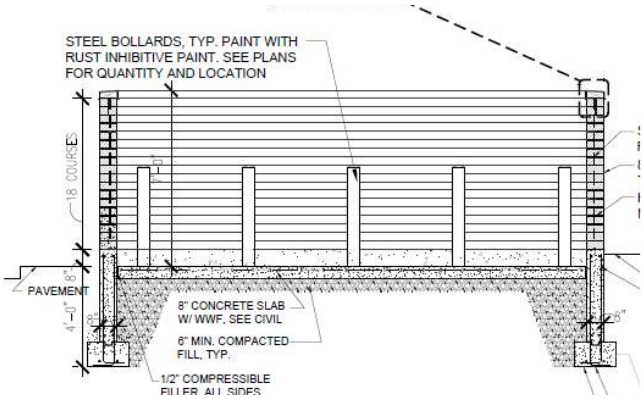
Drive-thru ordering will happen at the south end of the site with vehicles then pulling around the rear of the building where a window will be installed for order pick-up on the east façade at the northeast corner of the building. A total of 9-10 vehicles will be able to stack within the lane. A Parking and Traffic Analysis from their traffic consultant, KLOA, has been submitted outlining the expected demand and concluding adequate parking and drive-thru stacking is present in the proposed plan. Any drive-thru stacking beyond the drive-thru lane will happen on-site and not in any public roadways or shared drive aisles.



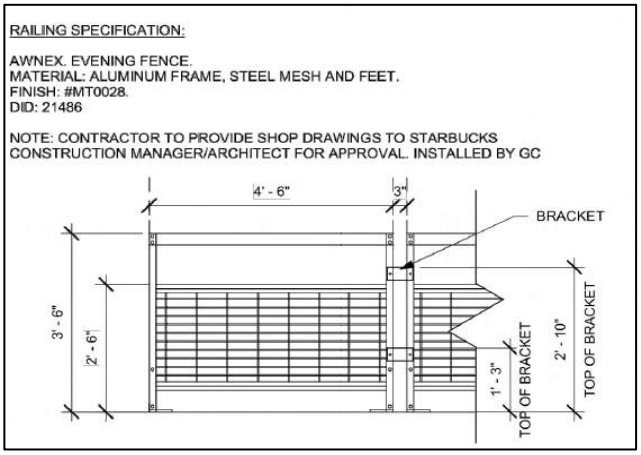
The property did not have a public sidewalk along LaGrange Road when it was originally developed However, now with a public sidewalk is constructed along LaGrange Avenue, a pedestrian connection to the site is being proposed. The walkway allows for better pedestrian connectivity and accessibility to the site.

A new trash enclosure has been proposed and sized proportionately for Starbucks and up to two other commercial tenants. The enclosure will be constructed with exterior brick that matches the existing building façade. The old dumpster smaller enclosure will be removed and replaced with parking stalls.





An outdoor patio is being installed near the Starbucks entrance to allow for outdoor seating for their customers. The patio will be surrounded by a 3-4 ft. tall open-design aluminum fence. The patio has been set back from the drive aisle and parking areas to ensure vehicles won't conflict with the new patio or fencing. There are some shrubs and landscaping surrounding the patio to soften its appearance and make it a more pleasant place to sit.

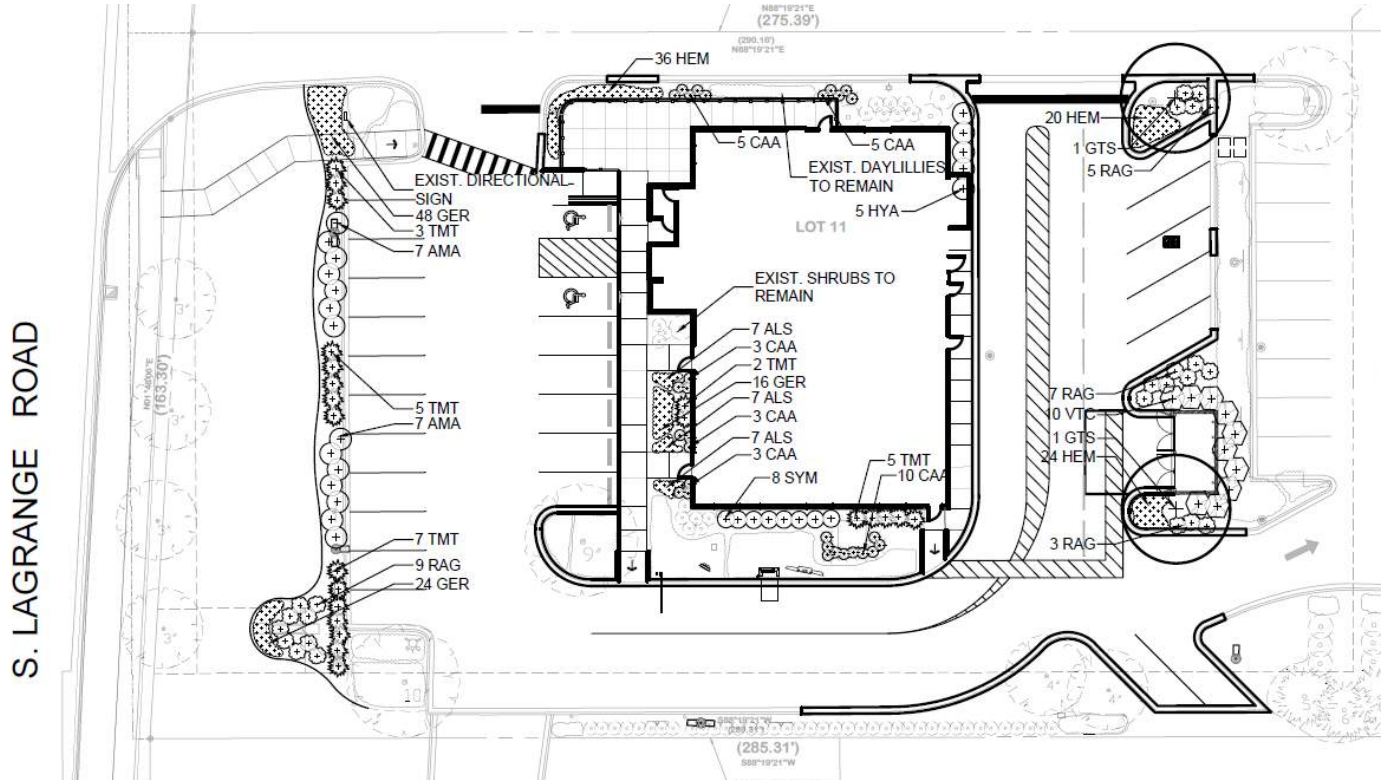


Open Item #1: Review overall proposed Site Plan changes, layout, site circulation, and drive-thru stacking.

The Plan Commission liked the overall site layout and circulation proposed. It was preferred the plans be revised to include some bicycle racks for customers and employees to use.

LANDSCAPE

Landscaping on the site is largely in compliance with the originally approved plan. The west side buffer was reduced in 2015 due to the LaGrange Road expansion and a waiver was approved at that time. Some landscaping is being altered due to the changes. One tree is proposed to be removed due to the new patio area. However, two new trees are proposed in the end islands where space is available. Additionally, several shrubs, bushes, and grasses have been proposed along the LaGrange Road frontage adjacent to the parking lot and next to the building foundation to enhance the site's overall appearance. The proposed plan enhances and improves the landscaping existing on the site where possible and is similar to adjacent commercial property landscaping along LaGrange Road.



ARCHITECTURE

The building's architecture will largely remain the same and meets the intent of the architectural guidelines in the PUD documents. The majority of the structure's exterior utilizes face brick, but there is limestone uses along the base, window headers, and as a design element along the top of the structure. Changes include a new storefront system with doors to allow for one or two tenants to occupy the site. A metal canopy has been added over the Starbucks entrance.

EIFS is proposed to be installed around the top band of the building on the west/front and south/side of the building to help divide the spaces and allow for signage. Staff is recommending that the EIFS band not be installed along the east side of the building as it makes for an awkward transition along the façade when the band stops and removes details that make the building more attractive (shown with a red circle on the south elevation below). A wall sign can still be permitted at that location but may require a different style to run electric through the brick area. For example, a wall sign with a backing plate or a raceway may be required here. By keeping the façade as it is, the quality building appearance is maintained, while also saving money on the renovations.

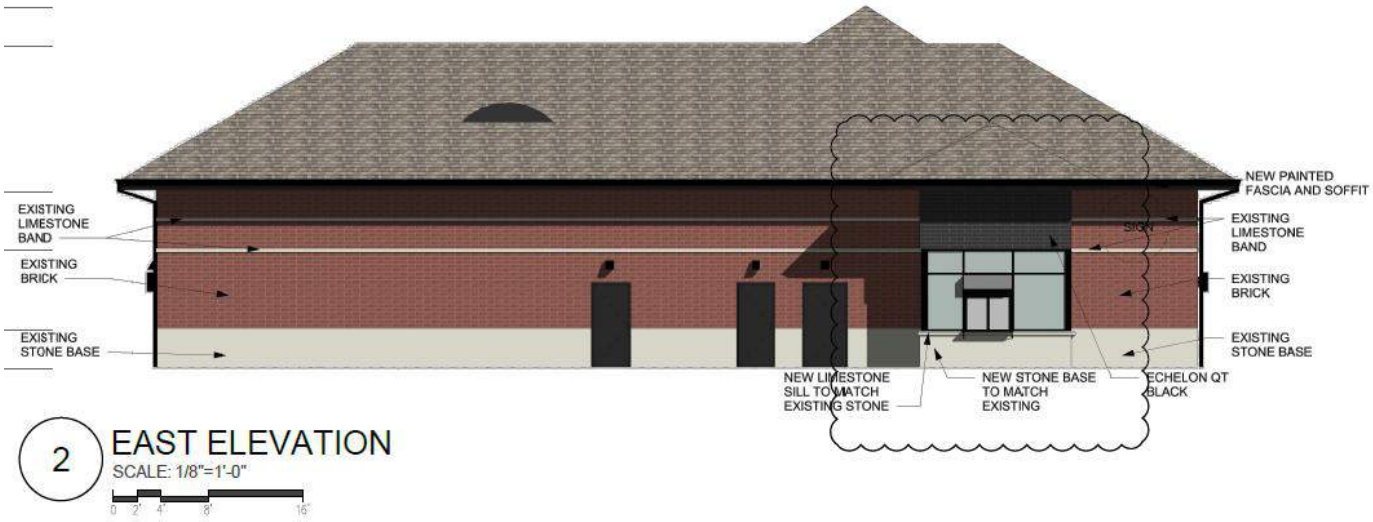
Staff also has concerns with the EIFS addition on the front/west façade as it creates a portion of the façade that looks less appealing than the rest of the building. Staff has recommended that the Petitioner look at alternative options to reduce the EIFS area that includes more brick or the ability to mount signage on the brick on a raceway or backer plate.

Open Item #2: Review façade changes and discuss staff's recommendation that the south façade does not include an EIFS band at the top of the building and there be changes to make the west EIFS band area more appealing.

The Commission noted they agreed with staff on the removal of the EIFS along the south façade that is awkward and ends abruptly. The preference was to see some sort of changes to the front/west façade to add some brick and help frame the EIFS sign area better. The Petitioner revised plans to accomplish the recommendations on both facades and are shown below.

Above: New west/front elevation with brick framing around the new EIFS area.

Above: New south/side elevation with brick remaining as-is and EIFS area from previous plans removed.



SIGNAGE

The existing foundation and sign base will be utilized with a new ground sign box proposed that will have space for the building's two or three tenants. The proposed ground sign complies with the size, height, and design requirements of the zoning code and PUD sign regulations.

No wall, directional, or drive-thru signage has been proposed at this time. Typically, staff likes to see these signs for any known tenants with new development proposals to avoid any future delays or additional meetings. Specifically, staff notes that a preview menu board, which is typical of Starbucks locations and shown on the site plan, is not permitted (only one sign accessory to a drive-thru is permitted). The Petitioner has noted that all signage beyond the ground sign (wall, directional and drive-thru signage) is the responsibility of the tenants. They have noted it is understood by both them and Starbucks that any signage that isn't in compliance with the existing codes may require a separate review and public hearing process to receive approval.

As requested at the Workshop, the Petitioner cannot request any Variation or Exception from the code requirements for the drive-thru sign because the request was only for Site Plan and Architectural Approval. There is not a public hearing and no ordinance goes to the Village Board. So, an allowance for an additional drive-thru menu sign will require a new application. The need for the information and request was relayed to the Petitioner in their staff review letter of the project. Either they or Starbucks will apply for the Exception once they are closer to permitting for the site and have specific sign details.

PARKING

There is 5,241 sq. ft. of leasable commercial floor space in the building. With the requirement of 6.5 spaces per 1,000 sq. ft. for planned commercial centers, this requires a total of 34 stalls on the site. 35 parking stalls have been provided on the site and cross-parking is recorded within the overall Park Hills Towne Centre development. Ideally most parking spaces are located near the business entrances for easy customer access; however, there is no space for expansion due to the IDOT takings related to LaGrange Road. The Petitioner has noted, that as the building owner, they plan to instruct all tenants to have employees park at the farthest spots in the rear for customer convenience. A Parking and Traffic Analysis from their traffic consultant KLOA has been supplied outlining the expected traffic demand and concluding that adequate parking supply and drive-thru stacking is present in the proposed plan.

The ADA stalls have been redesigned according to current Illinois Accessibility Code standards that allow for sharing of an access aisle. The previously existing aisle space will be added to the patio area to ensure there is adequate space around the patio to avoid vehicle conflicts and for space to place a walkway connecting the storefront and public sidewalk. The one-way spaces on the south side of the site have been removed to allow for space for the drive-thru lane. New angled one-way spaces were added on the east side of the building where the existing dumpster enclosure is located. Truck loading will happen at the rear of the property during non-peak hours to avoid blocking any parked vehicles.

LIGHTING

The shopping center (and CVS and carwash outlots) utilizes a unique decorative light pole fixture. However, the bank development was approved without the use of those decorative fixtures, likely since it was not as interconnected to the larger shopping center development. The existing light poles will remain at their existing locations with new LED fixtures installed. All light fixtures will be downcast and full-cutoff (no visible light source) to avoid any off-site glare.

STANDARDS FOR SITE PLAN & ARCHITECTUAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architectural

a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.

b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.

c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.

d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.

e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).

f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.

g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.

h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to

break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.

i. Screen Mechanicals: All mechanical devices shall be screened from all public views.

j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

<u>Site Design</u>

a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.

b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.

c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.

d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.

e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

MOTION TO CONSIDER

If the Plan Commission wishes to act on the Petitioner's request, the appropriate wording of the motion is listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

"...make a motion to grant the Petitioner, Christopher Ilekis, on behalf of 9561 W 171st Tinley Park LLC (d/b/a Vequity), Site Plan Approval to make site and façade changes on an existing former bank building to be converted to a multi-tenant commercial building with a Starbucks Coffee drive-thru at 17111-17119 LaGrange Road (formally 9561 171st Street) in the B-3 PUD (Neighborhood Shopping, Park Hills Towne Centre PUD) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

1. *Any changes in drive-thru or parking demand from what was presented would require a new traffic/drive-thru analysis and prior approval to ensure the on-site drive-thru stacking and parking is sufficient.*
2. *Site Plan Approval is subject to final engineering plan review and approval."*

[any conditions that the Commission would like to add]

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

☑ **Special Use for:** Drive-thru coffee shop and up to 4 other uses
☐ **Planned Unit Development (PUD)** ☐ **Concept** ☐ **Preliminary** ☐ **Final** ☐ **Deviation**
☐ **Variation** ☐ ***Residential*** ☐ ***Commercial*** **for** _____
☐ **Annexation**
☐ **Rezoning (Map Amendment) From** _____ **to** _____
☐ **Plat (Subdivision, Consolidation, Public Easement)** ☐ ***Preliminary*** ☐ ***Final***
☐ **Site Plan**
☐ **Landscape Change Approval**
☐ **Other:** _____

PROJECT & PROPERTY INFORMATION

Project Name: 9561 W 171ST STREET

Project Description: 2 to 4 store development w/drive-thru coffee shop

Project Address: 9561 W. 171st Street **Property Index No. (PIN):** 27-27-320-006-0000

Zoning District: B-3 **Lot Dimensions & Area:** 167' x 294' (47,669 square feet)

Estimated Project Cost: $ _____

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: Randall Morrissey, VP, RE Manage **Company:** Fifth Third Bank

Street Address: [redacted] **City, State & Zip:** [redacted]

E-Mail Address: [redacted] **Phone Number:** _____

APPLICANT INFORMATION

☐ **Same as Owner of Record**

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: Christopher Ilekis **Company:** 9561 W 171ST TINLEY PARK 2 LLC

Relation To Project: Developer and Contract Purchaser

Street Address: [redacted] **City, State & Zip:** [redacted]

E-Mail Address: [redacted] **Phone Number:** [redacted]

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize 9561 W 171ST TINLEY PARK 2 LLC *(print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.*

Property Owner Signature: [redacted]

Property Owner Name (Print): Randall Morrissey, VP, Real Estate Manager of Fifth Third Bank

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: [redacted]

Property Owner Name (Print): Randall Morrissey, VP, Real Estate Manager of Fifth Third Bank

Applicant Signature:
(If other than Owner)

Applicant's Name (Print): 9561 W 171ST TINLEY PARK 2 LLC

Date:

VILLAGE OF TINLEY PARK

APPLICATION FOR SITE PLAN APPROVAL

PROJECT NAME: 9561 W 171ST STREET **LOCATION:** 9561 W. 171st Street

The undersigned hereby requests that the Plan Commission and/or the Village Board of the Village of Tinley Park, Illinois consider authorizing Site Plan Approval for the project described within.

APPLICANT INFORMATION

Name: Christopher Ilekis
Company: [redacted]
Mailing Address:
Phone (Office):
Phone (Cell):
Fax:
Email: [redacted]

If the Applicant is not the property owner, describe the nature of the Applicant's interest in the property and/or the relationship to the property owner:

The applicant is the contract purchaser of the property.

PROPERTY INFORMATION

Property Address: 9561 W. 171st Street
PIN(s): 27-27-320-006-0000
Existing Land Use: Bank w/drive-thru
Zoning District: B-3
Lot Dimensions: 167' x 294'
Property Owner(s): Fifth Third Bank
Mailing Address: 38 Fountain Square Place, Cincinnati, OH 45202

APPLICATION INFORMATION

Description of proposed project (use additional attachments as necessary):

2 to 4 store development with drive-thru coffee shop.

Is the Applicant aware of any variations required from the terms of the Zoning Ordinance? If yes, please explain and note that a separate Variation Application is required with the submittal.

☑ No ☐ Yes:

The Applicant certifies that all of the above statements and other information submitted as part of this application are true and correct to the best of his or her knowledge.

[redacted]

Signature of Applicant *Date*

VILLAGE OF TINLEY PARK

SITE PLAN APPROVAL
CONTACT INFORMATION

PROJECT NAME: 9561 W 171ST STREET **LOCATION:** 9561 W. 171st Street

In order to expedite your site plan submission through the planning process, the Village of Tinley Park requires the following contact information. Please provide the information requested and return to the Planning Department. Your prompt attention is greatly appreciated.

CURRENT PROPERTY OWNER OF RECORD

Name: Randall Morrissey
Company: Fifth Third Bank
Address: 4685 Winfield, MD G24310, Warrenville, IL
Phone:
Fax:
Email:

PROJECT ARCHITECT

Name: Yousuf Ghori
Company: Ilekis Associates
Address: 226 W. Jackson Blvd, Ste 1000, Chicago, IL
Phone:
Fax:
Email:

PROJECT ENGINEER

Name: Bill Perry
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Ste 100, Aurora, IL
Phone:
Fax:
Email: [redacted]

PROJECT LANDSCAPE ARCHITECT

Name: Bill Perry
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Ste 100, Aurora, I
Phone:
Fax:
Email: [redacted]

ATTORNEY

Name: David B. Sosin
Company: Sosin, Arnold & Schoenbeck, Ltd.
Address: Suite 205, 9501 W. 144th Place, Orland Park, IL 60462
Phone: [redacted]
Fax:
Email:

END USER

Name: 9561 W 171ST TINLEY PARK 2 LLC
Company: Coffee shop and tenants to be determined
Address: 400 N. State St., Ste 400, Chicago, IL 60654
Phone: [redacted]
Fax:
Email:

VILLAGE OF TINLEY PARK

SITE PLAN APPROVAL
RESPONSIBLE PARTIES

PROJECT NAME: 9561 W 171ST STREET **LOCATION:** 9561 W. 171st Street

Please provide name, address and telephone number of the person/firm that will be responsible for payment of plan review, engineering, landscaping, attorney and building permit fees in the space provided below. If only one party will be responsible for all fees, please list that party's contact information under "General Billing."

GENERAL BILLING

Name: Christopher Ilekis
Company: [redacted]
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR PLAN REVIEW FEES

Name: Christopher Ilekis
Company: [redacted]
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR BUILDING PERMIT FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR ATTORNEY FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

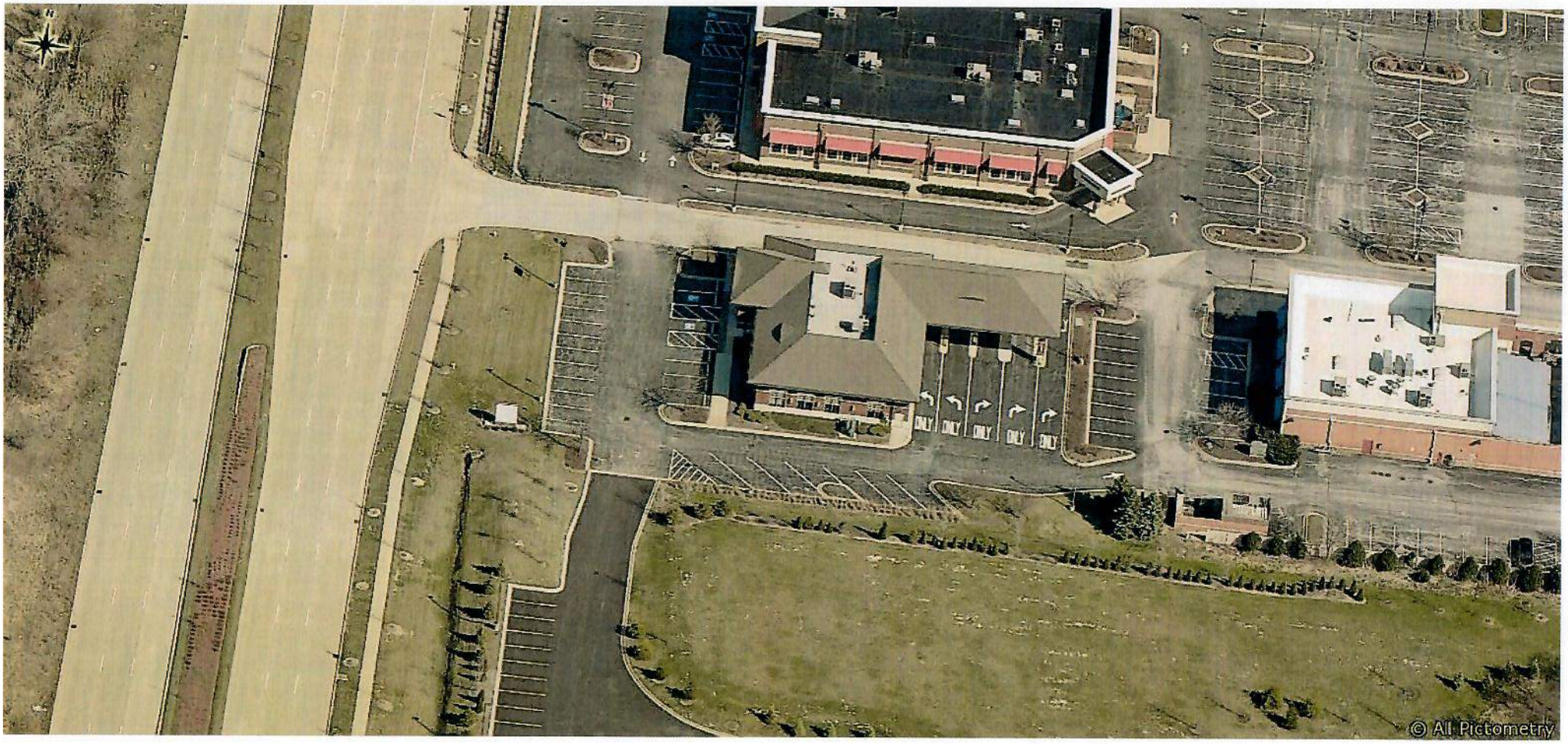
RESPONSIBLE FOR ENGINEERING/ CONSTRUCTION OVERSIGHT FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR LANDSCAPE REVIEW FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

9561 W 171st



04/06/2020

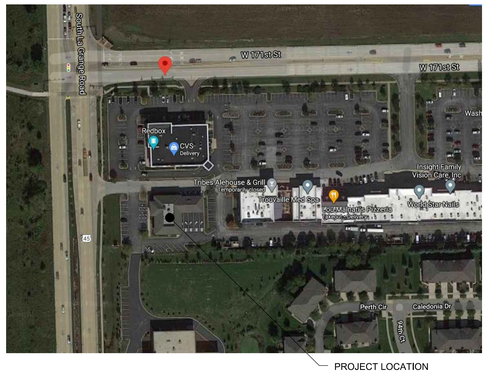
vequity | real estate. redefined.

SITE AND SHELL DEVELOPMENT

17111-17119 LAGRANGE RD

TINLEY PARK, IL 60487

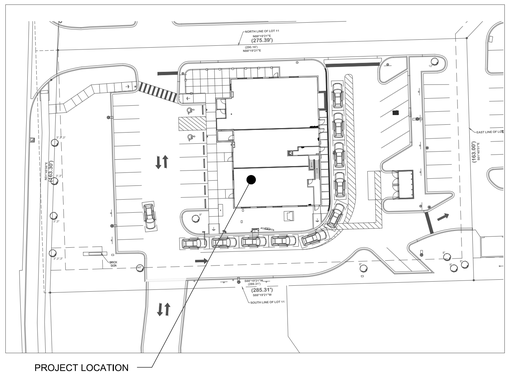
20% PRELIMINARY DESIGN PACKAGE



PROJECT LOCATION

NORTH

1 VICINITY AERIAL MAP
SCALE: NTS



PROJECT LOCATION

NORTH

2 PROJECT KEY PLAN
SCALE: NTS

3 PERSPECTIVE VIEW
SCALE: NTS FOR REFERENCE ONLY

SHEET INDEX

SHEET INDEX							
REVISION						SHEET NAME	
6	5	4	3	2	1		
						ARCHITECTURAL	
						G0.00	COVER SHEET DRAWING INDEX PROJECT INFO
						G0.01	ADA ACCESSIBILITY GUIDELINES
						G0.02	GENERAL NOTES
						DS1.01	DEMOLITION SITE PLAN
						D1.01	DEMOLITION FLOOR PLAN
						D1.02	DEMOLITION ROOF PLAN
						D3.01	DEMOLITION ELEVATIONS
						AS1.01	SITE PLAN
						AS1.02	SITE PLAN DETAILS
						AS1.03	PHOTOMETRIC PLAN
						L.1	PLANT PROTECTION AND REMOVAL PLAN
						L.2	LANDSCAPE PLAN
						A1.00	BASEMENT PLAN
						A1.01	FLOOR PLAN
						A1.02	ROOF PLAN
						A3.01	EXTERIOR COLOR ELEVATIONS

PROJECT DIRECTORY

OWNER
VEQUITY LLC
226 N MORGAN STREET
SUITE 300
CHICAGO, IL 60607
P. 312-985-0987

ARCHITECT OF RECORD
ILEKIS ASSOCIATES
223 WEST JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
P. 312-419-0009

CODE SUMMARY

- SEE G0.01 FOR ALL CODE REVIEW AND SUMMARIES.
- SEE G0.01 FOR STANDARD ADA MOUNTING INFO
- SEE G0.02 FOR GENERAL NOTES

DIGGING NOTICE

CONTRACTOR TO VERIFY ALL LOCAL REQUIREMENTS IF DIGGING IS REQUIRED.

20% PRELIMINARY DESIGN

CITY APPROVAL

CLIENT:
vequity | real estate. redefined.

Vequity
226 N Morgan Street
Suite 300
Chicago, IL 60607
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS architects + planners

ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606

312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA

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NOTE:

PROJECT # 2014-22
17111-17119 LaGrange Rd
TINLEY PARK IL 60487

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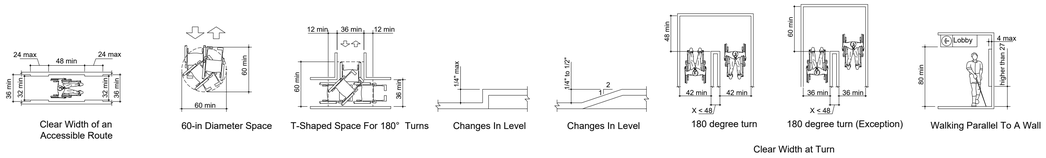
DATE:	ISSUED FOR:
05/14/21	ISSUED PER CITY COMMENTS
05/12/21	20% CITY CLIENT REVIEW
04/22/21	ISSUED PER CITY COMMENTS
03/26/21	20% CITY CITY & CLIENT REVIEW

COVER SHEET, DRAWING INDEX & PROJECT INFO

G0.00

ADA ACCESSIBILITY GUIDELINES

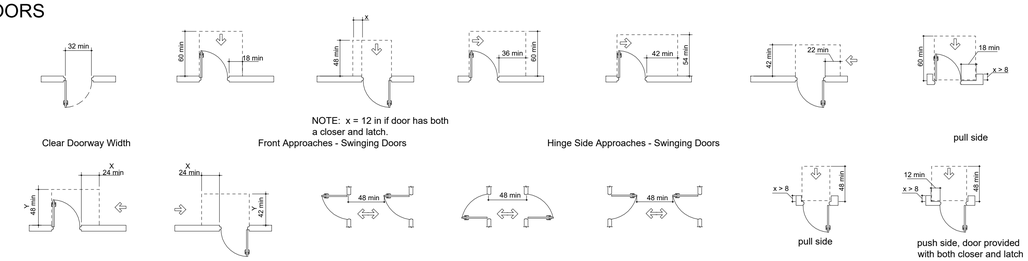
PATH OF TRAVEL



Clear Width of an Accessible Route | 60-in Diameter Space | T-Shaped Space For 180° Turns | Changes In Level | Changes In Level | 180 degree turn | 180 degree turn (Exception) | Walking Parallel To A Wall

Clear Width at Turn

DOORS

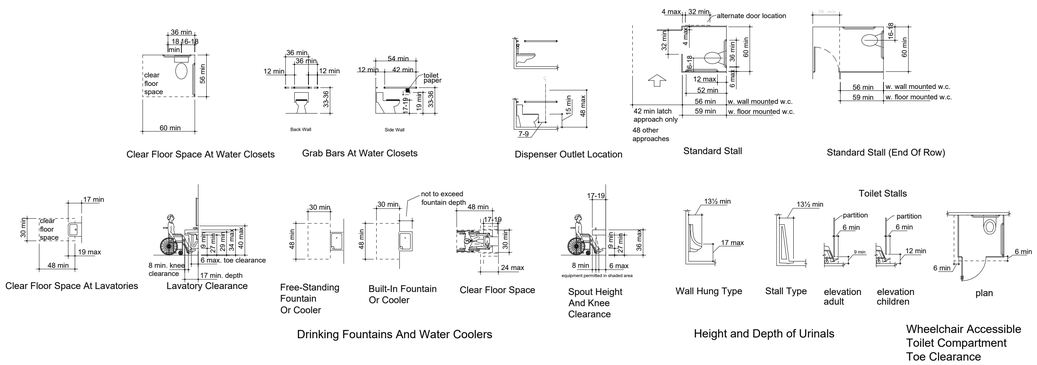


Clear Doorway Width | NOTE: x = 12 in if door has both a closer and latch. Front Approaches - Swinging Doors | Hinge Side Approaches - Swinging Doors | pull side

NOTE: y = 54 in minimum if door has closer. NOTE: y = 48 in minimum if door has closer. Latch Side Approaches - Swinging Doors | Doors In Series and Gates in Series | pull side | push side, door provided with both closer and latch

Maneuvering Clearances at Recessed Doors and Gates

RESTROOMS



Clear Floor Space At Water Closets | Grab Bars At Water Closets | Dispenser Outlet Location | Standard Stall | Standard Stall (End Of Row)

Toilet Stalls

Clear Floor Space At Lavatories | Lavatory Clearance | Free-Standing Fountain Or Cooler | Built-In Fountain Or Cooler | Clear Floor Space | Spout Height And Knee Clearance | Wall Hung Type | Stall Type | elevation adult | elevation children | plan

Drinking Fountains And Water Coolers | Height and Depth of Urinals | Wheelchair Accessible Toilet Compartment Toe Clearance

CODE ANALYSIS

GOVERNING CODES	
VILLAGE OF TINLEY PARK MUNICIPAL CODE	
2012	INTERNATIONAL BUILDING CODE
2012	INTERNATIONAL MECHANICAL CODE
2012	INTERNATIONAL FIRE GAS CODE APPENDIX A
2012	INTERNATIONAL FIRE CODE APPENDIX B AND D
2012	INTERNATIONAL PROPERTY MAINTENANCE CODE
2015	INTERNATIONAL ENERGY CONSERVATION CODE
2014	ILLINOIS PLUMBING CODE
2011	NATIONAL ELECTRICAL CODE

BUILDING			
CONSTRUCTION TYPE:			
SPRINKLER SYSTEM:			
MAX TRAVEL DISTANCE PER 1016.1 TABLE:		250 FT	
PROPOSED USE GROUP:		MIXED USE	
# STORIES:		1	
TENANT-A	GROUP A2	2,364	SF
TENANT-B	GROUP B	1,438	SF
TENANT-C	GROUP B	1,439	SF
GROSS LEASE AREA:		5,241	SF
BUILDING GROSS AREA:		5,593	SF

SITE-BUILDING ANALYSIS				
ZONE:	B3	GENERAL BUSINESS & COMMERICAL - PUD		
LOT AREA SF:	45,697	SF		
BUILDING AREA	5,593	SF		
BUILDING SETBACKS:		REQUIRED	PROVIDED	VARIANCE
FRONT YARD (NORTH)		0'	22'-3 1/2"	
REAR YARD (WEST)		0'	95'10"	
SIDE YARD (SOUTH)		0'	52'-11"	
SIDE YARD (EAST)		0'	107'-3"	
NOTES:				

PARKING CALCULATION				
TENANT	OCCUPANCY	AREA	PARKING/SF	PARKING REQUIRED
TENANT A	RESTAURANT	2,364	1000/6.5	16
TENANT B	RETAIL USE	1,438	1000/6.5	9
TENANT C	RETAIL USE	1,439	1000/6.5	9
TOTAL BUILDING LEASE AREA		5,241	TOTAL REQUIRED	34
			TOTAL PROVIDED	35
			SURPLUS/(DEFICIT)	1

				REQUIRED	PROVIDED
	90 Degree				
STALL :	9'6"X18'0"				
ADA STALL:	16'-0"x18'-0"				
DRIVE AISLE:	20' max	ONE WAY			
	24'	TWO WAY			
ADA PARKING SPACES :			5%	1	2
LOADING BERTH:					
BIKE PARKING :					
STACKING PARKING:					

20% PRELIMINARY DESIGN

CITY APPROVAL

CLIENT:

vequity real estate. redefined.

Vequity
226 N Morgan Street
Suite 300
Chicago, IL 60607
312-985-0987
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PROJECT TEAM:

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NOTE:

PROJECT # 2014-22
17111-17119 LaGrange Rd
TINLEY PARK IL 60487

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05/14/21	ISSUED PER CITY COMMENTS
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CODE ANALYSIS AND ADA ACCESSIBILITY GUIDELINES

G0.01

ABBREVIATIONS

AB	ANCHOR BOLT
A/C	AIR CONDITIONER
ACT	ACOUSTICAL CEILING TILE
ACP	ALUMINUM COMPOSITE PANEL
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADAA	ADA ACCESSIBLE
ADAAG	ADA ACCESSIBILITY GUIDELINES
ADJ	ADJUSTABLE OR ADJACENT
AESS	ARCHITECTURALLY EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALS	ACRYLIC LATEX SEALANT
ALT	ALTERNATE
ALUM	ALUMINUM LS LIMESTONE ANOD ANODIZED
AP	ACCESS PANEL
APPROX	APPROXIMATELY
APT	APARTMENT
AR	ABUSE RESISTANT
ARCH	ARCHITECTURAL
AS	ACOUSTICAL SEALANT
ASSOC	ASSOCIATED
AT	ACOUSTIC TILE
ATTEN	ATTENUATION
B/	BOTTOM OF
B-MARK	BENCHMARK
BD	BOARD
BEJ	BUILDING EXPANSION JOINT
BOT	BOTTOM
BJF	BITUMINOUS JOINT FILLER
BLDG	BUILDING
BLK	BLOCK
BLKG	F.T. BLOCKING
BM	BEAM
BMT	BUTYLMASTIC TAPE SEALANT
BRK	BRICK
BRS	BUTYL RUBBER SEALANT
BTWN	BETWEEN
C/C	CENTER TO CENTER
CAB	CABINET
CCTV	CLOSED CIRCUIT TELEVISION
CB	CATCH BASIN
CF	CUBIC FOOT / FEET
CFRG	CERAMIC FIRE RATED GLASS / GLAZING
CG	CORNER GUARD
CJ	CONTROL JOINT (CONCRETE, CMU)
CJF	CORK JOINT FILLER
CL	CENTER LINE
CLG	CEILING
CLGHT	CEILING HEIGHT
CLO	CLOSET
CLR	CLEAR OPENING
CLSRM	CLASSROOM
COL	COLUMN
CONC	CONCRETE
CONCP	CONCRETE PAINTED
COND	CONDITION
CONFIG	CONFIGURATION
CONST	CONSTRUCTION
CONTR	CONTRACTOR
CONT	CONTINUOUS
CORR	CORRIDOR
CPT	CARPET (WALL TO WALL)
CMU	CONCRETE MASONRY UNIT
CMUP	CMU PAINTED
CO	CLEAN OUT
COORD	COORDINATE
CT	CERAMIC TILE
DEMO	DEMOLITION / DEMOLISH
DES	DESIGN
DF	DRINKING FOUNTAIN
DH	DOUBLE HUNG
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DS	DOWN SPOUT
DTL	DETAIL
DWG	DRAWING
DWM	DEPARTMENT OF WATER MANAGMENT
EA	EACH
EC	EXPOSED CONSTRUCTION / ELECTRICAL CONTRACTOR
ECP	EXPOSED CONSTRUCTION PAINTED
EFTS	EXPANDING FOAM TAPE SEALANT
EIFS	EXTERIOR INSULATED FINISH SYSTEM EIFS
EJ	EXPANSION JOINT (BRICK MASONRY)
EL	ELEVATION
ELEC	ELECTRICAL)
ELEV	ELEVATION / ELEVATIONS
EM	EMERGENCY
ENCL.	ENCLOSURE
EPEJF	EXPANDED POLYURETHANE JOINT FILLER
EQ	EQUIVALENT
ETC	ET CETERA
EX	EXISTING
EXH	EXHAUST
EXIST'G	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FACP	FIRE ALARM CONTROL PANEL
FD	FLOOR DRAIN
FDC	FIRE DEPARTMENT CONNECTION
FDTN	FOUNDATION
FE	ABC FIRE EXTINGUISHER (SURFACE MOUNTED)
FEC	ABC FIRE EXTINGUISHER +CABINET, RATED AS REQ'D
FHS	FIRE HOSE STATION
FIN	FINISH
FIXT	FIXTURE(S)
FLR	FLOOR
FLSHG	FLASHING
FF & E	FURNITURE FURNISHINGS AND EQUIPMENT
F.F.E	FINISHED FLOOR ELEVATION
FOOT	
F.T.	FIRE TREATED
FTG	FOOTING
GA	GAUGE
GALV	GALVANIZED
GB	GRAB BAR
GC	GENERAL CONTRACTOR
GFCMU	GROUND FACED CONCRETE MASONRY UNIT(S)
GL	GLASS
GRND	GROUND
GSF	GROSS SQUARE FOOT / FEET
GYP	GYPSUM
GWB	GYPSUM WALL BOARD
H	HEIGHT
HB	HARD BOARD
HC	HOLLOW CORE
HD	HOT-DIPPED (GALVANIZED)
HDWR	HARDWARE
HNCG	HOLLOW NEOPRENE COMPRESSION GASKET
HORIZ	HORIZONTAL
HM	HOLLOW METAL
HP	HIGH POINT
HR	HOUR
HSS	HOLLOW STRUCTURAL SECTION
HT	HEIGHT
HTG	HEATING
IAC	ILLINOIS ACCESSIBILITY CODE
IE	THAT IS
ID	INSIDE DIAMETER
IN.	INCH
INCL	INCLUDE(ING)
INFO	INFORMATION
INSUL	INSULAT(ED), (ION)
INT	INTERIOR
INV	INVERT
JC	JANITOR'S CLOSET
J-BOX	JUNCTION BOX
JT	JOINT
KIT	KITCHEN

L	LENGTH, LONG
LAM	LAMINATED
LAV	LAVATORY
LBL	LABEL
LF	LINEAL FOOT / LINEAL FEET
LP	LOW POINT
LR	LIVING ROOM
LS	LIMESTONE
LT	LIGHT
LVL	LEVEL
MAS	MASONRY
MACH	MACHINE
MATL	MATERIAL(S)
MAX	MAXIMUM
MDF	MEDIUM DENSITY FIBERBOARD
MECH	MECHANICAL
MED	MEDIUM
MEP	MECH., ELEC. & PLBG.
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MR	MOISTURE RESISTANT
MTD	MOUNTED
MTL	METAL
MULL	MULLION
MV	WATER METER VAULT
NC	NOISE CRITERIA
NFWH	NON-FREEZE WALL HYDRANT
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NRC	NOISE REDUCTION COEFFICIENT
NTS	NOT TO SCALE
OA	OVERALL
OC	ON CENTER
OD	OUTSIDE DIAMETER
OH	OVERHEAD
OPENG	OPENING
OPER	OPERABLE
OPP H	OPPOSITE
PART	PARTITION
PBMR	PRE-SHIMMED BUTYL MASTIC
PC	PIECE
PCS	PIECES
PERP	PERPENDICULAR
PL	PLASTIC OR PLATE
PL LAM	PLASTIC LAMINATE
PLBG	PLUMBING
PLWD	PLYWOOD
PNL	PANEL
PR	PAIR
PREFAB	PREFABRICATED
PREFIN	PREFINISHED
PREP	PREPARE / PREPARATION
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	PAINT
PTD	PAINTED FINISH
QT	QUARRY TILE
QTY	QUALITY
QUANT	QUANTITY
R	RISER
RAD	RADIUS
RAD COVER	FIN-TUBE RADIATOR COVER
RB	RESILIENT BASE
RD	ROOF DRAIN
REC	RECESSED
REF	REFERENCE
REF/FRZR	REFRIGERATOR / FREEZER
REINF	REINFORCED
REQ'D	REQUIRED
REQ'S	REQUIREMENTS
RET	RETURN(ED)
REV	REVISION
RM	ROOM
RO	ROUGH OPENING
RTU	ROOF TOP UNIT
SAFB	SOUND ATTENUATION FIRE BLANKET
SC	SOLID CORE
SECT	SECTION
SGT	STRUCTURAL GLAZED TILE
SHLVG.	SHELVING
SHT	SHEET
SHTG	SHEETING
SIM	SIMILAR
SPEC	SPECIFICATION SPEC
SPRKLR	SPRINKLER
SQ	SQUARE
SF	SQUARE FEET
SQ IN	SQUARE INCHES
SS	STAINLESS STEEL
ST	SEALANT TAPE
STC	SOUND TRANSMISSION COEFFICIENT
STD	STANDARD
STL	STEEL
STOR	STORAGE
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SURF	SURFACE
SUSP	SUSPENDED
SV	SHEET VINYL
T	TREAD
T/	TOP OF
T+G	TONGUE AND GROOVE
TB	TOWEL BAR
TEL	TELEPHONE
TERR	TERRAZZO
THK	THICK(NESS)
TT	TRAFFIC TOPPING
TYP	TYPICAL
UL	UNDERWRITERS LABORATORY
UNO	UNLESS NOTED OTHERWISE
UR	URINAL
GUTIL	UTILITY(IES)
V	VINYL
VB	VINYL WALL BASE
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VIF	VERIFY IN FIELD
VR	VAPOR RETARDER
VWB	VINYL WALL BASE
VWC	VINYL WALL COVERING
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET
WD	WOOD
WIN	WINDOW(S)
WP	WORK POINT
WPR	WATERPROOFING
WR	WATER RESUSTABT
WT	WEIGHT
WV	WATER VAULT
WVNR	WOOD VENEER

SYMBOLS/MATERIAL LEGEND

SECTION/DETAIL SYMBOL
SECTION OR DETAIL IDENTIFICATION
A / A5.1
DWG. SHEET WHERE SECT. / DTL. IS DRAWN

DETAIL SYMBOL
DETAIL IDENTIFICATION
23 / A2.2
DWG. SHEET NO. WHERE DETAIL IS DRAWN

BUILDING SECTION SYMBOL
DETAIL IDENTIFICATION
A / A4.2
DWG. SHEET NO. WHERE SECTION IS DRAWN

ROOM IDENTIFICATION SYMBOL
OFFICE
2234
ROOM NAME
ROOM NUMBER

KEYNOTE SYMBOLS
X DEMOLITION KEYNOTE
X PROPOSED WORK KEYNOTE

PARTITION SYMBOL
ALPHA-NUMERIC PARTITION TYPE IDENTIFICATION. REFER TO FIRE PARTITION PLANS ON G2.1 +G2.2 FOR REQ'D WALL RATING, A1 SERIES DWGS. FOR LOCATIONS. A9.1 FOR CONST. + TEST #
A

ELEVATION SYMBOL
DETAIL IDENTIFICATION
A / A4.1
DWG. SHEET NO. WHERE ELEVATION IS DRAWN

1 / A6.1 / 2 / 3
DETAIL IDENTIFICATION
DWG. SHEET NO. WHERE ELEVATION IS DRAWN

DOOR / LITE SYMBOLS
HINGED DOOR SYMBOL
#234
DOOR IDENTIFICATION NO. (SEE DOOR SCHEDULE)

ELEVATION SYMBOL
1ST FLOOR
EL 100'-0"
(ARCH + STRUCT)

ELEVATION CHANGE SYMBOL - PLAN

ASPHALT
BRICK
CONCRETE MASONRY UNIT
EARTH
BATT INSULATION
GASKET / COMPRESSIBLE FILLER
SEALANT AND BACKER ROD
RIGID INSULATION
PLASTER / CEMENT PLASTER
DRYWALL (GYPSUM BOARD)
MEMBRANE
ACOUSTICAL TILE
GLASS
CARPET
CONCRETE (CAST IN PLACE OR PRECAST)
GRAVEL / GRANULAR FILL
LIMESTONE OR CAST STONE / NOTED
STRUCTURAL STEEL LARGE SCLE
MISC METAL LARGE SCALE
STRUCTURAL STEEL MISC METAL LARGE SCALE
STEEL / STAINLESS STEEL
ALUMINUM
CONTINUOUS WOOD F.T. BLOCKING
INTERMITTENT F.T. BLOCKING / SHIMS
PLYWOOD
WOOD, FINISHED
WOOD, ROUGH

GENERAL NOTES

1. THESE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS SHALL BE CONSIDERED PART OF THE CONTRACT DOCUMENTS.

2. ALL WORK IS TO BE COMPLETED IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES, RULES, REGULATIONS, AND STANDARDS, INCLUDING, BUT NOT LIMITED TO THE 2012INTERNATIONAL BUILDING CODE , THE ILLINOIS HANDICAPPED CODE, THE ILLINOIS PLUMBING, MECHANICAL, AND ELECTRICAL CODES, THE ILLINOIS FIRE CODE, THE AMERICANS WITH DISABILITIES ACT (ADA), AND APPLICABLE TRADE STANDARDS. ALL APPLICABLE RULES AND REGULATIONS ARE TO BE THE MOST CURRENT ADOPTED EDITION.

3. THE GENERAL CONTRACTOR (GC) IS RESPONSIBLE FOR OBTAINING ALL STATE AND LOCAL PERMITS REQUIRED FOR THE COMPLETION OF THE PROJECT. THE GENERAL CONTRACTOR SHALL PAY ALL PERMIT FEES, PLAN REVIEW FEES, LICENSE FEES, INSPECTION AND TAXES APPLICABLE TO THIS DIVISION AND SHALL BE INCLUDED IN THE BASE BID AS PART OF THIS CONTRACT.

4. ALL WORK MATERIALS AND CONSTRUCTION DETAILS MUST COMPLY WITH ANY AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING, HEALTH AND FIRE CODES. THIS INCLUDES THE GOVERNING CODES AND ORDINANCES OF THE VILLAGE OF TINLEY PARK AND OTHER APPLICABLE FEDERAL AND STATE REGULATIONS.

5. THE GENERAL CONTRACTOR AND ALL SUB-CONTRACTORS SHALL COMPLY WITH THE LATEST EDITION OF THE O.S.H.A. CONSTRUCTION AND SAFETY MANUAL.

6. THE GC SHALL COORDINATE WITH OWNER AND/OR ARCHITECT ALL PHASING OF CONSTRUCTION OPERATIONS IN ORDER TO MAINTAIN USE OF ALL CRITICAL FUNCTIONS, UTILITIES, SERVICES AND OTHER RELATED ITEMS WITHIN THE EXISTING FACILITIES. COORDINATE WITH ARCHITECT AND/OR OWNER PRIOR TO BIDDING.

7. GC SHALL ADVISE THE ARCHITECT AND OWNER, IN WRITING, OF THE ACTUAL START OF WORK DATE - TO BEGIN IMPLEMENTATION OF THE WORK INDICATED ON THESE DRAWINGS. GC TO FURNISH A GRAPHIC CONSTRUCTION SCHEDULE SHOWING MAJOR TRADES AND FINAL COMPLETION OF SAME.

8. THE ARCHITECT SHALL HAVE THE RIGHT AT ANY TIME TO MAKE ALTERATIONS, ADDITIONS TO AND DEDUCTIONS FROM THE WORK SHOWN ON THE DRAWINGS OR DESCRIBED IN THE SPECIFICATIONS WITHOUT VOIDING THE CONTRACT. ALL SUCH ITEMS WILL BE COVERED BY A REVISION DATE TO THE PLANS, WRITTEN JOB ORDER AND/OR SUPPLEMENT TO THE CONTRACT BY THE OWNER AND THE ARCHITECT. THE CONTRACTOR SHALL COMPUTE THE VALUE OF THE WORK AND SUBMIT A PROPOSAL FOR THE APPROVAL OF THE ARCHITECT AND THE OWNER. IN THE CASE OF REVISION, ADDENDUM, OR BULLETIN, THE CONTRACTOR SHALL NOT PROCEED WITH CHANGES WITHOUT AN AUTHORIZED JOB ORDER OR SUPPLEMENT TO THE CONTRACT.

9. ANY CHANGES, SUBSTITUTION, OMISSION, OR OTHER DEVIATIONS FROM THESE DRAWINGS DURING OR BEFORE CONSTRUCTION OF THE BUILDING SHALL NOT BE THE RESPONSIBILITY OF THE ARCHITECT UNLESS AUTHORIZED IN WRITING BY THE ARCHITECT, OR HIS CONSULTANTS. CHANGES NOT APPROVED SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

10. THE GC, WITHOUT EXTRA CHARGE, SHALL MAKE SUCH SLIGHT ALTERATION: CUTTING FITTING OR PATCHING OF HIS WORK AS MAY BE NECESSARY TO MAKE ADJUSTABLE PARTS FIT TO FIXED PARTS, LEAVING ALL COMPLETE AND IN PROPER CONDITION WHEN COMPLETED.

11. ALL CONTRACTORS ARE REQUIRED TO VISIT THE JOBSITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS PRIOR TO SUBMITTING THEIR PROPOSAL. EACH INDIVIDUAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS FOR FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY PRIOR TO SUBMITTING BIDS AND/OR PROCEEDING WITH ANY WORK. SHOULD ANY CONTRACTOR FIND DISCREPANCIES IN, OR OMISSION FROM THE DRAWINGS, OR SPECIFICATIONS, OR BE IN DOUBT AS TO THEIR MEANING, NOTIFY THE ARCHITECT AT ONCE, IN WRITING, OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS OR THE WORK OF OTHER TRADES PRIOR TO OBTAIN CLARIFICATION PRIOR TO SUBMITTING BID. LACK OF SUCH NOTIFICATION SHALL BE CONSTRUED TO INDICATE NO DISCREPANCIES OR CONFLICTS EXIST. ADDITIONAL COMPENSATION WILL NOT BE GRANTED AFTER THE AWARD OF THE CONTRACT FOR ANY WORK REQUESTED TO COMPLY WITH THESE REQUIREMENTS.

12. IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR AND HIS RESPECTIVE SUBCONTRACTORS TO KEEP THE BUILDING AND ADJOINING PREMISES FREE AT ALL TIMES FROM THE ACCUMULATION OF DEBRIS CAUSED AS A RESULT OF THE WORK PERFORMED EACH DAY OF CONSTRUCTION.

13. THE GENERAL CONTRACTOR SHALL PROVIDE TEMPORARY BARRIERS OR PARTITIONS DURING CONSTRUCTION TO PREVENT SPREAD OF DUST OR OTHER RELATED MATERIALS. VERIFY AND COORDINATE LOCATIONS WITH THE ARCHITECT AND/OR OWNER. CONTRACTOR SHALL MAINTAIN ALL REQUIRED EXITWAYS AT ALL TIMES.

14. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL. REMOVAL OF DEBRIS AND DUMPSTER LOCATION MUST BE COORDINATED WITH OWNER/PROPERTY MANAGER.

15. THE METHOD OF ATTACHING NEW CONSTRUCTION TO EXISTING BUILDING STRUCTURE WILL BE IN ACCORDANCE WITH OWNERS CRITERIA AND AS REQUIRED BY CODE.

16. ALL MATTERS OF AESTHETIC EFFECT MUST BE DETERMINED BY THE ARCHITECT.

17. UNLESS OTHERWISE NOTED: WHERE EXISTING PARTITION AND WALLS ARE TO BE REMOVED, CONTRACTOR SHALL REMOVE OR RELOCATE ALL EXISTING ELECTRICAL CONDUITS, PLUMBING AND OTHER RELATED ITEMS SO AS TO RECEIVE NEW CONSTRUCTION. NON-RELOCATED LIGHT FIXTURES, SPEAKERS, ETC., WILL BE TURNED BACK TO OWNER OR DISPOSED OF AT HIS DIRECTION.

18. WHERE EXISTING ITEMS ARE TO BE RELOCATED AND/OR REINSTALLED, THE CONTRACTOR SHALL INSTALL SUCH ITEMS EQUALING OR EXCEEDING THE QUALITY OF EXISTING INSTALLATION BOTH STRUCTURALLY AND AESTHETICALLY. CONTRACTOR TO VERIFY PROCEDURE WITH THE ARCHITECT.

19. IN ALL AREAS WHERE EXISTING CONDITIONS ARE ALTERED, NEW MATERIALS, PARTITIONS, OR PRODUCTS ARE INSTALLED, THE CONTRACTOR SHALL PATCH AND FINISH FLOORS, WALLS, CEILINGS AND OTHER AFFECTED AREAS TO MATCH EXISTING CONDITIONS.

20. CONTRACTOR TO REPLACE OR CORRECT ANY AND ALL EXISTING CONSTRUCTION TO REMAIN, TO MATCH THAT DAMAGED BY CONSTRUCTION AND/OR INSTALLATION PROCESS AT NO ADDITIONAL COST TO THE OWNER.

21. CONTRACTORS TO REPLACE ALL DAMAGED AND/OR MISSING CEILING GRID. REPLACE ALL DAMAGED, DISCOLORED OR MISSING CEILING TILES WITH NEW TO MATCH EXISTING.

22. ARCHITECTURAL DRAWINGS TAKE PRECEDENCE OVER ENGINEERING DRAWINGS FOR ELECTRICAL AND TELEPHONE OUTLETS AND LIGHT FIXTURE LOCATIONS. G.C. TO NOTIFY ARCH. OF DISCREPANCIES.

23. GENERAL CONTRACTORS SHALL COORDINATE ALL MECHANICAL AND ELECTRICAL FLOOR AND WALL SLEEVES, CONDUIT AND ALL MECHANICAL SHAFTS WITH THE MECHANICAL, ELECTRICAL, PLUMBING, FIRE PROTECTION, STRUCTURAL AND ARCHITECTURAL DRAWINGS.

24. DIMENSIONS SHOWN ARE TO FINISH FACE OF WALL, UNLESS SPECIALTY NOTED OTHERWISE. PARTITION THICKNESS AND CONSTRUCTION ARE DESIGNATED BY PARTITION TARGETS-REFER TO PARTITION DETAILS FOR REQUIREMENTS.

25. CONTRACTORS TO MEET WITH BUILDING MANAGEMENT PRIOR TO BEGINNING OF WORK TO UNDERSTAND BUILDING RULES, HOURS OF WORK, REMOVAL OF DEBRIS, ETC.

26. ANY SHUTDOWNS WILL BE COORDINATED WITH BUILDING MANAGEMENT.

27. ALL WORK IS TO BE COORDINATED BY THE GENERAL CONTRACTOR TO ASSURE ADEQUATE FIT, FINISH, SYSTEM OPERATION, AND FULL COMPLETION OF THE WORK, INCLUDING SERVICE REQUIREMENTS OF THE OWNERS FIXTURES, FURNISHING AND EQUIPMENT.

28. ALL DIMENSIONS ARE SHOWN ON DRAWINGS. ANY DIMENSIONS NOT SHOWN OR DEEMED QUESTIONABLE ARE TO BE VERIFIED WITH THE ARCHITECT DESIGNER. DO NOT SCALE DRAWINGS.

29. CONTRACTOR IS TO SIGN EACH SHOP DRAWING SUBMITTAL CERTIFYING THAT THE SUBMITTAL HAS BEEN REVIEWED, APPROVED, AND THAT THE CONTRACTOR COORDINATION HAS BEEN APPROVED.

30. DURING THE ENTIRE PERIOD OF DEMOLITION AND CONSTRUCTION, ALL EXISTING EXITS, EXIT LIGHTING, FIRE PROTECTION DEVICES, AND ALARMS SHALL BE CONTINUOUSLY MAINTAINED IN WORKING ORDER.

31. ALL WOOD WILL BE FIRE RETARDANT TREATED TO COMPLY WITH APPLICABLE CODES.

32. PROVIDE CONCEALED WOOD OR SHEET METAL F.T. BLOCKING FOR ALL MILLWORK AND SPECIALTY ITEMS AND ACCESSORIES HUNG FROM PARTITIONS. (U.N.O.).

33. ALL FIRE EXT. CABINET LOCATIONS ARE TO BE COORDINATED W/THE ARCHITECT/DESIGNER AND LOCAL FIRE OFFICIAL PRIOR TO INSTALLATION.

34. AT COMPLETION OF JOB, PRIOR TO FINAL PAYMENT, GENERAL CONTRACTOR SHALL PROVIDE ONE COMPLETE MARKED-UP SET OF TRANSPARENCIES AND TWO SETS OF PRINTS WITH AS-BUILT CONDITIONS NOTED AND TWO COPIES OF APPLICABLE WARRANTIES, OPERATIONS MANUAL AND/OR MAINTENANCE INSTRUCTIONS.

35. MOVING OF EXISTING KITCHEN EQUIPMENT, EXISTING. DINING ROOM FURNITURE, EXISTING LIBRARY FURNITURE, BOOKS, EQUIPMENT, ETC. BY OWNER.

36. CONTRACTOR TO COORDINATE ALL ACTIVITIES TO FACILITATE WORK. CONTRACTOR TO PROVIDE 5 BUSINESS DAY ADVANCED NOTICE TO CPS PRIOR TO COMMENCEMENT OF WORK.

37. GENERAL CONTRACTOR IS TO COORDINATE WITH SUB CONTRACTORS ALL ASPECTS OF WORK AND IS RESPONSIBLE FOR CONTACTING AOR WITH REGARD TO ANY CONFLICTS.

TYPICAL DEMOLITION NOTES

1. ALL CONTRACTORS TO PROVIDE ALL NECESSARY INSURANCE AND HOLD HARMLESS THE OWNER, PROPERTY MANAGER, ARCHITECT AND AGENTS THEREOF FROM ANY DAMAGES RESULTING FROM CONTRACTORS EXECUTION OF WORK.

2. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTORS TO DETERMINE IN ACCORDANCE WITH ALL CODES AND OWNERS CRITERIA, ALL METHODS FOR CONSTRUCTION, DEMOLITION, AND ALL RELATED PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR ALL MATTERS OF LIFE SAFETY RESULTING FROM ALL CONSTRUCTION AND DEMOLITION.

3. ALL CONTRACTORS SHALL PERFORM THE DEMOLITION WORK IN ACCORDANCE WITH THE CURRENT VERSION OF ANSI/ASSE A10 - THE AMERICAN NATIONAL STANDARDS FOR SAFETY IN CONSTRUCTION AND DEMOLITION OPERATIONS.

4. THE CONTRACTOR SHALL SCHEDULE HIS/HER WORK TO INSURE MINIMUM DISTURBANCE TO THE REMAINDER OF OCCUPIED SPACE(S). THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF WORK AT THE PRE-CONSTRUCTION MEETING. ALL UTILITY SHUTDOWNS SHALL BE COORDINATED WITH THE OWNER AND PROPERTY MANAGER.

5. ALL DEMOLITION WORK SHALL BE COORDINATED BY THE GENERAL CONTRACTOR. TIMING OF ALL DEMOLITION WORK SHALL BE COORDINATED BY THE GENERAL CONTRACTOR. ALL CONTRACTORS SHALL COMPLY WITH ALL RULES AND REGULATIONS OF GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OVER DEMOLITION WORK.

6. CONTRACTORS SHALL PROVIDE TEMPORARY PARTITION DUST BARRIERS AT THE BUILDING INTERIOR IN ORDER TO MINIMIZE THE SPREAD OF DUST AND DEBRIS TO THE ADJOINING SPACE(S). THESE SHALL HAVE DRYWALL ON ONE SIDE, TAPED AND PAINTED.

7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL.

8. CONTRACTOR TO REPLACE OR CORRECT ANY AND ALL EXISTING CONSTRUCTION TO REMAIN, TO MATCH THAT DAMAGED BY CONSTRUCTION AND/OR INSTALLATION PROCESS AT NO ADDITIONAL COST TO THE OWNER. AFTER THE CONTRACTOR REMOVES THE PARTITIONS AND CEILING SYSTEM THE CONTRACTOR MUST CONTACT BOTH THE ARCHITECT AND BUILDING ENGINEER PRIOR TO FURTHER DEMOLITION FOR ANY QUESTIONS/CLARIFICATION REGARDING SYSTEMS TO REMAIN.

9. SELECTIVELY REMOVE, RELOCATE AND/OR MODIFY EXISTING SPRINKLER SYSTEM AS REQUIRED TO MEET VILLAGE OF TINLEY PARK IL AND NFPA CODES AND ACCOMMODATE NEW REFLECTED CEILING PLAN. REFER TO FIRE PROTECTION DRAWINGS.

10. ALL ITEMS REMOVED AND NOT SCHEDULED TO BE REINSTALLED INCLUDING MILLWORK, HARDWARE, SHELVING, LIGHT FIXTURES, THERMOSTATS, ETC. ARE TO BE TURNED OVER TO THE OWNER. IF THE OWNER CHOOSES NOT TO KEEP ANY OF THESE ITEMS CONTRACTOR SHALL DISCARD.

TYPICAL FINISH NOTES

1. PREPARE ALL EXISTING WALLS AND FLOORS TO RECEIVE NEW FINISHES, AS REQUIRED BY THE MANUFACTURER OF THE NEW FINISHES.

2. FINISHED DOOR OPENING IN ALL NEW PARTITIONS SHALL BE SET TO ALLOW FULL TRIM EXPOSURES (4" MIN.) FROM ADJACENT PERPENDICULAR PARTITIONS, UNLESS NOTED OTHERWISE.

3. ALL FINISH CARPENTRY IS TO BE COMPLETED IN STRICT ACCORDANCE WITH A.W.I STANDARDS PREMIUM GRADE.

4. INTERIOR FINISHES: ALL INTERIOR FINISH MATERIAL SHALL COMPLY WITH THE REQUIREMENTS OF ALL APPLICABLE CODES, ORDINANCES AND REGULATORY AGENCIES.

A. ALL INTERIOR FINISHES SHALL BE RATED AS FOLLOWS:

1. ALL INTERIOR WALL & CEILING FINISH MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF 2009 INTERNATIONAL BUILDING CODE WITH VILLAGE OF TINLEY PARK IL AMENDMENTS, AND SHALL NOT BE LESS RESISTANT TO FLAME SPREAD THAN CLASS 2 FLAME SPREAD RATING 0 TO 25, SMOKE DEVELOPED 200 OR BETTER

2. ALL INTERIORS FLOOR COVERINGS SHALL COMPLY WITH THE 2009 INTERNATIONAL BUILDING CODE WITH VILLAGE OF TINLEY PARK IL AMENDMENT, CLASS B, INTERIOR FLOOR FINISH CRITICAL RADIANT FLUX BETWEEN 0.22 AND 0.44 WATTS/SQUARE CENTIMETER.

B. WALL AND/OR CEILING ASSEMBLIES THAT ARE IDENTIFIED WITH A FIRE RESISTIVE RATING SHALL BE CONSTRUCTED PER PRODUCTS MANUFACTURER'S SPECIFICATIONS AND THE REQUIREMENTS OF ALL APPLICABLE CURRENT CODES AND GOVERNING BODIES.

5. PAINTING AND DECORATING:

A. ALL SURFACES SHALL BE FREE OF DEFECTS, TAPED, FILLED AND SANDED SMOOTH TO RECEIVE INTERIOR FINISH AS SPECIFIED ON THE ROOM FINISH SCHEDULE. ALL PAINT AND WALL COVERING SHALL BE INSTALLED IN STRICT CONFORMANCE WITH THE MANUFACTURERS RECOMMENDATIONS. PATCH ANY CRACKS OR HOLES, SCRAPE LOOSE OR PEELING PAINT, FILL AND SAND SMOOTH, SKIM COAT ANY NECESSARY AREAS SO THAT THE WALLS ARE PERFECTLY SMOOTH PRIOR TO PRIMING

B. EXISTING PAINTED WALLS TO HAVE PATCHED AREAS FILLED, PRIMED, AND ONE FINISH COAT. NEW WORK TO HAVE A PRIMER COAT AND 2 FINISHED COATS. AREAS TO HAVE A SPECIALTY PAINTING SHOULD FOLLOW MANUFACTURERS SPECIFICATIONS.

C. TOUCH-UP EXISTING DOORS TO REMAIN WHICH HAVE DAMAGE WITH MATCHING STAIN AND REVARNISH.

6. FLOORS AND COVERINGS:

A. GENERAL CONTRACTORS SHALL VERIFY THAT ALL FLOORS ARE IN GOOD AND LEVEL CONDITION. ALL AREA FOUND NOT SO ARE TO BE FLASH PATCHED BY GENERAL CONTRACTORS.

B. FLOOR COVERINGS IN CLOSETS SHALL BE THE SAME AS THAT OF THE SPACE UNTO WHICH THE CLOSETS DOOR OPENS, UNLESS NOTED OTHERWISE.

C. WHERE TWO DISSIMILAR FLOORING MATERIALS MEET, GENERAL CONTRACTOR SHALL PROVIDE SUITABLE TRANSITION STRIPE UNLESS NOTED OTHERWISE.

D. PROVIDE AND INSTALL RESILIENT BASE SPECIFIED. INSTALLATION OF ALL WALL BASE SHALL BE IN STRICT ACCORDANCE WITH MANUFACTURERS RECOMMENDATION. WHERE BASE IS BEING PATCHED CONTRACTOR TO USE MINIMUM OF 6'-0" PIECES.

7. THE COLOR AND TEXTURE OF ALL NEW CONSTRUCTION SURFACES TO MATCH THAT OF EXISTING ADJACENT SURFACES UNLESS OTHERWISE INDICATED OR NOTED.

20% PRELIMINARY DESIGN

CITY APPROVAL

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THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA
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NOTE:

PROJECT # 2014-22
17111-17119 LaGrange Rd
TINLEY PARK IL 60487

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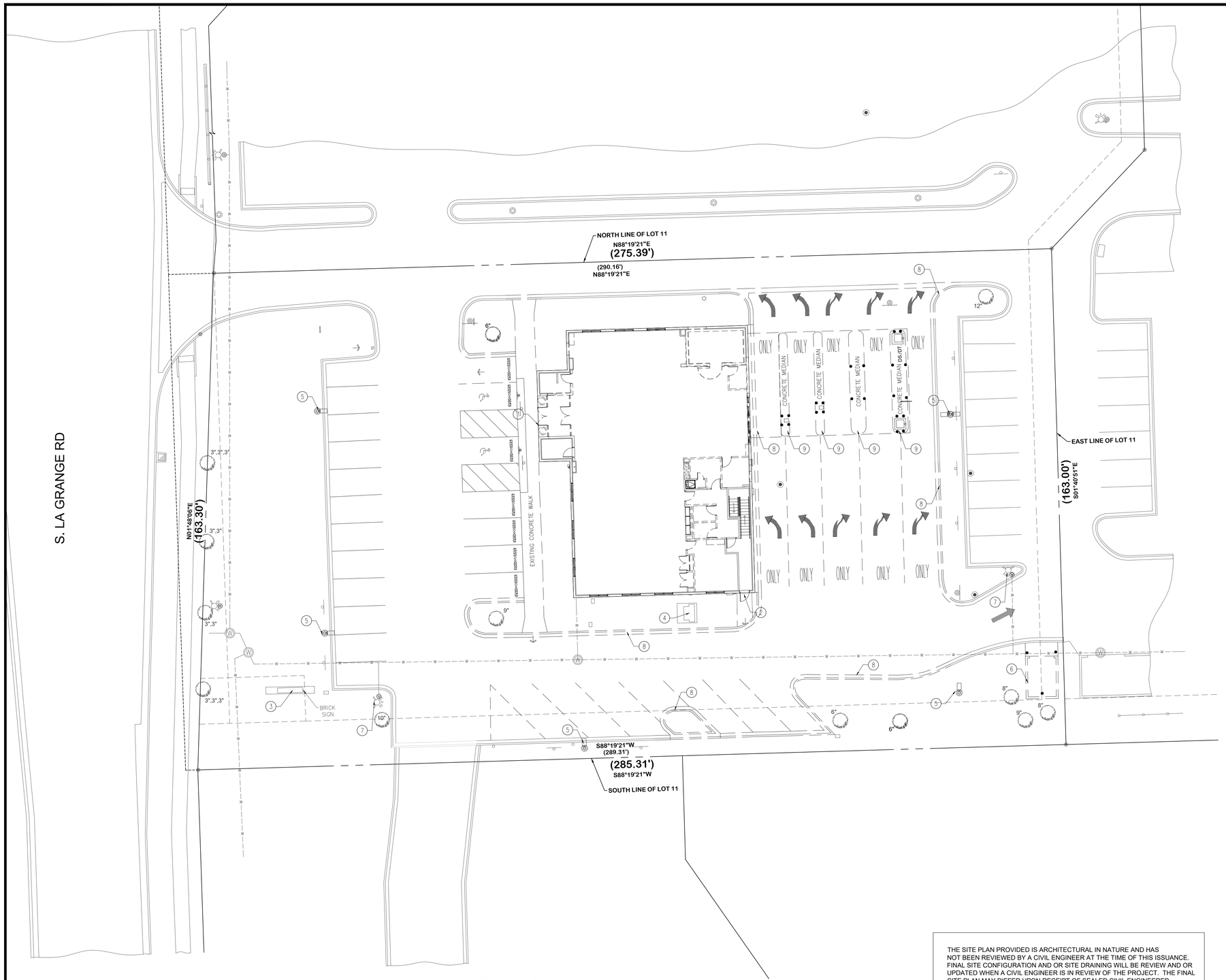
DATE:	ISSUED FOR:
05/14/21	ISSUED PER CITY COMMENTS
05/12/21	20% CITY CLIENT REVIEW
04/22/21	ISSUED PER CITY COMMENTS
03/26/21	20% CITY CITY & CLIENT REVIEW

GENERAL NOTES

G0.02



NORTH

1 SITE PLAN

SCALE: 1/16"-1'-0"

0 4' 8' 16' 32'

THE SITE PLAN PROVIDED IS ARCHITECTURAL IN NATURE AND HAS NOT BEEN REVIEWED BY A CIVIL ENGINEER AT THE TIME OF THIS ISSUANCE. FINAL SITE CONFIGURATION AND OR SITE DRAINING WILL BE REVIEW AND OR UPDATED WHEN A CIVIL ENGINEER IS IN REVIEW OF THE PROJECT. THE FINAL SITE PLAN MAY DIFFER UPON RECEIPT OF SEALED CIVIL ENGINEERED DOCUMENTS.

GENERAL NOTES:

A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
B. SEE AS1.02 FOR ADDITIONAL SITE DETAILS.
C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
E. PROVIDE KNOX BOX ON REAR OF PROPERTY, PER FIRE DEPARTMENT REQUIREMENTS.
F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
G. CLEAN LOT AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFGR SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

KEY NOTES:

1. EXISTING MAIN DOOR.
2. EXISTING EXIT DOOR.
3. EXISTING MONUMENT SIGN TO BE REUSED.
4. EXISTING ELECTRICAL TRANSFORMER.
5. EXISTING LIGHT POLE. TO REMAIN. REMOVE AND REPLACE HEADS WITH NEW.
6. REMOVE EXISTING TRASH ENCLOSURE.
7. EXISTING FIRE HYDRANT.
8. REMOVE EXISTING CURB.
9. REMOVE EXISTING DRIVE THRU IN ITS ENTIRETY WITH ALL ASSOCIATED COLUMNS, CURBS, BOLLARDS, DRIVE THRU EQUIPMENT AND ROOF ABOVE.
10. REMOVE PARKING STALL.

20% PRELIMINARY DESIGN

CITY APPROVAL

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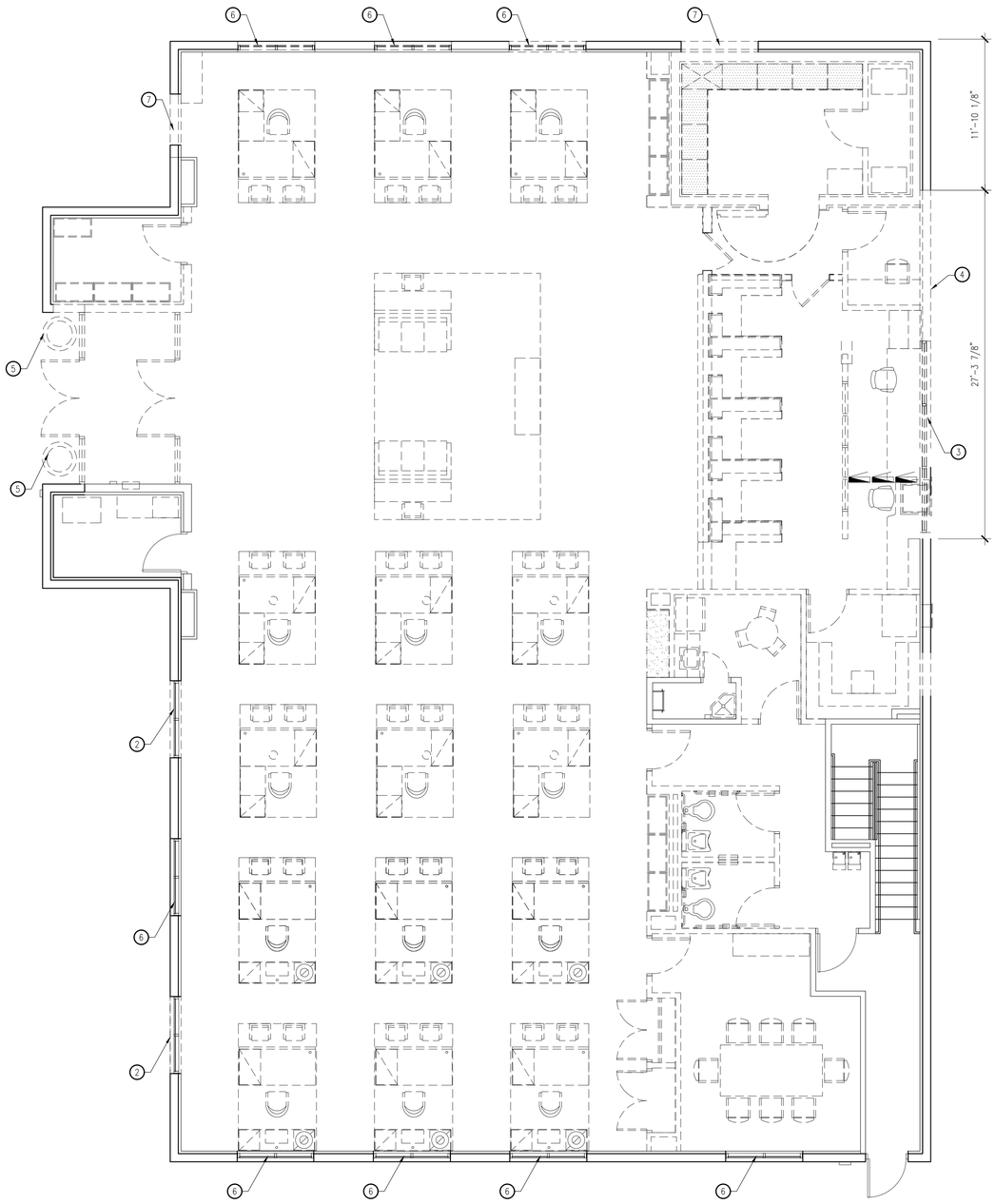
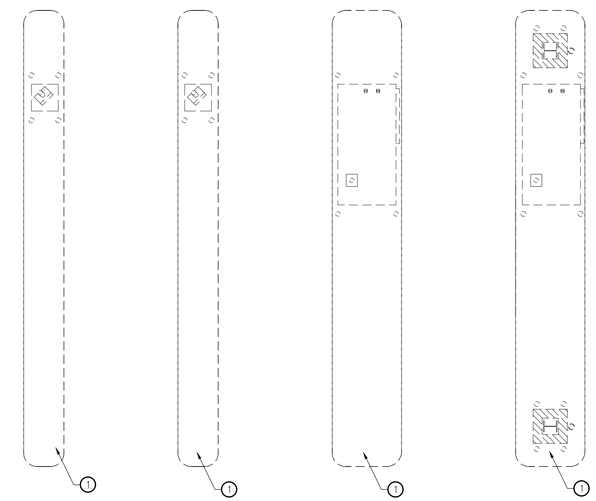
DEMOLITION SITE PLAN

DS1.01





WALL LEGEND	
= = = =	DEMO WALL

KEYED NOTES:

1. REMOVE EXISTING DRIVE THRU IN ITS ENTIRETY WITH ALL ASSOCIATED COLUMNS, CURBS, BOLLARDS, DRIVE THRU EQUIPMENT AND ROOF ABOVE.
2. REMOVE EXISTING WINDOW AND PORTION OF THE WALL BELOW.
3. REMOVE EXISTING TELLER DRIVE THRU WINDOW.
4. REMOVE EXISTING WALL.
5. REMOVE DECORATIVE COLUMNS.
6. REMOVE EXISTING WINDOWS.
7. DEMO WALL AND CREATE WINDOW OPENING.

NORTH

1 DEMOLITION FLOOR PLAN

SCALE: 3/16"=1'-0"

0 1' 2' 4' 8'

20% PRELIMINARY DESIGN

CITY APPROVAL

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ILEKIS architects + planners

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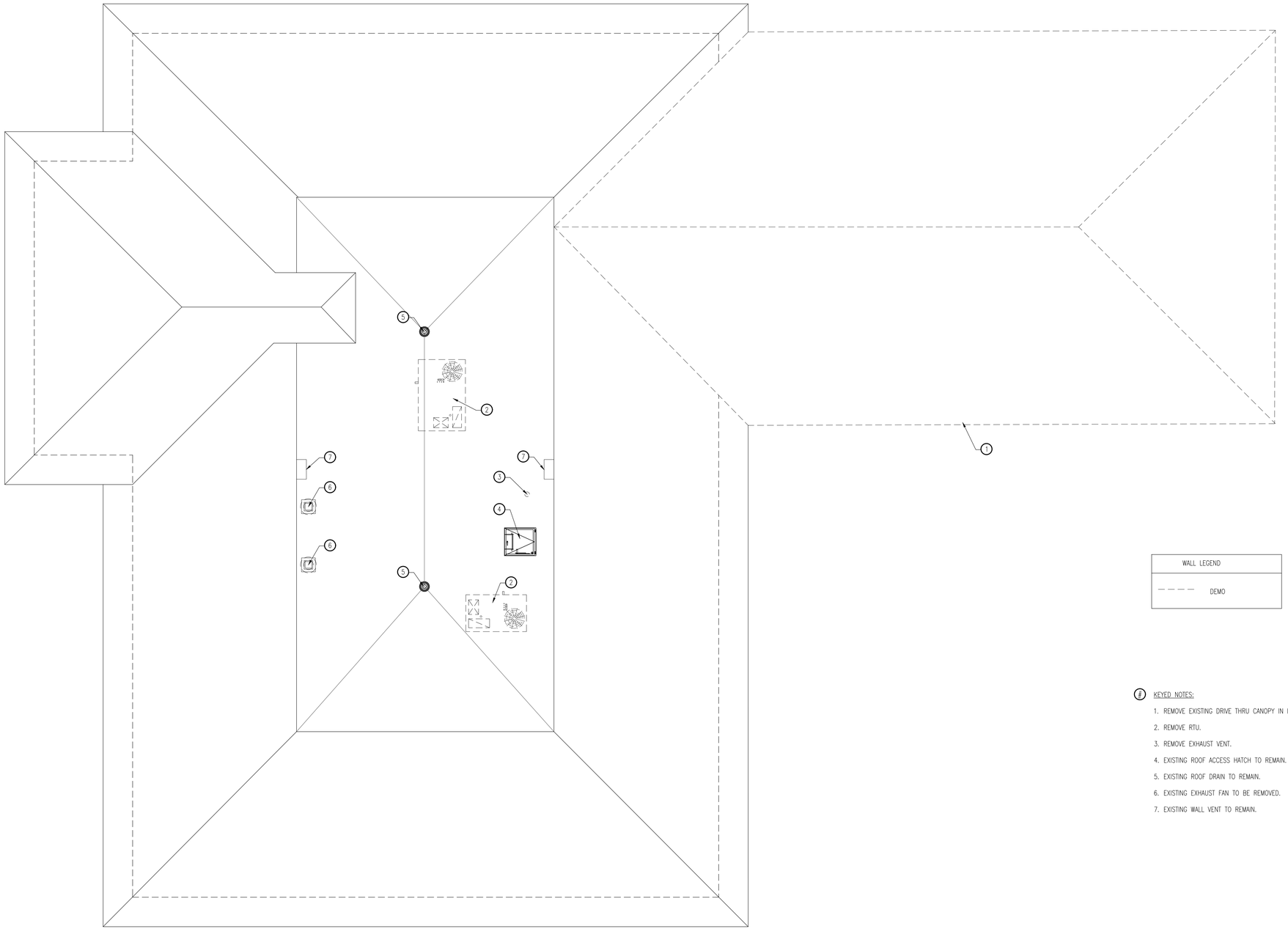
DEMOLITION FLOOR PLAN

D1.01



WALL LEGEND	
- - - -	DEMO

(#) KEYED NOTES:

1. REMOVE EXISTING DRIVE THRU CANOPY IN ITS ENTIRETY WITH ALL ASSOCIATED COLUMNS.
2. REMOVE RTU.
3. REMOVE EXHAUST VENT.
4. EXISTING ROOF ACCESS HATCH TO REMAIN.
5. EXISTING ROOF DRAIN TO REMAIN.
6. EXISTING EXHAUST FAN TO BE REMOVED.
7. EXISTING WALL VENT TO REMAIN.

NORTH

1 DEMOLITION FLOOR PLAN

SCALE: 3/16"=1'-0"

0 1 2 4 8'

20% PRELIMINARY DESIGN

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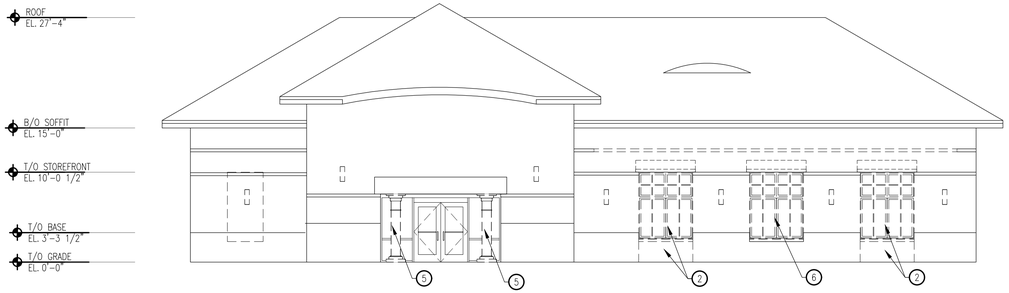
DEMOLITION ROOF PLAN

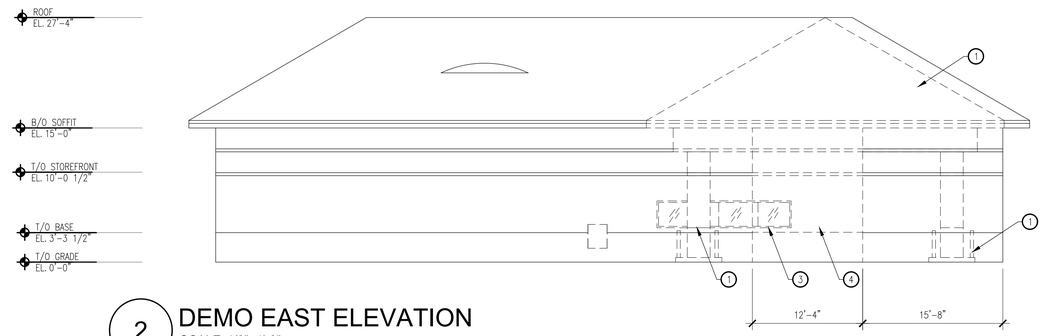
D1.02



1 DEMO WEST ELEVATION

SCALE: 1/8"=1'-0"

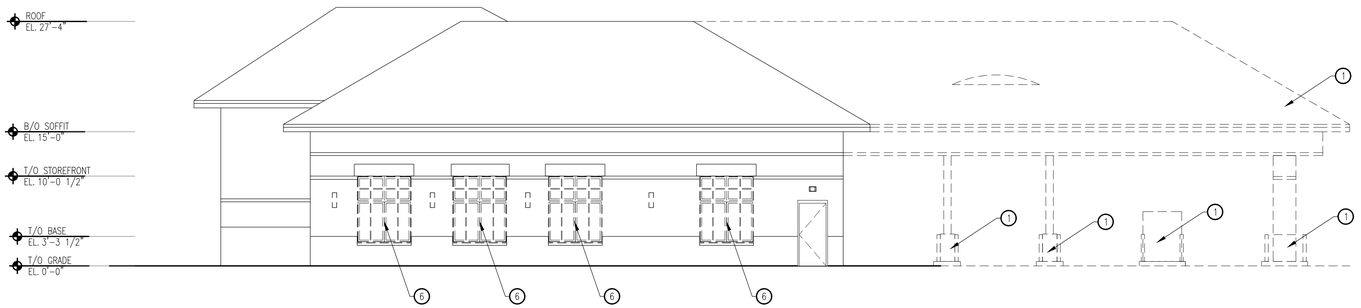
0 2' 4' 8' 16'



2 DEMO EAST ELEVATION

SCALE: 1/8"=1'-0"

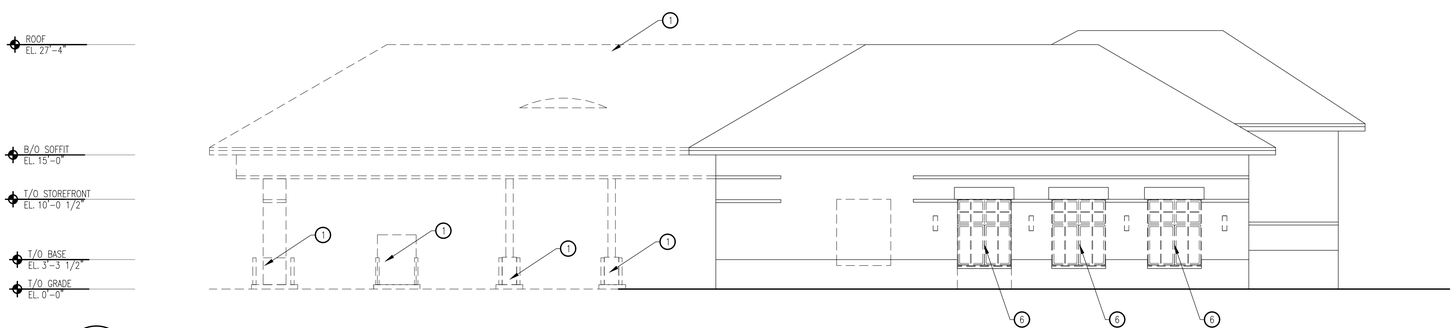
0 2' 4' 8' 16'



3 DEMO SOUTH ELEVATION

SCALE: 1/8"=1'-0"

0 2' 4' 8' 16'

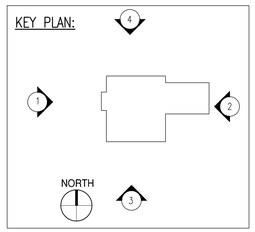


4 DEMO NORTH ELEVATION

SCALE: 1/8"=1'-0"

0 2' 4' 8' 16'

NOTE:
SIGNAGE UNDER SEPARATE PERMIT



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2. REMOVE EXISTING WINDOW AND PORTION OF THE WALL BELOW.
3. REMOVE EXISTING TELLER DRIVE THRU WINDOW.
4. REMOVE EXTERIOR WALL.
5. REMOVE DECORATIVE COLUMNS.
6. REMOVE EXISTING WINDOWS.

20% PRELIMINARY DESIGN

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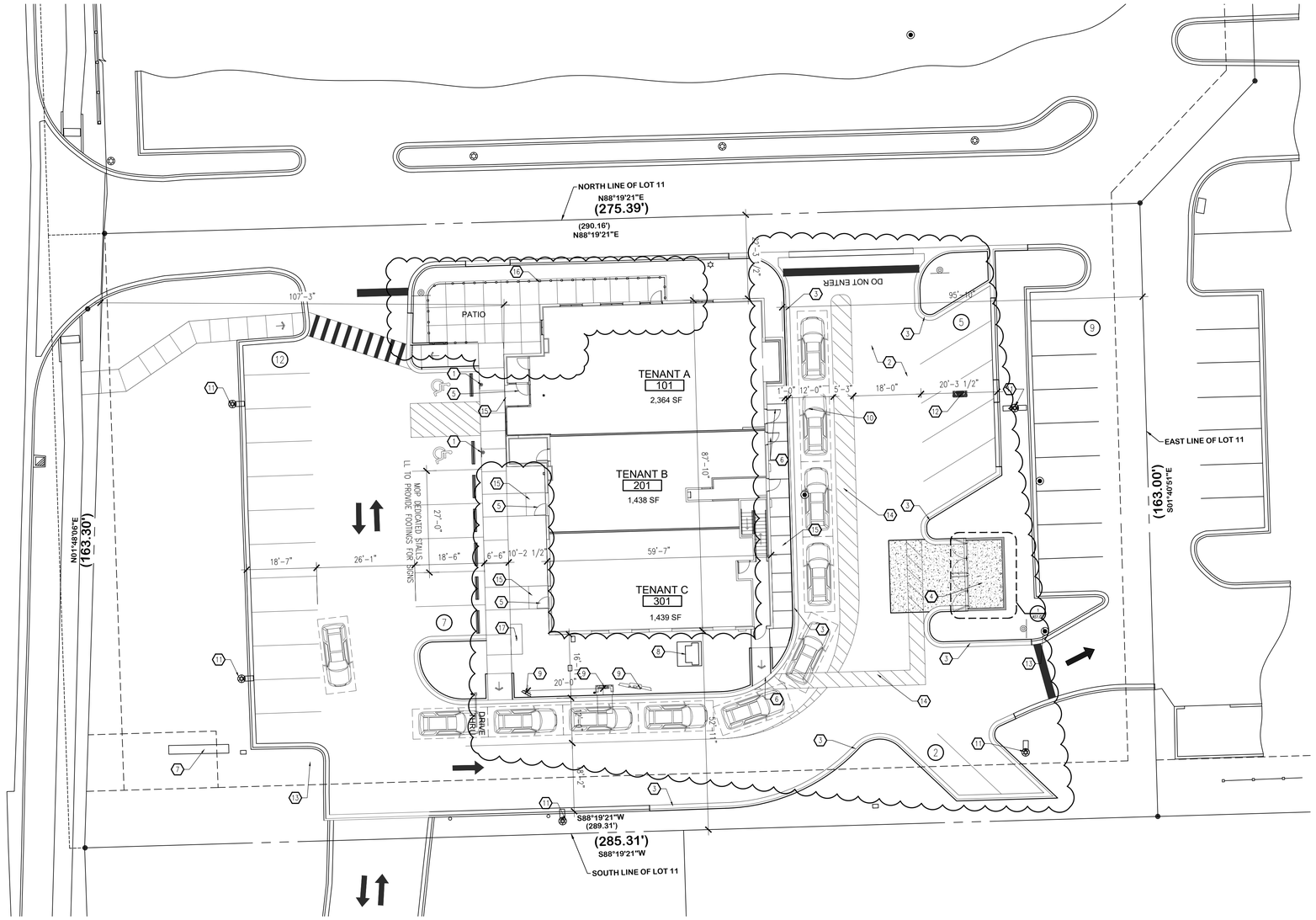
DEMOLITION
EXTERIOR
ELEVATIONS

D3.01



NORTH

1 SITE PLAN

SCALE: 1/16"-1'-0"

0 4' 8' 16' 32'

NOTE: SITE PLAN SHOWN FOR REFERENCE ONLY AND TO BE PERMITTED UNDER SEPARATE REVIEW.

THE INTERIOR CONDITIONS SHOWN WITHIN THE BUILDING IS FOR REFERENCE ONLY AND IS NOT TO BE CONSIDERED THE APPROVED INTERIOR LAYOUT

PLEASE REFER TO CIVIL PLANS FOR MORE INFORMATION.

GENERAL NOTES:

A. SEE CIVIL FOR GRADING PLAN. SEE CIVIL DRAWING FOR DEMOLITION, NEW PAVEMENT, SITE UTILITIES, SIGNAGE AND FINAL SITE DIMENSIONS.
B. SEE AS1.02 FOR ADDITIONAL SITE DETAILS.
C. VERIFY THE EXISTENCE OF AND PROTECT ALL EXISTING UTILITY LINES. EXCAVATE WITH CARE.
D. INSTALL ADDRESS ON BUILDING AS REQUIRED BY LOCAL CODE.
E. PROVIDE KNOX BOX ON REAR OF PROPERTY, PER FIRE DEPARTMENT REQUIREMENTS.
F. SEE CIVIL DRAWINGS FOR ADDITIONAL SITE SIGNAGE REQUIREMENTS.
G. CLEAN LOT AFTER SITE WORK AND AFTER CONSTRUCTION COMPLETION.
H. PROTECT ADJACENT PROPERTY. ANY DAMAGE IS TO BE REPAIRED AT CONTRACTOR EXPENSE WITH PERMISSION OF ADJACENT BUILDING OWNER. FOR EXAMPLE, IF SOD IS DAMAGED IT WILL BE REPLACED AND WATERED REGULARLY UNTIL ESTABLISHED.
I. PROVIDE EXPANSION JOINTS IN CONCRETE PAVING AND CURBS AS REQUIRED BY MFGR SPECS, OR 30FT SPACING WHICHEVER IS LESS. REFER TO CIVIL DRAWINGS FOR MORE INFORMATION AND DETAILS.

KEY NOTES:

1. ADA PARKING SIGN MOUNTED ON POST. SEE CIVIL FOR DETAILS.
2. PROVIDE ASPHALT PAVEMENT. SEE CIVIL PLANS FOR PAVING AND GRADING DETAILS.
3. NEW CONCRETE CURB REFER TO CIVIL.
4. PROVIDE TRASH ENCLOSURE. REFER TO AS1.02 FOR DETAILS.
5. MAIN DOOR.
6. EXIT DOOR.
7. EXISTING MONUMENT SIGN.
8. EXISTING ELECTRICAL TRANSFORMER.
9. DRIVE THRU EQUIPMENT BY TENANT.
10. PROTECTIVE BOLLARD.
11. EXISTING LIGHT POLE.
12. GREASE TRAP REFER TO CIVIL PLANS.
13. EXISTING FIRE HYDRANT.
14. PROVIDE ROAD STRIPING.
15. NEW CONCRETE SIDEWALK.
16. ORNAMENTAL RAILING.
17. BIKE RACK, SEE CIVIL PLANS.

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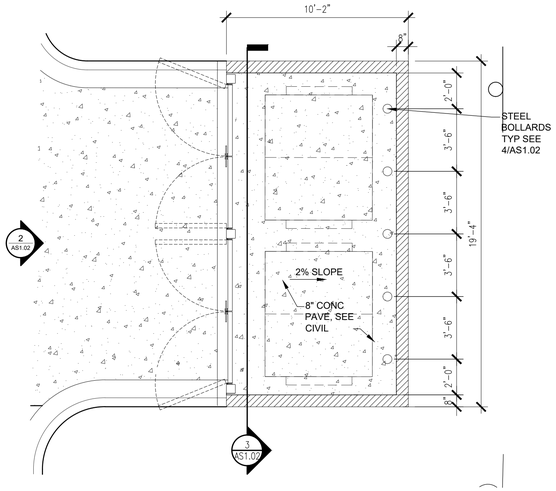
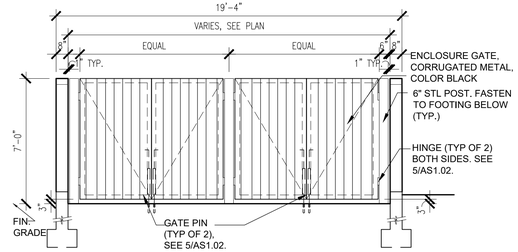
SITE PLAN

AS1.01

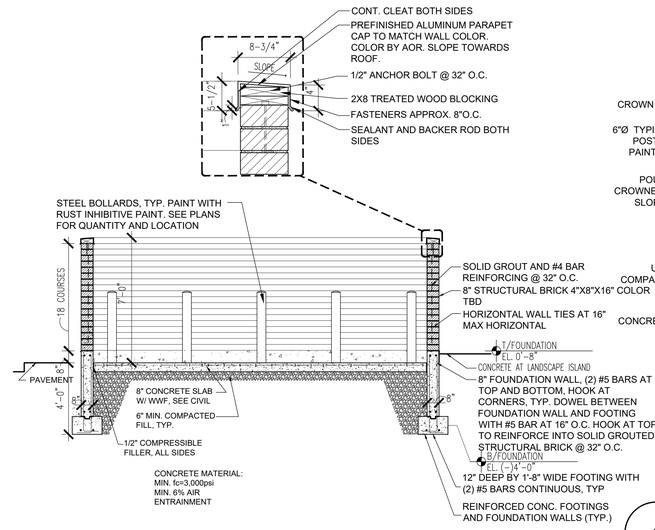


NORTH

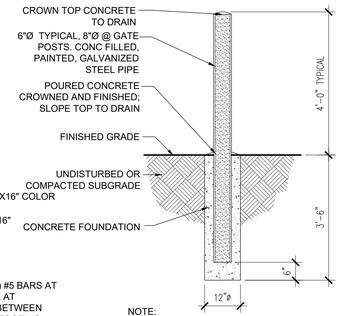
1 ENLARGED PLAN
SCALE: 1/4"=1'-0"



2 ELEVATION
SCALE: 1/4"=1'-0"

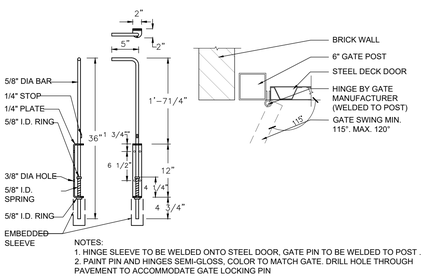


3 SECTION
SCALE: 1/4"=1'-0"



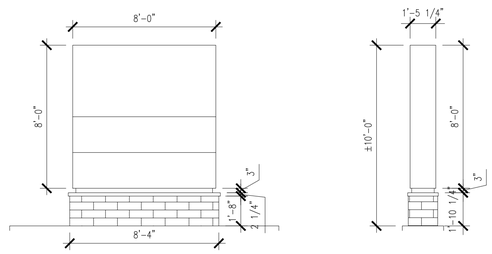
NOTE:
PROVIDE 1/2" ISOLATION JOINT WHERE BOLLARD FOUNDATION ABUTTS CONCRETE PAVING

4 TYPICAL BOLLARD DETAIL
SCALE: 1/2"=1'-0"



NOTES:
1. HINGE SLEEVE TO BE WELDED ONTO STEEL DOOR, GATE PIN TO BE WELDED TO POST .
2. PAINT PIN AND HINGES SEMI-GLOSS, COLOR TO MATCH GATE. DRILL HOLE THROUGH PAVEMENT TO ACCOMMODATE GATE LOCKING PIN

5 GATE PIN AND HINDGE DETAILS
SCALE: 3/4"=1'-0"



6 EXISTING MONUMENT SIGN
SCALE: 1/4"=1'-0"

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SITE PLAN DETAILS

AS1.02

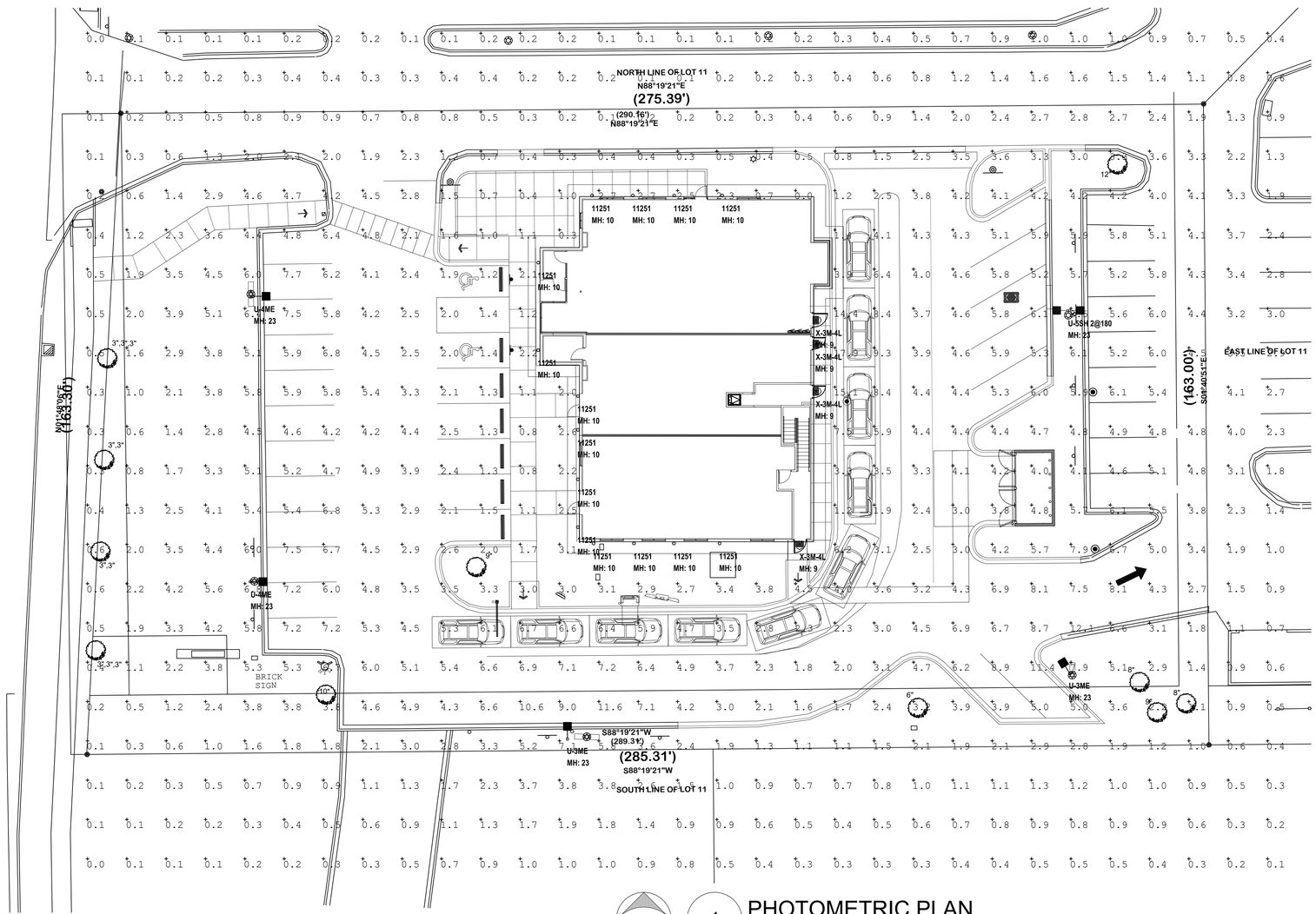
Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	2	U-4ME	SINGLE	1.000	29100	202	OSQ-A-NM-4ME-U-40K-UL-XX w/OSQ-DAXX
	2	U-3ME	SINGLE	1.000	29100	202	OSQ-A-NM-3ME-U-40K-UL-XX w/OSQ-DAXX
	1	U-5SH 2@180	2 @ 180°	1.000	29700	202	OSQ-A-NM-5SH-U-40K-UL-XX w/OSQ-DAXX
	14	11251	SINGLE	1.000	N.A.	14.7	258377-1 MOD#_11251_CP133537
	4	X-3M-4L	SINGLE	1.000	4270	31	XSPW-B-WM-3ME-4L-40K-UL-__

Calculation Summary (Footcandles calculated using initial lumen values)						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Grade	Fc	2.81	17.9	0.0	N.A.	N.A.
Paved Area	Fc	4.72	12.1	1.2	3.93	10.08

Existing poles to be used

Additional Equipment:
(6) OSQ-DA-__ Direct Arm Mount

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***



NORTH

1 PHOTOMETRIC PLAN
SCALE: 1/16"=1'-0"
0 4' 8' 16' 32'

LEGEND:
- NOT IN CONCTRACT
- PERMEABLE PAVERS
- NEW CONCRETE

20% PRELIMINARY DESIGN

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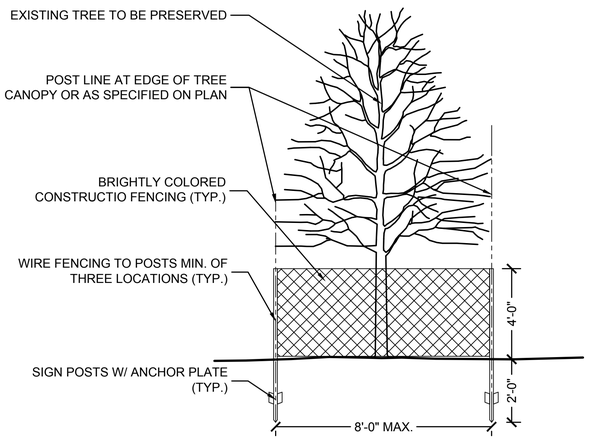
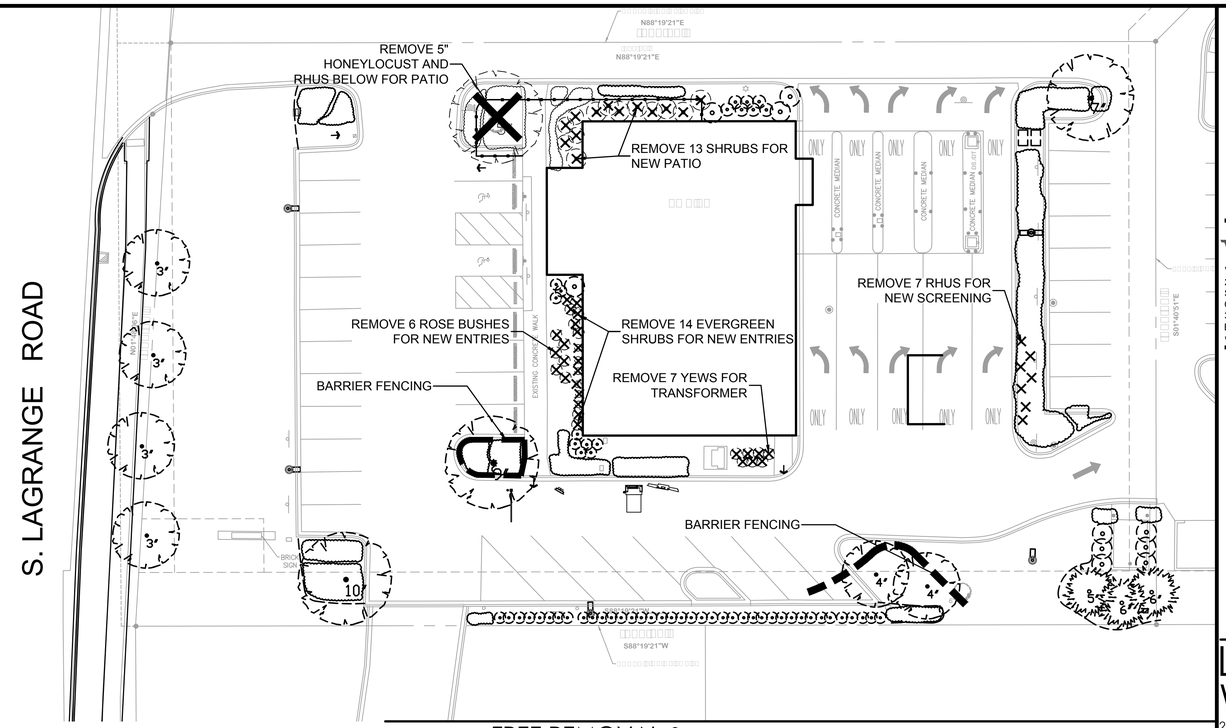
PHOTOMETRICS

AS1.03



2 TREE PROTECTION FENCING DETAIL

NOT TO SCALE



1 TREE REMOVAL & PROTECTION PLAN

TREE PROTECTION & REMOVAL LEGEND

- XX" EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER SHALL BE CONSTRUCTED OF A MIN. 3' TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSIST OF A VACATED BANK BUILDING AND DRIVE THRU. EXISTING FOUNDATION PLANTINGS, PARKWAY TREES, AND SITE LANDSCAPING EXIST, ONE CRABAPPLE WILL BE REMOVED FOR CURB REALIGNMENT AND SEVERAL SHRUBS AROUND THE BUILDING WILL BE REMOVED FOR NEW LANDSCAPE TREATMENT.

N SHEET SCALE 1"=20'
0' 10' 20' 40' 60'

20% PRELIMINARY DESIGN

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LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001900
STATE OF ILLINOIS
EXPIRES 08/2021

NOTE:

PROJECT # 2014-22
17111-17119 LaGrange Rd
TINLEY PARK IL 60487

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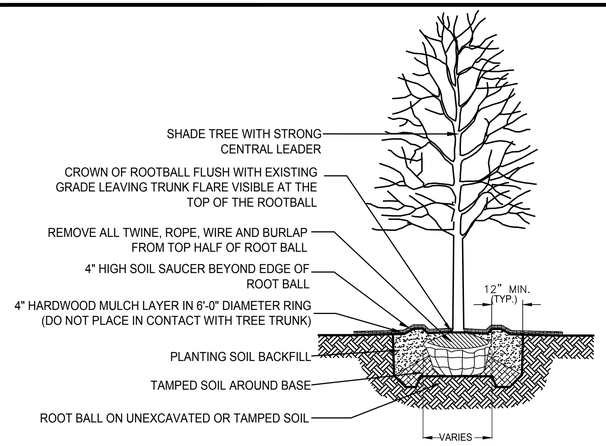
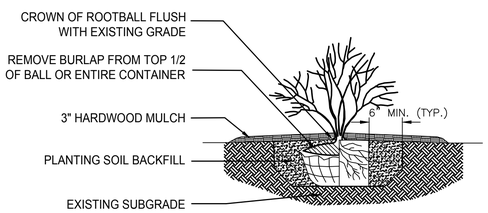
PLANT PROTECTION & REMOVAL PLAN

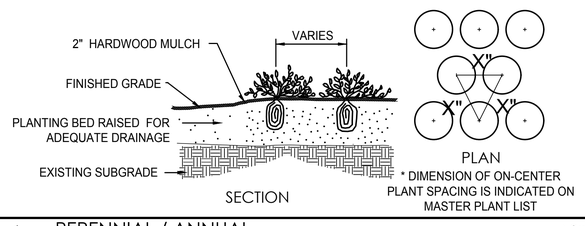
L.1



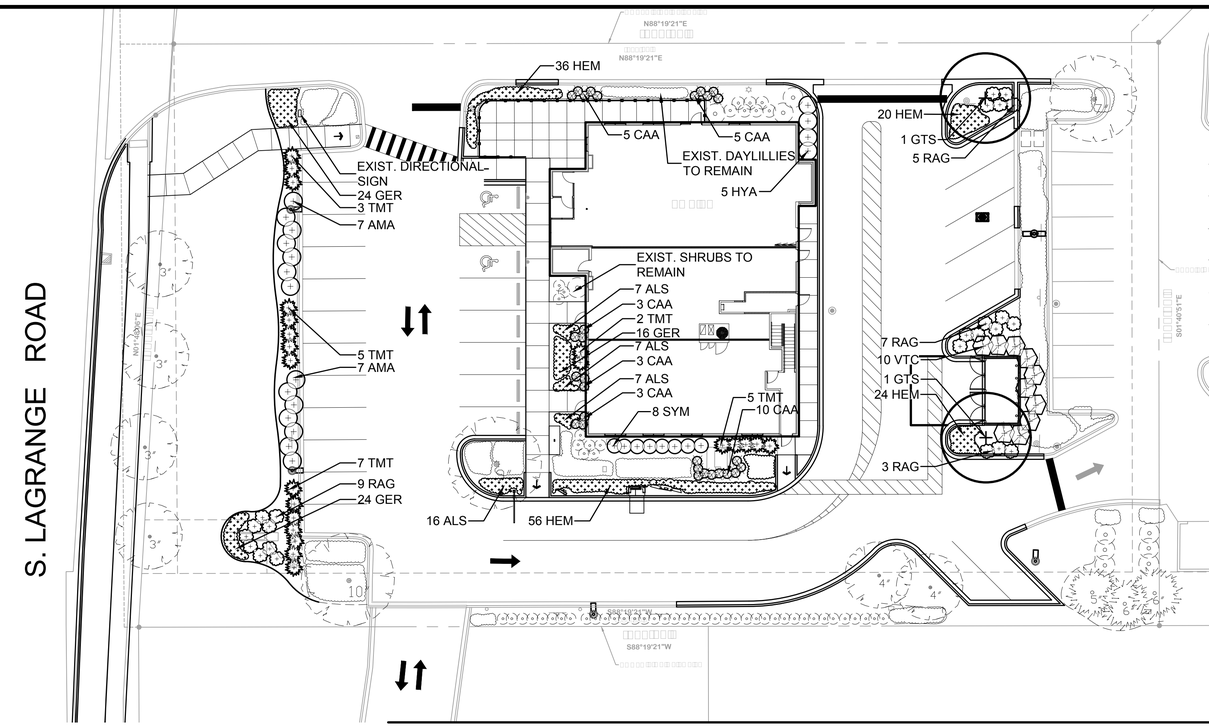
2 SHADE TREE PLANTING DETAIL — NOT TO SCALE



3 SHRUB PLANTING DETAIL — NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE



1 LANDSCAPE PLAN

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
GTS	2.5" CAL.	2	GLEDITSIA TRI. 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B&B
DECIDUOUS SHRUBS					
AMA	24" HT.	14	ARONIA MELANO. 'ELATA'	ELATA CHOKEBERRY	B&B
HYA	24" HT.	4	HYDRANGEA ARBOR. 'ANNABELLE'	ANNABELLE HYDRANGEA	B&B
RAG	18" W.	24	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	B&B
SYM	24" HT.	8	SYRINGA PATULA 'MISS KIM'	MISS KIM KOREAN LILAC	B&B
VTC	36" HT.	10	VIBURNUM TRILOBUM 'ALFREDO'	ALFREDO AMER.CRANBERRY BUSH	B&B
EVERGREEN SHRUBS					
TMT	24" W.	22	TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	B&B
ORNAMENTAL GRASSES					
CAA	#3 CONT.	29	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
GROUNDCOVER / PERENNIALS					
ALS	#1 CONT.	37	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD OINION	18" O.C.
GER	#1 CONT.	88	GERANIUM 'ROZANNE'	ROZANNE CRANESBILL	18" O.C.
HEM	#1 CONT.	136	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	15" O.C.

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL MASSING

LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF TINLEY PARK LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6. SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FIND GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. SEEDED LAWN AREAS SHALL BE BID WITH A BID ALTERNATE FOR HYDROSEEDED LAWN. PRIOR TO SEEDING, 2" OF FINE TOPSOIL SHALL BE TILLED INTO EXIST SOIL MIXTURE. A MIX CONSISTING OF ROUGHLY 30 % BLUEGRASS / 30% FINE FESCUES / 40% RYE GRASSES (AND TACKIFIER FOR HYDROSEEDING) SHALL BE APPLIED AT MANUFACTURERS SPECIFIED RATES FOR NEW LAWNS BETWEEN 5 AND 10 LBS PER 1,0000 SF.
14. TREES AND SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.

N SHEET SCALE 1"=20'
0' 10' 20' 40' 60'

20% PRELIMINARY DESIGN

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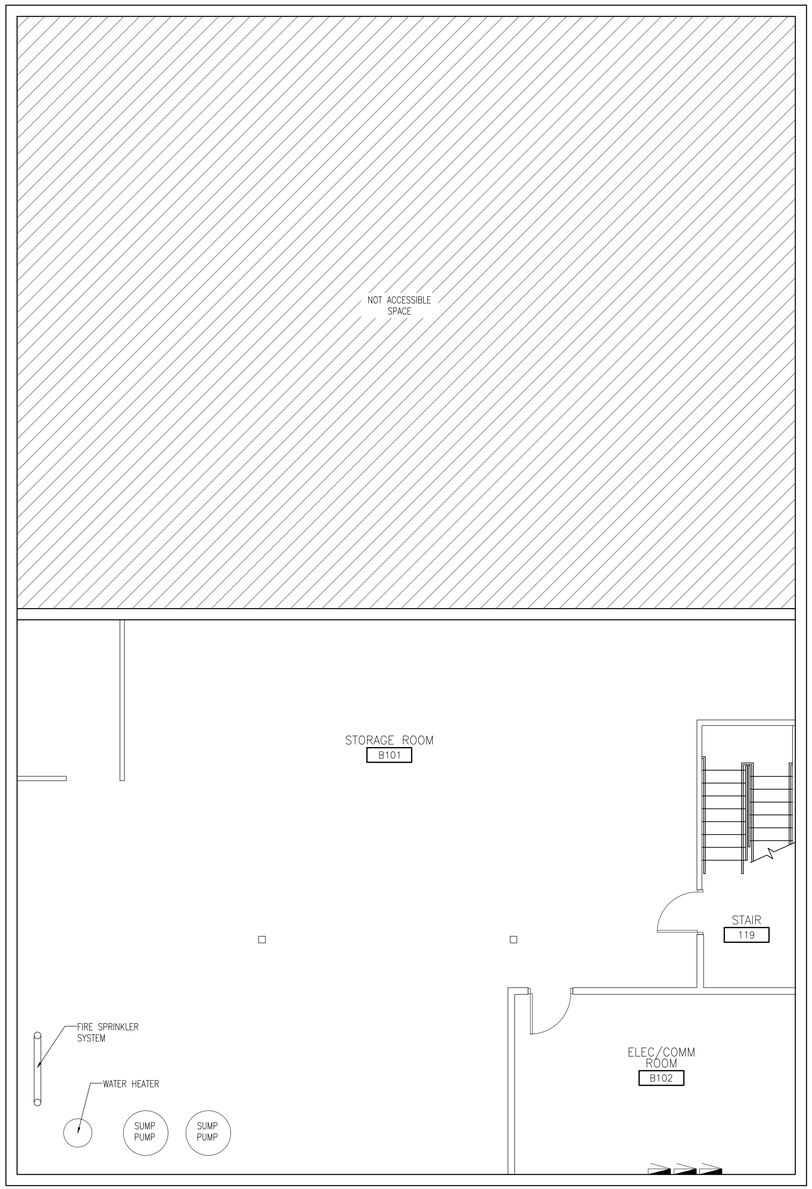
LANDSCAPE PLAN

L.2



GENERAL NOTES

1. ALL EXTERIOR WALL DIMENSIONS ON THE PLANS UNLESS OTHERWISE NOTED TO OUTSIDE FACE OF SIP PANEL.
2. PROVIDE ACCESSIBLE THRESHOLD AT EACH EXTERIOR DOOR–SEE DOOR SCHEDULE
3. PRIME INTERIOR WALLS, COLUMNS AND DOOR FRAMES
4. SEE STRUCTURAL FOR CONTROL AND ISOLATION JOINTS AT CONCRETE SLAB AND AROUND COLUMNS
5. CONTACT OWNER REGARDING HOW THEY WANT TO REKEY THE LOCK FOR THE MAIN ENTRY VS THE SERVICE DOOR, SPRINKLER ROOM TO HAVE ELECTRONIC KEY PAD KEY LOCK.
6. ARABIC NUMERALS AT LEAST FOUR INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCHES SHOWING THE ADDRESS OF THE BUILDING SHALL CONTRAST WITH THE BACKGROUND, SHALL BE CONSTRUCTED OF DURABLE MATERIALS, BE PERMANENTLY INSTALLED AND BE READILY VISIBLE. SCRIPT OR WRITTEN NUMBERS ARE NOT PERMITTED. ADDITIONAL NUMBERS SHALL ALSO BE PLACED ON THE SIDE OF THE BUILDINGS STREET ADDRESS.
   AT SERVICE DOORS USED AS EXIT/ACCESS FOR FIRE FIGHTING, ARABIC NUMERALS A MINIMUM OF FOUR INCHES IN HEIGHT WITH A MINIMUM STROKE OF 0.5 INCH SHALL BE APPLIED TO THE ADDITIONAL DOOR TO INDICATE THE ADDRESS. THE ADDRESS SHALL BE VISIBLE FROM THE PARKING LOT OR FIRE APPARATUS ACCESS.
7. THIS IS A SPRINKLERED BUILDING PER REQUIREMENT OF VILLAGE OF TINLEY PARK IL SEE FP DRAWINGS FOR LAYOUT.
8. PROVIDE A KNOX BOX TO ENABLE THE FIRE DISTRICT TO HAVE ACCESS TO THE BUILDING AND THE BUILDING'S FIRE PROTECTION FEATURES. FINAL LOCATION TBD.
9. G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHERS WITHIN THE BUILDING. THE TYPE, SIZE, AND SPACING MUST MATCH THE SPECIFIC HAZARD THEY ARE TO PROTECT. CONTACT THE FIRE DISTRICT FOR APPROVAL OF THE TYPES AND LOCATIONS OF PORTABLE FIRE EXTINGUISHERS TO BE USED PRIOR TO FINAL OCCUPANCY.

WALL LEGEND

	EXISTING METAL STUD WALL
	EXISTING EXTERIOR WALL
X	PROPOSED WORK NOTE
X	WALL TYPE

NORTH

1 FLOOR PLAN
SCALE: 3/16"=1'-0"
0 1' 2' 4' 8'

20% PRELIMINARY DESIGN

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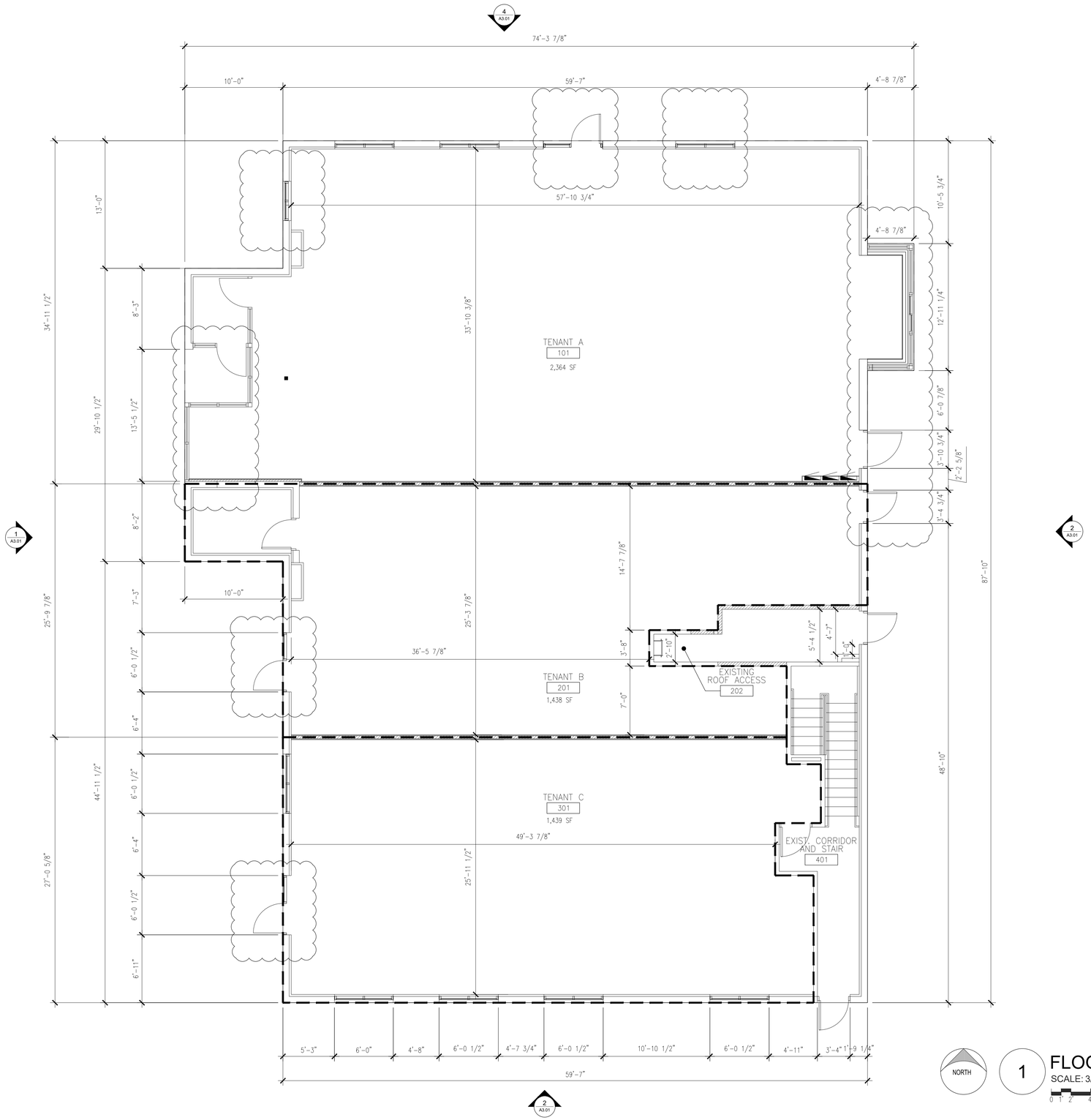
BASEMENT PLAN

A1.00



NORTH

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WALL LEGEND

- NEW METAL STUD WALL
- NEW INTERIOR WALL
- NEW EXTERIOR WALL
- X — WINDOW TYPE
- X — PROPOSED WORK NOTE
- X — WALL TYPE

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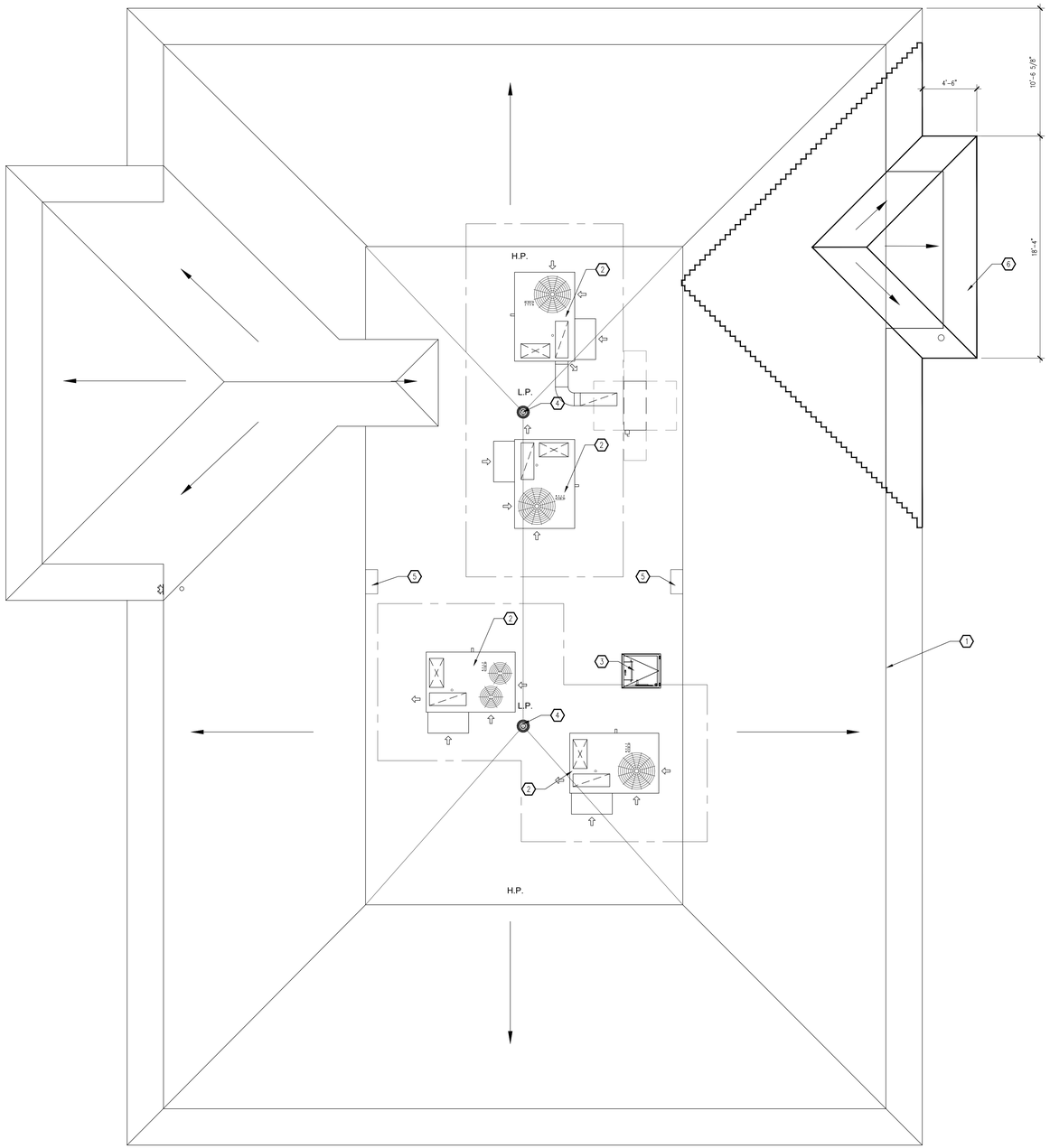
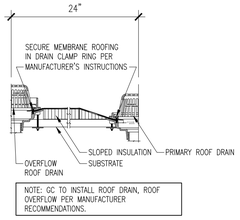
FLOOR PLAN

A1.01





2 ROOF DRAIN / OVERFLOW DETAIL

SCALE: 3/4"=1'-0"

0 4" 8" 16" 32"

KEYED NOTES:

1. LINE REPRESENTS BUILDING OUTLINE BELOW.
2. NEW RTU, REFER TO MECHANICAL SHEETS.
3. EXISTING ROOF ACCESS HATCH.
4. EXISTING ROOF DRAIN.
5. EXISTING WALL VENT.
6. NEW ROOF OVER DRIVE THRU.

SYMBOLS KEY

- R.D. ROOF DRAIN, SEE 4/A1.02
- ROOF SLOPE
- SLOPED CRICKET
- ROOF HATCH

H.P. - HIGH POINT
L.P. - LOW POINT

1. INSTALL NEW SINGLE MEMBRANE ROOF AT BUILDING TO CONSIST OF THE FOLLOWING:
   -60 MIL. MECHANICALLY ATTACHED
   -SINGLE-PLY TPO ROOFING MEMBRANE BY FIRESTONE OR APPROVED EQUAL IN WHITE
   -TPO ROOF LAYER MUST PROVIDE A MIN 10 YEAR WITH BONDED WARRANTY, AND BE INSTALLED PER MFGR RECOMMENDATIONS. VERIFY WITH MFGR IF COVERBOARD IS REQUIRED FOR ROOF WARRANTY.
2. FLASHING & ROOF DETAILS – ROOF MANUFACTURERS HAVE DIFFERENT DETAILS FOR INSTALLATION OF THEIR ROOF SYSTEMS, FLASHING CONDITIONS, ETC., THE DETAILS SHOWN ON THE DRAWINGS ARE TO BE CONSIDERED BASIS OF THE DESIGN. ITEMS SUCH AS PARAPET FLASHING, CANTS, BLOCKING, ROOF PENETRATIONS AND EXPANSION JOINTS ARE TO BE INSTALLED PER MANUFACTURERS DETAILS. THE GC IS TO SUBMIT THE MANUFACTURERS STANDARD ROOF DETAILS PRIOR TO THE BEGINNING OF THE WORK.
3. REFER TO MECHANICAL AND ELECTRICAL DRAWINGS FOR ADDITIONAL ITEMS ON OR THROUGH ROOF.
4. CLEAN ROOF OF ALL CONSTRUCTION DEBRIS AT PROJECT COMPLETION.
5. HIGH POINT = H.P., LOW POINT = L.P.
6. THE ROOF JOISTS AND STEEL ARE SLOPED @ 1/4" PER FT, SEE STRUCTURAL DRAWINGS.
7. SEE MEP ROOF PLANS FOR LOCATIONS OF STACKS, EXHAUST FANS, ROOF PENETRATIONS ETC.
8. SET PIPING TO THE RTUS ON A ROOF MFGR APPROVED BASE BLOCKING AT 24" O.C. MAX.
9. PREMOLDED ROOF CANT TO BE INSTALLED PER MANUFACTURER.
10. CONTRACTOR RESPONSIBLE FOR VENT/SOIL STACK PENETRATIONS THRU ROOF COORDINATE LOCATIONS WITH INTERIOR BUILDING DRAWINGS, SEE 2/A1.02
11. SEE MECHANICAL DRAWING FOR ROUTING OF GAS LINES TO RTUS AND THEIR SUPPORTS
12. COORDINATE EXACT LOCATION OF RTU'S WITH STRUCTURAL DRAWINGS FOR JOIST REINFORCEMENT
13. EXISTING ROUTE OF THE ROOF DRAIN PIPES TO BE FIELD VERIFY

NORTH

1 ROOF PLAN

SCALE: 3/16"=1'-0"

0 1 2 4 8'

20% PRELIMINARY DESIGN

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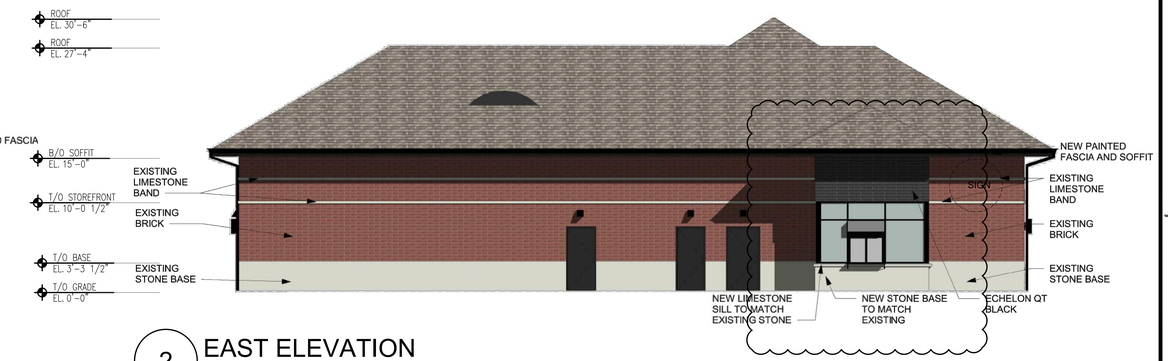
ROOF PLAN

A1.02

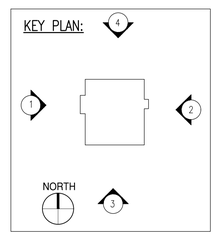
1 WEST ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'



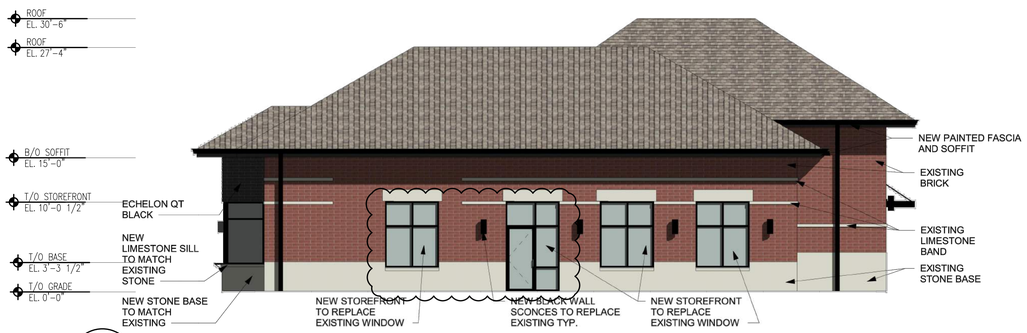
2 EAST ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

NOTE:
SIGNAGE UNDER SEPARATE PERMIT



5 PERSPECTIVE VIEW 1
SCALE: N.T.S.
0 2' 4' 8' 16'



4 NORTH ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

6 PERSPECTIVE VIEW 2
SCALE: N.T.S.
0 2' 4' 8' 16'

SIGNAGE				
TENANT	NUMBER OF WALL SIGNS	TENANT FRONTAGE	MAXIMUM ALLOWABLE SIGN FACE AREA	PROPOSED SIGN FACE AREA
TENANT A	2	35'-0"	35 SF	EAST ELEV. 28 SF WEST ELEV. 28 SF
TENANT B	1	29'-10"	29.9 SF	32 SF
TENANT C	1	27'-0"	27 SF	32 SF

DIMENSIONAL REGULATIONS FOR WALL SIGNS B-1, B-2, B-3 & B-4 ZONING DISTRICTS				
Tenant's GFA	# of Wall Signs	Maximum Allowable Sign Face Area	Maximum Letter Height	Maximum Sign Height
Up to 10,000 SF	One (1) per tenant frontage	One (1) SF per one (1) LF of building/tenant frontage not to exceed 120 SF per sign	30" (2.5')	78" (6.5')

20% PRELIMINARY DESIGN

CITY APPROVAL

CLIENT:
vequity real estate. redefined.
Vequity
226 N Morgan Street
Suite 300
Chicago, IL 60607
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:
ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA
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NOTE:

PROJECT # 2014-22
17111-17119 LaGrange Rd
TINLEY PARK IL 60487

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE ALL APPLICABLE CODES.
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DATE:	ISSUED FOR:
05/14/21	ISSUED PER CITY COMMENTS
05/12/21	20% CITY CLIENT REVIEW
04/22/21	ISSUED PER CITY COMMENTS
03/26/21	20% CITY CITY & CLIENT REVIEW

EXTERIOR COLOR ELEVATIONS

A3.01

SITE AND SHELL DEVELOPMENT

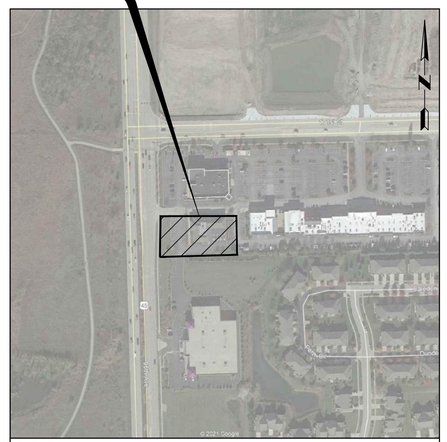
17111-17119 LAGRANGE ROAD
TINLEY PARK, IL 60487

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
W	W	WATER MAIN PIPE
FM	FM	FORCEMAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
615.90 / 610.20	615.90 / 610.20	SANITARY RIM ELEVATION / SANITARY INVERT ELEVATION
616.50	616.50 / 28+00	WATER GRADE RING ELEVATION / WATER STATION LOCATION
615.90 / 606.20	615.90 / 606.20	STORM RIM ELEVATION / STORM INVERT ELEVATION
	XX	PROPOSED SANITARY STRUCTURE LABEL
	FH-XX	PROPOSED WATER STRUCTURE LABEL
	XX	PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
64	64	1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP

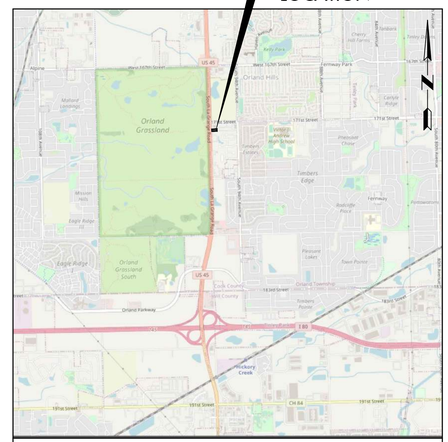
PRELIMINARY SITE DEVELOPMENT PLANS

PROJECT LOCATION



AERIAL MAP N.T.S.

PROJECT LOCATION



VICINITY MAP N.T.S.

INDEX OF DRAWINGS

SHEET NO.	DRAWING TITLE
C1.0	CIVIL ENGINEERING COVER SHEET
C2.1	EXISTING CONDITIONS
C2.0	SITE DEMOLITION PLAN
C3.0	SITE DIMENSIONAL AND PAVING PLAN
C4.0	SITE UTILITY PLAN
C5.0	SITE GRADING AND EROSION CONTROL PLAN
C6.0	SOIL EROSION AND SEDIMENT CONTROL DETAILS
C6.1	SITE CONSTRUCTION DETAILS - 1
C6.2	SITE CONSTRUCTION DETAILS - 2
C7.0	GENERAL CONDITIONS AND DETAILED SPECIFICATIONS

ABBREVIATIONS

ADJ	ADJUST	E	ELECTRIC	MH	STORM MANHOLE	RT	RIGHT
AGG.	AGGREGATE GRAVEL	E-E	EDGE TO EDGE	MIN.	MINIMUM	SAN	SANITARY SEWER
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION	NWL	NORMAL WATER LEVEL	SF	SQUARE FOOT
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT	OLID	OPEN LID	SHLD.	SHOULDER
B/P	BOTTOM OF PIPE	EX.	EXISTING	P.E.	PRIVATE ENTRANCE	SL	STREET LIGHT
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE	PERF.	PERFORATED	SMH	SANITARY MANHOLE
B.B.	BUFFALO BOX	F-F	FACE TO FACE	PC	POINT OF CURVE	ST	STORM SEWER
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR	P.C.C.	PORTLAND CEMENT CONCRETE	STA.	STATION
BM	BENCHMARK	FES	FLARED END SECTION	PCC	POINT OF COMPOUND CURVE	STD	STANDARD
B.O.	BY OTHERS	FH	FIRE HYDRANT	PGL	PROFILE GRADE LINE	SW	SIDEWALK
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE	PI	POINT OF INTERSECTION	SY	SQUARE YARDS
CB	CATCH BASIN	FM	FORCE MAIN	PL	PROPERTY LINE	TBR	TO BE REMOVED
CL	CENTERLINE	G	GROUND	PP	POWER POLE	T	TELEPHONE
CLID	CLOSED LID	GAS	GAS	PROP.	PROPOSED	T-A	TYPE A
CMP	CORRUGATED METAL PIPE	G/F	GRADE AT FOUNDATION	PT	POINT OF TANGENCY	T/C	TOP OF CURB
CNTRL	CONTROL	GW	GUY WIRE	PVC	POLYVINYL CHLORIDE PIPE	T/F	TOP OF FOUNDATION
C.O.	CLEAN OUT	H.C.	HANDICAP	P.V.C.	POINT OF VERTICAL CURVE	T/P	TOP OF PIPE
CONC.	CONCRETE	HDWL	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	T/W	TOP OF WALK
CY	CUBIC YARD	HH	HANDHOLE	PVT	POINT OF VERTICAL TANGENCY	T/WALL	TOP OF WALL
D	DITCH	HWL	HIGH WATER LEVEL	P	PAVEMENT	TEMP	TEMPORARY
DIA.	DIAMETER	INL	INLET	R	RADIUS	TRANS	TRANSFORMER
DIP	DUCTILE IRON PIPE	INV.	INVERT	R.O.W.	RIGHT-OF-WAY	V.B.	VALVE BOX
DIWM	DUCTILE IRON WATER MAIN	IP	IRON PIPE	RCP	REINFORCED CONCRETE PIPE	V.V.	VALVE VAULT
DT	DRAIN TILE	MAX.	MAXIMUM	REM	REMOVAL	WL	WATER LEVEL
D.S.	DOWN SPOUT	MB	MAILBOX	RR	RAILROAD	WM	WATER MAIN

BENCHMARKS

BENCHMARK: NGS PID DN4691

THE STATION IS LOCATED AT THE SOUTHWEST CORNER OF WILL/COOK ROAD AND 167TH STREET. STATION IS 39 FEET WEST OF THE CENTERLINE OF WILL/COOK ROAD AND 54 FEET SOUTH OF 167TH STREET. MONUMENT IS A STAINLESS STEEL ROD ACCESSED THROUGH 6 INCH LOGO CAP.

ELEVATION = 751.92' (NAVD 88)

BENCHMARK: (ON-SITE)

CROSS CUT IN CONCRETE CURB 19.88' SOUTH AND 3.68' WEST OF THE NORTHWEST CORNER OF THE PROPERTY SURVEYED HEREON.

ELEVATION = 737.89' (NAVD 88)

Call Before You Dig — JULIE ILLINOIS ONE CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123

48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

OSVALDO PASTRANA 062-057584 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF ILLINOIS.

SIGNATURE: Osvaldo Pastrana

NAME: OSVALDO PASTRANA

DATE: 05-14-2021 LICENSE NUMBER: 062-057584

MY LICENSE RENEWAL DATE IS: NOVEMBER 30, 2021

PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: FULL CIVIL SET

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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SHEET TITLE: CIVIL ENGINEERING COVER SHEET

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	N.T.S.

SHEET NO. C1.0

PROJ. NUMBER: 21008

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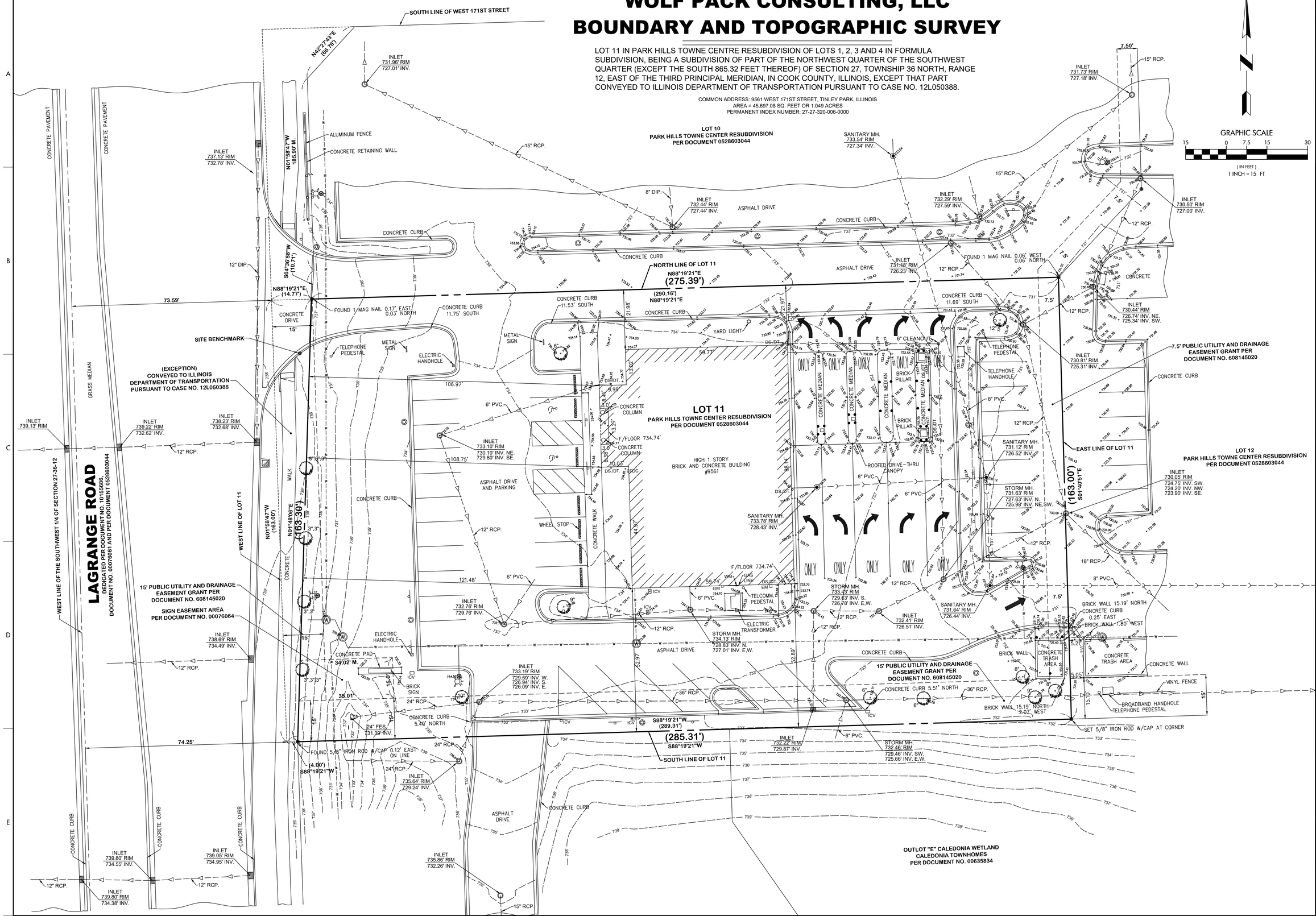
WOLF PACK CONSULTING, LLC
BOUNDARY AND TOPOGRAPHIC SURVEY

LOT 11 IN PARK HILLS TOWNE CENTRE RESUBDIVISION OF LOTS 1, 2, 3 AND 4 IN FORMULA SUBDIVISION, BEING A SUBDIVISION OF PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (EXCEPT THE SOUTH 865.32 FEET THEREOF) OF SECTION 27, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, EXCEPT THAT PART CONVEYED TO ILLINOIS DEPARTMENT OF TRANSPORTATION PURSUANT TO CASE NO. 12L050388.

COMMON ADDRESS: 9561 WEST 171ST STREET, TINLEY PARK, ILLINOIS
AREA = 45,697.08 SQ. FEET OR 1.049 ACRES
PERMANENT INDEX NUMBER: 27-27-320-006-0000



REVISIONS

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1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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SHEET TITLE: EXISTING CONDITIONS

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C2.0

PROJ. NUMBER: 21008

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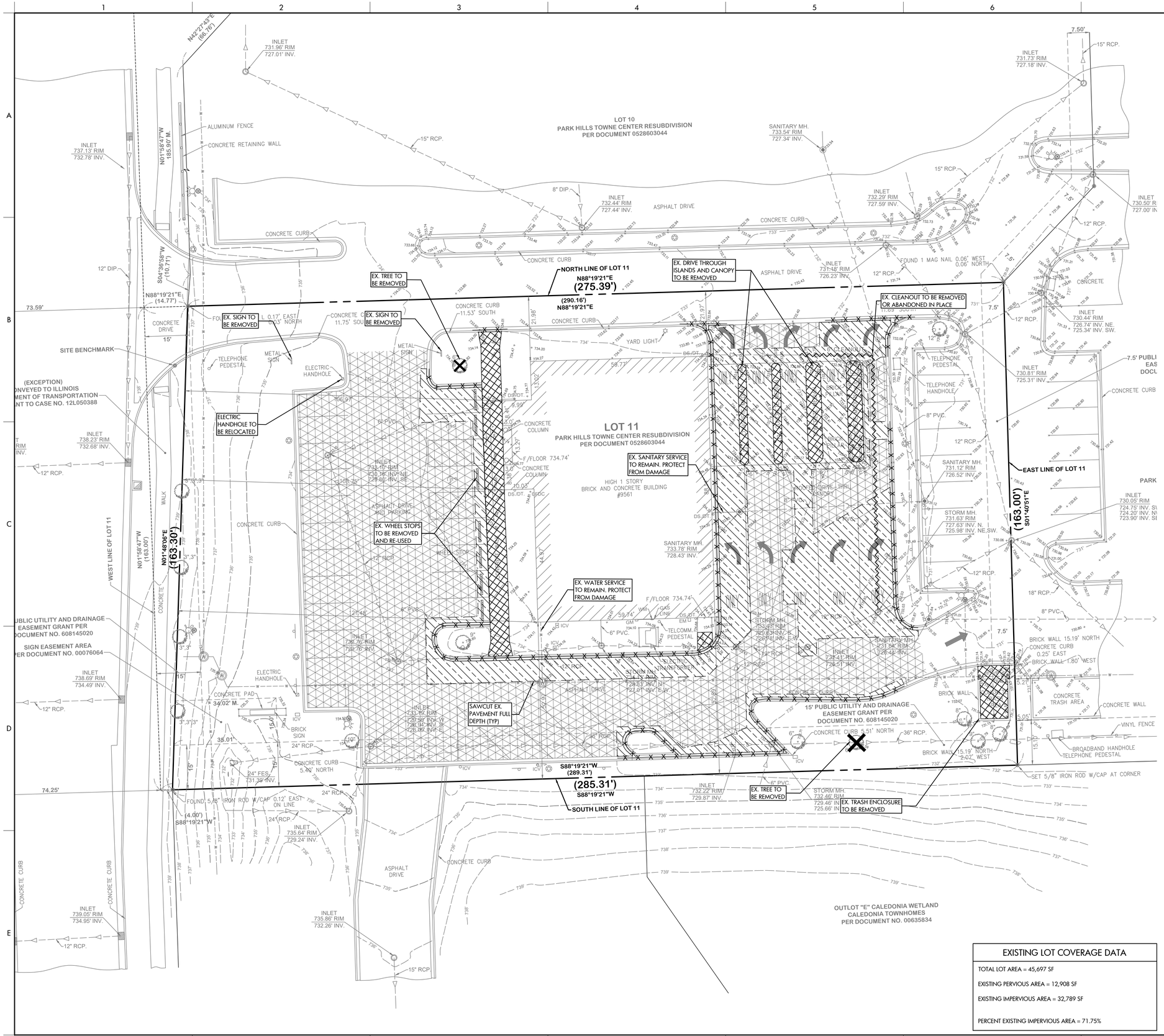

DEMOLITION LEGEND

- EX. CONCRETE PAVEMENT TO BE REMOVED
- EX. ASPHALT PAVEMENT TO BE REMOVED
- EX. PAVEMENT TO BE MILLED (2" DEPTH)
- EX. TREE TO BE REMOVED
- EX. CURB TO BE REMOVED
- EX. STORM SEWER TO BE REMOVED OR ABANDONED IN PLACE

DEMOLITION NOTES

1. ALL UTILITY COMPANIES ARE TO BE CONTACTED TO PERMIT MARKING THEIR FACILITIES BEFORE ANY WORK IS DONE ON THE SITE.

2. THE OWNER SHALL BE PROVIDED WITH COPIES OF ALL DEMOLITION PERMITS AND UTILITY INFORMATION PRIOR TO THE COMMENCEMENT OF THE WORK.

3. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. FURNISH ALL LABOR, MATERIALS, EQUIPMENT AND SERVICE NECESSARY TO COMPLETE THE WORK. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFF-SITE OF THE FOLLOWING ITEMS:

   - ON-SITE PAVEMENT
   - EXISTING DRIVE-THRU CANOPY AND CONCRETE PADS
   - DEBRIS FROM ALL DEMOLISHED STRUCTURES
   - 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.

   CONTRACTOR MUST RECEIVE APPROVAL FROM THE GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT AS STRUCTURAL FILL OR IF THE CONTRACTOR WOULD LIKE TO RE-USE THE EXISTING SUBGRADE STONE LAYER.

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. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED FROM SITE 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. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC TO PROVIDE SAFE PASSAGE FOR VEHICULAR AND PEDESTRIAN TRAFFIC. THIS INCLUDES APPROPRIATE SIGNAGE FOR CLOSING THE PUBLIC SIDEWALK, ROADWAY AND NECESSARY PARKING SPACES. ALL MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE MUNICIPALITY.

5. EXISTING UTILITIES TO REMAIN ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.

6. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.

7. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.

8. REMOVE FROM SITE DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. BURNING OF REMOVED MATERIALS WILL NOT BE PERMITTED ON SITE. TRANSPORT MATERIALS REMOVED AND DISPOSE OF OFF-SITE IN A LEGAL MANNER.

9. ALL EXISTING BUILDINGS, FOUNDATIONS, UTILITIES, AND LANDSCAPING AND OTHER IMPROVEMENTS ON ADJACENT PROPERTIES SHALL BE PROTECTED AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND INSTALL ANY MATERIALS, EQUIPMENT, AND/OR MANPOWER NECESSARY TO ACCOMPLISH THIS.

EXISTING LOT COVERAGE DATA

TOTAL LOT AREA = 45,697 SF

EXISTING PERVIOUS AREA = 12,908 SF

EXISTING IMPERVIOUS AREA = 32,789 SF

PERCENT EXISTING IMPERVIOUS AREA = 71.75%

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

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SHEET TITLE: SITE DEMOLITION PLAN

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C2.1

PROJ. NUMBER: 21008

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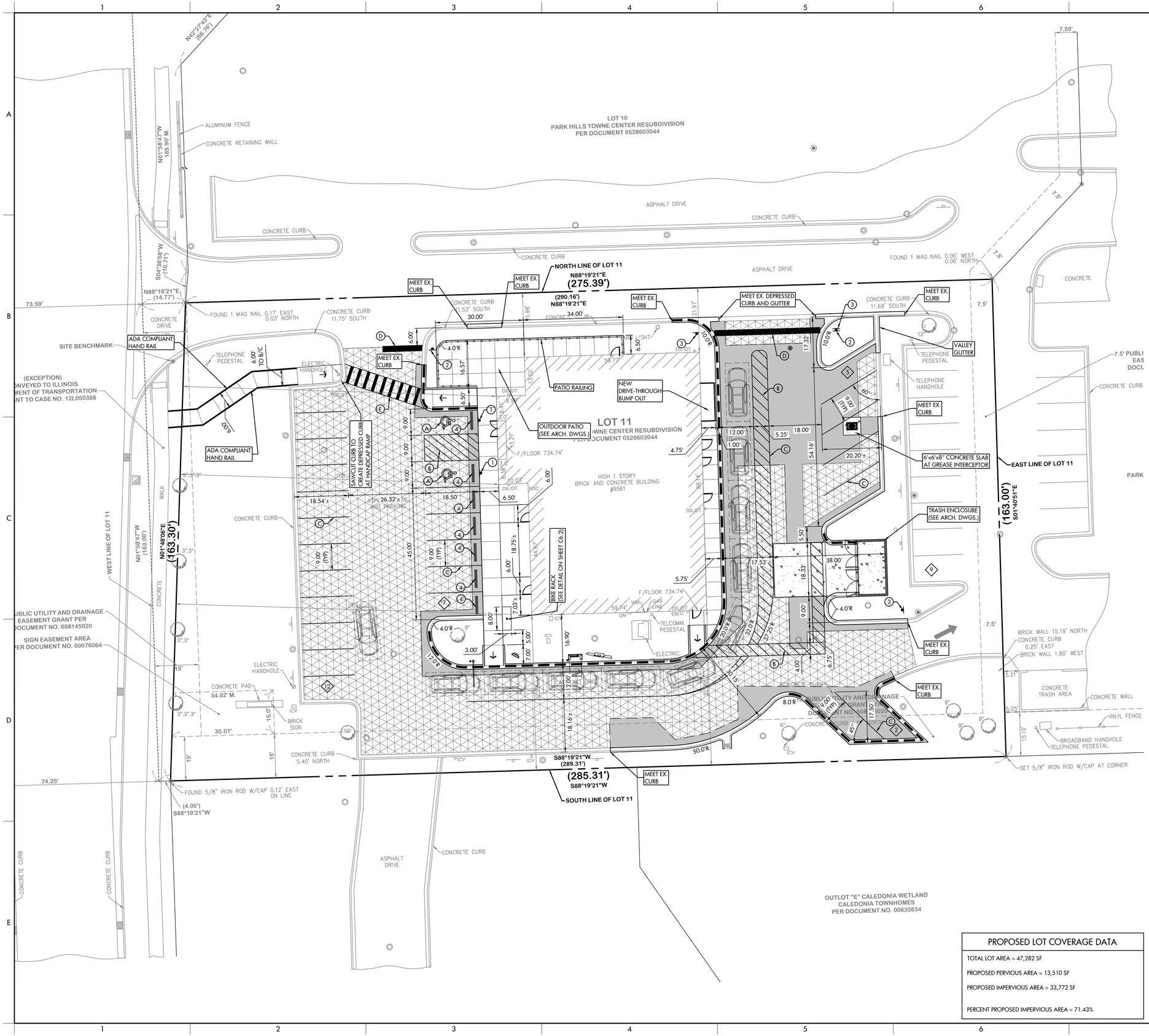

GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT

PROPOSED PARKING DATA

OVERALL BUILDING AREA = 5,593 SF (5,241 SF IS LEASEABLE)

PARKING REQUIRED
5,241 SF / 1,000 x 6.5 = 34 SPACES

PARKING PROVIDED
HANDICAP SPACES = 2
REGULAR SPACES = 33

TOTAL PROPOSED PARKING = 35 SPACES

PAVEMENT MARKING AND SIGN LEGEND

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE
2. R1-1 STOP SIGN (30"X30")
3. R5-1 DO NOT ENTER SIGN (30"X30")
4. CONCRETE WHEEL STOP

A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
C. 4" SOLID YELLOW STRIPE (TYP)
D. 24" WIDE WHITE STOP BAR
E. CROSSWALK - 24" SOLID WHITE AT 36" C-C

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.0.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

NEW ASPHALT PAVEMENT
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

MILL AND RESURFACE
1.5" MILL - REMOVE EX. ASPHALT SURFACE COURSE
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

PROPOSED LOT COVERAGE DATA

TOTAL LOT AREA = 47,282 SF

PROPOSED PERVIOUS AREA = 13,510 SF

PROPOSED IMPERVIOUS AREA = 33,772 SF

PERCENT PROPOSED IMPERVIOUS AREA = 71.43%

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
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Web: www.civworks.com

SHEET TITLE:
SITE DIMENSIONAL AND PAVING PLAN

PROJECT:
SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C3.0

PROJ. NUMBER: 21008

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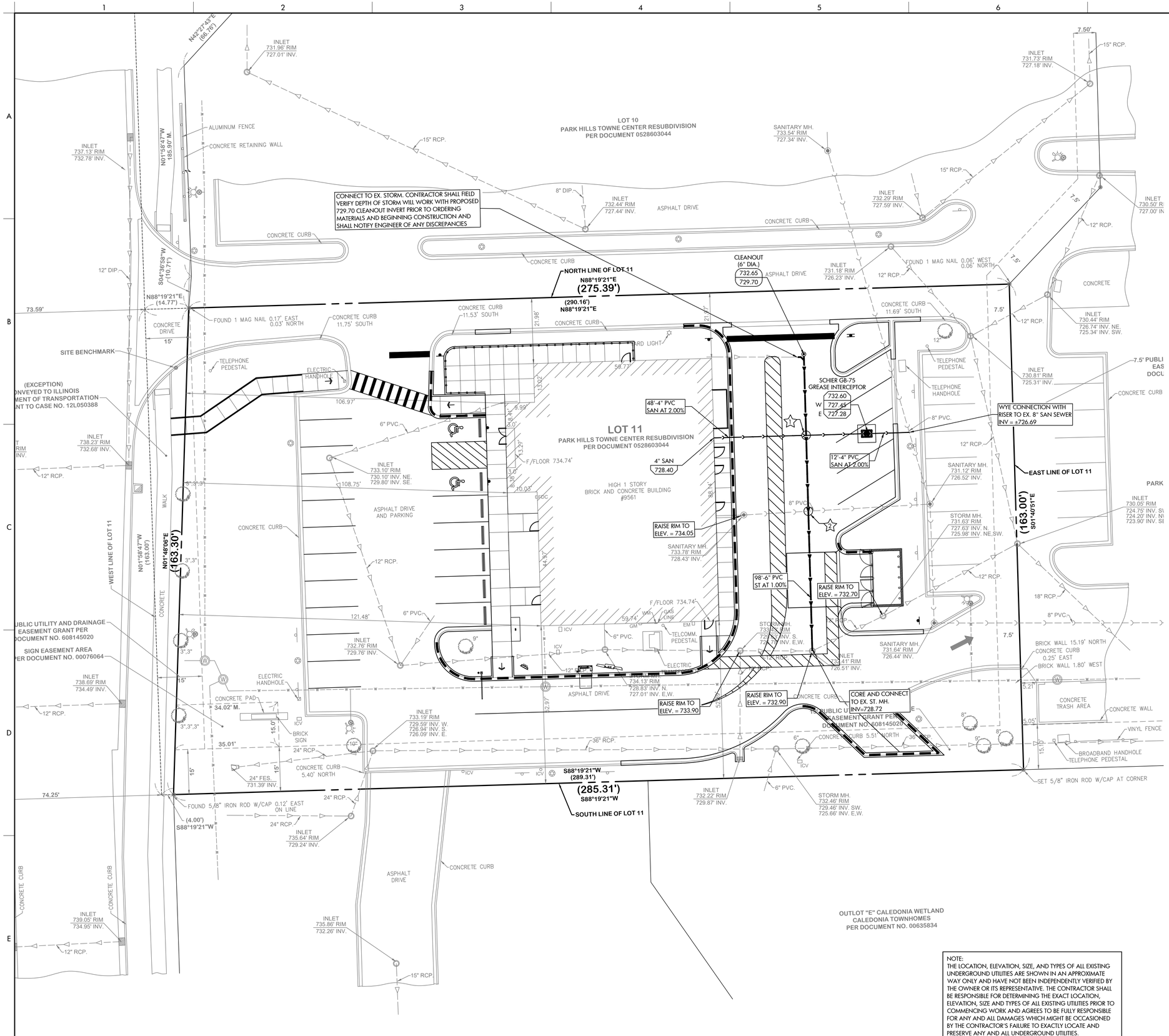

UTILITY CROSSINGS

☆ 6" ST OVER 8" SAN
6" ST B/P = 729.50
8" SAN T/P = 728.52

☆ 6" ST OVER 4" SAN
6" ST B/P = 734.58
4" SAN T/P = 728.19

GENERAL UTILITY NOTES

1. EXISTING UTILITY INFORMATION SHOWN IS BASED ON BEST AVAILABLE RECORDS AT THIS TIME. THE CONTRACTOR SHALL FIELD VERIFY LOCATION, SIZE AND DEPTH BEFORE ORDERING ANY MATERIAL, OR BEGINNING ANY PROPOSED CONSTRUCTION.
2. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. SEE LANDSCAPE PLANS FOR PROPOSED TREE LOCATIONS.
4. UTILITY CROSSINGS BETWEEN WET UTILITIES (WATER, SANITARY, STORM) AND DRY UTILITIES (GAS, ELECTRIC, TELEPHONE, TELE-COMMUNICATIONS) SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY COMPANIES TO ACCOMMODATE THE DESIGN OF THE WET UTILITY.
5. SEE ARCHITECTURAL AND PLUMBING PLANS FOR INVERT AND EXACT ENTRY LOCATION OF ALL BUILDING SERVICES.
6. THE ROUTING FOR TELEPHONE, ELECTRIC AND GAS SERVICE IF SHOWN IS FOR SCHEMATIC PURPOSES ONLY. THE CONTRACTOR SHALL CONTACT THE INDIVIDUAL UTILITY COMPANIES TO DETERMINE ACTUAL ROUTE AND COORDINATE THEIR CONSTRUCTION.
7. DRY UTILITY CONDUITS SHALL MAINTAIN 5 FT. OF HORIZONTAL SEPARATION FROM OTHER UTILITIES EXCEPT AT CROSSINGS.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINAL UTILITY PIPE CLEANING PRIOR TO UTILITY BEING PUT INTO SERVICE.
9. STRUCTURE ADJUSTMENTS SHALL BE ACCOMPLISHED USING ADJUSTING RINGS UP TO A MAXIMUM OF 8". STRUCTURE ADJUSTMENTS OF MORE THAN 12" IN HEIGHT SHALL BE ACCOMPLISHED BY REMOVING THE STRUCTURE TOP AND INSTALLING A NEW BARREL SECTION OF SUFFICIENT HEIGHT TO LIMIT THE REQUIRED ADJUSTING RING HEIGHT TO 8" OR LESS.

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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www.mapsandprojects.com

SHEET TITLE: SITE UTILITY PLAN

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C4.0

PROJ. NUMBER: 21008

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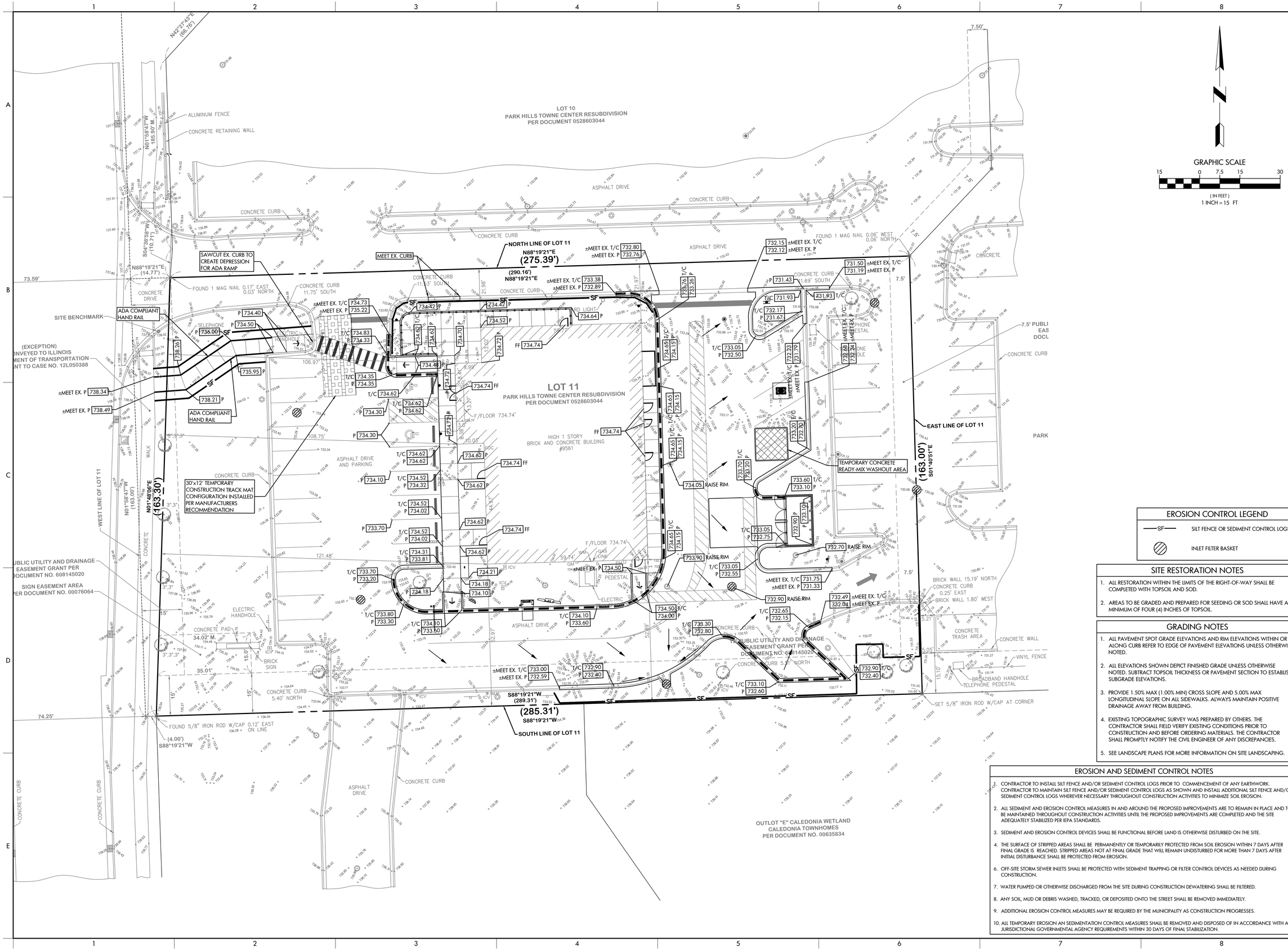

EROSION CONTROL LEGEND

—SF—	SILT FENCE OR SEDIMENT CONTROL LOGS
▨	INLET FILTER BASKET

SITE RESTORATION NOTES

1. ALL RESTORATION WITHIN THE LIMITS OF THE RIGHT-OF-WAY SHALL BE COMPLETED WITH TOPSOIL AND SOD.
2. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL HAVE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB 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% MAX (1.00% MIN) CROSS SLOPE AND 5.00% MAX LONGITUDINAL SLOPE ON ALL SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. EXISTING TOPOGRAPHIC SURVEY WAS PREPARED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE ORDERING MATERIALS. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CIVIL ENGINEER OF ANY DISCREPANCIES.
5. SEE LANDSCAPE PLANS FOR MORE INFORMATION ON SITE LANDSCAPING.

EROSION AND SEDIMENT CONTROL NOTES

1. CONTRACTOR TO INSTALL SILT FENCE AND/OR SEDIMENT CONTROL LOGS PRIOR TO COMMENCEMENT OF ANY EARTHWORK. CONTRACTOR TO MAINTAIN SILT FENCE AND/OR SEDIMENT CONTROL LOGS AS SHOWN AND INSTALL ADDITIONAL SILT FENCE AND/OR SEDIMENT CONTROL LOGS WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
2. 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 PER IEPA STANDARDS.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE.
4. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
6. OFF-SITE STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES AS NEEDED DURING CONSTRUCTION.
7. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
8. ANY SOIL, MUD OR DEBRIS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED IMMEDIATELY.
9. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE MUNICIPALITY AS CONSTRUCTION PROGRESSES.
10. ALL TEMPORARY EROSION AN SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH ALL JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN 30 DAYS OF FINAL STABILIZATION.

REVISIONS

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1	04-22-21	ISSUED PER VILLAGE COMMENTS

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SHEET TITLE: SITE GRADING AND EROSION CONTROL PLAN

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C5.0

PROJ. NUMBER: 21008

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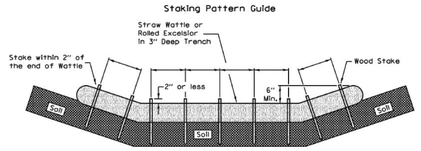
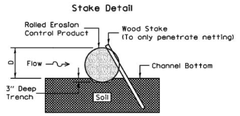
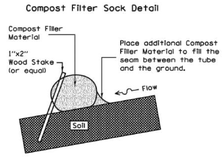
ROLLED EROSION CONTROL PRODUCTS



Notes:

1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.





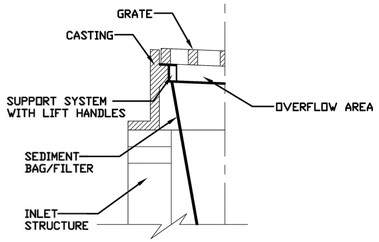
When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

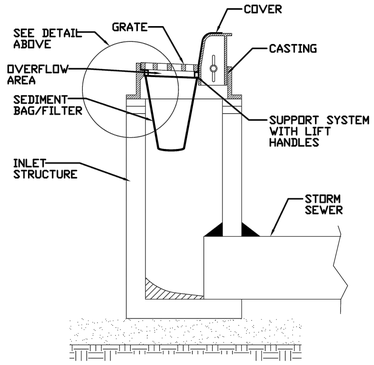
Notes:

1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-19-11
Approved ____ Date ____		

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION

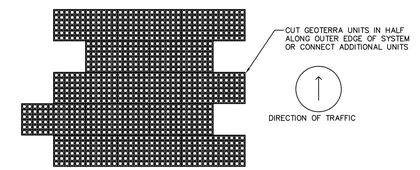




REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 01-11-11
Approved ____ Date ____		

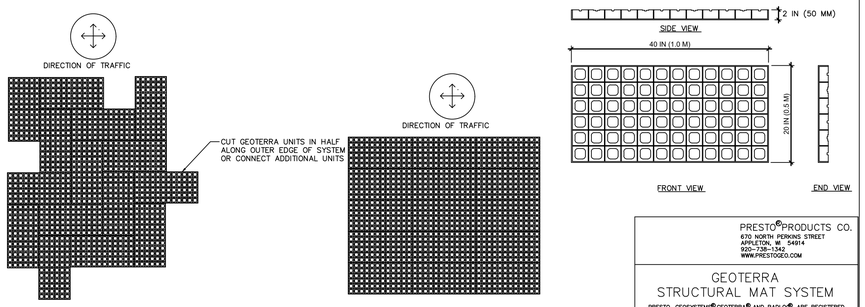
1. THE EXCAVATING AND UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE FOR THE INITIAL CONSTRUCITON OF THE EROSION CONTROL MEASURES SHOWN IN THE PLAN, AND SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID FACILITIES UNTIL THE COMPLETION OF HIS FINAL GRADING OPERATIONS AFTER CONSTRUCTION OF THOSE IMPROVEMENTS IN HIS CONTRACT. THE CONTRACTOR'S EROSION CONTROL MAINTENANCE RESPONSIBILITIES SHALL BE EXCLUSIVE OF THE CONSTRUCTION WARRANTY AND/OR GUARANTEE PERIOD.
2. ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE CHECKED FOR STABILITY AND OPERATION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED.
3. SEDIMENT SHALL BE REMOVED FROM THE SEDIMENT TRAPS WHEN THE STORAGE CAPACITY HAS BEEN APPROXIMATELY 50% FILLED.
4. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES APPROXIMATELY 0.5' DEEP AT THE FENCE. THE SILT FENCE SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A BARRIER.
5. ALL SEEDED AREAS WILL BE FERTILIZED, RE-SEEDED AS NECESSARY, AND MULCHED AS REQUIRED TO MAINTAIN A VIGOROUS, DENSE VEGETATIVE COVER.
6. **AFTER CONSTRUCTION AND UPON FINAL SITE STABILIZATION, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES AND TURN OVER MAINTENANCE OF THE PERMANENT EROSION CONTROL MEASURES TO THE OWNER.**
7. **AFTER CONSTRUCTION, THE OWNER SHALL MAINTAIN ALL PERMANENT CONTROL DEVICES IN ORDER TO PREVENT EROSION.**

RECOMMENDED EROSION CONTROL MAINTENANCE SCHEDULE



PREFERRED LAYOUT – BRICKLAYER PATTERN

GEOTERRA MATERIAL SPECIFICATION	
MATERIAL	UP TO 97% RECYCLED POLYETHYLENE
COLOR	RANGES DARK SHADES GRAY TO BLACK
CHEMICAL RESISTANCE	SUPERIOR
CARBON BLACK FOR UV STABILIZATION, %	1.5 TO 2.0%
UNIT MIN CRUSH STRENGTH – EMPTY @ 70F (21C)	420 PSI (2,900 KPa)
UNIT MIN CRUSH STRENGTH – SAND FILLED @ 70F (21C)	7,058 PSI (48,734 KPa)
FLEXURAL MODULUS @ 73F (21C)	35,000 PSI (240,000 KPa)
NOMINAL DIMENSIONS – WIDTH X LENGTH	20 X 40 IN (0.5 X 1.0 M)
NOMINAL UNIT DEPTH	2 IN (50 MM)
NOMINAL AREA	5.3 SQFT (0.5 SQMTR)
CELLS PER UNIT	72
CELL SIZE	3.1 X 3.2 IN (79 X 81 MM)
TOP OPEN AREA PER UNIT	87%
BOTTOM OPEN AREA PER UNIT	41%
INTERLOCKING OFFSET SHEAR TRANSFER PINS	12 TABS PER 40 IN (PER 1 M)
NOMINAL WEIGHT PER UNIT	9.0 LBS (4.0 KG)
UNITS PER PALLET	50



PREFERRED LAYOUT – HERRINGBONE PATTERN

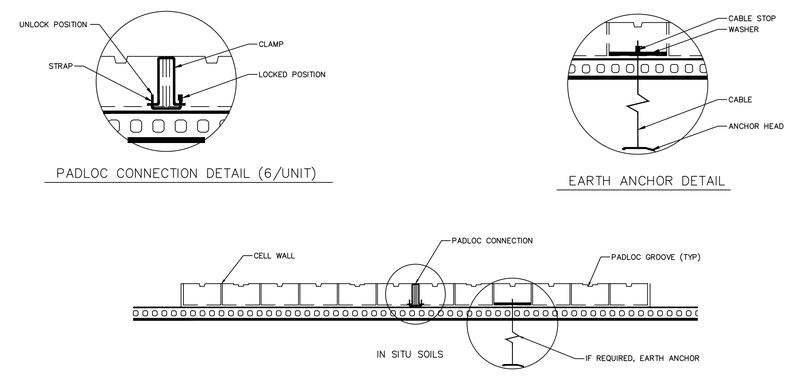
SIDE-TO-SIDE/TEMPORARY LAYOUT

PRESTO® PRODUCTS CO.
670 NORTH PERKINS STREET
APPLETON, WI 54914
920-738-1342
WWW.PRESTOGEO.COM

GEOTERRA
STRUCTURAL MAT SYSTEM

PRESTO, GEOSYSTEMS® GEOTERRA® AND PADLOC® ARE REGISTERED TRADEMARKS OF PRESTO PRODUCTS.

DATE: NOVEMBER 2013	FILE NAME GEOTERRA-A1.DWG
SCALE: NTS	SHEET 1



PADLOC CONNECTION DETAIL (6/UNIT)

EARTH ANCHOR DETAIL

GEOTERRA COMPONENTS

PRESTO® PRODUCTS CO.
670 NORTH PERKINS STREET
APPLETON, WI 54914
920-738-1342
WWW.PRESTOGEO.COM

GEOTERRA
STRUCTURAL MAT SYSTEM

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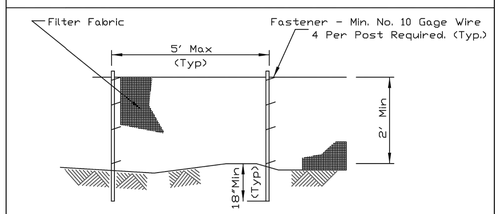
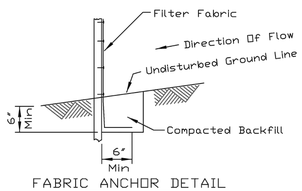
DATE: NOVEMBER 2013	FILE NAME GEOTERRA-B1.DWG
SCALE: NTS	SHEET 1

SILT FENCE PLAN



ELEVATION

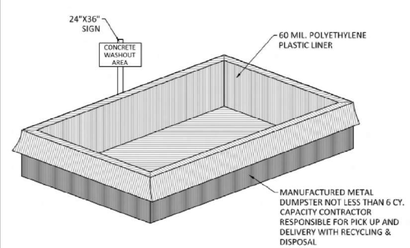


FABRIC ANCHOR DETAIL

NOTES:

1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620A
Designed ____ Date ____		SHEET 1 OF 2
Checked ____ Date ____		DATE 3-16-12
Approved ____ Date ____		



READY MIX TRUCK WASH IN DUMPSTER

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
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Web: www.civworks.com

SHEET TITLE: SOIL EROSION AND SEDIMENT CONTROL DETAILS

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	N.T.S.

SHEET NO.
C6.0

PROJ. NUMBER: 21008

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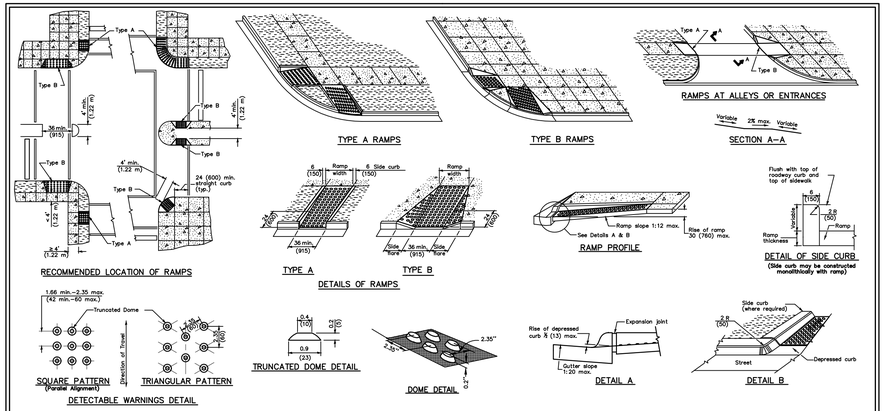
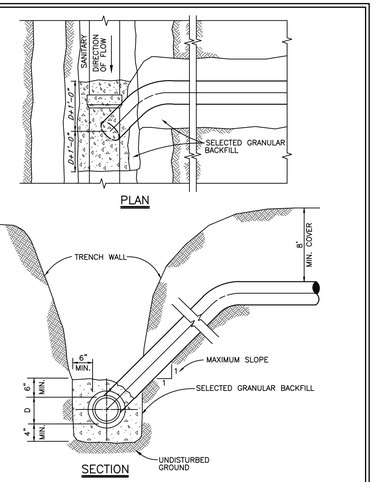


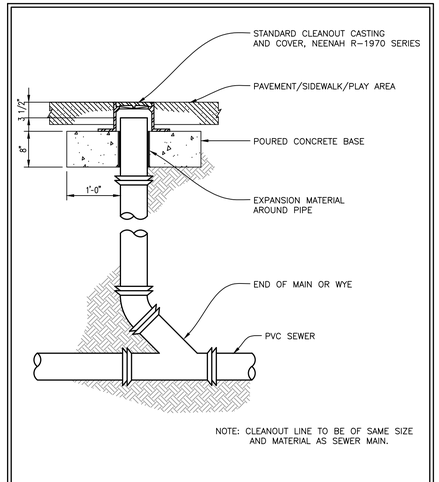
GENERAL NOTES:

1. DETECTABLE WARNINGS SHALL BE INSTALLED AT CURB RAMPS, MEDIANS AND PEDESTRIAN REFUGE ISLANDS, AT-GRADE RAILROAD CROSSINGS, TRANSIT PLATFORM EDGES, AND OTHER LOCATIONS WHERE PEDESTRIANS ARE REQUIRED TO CROSS A HAZARDOUS VEHICULAR WAY. DETECTABLE WARNINGS SHALL ALSO BE INSTALLED AT ALLEYS AND COMMERCIAL ENTRANCES WHEN PERMANENT TRAFFIC CONTROL DEVICES ARE PRESENT.
2. DETECTABLE WARNINGS REQUIRED FULL WIDTH AND DEPTH OF RAMP INCLUDING SIDE FLARES.
3. WARNING SURFACE SHALL BE TRUNCATED DOMES (SEE DETAIL). SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACE.
4. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE B RAMPS SHALL BE 1:10; HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 4'–0" (1.22 M) THEN THE MAXIMUM SLOPE SHALL BE 1:12.
5. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
6. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

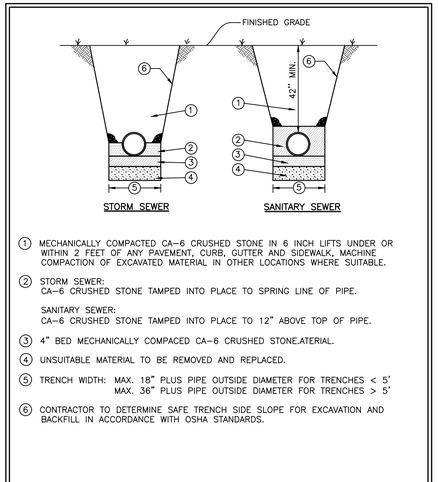
HANDICAP ACCESSIBLE CURB RAMPS FOR SIDEWALKS (to be placed where all sidewalks meet curb)



SANITARY SERVICE RISER

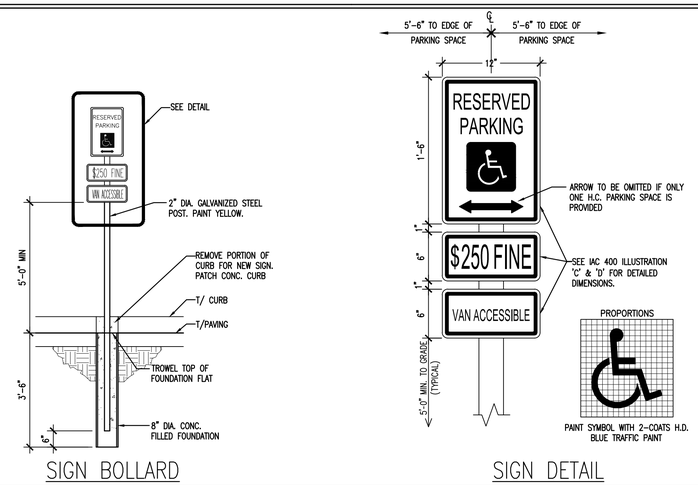


CLEANOUT AT PAVEMENT AREA

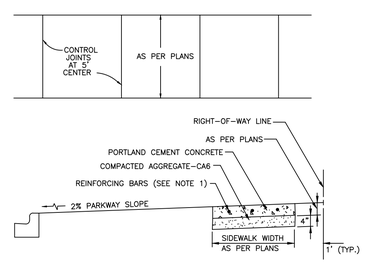


1. MECHANICALLY COMPACTED CA–6 CRUSHED STONE IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB, GUTTER AND SIDEWALK, MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.
2. STORM SEWER: CA–6 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF PIPE.
   SANITARY SEWER: CA–6 CRUSHED STONE TAMPED INTO PLACE TO 12" ABOVE TOP OF PIPE.
3. 4" BED MECHANICALLY COMPACED CA–6 CRUSHED STONE.ATERIAL.
4. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED.
5. TRENCH WIDTH: MAX. 18" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES < 5'
   MAX. 36" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES > 5'
6. CONTRACTOR TO DETERMINE SAFE TRENCH SIDE SLOPE FOR EXCAVATION AND BACKFILL IN ACCORDANCE WITH OSHA STANDARDS.

PIPE BEDDING DETAIL



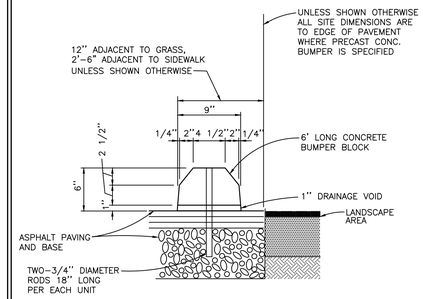
R7-8 HANDICAPPED SIGN DETAIL



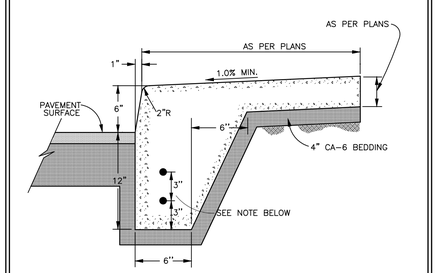
NOTES:

1. AT ALL TRENCH CROSSINGS, 3–1/2" REINFORCING BARS (10' LONG) SHALL BE PLACED, EQUALLY SPACED AND CENTERED OVER THE TRENCH.
2. CONCRETE THICKNESS SHALL BE 6" AT ALL DRIVEWAYS AND TRENCH CROSSINGS.
3. 3/4" EXPANSION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.
4. CONTROL JOINTS SHALL BE THE SAME AS THE SIDEWALK WIDTH AND 1/4" IN DEPTH.

TYPICAL SIDEWALK DETAIL



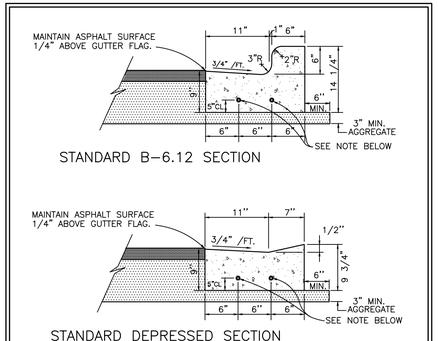
WHEEL STOP DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2–#4 DEFORMED BARS X 10'–0" LONG OVER ALL TRENCHES.

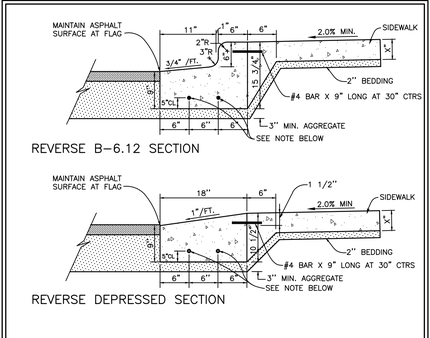
COMBINATION BARRIER CURB AND SIDEWALK DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2–#4 DEFORMED BARS X 10'–0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE.

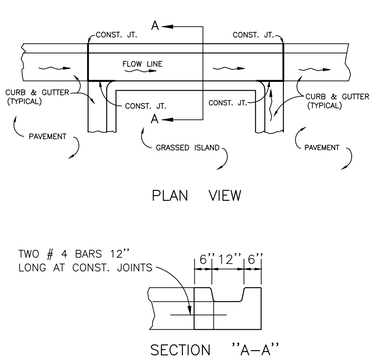
STANDARD B–6.12 CURB AND GUTTER DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2–#4 DEFORMED BARS X 10'–0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE.

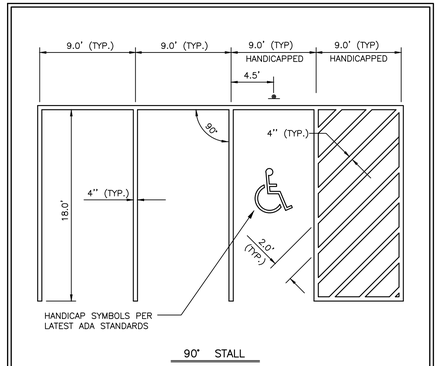
REVERSE COMBINATION B–6.12 CURB AND GUTTER AND SIDEWALK DETAIL



NOTE:

1. INSTALL 2–#4 DEFORMED BARS, 10'–0" LONG OVER ALL TRENCHES.
2. CONSTRUCT AS PER CURB & GUTTER DETAIL.

VALLEY GUTTER DETAIL



NOTE:

1. ALL STRIPING TO BE TWO COATS WHITE PAINT, UNLESS OTHERWISE NOTED.

TYPICAL 90° PARKING STRIPING DETAIL

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 1

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	N.T.S.

SHEET NO. C6.1

PROJ. NUMBER: 21008

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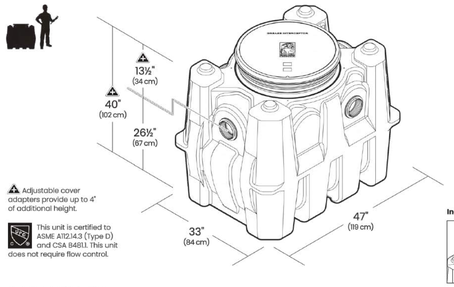
SPECIFICATION AND SUBMITTAL

GB-75 75 GPM Great Basin™ Indoor/Outdoor Grease Interceptor



Adjustable cover adapters provide up to 4" of additional height.

This unit is certified to ASME A112.14.3 (Type D) and CSA B481.1. This unit does not require flow control.

Includes Safety Star®

SUBMITTAL

Standard

Location: Indoor/outdoor
Installation: Above/below grade
Flow Rate / Grease Capacity: 75 GPM (4.7 L/s) / 861 lbs. (391 kg), 118 gal. (447 L)
Removal Efficiency at the Rated Capacity: 95.8%
Solids Capacity: 31 gal. (117 L)
Liquid Capacity: 125 gal. (473 L)
Weight: 190 lbs. (86 kg)
Connections: 4" FPT with 4" plain end adapters, single inlet and triple outlet
Covers: Cast iron cover, pickable 24" gas/water tight, H-20 rated, proof-load tested to 40,000 lbs.
Access Restrictor: Safety Star® (450 lb. rating) built into cover adapter

Options

- ☐ 6" plain end inlet/outlet (straight-through) with dual pumpout port connections
- ☐ 6" MPT inlet/outlet (stainless steel, straight-through)
- ☐ **-FO** (fixed outlet)
- ☐ **C24H2** Composite covers, bolted 24" gas/water tight, traffic load rated for 16,000 lbs.

Accessories

- ☐ **FCR2** >4" – 34" field cut riser
- ☐ **FCR2 (x2)** >34" – 64" field cut risers
- ☐ **FCR2 (x3)** >64" – 94" field cut risers
- ☐ **CA2** Adapter for 24" corrugated pipe riser
- ☐ **PP3** Pumpout port
- ☐ **AK1** High water anchor kit
- ☐ **ATD1** Cover adapter tie-down kit
- ☐ **PLAIN-EA-24** 2" plain end fitting
- ☐ **PLAIN-EA-34** 3" plain end fitting
- ☐ **FPT-EA-34** 4" x 3" FPT fitting
- ☐ **FPT-EA-23** 3" x 2" FPT fitting
- ☐ **CC2** Integral membrane clamping collar kit

Approval

Signature:	Date:	Company:
Specifying Engineer:	Engineering Firm:	

SCHIER

MODEL NUMBER:	DESCRIPTION: 75 GPM Polyethylene Grease Interceptor			
GB-75				
PART #: 4045-007-01	DWG BY: B. Karrer	DATE: 8/28/2020	REV:	ECO:

9500 Woodend Road | Edwardsville, KS 66111 | 913-951-3300 | schierproducts.com

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SPECIFICATIONS

NOTES

1. 4" FPT with 4" plain end adapters, single inlet and triple outlet
2. Unit weight - w/cast iron cover: 190 lbs.; w/composite cover: 135 lbs. (For wet weight add 1,043 lbs.)
3. Maximum operating temperature: 150° F continuous
4. Capacities – Liquid: 125 gal.; Grease: 861 lbs. Solids: 31 gal.
5. This unit does not require flow control.
6. For gravity drainage applications only.
7. Do not use for pressure applications.
8. Cover placement allows full access to tank for proper maintenance.
9. Vent not required unless per local code.
10. Engineered inlet and outlet diffusers are removable to inspect / clean piping.
11. Integral air relief / Anti-siphon / Sampling access.
12. Adjustable cover adapters provide up to 4" of additional height.
13. Fixed outlet models (-FO) have inlet and outlet permanently welded at the factory in the straight-through (B) positions.
14. Flow rates are based on 2-minute drain time.
15. Safety Star®, access restrictor built into cover adapter, prevents accidental entry to tanks (450 lb rating)

DIFFUSION FLOW TECHNOLOGY

The inlet diffuser reduces turbulence, creates laminar flow and allows the entire tank volume to be utilized for efficient grease separation and minimal disturbance to existing grease and sediment layers. The integral air relief / anti-siphon at the outlet diffuser top allows pressure stabilization within the unit during operation. The outlet diffuser can easily be attached to any of the three outlets provided to ease job site piping layouts.

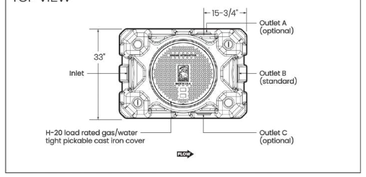
ENGINEER SPECIFICATION GUIDE

Schier Great Basin™ grease interceptor model # GB-75 shall be lifetime guaranteed and made in USA of seamless, rotationally-molded polyethylene. Interceptor shall be furnished for above or below grade installation. Interceptor shall be certified to ASME A112.14.3 (Type D) and CSA B481.1, with adjustable cover adapter, Safety Star® access restrictor built into cover adapter, and three outlet options. Interceptor flow rate shall be 75 GPM. Interceptor grease capacity shall be 861 lbs. Cover shall provide water/gas-tight seal and have minimum 16,000 lbs. load capacity.

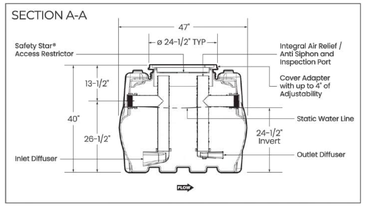
CERTIFIED PERFORMANCE

Great Basin™ hydromechanical grease interceptors are third party performance-tested and listed by IAPMO to ASME #A112.14.3 and CSA B481.1 grease interceptor standards and greatly exceed requirements for grease separation and storage. They are compliant to the Uniform Plumbing Code and the International Plumbing Code.

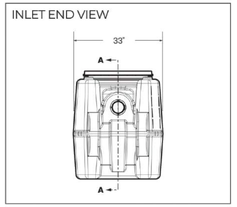
TOP VIEW



SECTION A-A



INLET END VIEW



Rated Grease Capacities for Units Piped in Series

No. of Units in Series	Removal Efficiency
	75 GPM
	95.8%
2	1,722 lbs.
3	2,583 lbs.
4	3,444 lbs.

SCHIER

MODEL NUMBER:	DESCRIPTION: 75 GPM Polyethylene Grease Interceptor			
GB-75				
PART #: 4045-007-01	DWG BY: B. Karrer	DATE: 8/28/2020	REV:	ECO:

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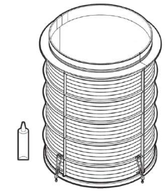
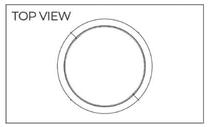
SPECIFICATION AND INSTALLATION GUIDE

FCR2 Field Cut Riser System

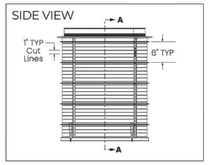
For use with grease interceptor models GB-50, GB-75, GB-250, GB-500, GB-1000, GGI-500, GGI-750, GGI-1000, GGI-1500 and GGI-2000; solids interceptor models SI-50, SI-75, SI-250 and SI-500; sampling port models SV24 and SV24-O; and wastewater flow distributor FS-DUO



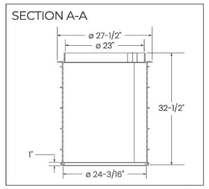
TOP VIEW



SIDE VIEW



SECTION A-A



Riser Height Needed	Risers Required (per accessway)
0" – 4"	None (use adapter)
>4" – 34"	FCR2
>34" – 64"	FCR2 (x2)
>64" – 94"	FCR2 (x3)

Contents

Specifications 1
Special Precautions 2-3
Getting to Know the FCR2 4
Installation 5-9
FCR2 Compatible Models 10

Notes

1. Unit weight: 32 lbs.
2. Riser not designed to hold water

Engineer Specification Guide:

Field-cut adjustable riser system to consist of injection molded polypropylene body, 100% Silicone Sealant for assembly of riser components, butyl mastic sealant for tank-riser or riser-riser joints, stainless steel fastening hardware and heavy duty nylon cable ties and mounts. Riser shall allow field adjustability of cover to grade.

Installation Note

Minimum install height: 4". Maximum install height: 34". Riser system may be stacked no more than three units high to a maximum of 94" extension. Access to internal components will not be compromised.

SCHIER

MODEL NUMBER:	DESCRIPTION: 34" Field Cut Riser System			
FCR2				
PART #: 8010-006-01	DWG BY: B. Karrer	DATE: 6/24/2020	REV:	ECO:

9500 Woodend Road | Edwardsville, KS 66111 | 913-951-3300 | schierproducts.com

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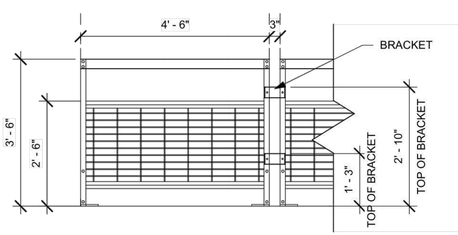
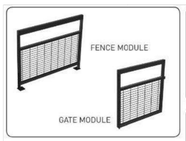
RAILING SPECIFICATION:

AWNEX. EVENING FENCE.
MATERIAL: ALUMINUM FRAME, STEEL MESH AND FEET.
FINISH: #MT0028.
DID: 21486

NOTE: CONTRACTOR TO PROVIDE SHOP DRAWINGS TO STARBUCKS CONSTRUCTION MANAGER/ARCHITECT FOR APPROVAL. INSTALLED BY GC





Description:

Create the perfect atmosphere with this exclusive Starbucks Patio Fencing system. This flexible sectional design can be configured to fit Starbucks Patios. Finished with Starbucks classic Black and built with 100% recyclable aluminum.

Made in USA.

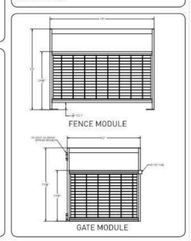
Specs:

Materials:
- Aluminum Frame
- Steel Mesh and Feet

Finish:
- Powder Coated Starbucks Flat Black, #MT0028

Size:
- Fence, 42" high x 54" wide x 2" thick
- 3" gap between modules
- 4" wide plate at foot
- Gate, 38-1/4" high x 38" wide x 2" thick.

Weight:
- 33 lbs per module



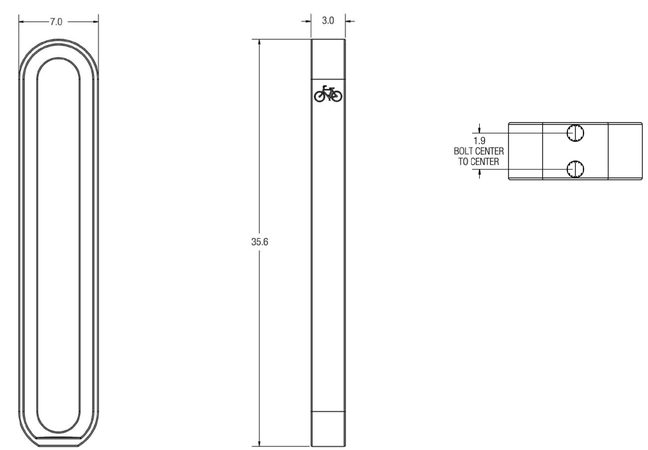
How to Request a Quote:

Send your Patio Layout along with dimensions include openings and gates to Awnex.

Contact:

Sales@awnexinc.com 770-704-7140
www.awnexinc.com

PATIO RAILING DETAIL



CUSTOMER APPROVAL:

X_____

DATE:

X_____

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES	FORMS+SURFACES® 30 Pine Street, Pittsburgh, PA 15223 Tel (800) 451-0410 Fax (412) 781-7840		
TOLERANCES (UNLESS OTHERWISE SPECIFIED): FRACTIONAL: ±1/32 ANGULAR:BEND: ±1/2° TWO PLACE DECIMAL: ±.030 THREE PLACE DECIMAL: ±.020	DATE 01/01/2011	OLYMPIA BIKE RACK SKOLY	
MATERIAL: SEE DATA SHEET			
FINISH: SEE DATA SHEET	DO NOT SCALE DRAWING		
WEIGHT: 22 LBS	PROPRIETARY AND CONFIDENTIAL		
SOURCE: -	THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS+SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.		
SCALE: N.T.S.		SIZE B / DWG. NO. SKOLY-CS / REV 0 / SHEET 1 OF 1	

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
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E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 2

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	N.T.S.
SHEET NO.	C6.2
PROJ. NUMBER:	21008

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GENERAL CONDITIONS

DEFINITION OF TERMS

a. "CLIENT" shall mean Vequity, LLC, which is the person or entity with whom CivWorks Consulting, LLC has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.

b. "ENGINEER" shall mean CivWorks Consulting, LLC, a Civil Engineering consultant on the subject project.

c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.

d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.

e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE CONTRACT DOCUMENTS

The intention of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined so as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of omissions of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so noted. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.

b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.

c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun thereon and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS. If a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CLIENT and/or the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities, such information represents only the opinion of the ENGINEER as to the approximate location of such utilities. At the locations wherein detailed positions of these facilities become necessary to the new construction, the CLIENT or the CONTRACTOR shall furnish all labor and tools to either verify and substantiate the location or definitely establish the position of the facilities. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities.

It shall be the CLIENT's and/or the CONTRACTOR's responsibility prior to construction, to notify all Utility Companies of the intentions to begin construction and to verify the actual location of all such facilities. The CLIENT and/or the CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSUITABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CLIENT or the CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF UTILITY COMPANIES

The CLIENT and/or CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location of underground pipes, conduits or cables adjoining or crossing proposed construction.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow in all areas where the work will interrupt, interfere or cause to change in any form, the conditions of traffic flow that existed prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. The need for traffic control shall be anticipated by the CLIENT.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

Restoration of damage to public or private property outside the limits of this project and of all existing roads and rights-of-way and easements shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work so that these areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR's trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

DETAILED SPECIFICATIONS

I. EXCAVATION AND GRADING

A. STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

B. GENERAL

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes.

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C. EXCAVATION AND EMBANKMENT

DEMOLITION

(a) CONTRACTOR shall perform all demolition work in accordance with all applicable Federal, State and local requirements.

(b) The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

(c) CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

(d) All asphalt pavement curb and gutter and miscellaneous structures shall be demolished by the CONTRACTOR and disposed of as approved by CLIENT.

(e) All existing sewers outside the building as indicated on the PLANS to be abandoned shall be removed from the site and disposed of by the CONTRACTOR.

(f) Voids left by any item removed under any proposed building, pavement or walk or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

(g) All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

(h) Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 920.120 of the Illinois Water Well Construction Code, Department of Public Health, Latest Edition, and all applicable local rules and regulations.

(i) Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with Governmental Jurisdictional Entity regulations, and the tank and grease traps shall then be filled with suitable materials or removed from the site and disposed of by the CONTRACTOR.

(j) Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

TOPSOIL RESPREAD

Upon completion of parking lot improvements and installation of underground utilities a minimum of six inches (6") of topsoil shall be respread over all onsite areas which are disturbed by earthwork construction, except building pads and pavements, which shall be kept free from topsoil.

EXCAVATION AND EMBANKMENT (FILL)

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer spoil, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the parking lot within the work limits to within ±0.1 feet of the proposed subgrade elevations indicated on the PLANS. He shall be responsible for obtaining compaction in accordance with the minimum values listed in the table below for all embankments unless more stringent values are listed in the soils report, and to use any method approved by the CLIENT necessary to obtain this compaction (i.e., soil fabric or any undercutting that may be required). All existing materials are assumed to have a California Bearing Ratio (CBR) of 3.0.

Type Material	Percent Compaction Standard	Pavement & Floor Slabs	Grass Areas
Sandy Soils	Modified Proctor	95%	90%
Clayey Soils	Standard Proctor	95%	90%

unless approved otherwise in the soils report or by the CLIENT.

The CONTRACTOR shall notify the CLIENT if proper compaction cannot be obtained so that the CLIENT may determine what remedial measures may be needed.

A soils testing firm employed by the CLIENT shall determine which soils are unsuitable. Materials in their natural state being defined as unsuitable that would be suitable material if moisture conditioned, shall be conditioned by the CONTRACTOR and used as suitable embankment material or hauled from the site.

For purposes of definition, unsuitable material shall be as follows unless determined otherwise by the Soils Engineer:

a. Any soil whose optimum moisture content exceeds 25%.
b. Any cohesive soil with a unconfined compressive strength of 1.5 tons per square foot or less.
c. Any soil whose silt content exceeds 60% by weight.
d. Any soil whose maximum density is less than 100 pounds per cubic foot.
e. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof so that the lakes will maintain the proposed normal water level and that leakage does not exceed ½ inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install same.

During excavation and embankment, grades may be adjusted to provide an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork will not balance.

It is the intent of these PLANS that storm waters falling on the site be diverted into sedimentation / lake / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by discing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

II. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, The Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois and the Village of Tinley Park Water Main, Sanitary Sewer and Storm Sewer Specifications and Details, latest version. In the event of conflicting guidelines, the more restrictive shall govern.

SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be in accordance with the above standards.l

MANHOLES, CATCH BASIN, INLETS & VALVE VAULTS

All Manholes, Catch Basins, Inlets, and Valve Vaults shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and butter joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have concentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous ½" steel reinforcement as manufactured by MA Industries, or approved equal.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01B and 41-2.01C and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

SANITARY SEWER PIPE

Sanitary sewer pipe including building services, shall conform to the following:

(a) Polyvinyl Chloride (PVC) Sewer Pipe shall conform to ASTM D-3034 minimum, SDR 21 with gasket joints conforming to ASTM D-3212.

Sanitary sewers shall include bedding and backfilling.

BEDDING

Bedding shall be placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.1 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Main Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C969-94-"Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", Vol. 04.05 or ASTM C1244-93-"Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test", Vol. 04-05.

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

All floor drains shall be connected to the sanitary sewer.

C. STORM SEWERS AND APPURTENANCES

STORM SEWER PIPE

Storm sewer pipe shall conform to the following:

(a) Polyvinyl Chloride (PVC) Pipe: ASTM D3034, rated SDR 35, continually marked with manufacturer's name, pipe size, cell classification, SDR rating. Joints shall conform to ASTM D3212.

Storm sewer shall include bedding and trench backfill.

BEDDING

Bedding shall be placed as shown on the detail.

UNDERDRAINS

Pipe underdrains shall be corrugated flexible plastic pipe conforming to AASHTO Designation M252, 4-inch perforated corrugated polyethylene pipe (PCPP) with a smooth interior and wrapped in a soil filter fabric supplied and installed by the CONTRACTOR. CONTRACTOR shall submit fabric and pipe catalogue Specifications for approval by the CLIENT. CONTRACTOR shall bed and backfill the underdrain in one of the following IDOT gradations of aggregate (CA5, CA7, CA11, CA14 or CA15).

MISCELLANEOUS

(a) All existing field drainage tile or storm sewers encountered or damaged during construction shall either be restored to their original condition, properly rerouted and/or connected to the storm sewer system.

(b) Footing drains shall be connected to sump pumps or discharged directly into storm sewers. Footing drains or drainage tile shall not be connected to the sanitary sewer.

III. ROADWAY AND PARKING LOT IMPROVEMENTS

STANDARDS

Work shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

SUBGRADE PREPARATION

The CONTRACTOR shall be responsible for all subgrade compaction and preparation to ±0.1-foot of the proposed subgrade elevation with the average subgrade elevation to be within ±0.02-feet of the proposed subgrade grade elevation.

BITUMINOUS BASE COURSE

Bituminous base course shall be installed where shown on the PLANS and shall have a Marshall stability of 750 or greater.

AGGREGATE BASE COURSE TYPE 'B'

Compacted aggregate base course type "B" shall be constructed using IDOT Type CA6 materials and shall be placed where shown on the PLANS.

BITUMINOUS CONCRETE, BINDER AND SURFACE COURSE

Bituminous pavement shall consist of bituminous concrete binder and surface courses (IDOT) Class I, to the compacted thickness as shown on the PLANS. The base course shall be cleaned and primed in accordance with the JURISDICTIONAL GOVERNING ENTITY. The bituminous concrete surface course shall be placed after the base course has gone through one winter season, as directed by the CLIENT. Prior to the placement of the bituminous concrete surface, the JURISDICTIONAL GOVERNING ENTITY shall examine the completed pavement, including curb and gutter, and all failures shall be corrected by the CONTRACTOR.

SIDEWALKS

Concrete sidewalks shall be constructed to width and thickness as shown on the PLANS. Sidewalks shall be thickened to a minimum of 6" at all driveways. All sidewalks shall be IDOT Class SI concrete, on aggregate base as shown on the detail. A ¾" expansion joint shall be provided when meeting existing sidewalk.

CURB AND GUTTER

Curb and gutter shall be as per the detail shown on the PLANS, which shall include compacted aggregate base course under the curb and gutter. All contraction and expansion joints shall be constructed as per the detail.

CONCRETE PAVEMENTS

Concrete pavements shall be constructed as shown on the PLANS. Slabs and aprons shall be constructed with 6" x 6" - W2.9 x W2.9 welded wire fabric on a aggregate base course Type B. The CONTRACTOR shall sawcut joints in concrete pavements immediately after installation.

CONCRETE CURB REMOVAL AND REPLACEMENT

The CONTRACTOR shall saw cut and remove the existing concrete curb where shown on the PLANS and install a curb of similar cross section and pavement to that removed (or depressed curb and gutter if shown on the PLANS). Upon completion of the curb all voids, if any, between the existing pavement and the new curb shall be filled with concrete to within 2" of the final surface, which is to be filled with bituminous pavement. The area behind the curb shall be filled and compacted with embankment material within 6" of the top of the new curb. The CONTRACTOR shall then restore the remaining 6" to its original condition (i.e., sod, gravel, topsoil). Where proposed curb connects to an existing curb, the existing curb shall be saw cut and then two 18" long x ¾" (#6) dowel bars shall be drilled and installed 9" into the existing and proposed curb. Bars shall be installed in a location similar to the expansion joint in the curb.

PROOF ROLLING

The CONTRACTOR shall provide a fully loaded vehicle, size approved by the CLIENT or JURISDICTIONAL GOVERNING ENTITY if required. Proof rolling shall be observed by the CLIENT and JURISDICTIONAL GOVERNING ENTITY. It shall be at the CLIENT's option which of the following methods of proof rolling is to be completed:

(a) If the base course is proof-rolled and passes, then the binder course and the surface course may be placed without further proof rolling.

(b) If the binder course is placed it will be proof-rolled when the CLIENT requests and the surface course shall not be applied until the binder course passes a proper proof rolling.

In any case, the base course and/or the binder course shall be repaired before proceeding to the next step.

PAVEMENT MARKING - PAINT

The CONTRACTOR shall furnish and apply painted marking lines, letters & symbols of the patterns, sizes and colors where shown on the PLANS. Paint shall be as follows:

Federal SPECIFICATIONS and Standards:

1. A-A-2886A Paint, Traffic, Solvent Based (supercedes FS TT-P-85E and FS-TT-P-115F, Type I).

American Association of State Highway and Transportation (AASHTO)

1. AASHTO M248 Ready-Mixed White and Yellow Traffic Paints

PAVEMENT MARKING - THERMOPLASTIC

The CONTRACTOR shall furnish and apply extruded thermoplastic pavement marking lines, letters and symbols of the patterns, sizes and colors where shown on the PLANS. Thermoplastic pavement marking shall be installed in accordance with the IDOT Standard Specifications.

INSURANCE AND LEGAL

HOLD HARMLESS

To the fullest extent permitted by law, the CONTRACTOR shall waive any right of contribution and shall indemnify and hold harmless the ENGINEER, its agents, employees and consultants from and against all claims, damages, losses and expenses, including but not limited to, attorneys' fees and economic or consequential damages, arising out of or resulting from or in connection with the performance of their work. However, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, it s consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these words are used in the Agreement shall be construed to include, but not be limited to (1) injury or damage consequent upon the failure of or use or misuse of any hoist, rigging, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by the CONTRACTOR; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity or any other indemnity; and (3) time expended by the party being indemnified and their employees, at their usual rates plus costs or travel, long distance telephone and reproduction of documents.

Only to the extent necessary to prevent this provision from being void under Statute 740 ILCS 35/1, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, its consultants, agents or employees against its own negligence.

INSURANCE

CONTRACTOR will purchase insurance to protect the ENGINEER and its consultants, agents, and employees from any claims for bodily injuries or property damage arising out of the construction work, including but not limited to naming the ENGINEER and its consultants, agents and employees as additional named insureds under the CONTRACTOR'S general liability policy applicable to the project, which must contain a clause stating that it is primary coverage for the ENGINEER with ENGINEER'S other applicable coverage to be considered excess.

THIRD PARTY BENEFICIARY

The ENGINEER is intended to be a third party beneficiary of the construction contract.

REVISIONS

2	05-14-21	ISSUED PER VILLAGE COMMENTS
1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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SHEET TITLE: GENERAL CONDITIONS AND DETAILED SPECIFICATIONS

PROJECT: SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	N.T.S.

SHEET NO.
C7.0

PROJ. NUMBER: 21008

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MEMORANDUM TO: Chris Ilekis
Vequity

FROM: Elise Purguette
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: April 23, 2021

SUBJECT: Traffic Impact Statement
Proposed Retail Building
Tinley Park, Illinois

This memorandum summarizes the results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed retail building to be located at 9561 West 171st Street in Tinley Park, Illinois. As proposed, the site, which is currently occupied by a vacant MB Financial Bank building, will be redeveloped with a three-tenant 5,593 square-foot retail building which will include a drive-through Starbucks coffee shop. In addition, the proposed retail building will provide approximately 35 parking spaces. Access will continue to be provided via the existing access system serving the adjoining shopping center with access off South LaGrange Road and 171st Street. **Figure 1** shows an aerial view of the site.

The purpose of this evaluation is to determine the impact of the proposed retail building on the area roadway system, evaluate its on-site circulation and drive-through utilization, and evaluate the adequacy of the parking supply.

Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and average daily traffic volumes along the area roadways.

South LaGrange Road (US 45) is a north-south, other principal arterial that generally provides three lanes in each direction separated by a landscaped median in the vicinity of the site. At its signalized intersection with 171st Street, South LaGrange Road provides an exclusive U-turn lane, three through lanes, and an exclusive right-turn lane on the northbound approach. The southbound approach provides dual left-turn lanes and three through lanes. A standard style crosswalk is provided on the south leg of this intersection. At its unsignalized intersection with the access drive located north of the site, South LaGrange Road provides two through lanes and a combined through/right-turn lane on the northbound approach. The southbound approach provides three through lanes. South LaGrange Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA), and carries an Annual Average Daily Traffic (AADT) volume of 39,300 vehicles (IDOT 2019). South LaGrange Road has a posted speed limit of 45 miles per hour.

Aerial View of Site **Figure 1**

171st Street is an east-west, local road that generally provides two lanes in each direction in the vicinity of the site. At its signalized intersection with South LaGrange Road, 171st Street provides an exclusive left-turn lane and dual right-turn lanes on the westbound approach. At its unsignalized intersection with the existing right-in/right-out access drive serving the CVS Pharmacy, 171st Street provides a through lane and a combined through/right-turn lane on the eastbound approach. The westbound approach provides two through lanes. At its unsignalized intersection with the full movement access drive serving the shopping center, 171st Street provides a through lane and a combined through/right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane and two through lanes. At its unsignalized intersection with the right-in/right-out access drive serving the shopping center, 171st Street provides a through lane and a combined through/right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane and two through lanes. 171st Street is under the jurisdiction of the Village of Tinley Park.

Traffic Characteristics of the Proposed Retail Building

As proposed, the site, which is currently occupied by a vacant MB Financial Bank building, will be redeveloped with a three-tenant, 5,593 square-foot retail building which will include a drive-through Starbucks coffee shop. Access will continue to be provided via the existing access system serving the adjoining shopping center off South LaGrange Road with 171st Street, as follows:

- An existing right-in/right-out access drive off South LaGrange Road located approximately 290 feet south of 171st Street. Left-turn movements are prohibited via the existing landscape median along South LaGrange Road. This access provides one inbound lane and one outbound lane with outbound movements under stop sign control.

- An existing right-in/right-out access drive off 171st Street located approximately 290 feet east of South LaGrange Road. This access drive is channelized to prohibit left-turn movements and provides one inbound lane and one outbound lane with outbound movements under stop sign control.

- A full movement access drive off 171st Street located approximately 800 feet east of South LaGrange Road. This access drive provides one inbound lane and two outbound lanes striped as an exclusive left-turn lane and an exclusive right-turn lane. Outbound movements are under stop sign control.

- An existing right-in/right-out access drive off 171st Street located approximately 1,080 feet east of South LaGrange Road. This access drive is channelized to prohibit left-turn movements and provides one inbound lane and one outbound lane with outbound movements under stop sign control.

- An existing full movement access drive off 94th Street located approximately 400 feet south of 171st Street. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control.

- A cross access connection to The Great Escape located south of the site, which is provided with restricted access off South LaGrange Road.

A copy of the site plan and drive-through stacking exhibit is included in the Appendix.

Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. It should be noted that surveys conducted by ITE have shown that approximately 70 and 20 percent of trips made to fast-food restaurants with drive-through and retail uses are diverted from the existing traffic on the roadway system, respectively. Such diverted trips are referred to as pass-by traffic. To account for the potential pass-by traffic, a 70 percent and 20 percent reduction were applied to the trips projected to be generated by the proposed drive-through Starbucks coffee shop and the retail, respectively. **Table 1** shows the estimated vehicle trip generation for the weekday morning, weekday evening, and Saturday midday peak hours as well as two-way daily traffic.

Trip Generation Comparison

As previously indicated, the site is currently occupied by a vacant MB Financial Bank building, which is approximately 5,593 square feet in size. In order to determine the impacts of the proposed retail building on the roadway system, the trips to be generated by the proposed retail building were compared to the estimated trips generated by the existing drive-through bank. The estimates of traffic to be generated by the existing drive-through bank are based upon the proposed land use type and size using data published in the ITE *Trip Generation Manual*, 10th Edition. It should be noted that surveys conducted by ITE have shown that approximately 30 percent of trips made to banks with drive-throughs are diverted from the existing traffic on the roadway system. Such diverted trips are referred to as pass-by traffic. To account for the potential pass-by traffic, a 30 percent reduction was applied to the trips projected to be generated by the existing bank.

Table 2 shows the estimated peak hour traffic to be generated by the proposed development compared to the traffic to be generated by the existing drive-through bank.

Inspection of Table 2 indicates that the proposed retail building will generate 26 more trips during the weekday morning peak hour, 14 fewer trips during the weekday evening peak hour, and six fewer trips during the Saturday midday peak hour. Given that the development will generate a comparable volume of traffic during the peak hours, site traffic will be adequately accommodated by area roadways and the access system serving the site.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily
		In	Out	Total	In	Out	Total	In	Out	Total	
937	Starbucks Coffee Shop with Drive-Through Window (2,364 square feet)	107	103	210	52	51	103	104	103	207	1,940
	10 Percent Interaction Reduction	*-11*	*-10*	*-21*	*-5*	*-5*	*-10*	*-10*	*-10*	*-20*	*-194*
	70 Percent Pass-By Reduction[1]	*-66*	*-66*	*-132*	*-33*	*-33*	*-66*	*-65*	*-65*	*-130*	*-1,222*
	New Coffee Shop Trips	**30**	**27**	**57**	**14**	**13**	**27**	**29**	**28**	**57**	**524**
820	Retail (3,229 square feet)	2	1	3	21	22	43	21	20	41	582
	10 Percent Interaction Reduction	*-0*	*-0*	*-0*	*-2*	*-2*	*-4*	*-2*	*-2*	*-4*	*-58*
	20 Percent Pass-By Reduction[2]	*-0*	*-0*	*-0*	*-4*	*-4*	*-8*	*-4*	*-4*	*-8*	*-104*
	New Retail Trips	**2**	**1**	**3**	**15**	**16**	**31**	**15**	**14**	**29**	**420**
	Total New Trips	**32**	**28**	**60**	**29**	**29**	**58**	**44**	**42**	**86**	**944**
	Total Pass-By Trips	**66**	**66**	**132**	**37**	**37**	**74**	**69**	**69**	**138**	**1,326**
	Total Development Trips	**98**	**94**	**192**	**66**	**66**	**132**	**113**	**111**	**224**	**2,270**

1 – Applied to the trips estimated to be generated by the proposed Starbucks coffee-shop with drive-through window after interaction reduction applied.
2 – Applied to the trips estimated to be generated by the proposed retail building after interaction reduction applied.

Table 2
SITE-GENERATED TRAFFIC VOLUME COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily
		In	Out	Total	In	Out	Total	In	Out	Total	
912	Former Drive-Through Bank (5,593 square feet)	31	22	53	57	57	114	75	72	147	560
	10 Percent Interaction Reduction	*-3*	*-2*	*-5*	*-6*	*-6*	*12*	*-8*	*-7*	*-15*	*-56*
	30 Percent Pass-By Reduction[1]	*-7*	*-7*	*-14*	*-15*	*-15*	*-30*	*-20*	*-20*	*-40*	*-152*
	Subtotal (New Trips)	**21**	**13**	**34**	**36**	**36**	**72**	**47**	**45**	**92**	**342**
	Proposed Development (New Trips)	**32**	**28**	**60**	**29**	**29**	**58**	**44**	**42**	**86**	**944**
	Difference	**+11**	**+15**	**+26**	**-7**	**-7**	**-14**	**+3**	**+3**	**-6**	**+602**

1 – Applied to the trips estimated to be generated by the existing bank with drive-through window after interaction reduction applied

Evaluation

When the estimated peak hour traffic volumes anticipated to be generated by the proposed retail building are compared to the total projected peak traffic volumes on the adjacent roadway system, the new traffic that will be generated by the proposed retail building will amount to approximately one percent of the existing two-way daily traffic volume along South LaGrange Road and 171st Street ((0.5*944)÷39,300=1.2%). Given the low estimated traffic to be generated by the proposed development, the existing access system serving the adjoining shopping center off South LaGrange Road and 171st Street will be adequate in accommodating the future traffic volumes.

On-Site Circulation and Design

As proposed, the pick-up window will be located on the east side of the building with the order board located on the south side of the building. Vehicles will enter the drive-through lane at the southwest corner of the building and travel around the south and east sides of the building. A review of the site plan and drive-through stacking exhibit indicates that approximately seven vehicles can stack from the pick-up window and approximately three vehicles can stack from the order board within the drive-through lane. Further, additional vehicles can stack within the site before reaching the access road north of the site.

In order to determine the average and peak stacking that can be expected at the drive-through serving the proposed Starbucks coffee shop, surveys were conducted at the Starbucks located at 1048 Maple Avenue in Lisle, Illinois. **Table A**, included in the Appendix, summarizes the drive-through queue surveys in five-minute intervals. The results of the drive-through surveys indicated the following:

- During the weekday morning peak period (6:00 A.M. to 9:00 A.M.), the Starbucks had an average queue of six vehicles and a maximum queue of 11 vehicles, occurring twice.
- During the weekday midday peak period (11:30 A.M. to 1:30 P.M.), the Starbucks had an average queue of three vehicles and a maximum queue of six vehicles, occurring once.
- During the weekday evening peak period (4:00 P.M. to 6:00 P.M.), the Starbucks had an average queue of one vehicle and a maximum queue of four vehicles, occurring once.

In addition, this data was compared to data provided by Starbucks, which indicated the following:

- Starbucks drive-throughs are designed to operate most efficiently with an average queue of seven vehicles.
- Starbucks peak drive-through queues range from 10 to 12 vehicles, typically occurring between 7:00 A.M. 9:00 A.M.
- Typical service time for vehicles in the drive-through is 45 seconds.
- Starbucks traffic is typically 60 percent drive-through traffic.

This data coincides with the survey data and further confirms the average queue of approximately six vehicles and maximum queue of 11 vehicles. As such, the proposed drive-through design can accommodate the peak demand of the drive-through operation without impacting traffic flow within the site main parking lot. Should additional stacking be required, overflow vehicles can be accommodated within the parking lot. If this were to occur, it would only be during the morning peak hour when the other retail uses within the building are expected to generate minimal traffic, thus not impacting and/or conflicting with their operations.

In order to provide efficient and orderly internal traffic flow, the following is recommended:

- Wayfinding signs directing traffic to the drive-through lane should be provided within the site, primarily near the northwest and southwest corners of the building, directing traffic to the entrance of the drive-through lane.
- "Do Not Enter" signs facing north should be posted at the exit of the drive-through lane.
- A stop sign facing south should be posted at the exit of the drive-through lane.

Parking Evaluation

As previously indicated, the site will be redeveloped with a three-tenant 5,593 square-foot retail building which will include a drive-through Starbucks coffee shop and will provide 35 parking spaces. The building will contain 5,241 square-feet of gross leasable space. In order to determine the projected parking demand of the proposed retail building, the parking demand was estimated based on the Village of Tinley Park Zoning Ordinance and the rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed retail building is as follows:

Village of Tinley Park Requirements

The Tinley Park Zoning Ordinance requires a parking ratio of 6.5 parking spaces per 1,000 square feet of gross leasable space. Based on the above and the total gross leasable space of 5,241 square-feet, the proposed retail building should provide a total of 34 parking spaces, which results in a surplus of one parking space.

ITE Parking Generation Manual

In reviewing the survey data published in the Institute of Transportation Engineers' (ITE) 5th Edition of the *Parking Generation Manual*, the following average peak parking demands were determined:

- Drive-Through Starbucks Coffee Shop (Coffee/Donut Shop with Drive-Through Window)
    - Monday-Friday: 13 spaces (ratio of 5.22 spaces per 1,000 square feet)
    - Saturday: 21 spaces (ratio of 8.70 spaces per 1,000 square feet)

- Retail (Shopping Center – Land Use Code 820)
    - Monday-Thursday: seven spaces (ratio of 1.95 spaces per 1,000 square feet)
    - Friday: nine spaces (ratio of 2.61 spaces per 1,000 square feet)
    - Saturday: 10 (ratio of 2.91 spaces per 1,000 square feet)

Based on ITE *Parking Generation Manual* rates, the proposed retail building should provide a total of 31 parking spaces to accommodate the peak parking demand (Saturday), which results in a surplus of four parking spaces.

Therefore, the proposed parking supply of 345 parking spaces will be adequate in accommodating the projected peak parking demand of the proposed retail building, based on the Village of Tinley Park Zoning Ordinance and the parking rates published in the ITE *Parking Generation Manual.*

Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- The volume of traffic estimated by the proposed retail building will be reduced due to pass-by trips.

- The proposed retail building will generate a comparable volume of traffic to the previous drive-through bank.

- The site plan provides for efficient circulation and adequate stacking for the proposed drive-through Starbucks coffee shop.

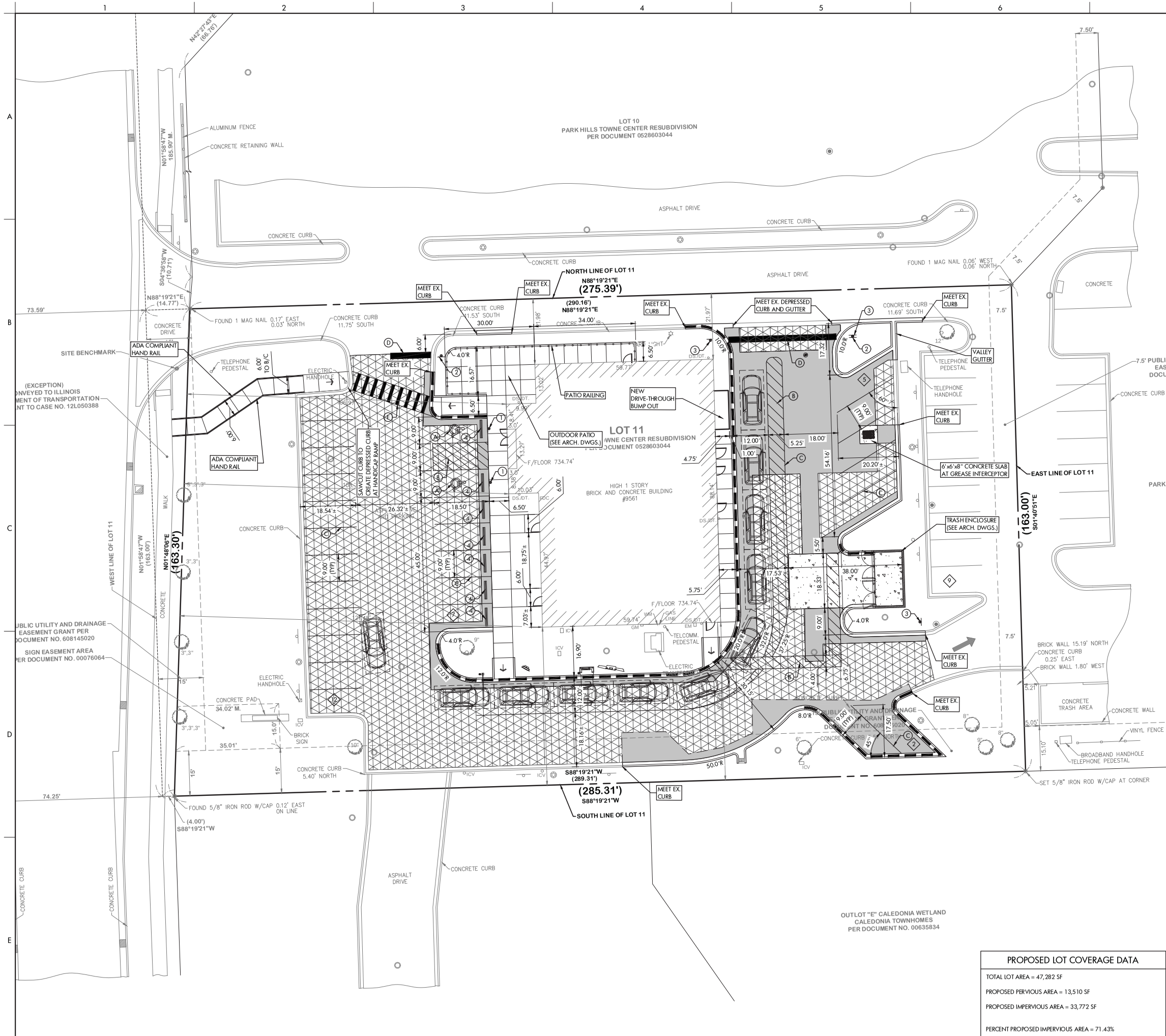
- Wayfinding signage should be provided directing vehicles to the entrance of the drive-through lane.

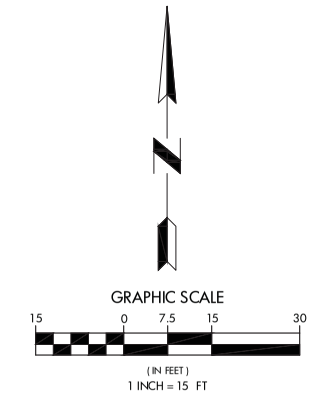
- A “Do Not Enter” sign facing north should be provided at the exit of the drive-through lane.

- Exiting movements from the drive-through lane should be under stop sign control.

- The proposed parking supply of 35 parking spaces will be adequate in accommodating the projected peak parking demand of the proposed retail building. This was based on the Village of Tinley Park Zoning Ordinance and the parking rates published in the ITE *Parking Generation Manual.*

Appendix





PROPOSED PARKING DATA

OVERALL BUILDING AREA = 5,593 SF (5,241 SF IS LEASEABLE)

PARKING REQUIRED
5,241 SF / 1,000 x 6.5 = 34 SPACES

PARKING PROVIDED
HANDICAP SPACES = 2
REGULAR SPACES = 33

TOTAL PROPOSED PARKING = 35 SPACES

PAVEMENT MARKING AND SIGN LEGEND

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE
2. R1-1 STOP SIGN (30"X30")
3. R5-1 DO NOT ENTER SIGN (30"X30")
4. CONCRETE WHEEL STOP

A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
C. 4" SOLID YELLOW STRIPE (TYP)
D. 24" WIDE WHITE STOP BAR
E. CROSSWALK - 24" SOLID WHITE AT 36" C-C

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.0.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

PROPOSED LOT COVERAGE DATA

TOTAL LOT AREA = 47,282 SF

PROPOSED PERVIOUS AREA = 13,510 SF

PROPOSED IMPERVIOUS AREA = 33,772 SF

PERCENT PROPOSED IMPERVIOUS AREA = 71.43%

SITE PAVING LEGEND

NEW ASPHALT PAVEMENT
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
10" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

MILL AND RESURFACE
1.5" MILL - REMOVE EX. ASPHALT SURFACE COURSE
1.5" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

REVISIONS

1	04-22-21	ISSUED PER VILLAGE COMMENTS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Phone: (312) 637-9450
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com
LICENSED PROFESSIONAL DESIGN FIRM NO. 184-000774

SHEET TITLE:
SITE DIMENSIONAL AND PAVING PLAN

PROJECT:
SITE AND SHELL DEVELOPMENT
17111-17119 LAGRANGE ROAD, TINLEY PARK, IL 60487

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	03-26-2021
SCALE:	1"=15'

SHEET NO.
C3.0

PROJ. NUMBER: 21008

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Table A
DRIVE THROUGH QUEUEING SURVEY – TUESDAY, MARCH 7, 2017

Weekday Morning		Weekday Midday		Weekday Evening	
Time	**Total Queue**	**Time**	**Total Queue**	**Time**	**Total Queue**
6:00 AM	2	11:30 AM	1	4:00 PM	0
6:05 AM	3	11:35 AM	5	4:05 PM	4
6:10 AM	1	11:40 AM	3	4:10 PM	3
6:15 AM	3	11:45 AM	5	4:15 PM	2
6:20 AM	3	11:50 AM	6	4:20 PM	2
6:25 AM	3	11:55 AM	5	4:25 PM	1
6:30 AM	3	12:00 PM	5	4:30 PM	1
6:35 AM	2	12:05 PM	2	4:35 PM	2
6:40 AM	3	12:10 PM	2	4:40 PM	2
6:45 AM	2	12:15 PM	1	4:45 PM	1
6:50 AM	3	12:20 PM	2	4:50 PM	1
6:55 AM	6	12:25 PM	3	4:55 PM	1
7:00 AM	7	12:30 PM	3	5:00 PM	1
7:05 AM	7	12:35 PM	2	5:05 PM	0
7:10 AM	6	12:40 PM	0	5:10 PM	1
7:15 AM	9	12:45 PM	2	5:15 PM	2
7:20 AM	7	12:50 PM	2	5:20 PM	1
7:25 AM	8	12:55 PM	2	5:25 PM	1
7:30 AM	7	1:00 PM	3	5:30 PM	2
7:35 AM	11	1:05 PM	1	5:35 PM	2
7:40 AM	6	1:10 PM	1	5:40 PM	2
7:45 AM	7	1:15 PM	3	5:45 PM	2
7:50 AM	10	1:20 PM	4	5:50 PM	0
7:55 AM	9	1:25 PM	1	5:55 PM	1
8:00 AM	11	1:30 PM	1	6:00 PM	0
8:05 AM	9				
8:10 AM	9				
8:15 AM	5				
8:20 AM	5				
8:25 AM	7				
8:30 AM	6				
8:35 AM	5				
8:40 AM	3				
8:45 AM	5				
8:50 AM	7				
8:55 AM	6				
9:00 AM	4				
Average	**6**		**3**		**1**
Maximum	**11**		**6**		**4**

OSQ Series

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Large

Rev. Date: V27 10/21/2020

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'T' input power designator is a suitable upgrade for HID applications up to 750 Watts, and the 'U' input power designator is a suitable upgrade for HID applications up to 1000 Watts.

Applications: Parking lots, walkways, campuses, auto dealerships, office complexes, tunnels, underpasses and internal roadways

Performance Summary

Utilizes Cree TrueWhite® Technology on 5000K Luminaires

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: Up to 29,700

Efficacy: Up to 173 LPW

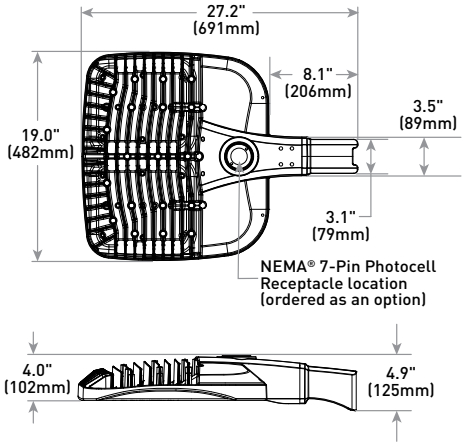
CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty†: 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

† See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

DA Mount



Weight
32.4 lbs. (14.7kg)

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-B-AASV + **Luminaire:** OSQ-A-NM-2ME-T-40K-UL-SV

Mount (Luminaire must be ordered separately)*	
OSQ-	
OSQ-B-AA Adjustable Arm **OSQ-DA** Direct Arm **OSQ-L-TSP** Transportation Mount (stainless steel; do not specify color) **OSQ-TM** Trunnion Mount	**Color Options:** **SV** Silver, **BK** Black, **BZ** Bronze, **WH** White

* Reference EPA and pole configuration suitability data beginning on page 10

Luminaire (Mount must be ordered separately)

OSQ	A	NM						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	**A**	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **4ME*** Type IV Medium **3ME*** Type III Medium **Symmetric** **5ME** Type V Medium **5SH** Type V Short **5SQ** Type V Square **WSN** Wide Sign **15D** 15° Flood **25D** 25° Flood **40D** 40° Flood **60D** 60° Flood **120D** 120° Flood	**T** 132W **U** 202W	**30K** 3000K, 70 CRI **40K** 4000K, 70 CRI **50K** 5000K, 90 CRI **57K** 5700K, 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**F** **Fuse** - Compatible only with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse **PML** **Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2** **Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1** **Field Adjustable Output** - Must select Q9, Q8, Q7, Q6, Q5, Q4, Q3, Q2, or Q1 - Offers full range adjustability - Refer to pages 12-13 for power and lumen values - Not available with PML or PML2 options **R** **NEMA® 7-Pin Photocell Receptacle** - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Requires photocell or shorting cap by others **RL** **Rotate Left** - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics **RR** **Rotate Right** - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 14 for optic directionality - Not for use with symmetric optics

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Product Specifications

CREE TRUEWHITE® TECHNOLOGY

A revolutionary way to generate high-quality white light, Cree TrueWhite® Technology is a patented approach that delivers an exclusive combination of 90+ CRI, beautiful light characteristics and lifelong color consistency, all while maintaining high luminous efficacy – a true no compromise solution.

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high-performance heat sink
- Convenient interlocking mounting method on direct arm mount. Mounting adaptor is rugged die cast aluminum and mounts to 3" (76mm) or larger square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon
- Adjustable arm mount can be adjusted 180˚ in 2.5˚ increments
- Transportation mount is constructed of 316 stainless steel and mounts to surface with (4) 3/8" fasteners by others
- Trunnion mount is constructed of A500 and A1011 steel and is adjustable from 0-180˚ in 15˚ degree increments. Trunnion mount secures to surface with (1) 3/4" bolt or (2) 1/2" or 3/8" bolts
- Includes 18" (340mm) 18/5 or 16/5 cord exiting the luminaire. When ordered with R option, 18" (340mm) 18/7 or 16/7 cord is provided
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available
- **Weight:** OSQ-DA: 32.4 lbs. (14.7kg); OSQ-B-AA: 32.0 lbs. (14.5kg); OSQ-L-TSP: 44 lbs. (20.0kg); OSQ-TM: 36.1 lbs. (16.4kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Designed with 0-10V dimming capabilities. Controls by others
- Refer to Dimming spec sheet for details
- **10V Source Current:** 0.15mA
- **Operating Temperature Range:** -40˚C - +40˚C (-40˚F - +104˚F)

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards with AA, DA, TM, and TSP mounts. For adjustable arm applications requiring ANSI C136.31-2001 3G vibration certification, ensure that existing or new adjustable arm mount model number matches OSQ-B-AA for all OSQ large housing luminaires with power designations "T", and "U"
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC and DLC Premium qualified versions available. Some exceptions apply. Please refer to https://www.designlights.org/search/ for most current information
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and direct or transportation mounts only. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Product Specifications

SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL

The Synapse SimplySNAP platform is a highly intuitive connected lighting solution featuring zone dimming, motion sensing, and daylight harvesting with utility-grade power monitoring and support of up to 1000 nodes per gateway. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. The Twist-Lock Lighting Controller (TL7-B2) and Site Controller (SS450-002) take the OSQ Series to a new performance plateau, providing extreme energy productivity, code compliance and a better light experience.

Electrical Data*

Input Power Designator	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
T	132	1.12	0.63	0.55	0.47	0.39	0.28
U	202	1.72	0.96	0.84	0.72	0.60	0.43

* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/-10%

OSQ Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Optic	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Reported[2] /Estimated[3] LMF	100K hr Reported[2] /Estimated[3] LMF
5˚C (41˚F)	Asymmetric	1.04	1.03	1.01	0.99[2]	0.97[2]
	Symmetric	1.05	1.05	1.05	1.05[3]	1.05[3]
10˚C (50˚F)	Asymmetric	1.03	1.02	1.00	0.98[2]	0.96[2]
	Symmetric	1.04	1.03	1.03	1.03[3]	1.03[3]
15˚C (59˚F)	Asymmetric	1.02	1.01	0.99	0.97[2]	0.95[2]
	Symmetric	1.02	1.02	1.02	1.02[3]	1.02[3]
20˚C (68˚F)	Asymmetric	1.01	1.00	0.98	0.96[2]	0.94[2]
	Symmetric	1.01	1.01	1.01	1.01[3]	1.01[3]
25˚C (77˚F)	Asymmetric	1.00	0.99	0.97	0.95[2]	0.93[2]
	Symmetric	1.00	1.00	1.00	1.00[3]	1.00[3]

[1] Lumen maintenance values at 25˚C (77˚F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Accessories

Field-Installed

Backlight Shield
OSQ-BLSLF
– Front facing optics
OSQ-BLSLR
– Rotated optics

Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Bird Spikes
OSQ-LG-BRDSPK

Shorting Cap
XA-XSLSHRT

Synapse Wireless Control Accessories

Twist-Lock Lighting Controller
TL7-B2
- Suitable for 120-277V (UL) voltage only
- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle
- Not for use with PML or Q options
- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaires
- Refer to TL7-B2 spec sheet for details

SimplySNAP Central Base Station
CBSSW-450-002
- Includes On-Site Controller (SS450-002) and 5-button switch
- Indoor and Outdoor rated
- Refer to CBSSW-450-002 spec sheet for details

Synapse Wireless Sensor
WSN-DPM
- Motion and light sensor
- Control multiple zones
- Refer to WSN-DPM spec sheet for details

SimplySNAP On-Site Controller
SS450-002
- Verizon® LTE-enabled
- Designed for indoor applications
- Refer to SS450-002 spec sheet for details

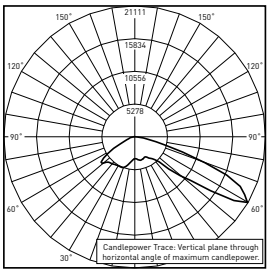
Building Management System (BMS) Gateway
BMS-GW-002
- Required for BACnet integration
- Refer to BMS-GW-002 spec sheet for details

Outdoor Antennas
(Optional, for increased range, 8dB gain)
KIT-ANT420SM
- Kit includes antenna, 20' cable and bracket
KIT-ANT360
- Kit includes antenna, 30' cable and bracket
KIT-ANT600
- Kit includes antenna, 50' cable and bracket
- Refer to Outdoor antenna spec sheet for details

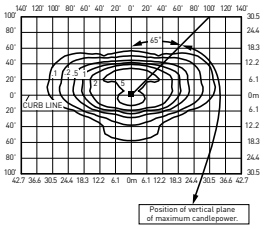
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

2ME



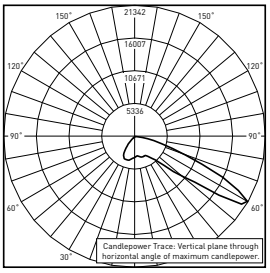
CESTL Test Report #: PL07701-001A
OSQ-A-**-2ME-U-40K-UL
Initial Delivered Lumens: 26,946



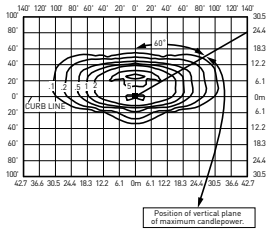
OSQ-A-**-2ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type II Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B3 U0 G3	29,100	B3 U0 G3	22,300	B3 U0 G3	29,100	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07700-001A
OSQ-A-**-2ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,822



OSQ-A-**-2ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

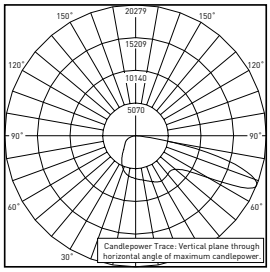
Type II Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	15,900	B2 U0 G2	17,000	B3 U0 G2	14,250	B2 U0 G2	17,000	B3 U0 G2
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B3 U0 G2	22,300	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

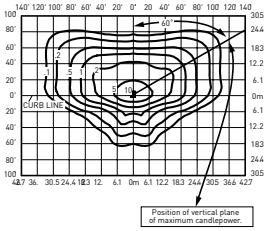
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult:
http://creelighting.com/products/outdoor/area/osq-series

3ME



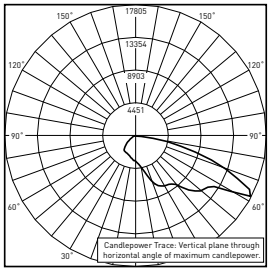
DTC Test Report #: PL15529-001A
OSQ-A-**-3ME-U-40K-UL
Initial Delivered Lumens: 30,584



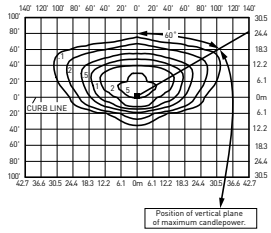
OSQ-A-**-3ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type III Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B3 U0 G4	29,100	B3 U0 G4	22,300	B3 U0 G3	29,100	B3 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07699-001A
OSQ-A-**-3ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 23,601



OSQ-A-**-3ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 23,000
Initial FC at grade

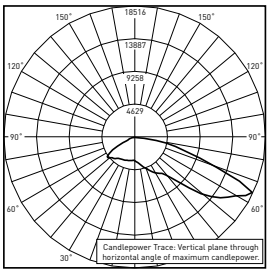
Type III Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	16,300	B2 U0 G2	17,500	B2 U0 G3	14,650	B2 U0 G2	17,500	B2 U0 G3
U	21,900	B3 U0 G3	23,000	B3 U0 G3	17,600	B2 U0 G3	23,000	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

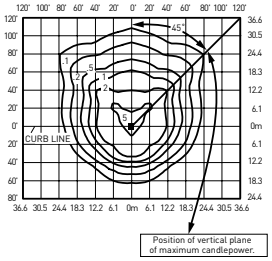
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

4ME



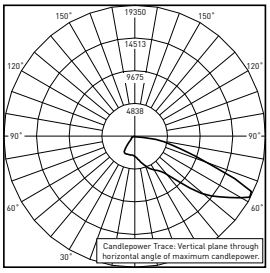
CESTL Test Report #: PL07690-001A
OSQ-A-**-4ME-U-40K-UL
Initial Delivered Lumens: 27,527



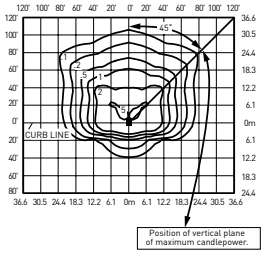
OSQ-A-**-4ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type IV Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,700	B3 U0 G3	22,100	B3 U0 G3	18,600	B3 U0 G3	22,100	B3 U0 G3
U	27,800	B4 U0 G3	29,100	B4 U0 G4	22,300	B3 U0 G3	29,100	B4 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07692-001A
OSQ-A-**-4ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,793



OSQ-A-**-4ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

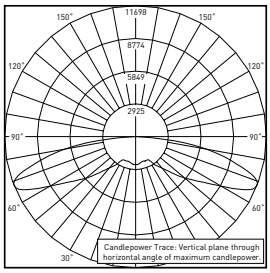
Type IV Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	15,900	B2 U0 G3	17,000	B2 U0 G3	14,250	B2 U0 G3	17,000	B2 U0 G3
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B2 U0 G3	22,300	B3 U0 G3

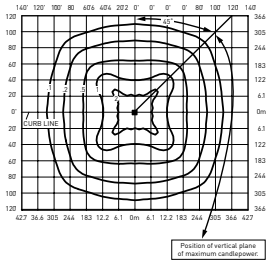
* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult:
http://creelighting.com/products/outdoor/area/osq-series

5ME





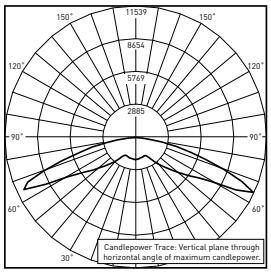
DTC Test Report #: PL15486-001A
OSQ-A-**-5ME-U-40K-UL
Initial Delivered Lumens: 26,918

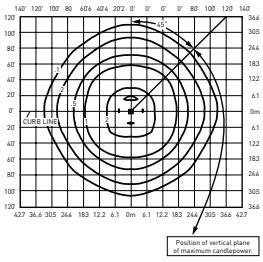
OSQ-A-**-5ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 27,800
Initial FC at grade

Type V Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	20,200	B5 U0 G5	21,700	B5 U0 G5	19,800	B5 U0 G5	21,700	B5 U0 G5
U	26,600	B5 U0 G5	27,800	B5 U0 G5	23,600	B5 U0 G5	27,800	B5 U0 G5

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

5SH





CESTL Test Report #: PL10754-001A
OSQ-A-**-5SH-U-40K-UL
Initial Delivered Lumens: 25,679

OSQ-A-**-5SH-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,700
Initial FC at grade

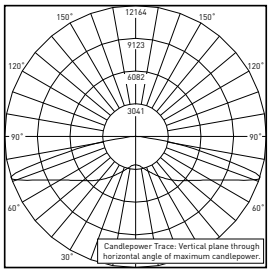
Type V Short Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	21,300	B5 U0 G3	22,900	B5 U0 G3	20,900	B5 U0 G3	22,900	B5 U0 G3
U	28,400	B5 U0 G4	29,700	B5 U0 G4	25,200	B5 U0 G3	29,700	B5 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

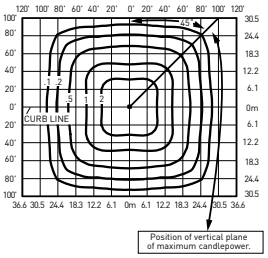
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: https://creelighting.com/products/outdoor/area/osq-series

5SQ



RESTL Test Report #: PL14561-001B
OSQ-A-**-5SQ-U-57K-UL
Initial Delivered Lumens: 28,716

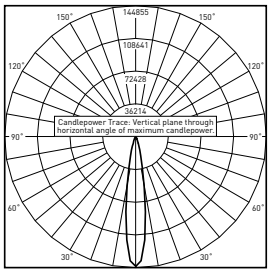


OSQ-A-NM-5SQ-U-57K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,700
Initial FC at grade

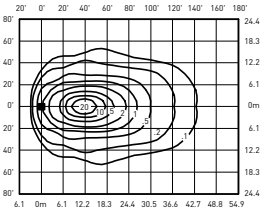
Type V Square Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11	Initial Delivered Lumens	BUG Ratings** Per TM-15-11
T	21,300	B4 U0 G2	22,900	B5 U0 G3	20,900	B4 U0 G2	22,900	B5 U0 G3
U	28,400	B5 U0 G3	29,700	B5 U0 G3	25,200	B5 U0 G3	29,700	B5 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

15D



CESTL Test Report #: PL07689-001A
OSQ-A-**-15D-U-30K-UL
Initial Delivered Lumens: 23,254



OSQ-A-**-15D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

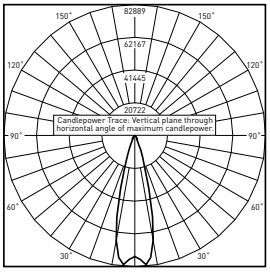
Type 15° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

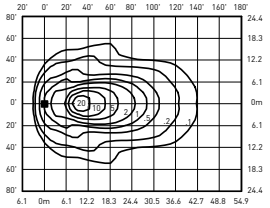
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

25D



CESTL Test Report #: PL07696-001A
OSQ-A-**-25D-U-30K-UL
Initial Delivered Lumens: 23,265

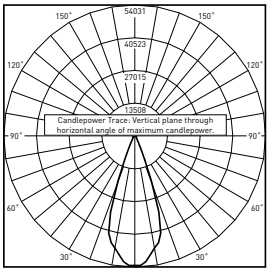


OSQ-A-**-25D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

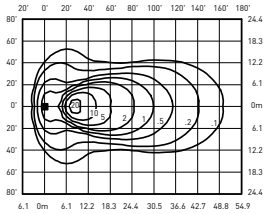
Type 25° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

40D



CESTL Test Report #: PL07697-001A
OSQ-A-**-40D-U-30K-UL
Initial Delivered Lumens: 22,943



OSQ-A-**-40D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

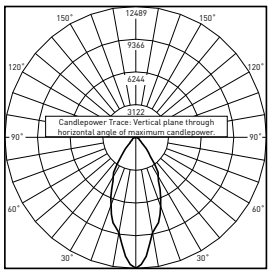
Type 40° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

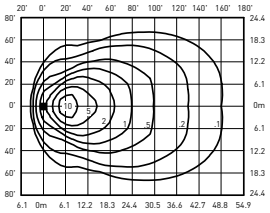
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

60D



CESTL Test Report #: PL08100-001B
OSQ-A-**-60D-B-30K-UL
Initial Delivered Lumens: 10,079

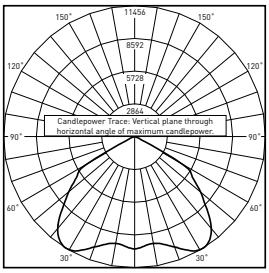


OSQ-A-**-60D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

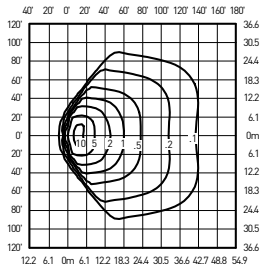
Type 60° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

120D



RESTL Test Report #: PL15731-001A
OSQ-A-**-120D-U-40K-UL
Initial Delivered Lumens: 25,501

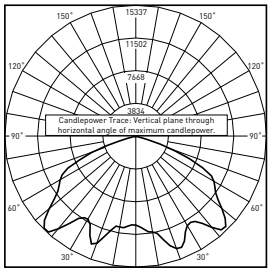


OSQ-A-**-120D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

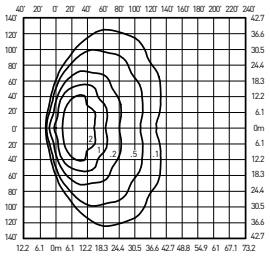
Type 120° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

WSN



CESTL Test Report #: PL07695-001A
OSQ-A-**-WSN-U-30K-UL
Initial Delivered Lumens: 23,116



OSQ-A-**-WSN-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° tilt
Initial Delivered Lumens: 29,700
Initial FC at grade

Wide Sign Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,300	22,900	20,900	22,900
U	28,400	29,700	25,200	29,700

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Luminaire EPA

Adjustable Arm Mount – OSQ-B-AA Weight: 32.0 lbs. (14.5kg)							
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	3 @ 180˚	4 @ 180˚	4 @ 90˚
Tenon Configuration (0˚-80˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*; PD-2A4(90); PT-2(90)	PB-3A*; PD-3A4(90); PT-3(90)	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375; PD-4A4(90); PT-4(90)
0˚ Tilt							
0.80	1.61	1.26	2.06	1.68	3.33	4.66	2.52
10˚ Tilt							
0.81	1.61	1.62	2.42	2.32	4.40	6.08	3.24
20˚ Tilt							
1.24	1.61	2.04	2.84	3.13	5.68	7.80	4.08
30˚ Tilt							
1.64	1.64	2.44	3.24	3.97	6.88	9.40	4.88
45˚ Tilt							
2.20	2.20	3.00	3.80	5.07	8.55	11.64	6.00
60˚ Tilt							
2.63	2.63	3.43	4.23	5.73	9.84	13.36	6.86
70˚ Tilt							
2.82	2.82	3.62	4.42	5.73	10.41	14.12	7.24
80˚ Tilt							
2.93	2.93	3.73	4.53	5.73	10.74	14.56	7.46
Tenon Configuration (90˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*	PB-3A*	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375
90˚ Tilt							
2.95	2.95	4.84	6.52	5.73	10.81	14.64	11.19

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenon EPA

Part Number	EPA
PB-1A*	None
PB-2A*	0.82
PB-3A*	1.52
PB-4A*(180)	2.22
PB-4A*(90)	1.11
PB-2R2.375	0.92
PB-3R2.375	1.62
PB-4R2.375	2.32
PD Series Tenons	0.09
PT Series Tenons	0.10
PW-1A3**	0.47
PW-2A3**	0.94
WM-2	0.08
WM-4	0.25
WM-DM	None

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenons and Brackets‡ (must specify color)

Square Internal Mount Vertical Tenons (Steel)
- Mounts to 3-6" (76-152mm) square aluminum or steel poles

PB-1A* – Single
PB-2A* – 180˚ Twin
PB-3A* – 180˚ Triple
PB-4A*(90) – 90˚ Quad
PB-4A*(180) – 180˚ Quad

Square Internal Mount Horizontal Tenons (Aluminum)
- Mounts to 4" (102mm) square aluminum or steel poles

PD-2A4(90) – 90˚ Twin
PD-2A4(180) – 180˚ Twin
PD-3A4(90) – 90˚ Triple
PD-4A4(90) – 90˚ Quad

Wall Mount Brackets
- Mounts to wall or roof

WM-2 – Horizontal for OSQ-B-AA mount
WM-4 – L-Shape for OSQ-B-AA mount
WM-DM – Plate for OSQ-DA mount

Round External Mount Vertical Tenons (Steel)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons

PB-2R2.375 – Twin
PB-3R2.375 – Triple
PB-4R2.375 – Quad

Round External Mount Horizontal Tenons (Aluminum)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons
- Mounts to square pole with PB-1A* tenon

PT-1 – Single (Vertical)
PT-2(90) – 90˚ Twin
PT-2(180) – 180˚ Twin
PT-3(90) – 90˚ Triple
PT-3(120) – 120˚ Triple
PT-4(90) – 90˚ Quad

Mid-Pole Bracket
- Mounts to square pole

PW-1A3** – Single
PW-2A3** – Double

Ground Mount Post
- For ground-mounted flood luminaires

PGM-1 - for OSQ-B-AA mount

‡ Refer to the Bracket and Tenons spec sheet for more details

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

CREE LIGHTING

Luminaire EPA

Direct Arm Mount – OSQ-DA Weight: 32.4 lbs. (14.7kg)					
Single	2 @ 180°	2 @ 90°	3 @ 90°	3 @ 120°	4 @ 90°
0.80	1.61	1.26	2.06	1.68	2.52

Direct Mount Configurations

Compatibility with OSQ-DA Direct Mount Bracket					
Input Power Designator	2 @ 90°	2 @ 180°	3 @ 90°	3 @ 120°	4 @ 90°
3" Square					
T & U	N/A	✓	N/A	N/A	N/A
3" Round					
T & U	N/A	✓	N/A	N/A	N/A
4" Square					
T & U	✓	✓	✓	N/A	✓
4" Round					
T & U	✓	✓	✓	✓	✓
5" Square					
T & U	✓	✓	✓	N/A	✓
5" Round					
T & U	✓	✓	✓	✓	✓
6" + Square					
T & U	✓	✓	✓	N/A	✓
6" + Round					
T & U	✓	✓	✓	✓	✓

Luminaire EPA

Trunnion Mount – OSQ-TM Weight: 36.1 lbs. (16.4kg)
Single
0° Tilt
0.81
15° Tilt
1.12
30° Tilt
1.74
45° Tilt
2.35
60° Tilt
2.59
75° Tilt
2.83
90° Tilt
3.07

Field Adjustable Output (Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator T

Q Option Setting	CCT/ CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH, 5SQ & Floods	2ME w/ BLS	3ME w/ BLS	4ME w/BLS	Standard	Premium
Q9	30K7	132	20,700	20,200	21,300	15,900	16,300	15,900	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		22,100	21,700	22,900	17,000	17,500	17,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		18,600	19,800	20,900	14,250	14,650	14,250	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		22,100	21,700	22,900	22,300	17,500	22,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q8	30K7	122	19,300	18,800	19,800	14,775	15,200	14,775	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		20,600	20,200	21,300	15,800	16,300	15,800	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		17,300	18,400	19,400	13,250	13,625	13,250	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		20,600	20,200	21,300	15,800	16,300	15,800	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q7	30K7	117	18,600	18,200	19,200	14,300	14,675	14,300	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		19,900	19,500	20,600	15,300	15,800	15,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		16,700	17,800	18,800	12,825	13,175	12,825	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		19,900	19,500	20,600	15,300	15,800	15,300	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q6	30K7	108	17,200	16,800	17,700	13,200	13,525	13,200	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		18,300	18,000	19,000	14,100	14,525	14,100	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		15,400	16,400	17,300	11,825	12,150	11,825	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		18,300	18,000	19,000	14,100	14,525	14,100	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q5	30K7	104	16,800	16,400	17,300	12,875	13,200	12,875	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		17,900	17,600	18,500	13,775	14,175	13,775	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		15,100	16,000	16,900	11,550	11,875	11,550	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		17,900	17,600	18,500	13,775	14,175	13,775	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q4	30K7	99	16,100	15,800	16,600	12,400	12,725	12,400	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		17,200	16,900	17,900	13,250	13,650	13,250	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		14,500	15,400	16,300	11,125	11,425	11,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		17,200	16,900	17,900	13,250	13,650	13,250	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q3	30K7	89	14,700	14,350	15,100	11,300	11,575	11,300	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		15,700	15,400	16,300	12,075	12,425	12,075	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		13,200	14,050	14,850	10,125	10,400	10,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		15,700	15,400	16,300	12,075	12,425	12,075	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q2	30K7	80	13,250	12,925	13,625	10,175	10,425	10,175	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		14,150	13,900	14,650	10,875	11,200	10,875	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		11,900	12,675	13,375	9,125	9,375	9,125	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		14,150	13,900	14,650	10,875	11,200	10,875	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q1	30K7	66	10,975	10,700	11,300	8,425	8,650	8,425	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K7		11,725	11,500	12,125	9,000	9,275	9,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K9		9,850	10,500	11,075	7,550	7,775	7,550	2ME, 3ME, 4ME	5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	57K7		11,725	11,500	12,125	9,000	9,275	9,000	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN

Field Adjustable Output (Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

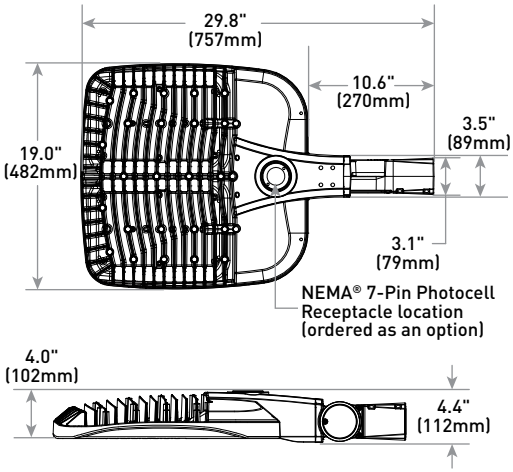
The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator U

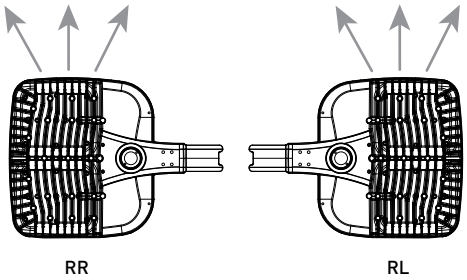
Q Option Setting	CCT/ CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH, 5SQ & Floods	2ME w/ BLS	3ME w/ BLS	4ME w/BLS	Standard	Premium
Q9	30K7	202	27,800	26,600	28,400	21,400	21,900	21,400	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		29,100	27,800	29,700	22,300	23,000	22,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		22,300	23,600	25,200	17,100	17,600	17,100	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		29,100	27,800	29,700	22,300	23,000	22,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q8	30K7	191	27,000	25,800	27,500	20,800	21,200	20,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		28,200	27,000	28,800	21,600	22,300	21,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		21,600	22,900	24,400	16,600	17,100	16,600	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		28,200	27,000	28,800	21,600	22,300	21,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q7	30K7	181	25,600	24,500	26,100	19,700	20,100	19,700	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		26,800	25,600	27,300	20,500	21,200	20,500	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		20,500	21,700	23,200	15,700	16,200	15,700	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		26,800	25,600	27,300	20,500	21,200	20,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q6	30K7	173	24,700	23,700	25,300	19,000	19,500	19,000	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		25,900	24,700	26,400	19,800	20,500	19,800	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		19,800	21,000	22,400	15,200	15,700	15,200	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		25,900	24,700	26,400	19,800	20,500	19,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q5	30K7	159	22,800	21,800	23,300	17,500	18,000	17,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		23,900	22,800	24,400	18,300	18,900	18,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		18,300	19,400	20,700	14,025	14,425	14,025	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		23,900	22,800	24,400	18,300	18,900	18,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q4	30K7	143	21,100	20,200	21,600	16,300	16,600	16,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		22,100	21,100	22,600	16,900	17,500	16,900	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		16,900	17,900	19,200	13,000	13,375	13,000	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		22,100	21,100	22,600	16,900	17,500	16,900	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q3	30K7	128	18,900	18,100	19,300	14,550	14,900	14,550	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		19,800	18,900	20,200	15,200	15,600	15,200	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		15,200	16,000	17,100	11,625	11,975	11,625	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		19,800	18,900	20,200	15,200	15,600	15,200	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q2	30K7	114	17,000	16,200	17,300	13,050	13,350	13,050	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		17,800	17,000	18,100	13,600	14,025	13,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		13,600	14,400	15,400	10,425	10,725	10,425	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		17,800	17,000	18,100	13,600	14,025	13,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q1	30K7	101	15,300	14,625	15,600	11,775	12,050	11,775	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K7		16,000	15,300	16,300	12,275	12,650	12,275	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K9		12,275	12,975	13,850	9,400	9,675	9,400	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	N/A
	57K7		16,000	15,300	16,300	12,275	12,650	12,275	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME

AA Mount

Weight
32.0 lbs. (14.5kg)

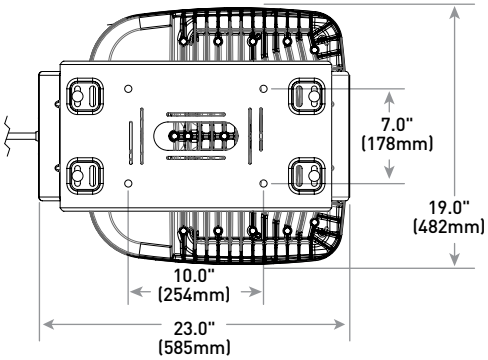


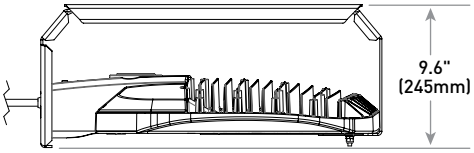
RR/RL Configuration



TSP Mount

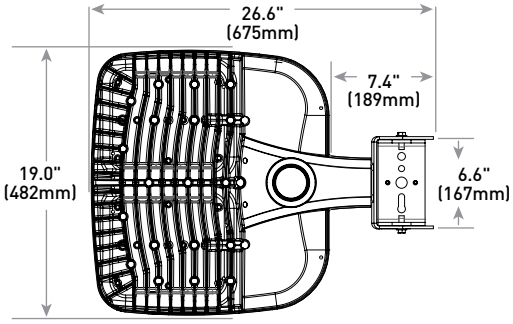
Weight
44.0 lbs. (20.0kg)

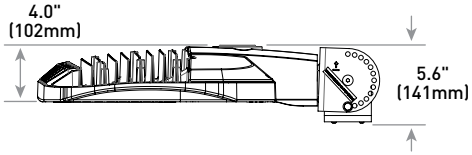




TM Mount

Weight
36.1 lbs. (16.4kg)





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CREE LIGHTING

A COMPANY OF *IDEAL INDUSTRIES, INC.*

LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — The 4" Wafer-Thin LED recessed downlight with remote driver box combines high quality light output and efficiency while eliminating the pot light housing for competitive affordability. This innovative wafer-slim Type IC design allows easy installation for new construction or remodel from below the ceiling without the requirement of a pot light housing. The LED module maintains at least 70% light output for 36,000 hours. These LED Wafer downlights are intended for closets, attics, hallways, bathrooms, kitchens, basements, soffits, entry ways, porches, garages, stairwells, corridors, nursing/retirement homes, condos, elevators, apartments, and any other small areas.

CONSTRUCTION — Ideal for shallow ceiling plenum since a pot light housing is NOT required. IC rated driver and fixture - approved for direct contact with insulation. Aluminum die cast outer frame. Durable, powder coat paint to prevent rust. Round fixture with integral edge-lit LED's. Steel spring clip for easy installation. Plenum rated cable connector to connect from module to remote driver box. Isolated driver integrated inside steel remote box with four 7/8" knockouts with slots for pryout. Not suitable for pulling wires.

OPTICS — Wafer-Thin downlight edge-lit LED technology uses light guided plate to distribute light. Polycarbonate lens provides even illumination throughout the space. Utilized 3000K and 4000K color temperature LEDs.

ELECTRICAL — Connect directly to 120V power supply via provided UL recognized driver. High efficient driver with power factor > 0.9. Ambient operating temperature: -40°F (-40°C) to +104°F (+40°C). Dimming down to 10% (See page 2 for recommended dimmers). Standard input wattage is 9.6W, 70 lumens per watt.

LISTINGS — CSA certified to Canadian safety standards. ENERGY STAR® certified. Wet location. Air Tight certified in accordance with ASTM E283-2004.

WARRANTY — 5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

Wafer LED Recessed Downlight

WF4

4" LED Module

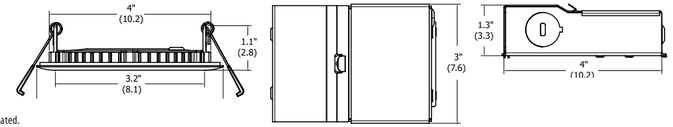
IC/Non-IC

New Construction/Remodel

Matte black | Brushed nickel | Oil-rubbed bronze

Specifications

Aperture:	3.2 (8.1)
Ceiling opening:	4.2 (10.7)
Overlap trim:	4.7 (12.0)
Height:	1.1 (2.8)



All dimensions are inches (centimeters) unless otherwise indicated.

ORDERING INFORMATION For shortest lead times, configure product using **standard options (shown in bold).** **Example:** WF4 LED 30K MW

WF4	LED		MW
Series	**Lamp**	**CCT/CRI/W/Lumens[1]**	**Finish**
WF4 4" wafer-thin LED downlight	**LED** LED	**30K** 3000K/80CRI/9.6W/675L **40K** 4000K/80CRI/10W/765L	**MW** Matte white **MB** Matte black **BN** Brushed nickel **ORB** Oil-rubbed bronze

Accessories: *Order as separate catalog number.*

WF4 PAN R12	4" new construction pan, retail pack of 12
WFJB R4	Remodel joist bar, retail pack of 4
WFEXC6 U	6' FT4 cable
WFEXC10 U	10' FT4 cable
WFEXC20 U	20' FT4 cable

WF3_Pan

Joist

Extension Cable

Notes

1 Total system delivered lumens.

20727

LED 3000K Outdoor Up & Down Lantern - BKT

11251BKT30 (Textured Black)

Project Name: _____
Location: _____
Type: _____
Qty: _____
Comments: _____

Dimensions

Height	12.00"
Length	6.50"
Width	5.00"

Ordering Information

Product ID	11251BKT30
Finish	Textured Black
Available Finishes	AZT, BKT

Dimensions

Extension	6.50"
Height from center of Wall opening	6.20"
Base Backplate	5.00 X 5.00
Weight	4.10 LBS

Photometrics

Kelvin Temperature	3000K
Color Rendering Index	90

Specifications

Material	Aluminum

Electrical

Voltage	120-277V
Input Voltage	Dual (120/140)

Qualifications

Safety Rated	Wet
Title 24	Yes
Class 2	Yes
Expected Life Span	40000 Hours
Warranty	www.kichler.com/warranty

Primary Lamping

Light Source	LED
Lamp Included	Integrated
# of Bulbs/LED Modules	1
Delivered Lumens	550
Delivered Efficacy	39
Max or Nominal Watt	15W

Kichler
7711 East Pleasant Valley Road
Cleveland, Ohio 44131-8010
Toll free: 866.558.5706 or kichler.com

Notes:
1) Information provided is subject to change without notice. All values are design or typical values when measured under laboratory conditions.
2) Incandescent Equivalent: The incandescent equivalent as presented is an approximate number and is for reference only.

KICHLER

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Public Hearing

Vequity/Starbucks New Multi-Tenant Building

17120 - 17126 Harlem Avenue

Petitioner
Christopher Ilekis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity) (Contract Purchaser)

Property Location
17120-26 Harlem Ave (New Building)

17100 Harlem Ave (7-11)

PIN
27-25-403-013-0000, 27-25-403-014-0000, 27-25-403-015-0000 & 27-25-403-016-0000

Zoning
Existing: R-1 (Single-Family Residential)

Proposed: B-1 PD (Neighborhood Commercial, Planned Unit Development)

Approvals Sought
- Site Plan/ Architecture
- Rezoning
- Special Use for a PUD w/ Exceptions
- Final Plat Approval

Project Planner
Daniel Ritter, AICP
Senior Planner

EXECUTIVE SUMMARY

The Petitioner, Christopher Ilekis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity) (Contract Purchaser), is seeking approval to construct a 7,422 sq. ft. multi-tenant-tenant commercial building with a Starbucks drive-thru at 17120-17126 Harlem Avenue. The project requires the Rezoning of the property to the B-1 (Neighborhood Shopping) zoning district, Site Plan/Architecture Approval, and Final Plat Approval. Additionally, a Special Use for a Planned Unit Development(PUD) with Exceptions is requested over both the new development and the 7-Eleven project immediately adjacent to the north which is currently under construction by the same developer. The PUD allows for a drive-thru use to be permitted as well as a cohesive development pattern, shared access, and shared signage between the developments.

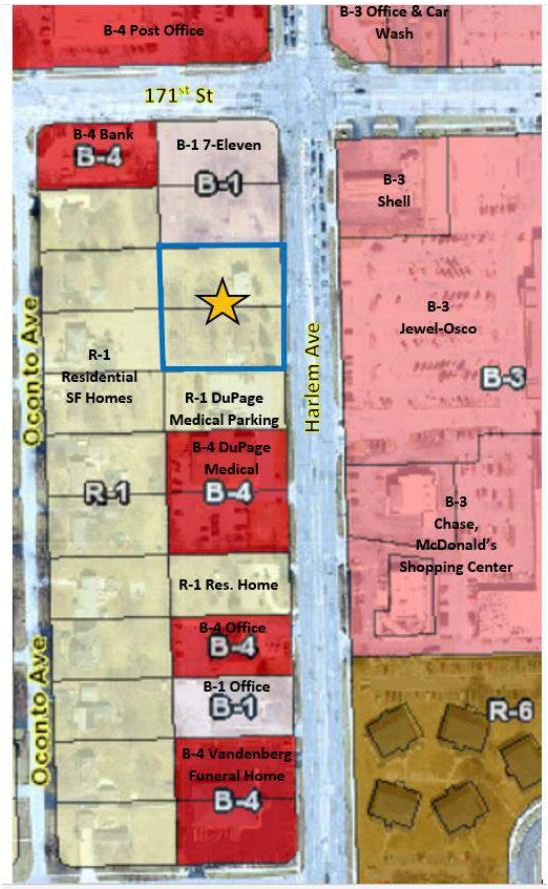
The subject site area on the west side of Harlem Ave was originally developed in the county with single-family homes for the full block. Starting in the 1980s the area began to transition from residential to commercial uses; the Comprehensive Plan designates the area as a "commercial/office" use. As the homes have been demolished and new commercial buildings constructed, the properties have been rezoned to low-intensity districts like B-1 (Neighborhood Shopping) or B-4 (Office and Service) due to their proximity to single-family residential homes. The conversion of this area to commercial uses is nearly complete. The Petitioner has added fencing and landscaping to buffer noise or light from the development. The lighting plan was designed so that no light spillage occurs and no light glare will be visible to the residences to the west. Additionally, the Petitioner has noted that the speaker system on the drive-thru ordering system has a low volume and the fencing and landscaping proposed have further been designed to limit any off-site noise (closest home is ~180 ft. from the speaker).

Changes to the May 6, 2021 Workshop Staff Report are indicated in red.

EXISTING SITE & ZONING

The subject property consists of two interior lots on the western side of Harlem Avenue The subject property is just south of 171st Street and the 7-Eleven gas station and convenience store development currently under construction by the same developer at 17100 Harlem Ave. The subject property lots are zoned R-1 (Single-Family Residential) indicated by the yellow star below. Both lots previously had vacant single-family homes on them. The homes were blighted and in violation of multiple property maintenance codes. The demolition of the homes was part of the 7-Eleven project approval and took place in 2020 leaving only one residential home on the block.

The west side of Harlem Ave was originally developed with single-family homes in the 1950s-1960s. Starting in the 1980s this area began to transition from residential to commercial uses due to their frontage along the heavily traveled commercial corridor and the development of the Jewel-Osco shopping center on the east side of Harlem Avenue. Due to the multiple curb cuts and difficulty of access from an arterial roadway, residential uses are not considered the highest and best use for this area. The expectation in the transition of this area is supported by the commercial/office use designation in the Village's Comprehensive Plan. As the lots have been redeveloped with commercial buildings, the properties have been rezoned to lower-intensity zoning districts like B-1 (Neighborhood Shopping) and B-4 (Office and Service Business), due to the proximity of single-family residential homes to the west.



To the north of the subject property is the 7-Eleven property currently under construction and zoned B-1. To the east of the property across Harlem Avenue is Jewel-Osco and Tinley Park Commons Shopping Center zoned B-3 (General Business & Commercial). To the west are single-family homes (R-1). To the south is the DuPage Medical Group office zoned B-4, with a portion of the parking lot still zoned R-1.

PROPOSED USE

The proposed building will include a Starbucks Coffee with a drive-thru lane and window. The building is 7,422 sq. ft. in total size, with 7,279 sq. ft. leasable space (excluding mechanical and sprinkler rooms). The Starbucks will use approximately 2,202 sq. ft. of the leasable floor space. They have a high reliance on drive-thru business, particularly during the pandemic, but also will offer dine-in and patio seating at the location. The additional 5,077 sq. ft. of floor space has been designed to be able to accommodate up to three tenants depending on the space needs of the businesses. There is no contract on the other tenant spaces but it will be marketed upon approval to other commercial uses permitted in the B-1 zoning district.

SITE PLAN

The site plan includes the commercial building, vehicle parking, drive-thru lane, walkways, landscaping, and a dumpster enclosure. Due to the size of the parcel there are several bulk regulations that do not meet code and will require an Exception to the PUD and underlying zoning district. These exceptions are the same as those approved for the 7-Eleven development to the north that were treated as Variations.

These include an exception for the lot size of .938 acres instead of the minimum of 4 acres in the B-1 district; a lot width of 205.90 ft. instead of the minimum of 600 ft.; a lot depth of 198.52 instead of the minimum of 250 ft.; and a front yard setback of 81 ft. instead of the minimum of 125 ft. The exceptions are basically a result of the original platting of the area that did not contemplate the commercial uses that are now being developed in this area.

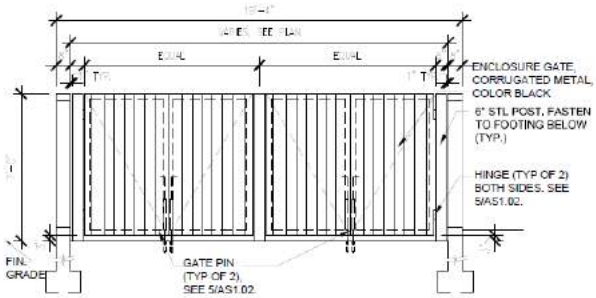
Access to the site will primarily be through a curb cut on Harlem Avenue at the south end of the parcel. However, cross-access is provided between the 7-Eleven site to the north and the bank (7231 171st St) along 171st Street. Cross-access has also been planned to the south so that a future connection can potentially be made to the DuPage Medical property.

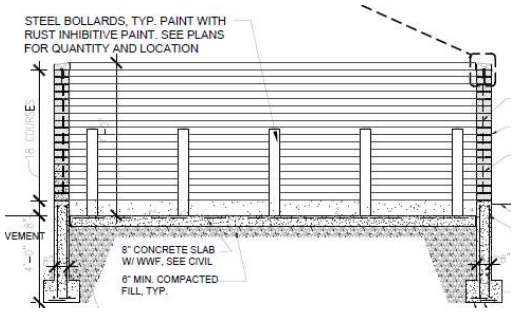
The new access point on Harlem Avenue is limited to right-in/right-out turns. A raised “pork chop” and directional signage have been proposed to ensure left turns are not made. The geometrics of the access has been altered slightly to allow for safe delivery truck and fire engine circulation through the site. Two-way drive aisles meet the required 26 ft. width minimum. The drive-thru lane is proposed at 23 ft. wide and includes the stacking lane and an “escape” lane.

The site generally circulates in a counter-clockwise fashion with order taking on the west side of the building and then order pickup on the south side of the building. The dedicated drive-thru lane includes stacking for up to 11 vehicles. A *Parking and Traffic Analysis* from their traffic consultant, KLOA, has been submitted outlining the expected demand. The report concluded adequate parking and drive-thru stacking is present in the proposed plan. Any drive-thru stacking beyond the drive-thru lane will happen on-site and not in any public roadways or shared drive aisles.

A public sidewalk is proposed as part of the development in compliance with the Village's Subdivision and Development Regulations. The sidewalk will connect to the 7-Eleven development's sidewalk. A private walkway will connect the stores to the public sidewalk that allows for better pedestrian connectivity and accessibility.

A new trash enclosure has been proposed at the northwest corner of the site and sized proportionately for Starbucks and up to three other commercial tenants. The enclosure will be constructed with exterior brick that matches the existing building façade texture and color.

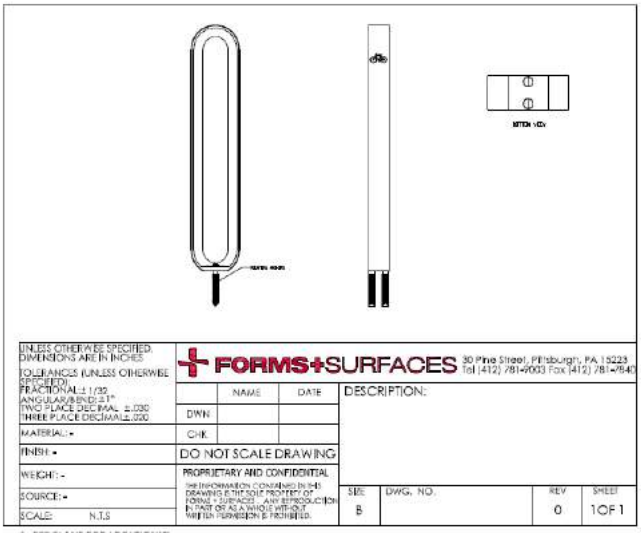




An outdoor patio will be constructed near the entrance of the Starbucks. A 2-3 ft. high brick knee wall will be constructed around two sides of the patio area to protect patrons from vehicles.

~~Open Item #1: Review overall proposed Site Plan, layout, site circulation, and drive-thru stacking and the Exceptions required to approve the Site Plan.~~

The Plan Commission overall like the proposed layout. It was recommended that the Petitioner revise based on the Engineer's review comments to the traffic analysis, including the addition of a stop sign. Additionally, it was recommended that a bike be located on the site for customers and employees. Plans and the traffic analysis were revised to address all of these comments.



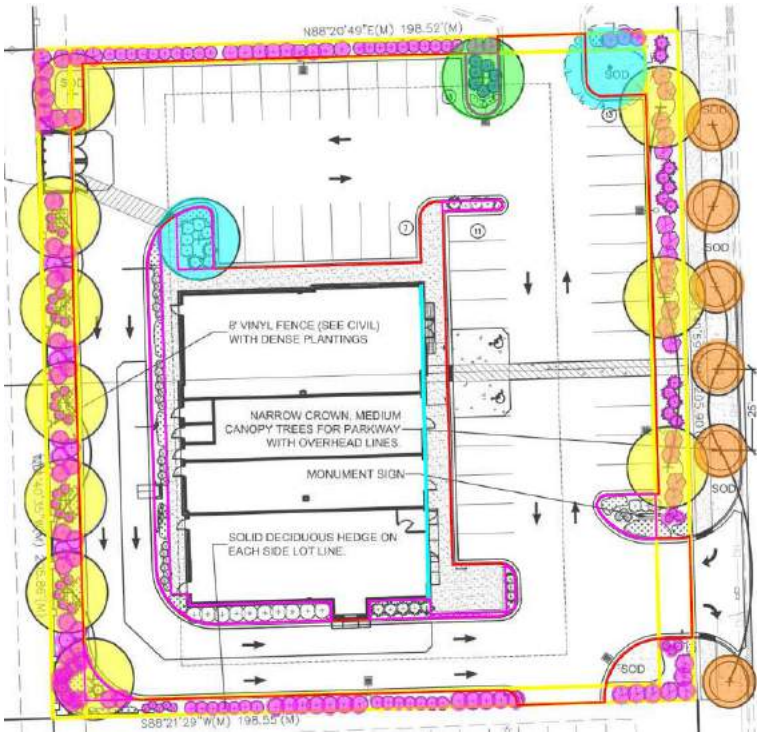
As with most new developments, the site plan is finalized, but the engineering of the site still has some outstanding comments and revisions that will need to be addressed prior to permit submittal. Staff is recommending that the site plan approval be conditioned upon final engineering review and approval.

~~Open Item #2: Staff is recommending the site plan approval be conditioned upon final engineering review and approval.~~

A recommended condition has been added to the Site Plan and Final Plat approvals.

LANDSCAPE ARCHITECTURE

The proposed Landscape Plan has been reviewed by the Village's Landscape Architect and finds it to be in general conformance with the Village's Landscape Ordinance with a few exceptions due to the site's constraints. The proposal requests a waiver from a few of the bufferyard requirements, parkway tree requirements, and interior landscaping requirements. The Petitioner has indicated that they have worked to meet the landscape requirements to the greatest extent possible and focused on making their available bufferyard width and landscaping adequate to buffer views from the residential properties to the west. The requirements of the landscape code are largely designed for new development "green" sites and are more difficult to meet on redevelopment or infill development due to limited site dimensions. When the requirements cannot be met, waivers can be requested, but the goal is to meet the intent of the requirements and create an attractively landscaped site. The total analysis and deficiencies are outlined in the table below.



Landscape Review Table A

Please review the landscape requirements within the following tables on the next page. Deficiencies must be addressed in a revised Landscape Plan. Please note the following abbreviations: CT = Canopy Tree, US = Understory Tree, SH = Shrub, T = Tree.

BUFFERYARD REQUIREMENTS							
Bufferyard Location	**Required Width**	**Proposed Width**	**Length**	**Required Plantings**	**Proposed Plantings**	**Deficit**	**Comments**
North (“B” Bufferyard)	5′	5′	179′	8 CT 3 US 36 SH	0 CT 0 US 36 SH	**-8 CT** **-3 US** **-**	Overlap of east and west proposed bufferyards excluded.
East (“C” Bufferyard)	10′	10′	206′	11 CT 5 US 42 SH	3 CT 0 US 39 SH	**-8 CT** **-5 US** **-3 SH**	
South (“B” Bufferyard)	5′	5′	179″	8 CT 3 US 36 SH	0 CT 0 US 36 SH	**-8 CT** **-3 US** **-**	Overlap of east and west proposed bufferyards excluded.
West (“D” Bufferyard)	30′	10′	206′	7 CT 4 US 29 SH	7 CT 0 US 67 SH	**-** **-4 US** **+38 SH**	Required plantings reduced by 50% due to proposed fencing. Bufferyard calculations utilize 30′ wide requirements.

INTERIOR LOT LANDSCAPING REQUIREMENTS				
Location	**Requirement**	**Proposed**	**Deficit**	**Comments**
Foundation	Landscape coverage along 70% of building foundation that faces public right-of-way; 10' wide landscaped area	0% (lineal feet)	**100% (67 lineal feet)**	Total lineal feet of foundation fronting Harlem Ave. = 95'
Interior	4 canopy trees	2	**-2 CT**	40,873 s.f. of lot area (Audit includes 1 existing tree to remain)

PARKWAY STANDARDS					
Location	**Requirement**	**Required Trees**	**Proposed Trees**	**Deficit**	**Comments**
Parkway	1 Tree per 25 Lineal Feet	7	6	**-1**	Final plans to ensure low mature height trees to not conflict with existing power lines.

PARKING LOT LANDSCAPING STANDARDS				
Location	**Requirement**	**Provided**	**Deficit**	**Comments**
Parking Lot	15% of parking lot area to be landscaped or 3,291 square feet	1,680 square feet	**-1,611 square feet**	21,945 s.f. of parking lot shown on landscape plan
Parking Lot	Screening of adjacent properties and streets.	Continuous screening not provided.	**-**	Bufferyard plantings counted towards continuous screening requirements.
Parking Lot Islands	1 CT and 1 SH per 200 square feet (2 CT and 2 SH required)	1 CT 7 SH	**-1 CT** **+5 SH**	NE island = 169 s.f.

Two staff recommendations were utilized in the revised plan including the use of evergreen/spruce along the western buffer to allow for year-round screening of the development from the residents to the west. These trees provide for a better visual and noise buffer between commercial and residential properties. Additionally, trees throughout the site have been "upsized" from the minimum requirements to ensure quicker establishment and growth. The evergreen/spruce trees will be planted at an 8-foot height which will allow for quick maturity and additional screening.

A fence is proposed along the west property line; it will match the fence installed with the 7-Eleven and bank developments. The fence is an eight-foot-high beige PVC fence. This will create a cohesive look along the property line between the commercial and residential developments. PVC fencing has also been preferred between most commercial developments as they require less maintenance to keep a high-quality appearance.

Staff has recognized the difficulty in meeting the Landscape Ordinance requirements for smaller "infill" sites. The Petitioner has met the majority of the Landscape Ordinance, yet these few deficiencies remain due to site constraints. The proposed landscaping is similar to or exceeds the quality of landscaping on surrounding area properties and along Harlem Avenue. The proposed plan provides a plethora of screening (natural and fencing) along the west property line to help buffer views and noise from the residential homes the property adjoins.

~~Open Item #3: Discuss the proposed landscape plan and requested Landscape Ordinance waivers.~~

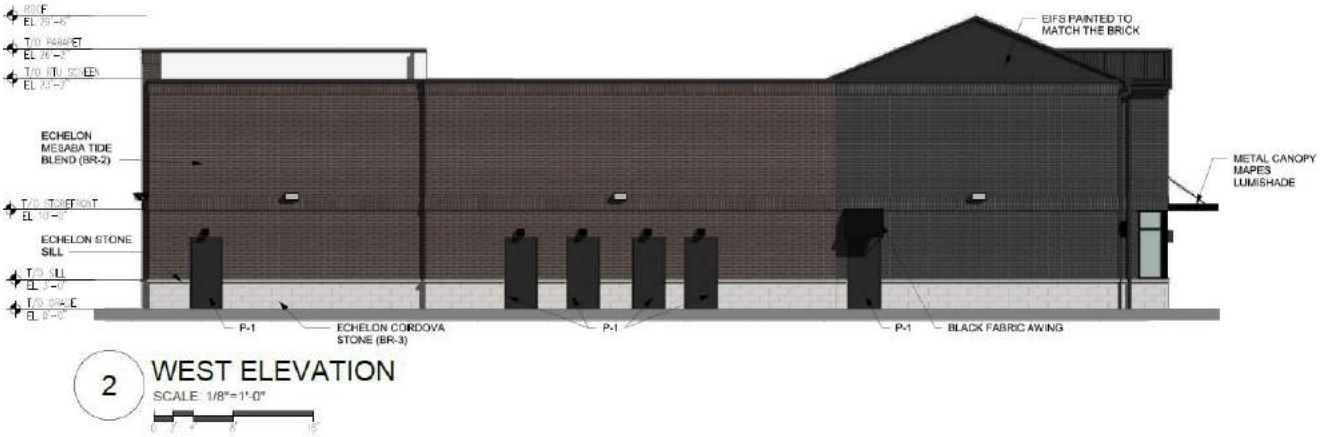
Plan Commission did not have concerns about the proposed plan. It was largely understood the waivers are due to the limited development area. It was also preferred to see a focus on the western bufferyard having hearty year-round plantings that will help buffer views of the development from the residents.

ARCHITECTURE

The design of the building utilizes high-quality materials, including face brick and a stone base. All mechanical equipment will be screened by the rooftop parapet. The majority of the face brick will be a shade of brown/espresso with the Starbucks portion of the building being a black/gray color brick. The use of different color brick and a different roofline is atypical for one tenant on strip center/outlet properties. However, the Petitioner wishes to differentiate that tenant space since the drive-thru component is likely to mean that it will be an anchor tenant in the future. The front façade does have a small ~6-inch offset to help transition between the different brick colors on the front facade. The proposed structure will have metal architectural canopies on the front façade over windows and doors. The dumpster enclosure is also proposed to match the building's brick material in color and style.

~~Open Item #4: Review the proposed architectural design, brick color, rooflines, and materials used throughout the development.~~

Plan Commission was largely supportive in regards to the developments overall appearance.



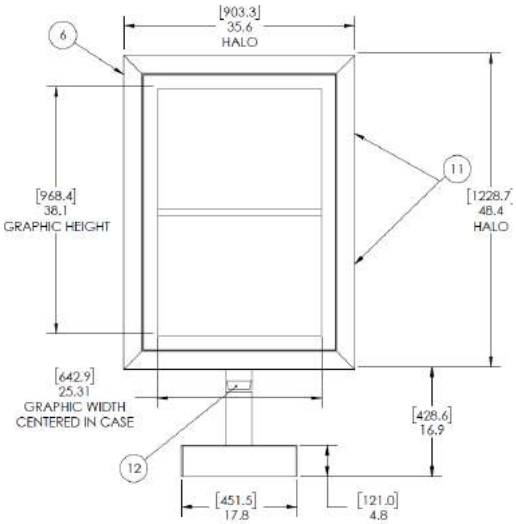
20% PRELIMINARY DESIGN

SIGNAGE

A new monument sign is proposed that will have space for up to five tenants. One of these tenants will be 7-Eleven who will also be dedicating a space on their ground sign for Starbucks. The shared signage between the properties is useful because they will have shared access/entrances and are part of the same PUD. An Exception covered under the PUD allows for this offsite signage for businesses within the same PUD. The new proposed ground sign complies with the size (10 ft.), height, and design requirements of the zoning code and PUD sign regulations. The brick base will match in color to the brick used on the Starbucks portion of the building.

No wall, directional, or drive-thru signage has been proposed at this time. Typically, staff requests to review these signs for any known tenants as part of a new proposal. Specifically, staff has noted that no preview menu board, which is typical of Starbucks,

is permitted (code only allows one sign accessory to a drive-thru use). The Petitioner has noted that all other signage except for the primary ground sign will be the responsibility of the tenants. They have noted it is understood by both them and Starbucks that any signage that isn't in compliance with the existing codes may require a separate review and public hearing process to receive approval.



A pre-menu board is proposed and an example of similar drive-thru signs were submitted. To assist the developer and tenant, staff has provided some additional flexibility within the PUD to allow for a second menu board sign up to 15 sq. ft. in sign area and 7 feet in height. This is similar to the size permitted for other drive-thru food establishments like McDonald, Wendy's Burger King, and Do-Rite Donuts. This has been added to the list of Exceptions to the code.

<u>7-Eleven Site</u>

As part of the interconnection of the two sites, the Petitioner has requested to modify the approved sign. In addition to allowing offsite signage within the PUD, an Exception is also requested for an additional one foot in height, for a total of 11 ft. height on the sign. This will allow for the sign to have space for one tenant on the new development in addition to the signage required for the gas station and convenience store. The gas station signage is unique in that is provides changing gas prices. The sign will be the most visible sign at the main intersection near both developments. Due to the increased height the sign also increases to 128 sq. ft. which exceeds the 120 sq. ft. maximum size. The sign will otherwise remain the same general design as originally proposed and meet other zoning code requirements.

~~Open Item #5: Review the proposed signage and the Exceptions required for the additional one-foot height and size of the ground sign at the intersection of 171st St & Harlem Ave.~~

PARKING

The petitioner has 7,279 sq. ft. of leasable commercial floor space. With the requirement of 6.5 spaces per 1,000 sq. ft. for planned commercial centers, this requires a total of 47 stalls on the site. A total of 44 parking stalls have been provided on the site resulting in a shortage of three stalls and thereby requiring an Exception as part of the PUD. A *Parking and Traffic Analysis* from their traffic consultant KLOA has been supplied outlining the expected traffic demand and concluding there is adequate parking and drive-thru stacking present in the proposed plan.

Parking for multi-tenant properties is sometimes difficult to predict due to unknown tenant-specific demand and changes in the tenancy over time. Parking requirements, which are already an imperfect science are thus even more difficult to determine. The property owners will have the ability to manage the tenancy to ensure an adequate supply of parking spaces.

~~Open Item #6: Review the proposed parking and the requested exception to reduce parking requirements by a total of three stalls.~~

The request for fewer stalls is relatively minor and the belief is that the developer, who ultimately has to manage the tenant's parking demand, has experience with this type of multi-tenant development.

LIGHTING

A new lighting ordinance was recently adopted in September 2019. The lighting plan for the proposed development complies with the new lighting standards with respect to fixture type, illumination intensity, and light intensity at the property lines.

The Petitioner has provided a Photometric Plan that provides lighting via six LED light poles and five LED wall mount fixtures throughout the site. The Photometric Plan indicates light spillage of less than one-foot candle at the roadway and zero at the western property line, which is adjacent to residential uses. All light fixtures are full cutoff and downcast to prevent glare on adjacent properties and roadways. Particular thought was put into the light placement and height (20' pole height) to avoid their visibility from the residential properties to the west.

~~Open Item #7: Discuss the overall light plan and light fixture placement.~~

ZONING (MAP AMENDMENT, SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT WITH EXCEPTIONS)

The Petitioner has requested a rezoning from R-1 (Single Family Residential) to B-1 (Neighborhood Commercial) with a Special Use for a Planned Unit Development (PUD). The area along the west side of Harlem Avenue is in transition from residential to commercial uses. The property's adjacency to one of the Village's major commercial corridors (Harlem Avenue) and B-3 (General Business and Commercial) zoning district with the Jewel/Osco center to the east has influenced this transition. Additionally, the Village's Comprehensive Plan identifies this property as a "commercial/office" use. The demolition of blighted residential structures has provided the opportunity to develop new quality commercial uses that are designed to minimize potential impact on residential uses to the west. Per staff recommendation, the Petitioner is seeking a PUD with the underlying B-1 zoning district that will include the recently approved 7-Eleven parcel to the north.

Village code requires a minimum of 5 acres for a Planned unit Development (PUD); the proposed PUD is 1.89 acres. Planned Unit Developments are intended to *encourage the most imaginative and best possible design of building forms and site planning for tracts of land where a unitary plan would best adapt to the natural and physical characteristics of the site. Under this procedure, well planned residential, commercial, industrial, and other types of land use, individually or in combination, may be developed with complete design flexibility. Planned Unit Developments are of such a size and character that they may create their own environment.* The establishment of a minimum size addresses the need to create a distinct environment as in some of the Village's larger PUDs like Brookside Marketplace. While this area does not meet the minimum size requirement, the prominence of the corner, the consistency of design and landscape, the cross-access easements and the request to provide comprehensive signage on each parcel, supports Staff's recommendation to develop the two sites under a common Planned Unit Development.

The proposed underlying B-1 zoning district is often located adjacent to single-family residential development and is among the most restrictive commercial zoning, limiting high-intensity and other objectionable uses (loud noise, smells, tobacco sales, etc.) While restaurants are a permitted use in a B-1 district, drive-thus are not. The petitioner has identified the Starbucks as the tenant and the drive thru is a critical component of their business. Additionally, a

few other uses have been requested as permitted uses, which are not included in the B-1 district. A full list of additional uses requested by the Petitioner is listed below:

- Only one (1) drive thru facility;
- Automotive parts & accessories, no on-site repairs or installation;
- Office Supply and equipment sales; and
- Personal service establishments – which services are performed on premises (ex. spas, massage, 1-on-1 personal training, beauty/makeup/eyebrow threading, weight loss counseling, etc.)

These uses will be considered as part of the PUD request and be included as permitted uses in the PUD ordinance. A complete list of permitted and special uses can be found in Schedule I, page 11 of Section V in the Zoning Ordinance. The PUD ordinance will include all approvals of the previously approved Special Use for the 7-Eleven development.

~~Open Item # 8: Review the requested zoning district of B-1, the establishment of a PUD and the additional uses requested with the PUD.~~

Similar to the 7-Eleven development, which included Variations for items such as the lot depth, minimum lot size, and drive aisle widths, the subject site will include Exceptions to the Zoning Code for a number of items. As a PUD these deviations from code are considered 'exceptions' not 'variations' and therefore to not follow the standard findings required of Variations. There are three exceptions related to the size of the parcel (similar to the 7-Eleven parcel). These exceptions to the bulk regulations include lot size, lot width and depth. The exceptions are needed for redevelopment to occur on the site and due to the limited lot area available for the development. The Following Exceptions will be requested as part of the PUD:

a. Permit a ground sign at the intersection on 17100 Harlem to be 11 ft. high, instead of the maximum of 10ft.
b. Permit a ground sign at the intersection on 17100 Harlem to be 128 sq. ft. instead of the maximum of 120 sq. ft.
c. Permit off-site signage for businesses within the PUD to be placed on either of the two permitted ground signs.
d. Permit 44 parking stalls instead of the minimum requirement of 47 stalls.
e. Permit a lot size of .938 acres instead of the minimum of 4 acres in the B-1 district.
f. Permit a lot width of 205.90 ft. instead of the minimum of 600 ft.
g. Permit a lot depth of 198.52 instead of the minimum of 250 ft.
h. Permit a front yard setback of 81 ft. instead of the minimum of 125 ft.
i. A second sign accessory to a drive thru lane (pre-menu board) that is a maximum of 15 sq. ft. in size and 7 ft. in height.

~~Open Item #9: Review the requested Exceptions from the Zoning Ordinance in the PUD.~~

FINAL PLAT OF SUBDIVISION

The proposed Plat of Subdivision will consolidate two existing lots (17118 and 17130 Harlem Avenue) resulting in a single lot that is .938 acres in size. Existing drainage and utility easements will remain on the property with a new easement where the watermain extension will run. Easements for cross-access to north and south have been included in the Final Plat of Subdivision.

~~Open Item #10: Review the Plat of Subdivision for recommendation to the Village Board.~~

STANDARDS FOR REZONING APPROVAL

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases. The following "LaSalle Standards" have been supplied for the Commission to consider. Staff will prepare draft responses for these conditions within the next Staff Report.

a. The existing uses and zoning of nearby property;
   - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the nearby intersection are all commercial zoning districts and commercial uses. The areas to the north and south of the subject property have similar infill/redevelopment properties that have been rezoned to similar lower-intensity commercial districts (B-1 and B-4) upon their redevelopment.*

b. The extent to which property values are diminished by the particular zoning;
   - *The area along Harlem Avenue transitioning from residential to commercial uses and is indicated as commercial/office in the Village's Comprehensive Plan. The existing zoning has resulted in dilapidated structures in the past and vacant land now. The orderly development of vacant properties is expected to enhance property values instead of diminish them.*

c. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;
   - *The new development creates orderly developed land that improves the look of the vacant land or previously deteriorating homes. The project will contribute directly to the economic development of the community by providing retail and commercial services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*

d. The relative gain to the public as compared to the hardship imposed on the individual property owner;
   - *Landscape and fence buffering are provided that is nonexistent now. Lighting and overall site layout were designed to avoid any issues with the neighboring residential properties. The project will contribute directly to the economic development of the community by providing retail and commercial services to visitors, providing additional jobs, and providing additional property and sales tax revenue where the existing vacant property is generating minimal tax revenue and convenience for residents and visitors.*

e. The suitability of the property for the zoned purpose;
   - *The proposed use as a multi-tenant commercial center with a restaurant drive-thru is suitable for the subject property due to the availability of high traffic volumes and available access points.*

f. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;
   - *The residential houses were vacant for 5-6 years before being demolished around a year ago. They were not suitable for residential use due to the traffic and noise along Harlem Avenue.*

g. The public need for the proposed use; and
   - *There is a demand for additional high-quality commercial space in the area, particularly with a drive-thru. The area has a low commercial vacancy and those that do have vacancy are mostly aging or blighted buildings.*

h. The thoroughness with which the municipality has planned and zoned its land use.
   - *The property is shown as a Commercial/Office use in the Comprehensive Plan. The rezoning as a B-1, Neighborhood Shopping zoning district limits the ability for many non-desirable uses with negative effects to be located adjacent to residential properties.*

STANDARDS FOR A SPECIAL USE FOR A PLANNED UNIT DEVELOPMENT

No Planned Unit Development shall be authorized by the Village Board unless the following standards and criteria are met. The Plan Commission is encouraged to consider these standards (listed below) when analyzing any request for a Planned Unit Development. Staff has provided draft Findings in the below for adoption by the Commission at the public hearing.

General Provisions for All Planned Unit Developments:

a. The site of the proposed Planned Unit Development is not less than five (5) acres in area, is under single ownership and/or unified control, and is suitable to be planned and developed, or redeveloped, as a unit and in a manner consistent with the purpose and intent of this Ordinance and with the Comprehensive Plan of the Village;
   - *The PUD is under a single control and relief requested with the PUD to allow for it to be less than 5 acres due to the property being in a unique situation unable to expand and being in a small infill area with unique development challenges.*

b. The Planned Unit Development will not substantially injure, or damage the use, value, and enjoyment of the surrounding property, nor hinder or prevent the development of surrounding property in accordance with the Land Use Plan of the Village;
   - *The area is in a transition from residential to commercial uses. The surrounding areas and other corners of the nearby intersection are all commercial zoning districts and uses. The areas to the north and south of the subject property have similar infill/redevelopment properties that have been rezoned to similar lower-intensity commercial districts upon their redevelopment with a large number of variations required for them to be permitted. The PUD allows additional flexibility to the development area.*

c. The uses permitted in the development are necessary or desirable and that the need for such uses has been clearly demonstrated;
   - *Commercial uses are the highest and best use of the property due to the existing roadway with high traffic volumes to help provide success to the businesses that locate there.*

d. The proposed development will not impose an undue burden on public facilities and services, such as sewer and water systems, police, and fire protection;
   - *The site is an infill development with adequate service provided.*

e. The proposed development can be substantially completed within the period of time specified in the schedule of development submitted by the developer;
   - *The development has already been started with the approval of the 7-Eleven site currently under construction. The second phase will be completed shortly after approval and provide continuity across the new developments.*

f. The street system serving the Planned Unit Development is adequate to carry the traffic that will be imposed upon the streets by the proposed development, and that the streets and driveways on the site of the Planned Unit Development will be adequate to serve the residents or occupants of the proposed development;
   - *The street system was determined to have adequate capacity per the submitted Traffic Impact Report and that was reviewed by the Village's engineering consultant.*

g. When a Planned Unit Development proposes the use of private streets, common driveways, private recreation facilities, or common open space, the developer shall provide and submit, as part of the application, the method and arrangement whereby these private facilities shall be operated and maintained;

- *Cross-access and shared driveways have been proposed where possible with the development and neighboring properties outside of the PUD.*

h. The general development plan shall contain such proposed covenants, easements, and other provisions relating to the bulk, location, and density of residential buildings, non-residential uses and structures, and public facilities as are necessary for the welfare of the Planned Unit Development and the Village. All such covenants shall specifically provide for enforcement by the Village of Tinley Park in addition to the landowners within the development;
- *No covenants or private restrictions have been proposed. Any cross-access and utility easements have been recorded with the plat for control and enforcement by the Village.*

i. The developer shall provide and record easements and covenants, and shall make such other arrangements as furnishing a performance bond, escrow deposit, or other financial guarantees as may be reasonably be required to assure performance in accordance with the development plan and to protect the public interest in the event of abandonment of said plan before completion; and
- *As a single-phased plan, no additional guarantees are requested or required besides those typical of commercial development and required by code (such as a public right-of-way guarantee).*

j. Any exceptions or modifications of the zoning, subdivision, or other regulations that would otherwise be applicable to the site are warranted by the design of the proposed development plan, and the amenities incorporated in it, are consistent with the general interest of the public.
- Code exceptions are similar to the surrounding developments that were previously approved and related to the unique nature of this development.

It should be noted that Planned Unit Developments, unlike other Special Use requests, run covenant with the land and are not specific to a developer or the current ownership. While a PUD must be under single ownership at the start of the development, it can be sold off to different owners following the phasing plan or other documents regulating the development plan.

STANDARDS FOR SITE PLAN & ARCHITECTUAL APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission.

Architectural

a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.
b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.
c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm

of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.

d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.
e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).
f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.
g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.
h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.
i. Screen Mechanicals: All mechanical devices shall be screened from all public views.
j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

<u>Site Design</u>

a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.
b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.
c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.
d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.
e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

MOTIONS TO CONSIDER

If the Plan Commission wishes to take action on the Petitioner's requests, the appropriate wording of the motions are listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

Motion 1 (Rezoning):
"...make a motion to recommend that the Village Board grant the Petitioner, Christopher Ilekis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), a rezoning of the properties located at 17120-17126 Harlem Avenue from their existing R-1 (Single-Family Residential) zoning district to the B-1 (Neighborhood Shopping) zoning district and adopt the Findings of Fact submitted by the applicant and as proposed in the May 27, 2021 Staff Report."

Motion 2 (Special Use for a PUD):
"...make a motion to recommend that the Village Board grant a Special Use Permit to the Petitioner, Christopher Ilekis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), for a Planned Unit Development for the properties located at 17100 Harlem Avenue and 17120-17126 Harlem Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein, following the list of Exceptions listed, and adopt Findings of Fact as proposed by in the May 27, 2021 Staff Report.

[any conditions that the Commission would like to add]

Motion 3 (Final Plat):
"...make a motion to recommend that the Village Board grant approval to the Petitioner, Christopher Ilekis on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Final Plat of Subdivision Approval for Southlands Second Consolidation in accordance with the Final Plat submitted and listed herein, subject to the condition that the Final Plat approval is subject to Final Engineering Plan approval by the Village Engineer."

[any conditions that the Commissioners would like to add]

Motion 4 (Site Plan):
"...make a motion to grant the Petitioner, Christopher Ilekis, on behalf of 17118 S Harlem Tinley Park LLC (d/b/a Vequity), Site Plan Approval to construct a 7,422 sq. ft. multi-tenant-tenant commercial building with a Starbucks drive-thru at 17120-17126 Harlem Avenue in the B-1 PUD (Neighborhood Shopping) zoning district, in accordance with the plans submitted and listed herein and subject to the following conditions:

1. *The proposed fence shall be a minimum of 8 feet in height and match the existing fence on the adjacent bank and 7-Eleven properties in height, color, and style.*
2. *Site Plan Approval is subject to the approval of the Rezoning and the Special Use for a PUD by the Village Board.*
3. *Site Plan Approval is subject to final engineering plan review and approval."*

[any conditions that the Commission would like to add]

LIST OF REVIEWED PLANS

Submitted Sheet Name		Prepared By	Date On Sheet
	LaSalle Standard Responses	Vequity	N/A
	Standards for a Special Use Responses	Vequity	N/A
G0.00 to A4.01	Site and Shell Development Plans (Including Site, Architectural, Landscape, and Lighting)	Ilekis	5/17/21
C-1 to C-12	Preliminary Civil Engineering Plans	Weaver	5/17/21
	ALTA/NSPS Land Title & Topographic Survey	Compass	12/20/20
	Access Point and Vehicle Movement Exhibit	Weaver	5/18/21
	Fire Truck and Delivery Truck Plan	Weaver	N/A
	7-Eleven and Starbucks Site Ground Signs	Everbrite	1/12/21 & 12/10/20
2 pgs	Final Plat of Subdivision – Southlands Second Consolidation	Compass	4/21/21
113 pgs	Traffic Impact Study *(Revised)*	KLOA	5/17/21

Vequity – Vequity Inc.
Ilekis – Ilekis Associates (Architect)
Weaver – Weaver Consultants Group
Compass – Compass Surveying LTD
KLOA – Kenig, Lindgren, O'Hara, Aboona, Inc.

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- [x] Special Use for: Drive-thru coffee shop and up to 4 other uses
- [x] Planned Unit Development (PUD) [ ] Concept [ ] Preliminary [ ] Final [ ] Deviation
- [x] Variation [ ] *Residential* [x] *Commercial* for _____
- [ ] Annexation
- [x] Rezoning (Map Amendment) From R-1 to B-3
- [x] Plat (Subdivision, Consolidation, Public Easement) [ ] *Preliminary* [ ] *Final*
- [x] Site Plan
- [ ] Landscape Change Approval
- [ ] Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: 17118 S. Harlem Redevelopment

Project Description: 2 to 4 store development w/drive-thru coffee shop

Project Address: 17118 & 17130 S. Harlem Avenue

Property Index No. (PIN): 27-25-403-015-0000; 27-25-403-016-0000

Zoning District: R-1

Lot Dimensions & Area: 206 x 198 (40,994 square feet)

Estimated Project Cost: $ _____

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: c/o Mohammed Alzoubi

Company: Emaar Properties, LLC

Street Address: [redacted]

City, State & Zip: [redacted]

E-Mail Address: [redacted]

Phone Number: _____

APPLICANT INFORMATION

[ ] Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: Christopher Ilekis

Company: 17118 S Harlem Tinley Park LLC

Relation To Project: Developer and contract purchaser

Street Address: [redacted]

City, State & Zip: [redacted]

E-Mail Address: [redacted]

Phone Number: [redacted]

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize 11718 S Harlem Tinley Park LLC *(print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the subject property and project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.*

Property Owner Signature: [redacted]

Property Owner Name (Print): Emaar Properties, LLC

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: [redacted]

Property Owner Name (Print): Emaar Properties, LLC

Applicant Signature:
(If other than Owner) [redacted]

Applicant's Name (Print): 11718 S Harlem Tinley Park LLC

Date: 1/7/2021

VILLAGE OF TINLEY PARK

APPLICATION FOR SITE PLAN APPROVAL

PROJECT NAME: 17118 S. Harlem Redevelopment **LOCATION:** 17118 & 17130 S. Harlem Avenue

The undersigned hereby requests that the Plan Commission and/or the Village Board of the Village of Tinley Park, Illinois consider authorizing Site Plan Approval for the project described within.

APPLICANT INFORMATION

Name: Christopher Ilekis
Company: Vequity, LLC - Series XLIX
Mailing Address: [redacted]
Phone (Office): [redacted]
Phone (Cell): [redacted]
Fax:
Email: [redacted]

If the Applicant is not the property owner, describe the nature of the Applicant's interest in the property and/or the relationship to the property owner:

The applicant is the contract purchaser of the property.

PROPERTY INFORMATION

Property Address: 17118 & 17130 S. Harlem Avenue
PIN(s): 27-25-403-015-0000; 27-25-403-016-0000
Existing Land Use: Vacant
Zoning District: R-1
Lot Dimensions: 206 x 198 (40,994 square feet)
Property Owner(s): Mohammed Alzoubi
Mailing Address: 9018 Peachtree Drive, Tinley Park, IL 60487

APPLICATION INFORMATION

Description of proposed project (use additional attachments as necessary):

2 to 4 store development with drive-thru coffee shop.

Is the Applicant aware of any variations required from the terms of the Zoning Ordinance? If yes, please explain and note that a separate Variation Application is required with the submittal.

☐ No ☑ Yes: Special use for drive-thru window

The Applicant certifies that all of the above statements and other information submitted as part of this application are true and correct to the best of his or her knowledge.

[redacted]

Signature of Applicant

1/7/2021

Date

VILLAGE OF TINLEY PARK

SITE PLAN APPROVAL
CONTACT INFORMATION

PROJECT NAME: 17118 S. Harlem Redevelopment **LOCATION:** 17118 & 17130 S. Harlem Avenue

In order to expedite your site plan submission through the planning process, the Village of Tinley Park requires the following contact information. Please provide the information requested and return to the Planning Department. Your prompt attention is greatly appreciated.

CURRENT PROPERTY OWNER OF RECORD

Name: Mohammad Alzoubi
Company: Emaar Properties
Address: [redacted]
Phone:
Fax:
Email: [redacted]

PROJECT ARCHITECT

Name: Yousuf Ghori
Company: Ilekis Associates
Address: [redacted]
Phone:
Fax:
Email:

PROJECT ENGINEER

Name: Bill Perry
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Ste 100, Aurora, IL
Phone:
Fax:
Email: [redacted]

PROJECT LANDSCAPE ARCHITECT

Name:
Company: Watermark Engineering
Address: 2631 Ginger Woods Pky, Ste 100, Aurora, I
Phone:
Fax:
Email: [redacted]

ATTORNEY

Name: David B. Sosin
Company: Sosin & Arnold, Ltd.
Address: Suite 205, 9501 W. 144th Place, Orland Park, IL 60462
Phone: [redacted]
Fax: [redacted]
Email: [redacted]

END USER

Name: 17118 S Harlem Tinley Park LLC
Company: Coffee shops and tenants to be determined
Address:
Phone:
Fax:
Email:

VILLAGE OF TINLEY PARK

SITE PLAN APPROVAL
RESPONSIBLE PARTIES

PROJECT NAME: 17118 S. Harlem Redevelopment **LOCATION:** 17118 & 17130 S. Harlem Avenue

Please provide name, address and telephone number of the person/firm that will be responsible for payment of plan review, engineering, landscaping, attorney and building permit fees in the space provided below. If only one party will be responsible for all fees, please list that party's contact information under "General Billing."

GENERAL BILLING

Name: Christopher Ilekis
Company: 17118 S Harlem Tinley Park, LLC
Address: [redacted]
Phone: [redacted]
Fax:
Email: [redacted]

RESPONSIBLE FOR PLAN REVIEW FEES

Name: Christopher Ilekis
Company: 17118 S Harlem Tinley Park, LLC
Address: [redacted]
Phone: [redacted]
Fax:
Email: [redacted]

RESPONSIBLE FOR BUILDING PERMIT FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR ATTORNEY FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR ENGINEERING/ CONSTRUCTION OVERSIGHT FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

RESPONSIBLE FOR LANDSCAPE REVIEW FEES

Name: Same as above.
Company:
Address:
Phone:
Fax:
Email:

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

REZONING (MAP AMENDMENT) ADDENDUM

APPLICATION & SUBMITTAL REQUIREMENTS

A complete application consists of the following items submitted in a comprehensive package. If materials are submitted separately or are incomplete they may not be accepted and may delay the review and meeting dates until a complete application package is received. The following information is being provided in order to assist applicants with the process of requesting a **Map Amendment for Rezoning** from the terms of the Zoning Ordinance. This information is a summary of the application submittal requirements and may be modified based upon the particular nature and scope of the specific request.

Depending upon meeting schedules, legal notification requirements, and the specific type and scope of the request, this process generally takes between 45 to 60 days from the date of submission of a complete application package. Please schedule a pre-application meeting with Planning Department staff to review the feasibility of the proposal, discuss applicable Ordinance requirements, discuss submittal requirements, and receive some preliminary feedback on any concept ideas or plans prior to making a submittal.

☑ General Application form is complete and is signed by the property owner(s) and applicant (if applicable).

☑ Ownership documentation is submitted indicating proper ownership through a title report or title policy. If a corporation or partnership, documentation of the authorized agent must be supplied as well. All beneficiaries of a property must be disclosed.

☑ Response to LaSalle Factors/Criteria listed below.

☐ A written project narrative detailing the general nature and specific aspects of the proposal being requested. Details should include the existing zoning designation, the proposed designation and the intended future use and function of the site. The narrative should describe how the rezoning conforms to the Village's Comprehensive Plan as well as how it works with adjacent and nearby existing and proposed land uses. Any additional requests such as a Site Plan approval, Special Use permit or Variation should be indicated in the narrative as well.

☑ A Plat of Survey of the property, including the legal description, that is prepared by a register land surveyor and has all up-to-date structures and property improvements indicated.

☐ It is standard practice and policy that zoning is not changed without specific plans for development that can be attached to the zoning change. Site Plan or interior layout plans that indicate how the property and site will be utilized and developed should be submitted and it is likely site plan approval will be required at the same time.

☐ $750 Map Amendment/Rezoning hearing fee.

LASALLE FACTORS/CRITERIA FOR REZONING (MAP AMENDMENT)

The Zoning Code does not establish any specific criteria that must be met in order for the Village Board to approve a rezoning request. Likewise, Illinois Statutes does not provide any specific criteria. Historically, Illinois courts have used eight factors enunciated in two court cases, LaSalle Bank of Chicago v. Count of Cook (1957) and Sinclair Pipeline v. Village of Richton Park (1960), when evaluating the validity of zoning changes. The so-called "LaSalle factors" are listed below. Village staff and officials will take these factors into consideration when evaluating and deciding rezoning requests. The petitioner should prepare their own responses to the "LaSalle Factors" with factual evidence to defend the requested rezoning. If additional space is required, you may provide the responses on a separate document or page.

A. The existing uses and zoning of nearby property;

The property to the north and east is zoned B-4. The property to the west is zoned R-1. The property to the south is zoned R-1.

B. The extent to which property values are diminished by the particular zoning;

The first phase of redevelopment consists of demolition of two vacant houses in diagram. A new small retail center will enhance the Harlem Avenue shopping area and buffer residents to the west.

C. The extent to which the destruction of property values of the complaining party benefits the health, safety, or general welfare of the public;

The Petitioner is not aware of any complaining parties.

D. The relative gain to the public as compared to the hardship imposed on the individual property owner;

The gain to the public with well-designed commercial buildings is absolute.

E. The suitability of the property for the zoned purpose;

The applicant has 25% of the space rented to a number of interested parties and is confident of leasing the remaining space.

F. The length of time the property has been vacant as zoned, compared to development in the vicinity of the property;

There were two abandoned houses that were demolished by the applicant at the request of the Village and as a condition of adjacent development. The property has been vacant for more than three years.

G. The public need for the proposed use; and

Small retails stores and a drive-thru national coffee shop will be popular with the public. The developer has determined that there is absolutely no demand for additional office space and limited demand for many retail uses in the area.

H. The thoroughness with which the municipality has planned and zoned its land use.

The Village plan and zoning classification is outdated. Other developments adjacent to Route 80 and the current pandemic-related changes has vastly reduced the demand for office space.

ALTA/NSPS LAND TITLE
AND TOPOGRAPHIC SURVEY

VICINITY MAP
NO SCALE

LEGAL DESCRIPTION

PARCEL 1:
LOT 3 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS IN THE SOUTHEAST 1/4 OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
LOT 4 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS IN THE SOUTHEAST 1/4 OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCEL 1 AND 2 AS CREATED BY THE DECLARATION OF RECIPROCAL EASEMENTS DATED APRIL 3, 2020 AND RECORDED MAY 29, 2020 AS DOCUMENT 2015015003 MADE BY EMAAR PROPERTIES, LLC – 17110 HARLEM, FOR THE PURPOSES OF INGRESS AND EGRESS OVERALL PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS AS THEN OR THEREAFTER CONSTRUCTED AND FOR THE INSTALLATION, CONSTRUCTION, USE, OPERATION, MAINTENANCE, REPAIR, REPLACEMENT AND REMOVAL OF SANITARY SEWER SYSTEMS, WATER UTILITY SYSTEMS AND ALL OTHER UTILITY SYSTEMS, FACILITIES AND CONNECTIONS OVER THE FOLLOWING DESCRIBED LAND:

LOTS 1 AND 2 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS IN THE SOUTHEAST 1/4 OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

BENCHMARKS

REFERENCE BENCHMARK:
NGS DESIGNATION – DK2006
PID – DN4691

STATION IS 39 FEET WEST OF THE CENTERLINE OF WILL/COOK ROAD, 54 FEET SOUTH OF THE CENTERLINE OF 167TH STREET, 10 FEET WEST OF A TRAFFIC SIGNAL HAND HOLE AND 1 FOOT NORTHEAST OF AN ORANGE CARSONITE MARKER. ACCESS TO THE DATUM POINT IS THROUGH A 6 INCH LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION.

DATUM: NAVD88
ELEVATION = 751.92

SITE BENCHMARKS:

SITE BENCHMARK 1
RAILROAD SPIKE IN SOUTHWEST FACE OF UTILITY POLE

ELEVATION = 704.47

SITE BENCHMARK 2
TOP OF REBAR IN CONCRETE, SOUTHWEST CORNER OF LOT 4.

ELEVATION = 704.66

SITE BENCHMARK 3
CROSS CUT ON TRAFFIC SIGNAL MANHOLE.

ELEVATION = 700.19

SCHEDULE B EXCEPTIONS

SHOWN OR NOTED HEREON

10 COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTIONS, IF ANY, BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW) CONTAINED IN DOCUMENT RECORDED AS DOCUMENT NO. 17258782, RELATING TO RELATING TO SIZE, AREA AND USE OF THE LAND, WHICH DOES NOT CONTAIN A REVERSIONARY OR FORFEITURE CLAUSE.

AFFECTS LOT 3

11 COVENANTS AND RESTRICTIONS (BUT OMITTING ANY SUCH COVENANT OR RESTRICTIONS, IF ANY, BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW) CONTAINED IN DOCUMENT RECORDED AS DOCUMENT NO. 15832298, RELATING TO RELATING TO SIZE, AREA AND USE OF THE LAND, WHICH DOES NOT CONTAIN A REVERSIONARY OR FORFEITURE CLAUSE.

AFFECTS LOT 4

12 EASEMENT IN FAVOR OF PUBLIC UTILITIES, AND ITS/THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE PLAT OF SUBDIVISION.

AFFECTS THE REAR 10 FEET OF LOTS 3 AND 4

13 TERMS, PROVISIONS AND CONDITIONS WITHIN THE DECLARATION OF RECIPROCAL EASEMENTS FOR NON-EXCLUSIVE AND PERPETUAL INGRESS AND EGRESS OVERALL PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS, THE MAINTENANCE OF EASEMENT AREAS AND THE RIGHTS OF ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENT, CONDITIONS AND BENEFITS RELATING TO THE INSTALLATION, CONSTRUCTION, USE, OPERATION, MAINTENANCE, REPAIR, REPLACEMENT , RELOCATION AND REMOVAL OF SANITARY SEWER SYSTEMS, WATER UTILITY SYSTEMS AND ALL OTHER UTILITIES SYSTEMS , FACILITIES AND CONNECTIONS, POTENTIAL LIEN RIGHTS RELATING TO REIMBURSEMENT OF MAINTENANCE EXPENSES AS SET FORTH IN THE DECLARATION OF RECIPROCAL EASEMENTS RECORDED MAY 29, 2020 AS DOCUMENT NUMBER 2015015003.

14 (A). TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENT DESCRIBED AS PARCEL 3 CONTAINED IN THE INSTRUMENT CREATING SAID EASEMENT.

(B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENT.

SCHEDULE B EXCEPTIONS 8, 9, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 AND 27 ARE NOT SURVEY RELATED AND THEREFORE NOT SHOWN

LEGEND

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

LINE LEGEND

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

ABBREVIATIONS

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

AREA SUMMARY

(TO HEAVY LINES)
40,875 SQUARE FEET
OR
0.938 ACRES
(BASED ON MEASURED VALUES)

UTILITY CONTACTS

Municipality	Cable Television	Electric	Natural Gas	Telecommunications	Water/Sanitary/Storm
Tinley Park, Village of 16250 S. Oak Park Avenue, 60477 708-444-5000 Ph. 708-444-5099 Fax	Comcast Martha Geras 224-229-5862 martha_geras@comcast.com Wide Open West Paul Finkow 630-635-3139 paul.finkow@wowinc.com	ComEd 630-576-7094	Nicor Gas 630-388-2362 gasmaps@nicor.com	AT&T Distribution g11929@att.com	Village of Tinley Park Chris King 708-331-6700

GRAPHIC SCALE

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NOTES

1. THIS SURVEY IS BASED ON THE LEGAL DESCRIPTION AND EASEMENTS OF RECORD AS IDENTIFIED IN TITLE COMMITMENT NUMBER 6719123 ISSUED BY FREEDOM TITLE CORPORATION HAVING AN EFFECTIVE DATE OF OCTOBER 16, 2020.
2. THE BASIS OF BEARINGS FOR THIS SURVEY IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD 83 (2011), ZONE 1201 (ILLINOIS EAST).
3. THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17031C0708IJ, HAVING A REVISED DATE OF AUGUST 19, 2008.
4. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR TOPOGRAPHIC SURVEYS, AND IS BASED ON FIELD WORK PERFORMED ON NOVEMBER 19, 2020.
5. THE SURVEYOR CONTACTED J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) FOR AN ON-SITE LOCATE WHICH WAS ASSIGNED A DIG NUMBER OF X321 1901. THE UTILITIES AS MARKED ON-SITE AT THE TIME OF THE SURVEY ARE SHOWN HEREON. ADDITIONALLY, THE SURVEYOR CONTACTED J.U.L.I.E. FOR A DESIGN STAGE REQUEST FOR THIS SITE WHICH WAS ASSIGNED A DIG NUMBER OF A322 1222. INQUIRIES WERE SENT OUT TO THE VARIOUS UTILITY COMPANIES REQUESTING MAPS AND/OR ATLASES OF THEIR RESPECTIVE FACILITIES. THE INFORMATION RECEIVED TO DATE IS SHOWN HEREON.
6. EVIDENCE OF RECENT EARTH MOVING WORK OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
7. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES BASED ON INFORMATION RECEIVED FROM THE CONTROLLING JURISDICTION AT THE TIME OF THE SURVEY. NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.
8. THERE WERE NO WETLAND DELINEATION MARKERS OBSERVED IN THE PROCESS OF CONDUCTING FIELD WORK.
9. (10) DOCUMENT 17258782 WAS NOT PROVIDED TO THE SURVEYOR FOR REVIEW. NOT PLOTTABLE.
10. (11) WARRANTY DEED RECORDED AS DOCUMENT 15832298 CONTAINS THE FOLLOWING:
    a. THE AREA OF THE FIRST FLOOR OF ANY MAIN BUILDING SHALL NOT BE LESS THAN 800 SQUARE FEET.
    b. RESTRICTIONS REGARDING USE OF THE LAND WHICH ARE NOT SURVEY RELATED.
11. PARCEL 3 (13) (14) DOCUMENT 2015015003 GRANTS:
    a. A RECIPROCAL ACCESS, INGRESS AND EGRESS EASEMENT OVER THE SURVEYED SITE AND OVER LOTS 1 AND 2 ADJOINING AND NORTH OF THE SURVEYED SITE OVER PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS. BLANKET IN NATURE.
    b. A UTILITY EASEMENT OVER THE SURVEYED SITE AND OVER LOTS 1 AND 2 ADJOINING AND NORTH OF THE SURVEYED SITE, EXCLUDING ANY BUILDING AREA. BLANKET IN NATURE.

ZONING INFORMATION

THE FOLLOWING INFORMATION IS FROM THE ZONING REPORT FOR 17118 & 17130 HARLEM AVENUE, TINLEY PARK, ILLINOIS, PREPARED BY NVS, DATED DECEMBER 16, 2020

THIS SITE IS ZONED R-1

SETBACKS (SHOWN HEREON)
- FRONT: 40 FEET MINIMUM
- SIDE: 15 FEET MINIMUM, 30 FEET MINIMUM TOTAL
- REAR: 40 FEET MINIMUM

MAXIMUM BUILDING HEIGHT: 40 FEET

LOT SIZE:
- MINIMUM LOT AREA: 20,000 SQUARE FEET
- MINIMUM LOT WIDTH: 100 FEET
- MINIMUM LOT DEPTH: NO REQUIREMENT NOTED

MAXIMUM LOT COVERAGE: NO REQUIREMENT NOTED

MAXIMUM FLOOR AREA RATIO: 0.3

PARKING SPACES REQUIRED: N/A – NO BUILDINGS OBSERVED

SURVEYOR'S CERTIFICATION

TO: 17100 S. HARLEM, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, LAKESIDE BANK, ITS SUCCESSORS AND/OR ASSIGNS, CHICAGO TITLE INSURANCE COMPANY AND FREEDOM TITLE CORPORATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(A), 6(B), 7(A), 8, 9, 11, 14, 16, 17, 18 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON NOVEMBER 19, 2020.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2021

DATE OF PLAT OR MAP: DECEMBER 2, 2020

BY: _____
DANIEL W. WALTER
IL PROFESSIONAL LAND SURVEYOR NO. 3585
LICENSE EXPIRES 11/30/20

PROFESSIONAL LAND SURVEYOR DANIEL W. WALTER 35-3585 AURORA, ILLINOIS STATE OF ILLINOIS

J:\PSDATA\2020 PROJECTS\20.0290\20.0290 LTS TOPO.DWG

811 Know what's below. Call before you dig.

UTILITY STATEMENT
THE UNDERGROUND UTILITIES SHOWN HEREON WERE LOCATED FROM VISIBLE FIELD EVIDENCE AND EXISTING DRAWINGS, MAPS AND RECORDS. WE DO NOT WARRANT OR GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. WE FURTHER DO NOT WARRANT OR GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH WE DO ASSERT THAT THE LOCATIONS ARE AS PRECISE AS POSSIBLE FROM AVAILABLE INFORMATION. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND LINES.

NO.	REVISIONS	DATE	BY
1.	PER EMAIL DATED 12-16-2020	12-17-20	BT
2.	PER EMAIL DATED 4-20-2021	4-21-21	BT

DATE: 11-19-20 | PC TK | DRAWN BY BT | CHECKED BY DW | BOOK 578 PG 54

PROJECT
17120-17126 HARLEM AVENUE
Tinley Park, Illinois

CLIENT
17118 S. Harlem Tinley Park LLC
226 N. Morgan Street, Suite 300
Chicago, Illinois 60607

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
NAPERVILLE, IL 60564
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

SCALE: 1" = 20'

1 OF 1

PROJ. NO.: 20.0290

RETAIL - TINLEY PARK

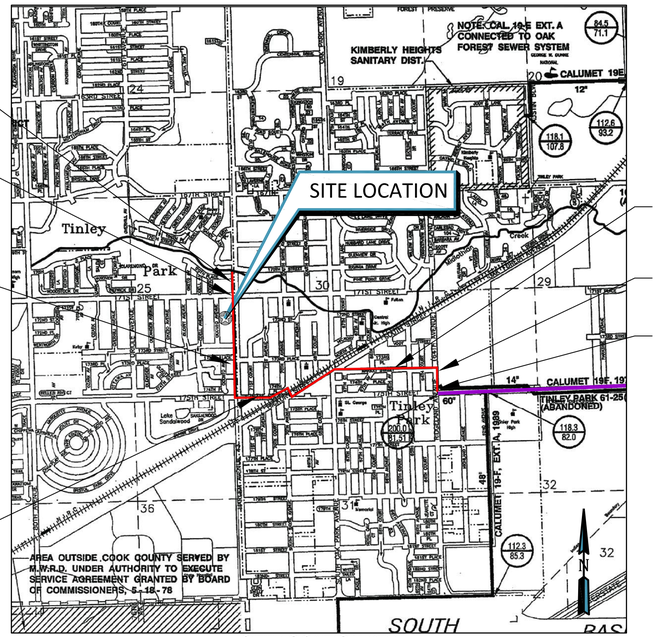
PRELIMINARY CIVIL ENGINEERING PLANS
17120-17126 S. HARLEM
TINLEY PARK, IL

EXISTING 21" STORM SEWER (TINLEY PARK) DISCHARGES TO MIDLOTHIAN CREEK

EXISTING 18" STORM SEWER (TINLEY PARK)

EXISTING 21" STORM SEWER (TINLEY PARK)

EXISTING 24" STORM SEWER (TINLEY PARK)



EXISTING 27" STORM SEWER (TINLEY PARK)

EXISTING 36" STORM SEWER (TINLEY PARK)

EXISTING CONNECTION TO 60" MWRD INTERCEPTOR

SITE LOCATION KEY

NOT TO SCALE

SHEET INDEX

SHEET NO.	SHEET NAME
C-1	COVER SHEET
C-2	SPECIFICATIONS, NOTES & LEGENDS
C-3	EX COND & DEMO PLAN
C-4	GEOMETRIC PLAN
C-5	GRADING & STM WATER PLAN
C-6	ACCESSIBILITY PLAN
C-7	UTILITY PLAN
C-8	SOIL EROSION CONTROL PLAN
C-9	SOIL EROSION DETAILS & SPECS
C-10	PROJECT DETAILS 1
C-11	PROJECT DETAILS 2
C-12	PROJECT DETAILS 3

DESIGN TEAM CONTACT INFORMATION

ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
www.ILEKIS.com
312-419-0009

CIVIL ENGINEER
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
DESIGN FIRM#: 184004465

Weaver Consultants Group

LAND SURVEYOR
COMPASS SURVEYING LTD
2631 GINGER WOODS PKWY, SUITE 100, AURORA, ILLINOIS 60502
PHONE: (630) 820-9100

LANDSCAPE ARCHITECT
LG WORKSHOP,LLC
2324 W. ARMITAGE AVE
CHICAGO, IL 60647
PH: (773) 697-4388

CITY & UTILITY CONTACT INFORMATION

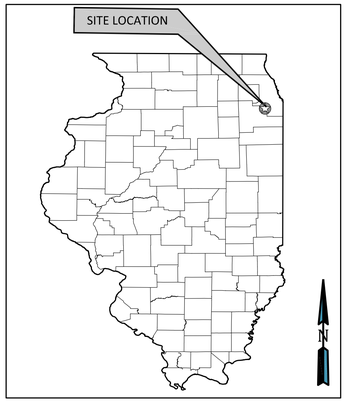
VILLAGE OF TINLEY PARK
16250 S. OAK PARK AVE.
TINLEY PARK, IL 60477
ZONING: KIMBERLY CLARK
PH: 708-444-5177
REVIEW ENGINEER: COLBY ZEMAITIS
SWR & WTR SUPT: JOE FITZPATRICK
PH: 708-444-5500

AT&T ROW MGR: JACKIE FROST
AT&T ILLINOIS
815-7746773
JC1243@ATT.COM

NICOR GAS: BRUCE KOPPANG
DOT LIASON
1844 FERRY ROAD
NAPERVILLE, IL 60563
630-388-3046
BKOPPAN@AGLRESOURCES.COM

COMCAST ROW ENGINEER
FRANK GAUTIER
COMCAST CABLE
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
630-600-6348
FRANK_GAUTIER@CABLE.COMCAST.COM

STATE OF ILLINOIS COOK COUNTY (NOT TO SCALE)



SURVEY INFORMATION:

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY
SURVEY DATE: 12/17/2020
SURVEY NUMBER: 20.0290

DATUM:

DATUM: NAVD88
ELEVATION = 751.92

REFERENCE BENCHMARK:

NGS DESIGNATION - DK2006
PID - DN4691

STATION IS 39 FEET WEST OF THE CENTERLINE OF WILL/COOK ROAD, 54 FEET SOUTH OF THE CENTERLINE OF 167TH STREET, 10 FEET WEST OF A TRAFFIC SIGNAL HAND HOLE AND 1 FOOT NORTHEAST OF AN ORANGE CARSONITE MARKER. ACCESS TO THE DATUM POINT IS THROUGH A 6 INCH LOGO CAP AND THE ROD (DATUM POINT) IS SURROUNDED BY A FLOATING BRONZE DISK TO AID IN IDENTIFICATION.

BENCHMARK #1:

RAILROAD SPIKE IN SOUTHWEST FACE OF UTILITY POLE
ELEVATION = 704.47

BENCHMARK #2:

TOP OF REBAR IN CONCRETE, SOUTHWEST CORNER OF LOT 4.
ELEVATION = 704.66

BENCHMARK #2:

CROSS CUT ON TRAFFIC SIGNAL MANHOLE.
ELEVATION = 700.19

NOTE: CONTRACTOR(S) TO VERIFY THEY HAVE THE CURRENT PLAN SET PRIOR TO CONSTRUCTION.

Call 811 or Click Before you Dig.
It's a Free Service

CIVIL ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

I, WILLIAM H. PERRY, A LICENSED PROFESSIONAL ENGINEER IN ILLINOIS, HEREBY CERTIFY THAT THESE CIVIL ENGINEERING PLANS, AS LISTED IN THE INDEX, THAT ARE PREFIXED WITH LETTER "C". HAVE BEEN PREPARED BY WEAVER CONSULTANTS GROUP UNDER MY PERSONAL DIRECTION.

WILLIAM H. PERRY, PE DATE

DRAINAGE CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT, TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THIS CONSOLIDATION OR THAT, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION WILL BE MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS THAT THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO ELIMINATE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY OWNERS BECAUSE OF THIS CONSOLIDATION. THE EXISTING OVERLAND FLOW ROUTES WILL CONFORM TO THE ORIGINAL SUBDIVISION GRADING PLAN AND ACCEPTED ENGINEERING DESIGN. SHOULD ANY PONDING OCCUR ON-SITE, IT WILL BE OUR RESPONSIBILITY TO ADDRESS AS PER ALL REQUIREMENTS OF THE VILLAGE'S CODES, ORDINANCES AND REGULATIONS RELATED TO STORMWATER MANAGEMENT, SOIL EROSION CONTROL AND SITE GRADING.

DATED THIS _____ DAY OF _____, 20___

OWNER

ENGINEER

WILLIAM H. PERRY
062-055801
LICENSED PROFESSIONAL ENGINEER OF
ILLINOIS

ILLINOIS LICENSED PROFESSIONAL ENGINEER NO. 62-055801
LICENSE EXPIRES: NOVEMBER 30, 2021

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

COVER SHEET

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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SHEET #:
C-1

F:\PROJECTS\4523-Vesuity\329 - Starbucks - Tinley Park\32\Dwg\04523-329-01.dwg\WCGv19b5\jprice:May 17, 2021

SPECIFICATIONS - GENERAL

1. **STANDARDS AND SPECIFICATIONS:** ALL APPLICABLE REQUIREMENTS OF THE ORDINANCES OF AUTHORITIES HAVING JURISDICTION (INCLUDING BUT NOT LIMITED TO THE STATE AND MUNICIPALITY) SHALL GOVERN THIS WORK.
2. **ENGINEER OF RECORD:** THE ENGINEER OF RECORD (ENGINEER) IS WEAVER CONSULTANTS GROUP NORTH CENTRAL, LLC (WEAVER). WEAVER'S REPRESENTATIVES MAY OBSERVE THE CONSTRUCTION AND COMMUNICATE WITH THE CONTRACTOR.
3. **EXAMINATION OF THE SITE:** PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THAT ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE.
4. **CURRENT SET OF PLANS:** THE CONTRACTOR SHALL VERIFY THAT THEY ARE WORKING WITH THE CURRENT SET OF PLANS AND SHALL HAVE ONE (1) SIGNED COPY OF THE PLANS AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS AT THE JOB SITE AT ALL TIMES. THE CONTRACTOR SHALL ONLY BUILD FROM THE SET OF PLANS LABELED "ISSUED FOR CONSTRUCTION".
5. **INDEMNIFICATION:** THE CONTRACTOR SHALL INDEMNIFY THE ENGINEER OF RECORD, THE ARCHITECT OF RECORD, THE OWNER AND THE OWNER'S AGENTS, THE MUNICIPALITY AND ALL OTHER AGENCIES FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THE WORK ON THIS PROJECT.
6. **TOPOGRAPHIC SURVEY:** TOPOGRAPHIC SURVEY INFORMATION SHOWN ON THE PLANS IS PROVIDED FOR INFORMATIONAL PURPOSES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE INFORMATION SHOWN IS CORRECT AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OR ANY ERRORS, DISCREPANCIES OR OMISSIONS TO THE SURVEY INFORMATION PROVIDED. ANY COSTS INCURRED AS THE RESULT OF NOT CONFIRMING THE ACTUAL SURVEY SHALL BE BORNE BY THE CONTRACTOR.
7. **UNDERGROUND UTILITIES:** THE LOCATION OF EXISTING UTILITIES IS APPROXIMATE. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES OR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. THE CONTRACTOR SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES, DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.
8. **SUBSURFACE INVESTIGATION:** SUBSURFACE EXPLORATION TO ASCERTAIN THE NATURE OF SOILS, INCLUDING THE AMOUNT OF ROCK, IF ANY, IS THE RESPONSIBILITY OF THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SUCH SUBSURFACE INVESTIGATIONS AS DEEMED NECESSARY TO DETERMINE THE NATURE OF THE MATERIAL TO BE ENCOUNTERED. SOME SUBSURFACE EXPLORATION HAS BEEN PERFORMED BY THE GEOTECHNICAL ENGINEER OF RECORD ON THE PROJECT AND IS PROVIDED FOR INFORMATIONAL PURPOSES. THE DEVELOPER AND ENGINEER DISCLAIM ANY RESPONSIBILITY FOR THE ACCURACY, TRUE LOCATION AND EXTENT OF THE SOILS INFORMATION THAT HAS BEEN PREPARED BY OTHERS. THEY FURTHER DISCLAIM RESPONSIBILITY FOR INTERPRETATION OF THAT DATA BY THE CONTRACTOR, AS IN PROJECTING SOIL BEARING VALUES, ROCK PROFILES, SOILS STABILITY AND THE PRESENCE, LEVEL AND EXTENT OF UNDERGROUND WATER.
9. **PERMITS AND LICENSES:** THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS AND LICENSES AS REQUIRED BY STATE AND LOCAL AGENCIES. WHENEVER THE WORK REQUIRES THE OBTAINING OF PERMITS FROM THE GOVERNING AUTHORITIES, THE CONTRACTOR SHALL FURNISH DUPLICATE COPIES OF SUCH PERMITS TO THE DEVELOPER AND ENGINEER BEFORE THE WORK COVERED THEREBY IS STARTED. NO WORK WILL BE ALLOWED TO PROCEED BEFORE SUCH PERMITS ARE OBTAINED.
10. **BONDS:** PERFORMANCE, PAYMENT AND MAINTENANCE BONDS MAY BE REQUIRED FROM THE CONTRACTOR FOR ALL WORK CONSIDERED TO BE "PUBLIC" IMPROVEMENTS. BONDS SHALL BE IN THE FORM AND IN THE AMOUNTS AS REQUIRED BY THE GOVERNING AGENCIES.
11. **SAFETY:** WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION ARE REQUIRED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF EMPLOYEES ON THE PROJECT AND SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE, AND MUNICIPAL SAFETY LAWS AND BUILDING CODES. CONTRACTOR SHALL ERECT AND PROPERLY MAINTAIN, AT ALL TIMES, AS REQUIRED BY THE CONDITIONS AND PROGRESS OF THE WORK, ALL NECESSARY SAFEGUARDS FOR PROTECTION OF WORKMEN AND THE PUBLIC AND SHALL POST DANGER SIGNS WARNING AGAINST KNOWN OR UNUSUAL HAZARDS.
12. **NOTIFICATIONS:** A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL AGENCIES HAVING JURISDICTION OVER THE PROJECT, THE ENGINEER OF RECORD AND THE LOCAL UNDERGROUND LOCATE COMPANY FOR STAKING THE LOCATION OF EXISTING UNDERGROUND UTILITIES.
13. **INSPECTIONS:** INSPECTION OF THE PROPOSED CONSTRUCTION WILL BE PROVIDED BY THE GOVERNING AUTHORITIES AND/OR THE DEVELOPER OR ASSIGNED AGENTS. THE CONTRACTOR SHALL PROVIDE ASSISTANCE BY PROVIDING EXCAVATION, TRENCH SAFETY, OR OTHER WORK NECESSARY TO FACILITATE INSPECTION ACTIVITIES, AND SHALL GIVE SUFFICIENT NOTICE WELL IN ADVANCE OF PENDING CONSTRUCTION ACTIVITIES TO THE GOVERNING AUTHORITIES AND/OR DEVELOPER FOR SCHEDULING OF INSPECTION SERVICES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DETERMINATION OF ANY REQUIRED INSPECTIONS, THE SCHEDULING AND CONTROL OF INSPECTIONS AND THE ACCEPTANCE OF ALL PUBLIC AND/OR PRIVATE UTILITIES BY THE APPROPRIATE GOVERNING AUTHORITY PRIOR TO TRENCH BACKFILLING.
14. **SHOP DRAWINGS:** PROPOSED CONSTRUCTION MATERIALS SHALL BE SUBMITTED TO THE OWNER AND ENGINEER FOR APPROVAL IN ADVANCE OF MOBILIZATION. ANY DEVIATION FROM THE APPROVED CONSTRUCTION MATERIALS LIST MUST BE APPROVED BY THE ENGINEER IN WRITING.
15. **CONSTRUCTION DEBRIS:** IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM THE CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE END OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
16. **SITE DRAINAGE:** DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. ALL DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR OTHER METHODS ACCEPTABLE TO THE ENGINEER.
17. **DISPOSITION AND DISPOSAL OF EXCESS MATERIALS:** ALL MATERIALS TO BE REMOVED FROM THE SITE, INCLUDING, BUT NOT LIMITED TO EXCESS MATERIALS AND UNSUITABLE MATERIALS SUCH AS CONCRETE, ASPHALT, LARGE ROCKS, REFUSE AND OTHER DEBRIS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT AT THE CONTRACTOR'S EXPENSE. DISPOSAL OF MATERIALS SHALL BE IN STRICT ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL RULES AND REGULATIONS.
18. **CONSTRUCITON STAKING:** ALL SURVEYING REQUIRED FOR CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE DEVELOPER SHALL PROVIDE THE PROPERTY CORNERS AND TWO BENCHMARKS FOR USE AS HORIZONTAL AND VERTICAL DATUM. THE CONTRACTOR SHALL EMPLOY A REGISTERED PROFESSIONAL LAND SURVEYOR TO PERFORM ALL ADDITIONAL SURVEY, LAYOUT AND MEASUREMENT WORK NECESSARY FOR THE COMPLETION OF THE PROJECT. THE CONTRACTOR SHALL VERIFY THE SITE BENCHMARKS' ELEVATION SHOWN ON THE PLANS AND REPORT ANY DISCREPANCIES TO THE OWNER AND ENGINEER PRIOR TO ANY CONSTRUCTION STAKING. ALL CONSTRUCTION TRADES SHALL COORDINATE THROUGH THE GENERAL CONTRACTOR USING THE SAME BENCHMARKS FOR VERTICAL CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE REMOVAL, REPLACEMENT AND REDESIGN OF ANY IMPROVEMENTS CONSTRUCTED PRIOR TO CHECKING HORIZONTAL/VERTICAL CONTROL AND PLAN DIMENSIONS AND NOTIFICATION OF ANY DISCREPANCIES TO THE OWNER AND ENGINEER. ALL INSTRUMENTS ARE TO BE PROPERLY CALIBRATED PRIOR TO USE.
19. **PROPERTY CORNERS:** THE CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS AND BENCHMARKS, AND WHEN ANY SUCH MARKERS OR MONUMENTS ARE IN DANGER OF BEING DISTURBED, THEY SHALL BE PROPERLY REFERENCED AND IF DISTURBED SHALL BE RESET BY A REGISTERED PROFESSIONAL LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
20. **RECORD DRAWINGS:** THE CONTRACTOR IS RESPONSIBLE TO PROVIDE TO THE VILLAGE OF TINLEY PARK, ENGINEER OF RECORD AND THE OWNER RECORD DRAWINGS, PREPARED BY A REGISTERED PROFESSIONAL LAND SURVEYOR, OF ALL SITE IMPROVEMENTS. THESE RECORD DRAWINGS SHALL INCLUDE ALL DEVIATIONS TO THE DESIGN PLANS, ALL AS-CONSTRUCTED SPOT GRADES ON THE GRADING PLAN AND ALL AS-CONSTRUCTED GRADES INCLUDING RIMS, INVERTS AND PIPE SLOPES ON THE UTILITY PLAN. CONTRACTOR IS ALSO RESPONSIBLE TO MAKE ANY CORRECTIONS AS DETERMINED NECESSARY BY THE ENGINEER, OWNER AND/OR MUNICIPALITY AND UPDATE THE RECORD DRAWINGS ACCORDINGLY.
21. **SOIL STABILIZATION:** THE CONTRACTOR SHALL COMPLY WITH THE CONDITIONS OF THE EROSION CONTROL SPECIFICATIONS. ALL SOIL SHALL BE STABILIZED PRIOR TO ISSUANCE OF FINAL APPROVAL. SEE LANDSCAPE PLAN FOR DETAILS.

SPECIFICATIONS - GRADING

1. **EROSION CONTROL MEASURES:** CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL PLAN INCLUDING, BUT NOT LIMITED TO, PERIMETER SILT FENCE AND INLET PROTECTION, PRIOR TO THE START OF DEMOLITION.
2. **TESTING:** ALL EARTHWORK OPERATIONS SHALL BE OBSERVED AND TESTED ON A CONTINUING BASIS BY THE GEOTECHNICAL ENGINEER FOR CONFORMANCE WITH THE REQUIREMENTS SET FORTH IN THE GEOTECHNICAL REPORT.
3. **UNDISTURBED AREAS:** PRIOR TO GRADING, BRUSH REMOVAL, OR SITE CONSTRUCTION, THE CONTRACTOR SHALL MEET WITH THE DEVELOPER AND/OR ENGINEER AT THE SITE TO ASCERTAIN THE AREAS OF THE PROJECT SITE THAT ARE TO BE PROTECTED AND PRESERVED. REFER TO THE LANDSCAPE PLANS AND TREE PROTECTION PLANS FOR ALL CONSTRUCTION IN THE VICINITY OF EXISTING TREES.
4. **STRIPPING AND DEBRIS REMOVAL:** THE BUILDING PAD SITES, AREAS TO BE PAVED, AND ALL AREAS THAT ARE TO RECEIVE FILL MATERIAL SHALL BE STRIPPED OF VEGETATION, TREES, ROOTS, STUMPS, DEBRIS, AND OTHER ORGANIC MATERIAL. STRIPPED TOPSOIL SHALL BE STOCKPILED IN A LOCATION ON-SITE APPROVED BY THE DEVELOPER IF IT HAS BEEN DETERMINED THAT IT CAN BE RE-USED ON THE SITE. ALL TREES INCLUDING STUMPS AND ROOT SYSTEMS, VEGETATION, DEBRIS, AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OFF-SITE. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS GOVERNING SPILLAGE OF DEBRIS WHILE TRANSPORTING TO A DISPOSAL SITE. ALL COSTS ASSOCIATED WITH DISPOSAL OF MATERIAL SHALL BE INCLUDED IN THE CONTRACT AMOUNT.
5. **PROOF ROLLING:** UPON COMPLETION OF STRIPPING OPERATIONS, AND PRIOR TO PLACEMENT OF ANY FILL MATERIALS, THE STRIPPED AREAS SHOULD BE OBSERVED TO DETERMINE IF ADDITIONAL EXCAVATION IS REQUIRED TO REMOVE WEAK OR OTHERWISE OBJECTIONABLE MATERIALS THAT WOULD ADVERSELY AFFECT THE FILL PLACEMENT. THE SUB-GRADE SHOULD BE FIRM AND ABLE TO SUPPORT CONSTRUCTION EQUIPMENT WITHOUT DISPLACEMENT. SOFT OR YIELDING SUB-GRADE SHOULD BE CORRECTED AND MADE STABLE BEFORE CONSTRUCTION PROCEEDS. PROOF ROLLING SHOULD BE PERFORMED USING A HEAVY PNEUMATIC TIRE ROLLER, LOADED DUMP TRUCK, OR SIMILAR PIECE OF EQUIPMENT WEIGHING 25 TONS. THE PROOF ROLLING OPERATIONS SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER OR HIS REPRESENTATIVE.
6. **CONTROLLED FILL:** ALL SOILS USED FOR CONTROLLED FILL SHOULD BE FREE OF ROOTS, VEGETATION, AND OTHER DELETERIOUS OR UNDESIRABLE MATTER. SOILS IMPORTED FROM OFF-SITE FOR USE AS FILL SHOULD BE APPROVED BY THE GEOTECHNICAL ENGINEER. THE FILL MATERIAL SHOULD BE PLACED IN LEVEL, UNIFORM LIFTS, WITH EACH LIFT COMPACTED TO THE MINIMUM DRY DENSITY WITHIN THE COMPACTION SOIL MOISTURE RANGES RECOMMENDED. THE LOOSE LIFT THICKNESS SHOULD NOT EXCEED 10 INCHES. EACH LAYER SHOULD BE PROPERLY PLACED, MIXED, SPREAD, AND COMPACTED TO BETWEEN 95 AND 100 PERCENT OF STANDARD PROCTOR DENSITY AS DETERMINED BY ASTM D-698.
7. **SOIL COMPACTION:** UNLESS OTHERWISE SPECIFIED BY THE GEOTECHNICAL ENGINEER, WITHIN THE LIMITS OF PROPOSED GRADING, THE SOIL SHALL BE COMPACTED IN 6" MAXIMUM LIFTS OF DRY SUB-GRADE, BACKFILL OR FILL MATERIAL TO NOT LESS THAN THE FOLLOWING PERCENTAGES OF MODIFIED PROCTOR DRY DENSITY IN ACCORDANCE WITH ASTM D 1157-78:
8. **UNDER STRUCTURES AND PAVEMENTS:** 95% MODIFIED PROCTOR DRY DENSITY.
9. **UNDER PARKWAY OR UNPAVED AREAS:** 85% MODIFIED PROCTOR DRY DENSITY.
10. **PROPOSED GRADES:** THE PROPOSED CONTOURS INDICATED ON THE GRADING PLAN ARE FINISHED GRADES AND ARE SHOWN AT ONE-FOOT INTERVALS. SPOT ELEVATIONS SHOWN ARE FINAL GRADES AND ARE NOTED WITH A PREFIX AS IDENTIFIED IN THE LEGEND.
11. **TOLERANCE:** ALL SUB-GRADE SHALL BE GRADED TO WITHIN 0.1' +/- OF THE PROPOSED SUBGRADE ELEVATIONS. ALL FINAL GRADES IN LANDSCAPE AREAS SHALL BE WITHIN 0.1' +/- OF THE PROPOSED GRADES AND CONTOUR LINES. SEE PAVING SPECIFICATIONS FOR TOLERANCE ON PAVED SURFACES.
12. **SITE DRAINAGE:** DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. ALL DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR OTHER METHODS ACCEPTABLE TO THE ENGINEER.
13. **TOPSOIL:** SEE LANDSCAPE PLAN FOR DETAILS AND SPECIFICATIONS. AT A MINIMUM, ALL LANDSCAPE AREAS SHALL BE RESPREAD WITH 4" OF FRIABLE, WEED FREE, AND ROCK FREE TOPSOIL.

SPECIFICATIONS - PAVEMENT

1. **STANDARDS AND SPECIFICATIONS:** THE CURRENT EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" SHALL GOVERN THIS WORK.
2. **PAVING CONDITIONS:** THE BITUMINOUS MATERIALS SHALL ONLY BE LAID ON A SURFACE WHICH IS DRY AND WHEN THE WEATHER CONDITIONS ARE SUITABLE. THE BITUMINOUS BINDER COURSE SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST 45 DEGREES F, WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS 24 HOURS IS AT LEAST 32 DEGREES F AND WHEN RISING TEMPERATURES ARE FORECAST. THE SURFACE COURSE SHALL BE PLACED ONLY WHEN THE TEMPERATURE IN THE SHADE IS AT LEAST 50 DEGREES F, WHEN THE TEMPERATURE IN THE SHADE FOR THE PREVIOUS 24 HOURS IS AT LEAST 40 DEGREES F, AND WHEN RISING TEMPERATURES ARE FORECAST. ANY PAVEMENT ACTIVITY SHOULD BE STOPPED IN THE EVENT OF RAIN, REGARDLESS OF TEMPERATURE.
3. **SUB-GRADE PREPARATIONS:** IN ACCORDANCE WITH THE GOVERNING AUTHORITIES' SPECIFICATIONS AND THE GEOTECHNICAL REPORT, THE SUB-GRADE SHALL BE PROOF-ROLLED WITH HEAVY PNEUMATIC EQUIPMENT AND ANY SOFT OR PUMPING AREAS SHALL BE EXCAVATED TO FIRM SUB-GRADE AND BACKFILLED AND RE-COMPACTED. PAVEMENT SUB-GRADE SHALL NOT BE ALLOWED TO RETAIN WATER. WET MATERIAL SHALL BE REMOVED TO DRY.
4. **INSPECTIONS:** PAVEMENT SUB-BASE, BASE AND SURFACE MUST EACH BE INSPECTED BY THE OWNER'S REPRESENTATIVE PRIOR TO THE NEXT PHASE OF WORK. PROOF ROLLING AND NUCLEAR DENSITY TESTING WILL BE UTILIZED IF REQUESTED BY OWNER.
5. **CONCRETE TESTING:** CONTRACTOR SHALL EMPLOY AN INDEPENDENT TESTING ENGINEER TO VERIFY THE SLUMP, AIR ENTRAINMENT AND PROVIDE (3) CYLINDER SAMPLES FOR EACH DAYS POUR, OR 50 C.Y. OF CONCRETE WHICHEVER OCCURS MORE OFTEN. COPIES OF ALL TEST RESULTS SHALL BE FORWARDED TO THE OWNER'S REPRESENTATIVE FOR APPROVAL.
6. **JOINT SEALANT:** JOINT SEALANT SHALL BE A GRAY ELASTOMERIC SILICONE OR POLYURETHANE SEALANT DESIGNED FOR CONCRETE EXPANSION AND CONTROL JOINTS CONFORMING TO ASTM C920, OR APPROVED EQUAL.
7. **CONCRETE SEALER:** "SCOFIELD" CEMENTONE CLEAR SEALER OR APPROVED EQUAL SHALL BE APPLIED TO ALL CONCRETE PER MANUFACTURER'S RECOMMENDATIONS.
8. **CURB TAPERS:** DUB DOWN (TAPER) CONCRETE CURBS TO ZERO HEIGHT AT SIDEWALKS. RAMP SIDEWALKS AS REQUIRED TO MEET EXISTING AND PROPOSED ADJACENT GRADES.
9. **CONSTRUCTION TOLERANCE:** PAVEMENT SUB-GRADE SHALL BE FINISHED TO O.10' +/- OF DESIGN SUB-GRADE ELEVATIONS. ALL PROPOSED CURB, SIDEWALK AND PAVEMENT SHALL BE CONSTRUCTED TO WITHIN 0.05' +/- OF THE DESIGN GRADES.
10. **STRUCTURE ADJUSTMENTS:** ALL EXISTING STRUCTURES (MANHOLES, CATCH BASINS, VALVE BOXES, ETC.) SHALL BE ADJUSTED TO MEET THE FINAL PAVEMENT OR GROUND SURFACE ELEVATION AS REQUIRED.
11. **SAW CUTTING:** REMOVAL OF ALL PAVEMENT, SIDEWALK AND/OR CURB SHALL BE ACCOMPLISHED BY SAW CUTTING IN ACCORDANCE WITH THE STATE DOT SPECIFICATIONS.
12. **CONCRETE CURB AT ENTRANCES:** SAW CUTTING OF EXISTING CURB HEAD TO PROVIDE DEPRESSED CURB AT ENTRANCES IS PROHIBITED. THE CONTRACTOR SHALL SAW CUT EXISTING CURB AT LIMITS OF WORK AND REPLACE WITH DEPRESSED CURB AT ALL ENTRANCES. DRILL AND DOWEL ALL CURB INCLUDING DEPRESSED CURB TO EXISTING CURB PER THE DETAIL.
13. **CONNECTION TO EXISTING CONCRETE:** WHERE PROPOSED CONCRETE IS TO CONNECT TO EXISTING CONCRETE, AT LEAST 15" OF REINFORCING STEEL SHALL BE EXPOSED FROM THE EXISTING CONCRETE OR THE CONTRACTOR SHALL PROVIDE NEW HORIZONTAL DOWEL BARS PER THE DETAILS.
14. **ACCESSIBILITY SPECIFICATIONS:** SEE ACCESSIBILITY SPECIFICATIONS FOR MORE INFORMATION REGARDING PAVING IN THE ACCESSIBLE AREAS.

SPECIFICATIONS - UTILITIES

1. **STANDARDS AND SPECIFICATIONS:** THE CURRENT EDITIONS OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" SHALL GOVERN THE PERFORMANCE OF THE WORK. "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
2. **EXISTING UTILITIES:** THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATIONS AND PROTECTION OF ALL EXISTING UTILITIES SHOWN, ALL EXISTING UTILITIES NOT SHOWN, AND ALL PROPOSED UTILITIES ON THESE PLANS.
3. **TEMPORARY ROADWAY PATCHES:** IT IS THE CONTRACTORS RESPONSIBILITY TO MAINTAIN ANY TEMPORARY ROADWAY PATCHES THAT MAY OCCUR IN ORDER TO REOPEN A ROADWAY WHILE CONSTRUCTION ACTIVITY PROGRESSES, UNTIL SUCH TIME A PERMANENT PATCH CAN BE INSTALLED.
4. **TRENCH BACKFILL IN RIGHT OF WAYS:** CARE SHALL BE TAKEN IN PARKWAYS AREAS TO ASSURE COMPACTION ACCEPTABLE FOR THE FUTURE STABILITY OF DRIVEWAYS AND SIDEWALKS. WHILE SPECIAL BACKFILL MATERIAL IS NOT REQUIRED, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AGAINST POTENTIAL FUTURE SETTLEMENT OF BACKFILLED AREAS.
5. **TRENCH BACKFILL:** TRENCH BACKFILL MATERIAL (SEE DETAIL), SHALL BE PROVIDED UNDER AND WITHIN TWO FEET OF ALL PROPOSED AND FUTURE SIDEWALK, CURBS AND PAVEMENT.
6. **STRUCTURE BEDDING:** ALL STRUCTURE BEDDING SHALL BE COMPACTED CRUSHED STONE OR LIMESTONE MEETING CA-6 STANDARDS.
7. **WATER AND SEWER SEPARATION:** ALL SEWERS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. ALL SEWERS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. THIS SHALL BE THE CASE WHERE THE WATER MAIN IS EITHER ABOVE OR BELOW THE SEWER. THE CROSSING SHALL BE ARRANGED SO THAT THE SEWER JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS. WHERE A WATER MAIN CROSSES UNDER A SEWER, ADEQUATE STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SEWER TO PREVENT DAMAGE TO THE WATER MAIN AND THE SEWER SHALL BE CONSTRUCTED OF WATERMAIN QUALITY MATERIALS FOR 10' ON EITHER SIDE OF THE PIPE. WHEN IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL AND/OR VERTICAL SEPARATION AS STIPULATED ABOVE, THE SEWER SHALL BE CONSTRUCTED WITH WATER MAIN QUALITY MATERIALS.
8. **TRANSFORMER PAD:** THE CONTRACTOR IS RESPONSIBLE FOR THE ELECTRICAL TRANSFORMER CONCRETE PAD PER THE UTILITY COMPANY SPECIFICATIONS.
9. **SEWER LID LETTERING:** ALL UTILITY LIDS SHALL HAVE "VILLAGE OF TINLEY PARK" CAST ON THEM. SANITARY SEWER CASTINGS TO BE LETTERED "SANITARY SEWER". ALL STORM SEWER SOLID LID CASTINGS SHALL BE LETTERED "STORM SEWER". ALL WATER CASTINGS TO BE LETTERED "WATER". ALL FRAMES AND CASTINGS SHALL MEET ALL MUNICIPAL, STATE AND REGULATORY AGENCY REQUIREMENTS AND SPECIFICATIONS.
10. **FRAME AND GRATES:** UNLESS OTHERWISE SPECIFIED ON A DETAIL OR WITHIN MUNICIPAL SPECIFICATIONS, ALL FRAME AND GRATES TO BE:
    - 10.1. STORM STRUCTURES WITH OPEN LIDS IN PAVEMENT: EJIW 1040 FRAME WITH TYPE M1 RADIAL FLAT GRATE, OR APPROVED EQUAL. THE VILLAGE OF TINLEY PARK DOES NOT ALLOW STORM STRUCTURES IN THE CURB. LID TO BE PLACED $\frac{1}{2}$ IN THE CURB AND $\frac{1}{2}$ IN THE PAVEMENT.
    - 10.2. STORM STRUCTURES WITH OPEN LIDS IN LANDSCAPE AREAS: EJIW 6527N 2" BEEHIVE GRATE, OR APPROVED EQUAL.
    - 10.3. STORM STRUCTURES WITH CLOSED LIDS: EJIW 1020-A FRAME WITH TYPE A SOLID COVER, OR APPROVED EQUAL.
    - 10.4. WATER VALVES: EJIW 1020-A, OR APPROVED EQUAL.
    - 10.5. SANITARY SEWER: EJIW 1020-A WITH WATERTIGHT LID AND CONCEALED PICK HOLE, OR APPROVED EQUAL.
11. **WATER MAIN BURY DEPTH:** THE MINIMUM COVER FOR WATER MAIN SHALL BE 5.5' FROM THE FINISHED GRADE TO THE TOP OF THE MAIN.
12. **CONDUIT AND SLEEVES:** ALL UNDERGROUND CONDUIT AND SLEEVES ARE TO BE PLACED BEFORE SITE PAVING CONSTRUCTION COMMENCES AND SHALL BE BURIED A MINIMUM OF 24" BELOW THE BOTTOM OF THE PAVEMENT EXCEPT ELECTRICAL CONDUIT WHICH SHALL BE A MINIMUM OF 36" DEEP. ALL CONDUIT SHALL EXTEND TWO FEET BEYOND THE BACK OF CURB OR EDGE OF SIDEWALK. CONTRACTOR SHALL FURNISH ALL CONDUIT AS NECESSARY FOR UTILITY SERVICES. GAS, TELEPHONE AND ELECTRIC LOCATIONS MAY BE SHOWN ON THE PLAN AS A GUIDE. EXACT LOCATIONS SHALL BE DETERMINED BETWEEN THE CONTRACTOR AND UTILITY COMPANIES.
13. **WATER MAIN TESTING:** ALL WATER LINES, FITTINGS AND VALVES SHALL BE TESTED FOR PRESSURE AND LEAKAGE IN ACCORDANCE WITH AWWA C600 AND FLUSHED AND DISINFECTED IN ACCORDANCE WITH AWWA C651. ALL VAULTS SHALL BE VACUUM TESTED TO PREVENT INFILTRATION. ALL TESTING, FLUSHING AND DISINFECTION SHALL BE WITNESSED AND APPROVED AND SHALL BE IN COMPLIANCE WITH ALL MUNICIPAL, STATE AND REGULATORY AGENCY GUIDELINES, REQUIREMENTS AND SPECIFICATIONS.
14. **SANITARY SEWER TESTING:** ALL SANITARY SEWER SHALL BE INSPECTED AND TESTED UPON COMPLETION OF INSTALLATION TO THE APPROVAL OF THE MUNICIPALITY AND/OR SANITARY DISTRICT AND IEPA. EXFILTRATION TESTING (LEAKAGE SHALL NOT EXCEED 240 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY) OR AIR TESTING PER ASTM F-1417 (PLASTIC) OR ASTM C-828 (CLAY) AS WELL AS AND DEFLECTION TESTING ARE REQUIRED FOR THE SEWER. LEAKAGE TESTING PER ASTM C-969 OR VACUUM TESTING PER ASTM C-1244 ARE REQUIRED FOR MANHOLES.
15. **SEDIMENT REMOVAL:** ALL DRAINAGE STRUCTURES, PIPES AND PAVEMENT SURFACES WITHIN THE LIMITS OF CONSTRUCTION SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO FINAL ACCEPTANCE AND AS MAY BE PERIODICALLY REQUIRED DURING THE COURSE OF CONSTRUCTION.
16. **FLARED END SECTION GRATES:** ALL FLARED END SECTIONS SHALL HAVE GRATES AND THE GRATES SHALL FOLLOW THE INTENT OF THE IDOT STANDARD.
17. **STEPS IN STRUCTURE:** ALL STRUCTURE STEPS SHALL BE GREY CAST IRON ASTM A-48 OR POLYPROPYLENE COATED STEEL REINFORCING RODS WITH LOAD AND PULLOUT RATINGS MEETING OSHA STANDARDS.

MWRD NOTES - GENERAL

REFERENCED SPECIFICATIONS:

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 TINLEY PARK 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.

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 TINLEY PARK 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.

GENERAL NOTES:

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS XXXXXX 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.

MWRD NOTES - 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
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC)		
PIPE 6-INCH TO 15-INCH DIAMETER SDR 26	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-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D-3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    - 11.1. 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.
    - 11.2. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    - 11.3. c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCE 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.

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

SYMBOLS AND ABBREVIATIONS LEGEND

FLAG POLE
SIGN
SIGN IN BOLLARD
DOUBLE FACED SIGN
DOUBLE FACED SIGN IN BOLLARD
BOLLARD
PARKING LOT LIGHT POLE
WALL SCONCE
GREASE TRAPS
S SANITARY MANHOLE
CO SANITARY CLEANOUT
CO SEWER CLEANOUT
STORM SEWER CB/ INLET
STORM MANHOLE
FLARED END SECTION
RDO DSO DOWNSPOUT/ ROOF DRAIN AT GRADE
RD DS DOWNSPOUT/ ROOF DRAIN CONNECTION
W WATER VAULT
FIRE HYDRANT
WV BB B-BOX/ WATER VALVE
P C PRESSURE CONNECTION
SPIGOT / IRRIGATION STUB
GM GAS METER
GV GAS VALVE
PROPOSED OVERFLOW ROUTE PROPOSED OVERLAND FLOW ROUTE
0.00% FLOW ARROW (PAVEMENT)
FLOW ARROW (LANDSCAPE)
EM ELECTRIC METER
TR. ELECTRIC TRANSFORMER
CTV CABLE TV STRUCTURE
FBR FIBER OPTIC STRUCTURE
TEL TELEPHONE STRUCTURE

ORNAMENTAL METAL FENCE
WOOD FENCE
CONSTRUCTION SITE FENCE
SF SILT FENCE
GUARDRAIL
799 MINOR CONTOUR
800 MAJOR CONTOUR
HWL HIGH WATER LINE
NWL NORMAL WATER LINE
FPL FLOODPLAIN
FWY FLOODWAY
WTLD WETLAND
50' BUFFER 50' BUFFER
100' BUFFER 100' BUFFER
XXXX DEMO
TPF TREE PROTECTION FENCE
OHE OVERHEAD ELECTRIC
UGE UNDERGROUND ELECTRIC
CATV CABLE/TV
FO FIBER OPTIC LINE
GAS GAS LINE
WM 4" WATER MAIN
LF~PIPE SIZE SLOPE% STORM SEWER PIPE
LF~PIPE SIZE SLOPE% SANITARY SEWER PIPE
LF~PIPE SIZE SLOPE% COMBINED SEWER PIPE
TC803.00 FL802.50 PROPOSED SPOT GRADE

TC	(TOP OF CURB)	TOW	(TOP OF WALL)
FL	(FLOW LINE)	BOW	(BOTTOM OF WALL)
BC	(BACK OF CURB)	FND	(FOUNDATION)
DC	(DEPRESSED CURB)	FNC	(FENCE)
FC	(FACE OF CURB)	WTLD	(WETLAND)
W	(TOP OF WALK)	BLDG	(BUILDING)
P	(PAVEMENT)	FLP	(FLOODPLAIN)
E	(EDGE)	FLW	(FLOODWAY)

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM TINLEY PARK LLC

RETAIL - TINLEY PARK

17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

SPECIFICATIONS, NOTES & LEGENDS

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

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SHEET #: C-2

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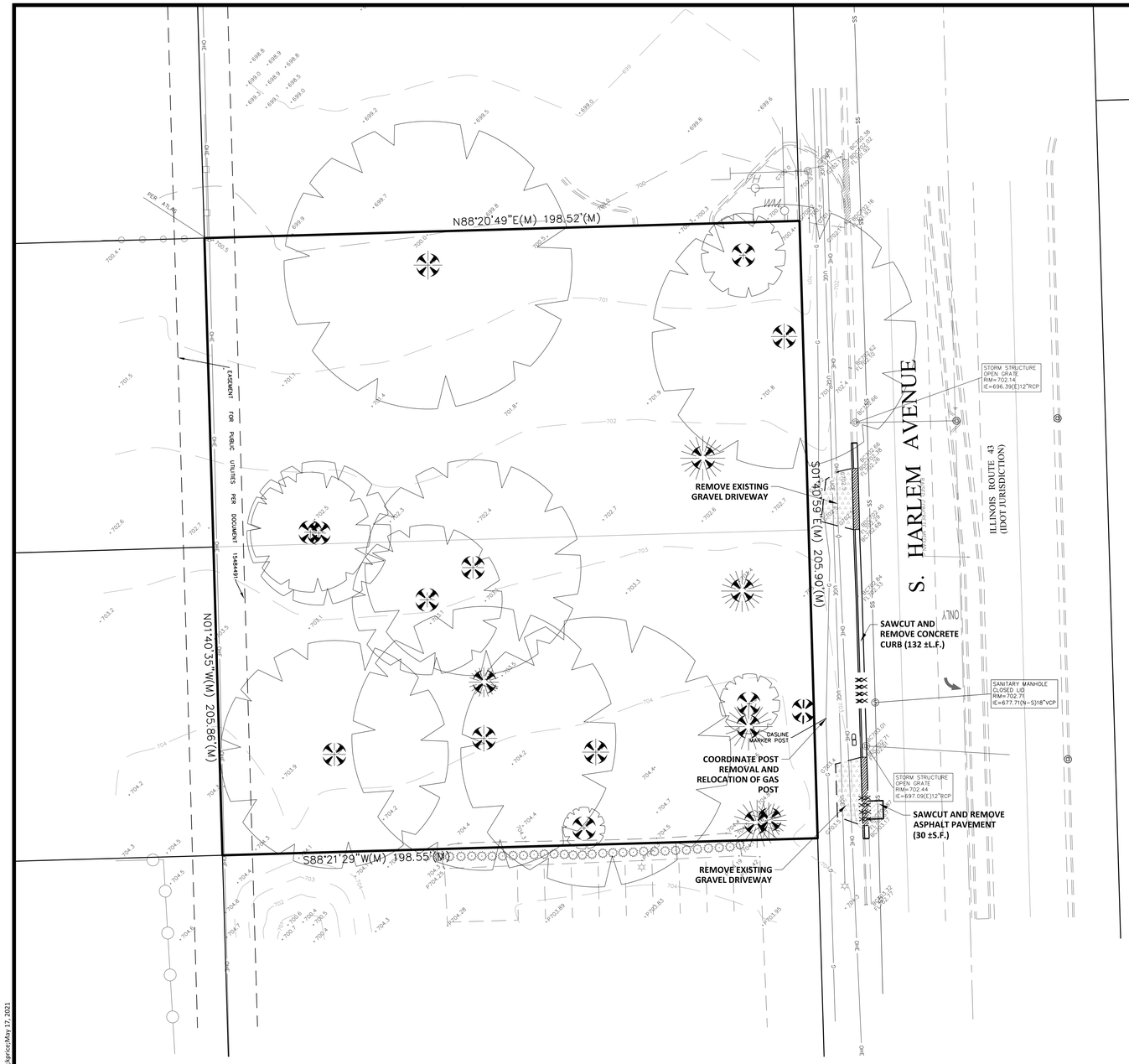

DEMOLITION - KEY LEGEND

SYMBOL	DESCRIPTION
	REMOVE GRAVEL
	REMOVE ASPHALT
— xxxx — xxxx —	REMOVE CURB
— xxxx — xxxx —	REMOVE ITEM
	REMOVE ITEM

MUNICIPAL/AGENCY APPROVAL STAMP

SPECIFICATIONS - DEMOLITION

1. **PERMITS:** CONTRACTOR SHALL APPLY FOR AND OBTAIN ALL REQUIRED PERMITS PRIOR TO DEMOLITION.
2. **EROSION CONTROL MEASURES:** CONTRACTOR SHALL COMPLY WITH THE EROSION CONTROL PLAN INCLUDING, BUT NOT LIMITED TO, PERIMETER SILT FENCE AND INLET PROTECTION, PRIOR TO THE START OF DEMOLITION.
3. **STRIPPING AND DEBRIS REMOVAL:** THE BUILDING PAD SITES, AREAS TO BE PAVED, AND ALL AREAS THAT ARE TO RECEIVE FILL MATERIAL SHALL BE STRIPPED OF VEGETATION, TREES, ROOTS, STUMPS, DEBRIS, AND OTHER ORGANIC MATERIAL. STRIPPED TOPSOIL SHALL BE STOCKPILED IN A LOCATION ON-SITE APPROVED BY THE DEVELOPER IF IT HAS BEEN DETERMINED THAT IT CAN BE RE-USED ON THE SITE. ALL TREES INCLUDING STUMPS AND ROOT SYSTEMS, VEGETATION, DEBRIS, AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OFF-SITE. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS GOVERNING SPILLAGE OF DEBRIS WHILE TRANSPORTING TO A DISPOSAL SITE. ALL COSTS ASSOCIATED WITH DISPOSAL OF MATERIAL SHALL BE INCLUDED IN THE CONTRACT AMOUNT.
4. **BURNING:** BURNING SHALL NOT BE PERMITTED ON THE PROJECT SITE UNLESS APPROVED IN WRITING BY THE GOVERNING AUTHORITIES AND THE DEVELOPER.
5. **EXISTING UTILITIES:** ALL EXISTING UTILITIES ARE TO BE PROTECTED UNLESS OTHERWISE NOTED OR AGREED TO BY THE OWNER AND ENGINEER. ALL EXISTING UTILITIES THAT ARE NOTED TO BE REMOVED SHALL BE CAPPED AND REMOVED AS INDICATED AFTER EXISTING LINES ARE TAKEN OUT OF SERVICE AND UTILITY COMPANY APPROVALS ARE OBTAINED. EXISTING UTILITIES THAT ARE NOTED TO BE ABANDONED SHALL BE FILLED OR CRUSHED TO AVOID FUTURE PIPE FAILURE.
6. **RE-USE OF EXISTING MATERIALS:** CONTRACTOR SHALL RE-USE EXISTING MATERIALS ON THE SITE FOR BACKFILL AND/OR SUB-GRADE ONLY IF APPROVAL IS OBTAINED IN WRITING FROM THE OWNER, ENGINEER AND GEOTECHNICAL ENGINEER. DURING BIDDING, CONTRACTOR SHALL NOT ASSUME THAT MATERIALS CAN BE RE-USED ON-SITE.
7. **PLUGGING EXISTING SANITARY SEWERS:** CONTRACTOR SHALL PLUG DOWNSTREAM END OF EXISTING SANITARY SEWER PRIOR TO DEMOLITION TO PREVENT STORMWATER AND DEBRIS FROM ENTERING THE SEWER.
8. **DRAINAGE:** POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT DEMOLITION. CONTRACTOR SHALL PLAN DEMOLITION IN STAGES TO PREVENT EXCESS PONDING OR BLOCKAGE OF DRAINAGE. ALL STORM SEWER OR FIELD TILES DAMAGED DURING DEMOLITION SHALL BE REPAIRED AND/OR RECONNECTED BEFORE THE END OF THE WORKDAY.
9. **REMOVAL OF BELOW GRADE IMPROVEMENTS:** ANY BUILDINGS, FOUNDATIONS, WALLS, FOOTINGS, CONCRETE, ETC. THAT ARE SHOWN TO BE REMOVED SHALL BE REMOVED TO THE FULL DEPTH UNLESS APPROVED BY THE OWNER AND ENGINEER.
10. **TREE PROTECTION:** CONTRACTOR SHALL FOLLOW THE TREE PROTECTION PLAN IF IT HAS BEEN PROVIDED AS A PART OF THIS CONSTRUCTION SET. ANY TREES REMOVED THAT WERE INDICATED TO BE PROTECTED SHALL BE REPLACED BY THE CONTRACTOR AND FINED ACCORDINGLY.

N

SCALE: 1" = 20'

0 10' 20' 40'

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

EX. COND & DEMO PLAN

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

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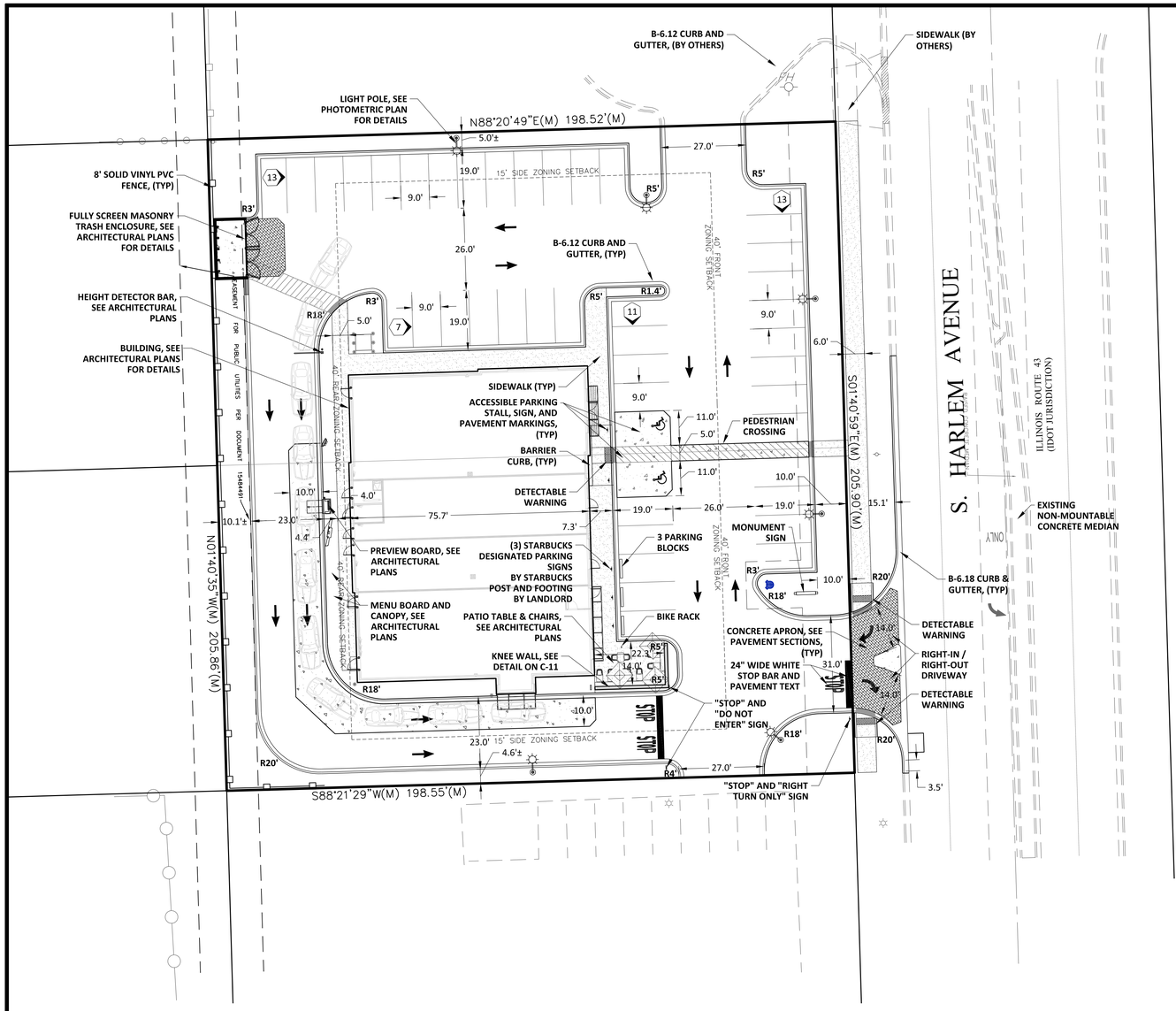


PAVEMENT KEY SYMBOL

- STANDARD DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- STANDARD CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT

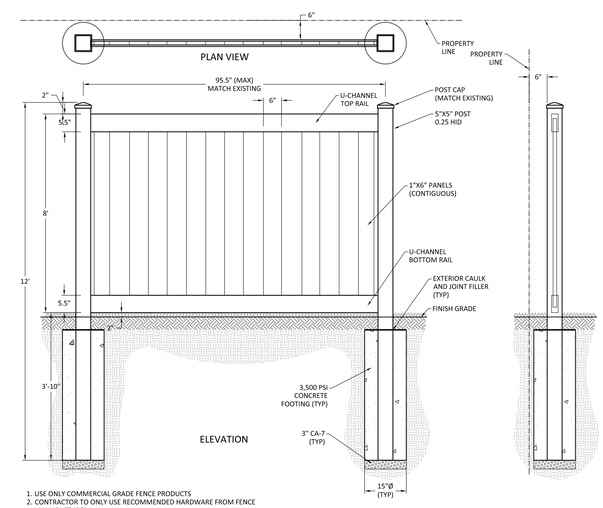
MUNICIPAL/AGENCY APPROVAL STAMP

SITE DATA:

SITE AREA	=	40,875	
BUILDING AREA		7,422	
LEASE AREA	=	7,279 S.F.	
PROPOSED PARKING STALLS	=	44	(INCLUDES ADA STALLS)
REQUIRED PARKING STALLS	=	47	
6.5 PARKING STALLS/ 1,000 S.F.			

SITE NOTES:

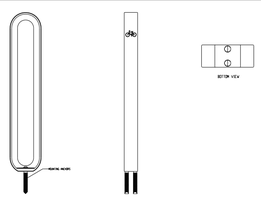
1. THE BASELINE FOR GEOMETRIC LAYOUT IS THE WESTERN PROPERTY LINE.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB, OUTSIDE FACE OF BUILDING, AND EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL PARKING LOT STRIPING SHALL BE 4" WIDE YELLOW PAINT UNLESS OTHERWISE NOTED ON THE PLANS.
4. ALL ITEMS NOTED ON PLANS REFER TO A PROPOSED CONDITION OR ITEM UNLESS OTHERWISE NOTED ON PLANS OR IDENTIFIED ON THE SURVEY.



1. USE ONLY COMMERCIAL GRADE FENCE PRODUCTS
2. CONTRACTOR TO ONLY USE RECOMMENDED HARDWARE FROM FENCE MANUFACTURER.
3. INSTALL ALL FENCE PER MANUFACTURE'S RECOMMENDATIONS
4. ALL FENCE COMPONENTS SHALL BE FREE OF DEFECTS
5. TOP OF FENCE SHALL BE SMOOTH AND HORIZONTAL
6. ALL POSTS SHALL BE PLUM IN ALL DIRECTIONS
7. CONTRACTOR TO VERIFY FENCE COLOR, TEXTURE AND POST SPACING WITH EXISTING FENCE TO THE NORTH
8. CONTRACTOR TO PROVIDE SHOP DRAWINGS

8' VINYL FENCE

NOT TO SCALE



UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES TOLERANCES (UNLESS OTHERWISE SPECIFIED) FRACTIONAL ± 1/32 ANGULAR: BEND ± 1° TWO PLACE DECIMAL ± .030 THREE PLACE DECIMAL ± .020	FORMS+SURFACES 30 Pine Street, Pittsburgh, PA 15223 Tel (412) 781-9003 Fax (412) 781-7840		
	NAME	DATE	DESCRIPTION:
	DWN		
MATERIAL: -	CHK		
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1. SEE PLANS FOR LOCATION(S)

BIKE RACK - OLYMPIA BIKE RACK

NOT TO SCALE

N

SCALE: 1" = 20'

0 10' 20' 40'

17118 S. HARLEM TINLEY PARK LLC

RETAIL - TINLEY PARK

17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

GEOMETRIC PLAN

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

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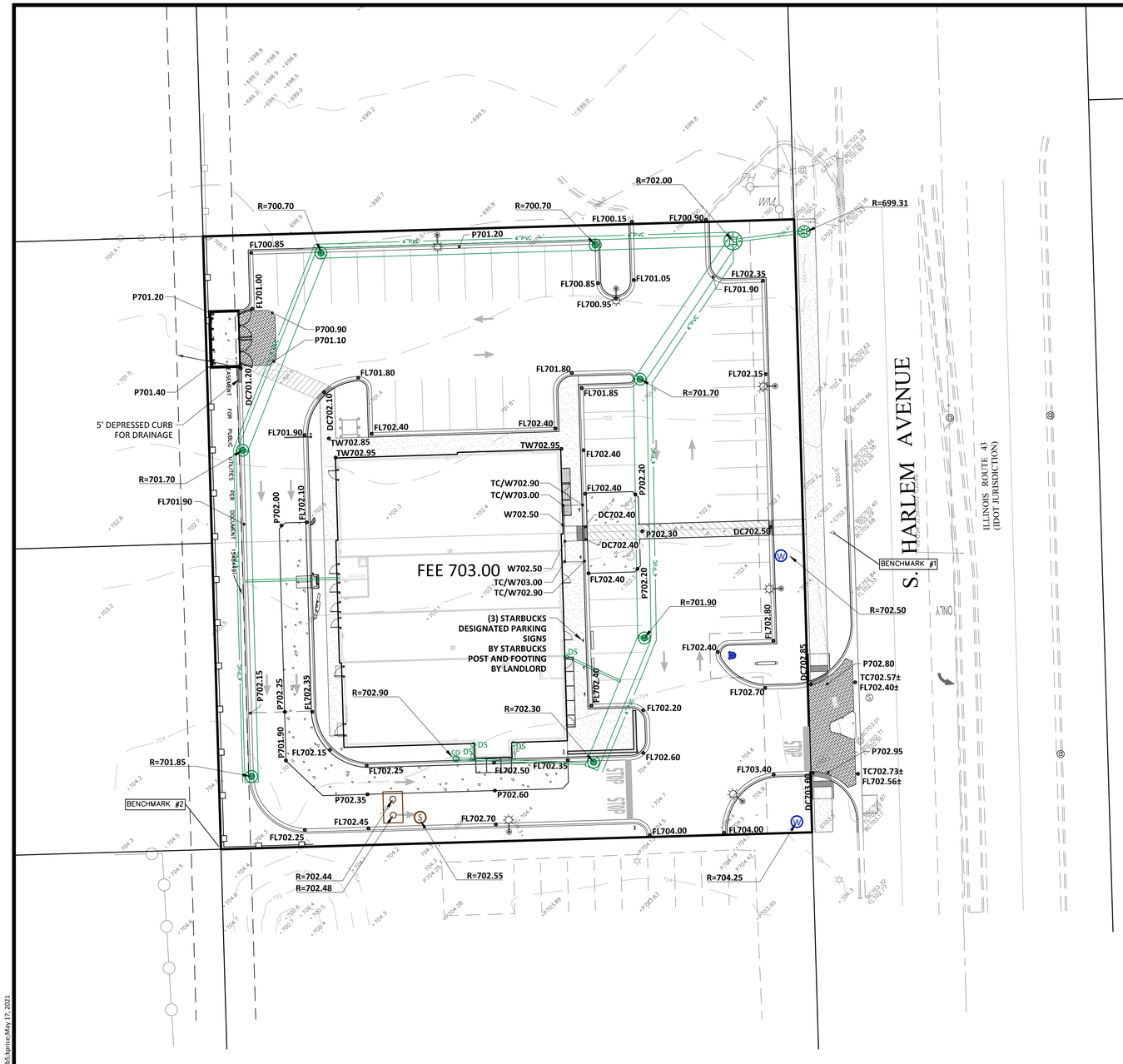

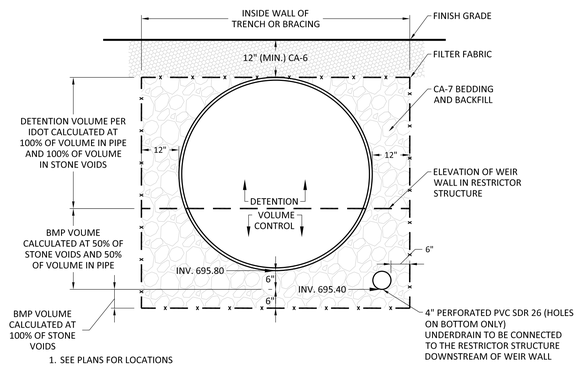

1. SEE PLANS FOR LOCATIONS

PERFORATED CMP TRENCH AND BEDDING

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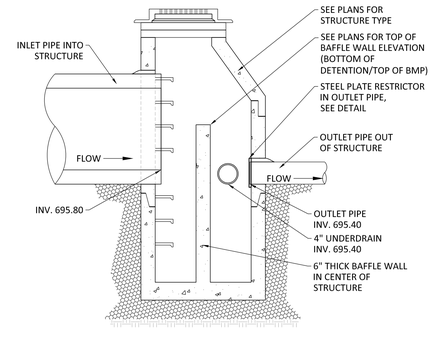
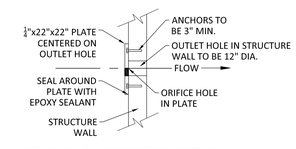
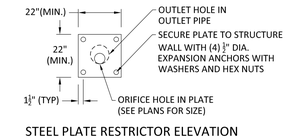




STEEL PLATE RESTRICTOR SECTION



STEEL PLATE RESTRICTOR ELEVATION

1. TO BE USED IN PLACE OF RESTRICTORS LESS THAN 4" IN DIAMETER.
2. STEEL PLATE AND ANCHORS TO BE MADE OF SAME MATERIALS TO PREVENT ACCELERATED CORROSION.

RESTRICTOR CATCH BASIN

NOT TO SCALE

N

SCALE: 1" = 20'

0 10' 20' 40'

GRADING NOTES:

1. UNLESS OTHERWISE SPECIFIED, ADD 0.5' TO ALL FLOWLINE (FL) OR PAVEMENT (P) GRADES TO OBTAIN TOP OF CURB (TC) ELEVATION.
2. CONTRACTOR TO MATCH EXISTING GRADE (ME) AT PERIMETER CONDITIONS. ALL GRADES SHOWN AS (+/-) HAVE BEEN INTERPRETED FROM THE SURVEY AND SHALL BE VERIFIED PRIOR TO CONSTRUCTION OF ADJACENT IMPROVEMENTS.
3. SEE ACCESSIBILITY PLAN FOR ADDITIONAL GRADES, DETAILS, AND REQUIREMENTS WITHIN THE ACCESSIBILITY AREAS.

STORMWATER DETENTION SUMMARY:

JURISDICTIONAL AUTHORITY IS: MWRD AND IDOT

STORMWATER DETENTION IS REQUIRED FOR THIS SITE PER IDOT CRITERIA. IT IS NOT REQUIRED PER MWRD AS THE SITE IS UNDER 3 ACRES.

BMP'S ARE REQUIRED FOR THIS SITE PER MWRD.

SITE AREA	=	40,895 (0.94 AC)
EXISTING IMPERVIOUS AREA	=	0.14 AC
EXISTING PERVIOUS AREA	=	0.80 AC
PROPOSED IMPERVIOUS AREA	=	0.78 AC
PROPOSED PERVIOUS AREA	=	0.16 AC
DETENTION REQUIRED	=	4,224 C.F.
BMP VOLUME REQUIRED	=	2,831 C.F.

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

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TINLEY PARK, ILLINOIS

GRADING & STM WATER PLAN

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
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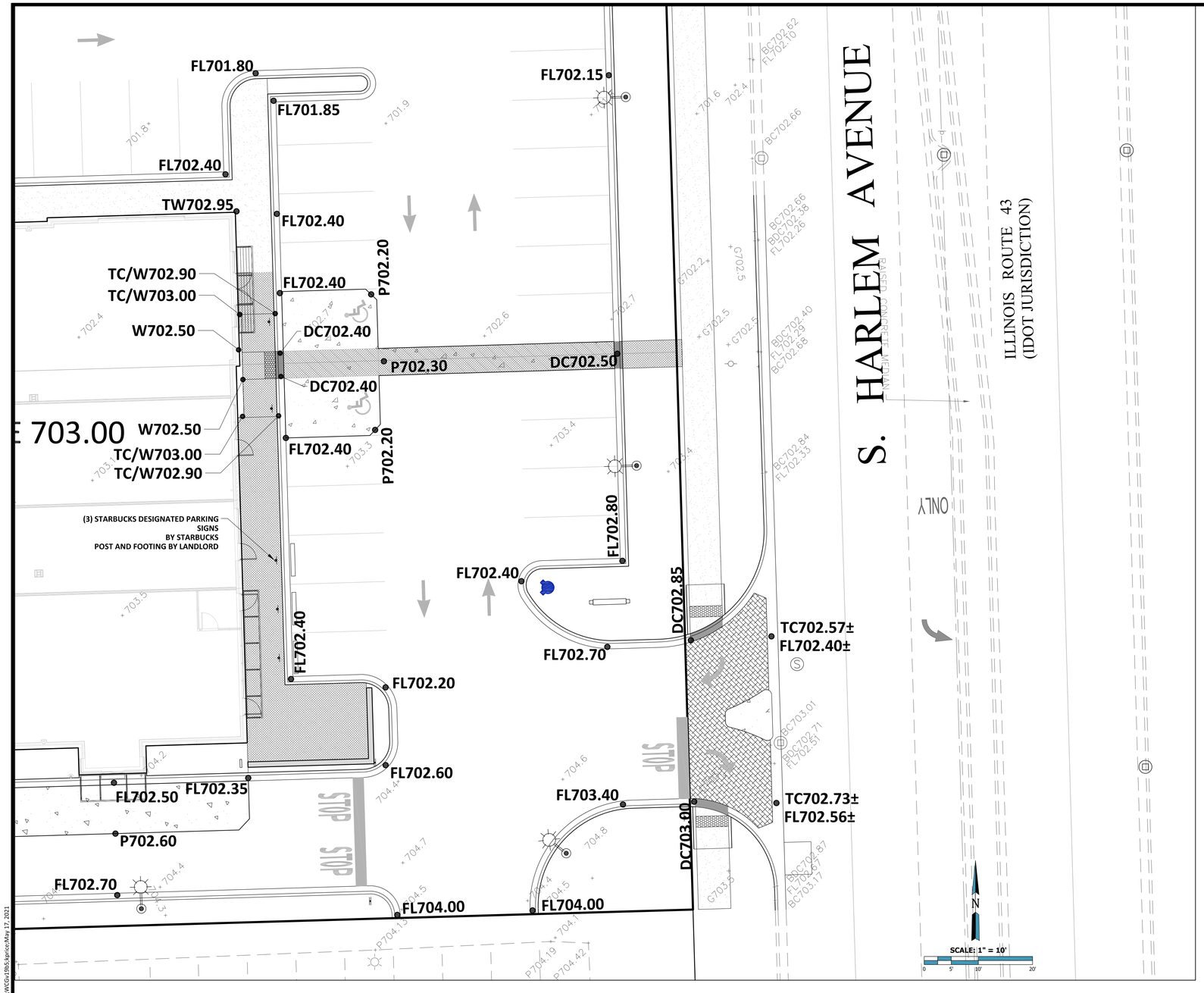


ACCESSIBLE PATH - KEY

ACCESSIBLE ROUTE TO THE PUBLIC WAY AND ACCESSIBLE PARKING STALLS

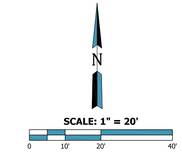
ACCESSIBILITY NOTES:

1. THIS PLAN HAS BEEN INCLUDED FOR SPECIFIC GRADING WITHIN THE ACCESSIBILITY AREAS. SEE GRADING AND STORMWATER PLAN FOR ADDITIONAL GRADES THROUGHOUT THE SITE.

MUNICIPAL/AGENCY APPROVAL STAMP

SPECIFICATIONS - ACCESSIBILITY

1. **STANDARDS AND SPECIFICATIONS:** THE CURRENT EDITION OF THE "ILLINOIS ACCESSIBILITY CODE" (IAC), THE "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" (PROWAG), IDOT STANDARDS AND "ADA STANDARDS FOR ACCESSIBLE DESIGN" SHALL GOVERN THIS WORK.
2. **VERIFY SLOPES PRIOR TO CONSTRUCTION:** EXISTING GRADES HAVE BEEN INTERPOLATED BASED ON ELEVATIONS PROVIDED ON THE SURVEY. PROPOSED GRADES NEAR EXISTING OR RECENTLY CONSTRUCTED STRUCTURES (BUILDINGS, PAVEMENT, SIDEWALKS, ETC) MAY REQUIRE MODIFICATIONS IN ORDER TO ACHIEVE COMPLIANCE. PRIOR TO INSTALLATION OF ANY ACCESSIBLE ROUTES, THE CONTRACTOR SHALL VERIFY THE SLOPE OF THE SUB-GRADE AND CONCRETE FORMS FOR COMPLIANCE WITH THE MAXIMUM SLOPES ALLOWABLE. IF ANY SLOPES ARE GREATER THAN ALLOWABLE, CONTRACTOR SHALL CONTACT THE DESIGN ENGINEER IMMEDIATELY TO RE-DESIGN THE ACCESSIBLE ROUTE.
3. **DETECTABLE WARNINGS:** DETECTABLE WARNINGS ARE REQUIRED ON PRIVATE PROPERTY AS REQUIRED BY VILLAGE OF TINLEY PARK. DETECTABLE WARNINGS ARE REQUIRED IN THE PUBLIC RIGHT OF WAY AT STOP CONTROLLED INTERSECTIONS AND SHALL BE AN INTEGRAL PART OF THE RAMP. WARNINGS SHALL BE RED 2'X5' ARMOR TILES, ADA SOLUTIONS OR APPROVED EQUAL CAST-IN-PLACE INLINE TRUNCATED DOME TILES.
4. **ACCESSIBLE ROUTES:** AT LEAST ONE ACCESSIBLE ROUTE SHALL BE PROVIDED WITHIN THE SITE FROM ACCESSIBLE PARKING SPACES AND ACCESSIBLE PASSENGER LOADING ZONES; PUBLIC STREET AND SIDEWALKS; AND PUBLIC TRANSPORTATION STOPS TO THE ACCESSIBLE BUILDING OR FACILITY ENTRANCE THEY SERVE. ACCESSIBLE ROUTES SHALL NOT HAVE A RUNNING SLOPE OF GREATER THAN 5% NOR A CROSS SLOPE OF GREATER THAN 2%.
5. **CURB RAMPS:** CURB RAMPS MAY BE PROVIDED WHEN A SIDEWALK MEETS A CURB. CURB RAMP SLOPES SHALL NOT EXCEED A RUNNING SLOPE OF GREATER THAN 8.33% NOR A CROSS SLOPE OF GREATER THAN 2%. A LANDING NO SHORTER THAN 36" SHALL BE PROVIDED AT THE TOP OF A CURB RAMP.
6. **ACCESSIBLE PARKING SPACES:** ACCESSIBLE PARKING SPACES SHALL BE PROVIDED AS SHOWN ON THE PLANS AND SHALL NOT HAVE A SLOPE THAT IS GREATER THAN 2% IN ANY DIRECTION. ACCESSIBLE PARKING SPACES SHALL BE DESIGNATED AS RESERVED BY PROVIDING A PERMANENTLY MOUNTED SIGN. SEE DETAILS FOR STRIPING AND SIGN REQUIREMENTS.
7. **RAMPS:** AN ACCESSIBLE ROUTE WITH A RUNNING SLOPE GREATER THAN 5% IS CONSIDERED A RAMP AND SHALL COMPLY WITH THE RAMP REQUIREMENTS INCLUDING HANDRAILS. SEE ARCHITECTURAL PLANS FOR RAMP DETAILS.



17118 S. HARLEM
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TINLEY PARK, ILLINOIS

ACCESSIBILITY PLAN

NO.	DATE	REVISION DESCRIPTION	BY
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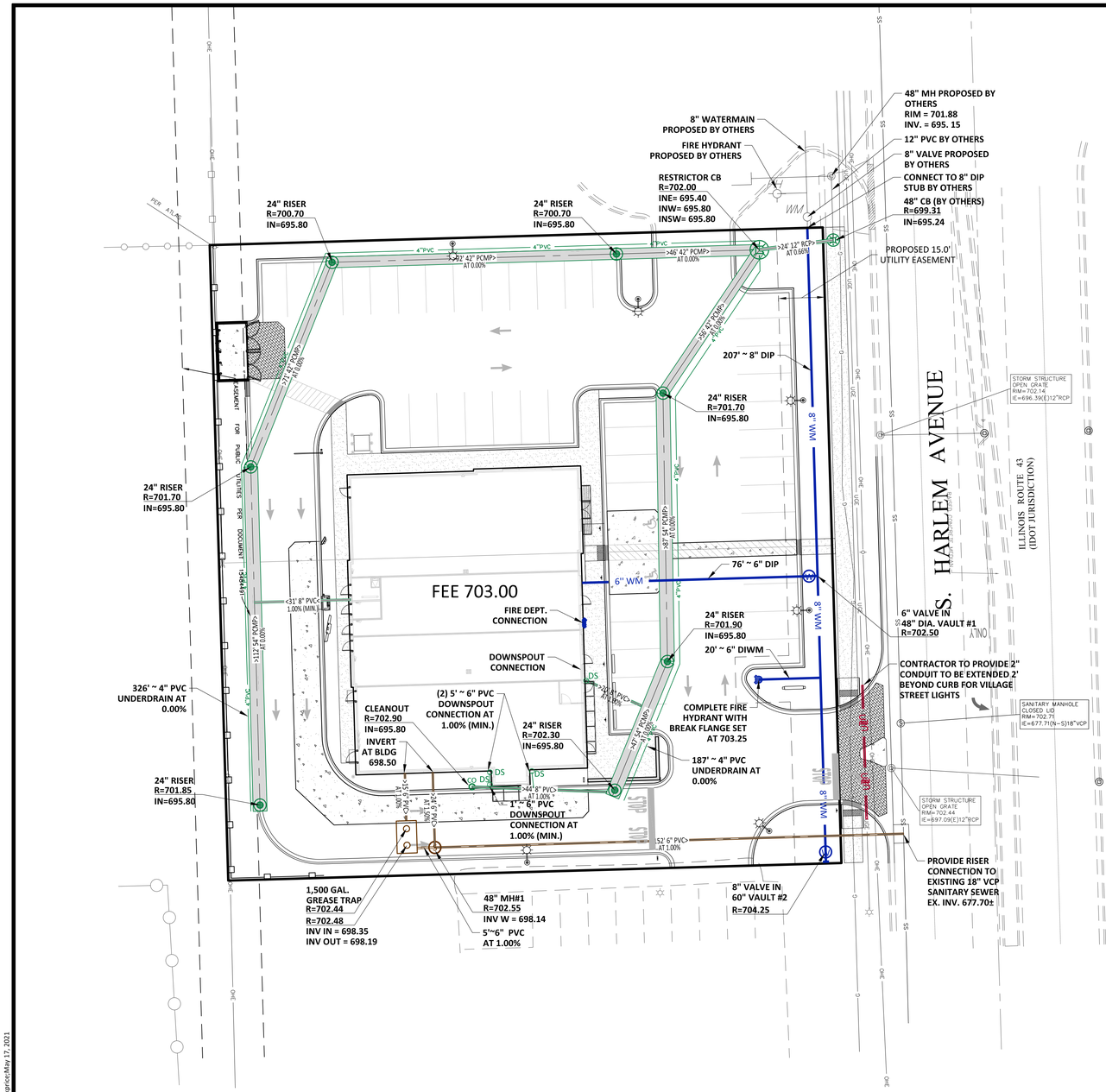
SHEET #:
C-6

F:\PROJECTS\4523-Vequity\329 - Starbucks - Tinley Park\32\Dwg\4523-329-01.dwg\WCGx1985\kprice\May 17, 2021



UTILITY NOTES:

1. CONTRACTOR TO VERIFY WITH ARCHITECTURAL PLANS THAT THE UTILITIES AS THEY EXIT THE BUILDING ARE IN THE SAME LOCATION AS SHOWN ON THIS PLAN. NOTIFY THE DESIGN ENGINEER IF THERE ARE ANY DISCREPANCIES.
2. GAS, TELEPHONE, AND ELECTRIC LOCATIONS SHALL BE COORDINATED WITH THE UTILITY COMPANIES PRIOR TO INSTALLATION. LINES SHOWN ON THIS PLAN ARE FOR BUDGETING AND GUIDANCE ONLY.

UTILITY LEGEND:

1. **RCP** = REINFORCED CONCRETE PIPE CLASS IV, ASTM C-76 PIPE, ASTM C-443 JOINTS
2. **RCPWM** = REINFORCED CONCRETE PIPE CLASS IV, ASTM C-76 PIPE, ASTM C-361 JOINTS
3. **PVC** = POLYVINYL CHLORIDE PIPE SDR26, ASTM D-3034 PIPE, ASTM D-3212 JOINTS
4. **PVCWM** = POLYVINYL CHLORIDE PIPE AWWA C900, OR AWWA C905 OR ASTM D-2241 PIPE, ASTM D-3139 JOINTS
5. **DIP** = DUCTILE IRON PIPE CLASS 52, CEMENT LINED, ANSI A21.51 PIPE, ANSI A21.11 JOINTS
6. **HDPE** = HIGH DENSITY POLYETHYLENE PIPE AASHTO M-294 (12"-60") AASHTO M-252 (3"-10")
7. **CWM** = TYPE "K" COPPER WATERMAIN ASTM B-88 AND ASTM B-251 WITH SWEATED JOINTS
8. **ESVCP** = EXTRA STRENGTH VITRIFIED CLAY PIPE ASTM C-700 PIPE, ASTM C-425 JOINTS.
9. PCMP = PERFORATED ALUMINIZED STEEL PIPE

N

SCALE: 1" = 20'

0 10' 20' 40'

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
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TINLEY PARK, ILLINOIS

UTILITY PLAN

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PR#: 4523-329-32-01

Weaver Consultants Group

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SHEET #: C-7

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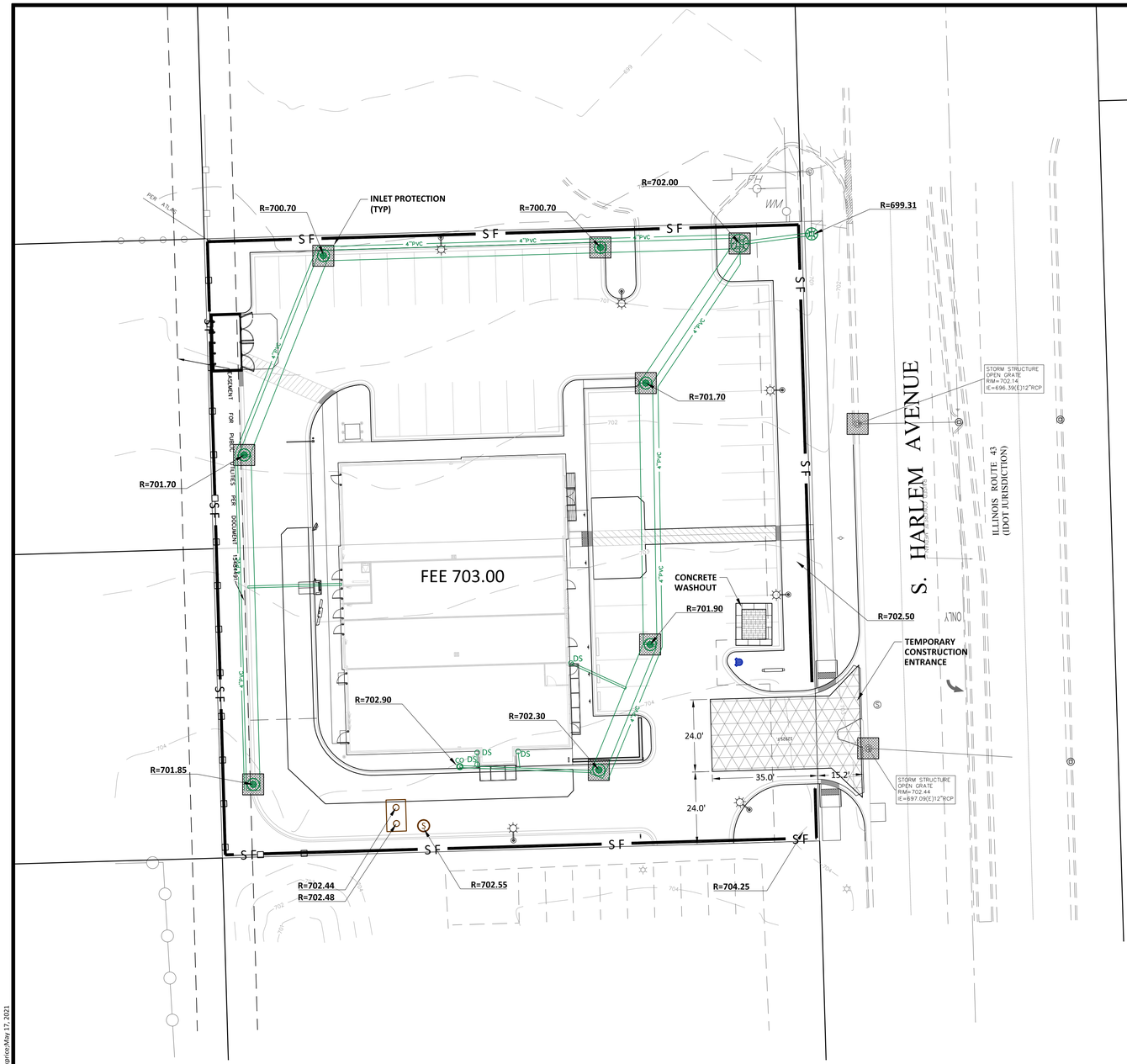

SPECIFICATIONS - SOIL EROSION

1. **STANDARDS AND SPECIFICATIONS:** THE CURRENT EDITION OF THE "ILLINOIS URBAN MANUAL", ALL STATE AND FEDERAL REGULATIONS, AND THE NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM) PERMIT PROVISIONS SHALL GOVERN THIS WORK.
2. **SWPPP INSPECTOR:** IF AN NPDES PERMIT IS REQUIRED FOR THE SITE, THE OWNER AND/OR CONTRACTOR SHALL APPOINT A QUALIFIED PERSON TO FULFILL THE INSPECTION REQUIREMENTS OF THE PERMIT (SWPPP INSPECTOR). THE SITE SHALL BE INSPECTED BY THE SWPPP INSPECTOR AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 1/2" OR GREATER (OR EQUIVALENT SNOWFALL). SWPPP INSPECTIONS SHALL CONTINUE UNTIL FINAL STABILIZATION AND TERMINATION REQUIREMENTS OF THE SWPPP HAVE BEEN MET.
3. **SWPPP COMPLIANCE:** THE CONTRACTOR SHALL COMPLY WITH THE CONDITIONS OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND CONDITIONS DETERMINED BY THE SWPPP INSPECTOR WHILE CONDUCTING ACTIVITIES ON THIS PROJECT. THE SWPPP PLANS AND DOCUMENTS ARE PROVIDED FOR THE SOLE BENEFIT OF THE CONTRACTOR AS A PLANNING TOOL FOR COMPLYING WITH THE ENVIRONMENTAL REGULATIONS OF THIS PROJECT. THE CONTRACTOR TOGETHER WITH THE SWPPP INSPECTOR IS EXPECTED TO PROVIDE, EXPAND, SUBMIT AND MONITOR A FULL COMPREHENSIVE SWPPP BEYOND WHAT IS PROVIDED.
4. **CLEANING, REPAIR, AND MAINTENANCE:** THE CONTRACTOR SHALL REFER TO THE SWPPP FOR SEQUENCING OF CONSTRUCTION, INSTALLATION OF NEW EROSION CONTROL DEVICES AND CLEANING, REPAIR AND MAINTENANCE OF EXISTING EROSION CONTROL DEVICES. THE CONTRACTOR SHALL REVISE, RELOCATE AND/OR ADD DEVICES TO REFLECT ACTUAL SITE CONDITIONS AND TO ACCOMMODATE LOCATIONS FOR CONSTRUCTION TRAILER AREAS, STORAGE AREAS, FUELING AREAS, TOILETS, TRASH RECEPTACLES AND WASHOUT AREAS. ANY ACCIDENTAL RELEASE OF SEDIMENT OR POLLUTANTS FROM THE SITE SHALL BE CLEANED BY THE CONTRACTOR.
5. **LIMIT OF EXPOSURE:** TO THE EXTENT POSSIBLE, THE EXPOSED AREAS AND DURATION OF EXPOSURE SHALL BE KEPT TO A MINIMUM AND ALL AREAS WHERE CONSTRUCTION HAS STOPPED FOR 7 DAYS OR MORE MUST BE STABILIZED PER THE SWPPP.
6. **SILT FENCE:** AT A MINIMUM, CONTRACTOR SHALL INSTALL SILT FENCE AS SHOWN ON THE EROSION CONTROL PLANS. SILT FENCE SHALL ALSO BE INSTALLED AS NEEDED AND DIRECTED BY THE SWPPP INSPECTOR IN ORDER TO CONTROL SILT ON THE SITE. SEDIMENT SHALL BE REMOVED FROM BEHIND A SILT FENCE WHEN IT HAS REACHED ONE THIRD THE HEIGHT OF THE FENCE. TEARS SHALL BE REPAIRED AND/OR REPLACED IMMEDIATELY. WHEN A SILT FENCE HAS BROKEN FREE AND IS NO LONGER TOED INTO THE GROUND, IT SHALL BE REPAIRED AS SOON AS POSSIBLE.
7. **INLET FILTERS:** ALL STORMWATER INLETS AND CATCH BASINS WITH AN OPEN LID ARE TO BE PROTECTED WITH AN INLET FILTER PER THE DETAIL. ALL INLET FILTERS ARE TO BE INSPECTED PERIODICALLY TO DETERMINE IF THEY ARE WORKING PROPERLY. FILTERS SHALL BE CLEANED WHEN ONE HALF OF THE FILTER HAS BEEN FILLED WITH SILT AND/OR DEBRIS.
8. **CONCRETE WASHOUT:** CONTRACTOR SHALL SUPPLY A CONCRETE WASHOUT AREA PER THE DETAILS AND DIRECT ALL CONCRETE TRUCKS TO USE IT PRIOR TO LEAVING THE SITE. CONCRETE WASHOUT SHALL BE MAINTAINED AS NEEDED TO KEEP FROM SPILLING OUT ON THE DIRT.
9. **CONSTRUCTION ENTRANCE:** CONTRACTOR SHALL PROVIDE A TEMPORARY CONSTRUCTION ENTRANCE PER THE DETAILS AND IN THE LOCATION SHOWN ON THE PLANS. IF ADDITIONAL ENTRANCES ARE REQUESTED, PLEASE CONTACT THEN ENGINEER AND/OR THE AGENCIES HAVING JURISDICTION OVER THE ROADWAY FOR APPROVAL. ENTRANCE SHALL BE MAINTAINED TO ALLOW DIRT TO FALL OFF VEHICLES BEFORE ENTERING THE ROADWAY.
10. **STOCKPILES:** ALL TEMPORARY STOCKPILES SHALL BE SURROUNDED BY SILT FENCE. IF TOPSOIL STOCKPILE REMAINS UNDISTURBED FOR MORE THAN SEVEN DAYS, TEMPORARY SEEDING AND STABILIZATION IS REQUIRED.
11. **SILT TRAPS:** SILT TRAPS SHALL BE INSTALLED TO CATCH SILT LADEN WATER BEFORE ENTERING PROTECTED AREAS. SILT TRAPS SHALL BE EMPTIED WHEN THEY REACH ONE HALF OF THE CAPACITY OF THE TRAP.
12. **DUST MANAGEMENT:** DURING PERIODS OF EXTENDED DRY WEATHER, THE CONTRACTOR SHALL MAINTAIN A WATER TRUCK ON THE SITE FOR WATERING DOWN THE SOIL TO PREVENT WIND EROSION (DUST).
13. **DEWATERING:** DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO A DANDY BAG, SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
14. **SITE ENTRY/EXIT LOCATIONS:** SITE ENTRY AND EXIT LOCATIONS SHALL BE MAINTAINED BY THE CONTRACTOR IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC ROADWAYS. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC ROADWAYS MUST BE REMOVED IMMEDIATELY. CONTRACTOR SHALL EMPLOY A STREET CLEANER TO USE AS OFTEN AS NEEDED AS DETERMINED BY THE MUNICIPAL ENGINEER AND/OR SWPPP INSPECTOR. WHEN WASHING OF VEHICLES IS REQUIRED TO REMOVE SEDIMENT PRIOR TO ENTRANCE TO A PUBLIC ROADWAY, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ALL FINES IMPOSED FOR TRACKING ONTO PUBLIC ROADS SHALL BE PAID BY THE CONTRACTOR.
15. **PROTECTION OF ADJACENT PROPERTY:** CONTRACTOR SHALL ASSUME FULL LIABILITY FOR DAMAGE TO ADJACENT PROPERTIES AND/OR PUBLIC RIGHT-OF-WAY RESULTING FROM FAILURE TO FULLY IMPLEMENT AND EXECUTE ALL EROSION CONTROL METHODS AND PROCEDURES SHOWN AND NOTED ON THE PLANS AND SWPPP.
16. **RE-VEGETATION:** AT THE COMPLETION OF PAVING AND FINAL GRADING OPERATIONS, ALL DISTURBED AREAS SHALL BE VEGETATED IN ACCORDANCE WITH THE LANDSCAPE PLANS. IN AREAS NOT COVERED BY LANDSCAPE PLAN, THE CONTRACTOR SHALL PROVIDE HYDROMULCH SEEDING AND/OR SODDING FOR ALL DISTURBED AREAS (NOT DESIGNATED TO BE PAVED) IN ACCORDANCE WITH ALL GOVERNING AUTHORITIES' SPECIFICATIONS.
17. **ESTABLISHED VEGETATION:** CONTRACTOR IS TO REGULARLY INSPECT SEEDED AREAS TO VERIFY THAT A GOOD STAND OF VEGETATION IS "ESTABLISHED". VEGETATION WILL NOT BE CONSIDERED "ESTABLISHED" UNTIL 100% OF THE SOIL SURFACE IS UNIFORMLY COVERED WITH PERMANENT VEGETATION WITH A DENSITY OF 70% OR GREATER. CONTRACTOR SHALL FERTILIZE, WATER, RE-SEED AND MULCH AS NEEDED.
18. **EROSION CONTROL PRODUCT REMOVAL:** THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL SEDIMENT BARRIERS AND INLET PROTECTION AFTER VEGETATION HAS BEEN COMPLETED AND ALL AREAS OF THE SITE HAVE BEEN STABILIZED AND ACCEPTED BY THE GOVERNING AUTHORITIES AND THE DEVELOPER.

N

SCALE: 1" = 20'

0 10' 20' 40'

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

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TINLEY PARK, ILLINOIS

SOIL EROSION CONTROL PH 2

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

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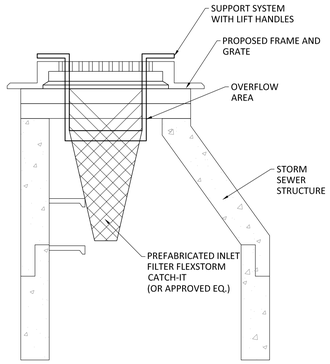

INLET FILTER PROTECTION - BASKET

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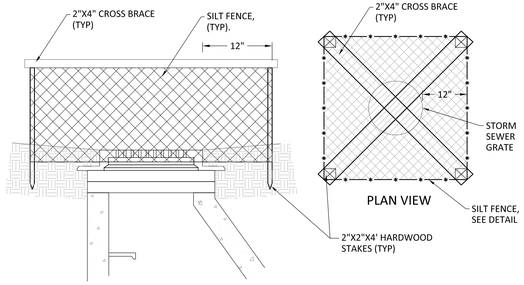
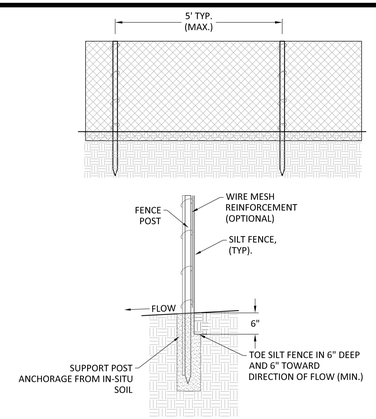


1. 2"X2" NOMINAL HARDWOOD STAKES, 4' MINIMUM LENGTH. DRIVEN INTO GROUND APPROXIMATELY 18" DEEP, 12" FROM INLET FRAME.
2. AREA INSIDE THE FENCE FROM EDGE OF FABRIC TO STRUCTURE, MUST BE STABILIZED WITH EROSION CONTROL BLANKET, TURF REINFORCEMENT MAT, GEOTEXTILE 592 TABLE 2 CLASS 2 OR CA-7 STONE.
3. MAX HEIGHT OF THE FABRIC ABOVE THE CREST OF THE INLET SHALL BE 30". PLACE THE BOTTOM 6" OF THE FABRIC IN A TRENCH AND BACKFILL WITH 6" OF 95% COMPACTED SOIL.
4. STAKES SHALL BE 4' MAX. SPACING.
5. A MAINTENANCE SCHEDULE SCHEDULE MUST MAINTAIN A SEDIMENT ACCUMULATION OF LESS THAN 50% OF THE HEIGHT OF THE MONOFILAMENT FABRIC.
6. MONOFILAMENT FABRIC SHALL MEET THE REQUIREMENT OF ASTM 592 GEOTEXTILE TABLE 1 CLASS 4.
7. MONOFILAMENT FABRIC SHALL BE SECURED TO EACH 2"X2" HARDWOOD STAKE WITH A MINIMUM OF 4 STEEL STAPLE FASTENERS AND WOOD LATH. WOOD LATH SHALL BE A MINIMUM LENGTH OF 10". WIRE FASTENERS SHOULD BE USED IF METAL T-POSTS SHOULD BE USED IF T-POSTS ARE INSTALLED IN PLACE OF HARDWOOD STAKES.

INLET PROTECTION - BARRIER SILT FENCE

NOT TO SCALE



1. FILTER FABRIC SHALL MEET GEOTEXTILE 592 TABLE 1 OR 2, CLASS 1 WITH EQUIVLENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 40 FOR WOVEN.
2. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POSTS WITH A MINIMUM CROSS SECTION AREA OF 3 SQ. IN.

SILT FENCE

NOT TO SCALE

DESCRIPTION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TEMPORARY SEEDING				21ST					30TH			
OAT COVER CROP (90 LBS/AC.) (NOTE 2)				1ST			4TH					
WHEAT COVER CROP (90 LBS/ AC.) (NOTE 2)				1ST					30TH			
ANNUAL RYE COVER CROP (90 LBS. AC.) (NOTE 2)				1ST					30TH			

NOTE 1: CONTRACTOR TO COORDINATE WITH GROWER/ SUPPLIER TO ENSURE AVAILABILITY.
NOTE 2: COVER CROPS AS SHOWN MAY BE SUPERCEDED IN NATIVE SEED AREAS. SEE SPECIFICATION FOR NATIVE AREAS FOR SPECIFIC APPLICATIONS.

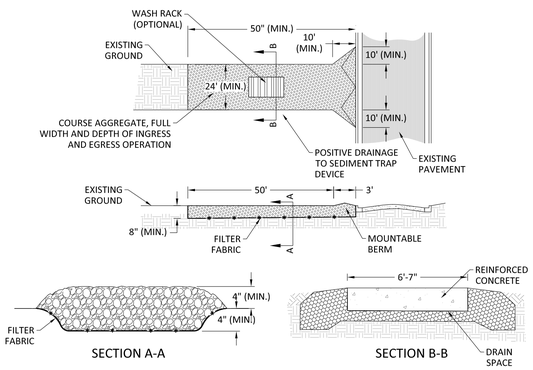
CONSTRUCTION SEQUENCE

1. MOBILIZE TO THE SITE.
2. INSTALL SOIL EROSION CONTROL MEASURES.
3. CONSTRUCT A TEMPORARY CONSTRUCTION ENTRANCE/ EXIT.
4. TOPSOIL STRIPPING AND STOCKPILING. PROVIDE TEMPORARY SEEDING ON STOCKPILES AND ALL OTHER AREAS OF THE SITE THAT WILL REMAIN UNDISTURBED FOR 30 DAYS OR MORE. REFER TO LANDSCAPE PLAN FOR SEEDING.
5. MASS GRADING OF DISTURBED SITE.
6. INSTALLATION OF BUILDING FOUNDATIONS.
7. INSTALLATION OF ALL UNDERGROUND UTILITIES.
8. INSPECT SOIL EROSION CONTROL MEASURES AND MAINTAIN OR REPLACE AS NECESSARY.
9. INSTALLATION OF PARKING LOT SUB-BASE MATERIAL.
10. INSTALLATION OF PARKING LOT BASE COURSE MATERIALS.
11. INSTALLATION OF PERMANENT SOIL STABILIZATION MEASURES AND RE-SPREAD TOPSOIL.
12. INSTALLATION OF PARKING LOT SURFACE COURSE MATERIALS.
13. INSTALLATION OF LANDSCAPE.
14. REMOVE TEMPORARY SOIL EROSION CONTROL MEASURES AFTER FINAL SOIL STABILIZATION MEASURES AND THE ESTABLISHMENT OF ADEQUATE VEGETATIVE COVER.
15. ALL STORM SEWERS, CATCH BASINS, PAVEMENT SURFACES AND/ OR DETENTION FACILITIES ARE TO BE CLEANED PRIOR TO FINAL INSPECTION.
16. ALL MAINTENANCE OF THE EROSION CONTROL MEASURES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

1. CONTRACTOR IS RESPONSIBLE TO VERIFY AND ADJUST THE SEQUENCE OF OPERATION IF NECESSARY.
2. SEE LANDSCAPE PLAN FOR PLANTING DETAILS, SOIL PREPARATION, AMENDMENTS, PLANT LISTS, LANDSCAPE SPECIFICATIONS.
3. TEMPORARY SEED SHALL CONFORM TO THE "INDIANA HANDBOOK FOR EROSION CONTROL IN DEVELOPING AREAS" FOR ALL AREAS TO BE DISTURBED AREAS LESS THAN A YEAR OR BARREN AREAS THAT NEED TO BE STABILIZED.
4. CONTRACTOR TO UTILIZE MULCH FOR SEED PROTECTION, SOIL PROTECTION, DUST CONTROL, OR STABILIZATION AS NEEDED AND FOR WHEN SEEDING CANNOT BE PERFORMED.

TEMPORARY SEEDING TABLE AND CONSTRUCTION SEQUENCE

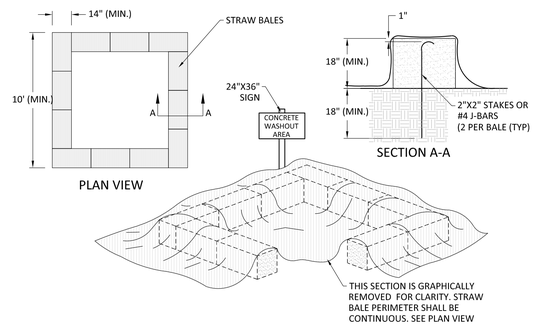
NOT TO SCALE



1. FILTER FABRIC SHALL MEET ASTM 592 GEOTEXTILE. TABLE 1 OR 2 FOR CLASS I, II, OR IV. AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO PLACING STONE.
2. RECLAIMED CONCRETE OR COURSE AGGREGATE SHALL MEET EITHER IDOT GRADATION CA-1, CA-2, CA-3, OR CA-4 AND BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 25 ROCKFILL USING PLACEMENT METHOD I OR CLASS III COMPACTION.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
4. IF WASH RACKS ARE USED, THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

TEMPORARY CONSTRUCTION ENTRANCE

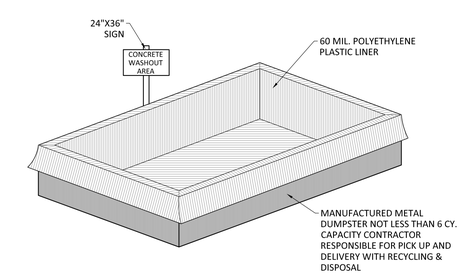
NOT TO SCALE



1. FACE SIGN TOWARD NEAREST STREET OR ACCESS POINT.
2. CONCRETE WASHOUT SHALL BE LOCATED BEHIND THE CURB AND 50' (MIN.) FROM NEAREST DRAINAGE INLET OR WATER COURSE.

CONCRETE WASHOUT

NOT TO SCALE



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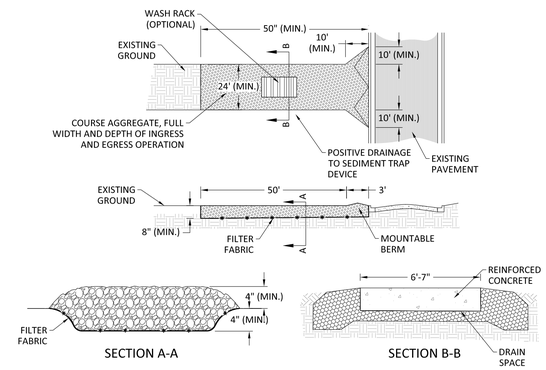
CONCRETE WASHOUT IN DUMPSTER - OPTION

NOT TO SCALE



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3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL CONSTRUCTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
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TEMPORARY CONSTRUCTION ENTRANCE

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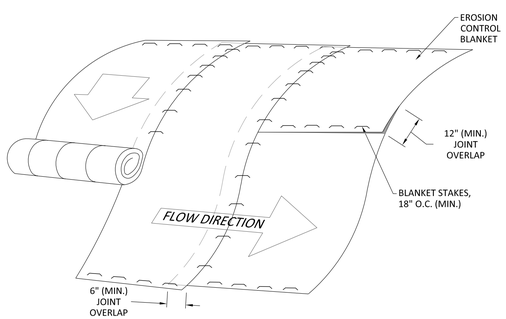

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE (OR CHANNEL) BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS DOWN (STARTING AT DOWNSTREAM PROCEEDING UPSTREAM) HORIZONTALLY ACROSS THE SLOPE.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH AN APPROXIMATELY (MIN) 4" OVERLAP.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY A (MIN) 6" OVERLAP. USE A DOUBLE ROW OF STAGGERED STAPLES 4" APART TO SECURE BLANKETS.
6. IN HIGH FLOW CHANNEL APPLICATIONS, A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT INTERVALS. USE A ROW OF STAPLES 4" APART OVER ENTIRE WIDTH OF THE CHANNEL. PLACE A SECOND ROW 4" BELOW THE FIRST ROW IN A STAGGERED PATTERN.
7. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

EROSION CONTROL BLANKET

NOT TO SCALE

MUNICIPAL/AGENCY APPROVAL STAMP

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TINLEY PARK, ILLINOIS

SOIL EROSION DETAILS & SPECS

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
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SHEET #: C-9

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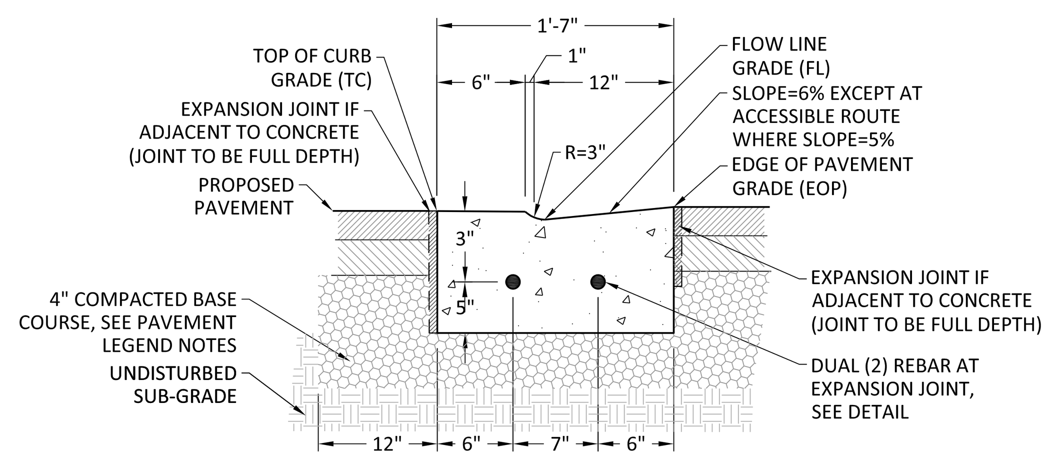
ASPHALT DESCRIPTION	ASPHALT SECTION	SECTION DESCRIPTION
STANDARD DUTY PAVEMENT		1.5" ASPHALT SURFACE COURSE 2.5" ASPHALT BINDER COURSE 8" BASE COURSE COMPACTED SUB-BASE

CONCRETE DESCRIPTION	CONCRETE SECTION	SECTION DESCRIPTION
CONCRETE SIDEWALK		5" CONCRETE PAVEMENT 4" BASE COURSE COMPACTED SUB-BASE
STANDARD CONCRETE PAVEMENT		6" CONCRETE PAVEMENT 4" BASE COURSE COMPACTED SUB-BASE
HEAVY DUTY CONCRETE PAVEMENT		8" CONCRETE PAVEMENT 6" BASE COURSE COMPACTED SUB-BASE

1. ALL ASPHALT SURFACE COURSE SHALL BE: IL-12.5, BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, N50 MIX C, 4% AIR VOIDS, MAX. RAP ALLOWED 15%, PG 64-22
2. ALL ASPHALT BINDER COURSE SHALL BE: IL-19.0 BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, N50, 4% AIR VOIDS, MAX. RAP ALLOWED 25%, PG 64-22
3. ALL CONCRETE SHALL BE: 4,000 PSI AT 14 DAYS, LIMESTONE AGGREGATE, 5 - 7% AIR ENTRAINMENT, 4" SLUMP LIMIT. PROVIDE CONCRETE SEALER AND A LIGHT BROOM FINISH.
4. ALL BASE COURSE SHALL BE : CRUSHED STONE OR LIMESTONE (CA-6) COMPACTED TO 95% STANDARD LABORATORY DENSITY.
5. ALL SUB-BASE SHALL BE: PROOF ROLLED TO THE SATISFACTION OF THE OWNER (OR OWNER'S REPRESENTATIVE), AND MUNICIPALITY.
6. PRIOR TO THE PLACEMENT OF THE BINDER COURSE OF ASPHALT, THE BASE COURSE SHALL BE CLEANED AND A PRIME COAT SHALL BE APPLIED AT THE RATE OF 0.25 TO 0.50 GAL/SY PER IDOT STANDARDS.
7. PRIOR TO THE PLACEMENT OF THE SURFACE COURSE OF ASPHALT, THE BINDER COURSE SHALL BE CLEANED AND A TACK COAT SHALL BE APPLIED AT A RATE OF 0.10 GAL/SY PER IDOT STANDARDS.
8. SEE PAVING SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

PAVEMENT LEGEND

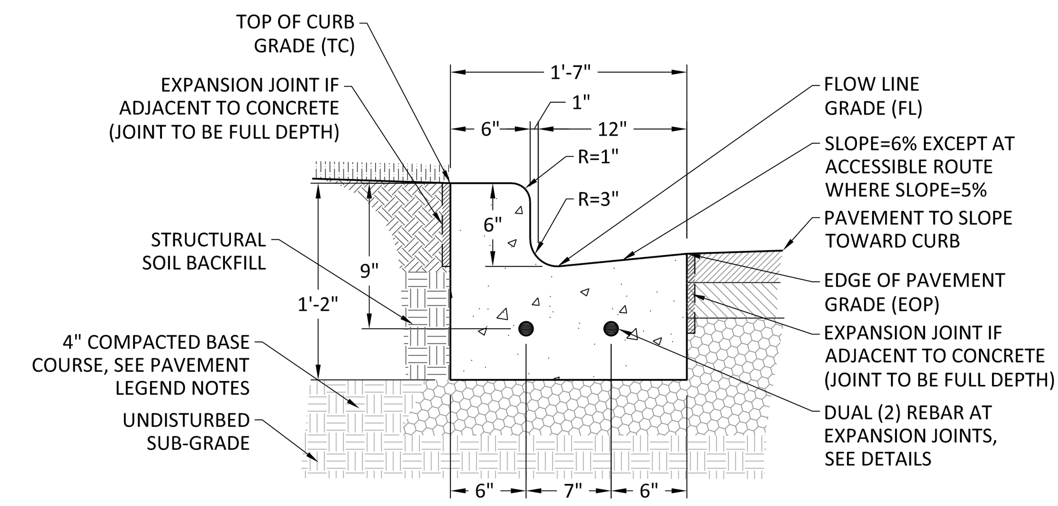
NOT TO SCALE



1. USE REVERSED PITCH GUTTERS WHERE WATER IS DIVERTED AWAY FROM CURB AND STANDARD PITCH GUTTERS WHERE WATER DRAINS TOWARD CURB.
2. LONGITUDINAL SLOPE SHALL BE 0.30% SLOPE MIN.
3. PROVIDE EXPANSION JOINTS AT ALL POINT OF CURVATURE, AT 10' ON EITHER SIDE OF UTILITY TRENCHES OR STRUCTURES AND AT A DISTANCE NOT TO EXCEED 50'.
4. PROVIDE HAND TOOLED CONTRACTION JOINTS IN BETWEEN EXPANSION JOINTS AT DISTANCES NOT TO EXCEED 20'.
5. PROVIDE LIGHT BROOM FINISH IN DIRECTION OF FLOW.
6. FIBER BOARD SHALL BE EXCLUDED AT ACCESSIBLE RAMPS

COMBINATION CONCRETE CURB AND GUTTER - DEPRESSED

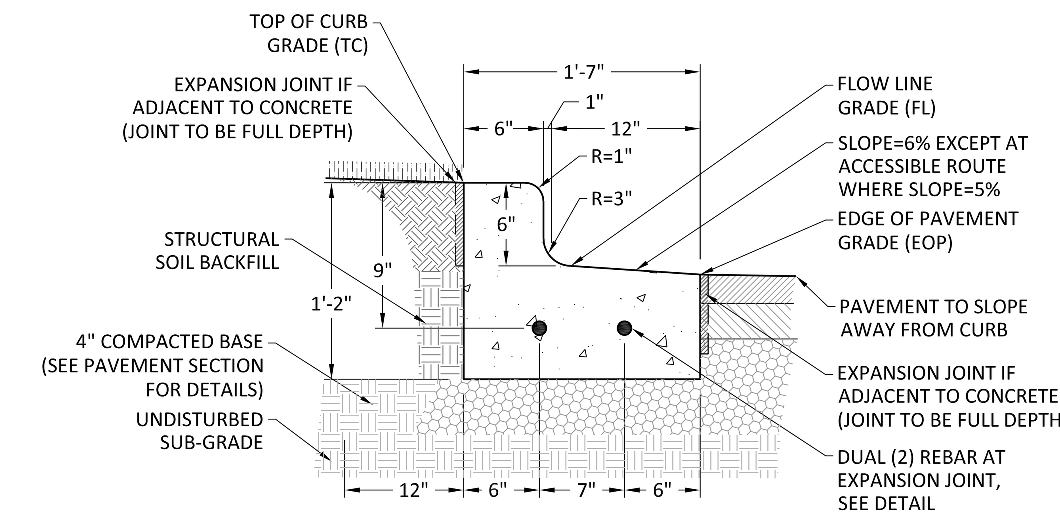
NOT TO SCALE



1. USE STNDARD PITCH GUTTERS WHERE WATER IS DIVERTED TOWARD CURB.
2. LONGITUDINAL SLOPE SHALL BE 0.50% MIN.
3. PROVIDE EXPANSION JOINTS AT ALL POINT OF CURVATURE, AT 10' ON EITHER SIDE OF UTILITY TRENCHES OR STRUCTURES AND AT A DISTANCE NOT TO EXCEED 50'
4. PROVIDE HAND TOOLED CONTRACTION JOINTS IN BETWEEN EXPANSION JOINTS AT DISTANCES NOT TO EXCEED 20'
5. PROVIDE LIGHT BROOM FINISH IN DIRECTION OF FLOW.

COMBINATION CONCRETE CURB AND GUTTER - STANDARD PITCH

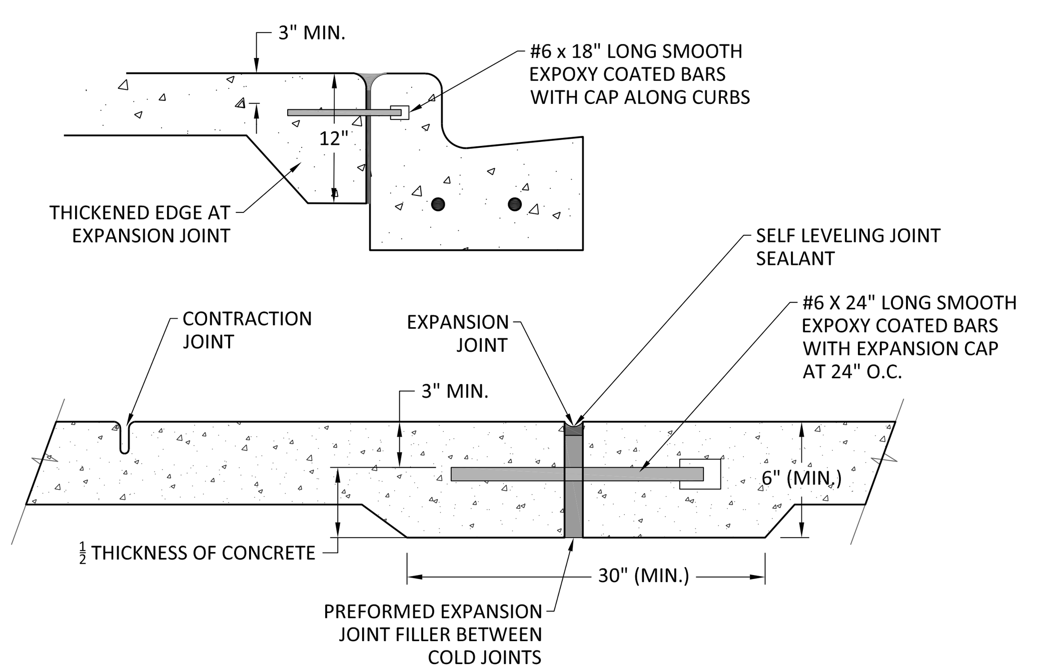
NOT TO SCALE



1. USE REVERSED PITCH GUTTERS WHERE WATER IS DIVERTED AWAY FROM CURB.
2. PROVIDE EXPANSION JOINTS AT ALL POINT OF CURVATURE, AT 10' ON EITHER SIDE OF UTILITY TRENCHES OR STRUCTURES AND AT A DISTANCE NOT TO EXCEED 50'
3. PROVIDE HAND TOOLED CONTRACTION JOINTS IN BETWEEN EXPANSION JOINTS AT DISTANCES NOT TO EXCEED 20'
4. PROVIDE LIGHT BROOM FINISH IN DIRECTION OF FLOW.

COMBINATION CONCRETE CURB AND GUTTER - REVERSE PITCH

NOT TO SCALE



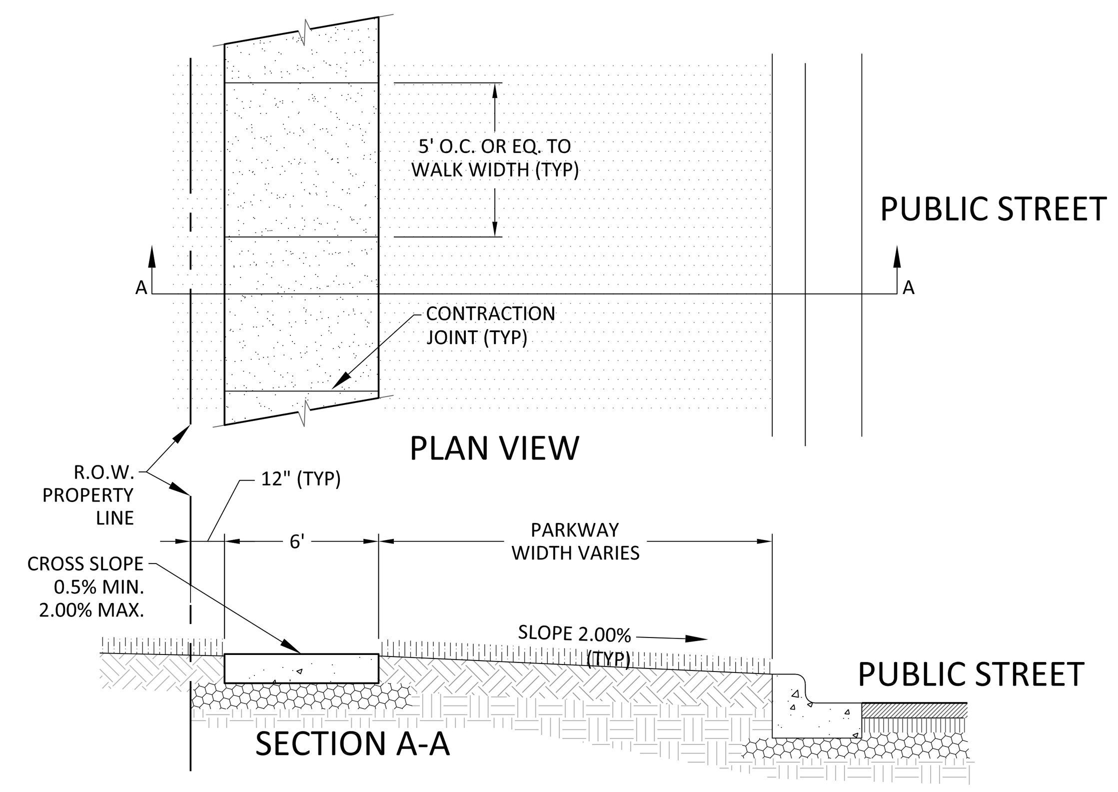
CONTRACTION JOINTS
1. ½" DEEP FOR CONCRETE PAVEMENT, 2" DEEP FOR CONCRETE SIDEWALKS.
2. TOOLED JOINTS WITH ¼" JOINT RADII.
3. ¼" MAXIMUM WIDTH.

EXPANSION JOINTS
1. ALL EXPANSION JOINTS TO BE ½" PREMOLDED JOINTS.
2. JOINT TO BE FULL DEPTH OF CONCRETE.
3. CLEAN ALL DEBRIS WITH HIGH PRESSURE AIR BEFORE JOINT SEALANT INSTALLATION.
4. FIBER BOARD SHALL BE EXCLUDED AT ACCESSIBLE RAMPS ABUTTING A CURB.
5. EXPANSION JOINTS SHALL BE PROVIDED AROUND THE PERIMETER OF ANY BLOCKOUT IN THE CONCRETE PAVING.

1. SEE PAVEMENT SECTIONS FOR DETAILS.
2. SIDEWALK WIDTHS MAY VARY.
3. ALL REINFORCEMENT BARS SHALL BE GRADE 40 KSI DEFORMED REINFORCEING STEEL. SIZING AND SPACING SHALL BE IN ACCORDANCE WITH STATE DOT SPECIFICATIONS.

CONCRETE JOINTS

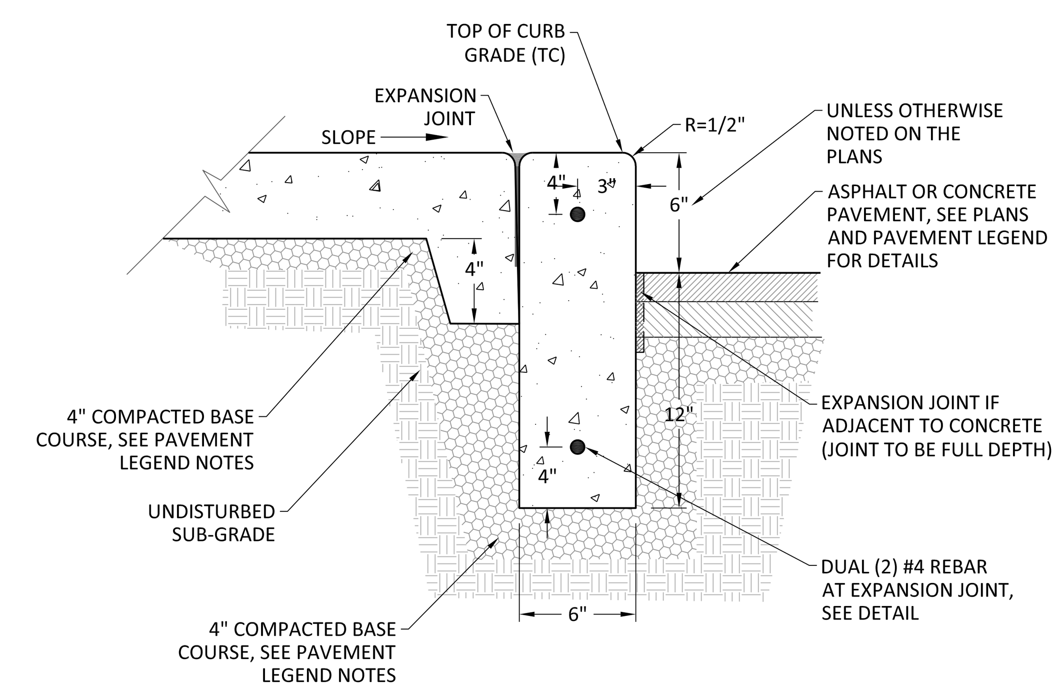
NOT TO SCALE



1. AREAS WITHIN 10' OF A DRIVEWAY APPROACH (PROPOSED OR FUTURE) SHALL BE CONSTRUCTED PER CONCRETE APRON CROSS SECTIONS SEE PAVEMENT SECTIONS DETAIL.
2. SIDEWALK INTERSECTIONS SHALL BE CAST MONOLITHICALLY WITH JOINT LINES PLACED PERPENDICULAR TO THE PATH.
3. PROVIDE EXPANSION JOINTS AT 50' O.C. INTERVALS.
4. PROVIDE CONTRACTION JOINTS 5' O.C. OR SHALL BE EQUAL TO THE WALK WIDTH (TYP).
5. WHERE CONNECTION TO EXISTING CONCRETE WALKS, CONTRACTOR SHALL SAWCUT AT THE NEAREST JOINT (TYP).

CONCRETE PUBLIC SIDEWALK

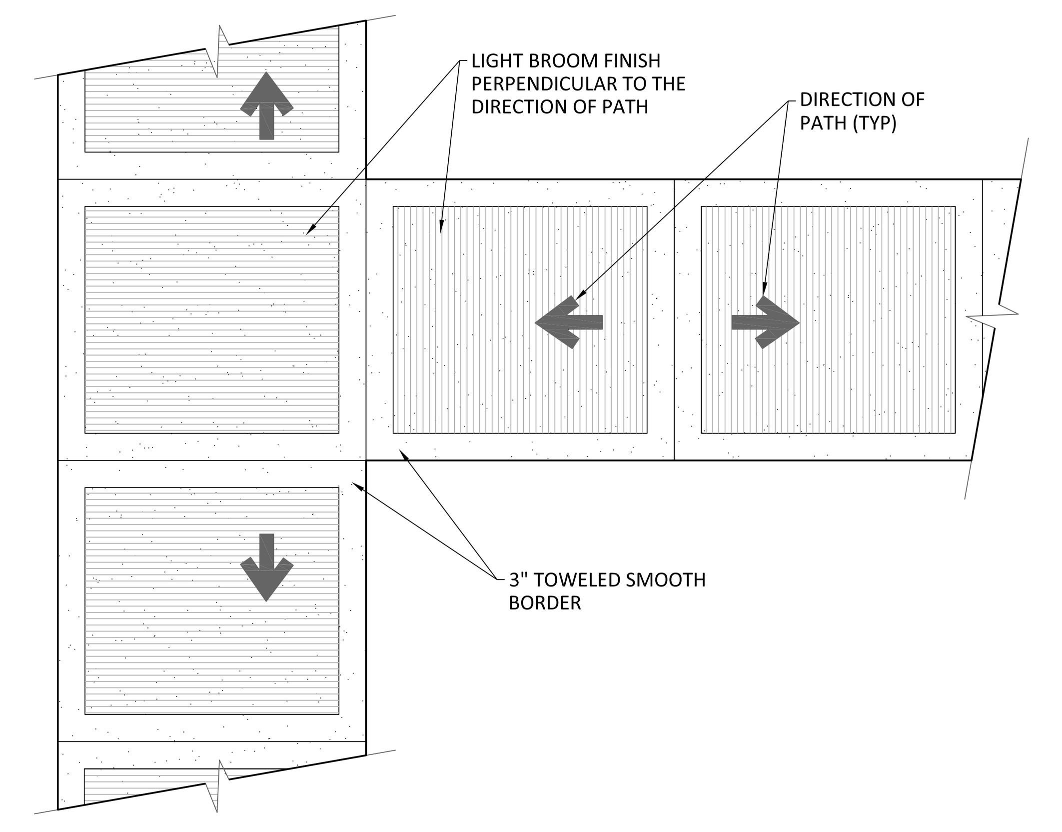
NOT TO SCALE



1. SEE PLANS FOR LOCATIONS.

BARRIER CURB AT PAVEMENT

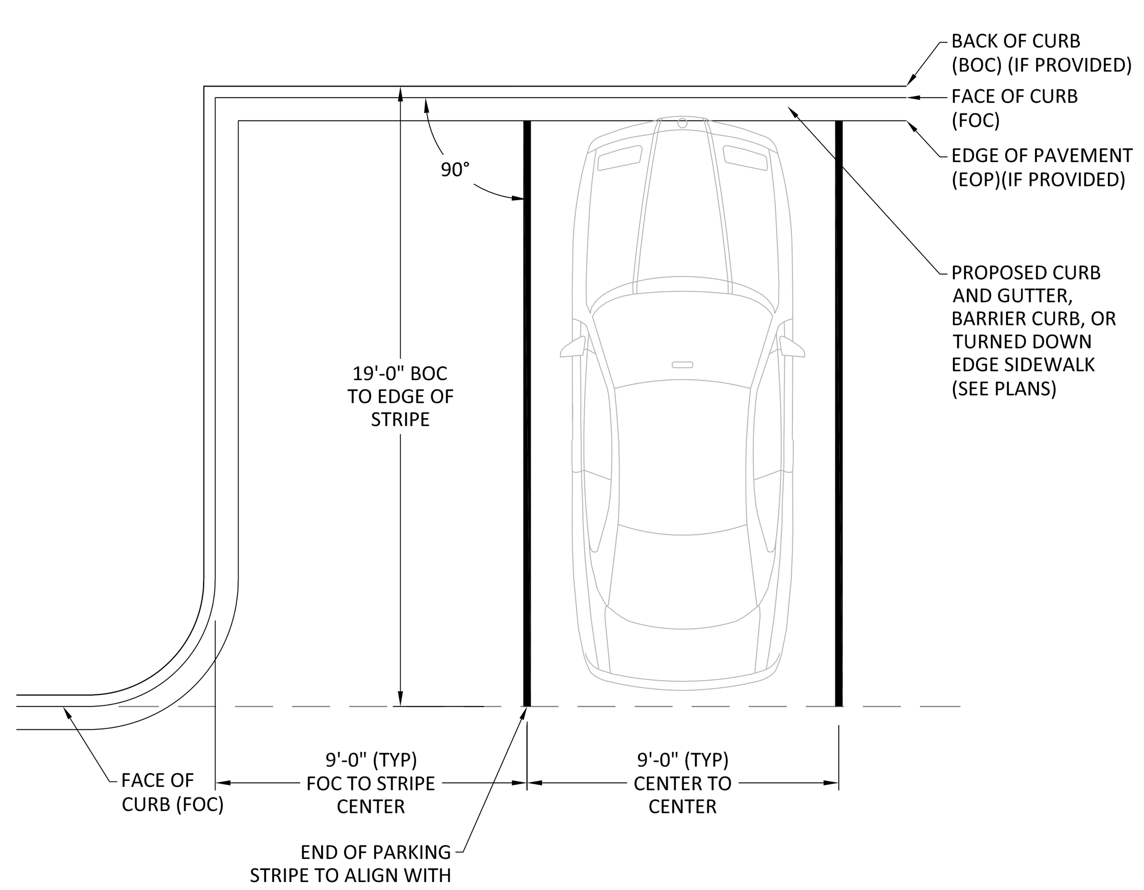
NOT TO SCALE



1. SEE PLANS FOR LOCATIONS.

CALIFORNIA FINISH CONCRETE

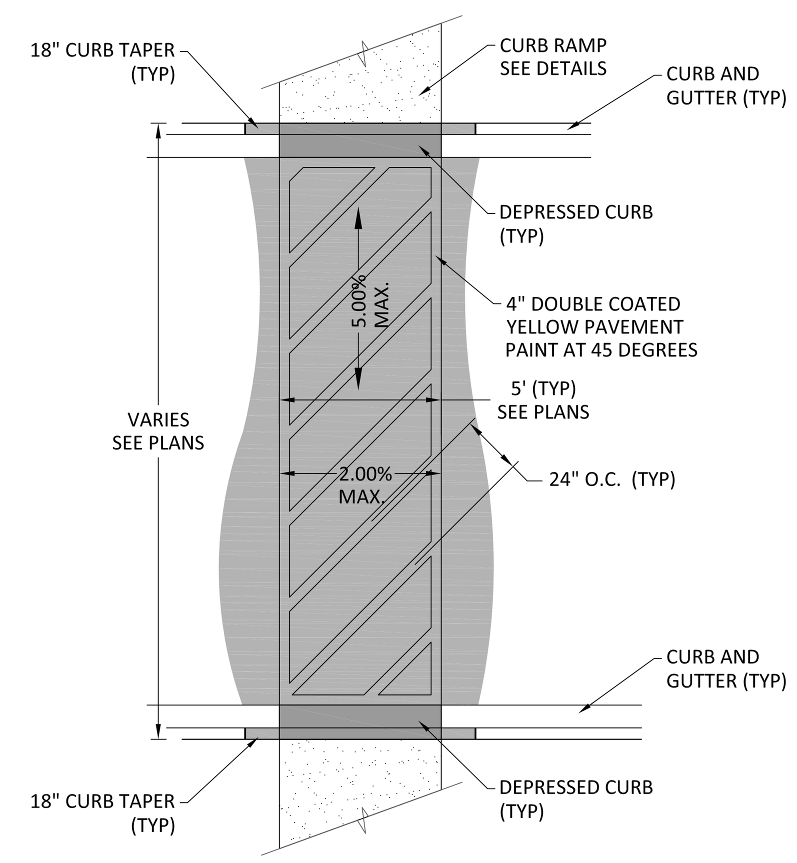
NOT TO SCALE



1. ALL STRIPING SHALL BE DOUBLE COATED YELLOW PAVEMENT PAINT

PARKING STALL STRIPING - 90 DEGREE

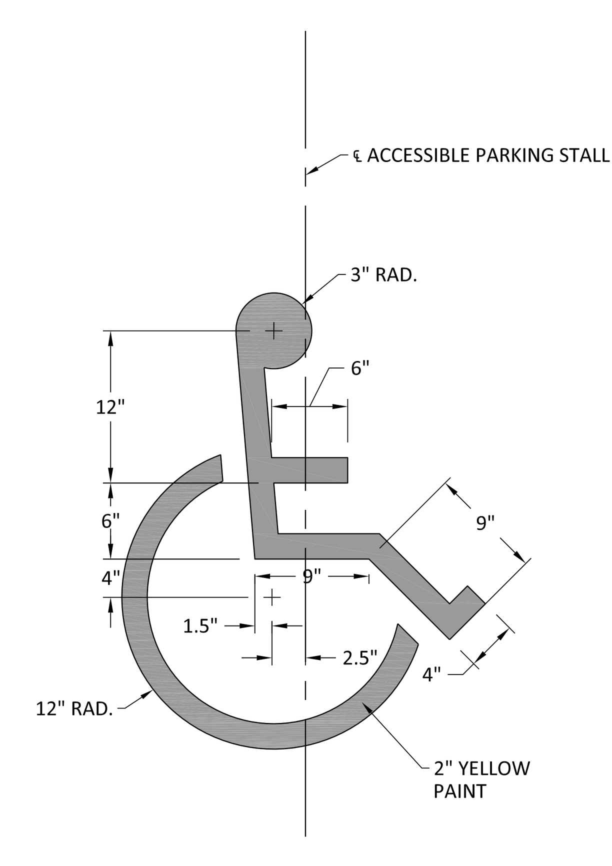
NOT TO SCALE



1. ALL STRIPING SHALL BE DOUBLE COATED YELLOW PAVEMENT PAINT

ACCESSIBLE CROSSWALK

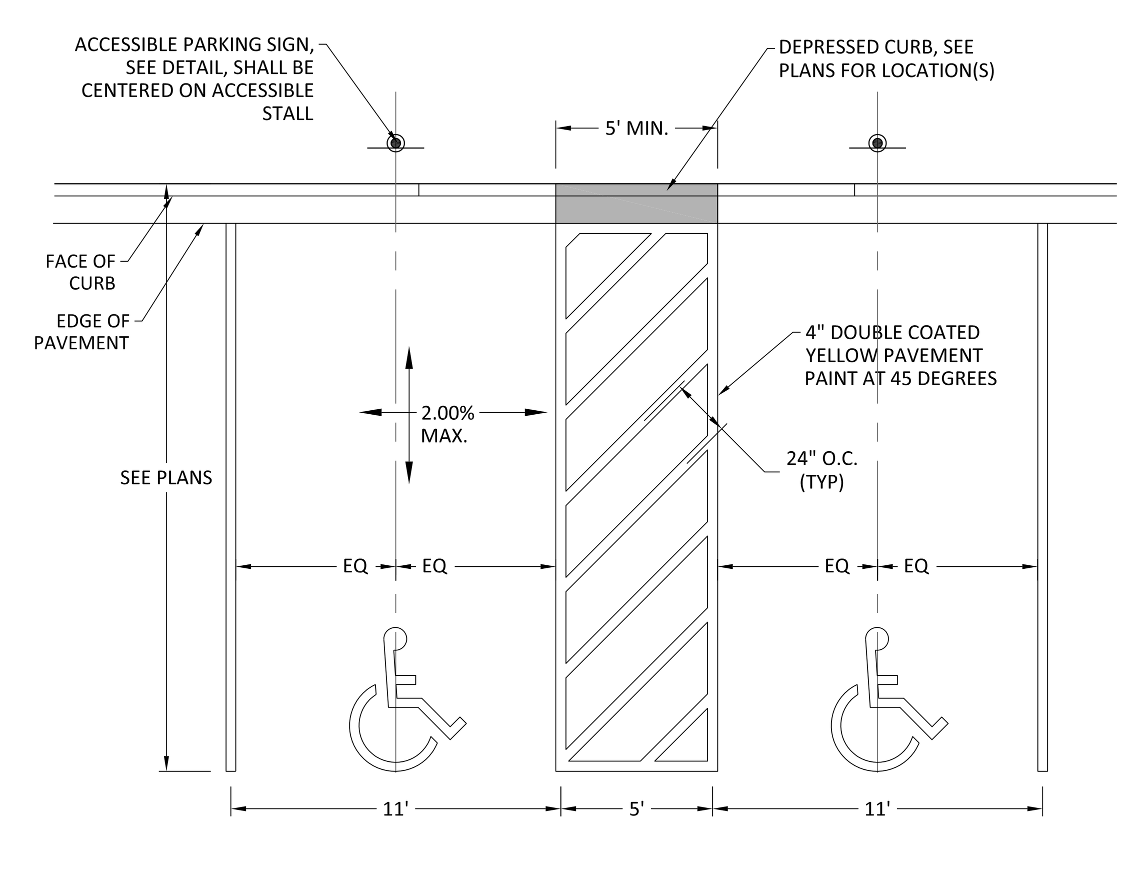
NOT TO SCALE



1. SEE PLAN FOR QUANTITIES AND LOCATIONS.
2. BOTTOM OF SYMBOL SHALL ALIGN WITH END OF STALL.

ACCESSIBLE PARKING STALL PAVEMENT SYMBOL

NOT TO SCALE



1. SIGNS SHALL BE VERTICALLY MOUNTED ON A POST OR WALL AT FRONT CENTER OF THE PARKING SPACE, NO MORE THAN 6 FEET HORIZONTALLY FROM THE FRONT OF THE PARKING SPACE.
2. ACCESSIBLE PARKING STALLS SLOPES NOT TO EXCEED 2.00% IN ANY DIRECTION.

ACCESSIBLE PARKING STALL - 90 DEG 11' x 5'

NOT TO SCALE

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

PROJECT DETAILS 1

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
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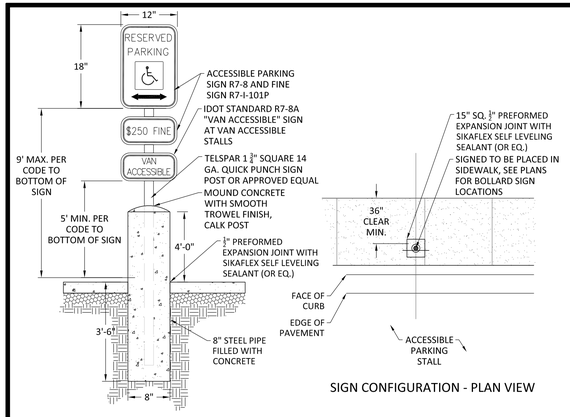
SHEET #: C-10

F:\PROJECTS\4523-Vequity\329 - Starbucks - Tinley Park\32\Dwg's\4523-329-01.dwg;WCGv19b5;kprice;May 17, 2021

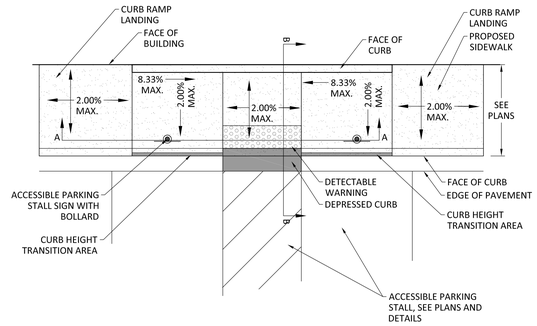


SIGN CONFIGURATION - PLAN VIEW

1. SIGNS SHALL BE VERTICALLY MOUNTED ON A POST OR WALL AT FRONT CENTER OF THE PARKING SPACE, NO MORE THAN 6 FEET HORIZONTALLY FROM THE FRONT OF THE PARKING SPACE.
2. FOR EVERY 6 ACCESSIBLE STALLS (OR FRACTION THEREOF) AT LEAST ONE STALL SHALL BE VAN ACCESSIBLE INCLUDING THE "VAN ACCESSIBLE" SIGN.

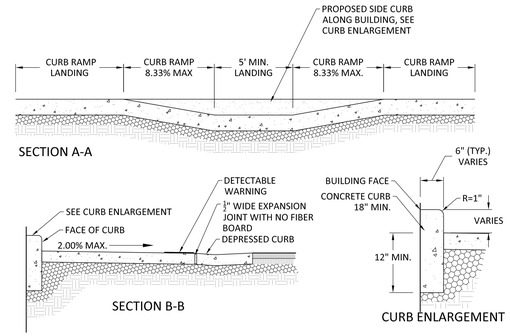
ACCESSIBLE PARKING SIGN AT STALL IN SIDEWALK

NOT TO SCALE

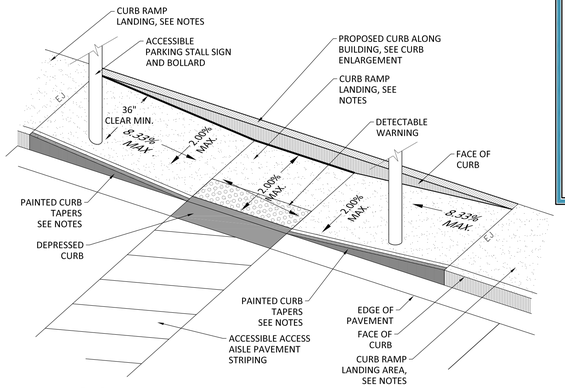


1. SEE PAVEMENT SECTIONS FOR DETAILS.
2. SEE PLANS FOR SIDEWALK WIDTHS.
3. IN NO CASE SHALL THE ACCESSIBLE PATH BE LESS THAN 36", ALL LANDING SHALL BE 60"x60" MIN.

ON-SITE PARALLEL CURB RAMP - PLAN VIEW



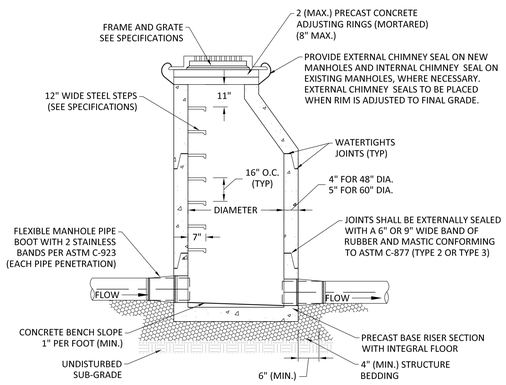
ON-SITE PARALLEL CURB RAMP SECTIONS



1. 60"X60" LANDINGS AREA SHALL BE PROVIDED AT THE TOP AND BOTTOM OF CURB RAMPS, LANDINGS SHALL NOT EXCEED 2.00% SLOPE IN ANY DIRECTIONS.
2. SIGN POST AND BOLLARD SHALL BE LOCATED PER PLAN BUT IN NO CASE SHALL SIGN OR BOLLARD ENCROACH THE 3' MIN. CLEARANCE ALONG AN ACCESSIBLE PATH.
3. CURB TAPERS SHALL BE PAINTED WITH YELLOW PAVEMENT PAINT ON FACE AND 2" ON TOP OF CURB.

ON-SITE PARALLEL CURB RAMP ISOMETRIC

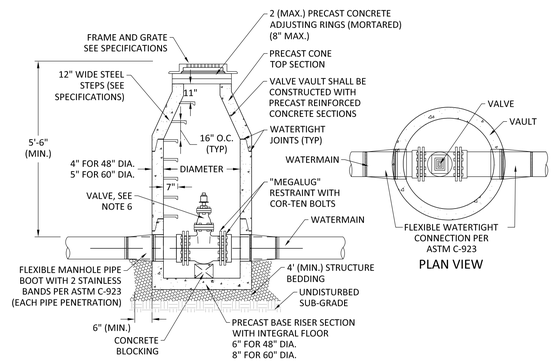
NOT TO SCALE



1. PRECAST STRUCTURES TO CONFORM TO ASTM C-478.
2. STRUCTURE SECTIONS TO BE TONGUE AND GROOVE.
3. BENCHES MUST BE PROVIDED IN ALL SANITARY SEWER MANHOLES.
4. NON-PRECAST OPENINGS SHALL BE CORED AND RUBBER BOOTED.
5. USE ECCENTRIC CONE ONLY
6. USE EXTERNAL LIFTING HOLES ONLY, BUT NOT FULL PENETRATION.

TYPE A SANITARY MANHOLE

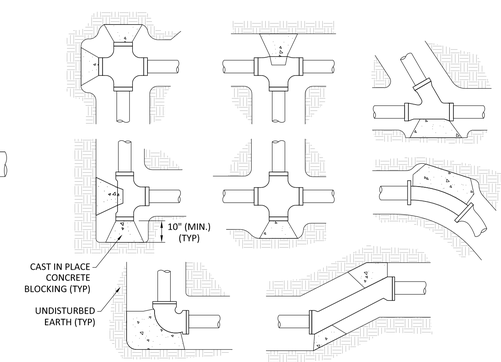
NOT TO SCALE



1. VALVE VAULT DIAMETER SHALL BE 48" FOR 8" AND SMALLER VALVES AND 60" FOR 10" AND LARGER VALVES.
2. VALVE VAULTS MUST CONFORM TO ASTM C-478
3. USE ECCENTRIC CONE ONLY.
4. VAULT SECTIONS TO BE TONGUE AND GROOVED.
5. MECHANICAL JOINT BOLTS AND NUTS SHALL BE COMPOSED OF CORE-TEN.
   5.1. ALL HEXAGONAL BOLTS AND NUTS TO BE STAINLESS STEEL.
6. ALL VALVES SHALL BE: RESILIENT WEDGE GATE VALVES WITH MECHANICAL JOINT ENDS TO COMPLY WITH ANSI/ AWWA C515-09 OR LATEST VERSION. VALVES TO BE CLOW, AMERICAN, WATEROUS, KENNEDY, OR APPROVED EQUAL.
7. AUXILIARY VALVE TO BE CLOW, AMERICAN, WATEROUS, KENNEDY, OR APPROVED EQUAL

VALVE VAULT

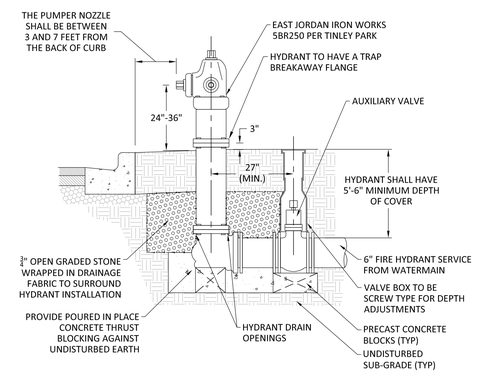
NOT TO SCALE



1. ALL BENDS OF 22 1/2° AND LARGER SHALL BE BLOCKED WITH AT LEAST 10" THICK POURED IN PLACE CONCRETE BLOCKS AGAINST UNDISTURBED VERTICAL EARTH FACE.
2. ALL CONCRETE TO BE 3,500 PSI (MIN.)
3. IN ADDITION TO THE ABOVE THRUST BLOCKING, ALL MECHANICAL JOINTS, BENDS OVER 10 DEG, TEES, CROSSES, VALVES, AND FIRE HYDRANTS SHALL HAVE A "MEGALUG" RESTRAINT, OR AS APPROVED BY THE MUNICIPAL ENGINEERING DIVISION. BOLTS SHALL BE "COR-TEN".
4. PLACE THE BASE AND THRUST BEARING SIDES OF THRUST BLOCK DIRECTLY AGAINST UNDISTURBED EARTH.

THRUST BLOCKING

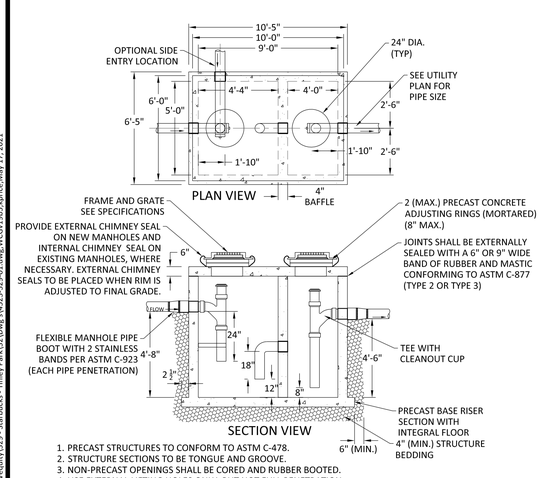
NOT TO SCALE



1. ALL VALVES SHALL BE: RESILIENT WEDGE GATE VALVES WITH MECHANICAL JOINT ENDS TO COMPLY WITH ANSI/ AWWA C515-09 OR LATEST VERSION. VALVES TO BE CLOW, AMERICAN, WATEROUS, KENNEDY, OR APPROVED EQUAL.
2. CONCRETE BASE AND BLOCKING MATERIAL SHALL NOT BLOCK NOR OBSTRUCT HYDRANT DRAIN.

FIRE HYDRANT

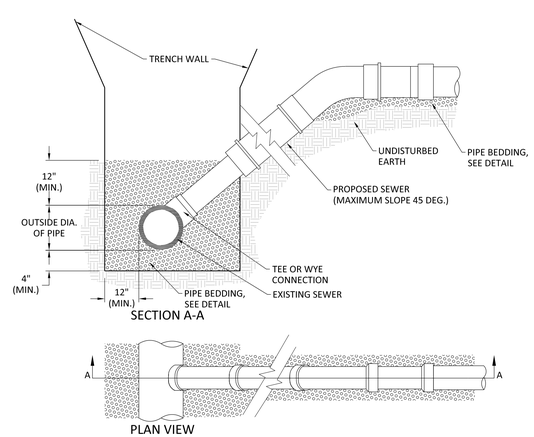
NOT TO SCALE



1. PRECAST STRUCTURES TO CONFORM TO ASTM C-478.
2. STRUCTURE SECTIONS TO BE TONGUE AND GROOVE.
3. NON-PRECAST OPENINGS SHALL BE CORED AND RUBBER BOOTED.
4. USE EXTERNAL LIFTING HOLES ONLY, BUT NOT FULL PENETRATION.

1500 GAL. RECTANGULAR GREASE TRAP

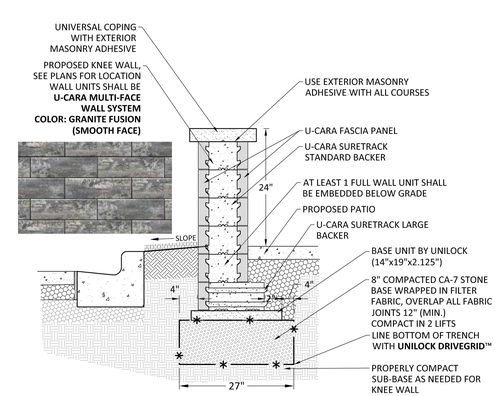
NOT TO SCALE



1. FOR PROPOSED STORM SEWER SERVICE LESS THAN OR EQUAL TO 6", CORE THE EXISTING PIPE AND USE AN "INSERTA TEE".

RISER CONNECTION

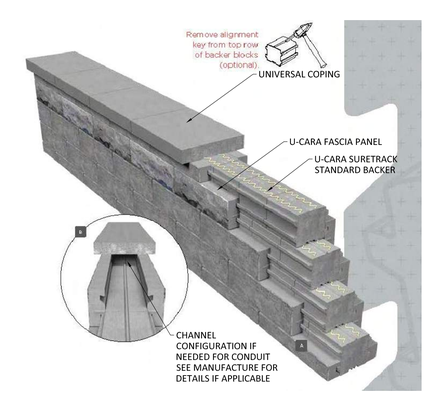
NOT TO SCALE



1. KNEE WALL SHALL BE INSTALLED PLUM IN ALL DIRECTIONS.
2. KNEE WALL SHALL BE INSTALLED BY A CERTIFIED COMPANY AND CREW, CREW SHALL FOLLOW ALL MANUFACTURE'S RECOMMENDATIONS.
3. CONTRACTOR IS RESPONSIBLE TO VERIFY SUB-BASE IS PROPERLY COMPACTED AND STRUCTURAL SOILS ARE ADEQUATE FOR SUPPORTING WALL.

KNEE WALL

NOT TO SCALE



MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

PROJECT DETAILS 2

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PRJ#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
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NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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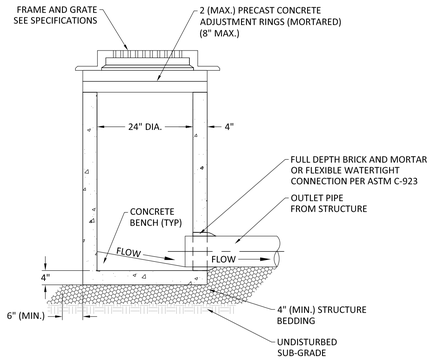
SHEET #
C-11

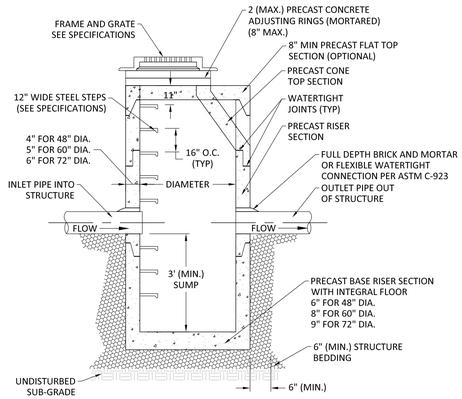
F:\PROJECTS\4523-Vineyard\329 - Starbucks - Tinley Park\32\Dwg\4523-329-01.dwg;WCGv19b5;aprice;May 17, 2021



1. PRECAST STRUCTURES TO CONFORM TO ASTM C-478.
2. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF PAVEMENT SHALL NOT EXCEED 42". IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42", STRUCTURE SHALL BE REVISED TO A 48" DIAMETER TYPE A CATCH BASIN.
3. BENCHES MUST BE PROVIDED IN ALL INLETS.
4. NON-PRECAST OPENINGS SHALL BE CORED.

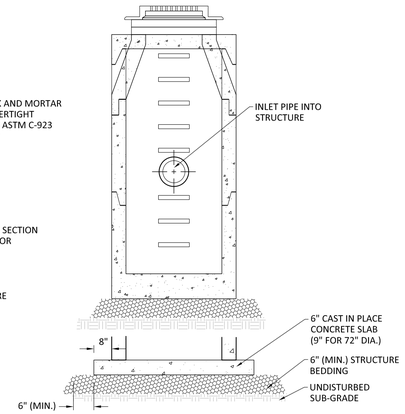
TYPE A INLET

NOT TO SCALE



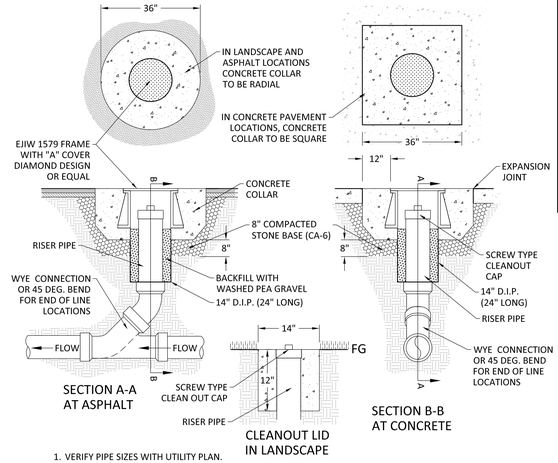
1. PRECAST STRUCTURES TO CONFORM TO ASTM C-478.
2. STRUCTURE SECTIONS TO BE TONGUE AND GROOVE.
3. NON-PRECAST OPENINGS SHALL BE CORED.
4. MORTAR ALL PIPE PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURES.

TYPE A STORM CATCH BASIN



ALTERNATE BOTTOM SECTION

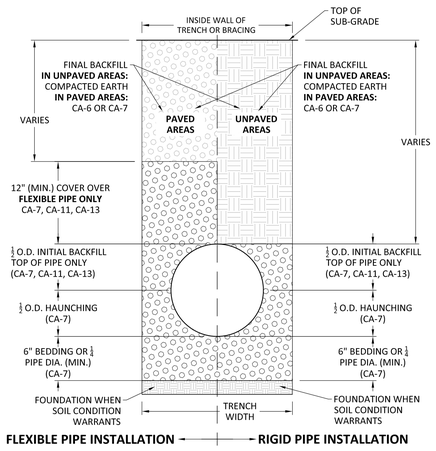
NOT TO SCALE



1. VERIFY PIPE SIZES WITH UTILITY PLAN.

CLEANOUT

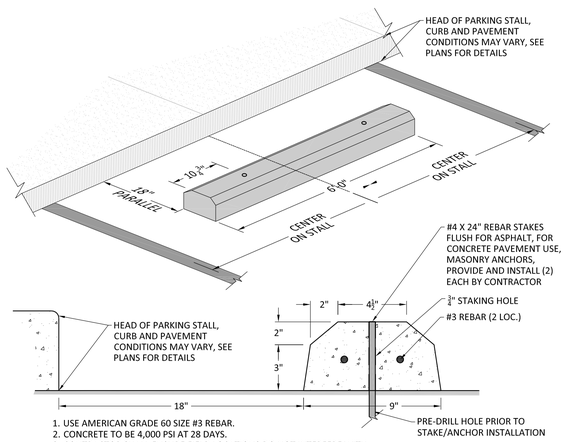
NOT TO SCALE



1. BEDDING NOT REQUIRED FOR WATERMAIN.

UTILITY TRENCH AND BEDDING DETAIL

NOT TO SCALE



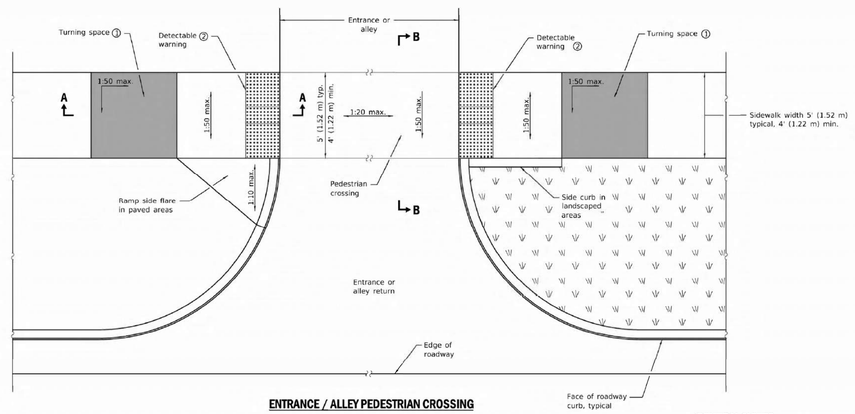
1. USE AMERICAN GRADE 60 SIZE #3 REBAR.
2. CONCRETE TO BE 4,000 PSI AT 28 DAYS.
3. CONTRACTOR SHALL ENSURE FIELD LOCATIONS DO NOT INTERFERE WITH ACCESSIBLE PATHS OR CREATE TRIPPING HAZARDS
4. PARKING BUMPER TO BE PLACED PARALLEL TO THE HEAD OF STALL.

PARKING BUMPER

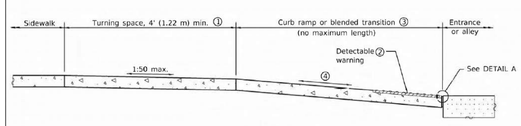
NOT TO SCALE

② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



ENTRANCE / ALLEY PEDESTRIAN CROSSING

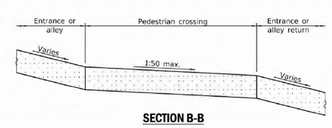


SECTION A-A

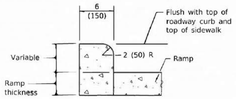
① Turning space not required for blended transitions.

④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.

DETAIL A



SECTION B-B



SIDE CURB DETAIL

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-19	Added blended transitions and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at upper landings.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border: - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All dimensions are in inches (millimeters) unless otherwise shown.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-03

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

PROJECT DETAILS 3

NO.	DATE	REVISION DESCRIPTION	BY
1	04/22/2021	PER VILLAGE COMMENT	KMP
2	05/17/2021	CLIENT REVIEW	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 03/17/2021
PR#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
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wcgrp.com

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SHEET #:
C-12

F:\PROJECTS\4523-Vesuity\329 - Starbucks - Tinley Park\32\Dwg\4523-329-01.dwg\WCGv1965.sprice:May 17, 2021

vequity | real estate. redefined.

SITE AND SHELL DEVELOPMENT

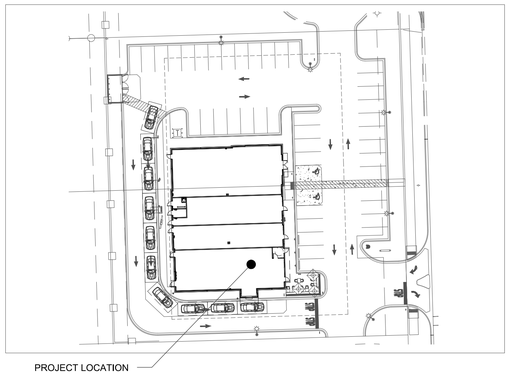
17120-17126 S. HARLEM AVE

TINLEY PARK, IL 60477

20% PRELIMINARY DESIGN PACKAGE

NORTH

1 VICINITY AERIAL MAP
SCALE: NTS



NORTH

2 PROJECT KEY PLAN
SCALE: NTS

3 PERSPECTIVE VIEW
SCALE: NTS FOR REFERENCE ONLY

PROJECT DIRECTORY

OWNER
VEQUITY LLC
226 N MORGAN STREET
SUITE 300
CHICAGO, IL 60607
P. 312-985-0987

ARCHITECT OF RECORD
ILEKIS ASSOCIATES
223 WEST JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
P. 312-419-0009

CODE SUMMARY

- SEE G0.01 FOR ALL CODE REVIEW AND SUMMARIES.
- SEE G0.01 FOR STANDARD ADA MOUNTING INFO
- SEE G0.02 FOR GENERAL NOTES

DIGGING NOTICE

CONTRACTOR TO VERIFY ALL LOCAL REQUIREMENTS IF DIGGING IS REQUIRED.

SHEET INDEX

SHEET INDEX							
REVISION						SHEET NAME	
6	5	4	3	2	1		
						ARCHITECTURAL	
						G0.00	COVER SHEET DRAWING INDEX PROJECT INFO
						G0.01	CODE ANALYSIS AND ADA ACCESSIBILITY GUIDELINES
						G0.02	GENERAL NOTES
						AS1.01	SITE PLAN
						AS1.02	SITE PLAN DETAILS
						AS1.03	PHOTOMETRICS
						L-1	PRELIMINARY LANDSCAPE PLAN
						A1.01	FLOOR PLAN
						A1.02	ROOF PLAN
						A3.01	EXTERIOR ELEVATIONS
						A4.01	BUILDING SECTION

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CITY APPROVAL

CLIENT:
vequity | real estate. redefined.

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226 N Morgan Street
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Email info@vequity.com
www.vequity.com

PROJECT TEAM:

ILEKIS architects + planners

ILEKIS ASSOCIATES
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SUITE 1000
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312-419-0009 www.ILEKIS.com

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NOTE:

RETAIL BUILDING
PROJECT # 2014-19
20% PRELIMINARY DESIGN
17120-26 S HARLEM
TINLEY PARK, IL 60477

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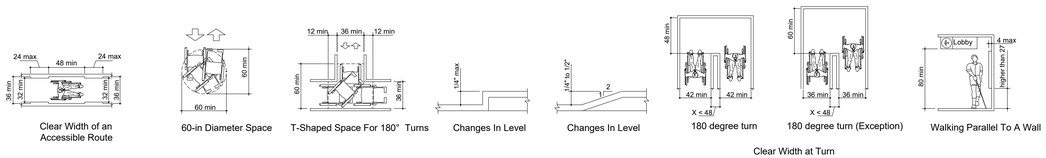
03/18/21	ISSUED FOR CLIENT / CITY REVIEW

COVER SHEET, DRAWING INDEX & PROJECT INFO

G0.00

ADA ACCESSIBILITY GUIDELINES

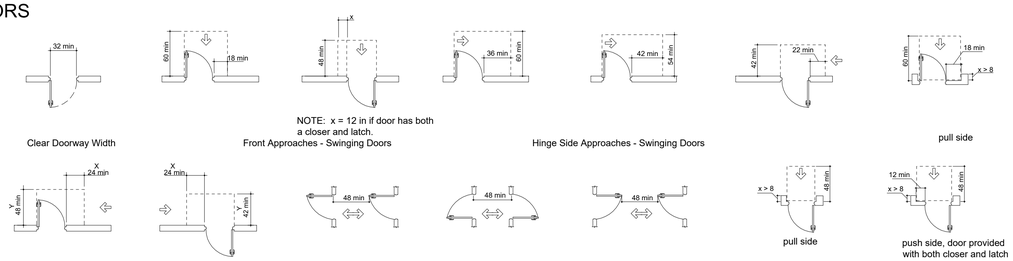
PATH OF TRAVEL



Clear Width of an Accessible Route | 60-in Diameter Space | T-Shaped Space For 180° Turns | Changes In Level | Changes In Level | 180 degree turn | 180 degree turn (Exception) | Walking Parallel To A Wall

Clear Width at Turn

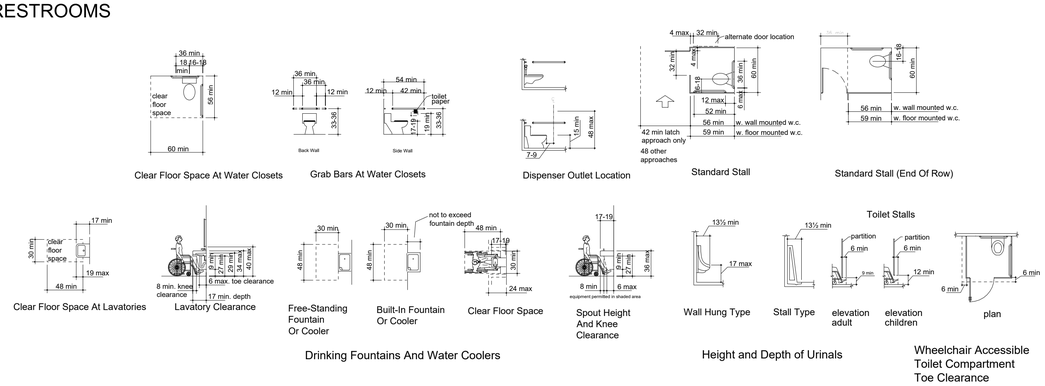
DOORS



Clear Doorway Width | NOTE: x = 12 in if door has both a closer and latch. Front Approaches - Swinging Doors | Hinge Side Approaches - Swinging Doors | pull side

NOTE: y = 54 in minimum if door has closer. NOTE: y = 48 in minimum if door has closer. Latch Side Approaches - Swinging Doors | Doors In Series and Gates in Series | Maneuvering Clearances at Recessed Doors and Gates | push side, door provided with both closer and latch

RESTROOMS



Clear Floor Space At Water Closets | Grab Bars At Water Closets | Dispenser Outlet Location | Standard Stall | Standard Stall (End Of Row)

Clear Floor Space At Lavatories | Lavatory Clearance | Free-Standing Fountain Or Cooler | Built-In Fountain Or Cooler | Clear Floor Space | Spout Height And Knee Clearance

Drinking Fountains And Water Coolers

Wall Hung Type | Stall Type | elevation adult | elevation children | plan

Height and Depth of Urinals

Wheelchair Accessible Toilet Compartment Toe Clearance

CODE ANALYSIS

SITE-BUILDING ANALYSIS				
ZONE:	RE-ZONE - B3			
LOT AREA SF:	40,872	SF		
BUILDING AREA SF:	**7,422**	SF		
BUILDING SETBACKS:		REQUIRED	PROVIDED	VARIANCE
FRONT YARD		**25'**	**79'-8"**	
REAR YARD		**25'**	**42'-6 1/2"**	
SIDE YARD		**10'**	**75'-4"**	
SIDE YARD		**10'**	**28'-5"**	
NOTES:				

PARKING CALCULATION				
TENANT	**OCCUPANCY**	**AREA**	**PARKING/SF**	**PARKING REQUIRED**
TENANT A	RESTAURANT	**2,202**	1000/6.5	14.00
TENANT B	RETAIL USE	**1,229**	1000/6.5	8.00
TENANT C	RETAIL USE	**1,303**	1000/6.5	8.00
TENANT D	RETAIL USE	**2,545**	1000/6.5	17.00
TOTAL BUILDING LEASE AREA		**7,279**	TOTAL REQUIRED	**47**
			TOTAL PROVIDED	44
			SURPLUS/(DEFICIT)	(3)

				REQUIRED	PROVIDED
	90 Degree				
STALL :	*9'X18.5'*				
ADA STALL:	*11' & 5'*				
DRIVE AISLE:		*ONE WAY*			
	26'	*TWO WAY*			
ADA PARKING SPACES :			5%	2	2
LOADING BERTH:					
BIKE PARKING :					
STACKING PARKING:					

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CODE ANALYSIS AND ADA ACCESSIBILITY GUIDELINES

G0.01

ABBREVIATIONS

AB	ANCHOR BOLT
A/C	AIR CONDITIONER
ACT	ACOUSTICAL CEILING TILE
ACP	ALUMINUM COMPOSITE PANEL
AD	AREA DRAIN
ADA	AMERICANS WITH DISABILITIES ACT
ADAA	ADA ACCESSIBLE
ADAAG	ADA ACCESSIBILITY GUIDELINES
ADJ	ADJUSTABLE OR ADJACENT
AESS	ARCHITECTURALLY EXPOSED STRUCTURAL STEEL
AFF	ABOVE FINISH FLOOR
ALS	ACRYLIC LATEX SEALANT
ALT	ALTERNATE
ALUM	ALUMINUM LS LIMESTONE ANOD ANODIZED
AP	ACCESS PANEL
APPROX	APPROXIMATELY
APT	APARTMENT
AR	ABUSE RESISTANT
ARCH	ARCHITECTURAL
AS	ACOUSTICAL SEALANT
ASSOC	ASSOCIATED
AT	ACOUSTIC TILE
ATTEN	ATTENUATION
B/	BOTTOM OF
B-MARK	BENCHMARK
BD	BOARD
BEJ	BUILDING EXPANSION JOINT
BOT	BOTTOM
BJF	BITUMINOUS JOINT FILLER
BLDG	BUILDING
BLK	BLOCK
BLKG	F.T. BLOCKING
BM	BEAM
BMT	BUTYLMASTIC TAPE SEALANT
BRK	BRICK
BRS	BUTYL RUBBER SEALANT
BTWN	BETWEEN
C/C	CENTER TO CENTER
CAB	CABINET
CCTV	CLOSED CIRCUIT TELEVISION
CB	CATCH BASIN
CF	CUBIC FOOT / FEET
CFRG	CERAMIC FIRE RATED GLASS / GLAZING
CG	CORNER GUARD
CJ	CONTROL JOINT (CONCRETE, CMU)
CJF	CORK JOINT FILLER
CL	CENTER LINE
CLG	CEILING
CLGHT	CEILING HEIGHT
CLO	CLOSET
CLR	CLEAR OPENING
CLSRM	CLASSROOM
COL	COLUMN
CONC	CONCRETE
CONCP	CONCRETE PAINTED
COND	CONDITION
CONFIG	CONFIGURATION
CONST	CONSTRUCTION
CONTR	CONTRACTOR
CONT	CONTINUOUS
CORR	CORRIDOR
CPT	CARPET (WALL TO WALL)
CMU	CONCRETE MASONRY UNIT
CMUP	CMU PAINTED
CO	CLEAN OUT
COORD	COORDINATE
CT	CERAMIC TILE
DEMO	DEMOLITION / DEMOLISH
DES	DESIGN
DF	DRINKING FOUNTAIN
DH	DOUBLE HUNG
DIA	DIAMETER
DIM	DIMENSION
DN	DOWN
DS	DOWN SPOUT
DTL	DETAIL
DWG	DRAWING
DWM	DEPARTMENT OF WATER MANAGMENT
EA	EACH
EC	EXPOSED CONSTRUCTION / ELECTRICAL CONTRACTOR
ECP	EXPOSED CONSTRUCTION PAINTED
EFTS	EXPANDING FOAM TAPE SEALANT
EIFS	EXTERIOR INSULATED FINISH SYSTEM EIFS
EJ	EXPANSION JOINT (BRICK MASONRY)
EL	ELEVATION
ELEC	ELECTRICAL)
ELEV	ELEVATION / ELEVATIONS
EM	EMERGENCY
ENCL	ENCLOSURE
EPEJF	EXPANDED POLYURETHANE JOINT FILLER
EQ	EQUIVALENT
ETC	ET CETERA
EX	EXISTING
EXH	EXHAUST
EXIST'G	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FACP	FIRE ALARM CONTROL PANEL
FD	FLOOR DRAIN
FDC	FIRE DEPARTMENT CONNECTION
FDTN	FOUNDATION
FE	ABC FIRE EXTINGUISHER (SURFACE MOUNTED)
FEC	ABC FIRE EXTINGUISHER +CABINET, RATED AS REQ'D
FHS	FIRE HOSE STATION
FIN	FINISH
FIXT	FIXTURE(S)
FLR	FLOOR
FLSHG	FLASHING
FF & E	FURNITURE FURNISHINGS AND EQUIPMENT
F.F.E	FINISHED FLOOR ELEVATION
FOOT	
F.T.	FIRE TREATED
FTG	FOOTING
GA	GAUGE
GALV	GALVANIZED
GB	GRAB BAR
GC	GENERAL CONTRACTOR
GFCMU	GROUND FACED CONCRETE MASONRY UNIT(S)
GL	GLASS
GRND	GROUND
GSF	GROSS SQUARE FOOT / FEET
GYP	GYPSUM
GWB	GYPSUM WALL BOARD
H	HEIGHT
HB	HARD BOARD
HC	HOLLOW CORE
HD	HOT-DIPPED (GALVANIZED)
HDWR	HARDWARE
HNCG	HOLLOW NEOPRENE COMPRESSION GASKET
HORIZ	HORIZONTAL
HM	HOLLOW METAL
HP	HIGH POINT
HR	HOUR
HSS	HOLLOW STRUCTURAL SECTION
HT	HEIGHT
HTG	HEATING
IAC	ILLINOIS ACCESSIBILITY CODE
IE	THAT IS
ID	INSIDE DIAMETER
IN	INCH
INCL	INCLUDE(ING)
INFO	INFORMATION
INSUL	INSULAT(ED), (ION)
INT	INTERIOR
INV	INVERT
JC	JANITOR'S CLOSET
J-BOX	JUNCTION BOX
JT	JOINT
KIT	KITCHEN
L	LENGTH, LONG
LAM	LAMINATED
LAV	LAVATORY
LBL	LABEL
LF	LINEAL FOOT / LINEAL FEET
LP	LOW POINT
LR	LIVING ROOM
LS	LIMESTONE
LT	LIGHT
LVL	LEVEL
MAS	MASONRY
MACH	MACHINE
MATL	MATERIAL(S)
MAX	MAXIMUM
MDF	MEDIUM DENSITY FIBERBOARD
MECH	MECHANICAL
MED	MEDIUM
MEP	MECH., ELEC. & PLBG.
MFR	MANUFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MR	MOISTURE RESISTANT
MTD	MOUNTED
MTL	METAL
MULL	MULLION
MV	WATER METER VAULT
NC	NOISE CRITERIA
NFWH	NON-FREEZE WALL HYDRANT
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NRC	NOISE REDUCTION COEFFICIENT
NTS	NOT TO SCALE
OA	OVERALL
OC	ON CENTER
OD	OUTSIDE DIAMETER
OH	OVERHEAD
OPENG	OPENING
OPER	OPERABLE
OPP H	OPPOSITE
PART	PARTITION
PBMR	PRE-SHIMMED BUTYL MASTIC
PC	PIECE
PCS	PIECES
PERP	PERPENDICULAR
PL	PLASTIC OR PLATE
PL LAM	PLASTIC LAMINATE
PLBG	PLUMBING
PLWD	PLYWOOD
PNL	PANEL
PR	PAIR
PREFAB	PREFABRICATED
PREFIN	PREFINISHED
PREP	PREPARE / PREPARATION
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	PAINT
PTD	PAINTED FINISH
QT	QUARRY TILE
QTY	QUALITY
QUANT	QUANTITY
R	RISER
RAD	RADIUS
RAD COVER	FIN-TUBE RADIATOR COVER
RB	RESILIENT BASE
RD	ROOF DRAIN
REC	RECESSED
REF	REFERENCE
REF/FRZR	REFRIGERATOR / FREEZER
REINF	REINFORCED
REQ'D	REQUIRED
REQ'S	REQUIREMENTS
RET	RETURN(ED)
REV	REVISION
RM	ROOM
RO	ROUGH OPENING
RTU	ROOF TOP UNIT
SAFB	SOUND ATTENUATION FIRE BLANKET
SC	SOLID CORE
SECT	SECTION
SGT	STRUCTURAL GLAZED TILE
SHLVG.	SHELVING
SHT	SHEET
SHTG	SHEETING
SIM	SIMILAR
SPEC	SPECIFICATION SPEC
SPRKLR	SPRINKLER
SQ	SQUARE
SF	SQUARE FEET
SQ IN	SQUARE INCHES
SS	STAINLESS STEEL
ST	SEALANT TAPE
STC	SOUND TRANSMISSION COEFFICIENT
STD	STANDARD
STL	STEEL
STOR	STORAGE
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SURF	SURFACE
SUSP	SUSPENDED
SV	SHEET VINYL
T	TREAD
T/	TOP OF
T+G	TONGUE AND GROOVE
TB	TOWEL BAR
TEL	TELEPHONE
TERR	TERRAZZO
THK	THICK(NESS)
TT	TRAFFIC TOPPING
TYP	TYPICAL
UL	UNDERWRITERS LABORATORY
UNO	UNLESS NOTED OTHERWISE
UR	URINAL
GUTIL	UTILITY(IES)
V	VINYL
VB	VINYL WALL BASE
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VIF	VERIFY IN FIELD
VR	VAPOR RETARDER
VWB	VINYL WALL BASE
VWC	VINYL WALL COVERING
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET
WD	WOOD
WIN	WINDOW(S)
WP	WORK POINT
WPR	WATERPROOFING
WR	WATER RESUSTABT
WT	WEIGHT
WV	WATER VAULT
WVNR	WOOD VENEER

SYMBOLS/MATERIAL LEGEND

SECTION/DETAIL SYMBOL
SECTION OR DETAIL IDENTIFICATION
A / A5.1
DWG. SHEET WHERE SECT. / DTL. IS DRAWN

DETAIL SYMBOL
DETAIL IDENTIFICATION
23 / A2.2
DWG. SHEET NO. WHERE DETAIL IS DRAWN

BUILDING SECTION SYMBOL
DETAIL IDENTIFICATION
A / A4.2
DWG. SHEET NO. WHERE SECTION IS DRAWN

ROOM IDENTIFICATION SYMBOL
OFFICE
2234
ROOM NAME
ROOM NUMBER

KEYNOTE SYMBOLS
X DEMOLITION KEYNOTE
X PROPOSED WORK KEYNOTE

PARTITION SYMBOL
ALPHA-NUMERIC PARTITION TYPE IDENTIFICATION. REFER TO FIRE PARTITION PLANS ON G2.1 +G2.2 FOR REQ'D WALL RATING, A1 SERIES DWGS. FOR LOCATIONS. A9.1 FOR CONST. + TEST #
A

ELEVATION SYMBOL
DETAIL IDENTIFICATION
A / A4.1
DWG. SHEET NO. WHERE ELEVATION IS DRAWN

1 / A6.1 / 2 / 3
DETAIL IDENTIFICATION
DWG. SHEET NO. WHERE ELEVATION IS DRAWN

DOOR / LITE SYMBOLS
HINGED DOOR SYMBOL
#234
DOOR IDENTIFICATION NO. (SEE DOOR SCHEDULE)

ELEVATION SYMBOL
1ST FLOOR
EL 100'-0"
(ARCH + STRUCT)

ELEVATION CHANGE SYMBOL - PLAN

ASPHALT
BRICK
CONCRETE MASONRY UNIT
EARTH
BATT INSULATION
GASKET / COMPRESSIBLE FILLER
SEALANT AND BACKER ROD
RIGID INSULATION
PLASTER / CEMENT PLASTER
DRYWALL (GYPSUM BOARD)
MEMBRANE
ACOUSTICAL TILE
GLASS
CARPET
CONCRETE (CAST IN PLACE OR PRECAST)
GRAVEL / GRANULAR FILL
LIMESTONE OR CAST STONE / NOTED
STRUCTURAL STEEL LARGE SCLE
MISC METAL LARGE SCALE
STRUCTURAL STEEL MISC METAL LARGE SCALE
STEEL / STAINLESS STEEL
ALUMINUM
CONTINUOUS WOOD F.T. BLOCKING
INTERMITTENT F.T. BLOCKING / SHIMS
PLYWOOD
WOOD, FINISHED
WOOD, ROUGH

GENERAL NOTES

1. THESE INSTRUCTIONS TO BIDDERS AND GENERAL CONDITIONS SHALL BE CONSIDERED PART OF THE CONTRACT DOCUMENTS.

2. ALL WORK IS TO BE COMPLETED IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, ORDINANCES, RULES, REGULATIONS, AND STANDARDS, INCLUDING, BUT NOT LIMITED TO THE 2012 INTERNATIONAL BUILDING CODE , THE ILLINOIS HANDICAPPED CODE, THE ILLINOIS PLUMBING, MECHANICAL, AND ELECTRICAL CODES, THE ILLINOIS FIRE CODE, THE AMERICANS WITH DISABILITIES ACT (ADA), AND APPLICABLE TRADE STANDARDS. ALL APPLICABLE RULES AND REGULATIONS ARE TO BE THE MOST CURRENT ADOPTED EDITION.

3. THE GENERAL CONTRACTOR (GC) IS RESPONSIBLE FOR OBTAINING ALL STATE AND LOCAL PERMITS REQUIRED FOR THE COMPLETION OF THE PROJECT. THE GENERAL CONTRACTOR SHALL PAY ALL PERMIT FEES, PLAN REVIEW FEES, LICENSE FEES, INSPECTION AND TAXES APPLICABLE TO THIS DIVISION AND SHALL BE INCLUDED IN THE BASE BID AS PART OF THIS CONTRACT.

4. ALL WORK MATERIALS AND CONSTRUCTION DETAILS MUST COMPLY WITH ANY AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING, HEALTH AND FIRE CODES. THIS INCLUDES THE GOVERNING CODES AND ORDINANCES OF THE VILLAGE OF TINLEY PARK AND OTHER APPLICABLE FEDERAL AND STATE REGULATIONS.

5. THE GENERAL CONTRACTOR AND ALL SUB-CONTRACTORS SHALL COMPLY WITH THE LATEST EDITION OF THE O.S.H.A. CONSTRUCTION AND SAFETY MANUAL.

6. THE GC SHALL COORDINATE WITH OWNER AND/OR ARCHITECT ALL PHASING OF CONSTRUCTION OPERATIONS IN ORDER TO MAINTAIN USE OF ALL CRITICAL FUNCTIONS, UTILITIES, SERVICES AND OTHER RELATED ITEMS WITHIN THE EXISTING FACILITIES. COORDINATE WITH ARCHITECT AND/OR OWNER PRIOR TO BIDDING.

7. GC SHALL ADVISE THE ARCHITECT AND OWNER, IN WRITING, OF THE ACTUAL START OF WORK DATE - TO BEGIN IMPLEMENTATION OF THE WORK INDICATED ON THESE DRAWINGS. GC TO FURNISH A GRAPHIC CONSTRUCTION SCHEDULE SHOWING MAJOR TRADES AND FINAL COMPLETION OF SAME.

8. THE ARCHITECT SHALL HAVE THE RIGHT AT ANY TIME TO MAKE ALTERATIONS, ADDITIONS TO AND DEDUCTIONS FROM THE WORK SHOWN ON THE DRAWINGS OR DESCRIBED IN THE SPECIFICATIONS WITHOUT VOIDING THE CONTRACT. ALL SUCH ITEMS WILL BE COVERED BY A REVISION DATE TO THE PLANS, WRITTEN JOB ORDER AND/OR SUPPLEMENT TO THE CONTRACT BY THE OWNER AND THE ARCHITECT. THE CONTRACTOR SHALL COMPUTE THE VALUE OF THE WORK AND SUBMIT A PROPOSAL FOR THE APPROVAL OF THE ARCHITECT AND THE OWNER. IN THE CASE OF REVISION, ADDENDUM, OR BULLETIN, THE CONTRACTOR SHALL NOT PROCEED WITH CHANGES WITHOUT AN AUTHORIZED JOB ORDER OR SUPPLEMENT TO THE CONTRACT.

9. ANY CHANGES, SUBSTITUTION, OMISSION, OR OTHER DEVIATIONS FROM THESE DRAWINGS DURING OR BEFORE CONSTRUCTION OF THE BUILDING SHALL NOT BE THE RESPONSIBILITY OF THE ARCHITECT UNLESS AUTHORIZED IN WRITING BY THE ARCHITECT, OR HIS CONSULTANTS. CHANGES NOT APPROVED SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

10. THE GC, WITHOUT EXTRA CHARGE, SHALL MAKE SUCH SLIGHT ALTERATION: CUTTING FITTING OR PATCHING OF HIS WORK AS MAY BE NECESSARY TO MAKE ADJUSTABLE PARTS FIT TO FIXED PARTS, LEAVING ALL COMPLETE AND IN PROPER CONDITION WHEN COMPLETED.

11. ALL CONTRACTORS ARE REQUIRED TO VISIT THE JOBSITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS PRIOR TO SUBMITTING THEIR PROPOSAL. EACH INDIVIDUAL CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS FOR FIELD CONDITIONS AND DIMENSIONS FOR ACCURACY PRIOR TO SUBMITTING BIDS AND/OR PROCEEDING WITH ANY WORK. SHOULD ANY CONTRACTOR FIND DISCREPANCIES IN, OR OMISSION FROM THE DRAWINGS, OR SPECIFICATIONS, OR BE IN DOUBT AS TO THEIR MEANING, NOTIFY THE ARCHITECT AT ONCE, IN WRITING, OF ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS OR THE WORK OF OTHER TRADES PRIOR TO OBTAIN CLARIFICATION PRIOR TO SUBMITTING BID. LACK OF SUCH NOTIFICATION SHALL BE CONSTRUED TO INDICATE NO DISCREPANCIES OR CONFLICTS EXIST. ADDITIONAL COMPENSATION WILL NOT BE GRANTED AFTER THE AWARD OF THE CONTRACT FOR ANY WORK REQUESTED TO COMPLY WITH THESE REQUIREMENTS.

12. IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR AND HIS RESPECTIVE SUBCONTRACTORS TO KEEP THE BUILDING AND ADJOINING PREMISES FREE AT ALL TIMES FROM THE ACCUMULATION OF DEBRIS CAUSED AS A RESULT OF THE WORK PERFORMED EACH DAY OF CONSTRUCTION.

13. THE GENERAL CONTRACTOR SHALL PROVIDE TEMPORARY BARRIERS OR PARTITIONS DURING CONSTRUCTION TO PREVENT SPREAD OF DUST OR OTHER RELATED MATERIALS. VERIFY AND COORDINATE LOCATIONS WITH THE ARCHITECT AND/OR OWNER. CONTRACTOR SHALL MAINTAIN ALL REQUIRED EXITWAYS AT ALL TIMES.

14. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL. REMOVAL OF DEBRIS AND DUMPSTER LOCATION MUST BE COORDINATED WITH OWNER/PROPERTY MANAGER.

15. THE METHOD OF ATTACHING NEW CONSTRUCTION TO EXISTING BUILDING STRUCTURE WILL BE IN ACCORDANCE WITH OWNERS CRITERIA AND AS REQUIRED BY CODE.

16. ALL MATTERS OF AESTHETIC EFFECT MUST BE DETERMINED BY THE ARCHITECT.

17. UNLESS OTHERWISE NOTED: WHERE EXISTING PARTITION AND WALLS ARE TO BE REMOVED, CONTRACTOR SHALL REMOVE OR RELOCATE ALL EXISTING ELECTRICAL CONDUITS, PLUMBING AND OTHER RELATED ITEMS SO AS TO RECEIVE NEW CONSTRUCTION. NON-RELOCATED LIGHT FIXTURES, SPEAKERS, ETC., WILL BE TURNED BACK TO OWNER OR DISPOSED OF AT HIS DIRECTION.

18. WHERE EXISTING ITEMS ARE TO BE RELOCATED AND/OR REINSTALLED, THE CONTRACTOR SHALL INSTALL SUCH ITEMS EQUALING OR EXCEEDING THE QUALITY OF EXISTING INSTALLATION BOTH STRUCTURALLY AND AESTHETICALLY. CONTRACTOR TO VERIFY PROCEDURE WITH THE ARCHITECT.

19. IN ALL AREAS WHERE EXISTING CONDITIONS ARE ALTERED, NEW MATERIALS, PARTITIONS, OR PRODUCTS ARE INSTALLED, THE CONTRACTOR SHALL PATCH AND FINISH FLOORS, WALLS, CEILINGS AND OTHER AFFECTED AREAS TO MATCH EXISTING CONDITIONS.

20. CONTRACTOR TO REPLACE OR CORRECT ANY AND ALL EXISTING CONSTRUCTION TO REMAIN, TO MATCH THAT DAMAGED BY CONSTRUCTION AND/OR INSTALLATION PROCESS AT NO ADDITIONAL COST TO THE OWNER.

21. CONTRACTORS TO REPLACE ALL DAMAGED AND/OR MISSING CEILING GRID. REPLACE ALL DAMAGED, DISCOLORED OR MISSING CEILING TILES WITH NEW TO MATCH EXISTING.

22. ARCHITECTURAL DRAWINGS TAKE PRECEDENCE OVER ENGINEERING DRAWINGS FOR ELECTRICAL AND TELEPHONE OUTLETS AND LIGHT FIXTURE LOCATIONS. G.C. TO NOTIFY ARCH. OF DISCREPANCIES.

23. GENERAL CONTRACTORS SHALL COORDINATE ALL MECHANICAL AND ELECTRICAL FLOOR AND WALL SLEEVES, CONDUIT AND ALL MECHANICAL SHAFTS WITH THE MECHANICAL, ELECTRICAL, PLUMBING, FIRE PROTECTION, STRUCTURAL AND ARCHITECTURAL DRAWINGS.

24. DIMENSIONS SHOWN ARE TO FINISH FACE OF WALL, UNLESS SPECIALTY NOTED OTHERWISE. PARTITION THICKNESS AND CONSTRUCTION ARE DESIGNATED BY PARTITION TARGETS-REFER TO PARTITION DETAILS FOR REQUIREMENTS.

25. CONTRACTORS TO MEET WITH BUILDING MANAGEMENT PRIOR TO BEGINNING OF WORK TO UNDERSTAND BUILDING RULES, HOURS OF WORK, REMOVAL OF DEBRIS, ETC.

26. ANY SHUTDOWNS WILL BE COORDINATED WITH BUILDING MANAGEMENT.

27. ALL WORK IS TO BE COORDINATED BY THE GENERAL CONTRACTOR TO ASSURE ADEQUATE FIT, FINISH, SYSTEM OPERATION, AND FULL COMPLETION OF THE WORK, INCLUDING SERVICE REQUIREMENTS OF THE OWNERS FIXTURES, FURNISHING AND EQUIPMENT.

28. ALL DIMENSIONS ARE SHOWN ON DRAWINGS. ANY DIMENSIONS NOT SHOWN OR DEEMED QUESTIONABLE ARE TO BE VERIFIED WITH THE ARCHITECT DESIGNER. DO NOT SCALE DRAWINGS.

29. CONTRACTOR IS TO SIGN EACH SHOP DRAWING SUBMITTAL CERTIFYING THAT THE SUBMITTAL HAS BEEN REVIEWED, APPROVED, AND THAT THE CONTRACTOR COORDINATION HAS BEEN APPROVED.

30. DURING THE ENTIRE PERIOD OF DEMOLITION AND CONSTRUCTION, ALL EXISTING EXITS, EXIT LIGHTING, FIRE PROTECTION DEVICES, AND ALARMS SHALL BE CONTINUOUSLY MAINTAINED IN WORKING ORDER.

31. ALL WOOD WILL BE FIRE RETARDANT TREATED TO COMPLY WITH APPLICABLE CODES.

32. PROVIDE CONCEALED WOOD OR SHEET METAL F.T. BLOCKING FOR ALL MILLWORK AND SPECIALTY ITEMS AND ACCESSORIES HUNG FROM PARTITIONS. (U.N.O.).

33. ALL FIRE EXT. CABINET LOCATIONS ARE TO BE COORDINATED W/THE ARCHITECT/DESIGNER AND LOCAL FIRE OFFICIAL PRIOR TO INSTALLATION.

34. AT COMPLETION OF JOB, PRIOR TO FINAL PAYMENT, GENERAL CONTRACTOR SHALL PROVIDE ONE COMPLETE MARKED-UP SET OF TRANSPARENCIES AND TWO SETS OF PRINTS WITH AS-BUILT CONDITIONS NOTED AND TWO COPIES OF APPLICABLE WARRANTIES, OPERATIONS MANUAL AND/OR MAINTENANCE INSTRUCTIONS.

35. MOVING OF EXISTING KITCHEN EQUIPMENT, EXISTING. DINING ROOM FURNITURE, EXISTING LIBRARY FURNITURE, BOOKS, EQUIPMENT, ETC. BY OWNER.

36. CONTRACTOR TO COORDINATE ALL ACTIVITIES TO FACILITATE WORK. CONTRACTOR TO PROVIDE 5 BUSINESS DAY ADVANCED NOTICE TO CPS PRIOR TO COMMENCEMENT OF WORK.

37. GENERAL CONTRACTOR IS TO COORDINATE WITH SUB CONTRACTORS ALL ASPECTS OF WORK AND IS RESPONSIBLE FOR CONTACTING AOR WITH REGARD TO ANY CONFLICTS.

TYPICAL DEMOLITION NOTES

1. ALL CONTRACTORS TO PROVIDE ALL NECESSARY INSURANCE AND HOLD HARMLESS THE OWNER, PROPERTY MANAGER, ARCHITECT AND AGENTS THEREOF FROM ANY DAMAGES RESULTING FROM CONTRACTORS EXECUTION OF WORK.

2. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTORS TO DETERMINE IN ACCORDANCE WITH ALL CODES AND OWNERS CRITERIA, ALL METHODS FOR CONSTRUCTION, DEMOLITION, AND ALL RELATED PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR ALL MATTERS OF LIFE SAFETY RESULTING FROM ALL CONSTRUCTION AND DEMOLITION.

3. ALL CONTRACTORS SHALL PERFORM THE DEMOLITION WORK IN ACCORDANCE WITH THE CURRENT VERSION OF ANSI/ASSE A10 - THE AMERICAN NATIONAL STANDARDS FOR SAFETY IN CONSTRUCTION AND DEMOLITION OPERATIONS.

4. THE CONTRACTOR SHALL SCHEDULE HIS/HER WORK TO INSURE MINIMUM DISTURBANCE TO THE REMAINDER OF OCCUPIED SPACE(S). THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF WORK AT THE PRE-CONSTRUCTION MEETING. ALL UTILITY SHUTDOWNS SHALL BE COORDINATED WITH THE OWNER AND PROPERTY MANAGER.

5. ALL DEMOLITION WORK SHALL BE COORDINATED BY THE GENERAL CONTRACTOR. TIMING OF ALL DEMOLITION WORK SHALL BE COORDINATED BY THE GENERAL CONTRACTOR. ALL CONTRACTORS SHALL COMPLY WITH ALL RULES AND REGULATIONS OF GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OVER DEMOLITION WORK.

6. CONTRACTORS SHALL PROVIDE TEMPORARY PARTITION DUST BARRIERS AT THE BUILDING INTERIOR IN ORDER TO MINIMIZE THE SPREAD OF DUST AND DEBRIS TO THE ADJOINING SPACE(S). THESE SHALL HAVE DRYWALL ON ONE SIDE, TAPED AND PAINTED.

7. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL.

8. CONTRACTOR TO REPLACE OR CORRECT ANY AND ALL EXISTING CONSTRUCTION TO REMAIN, TO MATCH THAT DAMAGED BY CONSTRUCTION AND/OR INSTALLATION PROCESS AT NO ADDITIONAL COST TO THE OWNER. AFTER THE CONTRACTOR REMOVES THE PARTITIONS AND CEILING SYSTEM THE CONTRACTOR MUST CONTACT BOTH THE ARCHITECT AND BUILDING ENGINEER PRIOR TO FURTHER DEMOLITION FOR ANY QUESTIONS/CLARIFICATION REGARDING SYSTEMS TO REMAIN.

9. SELECTIVELY REMOVE, RELOCATE AND/OR MODIFY EXISTING SPRINKLER SYSTEM AS REQUIRED TO MEET VILLAGE OF TINLEY PARK AND NFPA CODES AND ACCOMMODATE NEW REFLECTED CEILING PLAN. REFER TO FIRE PROTECTION DRAWINGS.

10. ALL ITEMS REMOVED AND NOT SCHEDULED TO BE REINSTALLED INCLUDING MILLWORK, HARDWARE, SHELVING, LIGHT FIXTURES, THERMOSTATS, ETC. ARE TO BE TURNED OVER TO THE OWNER. IF THE OWNER CHOOSES NOT TO KEEP ANY OF THESE ITEMS CONTRACTOR SHALL DISCARD.

TYPICAL FINISH NOTES

1. PREPARE ALL EXISTING WALLS AND FLOORS TO RECEIVE NEW FINISHES, AS REQUIRED BY THE MANUFACTURER OF THE NEW FINISHES.

2. FINISHED DOOR OPENING IN ALL NEW PARTITIONS SHALL BE SET TO ALLOW FULL TRIM EXPOSURES (4" MIN.) FROM ADJACENT PERPENDICULAR PARTITIONS, UNLESS NOTED OTHERWISE.

3. ALL FINISH CARPENTRY IS TO BE COMPLETED IN STRICT ACCORDANCE WITH A.W.I STANDARDS PREMIUM GRADE.

4. INTERIOR FINISHES: ALL INTERIOR FINISH MATERIAL SHALL COMPLY WITH THE REQUIREMENTS OF ALL APPLICABLE CODES, ORDINANCES AND REGULATORY AGENCIES.

A. ALL INTERIOR FINISHES SHALL BE RATED AS FOLLOWS:

1. ALL INTERIOR WALL & CEILING FINISH MATERIALS SHALL COMPLY WITH THE REQUIREMENTS OF 2009 INTERNATIONAL BUILDING CODE WITH VILLAGE OF TINLEY PARK AMENDMENTS, AND SHALL NOT BE LESS RESISTANT TO FLAME SPREAD THAN CLASS 2 FLAME SPREAD RATING 0 TO 25, SMOKE DEVELOPED 200 OR BETTER

2. ALL INTERIORS FLOOR COVERINGS SHALL COMPLY WITH THE 2009 INTERNATIONAL BUILDING CODE WITH VILLAGE OF TINLEY PARK AMENDMENT, CLASS B, INTERIOR FLOOR FINISH CRITICAL RADIANT FLUX BETWEEN 0.22 AND 0.44 WATTS/SQUARE CENTIMETER.

B. WALL AND/OR CEILING ASSEMBLIES THAT ARE IDENTIFIED WITH A FIRE RESISTIVE RATING SHALL BE CONSTRUCTED PER PRODUCTS MANUFACTURER'S SPECIFICATIONS AND THE REQUIREMENTS OF ALL APPLICABLE CURRENT CODES AND GOVERNING BODIES.

5. PAINTING AND DECORATING:

A. ALL SURFACES SHALL BE FREE OF DEFECTS, TAPED, FILLED AND SANDED SMOOTH TO RECEIVE INTERIOR FINISH AS SPECIFIED ON THE ROOM FINISH SCHEDULE. ALL PAINT AND WALL COVERING SHALL BE INSTALLED IN STRICT CONFORMANCE WITH THE MANUFACTURERS RECOMMENDATIONS. PATCH ANY CRACKS OR HOLES, SCRAPE LOOSE OR PEELING PAINT, FILL AND SAND SMOOTH, SKIM COAT ANY NECESSARY AREAS SO THAT THE WALLS ARE PERFECTLY SMOOTH PRIOR TO PRIMING

B. EXISTING PAINTED WALLS TO HAVE PATCHED AREAS FILLED, PRIMED, AND ONE FINISH COAT. NEW WORK TO HAVE A PRIMER COAT AND 2 FINISHED COATS. AREAS TO HAVE A SPECIALTY PAINTING SHOULD FOLLOW MANUFACTURERS SPECIFICATIONS.

C. TOUCH-UP EXISTING DOORS TO REMAIN WHICH HAVE DAMAGE WITH MATCHING STAIN AND REVARNISH.

6. FLOORS AND COVERINGS:

A. GENERAL CONTRACTORS SHALL VERIFY THAT ALL FLOORS ARE IN GOOD AND LEVEL CONDITION. ALL AREA FOUND NOT SO ARE TO BE FLASH PATCHED BY GENERAL CONTRACTORS.

B. FLOOR COVERINGS IN CLOSETS SHALL BE THE SAME AS THAT OF THE SPACE UNTO WHICH THE CLOSETS DOOR OPENS, UNLESS NOTED OTHERWISE.

C. WHERE TWO DISSIMILAR FLOORING MATERIALS MEET, GENERAL CONTRACTOR SHALL PROVIDE SUITABLE TRANSITION STRIPE UNLESS NOTED OTHERWISE.

D. PROVIDE AND INSTALL RESILIENT BASE SPECIFIED. INSTALLATION OF ALL WALL BASE SHALL BE IN STRICT ACCORDANCE WITH MANUFACTURERS RECOMMENDATION. WHERE BASE IS BEING PATCHED CONTRACTOR TO USE MINIMUM OF 6'-0" PIECES.

7. THE COLOR AND TEXTURE OF ALL NEW CONSTRUCTION SURFACES TO MATCH THAT OF EXISTING ADJACENT SURFACES UNLESS OTHERWISE INDICATED OR NOTED.

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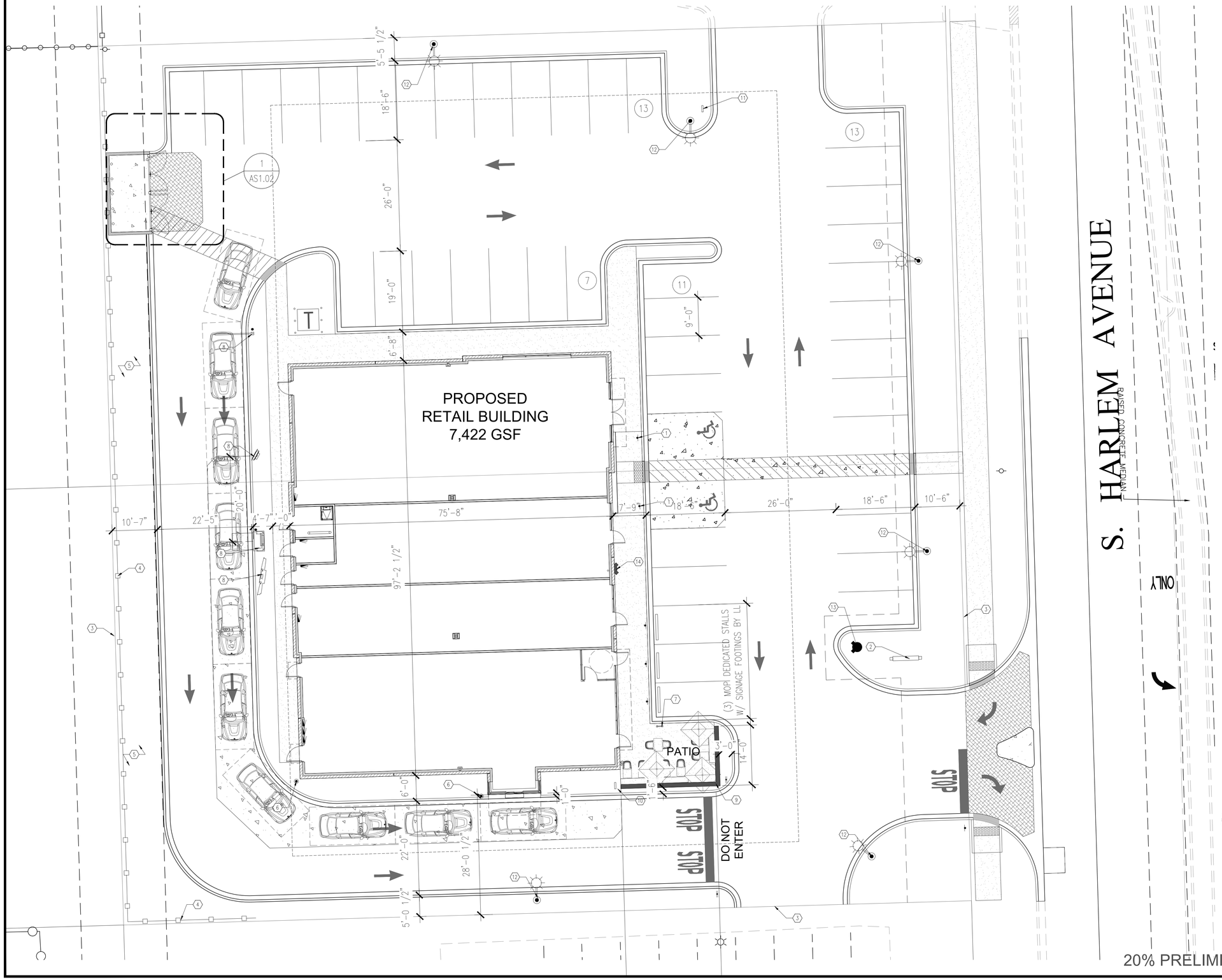
04/22/21	ISSUED PER CITY COMMENTS
03/18/21	ISSUED FOR CLIENT / CITY REVIEW

GENERAL NOTES

G0.02



NOTE: SITE PLAN SHOWN FOR REFERENCE ONLY. PLEASE REFER TO CIVIL DRAWINGS FOR FINAL DESIGN.

THE INTERIOR CONDITIONS SHOWN WITHIN THE BUILDING IS FOR REFERENCE ONLY AND IS NOT TO BE CONSIDERED THE APPROVED INTERIOR LAYOUT

KEY NOTES:

1. ADA PARKING, SIGN REFER TO CIVIL.
2. PROPOSED MONUMENT SIGN.
3. PROPERTY LINE.
4. FENCE REFER TO CIVIL.
5. PROVIDE DENSE LANDSCAPING ALONG THE ENTIRE LENGTH OF THE FENCE. SEE LANDSCAPING SHEETS.
6. PROTECTIVE BOLLARD.
7. BIKE RACK.
8. DRIVE THRU EQUIPMENT BY TENANT.
9. 12"W X 24" H CONCRETE KNEE WALL.
10. THANK YOU / EXIT SIGN BY TENANT.
11. DIRECTIONAL SIGNAGE BY TENANT.
12. LIGHT POLES.
13. NEW FIRE HYDRANT.
14. NEW FDC CONNECTION.

NORTH

1 SITE PLAN
SCALE: 3/32"-1'-0"
0 2 4 10' 20'

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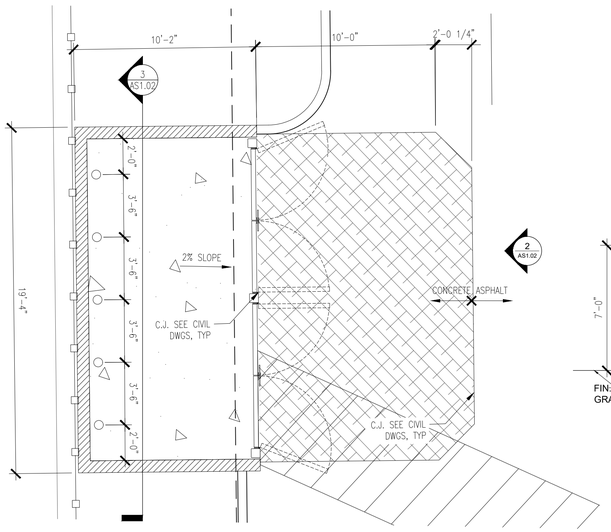
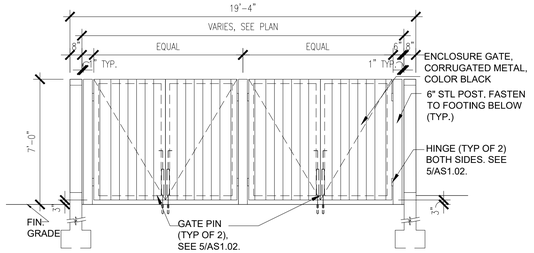
SITE PLAN

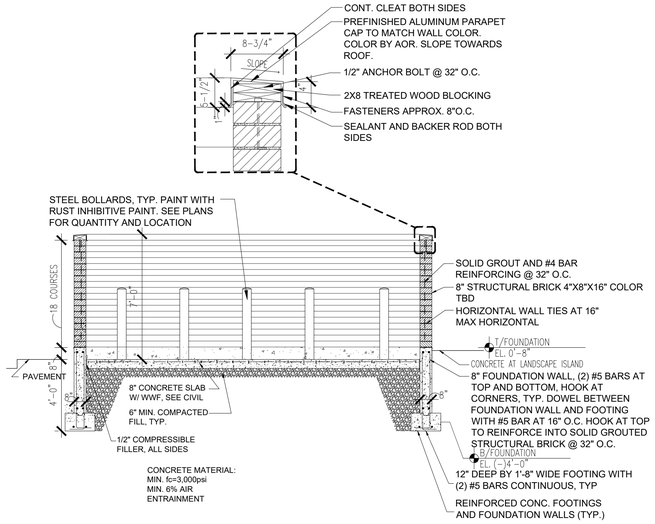
AS1.01



1 ENLARGED PLAN
SCALE: 1/4"=1'-0"



2 ELEVATION
SCALE: 1/4"=1'-0"



3 SECTION
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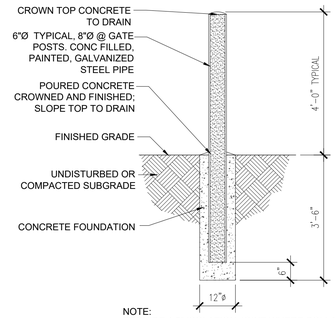
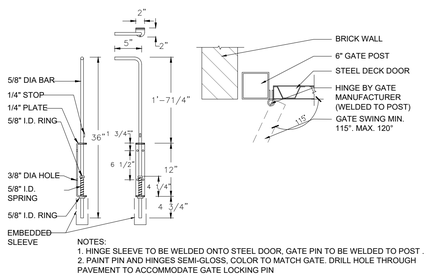


NOTE:
PROVIDE 1/2" ISOLATION JOINT WHERE BOLLARD FOUNDATION ABUTTS CONCRETE PAVING

4 TYPICAL BOLLARD DETAIL
SCALE: 1/2"=1'-0"



NOTES:
1. HINGE SLEEVE TO BE WELDED ONTO STEEL DOOR, GATE PIN TO BE WELDED TO POST .
2. PAINT PIN AND HINGES SEMI-GLOSS, COLOR TO MATCH GATE. DRILL HOLE THROUGH PAVEMENT TO ACCOMMODATE GATE LOCKING PIN

5 GATE PIN AND HINDGE DETAILS
SCALE: 3/4"=1'-0"

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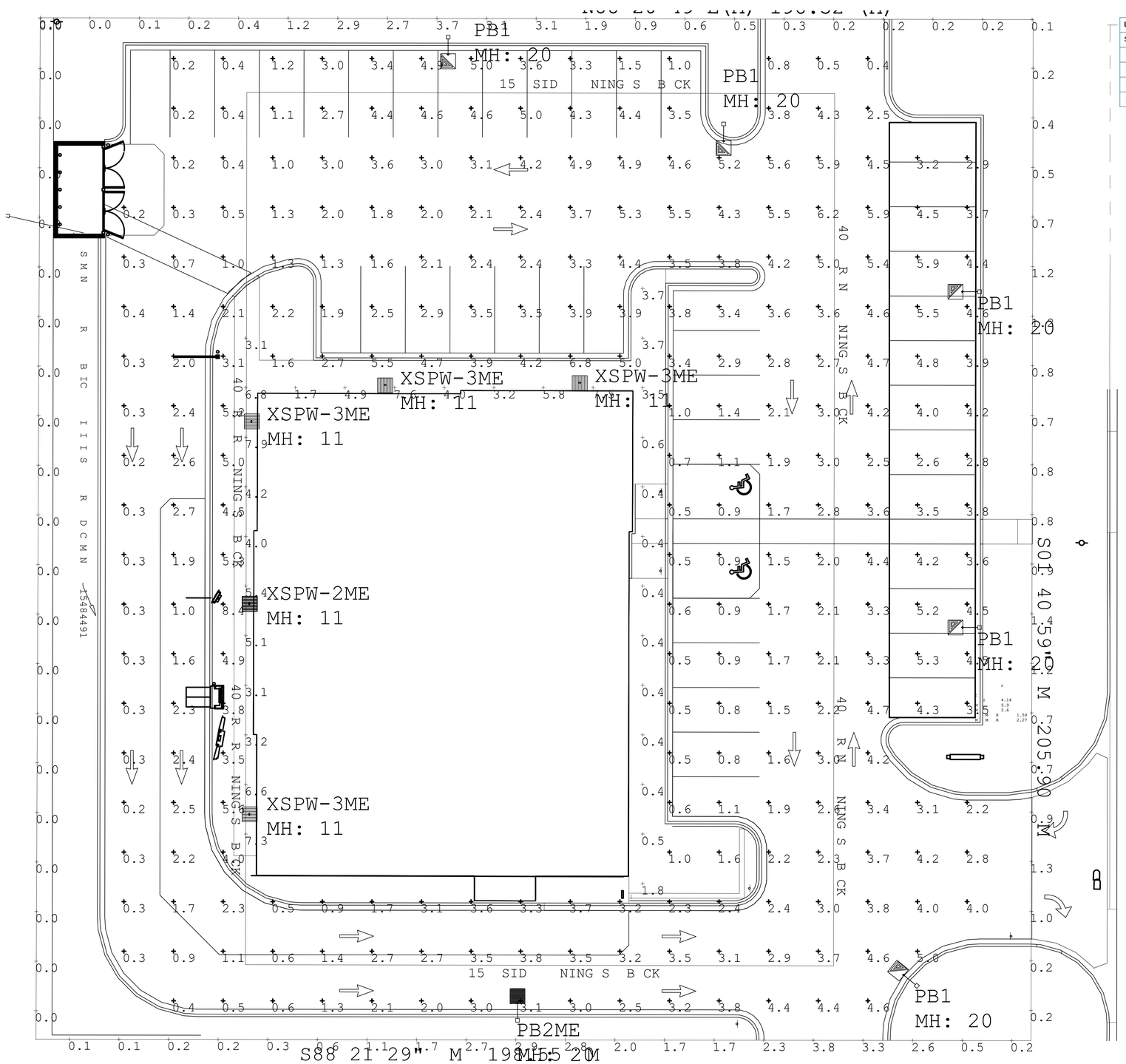
SITE PLAN DETAILS

AS1.02



Luminaire Schedule

Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	5	PB1	SINGLE	1.000	13032	130	OSQ-A-NM-4ME-K-40K-UL-BK w/OSQ-DABK + OSQ-BLSMF
	1	PB2ME	SINGLE	1.000	8779	86	OSQ-A-NM-2ME-B-40K-UL-BZ w/OSQ-B-AABZ + OSQ-BLSLF
	1	XSPW-2ME	SINGLE	1.000	4270	31	XSPW-B-WM-2ME-4L-40K-UL-BK
	4	XSPW-3ME	SINGLE	1.000	4270	31	XSPW-B-WM-3ME-4L-40K-UL-BK

Calculation Summary (Footcandles calculated using predicted lumen values @ Initial LLF)

Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Paved Area	Fc	2.79	8.4	0.2	13.95	42.00
Property Line	Fc	1.13	3.8	0.0	N.A.	N.A.
Sidewalk	Fc	3.48	7.9	0.4	8.70	19.75
West Property Line	Fc	0.00	0.0	0.0	N.A.	N.A.
Typical parking	Fc	4.14	5.9	2.6	1.59	2.27

Pole Schedule
(6) SSS-4-11-20-CW-BS-1D-C-BK (20' X 4" X 11ga STEEL SQUARE POLE)
Proposed poles meet 140 MPH sustained winds.

Additional Equipment:
(6) OSQ-DABK
(6) OSQ-BLSMF

NORTH

1 PHOTOMETRIC PLAN
SCALE: 3/32"-1'-0"
0 2' 4' 10' 20'

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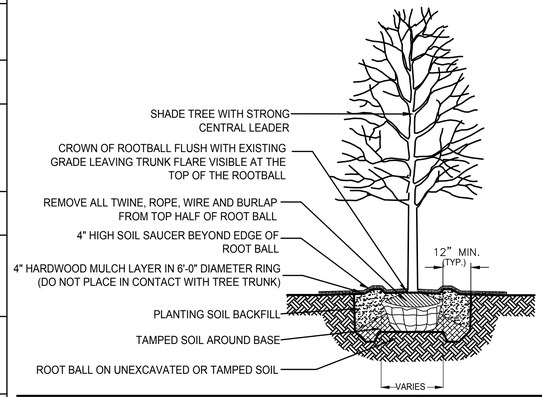
PHOTOMETRICS

AS1.03

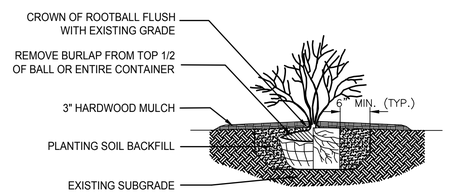
VILLAGE REQUIRED CALCULATIONS

DESCRIPTION	REQUIREMENT	AREA / LENGTH	PROPOSED
TOTAL SITE		40,873 SQ. FT.	
TOTAL BUILDING		7,420 SQ. FT.	
TOTAL PARKING	SQUARE FOOTAGE OF PARKING AREA / VEHICLE USE AREA	21,945 SQ. FT.	
PARKING LANDSCAPE	SQUARE FOOTAGE AND PERCENTAGE OF INTERIOR PARKING LOT LANDSCAPE AREA EXPRESSED AS A RATIO TO TOTAL PARKING LOT AREA	5,568 SQ. FT.	5568/21945 = 25.37%
PARKING LOT TREES	NUMBER OF TREES PROVIDED FOR PARKING LOT INTERIOR	3 TREES	2 SHADE TREES
BUFFER AREAS	PLANT QUANTITIES PROVIDED FOR BUFFER STRIPS AND MEDIANS	NORTH=199 L.F.	35 DECIDUOUS SHRUBS 5 PERENNIALS
		WEST=206 L.F.	8' HT. WALL - 160 L.F. 4 CANOPY TREES 19 EVERGREEN TREES 27 DECIDUOUS SHRUBS 52 PERENNIALS
		SOUTH=197 L.F.	36 DECIDUOUS SHRUBS 15 PERENNIALS
		EAST=206 L.F.	3 SHADE TREES 20 DECIDUOUS SHRUBS 12 EVERGREEN SHRUBS 9 ORNAMENTAL GRASSES 27 PERENNIALS
INTERIOR OPEN SPACE	SQUARE FOOTAGE OF INTERIOR OPEN SPACE	7,707 S.F.	
INTERIOR TREES	NUMBER OF TREES ON INTERIOR OPEN SPACES 1 TREE/10,000 SF	4 TREES	11 NEW SHADE TREES



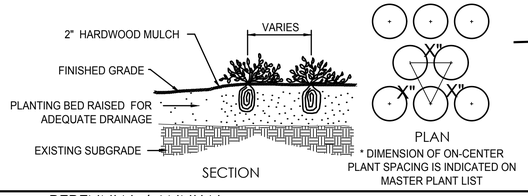
2 SHADE TREE PLANTING DETAIL

NOT TO SCALE



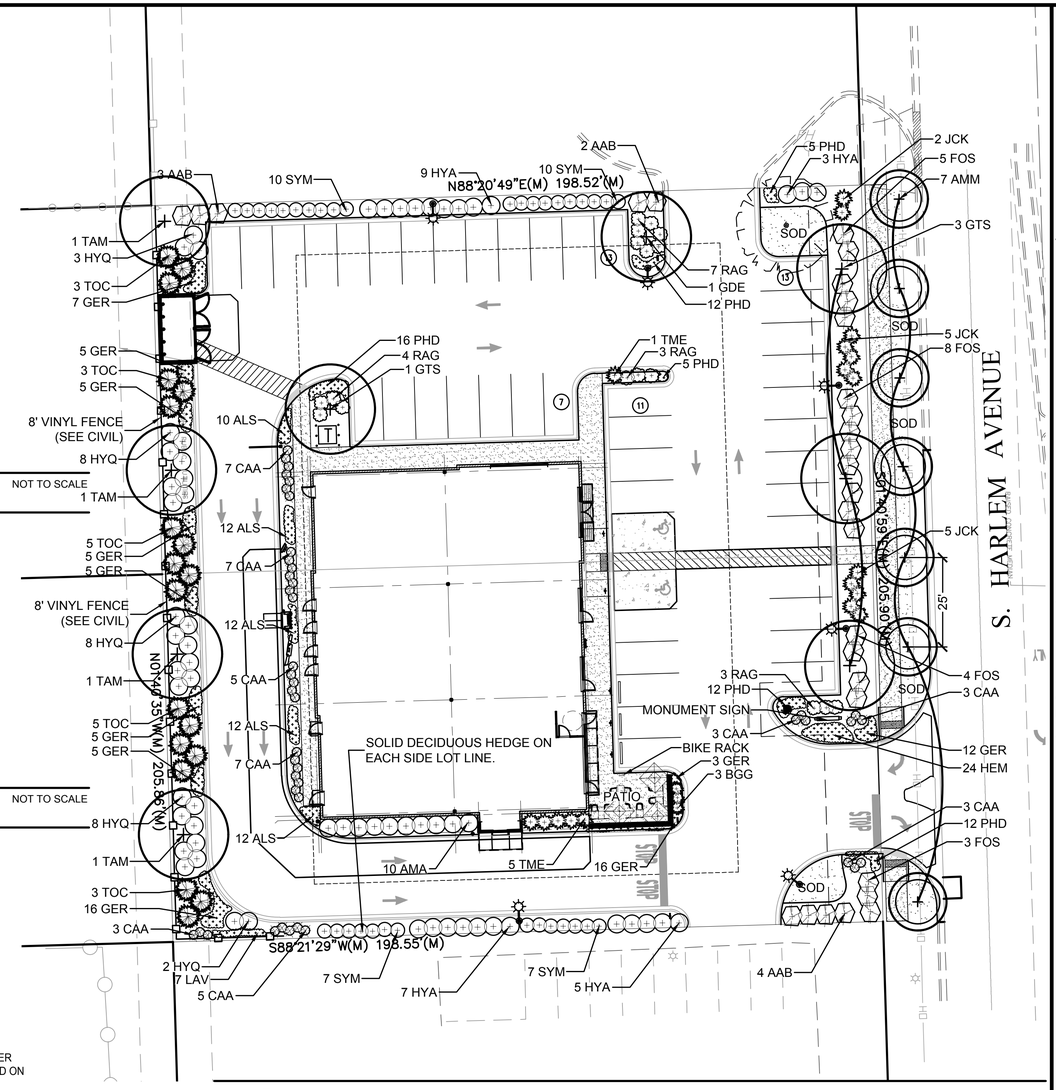
3 SHRUB PLANTING DETAIL

NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL

NOT TO SCALE



1 LANDSCAPE PLAN

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
ACR	3.0" CAL.	7	ACER RUBRUM 'BRANDYWINE'	BRANDYWINE RED MAPLE	B&B
GDE	3.0" CAL.	1	GYMNOCLADUS DIOIC. 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	B&B,MALE
GTS	3.0" CAL.	4	GLEDITSIA TRI. 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B&B
TAM	3.0" CAL.	4	TILIA AMERICANA 'MCKSENTRY'	AMERICAN SENTRY LINDEN	B&B
EVERGREEN TREES					
TOC	8' HT.	19	THUJA OCCIDENTALIS 'NIGRA'	DARK GREEN ARBORVITAE	B&B
DECIDUOUS SHRUBS					
AAB	36" HT.	9	ARONIA ARBUT. 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	B&B
AMA	30" HT.	10	ARONIA MELANO. 'ELATA'	ELATA CHOKEBERRY	B&B
FOS	36" HT.	20	FORSYTHIA X INTERMED. 'SUNRISE'	SUNRISE FORSYTHIA	B&B
HYA	30" HT.	24	HYDRANGEA ARBOR. 'ANNABELLE'	ANNABELLE HYDRANGEA	B&B
HYQ	36" HT.	29	HYDRANGEA QUERCIFOLIA 'ALICE'	ALICE OAKLEAF HYDRANGEA	B&B
RAG	24" W.	18	RHUS AROMATICA 'GRO-LOW'	GRO-LOW SUMAC	B&B
SYM	30" HT.	34	SYRINGA PATULA 'MISS KIM'	MISS KIM KOREAN LILAC	B&B
EVERGREEN SHRUBS					
BGG	24" W.	3	BUXUS 'GREEN GEM'	GREEN GEM BOXWOOD	B&B
JCK	30" HT.	12	JUNIP. CHIN. 'KALLAY'S COMPACTA'	KALLAY COMPACT JUNIPER	B&B
TME	30" W.	5	TAXUS X MEDIA 'EVERLOW'	EVERLOW DENSE YEW	B&B
ORNAMENTAL GRASSES					
CAA	#3 CONT.	43	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
GROUNDCOVER / PERENNIALS					
ALS	#1 CONT.	58	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD OINION	18" O.C.
GER	#1 CONT.	83	GERANIUM 'ROZANNE'	ROZANNE GERANIUM	18" O.C.
HEM	#1 CONT.	24	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	15" O.C.
LAV	#1 CONT.	7	LAVENDULA 'MUNSTEAD STRAIN'	MUNSTEAD ENGLISH LAVENDAR	24" O.C.
PHD	#1 CONT.	62	PHLOX DIVARICATA	BLUE PHLOX	15" O.C.
SOD	SQ. YD.	192	SODDED LAWN		

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- PROPOSED LOW MATURE HEIGHT TREE FOR OVERHEAD LINES
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL PLANTING
- SODDED LAWN

N SHEET SCALE 1"=20'
0' 10' 20' 40' 60'

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LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001030
STATE OF ILLINOIS

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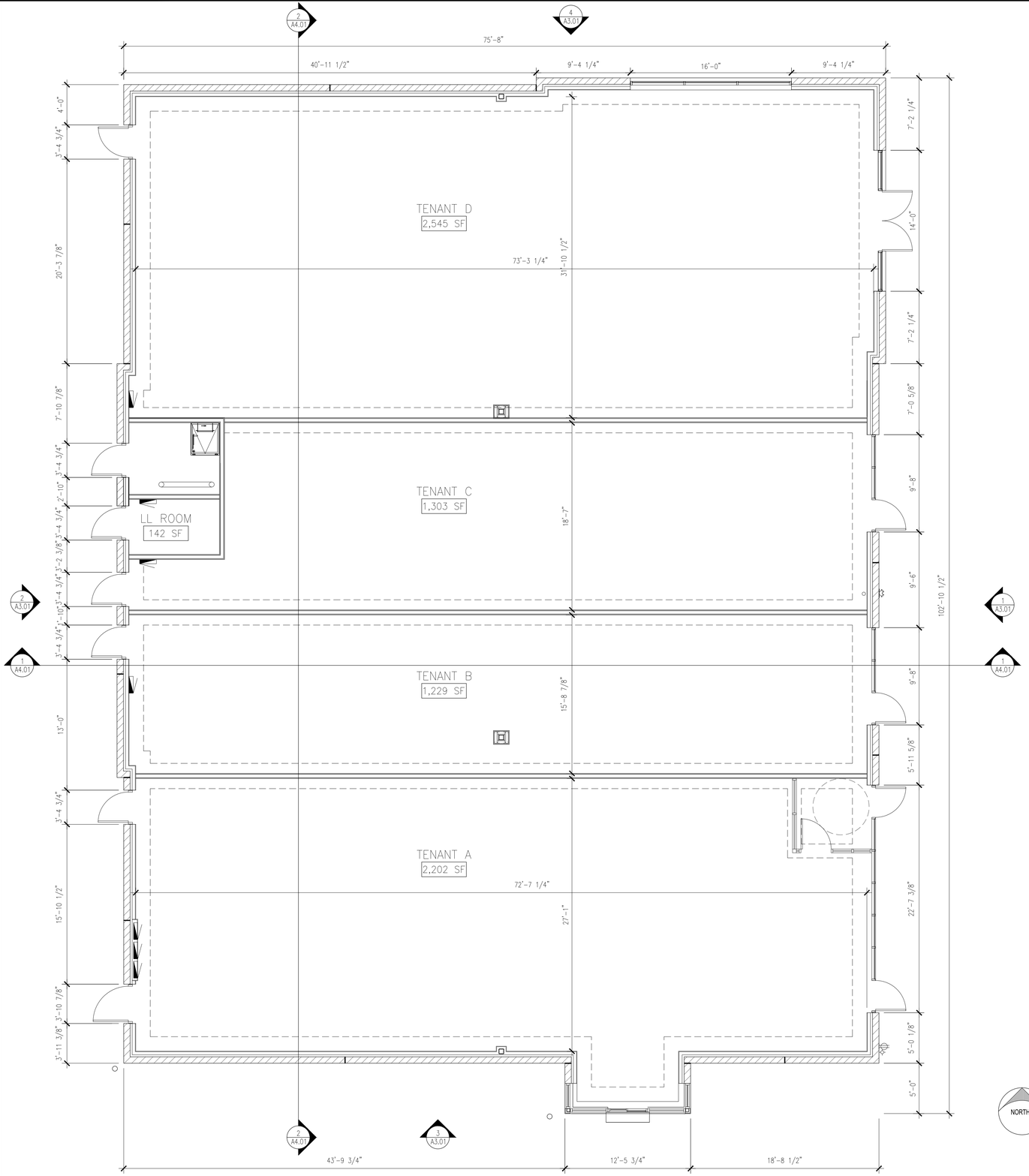
LANDSCAPE PLAN

L-1



NORTH

1 FLOOR PLAN
SCALE: 3/16"=1'-0"

0 1' 2' 4' 8'

GENERAL NOTES

1. ALL EXTERIOR WALL DIMENSIONS ON THE PLANS UNLESS OTHERWISE NOTED TO OUTSIDE FACE OF SIP PANEL.
2. PROVIDE ACCESSIBLE THRESHOLD AT EACH EXTERIOR DOOR-SEE DOOR SCHEDULE
3. PRIME INTERIOR WALLS, COLUMNS AND DOOR FRAMES
4. SEE STRUCTURAL FOR CONTROL AND ISOLATION JOINTS AT CONCRETE SLAB AND AROUND COLUMNS
5. CONTACT OWNER REGARDING HOW THEY WANT TO REKEY THE LOCK FOR THE MAIN ENTRY VS THE SERVICE DOOR, SPRINKLER ROOM TO HAVE ELECTRONIC KEY PAD KEY LOCK.
6. ARABIC NUMERALS AT LEAST FOUR INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCHES SHOWING THE ADDRESS OF THE BUILDING SHALL CONTRAST WITH THE BACKGROUND, SHALL BE CONSTRUCTED OF DURABLE MATERIALS, BE PERMANENTLY INSTALLED AND BE READILY VISIBLE. SCRIPT OR WRITTEN NUMBERS ARE NOT PERMITTED. ADDITIONAL NUMBERS SHALL ALSO BE PLACED ON THE SIDE OF THE BUILDINGS STREET ADDRESS.
   AT SERVICE DOORS USED AS EXIT/ACCESS FOR FIRE FIGHTING, ARABIC NUMERALS A MINIMUM OF FOUR INCHES IN HEIGHT WITH A MINIMUM STROKE OF 0.5 INCH SHALL BE APPLIED TO THE ADDITIONAL DOOR TO INDICATE THE ADDRESS. THE ADDRESS SHALL BE VISIBLE FROM THE PARKING LOT OR FIRE APPARATUS ACCESS.
7. THIS IS A SPRINKLERED BUILDING PER REQUIREMENT OF VILLAGE OF TINLEY PARK IL SEE FP DRAWINGS FOR LAYOUT.
8. PROVIDE A KNOX BOX TO ENABLE THE FIRE DISTRICT TO HAVE ACCESS TO THE BUILDING AND THE BUILDING'S FIRE PROTECTION FEATURES. FINAL LOCATION TBD.
9. G.C. TO PROVIDE PORTABLE FIRE EXTINGUISHERS WITHIN THE BUILDING. THE TYPE, SIZE, AND SPACING MUST MATCH THE SPECIFIC HAZARD THEY ARE TO PROTECT. CONTACT THE FIRE DISTRICT FOR APPROVAL OF THE TYPES AND LOCATIONS OF PORTABLE FIRE EXTINGUISHERS TO BE USED PRIOR TO FINAL OCCUPANCY.

WALL LEGEND

- NEW MTL. STUD WALL
- MASONRY WALL
- X — WINDOW TYPE
- X — PROPOSED WORK NOTE
- X — WALL TYPE

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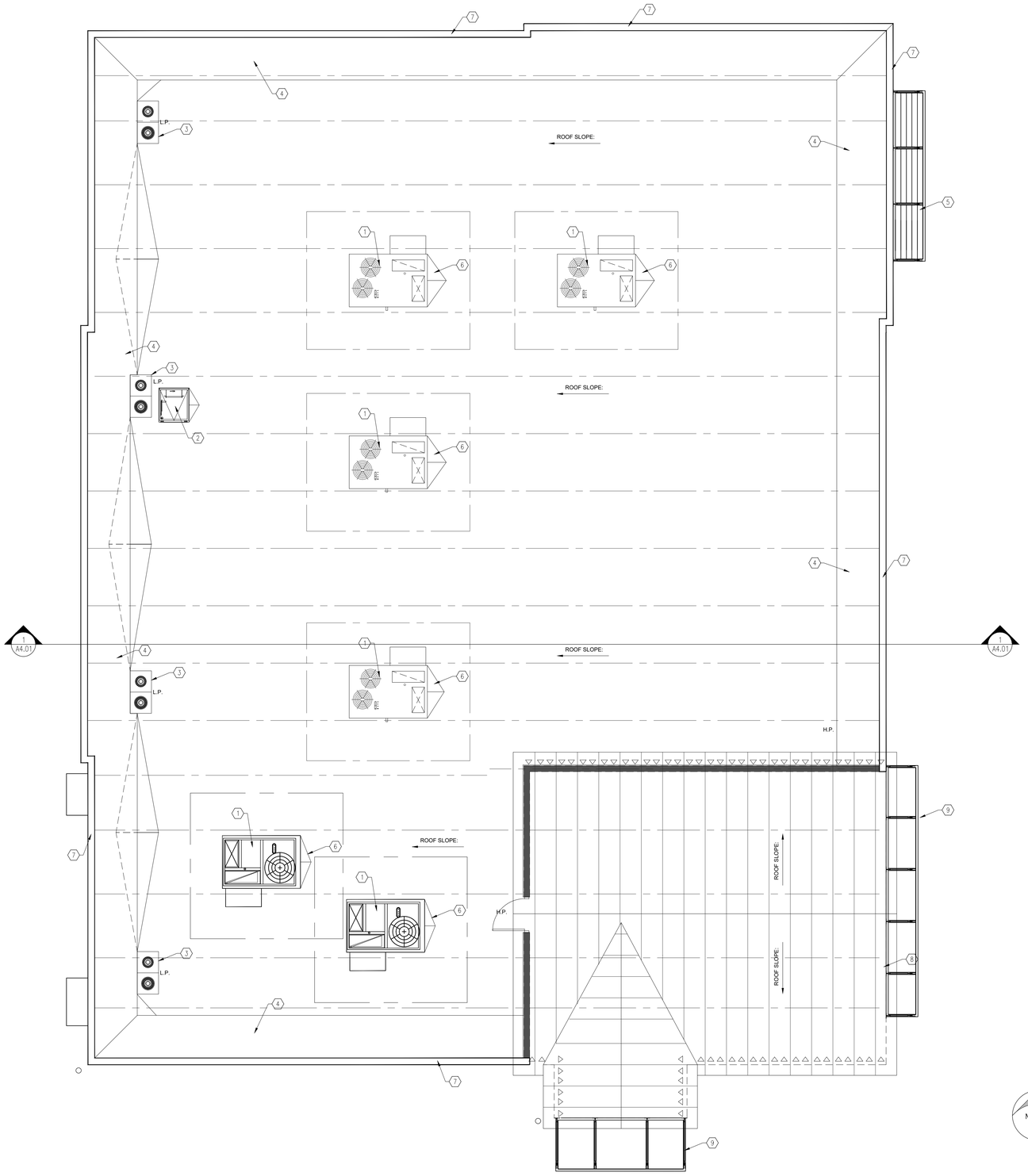
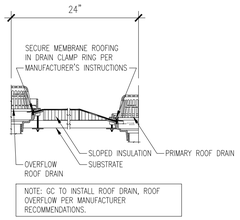
FLOOR PLAN

A1.01





2 ROOF DRAIN / OVERFLOW DETAIL

SCALE: 3/4"=1'-0"

0 4" 8" 16" 32"

KEYED NOTES

1. ROOF TOP EQUIPMENT.
2. ROOF ACCESS HATCH.
3. NEW PRIMARY ROOF DRAIN WITH OVERFLOW ROOF DRAIN REFER 2/A1.02.
4. PARAPET WALL KICKERS TYP.
5. PREMANUFACTURED OPEN METAL CANOPY REFER TO ELEVATIONS.
6. TAPERED CRICKETS AT RTU UNITS. TYP.
7. PREFINISHED METAL CAP, REFER TO ELEVATIONS.
8. STANDING SEAM SLOPED METAL ROOF.
9. CLOSED METAL CANOPY, REFER TO ELEVATIONS.

SYMBOLS KEY

R.D.	ROOF DRAIN, SEE 4/A1.02
	ROOF SLOPE
	SLOPED CRICKET

H.P. - HIGH POINT
L.P. - LOW POINT

1. INSTALL NEW SINGLE MEMBRANE ROOF AT BUILDING TO CONSIST OF THE FOLLOWING:
   –60 MIL. MECHANICALLY ATTACHED
   –SINGLE–PLY TPO ROOFING MEMBRANE BY FIRESTONE OR APPROVED EQUAL IN WHITE
   –TPO ROOF LAYER MUST PROVIDE A MIN 10 YEAR WITH BONDED WARRANTY, AND BE INSTALLED PER MFGR RECOMMENDATIONS. VERIFY WITH MFGR IF COVERBOARD IS REQUIRED FOR ROOF WARRANTY.
2. FLASHING & ROOF DETAILS – ROOF MANUFACTURERS HAVE DIFFERENT DETAILS FOR INSTALLATION OF THEIR ROOF SYSTEMS, FLASHING CONDITIONS, ETC., THE DETAILS SHOWN ON THE DRAWINGS ARE TO BE CONSIDERED BASIS OF THE DESIGN. ITEMS SUCH AS PARAPET FLASHING, CANTS, BLOCKING, ROOF PENETRATIONS AND EXPANSION JOINTS ARE TO BE INSTALLED PER MANUFACTURERS DETAILS. THE GC IS TO SUBMIT THE MANUFACTURERS STANDARD ROOF DETAILS PRIOR TO THE BEGINNING OF THE WORK.
3. REFER TO MECHANICAL AND ELECTRICAL DRAWINGS FOR ADDITIONAL ITEMS ON OR THROUGH ROOF.
4. CLEAN ROOF OF ALL CONSTRUCTION DEBRIS AT PROJECT COMPLETION.
5. HIGH POINT = H.P., LOW POINT = L.P.
6. THE ROOF JOISTS AND STEEL ARE SLOPED @ 1/4" PER FT, SEE STRUCTURAL DRAWINGS.
7. SEE MEP ROOF PLANS FOR LOCATIONS OF STACKS, EXHAUST FANS, ROOF PENETRATIONS ETC.
8. SET PIPING TO THE RTUS ON A ROOF MFGR APPROVED BASE BLOCKING AT 24" O.C. MAX.
9. PREMOLDED ROOF CANT TO BE INSTALLED PER MANUFACTURER.
10. CONTRACTOR RESPONSIBLE FOR VENT/SOIL STACK PENETRATIONS THRU ROOF COORDINATE LOCATIONS WITH INTERIOR BUILDING DRAWINGS, SEE 2/A1.02
11. SEE MECHANICAL DRAWING FOR ROUTING OF GAS LINES TO RTUS AND THEIR SUPPORTS
12. COORDINATE EXACT LOCATION OF RTU'S WITH STRUCTURAL DRAWINGS FOR JOIST REINFORCEMENT
13. EXISTING ROUTE OF THE ROOF DRAIN PIPES TO BE FIELD VERIFY

NORTH

1 FLOOR PLAN

SCALE: 3/16"=1'-0"

0 1 2 4' 8'

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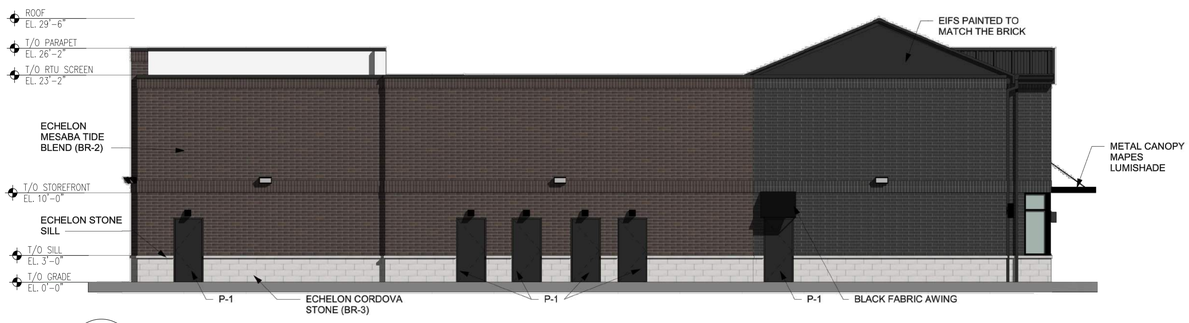
ROOF PLAN

A1.02

1 EAST ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

5 PERSPECTIVE VIEW
SCALE: N.T.S
0 2' 4' 8' 16'

6 PERSPECTIVE VIEW
SCALE: N.T.S
0 2' 4' 8' 16'



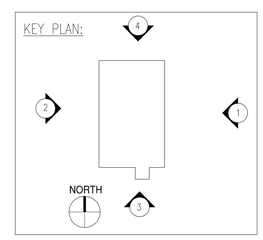
2 WEST ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

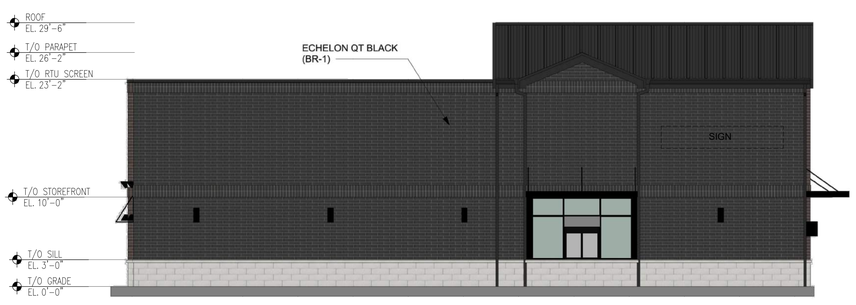
MATERIAL SCHEDULE				
LEGEND	MATERIAL	MANUFACTURER	COLOR/DESCRIPTION	FINISH/STYLE
BR-1	BRICK	ECHELON	QT BLACK	RUNNING BOND,
BR-2	BRICK	ECHELON	MESABA TIDE BLEND	RUNNING BOND,
BR-3	STONE	ECHELON	CORDOVA STONE	RUNNING BOND,
MC-1	METAL COPING		TO MATCH RAL#7021 MATTE MT0028 - FLAT BLACK	PRE-FINISHED
SF-1	ALUMINUM STOREFRONT SYSTEM	TBD	BLACK ANODIZED	ANODIZED
P-1	PAINT	SHERWIN WILLIAMS	SEAL SKIN SW 7675	
	METAL CANOPY	MAPES	SEE ELEVATIONS	

SIGNAGE				
TENANT	NUMBER OF WALL SIGNS	TENANT FRONTAGE	MAXIMUM ALLOWABLE SIGN FACE AREA	PROPOSED SIGN FACE AREA
TENANT A	1	28'-6"	28.5 SF	EAST ELEV. 50 SF SOUTH ELEV. 34 SF
TENANT B	1	16'-3"	16.3 SF	32 SF
TENANT C	1	19'-1"	19.1 SF	32 SF
TENANT D	1	34'-0"	34.0 SF	EAST ELEV. 50 SF NORTH ELEV. 34 SF

DIMENSIONAL REGULATIONS FOR WALL SIGNS B-1, B-2, B-3 & B-4 ZONING DISTRICTS				
Tenant's GFA	# of Wall Signs	Maximum Allowable Sign Face Area	Maximum Letter Height	Maximum Sign Height
Up to 10,000 SF	One (1) per tenant frontage	One (1) SF per one (1) LF of building/tenant frontage not to exceed 120 SF per sign	30" (2.5')	78" (6.5')

NOTE:
SIGNAGE UNDER SEPARATE PERMIT





3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

4 NORTH ELEVATION
SCALE: 1/8"=1'-0"
0 2' 4' 8' 16'

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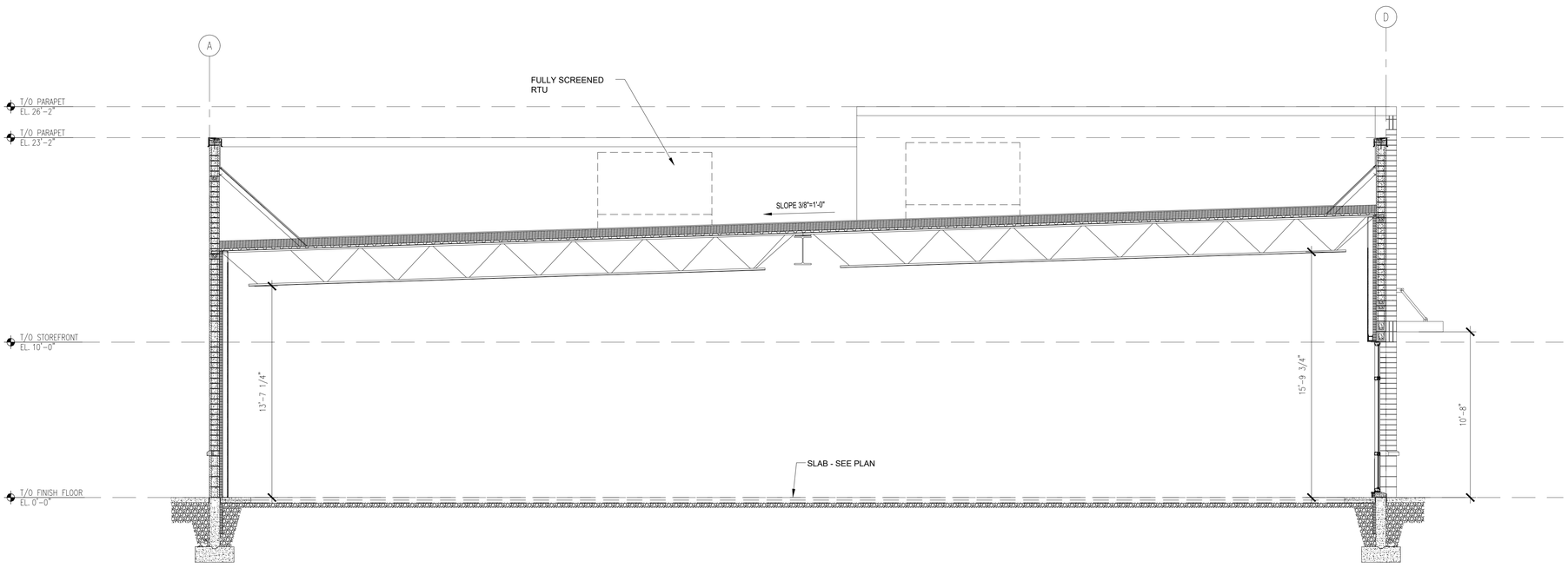
EXTERIOR COLOR ELEVATIONS

A3.01



1 BUILDING SECTION

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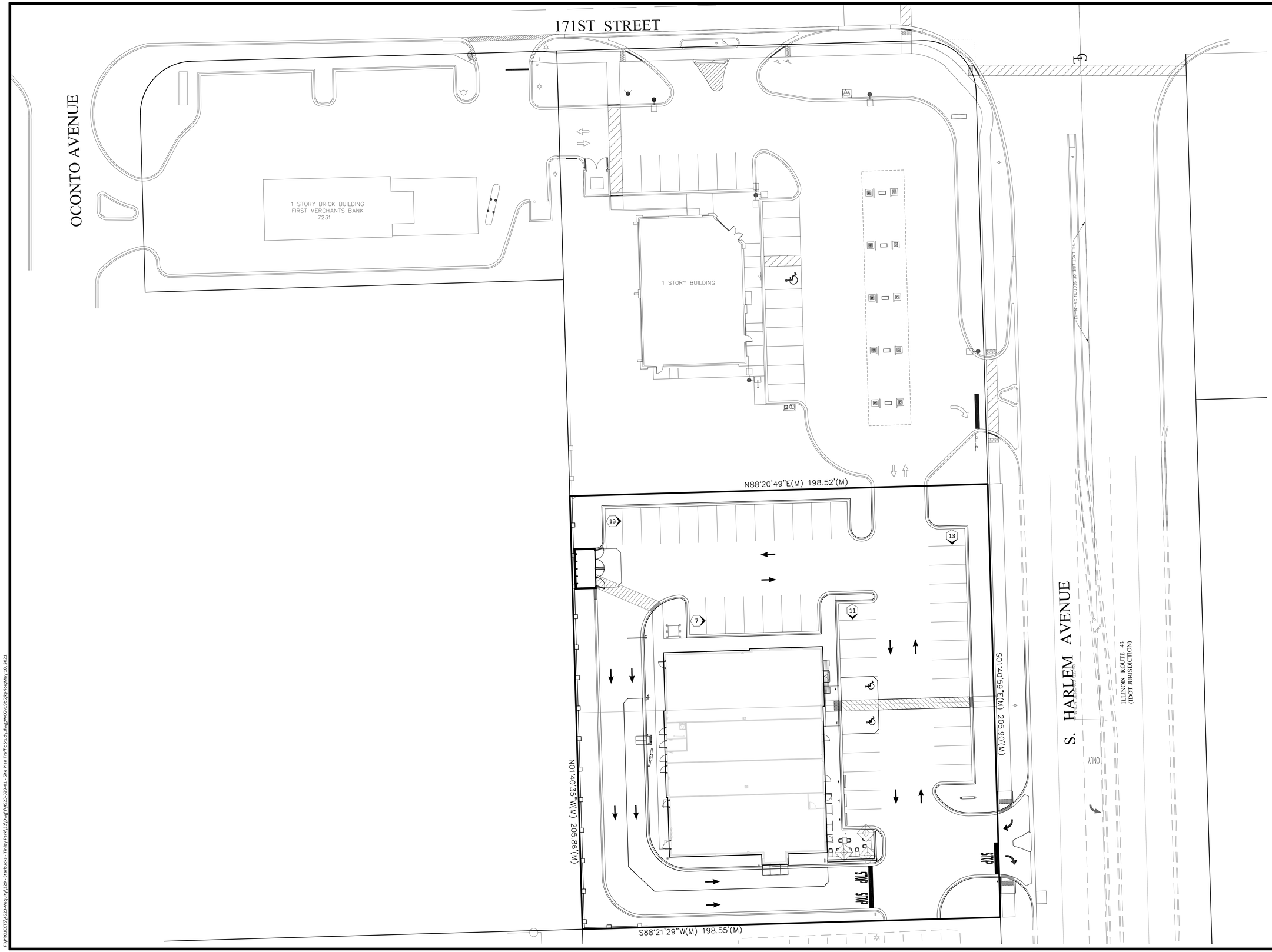
BUILDING SECTION

A4.01



MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

ACCESS POINT EXHIBIT

NO.	DATE	REVISION DESCRIPTION	BY
1	05/18/2021	UPDATE TO 7-ELEVEN DRIVEWAY	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 05/17/2021
PR#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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SHEET #:
1 OF 1

F:\PROJECTS\4523-Vecurity\329 - Starbucks - Tinley Park\32\Dwg\4523-329-01 - Site Plan Traffic Study.dwg;WCGv19b5;gprice;May 18, 2021

171ST STREET

OCONTO AVENUE

1 STORY BRICK BUILDING
FIRST MERCHANTS BANK
7231

1 STORY BUILDING

N88°20'49"E(M) 198.52'(M)

S01°40'59"E(M) 205.90'(M)

N01°40'35"W(M) 205.86'(M)

S88°21'29"W(M) 198.55'(M)

S. HARLEM AVENUE

ILLINOIS ROUTE 43
(IDOT JURISDICTION)

ONLY

THE EAST LINE OF SECTION 25-36-12

SCALE: 1" = 20'

0 10' 20' 40'

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

VEHICLE MOVEMENT EXHIBIT

NO.	DATE	REVISION DESCRIPTION	BY
1	05/18/2021	UPDATE TO 7-ELEVEN DRIVEWAY	KMP

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 05/17/2021
PR#: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
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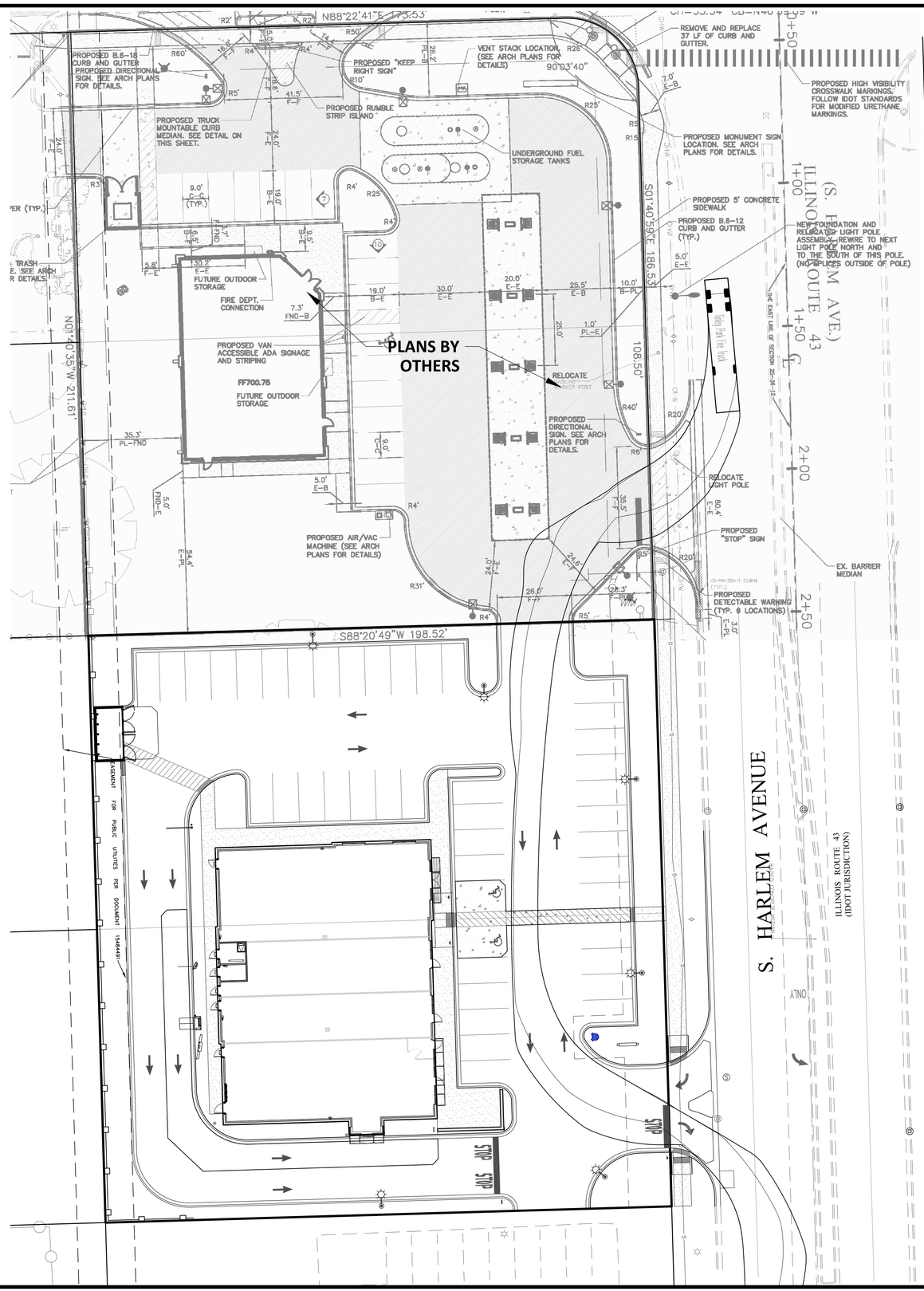
SHEET #:
1 OF 1

SE
PRELIMINARY
APPROVAL

F:\PROJECTS\4523-Vecurity\329 - Starbucks - Tinley Park\32\Dwg's\4523-329-01 - Site Plan Traffic Study.dwg;WCGv19h5;kprice;May 18, 2021



Tinley Park Fire Department

Tower 48 Specification Sheet

Dimensions:		Estimated Axle Loads:	
Height:	12 ft. 6 in.	Front Axle:	36367 lbs.
Length:	46 ft. 9 in.	Rear Axle:	40201 lbs.
Width:	9 ft.	Total:	76568 lbs.
Calculated Turning Radii:		**Parameters:**	
Inside Turn:	20ft. 7 in.	Inside Cramp Angle:	45 degrees
Curb to curb:	37 ft. 3 in.	Additional Bumper Depth	26 in.
Wall to wall:	42 ft. 9 in.	Front Overhang:	104 in.
Angle of Repose	8 percent	Wheelbase	262.5 in.

- Outriggers fully extended are 18'6" plate to plate.
- Where ladder truck access is required, 20' is the minimum dedicated ladder truck access width.
- A width of 30' may be required where it is determined that additional apparatus or pedestrian access width could be necessary.

Revised 6/19

MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK
17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

FIRE TRUCK PLAN

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED BY: GER ARB
REVIEWED BY: XXX
DATE: XX/XX/XXXX
PR#: XXXX-XXX

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1316 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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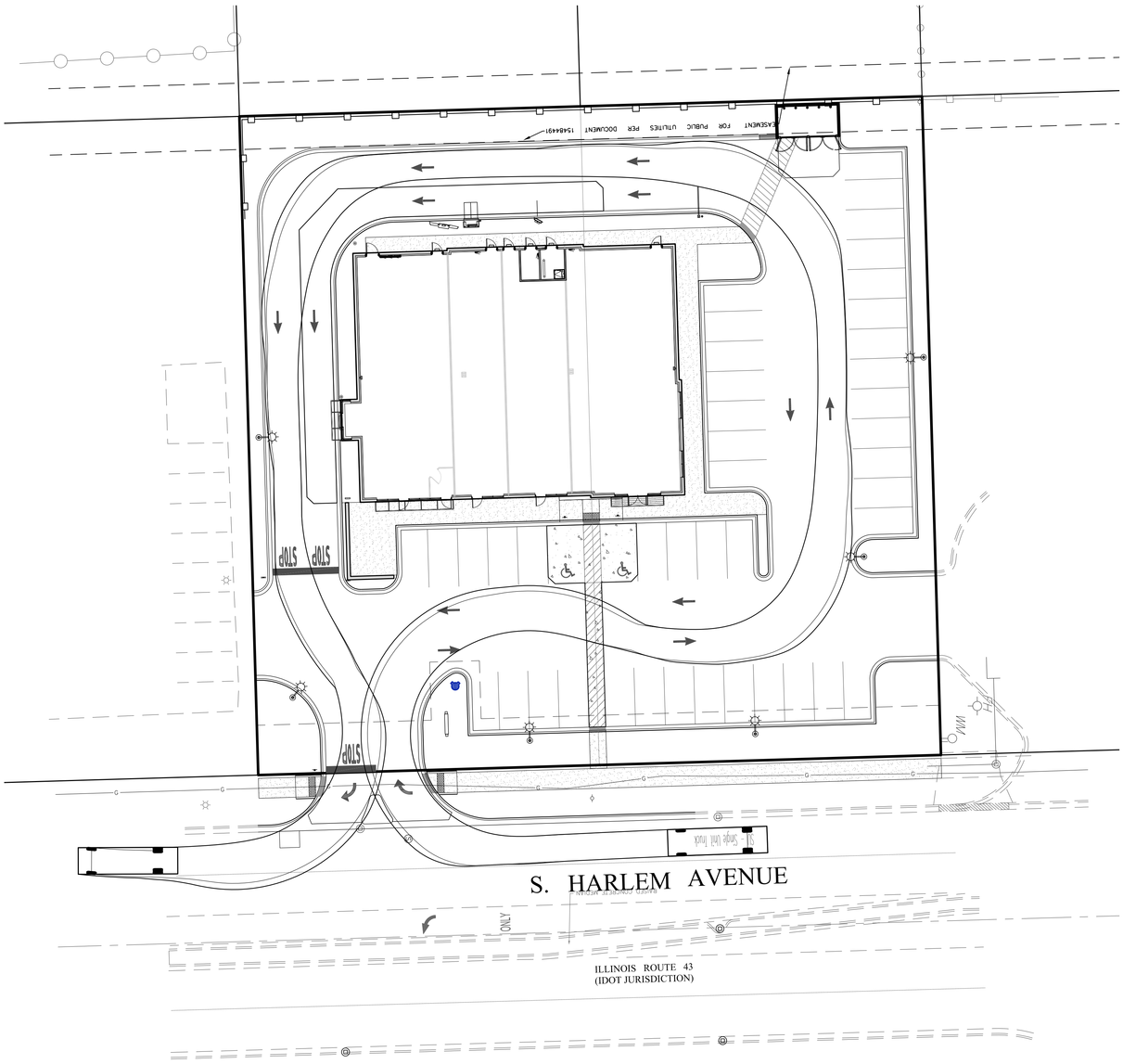
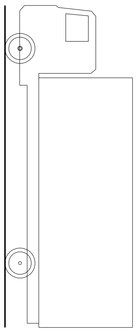
SHEET #: 1 OF 1

SCALE: 1" = 20'
0 10' 20' 40'

F:\PROJECTS\4523-Vequity\329 - Starbucks - Tinley Park\32\Dwg's\4523-329-01.dwg;WCGv19b5;kprice;April 22, 2021

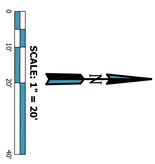
F:\PROJECTS\4523-Vequity\329 - Starbucks - Tinley Park\32\Dwg's\4523-329-01.dwg;WCGv19b5;kprice;April 22, 2021





SU - Single Unit Truck

Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	42.000ft



MUNICIPAL/AGENCY APPROVAL STAMP

Weaver Consultants Group

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED BY: GER ARB
REVIEWED BY: XXX
DATE: XX/XX/XXXX
PAP: XXXX-XXX

RETAIL - TINLEY PARK

17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

DELIVERY TRUCK PLAN

17118 S. HARLEM
TINLEY PARK LLC

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1215 BOND STREET, SUITE 100
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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SHEET #:
1 OF 1

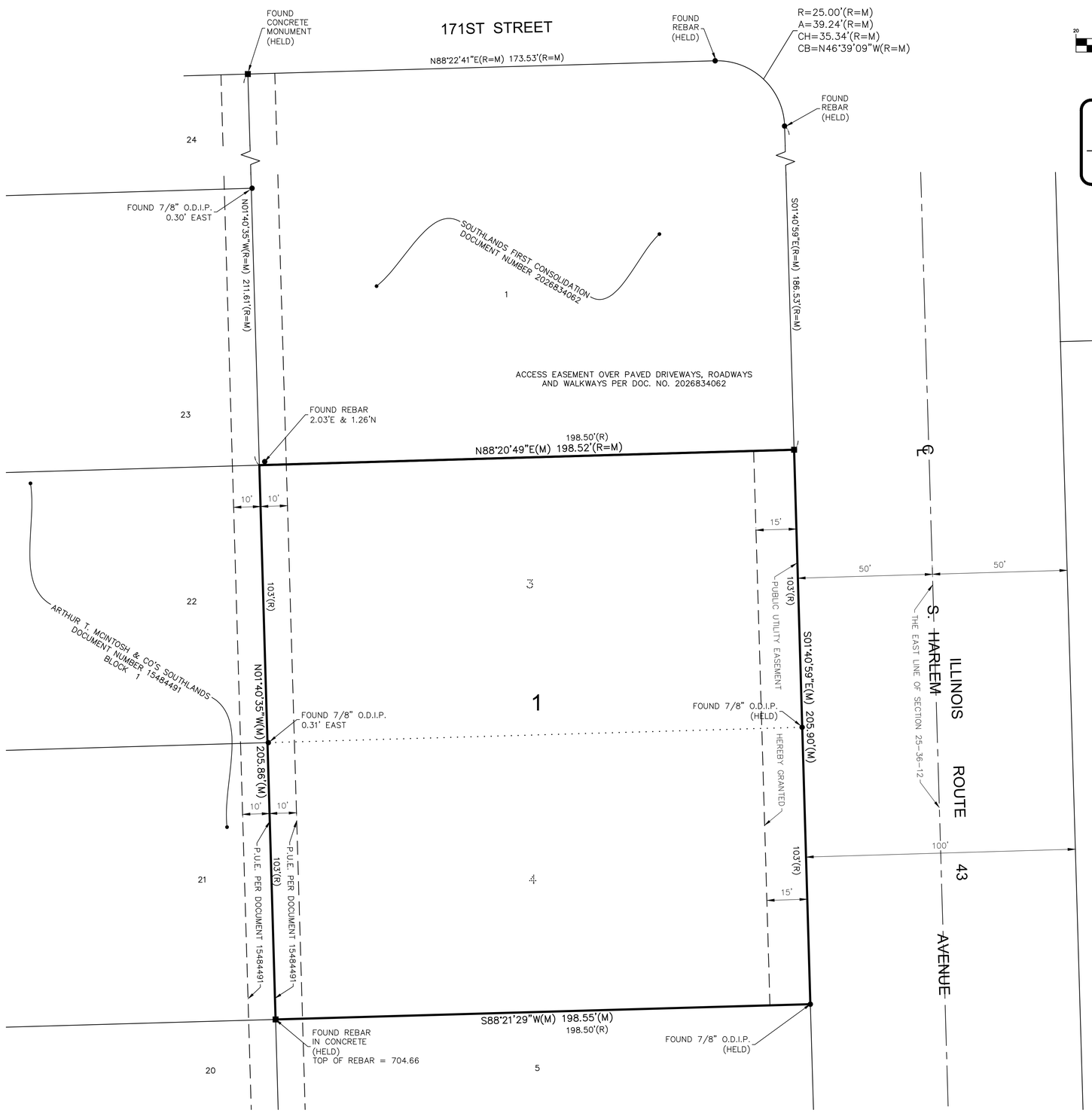
FINAL PLAT OF SUBDIVISION
SOUTHLANDS SECOND CONSOLIDATION

IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

P.I.N. 27-25-403-015-0000 LOT 3
P.I.N. 27-25-403-016-0000 LOT 4

ADDRESS: 17120-17126 HARLEM AVENUE
TINLEY PARK, ILLINOIS

VICINITY MAP
NO SCALE



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

AREA SUMMARY

GROSS	40,875 SQUARE FEET OR	0.938 ACRES
R.O.W. DEDICATION	0 SQUARE FEET OR	0 ACRES
NET AREA	40,875 SQUARE FEET OR	0.938 ACRES

(TO HEAVY LINES)
(BASED ON MEASURED VALUES)

NOTES:

1. A BLANKET ACCESS EASEMENT IS HEREBY GRANTED OVER ALL PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS AS PRESENTLY OR HEREAFTER CONSTRUCTED ON LOT 1.
2. SEE DECLARATION OF RECIPROCAL EASEMENTS RECORDED MAY 29, 2020 AS DOCUMENT NUMBER 2015015003 FOR ACCESS, INGRESS AND EGRESS EASEMENT OVER LOT 1 AS PLATTED HEREON AND OVER LOT 1 IN SOUTHLANDS FIRST CONSOLIDATION (FORMERLY LOTS 1 AND 2 IN BLOCK 1 OF ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS) OVER PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS AND ALSO FOR PRIVATE UTILITY EASEMENTS.

LEGEND

- ● SET 7/8" O.D.I.P. UNLESS OTHERWISE NOTED
- ■ IRON PIPE WITH CAP SET IN CONCRETE (5" MINIMUM DIAMETER X 24") UNLESS OTHERWISE NOTED
- + SET CROSS IN CONCRETE UNLESS OTHERWISE NOTED

ABBREVIATIONS

O.D.I.P. = OUTSIDE DIAMETER IRON PIPE
(R) = RECORD BEARING OR DISTANCE
(M) = MEASURED BEARING OR DISTANCE
(C) = CALCULATED BEARING OR DISTANCE
(D) = DEED BEARING OR DISTANCE
B.S.L. = BUILDING SETBACK LINE
U.E. = UTILITY EASEMENT
D.E. = DRAINAGE EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT

LINE LEGEND

- SUBDIVISION BOUNDARY LINE
- ADJACENT LAND PARCEL LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- BUILDING SETBACK LINE
- SECTION LINE

SUBMITTED BY AND RETURN TO:

_____
_____
_____

SEND TAX BILL TO:

_____
_____
_____

J:\PSDATA\2020 PROJECTS\20.0290\20.0290-01 - PLAT OF SUB\20.0290-01 POSUBD.DWG

DATE: 12/2/2020	PC TK	DRAWN BY BT	CHECKED BY DW	BOOK N/A	PG N/A

REVISIONS

NO.		DATE	BY
1.	PER EMAIL DATED 2/17/2021	2/17/21	BT
2.	PER LETTER DATED 4/9/2021	4/21/21	BT

PROJECT
SOUTHLANDS SECOND CONSOLIDATION
Tinley Park, Illinois

OWNER/SUBDIVIDER
17118 S. Harlem Tinley Park LLC
226 N. Morgan Street, Suite 300
Chicago, Illinois 60607

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-9026 EMAIL: ADMIN@CLSURVEYING.COM

SCALE: 1" = 20'

PROJ. NO.: 20.0290-01

FINAL PLAT OF SUBDIVISION
SOUTHLANDS SECOND CONSOLIDATION

IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP
36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL
MERIDIAN, IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

THIS IS TO CERTIFY THAT 17118 S. HARLEM TINLEY PARK LLC, AN ILLINOIS LIMITED LIABILITY COMPANY, IS THE OWNER OF THE PROPERTY DESCRIBED AND SHOWN HEREON AND AS SUCH OWNER, HAS CAUSED THE PROPERTY TO BE SURVEYED AND SUBDIVIDED AS SHOWN HEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH AND AS ALLOWED AND PROVIDED BY STATUTES, AND HEREBY GRANTS THE EASEMENTS SHOWN HEREON IN ACCORDANCE WITH THE PROVISIONS PROVIDED ON THIS PLAT, AND SAID LIMITED LIABILITY COMPANY DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE AFORESAID.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICT _____.

DATED AT _____, _____, THIS ____ DAY OF _____,
A.D., 20 ___.

OWNER NAME: _____ ADDRESS: _____

BY: _____
SIGNATURE
TITLE: _____
PRINT TITLE

NOTARY'S CERTIFICATE

STATE OF _____)
) SS
COUNTY OF _____)

I, _____ , A NOTARY PUBLIC IN AND FOR THE SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____(PRINT NAME), _____ (TITLE) OF SAID LIMITED LIABILITY COMPANY, WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH _____, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THE'Y SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID LIMITED LIABILITY COMPANY, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS ____ DAY OF _____ A.D., 20___

_____
NOTARY PUBLIC SIGNATURE

_____
(PRINT NAME)

VILLAGE ENGINEER

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF TINLEY PARK, COOK COUNTY, ILLINOIS.

DATED THIS _____ DAY OF _____ , 20___

_____
VILLAGE ENGINEER

DRAINAGE CERTIFICATE

THE UNDERSIGNED HEREBY CERTIFIES THAT, TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THIS CONSOLIDATION OR THAT, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION WILL BE MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS THAT THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO ELIMINATE THE LIKELIHOOD OF DAMAGE TO ADJOINING PROPERTY OWNERS BECAUSE OF THIS CONSOLIDATION. THE EXISTING OVERLAND FLOW ROUTES WILL CONFORM TO THE ORIGINAL SUBDIVISION GRADING PLAN AND ACCEPTED ENGINEERING DESIGN. SHOULD ANY PONDING OCCUR ON-SITE, IT WILL BE OUR RESPONSIBILITY TO ADDRESS AS PER ALL REQUIREMENTS OF THE VILLAGE'S CODES, ORDINANCES AND REGULATIONS RELATED TO STORMWATER MANAGEMENT, SOIL EROSION CONTROL AND SITE GRADING.

DATED THIS _____ DAY OF _____, 20___

_____
OWNER

_____
ENGINEER

VILLAGE ASSESSMENTS CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I HEREBY CERTIFY THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS ON THE ABOVE DESCRIBED PROPERTY.

DATED AT TINLEY PARK, ILLINOIS ON THE _____ DAY OF_____ 20__.

_____
VILLAGE CLERK

VILLAGE PLAN COMMISSION

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

REVIEWED AND APPROVED BY THE PLAN COMMISSION

THIS _____ DAY OF _____, A.D. 20___.

_____
CHAIRMAN

VILLAGE BOARD OF TRUSTEES

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE BOARD OF TRUSTEES

THIS _____ DAY OF _____, A.D. 20___.

_____
PRESIDENT

_____
VILLAGE CLERK

PUBLIC UTILITY EASEMENT PROVISIONS

A PUBLIC UTILITY EASEMENT (P.U.E.) IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF TINLEY PARK ("VILLAGE"), A MUNICIPAL CORPORATION OF THE STATE OF ILLINOIS, ITS SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, THE FULL AND FREE RIGHT AND AUTHORITY, BUT NOT THE DUTY TO INSTALL, OPERATE, INSPECT, REPAIR AND MAINTAIN WATERMAIN AND RELATED APPURTENANCES AND FACILITIES AS MAY BE NECESSARY IN OR UPON, THROUGH, ACROSS AND UNDER LOT 1 AS DESIGNATED ON THE PLAT WITH DASHED LINES MARKED "PUBLIC UTILITY EASEMENT" (P.U.E.). OBSTRUCTIONS WILL NOT BE PLACED OVER GRANTEES FACILITIES WITHOUT WRITTEN CONSENT OF GRANTEE, BUT LANDSCAPING, PARKING LOTS AND SIDEWALKS MAY BE PLACED OVER ANY VILLAGE FACILITIES THAT DO NOT UNREASONABLY INTERFERE WITH THE SAFETY, USEFULNESS OF, UNREASONABLE RESTRICT TO, OR PREVENT THE PROMPT MAINTENANCE OR REPAIR OF ANY SUCH SUBSURFACE FACILITIES.

ACCESS EASEMENT PROVISIONS

AN ACCESS EASEMENT IS RESERVED FOR AND GRANTED TO THE OWNER OF LOT 1 IN SOUTHLANDS FIRST CONSOLIDATION AND THE OWNER OF LOT 24 IN BLOCK 1 ARTHUR T. MCINTOSH & COMPANY'S SOUTHLANDS SUBDIVISION, THEIR HEIRS, SUCCESSORS, ASSIGNS AND VISITORS OVER ALL PAVED DRIVEWAYS, ROADWAYS AND WALKWAYS AS PRESENTLY OR HEREAFTER CONSTRUCTED ON LOT 1 PLATTED HEREON, SO AS TO PROVIDE FOR THE PASSAGE OF MOTOR VEHICLES AND PEDESTRIANS TO AND FROM ALL ABUTTING STREETS OR RIGHTS OF WAY.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF KANE)

I, DANIEL W. WALTER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING PROPERTY:

LOTS 3 AND 4 IN BLOCK 1 IN ARTHUR T. MCINTOSH AND COMPANY'S SOUTHLANDS IN THE SOUTHEAST QUARTER OF SECTION 25, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AS SHOWN BY THE ATTACHED PLAT WHICH IS A REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. THIS SUBDIVISION IS WITHIN THE VILLAGE OF TINLEY PARK WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY THE STATE OF ILLINOIS ACCORDING TO 65 ILCS 5/11-12-6 AS HERETOFORE AND HEREAFTER AMENDED, AND THIS SITE FALLS WITHIN "OTHER AREAS: ZONE X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DEFINED BY THE FLOOD INSURANCE RATE MAP, MAP NUMBER 17031C0708J, HAVING A REVISED DATE OF AUGUST 19, 2008.

GIVEN UNDER MY HAND AND SEAL AT AURORA , ILLINOIS THIS_____ DAY OF
_____, 20_____.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2023

BY: _____
DANIEL W. WALTER
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585
LICENSE EXPIRES 11/30/2022

SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I HEREBY DESIGNATE THE VILLAGE OF TINLEY PARK, AND/OR REPRESENTATIVES THEREOF, TO RECORD THIS PLAT, A TRUE COPY OF WHICH HAS BEEN RETAINED BY ME TO ASSURE NO CHANGES HAVE BEEN MADE TO SAID PLAT.

DATED THIS _____DAY OF_____, 20_____, AT AURORA, KANE COUNTY, ILLINOIS.

COMPASS SURVEYING LTD
PROFESSIONAL DESIGN FIRM
LAND SURVEYOR CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2023

BY: _____
DANIEL W. WALTER
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3585
EXPIRES 11-30-22

DATE: 12/2/2020 | PC TK | DRAWN BY BT | CHECKED BY DW | BOOK N/A PG N/A

NO.	REVISIONS	DATE	BY
1.	PER EMAIL DATED 2/17/2021	2/17/21	BT
2.	PER LETTER DATED 4/9/2021	4/21/21	BT

PROJECT
SOUTHLANDS SECOND CONSOLIDATION
Tinley Park, Illinois
OWNER/SUBDIVIDER
17118 S. Harlem Tinley Park LLC
226 N. Morgan Street, Suite 300
Chicago, Illinois 60607

COMPASS SURVEYING LTD
ALTA SURVEYS ● TOPOGRAPHY ● CONSTRUCTION STAKING
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, ILLINOIS 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030 EMAIL: ADMIN@CLSURVEYING.COM

SCALE: NONE

PROJ. NO.: 20.0290-01

J:\PSDATA\2020 PROJECTS\20.0290\20.0290-01 - PLAT OF SUB\20.0290-01 POSUBD.DWG

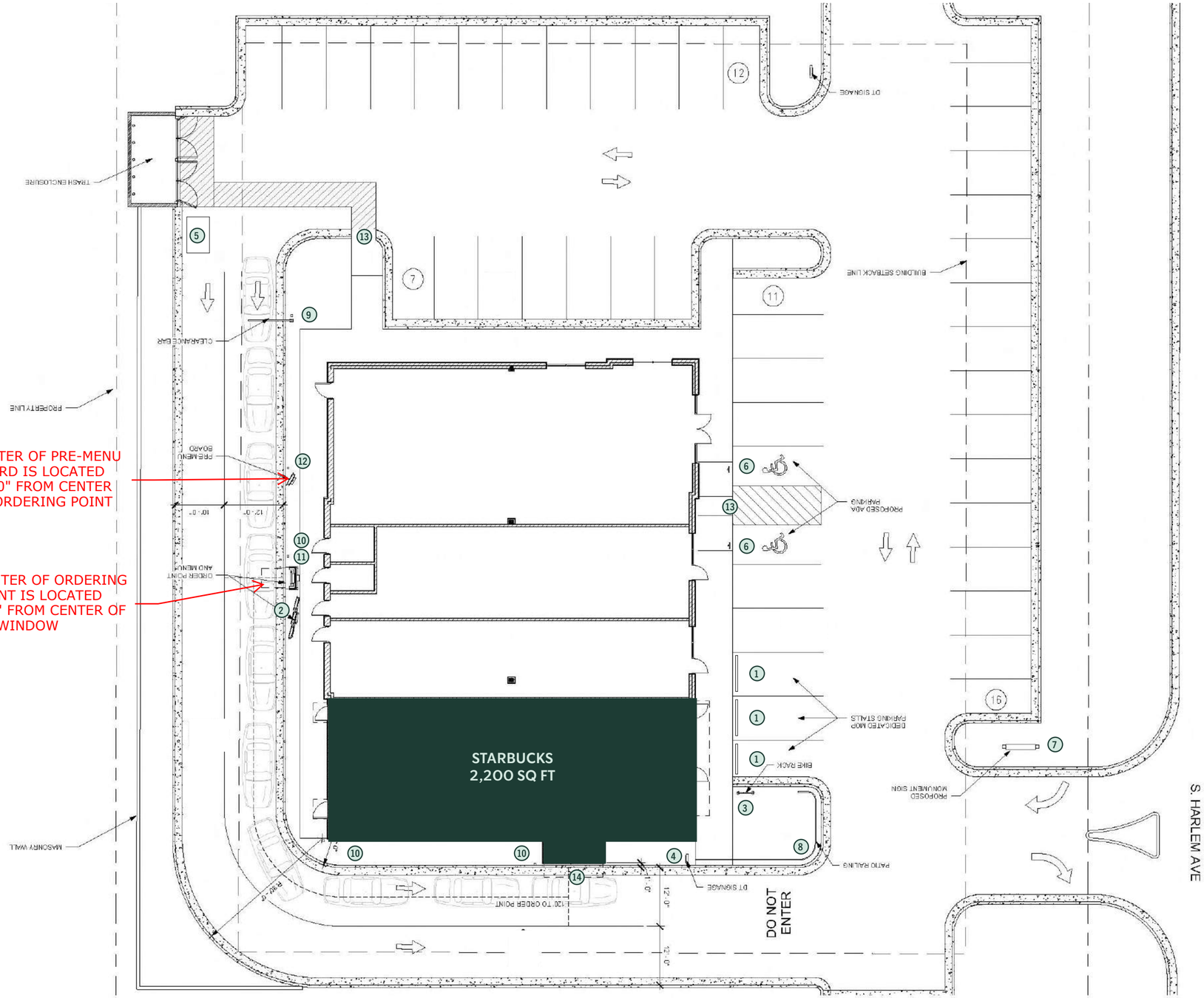
KEY PLAN

KEY NOTES

1. MOBILE ORDER PARKING SPOTS, W/ SIGNS AND WHEEL STOPS
2. 5 PANEL MENU BOARD
3. BIKE RACK
4. THANK YOU / EXIT ONLY SIGN
5. GREASE INTERCEPTOR
6. ADA PARKING
7. MONUMENT SIGN
8. LL PROVIDED RAILING WITH STARBUCKS PROVIDED PATIO FURNITURE
9. CLEARANCE BAR W/ BOLLARD
10. BOLLARDS
11. ORDER POINT @ 7 CAR STACK W/ DETECTION LOOP & BOLLARD
12. PRE-MENU BOARD W/ BOLLARD
13. ACCESSIBLE PATH OF TRAVEL. LL TO PROVIDE CURB CUTS AND ADA RAMPS AS REQUIRED BY CODE
14. DRIVE-THRU WINDOW W/ DETECTION LOOP

CENTER OF PRE-MENU BOARD IS LOCATED 20'-0" FROM CENTER OF ORDERING POINT

CENTER OF ORDERING POINT IS LOCATED 120' FROM CENTER OF DT WINDOW

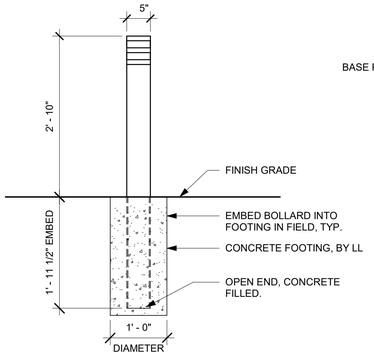


7 MONUMENT SIGN

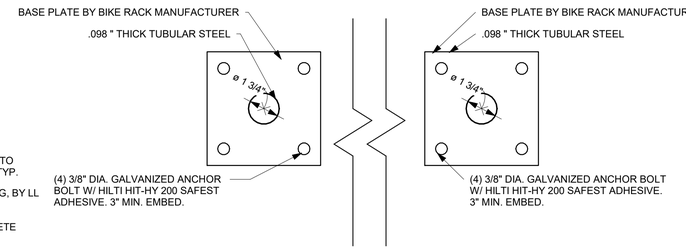
GAS STATION MONUMENT SIGN

SITE PLAN
171ST & HARLEM

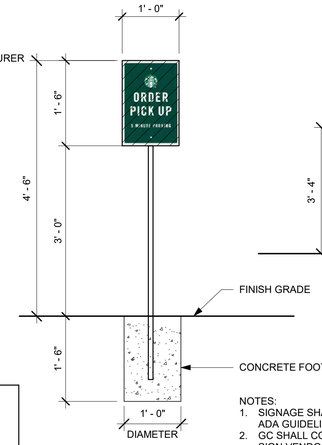
STORE #66955
CPN# 91366-001
DATE: 2021-02-26



11 DTE - NON-ILLUMINATED BOLLARD (BY LL)
Scale: 3/4" = 1'-0"

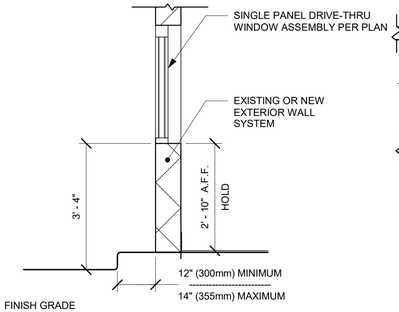


12 BIKE RACK DETAIL (BY LL)
Scale: 3" = 1'-0"

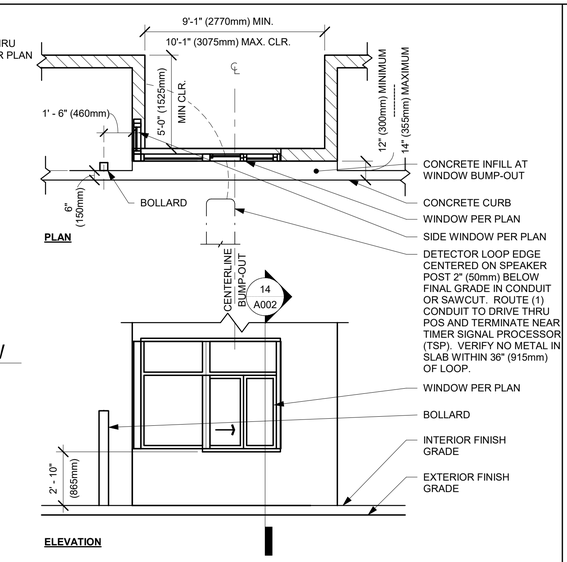


NOTES:
1. SIGNAGE SHALL COMPLY WITH ADA GUIDELINES
2. GC SHALL COORDINATE WITH SIGN VENDOR REQUIREMENTS

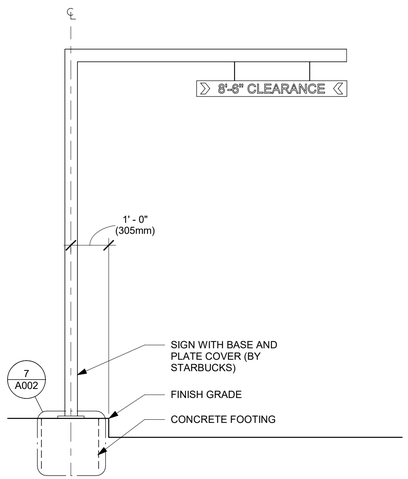
13 MOP SIGN FOOTING (BY LL)
Scale: 3/4" = 1'-0"



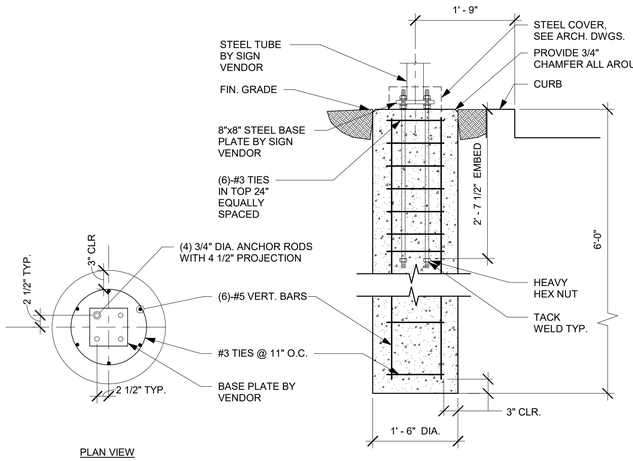
14 DRIVE THRU WINDOW
Scale: 1/2" = 1'-0"



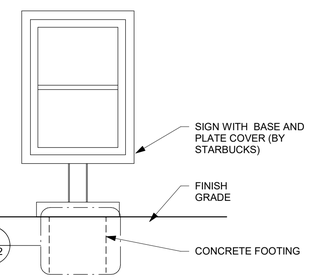
15 DTE - DRIVE THRU WINDOW BUMP-OUT
Scale: 1/4" = 1'-0"



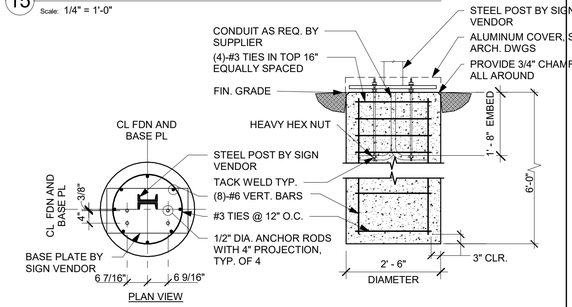
6 DTE - CLEARANCE BAR (BY SB)
Scale: 1/2" = 1'-0"



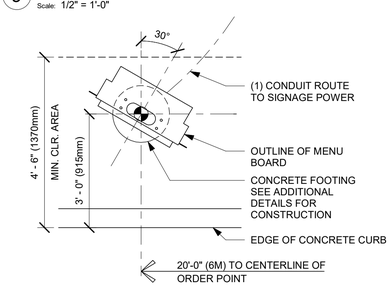
7 CLEARANCE BAR FOUNDATION DETAIL (BY LL)
Scale: 3/4" = 1'-0"



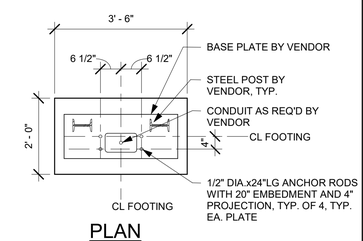
9 DTE - PRE-MENU FREESTANDING (BY SB)
Scale: 1/2" = 1'-0"



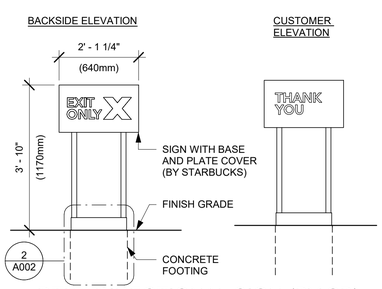
10 PRE-MENU BOARD FOUNDATION DETAIL (BY LL)
Scale: 1/2" = 1'-0"



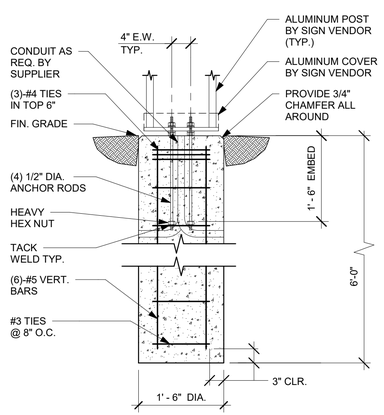
8 DTE - PRE-MENU 30 DEG (BY SB)
Scale: 1/2" = 1'-0"



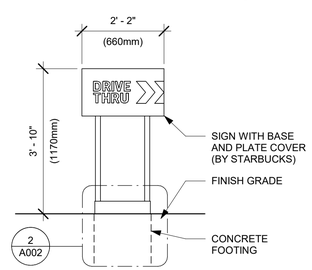
PLAN



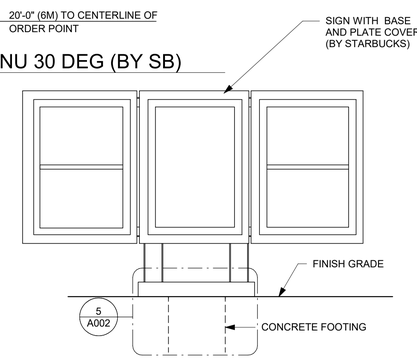
1 DTE - DIRECTIONAL SIGN (BY SB)
Scale: 1/2" = 1'-0"



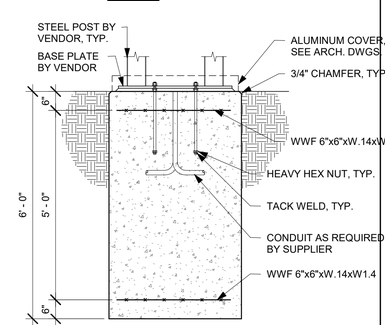
2 DT DIRECTIONAL FOUNDATION DETAIL (BY LL)
Scale: 3/4" = 1'-0"



3 DTE - DIRECTIONAL SIGN - ENTRY (BY SB)
Scale: 1/2" = 1'-0"



4 DTE - MENU 5 PANEL FREESTANDING (BY SB)
Scale: 1/2" = 1'-0"



ELEVATION

5 MENU BOARD FOUNDATION (BY LL)
Scale: 1/2" = 1'-0"

COORDINATE ANCHOR ROD AND CONDUIT LOCATIONS WITH VENDOR SHOP DRAWINGS. ANCHOR RODS TO BE HOT DIPPED GALV. OR S.S. DETAILS SHOWN FOR REFERENECE ONLY.

NOTE: UNDERGROUND ELECTRICAL CONDUITS FOR DRIVE THRU EQUIPMENT FURNISHED AND INSTALLED BY LL WITH PULL STRINGS. FOOTING BY LL.

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520 SOUTH MAIN ST, SUITE 2531
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P: 330-572-2100 F: 330-572-2101

GPD PROJECT NO: 2020262.09

PROJECT NAME: N LAKE & INDIAN TRAIL

PROJECT ADDRESS: 1165 N. LAKE STREET AURORA, IL 60506

STORE #:	62679
PROJECT #:	88419-001
ISSUE DATE:	09-24-2020
DESIGN MANAGER:	NT
PRODUCTION DESIGNER:	GPD GROUP
CHECKED BY:	GPD GROUP

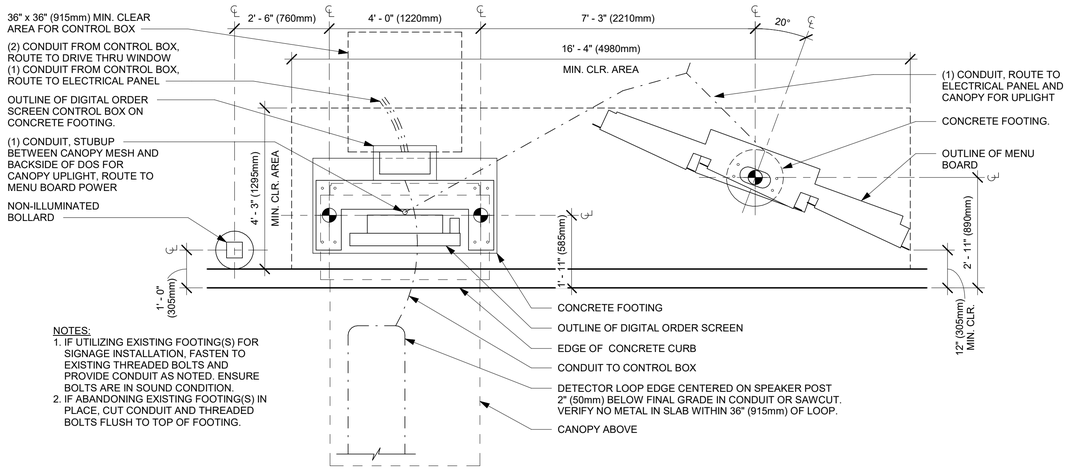
Revision Schedule

Rev	Date	By	Description

SHEET TITLE: ARCHITECTURAL SITE DETAILS
SCALE: AS SHOWN

SHEET NUMBER: A002

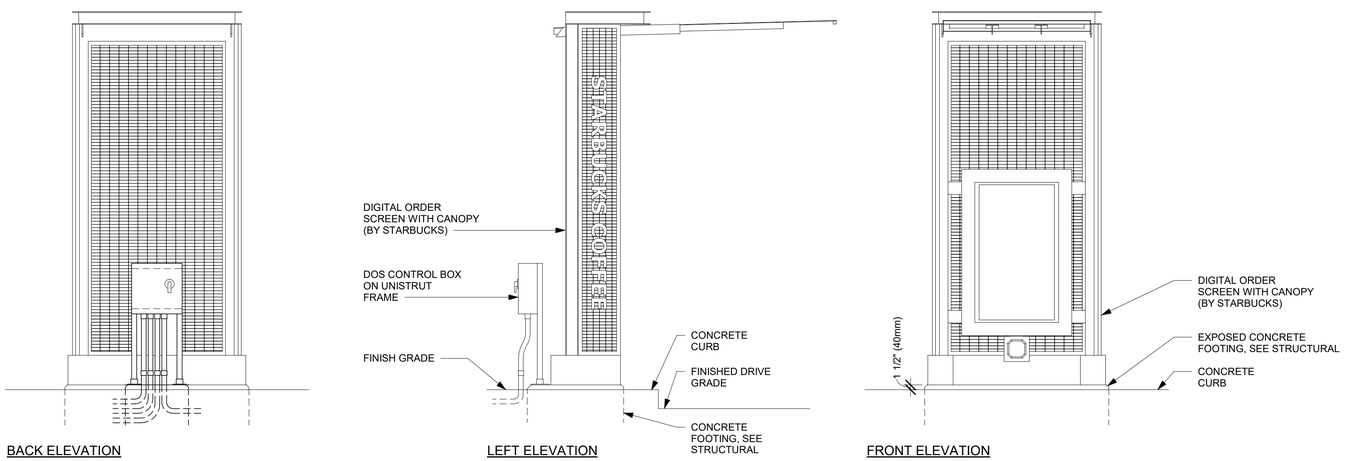
10/1/2020 9:46:15 AM BIM 360://2020/88419-001_62679_N Lake & Indian Trail_TF.rvt



NOTES:
1. IF UTILIZING EXISTING FOOTING(S) FOR SIGNAGE INSTALLATION, FASTEN TO EXISTING THREADED BOLTS AND PROVIDE CONDUIT AS NOTED. ENSURE BOLTS ARE IN SOUND CONDITION.
2. IF ABANDONING EXISTING FOOTING(S) IN PLACE, CUT CONDUIT AND THREADED BOLTS FLUSH TO TOP OF FOOTING.

5 DTE - 5 PANEL 20º DT MENU BOARD, DIGITAL ORDER SCREEN WITH CANOPY

Scale: 1/2" = 1'-0"



BACK ELEVATION

LEFT ELEVATION

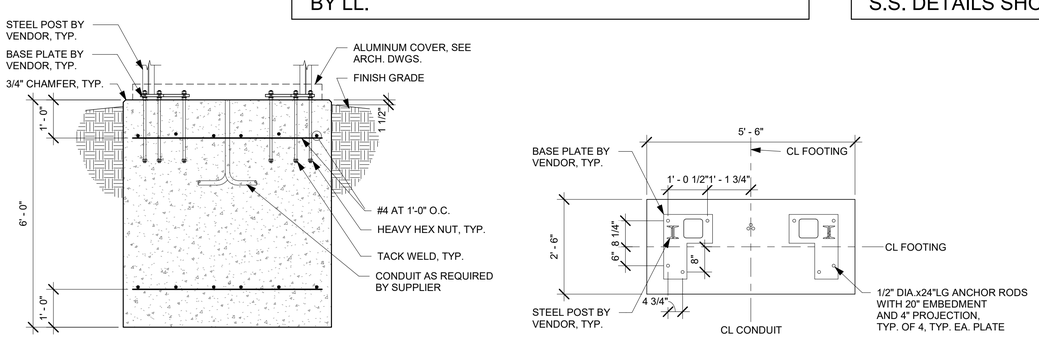
FRONT ELEVATION

3 DTE - DIGITAL ORDER SCREEN AND CONTROL BOX WITH CANOPY

Scale: 1/2" = 1'-0"

NOTE: UNDERGROUND ELECTRICAL CONDUITS FOR DRIVE THRU EQUIPMENT FURNISHED AND INSTALLED BY LL WITH PULL STRINGS. FOOTING BY LL.

COORDINATE ANCHOR ROD AND CONDUIT LOCATIONS WITH VENDOR SHOP DRAWINGS. ANCHOR RODS TO BE HOT DIPPED GALV. OR S.S. DETAILS SHOWN FOR REFERENECE ONLY.

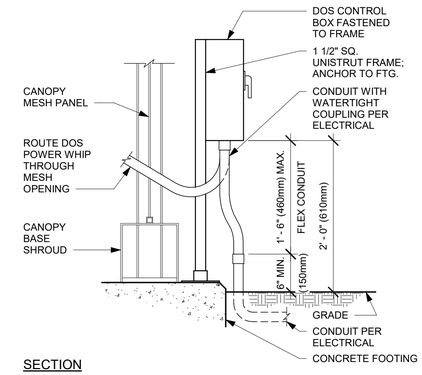


ELEVATION

PLAN

1 CANOPY/ DIGITAL ORDER SCREEN FOUNDATION (BY LL)

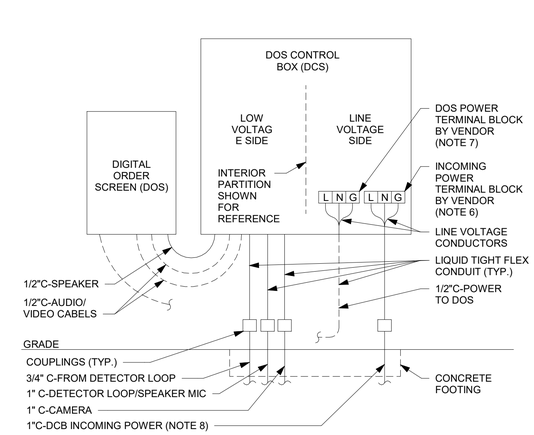
Scale: 1/2" = 1'-0"



SECTION

6 DTE - DOS CONTROL BOX AT CANOPY - SECTION

Scale: 1" = 1'-0"



LEGEND

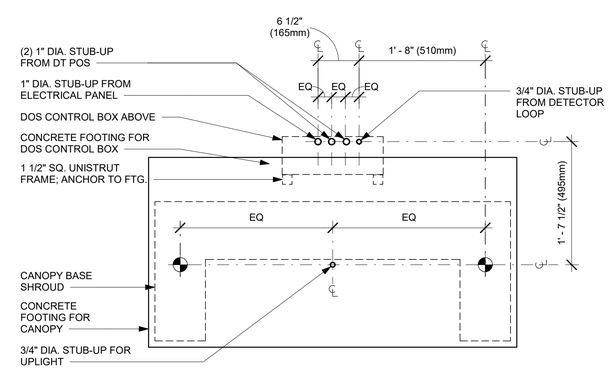
DOS WHIP

CONDUIT BY EC

NOTES:
1. ALL SHOWN SHALL BE INSTALLED PER THIS DETAIL, CODE AND MANUFACTURER'S INSTRUCTIONS.
2. CONFIRM MOUNTING POSITIONS OF ALL DEVICES SHOWN WITH GC AND VENDOR.
3. EC TO PROVIDE, INSTALL AND CONNECT ALL LINE VOLTAGE CONDUCTORS.
4. EC TO CONNECT DEDICATED POWER BETWEEN DOS AND DCB.
5. DCB VENDOR TO CONNECT ALL LOW VOLTAGE CABLING, INCLUDING DOS WHIPS TO DCB.
6. TERMINATE INCOMING POWER ON TERMINAL BLOCKS LABELED INCOMING DEDICATED POWER.
7. TERMINATE POWER TO DOS ON TERMINAL BLOCKS LABELED DOS DEDICATED POWER.
8. POWER TO DCB SHALL BE INDIVIDUAL BRANCH CIRCUIT IN DEDICATED CONDUIT (I.E. NOT BE ON EMS OR LIGHTING CONTROL).

4 DTE - DOS CONTROL BOX WIRING

Scale: 12" = 1'-0"



2 DTE - DOS CONTROL BOX CONDUIT STUB-UPS AT CANOPY

Scale: 1" = 1'-0"

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520 SOUTH MAIN ST, SUITE 2531
AKRON, OH 44311
P: 330-572-2100 F: 330-572-2101

GPD PROJECT NO: 2020262.09

PROJECT NAME: N LAKE & INDIAN TRAIL

PROJECT ADDRESS: 1165 N. LAKE STREET AURORA, IL 60506

STORE #:	62679
PROJECT #:	88419-001
ISSUE DATE:	09-24-2020
DESIGN MANAGER:	NT
PRODUCTION DESIGNER:	GPD GROUP
CHECKED BY:	GPD GROUP

Revision Schedule

Rev	Date	By	Description

SHEET TITLE: ARCHITECTURAL SITE DETAILS

SCALE: AS SHOWN

SHEET NUMBER: A003

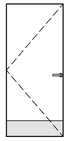
BIM 360://2020/88419-001_62679_N Lake & Indian Trail_TF.rvt
10/1/2020 9:46:18 AM

DOOR SCHEDULE - "D"								
DESIGN ID	MARK	DESCRIPTION	WIDTH	HEIGHT	HARDWARE SET	FURN BY	INST BY	COMMENTS
Exterior								
21147	99	DOOR - SINGLE SERVICE - 42IN 1070MM	3' - 6"	7' - 0"	42	LL	LL	
10205	7	DOOR - STOREFRONT METAL FRAME SINGLE - TYPE B	3' - 0"	7' - 0"	2	LL	LL	HARDWARE FINISHES TO MATCH STOREFRONT SYSTEM FINISH
10205B	9	DOOR - STOREFRONT METAL FRAME SINGLE - TYPE B	3' - 0"	7' - 0"	2-A	LL	LL	HARDWARE FINISHES TO MATCH STOREFRONT SYSTEM FINISH

WINDOW SCHEDULE				
DESIGN ID	DESCRIPTION	FURN BY	INST BY	COMMENTS
14338	WINDOW - DT NO TRANSOM - 48X60IN 1205X1510MM - LOW E INSULATED GLASS	LL	LL	

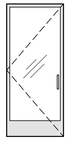
DOOR LEGEND

EXTERIOR



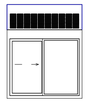
SINGLE SERVICE

EXTERIOR



STOREFRONT METAL FRAME SINGLE (TYPE B)

WINDOW LEGEND



DOOR HARDWARE SET NO. 2 - For new single aluminum main entry/exit door			
No.	Item	Description	Manufacturer
3	Hanging Devices	TH2314/MPB91	McKinney
1	Securing Devices	MS1851S Deadbolt	Adams Rite
1	Sign	Vinyl Sign: "THIS DOOR MUST REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED"	Seton
2	Securing Devices	C607 7-Pin Core Combinated "A" Keyway	Falcon Lock
1	Securing Devices	KB609-2 Cut Control Key "A" Keyway	Falcon Lock
9	Securing Devices	KB632-2 Cut User Key "A" Keyway	Falcon Lock
2	Securing Devices	C987 7-Pin Mortise Cylinder Housing w/AR Cam 26D	Falcon Lock
2	Securing Devices	AO8794-003 Adjustable Ring, Mortise Cyl. 5/16-13/32	Falcon Lock
1	Operating Trim	108 Door Pull Handle 32D	Rockwood
1	Operating Trim	48 Push Bar x 31	Rockwood
1	Closing Devices	8916 Door Closer 8916 AF89P	Dorma
1	Stops and Holders	473 Door Stop w/Hook	Rockwood
1	Threshold	325 Half Saddle Threshold	National Guard

DOOR HARDWARE SET NO. 2-A - For new single aluminum secondary entry/exit door (50 or more occupancy)			
No.	Item	Description	Manufacturer
3	Hanging Devices	TH2314/MPB91	McKinney
1	Securing Devices	CD35A-NL-OP Panic Device	Von Duprin
2	Securing Devices	C607 7-Pin Core Combinated "A" Keyway	Falcon Lock
1	Securing Devices	KB609-2 Cut Control Key "A" Keyway	Falcon Lock
9	Securing Devices	KB632-2 Cut User Key "A" Keyway	Falcon Lock
1	Securing Devices	C953 7-Pin Rim Cylinder Housing	Falcon Lock
1	Securing Devices	C987 7-Pin Mortise Cylinder Housing w/AR Cam	Falcon Lock
1	Securing Devices	A08794-003 Adjustable Ring, Mortise Cyl. 516-13/32	Falcon Lock
1	Operating Trim	108 Door Pull Handle	Rockwood
1	Closing Devices	8916 Door Closer 8916 AF89P	Dorma
1	Stops and Holders	473 Door Stop w/ Hook	Rockwood
1	Threshold	325 Half Saddle Threshold	National Guard
1	Sign	Vinyl Sign: "THIS DOOR MUST REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED"	Seton

DOOR HARDWARE SET NO. 42 - For exterior 42" wide service door			
No.	Item	Description	Manufacturer
3	Hanging Devices	TH2314/MPB91 Hinge MacPro Bearing 4.5 x 4.5	McKinney
1	Securing Devices	C607 7-Pin Core Combinated "A" Keyway	Falcon Lock
1	Securing Devices	I/O 2000L-03IC Auto Locking Door Alarm, IC; No CTR Includes Mortise Cylinder	Sur-Lock
1	Closing Devices	8916 Door Closer 8916 AF89P	Dorma
1	Protective Trim Units	K1050 B4E Kickplate 10" x 40"	Rockwood
1	Accessories	137NA Weather Strip 20' 42" x 84"	National Guard
1	Accessories	Door Sweep 18062CNB36	Pemko
1	Miscellaneous Items	DS / 1000 Door Scope	Security Products
1	Miscellaneous Items	MCV309NWHGL Door Bell	Nutone

GENERAL NOTES

A. STARBUCKS VENDOR TO PROVIDE DOOR HARDWARE COMPONENTS. GC TO INSTALL.

B. SEE SHEET A101 FOR TAGGED LOCATION OF EXTERIOR DOORS AND WINDOWS.

C. EGRESS SHALL NOT PASS THROUGH KITCHENS, STORAGE ROOMS, CLOSETS OR SIMILAR SPACES. (1014.2)

D. PANIC AND FIRE EXIT HARDWARE, WHERE INSTALLED ON DOORS IN THIS BUILDING SHALL SATISFY THE FOLLOWING (1008.1.10):

a) THE ACTUATION PORTION OF THE RELEASING DEVICE SHALL EXTEND AT LEAST ONE-HALF OF THE DOOR LEAF WIDTH.

b) THE MAXIMUM UNLATCHING FORCE DOES NOT EXCEED 15 POUNDS (6.8 KG).

c) PIVOTED OR BALANCED DOORS SHALL BE OF THE PUSH-PAD TYPE WHERE PANIC HARDWARE IS REQUIRED AND THE PAD SHALL NOT EXTEND ACROSS MORE THAN ONE-HALF OF THE DOOR WIDTH, MEASURED FROM THE LATCH SIDE.

d) PANIC HARDWARE LISTED IN ACCORDANCE WITH UL 305.

e) FIRE EXIT HARDWARE LISTED IN ACCORDANCE WITH UL 10C AND UL 305.

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STORE #: 62679
PROJECT #: 88419-001
ISSUE DATE: 09-24-2020
DESIGN MANAGER: NT
PRODUCTION DESIGNER: GPD GROUP
CHECKED BY: GPD GROUP

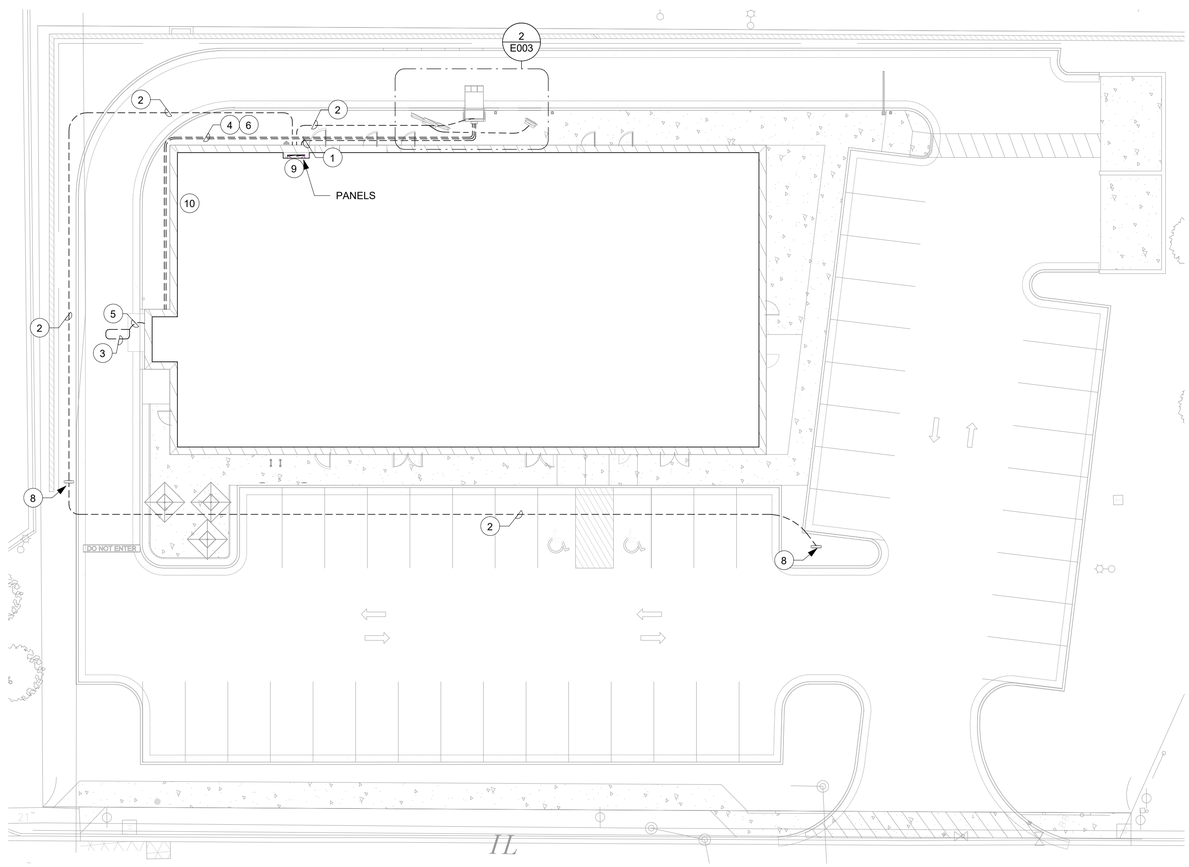
Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
WINDOW AND DOOR SCHEDULES & DETAILS
SCALE: AS SHOWN

SHEET NUMBER:
A602

SITE SCHEDULE - "Y"					
DESIGN ID	COUNT	DESCRIPTION	FURN. BY	INST. BY	COMMENTS
EXTERIOR MENU					
14116	1	MENU BOARD - DT DIGITAL ORDER SCREEN - FLAT BLACK MT0028	SB	SB	
14119	1	MENU BOARD - DT 5 PANEL FREESTANDING - 108X65IN 2745X1650MM - FLAT BLACK MT0028	SB	SB	
14120	1	MENU BOARD - DT PRE MENU FREESTANDING - 36X65IN 915X1650MM - FLAT BLACK MT0028	SB	SB	
15700	1	MENU BOARD - DT DIGITAL ORDER SCREEN CONTROL BOX	SB	SB	
OTHER					
10042	2	BIKE RACK HOOP	SB	GC	
14103	3	BOLLARD NONILLUMINATED SQUARE - FLAT BLACK MT0028	LL	LL	
14163	1	DT ORDER POINT CANOPY FREESTANDING - FLAT BLACK MT0028	SB	SB	
UMBRELLA					
12147	3	UMBRELLA - BASE 95LB 43KG - FLAT BLACK MT0028	SB	GC	
16629	3	UMBRELLA - WITHOUT VALANCE - 6FT 183CM - BLACK CANVAS F0061	SB	GC	



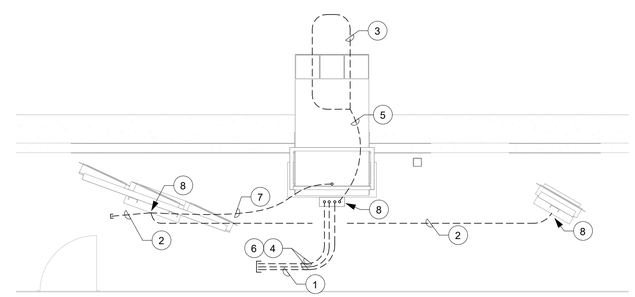
1 ELECTRICAL SITE PLAN
Scale: 1/16" = 1'-0"

KEYED NOTES

1. SPEAKER. 120V, 2#10, #10G, 1"C TO BE RAN UNDERGROUND.
2. DRIVE THROUGH SIGNAGE, PYLON SIGNS, PRE-MENU AND MENU BOARD. 120V, 2#10, #10G, 1"C TO BE RAN UNDERGROUND, VIA TIME CLOCK.
3. DETECTOR LOOP TO BE CENTERED ON DT WINDOW/ORDER SPEAKER. COORDINATE WITH GC, TO BE 2" BELOW DT LANE PAVEMENT.
4. DATA FOR SPEAKER. RUN 1"C UNDERGROUND TO DT POS.
5. 3/4"C FOR DETECTOR LOOP TO BE RAN UNDERGROUND.
6. AUDIO/VIDEO FOR SPEAKER POST AND DETECTOR LOOP WIRING TO BE RAN THROUGH 1"C UNDERGROUND TO DT POS.
7. 120V POWER FROM MENU BOARD CIRCUIT TO LED ON DIGITAL DISPLAY.
8. CONDUIT TO BE STUBBED UP THROUGH FOUNDATION.
9. ELECTRICAL SERVICE TO BE INSTALLED BY LANDLORD.
10. APPROXIMATE LOCATION OF DATA RACK.

GENERAL NOTES

1. LANDLORD SHALL DRILL ANY LOCATIONS THAT CONDUIT PENETRATES EXISTING WALL/FOOTER TO ENTER BUILDING.



2 DT MENU
Scale: 1/4" = 1'-0"

DESIGN DEVELOPMENT ONLY - NOT INTENDED FOR CONSTRUCTION USE

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STARBUCKS®
2401 UTAH AVENUE SOUTH
SEATTLE, WASHINGTON 98134
(206) 318-1575

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STARBUCKS TEMPLATE VERSION: I2020-01-31.1

GPD GROUP, INC.
LIC. # - 184-007100
520 SOUTH MAIN ST, SUITE 2531
AKRON, OH 44311
P: 330-572-2100 F: 330-572-2101

GPD PROJECT NO: 2020262.09

PROJECT NAME:
N LAKE & INDIAN TRAIL

PROJECT ADDRESS:
1165 N. LAKE STREET
AURORA, IL 60506

STORE #:	62679
PROJECT #:	88419-001
ISSUE DATE:	09-24-2020
DESIGN MANAGER:	NT
PRODUCTION DESIGNER:	GPD GROUP
CHECKED BY:	GPD GROUP

Revision Schedule

Rev	Date	By	Description

SHEET TITLE:
ELECTRICAL SITE PLAN

SCALE: AS SHOWN

SHEET NUMBER:
E003

9/24/2020 8:32:05 AM BIM 360://2020/88419-001_62679_N Lake & Indian Trail_TF.rvt

600 SERIES w/ Attached Transom

The 600 series Single Panel Slider with Attached Transom is specified by many multi-unit operators for its quality construction and adaptability to site-specific needs. The attached transom provides extra light and the flexibility to add integrated heated or non-heated air curtains to your design as dictated by the regional climate.

Choose the appropriate glass for your site:

600 INSULATED The 600 series comes standard with 3/4" insulated glass.

600 ENERGY SAVER Choose "Solarban 70XL Insulated Low-E" glass to maximize energy-efficiency and staff comfort. Estimated to save 33% on energy costs associated with the window. NFRC Rated.

600 SECURITY Choose "Lexan Level 1" or "Lexan Level 3" Bullet Resistance or "Smash & Grab" glass, and a security bar set for protection against forced entry.

Choose your mode of operation

◊ MANUAL OPEN / SELF CLOSE
Manual open, with patented hands-free gravity close. Economical and easy to maintain.

◊ MANUAL OPEN / ELECTRONIC RELEASE (MOER)
Electromagnetic "hold open" feature paired with a presence sensor offers the control of manual open with a gravity-fed close that won't release while interacting with customers. Hands free interaction that is easy to maintain.

◊ ELECTRIC
Fully automatic electric, for hands free open & close. Operator steps into overhead beam to activate.

SIZE

Window Frame Size: 47 1/2"W x 43 1/2"H
Service Opening: 19"W x 35" H
Overall Frame Size with 16" Transom: 47.5"W x 59.5" H x 4.5" D
Rough Opening: 48" W x 60" H

Custom sizes available by request

STANDARD FEATURES:

- ◊ Anodized aluminum extrusions and stainless steel combine to give you an attractive window that will not rust, pit or weather
- ◊ Fully assembled, pre-glazed and ready to install
- ◊ 3/4" Insulated Glass
- ◊ Dark Bronze or Clear Anodized Aluminum
- ◊ Self latches every time it closes. Also includes a thumbturn lock, and night locking bar
- ◊ Track free bottom sill provides for a contaminant free surface. Angled toward outside for drainage toward exterior
- ◊ One year parts & labor limited warranty
- ◊ On-staff tech support / stocked parts / nationwide network of service providers.

OPTIONAL FEATURES

Glazing:

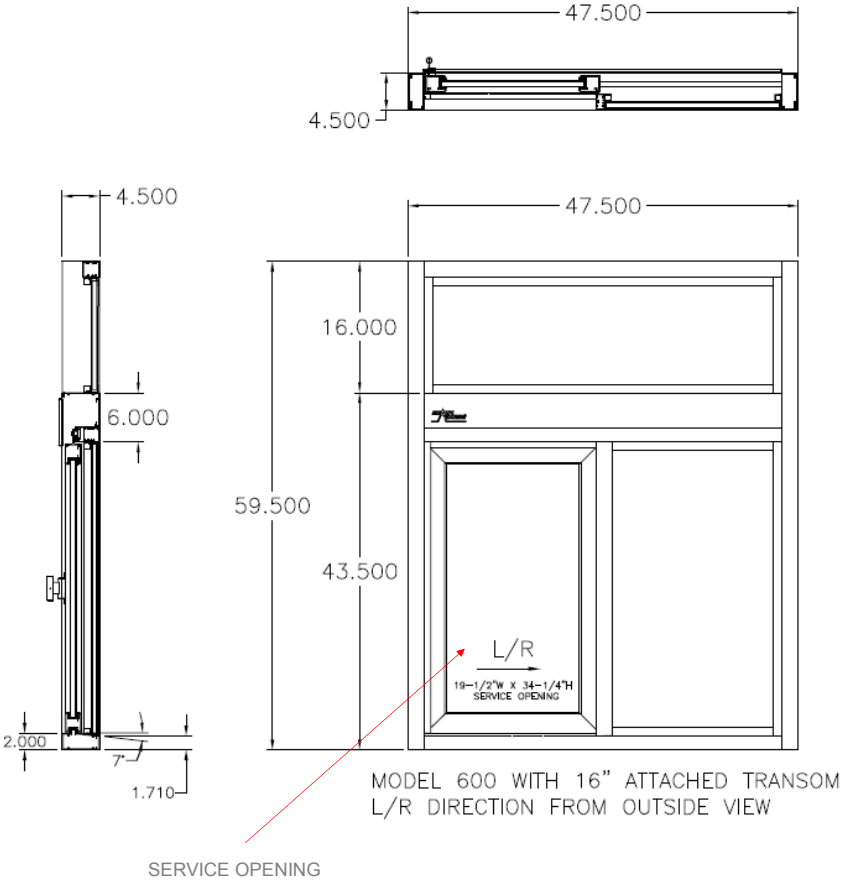
- ◊ Solarban 70 XL Insulated Low E
- ◊ Smash & Grab
- ◊ Lexan Level 1 or Level 3
- ◊ Tinting

- ◊ Custom Size Window, Transom, or Sidelight(s)
- ◊ Powder Coat Paint—Tiger Drylac
- ◊ Stainless Steel Shelf to extend sill inside or out (13 ga.)
- ◊ Telescoping Night Time Security Bar Set for additional security
- ◊ AA300 Heated Air Curtain (replaces transom)
- ◊ Transom for AA100 Fly Fan
- ◊ Sidelight (1) 36"w x 59.5"h for overall 7'w x 5'h rough opening
- ◊ Sidelights (2) 18"w x 59.5"h for overall 7'w x 5'h rough opening

1815 Arthur Drive West Chicago, IL 60185 800.621.5045 630-876-7766 (fax) 630.876.7767

www.ready-access.com email: ready@ready-access.com

600 SERIES w/ Attached Transom



All windows are shipped completely pre-assembled, fully glazed, and ready to install.

Installation / Owners manual can be retrieved online:
www.ready-access.com

- ◊ Installation illustrations are for reference only. Construction conditions and local codes prevail.
- ◊ Must be installed level, square and plumb.
- ◊ Recommend approximately 36" from top of sill to interior finished floor (or per local code).
- ◊ 48" W x 60" H rough opening recommended for leveling.

ELECTRIC REQUIREMENTS FOR WINDOW

Run power to header on fixed panel side.

Manual Open / Electronic Release and Fully Automatic Electric:
115 vac—60Hz with a 15 amp dedicated circuit

Optional Air Curtain requires separate dedicated circuit

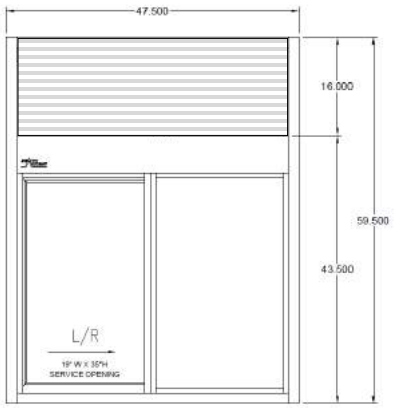
Manual Open / Self Close Window:
No Power Required

VARIATIONS WITH AIR CURTAINS

COLD CLIMATES

AA300 HEATED AIR CURTAIN

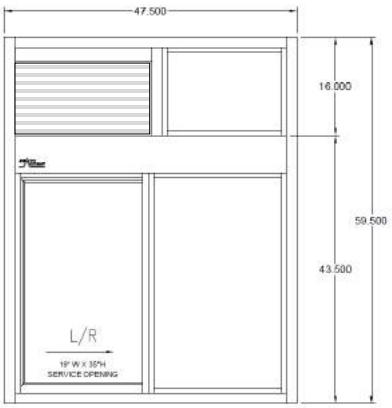
ILO TRANSOM



WARM CLIMATES

TRANSOM FOR AA100 FLY FAN

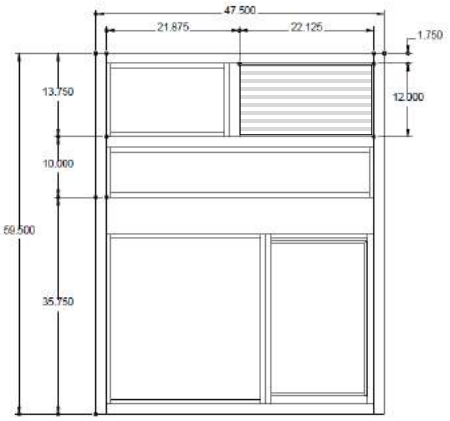
STANDARD SERVICE OPENING



WEST COAST

RESTRICTED SERVICE OPENING

TRANSOM FOR AA100 FLY FAN



1815 Arthur Drive West Chicago, IL 60185 800.621.5045 630-876-7766 (fax) 630.876.7767

www.ready-access.com email: ready@ready-access.com

What the
BEST DRESSED
Drive-thru is Wearing

READY ACCESS®

THE ACCESS AIR 300 PASS-THRU AIR CURTAIN SYSTEM™

For use with the 275 Single Panel Window

The Ready Access AA300 Pass-Thru Air Curtain System is designed to be an integral part of your drive-thru operation by providing comfort for both operator and customer during the coldest of days as well as satisfying health department codes for fly fan application.

- **Modes of Operation**
  The Ready Access AA300 Pass-thru Air Curtain System is versatile in function and design, offering operators four separate modes of operation.
  * Outside warm air flow only
  * Inside warm air flow only
  * Both outside and inside warm air flow
  * Outside fly fan operation only

- **Features and Benefits**
  Satisfies heath department requirements for "Fly Fan" applications while it reduces and deflects the amount of outside wind blowing into the building. This also reduces heating and air-conditioning loss as well as reducing unwanted environment factors such as dust and exhaust fumes from entering the building. Acts as a fly fan to deter insects from entering the building during warm weather conditions.
  Provides the owner/operator with a stable, comfortable working environment for all crew members. Reduces Drive-Thru operation expenses by diminishing employee turnover.

- **Unique Design**
  The AA300 Air Curtain System is the only system on the market today that offers an outside and inside heated air flow. It is designed for use with any flushmount window.

- **Quality Construction**
  The exterior housing of the AA300 Air Curtain System is manufactured using bronze or clear anodized aluminum.

- **Fully Assembled, Ready to Install**
  The Access Air 300 system is shipped completely pre-assembled and ready for installation, lowering installation costs. Normal installation for new store construction takes less than two hours.

- **Warranty and Service Support**
  Your Access Air 300 System comes with a one year limited warranty on parts and labor. In addition, each Pass-Thru Air Curtain System is backed by a worldwide service organization.

- **AVAILABLE OPTIONS**
  Power coat painting is available upon request for a wide range of custom colors.

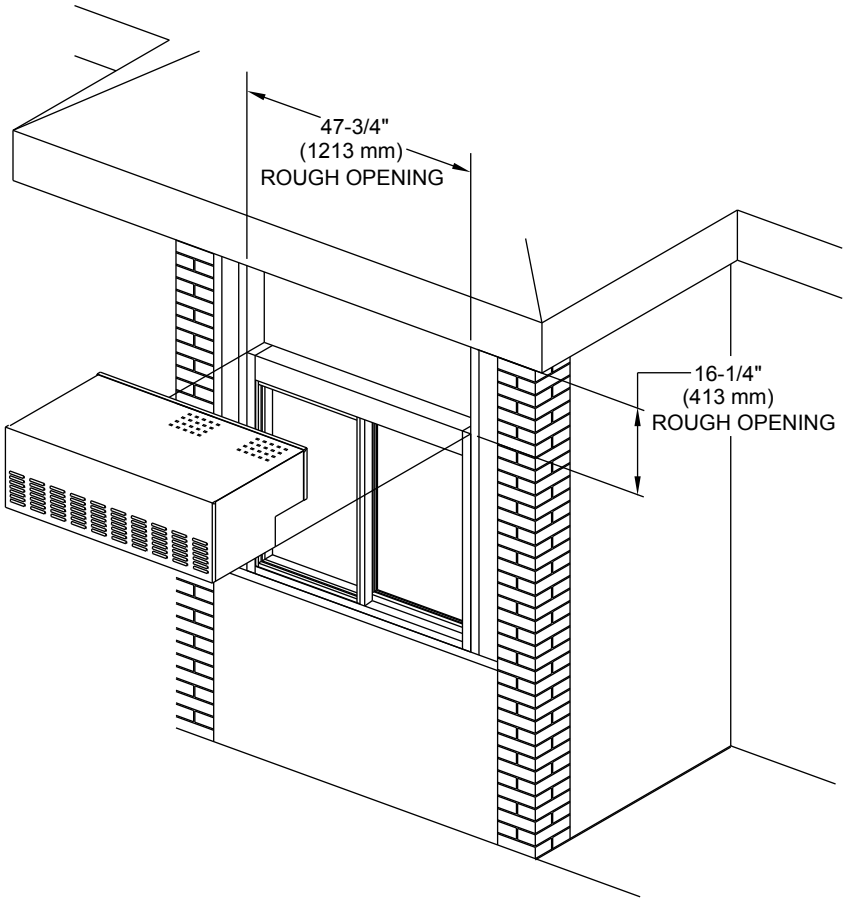
CUT SHEET

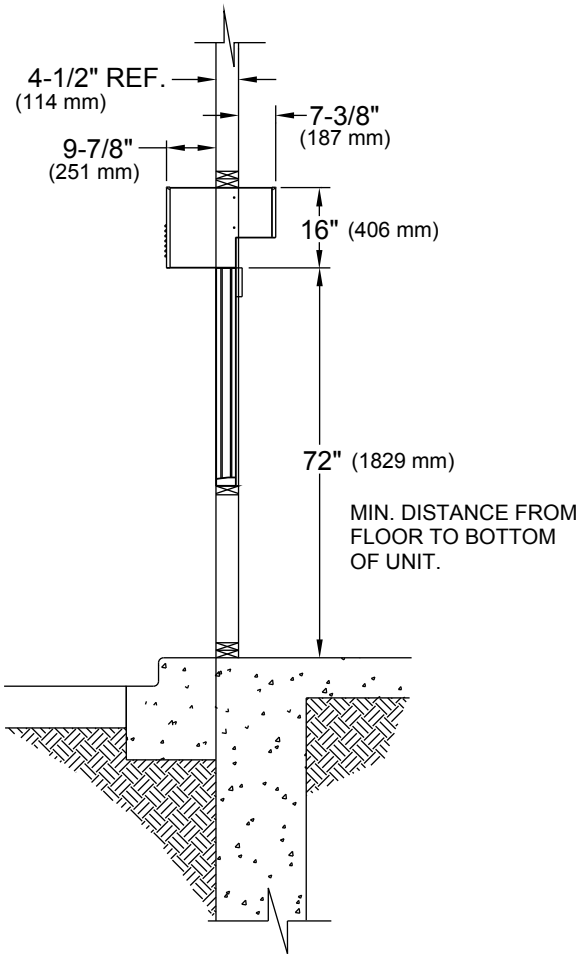
1815 Arthur Drive, West Chicago, Illinois 60185 - Direct (630) 876-7766 - Toll Free (800) 621-5045 - Fax (630) 876-7767
E-mail: ready@ready-access.com - Web site: www.ready-access.com - Members: CSI, NRA, NAFEM, CFESA

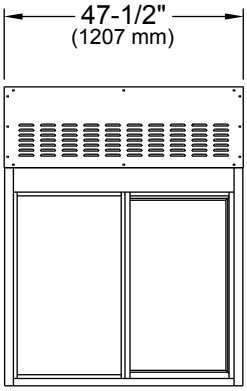
ARRIVES READY FOR INSTALLATION

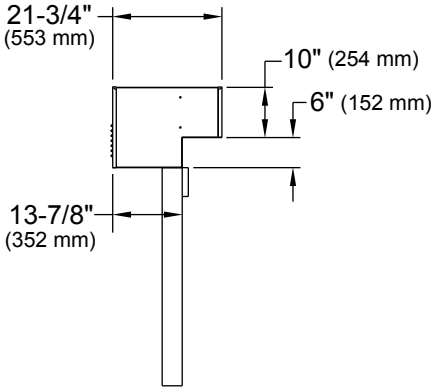
Your Ready Access window is shipped completely assembled and ready for installation. Comes with instructions.

AA300 - 275 PASS-THRU AIR CURTAIN SYSTEM









UNIT SPECIFICATIONS:

- 208/240 VOLTS
- 7100 HEATER WATTS
- 32 ACTUAL UNIT AMPS
- 1 (SINGLE) PHASE
- 60 HZ
- 600 FPM AIR VELOCITY

Window must be installed square and plumb.

Installation illustrations are for reference only. Construction and local codes will determine proper installation of window.

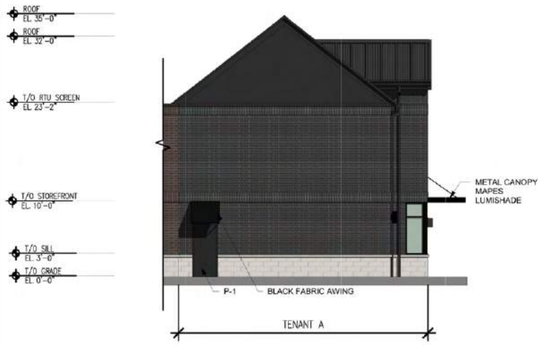
Contact Ready Access for more information on installation.

1815 Arthur Drive, West Chicago, Illinois 60185 - Direct (630) 876-7766 - Toll Free (800) 621-5045 - Fax (630) 876-7767
E-mail: ready@ready-access.com - Web site: www.ready-access.com - Members: CSI, NRA, NAFEM, CFESA

022502-A300275

SHIFT PATIO DOOR

1 EAST ELEVATION
SCALE: 1/8"=1'-0"



2 WEST ELEVATION
SCALE: 1/8"=1'-0"

3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"

5 PERSPECTIVE VIEW
SCALE: N.T.S

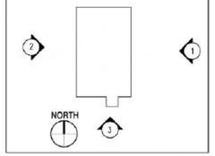
6 PERSPECTIVE VIEW
SCALE: N.T.S

MATERIAL SCHEDULE

LEGEND	MATERIAL	MANUFACTURER	COLOR/DESCRIPTION	FINISH/STYLE
BR-1	BRICK	ECHELON	QT BLACK	RUNNING BOND,
BR-2	BRICK	ECHELON	MESABA TIDE BLEND	RUNNING BOND,
BR-3	STONE	ECHELON	CORDOVA STONE	RUNNING BOND,
MC-1	METAL COPING		TO MATCH RAL#7021 MATTE M10029 - FLAT BLACK	PRE-FINISHED
SF-1	ALUMINUM STOREFRONT SYSTEM	TBD	TO MATCH RAL#7021 MATTE M10029 - FLAT BLACK	ANODIZED
	HOLLOW METAL DOOR FRAME			PAINTED
	METAL CANOPY	AWNEX	SEATTLE CANTILEVER OPTION WITH GUTTER IN THE BACK AND DOWNSPOUTS	8" C-CHANNEL FASCIA

NOTE:
SIGNAGE UNDER SEPARATE PERMIT

KEY PLAN:



20% PRELIMINARY DESIGN PACKAGE

CITY APPROVAL

CLIENT:
vequity real estate. redefined.
Vequity
226 N. Morgan Street
Suite 300
Chicago, IL 60607
312-985-0987
Email info@vequity.com
www.vequity.com

PROJECT TEAM:
ILEKIS architects + planners
ILEKIS ASSOCIATES
223 W. JACKSON BLVD.
SUITE 1000
CHICAGO, IL 60606
312-419-0009 www.ILEKIS.com

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES AND BUILDING REGULATIONS.
ALPHONSE A. ILEKIS, AIA

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NOTE:

RETAIL BUILDING
PROJECT # 2014-19
20% STARBUCKS PROGRESS SET
17118 S HARLEM
TINLEY PARK, IL 60477

THESE DOCUMENTS WERE PREPARED UNDER MY SUPERVISION AND, TO THE BEST OF MY KNOWLEDGE, COMPLY WITH THE APPLICABLE CODES.
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DATE:	ISSUED FOR:
02/11/21	ISSUED FOR CLIENT REVIEW
02/02/21	ISSUED FOR CLIENT REVIEW
01/25/21	ISSUED FOR CLIENT REVIEW
12/08/20	ISSUED FOR CLIENT REVIEW

EXTERIOR COLOR ELEVATIONS

A3.01

LL ELEVATIONS
171ST & HARLEM

STORE #66955
CPN# 91366-001
DATE: 2021-02-26

SUMMARY OF SIGNAGE CODE:: One wall sign on the street frontage. Maximum gross surface area shall not exceed 53 square feet.

PERSPECTIVE
171ST & HARLEM

STORE #66955
CPN# 91366-001
DATE: 2021-02-26

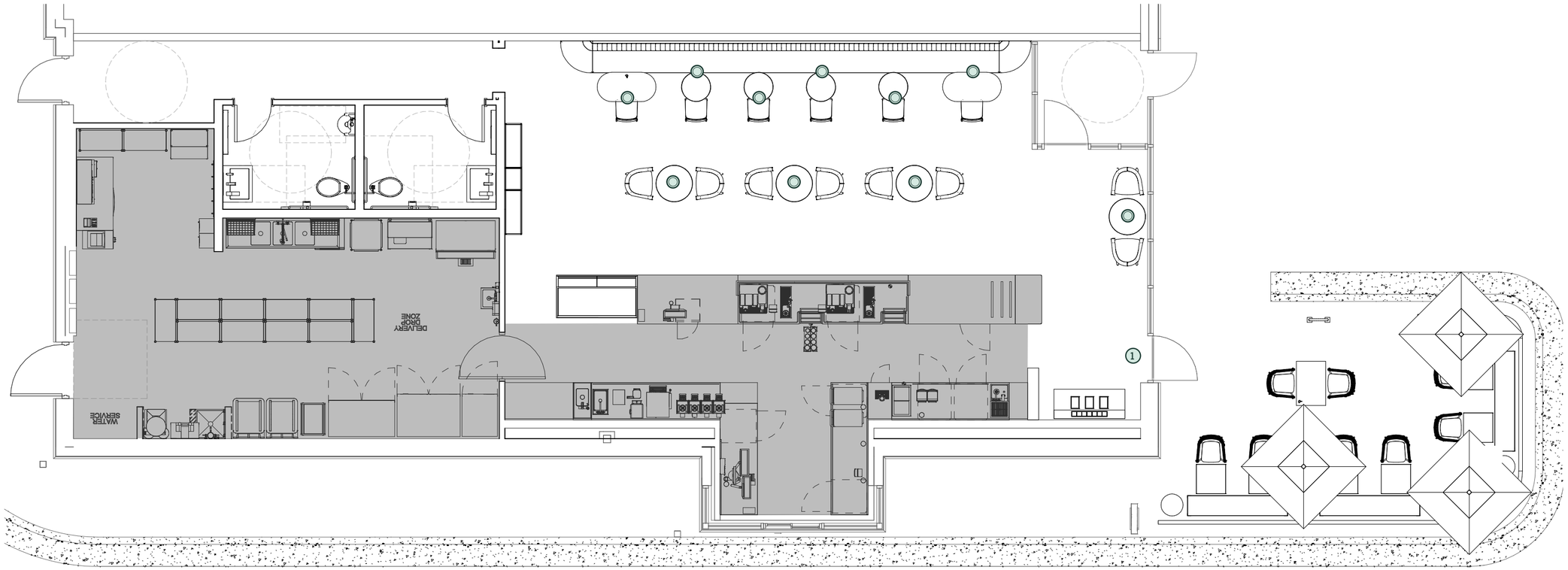
SEATING

INTERIOR	20
CUSTOMER OCCASIONS - ◎	10
PATIO	14

KEY NOTES

① AIR CURTAIN @ PATIO DOOR

ECOGRIP FLOORING
DID:: 19795 - PEWTER



PROPOSED FLOOR PLAN

FLOOR PLAN
171ST & HARLEM

STORE #66955
CPN# 91366-001
DATE: 2021-02-26

Total Sign Square footage Calculations:	
Allowed:	120.0 sqft
Proposed:	129 sqft

Overall Height:	
Allowed Max:	10.0 Feet
Proposed:	11.0 Feet

SetBacks:	
Requirements:	5 Feet
Proposed:	5 Feet

Code Information:

1. Monument sign square footage calculated as follows: 1 SF per 2.5 of linear frontage not to exceed 120 SF.
2. 10' Setback restriction for all signs on site (directionals are exempt).
3. Max overall height: 10'
4. Freestanding signs shall be architecturally compatible with the building it identified. The sign shall have the same or similar materials to the materials used for the principle building.

Masonry and landscaping to be provide by others

Face Detail - Mobil 2P Pricer Monument Structure - **Sign A**

3/8" = 1'-0" **Must be printed at actual size for scale to apply*

Customer/Site No: 7ELEV38828	Prepared By: T. Heesen	
Address: 17100 S. Harlem Ave, Tinley Park, IL 60477	Date: 01/12/21	Project No: 428615-6
Description: 7-11/Mobil Brand Book	Customer Signature:	

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your **image** is our **priority**.

*The rendering depicts the approximate size and color. Final product may vary.

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SIGNS3, Inc.
FULL SERVICE SIGN COMPANY

207 Gail Ct. S.
Prospect Heights, IL 60070

info@signs3.com
signs3.com

847.222.0505

CLIENT

vequity

CORPORATE:
400 N. STATE SUITE 400
CHICAGO, IL 60654

LOCATION:
17118 S. HARLEM AVE.
TINLEY PARK, IL 60477

PROJECT

DATE: 12/10/2020
Vequity 17118 S Harlem Tinley Park 12102020.ai
ACCOUNT REP: JD
DESIGNER: NP
DESIGN TIME: N/A
R1: 00/00/00
R2: 00/00/00
R3: 00/00/00
R4: 00/00/00
R5: 00/00/00
DESIGN STATUS:
- [ ] REVISE & RESUBMIT
- [ ] APPROVED AS NOTED
- [ ] APPROVED

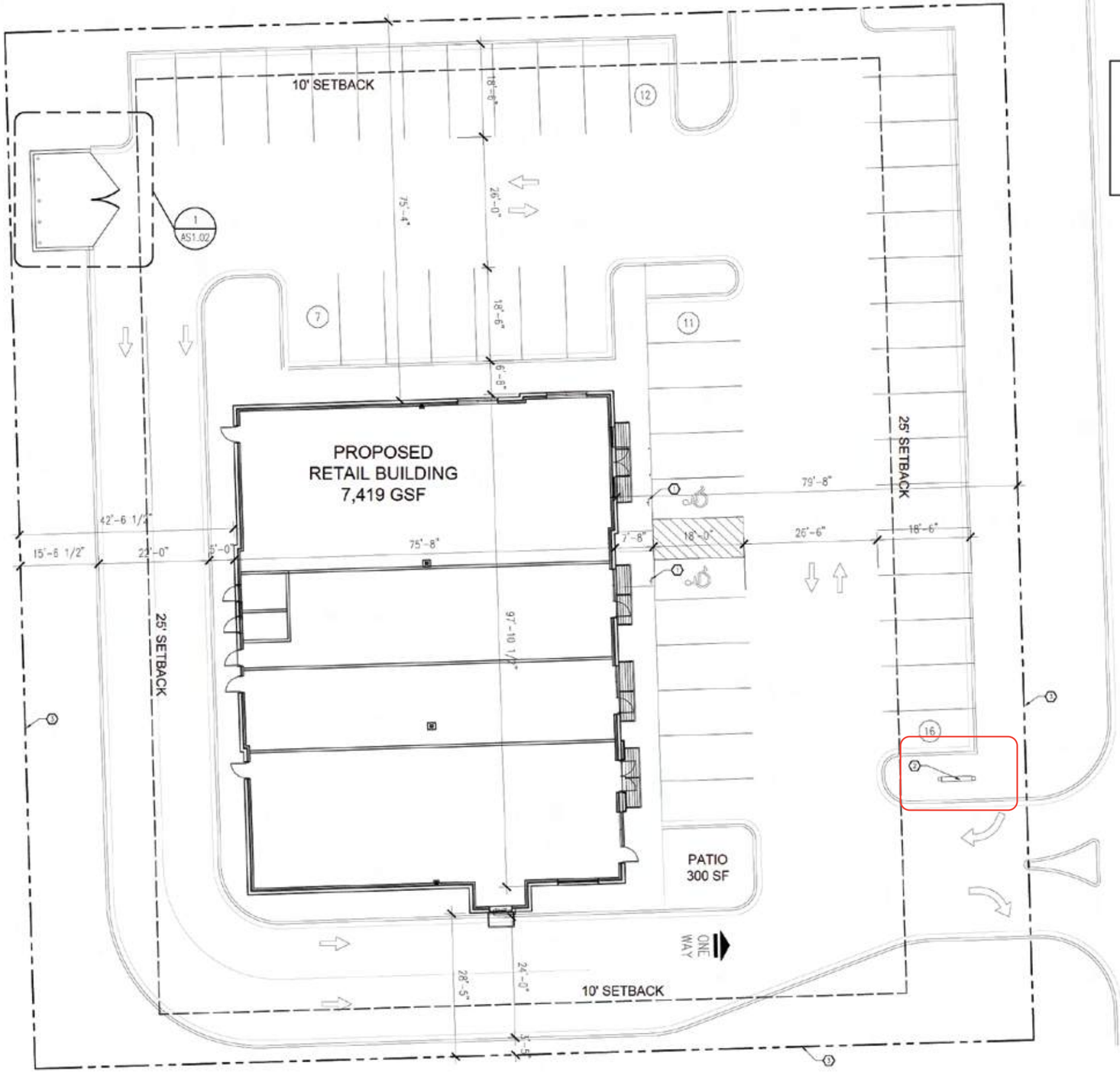
SIGN:
DATE:
MUNICIPALITY: TINLEY PARK, IL
PERMIT STATUS:
- [ ] REVISE & RESUBMIT
- [ ] APPROVED AS NOTED
- [ ] APPROVED

PRINT SIZE: [x] 11”x17” [ ] 8.5”x11”
SACALE: N.T.S.

MONUMENT SIGNS

DETAIL

SHEET
1 OF 2



NOTE: SITE PLAN SHOWN FOR REFERENCE ONLY AND TO BE PERMITTED UNDER SEPARATE REVIEW.

THE INTERIOR CONDITIONS SHOWN WITHIN THE BUILDING IS FOR REFERENCE ONLY AND IS NOT TO BE CONSIDERED THE APPROVED INTERIOR LAYOUT

THE SITE PLAN PROVIDED IS ARCHITECTURAL IN NATURE AND HAS NOT BEEN REVIEWED BY A CIVIL ENGINEER AT THE TIME OF THIS ISSUANCE. FINAL SITE CONFIGURATION AND OR SITE DRAINING WILL BE REVIEW AND OR UPDATED WHEN A CIVIL ENGINEER IS IN REVIEW OF THE PROJECT. THE FINAL SITE PLAN MAY DIFFER UPON RECEIPT OF SEALED CIVIL ENGINEERED DOCUMENTS.

KEY NOTES:

1. ADA PARKING, SIGN REFER TO CIVIL
2. PROPOSED MONUMENT SIGN.
3. PROPERTY LINE.

NORTH

1 SITE PLAN
SCALE: 3/32"-1'-0"

your **image** is our **priority**.

*The rendering depicts the approximate size and color. Final product may vary.

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SIGNS3, Inc.
FULL SERVICE SIGN COMPANY

207 Gail Ct. S.
Prospect Heights, IL 60070

info@signs3.com
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CLIENT

vequity

CORPORATE:
400 N. STATE SUITE 400
CHICAGO, IL 60654

LOCATION:
17118 S. HARLEM AVE.
TINLEY PARK, IL 60477

PROJECT

DATE: 12/10/2020
Vequity 17118 S Harlem Tinley Park 12102020.ai
ACCOUNT REP: JD
DESIGNER: NP
DESIGN TIME: N/A
R1: 00/00/00
R2: 00/00/00
R3: 00/00/00
R4: 00/00/00
R5: 00/00/00
DESIGN STATUS:
- [ ] REVISE & RESUBMIT
- [ ] APPROVED AS NOTED
- [ ] APPROVED

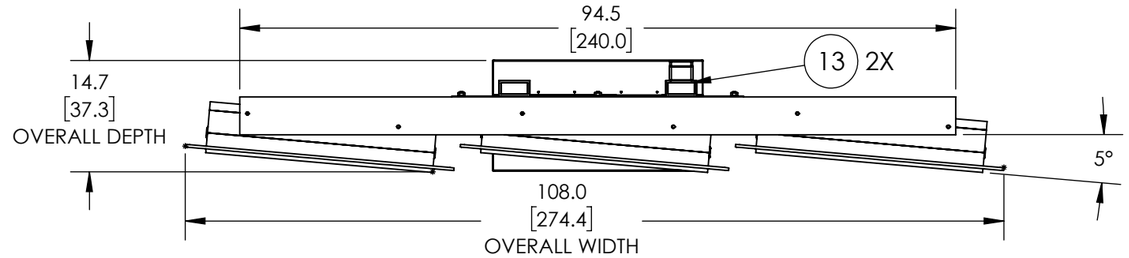
SIGN:
DATE:
MUNICIPALITY: TINLEY PARK, IL
PERMIT STATUS:
- [ ] REVISE & RESUBMIT
- [ ] APPROVED AS NOTED
- [ ] APPROVED

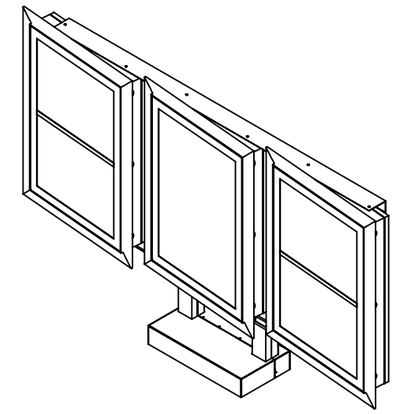
PRINT SIZE: [x] 11"x17" [ ] 8.5"x11"
SACALE: N.T.S.

MONUMENT SIGNS

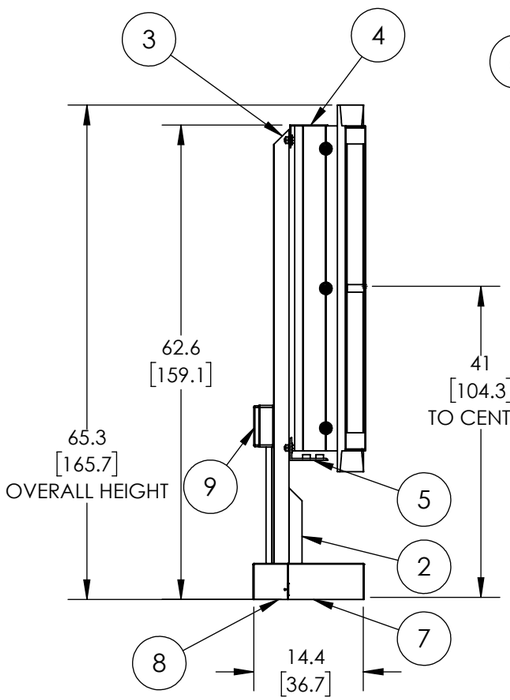
SITE PLAN

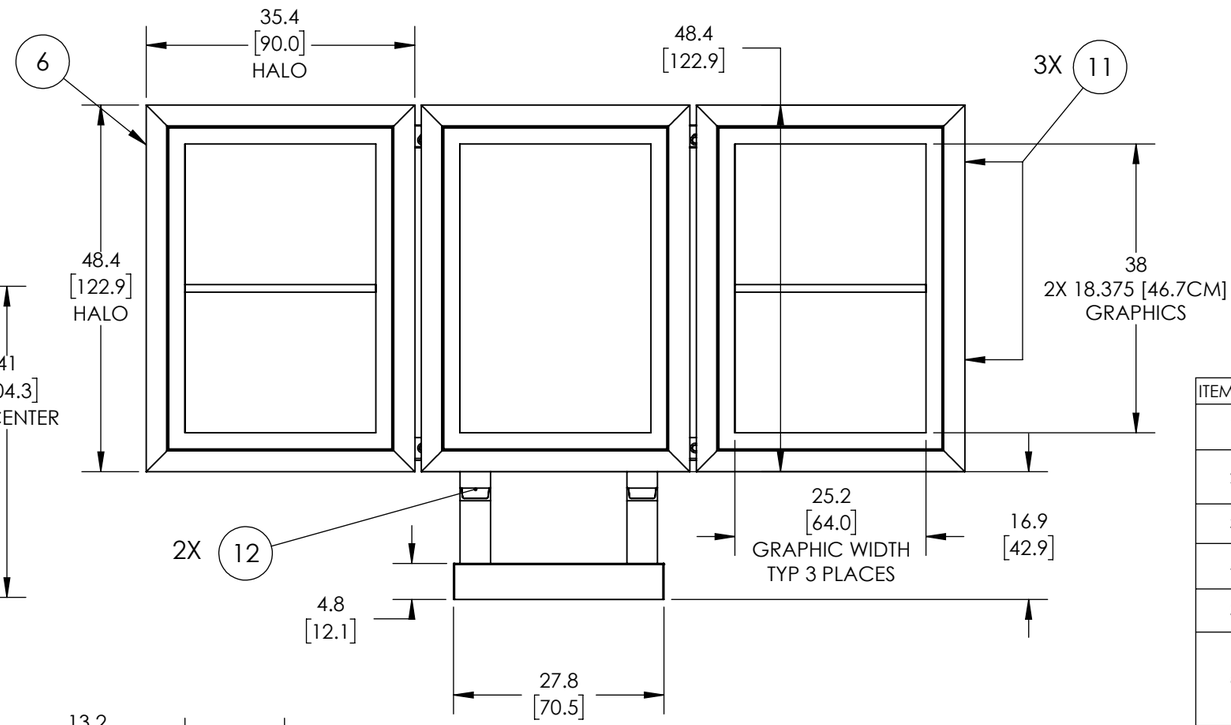
SHEET
2 OF 2

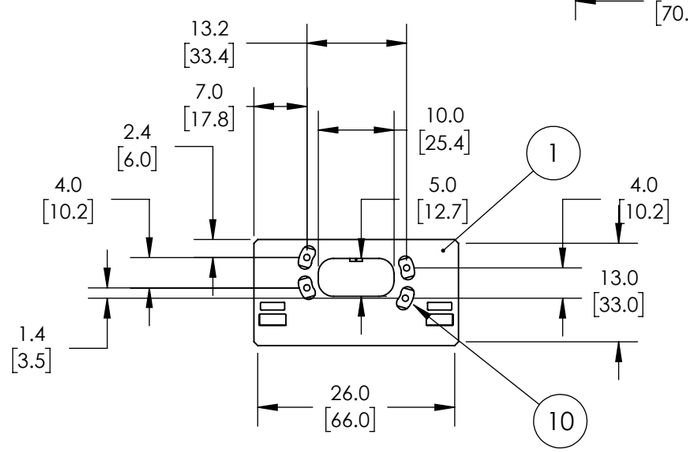




3D VIEW
FOR REFERENCE ONLY







BASE PLATE, ITEMS HIDDEN FOR CLARITY

ITEM NO.	DESCRIPTION	QTY.
1	3/4" [19mm] STEEL BASE PLATE w/ 18deg HOLE PATTERN ROTATED FOR 15deg THRU 3deg POSITION	1
2	C4X7.25 (4"x2"x5/16") STEEL POST (WELDED TO STEEL BASE PLATE)	2
3	MAIN POST, 4"x2"x.25"THK A500 STEEL	2
4	3"x3"X1/8" STEEL SUPPORT ANGLE (BOLTED TO STEEL POST)	1
5	5"x3"X1/4" STEEL SUPPORT ANGLE (WELDED TO STEEL POST)	1
6	EXTRUDED ALUMINUM MENU BOARD ONE FULL AND TWO SPLIT PANEL LIGHTBOX ONE 25-1/4" x 38" TWO 25-1/4"x 18-3/8" GRAPHICS GRAPHIC ASSEMBLY CENTERED, NOT SHIFTED STANDARD LED TUBE LIGHTING, SIDE LOCKS	3
7	WELDED ALUMINUM BASE COVER FRONT	1
8	WELDED ALUMINUM BASE COVER REAR	1
9	WATER-TIGHT BOX w/SWITCHES & SENSOR, RIDGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.30Aac	1
10	BASE WASHERS, 1/4" THICK	8
11	SIDE MOUNT LOCKS, RETAIN EXISTING KEY #E3-26-819-15	6
12	C CHANNEL CAP, 16 GA STEEL	2
13	TUBE CAP, 16GA STEEL	2

14119

DSA SIGNAGE
A Visual Display Company

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	NAME	DATE
DRAWN	JG	3-7-19

SIZE: B
MATERIAL: ALUMINUM/STEEL MIX
FINISH: RAL7021 BLACK GREY, 10% SHEEN
DO NOT SCALE DRAWING

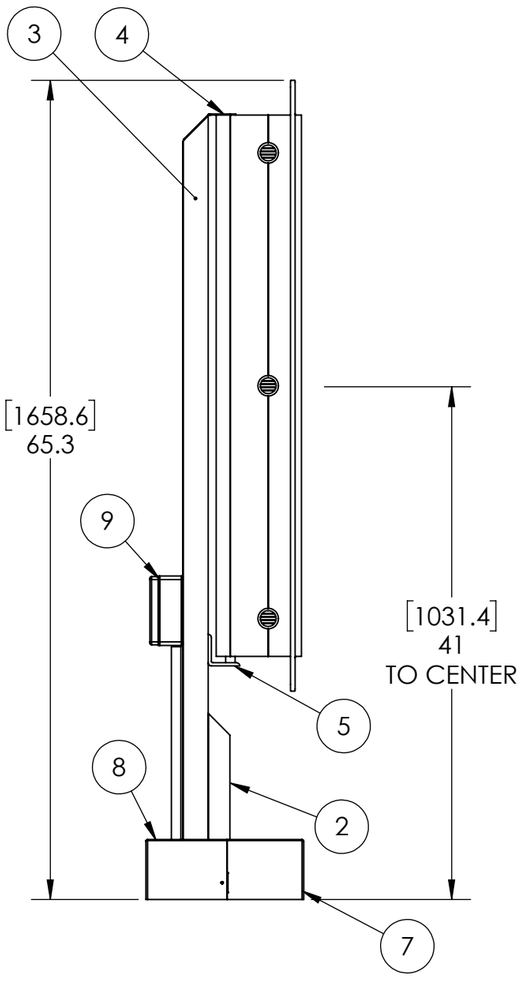
COMMENTS:
CQSBEDT5LED

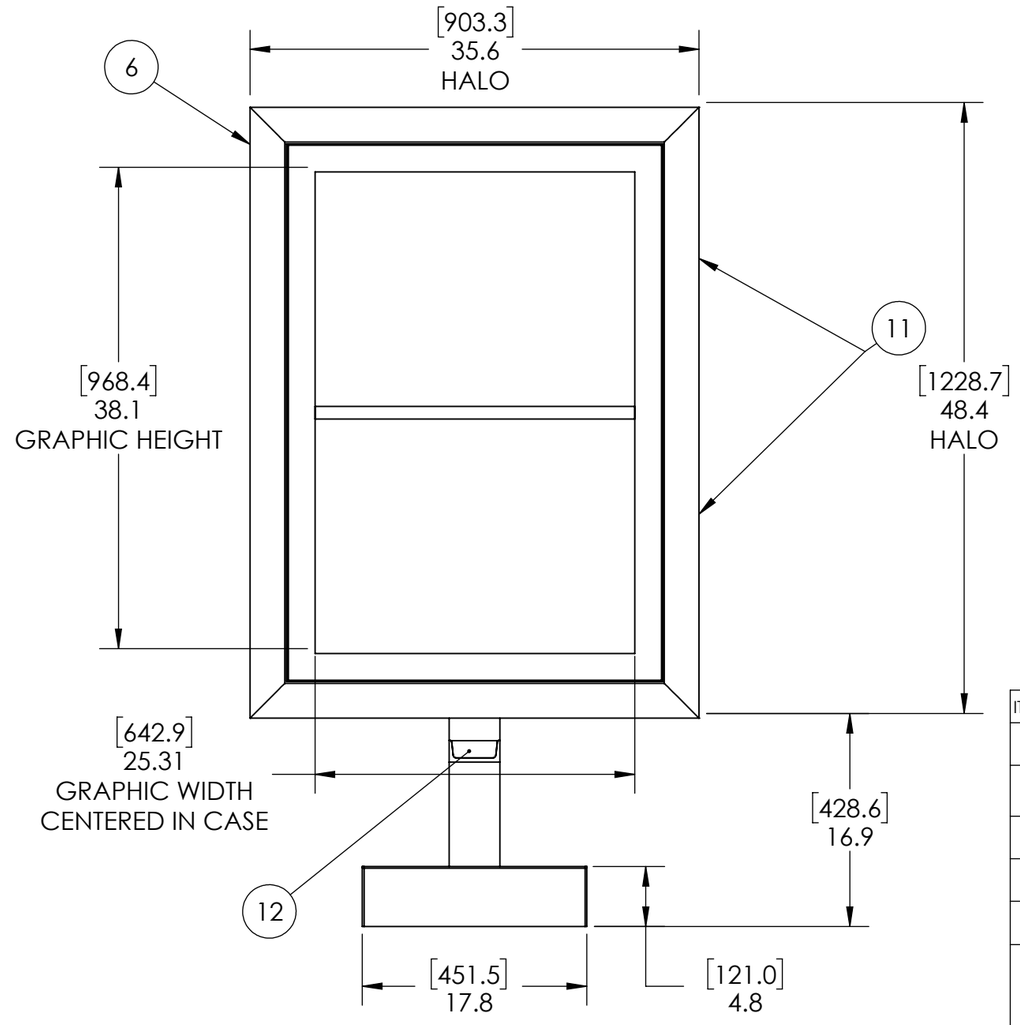
TITLE:
DT 3 PANEL FREESTANDING

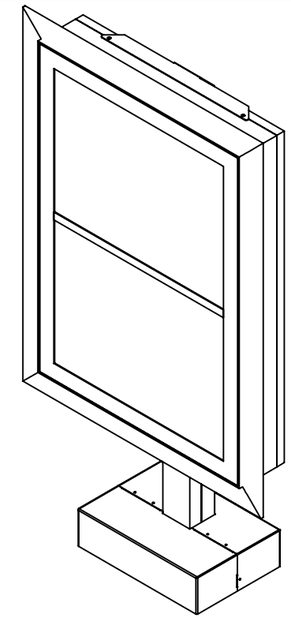
DWG. NO.
DT 5 PANEL ORDER POST

REV
B

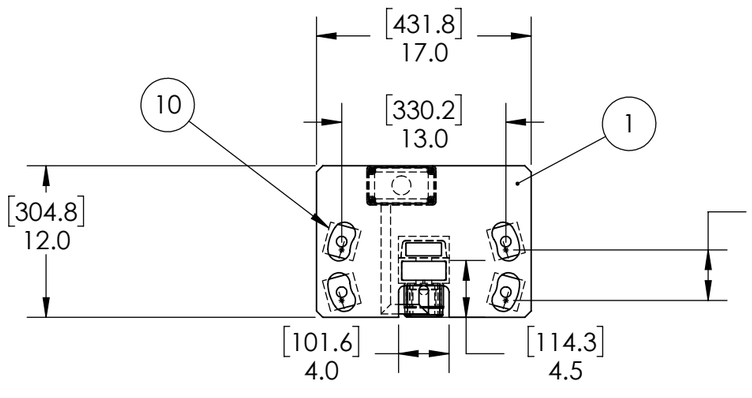
SCALE: 1:20 | WEIGHT: 431.42 | SHEET 1 OF 2







ITEM NO.	DESCRIPTION	QTY.
1	3/4" [19mm] STEEL BASE PLATE W/ 18DEG HOLE PATTERN LEFT SQUARE / SYMETRICAL	1
2	C4X7.25 (4"X2"X5/16") STEEL POST (WELDED TO STEEL BASE PLATE)	1
3	MAIN POST, 4"X2"X.25"THK A500 STEEL	1
4	3"X3"X1/8" STEEL SUPPORT ANGLE (WELDED TO STEEL POST)	1
5	5"X3"X1/4" STEEL SUPPORT ANGLE (WELDED TO STEEL POST)	1
6	EXTRUDED ALUMINUM MENU BOARD ONE SPLIT PANEL LIGHTBOX TWO 25-1/4"X 18-3/8" GRAPHICS GRAPHIC ASSEMBLY CENTERED, NOT SHIFTED STANDARD LED TUBE LIGHTING, SIDE LOCKS	1
7	WELDED ALUMINUM BASE COVER FRONT	1
8	WELDED ALUMINUM BASE COVER REAR	1
9	WATER-TIGHT BOX W/SWITCHES & SENSOR, RIDGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.30AAC	1
10	BASE WASHERS, 1/4" THICK	8
11	SIDE MOUNT LOCKS, RETAIN EXISTING KEY #E3-26-819-15	2
12	C-CHANNEL CAP	1



BASE MOUNTING PLATE, MULTIPLE ITEMS HIDDEN FOR CLARITY

14120

DSA SIGNAGE
A Visual Display Company

TITLE: PRE-POST ASSEMBLY

	NAME	DATE
DRAWN	JG	3-1-19

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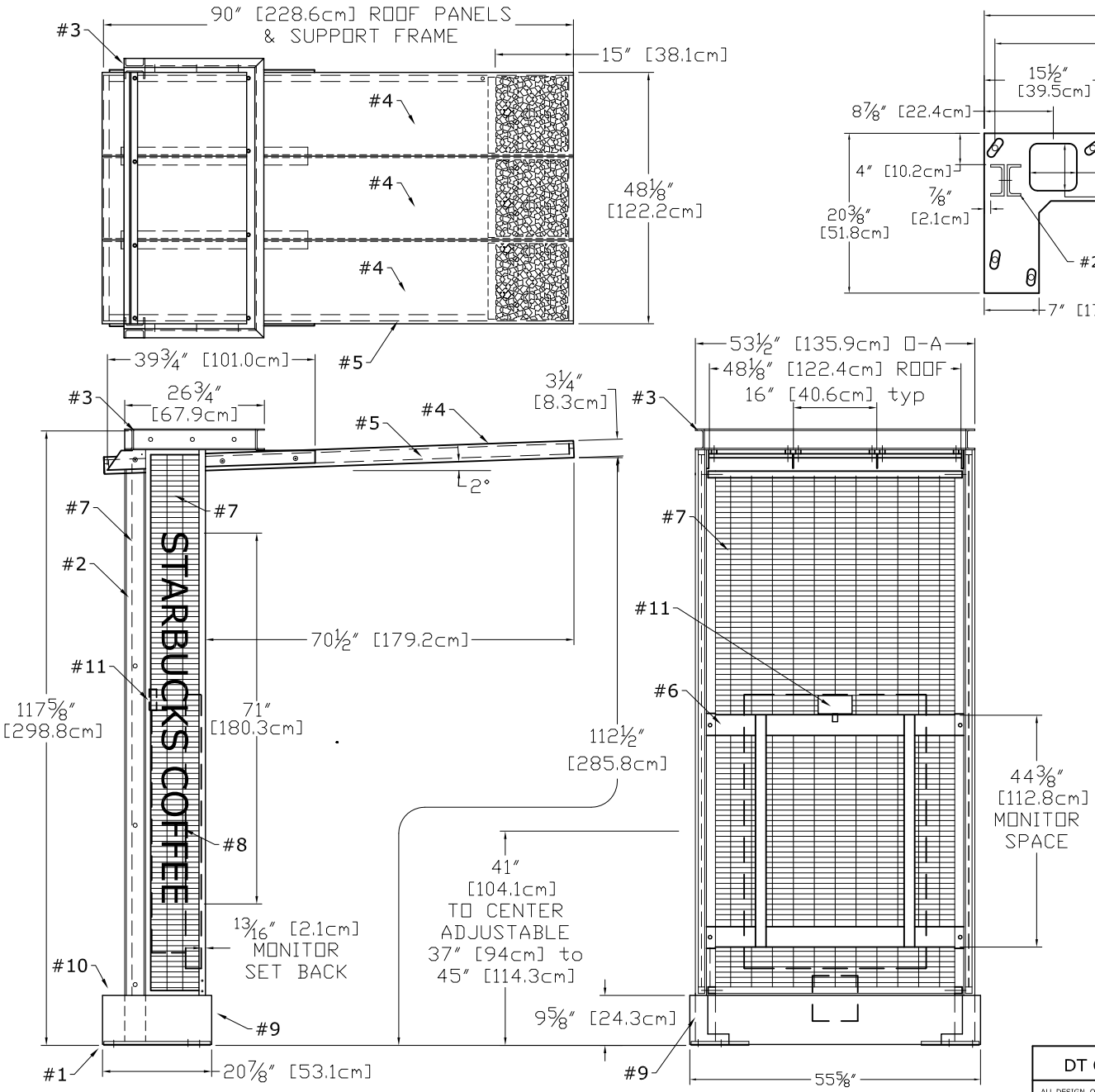
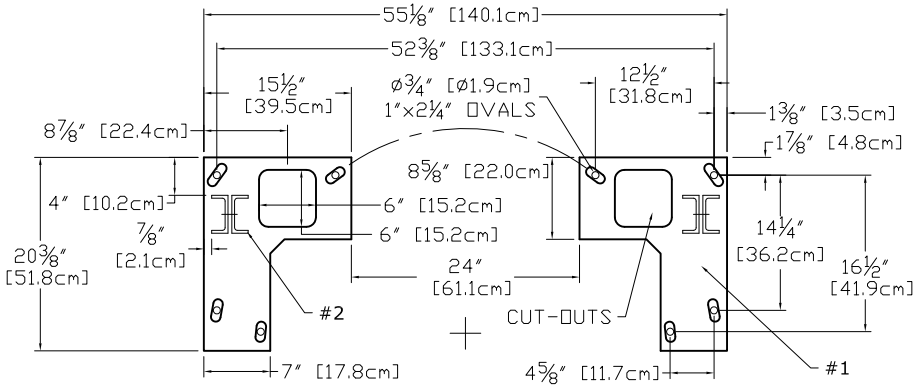
SIZE: B
MATERIAL: BOX:AL BASE: STEEL
FINISH: PRIMER & SD PC
DO NOT SCALE DRAWING

COMMENTS:

DWG. NO. PRE-POST VE ASSEMBLY
REV B

SCALE: 1:16 | WEIGHT: 161.24 | SHEET 1 OF 1





#1 - TWO - ¾" [19mm] STEEL BASE PLATES
w/ OVAL HOLES FOR SWIVEL/POSITION
16 - ¼" WASHERS SUPPLIED

#2 - TWO - BACK TO BACK C4X7.25
(4"x1¾"x5/16") STEEL POSTS

#3 - WELDED ALUMINUM HEADER,
C4"X1.58" CHANNEL

#4 - THREE - ALUMINUM ROOF PANELS
SEAMLESS RAISED SIDE EDGES
15" OF LASERED PATTERN
W/ DRIP EDGE BEHIND

#5 - WELDED STEEL PERIMETER ROOF FRAME

#6 - WELDED 3/16" STEEL [5mm] MONITOR
SUPPORT FRAME WITH HGT ADJUSTMENT

#7 - WELDED STEEL 1" [25.4mm] O-C WIRE
GRID BACK & SIDE PANELS IN WELDED
RECTANGULAR STEEL TUBE FRAMES

#8 - 4 7/16" X ½" [11.3cmX12.7mm] WHITE
ACRYLIC LETTERS. FIXED TO LH GRID
PANEL w/ANTI-TAMPER SCREWS

#9 - WELDED ALUMINUM BASE COVERS

#10 - WELDED ALUMINUM WATER-TIGHT
ELECTRIC ENCLOSURE (REAR HATCH)

#11 - LED CEILING FLOODLIGHT,
WIRED COMPLETE

RAL7021 BLACK GREY, 10% SHEEN, EXT

DESIGNED TO HOLD STARBUCKS MONITOR or
14239 ORDER LIGHTBOX (not included)

APPROVED
02/04/14

DT ORDER POINT CANOPY FREESTANDING

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DSA/PHOTOTECH
16961 Central Avenue, Carson, CA 90746
(310) 537-5000 (310) 537-7060 Fax
phubbell@dsaphototech.com

OPC, NO MONITOR OR ORDER BOARD

PAH	DATE 02/13/14	CQSBEOPCMON	SCALE 1 : 30	SHT 1 / 1

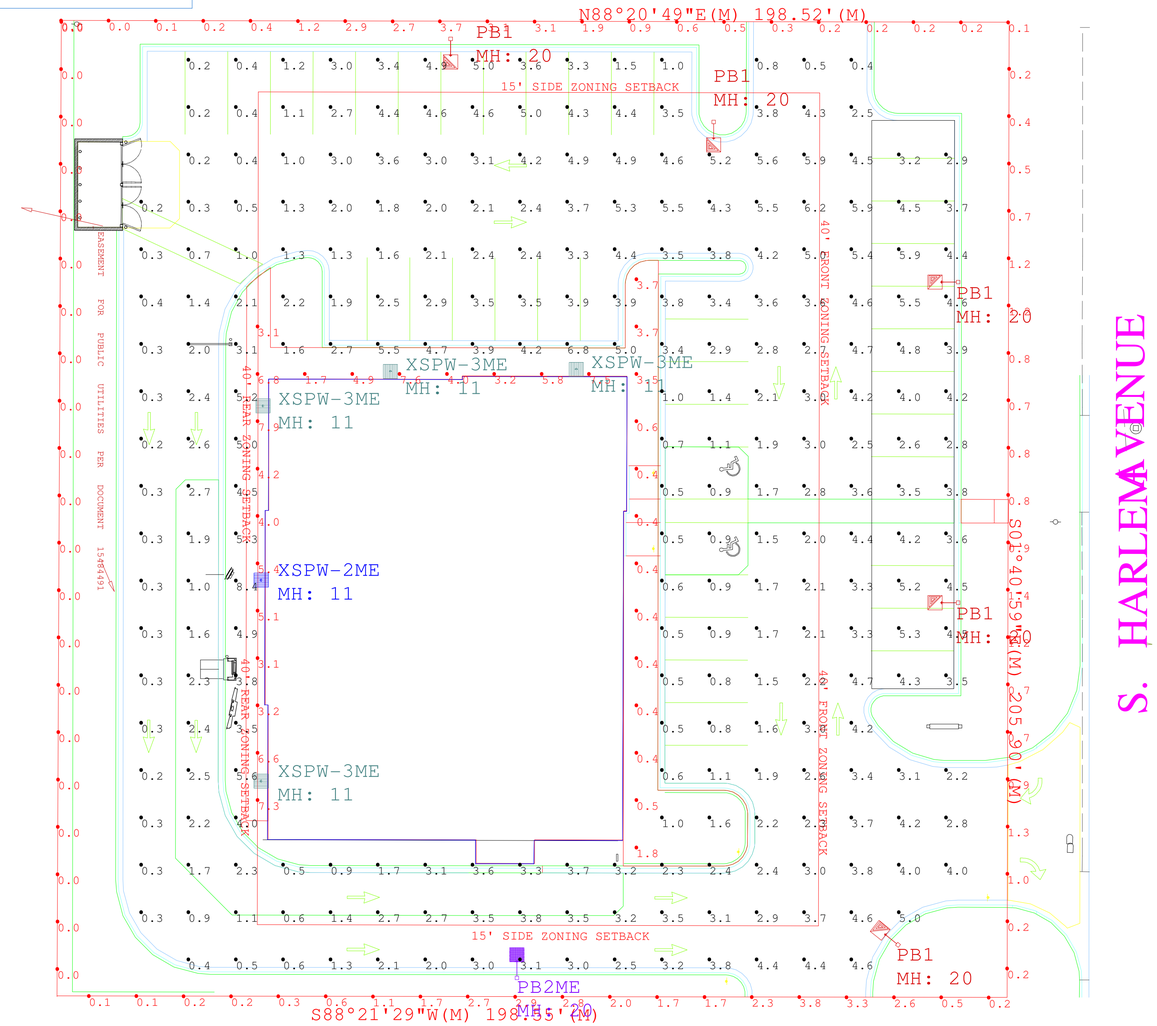
Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	5	PB1	SINGLE	1.000	13032	130	OSQ-A-NM-4ME-K-40K-UL-BK w/OSQ-DABK + OSQ-BLSMF
	1	PB2ME	SINGLE	1.000	8779	86	OSQ-A-NM-2ME-B-40K-UL-BZ w/OSQ-B-AABZ + OSQ-BLSLF
	1	XSPW-2ME	SINGLE	1.000	4270	31	XSPW-B-WM-2ME-4L-40K-UL-BK
	4	XSPW-3ME	SINGLE	1.000	4270	31	XSPW-B-WM-3ME-4L-40K-UL-BK

Calculation Summary (Footcandles calculated using predicted lumen values @ Initial LLF)						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
Paved Area	Fc	2.79	8.4	0.2	13.95	42.00
Property Line	Fc	1.13	3.8	0.0	N.A.	N.A.
Sidewalk	Fc	3.48	7.9	0.4	8.70	19.75
West Property Line	Fc	0.00	0.0	0.0	N.A.	N.A.
Typical parking	Fc	4.14	5.9	2.6	1.59	2.27

Pole Schedule
(6) SSS-4-11-20-CW-BS-1D-C-BK (20' X 4" X 11ga STEEL SQUARE POLE)
Proposed poles meet 140 MPH sustained winds.

Additional Equipment:
(6) OSQ-DABK
(6) OSQ-BLSMF

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***



CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
9201 Washington Ave, Racine, WI 53406 https://creelighting.com - (800) 236-6800

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used inconjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting,or energy code.

Project Name: 17118 S Harlem Tinley Park IL

SR-34972 | Footcandles calculated at grade | Filename: 210309AU1NRPR2.AGI

Layout By: Nicholas Passeri

Date:3/18/2021

Scale 1" = 16'

0 32 64

Traffic Impact Study
Proposed Retail Development

Tinley Park, Illinois

Prepared For:

Vequity

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

May 17, 2021

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 retail development to be located in Tinley Park, Illinois. The site, which is vacant, is located on the west side of Harlem Avenue (IL Route 43) 300 feet south of 171st Street. As proposed, the site will be developed with an approximately 7,421 square-foot multi-tenant building that will be anchored by an approximately 2,202 square-foot Starbucks coffee shop. Access to the development will be provided via a proposed right-in/right-out access drive on Harlem Avenue and via cross connection to the planned 7-Eleven fuel center development to be located north of the site.

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 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:

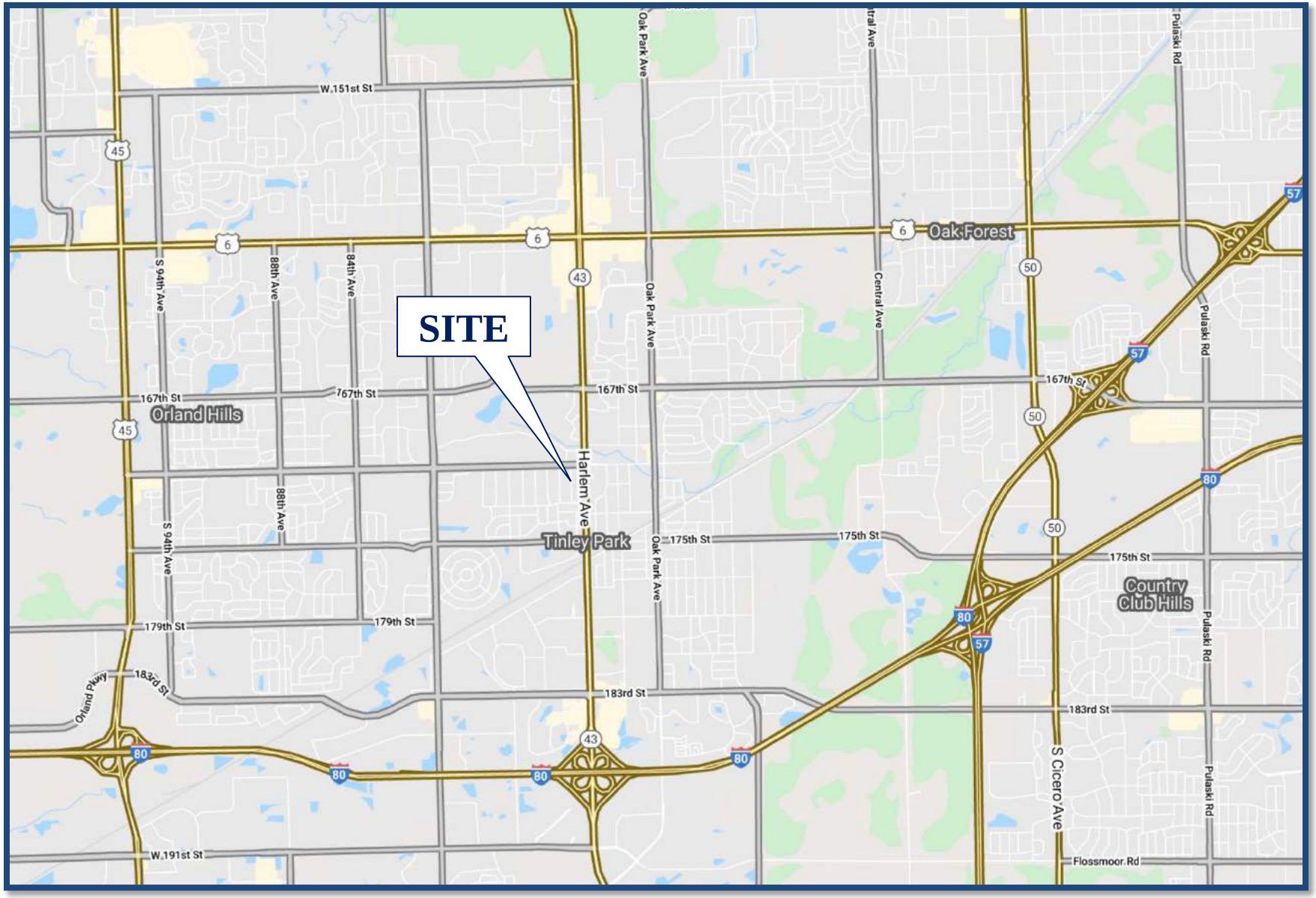
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening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

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

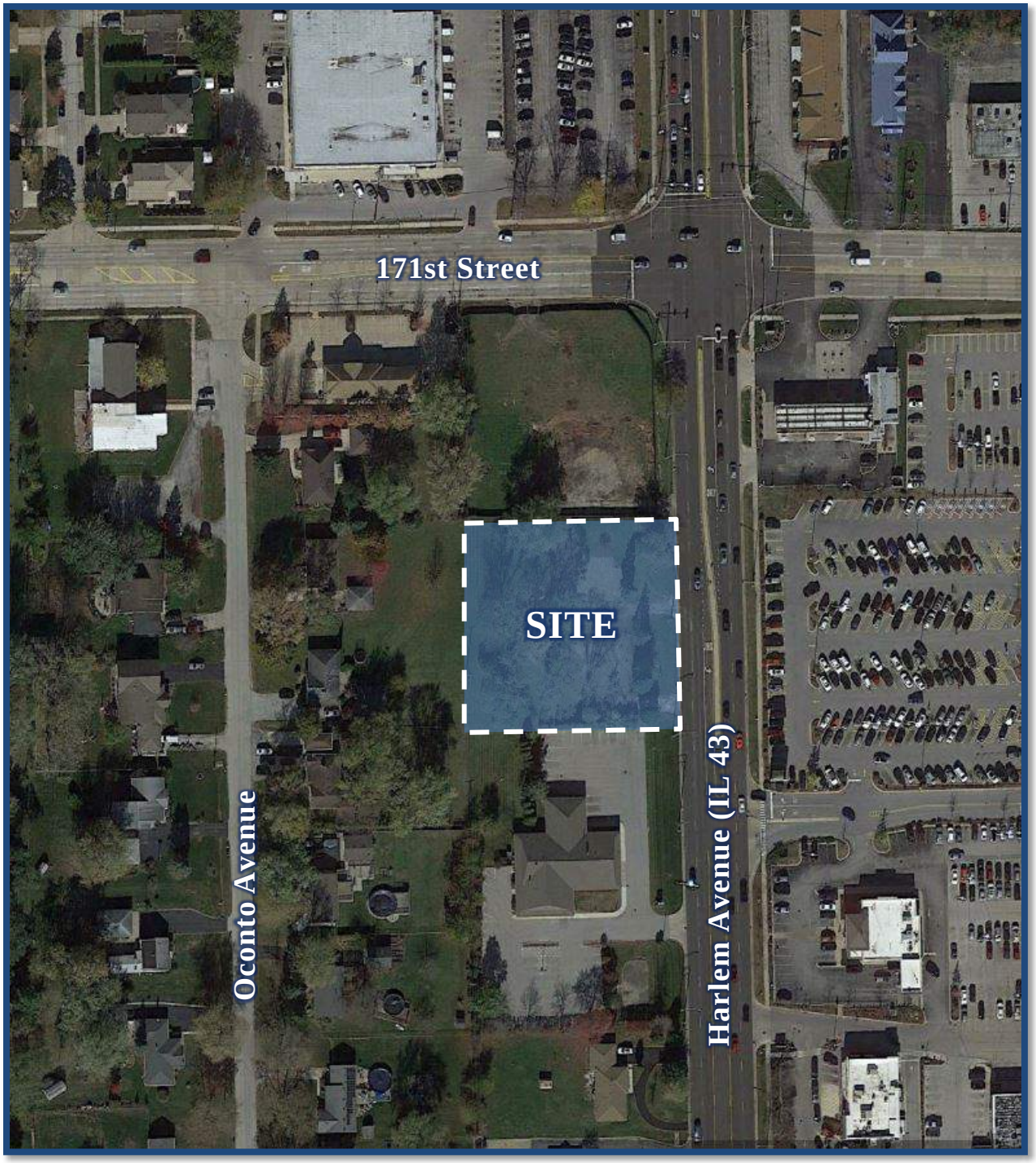
1. Year 2021 Base Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2019 increased to represent Year 2021 volumes.

2. Year 2027 No-Build Conditions – Analyzes the capacity of the existing roadway system using Year 2021 base traffic volumes increased by an ambient area growth factor not attributable to any particular development as well the traffic expected to be generated by the planned 7-Eleven development north of the site.

3. Year 2027 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2027 no-build conditions and the traffic estimated to be generated by 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 based on a field visit conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

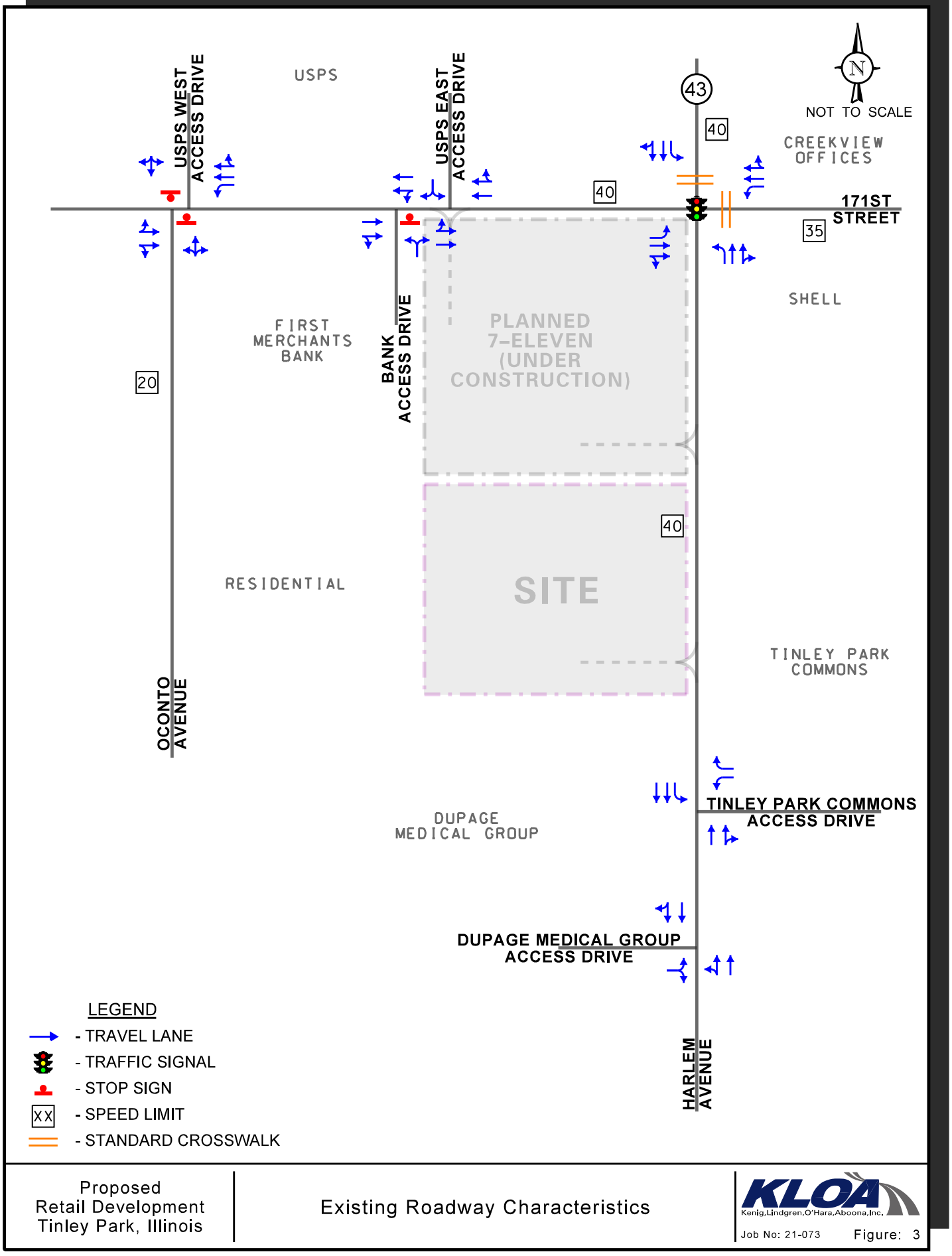
Site Location

The site, which is vacant, is bounded by the parcel that is to be developed with the planned 7-Eleven fuel center to the north, Harlem Avenue to the east, DuPage Medical Group to the south, and single-family homes to the west. Land uses in the area include the United States Postal Service (USPS) and the First Merchants Bank to the north, and Creekview Offices, a Shell fuel center, and Tinley Park Commons to the east

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Harlem Avenue (IL Route 43) is a north-south arterial roadway that provides two through lanes in each direction separated by a raised barrier median along the site frontage. At its signalized intersection with 171st Street, Harlem Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. The north leg of the intersection provides a standard style crosswalk and pedestrian countdown signals. At its unsignalized intersection with the Tinley Park Commons access drive, Harlem Avenue provides an exclusive southbound left-turn lane and the access drive provides two outbound lanes under stop sign control. At its unsignalized intersection with the DuPage Medical Group access drive, Harlem Avenue provides no exclusive turn lanes and the access drive provides one outbound lane under stop sign control. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) route, carries an Annual Average Daily Traffic (AADT) volume of 33,800 vehicles north of 171st Street and 33,900 vehicles south of 171st Street (IDOT 2019), and has a posted speed limit of 40 miles per hour.



Proposed
Retail Development
Tinley Park, Illinois

Existing Roadway Characteristics

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

Job No: 21-073 Figure: 3

171st Street is an east-west collector roadway that in the vicinity of the site provides two through lanes in each direction separated by a mountable/striped median. At its signalized intersection with Harlem Avenue, 171st Street provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. The east leg provides a standard style crosswalk and pedestrian countdown signals. At its unsignalized intersection with Oconto Avenue, 171st Street provides a shared left-turn/through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the westbound approach. At its intersections with the USPS east access drive and the First Merchants Bank access drive, 171st Street provides no exclusive turn lanes and the access drives provide one outbound lane with outbound movements under stop sign control. West of Harlem Avenue, 171st Street is under the jurisdiction of the Cook County Department of Transportation and Highways, carries an AADT volume of 16,000 vehicles (IDOT 2018), and has a posted speed limit of 40 miles per hour. East of Harlem Avenue, 171st Street is under the jurisdiction of the Village of Tinley Park, carries an AADT volume of 11,800 vehicles (IDOT 2018), and has a posted speed limit of 35 miles per hour.

Oconto Avenue is a north-south local roadway that provides one through lane in each direction and extends from 171st Street to its terminus at 173rd Street approximately 1,300 feet to the south. At its unsignalized intersection with 171st Street, Oconto Avenue provides a shared left/right-turn lane under stop sign control. Oconto Avenue is under the jurisdiction of the Village of Tinley Park and has a posted speed limit of 20 miles per hour.

Traffic Signal Interconnect

The intersection of Harlem Avenue with 171st Street is part of a 16-signal interconnect system that extends along Harlem Avenue from 175th Street (located one-half mile to the south) to 151st Street (approximately 2.5 miles to the north) and also includes the traffic signals along US Route 6 (159th Street) between the Park Center/Home Depot signalized access drives and Laramie Avenue. These traffic signals are maintained by IDOT.

Planned 7-Eleven Development

The parcel in the southwest quadrant of the intersection of Harlem Avenue with 171st Street is to be developed with a 7-Eleven fuel center with 20 fueling positions, a convenience store, and an automated car wash. Access to the fuel center will be provided via a proposed right-in/right-out access drive off Harlem Avenue approximately 200 feet south of 171st Street, a right-in/right-out access drive off 171st Street aligned opposite the east USPS access drive, and cross connection to the existing First Merchants Bank which provides access to Oconto Avenue and Harlem Avenue.

Planned Harlem Avenue with 171st Pedestrian Improvements

The intersection of Harlem Avenue with 171st Street is planned to be improved with high visibility crosswalks with pedestrian countdown timers on the west and south legs. These improvements will be in addition to the existing standard style crosswalks and pedestrian countdown timers on the north and east legs of the intersection.

Year 2021 Base Traffic Volumes

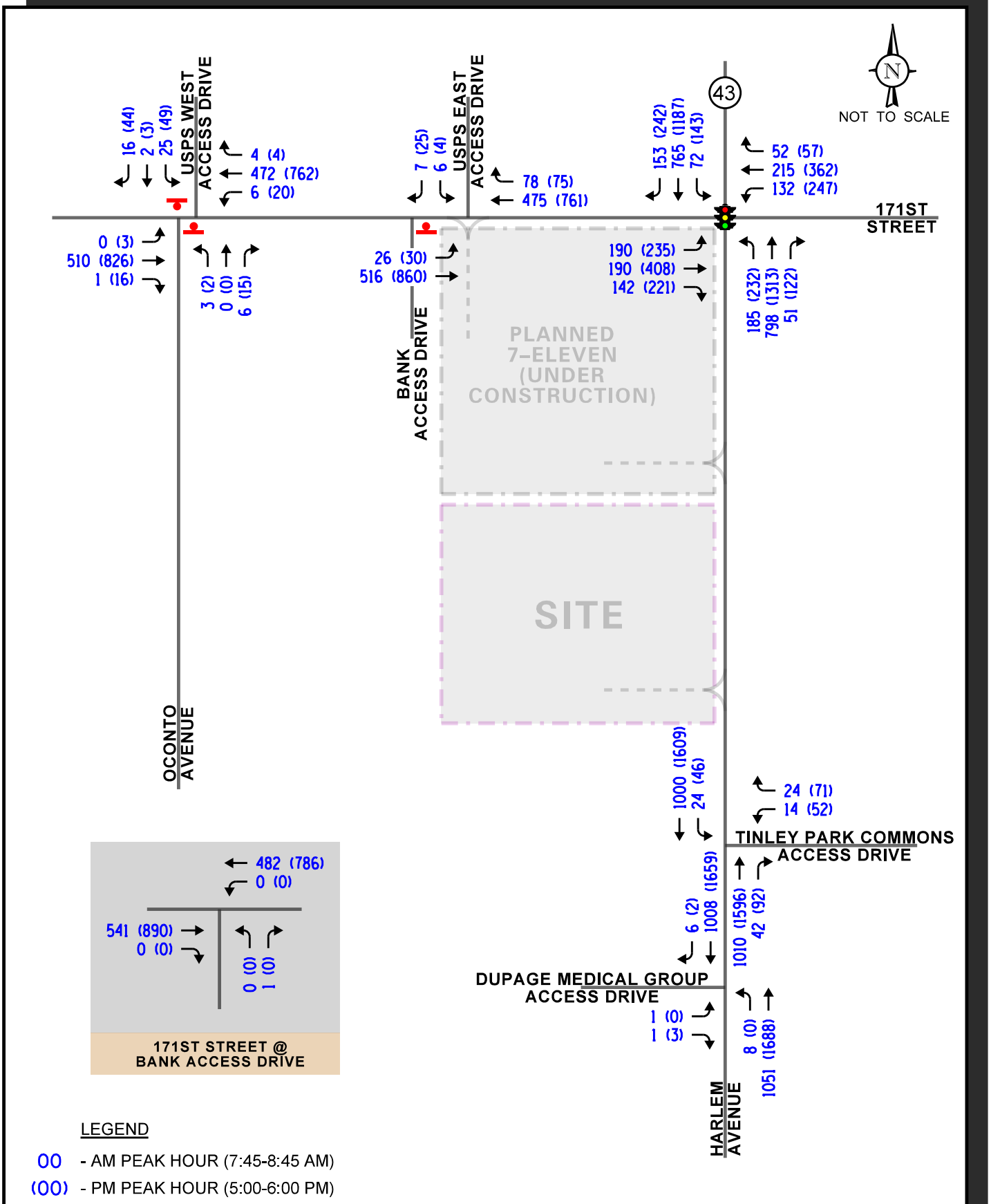
In order to determine current traffic conditions in the vicinity of the site, peak period traffic counts conducted in 2019 by KLOA, Inc were used. The counts were conducted utilizing Miovision Scout Collection Units during the weekday morning (7:00 to 9:00 A.M.) and evening (4:00 to 6:00 P.M.) peak periods on Tuesday, August 6, 2019 at the following intersections:

- Harlem Avenue with 171st Street
- 171st Street with the First Merchants Bank access drive
- 171st Street with Oconto Avenue/USPS west access drive
- 171st Street with USPS east access drive

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:45 A.M. to 8:45 A.M. and the weekday evening peak hour of traffic occurs from 5:00 P.M. to 6:00 P.M. In order to represent Year 2021 conditions, these volumes were increased by 1.6 percent based on CMAP 2050 projections as discussed later in the report. These counts were supplemented with additional counts conducted on Friday March 26, 2021 and Monday March 29, 2021 at the following intersections:

- Harlem Avenue with the Tinley Park Commons access drive
- Harlem Avenue with the DuPage Medical Group access drive

A review of these counts indicated that through volumes on Harlem Avenue were lower than the increased 2019 volumes. As such, the through volumes were increased to balance with the intersections to the north on Harlem Avenue. The Year 2021 base traffic volumes are illustrated in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.



Proposed
Retail Development
Tinley Park, Illinois

Year 2021 Base Traffic Volumes

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

Job No: 21-073 Figure: 4

Crash Analysis

KLOA, Inc. obtained crash data[1] for the most recent available past five years (2015 to 2019) for the intersection of Harlem Avenue with 171st Street as summarized in **Table 1.** A review of the crash data indicated that no fatalities were reported at the intersection during the review period.

Table 1
HARLEM AVENUE WITH 171ST STREET

	Type of Crash Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2015	1	0	10	2	8	0	21
2016	1	0	13	3	5	1	23
2017	1	0	4	1	6	1	13
2018	0	1	6	0	7	0	14
2019	1	0	9	0	4	0	14
Total	**4**	**1**	**42**	**6**	**30**	**2**	**85**
Average/Year	**<1.0**	**<1.0**	**8.4**	**1.2**	**6.0**	**<1.0**	**17**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

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 site will be developed with an approximately 7,421 square-foot multi-tenant retail building that will be anchored by an approximately 2,202 square-foot Starbucks coffee shop. The remaining 5,219 square feet is to be occupied by three general retail tenants. Parking will be provided within a 44-space surface parking lot. Access to the development will be provided via the following:

- A right-in/right-out access drive on Harlem Avenue approximately 425 feet south of 171st Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Turning movements at this access drive will be restricted to right turns only via the existing raised median along Harlem Avenue and the proposed raised triangular "porkchop" island median and will be supplemented with appropriate striping and signage.

- A cross-access connection to the planned 7-Eleven fuel center that will border the site to the north. A stop sign should be provided at the border of the site for northbound traffic exiting the site and entering the 7-Elven site. This development will provide access to the area roadway system as follows:

    - A right-in/right-out access drive off Harlem Avenue located approximately 200 feet south of 171st Street. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Turning movements at this access drive will be restricted to right turns only via the existing raised median along Harlem Avenue, a raised triangular "porkchop" island median, and appropriate striping and signage.

    - A right-in/right-out access drive off 171st Street located approximately 225 feet west of Harlem Avenue that will be aligned opposite the east USPS access drive. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Turning movements at this access drive will be physically restricted to right turns only via a raised triangular median, striping and signage.

    - Cross access to the existing First Merchants Bank site that borders the west side of the fuel center site. This connection will provide access to the existing full movement access drive off 171st Street approximately 275 feet west of Harlem Avenue and the existing three-quarters (right in, right out, left in) access drive off Oconto Avenue that is located approximately 110 feet south of 171st Street.

In addition, the site will provide a cross access easement for potential future connection to the south. As part of the development, the existing driveways serving the single-family homes within the site will be removed. A copy of the site plan and drive-through stacking exhibit is included in the Appendix.

Directional Distribution

The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system. It is important to note that there are five independent Starbucks developments within five miles of the site, indicating that site traffic will further consider ease of access to the site. Most importantly, there is a Starbucks development on the east side of Harlem Avenue approximately one- and one-half miles north of the site. This development is expected to service a large amount of the northbound traffic on Harlem Avenue that may otherwise access the proposed development. This is particularly true for pass-by traffic. The directions from which patrons and employees of the proposed development will approach and depart the site are illustrated in **Figure 5.**

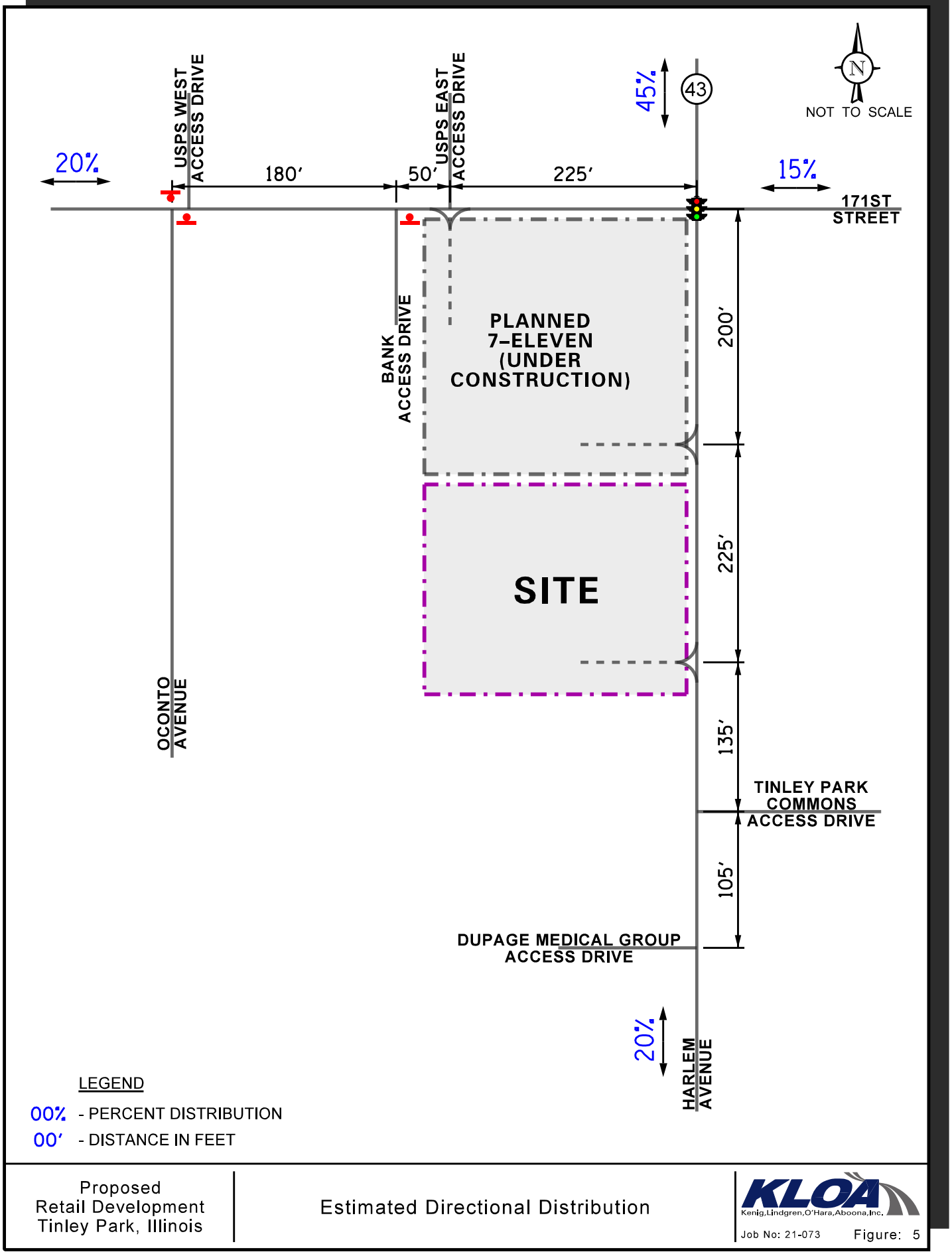
Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed development is based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The "Coffee/Donut Shop with Drive-Through Window" (ITE Land-Use Code 937) rate was used for the coffee shop and the "Shopping Center" (ITE Land-Use Code 820) was used for the retail tenants.

It should be noted that surveys conducted by ITE have shown that a considerable number of trips made to coffee shops are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that, on average, 89 percent of the peak hour trips generated by a coffee shop are diverted from existing traffic on the adjacent roads. However, in order to provide a conservative (worst-case) analysis, a pass-by reduction of only 70 percent was applied to the site-generated traffic volumes. **Table 2** shows the site-generated traffic volumes for the proposed development. Copies of the ITE trip generation sheets are included in the Appendix.

Table 2
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
937	Coffee/Donut Shop (2,202 s.f.)	99	96	195	48	47	95	1,802
	70% Pass-By Reduction	*-68*	*-68*	*-136*	*-33*	*-33*	*-66*	*-1,262*
	New Coffee Shop Trips	**31**	**28**	**59**	**15**	**14**	**29**	**540**
820	Shopping Center (5,219 s.f.)	3	2	5	29	32	61	808
	Total New Trips	**34**	**30**	**64**	**44**	**46**	**90**	**1,348**



Proposed
Retail Development
Tinley Park, Illinois

Estimated Directional Distribution

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

Job No: 21-073 Figure: 5

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 the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new site-generated traffic assignment for the proposed development is illustrated in **Figure 6** and the pass-by traffic assignment is illustrated in **Figure 7**.

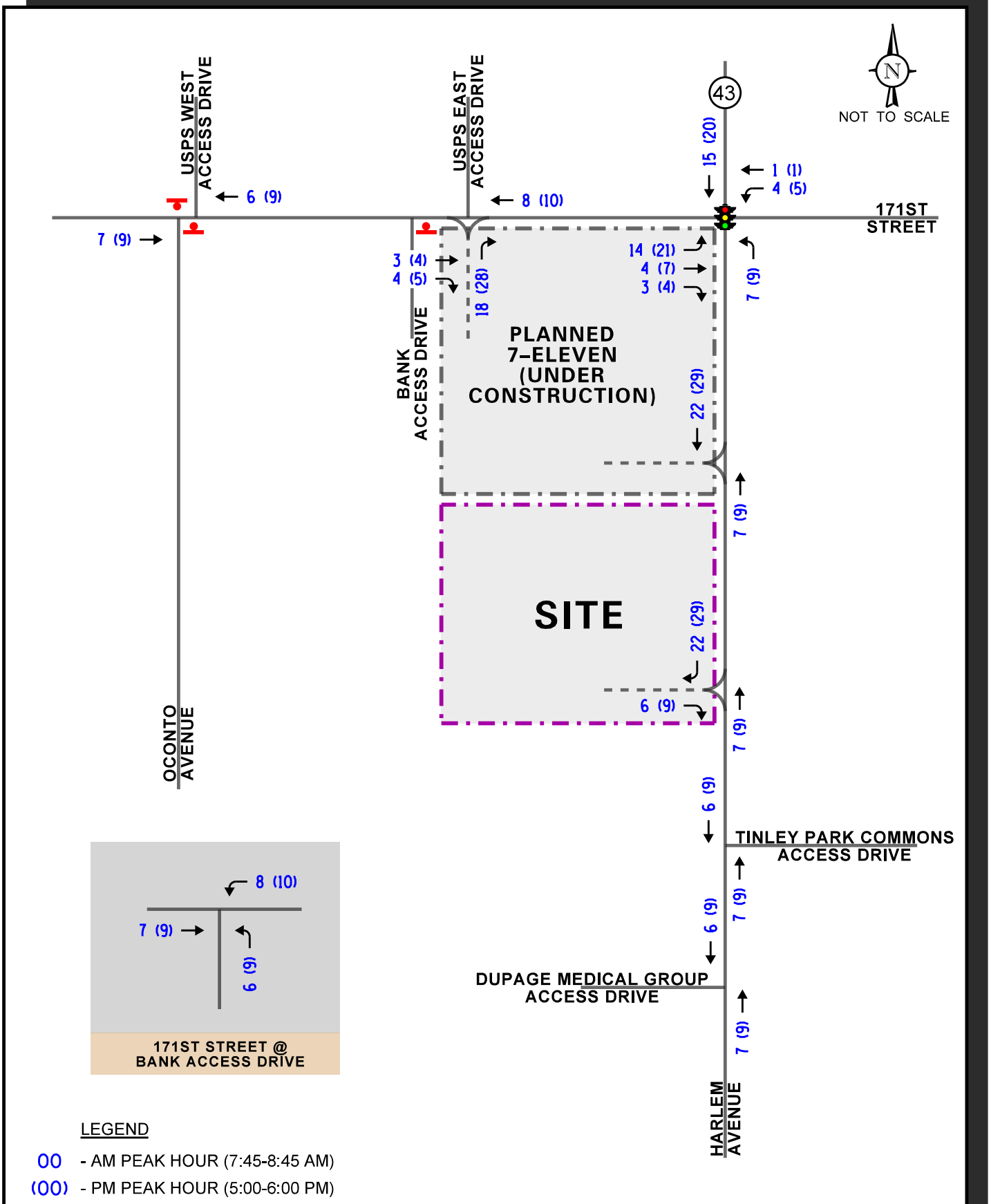
Background Traffic Conditions

The Year 2021 base 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 ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), an increase of approximately 0.8 percent per year for six years (buildout year plus five years) was applied to project Year 2027 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix.

In addition, the traffic that is expected to be generated by the planned 7-Eleven fuel center was included in the no-build volumes. These volumes were based on the traffic impact study prepared for the fuel center by KLOA, Inc. in 2019. The Year 2027 no-build traffic volumes are illustrated in **Figure 8**.

Total Projected Traffic Volumes

The development-generated traffic (Figures 6 and 7) was added to the Year 2027 no-build traffic volumes (Figure 8) to determine the Year 2027 total projected traffic volumes, shown in **Figure 9**.

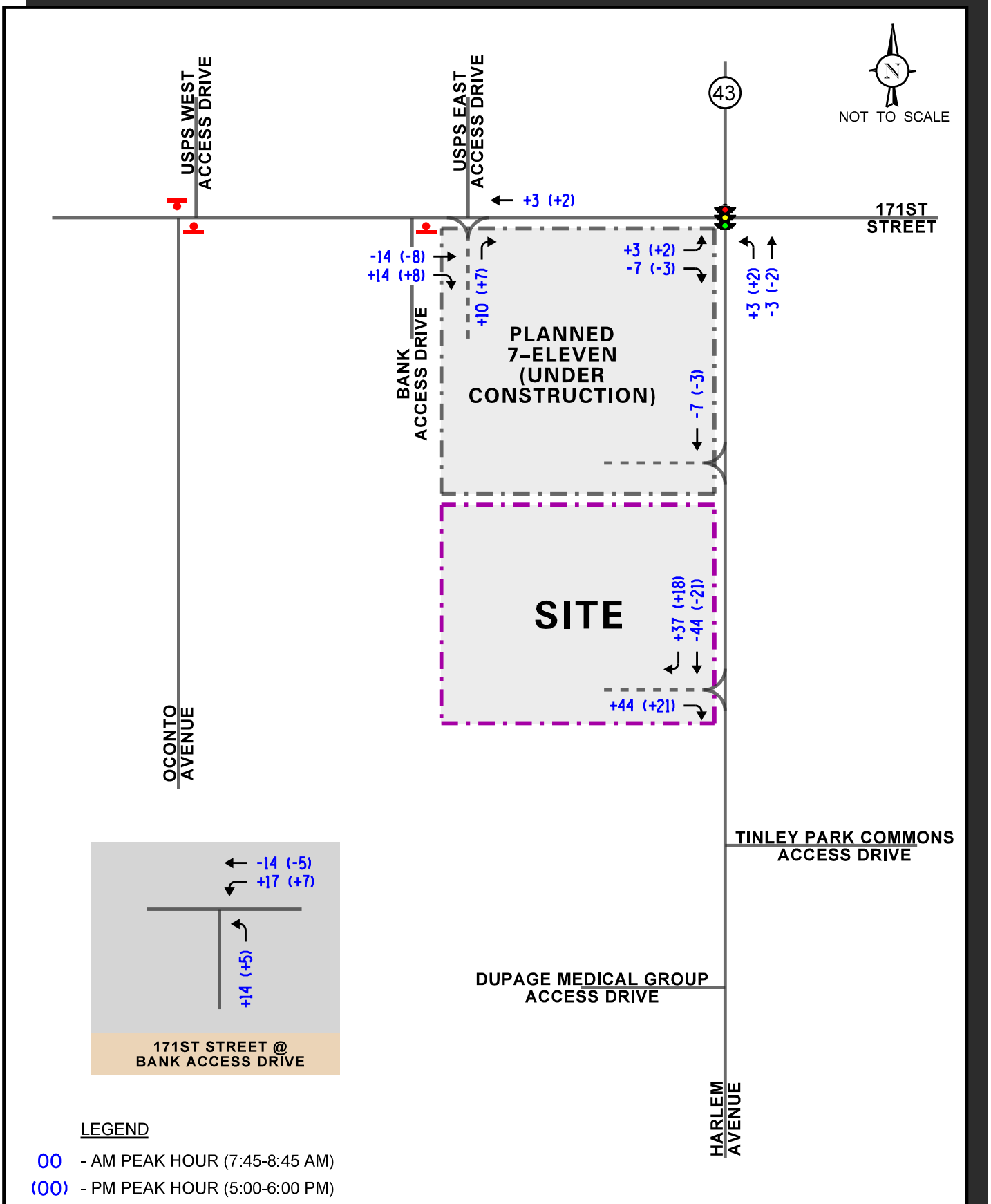


Proposed
Retail Development
Tinley Park, Illinois

Estimated New Site-Generated
Traffic Volumes

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

Job No: 21-073 Figure: 6

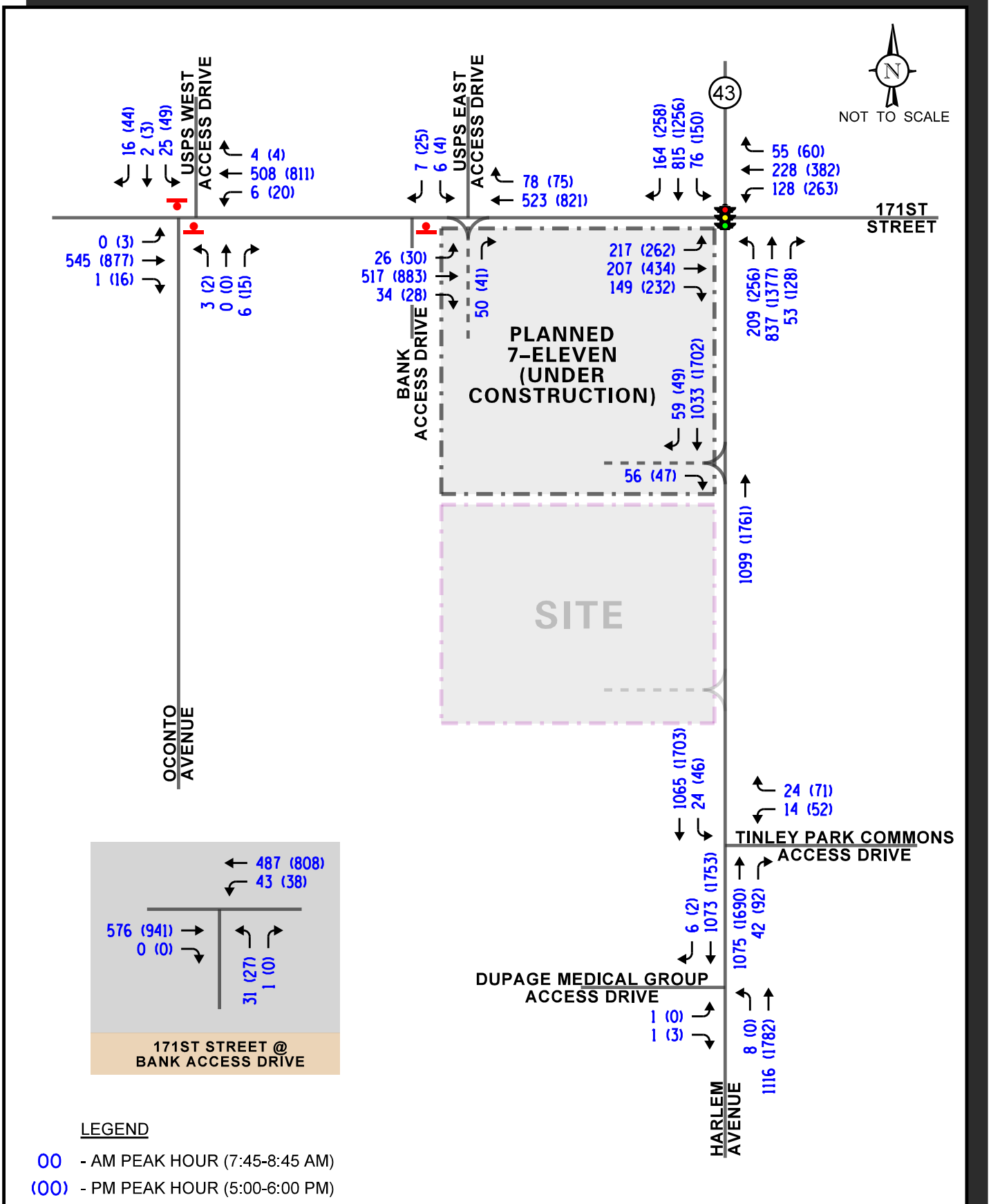


Proposed
Retail Development
Tinley Park, Illinois

Pass-By Traffic Volumes

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

Job No: 21-073 Figure: 7

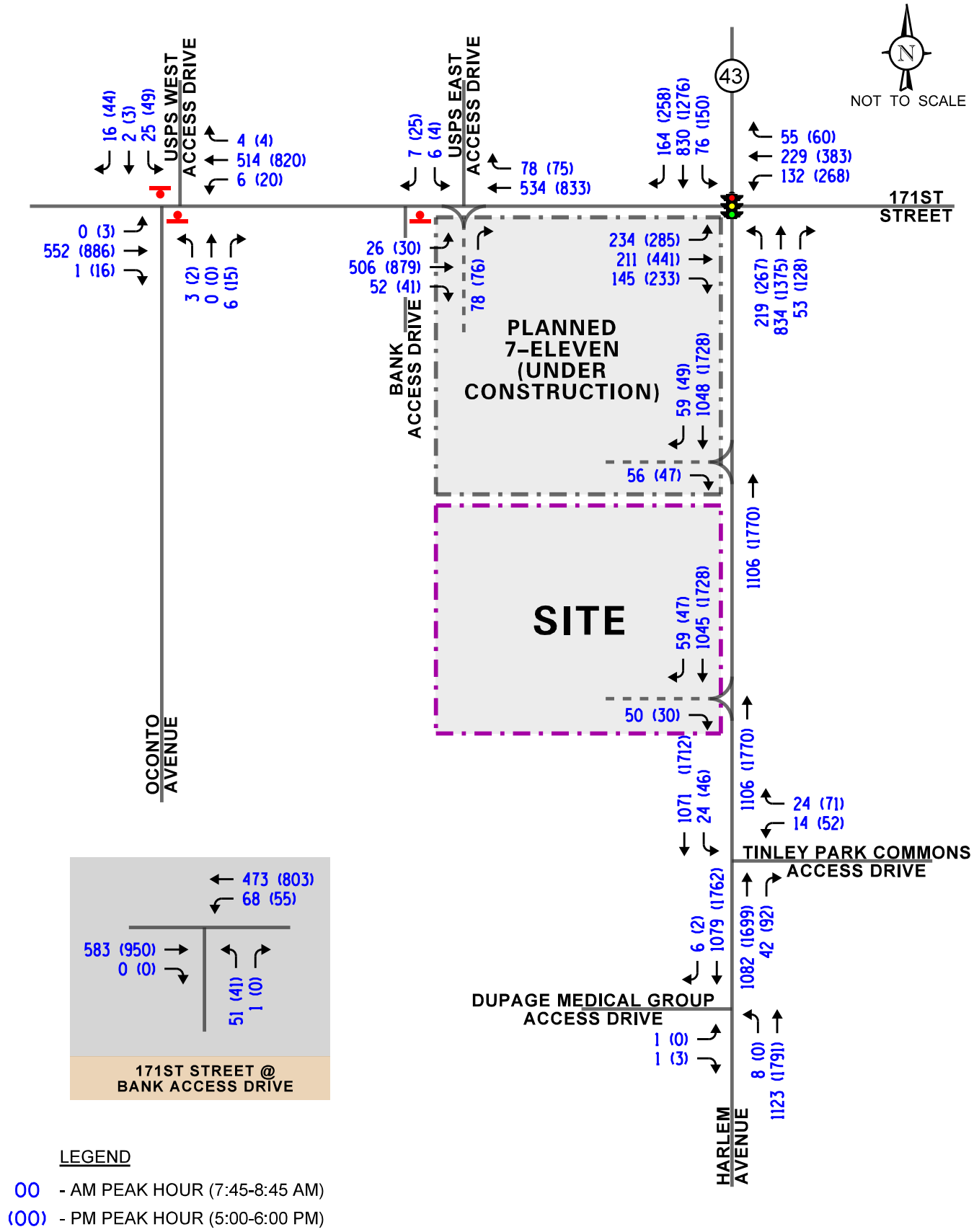


Proposed
Retail Development
Tinley Park, Illinois

Year 2027 No-Build Traffic Volumes

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

Job No: 21-073 Figure: 8



Proposed
Retail Development
Tinley Park, Illinois

Year 2027 Total Projected Traffic Volumes

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

Job No: 21-073 Figure: 9

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 weekday evening peak hours for the Year 2021 base, Year 2027 no-build, and Year 2027 total 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 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected Year 2021 base, Year 2027 no-build, and Year 2027 total projected conditions are presented in **Tables 3** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS –HARLEM AVENUE WITH 171ST STREET– SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2021 Base Conditions	Weekday Morning Peak Hour	D 39.1	D 49.0		C 34.0	D 53.0		B 18.1	C 21.3		B 11.7	C 26.8		C 30.3
		D – 45.4			D – 47.2			C – 20.8			C – 25.7			
	Weekday Evening Peak Hour	E 59.2	F 99+		F 81.6	E 63.6		E 63.7	D 36.4		D 48.5	D 47.4		E 61.8
		F – 99+			E – 70.3			D – 40.2			D – 47.5			
Year 2027 No Build Conditions	Weekday Morning Peak Hour	D 42.0	D 48.7		C 34.5	D 52.9		C 26.8	C 22.7		B 12.6	C 30.5		C 32.6
		D – 46.1			D – 47.1			C – 23.5			C – 29.2			
	Weekday Evening Peak Hour	E 77.6	F 99+		F 95.6	E 66.7		E 70.4	D 39.6		D 51.6	E 61.9		E 72.7
		F – 99+			E – 77.4			D – 44.1			E – 60.9			
Year 2027 Total Projected Conditions	Weekday Morning Peak Hour	D 45.0	D 48.4		C 34.8	D 52.9		C 30.0	C 22.7		B 12.7	C 32.6		C 33.8
		D – 47.1			D – 47.1			C – 24.2			C – 31.2			
	Weekday Evening Peak Hour	F 96.8	F 99+		F 99+	E 66.8		E 72.3	D 39.5		D 52.0	E 67.4		E 76.8
		F – 99+			E – 79.3			D – 44.4			E – 66.0			

Delay is measured in seconds.
L – Left T – Through R – Right

Table 4
CAPACITY ANALYSIS RESULTS
YEAR 2021 BASE CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
171st Street with Oconto Avenue/USPS West Access Drive				
• Eastbound Left Turn	--	--	B	10.6
• Westbound Left Turn	A	8.6	A	10.0
• Northbound Approach	B	12.1	B	12.8
• Southbound Approach	B	14.1	C	21.1
171st Street with First Merchants Bank Full Access Drive				
• Westbound Left Turn	--	--	--	--
• Northbound Approach	B	10.1	--	--
171st Street with USPS East Access Drive				
• Eastbound Left Turn	A	8.8	B	10.0
• Southbound Approach	B	12.3	B	13.3
Harlem Avenue with Tinley Park Commons Access Drive				
• Westbound Left Turn	D	25.6	F	99+
• Westbound Right Turn	B	13.1	C	22.9
• Southbound Left Turn	B	11.1	C	17.5
Harlem Avenue with DuPage Medical Group Access Drive				
• Eastbound Approach	C	18.0	C	17.8
• Northbound Left Turn	B	10.7	--	--

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS
YEAR 2027 NO-BUILD TRAFFIC VOLUMES – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
171st Street with Oconto Avenue/USPS West Access Drive				
• Eastbound Left Turn	--	--	B	10.9
• Westbound Left Turn	A	8.7	B	10.3
• Northbound Approach	B	12.4	B	13.2
• Southbound Approach	B	14.7	C	22.8
171st Street with First Merchants Bank Full Access Drive				
• Westbound Left Turn	A	8.9	B	10.2
• Northbound Approach	C	16.5	C	23.3
171st Street with USPS East Access Drive and 7-Eleven Access Drive				
• Eastbound Left Turn	A	9.0	B	10.3
• Northbound Approach	B	10.6	B	12.6
• Southbound Approach	B	13.6	B	14.5
Harlem Avenue with Tinley Park Commons Access Drive				
• Westbound Left Turn	D	27.7	F	99+
• Westbound Right Turn	B	13.6	C	24.9
• Southbound Left Turn	B	11.5	C	19.0
Harlem Avenue with DuPage Medical Group Access Drive				
• Eastbound Approach	C	19.1	C	18.9
• Northbound Left Turn	B	11.1	--	--
Harlem Avenue with 7-Eleven Access Drive				
• Eastbound Approach	B	13.8	C	20.9

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS
YEAR 2027 TOTAL PROJECTED TRAFFIC VOLUMES – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
171st Street with Oconto Avenue/USPS West Access Drive				
• Eastbound Left Turn	--	--	B	10.9
• Westbound Left Turn	A	8.8	B	10.3
• Northbound Approach	B	12.5	B	13.3
• Southbound Approach	B	14.8	C	23.2
171st Street with First Merchants Bank Full Access Drive				
• Westbound Left Turn	A	9.1	B	10.4
• Northbound Approach	C	18.8	C	26.6
171st Street with USPS East Access Drive and 7-Eleven Access Drive				
• Eastbound Left Turn	A	9.0	B	10.4
• Northbound Approach	B	10.9	B	13.3
• Southbound Approach	B	13.8	B	14.7
Harlem Avenue with Tinley Park Commons Access Drive				
• Westbound Left Turn	D	28.0	F	99+
• Westbound Right Turn	B	13.7	D	25.1
• Southbound Left Turn	B	11.5	C	19.1
Harlem Avenue with DuPage Medical Group Access Drive				
• Eastbound Approach	C	19.2	C	19.0
• Northbound Left Turn	B	11.1	--	--
Harlem Avenue with 7-Eleven Access Drive				
• Eastbound Approach	B	14.0	C	21.3
Harlem Avenue with Proposed Right-In/Right-Out Access Drive				
• Eastbound Approach	B	13.8	C	20.0

LOS = Level of Service
Delay is measured in seconds.

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.

Harlem Avenue with 171st Street

The results of the capacity analysis indicate that this intersection currently operates at Level of Service (LOS) C during the weekday morning peak hour and at LOS E during the weekday evening peak hour. This level of service during the weekday evening peak hour is a result of the eastbound approach which operates at LOS F and the westbound approach which operates at LOS E. Harlem Avenue is the major roadway at this intersection, is designated as an SRA, and is the coordinated movement and, as such, receives a majority of the green time.

Under Year 2027 no-build conditions, this intersection is projected to continue to operate at LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour with increases in delay of approximately two and approximately 10 seconds, respectively. The eastbound approach is projected to continue operating at LOS F and the westbound approach is projected to continue operating at LOS E during the weekday evening peak hour.

Under Year 2027 total projected conditions, the intersection overall is projected to continue operating at LOS C during the weekday morning peak hour and at LOS E during the weekday evening peak hour with increases in delay of approximately one second and three seconds, respectively, over no-build conditions. The development is projected to increase the volume of traffic traversing this intersection by only 44 vehicles during the weekday morning peak hour and only 66 vehicles during the weekday evening peak hour. Under total projected conditions, the intersection is projected to carry 3,182 vehicles during the weekday morning peak hour and 5,124 vehicles of which only approximately one percent will be site generated traffic. (44÷3,182=1.4%, 66÷5,124=1.3%). In addition, the development is projected to increase daily traffic on Harlem Avenue by only one to two percent ((0.45x1,348)÷33,800=1.8% north of the site, ((0.20x1,348)÷39,000=0.8% south of the site). As such, the proposed development traffic will have a limited impact on the operations of this intersection.

171st Street with Oconto Avenue/USPS West Access Drive

The results of the capacity analysis indicate that the northbound (Oconto Avenue) approach currently operates at LOS B during the weekday morning and weekday evening peak hours and the southbound (USPS) approach currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Further, the eastbound and westbound left-turn movements operate at LOS B or better.

Under Year 2027 no-build and total projected conditions, the northbound and southbound approaches are projected to continue operating at the same LOS during both peak hours. Further, the eastbound and westbound movements are projected to continue to operate at LOS B or better during both peak hours. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection an no roadway or traffic control improvements will be required.

171st Street with First Merchants Bank Access Drive

The results of the capacity analysis indicate that outbound movements from the First Merchants Bank access drive onto 171st Street currently operate at LOS B during the weekday morning peak hour.

With the completion of the planned 7-Eleven fuel center, this access drive will carry fuel center traffic entering from the south and east and returning to the west. Under Year 2027 no-build conditions, outbound movements from the access drive onto 171st Street are projected to operate at LOS C during the weekday morning and weekday evening peak hours and westbound left-turn movements from 171st Street onto the access drive are projected to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles.

The proposed development will provide cross access to this access drive via the planned 7-Eleven fuel center and will carry development traffic entering from the south and east and returning to the west. Under Year 2027 total projected conditions, outbound movements from the access drive onto 171st Street are projected to continue to operate at LOS C during the weekday morning and weekday evening peak hours and westbound left-turn movements from 171st Street onto the access drive are projected to continue to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

171st Street with USPS East Access Drive and the 7-Eleven Right-In/Right-Out Access Drive

The results of the capacity analysis indicate that outbound movements from the east USPS access drive currently operate at LOS B during the weekday morning and weekday evening peak hours. Under Year 2027 no-build conditions, outbound movements from the east USPS access drive are projected to continue operating at LOS B during the weekday morning and weekday evening peak hours with increases in delay of approximately one second or less.

With the completion of the planned 7-Eleven fuel center, this access drive will carry fuel center traffic entering from the west and returning to the north and east. Under Year 2027 no-build conditions, the southbound (USPS) approach and the northbound (7-Eleven) approach are projected to operate at LOS B during both peak hours.

The proposed development will provide cross access to this access drive via the planned 7-Eleven fuel center and will carry development traffic entering from the west and returning to the north and east. Under Year 2027 total projected conditions, the southbound (USPS) approach and the northbound (7-Eleven) approach are projected to operate at LOS B during both peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Harlem Avenue with the Tinley Park Commons Access Drive

The results of the capacity analysis indicate that westbound left-turn movements onto Harlem Avenue currently operate at LOS D during the weekday morning peak hour and LOS F during the weekday evening peak hour. This delay is typical and expected at the unsignalized intersection of an access drive and a major roadway such as Harlem Avenue. While outbound vehicles may experience some delays, a volume-to-capacity ratio (v/c) of less than one and 95th percentile queues of approximately four vehicles or less indicate that they will be able to exit. Further, westbound right-turn movements onto Harlem Avenue and southbound left-turn movements onto the access drive are projected to operate at LOS C or better during both peak hours.

Under Year 2027 total projected conditions, westbound left-turn movements are projected to continue operating at the same LOS during both peak hours. While these vehicles will continue to experience some delays, the volume-to-capacity ratio is projected to remain less than one and 95th percentile queues are not projected to exceed five vehicles. Further, westbound right-turn movements and southbound left-turn movements are projected to operate at LOS D or better during both peak hours. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection an no roadway or traffic control improvements will be required.

Harlem Avenue with the DuPage Medical Group Access Drive

The results of the capacity analysis indicate that the eastbound approach of this intersection currently operates at LOS C during the weekday morning and weekday evening peak hours. Further, northbound left-turn movements onto the access drive are projected to operate at LOS B or better during both peak hours.

Under Year 2027 no-build and total projected conditions, the eastbound approach and northbound left-turn movements are projected to continue operating at the same LOS during both peak hours. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection an no roadway or traffic control improvements will be required.

Harlem Avenue with the 7-Eleven Right-In/Right-Out Access Drive

As part of the planned 7-Eleven fuel center, a right-in/right-out access drive is to be provided on the west side of Harlem Avenue approximately 200 feet south of 171st Street. Under Year 2027 no-build conditions, the eastbound approach is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour.

The proposed development will provide cross access to this access drive via the planned 7-Eleven fuel center. However, it is not expected that site traffic will utilize this access drive, as a separate site access drive will be provided on Harlem Avenue. Under Year 2027 total projected conditions, the eastbound approach is projected to continue to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Harlem Avenue with the Proposed Right-In/Right-Out Access Drive

As proposed, a right-in/right-out access drive will be provided on Harlem Avenue approximately 425 feet south of 171st Street serving the site. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Turning movements at this access drive will be restricted to right turns only via the existing raised median along Harlem Avenue, a raised triangular "porkchop" median, and appropriate striping and signage.

Under Year 2027 total projected conditions, the eastbound approach of this intersection is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. As such, this access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient access is provided.

On-Site Circulation and Design

As proposed, the pick-up window will be located on the south side of the building with the order board located on the west side of the building. Vehicles will enter the drive-through lane at the northwest corner of the building and travel around the west and south sides of the building. A review of the site plan and drive-through stacking exhibit indicates that approximately five vehicles can stack from the pick-up window and approximately five vehicles can stack from the order board within the drive-through lane. Further, additional vehicles can stack within the site before reaching the right-in/right-out access drive on Harlem Avenue.

In order to determine the average and peak stacking that can be expected at the drive-through serving the proposed Starbucks coffee shop, surveys were conducted at the Starbucks located at 1048 Maple Avenue in Lisle, Illinois. **Table A**, included in the Appendix, summarizes the drive-through queue surveys in five-minute intervals. The results of the drive-through surveys indicated the following:

- During the weekday morning peak period (6:00 A.M. to 9:00 A.M.), the Starbucks had an average queue of six vehicles and a maximum queue of 11 vehicles, occurring twice.
- During the weekday midday peak period (11:30 A.M. to 1:30 P.M.), the Starbucks had an average queue of three vehicles and a maximum queue of six vehicles, occurring once.
- During the weekday evening peak period (4:00 P.M. to 6:00 P.M.), the Starbucks had an average queue of one vehicle and a maximum queue of four vehicles, occurring once.

In addition, this data was compared to data provided by Starbucks, which indicated the following:

- Starbucks drive-throughs are designed to operate most efficiently with an average queue of seven vehicles.
- Starbucks peak drive-through queues range from 10 to 12 vehicles, typically occurring between 7:00 A.M. 9:00 A.M.
- Typical service time for vehicles in the drive-through is 45 seconds.
- Starbucks traffic is typically 60 percent drive-through traffic.

This data coincides with the survey data and further confirms the average queue of approximately six vehicles and maximum queue of 11 vehicles. As such, the proposed drive-through design can accommodate the peak demand of the drive-through operation without impacting traffic flow within the site main parking lot. Should additional stacking be required, excess vehicles can be accommodated within the parking lot. If this were to occur, it would only be during the morning peak hour when the other retail uses within the building are expected to generate minimal traffic, thus not impacting and/or conflicting with their operations. While these queues will not impact traffic on Harlem Avenue, supplemental pavement markings will be provided throughout the parking lot to the delineate the route for drive-though traffic.

In order to provide efficient and orderly internal traffic flow, the following is recommended:

- Wayfinding signs directing traffic to the drive-through lane should be provided within the site, primarily near the southeast and northwest corners of the building, directing traffic to the entrance of the drive-through lane.
- "Do Not Enter" signs facing east should be posted at the exit of the drive-through lane.
- A stop sign facing west should be posted at the exit of the drive-through lane.

Parking Evaluation

As previously mentioned, the site will be developed with a 44-space surface parking lot.

Village of Tinley Park Requirements

The Tinley Park Zoning Ordinance requires a parking ratio of 6.5 parking spaces per 1,000 square feet of gross leasable space. Based on the above and the total gross leasable space of 7,279 square-feet, 47 spaces should be provided. As such, the proposed number of parking spaces is three spaces less than the Village of Tinley Park parking requirements.

ITE Parking Generation Manual

In reviewing the survey data published in the Institute of Transportation Engineers' (ITE) 5th Edition of the *Parking Generation Manual*, the following average peak parking demands were determined:

- Drive-Through Starbucks Coffee Shop (Coffee/Donut Shop with Drive-Through Window)
  - Monday-Friday: 12 parking spaces (ratio of 5.22 spaces per 1,000 square feet)
  - Saturday: 19 parking spaces (ratio of 8.70 spaces per 1,000 square feet)

- Retail Space (Shopping Center – Land Use Code 820)
  - Monday-Thursday: 11 parking spaces (ratio of 1.95 spaces per 1,000 square feet)
  - Friday: 14 parking spaces (ratio of 2.61 spaces per 1,000 square feet)
  - Saturday: 16 parking spaces (ratio of 2.91 spaces per 1,000 square feet)

Based on ITE *Parking Generation Manual* rates, the proposed retail building should provide a total of 35 parking spaces to accommodate the peak parking demand (Saturday), which results in a surplus of nine parking spaces.

Based on the above, the proposed parking supply should be adequate given the following:

- The proposed supply meets the parking demand based on ITE rates.

- The proposed Starbucks coffee shop parking demands peaks in the morning while the remaining retail uses' peak parking demand typically occurs in the afternoon and evening. This offset in the peak demands will allow for sharing of parking spaces and a reduction in the overall parking demand.

- The Village of Tinley Park Zoning Ordinance parking ratios are not specific to coffee shops and do not take into consideration the usage of the drive-through. Approximately 60 percent of Starbucks traffic will be drive-through traffic during the peak hours. This will reduce the demand for parking significantly.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The development is well located with respect to the area roadway system.
- The traffic projected to be generated by the proposed development will be reduced due to the high volume of pass-by traffic.
- The development-generated traffic is only projected to increase the traffic traversing the intersection of Harlem Avenue with 171st Street by approximately one percent during the peak hours and, as such, will have a limited impact on the operations of the intersection.
- The proposed access system on Harlem Avenue with cross access to 171st Street will be adequate in accommodating the development-generated traffic and will ensure that efficient and flexible access is provided.
- The drive-through lane will provide stacking adequate in accommodating the projected peak demand of the drive-through operation without impacting through traffic on Harlem Avenue or 171st Street.
- The proposed parking supply of 44 parking spaces will be adequate in accommodating the projected peak parking demand of the proposed development.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
CMAP 2050 Projections Letter
ITE Trip Generation Worksheets
Level of Service Criteria
Capacity Analysis Summary Sheets
Table A

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: 171st Street with Oconto Avenue
Site Code:
Start Date: 08/06/2019

Turning Movement Data

Start Time	171st Street Eastbound						171st Street Westbound						Oconto Avenue Northbound						USPS Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	93	0	0	93	0	0	75	1	0	76	0	0	0	1	0	1	0	3	0	3	0	6	176
7:15 AM	0	0	114	1	0	115	0	0	72	0	0	72	0	1	0	0	0	1	0	4	0	1	0	5	193
7:30 AM	0	1	104	1	0	106	0	1	81	0	0	82	0	2	0	2	0	4	0	5	0	4	0	9	201
7:45 AM	0	0	120	0	0	120	0	0	130	0	0	130	0	0	0	2	0	2	0	5	1	3	0	9	261
Hourly Total	0	1	431	2	0	434	0	1	358	1	0	360	0	3	0	5	0	8	0	17	1	11	0	29	831
8:00 AM	0	0	84	0	0	84	1	0	107	3	0	111	0	1	0	1	0	2	0	3	0	4	0	7	204
8:15 AM	0	0	138	1	0	139	1	4	98	0	0	103	0	1	0	2	0	3	0	8	1	4	0	13	258
8:30 AM	0	0	150	0	0	150	0	0	121	1	0	122	0	1	0	1	0	2	0	9	0	5	0	14	288
8:45 AM	0	0	116	2	1	118	0	2	123	0	0	125	0	0	0	0	0	0	0	3	0	4	0	7	250
Hourly Total	0	0	488	3	1	491	2	6	449	4	0	461	0	3	0	4	0	7	0	23	1	17	0	41	1000
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	169	3	0	174	0	2	180	0	0	182	0	3	0	3	0	6	0	13	0	14	0	27	389
4:15 PM	0	0	177	5	0	182	0	1	149	1	0	151	0	2	0	4	0	6	0	15	0	11	0	26	365
4:30 PM	0	3	187	4	0	194	0	5	184	0	0	189	0	1	0	2	0	3	0	9	1	18	1	28	414
4:45 PM	0	4	189	7	0	200	0	4	170	0	0	174	0	1	0	3	0	4	0	11	0	19	0	30	408
Hourly Total	0	9	722	19	0	750	0	12	683	1	0	696	0	7	0	12	0	19	0	48	1	62	1	111	1576
5:00 PM	0	2	203	2	0	207	0	8	166	1	0	175	0	1	0	10	0	11	0	11	2	10	1	23	416
5:15 PM	0	0	200	2	0	202	0	3	181	0	0	184	0	0	0	5	0	5	0	13	0	14	0	27	418
5:30 PM	1	1	202	7	0	211	0	4	204	1	0	209	0	1	0	0	0	1	0	14	1	8	0	23	444
5:45 PM	0	0	208	5	0	213	2	3	185	2	0	192	0	0	0	0	0	0	0	11	0	12	0	23	428
Hourly Total	1	3	813	16	0	833	2	18	736	4	0	760	0	2	0	15	0	17	0	49	3	44	1	96	1706
Grand Total	1	13	2454	40	1	2508	4	37	2226	10	0	2277	0	15	0	36	0	51	0	137	6	134	2	277	5113
Approach %	0.0	0.5	97.8	1.6	-	-	0.2	1.6	97.8	0.4	-	-	0.0	29.4	0.0	70.6	-	-	0.0	49.5	2.2	48.4	-	-	-
Total %	0.0	0.3	48.0	0.8	-	49.1	0.1	0.7	43.5	0.2	-	44.5	0.0	0.3	0.0	0.7	-	1.0	0.0	2.7	0.1	2.6	-	5.4	-
Lights	1	10	2410	40	-	2461	4	35	2182	10	-	2231	0	14	0	35	-	49	0	134	6	134	-	274	5015
% Lights	100.0	76.9	98.2	100.0	-	98.1	100.0	94.6	98.0	100.0	-	98.0	-	93.3	-	97.2	-	96.1	-	97.8	100.0	100.0	-	98.9	98.1
Buses	0	0	8	0	-	8	0	0	19	0	-	19	0	0	0	1	-	1	0	0	0	0	-	0	28
% Buses	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.9	0.0	-	0.8	-	0.0	-	2.8	-	2.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	3	26	0	-	29	0	2	17	0	-	19	0	1	0	0	-	1	0	0	0	0	-	0	49
% Single-Unit Trucks	0.0	23.1	1.1	0.0	-	1.2	0.0	5.4	0.8	0.0	-	0.8	-	6.7	-	0.0	-	2.0	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	10	0	-	10	0	0	8	0	-	8	0	0	0	0	-	0	0	3	0	0	-	3	21
% Articulated Trucks	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	2.2	0.0	0.0	-	1.1	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

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Start Date: 08/06/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	171st Street Eastbound						171st Street Westbound						Oconto Avenue Northbound						USPS Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	0	120	0	0	120	0	0	130	0	0	130	0	0	0	2	0	2	0	5	1	3	0	9	261
8:00 AM	0	0	84	0	0	84	1	0	107	3	0	111	0	1	0	1	0	2	0	3	0	4	0	7	204
8:15 AM	0	0	138	1	0	139	1	4	98	0	0	103	0	1	0	2	0	3	0	8	1	4	0	13	258
8:30 AM	0	0	150	0	0	150	0	0	121	1	0	122	0	1	0	1	0	2	0	9	0	5	0	14	288
Total	0	0	492	1	0	493	2	4	456	4	0	466	0	3	0	6	0	9	0	25	2	16	0	43	1011
Approach %	0.0	0.0	99.8	0.2	-	-	0.4	0.9	97.9	0.9	-	-	0.0	33.3	0.0	66.7	-	-	0.0	58.1	4.7	37.2	-	-	-
Total %	0.0	0.0	48.7	0.1	-	48.8	0.2	0.4	45.1	0.4	-	46.1	0.0	0.3	0.0	0.6	-	0.9	0.0	2.5	0.2	1.6	-	4.3	-
PHF	0.000	0.000	0.820	0.250	-	0.822	0.500	0.250	0.877	0.333	-	0.896	0.000	0.750	0.000	0.750	-	0.750	0.000	0.694	0.500	0.800	-	0.768	0.878
Lights	0	0	480	1	-	481	2	4	433	4	-	443	0	3	0	5	-	8	0	24	2	16	-	42	974
% Lights	-	-	97.6	100.0	-	97.6	100.0	100.0	95.0	100.0	-	95.1	-	100.0	-	83.3	-	88.9	-	96.0	100.0	100.0	-	97.7	96.3
Buses	0	0	4	0	-	4	0	0	16	0	-	16	0	0	0	1	-	1	0	0	0	0	-	0	21
% Buses	-	-	0.8	0.0	-	0.8	0.0	0.0	3.5	0.0	-	3.4	-	0.0	-	16.7	-	11.1	-	0.0	0.0	0.0	-	0.0	2.1
Single-Unit Trucks	0	0	7	0	-	7	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	13
% Single-Unit Trucks	-	-	1.4	0.0	-	1.4	0.0	0.0	1.3	0.0	-	1.3	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	3
% Articulated Trucks	-	-	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	4.0	0.0	0.0	-	2.3	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: 171st Street with Oconto Avenue
Site Code:
Start Date: 08/06/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	171st Street Eastbound						171st Street Westbound						Oconto Avenue Northbound						USPS Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	2	203	2	0	207	0	8	166	1	0	175	0	1	0	10	0	11	0	11	2	10	1	23	416
5:15 PM	0	0	200	2	0	202	0	3	181	0	0	184	0	0	0	5	0	5	0	13	0	14	0	27	418
5:30 PM	1	1	202	7	0	211	0	4	204	1	0	209	0	1	0	0	0	1	0	14	1	8	0	23	444
5:45 PM	0	0	208	5	0	213	2	3	185	2	0	192	0	0	0	0	0	0	0	11	0	12	0	23	428
Total	1	3	813	16	0	833	2	18	736	4	0	760	0	2	0	15	0	17	0	49	3	44	1	96	1706
Approach %	0.1	0.4	97.6	1.9	-	-	0.3	2.4	96.8	0.5	-	-	0.0	11.8	0.0	88.2	-	-	0.0	51.0	3.1	45.8	-	-	-
Total %	0.1	0.2	47.7	0.9	-	48.8	0.1	1.1	43.1	0.2	-	44.5	0.0	0.1	0.0	0.9	-	1.0	0.0	2.9	0.2	2.6	-	5.6	-
PHF	0.250	0.375	0.977	0.571	-	0.978	0.250	0.563	0.902	0.500	-	0.909	0.000	0.500	0.000	0.375	-	0.386	0.000	0.875	0.375	0.786	-	0.889	0.961
Lights	1	2	802	16	-	821	2	17	736	4	-	759	0	2	0	15	-	17	0	48	3	44	-	95	1692
% Lights	100.0	66.7	98.6	100.0	-	98.6	100.0	94.4	100.0	100.0	-	99.9	-	100.0	-	100.0	-	100.0	-	98.0	100.0	100.0	-	99.0	99.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	7	0	-	8	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	9
% Single-Unit Trucks	0.0	33.3	0.9	0.0	-	1.0	0.0	5.6	0.0	0.0	-	0.1	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	5
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.5	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	2.0	0.0	0.0	-	1.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Count Name: 171st Street with USPS/First Merchants Bank Access Drives
Site Code:
Start Date: 08/06/2019

Turning Movement Data

Start Time	171st Street Eastbound						171st Street Westbound						First Merchants Bank Access Drive Northbound						USPS Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	3	95	0	0	98	0	0	79	6	0	85	0	0	0	1	0	1	0	0	0	0	0	0	184
7:15 AM	0	4	117	0	0	121	0	0	71	5	0	76	0	0	0	0	0	0	0	2	0	1	0	3	200
7:30 AM	0	5	106	0	0	111	0	0	84	7	0	91	0	0	0	0	0	0	0	1	0	1	0	2	204
7:45 AM	0	4	122	0	0	126	0	0	130	13	0	143	0	0	0	0	0	0	0	2	0	2	0	4	273
Hourly Total	0	16	440	0	0	456	0	0	364	31	0	395	0	0	0	1	0	1	0	5	0	4	0	9	861
8:00 AM	0	5	91	0	0	96	1	0	111	21	0	133	0	0	0	0	0	0	0	2	0	3	0	5	234
8:15 AM	0	9	145	0	0	154	0	0	102	26	0	128	0	0	0	0	0	0	0	1	0	1	0	2	284
8:30 AM	0	8	149	0	0	157	0	0	124	18	0	142	0	0	0	1	0	1	0	1	0	1	0	2	302
8:45 AM	0	5	122	0	0	127	0	0	121	11	0	132	0	0	0	1	0	1	0	0	0	2	0	2	262
Hourly Total	0	27	507	0	0	534	1	0	458	76	0	535	0	0	0	2	0	2	0	4	0	7	0	11	1082
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	10	175	0	0	185	0	0	170	27	0	197	0	0	0	0	0	0	0	2	0	4	0	6	388
4:15 PM	0	7	202	0	0	209	0	0	148	23	0	171	0	0	0	0	0	0	0	5	0	1	0	6	386
4:30 PM	0	7	182	0	0	189	0	0	175	26	0	201	0	0	0	2	0	2	0	3	1	8	1	12	404
4:45 PM	0	17	196	0	0	213	0	0	165	20	0	185	0	0	1	1	0	2	0	2	0	5	0	7	407
Hourly Total	0	41	755	0	0	796	0	0	658	96	0	754	0	0	1	3	0	4	0	12	1	18	1	31	1585
5:00 PM	0	7	197	0	0	204	0	0	175	18	0	193	0	0	0	0	0	0	0	1	0	7	1	8	405
5:15 PM	0	10	223	0	0	233	0	0	178	24	0	202	0	0	0	0	0	0	0	1	0	5	0	6	441
5:30 PM	0	7	198	0	0	205	0	0	207	18	0	225	0	0	0	0	0	0	0	2	0	7	0	9	439
5:45 PM	0	6	228	0	0	234	0	0	187	15	0	202	0	0	0	0	0	0	0	0	0	6	0	6	442
Hourly Total	0	30	846	0	0	876	0	0	747	75	0	822	0	0	0	0	0	0	0	4	0	25	1	29	1727
Grand Total	0	114	2548	0	0	2662	1	0	2227	278	0	2506	0	0	1	6	0	7	0	25	1	54	2	80	5255
Approach %	0.0	4.3	95.7	0.0	-	-	0.0	0.0	88.9	11.1	-	-	0.0	0.0	14.3	85.7	-	-	0.0	31.3	1.3	67.5	-	-	-
Total %	0.0	2.2	48.5	0.0	-	50.7	0.0	0.0	42.4	5.3	-	47.7	0.0	0.0	0.0	0.1	-	0.1	0.0	0.5	0.0	1.0	-	1.5	-
Lights	0	114	2502	0	-	2616	1	0	2183	275	-	2459	0	0	1	6	-	7	0	25	1	54	-	80	5162
% Lights	-	100.0	98.2	-	-	98.3	100.0	-	98.0	98.9	-	98.1	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.2
Buses	0	0	10	0	-	10	0	0	18	0	-	18	0	0	0	0	-	0	0	0	0	0	-	0	28
% Buses	-	0.0	0.4	-	-	0.4	0.0	-	0.8	0.0	-	0.7	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	24	0	-	24	0	0	18	1	-	19	0	0	0	0	-	0	0	0	0	0	-	0	43
% Single-Unit Trucks	-	0.0	0.9	-	-	0.9	0.0	-	0.8	0.4	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	12	0	-	12	0	0	8	2	-	10	0	0	0	0	-	0	0	0	0	0	-	0	22
% Articulated Trucks	-	0.0	0.5	-	-	0.5	0.0	-	0.4	0.7	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

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	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	4	122	0	0	126	0	0	130	13	0	143	0	0	0	0	0	0	0	2	0	2	0	4	273
8:00 AM	0	5	91	0	0	96	1	0	111	21	0	133	0	0	0	0	0	0	0	2	0	3	0	5	234
8:15 AM	0	9	145	0	0	154	0	0	102	26	0	128	0	0	0	0	0	0	0	1	0	1	0	2	284
8:30 AM	0	8	149	0	0	157	0	0	124	18	0	142	0	0	0	1	0	1	0	1	0	1	0	2	302
Total	0	26	507	0	0	533	1	0	467	78	0	546	0	0	0	1	0	1	0	6	0	7	0	13	1093
Approach %	0.0	4.9	95.1	0.0	-	-	0.2	0.0	85.5	14.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	46.2	0.0	53.8	-	-	-
Total %	0.0	2.4	46.4	0.0	-	48.8	0.1	0.0	42.7	7.1	-	50.0	0.0	0.0	0.0	0.1	-	0.1	0.0	0.5	0.0	0.6	-	1.2	-
PHF	0.000	0.722	0.851	0.000	-	0.849	0.250	0.000	0.898	0.750	-	0.955	0.000	0.000	0.000	0.250	-	0.250	0.000	0.750	0.000	0.583	-	0.650	0.905
Lights	0	26	495	0	-	521	1	0	444	77	-	522	0	0	0	1	-	1	0	6	0	7	-	13	1057
% Lights	-	100.0	97.6	-	-	97.7	100.0	-	95.1	98.7	-	95.6	-	-	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	96.7
Buses	0	0	5	0	-	5	0	0	16	0	-	16	0	0	0	0	-	0	0	0	0	0	-	0	21
% Buses	-	0.0	1.0	-	-	0.9	0.0	-	3.4	0.0	-	2.9	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.9
Single-Unit Trucks	0	0	5	0	-	5	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	11
% Single-Unit Trucks	-	0.0	1.0	-	-	0.9	0.0	-	1.3	0.0	-	1.1	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	2	0	-	2	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.4	-	-	0.4	0.0	-	0.2	1.3	-	0.4	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: 171st Street with USPS/First Merchants Bank Access Drives
Site Code:
Start Date: 08/06/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	171st Street Eastbound						171st Street Westbound						First Merchants Bank Access Drive Northbound						USPS Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	7	197	0	0	204	0	0	175	18	0	193	0	0	0	0	0	0	0	1	0	7	1	8	405
5:15 PM	0	10	223	0	0	233	0	0	178	24	0	202	0	0	0	0	0	0	0	1	0	5	0	6	441
5:30 PM	0	7	198	0	0	205	0	0	207	18	0	225	0	0	0	0	0	0	0	2	0	7	0	9	439
5:45 PM	0	6	228	0	0	234	0	0	187	15	0	202	0	0	0	0	0	0	0	0	0	6	0	6	442
Total	0	30	846	0	0	876	0	0	747	75	0	822	0	0	0	0	0	0	0	4	0	25	1	29	1727
Approach %	0.0	3.4	96.6	0.0	-	-	0.0	0.0	90.9	9.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	13.8	0.0	86.2	-	-	-
Total %	0.0	1.7	49.0	0.0	-	50.7	0.0	0.0	43.3	4.3	-	47.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	1.4	-	1.7	-
PHF	0.000	0.750	0.928	0.000	-	0.936	0.000	0.000	0.902	0.781	-	0.913	0.000	0.000	0.000	0.000	-	0.000	0.000	0.500	0.000	0.893	-	0.806	0.977
Lights	0	30	833	0	-	863	0	0	745	74	-	819	0	0	0	0	-	0	0	4	0	25	-	29	1711
% Lights	-	100.0	98.5	-	-	98.5	-	-	99.7	98.7	-	99.6	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	99.1
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.1	-	-	0.1	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	7	0	-	7	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	9
% Single-Unit Trucks	-	0.0	0.8	-	-	0.8	-	-	0.3	0.0	-	0.2	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.5
Articulated Trucks	0	0	5	0	-	5	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	-	0.0	0.6	-	-	0.6	-	-	0.0	1.3	-	0.1	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019

Turning Movement Data

Start Time	171st Street Eastbound						171st Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	35	42	23	0	100	0	31	31	9	0	71	0	29	136	2	0	167	0	11	156	15	0	182	520
7:15 AM	0	22	45	40	0	107	0	30	25	8	0	63	0	28	211	13	0	252	0	7	205	24	0	236	658
7:30 AM	0	34	53	26	0	113	0	34	36	12	0	82	1	27	177	11	0	216	0	16	220	26	1	262	673
7:45 AM	0	39	46	35	0	120	0	27	47	12	0	86	0	46	208	14	0	268	0	25	240	46	0	311	785
Hourly Total	0	130	186	124	0	440	0	122	139	41	0	302	1	130	732	40	0	903	0	59	821	111	1	991	2636
8:00 AM	0	35	27	32	0	94	0	24	63	13	0	100	0	42	194	10	0	246	0	13	157	28	0	198	638
8:15 AM	0	51	49	36	0	136	0	31	31	7	0	69	0	52	205	13	0	270	0	17	211	38	0	266	741
8:30 AM	0	62	59	37	0	158	0	33	60	19	0	112	0	42	178	13	0	233	0	16	145	39	0	200	703
8:45 AM	0	30	41	31	0	102	0	26	43	20	0	89	0	48	195	11	0	254	0	9	166	41	0	216	661
Hourly Total	0	178	176	136	0	490	0	114	197	59	0	370	0	184	772	47	0	1003	0	55	679	146	0	880	2743
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	51	93	35	0	179	0	37	92	16	0	145	0	41	277	23	0	341	0	36	269	56	0	361	1026
4:15 PM	0	62	81	52	0	195	0	42	86	29	0	157	0	36	262	28	0	326	0	31	256	51	0	338	1016
4:30 PM	0	50	92	41	0	183	1	55	80	14	0	150	0	62	332	33	0	427	0	28	289	58	0	375	1135
4:45 PM	0	55	86	65	0	206	0	68	80	22	0	170	0	53	302	36	0	391	0	35	267	43	0	345	1112
Hourly Total	0	218	352	193	0	763	1	202	338	81	0	622	0	192	1173	120	0	1485	0	130	1081	208	0	1419	4289
5:00 PM	0	50	90	46	0	186	0	57	71	17	0	145	0	40	325	38	0	403	0	30	313	61	0	404	1138
5:15 PM	0	66	107	52	0	225	0	64	86	14	0	164	0	57	314	31	0	402	0	47	295	66	0	408	1199
5:30 PM	0	54	85	59	0	198	0	61	89	15	0	165	0	69	303	22	0	394	0	30	273	52	0	355	1112
5:45 PM	0	61	87	61	0	209	0	61	81	10	0	152	1	62	350	29	0	442	0	34	287	59	0	380	1183
Hourly Total	0	231	369	218	0	818	0	243	327	56	0	626	1	228	1292	120	0	1641	0	141	1168	238	0	1547	4632
Grand Total	0	757	1083	671	0	2511	1	681	1001	237	0	1920	2	734	3969	327	0	5032	0	385	3749	703	1	4837	14300
Approach %	0.0	30.1	43.1	26.7	-	-	0.1	35.5	52.1	12.3	-	-	0.0	14.6	78.9	6.5	-	-	0.0	8.0	77.5	14.5	-	-	-
Total %	0.0	5.3	7.6	4.7	-	17.6	0.0	4.8	7.0	1.7	-	13.4	0.0	5.1	27.8	2.3	-	35.2	0.0	2.7	26.2	4.9	-	33.8	-
Lights	0	740	1072	656	-	2468	1	674	985	230	-	1890	2	719	3858	319	-	4898	0	382	3641	685	-	4708	13964
% Lights	-	97.8	99.0	97.8	-	98.3	100.0	99.0	98.4	97.0	-	98.4	100.0	98.0	97.2	97.6	-	97.3	-	99.2	97.1	97.4	-	97.3	97.7
Buses	0	5	4	0	-	9	0	0	4	1	-	5	0	5	11	2	-	18	0	0	9	8	-	17	49
% Buses	-	0.7	0.4	0.0	-	0.4	0.0	0.0	0.4	0.4	-	0.3	0.0	0.7	0.3	0.6	-	0.4	-	0.0	0.2	1.1	-	0.4	0.3
Single-Unit Trucks	0	5	6	8	-	19	0	6	10	5	-	21	0	3	54	5	-	62	0	2	59	7	-	68	170
% Single-Unit Trucks	-	0.7	0.6	1.2	-	0.8	0.0	0.9	1.0	2.1	-	1.1	0.0	0.4	1.4	1.5	-	1.2	-	0.5	1.6	1.0	-	1.4	1.2
Articulated Trucks	0	7	1	7	-	15	0	1	2	1	-	4	0	7	46	1	-	54	0	1	40	3	-	44	117
% Articulated Trucks	-	0.9	0.1	1.0	-	0.6	0.0	0.1	0.2	0.4	-	0.2	0.0	1.0	1.2	0.3	-	1.1	-	0.3	1.1	0.4	-	0.9	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019

Turning Movement Peak Hour Data (7:45 AM)

Start Time	171st Street Eastbound						171st Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:45 AM	0	39	46	35	0	120	0	27	47	12	0	86	0	46	208	14	0	268	0	25	240	46	0	311	785
8:00 AM	0	35	27	32	0	94	0	24	63	13	0	100	0	42	194	10	0	246	0	13	157	28	0	198	638
8:15 AM	0	51	49	36	0	136	0	31	31	7	0	69	0	52	205	13	0	270	0	17	211	38	0	266	741
8:30 AM	0	62	59	37	0	158	0	33	60	19	0	112	0	42	178	13	0	233	0	16	145	39	0	200	703
Total	0	187	181	140	0	508	0	115	201	51	0	367	0	182	785	50	0	1017	0	71	753	151	0	975	2867
Approach %	0.0	36.8	35.6	27.6	-	-	0.0	31.3	54.8	13.9	-	-	0.0	17.9	77.2	4.9	-	-	0.0	7.3	77.2	15.5	-	-	-
Total %	0.0	6.5	6.3	4.9	-	17.7	0.0	4.0	7.0	1.8	-	12.8	0.0	6.3	27.4	1.7	-	35.5	0.0	2.5	26.3	5.3	-	34.0	-
PHF	0.000	0.754	0.767	0.946	-	0.804	0.000	0.871	0.798	0.671	-	0.819	0.000	0.875	0.944	0.893	-	0.942	0.000	0.710	0.784	0.821	-	0.784	0.913
Lights	0	179	177	139	-	495	0	114	192	50	-	356	0	177	747	47	-	971	0	71	709	140	-	920	2742
% Lights	-	95.7	97.8	99.3	-	97.4	-	99.1	95.5	98.0	-	97.0	-	97.3	95.2	94.0	-	95.5	-	100.0	94.2	92.7	-	94.4	95.6
Buses	0	4	1	0	-	5	0	0	4	0	-	4	0	4	3	1	-	8	0	0	5	7	-	12	29
% Buses	-	2.1	0.6	0.0	-	1.0	-	0.0	2.0	0.0	-	1.1	-	2.2	0.4	2.0	-	0.8	-	0.0	0.7	4.6	-	1.2	1.0
Single-Unit Trucks	0	2	3	1	-	6	0	1	4	1	-	6	0	1	20	2	-	23	0	0	19	3	-	22	57
% Single-Unit Trucks	-	1.1	1.7	0.7	-	1.2	-	0.9	2.0	2.0	-	1.6	-	0.5	2.5	4.0	-	2.3	-	0.0	2.5	2.0	-	2.3	2.0
Articulated Trucks	0	2	0	0	-	2	0	0	1	0	-	1	0	0	15	0	-	15	0	0	20	1	-	21	39
% Articulated Trucks	-	1.1	0.0	0.0	-	0.4	-	0.0	0.5	0.0	-	0.3	-	0.0	1.9	0.0	-	1.5	-	0.0	2.7	0.7	-	2.2	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Harlem Avenue with 171st Street
Site Code:
Start Date: 08/06/2019

Turning Movement Peak Hour Data (5:00 PM)

Start Time	171st Street Eastbound						171st Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	0	50	90	46	0	186	0	57	71	17	0	145	0	40	325	38	0	403	0	30	313	61	0	404	1138
5:15 PM	0	66	107	52	0	225	0	64	86	14	0	164	0	57	314	31	0	402	0	47	295	66	0	408	1199
5:30 PM	0	54	85	59	0	198	0	61	89	15	0	165	0	69	303	22	0	394	0	30	273	52	0	355	1112
5:45 PM	0	61	87	61	0	209	0	61	81	10	0	152	1	62	350	29	0	442	0	34	287	59	0	380	1183
Total	0	231	369	218	0	818	0	243	327	56	0	626	1	228	1292	120	0	1641	0	141	1168	238	0	1547	4632
Approach %	0.0	28.2	45.1	26.7	-	-	0.0	38.8	52.2	8.9	-	-	0.1	13.9	78.7	7.3	-	-	0.0	9.1	75.5	15.4	-	-	-
Total %	0.0	5.0	8.0	4.7	-	17.7	0.0	5.2	7.1	1.2	-	13.5	0.0	4.9	27.9	2.6	-	35.4	0.0	3.0	25.2	5.1	-	33.4	-
PHF	0.000	0.875	0.862	0.893	-	0.909	0.000	0.949	0.919	0.824	-	0.948	0.250	0.826	0.923	0.789	-	0.928	0.000	0.750	0.933	0.902	-	0.948	0.966
Lights	0	228	368	211	-	807	0	239	327	56	-	622	1	226	1272	118	-	1617	0	141	1155	237	-	1533	4579
% Lights	-	98.7	99.7	96.8	-	98.7	-	98.4	100.0	100.0	-	99.4	100.0	99.1	98.5	98.3	-	98.5	-	100.0	98.9	99.6	-	99.1	98.9
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	0	0	1	0	-	1	4
% Buses	-	0.4	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	3	-	3	0	3	0	0	-	3	0	1	10	1	-	12	0	0	7	1	-	8	26
% Single-Unit Trucks	-	0.0	0.0	1.4	-	0.4	-	1.2	0.0	0.0	-	0.5	0.0	0.4	0.8	0.8	-	0.7	-	0.0	0.6	0.4	-	0.5	0.6
Articulated Trucks	0	2	1	4	-	7	0	1	0	0	-	1	0	1	8	1	-	10	0	0	5	0	-	5	23
% Articulated Trucks	-	0.9	0.3	1.8	-	0.9	-	0.4	0.0	0.0	-	0.2	0.0	0.4	0.6	0.8	-	0.6	-	0.0	0.4	0.0	-	0.3	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Tinley Park, IL Weather: Cool and Dry 03/29/21
Harlem Ave and DuPage Medical Group Access 11:14:37
Friday/Monday 3-26-21 and 3-29-21

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 5 harlem/dupagemed

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	3	0	0	0	3
730	1	0	0	0	0	0	0	0	3	1	0	0	5
745	3	0	0	0	0	0	0	0	1	0	0	0	4
800	1	0	0	0	0	0	0	0	1	0	0	1	3
815	1	0	0	0	0	0	0	0	3	0	0	0	4
830	1	0	0	0	0	0	0	0	1	0	0	1	3
845	2	0	0	0	0	0	0	0	1	1	0	0	4
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	1	0	0	1
1700	1	0	0	0	0	0	0	0	0	2	0	0	3
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	1	0	0	0	0	0	0	0	0	0	0	0	1
1745	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	12	0	0	0	0	0	0	0	13	5	0	2	32

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 5 harlem/dupagemed

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	0	0	0	0	0	0
715	0	0	3	0	0	0	0	3	3
730	1	0	3	1	0	0	1	4	5
745	3	0	1	0	0	0	0	4	4
800	1	0	1	1	1	0	0	2	3
815	1	0	3	0	0	0	0	4	4
830	1	0	1	1	1	0	0	2	3
845	2	0	1	1	0	0	1	3	4
1600	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	1	0	0	1	0	1
1700	1	0	0	2	0	0	2	1	3
1715	0	0	0	0	0	0	0	0	0
1730	1	0	0	0	0	0	0	1	1
1745	1	0	0	0	0	0	0	1	1
Total	12	0	13	7	2	0	5	25	32

Tinley Park, IL Weather: Cool and Dry 03/29/21
Harlem Ave and Jewel Osco Access 11:10:58
Friday/Monday 3-26-21 and 3-29-21

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 4 harlem/jeweloscoacc

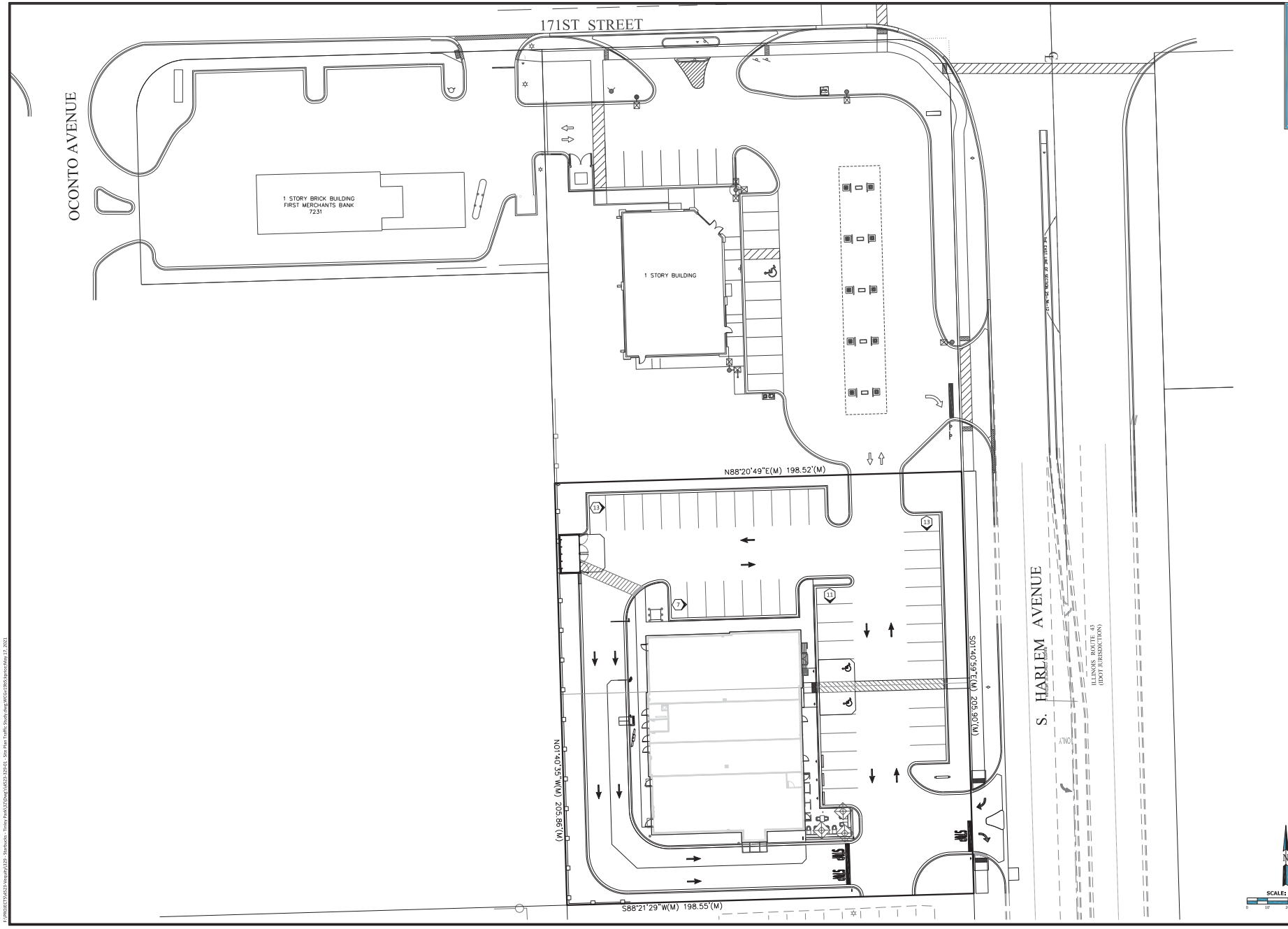
Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	153	1	3	0	1	8	197	0	0	0	0	363
715	0	196	3	4	0	2	9	194	0	0	0	0	408
730	0	263	3	7	0	3	8	204	0	0	0	0	488
745	0	227	4	5	0	1	8	241	0	0	0	0	486
800	0	186	4	5	0	3	8	200	0	0	0	0	406
815	0	201	3	10	0	4	11	213	0	0	0	0	442
830	0	202	10	5	0	2	13	253	0	0	0	0	485
845	0	204	7	4	0	5	10	237	0	0	0	0	467
1600	0	305	15	20	0	13	23	350	0	0	0	0	726
1615	0	317	17	17	0	14	23	355	0	0	0	0	743
1630	0	298	15	24	0	7	27	368	0	0	0	0	739
1645	0	321	11	16	0	12	21	386	0	0	0	0	767
1700	0	383	12	10	0	20	25	384	0	0	0	0	834
1715	0	314	8	21	0	13	19	360	0	0	0	0	735
1730	0	348	9	16	0	9	20	342	0	0	0	0	744
1745	0	322	6	13	0	10	21	315	0	0	0	0	687
Total	0	4240	128	180	0	119	254	4599	0	0	0	0	9520

TURNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 4 harlem/jeweloscoacc

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	154	4	205	0	200	9	154	0	363
715	199	6	203	0	198	12	198	0	408
730	266	10	212	0	211	11	266	0	488
745	231	6	249	0	246	12	228	0	486
800	190	8	208	0	205	12	189	0	406
815	204	14	224	0	223	14	205	0	442
830	212	7	266	0	258	23	204	0	485
845	211	9	247	0	241	17	209	0	467
1600	320	33	373	0	370	38	318	0	726
1615	334	31	378	0	372	40	331	0	743
1630	313	31	395	0	392	42	305	0	739
1645	332	28	407	0	402	32	333	0	767
1700	395	30	409	0	394	37	403	0	834
1715	322	34	379	0	381	27	327	0	735
1730	357	25	362	0	358	29	357	0	744
1745	328	23	336	0	328	27	332	0	687
Total	4368	299	4853	0	4779	382	4359	0	9520

Preliminary Site Plan



MUNICIPAL/AGENCY APPROVAL STAMP

17118 S. HARLEM
TINLEY PARK LLC

RETAIL - TINLEY PARK

17120-17126 S. HARLEM AVE.
TINLEY PARK, ILLINOIS

ACCESS POINT EXHIBIT

NO.	DATE	REVISION DESCRIPTION	BY

DESIGNED BY: BP KMP
REVIEWED BY: BP
DATE: 05/17/2021
PRW: 4523-329-32-01

Weaver Consultants Group

OFFICE LOCATION:
WEAVER CONSULTANTS GROUP
1616 BOND STREET, SUITE 108
NAPERVILLE, ILLINOIS 60563
(630) 717-4848
wcgrp.com

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SHEET #: C-4

F:\PROJECTS\4523-Vicquity\329 - Starbucks - Tinley Park\12\Dwg\4523-329-01 - Site Plan Traffic Study.dwg;WCGrp1905;Spruce;May 17, 2021

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

March 26, 2021

Andrew Bowen
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: 171st Street @ Harlem Avenue
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated March 26, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Harlem Ave north of 171st St	33,800	44,300
Harlem Ave south of 171st St	33,900	41,800
171st St west of Harlem Ave	16,000	21,000
171st St east of Harlem Ave	11,800	14,200

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Quigley (IDOT)
2021_CY_TrafficForecast\TinleyPark\ck-41-21\ck-41-21.docx

ITE Trip Generation Worksheets

Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

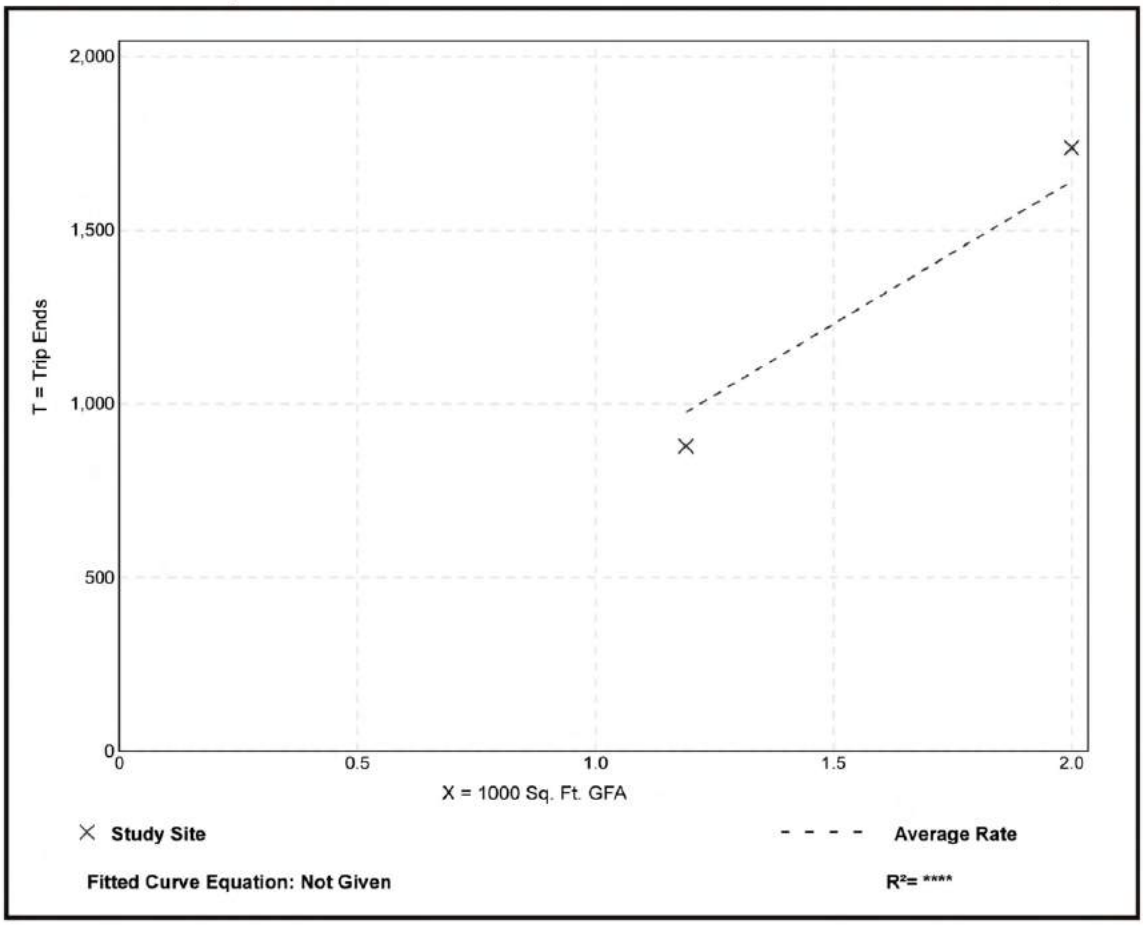
Setting/Location: General Urban/Suburban
Number of Studies: 2
1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
820.38	738.66 - 869.00	*

Data Plot and Equation

Caution – Small Sample Size



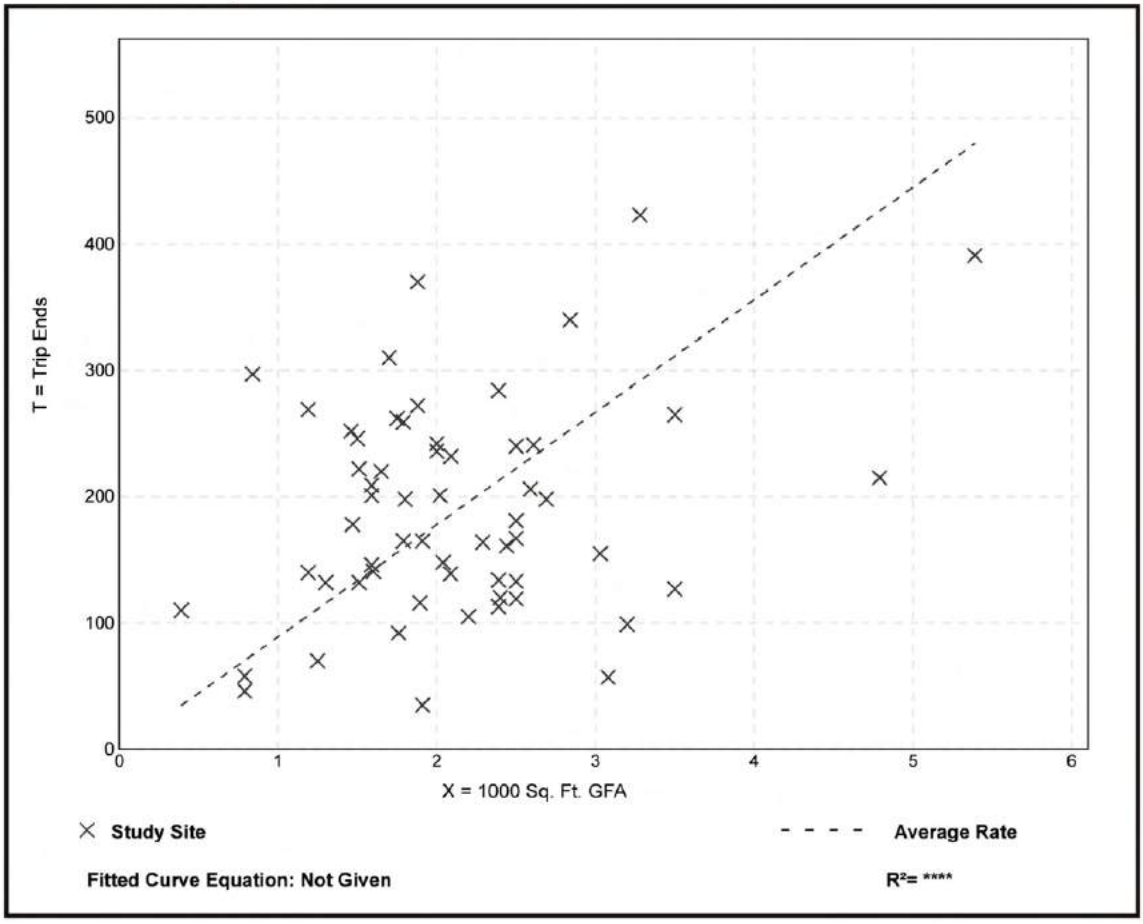
Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	61
1000 Sq. Ft. GFA:	2
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
88.99	18.32 - 353.57	48.19

Data Plot and Equation



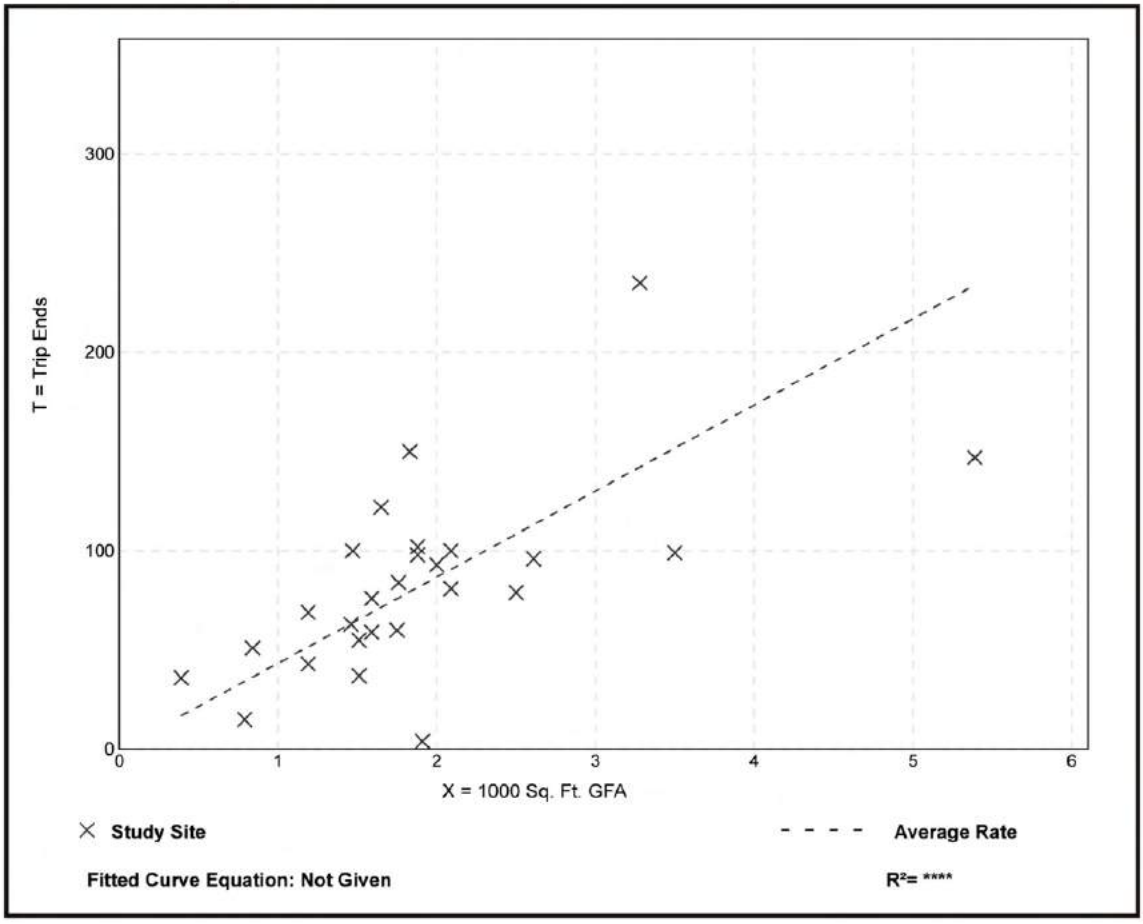
Coffee/Donut Shop with Drive-Through Window
(937)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	26
1000 Sq. Ft. GFA:	2
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
43.38	2.09 - 92.31	18.88

Data Plot and Equation



Shopping Center
(820)

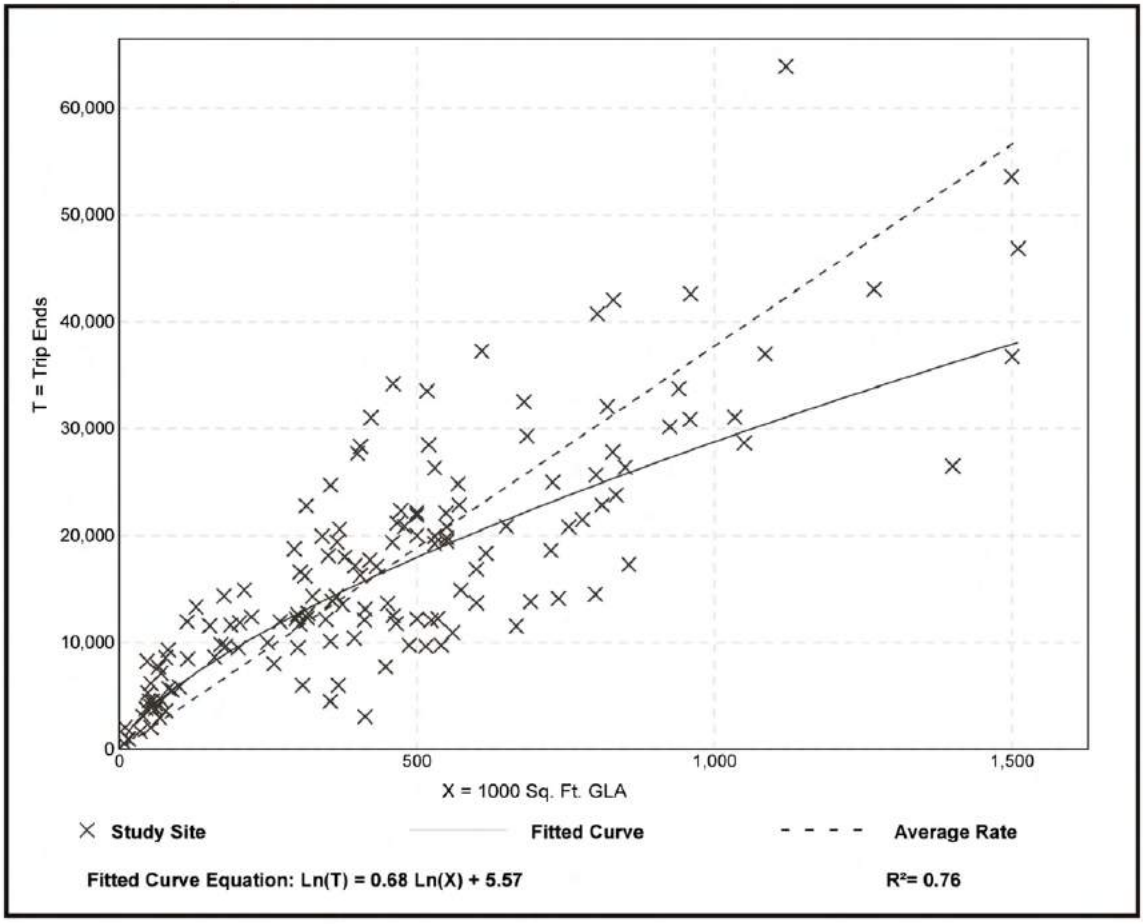
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



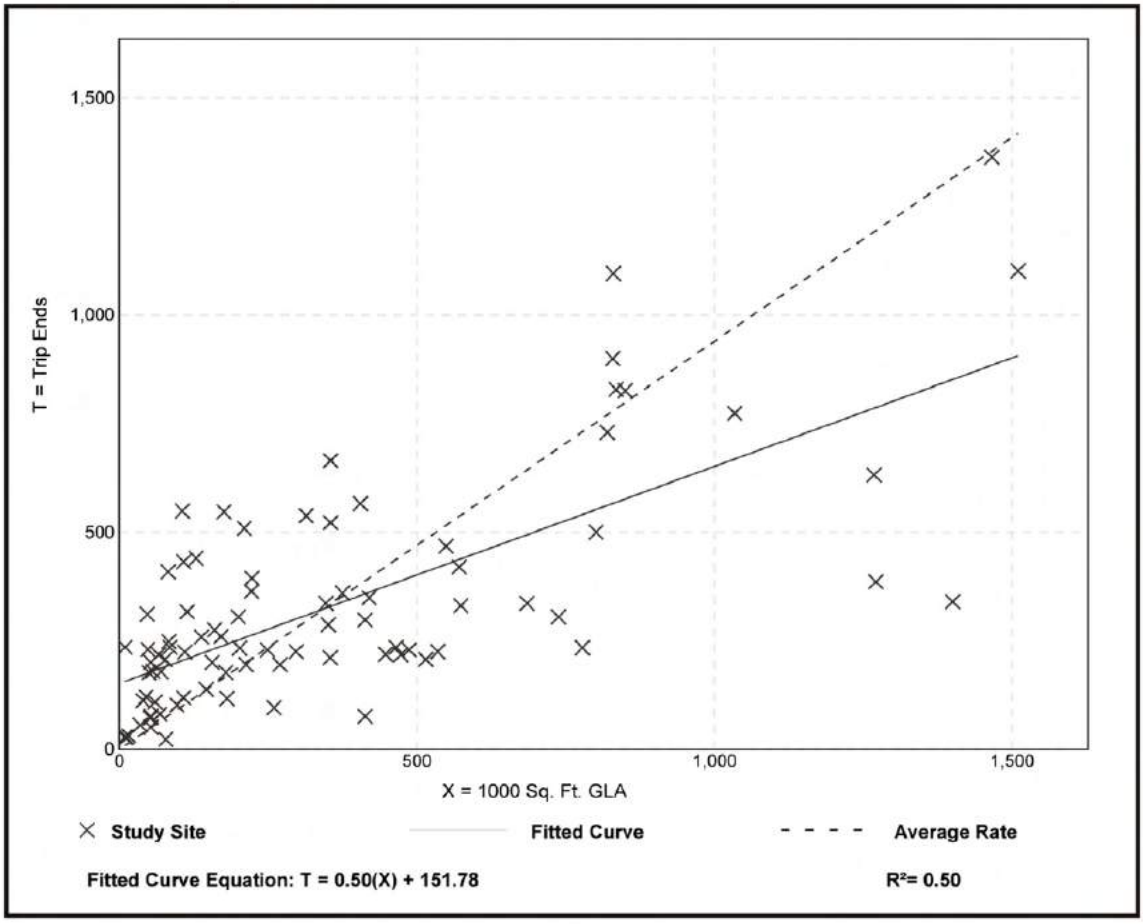
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	84
1000 Sq. Ft. GLA:	351
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



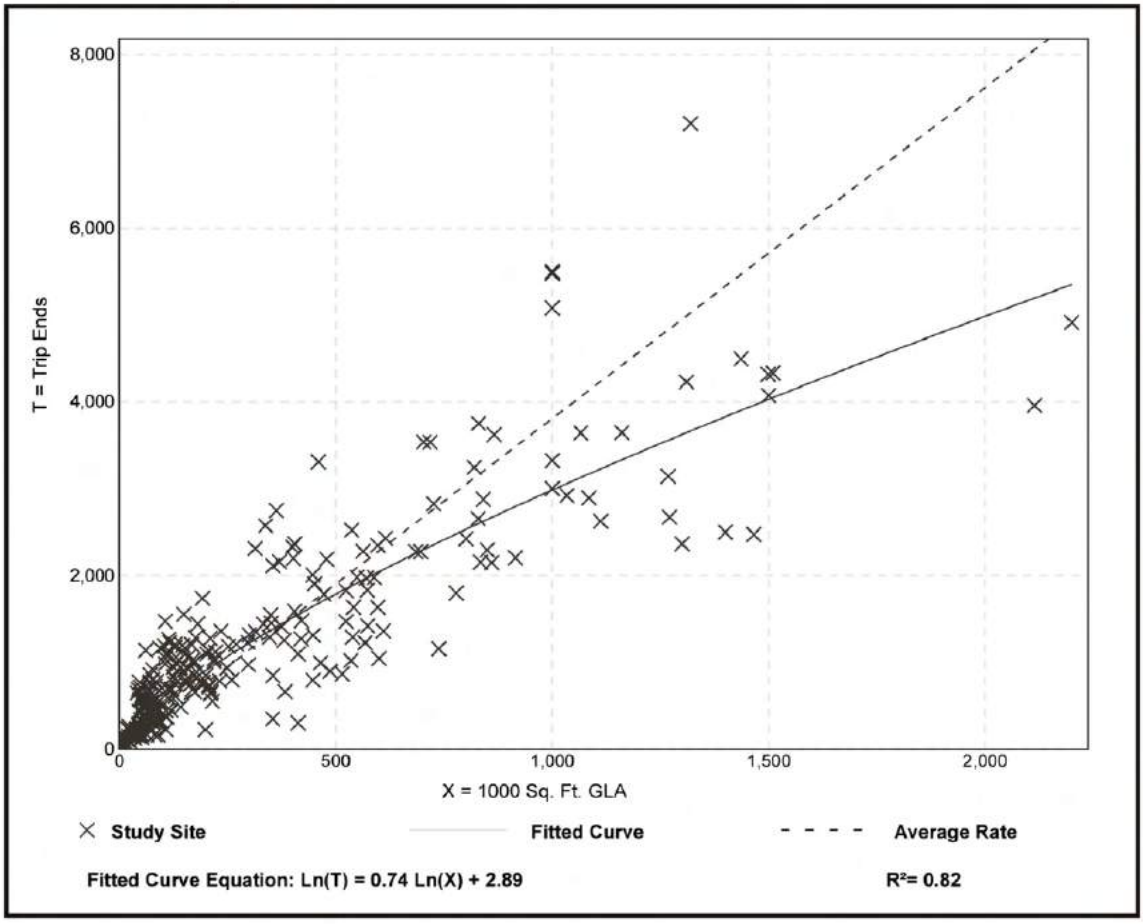
Shopping Center
(820)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	261
1000 Sq. Ft. GLA:	327
Directional Distribution:	48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Harlem Avenue & 171st Street

04/01/2021

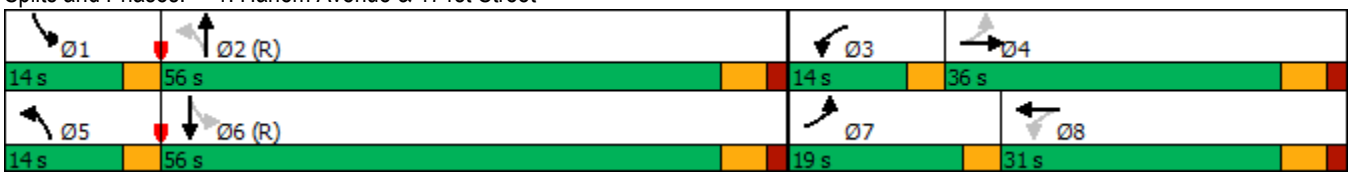
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	190	142	117	215	52	185	798	51	72	765	153
Future Volume (vph)	190	190	142	117	215	52	185	798	51	72	765	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.936			0.971			0.991			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3327	0	1787	3383	0	1752	3405	0	1805	3315	0
Flt Permitted	0.377			0.496			0.175			0.251		
Satd. Flow (perm)	689	3327	0	933	3383	0	323	3405	0	477	3315	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			567			516	
Travel Time (s)		3.9			15.4			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	1%	4%	2%	3%	5%	6%	0%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	365	0	129	293	0	203	933	0	79	1009	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	19.0	36.0		14.0	31.0		14.0	56.0		14.0	56.0	
Total Split (%)	15.8%	30.0%		11.7%	25.8%		11.7%	46.7%		11.7%	46.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	37.8	21.8		29.7	17.3		75.2	63.4		67.9	57.7	
Actuated g/C Ratio	0.32	0.18		0.25	0.14		0.63	0.53		0.57	0.48	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.60		0.43	0.60		0.60	0.52		0.22	0.63	
Control Delay	39.1	49.0		34.0	53.0		18.1	21.3		11.7	26.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.1	49.0		34.0	53.0		18.1	21.3		11.7	26.8	
LOS	D	D		C	D		B	C		B	C	
Approach Delay		45.4			47.2			20.8			25.7	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	124	137		72	113		64	252		23	307	
Queue Length 95th (ft)	180	178		115	152		112	354		48	421	
Internal Link Dist (ft)		149			709			487			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	352	831		310	704		344	1799		397	1595	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.44		0.42	0.42		0.59	0.52		0.20	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 71.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Harlem Avenue & 171st Street



Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	516	475	78	6	7
Future Vol, veh/h	26	516	475	78	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	5	1	0	0
Mvmt Flow	29	567	522	86	7	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	608	0	-	0	907	304
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	980	-	-	-	279	698
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	980	-	-	-	267	698
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	980	-	-	-	507
HCM Lane V/C Ratio	0.029	-	-	-	0.028
HCM Control Delay (s)	8.8	0.2	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	541	0	0	482	0	1
Future Vol, veh/h	541	0	0	482	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	5	0	0
Mvmt Flow	595	0	0	530	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	595	0	860	298
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	991	-	299	704
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	991	-	299	704
Mov Cap-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	761	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	991	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	510	1	6	472	4	3	0	6	25	2	16
Future Vol, veh/h	0	510	1	6	472	4	3	0	6	25	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	5	0	0	0	17	4	0	0
Mvmt Flow	0	580	1	7	536	5	3	0	7	28	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	541	0	0	581	0	0	864	1136	291	843	1134	271
Stage 1	-	-	-	-	-	-	581	581	-	553	553	-
Stage 2	-	-	-	-	-	-	283	555	-	290	581	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.24	7.58	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.47	3.54	4	3.3
Pot Cap-1 Maneuver	1038	-	-	1003	-	-	251	204	663	254	204	733
Stage 1	-	-	-	-	-	-	472	503	-	480	518	-
Stage 2	-	-	-	-	-	-	706	516	-	688	503	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1038	-	-	1003	-	-	242	203	663	250	203	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	359	324	-	364	323	-
Stage 1	-	-	-	-	-	-	472	503	-	480	514	-
Stage 2	-	-	-	-	-	-	681	512	-	681	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.1	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	517	1038	-	-	1003	-	-	445
HCM Lane V/C Ratio	0.02	-	-	-	0.007	-	-	0.11
HCM Control Delay (s)	12.1	0	-	-	8.6	-	-	14.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	24	1010	42	24	1000
Future Vol, veh/h	14	24	1010	42	24	1000
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	15	26	1098	46	26	1087

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1717	572	0	0	1144	0
Stage 1	1121	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	83	468	-	-	618	-
Stage 1	277	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	80	468	-	-	618	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	190	468	618	-
HCM Lane V/C Ratio	-	-	0.08	0.056	0.042	-
HCM Control Delay (s)	-	-	25.6	13.1	11.1	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	8	1051	1008	6
Future Vol, veh/h	1	1	8	1051	1008	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	1	1	9	1142	1096	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1689	552	1103	0	-	0
Stage 1	1100	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	86	483	640	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	83	483	640	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	280	-	-
HCM Lane V/C Ratio	0.014	-	0.008	-	-
HCM Control Delay (s)	10.7	0.2	18	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	408	221	247	362	57	232	1313	122	143	1187	242
Future Volume (vph)	235	408	221	247	362	57	232	1313	122	143	1187	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.947			0.980			0.987			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3361	0	1787	3538	0	1787	3525	0	1805	3485	0
Flt Permitted	0.273			0.171			0.059			0.063		
Satd. Flow (perm)	514	3361	0	322	3538	0	111	3525	0	120	3485	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			567			516	
Travel Time (s)		3.9			15.4			9.7			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	649	0	255	432	0	239	1480	0	147	1473	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	29.0		20.0	29.0		24.0	73.0		18.0	67.0	
Total Split (%)	14.3%	20.7%		14.3%	20.7%		17.1%	52.1%		12.9%	47.9%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	41.6	23.0		42.4	23.4		87.5	69.8		78.0	63.8	
Actuated g/C Ratio	0.30	0.16		0.30	0.17		0.62	0.50		0.56	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.81	1.18		0.94	0.73		0.85	0.84		0.71	0.93	
Control Delay	59.2	146.7		81.6	63.6		63.7	36.4		48.5	47.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	59.2	146.7		81.6	63.6		63.7	36.4		48.5	47.4	
LOS	E	F		F	E		E	D		D	D	
Approach Delay		122.9			70.3			40.2			47.5	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)	172	~371		183	199		159	603		77	672	
Queue Length 95th (ft)	#255	#497		#350	261		#277	735		151	#850	
Internal Link Dist (ft)		149			709			487			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	304	552		270	591		314	1757		243	1588	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.80	1.18		0.94	0.73		0.76	0.84		0.60	0.93	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 61.8 Intersection LOS: E
Intersection Capacity Utilization 102.1% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	860	761	75	4	25
Future Vol, veh/h	30	860	761	75	4	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	0	0
Mvmt Flow	33	945	836	82	4	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	918	0	-	0	1416	459
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	539	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	752	-	-	-	131	554
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	752	-	-	-	119	554
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	752	-	-	-	468
HCM Lane V/C Ratio	0.044	-	-	-	0.068
HCM Control Delay (s)	10	0.4	-	-	13.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	890	0	0	786	0	0
Future Vol, veh/h	890	0	0	786	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	908	0	0	802	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	908	0	1309	454
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	758	-	153	559
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	758	-	153	559
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	758	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	826	16	20	762	4	2	0	15	49	3	44
Future Vol, veh/h	3	826	16	20	762	4	2	0	15	49	3	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	6	0	0	0	0	0	2	0	0
Mvmt Flow	3	860	17	21	794	4	2	0	16	51	3	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	877	0	0	1316	1715	439	1274	1721	399
Stage 1	-	-	-	-	-	-	875	875	-	838	838	-
Stage 2	-	-	-	-	-	-	441	840	-	436	883	-
Critical Hdwy	4.76	-	-	4.22	-	-	7.5	6.5	6.9	7.54	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.53	-	-	2.26	-	-	3.5	4	3.3	3.52	4	3.3
Pot Cap-1 Maneuver	647	-	-	741	-	-	118	91	571	124	90	606
Stage 1	-	-	-	-	-	-	315	370	-	327	384	-
Stage 2	-	-	-	-	-	-	570	384	-	569	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	647	-	-	741	-	-	105	88	571	117	87	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	220	208	-	232	203	-
Stage 1	-	-	-	-	-	-	312	367	-	324	373	-
Stage 2	-	-	-	-	-	-	508	373	-	548	364	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	12.8	21.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	481	647	-	-	741	-	-	322
HCM Lane V/C Ratio	0.037	0.005	-	-	0.028	-	-	0.311
HCM Control Delay (s)	12.8	10.6	0	-	10	-	-	21.1
HCM Lane LOS	B	B	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.3

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	71	1596	92	46	1609
Future Vol, veh/h	52	71	1596	92	46	1609
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	57	77	1735	100	50	1749

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2760	918	0	0	1835	0
Stage 1	1785	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 16	278	-	-	337	-
Stage 1	122	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	278	-	-	337	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.5	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	74	278	337	-
HCM Lane V/C Ratio	-	-	0.764	0.278	0.148	-
HCM Control Delay (s)	-	-	140.3	22.9	17.5	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	3.6	1.1	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	1688	1659	2
Future Vol, veh/h	0	3	0	1688	1659	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	3	0	1835	1803	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2722	903	1805	0	-	0
Stage 1	1804	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	17	284	346	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	284	346	-	-	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	119	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	346	-	284	-	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	0	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

No Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Harlem Avenue & 171st Street

04/01/2021

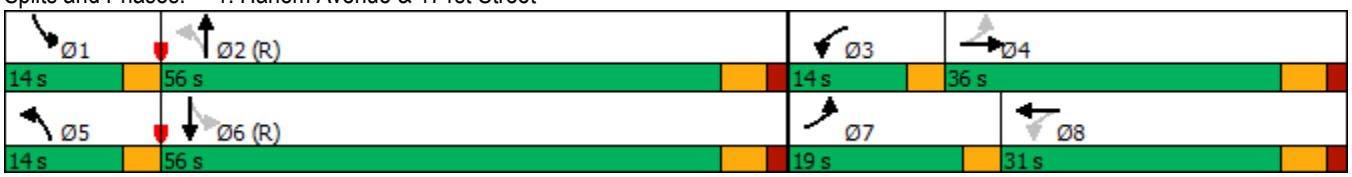
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	207	149	128	228	55	209	837	53	76	815	164
Future Volume (vph)	217	207	149	128	228	55	209	837	53	76	815	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.937			0.971			0.991			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3330	0	1787	3383	0	1752	3405	0	1805	3315	0
Flt Permitted	0.360			0.473			0.141			0.235		
Satd. Flow (perm)	658	3330	0	890	3383	0	260	3405	0	446	3315	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			227			516	
Travel Time (s)		3.9			15.4			3.9			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	1%	4%	2%	3%	5%	6%	0%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	391	0	141	311	0	230	978	0	84	1076	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	19.0	36.0		14.0	31.0		14.0	56.0		14.0	56.0	
Total Split (%)	15.8%	30.0%		11.7%	25.8%		11.7%	46.7%		11.7%	46.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	38.8	22.7		30.5	17.9		73.9	62.2		65.2	54.8	
Actuated g/C Ratio	0.32	0.19		0.25	0.15		0.62	0.52		0.54	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.69	0.62		0.47	0.62		0.71	0.55		0.25	0.71	
Control Delay	42.0	48.7		34.5	52.9		26.8	22.7		12.6	30.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.0	48.7		34.5	52.9		26.8	22.7		12.6	30.5	
LOS	D	D		C	D		C	C		B	C	
Approach Delay		46.1			47.1			23.5			29.2	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	143	147		79	120		75	272		25	358	
Queue Length 95th (ft)	203	189		123	160		#194	384		52	460	
Internal Link Dist (ft)		149			709			147			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	352	832		307	704		326	1764		371	1514	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.68	0.47		0.46	0.44		0.71	0.55		0.23	0.71	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 32.6 Intersection LOS: C
Intersection Capacity Utilization 76.1% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	517	34	0	523	78	0	0	50	6	0	7
Future Vol, veh/h	26	517	34	0	523	78	0	0	50	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	29	568	37	0	575	86	0	0	55	7	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	661	0	0	-	-	0	-	-	303	960	1281	331
Stage 1	-	-	-	-	-	-	-	-	-	618	618	-
Stage 2	-	-	-	-	-	-	-	-	-	342	663	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	937	-	-	0	-	-	0	0	699	214	167	671
Stage 1	-	-	-	0	-	-	0	0	-	448	484	-
Stage 2	-	-	-	0	-	-	0	0	-	652	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	937	-	-	-	-	-	-	-	699	190	159	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	307	283	-
Stage 1	-	-	-	-	-	-	-	-	-	427	484	-
Stage 2	-	-	-	-	-	-	-	-	-	573	440	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	10.6	13.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	699	937	-	-	-	-	434
HCM Lane V/C Ratio	0.079	0.03	-	-	-	-	0.033
HCM Control Delay (s)	10.6	9	0.2	-	-	-	13.6
HCM Lane LOS	B	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	576	0	43	487	31	1
Future Vol, veh/h	576	0	43	487	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	5	0	0
Mvmt Flow	633	0	47	535	34	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	633	0	995	317
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	362	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	960	-	245	685
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	960	-	228	685
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	349	-	-	960	-
HCM Lane V/C Ratio	0.101	-	-	0.049	-
HCM Control Delay (s)	16.5	-	-	8.9	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	545	1	6	508	4	3	0	6	25	2	16
Future Vol, veh/h	0	545	1	6	508	4	3	0	6	25	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	5	0	0	0	17	4	0	0
Mvmt Flow	0	619	1	7	577	5	3	0	7	28	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	620	0	0	924	1216	310	904	1214	291
Stage 1	-	-	-	-	-	-	620	620	-	594	594	-
Stage 2	-	-	-	-	-	-	304	596	-	310	620	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.24	7.58	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.47	3.54	4	3.3
Pot Cap-1 Maneuver	1002	-	-	970	-	-	227	183	643	229	183	712
Stage 1	-	-	-	-	-	-	447	483	-	453	496	-
Stage 2	-	-	-	-	-	-	686	495	-	669	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	970	-	-	219	182	643	225	182	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	306	-	341	304	-
Stage 1	-	-	-	-	-	-	447	483	-	453	493	-
Stage 2	-	-	-	-	-	-	661	492	-	662	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.4	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	494	1002	-	-	970	-	-	420
HCM Lane V/C Ratio	0.021	-	-	-	0.007	-	-	0.116
HCM Control Delay (s)	12.4	0	-	-	8.7	-	-	14.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	24	1075	42	24	1065
Future Vol, veh/h	14	24	1075	42	24	1065
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	15	26	1168	46	26	1158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1822	607	0	0	1214	0
Stage 1	1191	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	70	444	-	-	582	-
Stage 1	255	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	444	-	-	582	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	174	444	582	-
HCM Lane V/C Ratio	-	-	0.087	0.059	0.045	-
HCM Control Delay (s)	-	-	27.7	13.6	11.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	8	1116	1073	6
Future Vol, veh/h	1	1	8	1116	1073	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	1	1	9	1213	1166	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1795	587	1173	0	-	0
Stage 1	1170	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	73	458	603	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	458	603	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	603	-	257	-	-
HCM Lane V/C Ratio	0.014	-	0.008	-	-
HCM Control Delay (s)	11.1	0.3	19.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	1099	1033	59
Future Vol, veh/h	0	56	0	1099	1033	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	59	0	1157	1087	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	575	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	466	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	466	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	466	-	-
HCM Lane V/C Ratio	-	0.126	-	-
HCM Control Delay (s)	-	13.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Capacity Analysis Summary Sheets

No Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Harlem Avenue & 171st Street

04/01/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	434	232	263	382	60	256	1377	128	150	1256	258
Future Volume (vph)	262	434	232	263	382	60	256	1377	128	150	1256	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.948			0.980			0.987			0.974	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3365	0	1787	3538	0	1787	3525	0	1805	3481	0
Flt Permitted	0.234			0.174			0.060			0.064		
Satd. Flow (perm)	440	3365	0	327	3538	0	113	3525	0	122	3481	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			227			516	
Travel Time (s)		3.9			15.4			3.9			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	686	0	271	456	0	264	1552	0	155	1561	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	29.0		20.0	29.0		24.0	73.0		18.0	67.0	
Total Split (%)	14.3%	20.7%		14.3%	20.7%		17.1%	52.1%		12.9%	47.9%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	42.0	23.0		42.0	23.0		87.5	69.5		77.1	62.7	
Actuated g/C Ratio	0.30	0.16		0.30	0.16		0.62	0.50		0.55	0.45	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.93	1.24		1.00	0.78		0.89	0.89		0.73	1.00	
Control Delay	77.6	171.2		95.6	66.7		70.4	39.6		51.6	61.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	77.6	171.2		95.6	66.7		70.4	39.6		51.6	61.9	
LOS	E	F		F	E		E	D		D	E	
Approach Delay		144.7			77.4			44.1			60.9	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	196	~407		~197	212		183	662		84	~798	
Queue Length 95th (ft)	#339	#534		#383	276		#331	#803		160	#938	
Internal Link Dist (ft)		149			709			147			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	290	552		270	581		315	1750		243	1558	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.93	1.24		1.00	0.78		0.84	0.89		0.64	1.00	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 72.7 Intersection LOS: E
Intersection Capacity Utilization 107.8% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	883	28	0	821	75	0	0	41	4	0	25
Future Vol, veh/h	30	883	28	0	821	75	0	0	41	4	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	2	0	0	0	0	0	0
Mvmt Flow	33	970	31	0	902	82	0	0	45	4	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	984	0	0	-	-	0	-	-	501	1494	2010	492
Stage 1	-	-	-	-	-	-	-	-	-	943	943	-
Stage 2	-	-	-	-	-	-	-	-	-	551	1067	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	710	-	-	0	-	-	0	0	521	87	60	528
Stage 1	-	-	-	0	-	-	0	0	-	286	344	-
Stage 2	-	-	-	0	-	-	0	0	-	491	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	710	-	-	-	-	-	-	-	521	73	54	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	174	162	-
Stage 1	-	-	-	-	-	-	-	-	-	256	344	-
Stage 2	-	-	-	-	-	-	-	-	-	401	269	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	12.6	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	521	710	-	-	-	-	412
HCM Lane V/C Ratio	0.086	0.046	-	-	-	-	0.077
HCM Control Delay (s)	12.6	10.3	0.5	-	-	-	14.5
HCM Lane LOS	B	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	941	0	38	808	27	0
Future Vol, veh/h	941	0	38	808	27	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	960	0	39	824	28	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	960	0	1450	480
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	725	-	124	537
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	725	-	112	537
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	-	-	725	-
HCM Lane V/C Ratio	0.123	-	-	0.053	-
HCM Control Delay (s)	23.3	-	-	10.2	0.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	877	16	20	811	4	2	0	15	49	3	44
Future Vol, veh/h	3	877	16	20	811	4	2	0	15	49	3	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	6	0	0	0	0	0	2	0	0
Mvmt Flow	3	914	17	21	845	4	2	0	16	51	3	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	849	0	0	931	0	0	1395	1820	466	1352	1826	425
Stage 1	-	-	-	-	-	-	929	929	-	889	889	-
Stage 2	-	-	-	-	-	-	466	891	-	463	937	-
Critical Hdwy	4.76	-	-	4.22	-	-	7.5	6.5	6.9	7.54	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.53	-	-	2.26	-	-	3.5	4	3.3	3.52	4	3.3
Pot Cap-1 Maneuver	615	-	-	706	-	-	103	78	549	109	78	583
Stage 1	-	-	-	-	-	-	292	349	-	304	364	-
Stage 2	-	-	-	-	-	-	551	363	-	548	346	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	615	-	-	706	-	-	91	75	549	103	75	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	193	-	215	188	-
Stage 1	-	-	-	-	-	-	289	346	-	301	353	-
Stage 2	-	-	-	-	-	-	488	352	-	527	343	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	13.2	22.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	457	615	-	-	706	-	-	301
HCM Lane V/C Ratio	0.039	0.005	-	-	0.03	-	-	0.332
HCM Control Delay (s)	13.2	10.9	0.1	-	10.3	-	-	22.8
HCM Lane LOS	B	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	71	1690	92	46	1703
Future Vol, veh/h	52	71	1690	92	46	1703
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	57	77	1837	100	50	1851

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2913	969	0	0	1937	0
Stage 1	1887	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 13	257	-	-	307	-
Stage 1	107	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 11	257	-	-	307	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	90	-	-	-	-	-
Stage 2	311	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	90.9	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	65	257	307	-
HCM Lane V/C Ratio	-	-	0.87	0.3	0.163	-
HCM Control Delay (s)	-	-	181.1	24.9	19	-
HCM Lane LOS	-	-	F	C	C	-
HCM 95th %tile Q(veh)	-	-	4.1	1.2	0.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	1782	1753	2
Future Vol, veh/h	0	3	0	1782	1753	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	3	0	1937	1905	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2875	954	1907	0	-	0
Stage 1	1906	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	13	263	316	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	263	316	-	-	-
Mov Cap-2 Maneuver	77	-	-	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	316	-	263	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	18.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	47	0	1761	1702	49
Future Vol, veh/h	0	47	0	1761	1702	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	49	0	1854	1792	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	922	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	276	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	276	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	276	-	-
HCM Lane V/C Ratio	-	0.179	-	-
HCM Control Delay (s)	-	20.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Capacity Analysis Summary Sheets

Total Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Harlem Avenue & 171st Street

04/01/2021

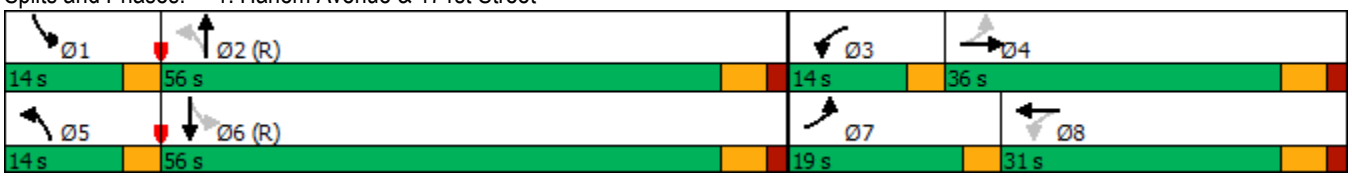
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	211	145	132	229	55	219	834	53	76	830	164
Future Volume (vph)	234	211	145	132	229	55	219	834	53	76	830	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.939			0.971			0.991			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3337	0	1787	3383	0	1752	3405	0	1805	3315	0
Flt Permitted	0.359			0.476			0.128			0.244		
Satd. Flow (perm)	656	3337	0	895	3383	0	236	3405	0	464	3315	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			227			516	
Travel Time (s)		3.9			15.4			3.9			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	2%	1%	1%	4%	2%	3%	5%	6%	0%	6%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	391	0	145	312	0	241	974	0	84	1092	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	19.0	36.0		14.0	31.0		14.0	56.0		14.0	56.0	
Total Split (%)	15.8%	30.0%		11.7%	25.8%		11.7%	46.7%		11.7%	46.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	39.0	22.9		30.5	17.9		73.7	62.0		63.3	52.9	
Actuated g/C Ratio	0.32	0.19		0.25	0.15		0.61	0.52		0.53	0.44	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.74	0.61		0.48	0.62		0.72	0.55		0.25	0.75	
Control Delay	45.0	48.4		34.8	52.9		30.0	22.7		12.7	32.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	45.0	48.4		34.8	52.9		30.0	22.7		12.7	32.6	
LOS	D	D		C	D		C	C		B	C	
Approach Delay		47.1			47.1			24.2			31.2	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	156	147		82	120		81	270		25	380	
Queue Length 95th (ft)	220	189		126	161		#233	382		52	470	
Internal Link Dist (ft)		149			709			147			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	352	834		308	704		334	1759		372	1462	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.73	0.47		0.47	0.44		0.72	0.55		0.23	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 33.8 Intersection LOS: C
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	506	52	0	534	78	0	0	78	6	0	7
Future Vol, veh/h	26	506	52	0	534	78	0	0	78	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	5	1	0	0	0	0	0	0
Mvmt Flow	29	556	57	0	587	86	0	0	86	7	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	673	0	0	-	-	0	-	-	307	966	1301	337
Stage 1	-	-	-	-	-	-	-	-	-	630	630	-
Stage 2	-	-	-	-	-	-	-	-	-	336	671	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	927	-	-	0	-	-	0	0	695	212	162	665
Stage 1	-	-	-	0	-	-	0	0	-	441	478	-
Stage 2	-	-	-	0	-	-	0	0	-	657	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	927	-	-	-	-	-	-	-	695	179	154	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	297	278	-
Stage 1	-	-	-	-	-	-	-	-	-	420	478	-
Stage 2	-	-	-	-	-	-	-	-	-	548	436	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	10.9	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	695	927	-	-	-	-	423
HCM Lane V/C Ratio	0.123	0.031	-	-	-	-	0.034
HCM Control Delay (s)	10.9	9	0.2	-	-	-	13.8
HCM Lane LOS	B	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	583	0	68	473	51	1
Future Vol, veh/h	583	0	68	473	51	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	5	0	0
Mvmt Flow	641	0	75	520	56	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	641	0	1051	321
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	953	-	226	681
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	201	681
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	318	-	-	953	-
HCM Lane V/C Ratio	0.18	-	-	0.078	-
HCM Control Delay (s)	18.8	-	-	9.1	0.4
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	552	1	6	514	4	3	0	6	25	2	16
Future Vol, veh/h	0	552	1	6	514	4	3	0	6	25	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	5	0	0	0	17	4	0	0
Mvmt Flow	0	627	1	7	584	5	3	0	7	28	2	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	589	0	0	628	0	0	935	1231	314	915	1229	295
Stage 1	-	-	-	-	-	-	628	628	-	601	601	-
Stage 2	-	-	-	-	-	-	307	603	-	314	628	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	7.24	7.58	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.58	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.47	3.54	4	3.3
Pot Cap-1 Maneuver	996	-	-	964	-	-	223	179	639	225	179	707
Stage 1	-	-	-	-	-	-	442	479	-	449	493	-
Stage 2	-	-	-	-	-	-	683	492	-	666	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	996	-	-	964	-	-	215	178	639	221	178	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	302	-	338	301	-
Stage 1	-	-	-	-	-	-	442	479	-	449	490	-
Stage 2	-	-	-	-	-	-	658	489	-	659	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	12.5	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	996	-	-	964	-	-	417
HCM Lane V/C Ratio	0.021	-	-	-	0.007	-	-	0.117
HCM Control Delay (s)	12.5	0	-	-	8.8	-	-	14.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	24	1082	42	24	1071
Future Vol, veh/h	14	24	1082	42	24	1071
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	5	0	0	6
Mvmt Flow	15	26	1176	46	26	1164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1833	611	0	0	1222	0
Stage 1	1199	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	69	442	-	-	578	-
Stage 1	252	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	66	442	-	-	578	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	442	578	-
HCM Lane V/C Ratio	-	-	0.088	0.059	0.045	-
HCM Control Delay (s)	-	-	28	13.7	11.5	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	8	1123	1079	6
Future Vol, veh/h	1	1	8	1123	1079	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	1	1	9	1221	1173	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1806	590	1180	0	-	0
Stage 1	1177	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	72	456	599	-	-	-
Stage 1	259	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	456	599	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	255	-	-
HCM Lane V/C Ratio	0.015	-	0.009	-	-
HCM Control Delay (s)	11.1	0.3	19.2	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	1106	1048	59
Future Vol, veh/h	0	56	0	1106	1048	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	59	0	1164	1103	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	583	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	461	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	461	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	461	-	-
HCM Lane V/C Ratio	-	0.128	-	-
HCM Control Delay (s)	-	14	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	50	0	1106	1045	59
Future Vol, veh/h	0	50	0	1106	1045	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	5	6	0
Mvmt Flow	0	53	0	1164	1100	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	581	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	462	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	462	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	462	-	-
HCM Lane V/C Ratio	-	0.114	-	-
HCM Control Delay (s)	-	13.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Capacity Analysis Summary Sheets

Total Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Harlem Avenue & 171st Street

04/01/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	441	233	268	383	60	267	1375	128	150	1276	258
Future Volume (vph)	285	441	233	268	383	60	267	1375	128	150	1276	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	160		0	150		0	160		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	145			145			125			125		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.948			0.980			0.987			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3365	0	1787	3538	0	1787	3525	0	1805	3485	0
Flt Permitted	0.233			0.174			0.061			0.064		
Satd. Flow (perm)	438	3365	0	327	3538	0	115	3525	0	122	3485	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			35			40			40	
Link Distance (ft)		229			789			227			516	
Travel Time (s)		3.9			15.4			3.9			8.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	3%	1%	0%	0%	1%	1%	2%	0%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	294	695	0	276	457	0	275	1550	0	155	1581	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		9.5	24.0		9.5	24.0	
Total Split (s)	20.0	29.0		20.0	29.0		24.0	73.0		18.0	67.0	
Total Split (%)	14.3%	20.7%		14.3%	20.7%		17.1%	52.1%		12.9%	47.9%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	42.0	23.0		42.0	23.0		87.5	69.5		76.6	62.1	
Actuated g/C Ratio	0.30	0.16		0.30	0.16		0.62	0.50		0.55	0.44	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	1.01	1.26		1.02	0.79		0.91	0.89		0.74	1.02	
Control Delay	96.8	177.3		100.0	66.8		72.3	39.5		52.0	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	96.8	177.3		100.0	66.8		72.3	39.5		52.0	67.4	
LOS	F	F		F	E		E	D		D	E	
Approach Delay		153.4			79.3			44.4			66.0	
Approach LOS		F			E			D			E	
Queue Length 50th (ft)	~220	~416		~208	212		193	661		84	~817	
Queue Length 95th (ft)	#390	#544		#396	276		#352	#798		160	#957	
Internal Link Dist (ft)		149			709			147			436	
Turn Bay Length (ft)	160			150			160			190		
Base Capacity (vph)	290	552		270	581		316	1750		243	1545	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.01	1.26		1.02	0.79		0.87	0.89		0.64	1.02	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 76.8 Intersection LOS: E
Intersection Capacity Utilization 109.5% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Harlem Avenue & 171st Street

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	879	41	0	833	75	0	0	76	4	0	25
Future Vol, veh/h	30	879	41	0	833	75	0	0	76	4	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	2	0	0	0	0	0	0
Mvmt Flow	33	966	45	0	915	82	0	0	84	4	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	997	0	0	-	-	0	-	-	506	1505	2033	499
Stage 1	-	-	-	-	-	-	-	-	-	956	956	-
Stage 2	-	-	-	-	-	-	-	-	-	549	1077	-
Critical Hdwy	4.1	-	-	-	-	-	-	-	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	-	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	702	-	-	0	-	-	0	0	517	85	58	522
Stage 1	-	-	-	0	-	-	0	0	-	281	339	-
Stage 2	-	-	-	0	-	-	0	0	-	493	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	702	-	-	-	-	-	-	-	517	65	52	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	165	159	-
Stage 1	-	-	-	-	-	-	-	-	-	251	339	-
Stage 2	-	-	-	-	-	-	-	-	-	369	266	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	13.3	14.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	517	702	-	-	-	-	402
HCM Lane V/C Ratio	0.162	0.047	-	-	-	-	0.079
HCM Control Delay (s)	13.3	10.4	0.5	-	-	-	14.7
HCM Lane LOS	B	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	950	0	55	803	41	0
Future Vol, veh/h	950	0	55	803	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	1	0	1	0	0
Mvmt Flow	969	0	56	819	42	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	969	0	1491	485
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	719	-	117	533
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	719	-	100	533
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	208	-	-	719	-
HCM Lane V/C Ratio	0.201	-	-	0.078	-
HCM Control Delay (s)	26.6	-	-	10.4	0.7
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	886	16	20	820	4	2	0	15	49	3	44
Future Vol, veh/h	3	886	16	20	820	4	2	0	15	49	3	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	33	1	0	6	0	0	0	0	0	2	0	0
Mvmt Flow	3	923	17	21	854	4	2	0	16	51	3	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	858	0	0	940	0	0	1409	1838	470	1366	1844	429
Stage 1	-	-	-	-	-	-	938	938	-	898	898	-
Stage 2	-	-	-	-	-	-	471	900	-	468	946	-
Critical Hdwy	4.76	-	-	4.22	-	-	7.5	6.5	6.9	7.54	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.54	5.5	-
Follow-up Hdwy	2.53	-	-	2.26	-	-	3.5	4	3.3	3.52	4	3.3
Pot Cap-1 Maneuver	609	-	-	701	-	-	100	76	545	106	76	580
Stage 1	-	-	-	-	-	-	288	346	-	301	361	-
Stage 2	-	-	-	-	-	-	548	360	-	545	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	609	-	-	701	-	-	88	73	545	100	73	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	191	-	212	186	-
Stage 1	-	-	-	-	-	-	285	343	-	298	350	-
Stage 2	-	-	-	-	-	-	485	349	-	524	340	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	13.3	23.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	609	-	-	701	-	-	297
HCM Lane V/C Ratio	0.039	0.005	-	-	0.03	-	-	0.337
HCM Control Delay (s)	13.3	10.9	0.1	-	10.3	-	-	23.2
HCM Lane LOS	B	B	A	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	71	1699	92	46	1712
Future Vol, veh/h	52	71	1699	92	46	1712
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	160	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	57	77	1847	100	50	1861

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2928	974	0	0	1947	0
Stage 1	1897	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 12	255	-	-	305	-
Stage 1	106	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 10	255	-	-	305	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	89	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	93.5	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	64	255	305	-
HCM Lane V/C Ratio	-	-	0.883	0.303	0.164	-
HCM Control Delay (s)	-	-	186.8	25.1	19.1	-
HCM Lane LOS	-	-	F	D	C	-
HCM 95th %tile Q(veh)	-	-	4.2	1.2	0.6	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	0	1791	1762	2
Future Vol, veh/h	0	3	0	1791	1762	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	3	0	1947	1915	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2890	959	1917	0	-	0
Stage 1	1916	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	13	261	313	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	261	313	-	-	-
Mov Cap-2 Maneuver	76	-	-	-	-	-
Stage 1	104	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	313	-	261	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	19	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	47	0	1770	1728	49
Future Vol, veh/h	0	47	0	1770	1728	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	49	0	1863	1819	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	936	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	270	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	270	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	270	-	-
HCM Lane V/C Ratio	-	0.183	-	-
HCM Control Delay (s)	-	21.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	0	1770	1728	47
Future Vol, veh/h	0	30	0	1770	1728	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	0	32	0	1863	1819	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	934	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	271	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	271	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	271	-	-
HCM Lane V/C Ratio	-	0.117	-	-
HCM Control Delay (s)	-	20	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Table A

Table A
DRIVE THROUGH QUEUEING SURVEY – TUESDAY, MARCH 7, 2017

Weekday Morning		Weekday Midday		Weekday Evening	
Time	**Total Queue**	**Time**	**Total Queue**	**Time**	**Total Queue**
6:00 AM	2	11:30 AM	1	4:00 PM	0
6:05 AM	3	11:35 AM	5	4:05 PM	4
6:10 AM	1	11:40 AM	3	4:10 PM	3
6:15 AM	3	11:45 AM	5	4:15 PM	2
6:20 AM	3	11:50 AM	6	4:20 PM	2
6:25 AM	3	11:55 AM	5	4:25 PM	1
6:30 AM	3	12:00 PM	5	4:30 PM	1
6:35 AM	2	12:05 PM	2	4:35 PM	2
6:40 AM	3	12:10 PM	2	4:40 PM	2
6:45 AM	2	12:15 PM	1	4:45 PM	1
6:50 AM	3	12:20 PM	2	4:50 PM	1
6:55 AM	6	12:25 PM	3	4:55 PM	1
7:00 AM	7	12:30 PM	3	5:00 PM	1
7:05 AM	7	12:35 PM	2	5:05 PM	0
7:10 AM	6	12:40 PM	0	5:10 PM	1
7:15 AM	9	12:45 PM	2	5:15 PM	2
7:20 AM	7	12:50 PM	2	5:20 PM	1
7:25 AM	8	12:55 PM	2	5:25 PM	1
7:30 AM	7	1:00 PM	3	5:30 PM	2
7:35 AM	11	1:05 PM	1	5:35 PM	2
7:40 AM	6	1:10 PM	1	5:40 PM	2
7:45 AM	7	1:15 PM	3	5:45 PM	2
7:50 AM	10	1:20 PM	4	5:50 PM	0
7:55 AM	9	1:25 PM	1	5:55 PM	1
8:00 AM	11	1:30 PM	1	6:00 PM	0
8:05 AM	9				
8:10 AM	9				
8:15 AM	5				
8:20 AM	5				
8:25 AM	7				
8:30 AM	6				
8:35 AM	5				
8:40 AM	3				
8:45 AM	5				
8:50 AM	7				
8:55 AM	6				
9:00 AM	4				
Average	**6**		**3**		**1**
Maximum	**11**		**6**		**4**

PLAN COMMISSION STAFF REPORT

May 27, 2021 – Workshop & Public Hearing

Union Bar & Grill Patio Addition

17821 80th Avenue

Petitioner
Joseph Colucci of Union Bar & Grill (tenant)

Property Location
17821 80th Avenue

PIN
27-36-121-031-0000

Zoning
B-1, Neighborhood Shopping

Urban Design Overlay District (UDOD)

Approvals Sought
Site Plan Approval
Variation

Project Planner
Daniel Ritter, AICP
Senior Planner

EXECUTIVE SUMMARY

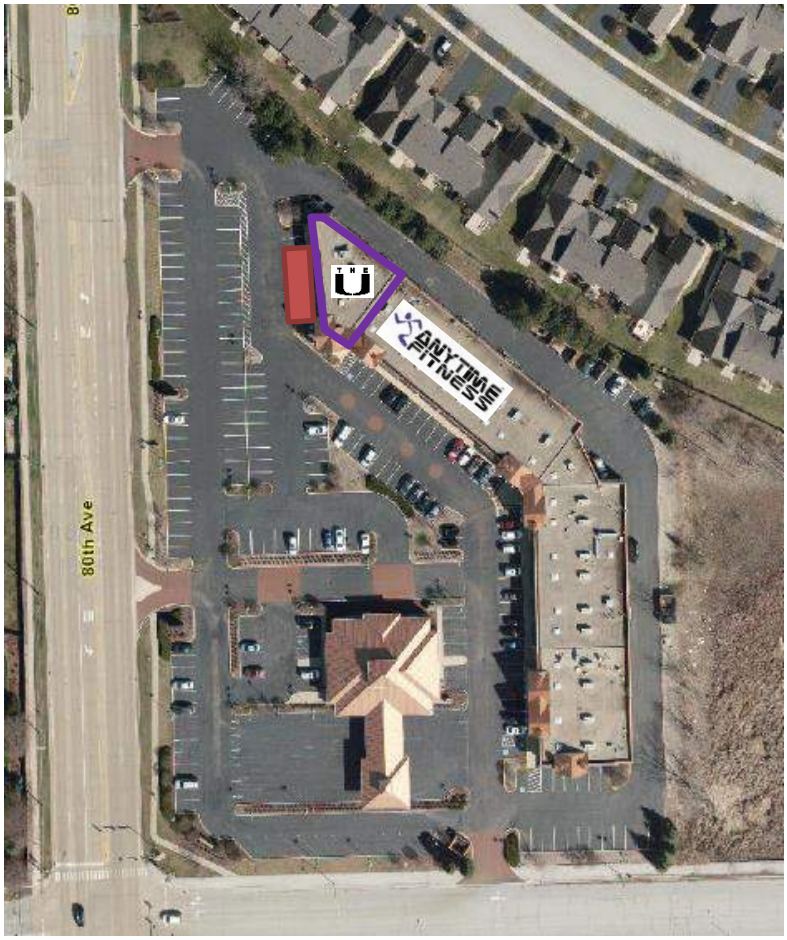
Joseph Colucci of Union Bar & Grill (Tenant/Petitioner) has requested Site Plan Approval for the construction of an outdoor dining patio at their restaurant located at 17821 80th Avenue in the B-1 (Neighborhood Shopping) zoning district. The proposal includes the addition of an approximately 900 sq. ft. patio with a pergola where there is currently parking. Additionally, a Variation from Section VIII.A.10. (Number of Parking Spaces Required) of the Zoning Code is being requested due to the proposed reduction of parking stalls below the minimum required for the overall shopping center.

The Petitioner is proposing the patio for an attractive and inviting entrance to their restaurant. The plan for the patio addition has been accelerated due to the pandemic and an increased desire for customers to sit outside. The patio area will be added where there is currently parking and will be elevated to the height of the current walkway that is adjacent to the restaurant. Changes to the ADA access and accessible parking are also proposed to ensure that accessibility remains to the business and the new patio area.

The overall shopping center is approximately 29,000 sq. ft. in size and has 162 existing parking stalls. Based on the current code requirements, 188 parking stalls are required. The Petitioner proposes to reduce the parking field by 7 total stalls where the patio is proposed. The result is a proposed total of 155 parking stalls on the site. Parking in the overall shopping center has not been an issue based on recent parking counts. While there are 3 vacancies those spaces are relatively small and not expected to generate large amounts of traffic. Additionally, Union Bar & Grill's peak times run counter to many of the other businesses in the center including the largest tenant, Anytime Fitness.

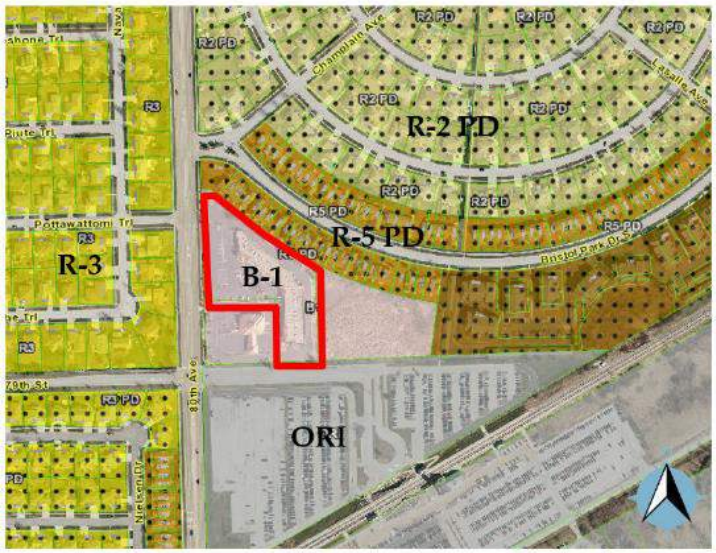
EXISTING SITE & HISTORY

The proposed tenant space is located within The Junction at 80th Avenue shopping center which includes approximately 29,000 square feet of commercial space and is located just north of the 80th Avenue train station. The shopping center was approved in 1997 and constructed in 1998. The architecture, site layout, and high-quality materials used throughout the center were required to complement the location near the train station. The center currently includes many tenants including a Chinese restaurant, travel agent, cleaners, dentist, salon, physical therapist, and an accountant service. Additionally, there is a bank out lot (currently CIBC) on the southwest corner of the site. The bank and shopping center have an existing cross-parking agreement that was required during the initial development approvals. The existing Anytime Fitness opened in 2020 and was previously Sanfrantello's Pizza, a casual Italian restaurant and banquet facility. The approximately 6,000 square foot tenant space is the largest tenant space in the shopping center and did previously result. Three tenant spaces are currently vacant.



ZONING & NEARBY LAND USES

The shopping center is zoned B-1 Neighborhood Shopping. The B-1 zoning district permits mostly lower-intensity uses so that traffic generation and other negative effects on surrounding residential areas are limited. The shopping center is located within the Urban Design Overlay District (UDOD), but was developed before its adoption into the zoning code. The UDOD intends to promote development that is walkable, utilizes alternative forms of transportation, and reduce the undesirable effects of automobiles.



The surrounding area includes single-family homes zoned R-3 (Single-Family Residential) to the west across 80th Avenue. To the south is the Tinley Park 80th Avenue Metra Station parking lot zoned ORI (Office and Restricted Industrial). To the east are single-family attached townhomes zoned R-5 PD (Low-Density Residential, Bristol Park PUD).

PROPOSED USE & SITE PLAN

The Petitioner is proposing to replace a parking area directly outside of their restaurant with a permanent outdoor patio for dining. The patio would be approximately 900 sq. ft. (18'x55') but may change slightly depending on how the final building and engineering plans result. The patio will be on the other side of an existing walkway that is used as the main entrance to the business. The walkway will remain but there will be minor changes to it due to relocating the accessible access and parking for the tenant space. The new accessible stall will be north of the patio with an adjacent access aisle. The access aisle will lead to a depression in the sidewalk for wheelchair access to the business.

Above: Example of proposed aluminum fencing around patio.

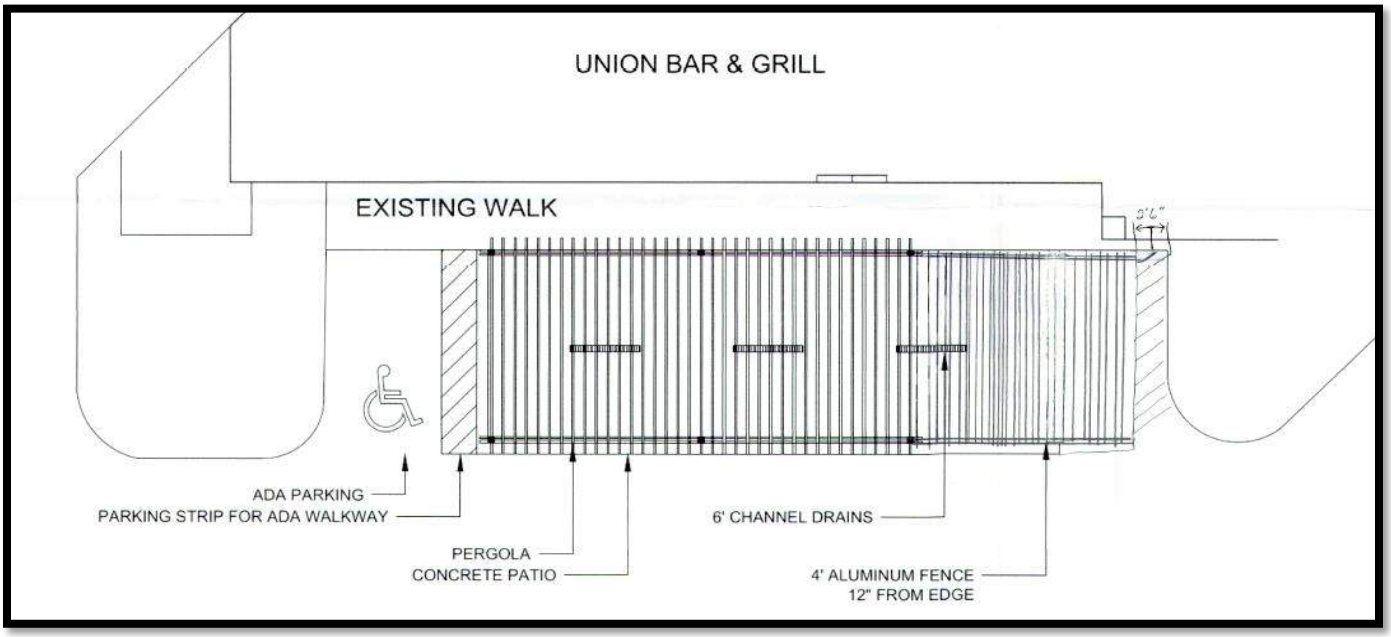
The patio location has been push south so that it is located behind the building. This was done to avoid any potential visibility or noise issues from the patio to the neighboring properties to the north. Additionally, planters are proposed to be installed on the top of the adjacent dumpster to further buffer views of the patio and parking lot.

Above: Example of a wood pergola similar to one over proposed patio.

The patio will be raised to be level with the existing walkway and building entrance height. This will mean there is at least a 6" grade separation from the patio and the adjacent parking stall and drive aisle. Additionally, a permanent 4.5-foot-high open-style aluminum fence will surround the patio area on the north, west, and south sides. The fence will be set it a minimum of 1 foot from the curb to avoid any conflict with vehicles. The patio will be open to the east side that is adjacent to the building's main entrance/exit.

A freestanding pergola is proposed over a portion of the patio that will create an attractive architectural feature and make for a more inviting atmosphere. The hope with the patio is to give alternative seating options to customers, particularly with a higher demand for outdoor seating due to the pandemic. Additionally, it makes for a more attractive and inviting entrance to a restaurant rather than the existing parking lot.

Open Item #1: Review proposed site plan changes with new patio and pergola additions.



As with most new projects, the site plan is finalized, but the engineering of the site still has some outstanding comments and revisions that will need to be addressed prior to permit approval. These revisions are needed to ensure the proposal is safe and complies with all building and accessibility code requirements. Additionally, it ensures that there is no stormwater ponding or other issues arise due to the grade changes. Staff is recommending that the site plan approval be conditioned upon final engineering and Building Department review and approval.

Open Item #2: Staff is recommending the site plan approval be conditioned upon final engineering and Building Department review and approval.

PARKING

Similar to other recent commercial projects, staff has noted parking is more of an art than a science. There is no standard practice and parking requirements can change over time depending on overall vehicle usage and based upon the specific tenants and business operations. While the parking minimums can act as a guide, they are also relatively outdated and much of the data dates back to 1978. Per the existing code 6.5 spaces are required per 1,000 sq. ft. of leasable floor space for a "Planned Shopping Area"; there is not a delineation in that requirement based upon the zoning or size of the site. Staff notes that the subject site is a neighborhood shopping center, which typically has less parking demand compared to larger regional shopping centers.

Junction at 80th Ave Shopping Center	
	Parking Stall Totals
Current Code Required	188
Approved Site Plan	162
Existing	160
Proposed	155

The most recent site plan approval includes 162 parking stalls. However, 2 stalls in front of the business entrance were recently striped with hash marks so that customers can more easily access the business and not have to walk between vehicles, resulting in 160 stalls existing on the site. The proposed patio results in a total of 155 parking stalls. The shopping center has approximately 29,000 sq. ft. of commercial space and thus requires ~188 parking stalls based on the zoning codes requirement of 6.5 spaces per 1,000 sq. ft. The existing site is nonsufficient and can remain but due to the proposed reduction of parking spaces due to the patio, a Variation is required for the site to be 33 spaces below the minimum required.

Parking estimates for multi-tenant properties are made even more difficult to predict due to tenant-specific demand and changes in the tenancy over time. As with other commercial properties, the property owners have an incentive to manage the tenancy and ensure an adequate supply of parking spaces. Having too few is likely to affect the tenants, marketability, lease rates, and ultimately total profit on a site. Having too much parking can also have economic and ecological costs.

The Variation request has the advantage of proposing the reduction on an existing site, which data can be gathered in regards to the need for the parking reduction. Professional parking counts were not conducted due to the reduction being relatively small and the abnormal COVID conditions. However, the Petitioner did conduct a count of the parking lot on Friday and Saturday evenings during dinner (6-7pm) and found 74-80 total parking stalls available during those peak times. While staff did not conduct parking counts, they have visited the site during weekday day and evening hours and witnessed a plethora of parking availability. While there are three vacancies in the center that may add additional demand, the available spaces are smaller and not expected to cause any large increase in parking demand. Additionally, while it appears unlikely, if parking issues ever occurred within the center, overflow parking will likely happen in the Metra train station parking lot that is open to the public after 10:30am and is located directly to the south of the property.

Open Item #3: Discuss and review the requested parking Variation for the overall shopping center.

LIGHTING, LANDSCAPING, ARCHITECTURE, AND SIGNAGE

The patio area will have sufficient light supplied from the building's soffit and the parking lot lighting. Beyond the patio area, the site will not change with regards to existing lighting, landscaping, building architecture, or signage. Parking lot lights were replaced within the last two years to LED light fixtures.

SUMMARY OF OPEN ITEMS

Staff identified the following open items for discussion at the workshop:

1. Review proposed site plan changes with new patio and pergola additions.

2. Staff is recommending the site plan approval be conditioned upon final engineering and Building Department review and approval.

3. Discuss and review the requested parking Variation for the overall shopping center.

STANDARDS FOR A VARIATION

Section X.G.4. of the Zoning Ordinance states the Plan Commission shall not recommend a Variation of the regulations of the Zoning Ordinance unless it shall have made Findings of Fact, based upon the evidence presented for each of the Standards for Variations listed below. The Plan Commission must provide findings for the first three standards; the remaining standards are provided to help the Plan Commission further analyze the request. Staff has prepared the draft responses for the Findings of Fact for adoption by the Commission below.

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in the district in which it is located.
   - ***A reduction in 7 spaces assists in the prolonged occupancy and success of the center. The reduction of unused parking spaces is a more efficient and economical use of the land.***

2. The plight of the owner is due to unique circumstances.
   - ***The Petitioner has a unique property and tenant mix that provides a unique treatment in regards to parking. A reduction in 7 spaces assists in the prolonged occupancy and success of the center.***

3. The Variation, if granted, will not alter the essential character of the locality.
   - ***The property owner will need to manage parking demand as all multi-tenant commercial centers do. If additional parking is ever needed, there is an available parking at the train station commuter lot to the south and parking is unlikely to occur in any neighboring properties or residential areas.***

4. Additionally, the Plan Commission shall also, in making its determination whether there are practical difficulties or particular hardships, take into consideration the extent to which the following facts favorable to the Petitioner have been established by the evidence:

   a. The particular physical surroundings, shape, or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out;

   b. The conditions upon which the petition for a Variation is based would not be applicable, generally, to other property within the same zoning classification;

   c. The purpose of the Variation is not based exclusively upon a desire to make more money out of the property;

   d. The alleged difficulty or hardship has not been created by the owner of the property, or by a previous owner;

   e. The granting of the Variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located; and

   f. The proposed Variation will not impair an adequate supply of light and air to an adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

STANDARDS FOR SITE PLAN APPROVAL

Section III.T.2. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards shall be considered to have been met upon review from the Plan Commission. Architectural Standards were not included since there is no proposed changes to the structure.

Site Design

a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.

b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.

c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.

d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.

e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

MOTIONS TO CONSIDER

If the Plan Commission wishes to take action on the Petitioner's requests, the appropriate wording of the motions are listed below. The protocol for the writing of a motion is to write it in the affirmative so that a positive or negative recommendation correlates to the Petitioner's proposal. By making a motion, it does not indicate a specific recommendation in support or against the plan.

Motion 1 - Site Plan:
"...make a motion to grant the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, Site Plan Approval to construct an outdoor dining patio at 17821 80th Avenue in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and subject to the following conditions:

1. *The proposed accessible parking stall and access aisle shall be constructed, striped, and signed in accordance with ADA and Illinois Accessibility Code requirements.*
2. *Site Plan Approval is subject to approval of the parking Variation by the Village Board.*
3. *Site Plan Approval is subject to engineering and building department permit review and approval of final plans including any grading or drainage changes."*

[any conditions that the Commission would like to add]

Motion 2 - Variation:
"...make a motion to recommend that the Village Board grant a Variation to the Petitioner, Joseph Colucci on behalf of Union Bar & Grill, from Section VIII.A.10. (Number of Parking Spaces Required) of the Zoning Code to permit 155 parking stalls, where a minimum of 188 stalls are required, at the property located at 17821 80th Avenue (The Junction at 80th Avenue Shopping Center) in the B-1 (Neighborhood Shopping) zoning district, in accordance with the plans submitted and adopt Findings of Fact as proposed by Village Staff in the May 27, 2021 Staff Report."

Tinley Park ILLINOIS
Life Amplified

Village of Tinley Park
Community Development Dept
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

REQUEST INFORMATION

*Additional Information is Required for Specific Requests as Outlined in Specific Addendums

- [ ] Special Use for: _____
- [ ] Planned Unit Development (PUD) [ ] Concept [ ] Preliminary [ ] Final [ ] Deviation
- [X] Variation [ ] Residential [X] Commercial for Parking
- [ ] Annexation
- [ ] Rezoning (Map Amendment) From _____ to _____
- [ ] Plat (Subdivision, Consolidation, Public Easement) [ ] Preliminary [ ] Final
- [X] Site Plan
- [✓] Landscape Change Approval
- [ ] Other: _____

PROJECT & PROPERTY INFORMATION

Project Name: UNION BAR & GRILL

Project Description: CONCRETE

Project Address: 17821 80TH AVE

Property Index No. (PIN): 27-36-121-031-0000

Zoning District: B-1

Lot Dimensions & Area:

Estimated Project Cost: $ 3,000

OWNER OF RECORD INFORMATION

Please supply proper documentation of ownership and/or designated representative for any corporation.

Name of Owner: MIDWEST PROPERTY GROUP

Company:

Street Address: [redacted]

City, State & Zip: [redacted]

E-Mail Address: [redacted]

Phone Number: [redacted]

APPLICANT INFORMATION

[ ] Same as Owner of Record

All correspondence and invoices will be sent to the applicant. If applicant is different than owner, "Authorized Representative Consent" section must be completed.

Name of Applicant: JOSEPH COLUCCI

Company: UNION BAR & GRILL

Relation To Project: TENANT

Street Address: [redacted]

E-Mail Address:

Tinley Park
ILLINOIS
Life Amplified

Village of Tinley Park
Community Development Dept.
16250 S. Oak Park Ave.
Tinley Park, IL 60477
708-444-5100

VILLAGE OF TINLEY PARK, ILLINOIS

PLANNING AND ZONING GENERAL APPLICATION

Authorized Representative Consent

It is required that the property owner or his designated representative be present at all requests made to the Plan Commission and Zoning Board of Appeals. During the course of a meeting, questions may arise regarding the overall project, the property, property improvements, special conditions attached to recommendations among other aspects of any formal request. The representative present must have knowledge of the property and all aspects of the project. They must have the authority to make commitments related to the project and property. Failure to have the property owner or designated representative present at the public meeting can lead to substantial delays to the project approval. If the owner cannot be present or does not wish to speak at the public meeting, the following statement must be signed by the owner for an authorized repetitive.

I hereby authorize Joseph Colucci *(print clearly) to act on my behalf and advise that they have full authority to act as my/our representative in regards to the ~~subject property and~~ project, including modifying any project or request. I agree to be bound by all terms and agreements made by the designated representative.* concrete sidewalk project in front of union grill

Property Owner Signature: [redacted]

Property Owner Name (Print): J. Javors, Manager

Acknowledgements

- Applicant acknowledges, understands and agrees that under Illinois law, the Village President (Mayor), Village Trustees, Village Manager, Corporation Counsel and/or any employee or agent of the Village or any Planning and Zoning Commission member or Chair, does not have the authority to bind or obligate the Village in any way and therefore cannot bind or obligate the Village. Further, Applicant acknowledges, understands and agrees that only formal action (including, but not limited to, motions, resolutions, and ordinances) by the Board of Trustees, properly voting in an open meeting, can obligate the Village or confer any rights or entitlement on the applicant, legal, equitable, or otherwise.
- Members of the Plan Commission, Zoning Board of Appeals, Village Board as well as Village Staff may conduct inspections of subject site(s) as part of the pre-hearing and fact finding review of requests. These individuals are given permission to inspect the property in regards to the request being made.
- Required public notice signs will be obtained and installed by the Petitioner on their property for a minimum of 10 days prior to the public hearing. These may be provided by the Village or may need to be produced by the petitioner.
- The request is accompanied by all addendums and required additional information and all applicable fees are paid before scheduling any public meetings or hearings.
- Applicant verifies that all outstanding fees and monies owed to the Village of Tinley Park have been paid.
- Any applicable recapture, impact, engineering, contracted review or other required fees and donations shall be paid prior to issuance of any building permits, occupancy permits, or business licenses.
- The Owner and Applicant by signing this application certify that the above information and all supporting addendums and documentation is true and correct to the best of their knowledge.

Property Owner Signature: [redacted] Central, LLC

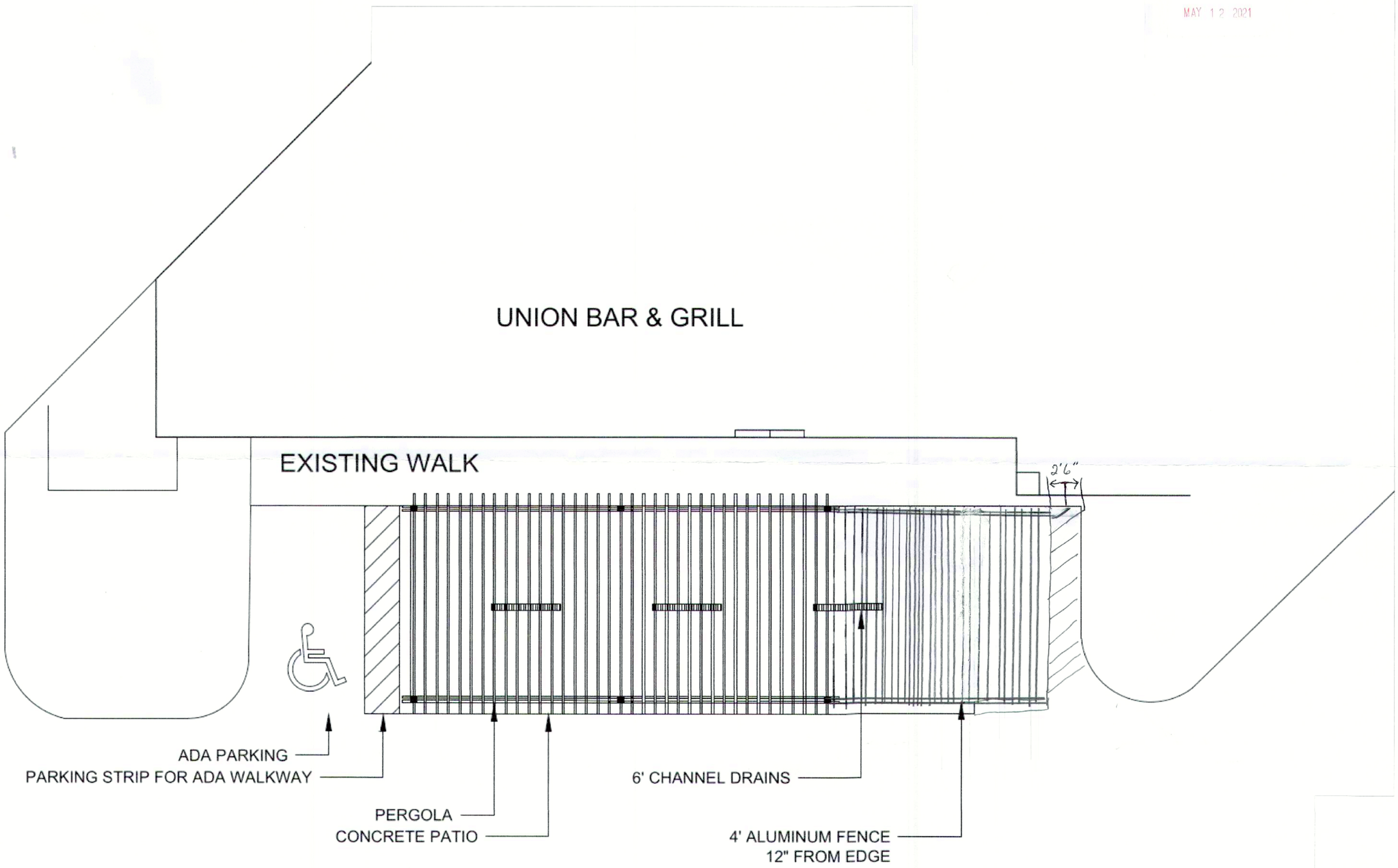
Property Owner Name (Print): J. Javors, manager

Applicant Signature:
(If other than Owner) [redacted]

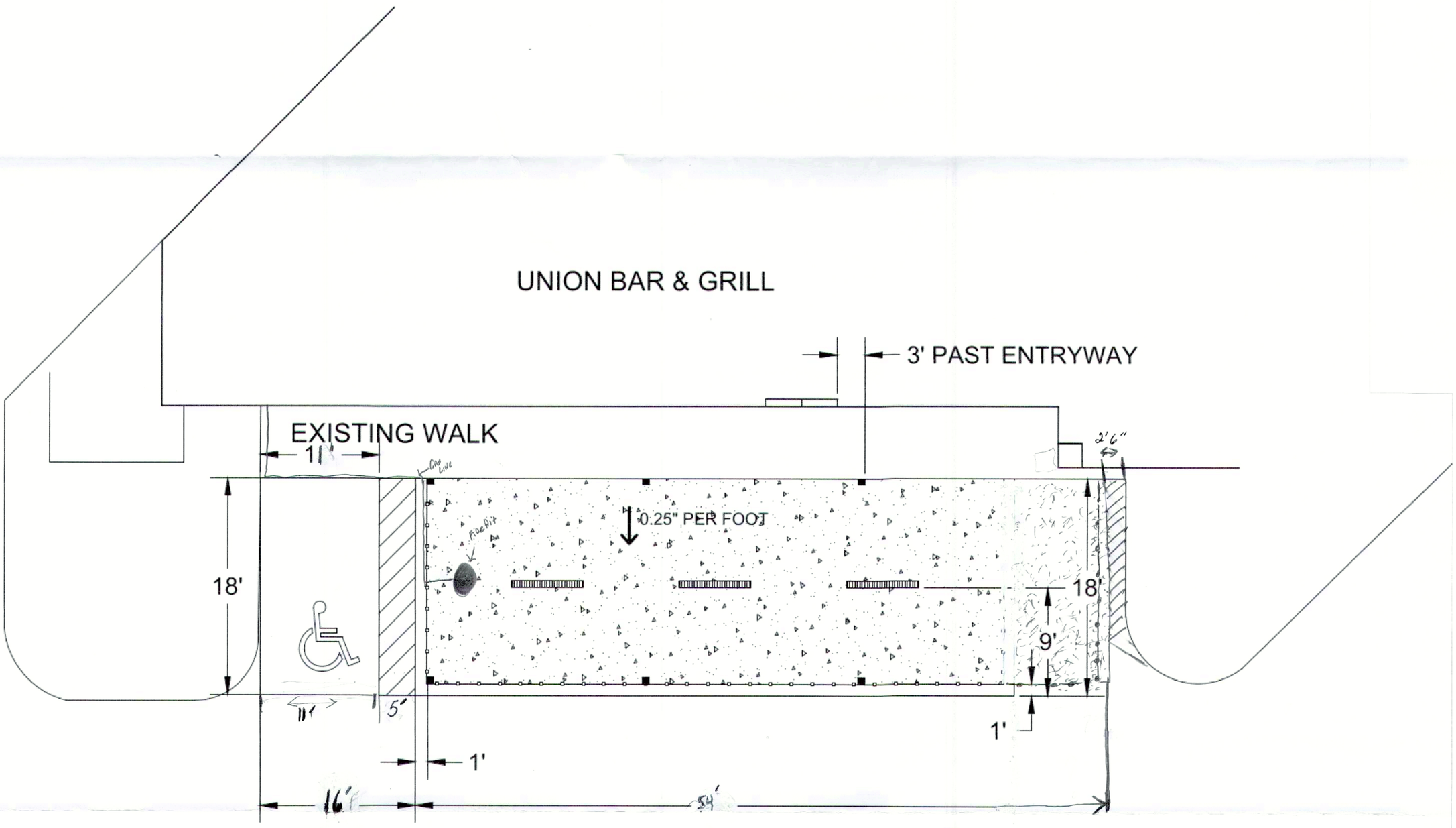
Applicant's Name (Print): Joseph Colucci

Date:

MAY 12 2021



DETAIL PLAN
SCALE 1"=8'

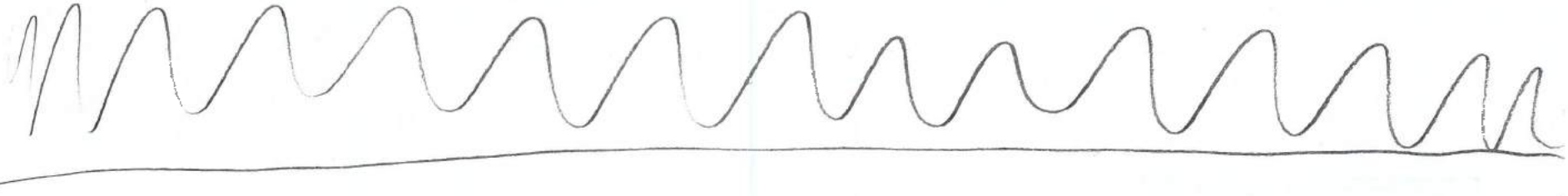


LAYOUT
SCALE 1"=8'

UNION BAR & GRILL
PATIO LAYOUT

17821 80TH AVE.
TINLEY PARK, IL

MAY 12 2021



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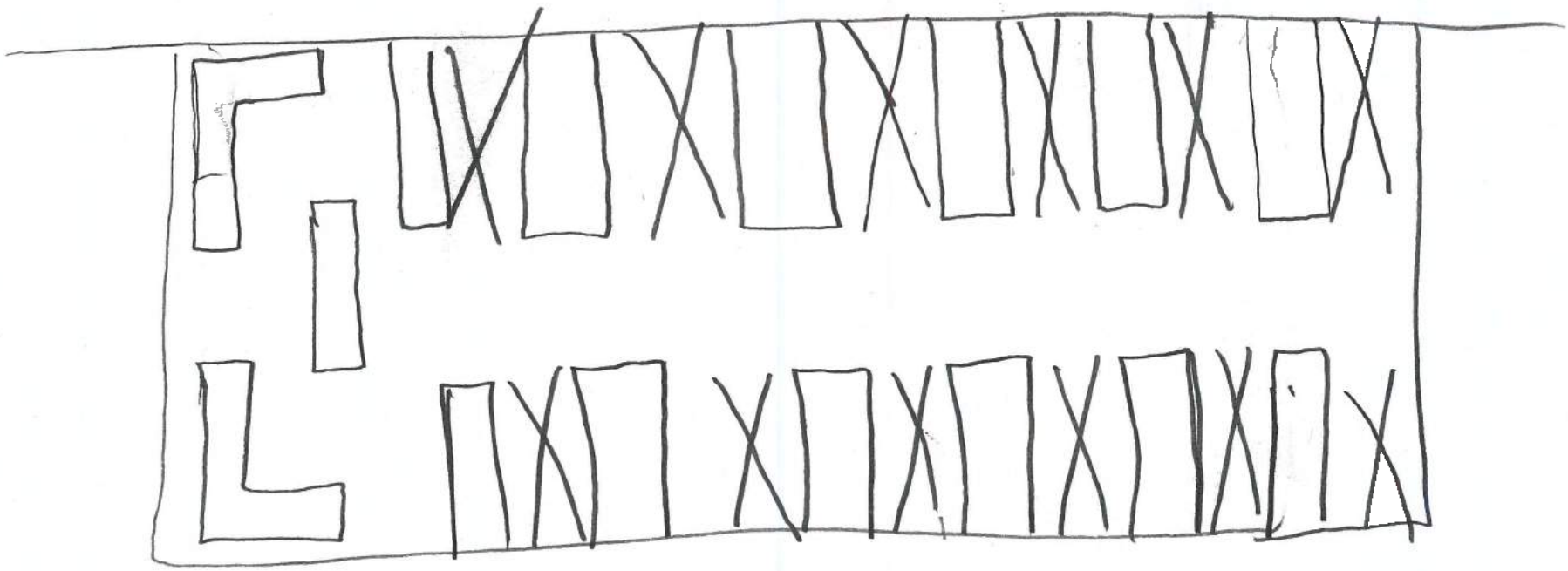
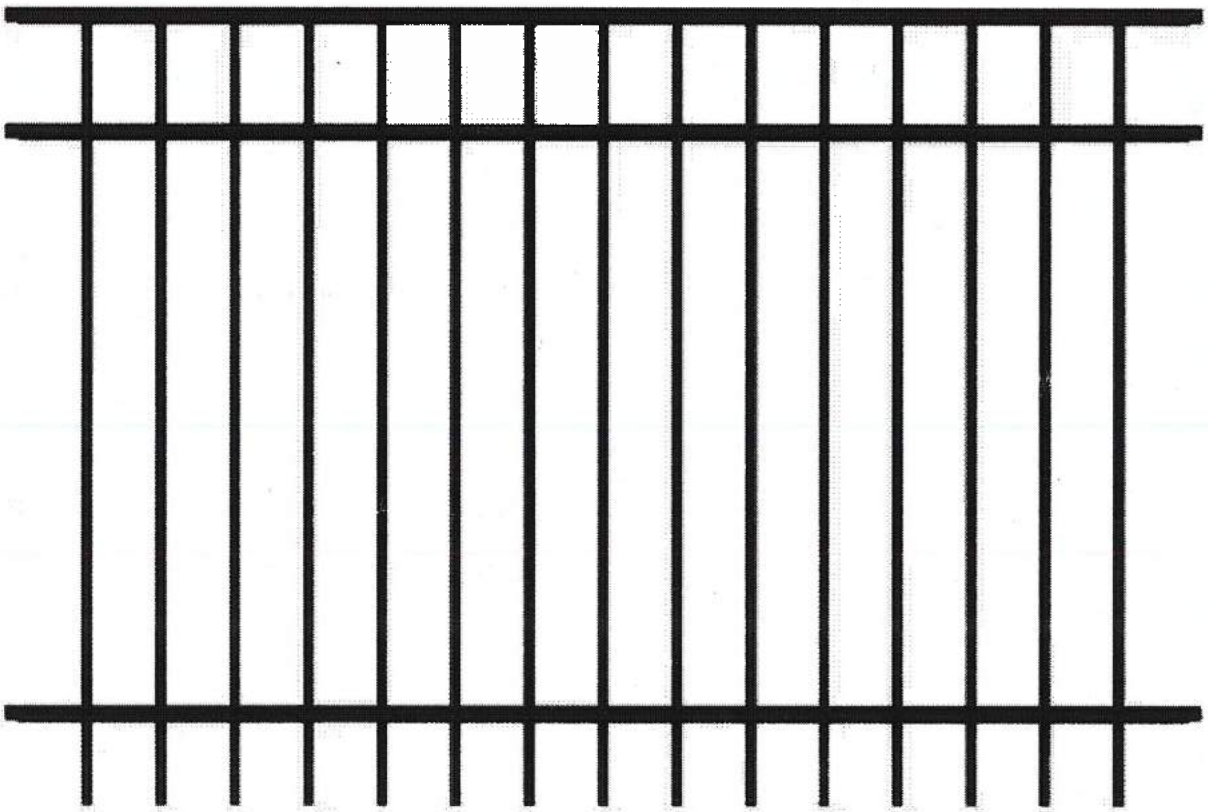




4' 6" Aluminum fence
by iFence

MAY 12 2021

REVISED PLANS
RECEIVED 04/30/2021

There will be 134 common parking spaces plus 6 handicap parking spaces after patio is erected.
On Saturday April 24th during our busiest hours, there were still 76 available common parking spaces and 4 handicap spaces.

On Friday April 23rd, during the hours of 6pm-9pm there were 71 available spaces and 3 handicap spaces available.

The attached plan shows that the patio will slope toward parking lot drain 1/4 inch per foot for a total of 4 1/2 inches of grade slope
The patio will also have 3 - 3 foot drains that will drain toward the parking lot sewer drain.

There will be a 5 foot walk way between patio concrete and A.D.A parking stall. on North side, there will be a 2.5 foot walkway on south side of patio.

Patio will be decorated with flower pots as will the current garbage stable to block any current view of townhomes to the North.

PLAN COMMISSION STAFF REPORT

March 18, 2021 – WORKSHOP

PETE'S FRESH MARKET PHASE 2

16300 S. Harlem Avenue

Petitioner
Petros Drimonas, Pete's Fresh Market, on behalf of 163rd & Harlem LLC (property owner)

Property Location
16300 S. Harlem Avenue

PIN
27-24-202-020-0000 &
27-24-202-021-0000

Zoning
B-3 PD (General Business and Commercial, Park Place PUD)

Approvals Sought
Special Use Permit for a Substantial Deviation from PUD
Plat of Subdivision
Site Plan/Architectural Approval

Project Planner
Paula J. Wallrich, AICP
Planning Manager

EXECUTIVE SUMMARY

The Petitioner, Petros Drimonas, on behalf of 163rd & Harlem LLC. for Pete's Fresh Market, is requesting approval of the proposed Site /Architecture Plans, a Substantial Deviation from the Park Place Planned Unit Development (PUD), and Plat of Subdivision for their 24.2 acre property located at 16300 Harlem Avenue (former K-Mart property). The proposed development is Phase 2 of a three phase project. Phase 2 includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a ±12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building and the addition of a new dock area south of the warehouse addition.

Phase 1 was approved in September of 2020 and included the granting of a Special Use for the warehouse in the former K-Mart building. The approvals were conditioned upon occupancy of the grocery store by September 1, 2022. Phase 3 will involve the subdivision of property along Harlem Avenue for outlots.

BACKGROUND

Pete's Fresh Market is headquartered in Chicago IL. They currently operate 17 different existing locations in the metropolitan area with ongoing plans to open more stores in the Chicagoland area. Most recently they opened a store in Matteson and have plans for stores in New Lenox. Orland Park and Oak Lawn.

The proposed development will require an amendment to the existing Park Place Planned Unit Development (PUD) as a Substantial Deviation. Park Place was adopted November 7, 1989 (89-O-045) and included Single Family (R-1) and General Business and Commercial uses (B-3) with the hope of attracting a hotel, restaurant, office and retail uses. Additionally, there were plans to build a 9-hole golf course as part of the mixed-use PUD. The residential uses were constructed on the west side of the property and in 1993 the Village amended the PUD (93-O-36) to allow for the construction of the Aldi store. A PACE Warehouse Store (a membership buyer's club) was already constructed north of Aldi and is now occupied by Sam's Club. Two years later in 1995, the Village amended the PUD again to provide for the K-Mart store (95-O-001) and outlot; the required stormwater management essentially eliminated any future plans for a golf course. The perimeter fencing, landscape berms and parking lot improvements were all constructed with the development of the K-Mart store.

The subject site comprises 24.2 acres and will be developed in three phases. Phase 1, approved in September of 2020, included the granting of a Special Use for a Substantial Deviation to allow a warehouse/distribution use in the B-3 zoning district. The approvals were conditioned upon occupancy of the grocery store by September 1, 2022 and allowed for the overnight storage of five (5) delivery vehicles. The Petitioner has cleaned up the site and landscaping, and the building was recently painted. The new color represents a great improvement to the façade and complements the new proposed market..

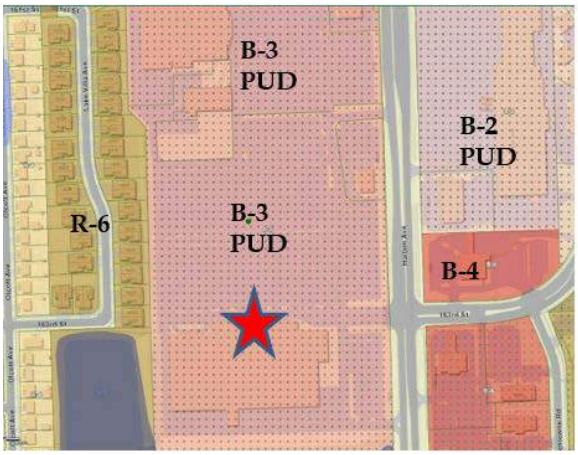
Phase 2 represents the current proposal under consideration and includes the construction of an 88,608 Sq. Ft. Pete's Fresh Market (PFM) store; 51,831 Sq. Ft. of in-line retail tenant space north of the grocery store; a +12,400 Sq. Ft. expansion of the warehouse; an expansion of the existing dock on the south side of the warehouse building to accommodate additional trucks and the addition of a new dock area south of the warehouse addition. Phase 3 will involve the subdivision of property along Harlem Avenue for outlots.

Before

After

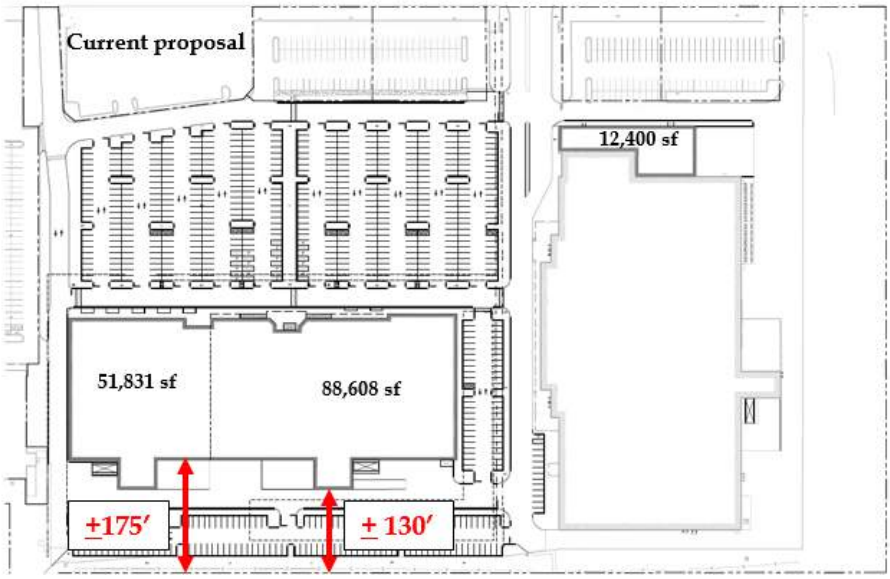
ZONING & NEARBY LAND USES

The subject parcel is located in the Park Place PUD with the underlying zoning of B-3. It is located along Harlem Avenue, one of the Village's major commercial corridors.



The property to the north is also zoned B-3 PUD (Park Center Plaza PUD) and is developed with commercial uses. The property to the west is developed with residential duplexes, zoned R-6. To the east, across Harlem Avenue, the property is zoned B-4 (Office and Service Business District) and is occupied by a medical office building. Just north of the medical office building is the Tinley Park Plaza retail center and is zoned B-2 PUD. South of the subject property is an unincorporated and undeveloped parcel that has been used for various recreational uses (frisbee golf and dog park) that is operated by the Tinley Park-Park District.

SITE PLAN



<u>Overall Site Plan:</u> Several revisions have been made to the site plan that was presented with the Phase 1 proposal. In response to concerns regarding noise impact on the neighborhood to the west, the Petitioner has moved the location of the grocery store (particularly the truck docks) and in-line stores further away from the residential neighborhood. The docks are now proposed at approximately 130' and the building approximately 175' from the west property line. In addition to moving the truck dock further east it allows for the separation of parking fields between employees and patrons. The previous plan also contemplated retail uses along the east end of the warehouse. The new plan consolidates the retail to the north of the grocery store. The new plan also provides for 4 new outlots along Harlem Avenue.

The revised site plan also provides for improved pedestrian access throughout the site as well as from Harlem Avenue. All of the comments recommended by staff regarding sidewalks and landscape buffers between vehicular drive aisles and pedestrian ways have been incorporated into the final design. Crosswalks have been incorporated where necessary and overhangs from vehicles have been taken into consideration where sidewalks abut vehicular parking. A minimum 8' sidewalk has been provided in those areas. A central landscaped boulevard has been provided which provides an east-west pedestrian accessway that focuses on the front access of the grocery store. This area also helps to break up the asphalt parking lot with fifteen (15) canopy trees. All parking aisles and parking spaces meet code requirements. Bike racks are provided near the entrance of the grocery store. An area has also been designated for outdoor dining near the grocery store main entrance.

The site has three points of access. One at 163rd as a signalized intersection; the north and south entrances have right-in/right-out access. As part of the Park Place PUD a blanket access and parking easement extends north to the 161st signalized intersection. It is expected that some of PFM's customers may use that access as well.

Parking

As previously stated by staff, *"parking is an imperfect science*" and while zoning ordinances attempt to assign parking ratios based on the average intensity of the uses, the reality is that there is no real standard of the industry and municipalities enforce a range of parking requirements. In the proposed multi-tenant plaza, which also has a cross parking easement with the development to the north (Sam's Club), there are many shared parking opportunities; depending on the future mix of tenants there will be a range in parking demand as well.

The proposed site plan provides a total of 665 spaces available to customers and employees of the 140,439 Sq. Ft. development. This represents a ratio of 4.7 spaces per 1,000 Sq. Ft. of gross leasable floor area. As a point of comparison, the recent approval for the Brixmor development (across the street from the subject site) provided the same parking ratio (4.7/1,000) for their entire Phase I & II development (511 spaces for 108,328 Sq. Ft. of development). The Zoning Ordinance requires 6.5 spaces per 1,000 Sq. Ft. of gross leasable floor area for a planned shopping center. However, that ratio dates back to the 80's and 90's. By today's standard this is considered excessive and is based on '*the day after Thanksgiving*' parking counts. If the current standard is applied to the Pete's development, a total of 913 parking spaces would be required resulting in the need for an additional 248 parking spaces beyond what they are currently proposing. In speaking with the Petitioner, who has experience operating 17 grocery stores, some stores operate successfully with ratios as low as 3 spaces /1,000 Sq. Ft. The parking fields located at the front and side of the store provide a ratio of 3.7 spaces/1,000 Sq. Ft. (excluding the rear parking area). The rear parking area (134 spaces) will be used primarily for employees. The Petitioner has not finalized their labor requirements but do not anticipate more than 200 employees working over 3 shifts. They do not anticipate more than 120-140 employees on site at any given time. The warehouse is expected to have between 10-20 employees; there is a parking area (13 spaces) dedicated for warehouse employees at the northwest end of the warehouse building.

It is staff's contention that retail locations are often 'overparked' resulting in expansive areas of asphalt that are mostly unused and result in high energy, development and environmental costs. As society continues to trend to more efficient modes of travel and less car dependent shopping patterns, it is Staff's opinion that the relationship and proximity of parking to the uses, along with a balance of green space and good circulation patterns, translates to an appropriate parking ratio as proposed. As an exception to the code it will however still need to be noted as part of the PUD approval.

Open Item #1: Identify the parking ratio as an exception to the Village parking requirements.

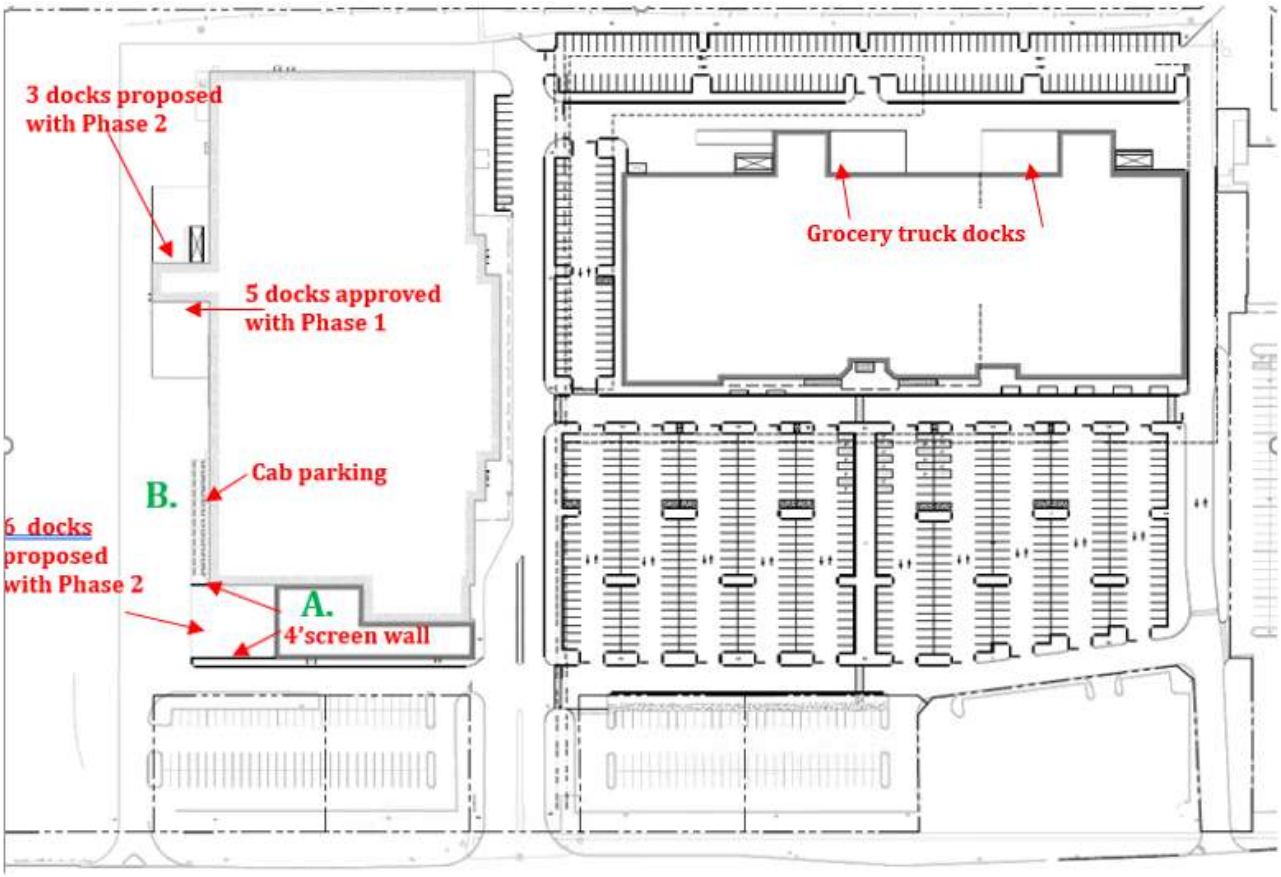
Delivery operations

There are five (5) existing docks on the south side of the warehouse that were approved for use with Phase 1 approvals. In Phase 2 there are three (3) additional docks added to the west side of the existing dock and another

dock area has been added to the south side of the warehouse addition. This is a recessed dock area with a 4' screen wall (see A. below) to be constructed along the east side of the dock area. This screen wall, along with existing and new proposed evergreen plantings, will provide screening of the dock area.

There is also a proposed truck cab parking area along the south side of the warehouse (See B. below). There is room for twelve (12) cabs to be parked in this area which may include overnight parking. There is a 4' screen wall that will be constructed along the east side of this area.

There will be delivery operations for both the grocery store and the warehouse. Hours of operation for both facilities will be between the hours of 7:00 to 10:00 p.m. This conforms with the Village's noise abatement ordinances. The grocery store anticipates no more than five (5) semi-truck deliveries per day and 5-7 smaller panel trucks for a total of 10-12 truck movements a day for the grocery store. This is consistent with industry standards that cite 10-12 deliveries/day. (TransNow Transportation Northwest "Truck Trip Generation by Grocery Stores", August 2010, Commissioned by U.S. Department of Transportation), with suburban store averages as high as 14 trucks per day ("Food Distribution Supply Chain Data Collection", Washington State Department of Transportation, February 2016). With Phase 1 approvals it was noted that the warehouse anticipates 10-12 truck movements per day.



<u>Overnight parking.</u>

There are two code requirements governing the overnight storage of delivery vehicle: Per Section V.C.7.e.: *"Parking of trucks, when accessory to the conduct of a permitted use, shall be limited to vehicles having not more than 1 ½ tons capacity – except for pick-up or delivery service during normal business hours. Any truck exceeding 1 ½ tons capacity shall be adequately screened from public view when parked*." It is staff's opinion that the dock area south of the warehouse is adequately screened from public view. It is also important to note that there is a landscape berm to the south and a fence with landscaping to the west of this area. There are no homes immediately adjacent to this area.

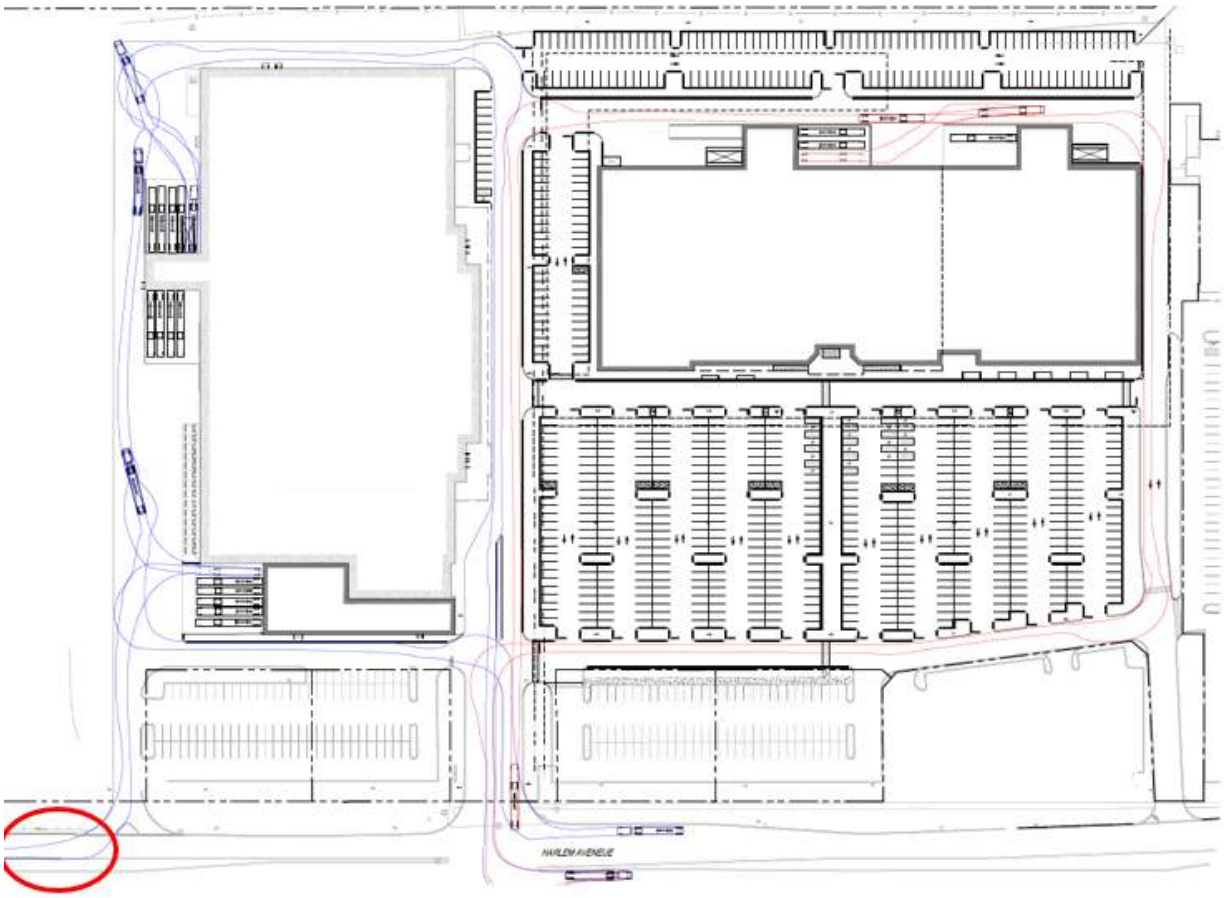
In addition, per Section III.O., overnight parking of delivery vehicles defined as "*Open Storage- Level 1, and over 8,000 pounds in weight*" is prohibited in the B-3. PFM is requesting an exception to this requirement. The approval of overnight storage of delivery vehicles will require an exception to the PUD ordinance.

As part of Phase 1 there was approval for storage of five (5) trucks overnight. As part of Phase 2 there is a request to park an additional five (5) trucks, for a maximum of ten (10) trucks to be parked overnight (with or without cabs). There is also a request to park up to six (6) cabs overnight. Although the cab may not fit the definition with respect to the weight limit, staff recommends noting it as an exception as well to best document the proposed operations.

Open Item #2: Discuss the parking of trucks and cabs overnight and identify the overnight parking of ten (10) trucks and six (6) cabs as an exception to the Village requirements.

Truck route/turning radius

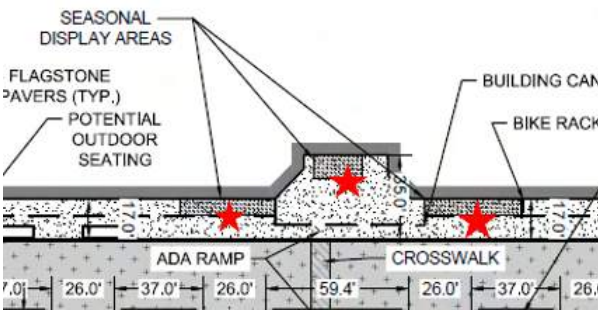
The graphic below outlines the delivery truck routes for the grocery store and the warehouse. These routes have been reviewed and approved by the Village Engineer with the exception of the egress route from the southern access. As depicted in the graphic, the truck will encroach the passing lane upon exiting the site and therefore does not meet IDOT standards. The Petitioner is working through this issue with the engineers, however it will remain as an '*Open Item*' until resolved.



Open Item #3: Satisfy engineering concerns regarding turning radius for delivery truck.

Outdoor Sales Display.

Pete's Fresh Market typically provides outdoor display areas along the frontage of the store. This can be addressed as part of an Outdoor Sales Display Level 1 application which requires administrative approval, however, Level 1 outdoor sales are limited to times between April 15 and October 15. The Petitioner is requesting sales beyond this time frame (for winter holiday displays). PFM has agreed to limit outdoor sales to the areas depicted on the site plan and limit the height of the display to five (5) feet in height. This can be provided within the PUD as an exception.



Open Item #4: Discuss providing for Level 1 Outdoor Sales Display without limitation to the time of year as an exception in the PUD within the designated areas (Plan C1.0) to a height no greater than 5'.

As part of the site plan review the following issues have been satisfactorily reviewed:

Site Plan

a. Arrangement of buildings, parking, access, lighting, landscaping and drainage is compatible with adjacent land uses;
b. Loading areas at rear or side;
c. Vehicular ingress and egress provide safe, efficient and convenient movement to traffic;
d. Safe movement of pedestrians:
e. Attractive balance of green space; and
f. Trash areas are screened.

ARCHITECTURE

GROCERY/IN-LINE RETAIL STORE

Staff has worked closely with the project architect to create unique architecture for the grocery and in-line retail building. The project architect created a clean and modern aesthetic that complements the plaza while providing contrast with the warm colors of the landscape and seasonal displays.

Staff also wanted to ensure the character of this plaza was compatible with other buildings in the PUD. With the recent painting of the warehouse in cool tones (white and gray) and the gray palette of the Sam's Club to the

north, the final architecture establishes a compatible architectural character for the entire parcel including future outlots.

As stated by the project architect: "*Architecturally, the success of this design is intended to transcend raw utility. It is intended to combine the energy and dynamics of a crafted exterior that carries the same quality and experience into the store with a program that encourages the user to enjoy the complete shopping experience. The architecture of the center represents a forward-looking design comprised of traditional materials (brick) that will be used in a timeless way. Colors, textures, and patterns will mesh to create dynamic surfaces that will give the building a unique character, both during the day and at night*".

The architecture has evolved since the first submittal; staff is supportive of the final selection and proportion of materials. There is movement in the front façade with varying heights of the different blocks of material. The amount of masonry has been increased from the first proposal and contrasting tones of gray have been added to increase the 'warmth' of the color tones.

The in-line retail follows the aesthetic of the grocery store yet provides its own distinct architecture. The face brick is designed in a stipple pattern resulting in dramatic shadow patterns highlighted with accent lighting.

Building Materials

Structures measuring greater than 80,000 square feet must be constructed with at least 25% of each façade with face brick or decorative stone; the remaining 75% of each façade must be constructed of an approved masonry material. Alternate building materials may be used for architectural treatments, decorations or architectural accents provided they do not constitute more than 15% of any façade. All facades meet the minimum masonry requirements.

MASONRY (STIPPLED)

The front façade will be constructed of two different colors of face brick (Ghilbli Black and Panama White), an expanded metal screen system (white), clear and spandrel glazing and a prefinished aluminum curtain wall. The Panama White face brick will be constructed in a stippled pattern which provides opportunities for dramatic shadow patterns during the day as well as at night with the proposed lighting.

MASONRY (STACKED)

METAL MESH

The Ghilbli Black face brick will be constructed in a stacked pattern resulting in a modern clean design. It will also be used in a stipple pattern for the inline retail storefronts. The metal mesh (Signal White) offers a contrast to the masonry.

The north and south facades will be comprised primarily of the Ghilbli Black face brick in a 'stacked' design. The expanse of the facades is broken up with the use of Panama White face brick and spandrel glazing. The north façade also includes the white curtain wall and metal architectural screen.

The rear (west) façade is primarily split face block (QT Black).

SPLITFACE CMU

SSG CURTAIN WALL

Trash enclosures

The grocery store and inline retail stores will have a trash compactor area with a poured concrete screen wall painted black to match the split face block.

Equipment Enclosure

There is a 10' x 20' equipment enclosure at the southwest corner of the building. Staff has requested a detail of the enclosure.

Roof Top Units (RTU)

Final plans have not been completed for the design of the RTU however the architect states they will be located at the rear third of the building and most likely will not be visible from public right-of-way. If there is a need to screen the units they will be screened with a corrugated metal (white). Details will be provided prior to the Public Hearing.

As part of the architectural review the following issues have been satisfactorily reviewed:

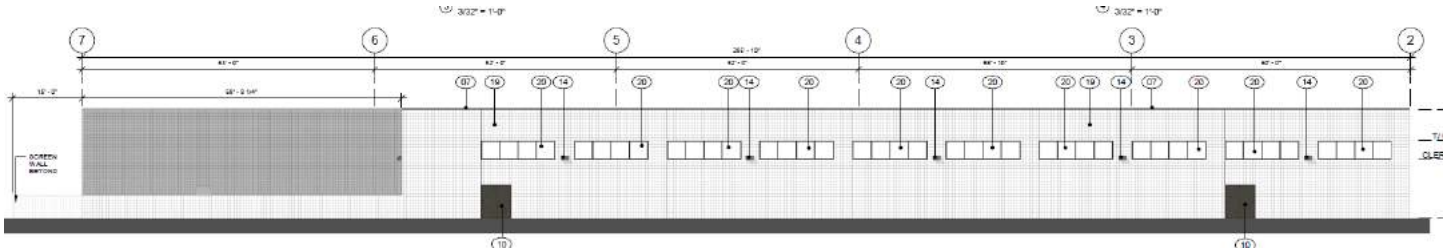
Architecture-

a. Building materials -conformance with Section V.C.;
b. Cohesive building design;
c. Compatible Architecture;
d. Color;
e. Sustainable architecture;
f. Defined entry;
g. Roof;
h. Building articulation;
i. Screen materials;
j. RTU screened from view; and
k. Trash/equipment enclosures.

Open Item #5: Verify rooftop mechanical units are not visible from public view. Discuss the screening requirements for RTU and outside equipment.

WAREHOUSE

There is a 12,400 Sq. Ft addition proposed for the eastern end of the building that will provide space for administrative offices and warehousing. A recessed dock is located at the south end of the addition. The architect has attempted to match the existing façade in architecture, building material and color. The material will be a square split face block similar to what exist on the existing building. Clerestory windows have been added to the eastern façade to break up the expanse of the masonry. A 4' screen wall extends south of the building to screen the new dock area.



LIGHTING

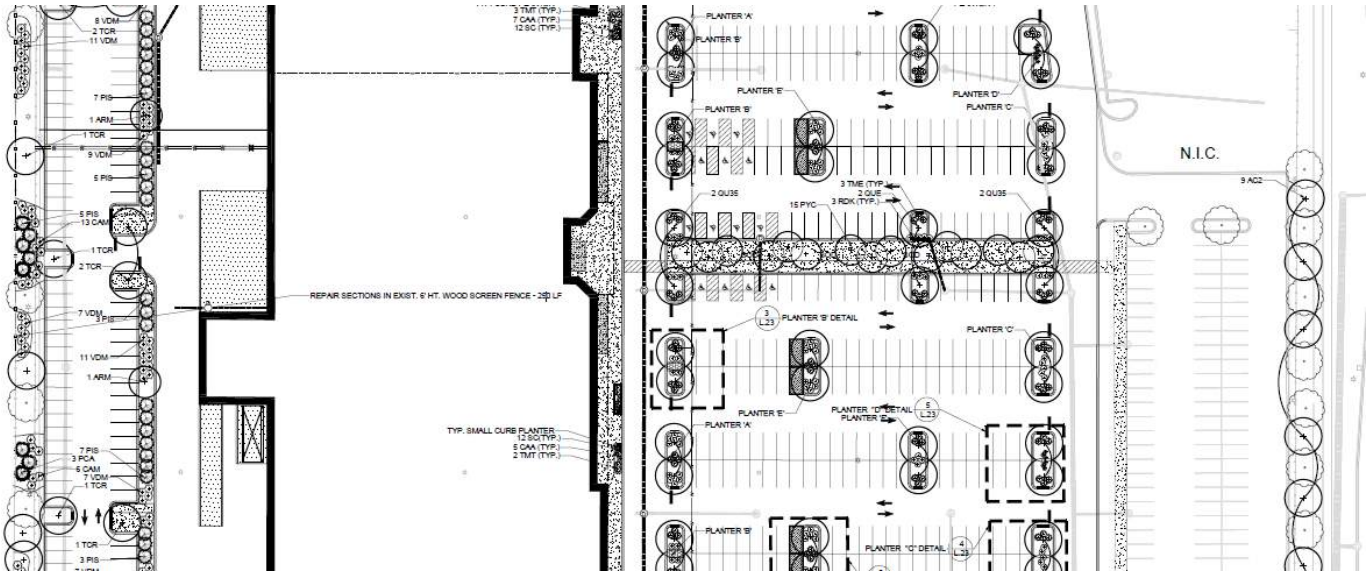
A Photometric Plan has been provided that provides light readings for the property as well as cut sheets for the selected light fixtures and standards. The light fixtures limit off-site glare and exceed photometric requirements at the property lines with a 0.0 FC reading. Light poles will not exceed 25' in height (maximum height allowed per ordinance).

LANDSCAPE ARCHITECTURE

The project Landscape Architect has worked cooperatively with Staff to create a landscape plan that meets or exceeds the intent of the code. With the redevelopment of the expansive parking area east of the new grocery store, there is an opportunity to break up the 'sea of asphalt' and create a long 24' x 260' landscape island that not only bisects the parking area but creates a visual vista and pedestrian access to the main entrance of the store. A tree preservation plan has been submitted that will retain the landscape berms and existing bufferyard along the south and west property lines. Where there are some deficiencies in plant count, inadequate space makes it difficult to provide additional landscaping. Therefore, the caliper of the trees has been increased to 3.5" and 4" in certain areas of high visibility. The screening of the dock areas has been prioritized and evergreen plantings will supplement the screening provided by the 4' masonry walls. Foundation plantings have been provided for the warehouse addition and curbed planter areas have been provided along the front of the grocery and in-line stores. Landscape islands will be irrigated.

An inventory of the existing fence has been made and there are areas in need of repair. The Petitioner has identified approximately 250 l.f. in need of repair. Staff recommends making this a condition of approval with a deadline.

Open Item #6: Condition approvals on the repair of the existing fence along the west property line by August 1, 2021.



SIGNAGE

GROUND SIGN

There is an existing ground sign left on the property from the former K-Mart. The applicant requested to use the structure as part of the Phase 1 approvals; however, staff was unaware that it did not meet the code with respect to height. Additionally it exceeds the height variance granted for the ground sign at Tinley Park Plaza across the street. The applicant has agreed to reduce the current height from 25' to 20' to match prior Village approvals of 20' in height and 267 Sq. Ft in area for Tinley Park Plaza.. Therefore, staff supports the proposed ground sign for Pete's with a height of 20' and overall area of 256 Sq. Ft.

The proposed ground sign also includes an electronic message display. Ordinance limits the size of electronic signs to 20% of the total sign face area. The proposed sign is 85.28 Sq. Ft . in size which represents 33% of the overall size. While this exceeds the ordinance limitations, staff believes it to be in proportion to the overall sign. If the electronic sign were to be reduced to the required 20% it would have to be reduced by 2'2" for a height of 3'2". This would significantly limit the signs usability.

WALL SIGNS

The Petitioner has proposed two (2) wall signs for the grocery store. Sign proposals for the in-line retailer have not been provided; the Petitioner has been advised that the future tenants will have to submit for their signs as part of their occupancy.

Wall signs for tenants with greater than 80,000 GFA (Gross floor area) are allowed one (1) wall sign per tenant frontage (Pete's is recognized as having two frontages- one being on a public accessway) at a ratio of 1 Sq. Ft. per 1 l.f. not to exceed 120 Sq. Ft. The proposed sign for Pete's is 147 Sq. Ft. which exceeds ordinance by 27 Sq. Ft. As a point of comparison, Tinley Park Plaza was given a variance of 76 Sq. Ft. The variance on size of the wall sign was based on the increased distance from Harlem Avenue; this can also provide a defense for Pete's variance request for the size of the wall sign.

Open Item #7: Consideration of an exception for the height and size of the ground sign to allow a 20' tall ground sign 256 Sq. Ft. in area and an exception to the maximum size of a wall sign to allow a wall sign of 147 Sq. Ft in size along each of the grocery store's two frontages.

PLAT OF SUBDIVISION

A final Plat of Subdivision has been submitted which provides for the consolidation of lots 3,4 and 6. The Plat is still under review by the engineer. There will also need to be approval of a Plat

of Vacation for a Public Utility Easement that conflicts with the proposed development plans. Staff recommends all plats be conditioned upon engineering approval.

Open Item #8: Condition approval of Plat of Subdivision and Plat of Vacation on final engineering approval.

FIRE DEPARTMENT REVIEW

All items have been satisfied

ENGINEERING REVIEW

There are several open items identified by the Village Engineer, most of which will be resolved upon submittal of final engineering. The most critical issue appears to be the turning radius of trucks exiting the south entrance. The Petitioner is working with the Village engineer to resolve this issue. Staff recommends conditioning approvals on Engineering approval.

Open Item #9: Condition approvals on final engineering approval.

SUMMARY OF OPEN ITEMS

The following open items are recommended for discussion at the workshop:

Open Item	Recommended Action
#1	***Identify the parking ratio as an exception to the Village parking requirements***
#2	***Discuss the parking of trucks and cabs overnight and identify the overnight parking of ten (10) trucks and twelve (12) cabs as an exception to the Village requirements.***
# 3	***Satisfy engineering concerns regarding turning radius for delivery truck.***
#4	***Discuss providing for Level 1 Outdoor Sales Display without limitation to the time of year as an exception in the PUD within the designated areas (Plan C1.0) to a height no greater than 5'.***
#5	***Verify rooftop mechanical units are not visible from public view. Discuss the screening requirements for RTU and outside equipment.***
#6	***Condition approvals on the repair of the existing fence along the west property line by August 1, 2021.***
#7	***Consideration of an exception for the height and size of the ground sign to allow a 20' tall ground sign 256 Sq. Ft. in area and an exception to the maximum size of a wall sign to allow a wall sign of 147 Sq. Ft in size along each of the grocery stores two frontages***
#8	***Condition approval of Plat of Subdivision and Plat of Vacation on final engineering approval.***
#9	***Condition approvals on final engineering approval.***

STANDARDS FOR A SPECIAL USE

Section X.J.5. of the Zoning Ordinance lists standards that need to be considered by the Plan Commission when analyzing a Special Use request. Staff will provide draft Findings for the Commission's at the Public Hearing.

X.J.5. Standards: No Special Use shall be recommended by the Plan Commission unless said Commission shall find:

a. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;

b. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood;

c. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district;

d. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided;

e. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;

f. That the Special Use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission. The Village Board shall impose such conditions and restrictions upon the premises benefited by a Special Use Permit as may be necessary to ensure compliance with the above standards, to reduce or minimize the effect of such permit upon other properties in the neighborhood, and to better carry out the general intent of this Ordinance. Failure to comply with such conditions or restrictions shall constitute a violation of this Ordinance; and.

g. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.

It is also important to recognize that a Special Use Permit does not run with the land and instead the Special Use Permit is tied to the Petitioner. This is different from a process such as a variance, since a variance will forever apply to the property to which it is granted. Staff encourages the Plan Commission to refer to Section X.J.6. to examine the conditions where a Special Use Permit will expire.

STANDARDS FOR SITE PLAN APPROVAL & ARCHITECTUAL REVIEW

Section III.U. of the Zoning Ordinance requires that the conditions listed below must be met and reviewed for Site Plan approval. Specific findings are not required but all standards should be considered to have been met upon review from the Plan Commission.

Architectural

a. Building Materials: The size of the structure will dictate the required building materials (Section V.C. Supplementary District Regulations). Where tilt-up or pre-cast masonry walls (with face or thin brick inlay) are

allowed vertical articulation, features are encouraged to mask the joint lines. Concrete panels must incorporate architectural finishes that comply with "Building Articulation" (Section III.U.5.h.) standards. Cast in place concrete may be used as an accent alternate building material (no greater than 15% per façade) provided there is sufficient articulation and detail to diminish it's the appearance if used on large, blank walls.

b. Cohesive Building Design: Buildings must be built with approved materials and provide architectural interest on all sides of the structure. Whatever an architectural style is chosen, a consistent style of architectural composition and building materials are to be applied on all building facades.

c. Compatible Architecture: All construction, whether it be new or part of an addition or renovation of an existing structure, must be compatible with the character of the site, adjacent structures and streetscape. Avoid architecture or building materials that significantly diverge from adjacent architecture. Maintain the rhythm of the block in terms of scale, massing and setback. Where a development includes outlots they shall be designed with compatible consistent architecture with the primary building(s). Site lighting, landscaping and architecture shall reflect a consistent design statement throughout the development.

d. Color: Color choices shall consider the context of the surrounding area and shall not be used for purposes of "attention getting" or branding of the proposed use. Color choices shall be harmonious with the surrounding buildings; excessively bright or brilliant colors are to be avoided except to be used on a minor scale for accents.

e. Sustainable architectural design: The overall design must meet the needs of the current use without compromising the ability of future uses. Do not let the current use dictate an architecture so unique that it limits its potential for other uses (i.e. Medieval Times).

f. Defined Entry: Entrance shall be readily identifiable from public right-of-way or parking fields. The entry can be clearly defined by using unique architecture, a canopy, overhang or some other type of weather protection, some form of roof element or enhanced landscaping.

g. Roof: For buildings 10,000 sf or less a pitched roof is required or a parapet that extends the full exterior of the building. For buildings with a continuous roof line of 100 feet of more, a change of at least five feet in height must be made for every 75 feet.

h. Building Articulation: Large expanses of walls void of color, material or texture variation are to be avoided. The use of material and color changes, articulation of details around doors, windows, plate lines, the provision of architectural details such as "belly-bands" (decorative cladding that runs horizontally around the building), the use of recessed design elements, exposed expansion joints, reveals, change in texture, or other methods of visual relief are encouraged as a means to minimize the oppressiveness of large expanses of walls and break down the overall scale of the building into intermediate scaled parts. On commercial buildings, facades greater than 100 feet must include some form of articulation of the façade through the use of recesses or projections of at least 6 inches for at least 20% of the length of the façade. For industrial buildings efforts to break up the long façade shall be accomplished through a change in building material, color or vertical breaks of three feet or more every 250 feet.

i. Screen Mechanicals: All mechanical devices shall be screened from all public views.

j. Trash Enclosures: Trash enclosures must be screened on three sides by a masonry wall consistent with the architecture and building material of the building it serves. Gates must be kept closed at all times and constructed of a durable material such as wood or steel. They shall not be located in the front or corner side yard and shall be set behind the front building façade.

<u>Site Design</u>

a. Building/parking location: Buildings shall be located in a position of prominence with parking located to the rear or side of the main structure when possible. Parking areas shall be designed so as to provide continuous circulation avoiding dead-end parking aisles. Drive-through facilities shall be located to the rear or side of the structure and not dominate the aesthetics of the building. Architecture for canopies of drive-through areas shall be consistent with the architecture of the main structure.

b. Loading Areas: Loading docks shall be located at the rear or side of buildings whenever possible and screened from view from public rights-of-way.

c. Outdoor Storage: Outdoor storage areas shall be located at the rear of the site in accordance with Section III.O.1. (Open Storage). No open storage is allowed in front or corner side yards and are not permitted to occupy areas designated for parking, driveways or walkways.

d. Interior Circulation: Shared parking and cross access easements are encouraged with adjacent properties of similar use. Where possible visitor/employee traffic shall be separate from truck or equipment traffic.

e. Pedestrian Access: Public and interior sidewalks shall be provided to encourage pedestrian traffic. Bicycle use shall be encouraged by providing dedicated bikeways and parking. Where pedestrians or bicycles must cross vehicle pathways a cross walk shall be provided that is distinguished by a different pavement material or color.

RECOMMENDATION

Following a successful workshop, proceed to a Public Hearing at the June 17, 2021 Plan Commission meeting

CT CAMBURAS & THEODORE, LTD.
ARCHITECTURE | INTERIORS

Pete's
MARKET

PETE'S FRESH MARKET DEVELOPMENT - 16300 S. HARLEM AVENUE. TINLEY PARK IL

PLAN COMMISSION WORKSHOP SUBMITTAL – MAY 27, 2021

PLAN COMMISSION WORKSHOP SUBMITTAL

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PROJECT NARRATIVE MAY 27, 2021

PETE'S FRESH MARKET DEVELOPMENT
16300 S. HARLEM AVENUE
TINLEY PARK IL

Preliminary approval of the development of a 24.2-acre site, including, expansion of an existing warehouse (by approximately 12,400 sf with 6 new loading docks and truck cab parking), a new Pete's Fresh market Grocery store (88,608 sf) and a proposed inline retail store (51,831 sf) adjacent to the proposed grocery store. Development will also include 4 future outlot development sites.

Pete's Fresh Market is headquartered in Chicago IL. They currently operate 17 different existing locations in the metropolitan area with ongoing plans to open even more stores in the Chicagoland area. Pete's Fresh Market (Pete's) distinguishes itself from its competition by demanding the best quality produce and merchandise at a price that is affordable to its clientele. Pete's stores consistently reflect this demand for quality in their stores as well, providing a bright and welcoming atmosphere, that presents itself in clean, modern, and accessible designs. Pete's maintains a vibrancy in all their stores with seasonal displays complimented with festive seasonal adornments. Pete's offers fresh juice bars, cafes, specialty cheese islands, hot bars with multiple made-to-order stations, and other amenities that the community desires but unfortunately does not currently have.

This proposed facility in Tinley Park is intended to be the best in their chain. Pete's will take all the details that it has incorporated in its development of their previous stores and craft them into what will be their most unique shopping experience to date. The residents of Tinley Park will experience a store, outside to in, that will welcome them and serve them as no other store has. Pete's strives to better serve each of the communities it becomes a part of. This destination is intended to lift this locale to an even higher level and serve the greater Tinley Park community.

Architecturally, the success of this design is intended to transcend raw utility. Instead, it is intended to combine the energy and dynamics of a crafted exterior that carries the same quality and experience into the store with a program that encourages the user to enjoy the complete shopping experience. The architecture of the center represents a forward-looking design comprised of traditional materials (brick) that will be used in a timeless way. Colors, textures, and patterns will mesh to create dynamic surfaces that will give the building a unique character, both during the day and at night.

At night, light will emanate from a veil of screening and the masonry projections will appear to dance along the facade as light and shadow give this design its signature loftiness. During the day, contrasting shades of deep charcoal gray brick and pearl white brick will create a delicately modeled facade. The interplay of these contrasting hues and textures will break down the massing, creating a sense of individual "charrettes" meant to engage and welcome the customer. The design takes full advantage of the durability and timelessness of these materials.

This center departs from the typical formulaic designs of the past favoring longevity, performance, and a well-planned design. Pete's Fresh Market has always taken pride in the structures they create and the marriage of quality design and superior product. These qualities remain paramount to their success.

Pete's will likely also contribute to Tinley Park in other ways. Pete's employees 120-130 people for their store and 10 to 20 for their warehouse. Parking for these employees shall be dedicated at the west of the site (the warehouse has dedicated parking at its northwest corner) and enforced by signage and store management.

This development has three phases:

The first phase is the redevelopment of the former vacant and distressed Kmart store at the south of the lot. Pete's will adaptively reuse this store as a warehouse for their products for distribution to their other local stores. Pete's may eventually incorporate some administrative offices into this warehouse space, but this will be Phase II work. As far as truck traffic, only Pete's and its vendors will load and unload at this facility.

The second phase is the development of the rest of the site for the new Pete's Grocery store and the new inline retail to its north (to be built at the same time). This phase will include the reorientation of the entire parking field to serve the Pete's and the retail, as well as all its associated infrastructure, landscaping (at the front of the store and in the parking fields), and lighting. Also, in this phase, Pete's shall expand to the east of the existing warehouse structure to expand the warehouse to better suit their needs (12,400 sf). Pete's will also assure that the storefront on the north (entry) side of this facility shall be cleaned up to avoid the look of "vacancy" but will also de-emphasize its appearance as an entry. Pete's will add masonry screen walls at the trash compacting units and at the truck docks to comply with their ordinances for screening. Finally, Pete's will add any required screening to roof top units, rack houses and condensers that are not obscured by parapets or other means as the code may require. Landscaping improvements will include significant improvements to the fencing at the western property line, additional plantings at the West and South buffer-yards, additional trees to meet or exceed code requirements, additional hedges along Harlem, and parking lot islands have been revised to be 10' wide.

The third phase will be the development of the out lots along Harlem Avenue. This design work has not yet begun and will not be a part of this submission other than the allocation for these lots on the civil plans.

Pete's will assure that the flow of traffic (vehicular, pedestrian and truck) will be with as little conflict as possible, as they know this is first, and foremost, a Grocery store shopping center. The secondary associated uses shall not impede this primary use.

Pete's Fresh Market looks forward to a long history with the Village of Tinley Park!

Pete's MARKET

FINAL ENGINEERING FOR

PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE., TINLEY PARK, IL

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LOCATION MAP

SECTION 24, TOWNSHIP 36N, RANGE 12E

EXISTING LEGEND

- EXISTING TREE
- CURB & GUTTER
- EXISTING BUILDING
- PCC SIDEWALK
- GAS SERVICE
- ELECTRIC SERVICE
- STORM SEWER
- SANITARY SEWER
- WATER MAIN
- OVERHEAD UTILITY LINE
- COMMUNICATION LINE
- FIBER OPTIC LINE
- FENCE
- STORM STRUCTURE
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- GAS METER
- ELECTRIC METER
- PARKING LOT LIGHT
- UTILITY POLE
- TRANSFORMER
- FIBER OPTIC BOX
- FIBER OPTIC PEDESTAL
- PHONE PEDESTAL
- ELECTRIC PEDESTAL
- MAJOR CONTOUR
- MINOR CONTOUR

PROPOSED LEGEND

- CURB & GUTTER
- REVERSE PITCH CURB & GUTTER
- DEPRESSED CURB & GUTTER
- PROPOSED BUILDING
- PCC SIDEWALK
- STANDARD DUTY PAVEMENT
- HEAVY DUTY PAVEMENT
- STORM SEWER
- SANITARY SEWER
- WATER MAIN
- FENCE
- STORM STRUCTURE
- DOWNSPOUT CONNECTION
- SANITARY MANHOLE
- CLEANOUT
- WATER METER
- VALVE VAULT
- VALVE BOX
- HYDRANT
- PARKING LOT LIGHT
- FLOW ARROW
- OVERLAND FLOOD ROUTE
- 100.00 TW — TOP OF SIDEWALK GRADE
- 100.00 TC — TOP OF CURB GRADE
- 100.00 P — PAVEMENT GRADE
- 100.00 G — GROUND GRADE
- MAJOR CONTOUR
- MINOR CONTOUR

DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF THE SURFACE WATERS WILL NOT BE CHANGED BY CONSTRUCTION OF THIS SUBDIVISION (DEVELOPMENT), OR ON THIS SITE, OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS OR DRAINS WHICH THE PROPERTY OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF CONSTRUCTION OF THE SUBDIVISION (DEVELOPMENT), OR THIS SITE.

1/22/2020 — DATE

ENGINEER

PROJECT CONTACTS

OWNER	ARCHITECT	CIVIL	LANDSCAPE	SURVEY
JD REAL ESTATE	CAMBURAS THEODORE LTD	CAGE ENGINEERING	LG WORKSHOP, LLC	JOSEPH A. SCHUDT & ASSOCIATES
EUGENE GRZYNKOWICZ	JOHN BRADSHAW	MATTHEW SCHUMACHER	LARRY GLASSCOCK	D. WARREN OPPERMAN
4333 S. PULASKI CHICAGO, IL 60632	2454 E DEMPSTER ST DES PLAINES, IL 60016	3110 WOODCREEK DR. DOWNERS GROVE, IL 60515	2324 W ARMITAGE AVE CHICAGO, IL 60647	9455 ENTERPRISE DRIVE MOKENA, IL 60448
773.843.1400	847.404.6180	630.598.0007	773.484.0119	708.710.4693

SITE BENCHMARKS

1. TOP OF THE SOUTHWEST FLANGE BOLT OF HYDRANT IN ISLAND NEAR THE NORTHEAST BUILDING CORNER. ELEVATION: 700.44 (NAVD 88)
2. TOP OF THE SOUTHWEST FLANGE BOLT OF HYDRANT IN ISLAND NEAR THE NORTHWEST BUILDING CORNER. ELEVATION: 700.86 (NAVD 88)
3. TOP OF THE SOUTHWEST FLANGE BOLT OF HYDRANT ALONG ENTRANCE TO TRUCK DOCKS BY TRANSFORMER. ELEVATION: 704.31 (NAVD 88)
4. TOP OF THE SOUTHWEST FLANGE BOLT OF HYDRANT IN ISLAND NEAR BUILDING. ELEVATION: 706.60 (NAVD 88)

Know what's below. Call before you dig. 811 — Call Before You Dig — JULIE ILLINOIS ONE-CALL SYSTEM

CAGE CIVIL ENGINEERING

Petes MARKET

CAMBURAS THEODORE LTD

MATTHEW P. SCHUMACHER 062-062674 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

REVISIONS

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PETE'S FRESH MARKET REDEVELOPMENT
16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
SITE LOCATION MAP & CIVIL LEGEND

SHEET NUMBER
C0.0

GENERAL REQUIREMENTS:

1. ALL WORK SHALL BE IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (HEREIN AFTER REFERRED TO AS STANDARD SPECIFICATIONS) ADOPTED APRIL 1, 2016 AND SUPPLEMENTAL SPECIFICATIONS. WITHIN THE STANDARD SPECIFICATIONS, ARTICLES 105.01, 105.09, 105.10, 105.11, 105.12, 105.13 AND SECTION 109 SHALL NOT BE INCORPORATED INTO THIS CONTRACT.
2. SCOPE OF WORK: THE PROPOSED IMPROVEMENTS CONSIST OF SUPPLYING ALL THE NECESSARY LABOR, MATERIAL AND EQUIPMENT TO SATISFACTORILY CONSTRUCT AND INSTALL ALL IMPROVEMENTS ACCORDING TO THE PLANS DESIGNATED HEREIN.
3. CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO LOCATE AND PROTECT ALL UNDERGROUND FACILITIES/UTILITIES DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS AND CONTACT THE OWNER. ANY DAMAGE TO ANY UTILITIES SHALL BE PROMPTLY REPORTED TO THE OWNER. REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE UNDERGROUND UTILITIES SHOWN HEREIN ARE APPROXIMATE AND BASED ON THE ACTUAL LOCATION OF SURFACE STRUCTURES AND PLANS PROVIDED BY THE OWNER. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS.
4. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED HAZARD WARNING LIGHTS, DELINEATOR FENCE, AND OTHER ASSOCIATED FACILITIES AS REQUIRED FOR OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCK PILES, AND PARKED CONSTRUCTION EQUIPMENT THAT MAY POSE A POTENTIAL HAZARD AS PART OF THE DAILY OPERATIONS AT THIS SITE. CONTRACTOR IS SOLELY RESPONSIBLE FOR SITE SAFETY.
5. CONTRACTOR SHALL CONTINUOUSLY COMPARE ALL LINES, GRADES, AND OTHER INFORMATION APPEARING ON THE PLANS WITH THE ACTUAL LINES, GRADES, AND SITE CONDITIONS. ANY DISCREPANCIES THAT MAY AFFECT THE PERFORMANCE OF THE WORK IN ACCORDANCE WITH THE INTENT OF THE CONTRACT DOCUMENTS SHALL BE IMMEDIATELY REPORTED TO THE OWNER AND ENGINEER IN WRITING FOR DISPOSITION BEFORE CONTRACTOR PROCEEDS WITH THE WORK. CONTRACTOR SHALL HAVE FULL RESPONSIBILITY FOR THE WORK COMPLETED PRIOR TO THE REPORT TO THE OWNER AND ENGINEER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR CORRECTION OF THE WORK PRIOR TO THE REPORT TO THE OWNER AND ENGINEER.
6. CONTRACTOR PARKING AND LAYDOWN AREAS SHALL BE COORDINATED WITH THE OWNER.
7. PRIOR TO PERFORMING ANY WORK IN OR ON THE RIGHT OF WAY OF ANY CITY OR STATE ROADWAY, THE CONTRACTOR SHALL NOTIFY THE CITY / STATE TRAFFIC ENGINEER'S OFFICE. THE CONTRACTOR SHALL ERECT WARNING SIGNS AND BARRICADES TO PROTECT THE TRAVELING PUBLIC AND HIS WORKERS. THE SIGNING AND BARRICADING SHALL CONFORM TO THE APPROPRIATE APPLICATIONS OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OR AS OTHERWISE DIRECTED BY THE CITY / STATE TRAFFIC ENGINEER. IF PERMITS ARE REQUIRED TO CONDUCT THE WORK, THE CONTRACTOR SHALL SECURE THE PERMITS AND SUPPLY THEM TO THE OWNER AT NO ADDITIONAL COST. ALL FULL WIDTH LANE CLOSURES, PARTIAL LANE CLOSURES, AND CONSTRUCTION ADJACENT TO PAVEMENT SHALL BE IDENTIFIED, SIGNED, AND BARRICADES ERECTED IN CONFORMANCE WITH THE APPLICABLE ARTICLES OF SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE MUNICIPALITY'S REQUIREMENTS. ALL TRAFFIC PROTECTION, BOTH ONSITE AND OFFSITE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL REMOVE EARTHEN MATERIALS, EXISTING SURFACES, AND STRUCTURES AS REQUIRED. ALL WASTE MATERIAL SHALL BE PROPERLY DISPOSED OFF-SITE AND SHALL BE INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, UNLESS NOTED. THIS WILL INCLUDE BUT NOT BE LIMITED TO MUNICIPAL BUILDING PERMIT. THE OWNER WILL SECURE THE N.P.D.E.S. PERMIT. THE CONTRACTOR SHALL PROVIDE ANY FINANCIAL SURETIES REQUIRED AS PART OF ANY PERMIT.
10. WHEN CONCRETE IS PLACED ABUTTING STRUCTURES, FOUNDATIONS OR EXISTING SIDEWALKS, A BOND BREAKER CONSISTING OF 1" P.J.F. AND ELASTOMERIC JOINT SEALANT SHALL BE USED FULL DEPTH UNLESS OTHERWISE NOTED.
11. MAXIMUM CONTRACTION JOINT SPACING ON CONCRETE CURB AND GUTTER OR CONCRETE GUTTER SHALL NOT EXCEED 25'.
12. SIDEWALK RAMPS FOR ADA SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
13. HOT-MIX ASPHALT PAVEMENT PATCHING SHALL BE IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING ELECTRONIC AS-BUILT DRAWINGS, FOR UTILITIES AND DETENTION AREAS, TO THE OWNER AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO SENDING TO THE VILLAGE FOR FINAL PROJECT ACCEPTANCE.
15. CONSTRUCTION STAKING, LAYOUT, AND GRADING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR USING THE BASIC TOPOGRAPHIC SURVEY CONTROLS PROVIDED IN THE PLANS. CONTRACTOR SHALL VERIFY SURVEY CONTROLS PRIOR TO BEGINNING CONSTRUCTION. ANY DISCREPANCIES IN THE SURVEY CONTROLS SHALL BE REPORTED TO THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION. ANY ADDITIONAL SURVEY CONTROLS REQUIRED FOR CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
16. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
17. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL ITEMS INCORPORATED INTO THE WORK FOR ENGINEER REVIEW AND APPROVAL A MINIMUM OF 4 WEEKS PRIOR TO ORDERING.
18. REFERENCES TO "INSPECTION" OR "INSPECTOR" IN THE SPECIFICATIONS SHALL NOT CREATE, IMPOSE, OR GIVE RISE TO ANY DUTY OWED BY THE OWNER OR ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, OR ANY SUPPLIER. ALL IMPROVEMENTS SHALL BE SUBJECT TO INSPECTION BY A DULY AUTHORIZED AND QUALIFIED OWNER'S REPRESENTATIVE BOTH DURING THE COURSE OF CONSTRUCTION AND AFTER CONSTRUCTION IS COMPLETE. THE INSPECTOR SHALL HAVE AUTHORITY OVER MATERIALS OF CONSTRUCTION, METHODS OF CONSTRUCTION AND WORKSMANSHIP TO ENSURE COMPLIANCE WITH WORKING DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE FOR REASONABLE TESTS AND PROOF OF QUALITY OF MATERIALS AS REQUESTED BY THE INSPECTOR. UPON DUE CAUSE, WHICH SHALL INCLUDE WEATHER CONDITIONS, WORKMANSHIP OR NON-ADHEREANCE TO THE APPROVED PLANS AND SPECIFICATIONS, THE INSPECTOR SHALL HAVE THE AUTHORITY TO STOP CONSTRUCTION.
19. WHERE SECTION, SUB-SECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE OWNER'S REPRESENTATIVE SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
20. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
21. ALL AGGREGATE BASE COURSE SHALL BE COMPACTED TO 98% STANDARD PROCTOR DENSITY.
22. ALL AGGREGATE BASE AREAS TO BE PAVED (PAVEMENT, SIDEWALK, CURB, OR STRUCTURES) SHALL BE PROOF-ROLLED WITH SEVERAL PASSES OF A FULLY LOADED DUMP TRUCK. CONTRACTOR SHALL NOTIFY THE OWNER AND/OR ENGINEER 24 HOURS PRIOR TO PROOF ROLL AND SHALL MAKE ALL CORRECTIONS TO PROVIDE A SATISFACTORY SUBGRADE.
23. ANY UNCONTROLLED CRACKING THAT OCCURS IN CONCRETE PAVEMENT, SIDEWALK, CURB, OR CURB AND GUTTER PRIOR TO FINAL ACCEPTANCE SHALL BE ROUTED OR SAWED AND SEALED ACCORDING TO THE STANDARD SPECIFICATIONS.
24. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO ANY WORK IN AND AROUND UTILITY-OWNED INFRASTRUCTURE AND MAKE THEM AWARE OF WORK TO BE PERFORMED.
25. ALL SIDEWALKS SHALL BE 4 INCHES IN THICKNESS AND CONSTRUCTED TO THE WIDTH SHOWN ON THE PLANS. ALL SIDEWALKS SHALL BE CONSTRUCTED WITH A MIN. CROSS SLOPE OF 1% AND A MAX. CROSS SLOPE OF 2%. SIDEWALK THICKNESS SHALL BE INCREASED TO A MINIMUM 6" AT DRIVEWAYS OR AS REQUIRED BY THE MUNICIPALITY.
26. ANY SIDEWALKS, FENCES, AND OTHER ITEMS NOT SHOWN TO BE REMOVED, BUT DAMAGED DURING CONSTRUCTION, SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
27. CONTRACTOR SHALL NOTIFY THE APPROPRIATE AGENCY A MINIMUM OF 48 HOURS PRIOR TO CONNECTING TO OR INSTALLING ANY PUBLIC SEWER OR WATER MAINS.
28. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE PROJECT SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY PROVIDE THE INFORMATION TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK EFFECTED BY OMISSIONS OR DISCREPANCIES. IF THE CONTRACTOR FAILS TO SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL.

EXISTING TOPOGRAPHY:

1. ALL UTILITIES SHOWN ARE APPROXIMATE ONLY AND ARE DERIVED FROM EXISTING UTILITY MARKINGS, OLD SITE PLANS, UTILITY COMPANY MAPS, PRIVATE LOCATOR AND OBSERVED EVIDENCE.
2. ALL PIPE SIZES REFERENCED HEREON ARE SHOWN ACCORDING TO UTILITY COMPANY MAPS, OLD SITE PLANS AND OBSERVED EVIDENCE. ALL PIPE SIZES AND INVERTS SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION.
3. PRIOR TO ANY EXCAVATION CONTRACTORS SHALL CALL THE TOLL FREE J.U.L.I.E. TELEPHONE NUMBER 1-800-892-0123. ALLOW 48 HOURS FOR LOCATIONS OTHER THAN EMERGENCY ASSISTANCE.

SITE DEMOLITION:

1. EXISTING UTILITIES TO REMAIN, WHICH ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, SHALL BE REPAIRED AND/OR REPLACED WITHOUT ADDITIONAL COMPENSATION. CONFLICTS WITH PROPOSED CONSTRUCTION AND UTILITIES TO REMAIN ARE TO BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONSTRUCTION MANAGER FOR COORDINATION WITH THE OWNER'S REPRESENTATIVE, ENGINEER, AND UTILITY COMPANY.
2. NO DEMOLITION OR CONSTRUCTION ACTIVITIES SHALL TAKE PLACE WITHIN PUBLIC RIGHT-OF-WAY UNTIL ALL PERMITS ARE SECURED.
3. ALL PAVEMENT TO BE REMOVED SHALL BE SAWCUT FULL DEPTH.
4. CONTRACTOR SHALL EMPLOY ALL MEASURES NECESSARY DURING DEMOLITION TO CONTROL EROSION AND INSURE THAT SEDIMENT DOES NOT LEAVE THE SITE. TRACKING OF DIRT ONTO PUBLIC STREETS AND EXISTING PARKING LOT SHALL BE CLEANED IMMEDIATELY, AND ALL SEDIMENT AND EROSION CONTROL ITEMS SHALL BE INSTALLED PRIOR TO CLEARING AND DEMOLITION WORK.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. ITEMS INDICATED TO BE REMOVED SHALL BE COMPLETELY REMOVED UNLESS INDICATED OTHERWISE.
7. ALL TREES AND BRUSH INDICATED TO BE REMOVED SHALL BE REMOVED COMPLETELY, INCLUDING ROOT BALLS.
8. UNLESS OTHERWISE IDENTIFIED AND/OR NOTED ON THE DEMOLITION PLAN, CONTRACTOR SHALL FULLY DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF ALL EXISTING BUILDINGS, IMPROVEMENTS, AND RELATED APPURTENANCES AT THIS SITE AND PROPERTY. CONTRACTOR SHALL ALSO DEMOLISH, REMOVE, AND LAWFULLY DISPOSE OF EXISTING IMPROVEMENTS AND CONSTRUCTIONS IN THE PUBLIC RIGHT-OF-WAY NECESSARY TO ACCOMPLISH THE NEW PROJECT WORK DESCRIBED ELSEWHERE IN THESE BIDDING AND CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL PROCURE ALL NECESSARY PERMITS AND APPROVALS FOR SUCH DEMOLITION WORK (BOTH INSIDE THE PROPERTY LINE AND IN THE PUBLIC RIGHT-OF-WAY) PRIOR TO COMMENCING ANY DEMOLITION OPERATIONS.
9. CONTRACTOR SHALL FULLY PROTECT ALL SURROUNDING PROPERTIES FROM ANY AND ALL DAMAGE DURING DEMOLITION OPERATIONS; AND SHALL BE FULLY RESPONSIBLE FOR REPAIRING (TO A CONDITION ACCEPTABLE TO THE OWNER AND ARCHITECT) ANY AND ALL DAMAGE THAT DOES OCCUR.
10. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROLS AND RELATED APPURTENANCES THAT ARE REQUIRED BY ANY APPLICABLE CODES AND ORDINANCES, DURING ALL DEMOLITION OPERATIONS.
11. CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SAFETY AND SECURITY OF THE PROJECT SITE AND ITS SURROUNDINGS DURING DEMOLITION OPERATIONS.
12. ALL DEMOLISHED EXISTING MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE DISPOSED OF IN A LAWFUL MANNER, AND WRITTEN RECORDS OF THE FINAL DESTINATION FOR THESE MATERIALS, SYSTEMS, AND CONSTRUCTIONS SHALL BE PROVIDED TO THE OWNER AND ENGINEER. ADDITIONALLY, SOME EXISTING MATERIALS AND SYSTEMS MAY NEED TO BE RECYCLED AND/OR OTHERWISE SALVAGED IN ORDER TO MEET THE SUSTAINABILITY AND LEED REQUIREMENTS OF THIS PROJECT. SEE OTHER PORTIONS OF THESE BIDDING AND CONSTRUCTION DOCUMENTS FOR SUCH REQUIREMENTS.
13. EXISTING SITE SHALL BE CLEANED ON A DAILY BASIS THROUGHOUT THE DURATION OF DEMOLITIONS OPERATIONS; AND NO DEBRIS OR PRODUCTS OF DEMOLITION SHALL BE ALLOWED TO ACCUMULATE OUTSIDE THE BOUNDARIES OF THE SITE.
14. CONTRACTOR SHALL FULLY COORDINATE ALL PROJECT DEMOLITION OPERATIONS, INCLUDING THE REMOVAL AND LAWFUL DISPOSAL OF MATERIALS AND SYSTEMS.
15. CONTRACTOR SHALL SUBMIT A COMPLETE WRITTEN PLAN AND SCHEDULE FOR ALL PROPOSED DEMOLITION WORK TO OWNER AND ARCHITECT FOR REVIEW AND COMMENT, PRIOR TO BEGINNING ANY SUCH OPERATIONS. DURING THE COURSE OF THIS DEMOLITION WORK, IF ANY ARTIFACTS OR OTHER UNUSUAL ITEMS ARE DISCOVERED, CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER IMMEDIATELY, BEFORE PROCEEDING ANY FURTHER. ANY EXPENSES RESULTING FROM THE FAILURE TO PROVIDE SUCH IMMEDIATE NOTIFICATION SHALL BE BORNE BY THE CONTRACTOR.

SITE LAYOUT:

1. JOINTS IN SIDEWALK SHALL BE TOOLED AT 5' MAX. INTERVALS, UNLESS INDICATED OTHERWISE.
2. NORTHING-EASTING COORDINATES AND DIMENSIONS FOR CURB AND GUTTER ARE TO FACE OF CURB.
3. CONTRACTOR SHALL COORDINATE ALL WORK WITHIN PUBLIC RIGHT-OF-WAY WITH THE APPROPRIATE PUBLIC AGENCY. NOTIFICATION SHALL OCCUR A MINIMUM OF 48 HOURS PRIOR TO COMMENCING WORK WITHIN PUBLIC RIGHT-OF-WAY. ALL PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
4. P.C. CONCRETE PAVEMENT AND SIDEWALKS SHALL BE CLASS PV AND CLASS SI, RESPECTIVELY, IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR VERIFYING EXISTING SITE CONDITIONS AND BECOMING FAMILIAR WITH ALL CONSTRUCTION DOCUMENTS.
6. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND DOOR LOCATIONS.
7. CONTRACTOR SHALL COORDINATE EQUIPMENT PADS WITH EQUIPMENT MANUFACTURERS.

SITE GRADING AND EROSION CONTROL:

1. ALL SUBGRADE EXCAVATION AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "**SOILS REPORT**".
2. ENGINEERED STRUCTURAL FILLS SHALL BE INCLUDED IN OVERALL SITE DEVELOPMENT TO PROVIDE ADEQUATE STRUCTURAL SUPPORT FOR THE FLOOR SLABS ON GRADE AND ADJOINING PAVEMENT AREAS. REFER TO THE GEOTECHNICAL REPORT FOR APPROVED FILL MATERIALS.
3. WHERE FIRM FOUNDATION MATERIAL IS NOT ENCOUNTERED AT THE GRADE ESTABLISHED, DUE TO UNSUITABLE SOIL, ALL SUCH UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH APPROVED COMPACTED GRANULAR MATERIAL.
4. TOPSOIL SHALL BE STRIPPED IN ALL STRUCTURAL FILL AREAS BEFORE PLACEMENT OF FILL MATERIAL AND SHALL BE STOCKPILED IN AREAS DESIGNATED BY THE OWNER OR PER PLAN.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM EARTHWORK CALCULATIONS BASED ON THE PROVIDED PLANS AND TO LAWFULLY DISPOSE OF AND REMOVE ANY EXCESS MATERIAL FROM THE PROJECT SITE, OR TO PROVIDE ANY NECESSARY FILL MATERIAL THAT MAY BE REQUIRED TO MEET THE FINAL PLAN GRADES. THE DISPOSAL OR PROVIDING OF MATERIAL SHALL BE INCIDENTAL TO THE CONTRACT.
6. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL."
7. THE OWNER/ENGINEER SHALL PROVIDE THE SOIL EROSION AND SEDIMENT CONTROL PLANS INCLUDED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN BOOKLET AND ASSOCIATED DOCUMENTS IN ACCORDANCE WITH THE "GENERAL NPDES PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES," AND A COPY SHALL BE KEPT ONSITE AT ALL TIMES.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE INSTALLATION, ALL INSPECTIONS, AND MAINTENANCE OF ALL EROSION CONTROL FACILITIES REQUIRED BY THE GENERAL NPDES PERMIT UNTIL FINAL STABILIZATION OF ALL AREAS DISTURBED BY CONSTRUCTION OCCURS. MAINTENANCE AND REPLACEMENT OF EROSION CONTROL ITEMS SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
9. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITY MUST BE SEEDED, SODDED, BLANKETED OR OTHERWISE PROTECTED WITHIN 14 DAYS OF FINAL DISTURBANCE. ALL AREAS DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THIS PROJECT WHICH ARE LOCATED OUTSIDE OF THE PROPOSED SEEDING LIMITS SHALL BE GRADED TO DRAIN, FERTILIZED, SEEDED, MULCHED AND WATERED. THE COST ASSOCIATED WITH THE PLACEMENT OF ADDITIONAL FERTILIZER, SEED, MULCH AND WATERING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MINIMUM OF 70% VEGETATIVE COVERAGE IS REQUIRED PRIOR TO ACCEPTANCE. SEE LANDSCAPE PLANS FOR ADDITIONAL REQUIREMENTS.
10. ALL EROSION CONTROL MEASURES SHOWN ON THE PLAN ARE THE MINIMUM MEASURES REQUIRED. UNFORESEEN CHANGES IN SCOPE, SCHEDULE OR CONSTRUCTION METHODS MAY RESULT IN CHANGES OR ADDITIONS TO THIS PLAN AND THE SWPPP. ANY CHANGES OR ADDITIONS NECESSARY TO MAINTAIN COMPLIANCE WITH THE NPDES PERMIT SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE OWNER.
11. SHOULD PROJECT SCHEDULING PROHIBIT THE ABILITY TO SEED DISTURBED EARTH UPON COMPLETION OF GRADING, CONTRACTOR SHALL EMPLOY ALTERNATE SOURCE CONTROLS IN ADDITION TO THOSE ON THIS PLAN, INCIDENTAL TO THE CONTRACT.
12. DUST CONTROL MUST BE PROVIDED AS NEEDED, BY WATERING OR OTHER MEANS.
13. ALL AREAS WITH THE EXCEPTION OF PAVEMENT SHALL BE FINISHED IN ACCORDANCE WITH THE LANDSCAPE PLANS INCLUDED IN THE PLAN SET.
14. CONTRACTOR SHALL INSTALL INLET FILTER PROTECTION BASKETS INSIDE ALL EXISTING AND PROPOSED MANHOLES AND INLET FRAMES.
15. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A CONCRETE WASHOUT AREA FOR RINSING CONCRETE TRUCKS.
16. CONTRACTOR IS REQUIRED TO PROVIDE AND USE A TEMPORARY CONSTRUCTION ENTRANCE FOR ALL CONSTRUCTION TRAFFIC PER PLAN.
17. CONTRACTOR SHALL PROVIDE AND USE A WHEEL WASH SYSTEM TO ENSURE THAT ALL CONSTRUCTION TRAFFIC ENTERING AND EXITING THE SITE MAINTAIN CLEAN TIRES. ANY SEDIMENT TRACKED ONTO ADJACENT ROADWAYS OR PAVED AREAS SHALL BE REMOVED BY THE CONTRACTOR BY THE END OF THE SAME WORK DAY.
18. ALL ELEVATIONS SHOWN ARE TO FINISHED PAVEMENT UNLESS SPECIFIED OTHERWISE.
19. ALL SLOPES GREATER THAN OR EQUAL TO 4:1 SHALL BE STABILIZED WITH NAG S75BN OR EQUIVALENT.
20. CONTRACTOR SHALL PROVIDE A MINIMUM OF 6" TOPSOIL IN ALL ISLANDS, LANDSCAPE AREAS, AND OPEN SPACES.

SITE UTILITIES:

1. THIS CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS:
   A. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION.
   B. ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"
   C. VILLAGE OF TINLEY PARK OFFICE OF PUBLIC WORKS STANDARDS AND SPECIFICATIONS
2. ALL UTILITY TRENCHES UNDER OR WITHIN 2' OF EXISTING OR PROPOSED PAVEMENT OR BUILDING SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL IN ACCORDANCE WITH IDOT SPECIFICATIONS. CONTROLLED LOW-STRENGTH MATERIAL (CLSM) SHALL BE USED TO BACKFILL TRENCHES WITHIN PUBLIC RIGHT OF WAY. THE CLSM SHALL EXTEND 2 FT PAST THE PROPOSED PAVEMENT, CURB, OR SIDEWALK.
3. OPEN CUT TRENCHES SHALL BE SHEETED AND BRACED AS REQUIRED BY THE GOVERNING STATE, FEDERAL LAWS AND MUNICIPAL ORDINANCES, AND AS MAY BE NECESSARY TO PROTECT LIFE, PROPERTY OR THE WORK.
4. CONTRACTOR SHALL AT ALL TIMES DURING CONSTRUCTION PROVIDE AND MAINTAIN SUFFICIENT MEANS AND DEVICES TO REMOVE AND PROPERLY DISPOSE OF ALL WATER ENTERING THE EXCAVATIONS. WATER SHALL BE FILTERED AND DISCHARGED IN ACCORDANCE WITH THE NPDES REQUIREMENTS.
5. ALL PIPE SHALL BE INSTALLED ON A BEDDING OF APPROVED, COMPACTED GRANULAR MATERIAL UNLESS OTHERWISE APPROVED BY THE ENGINEER. THE BEDDING MATERIAL SHALL BE INSTALLED PER STANDARD SPECIFICATIONS AND PROVIDED PLAN DETAILS.
6. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET SHALL BE MAINTAINED BETWEEN ALL WATER MAINS AND SEWERS. IF SEPARATION IS NOT POSSIBLE, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
7. WATER MAINS SHALL CROSS ABOVE SEWERS WITH A MINIMUM VERTICAL SEPARATION OF 18 INCHES WHILE STILL MAINTAINING THE REQUIRED DEPTH OF COVER. IF PROPER SEPARATION IS NOT POSSIBLE, OR IF THE WATER MAIN MUST BE ROUTED UNDER THE SEWER, WATER MAIN ENCASEMENT SHALL BE REQUIRED OR THE SEWER SHALL BE CONSTRUCTED OF WATER MAIN QUALITY PIPE.
8. ALL SANITARY SEWERS SHALL BE TESTED FOR EXFILTRATION OF AIR UNDER PRESSURE, INFILTRATION OF WATER, AND/OR EXFILTRATION OF WATER AS PER STANDARD SPECIFICATIONS. ALL SANITARY SEWERS SHALL BE DEFLECTION TESTED NO SOONER THAN 30 DAYS AFTER INSTALLATION. ALL MANHOLES SHALL BE TESTED FOR WATERTIGHTNESS BY EITHER ASTM C 969 OR ASTM C 1244.
9. STORM SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
   A. REINFORCED CONCRETE PIPE (RCP), ASTM C76
      a. GASKETS - ASTM C443
      b. FITTINGS - ASTM C443
   B. SMOOTH INTERIOR WALLED HIGH DENSITY POLYETHYLENE PIPE (HDPE), ASTM D3212, N-12 WT
      a. WATER TIGHT JOINTS
      b. JOINT SHALL BE SEALED SUFFICIENTLY TO PREVENT JETTING OR LEAKING AT THE JOINT
   C. PVC STORM SEWER PIPING, ASTM D 3034, SDR 35
      a. BELL-AND-SPIGOT ENDS
      b. ASTM F 477, ELASTOMERIC SEALS FOR GASKETED JOINTS
   D. FRAME AND GRATES
      a. TYPE 1 CLOSED LID = NEENAH R-1713
      b. TYPE 1 OPEN LID = NEENAH R-2504
      c. TYPE 3 = NEENAH R-3281-A
      d. DITCH GRATE = NEENAH R-4342
10. SANITARY SEWER SHALL BE IN CONFORMANCE WITH THE FOLLOWING:
   A. PIPE AND FITTING MATERIAL - POLYVINYL CHLORIDE (PVC) SDR 26, ASTM D 3034, TYPE PSM
   B. GASKETS - FLEXIBLE ELASTOMERIC, ASTM F 477, ASTM D 3139
   C. JOINTS - ASTM D 3212
   D. BEDDING - CLASS II, ASTM 2321
11. ALL CLEANOUT RIMS SHALL BE CONSTRUCTED FLUSH WITH THE FINISHED GROUND SURFACE.
12. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF SANITARY SEWER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
13. CONTRACTOR SHALL COORDINATE WATER MAIN, FIRE AND DOMESTIC WATER SERVICES WITH THE DEPARTMENT OF PUBLIC WORKS.
14. GENERAL CONTRACTOR SHALL COORDINATE ALL UTILITY LINES THAT ENTER THE BUILDING. IN GENERAL, PLUMBING PLANS SHOW ALL INTERIOR BUILDING PIPING AND PIPING UP TO 5-FEET OUTSIDE THE BUILDING. CIVIL PLANS SHOW SITE PIPING BEGINNING FROM 5-FEET OUTSIDE THE BUILDING. GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS.
15. CONTRACTOR SHALL COORDINATE ALL UTILITY LINE CROSSINGS TO ENSURE ALL PIPES MAINTAIN MINIMUM COVER, MINIMUM CLEARANCES, AND PROPER SEPARATION. GRAVITY LINES SHALL HAVE PRECEDENCE OVER PRESSURIZED LINES.
16. ALL TRENCH BACKFILL SHALL BE IMPORTED GRANULAR MATERIAL UNLESS EXISTING GRANULAR MATERIALS ARE SPECIFICALLY APPROVED BY THE OWNER'S REPRESENTATIVE.
17. ALL MANHOLES AND INLET CASTINGS LOCATED WITHIN BITUMINOUS ASPHALT PAVEMENT SHALL BE CONSTRUCTED WITH A CONCRETE APRON AT THE SURFACE.
18. FOR ALL WATERMAIN CONSTRUCTION:
   A. WATER MAIN AND SERVICES TO BE INSTALLED WITH A MINIMUM OF 5'-6" OF COVER FROM FINISHED GRADE TO TOP OF WATER PIPE.
   B. TWO COMPLETE PIPE LENGTHS OF RESTRAINED JOINT PIPE SHALL BE CONSTRUCTED ON THE BRANCH LEG OF ALL TEES AND BOTH SIDES OF ALL 90 DEGREE BENDS.
   C. ONE COMPLETE PIPE LENGTH OF RESTRAINED JOINT PIPE SHALL BE CONSTRUCTED ON BOTH SIDES OF ALL 11-1/4 AND 22-1/2 DEGREE BENDS.
   D. ALL BENDS, TEES, PLUGS, VALVES AND HYDRANTS SHALL BE RESTRAINED JOINT.
   E. ALL WATERMAIN PIPE 4" AND LARGER SHALL BE POLY WRAPPED DUCTILE IRON PIPE SPECIAL CLASS 52, 250 PSI RATING, WITH SINGLE GASKET JOINTS. CEMENT LINING SHALL BE PROVIDED FOR ALL PIPE.
   F. ALL WATER SERVICE PIPE LESS THAN 4" SHALL BE COPPER PIPE, TYPE K OR PVC SDR 9 WITH A PRESSURE RATING OF 200 PSI.

INDEMNIFICATION:

1. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER, THE VILLAGE OF TINLEY PARK, AND CAGE ENGINEERING, INC. FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES, INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE CONTRACTOR'S WORK. IN ANY AND ALL CLAIMS AGAINST THE OWNER OR CAGE ENGINEERING, INC. BY ANY EMPLOYEE OF THE CONTRACTOR, OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY THE CONTRACTOR, OR ANYONE FOR WHOSE ACTS THE CONTRACTOR MAY BE LIABLE, THE INDEMNIFICATION OBLIGATION SHALL NOT BE LIMITED IN ANY WAY BY ANY LIMITATION ON THE AMOUNT OF DAMAGES, COMPENSATION OR BENEFITS PAYABLE BY OR FOR THE CONTRACTOR UNDER WORKER'S COMPENSATIONS ACTS, DISABILITY BENEFIT ACTS OR OTHER EMPLOYEE BENEFIT ACTS.

INSURANCE REQUIREMENTS

1. THE CONTRACTOR SHALL PURCHASE AND MAINTAIN COMPREHENSIVE GENERAL LIABILITY AND OTHER INSURANCE SET FORTH BELOW WHICH WILL PROVIDE PROTECTION FROM CLAIMS WHICH MAY ARISE OUT OF OR RESULTING FROM THE PERFORMANCE OF WORK BY ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY THE CONTRACTOR OR BY ANYONE FOR WHOSE ACTS THE CONTRACTOR MAY BE LIABLE.
   A. COMPREHENSIVE AUTOMOBILE LIABILITY INSURANCE COVERING ALL AUTOMOBILES, TRUCKS, TRAILERS AND ANY OTHER MOTORIZED EQUIPMENT OWNED OR LEASED BY THE CONTRACTOR.
   B. WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE IN ANY AMOUNT NOT LESS THAN STATUTORY LIMITS REQUIRED BY LAW.
   C. COMPREHENSIVE GENERAL LIABILITY INSURANCE INCLUDING COVERAGE IN THE AMOUNT OF $500,000 PER ACCIDENT FOR PROPERTY DAMAGE AND $1,000,000 PER PERSON AND $3,000,000 AGGREGATE PER ACCIDENT FOR BODILY INJURY, SICKNESS OR DISEASE, OR DEATH OF ANY PERSON.
2. CERTIFICATE OF INSURANCE
   A. THE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL HE HAS FILED WITH THE MUNICIPALITY AND ITS INSPECTOR A CERTIFICATE OF INSURANCE SHOWING COMPLETE COVERAGE OF ALL INSURANCE REQUIRED, SIGNED BY THE INSURANCE COMPANIES OR THEIR AUTHORIZED AGENTS. EACH CERTIFICATE SHALL PROVIDE THAT COVERAGE SHALL NOT BE TERMINATED OR REDUCED WITHOUT 30 DAYS ADVANCE WRITTEN NOTICE TO THE MUNICIPALITY AND ITS INSPECTOR. THE CONTRACTOR SHALL NAME THE OWNER, THE VILLAGE OF TINLEY PARK AND CAGE ENGINEERING, INC. AS ADDITIONAL INSUREDS ON THE COMPREHENSIVE GENERAL LIABILITY AND AUTOMOBILE LIABILITY POLICIES.

CONSTRUCTION MEANS, METHODS, SAFETY

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS, INCLUDING OSHA STANDARDS AND WITH ANY OTHER APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS. THE CONTRACTOR SHALL PROVIDE ALL SAFEGUARDS, SAFETY DEVICES AND PROTECTIVE EQUIPMENT AND SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING, AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS UTILIZED BY THE CONTRACTOR AND HIS SUB-CONTRACTORS IN THE PERFORMANCE OF THEIR WORK AND SHALL TAKE ANY OTHER ACTIONS NECESSARY TO PROTECT THE LIFE AN HEALTH OF EMPLOYEES ON THE JOB AND THE SAFETY OF THE PUBLIC AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES OR PROCEDURES, EQUIPMENT, AND FOR SAFETY PRECAUTIONS OR PROGRAMS, UNLESS SUCH MEANS AND EQUIPMENT ARE SPECIFIED IN THESE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL COMPLY WITH SECTION 108.06 LABOR, METHODS, AND EQUIPMENT OF THE "STANDARD SPECIFICATIONS."

REVISIONS △

THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS WORK MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

PETE'S FRESH MARKET
REDEVELOPMENT
16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
GENERAL NOTES & SPECIFICATIONS

SHEET NUMBER
C0.1
---- OF 13

VILLAGE STANDARDS:

HENCEFORTH LIES THE VILLAGE OF TINLEY PARK'S STANDARDS. THESE ARE PROVIDED FOR REFERENCE ONLY AND SHOULD BE CROSS CHECKED WITH THE VILLAGE TO ENSURE THE MOST RECENT STANDARDS ARE BEING FOLLOWED.

PARKING LOTS
- ALL PARKING LOTS THAT ARE REQUIRED TO BE PROVIDED BY THE VILLAGE CODES OR ORDINANCES SHALL BE CONCRETE OR HOT-MIX ASPHALT
- ALL MATERIALS, SIZE OF AGGREGATES, THICKNESS OF LAYERS, COMPACTION AND INSTALLATION OF THE SAME SHALL COMPLY WITH THE LATEST EDITION OF IDOT SSRBC OR IN ACCORDANCE WITH THE VILLAGE ENGINEER'S REQUIREMENTS.
- ALL PARKING LOT PAVEMENT SHALL BE PITCHED TO DRAIN ALL SURFACE WATER. CATCH BASINS OR INLETS WITH HEAVY-DUTY CAST IRON FRAME AND GRATES SHALL BE INSTALLED AND CONNECT TO STORM SEWER DIRECTING THE STORMWATER TO DRAINAGE SYSTEMS OR SWALES, IF NO STORM SEWER SYSTEM IS PRESENT.
- PARKING SPACES (LENGTH, WIDTH AND ADA STANDARDS) SHALL COMPLY WITH THE VILLAGE ZONING ORDINANCE AND THE CURRENT EDITION OF THE ILLINOIS ACCESSIBILITY CODE.
- ANY PARKING LOT BEING REPAIRED, REPAVED, SEAL-COATED OR RE-STRIPED MUST COMPLY WITH THE CURRENT EDITION OF THE ILLINOIS ACCESSIBILITY CODE.
- WHEN THE APPLICATION FOR PERMIT IS MADE, DRAWINGS SHALL BE SUBMITTED SHOWING ALL AREAS OF IMPROVEMENTS, GRADE ELEVATIONS, STORM STRUCTURES (RIM AND INVERT ELEVATIONS) AND ALL OTHER INFORMATION REQUIRED TO CONFIRM PROPER STORM WATER DRAINAGE.
- ALL STORM LINES, STRUCTURES AND DETENTION (IF APPLICABLE) SHALL COMPLY WITH THE REQUIREMENTS OF THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) FOR PROJECTS IN COOK COUNTY OR THE WILL COUNTY STORMWATER MANAGEMENT ORDINANCE FOR PROJECTS IN WILL COUNTY.
- PARKING LOT DRAINAGE SHALL NOT FLOW ONTO ADJACENT PROPERTIES.

STREET SIGNS
- APPROPRIATE STREET SIGNS SHALL BE ERECTED AT EACH INTERSECTION.
- SIGN TYPE AND LOCATION(S) SHALL BE SUBJECT TO APPROVAL OF PUBLIC WORKS AND MUTCD MANUAL.
- PRIOR TO FINAL INSPECTION ALL STREET SIGNS, INCLUDING STOP SIGNS, SPEED LIMIT SIGNS, ETC. SHALL BE INSTALLED.

PUBLIC UTILITIES
- ALL UTILITY DISTRIBUTION LINES (PHONE, ELECTRIC, CABLE, ETC.) SHALL BE IN PLACE UNDERGROUND THROUGHOUT EACH NEW SUBDIVISION OR DEVELOPMENT.
- LINES SHALL BE PLACED WITHIN EASEMENTS OR DEDICATED RIGHT OF WAY, IN A MANNER WHICH DOES NOT CONFLICT WITH OTHER UNDERGROUND SERVICES.
- ALL TRANSFORMER BOXES SHALL BE LOCATED SO AS NOT TO BE UNSIGHTLY OR HAZARDOUS TO THE PUBLIC.

CASH BOND REQUIREMENTS
- IT IS UNLAWFUL TO MAKE ANY OPENING, EXCAVATION OR TUNNEL UNDER ANY PUBLIC STREET, ALLEY, SIDEWALK, PARKWAY OR OTHER PUBLIC AREA IN THE VILLAGE WITHOUT SECURING A PERMIT. PERMIT APPLICATIONS CAN BE MADE AT TO THE VILLAGE CLERK AND SHALL SPECIFY THE INTENDED LOCATION AND PURPOSE OF THE EXCAVATION. PUBLIC WORKS WILL BE NOTIFIED OF THE PERMIT APPLICATION ONCE IT IS SUBMITTED
- APPLICANT SHALL AGREE TO PAY ALL COST FOR THE PROPOSED WORK AS WELL AS THE COST TO RESTORE THE PROJECT TO THE CONDITION THAT EXISTED BEFORE THE PROJECT BEGAN. NO SUCH PERMIT SHALL BE ISSUED UNTIL ONE OF THE FOLLOWING CASH BONDS HAS BEEN DEPOSITED WITH THE VILLAGE:
- $5,000 CASH BOND: A $5,000 CASH BOND SHALL BE PROVIDED FOR ALL UTILITY TRENCHES CROSSING AN ALLEY, MINOR ARTERIAL OR RESIDENTIAL ROADWAY IN THE VILLAGE.
- THE REPAIR SHALL INCLUDE THE PAVEMENT IMPROVEMENTS THE WIDTH OF THE TRENCH (AS WELL AS AN ADDITIONAL FIVE (5') OF SURFACE RESTORATION ON BOTH SIDES OF THE TRENCH), BACKFILL AND COMPACTION, CURB AND GUTTER, SIDEWALK, PARKWAY RESTORATION AND SITE CLEAN-UP, AS NEEDED.
- $10,000 CASH BOND: A $10,000 CASH BOND SHALL BE PROVIDED FOR ALL UTILITY TRENCHES CROSSING A SECONDARY AND MAJOR ARTERIAL, COLLECTOR, COMMERCIAL OR INDUSTRIAL ROADWAY IN THE VILLAGE.
- THE REPAIR SHALL INCLUDE THE PAVEMENT IMPROVEMENTS THE WIDTH OF THE TRENCH (AS WELL AS AN ADDITIONAL TEN (10') FEET OF SURFACE RESTORATION ON BOTH SIDES OF THE TRENCH), BACKFILL AND COMPACTION, CURB AND GUTTER, SIDEWALK, PARKWAY RESTORATION AND SITE CLEAN-UP, AS NEEDED.
- THE VILLAGE HAS THE RIGHT TO USE ITS OWN EMPLOYEES AND EQUIPMENT TO MAKE REASONABLE CHANGES OR HIRE OTHER SERVICES TO DO THE WORK AND CHARGE THE COST FOR THEIR TIME AND EQUIPMENT TO THE APPLICANT. ANY BALANCE OF SAID DEPOSIT REMAINING AFTER THE DEDUCTION OF SUCH COSTS SHALL BE RETURNED TO THE APPLICANT.
- IN CASES WHERE APPLICANT RESTORES THE PROJECT TO ITS ORIGINAL CONDITION, THE VILLAGE SHALL RETURN THE ENTIRE DEPOSIT ONE (1) YEAR FROM THE DATE OF APPLICATION OR RESTORATION, WHICHEVER IS LATER.
- NO SUCH PERMIT SHALL BE ISSUED UNLESS THE APPLICANT HAS ON FILE WITH THE VILLAGE AND IN FULL FORCE AND EFFECT, A BOND IN THE AMOUNT OF $20,000 WITH SURETY TO BE APPROVED BY THE VILLAGE WITH CONDITIONS TO INDEMNIFY THE VILLAGE AGAINST ANY AND ALL LOSS OR LIABILITY RESULTING FROM THE MAKING OF SUCH OPENING AND/OR EXCAVATIONS.
- CASH BONDS WILL BE CASHED BY THE VILLAGE AND RETURNED AS NOTED AFTER THE PAVEMENT AND PARKWAY HAVE BEEN RESTORED, INSPECTED AND APPROVED BY THE PUBLIC WORKS DEPARTMENT.
- A CERTIFICATE OF INSURANCE WILL BE REQUIRED FROM UTILITY COMPANIES DOING WORK IN VILLAGE RIGHT OF WAY

GENERAL PROVISIONS FOR STORM SEWER
- THE STORM SEWERS WITHIN THE CORPORATE LIMITS OR UNDER THE JURISDICTION OF THE VILLAGE OF TINLEY PARK SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS LISTED BELOW AND BE PROVIDED TO SERVE EACH PROPERTY IN A SUBDIVISION OR DEVELOPMENT.
- ALL OF THESE FINALIZED, SIGNED AND APPROVED ITEMS MUST BE SUBMITTED TO THE VILLAGE ENGINEER TO ALLOW FOR REVIEW WITHIN TWO (2) WEEKS OF CONSTRUCTION. ANY INITIAL REVIEW REQUIREMENTS BY THE VILLAGE ENGINEER SHALL BE SUBMITTED DURING THE PRELIMINARY STAGES OF THE PROJECT ALLOWING SUFFICIENT TIME FOR COMMENTS, REVISIONS AND FINAL APPROVAL.

COORDINATION AND STAGING
- IN ADDITIONAL TO MEETING THE REQUIREMENTS OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS, ALL LAND TO BE DEVELOPED SHALL MEET THE REQUIREMENTS OF THE VILLAGE'S FLOOD PLAIN ORDINANCE #73-0-003, THE SEWER PERMIT ORDINANCE AND THE WATERSHED MANAGEMENT ORDINANCE OF THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRDGC), LATEST VERSIONS.
- ALL STORM SEWER WORK BY THE CONTRACTOR SHALL BE APPROVED BY THE VILLAGE BOARD THEN COORDINATED WITH THE VILLAGE, COUNTY, STATE, RAILROAD AND OTHER AUTHORITIES HAVING JURISDICTION. OWNER/CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF IMPROVEMENTS FOR ONE (1) YEAR FOLLOWING ACCEPTANCE BY THE VILLAGE.
- STORM SEWER CONSTRUCTION COORDINATION SHALL BE DONE THROUGH THE PUBLIC WORKS DEPARTMENT. CONSTRUCTION SHALL BE STAGED TO SERVICE THE ADJACENT PROPERTIES. A - PRE-CONSTRUCTION MEETING SHALL BE HELD TO DISCUSS THESE MATTERS.
- ALL STORM SEWER IMPROVEMENTS SHALL BE COORDINATED WITH THE VILLAGE ENGINEER AND PUBLIC WORKS DIRECTOR TO CONTINUE SERVICE TO ADJACENT PROPERTIES THROUGHOUT CONSTRUCTION. AN EROSION CONTROL PLAN SHALL BE SUBMITTED, BY-PASS PUMPING MAY BE REQUIRED.

STORM SEWER DESIGN AND MATERIALS
- STORM SEWER SYSTEMS SHALL BE CONSTRUCTED THROUGHOUT EACH SUBDIVISION OR DEVELOPMENT TO CARRY STORM WATER FROM ALL INLETS AND CATCH BASINS TO AN ADEQUATE OUTFALL.
- THE MINIMUM DESIGN CAPACITY SHALL BE BASED UPON THE MOST RECENT VERSION OF THE ILLINOIS STATE WATER SURVEY, BULLETIN 70 FOR A 10-YEAR, 24-HOUR STORM EVENT.
- STORM SEWER SHALL BE DESIGNED TO FLOW FULL WITH A MINIMUM VELOCITY OF THREE FEET PER SECOND (3 FPS) AND NOT TO EXCEED TEN FEET PER SECOND (10 FPS).
- DRAINAGE SYSTEMS SHALL ANTICIPATE AND PROVIDE CAPACITY FOR TRANSMITTING DRAINAGE FROM OTHER TRIBUTARY AREAS, BUT NOT RETENTION OF THESE OTHER TRIBUTARY AREAS.
- SYSTEM DESIGNS SHALL MEET REGULATIONS FOR LONG RANGE FLOOD CONTROL PROGRAMS ESTABLISHED BY THE METROPOLITAN RECLAMATION DISTRICT AND/OR COOK AND WILL COUNTY.
- OPEN ROADSIDE DITCHES SHALL BE PROHIBITED, EXCEPT WHERE REQUIRED IN STATE OR COUNTY RIGHT OF WAYS, OR AS OTHERWISE APPROVED BY VILLAGE BOARD.
- CONCRETE HEADWALL AND APRON WITH RIPRAP SHALL BE PROVIDED FOR ANY OUTFALL STORM SEWER INTO AN EXISTING OPEN DITCH OR NATURAL WATER COURSE AS PER VILLAGE ORDINANCES.
- DRAIN INLETS SHALL BE PLACED IN STREET GUTTER AT ALL INTERSECTIONS AND ELSEWHERE WHERE REQUIRED BY TERRAIN.
- DRAINS SHALL NOT BE SPACED MORE THAN THREE HUNDRED (300') FEET APART ALONG THE GUTTER.
- STORM SEWERS SHALL BE A MINIMUM OF TEN (10') FEET CLEAR FROM ALL WATER TRANSMISSION MAINS OR WATER SERVICES.
- STORM SEWERS SHALL NOT BE DIRECTED INTO SANITARY SEWERS. NO CONNECTIONS BETWEEN SYSTEMS SHALL BE PERMITTED AT ANY TIME, DURING OR AFTER CONSTRUCTION.
- FOR ALL NEW CONSTRUCTION, DRAINAGE STRUCTURES SHALL BE FURNISHED ALONG THE REAR PROPERTY LINE ON THE CORNER OF EACH AND EVERY LOT. AS-BUILT DRAWINGS SHALL BE FURNISHED TO THE VILLAGE ENGINEER OR PUBLIC WORKS DIRECTOR FOR APPROVAL. OCCUPANCY PERMIT(S) SHALL NOT BE ISSUED UNTIL AS-BUILTS ARE APPROVED. SEE RECORD DRAWING REQUIREMENTS.
- STORM STRUCTURES SHALL BE PRECAST, REINFORCED CONCRETE SECTIONS, A MINIMUM OF FOUR (4') FEET IN DIAMETER WITH PRECAST, REINFORCED CONCRETE OFF-SET CONES, EXCEPT IF LOCATED AT THE END OF A STORM LINE. CONCRETE SECTIONS SHALL CONFORM TO ASTM C-478.
- FLARED END SECTIONS SHALL BE DESIGNED TO BE AT OR ABOVE NORMAL WATER LEVEL (NWL) WHEN PLACED ALONG DETENTION PONDS.
- STORM STRUCTURES SHALL HAVE ALL LIFTING HOLES, JOINTS AND GAPS TUCK POINTED WITH HYDRAULIC CEMENT.
- STORM SEWER IN THE RIGHT OF WAY SHALL BE REINFORCED CONCRETE PIPE (RCP) WITH A MINIMUM OF TWELVE (12") INCH DIAMETER WITH FLARED END SECTION AND GRATES. SHALL CONFORM TO ASTM C-76 OR C-507 WITH JOINTS CONFORMING TO C-443.
- STORM SEWER OUTSIDE THE RIGHT OF WAY MAY BE DUAL-WALL, SMOOTH INTERIOR ADS HP STORM SEWER PIPE MEETING AND EXCEEDING ASTM F-2881 AND AASHTO M-330. PIPE SHALL BE JOINED WITH A GASKETED, INTEGRAL BELL AND SPIGOT JOINT MEETING ASTM F-2881.
- NO STORM STRUCTURES SHALL BE LOCATED IN SIDEWALKS, DRIVEWAYS OR CROSSWALKS.
- ALL STRUCTURES SHALL HAVE A MAXIMUM OF TWELVE (12") INCHES OF ADJUSTING RINGS.
- STORM STRUCTURES (MANHOLES, CATCH BASINS AND INLETS) SHALL BE PRECAST SECTIONS CONFORMING TO ASTM D-478 AND HAVE ECCENTRIC CONE SECTIONS INSTALLED TO LINE UP WITH THE STEPS, IN APPLICABLE.
- NO STORM SEWER SHALL BE LOCATED BENEATH BUILDINGS OR STRUCTURES. IT SHALL BE A MINIMUM OF TEN (10') FEET SEPARATION BETWEEN THE STORM SEWER AND BUILDING OR STRUCTURES.
- AN UNDERDRAIN IN A FABRIC LINED TRENCH SHALL BE REQUIRED AT ALL LOW POINTS IN PARKING LOTS AND ROADWAYS, OR AS RECOMMENDED BY THE VILLAGE ENGINEER.
- IN PARKING LOT DESIGNS, A MINIMUM OF TWO TEN (10') FINGER DRAINS SHALL BE PROVIDED.

STORM SEWER SERVICES
- SERVICES FOR SUMP PUMP DISCHARGE MUST BE CONSTRUCTED FOR EACH LOT OR BUILDING.
- STORM SEWER SERVICES MUST BE MINIMUM OF FOUR (4") INCHES IN DIAMETER. SIZE MUST ACCOMMODATE SUMP PUMP DISCHARGE, AS WELL AS SURFACE RUNOFF.
- SERVICE LINES SHALL BE A MINIMUM OF SDR 35.
- SERVICES SHALL BE CONNECTED TO A MANHOLE OR CATCH BASIN, WHERE AVAILABLE.
- AIR GAPS MUST BE PROVIDED FOR ALL SUMP PUMP SERVICES. WHERE A SERVICE WYE EXISTS, CONNECTIONS CAN BE MADE; BUT AN AIR GAP SHALL BE PROVIDED WHERE SERVICE EXITS THE STRUCTURE.
- SUMP PUMPS SHALL BE USED TO DISCHARGE STORM WATER ONLY.

FRAME AND LIDS
- FRAMES SHALL BE HEAVY DUTY - EAST JORDAN IRON WORKS (EJIW) 1050Z1
- CLOSED LIDS SHALL BE TYPE A SOLID COVER WITH CLOSED PICK HOLES IN THE PAVEMENT AREAS THAT ARE NOT INTENDED TO TAKE STORM WATER (NOT CURB LINE) WITH STORM AND VILLAGE OF TINLEY PARK SHALL BE CAST ON THE LID
- LIDS INTENDED TO TAKE STORM WATER SHALL BE EJIW TYPE M2 FLAT GRATES THAT STATE "DUMP NO WASTE", "DRAINS TO WATERWAYS" AND INCLUDE FISH SYMBOL OR APPROVED EQUAL IN AND OUTSIDE PAVEMENT.
- CURB STRUCTURES INTENDED TO TAKE STORM WATER SHALL BE EJIW 1040 M1 OR APPROVED EQUAL THAT STATE "DUMP NO WASTE", "DRAINS TO WATERWAYS" AND INCLUDE THE TROUT SYMBOL..
- TYPE 8 GRATES CAN BE USED IN GRASS RESIDENTIAL AREAS FOR INLETS AND CATCH BASINS.
- FRAMES SHALL BE SET ON A BITUMINOUS MATERIAL TO PREVENT INFLOW AS WELL.

INSPECTION AND APPROVAL
- A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED WITH THE PUBLIC WORKS AND/OR BUILDING DEPARTMENT TO DISCUSS THE FOLLOWING:
  - PROJECT CONTACTS (PROJECT MANAGER AND 24-HOUR CONTACT)
  - START AND COMPLETION DATES
  - PROJECT TIMELINE (I.E. VILLAGE HOLIDAYS, PUBLIC EVENTS, WEEKEND WORK, ETC.)
  - REQUIRED ACCESS FOR LOCAL RESIDENTS, SCHOOL BUSES, GARBAGE TRUCKS, ETC.
  - POTENTIAL DETOUR ROUTES
  - MATERIAL STORAGE LOCATIONS
  - RESIDENT CONFRONTATION
  - TRAFFIC CONTROL AND PROTECTION
- FULL TIME INSPECTION MAY BE REQUIRED BY THE VILLAGE/CONSULTANTS WHILE THE STORM SEWER SYSTEM ARE BEING CONSTRUCTED. IT IS THE DEVELOPER'S RESPONSIBILITY TO COVER THE COST OF THE INSPECTION SERVICES.
- ALL STORM SEWER AND STRUCTURES SHALL BE THOROUGHLY CLEANED OF DIRT AND DEBRIS; AS WELL AS ALL JOINTS MORTARED BEFORE FINAL INSPECTION AND APPROVAL.

GENERAL PROVISIONS FOR WATER SYSTEMS
- WATER MAINS SHALL NOT BE LESS THAN EIGHT (8") INCHES IN DIAMETER.
- HYDRANTS AND SHUTOFF VALVES SHALL BE INCLUDED SYSTEM DESIGN.
- NEW WATER MAIN SYSTEMS SHALL BE DESIGNED AND CONSTRUCTED IN COMPLETE LOOPS.
- WATER MAIN SHALL HAVE HYDRANTS LOCATED AT HIGH POINTS.
- MAXIMUM HYDRANT SPACING SHALL BE 300', UNLESS ORDERED OTHERWISE BY VILLAGE ENGINEER AND FIRE CHIEF.
- WATER MAINS MAY BE REQUIRED TO BE A MINIMUM OF TWELVE (12") INCHES WHEN THEY ARE LOCATED ALONG THE PERIMETER OF A DEVELOPMENT OR ARE WITHIN AN INDUSTRIAL OR COMMERCIAL DEVELOPMENT.
- WATER MAINS SHALL BE A MINIMUM OF TEN (10') FEET CLEAR FROM ANY SANITARY SEWERS OR SEWER SERVICES AND MEET ALL OTHER STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS REQUIREMENTS.
- ALL WATER MAIN SHALL BE BURIED A MINIMUM OF FIVE AND A HALF (5-1/2') FEET AND A MAXIMUM OF EIGHT (8') FEET BELOW GRADE.
- CONSTRUCTION OF WATER MAIN SHALL BE STAGED TO MAINTAIN SERVICE TO ALL ADJACENT PROPERTIES. ALL TEMPORARY SHUT-DOWNS CANNOT OCCUR WITHOUT WRITTEN PERMISSION FROM THE VILLAGE ENGINEER OR PUBLIC WORKS DIRECTOR AND SHALL BE OF SHORT DURATION.
- ALL WATER MAIN SHALL BE LOCATED IN PUBLIC RIGHT OF WAY OR DRAINAGE AND UTILITY EASEMENTS. WATER MAINS NOT LOCATED AS SUCH SHALL BE CONSIDERED PRIVATE AND THE FULL RESPONSIBILITY OF THE PROPERTY OWNER. A VALVE SHALL BE INSTALLED TO SEPARATE PUBLIC AND PRIVATE OWNERSHIP.
- PRIVATE WATER MAINS SHALL HAVE A VALVE IN THE RIGHT OF WAY OR EASEMENT THAT ALLOWS THE VILLAGE TO SHUT OFF THE SERVICE SHOULD DAMAGE OCCUR TO THE WATER MAIN OR SERVICE. REPAIRS ARE THE RESPONSIBILITY OF THE PROPERTY OWNER.
- ALL CHANGES IN DIRECTION SHALL BE RESTRAINED AND THRUST BLOCKED.

PERMIT REQUIREMENTS
- AN ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) PERMIT SHALL BE PREPARED, SUBMITTED FOR REVIEW TO THE VILLAGE ENGINEER AND SIGNED OFF BY THE VILLAGE, DESIGN ENGINEER AND ISSUED BY THE PERMIT AUTHORITIES AUTHORIZING THE CONSTRUCTION OF THE WATER MAINS IN THE VILLAGE BEFORE CONSTRUCTION BEGINS. A COPY OF EACH OF THE APPROVED PERMITS SHALL BE PROVIDED TO THE VILLAGE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

COORDINATION AND STAGING
- ALL WATER MAIN WORK BY THE CONTRACTOR SHALL BE APPROVED BY THE VILLAGE BOARD THEN COORDINATED WITH THE VILLAGE, COUNTY, STATE, RAILROAD AND OTHER AUTHORITIES HAVING JURISDICTION. OWNER/CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF IMPROVEMENTS FOR ONE (1) YEAR FOLLOWING ACCEPTANCE BY THE VILLAGE.
- WATERMAIN CONSTRUCTION COORDINATION SHALL BE DONE THROUGH THE PUBLIC WORKS DEPARTMENT. CONSTRUCTION SHALL BE STAGED TO SERVICE THE ADJACENT PROPERTIES. AN EROSION CONTROL PLAN SHALL BE SUBMITTED.
- ALL NEWLY CONSTRUCTED WATER MAINS THAT HAVE NOT YET BEEN ACCEPTED BY THE VILLAGE SHALL BE PLUGGED AT THE END OF EACH WORKING DAY AND KEPT CLEAN.
- UPON COMPLETION OF CONSTRUCTION, AS-BUILTS SHALL BE PREPARED, SUBMITTED AND APPROVED BY THE VILLAGE ENGINEER SHOWING THE EXACT LOCATION OF ALL SERVICES, WATER MAINS, VALVE VAULTS, SHUT-OFF VALVES AND SIMILAR FACILITIES. SEE VILLAGE RECORD DRAWING REQUIREMENT SECTION.

WATER MAIN MATERIAL AND FITTINGS
- WATER MAINS SHALL BE CONSTRUCTED OF BITUMINOUS COATED, CEMENT LINED DUCTILE IRON PIPE (DIP), CLASS 52 AND POLY-WRAPPED, EXCEPT WHERE UNSTABLE FOUNDATION CONDITIONS OR AGGRESSIVE SOIL CONDITIONS INDICATE TO THE VILLAGE ENGINEER THAT PIPE OF ANOTHER MATERIAL WOULD BE MORE SATISFACTORY.
- ALL DUCTILE IRON WATER MAIN AND FITTINGS SHALL BE POLYETHYLENE TUBE ENCASED.
- JOINTS SHALL BE PUSH-ON COMPRESSION GASKET JOINTS.
- SHALL CONFORM TO ANSI A-21.51 (AWWA C-151) OR AWWA C-900 FOR EIGHT (8") INCH THROUGH TWELVE (12") INCH MAIN AND C-905 FOR FOURTEEN (14") THROUGH TWENTY-FOUR (24") MAIN WITH TRACER WIRE FOR ALL PVC WATER MAIN. TRACER WIRE SHALL BE ACCESSIBLE THROUGH VALVE BOXES OR VALVE VAULTS. PVC WATER MAIN SHALL BE POLY-WRAPPED. ALL PVC WATER MAIN SHALL BE APPROVED BY THE VILLAGE PRIOR TO INSTALLATION.
- CEMENT MORTAR LINING SHALL CONFORM TO ANSI A-21.4 (AWWA C-104).
- WATER MAINS LOCATED IN INDUSTRIAL AND COMMERCIAL DEVELOPMENTS SHALL INCLUDE SHUT-OFF VALVES AND FIRE HYDRANTS.
- MEG A LUG SERIES 1100 OR APPROVED EQUAL SHALL BE USED TO RESTRAIN ALL MECHANICAL JOINT FITTINGS, VALVES, HYDRANTS, ETC.
- ALL PIPE SHALL BE FURNISHED WITH A DEPTH MARK TO ASSURE THAT THE SPIGOT END IS INSERTED TO THE FULL DEPTH OF THE JOINT.

WATER SERVICES
- INDIVIDUAL SERVICES SHALL BE CONNECTED TO THE MAINLINE AND SERVE EACH ADJOINING LOT, TRACT OR BUILDING SITE.
- EACH SERVICE SHALL EXTEND FROM THE MAIN TO A POINT AT LEAST EIGHT (8') FEET BEYOND THE OUTSIDE CURB LINE. CONNECTION SHALL BE A ONE-FOOT (1') CLAMP WITH A FULL CIRCLE C-CLAMP CLOSURE (I.E. POWER SEAL CLAMP).
- WATER SERVICES SHALL BE A MINIMUM OF ONE (1") INCH, TYPE K COPPER WITH NO COUPLINGS AND TERMINATED AT A SHUT-OFF VALVE AND B-BOX FOR EACH SINGLE FAMILY RESIDENCE.
- WATER SERVICES LARGER THAN TWO (2") INCHES SHALL BE CONSTRUCTED OF CEMENT LINED DUCTILE IRON PIPE, CLASS 52, UNLESS APPROVED BY THE VILLAGE ENGINEER AND AGREED TO BE PRIVATE.
- ALL WATER SERVICES SHALL BE OF THE SIZE AND MATERIALS SPECIFIED BY THE VILLAGE ENGINEER AND SIZED BASED ON THE PLUMBING REQUIREMENTS AND FIXTURE NEEDS.
- ALL SERVICE TAPS SHALL BE SUPPORTED BY A SADDLE. SERVICE TAPS OVER 1" SHALL BE EPOXY-COATED AND SUPPOSED BY STAINLESS STEEL STRAPS. THE USE OF A C-CLAMP IS ALSO ACCEPTABLE.
- SERVICES LARGER THAN TWO (2") INCHES SHALL BE MADE WITH A STAINLESS STEEL TAPPING TEE (SPLIT TEE) WITH EPOXY-COATED, STAINLESS STEEL BANDS (1-1/2" OR 2") TO CONNECT TO VILLAGE WATER MAIN OR AS APPROVED BY THE VILLAGE ENGINEER. SHUT OFF VALVE SHALL BE NO FURTHER THAN TWO (2') FEET FROM THE MAIN. THESE SHALL ENTER THE BUILDING WITH A RISER SPOOL AND PIECE AND THREADED ROD.
- B-BOXES SHALL NOT BE LOCATED IN SIDEWALKS OR DRIVEWAYS OR BURIED UNDERGROUND. TO BE LOCATED 18" IN FRONT OF SIDEWALK. IF SIDEWALK DOESN'T EXIST, IT SHALL BE 7-1/2' FROM THE FRONT LOT LINE. A PRECAST BASE SHALL BE PROVIDED TO INSURE STABILITY.
- SERVICES SHALL NOT BE BACKFILLED UNTIL INSPECTED BY THE VILLAGE.
- AS-BUILTS SHALL BE PREPARED AND SUBMITTED TO THE VILLAGE ENGINEER SHOWING THE EXACT LOCATION OF ALL SERVICES, WATER MAINS, MANHOLE, SHUT-OFF VALVES AND SIMILAR FACILITIES. SEE VILLAGE RECORD DRAWING REQUIREMENT SECTION.
- AT ALL RE-DEVELOPMENT LOCATIONS, ALL UNDERSIZED WATER SERVICES AND LEAD SERVICES MUST BE ABANDONED AT THE MAIN AND REPLACED BACK TO THE WATER METER. LEAD SERVICES AND CONTAMINATED SOILS SHALL BE REMOVED AND SHIPPED TO AN APPROPRIATE LANDFILL FOR DISPOSAL.
- WATER SERVICES ARE THE PROPERTY OWNER'S RESPONSIBILITY FROM THE FACILITY TO THE B-BOX OR SERVICE VALVE.
- SERVICE COUPLINGS WILL ONLY BE PERMITTED IF THE SERVICE LINE EXCEEDS ONE HUNDRED (100') FEET FOR A ONE (1") INCH LINE OR SIXTY (60') FEET FOR A ONE AND A HALF (1-1/2") INCH OR TWO (2") LINE. NO COUPLINGS SHALL BE PERMITTED UNDER ANY PAVED SURFACE, INCLUDING SIDEWALKS, DRIVEWAYS, DRIVEWAY APRONS AND ROADWAYS.
- DOMESTIC WATER SERVICES THAT ARE TAPPED OFF A FIRE SERVICE LINE REQUIRE THE MAIN TO BE SIZED LARGE ENOUGH TO SATISFY THE DEMAND FOR FIRE AND DOMESTIC WATER FLOWS WITH A SEPARATE SHUT OFF FOR THE DOMESTIC WATER.

FIRE HYDRANTS
- HYDRANTS SHALL BE EAST JORDAN IRON WORKS WATERMASTER© 5BR250.
- HYDRANT SYSTEM SHALL INCLUDE A RESILIENT SEATED GATE VALVE AND TESTED TO 300 PSI.
- HYDRANTS SHALL HAVE A SIX (6") INCH BARREL ALONG WITH TWO (2), TWO AND ONE-HALF (2-1/2") INCH HOSE CONNECTIONS AND ONE, FOUR AND ONE-HALF (4-1/2") INCH PUMPER NOZZLE.
- HYDRANT SHALL CONNECT TO MAIN WITH SIX (6") INCH VALVE AND INCLUDE A VALVE BOX STABILIZER.
- HYDRANTS SHALL BE INSTALLED AT INTERVALS OF THREE HUNDRED (300') FEET. ALL SPACING SHALL BE APPROVED BY THE VILLAGE ENGINEER AND VILLAGE FIRE PREVENTION.
- HYDRANTS SHALL BE LOCATED A MINIMUM OF THREE (3') FROM THE BACK OF CURB, TWO (2') FROM THE EDGE OF A BIKE PATH OR SIDEWALK AND FIVE (5') FROM A DRIVEWAY.
- HYDRANT SHALL BE CONSTRUCTED FACING TOWARD THE CURB OVER A WASHED GRAVEL BASE OF 3/4" STONE AND COVERED BY A MEMBRANE.
- HYDRANT SHALL HAVE A SIX (6') FOOT BURY AND THE CENTER OF THE PUMPER NOZZLE A MINIMUM OF TWO (2') FEET ABOVE FINISHED GRADE.
- HYDRANT SHALL HAVE A BREAKAWAY FLANGE AND CONNECTIONS. HYDRANT BREAKAWAY SHALL BE SIX (6") INCHES ABOVE FINISHED GRADE.
- HYDRANTS SHALL BE PAINTED YELLOW.
- FOUR (4) MEG A LUG RESTRAINTS SHALL BE PROVIDED AT EACH JOINT FROM THE MAINLINE TEE TO THE AUXILIARY VALVE AND BETWEEN THE AUXILIARY VALVE AND HYDRANT BARREL. ANY HYDRANT REPAIRS OR REPLACEMENT REQUIRE REPLACEMENT OF ALL THE BONNET BOLTS AND PACKING BOLTS. REPLACEMENT BOLTS SHALL BE STAINLESS STEEL.
- NO WATER SHALL FLOW FROM A VILLAGE HYDRANT UNLESS A PUBLIC WORKS OR AUTHORIZED VILLAGE REPRESENTATIVE IS PRESENT. MAINTENANCE IS PROPERTY OWNER'S RESPONSIBILITY.

VALVES
- SHUT-OFF VALVES SHALL BE PROVIDED AT EACH BRANCH MAIN CONNECTION AND ELSEWHERE AS REQUIRED TO PERMIT ADEQUATE SECTIONALIZING FOR MAINTENANCE PURPOSES.
- GATE VALVES SHALL BE USED ON WATER MAIN 12" AND SMALLER. VALVES SHALL OPEN TURNING COUNTER-CLOCKWISE. LOCATED A MAXIMUM OF EIGHT HUNDRED (800') FEET APART.
- BUTTERFLY VALVES SHALL BE USED FOR WATER MAIN 16" AND LARGER, EXCEPT TAPPING VALVES. EACH BUTTERFLY VALVE SHALL BE FURNISHED WITH A MANUAL OPERATOR WITH A TWO (2") INCH SQUARE OPERATING NUT. THE OPERATOR SHALL OPEN THE VALVE COUNTER-CLOCKWISE.
- VALVES SHALL BE IRON BODY RESILIENT WEDGE GATE VALVES WITH BRONZE MOUNTED SEATS AND NON-RISING STEMS CONFORMING TO AWWA C-509 AND TESTED TO 300 PSI.
- VALVES SHALL HAVE MECHANICAL JOINTS.
- VALVES SHALL BE CLOW, MUELLER OR EAST JORDAN IRON WORKS (EJIW).
- VALVES SHALL NOT BE LOCATED IN DRIVEWAYS OR SIDEWALKS.
- VALVE SHALL ALIGN WITH CENTER OF FRAME OPENING.
- ALL NUTS AND BOLTS SHALL BE STAINLESS STEEL.
- NO VALVES SHALL BE TURNED UNLESS A PUBLIC WORKS OR AUTHORIZED VILLAGE REPRESENTATIVE IS PRESENT.

VALVE VAULTS
- ALL SHUT OFF VALVES ARE REQUIRED TO BE IN A VAULT, UNLESS APPROVED BY THE VILLAGE ENGINEER.
- VALVE VAULT SHALL BE A MINIMUM OF FIVE (5') FOOT DIAMETER PRECAST, REINFORCED CONCRETE. FIVE (5') FOOT DIAMETER VAULTS FOR TEN (10") INCH MAIN AND UNDER; SIX (6') FOOT DIAMETER VAULT FOR TWELVE (12") MAINS AND LARGER MEETING ASTM C-478 SPECIFICATIONS,
- ALL HOLES AND JOINTS SHALL BE TUCK-POINTED.
- THE OPERATING NUTS OF THE VALVE SHALL BE ACCESSIBLE THROUGH THE FRAME AND LID.
- STEEL REINFORCED PLASTIC STEPS SHALL BE PROVIDED AND BE SIXTEEN (16") INCHES ON CENTER.
- SHALL SIT ON A MINIMUM OF FOUR (4") INCHES OF COMPACTED GRAVEL
- PIPE OPENING SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
- PICK HOLES SHALL NOT CREATE OPENINGS THROUGH THE VAULT COVER.

FRAME AND LIDS
- FRAMES SHALL BE HEAVY DUTY - EAST JORDAN IRON WORKS (EJIW) 1020A
- LIDS SHALL BE TYPE A WITH CLOSED PICK HOLES
- WATER AND VILLAGE OF TINLEY PARK SHALL BE CAST ON THE LID
- FRAMES SHALL BE SET ON A MASTIC MATERIAL TO PREVENT INFLOW AS WELL.

PRESSURE TAPS
- CONNECTIONS TO ALL VILLAGE WATER MAINS SHALL BE PRESSURE CONNECTIONS UNLESS OTHERWISE APPROVED BY THE VILLAGE ENGINEER.
- ANY CUTTING-IN-SLEEVES SHALL BE COORDINATED WITH PUBLIC WORKS DEPARTMENT.
- PRESSURE TAP MATERIALS SHALL BE DUCTILE IRON WITH STAINLESS STEEL TAPPING SLEEVES AND STAINLESS STEEL BOLTS.
- ALL NEW MATERIALS AND EXPOSED PIPE SHALL BE DISINFECTED PRIOR TO CONNECTION.
- CUT-IN SLEEVES SHALL BE ROMAC OR APPROVED EQUAL.

INSPECTION, TESTING AND APPROVAL
- A PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED WITH THE PUBLIC WORKS AND/OR BUILDING DEPARTMENT TO DISCUSS THE FOLLOWING:
  - PROJECT CONTACTS
  - START AND COMPLETION DATES
  - PROJECT TIMELINE (I.E. VILLAGE HOLIDAYS)
  - REQUIRED ACCESS FOR LOCAL RESIDENTS, SCHOOL BUSES, GARBAGE TRUCKS, ETC…
  - POTENTIAL DETOUR ROUTES
  - MATERIAL STORAGE LOCATIONS
  - TRAFFIC CONTROL AND PROTECTION
- FULL TIME INSPECTION MAY BE REQUIRED BY THE VILLAGE/CONSULTANTS WHILE THE WATER SYSTEM AND SERVICES ARE BEING CONSTRUCTED. FOR NEW DEVELOPMENTS, IT IS THE DEVELOPER'S RESPONSIBILITY TO COVER THE COST OF THE INSPECTION SERVICES.
- ALL WATER MAIN SHALL BE PRESSURE TESTED AS PER STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION AND THOROUGHLY DISINFECTED AS PER AWWA STANDARD C851-92.
- ALL NEW WATER MAIN SHALL BE SUBJECT TO A HYDROSTATIC PRESSURE TEST OF NO LESS THAN ONE-HUNDRED AND FIFTY (150 PSI) POUNDS PER SQUARE INCH (PSI) FOR A PERIOD OF TWO (2) HOURS WITH NO LOSS. THE VILLAGE HAS THE RIGHT TO EXTEND THE DURATION OF THE TEST UP TO SIX (6) HOURS.
- WATER SAMPLES AND PRESSURE TESTING SHALL BE COORDINATED AND OBSERVED BY VILLAGE REPRESENTATIVE OR LICENSED VILLAGE WATER OPERATOR. AFTER THREE (3) FAILED TESTS, A SITE COORDINATION MEETING MAY BE NECESSARY.
- THE NEWLY INSTALLED WATER MAIN SYSTEM SHALL BE TESTED BY A CERTIFIED IEPA LABORATORY. SAMPLES SHALL BE COLLECTED BY A REPRESENTATIVE WITH OR HIRED BY THE CONTRACTOR. THE TESTING SHALL ENSURE THE MAINS ARE NOT BACTERIOLOGICALLY CONTAMINATED. TWO (2) CONSECUTIVE TESTS WHERE SAMPLES ARE COLLECTED TWENTY-FOUR (24) HOURS APART SHALL PASS THE LABORATORY TESTS. THE VILLAGE HAS THE RIGHT TO COLLECT A SAMPLE AS WELL AND HAVE IT TESTED TO ENSURE THE SAMPLES SUBMITTED TO THE LABORATORY ARE FROM THE SAME LOCATION. THIS TESTING PROCEDURE SHALL BE PAID FOR BY THE CONTRACTOR.
- FLUSHING OF THE MAINS PRIOR TO SAMPLING AND PRESSURE TESTS SHALL BE COORDINATED WITH PUBLIC WORKS DEPARTMENT A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE TO REMOVE CONTAMINATED MATERIALS AND SOLIDS THAT MAY HAVE OCCURRED DURING CONSTRUCTION.
- CAUTIONS SHALL BE FOLLOWED TO ENSURE TESTING MATERIALS AND NON-APPROVED WATER DO NOT FLOW INTO ACTIVE MAINS.
- ALL VALVE VAULTS SHALL BE SEALED AND TUCK-POINTED TO THE SATISFACTION OF THE VILLAGE SO INFILTRATION CANNOT AND WILL NOT OCCUR AND MAY BE SUBJECT TO A VACUUM TEST AT THE CONTRACTOR'S EXPENSE.

CHLORINATION STANDARDS

ALL CONTRACTORS DISINFECTING WATER SYSTEM COMPONENTS USING GAS CHLORINE SHALL ABIDE WITH THE FOLLOWING REQUIREMENTS:

PROCEDURE

1. MINIMUM OF TWENTY-FOUR (24) HOUR NOTICE BEFORE CHLORINATING. CALL 708-444-5500 TO SCHEDULE CHLORINATION.
2. ONLY AUTHORIZED VILLAGE EMPLOYEES SHALL OPERATE WATER SYSTEM VALVES AND TURN ON/OFF SAMPLING WHIPS WHILE SAMPLES ARE BEING COLLECTED.

Ø EQUIPMENT

1. ALL CHLORINATION AND SAFETY EQUIPMENT MUST MEET OR EXCEED THE STANDARDS AND RECOMMENDATIONS SET BY THE CHLORINE INSTITUTE, INC.

Ø REQUIREMENT FOR CHLORINATING CONTRACTORS

1. CHLORINATOR MUST BE A LICENSED PLUMBER OR CERTIFIED ILLINOIS WATER OPERATOR WITH A MINIMUM OF FIVE (5) YEARS OF EXPERIENCE AND A MINIMUM OF FIVE (5) YEARS OF EXPERIENCE WORKING WITH CHLORINE DISINFECTION OF WATER SUPPLY SYSTEMS.
2. CHLORINATION CONTRACTOR MUST BE BONDED AND INSURED, AND HAVE PROOF OF BOTH ON FILE WITH THE VILLAGE.
3. CHLORINATION CONTRACTOR MUST HAVE UPDATED EMERGENCY PHONE NUMBERS ON FILE WITH THE VILLAGE.
4. CHLORINATION CONTRACTOR MUST COMPLY WITH STATE AND FEDERAL REGULATIONS REGARDING TRANSPORTATION AND HANDLING OF CHLORINE CYLINDERS.
   A. SHIPPING AND EMERGENCY PAPERS FOR EVERY JOB LOCATION
   B. PROOF OF INSURANCE FOR HAULING AND HANDLING CHLORINE GAS
   C. COMMERCIAL DRIVER'S LICENSE WITH HAZMAT ENDORSEMENT AND MEDICAL CARD
   D. COPY OF EMERGENCY RESPONSE GUIDEBOOK IN VEHICLE
   E. HAZMAT CERTIFICATE OF REGISTRATION
   F. HAZARDOUS MATERIAL PLACARDS DISPLAYED ON VEHICLE

- UNDER NO CIRCUMSTANCES SHALL CHLORINE CONTRACTORS BE ALLOWED TO APPLY HEAT TO THE CHLORINE CYLINDER (I.E. HOT BATHS, PROPANE TORCHES, ETC.). WHILE THE CYLINDER IS BEING USED IT MUST BE IN A VERTICAL POSITION, AS WELL AS BEING AFFIXED TO A SOLID OBJECT.
- PRIOR TO WORK, THE CHLORINATOR MUST PROVIDE A DETAILED WRITTEN CHLORINATION AND FLUSHING PLAN TO THE VILLAGE FOR REVIEW AND APPROVAL.
- AT ANY TIME, THE VILLAGE, OR ITS AUTHORIZED REPRESENTATIVE, MAY ASK FOR PROOF OF ANY OR ALL OF THE ABOVE INFORMATION. IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CONTACT THE VILLAGE OF TINLEY PARK PUBLIC WORKS DEPARTMENT.

GENERAL PROVISIONS FOR SANITARY SEWERS

COORDINATION AND STAGING
- ALL SANITARY SEWER AND LIFT STATION WORK BY THE CONTRACTOR MUST BE APPROVED BY THE VILLAGE BOARD THEN COORDINATED WITH THE VILLAGE, COUNTY, STATE, MWRD AND OTHER AUTHORITIES HAVING JURISDICTION. OWNER/CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF IMPROVEMENTS FOR ONE (1) YEAR FOLLOWING ACCEPTANCE BY THE VILLAGE.
- SANITARY SEWER COORDINATION SHALL BE DONE THROUGH THE PUBLIC WORKS DEPARTMENT. CONSTRUCTION SHALL BE STAGED TO SERVICE ADJACENT PROPERTIES. TEMPORARY BYPASS PUMPING SHALL BE OF SHORT DURATION WITH A MINIMUM OF FORTY-EIGHT (48) HOUR NOTICE TO THE VILLAGE ENGINEER OR PUBLIC WORKS DEPARTMENT SO THE RESIDENTS AFFECTED BY THIS PROCESS CAN BE NOTIFIED AND ABLE TO ARRANGE THEIR SCHEDULES ACCORDINGLY. AN EROSION CONTROL PLAN SHALL BE SUBMITTED.
- ALL NEWLY CONSTRUCTED SANITARY SEWERS THAT HAVE NOT YET BEEN ACCEPTED BY THE VILLAGE SHALL BE PLUGGED AT THE END OF EACH WORKING DAY AND KEPT CLEAN.

SANITARY SEWER MATERIAL AND FITTINGS
- SANITARY SEWER SHALL BE CONSTRUCTED OF PVC PLASTIC PIPE WITH TRACER WIRE CONFORMING TO:
  -- RIM TO INVERT UP TO TWENTY (20') FEET
  -- PIPE CONFORMING TO ASTM D-3034 (SDR 26)
  -- ELASTOMERIC SEALS CONFORMING TO ASTM D-3212
  -- RIM TO INVERT GREATER THAN TWENTY (20') FEET
  -- PIPE CONFORMING TO ASTM D-2241 (SDR 21)
  -- ELASTOMERIC SEALS CONFORMING TO ASTM D-3139
- FITTINGS SHALL BE PVC SDR 26 HEAVY WALL OR C-905 AS APPLICABLE
- ALSO ACCEPTABLE ARE C-900 (DR 18) FOR 12" PIPE AND C-905 (DR 25) FOR 15"-18" SEWERS
- FORCE MAIN SHALL BE CONSTRUCTED OF PVC PLASTIC PIPE CONFORMING TO DR-18 AWWA C-900 WITH JOINTS CONFORMING TO ASTM D-3139
- A MINIMUM OF 150 PSI PRESSURE CLASS SHALL BE PROVIDED FOR THE FITTINGS.

SEWER SERVICES
- SERVICE STUBS SHALL BE INSTALLED TO SERVE ALL PROPERTIES IN A SUBDIVISION OR DEVELOPMENT.
- SERVICES SHALL BE LOCATED AT THE CENTER LINE OF EACH LOT AND SHALL EXTEND TO WITHIN ONE (1') FOOT OF THE FRONT LOT LINE AND CONNECT TO MAIN WITH NO SHEAR COUPLINGS.
- ALL SERVICE LATERALS SHALL BE INSTALLED TO A POINT EIGHT (8') FEET BEYOND THE OUTSIDE BACK OF CURB, PLUGGED AND IDENTIFIED BY A TWO BY FOUR (2"X4") PLACED AT THE PLUG, PAINTED GREEN.
- SERVICE STUBS SHALL BE A MINIMUM OF SIX (6") INCHES (PVC SDR-26) AND LOCATED BY DIMENSIONS PROVIDED FROM THE NEAREST DOWNSTREAM MANHOLE ON THE AS-BUILT DRAWINGS.
- SERVICES LARGER THAN SIX (6") INCHES, MATERIALS SHALL BE IN ACCORDANCE WITH ASTM STANDARDS LISTED UNDER MATERIALS AND FITTING SECTIONS ABOVE.
- SEWER SERVICES ARE CONSIDERED PRIVATE FROM THE SEWER MAIN TO THE BUILDING/STRUCTURE.
- INDIVIDUAL SERVICES MUST BE CONSTRUCTED WITH THE MOST CURRENT VILLAGE ORDINANCES AND STANDARD DETAILS.
- CLAY TILE SEWER SERVICES SHALL BE REPLACED WITH PVC SDR-26 PIPE AND ABANDONED AT THE MAIN OR STRUCTURALLY LINED WITH A PRODUCT APPROVED BY THE PUBLIC WORKS DEPARTMENT. PRE AND POST LINE TELEVISING IS REQUIRED.
- NEW RESIDENTIAL SEWER SERVICES REQUIRE A CLEAN-OUT TO BE INSTALLED WITHIN FIVE (5') FEET OF THE FOUNDATION AND SHALL BE CONSTRUCTED WITH PVC SDR-26.

MANHOLES
- MANHOLES ARE REQUIRED WHERE THERE ANY CHANGE OF DIRECTION EXISTS OR A CONNECTION OF TWO (2) OR MORE SEWERS.
- MANHOLES SHALL BE A MINIMUM OF FOUR (4') DIAMETER, PRECAST CONCRETE SECTIONS CONFORMING TO ASTM C-478 WITH A CONTINUOUS LAYER OF NON-HARDENING, PREFORMED BITUMINOUS MASTIC MATERIAL OR O-RING GASKET PLACED AT EACH JOINT TO PREVENT INFLOW.
- MEMBRANES SHALL BE PROVIDED ON THE SEAMS AND THE ECCENTRIC CONE SHALL LINE UP WITH THE STEEL REINFORCED PLASTIC STEPS.
- MANHOLE STEPS SHALL BE SIXTEEN (16") INCHES ON CENTER AND SECURELY ANCHORED IN PLACE. STEPS SHALL BE COPOLYMER POLYPROPYLENE REINFORCED WITH ½" GRADE 60 STEEL REINFORCEMENT MEETING OSHA STANDARDS.
- ALL MANHOLES SHALL HAVE AN EXTERNAL CHIMNEY SEAL.
- ALL MANHOLES SHALL HAVE A MAXIMUM OF TWELVE (12") INCHES OF ADJUSTING RINGS.
- WATERTIGHT FLEXIBLE CONNECTORS SHALL CONFORM TO ASTM C-443 AND C-923 WITH STAINLESS STEEL BANDS WHICH SHALL BE PROVIDED FOR CONNECTIONS WITH THE MANHOLE
- ALL MANHOLES LOCATED IN FLOODPLAIN, DRAINAGE DITCHES OR OTHER WET LOCATIONS ARE EQUIPED TO HAVE BOLT DOWN FRAME AND LIDS - EAST JORDAN IRON WORKS 1040 ZPT OR APPROVED EQUAL. RIM ELEVATIONS SHALL BE A MINIMUM OF TWELVE (12") INCHES ABOVE BASE FLOOD ELEVATION. FRAMES ARE TO BE BOLTED TO THE CONE AND COVER BOLTED TO FRAME WITH STAINLESS STEEL ANCHOR BOLTS.
- LIFTING HOLES, CONCRETE SECTION JOINTS, PIPE GAPS AND ANY OTHER STRUCTURE JOINTS OR OPENINGS SHALL BE TUCK-POINTED WITH HYDRAULIC CEMENT.
- ALL CONNECTIONS FOR PIPES SHALL INCLUDE RUBBER GASKETS.
- MANHOLES SHALL NOT BE LOCATED IN DRIVEWAYS, SIDEWALKS OR ROADWAY CROSSWALKS.

FRAME AND LIDS
- FRAMES SHALL BE HEAVY DUTY - EAST JORDAN IRON WORKS (EJIW) 1020 OR APPROVED EQUAL.
- LIDS SHALL BE TYPE A SOLID COVER WITH CLOSED PICK HOLES
- SANITARY AND VILLAGE OF TINLEY PARK SHALL BE CAST ON THE LID
- FRAMES SHALL BE SET ON A MASTIC MATERIAL TO PREVENT INFLOW AS WELL.

CAGE CIVIL ENGINEERING

Pete's MARKET

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REVISIONS △

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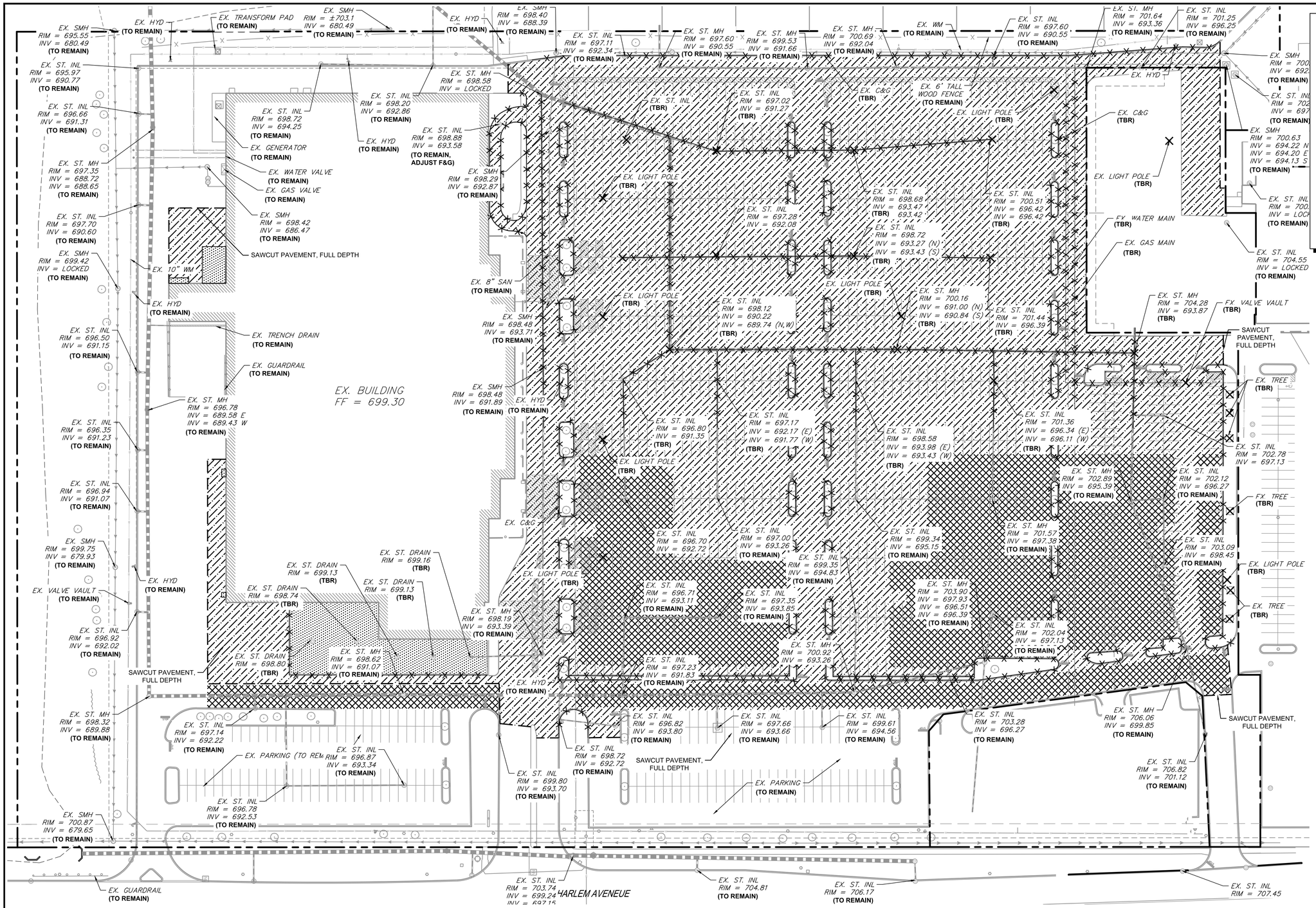
PETE'S FRESH MARKET REDEVELOPMENT
16300 S. HARLEM AVE. TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
VILLAGE OF TINLEY PARK STANDARDS

SHEET NUMBER
C0.2



DEMOLITION LEGEND

- 2" MILL & OVERLAY
- ASPHALT PAVEMENT REMOVAL, FULL DEPTH
- CONCRETE PAVEMENT / SIDEWALK REMOVAL, FULL DEPTH
- SAWCUT PAVEMENT, FULL DEPTH
- CURB & GUTTER REMOVAL
- UTILITY REMOVAL
- TREE/BUSH REMOVAL
- UTILITY STRUCTURE REMOVAL
- (TBR) TO BE REMOVED

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PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO.: 200135
ENG.: JGN
DATE: 05.27.2021

SHEET TITLE

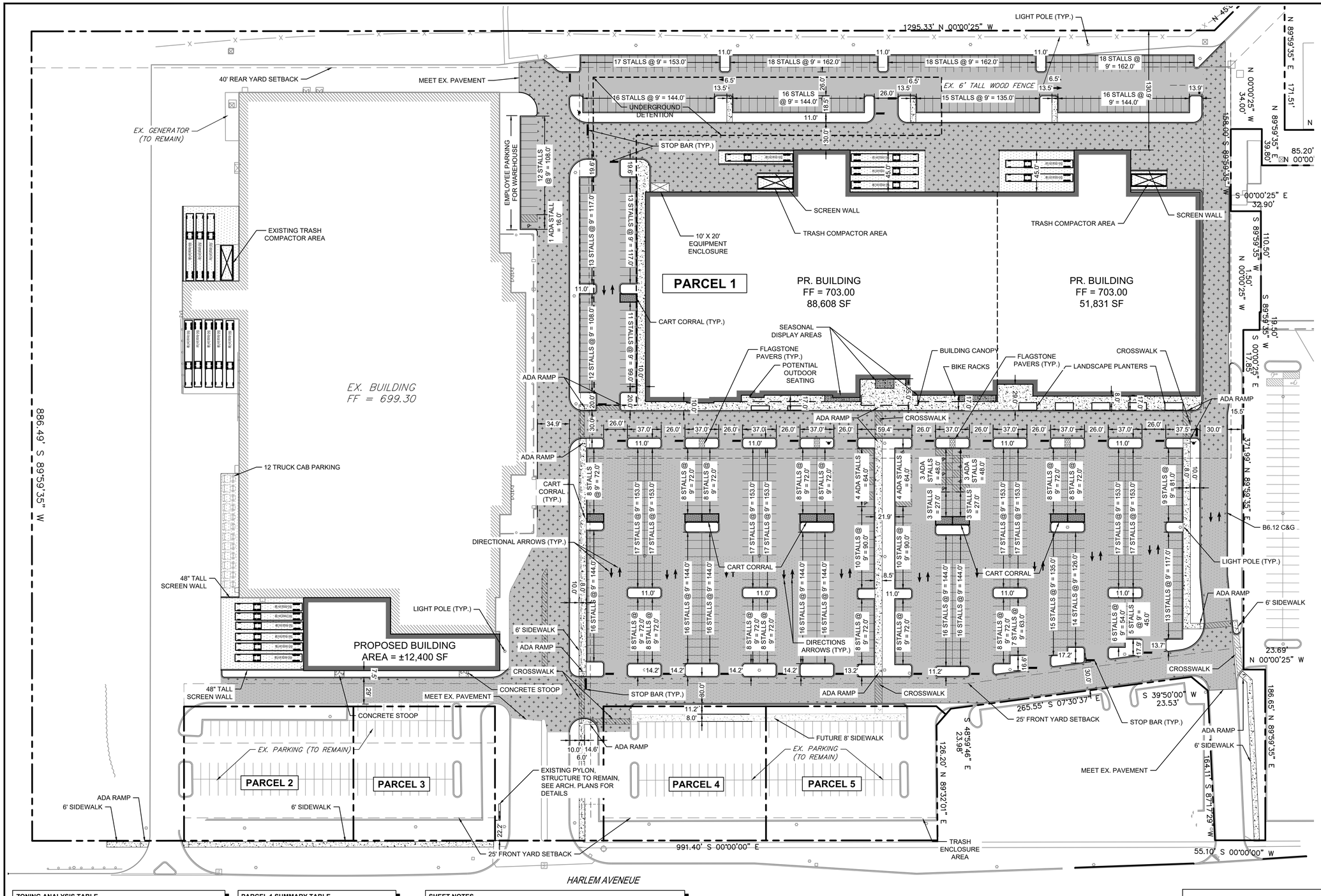
DEMOLITION PLAN

SHEET NUMBER

C0.3

4 OF 13

0 164.042 328.084
1" = 50' (HORIZONTAL)



ZONING ANALYSIS TABLE

EXISTING ZONING	B-3
PROPOSED ZONING	B-3
PERCENTAGE OF GREENSPACE	17%
SETBACKS	
FRONT	25'
SIDE	NONE*
REAR	40'

*NO SIDE YARD SHALL BE REQUIRED, EXCEPT IF A SIDE YARD IS PROVIDED, IT SHALL NOT BE LESS THAN TEN (10) FEET; AND, IF ADJOINING A RESIDENTIAL DISTRICT, A MINIMUM SIDE YARD AT LEAST FIFTEEN (15) FEET IN WIDTH SHALL BE PROVIDED.

PARCEL 1 SUMMARY TABLE

LAND AREA	±1,055,625 SF
EX. WAREHOUSE+ADDITION	± 184,200 SF
PR. BUILDING (GROCERY STORE)	± 88,608 SF
PR. BUILDING (RETAIL)	± 51,831 SF
FLOOR AREA RATIO	0.30
LOT COVERAGE	30%
HEIGHT OF BUILDING	
EX. BUILDING	± 24.7'
PR. BUILDING	TBD
PARKING SPACES	
REQUIRED	TBD
STANDARD SPACES	638
ADA SPACES	14
REQ. LOADING SPACES	5
PROVIDED LOADING SPACES	14

SHEET NOTES

- A BLANKET CROSS ACCESS & PARKING EASEMENT IS PROVIDED WITHIN THE SITE.
- **OUTLOT PARKING NOT INCLUDED IN PARCEL 1 PARKING SUMMARY DUE TO FUTURE ANTICIPATED DEVELOPMENT. ADDITIONALLY, WAREHOUSE EMPLOYEE PARKING NOT INCLUDED.**

PARKING REQUIREMENTS

WAREHOUSE - ONE (1) SPACE FOR EACH TWO (2) EMPLOYEES, PLUS ONE (1) SPACE FOR EACHVEHICLE USED IN THE CONDUCT OF THE BUSINESS.

RETAIL - ONE (1) SPACE FOR EACH ONE HUNDRED FIFTY (150) SQUARE FEET OF GROSS LEASABLE FLOOR AREA, OR WHEN LOCATED WITHIN A PLANNED SHOPPING AREA, SIX AND ONE-HALF (6 1/2) SPACES PER ONE THOUSAND (1,000) SQUARE FEET OF GROSS LEASABLE FLOOR AREA.

PAVEMENT LEGEND

- STANDARD DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY BITUMINOUS PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- 2" MILL & OVERLAY
- PCC SIDEWALK

0 164.042 328.084
1" = 50' (HORIZONTAL)

CAGE CIVIL ENGINEERING

Petes MARKET

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PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

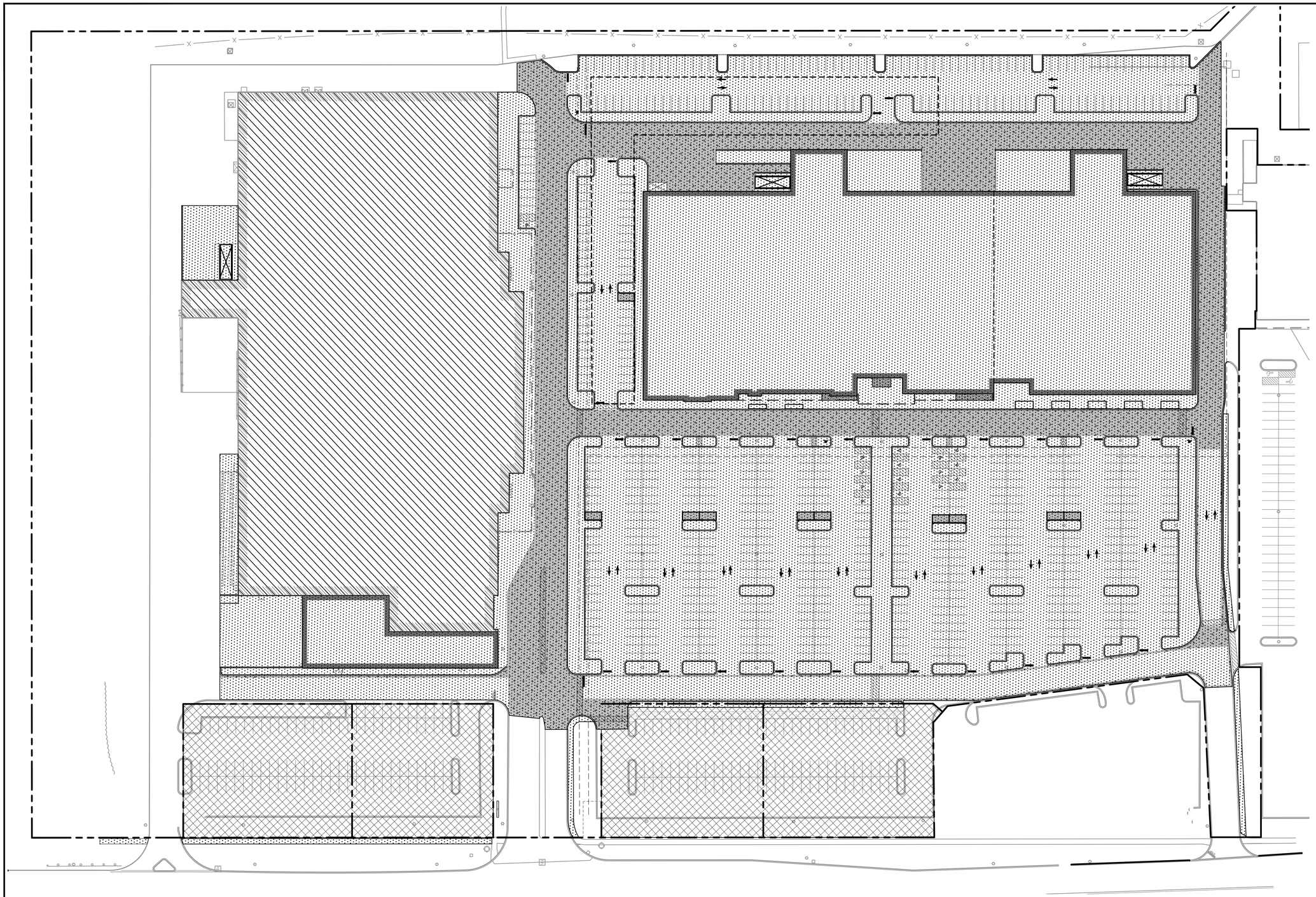
SHEET TITLE

SITE LAYOUT & PAVEMENT STRIPING PLAN

SHEET NUMBER

C1.0

5 OF 13



PHASING LEGEND

- PHASE 1 IMPROVEMENTS
- PHASE 2 IMPROVEMENTS
- PHASE 3 IMPROVEMENTS

0 50' 100'

1" = 50' (HORIZONTAL)

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PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135

ENG : JGN

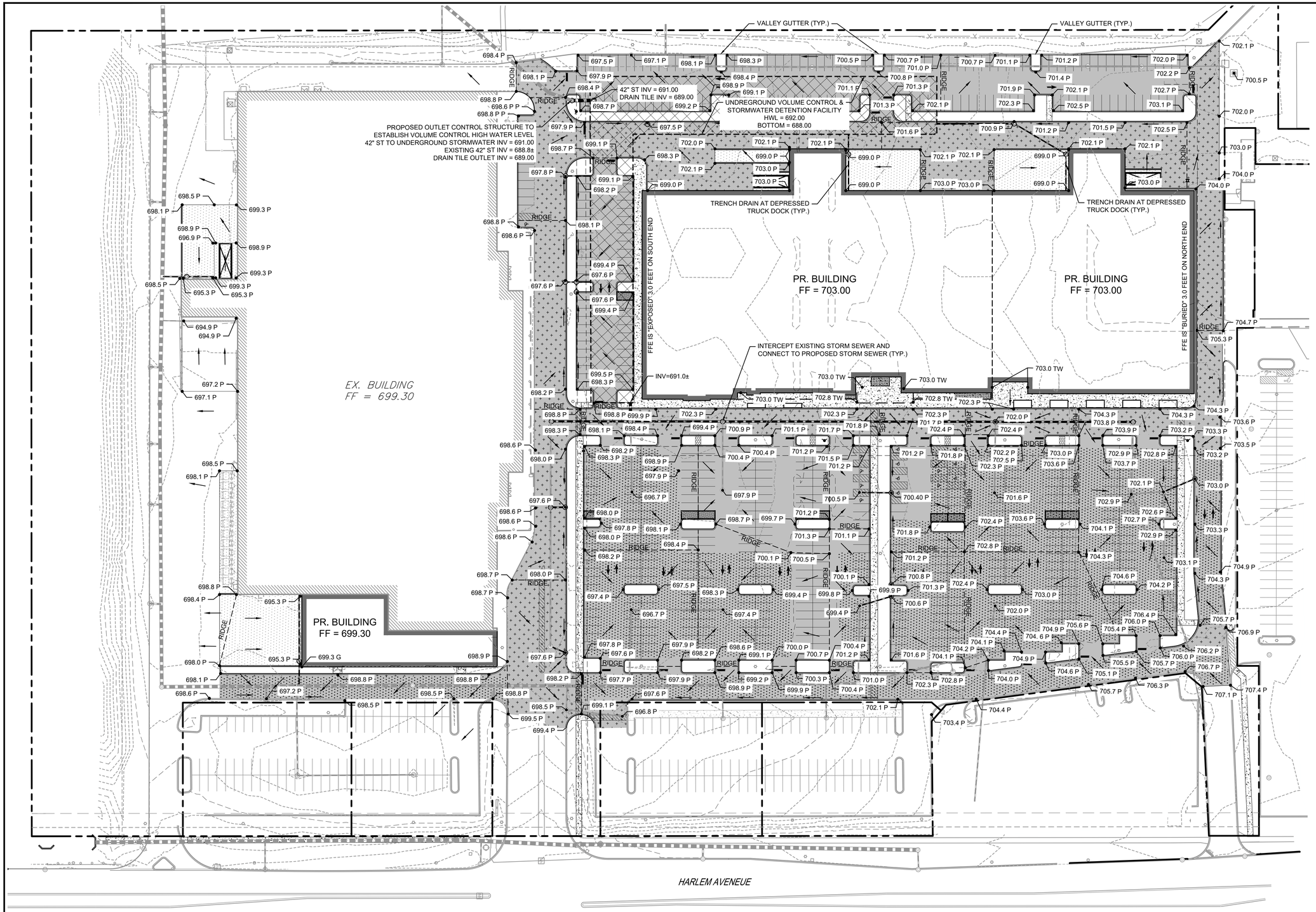
DATE : 05.27.2021

SHEET TITLE

PHASING PLAN

SHEET NUMBER

C1.1



STORMWATER MANAGEMENT SUMMARY

EXISTING DETENTION (SPO PERMIT NO. 91-298)
EXISTING DETENTION SERVICE AREA (SPO PERMIT NO. 91-298) = 52.4 ACRES
RELEASE RATE = 9.1 CFS (0.174 CFS/AC)
EXISTING RUNOFF COEFFICIENT = 0.79
REQUIRED DETENTION VOLUME = 10.8 AC-FT
PROVIDED DETENTION VOLUME AT HWL = 12.9 AC-FT

PROPOSED REDEVELOPMENT DETENTION
REDEVELOPMENT AREA = 12.9 ACRES
WATERSHED SPECIFIC RELEASE RATE = 0.25 CFS/AC
SITE SPECIFIC RELEASE RATE = 0.174 CFS/AC
EXISTING REQUIRED DETENTION FOR REDEVELOPMENT = 2.64 AC-FT
PROPOSED RUNOFF COEFFICIENT = 0.86 (90% IMPERVIOUS)
PROPOSED REQUIRED DETENTION VOLUME FOR REDEVELOPMENT = 4.91 AC-FT
INCREMENTAL DETENTION VOLUME = 2.27 AC-FT
NEW REQUIRED DETENTION VOLUME (10.8 AC-FT + 2.27 AC-FT) = 13.07 AC-FT
ADDITIONAL DETENTION VOLUME TO BE CONSTRUCTED = 0.17 AC-FT

PROPOSED REDEVELOPMENT VOLUME CONTROL
REDEVELOPMENT AREA = 12.9 ACRES
PROPOSED IMPERVIOUS AREA (90% ASSUMED) = 11.6 ACRES
REQUIRED VOLUME CONTROL STORAGE = 0.97 AC-FT

PROPOSED UNDERGROUND STORMWATER MANAGEMENT FACILITY
NOMINAL AREA = 0.5 ACRES (22,000 SF)
PROPOSED CROWN = 692.00 FEET
OUTLET INVERT = 691.00 FEET
UNDER DRAIN INVERT = 689.00 FEET
PROPOSED INVERT = 688.00 FEET

VAULT STORAGE (BELOW OUTLET INVERT) = 2.0 FEET X 1.00 X 0.50 X 0.5 AC = 0.5 AC-FT
VAULT STORAGE (BELOW U.D. INVERT) = 1.0 FEET X 1.00 X 0.5 AC = 0.5 AC-FT
TOTAL VOLUME CONTROL STORAGE PROVIDED = 1.0 AC-FT
TOTAL DETENTION VOLUME STORAGE PROVIDED = 1.0 AC-FT

0 164.042 328.084
1" = 50' (HORIZONTAL)

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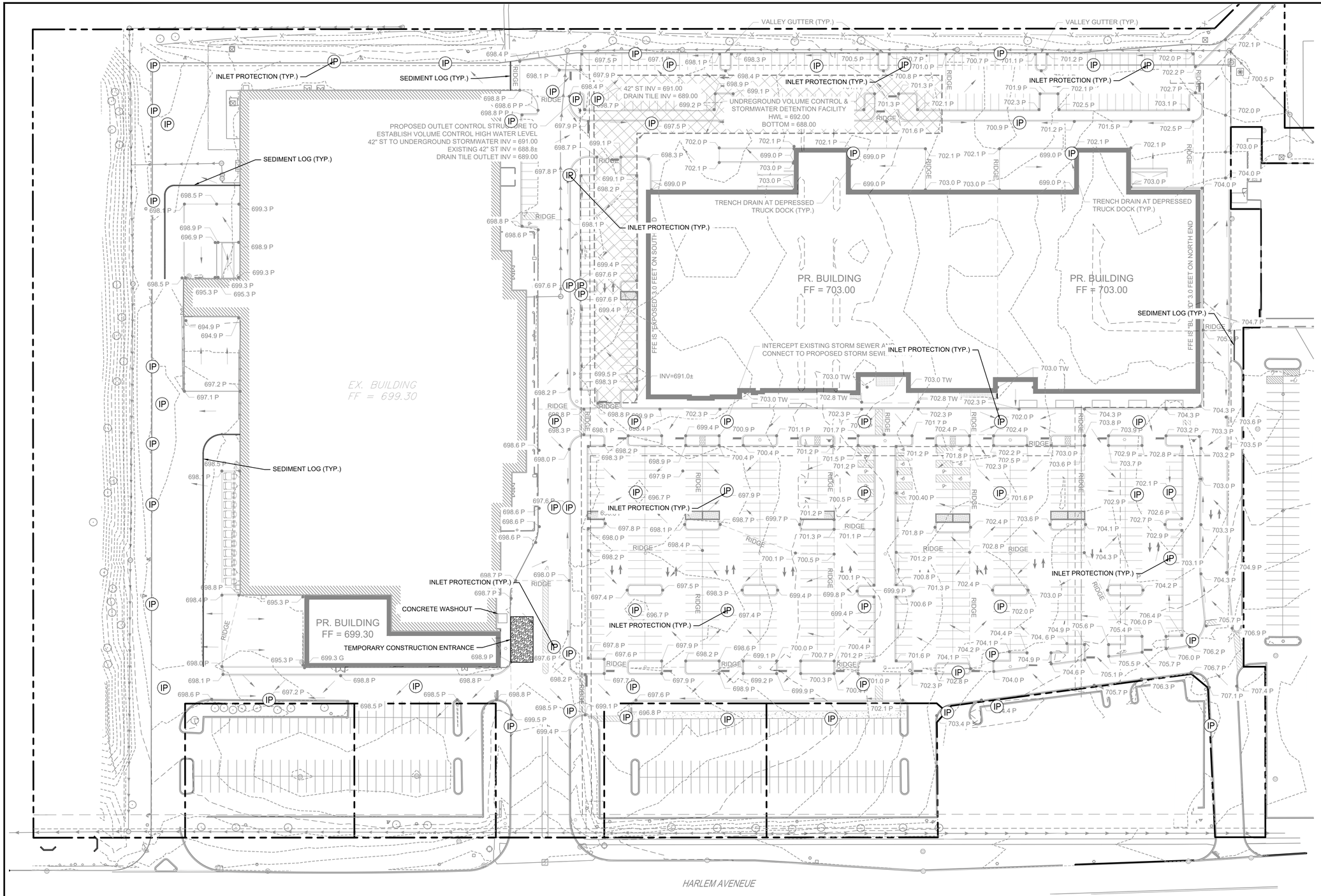
PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
SITE GRADING PLAN

SHEET NUMBER
C2.0



SESC LEGEND

- TEMPORARY CONSTRUCTION ENTRANCE
- SEDIMENT LOG
- INLET PROTECTION FILTER BASKET
- CONCRETE WASHOUT

0 164.042 328.084
1164.042' (HORIZONTAL)

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PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

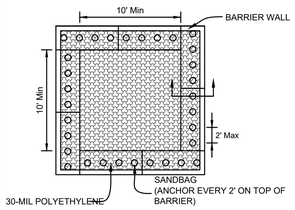
PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE

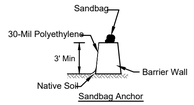
SOIL EROSION & SEDIMENT CONTROL PLAN

SHEET NUMBER

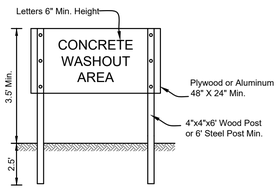
C2.1



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

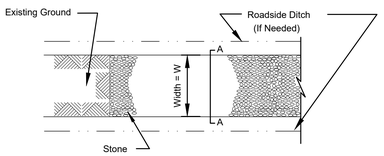
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

8 1/2" X 11" (Letter)	Revisions / Submittals	TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL	Designed / Drawn / Checked / Approved — Date — S/CB

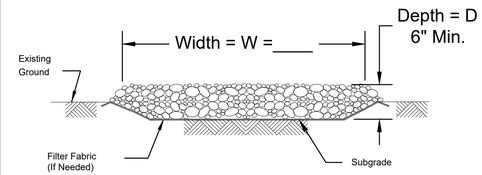
TEMPORARY CONCRETE WASHOUT DETAIL

Scale: NOT TO SCALE

CONSTRUCTION ROAD STABILIZATION



PLAN VIEW



SECTION A-A

NOTES:

1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
   Stone shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3, or CA-4 and be
2. placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
   See plans for construction road location, D and W dimensions.
3. Minimum width is 14 feet for one-way traffic and 20 feet for two-way traffic. Two-way traffic widths shall be
4. increased a minimum of 4 feet for trailer traffic. Depending on the type of vehicle or equipment, speed, loads, climatic and other conditions under which vehicles and equipment operate an increase in the minimum widths may be required.
   Roadway shall follow the contour of the natural terrain to the extent possible.

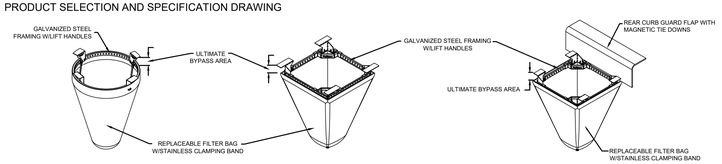
5.

REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-506
Checked	Date		SHEET 1 OF 1
Approved	Date		DATE 1-29-99

TEMPORARY CONSTRUCTION ENTRANCE DETAIL

Scale: NOT TO SCALE

FLEXSTORM CATCH-IT FILTERS FOR TEMPORARY INLET PROTECTION PRODUCT SELECTION AND SPECIFICATION DRAWING



FLEXSTORM CATCH-IT INLET FILTERS FOR ROUND OPENINGS

FLEXSTORM CATCH-IT INLET FITLERS FOR SQUARE/RECTANGULAR OPENINGS

FLEXSTORM CATCH-IT INLET FITLERS FOR CURB BOX OPENINGS (MAGNETIC CURB FLAP)

IL/DOT Standard	Neenah Casting	East Jordan Casting	Inlet Type	Grate Size	Bag Cap. (ft^3)	Flow Rating IL BAG (CFS)	ADS P/N
1	1713, 1762, 1772, 2504, 2435, 2425,	1020, 1022, 1059, 1058	Round (RD)	22.25 - 23.5	1.9	1.3	6MRDILT1
2	R-3501-L2, -A	7170, 7171	Rolled Curb (RC)	22.25 x 16.25	1.6	0.8	62MSQILL2216
3	R3278-A, R-3501-A	7220, 7221	Curb Box (CB)	22.0 x 16.9	1.5	1.0	62MCBILT3
4	R3443-B	5150	Square/Rect (SQ)	21.75 X 14.75	1.5	1.0	62MSQIL
6	R3502-A	7235	Rolled Curb (RC)	22 x 22.75	2.3	1.2	62MSQILT6
8	2501, 4349-C, 4352, 4350	2830, 2870, 8527,	Round (RD)	Beehive/Ditch Grates	2.3	1.6	62MRDILT8
9	R3508-A2	7300	V-Grate	19.25 x 19.25	1.7	1.0	62MSQIL
10	R3506-A2	7281	V-Grate	28.75 x 11.4	1.5	1.1	62MSQIL
11	R3281-A	7210	Curb Box (CB)	26.75 x 17.25	2.5	1.3	62MCBILT11
12	R3503-B	7180	Rolled Curb (RC)	22.5 x 22.5	2.4	1.2	62MSQIL
20	R3528-V, R3529-V	7535, 5380, 7538 (2 grts)	Square/Rect (SQ)	22.5 x 22.5	2.4	1.2	62MSQILT20
21	R3527-V	7540	Curb Box (CB)	24 x 16.25	1.8	1.1	62MCBIL
23	R3525-L	7464	Square/Rect (SQ)	24 x 22.25	2.7	1.3	62MSQILT23
24	R3526-L	7467	Square/Rect (SQ)	25.75 x 18.75	2.3	1.2	62MSQILT24
31	...	7250	Rolled Curb (RC)	22.75 x 22.4	2.5	1.2	62MSQIL
B	R3455C	...	Square/Rect (SQ)	36 x 24	4.6	1.7	62MSQIL
G3/G4	R3501-U	7545	Single W/Flap	13.75 / 20.2 x 22.12	1.3	0.9	62MCBILG3
N/A	R-3501-P	7525	Rolled Curb (RC)	25.7 x 19	2.4	1.2	62MSQILI3501-P
N/A	R-3501-TR	7495	Rolled Curb (RC)	26 x 23.5	3.1	1.4	62LSQILI3501-TR

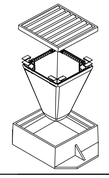
*FLOW RATINGS SHOWN ARE 50% MAXIMUM

INSTALLATION:

1. REMOVE GRATE
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
3. REPLACE GRATE

NOTES:

1. ALL FRAMING IS CONSTRUCTED OF CORROSION RESISTANT STEEL FRAMING FOR PROLONGED PRODUCT LIFE.
2. TOTAL BYPASS CAPACITY WILL VARY WITH EACH SIZED DRAINAGE STRUCTURE. FLEXSTORM DESIGNS FRAMING BYPASS TO MEET OR EXCEED THE DESIGN FLOW OF THE PARTICULAR DRAINAGE STRUCTURE. CONCRETE STRUCUTRES MAY REQUIRE ADDITIONAL REVIEW.
3. UPON ORDERING THE ADS P/N CONFIRMATION OF THE DOT CALLOUT, FLEXSTORM ITEM CODE, CASTING MAKE AND MODEL, OR DETAILED DIMENSIONAL FORMS MUST BE PROVIDED.
4. FOR WRITTEN SPECIFICATIONS AND MAINTENANCE GUIDELINES VISIT WWW.INLETFILTERS.COM

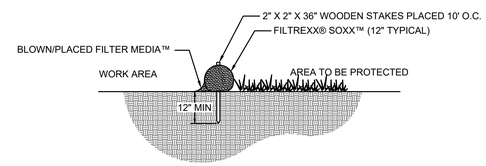


ALL PRODUCTS MANUFACTURED
BY INLET & PIPE PROTECTION, INC
A DIVISION OF ADS, INC.
WWW.INLETFILTERS.COM
(866) 287-8655 PH
(630) 355-3477 FX
INFO@INLETFILTERS.COM

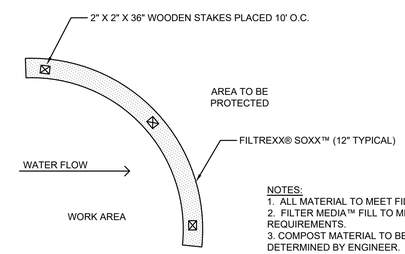
SCALE	DWG NO	REV
	C-IL-SUBMIT	A
	SHEET 1 OF 1	

INLET PROTECTION DETAIL

Scale: NOT TO SCALE



SECTION NTS



PLAN NTS

NOTES:
1. ALL MATERIAL TO MEET FILTREXX® SPECIFICATIONS.
2. FILTER MEDIA™ FILL TO MEET APPLICATION REQUIREMENTS.
3. COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.
4. BETWEEN SOCK CONNECTIONS/ATTACHMENTS, ENDS SHALL BE OVERLAPPED BY 18" MIN AND STAKED IN EACH SOCK.

FILTREXX® SEDIMENT CONTROL

NTS

SEDIMENT LOG DETAIL

Scale: NOT TO SCALE

CAGE CIVIL ENGINEERING

Pete's MARKET

CAMBURAS THEODORE LTD
DESIGN / ARCHITECTURE / ENGINEERING

REVISIONS

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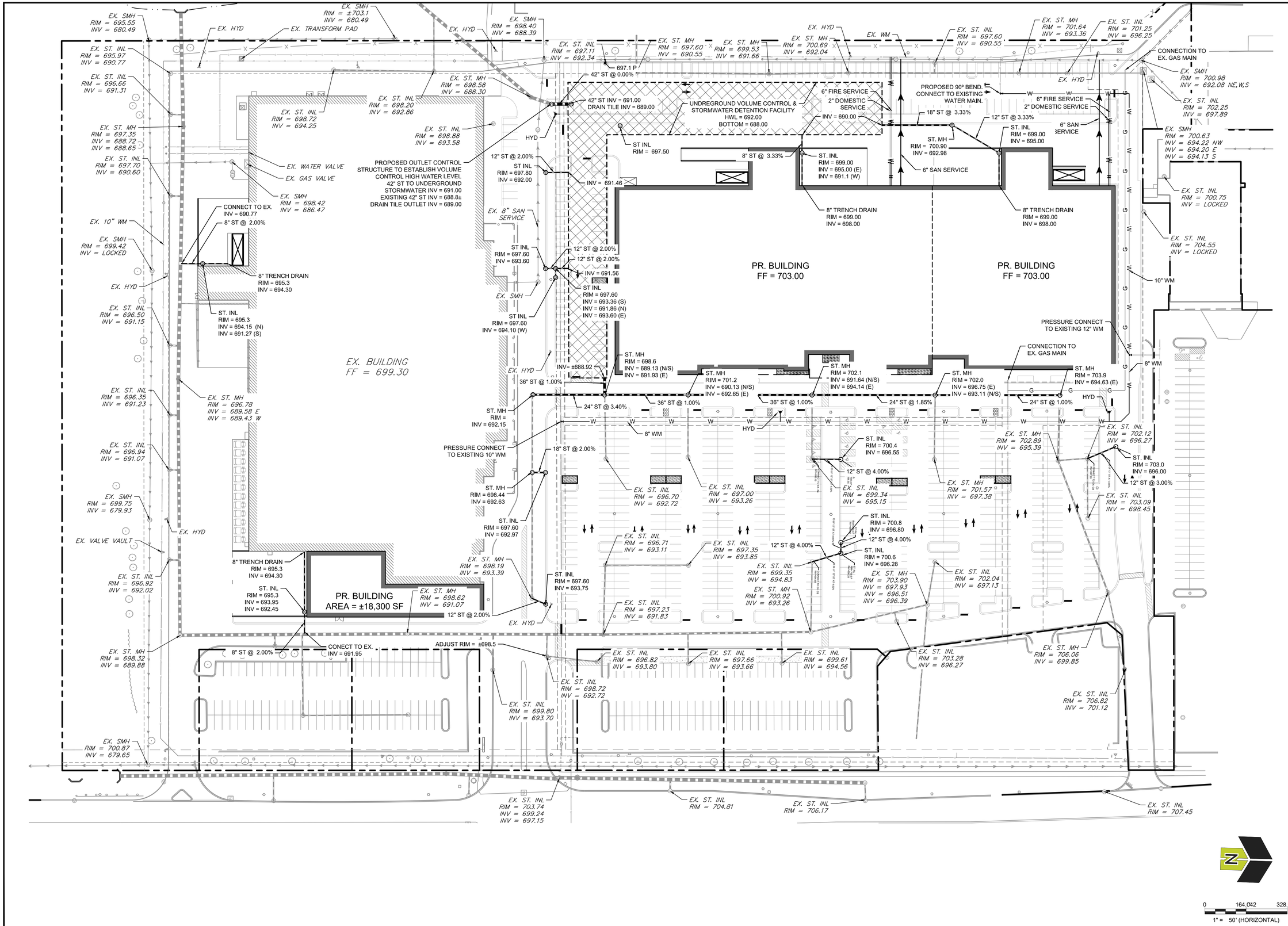
PETE'S FRESH MARKET REDEVELOPMENT
16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
SOIL EROSION & SEDIMENT CONTROL DETAILS

SHEET NUMBER
C2.2



CAGE CIVIL ENGINEERING

Pete's MARKET

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16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE

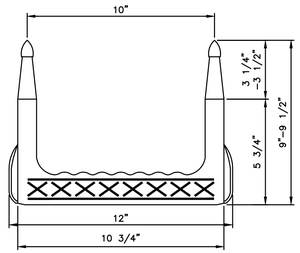
SITE UTILITY PLAN

SHEET NUMBER

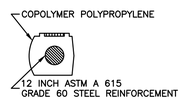
C3.0

9 OF 13

STEEL REINFORCED PLASTIC STEPS



NOTE:
THE STEP SHALL MEET ASTM C478 AND OSHA STANDARDS



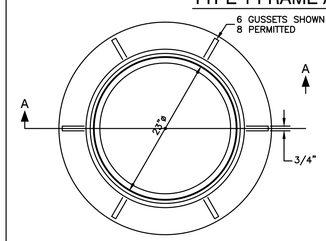
SECTION A-A

Village of Tinley Park ILLINOIS

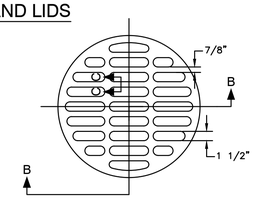
SANITARY MANHOLE STEPS DETAIL

Scale: NOT TO SCALE

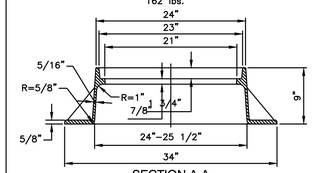
TYPE 1 FRAME AND LIDS



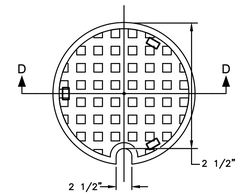
CAST FRAME
GRAY IRON
162 lbs.



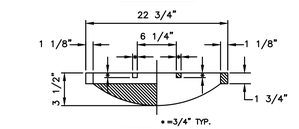
CAST OPEN LID
GRAY IRON LID
116 lbs.



SECTION A-A

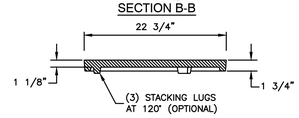


CAST CLOSED LID
GRAY IRON LID
125 lbs.



SECTION B-B

SECTION C-C

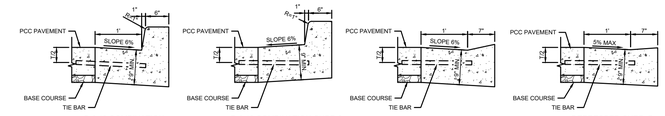


SECTION D-D

Village of Tinley Park ILLINOIS

SANITARY SEWER FRAME AND LIDS

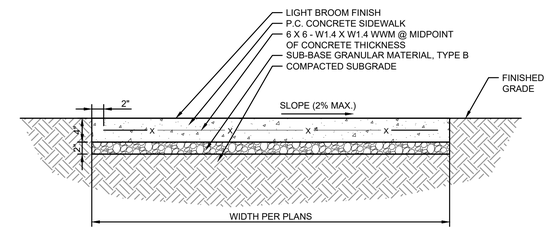
Scale: NOT TO SCALE



LONGITUDINAL JOINT TIE BARS SHALL BE NO. 6 AT 24" CENTERS IN ACCORDANCE WITH STANDARD SPECIFICATIONS

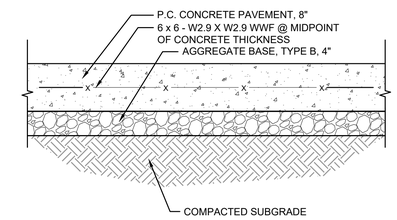
CURB & GUTTER DETAIL

Scale: NOT TO SCALE



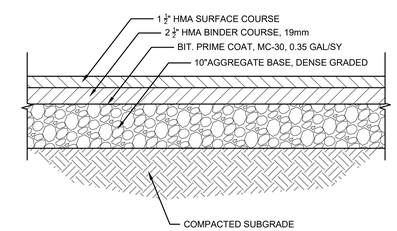
SIDEWALK DETAIL

Scale: NOT TO SCALE



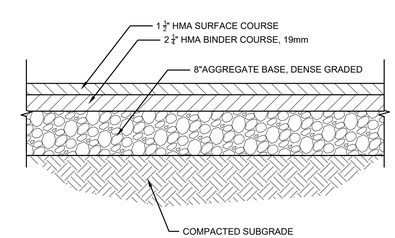
HEAVY DUTY CONCRETE PAVEMENT DETAIL

Scale: NOT TO SCALE



HEAVY DUTY PAVEMENT DETAIL

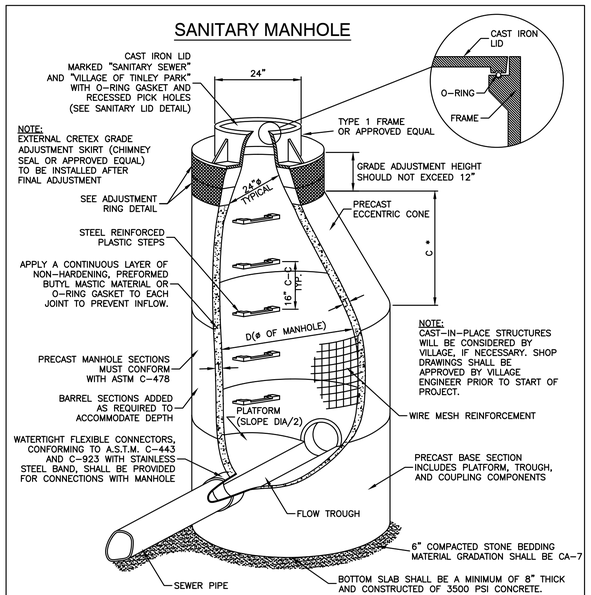
Scale: NOT TO SCALE



STANDARD DUTY PAVEMENT DETAIL

Scale: NOT TO SCALE

SANITARY MANHOLE



ALTERNATE WALL MATERIALS	D	C	T
PRECAST REINFORCED CONCRETE SECTION	4'–0" 5'–0"	2'–6" 3'–9"	4" 5"
AST–IN–PLACE CONCRETE	4'–0" 5'–0"	2'–6" 3'–9"	6" 6"

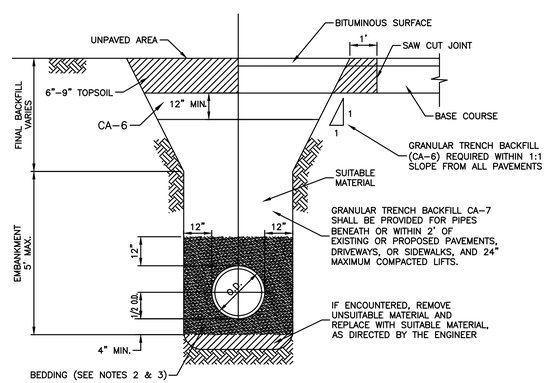
* DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTION MAY VARY FROM THE DIMENSION GIVEN ±6"

Village of Tinley Park ILLINOIS

SANITARY MANHOLE DETAIL

Scale: NOT TO SCALE

TRENCH BACKFILL DETAIL FOR SANITARY SEWER



NOTES:
1. TRENCH SHALL BE IN ACCORDANCE WITH OSHA SAFETY STANDARDS.
2. BEDDING SHALL BE REQUIRED TO BE A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE PIPE BUT SHALL NOT BE LESS THAN 4". BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." THE GRADATION SHALL BE CA–7.
3. FOR PVC PIPE THE BEDDING MATERIAL SHALL BE PLACED A MINIMUM 12" OVER THE TOP OF THE PIPE AND GRADATION SHALL BE CA–7 AND SHALL BE CAREFULLY PLACED SO AS TO FILL THE SPACE UNDER AND AROUND THE PIPE.
4. TRENCH BACKFILL SHALL BE CA–7 TO WITHIN 12" OF THE TOP OF THE TRENCH. TOP FINAL 12" SHALL BE FILLED WITH CA–6.

Village of Tinley Park ILLINOIS

TRENCH BACKFILL FOR SANITARY SEWER DETAIL

Scale: NOT TO SCALE

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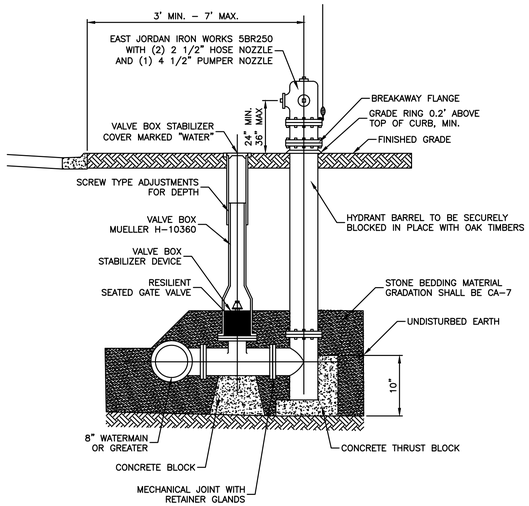
PETE'S FRESH MARKET REDEVELOPMENT
16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C4.0

FIRE HYDRANT INSTALLATION

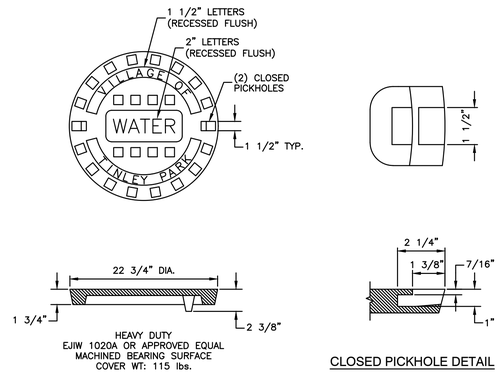


NOTES:
1. HYDRANTS SHALL BE INSTALLED FACING TOWARD THE CURB. NO HYDRANT SHALL BE INSTALLED WITHIN 48" OF ANY OBSTRUCTION NOR SHALL ANY OBSTRUCTION BE PLACED WITHIN 48" OF A HYDRANT. ALL HYDRANTS SHALL BE PAINTED SAFETY YELLOW BY THE MANUFACTURER.
2. ALL VALVES SHALL OPEN COUNTER CLOCKWISE AND CLOSE CLOCKWISE WITH NON-RISING STEM.
3. HYDRANT DRAIN HOLE SHALL BE FREE OF CONCRETE.

Village of Tinley Park ILLINOIS

FIRE HYDRANT DETAIL
Scale: NOT TO SCALE

SPECIAL LETTERED WATER VALVE VAULT LID



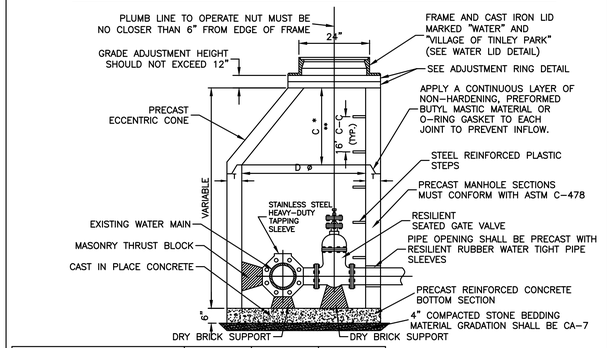
CLOSED PICKHOLE DETAIL

NOTES:
1. CONCENTRIC CONE REQUIRED (VALVE TO ALIGN W/ CENTER OF FRAME OPENING).
2. USE 5'-0"ø FOR WATER MAIN SIZES 10" AND UNDER. 6'-0"ø FOR SIZES 12" AND ABOVE.
3. VALVE VAULT TO CONFORM TO ASTM C-478.
4. ALL VALVES SHALL HAVE STAINLESS STEEL BOLTS AND NUTS.
5. ALL VALVES SHALL OPEN COUNTER CLOCKWISE AND CLOSE CLOCKWISE WITH NON-RISING STEM.
6. PROVIDE CA-7 AGGREGATE BACKFILL MATERIAL AROUND VAULT TO SUB-GRADE ELEVATION IN PAVED AREAS.

Village of Tinley Park ILLINOIS

VALVE VAULT LID DETAIL
Scale: NOT TO SCALE

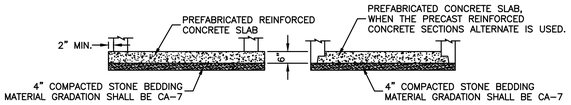
VALVE IN VAULT DETAIL FOR PRESSURE CONNECTION



ALTERNATE MATERIALS FOR WALLS	D	C	T
PRECAST REINFORCED CONCRETE SECTION	5'-0" 6'-0"	3'-9" 3'-9"	5" 6"
CAST-IN-PLACE CONCRETE	5'-0" 6'-0"	3'-9" 3'-9"	6" 6"

* DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTION MAY VARY FROM THE DIMENSION GIVEN ±6".

** SEE DETAIL FOR PRECAST REINFORCED CONCRETE FLAT SLAB TOP.



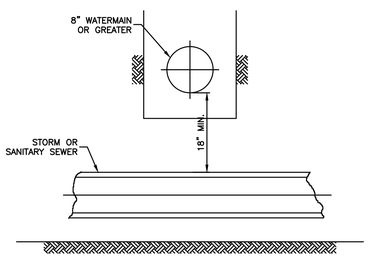
ALTERNATE BOTTOM SLAB

NOTES:
1. VALVE TO ALIGN W/ CENTER OF FRAME OPENING.
2. USE 5'-0"ø FOR WATERMAIN SIZES 10" AND UNDER. 6'-0"ø FOR SIZES 12" AND ABOVE.
3. VALVE VAULT TO CONFORM TO ASTM C-478.
4. ALL VALVES SHALL HAVE STAINLESS STEEL BOLTS AND NUTS.
5. ALL VALVES SHALL OPEN COUNTER CLOCKWISE AND CLOSE CLOCKWISE WITH NON-RISING STEM.
6. PROVIDE CA-7 AGGREGATE BACKFILL MATERIAL AROUND VAULT TO SUB-GRADE ELEVATION IN PAVED AREAS.

Village of Tinley Park ILLINOIS

PRESSURE CONNECTION DETAIL
Scale: NOT TO SCALE

WATER AND SEWER SEPARATION REQUIREMENTS



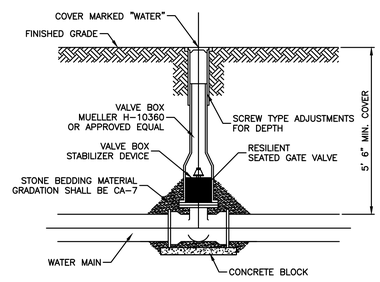
PROPOSED SEWER LINE BELOW EXISTING WATER MAIN
WITH 18" MINIMUM SEPARATION

NOTES:
1. PROVIDE ADEQUATE SUPPORT FOR WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.
2. MAINTAIN 18" MINIMUM VERTICAL SEPARATION FOR 10' HORIZONTALLY.

Village of Tinley Park ILLINOIS

WATER AND SEWER SEPARATION REQUIREMENTS
Scale: NOT TO SCALE

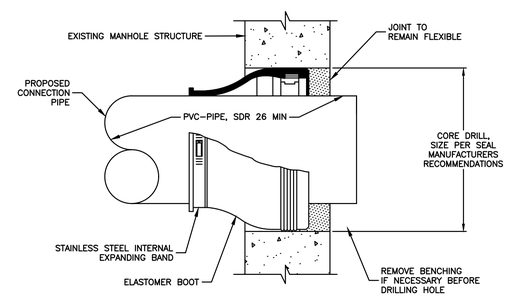
TYPICAL VALVE IN BOX INSTALLATION



NOTE:
1. ALL VALVES SHALL OPEN COUNTER CLOCKWISE AND CLOSE CLOCKWISE WITH NON-RISING STEM.

Village of Tinley Park ILLINOIS

VALVE BOX DETAIL
Scale: NOT TO SCALE



NOTES:
1. WALL PENETRATIONS SHALL BE LOCATED WITHIN A RISER SECTION AND NOT A WALL JOINT
2. CORE-DRILL CIRCULAR OPENING IN MANHOLE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
3. KOR-N-SEAL FLEXIBLE RUBBER BOOT (MANUFACTURED BY NATIONAL POLLUTION CONTROL SYSTEMS, INC.) OR APPROVED EQUAL SHALL BE USED FOR WATERTIGHT CONNECTION.
4. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW FROM NEW STORM SEWER CONNECTION.
5. CLEAN EXISTING MANHOLE OF ANY DIRT, CONCRETE, OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

CONNECTION TO EXISTING MANHOLE

CONNECTION TO EXISTING MANHOLE DETAIL
Scale: NOT TO SCALE

CAGE CIVIL ENGINEERING

Petes MARKET

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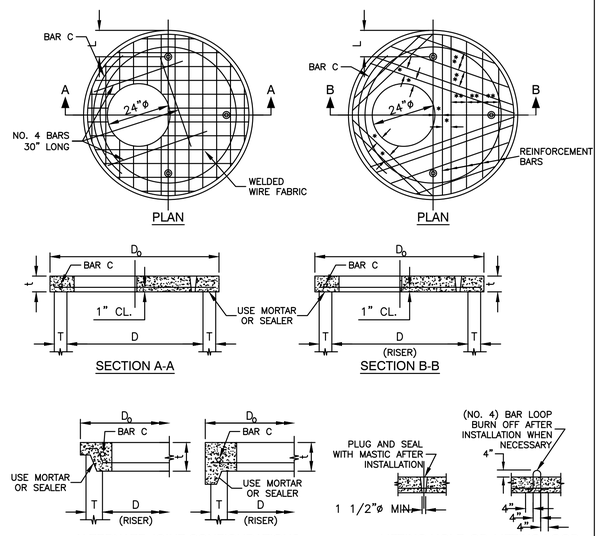
SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C4.1
11 OF 13

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

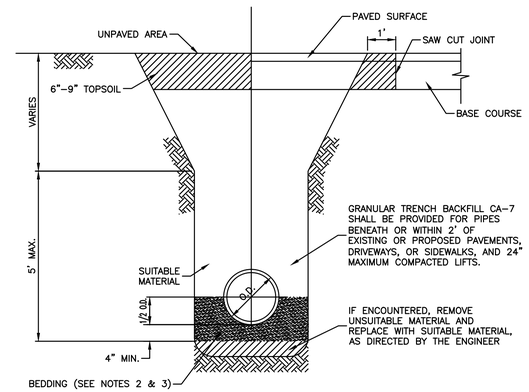


NOTES:
THE FLAT SLAB TOP MAY BE USED IN LIEU OF THE TAPERED TOPS SHOWN ON VALVE IN VAULT DETAIL FOR PRESSURE CONNECTION, TYPE T MANHOLE DETAIL, CATCH BASIN TYPE A DETAIL, OR STORM MANHOLE DETAIL AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.

SHEET 1 OF 2

CONCRETE FLAT SLAB DETAIL
Scale: NOT TO SCALE

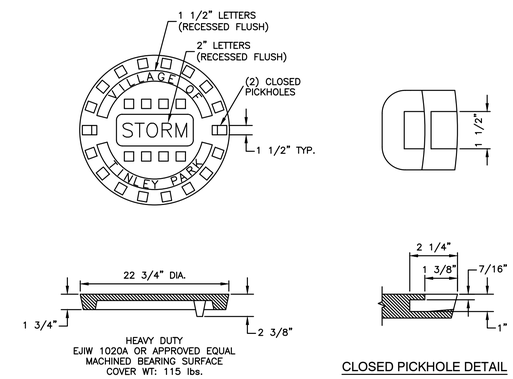
TRENCH BACKFILL DETAIL FOR STORM SEWER



NOTES:
1. TRENCH SHALL BE IN ACCORDANCE WITH OSHA SAFETY STANDARDS.
2. BEDDING SHALL BE REQUIRED TO BE A MINIMUM THICKNESS EQUAL TO 1/4 OF THE OUTSIDE DIAMETER OF THE PIPE BUT SHALL NOT BE LESS THAN 4", AS A MINIMUM, BEDDING AND HAUNCHING MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION." THE GRADATIONS SHALL BE CA-7.
3. FOR PVC PIPE THE BEDDING MATERIAL SHALL BE PLACED A MINIMUM 12" OVER THE TOP OF THE PIPE AND GRADATION SHALL BE CA-7 AND SHALL BE CAREFULLY PLACED SO AS TO FILL THE SPACE UNDER AND AROUND THE PIPE.

TRENCH BACKFILL STORM SEWER DETAIL
Scale: NOT TO SCALE

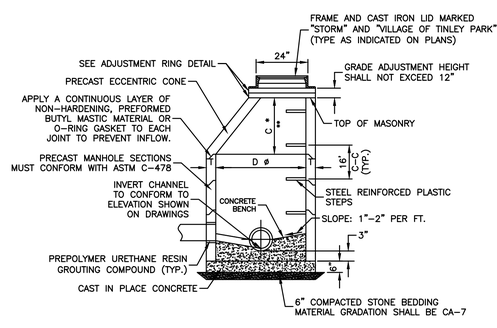
SPECIAL LETTERED STORM MANHOLE LID*



*LIDS SHALL COMPLY WITH NPDES PHASE II BEST MANAGEMENT PRACTICES THROUGH APPROPRIATE FACIAL MARKINGS.

STORM MANHOLE LID DETAIL
Scale: NOT TO SCALE

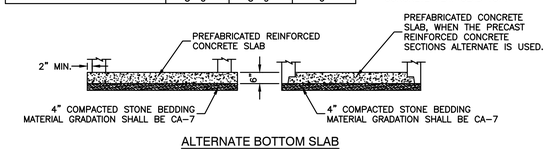
STORM MANHOLE



ALTERNATE MATERIALS FOR WALLS	D	C	T
PRECAST REINFORCED CONCRETE SECTION	4'-0" 5'-0"	2'-6" 3'-9"	4" 5"
CAST-IN-PLACE CONCRETE	4'-0" 5'-0"	2'-6" 3'-9"	6" 6"

* DIMENSION "C" FOR PRECAST REINFORCED CONCRETE SECTION MAY VARY FROM THE DIMENSION GIVEN ±6".

** SEE DETAIL FOR PRECAST REINFORCED CONCRETE FLAT SLAB TOP.



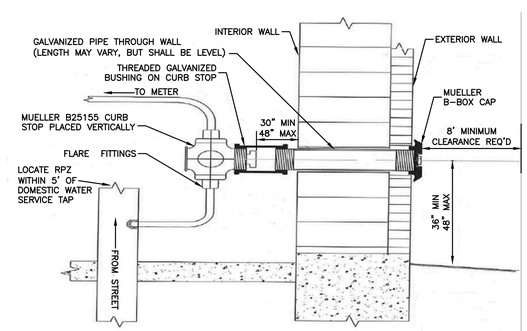
ALTERNATE BOTTOM SLAB

NOTES:
1. ECCENTRIC CONES REQUIRED, UNLESS OTHERWISE INDICATED ON DRAWINGS. FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. USE 4'-0"ø FOR SEWER SIZES 8" THRU 21", 5'-0"ø FOR SEWER SIZES 24" THRU 33" UNLESS OTHERWISE NOTED.
3. CAST-IN-PLACE STORM STRUCTURES WILL BE CONSIDERED BY THE VILLAGE, IF NECESSARY. SHOP DRAWINGS SHALL BE SUBMITTED AND APPROVED BY THE VILLAGE ENGINEER PRIOR TO THE START OF PROJECT.

Village of Tinley Park ILLINOIS

STORM MANHOLE DETAIL
Scale: NOT TO SCALE

COMMERCIAL PRIVATE WATER SERVICE DETAIL

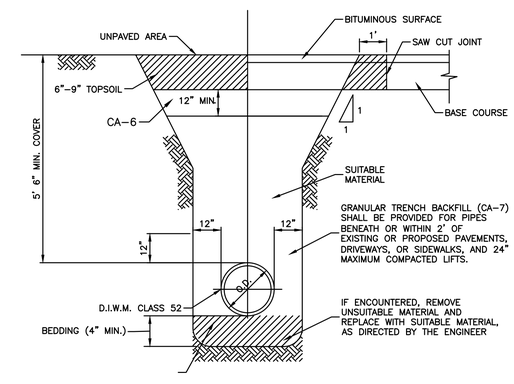


NOTES:
1. CURB STOP SHALL BE IN HEATED SPACE.
2. TYPICAL APPLICATION FOR RETROFIT OF SINGLE AND MULTI-UNIT COMMERCIAL OR MULTI-FAMILY RESIDENTIAL WITH MULTIPLE METERS SERVICED BY ONE EXTERIOR SUPPLY PIPE.
3. NON-ACCESSIBILITY WILL REQUIRE VILLAGE ACCESS INTO THE BUILDING.

Village of Tinley Park ILLINOIS

COMMERCIAL PRIVATE WATER SERVICE DETAIL
Scale: NOT TO SCALE

TRENCH BACKFILL FOR WATERMAIN



NOTES:
1. TRENCH SHALL BE IN ACCORDANCE WITH OSHA SAFETY STANDARDS.
2. TRENCH BACKFILL (CA-7) SHALL PROVIDE 12" MINIMUM COVER ON WATERMAIN.

TRENCH BACKFILL WATERMAIN DETAIL
Scale: NOT TO SCALE

CAGE CIVIL ENGINEERING

Pete's MARKET

CAMBURAS THEODORE LTD DESIGN / ARCHITECTURE / ENGINEERING

REVISIONS △

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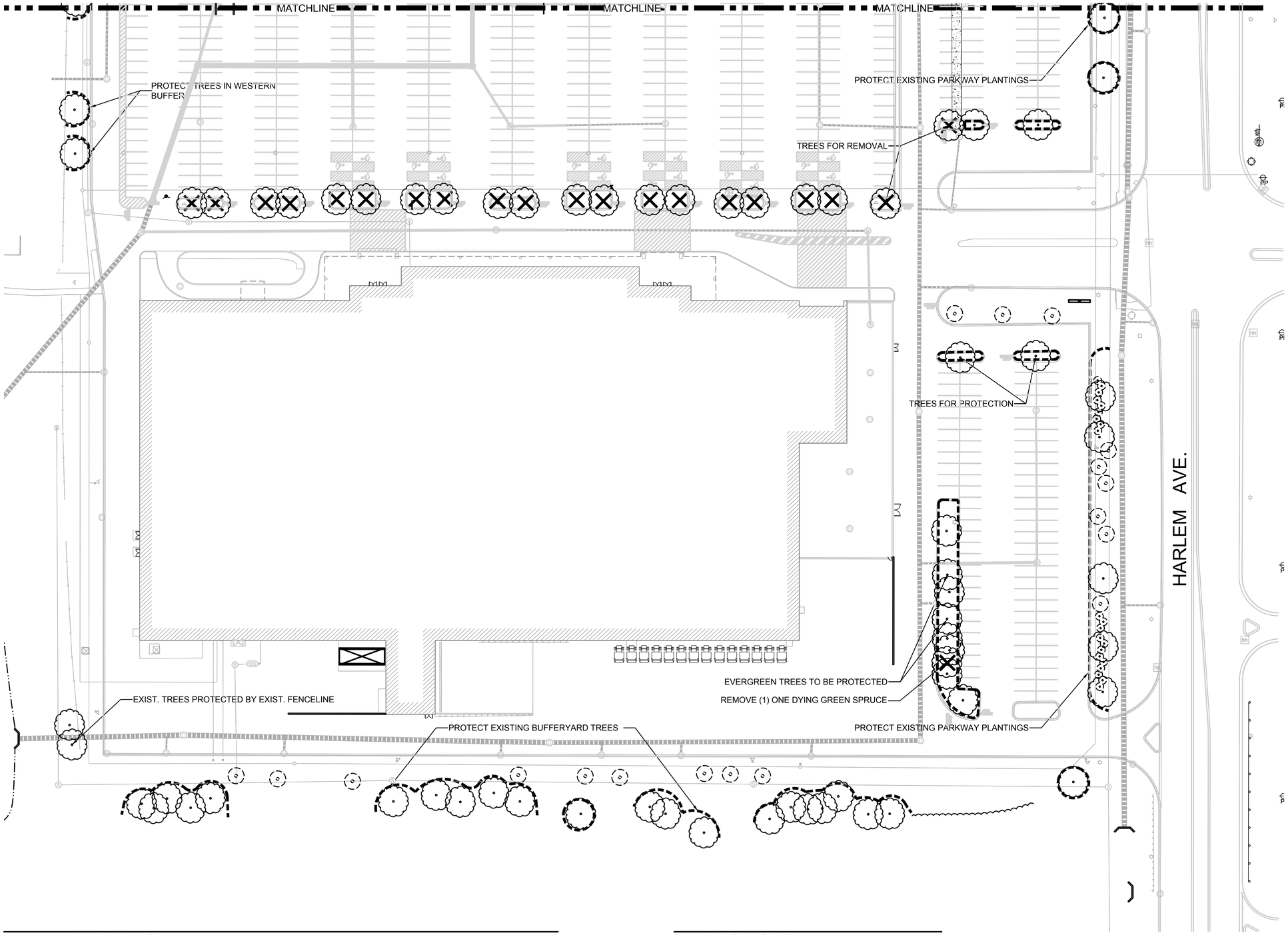
PETE'S FRESH MARKET REDEVELOPMENT
16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135
ENG : JGN
DATE : 05.27.2021

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
C4.2
12 OF 13



1 TREE REMOVAL & PROTECTION PLAN SOUTH

EXISTING VEGETATION DESCRIPTION

THE PROJECT SITE CONSISTS OF A VACATED BIG BOX SITE AND OUTLOTS. SITE CONSISTS OF VARIOUS TREES THROUGHOUT THE PERIMETER, PARKING ISLANDS, AND PARKWAY. PARKWAY AND PERIMETER TREES WILL BE PRESERVED. TREES IN PARKING ISLANDS, WHERE NECESSARY, WILL BE REMOVED.

TREE PROTECTION & REMOVAL LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

N SHEET SCALE 1"=40'
0' 20' 40' 80' 120'

LG Workshop, LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Avenue
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001600
STATE OF ILLINOIS
EXPIRES 08/2021

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME

pete's fresh market
16300 S. HARLEM AVE.
TINLEY PARK IL

DRAWING ISSUED

NO.	TITLE	DATE
1.	Preliminary Review	11/12/2020
2.	Per Village Comment	01/05/2021
3.	Per Village Comment	01/15/2021
4.	Per Village Comment	02/03/2021
5.	Per Village Comment	02/26/2021
6.	Plan Commission Workshop	05/27/2021

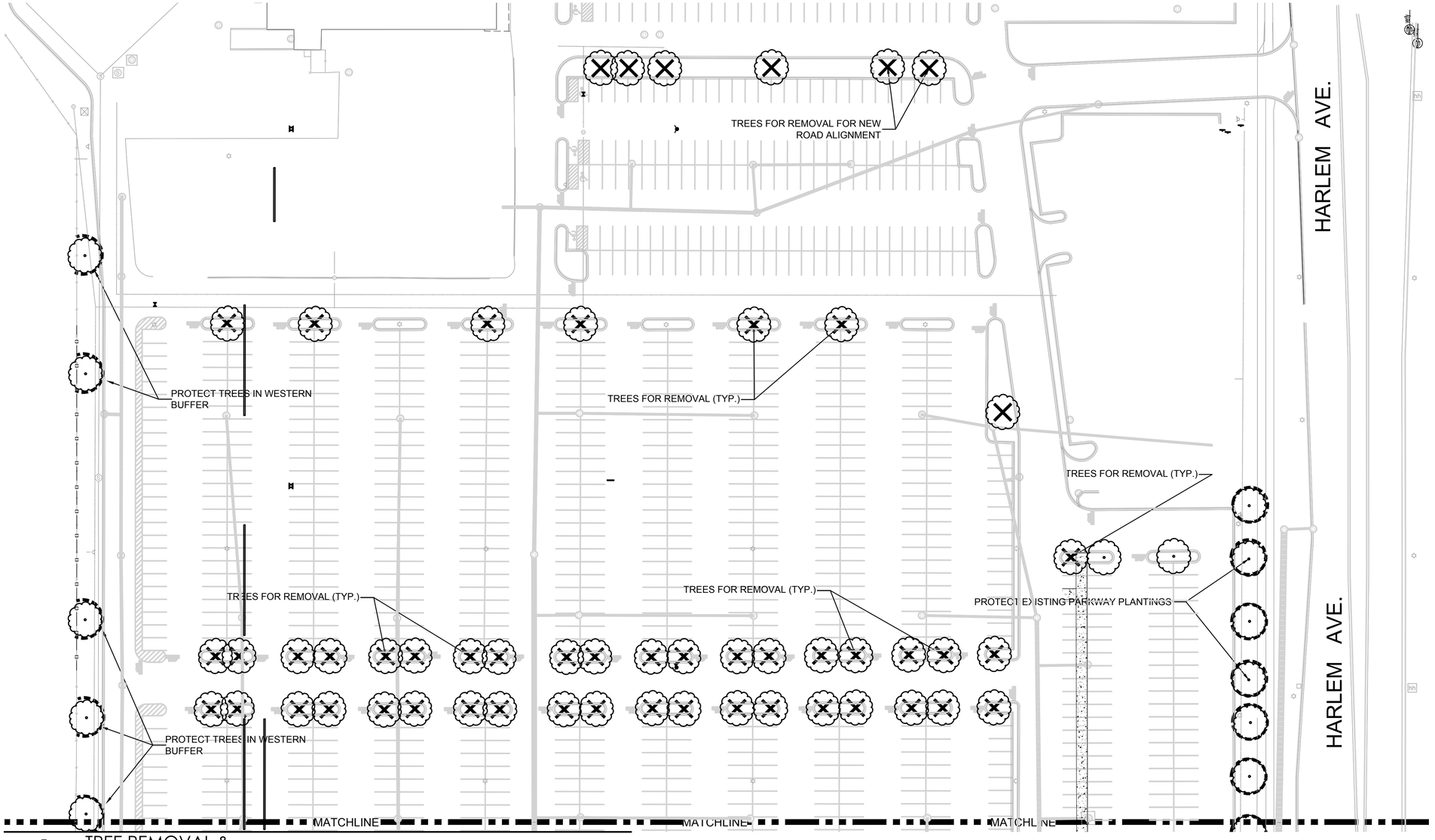
SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2011006

DATE
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
TREE PROTECTION & REMOVAL PLAN SOUTH

SHEET NUMBER
L.11



1 TREE REMOVAL & PROTECTION PLAN NORTH

TREE PROTECTION & REMOVAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY STATE AND LOCAL PERMITS AND PERMISSIONS TO PRUNE, REMOVE, AND/OR TRANSPLANT ANY TREES ON SITE.
2. DEAD AND DYING MATERIAL ON THE SITE SHALL BE REMOVED OR PRUNED. MATERIALS NOT LABELED ON THE PROTECTION PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR REMEDIATION.
3. DURING CONSTRUCTION EXISTING TREES OVER FOUR INCHES IN CALIPER SHALL BE PROTECTED WITH BARRIER FENCING.
4. BARRIER SHALL BE CONSTRUCTED OF A MIN. 3' TALL SNOW FENCE OR SIMILAR AND SUPPORT POSTS MIN. 6' O.C. AND SHALL BE ERECTED ONE FOOT BEYOND THE DRIP LINE OFF ALL EXISTING TREES ON SITE AND ADJACENT SITES TO REMAIN.
5. BARRIER FENCING SHOWN ON THE PLAN IS APPROXIMATE. CONTRACTOR SHALL ADJUST LOCATION OF BARRIER TO POSITION OUTLINED IN COMMENT 4.
6. NO EXCESS SOIL OR ADDITIONAL FILL, BUILDING MATERIALS OR DEBRIS SHALL BE PLACED WITHIN THE PROTECTIVE BARRIER.
7. NO VEHICLES OR HEAVY MACHINERY SHALL BE ALLOWED TO WORK WITHIN THE BARRIER AREA.
8. NO ATTACHMENTS OR WIRES, OTHER THAN PROTECTIVE GUY WIRES, SHALL BE ATTACHED TO ANY OF THE TREES WHICH ARE WITHIN PROTECTIVE BARRIER.
9. STUMPS OR TREE REMAINS NOT TO BE FULLY EXCAVATED SHALL BE REMOVEED. A STUMP GRINDER SHALL BE USED TO REMOVE ALL REMAINING ROOTS AND WOODY MATERIAL. WITHIN A 24" RADIUS OF THE TREE TRUNK TO MIN. 6" BELOW GRADE. DISTURBED AREA SHALL BE BACKFILLED WITH COMPACTED TOPSOIL TO MEET SURROUNDING GRADES.

TREE PROTECTION & REMOVAL LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO BE REMOVED
- BARRIER FENCING TO BE INSTALLED

N SHEET SCALE 1"=40'
0' 20' 40' 80' 120'

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EXPIRES 08/2021

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME

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TINLEY PARK IL

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5.	Per Village Comment	02/26/2021
6.	Plan Commission Workshop	05/27/2021

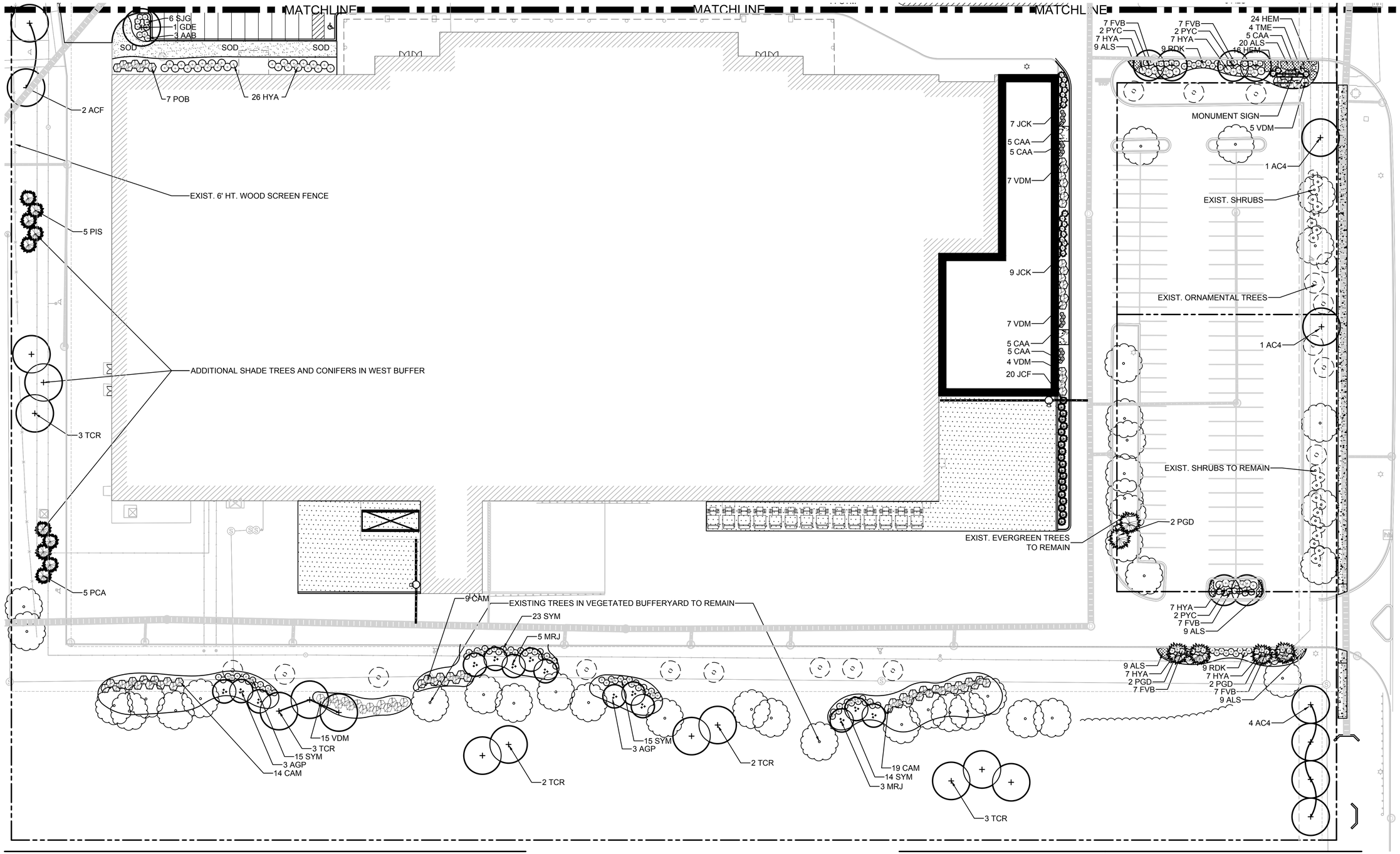
SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2011006

DATE
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
TREE PROTECTION & REMOVAL PLAN NORTH

SHEET NUMBER
L.12



1 LANDSCAPE PLAN SOUTH

LANDSCAPE LEGEND

- EXISTING TREE (XX")
- PROPOSED SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL / ANNUAL PLANTING
- SODDED LAWN

N SHEET SCALE 1"=30'
0' 15' 30' 60' 90'

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CAGE CIVIL ENGINEERING

PROJECT NAME

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5.	Per Village Comment	02/26/2021
6.	Plan Commission Workshop	05/27/2021

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PROJECT NUMBER
2011006

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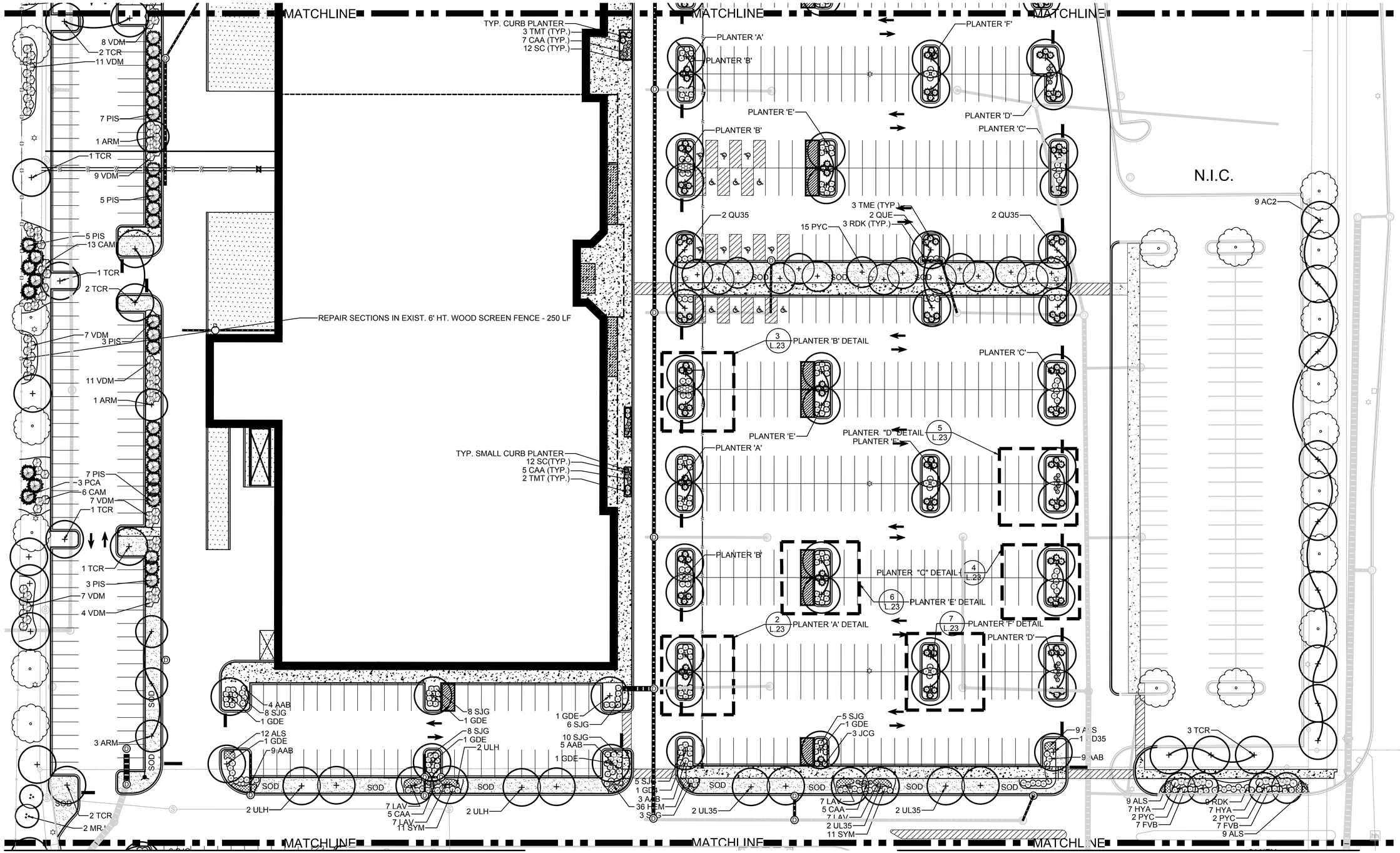
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN SOUTH

SHEET NUMBER
L.21



1 LANDSCAPE PLAN CENTER

LANDSCAPE LEGEND

- EXISTING TREE (XX")
- PROPOSED SHADE TREE
- EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL / ANNUAL PLANTING
- SODDED LAWN

N SHEET SCALE 1"=30'
0' 15' 30' 60' 90'

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5.	Per Village Comment	02/26/2021
6.	Plan Commission Workshop 05/27/2021	

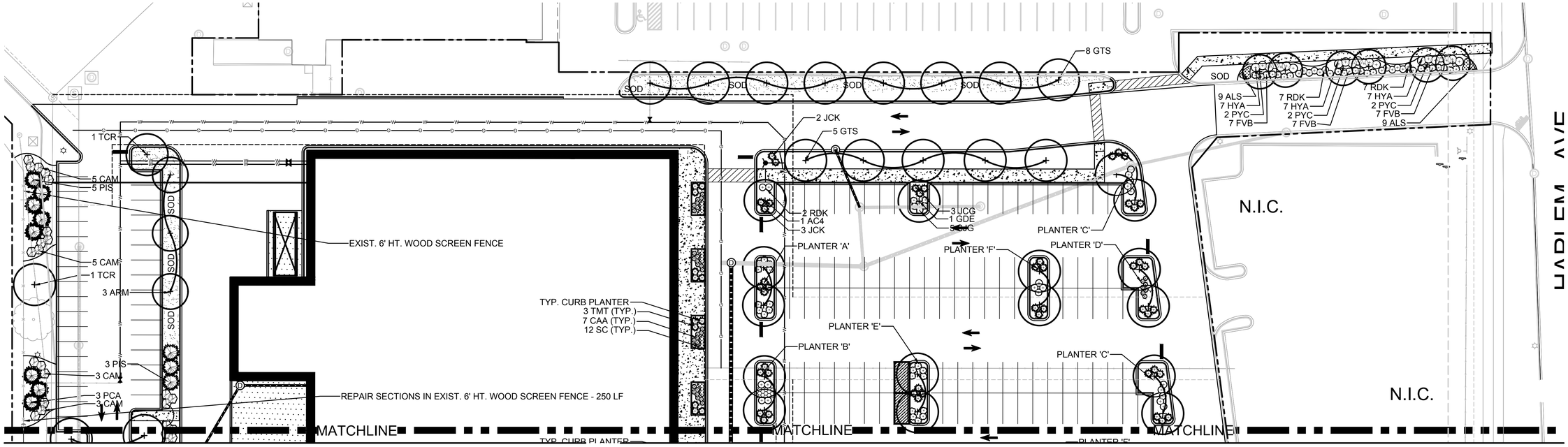
SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2011006

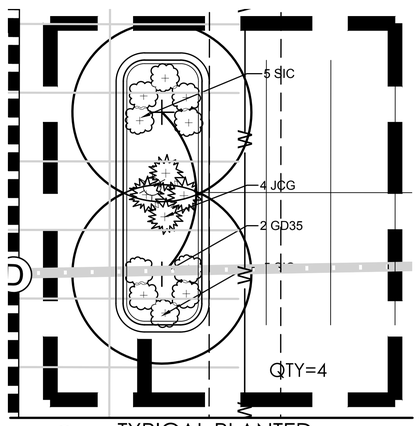
DATE
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN CENTER

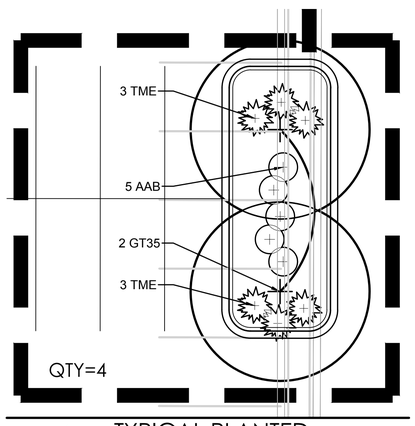
SHEET NUMBER
L.22



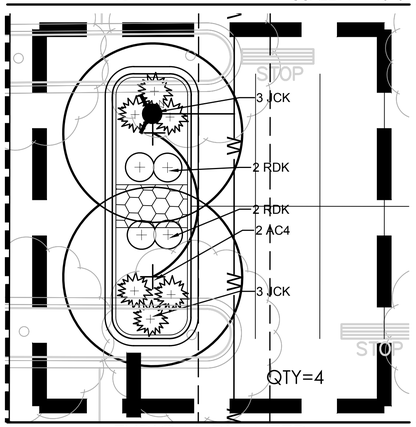
1 LANDSCAPE PLAN NORTH SCALE: 1"=30'



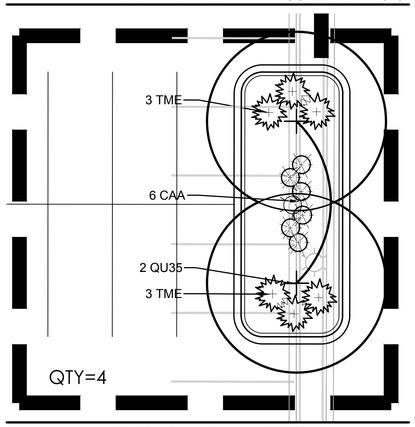
2 TYPICAL PLANTED ISLAND 'A' SCALE: 1" = 10'-0"



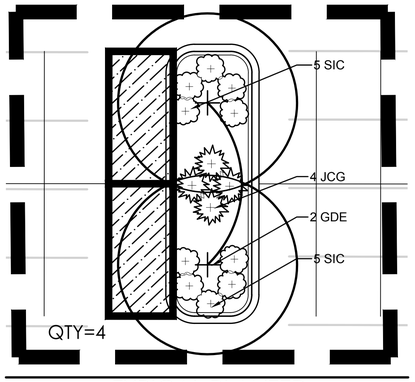
4 TYPICAL PLANTED ISLAND 'C' SCALE - 1" = 10'-0"



3 TYPICAL PLANTED ISLAND 'B' SCALE: 1" = 10'-0"



5 TYPICAL PLANTED ISLAND 'D' SCALE - 1" = 10'-0"

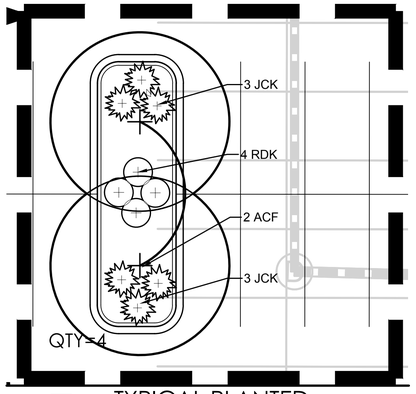


6 TYPICAL PLANTED ISLAND 'E' SCALE - 1" = 10'-0"

PLANT LIST

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
ACF	2.5" CAL.	10	ACER FREEMANII 'MARMO'	MARMP FREEMANII MAPLE	B&B
AC4	4.0" CAL.	24	ACER FREEMANII 'MARMO'	MARMP FREEMANII MAPLE	B&B
ARM	2.5" CAL.	10	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	B&B
GDE	2.5" CAL.	17	GYMNOCLADUS DIOIC. 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	B&B
GD35	3.5" CAL.	10	GYMNOCLADUS DIOIC. 'ESPRESSO'	ESPRESSO KENTUCKY COFFEETREE	B&B
GTS	3.5" CAL.	24	GLEDITSIA TRI. 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	B&B
QUE	2.5" CAL.	6	QUERCUS ELLIPSOIDALIS	NORTHERN PIN OAK	B&B
QU35	3.5" CAL.	8	QUERCUS ELLIPSOIDALIS	NORTHERN PIN OAK	B&B
PYC	2.5" CAL.	31	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	B&B
TCR	2.5" CAL.	22	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	B&B
ULH	2.5" CAL.	15	ULMUS 'REGAL'	REGAL ELM	B&B
UL35	3.5" CAL.	4	ULMUS 'REGAL'	REGAL ELM	B&B
ORNAMENTAL TREES					
AGP	6' MULTI	6	AMELANCHIER GRAN. 'PRINCESS DI'	PRINCESS DIANA SERVICEBERRY	B&B
MRJ	6' MULTI.	10	MALUS X 'RED JEWEL'	RED JEWEL CRABAPPLE	B&B
EVERGREEN TREES					
JCF	8' HT.	20	JUNIPERUS CHINENSIS 'FAIRVIEW'	FAIRVIEW JUNIPER	B&B
PIS	6' HT.	41	PINUS STROBUS	WHITE PINE	B&B
PCA	6' HT.	11	PICEA ABIES	NORWAY SPRUCE	B&B
PGD	8' HT.	6	PICEA GLAUCA VAR. DENSATA	BLACK HILLS SPRUCE	B&B
DECIDUOUS SHRUBS					
AAB	30" HT.	90	ARONIA ARBUT. 'BRILLIANTISSIMA'	BRILLIANT RED CHOKEBERRY	B&B
CAM	30" HT.	77	CORNUS ALBA 'ARGENTEO MARG.'	CREAM EDGE DOGWOOD	B&B
FVB	18" W.	70	FORSYTHIA VIRIDISS. 'BRONXENSIS'	BRONX FORSYTHIA	B&B
HYA	24" HT.	95	HYDRANGEA ARBOR. 'ANNABELLE'	ANNABELLE HYDRANGEA	B&B
POB	30" HT.	58	PYHSOCARPUS OPUL. 'DIABOLO'	DIABOLO NINEBARK	B&B
RDK	3 GAL.	61	ROSA 'DOUBLE KNOCKOUT'	DOUBLE KNOCKOUT ROSE	B&B
SIC	3 GAL.	90	CRISPA CUTLEAF STEPHANANDRA	STEPHANANDRA INCISA 'CRISPA'	B&B
SJG	24" HT.	145	SPIREA JAPONICA 'GOLDFLAME'	GOLDFLAME SPIRAEA	B&B
SYM	24" HT.	89	SYRINGA PATULA 'MISS KIM'	MISS KIM KOREAN LILAC	B&B
VDM	30" HT.	160	VIBURNUM DENTATUM BLUE MUFFIN	ARROWWOOD VIBURNUM	B&B

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
EVERGREEN SHRUBS					
JCG	30" HT.	38	JUNIPIPER CHIN. 'SEA GREEN'	SEA GREEN JUNIPER	B&B
JCK	24" W.	69	JUNIP. CHIN. 'KALLAY'S COMPACTA'	KALLAY COMPACT JUNIPER	B&B
TMT	24" W.	19	TAXUS X MEDIA 'TAUNTON'	TAUNTON YEW	B&B
TME	24" W.	76	TAXUS X MEDIA 'EVERLOW'	EVERLOW DENSE YEW	B&B
ORNAMENTAL GRASSES					
CAA	#3 CONT.	106	CALAMAGROSTIS ACUT. 'STRICTUS'	STRICTUS FEATHER REED GRASS	
GROUNDCOVER / PERENNIALS					
ALS	#1 CONT.	113	ALLUM TANGUT. 'SUMMER BEAUTY'	SUMMER BEAUTY WILD OINION	18" O.C.
HEM	#1 CONT.	76	HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	15" O.C.
LAV	#1 CONT.	28	LAVENDULA 'MUNSTEAD STRAIN'	MUNSTEAD ENGLISH LAVENDAR	24" O.C.
SC	4" POT	210	SEASONAL COLOR	SEASONAL COLOR	12" O.C.
SOD	SQ. YD.	2,560	SODDED LAWN		



7 TYPICAL PLANTED ISLAND 'F' SCALE - 1" = 10'-0"

LANDSCAPE LEGEND

- EXISTING TREE
- PROPOSED SHADE TREE
- EVERGREEN TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED LARGE SHRUB
- PROPOSED MEDIUM SHRUB
- PROPOSED EVERGREEN SHRUB
- PROPOSED LOW SHRUB
- PROPOSED ORNAMENTAL GRASS
- PROPOSED PERENNIAL / ANNUAL PLANTING
- SODDED LAWN

N SHEET SCALE 1"=30'
0' 15' 30' 60' 90'

LG Workshop, LLC
Landscape Architecture
Site Planning
Illustration
2324 W. Armitage Avenue
Chicago, IL 60647
ph. 773.697.4388
www.LGWLA.com

SEAL

LICENSED LANDSCAPE ARCHITECT
LARRY C. GLASSCOCK JR.
157-001600
STATE OF ILLINOIS
EXPIRES 08/2021

PROJECT TEAM

CIVIL ENGINEER:
CAGE CIVIL ENGINEERING

PROJECT NAME

pete's fresh market

16300 S. HARLEM AVE.
TINLEY PARK IL

DRAWING ISSUED

NO.	TITLE	DATE
1.	Preliminary Review	11/12/2020
2.	Per Village Comment	01/05/2021
3.	Per Village Comment	01/15/2021
4.	Per Village Comment	02/03/2021
5.	Per Village Comment	02/26/2021
6.	Plan Commission Workshop	05/27/2021

SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2011006

DATE
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN NORTH

SHEET NUMBER
L.23

LANDSCAPE NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL PERMITS AND PERMISSIONS TO INSTALL THE PROPOSED IMPROVEMENTS
2. ALL LANDSCAPE MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE VILLAGE OF TINLEY PARK LANDSCAPING CODES AND ZONING ORDINANCES.
3. PRIOR TO COMMENCING ANY WORK, CONTRACTOR SHALL HAVE DIGGERS HOTLINE LOCATE AND MARK ALL UNDERGROUND UTILITY FACILITIES AND LINES.
4. ALL PLANT MATERIALS (EXCEPT FOR GROUNDCOVER, ANNUALS, AND PERENNIALS) SHALL BE BALLED AND BURLAPPED STOCK AND MEET CURRENT STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR NURSERY STOCK (ANSI 260.1-1986) OR EQUAL. PLANT MATERIALS MUST BE SUPPLIED WITHIN A 150 MILE RADIUS OF PROJECT SITE WITHIN NORTHEAST ILLINOIS. CONTRACTOR MAY SUBSTITUTE CONTAINER STOCK FOR SHRUBS IF SIZES ARE EQUAL TO SPECIFIED B&B STOCK, WITH THE APPROVAL OF THE LANDSCAPE ARCHITECT.
5. IF SPECIFIED PLANTS ARE NOT AVAILABLE AT THE TIME OF ORDERING, PLANTS WITH SIMILAR WHOLESALE VALUE AND LANDSCAPE CHARACTERISTICS MAY BE SUBSTITUTED UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT AND VILLAGE STAFF.
6. SOIL IN GROUNDCOVER BEDS SHALL BE AMENDED USING 2 INCHES OF MUSHROOM COMPOST INCORPORATED INTO THE TOP 4 INCHES OF SOIL.
7. DISTURBED AREAS TO RECEIVE SOD SHALL BE TILLED TO 6" DEPTH AND FINE GRADED TO PROVIDE SMOOTH BASE SURFACE. IF EXISTING SOIL IS A MAJORITY OF CLAY OR UNSUITABLE, 2" OF FINE GRADED TOPSOIL SHALL BE ADDED PRIOR TO TILLING. EXISTING SOD AREAS SHALL HAVE TURF REMOVED WITH AUTOMATED SODCUTTER OR HAND SPACE TO REMOVE ALL BLADES AND ROOTS. 1" OF FIND GRADED TOPSOIL SHALL BE TILLED AND GRADED.
8. TREE AND SHRUB BACKFILL MIXTURE SHALL BE 2 PARTS EXIST. NATIVE TOPSOIL AND 1 PART SPHAGNUM PEAT MOSS W/ DECOMPOSED MANURE.
9. ALL SHRUB BEDS AND INDIVIDUAL TREE PLANTINGS, UNLESS OTHERWISE NOTED, SHALL RECEIVE A 4 INCH LAYER OF SHREDDED HARDWOOD MULCH. ALL GROUNDCOVER, ANNUAL AND PERENNIAL BEDS SHALL RECEIVE A 2 INCH LAYER OF THE SAME MULCH MATERIAL. COSTS FOR MULCH SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE COST OF PLANTINGS.
10. NURSERY TAGS (SPECIES, SIZE) FOR ALL SHADE TREES SHALL REMAIN ATTACHED TO TREES UNTIL FINAL APPROVAL FROM MUNICIPALITY.
11. THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER A BONDED WRITTEN ONE-YEAR WARRANTY AGREEMENT (BEGINNING ON THE OWNER'S POSSESSION DATE). THIS AGREEMENT SHALL COVER MAINTENANCE, REPAIR, AND REPLACEMENT OF ALL DEAD OR DAMAGED LANDSCAPING TO PRESERVE THE SAME QUANTITY AND QUALITY AS INITIALLY APPROVED.
12. CONTRACTOR SHALL PROVIDE A SEPARATE ESTIMATE FOR AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM FOR COMPLETE EFFECTIVE COVERAGE OF ALL LAWN AREAS AND SHRUB BEDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL AND APPLY FOR ALL NECESSARY PERMITS PRIOR TO COMMENCING WORK. IRRIGATION PLANS SHALL INCLUDE HUNTER PRO-C CONTROLLER W/WIRELESS SOLAR SYNC STATION AND HUNTER SPRAYHEADS AND NOZZLES. IRRIGATION WORK SHALL BE WARRANTY ALL LABOR AND MATERIALS FOR 1 FULL YEAR AFTER INSTALLATION AND TESTING.
13. TREES AND SHRUBS SHALL NOT BE LOCATED CLOSER THAN TEN (10) FEET TO FIRE HYDRANTS, TRANSFORMERS OR OTHER ABOVE GROUND UTILITIES. ANY DISCREPANCY ON THE PLAN RELATED TO THESE PROXIMATE UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.

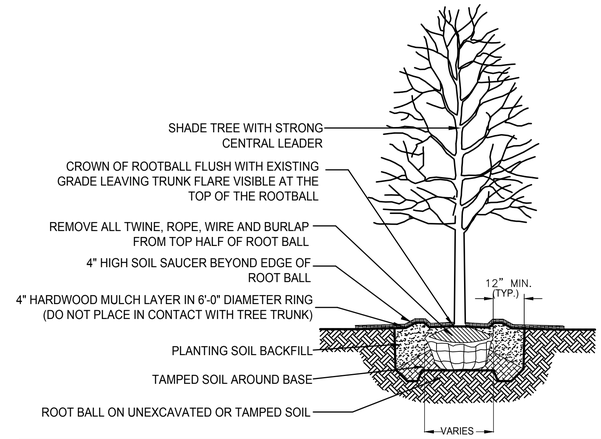
VILLAGE LANDSCAPE REQUIREMENT CALCULATIONS

DESCRIPTION	REQUIREMENT	AREA / LENGTH	DETAILS
TOTAL SITE		1,159,368 S.F.	
TOTAL BUILDINGS		140,438 S.F. 184,197 S.F. 324,635 S.F.	PETE'S MARKET ANCHOR 2 TOTAL
ZONING		B-3	
TOTAL PARKING	SQUARE FOOTAGE OF PARKING AREA / VEHICLE USE AREA	792,440 S.F.	

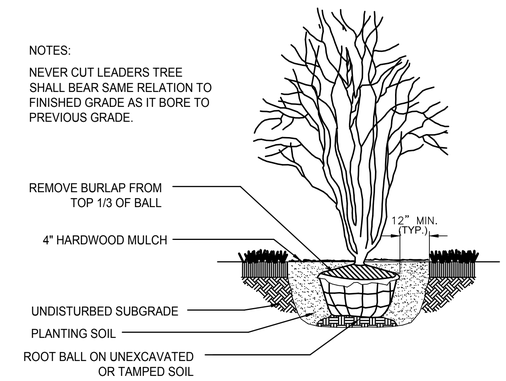
BUFFERYARDS

	REQUIRED WIDTH	PROPOSED WIDTH	LENGTH	REQUIRED PLANTINGS	PROPOSED PLANTINGS	COMMENTS
WEST (C BUFFERYARD)	25'	25'	790 LF	14 CT 6 US 56 SH	21 CT 28 US 60 SH	BUFFERYARD LENGTH ONLY CALCULATED TO NORTH SIDE OF NEIGHBORHOOD WALK . EXISTING TREES INCLUDED IN PROPOSED PLANTINGS.
SOUTH (C BUFFERYARD)	25'	100'	885 LF	31 CT 13 US 124 SH	31 CT 14 US 124 SH	EXISTING TREES INCLUDED IN PROPOSED PLANTINGS.

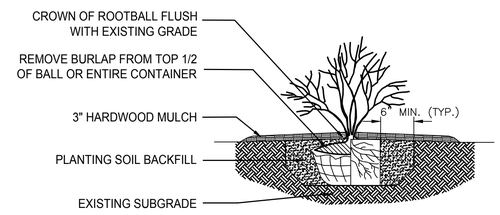
DESCRIPTION	REQUIREMENT	AREA / LENGTH	PROPOSED	COMMENTS
FOUNDATION	LANDSCAPE COVERAGE ALONG 70% OF BUILDING FOUNDATION THAT FACES PUBLIC RIGHT-OF-WAY; 10' WIDE LANDSCAPED AREA (530 LF X 70% = 371 LF REQUIRED)	44% (235 LF) OR 2,350 SF	7 PLANTERS - 7.5' X 19' EACH & SOUTHEAST PLANTER= 2,887 SF	
INTERIOR	1 TREE PER 10,000 SQ. FT.	792,440 / 10,000 = 80 TREES	96 NEW TREES 14 EXIST.	TREES NOT IN END ISLANDS
PARKWAY	1 TREE PER 25 LINEAL FEET ALONG HARLEM AVENUE	28 TREES	28 CT 6 UT	EXISTING UNDERSTORY TREES HAVE BEEN SHOWN ON THE PLAN
PARKING LOT	15% OF PARKING LOT TO BE LANDSCAPED	431,870 X 15% = 64,780 S.F.	45,998 S.F. OR 10.6 %	TREES UPSIZED TO 3.5" AND 4.0" CAL. FOR DEFICIT
PARKING LOT	CONTINUOUS SCREENING OF ADJACENT PROPERTIES AND STREETS - 675 LF REQUIRED.	675 LF.	0 LF	VILLAGE STAFF REQUESTED REMOVAL. CONCERNS ABOUT OUTLOT DEVELOPMENT
PARKING LOT ISLANDS	1 TREE AND 1 SHRUB PER 200 SF OF ISLAND	16,744 / 200 = 83.72	90 TREES 247 SHRUBS	TREES IN END ISLANDS
GROUND MOUNTED SIGNS	2 SQ. FT. OF LANDSCAPING FOR EACH 1 SQ. FT. OF SIGN FACE	200 SF X 2 = 400 SF	656 SF	



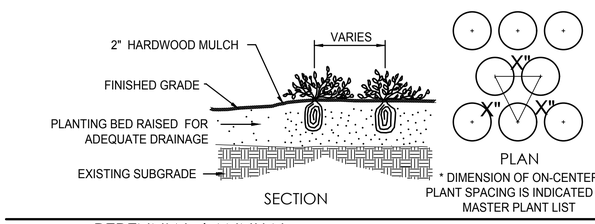
1 SHADE TREE PLANTING DETAIL — NOT TO SCALE



2 ORNAMENTAL TREE PLANTING DETAIL — NOT TO SCALE



3 SHRUB PLANTING DETAIL — NOT TO SCALE



4 PERENNIAL / ANNUAL PLANTING DETAIL — NOT TO SCALE

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LICENSED LANDSCAPE ARCHITECT — LARRY C. GLASSCOCK JR. 157-001600 — STATE OF ILLINOIS

EXPIRES 08/2021

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CAGE CIVIL ENGINEERING

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SET TYPE
LANDSCAPE PLANS

PROJECT NUMBER
2011006

DATE
11-10-2020
DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
LANDSCAPE PLAN / DETAILS & NOTES

SHEET NUMBER
L.31

1 EXISTING FENCE CONDITION
@ SOUTH DETENTION AREA

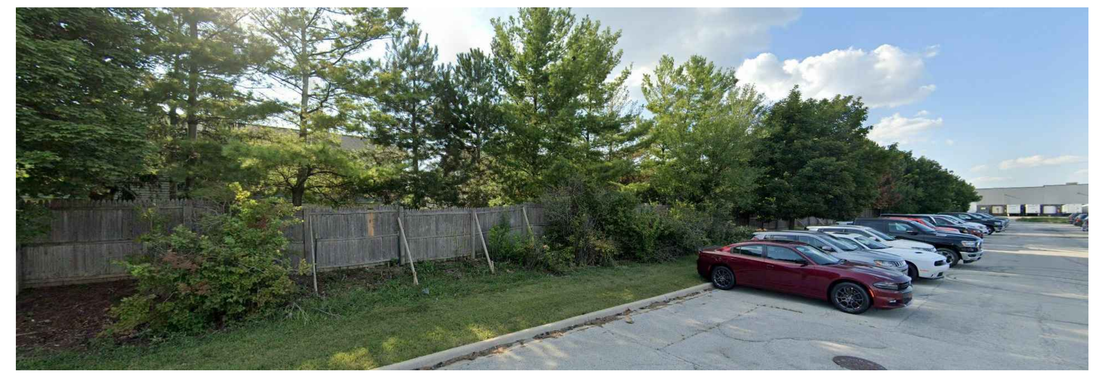
NOT TO SCALE

2 EXISTING FENCE CONDITION
@ NORTH DETENTION AREA

NOT TO SCALE

3 EXISTING FENCE CONDITION
@ PEDESTRIAN CROSSING

NOT TO SCALE

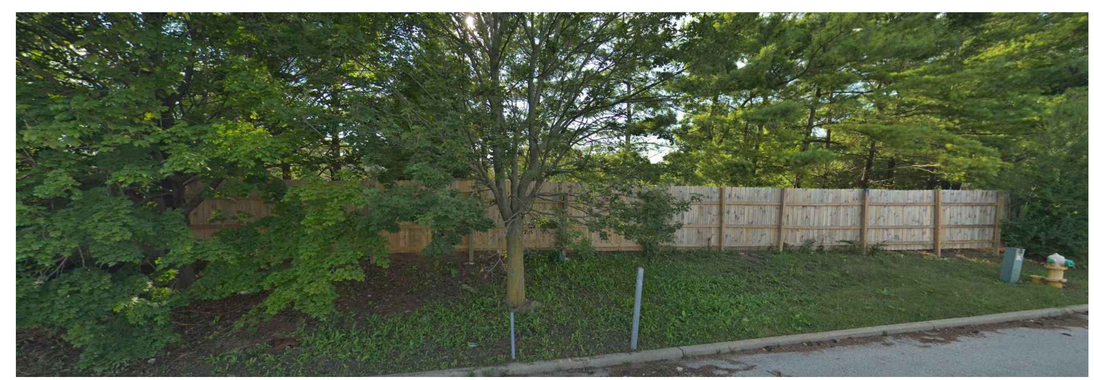


4 EXISTING FENCE CONDITION
@ PARKING LOT - PART OF 250 LF OF REPLACEMENT FENCE

NOT TO SCALE

5 EXISTING FENCE CONDITION
@ PARKING LOT - PART OF 250 LF OF REPLACEMENT FENCE

NOT TO SCALE



6 EXISTING FENCE CONDITION
@ NORTH END

NOT TO SCALE

EXISTING FENCE

THE FENCE SOUTH OF THE PEDESTRIAN ACCESS IS RELATIVELY NEW AND IN GOOD CONDITION. ALSO THE NORTHERNMOST 150' HAS BEEN REPLACED WITH NEW WITHIN THE PAST FEW YEARS.

THE FENCE TO THE NORTH OF THE PEDESTRIAN ACCESS, IS OLDER AND NEEDS SOME REPAIR. CONTRACTOR TO REPLACE ANY MISSING BOARDS, BROKEN OR LEANING POSTS AND FULL SECTIONS WHERE REQUIRED. APPROXIMATLY 250 L.F. OF FENCE REPAIR

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CAGE CIVIL ENGINEERING

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SET TYPE
LANDSCAPE PLANS

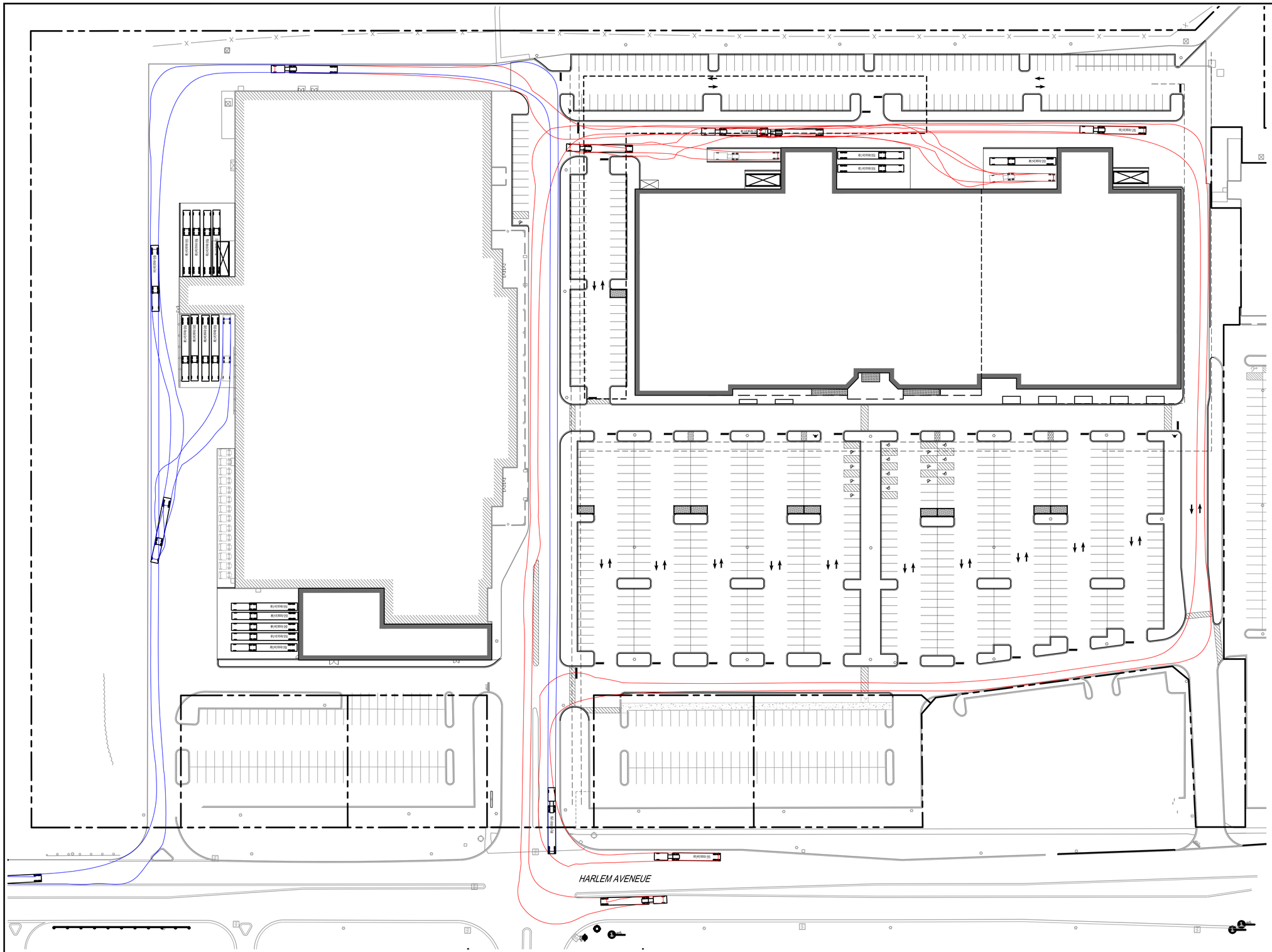
PROJECT NUMBER
2011006

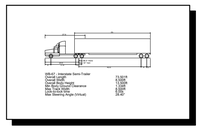
DATE
11-10-2020

DRAWN BY: LCG
APPROVED BY: LCG

SHEET TITLE
EXISTING FENCE SURVEY

SHEET NUMBER
L.41





0 50' 100'
1" = 50' (HORIZONTAL)

CAGE CIVIL ENGINEERING

Pete's MARKET

CAMBURAS THEODORE LTD
DESIGN / ARCHITECTURE / ENGINEERING

REVISIONS

05-27-2021 PLAN COMMISION WORKSHOP
03-01-2021 REVISED PER VILLAGE COMMENTS
01-05-2021 REVISED PER VILLAGE COMMENTS

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PETE'S FRESH MARKET REDEVELOPMENT

16300 S. HARLEM AVE.
TINLEY PARK, IL

PROJ NO: 200135

ENG : JGN

DATE : 11.13.2020

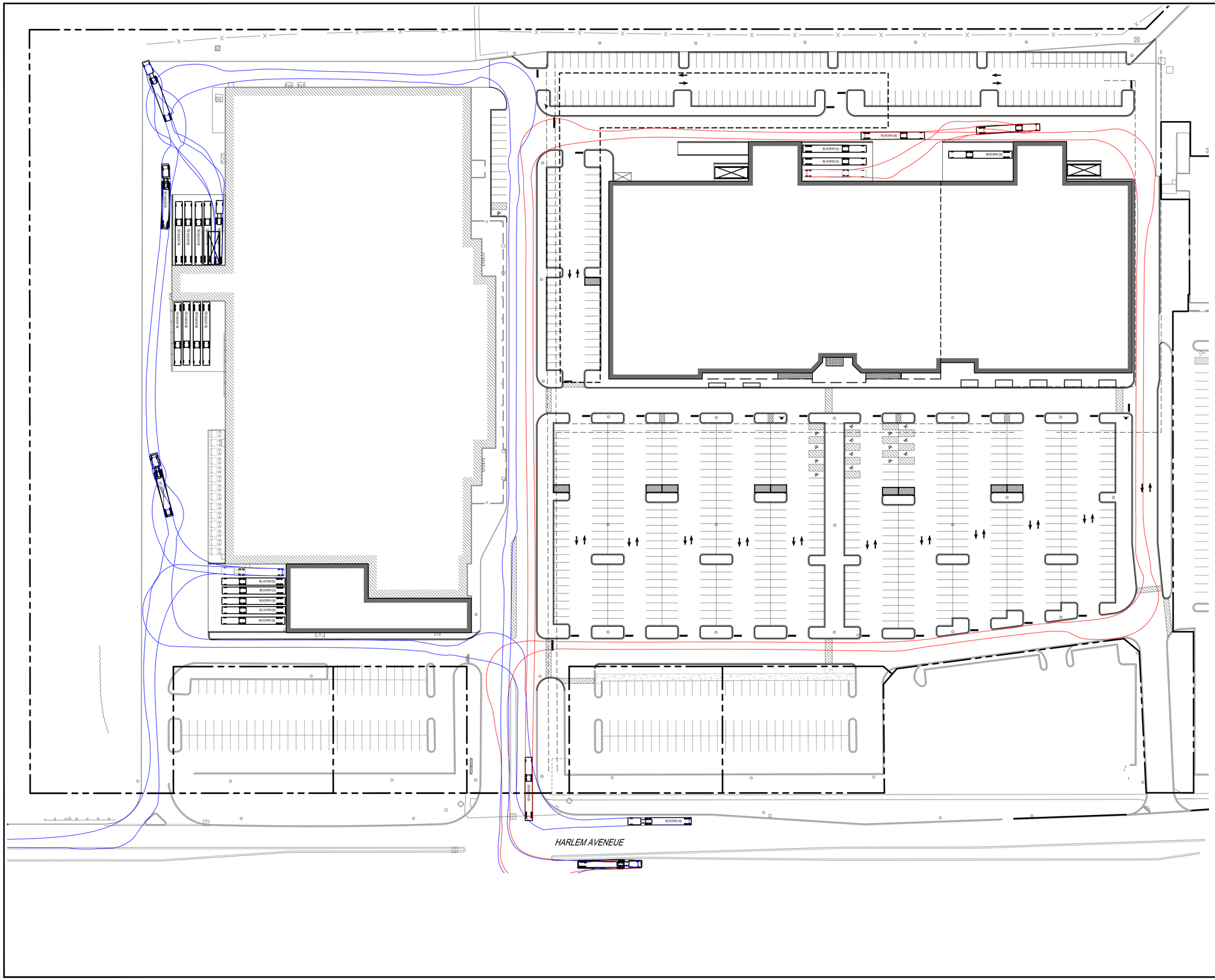
SHEET TITLE

TRUCK TURN EXHIBIT

SHEET NUMBER

EX-1

1 OF 13



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SHEET TITLE

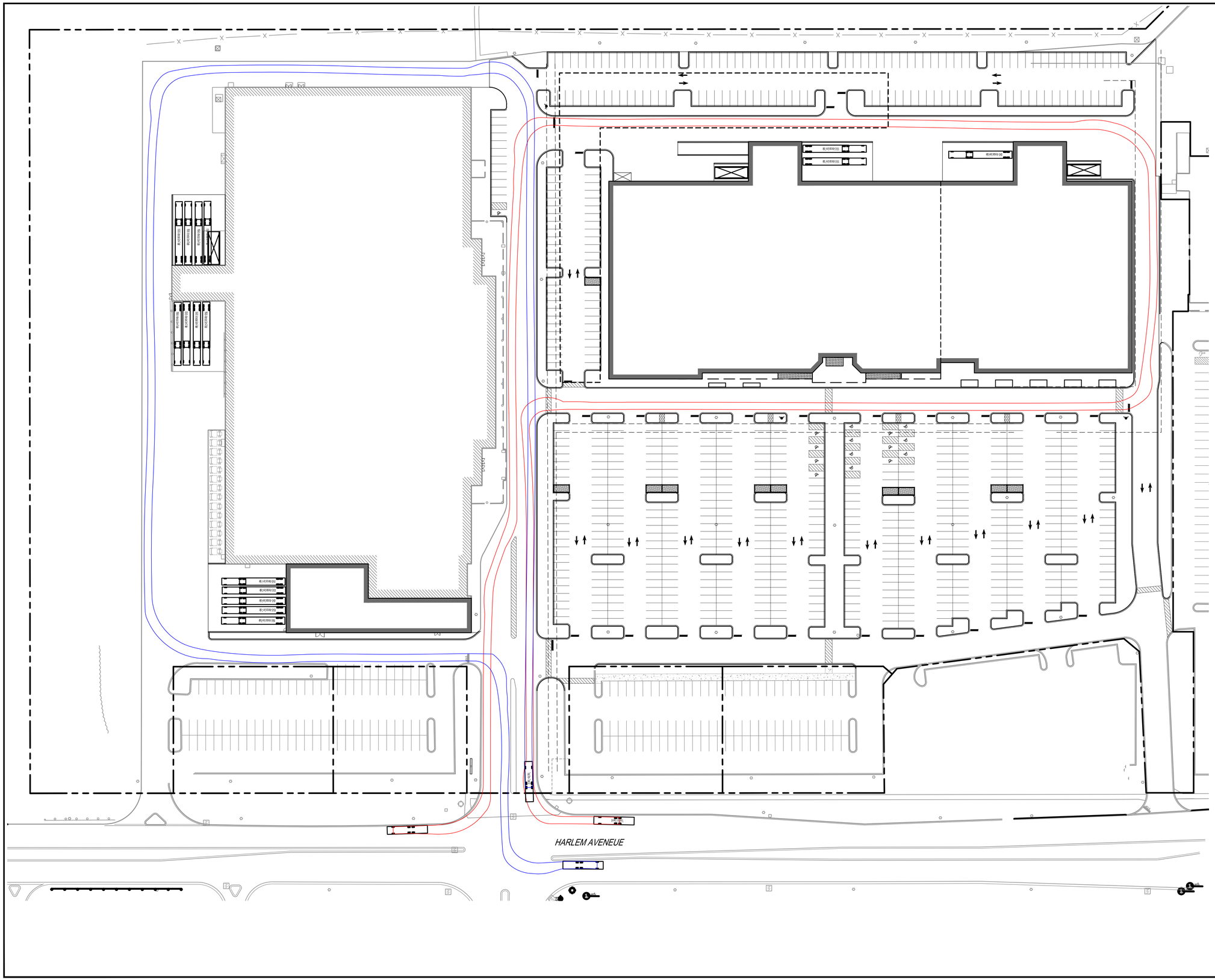
TRUCK TURN EXHIBIT

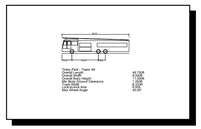
0 50' 100'
1" = 50' (HORIZONTAL)

SHEET NUMBER

EX-2

1 OF 13





CAGE CIVIL ENGINEERING

Petes MARKET

CAMBURAS THEODORE LTD

REVISIONS

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ENG : JGN

DATE : 11.13.2020

SHEET TITLE

TRUCK TURN EXHIBIT

SHEET NUMBER

EX-3

1 OF 13

0 50' 100'

1" = 50' (HORIZONTAL)

Schedule

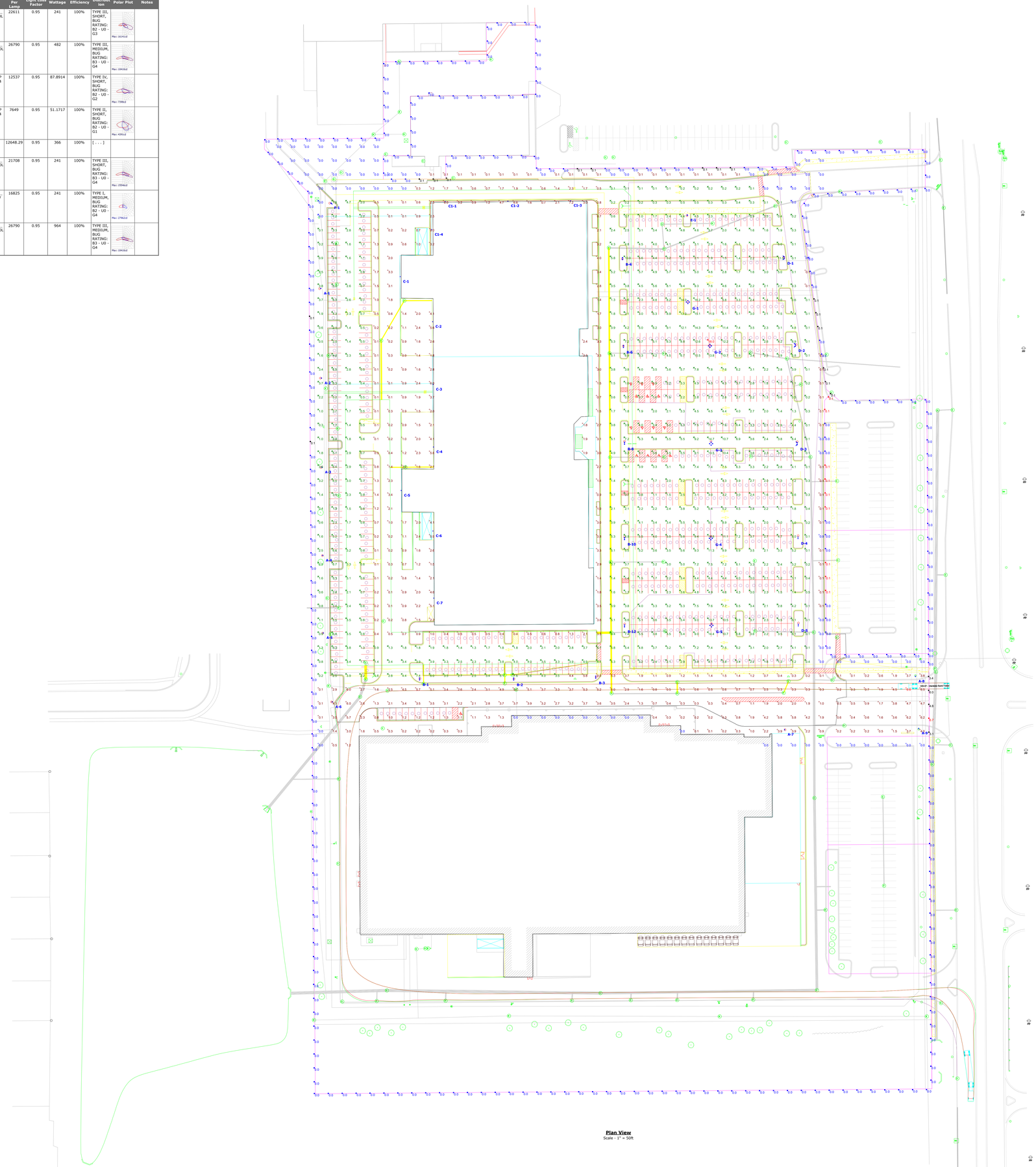
Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage	Efficiency	Distribution	Polar Plot	Notes
	A		9	Lithonia Lighting	DSX1 LED P9 40K BLC MVOLT	DSX1 LED P9 40K BLC MVOLT	LED	1	DSX1_LED_P9_40K_BLC_MVOLT.ies	22611	0.95	241	100%	TYPE III, SHORT, BUG RATING: B2 - U0 - G3	Max: 1614cd	
	B		8	Lithonia Lighting	DSX1 LED P9 40K T3M MVOLT	DSX1 LED P9 40K T3M MVOLT	LED	1	DSX1_LED_P9_40K_T3M_MVOLT.ies	26790	0.95	482	100%	TYPE III, MEDIUM, BUG RATING: B3 - U0 - G4	Max: 1941cd	
	C		7	Lithonia Lighting	WDGE3 LED P4 70CRI R4 40K	WDGE3 LED WITH P4 - PERFORMANCE PACKAGE, 4000K, 70CRI, TYPE 4 OPTIC		1	WDGE3_LED_P4_70CRI_R4_40K.ies	12537	0.95	87.8914	100%	TYPE IV, SHORT, BUG RATING: B2 - U0 - G2	Max: 739cd	
	C1		4	Lithonia Lighting	WDGE3 LED P1 70CRI R2 40K	WDGE3 LED WITH P1 - PERFORMANCE PACKAGE, 4000K, 70CRI, TYPE 2 OPTIC		1	WDGE3_LED_P1_70CRI_R2_40K.ies	7649	0.95	51.1717	100%	TYPE II, SHORT, BUG RATING: B2 - U0 - G1	Max: 435cd	
	D		5	Lithonia Lighting	{…}	{…}	{…}	1	{ . . . }	12648.29	0.95	366	100%	{ . . . }		
	E		1	Lithonia Lighting	DSX1 LED P9 40K T3M MVOLT HS	DSX1 LED P9 40K T3M MVOLT with houseside shield	LED	1	DSX1_LED_P9_40K_T3M_MVOLT_HS.ies	21708	0.95	241	100%	TYPE III, SHORT, BUG RATING: B3 - U0 - G4	Max: 1594cd	
	F		1	Lithonia Lighting	DSX1 LED P9 40K LCCO MVOLT	DSX1 LED P9 40K LCCO MVOLT	LED	1	DSX1_LED_P9_40K_LCCO_MVOLT.ies	16825	0.95	241	100%	TYPE I, MEDIUM, BUG RATING: B2 - U0 - G4	Max: 2796cd	
	G		5	Lithonia Lighting	DSX1 LED P9 40K T3M MVOLT	DSX1 LED P9 40K T3M MVOLT	LED	1	DSX1_LED_P9_40K_T3M_MVOLT.ies	26790	0.95	964	100%	TYPE III, MEDIUM, BUG RATING: B3 - U0 - G4	Max: 1941cd	

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #4	+	1.6 fc	6.6 fc	0.0 fc	N/A	N/A
Calc Zone Entire Site	+	2.7 fc	18.0 fc	0.0 fc	N/A	N/A
Calc Zone Parking Area	×	3.6 fc	18.0 fc	0.0 fc	N/A	N/A
Calc Zone Property Boundry	■	0.1 fc	6.7 fc	0.0 fc	N/A	N/A
Calc Zone Property Lot Line	■	0.0 fc	0.1 fc	0.0 fc	N/A	N/A

Luminaire Locations

		Location				
No.	Label	X	Y	MH	Orientation	Tilt
1	A	27.60	1158.80	25.00	90.00	0.00
2	A	28.60	1030.00	25.00	90.00	0.00
3	A	29.20	901.80	25.00	90.00	0.00
4	A	30.50	775.20	25.00	90.00	0.00
5	A	31.40	663.90	25.00	90.00	0.00
6	A	44.20	564.70	25.00	90.00	0.00
7	A	695.40	523.80	25.00	0.00	0.00
8	A	883.50	602.50	25.00	180.00	0.00
9	A	888.10	525.50	25.00	0.00	0.00
1	B	170.80	597.80	25.00	0.00	0.00
2	B	306.00	597.60	25.00	0.00	0.00
3	B	423.90	600.30	25.00	0.00	0.00
4	B	462.50	1201.70	25.00	0.00	0.00
6	B	463.80	1075.40	25.00	0.00	0.00
8	B	465.30	936.50	25.00	0.00	0.00
10	B	465.30	799.40	25.00	0.00	0.00
12	B	465.30	674.00	25.00	0.00	0.00
1	C	142.80	1175.80	20.00	270.00	0.00
2	C	189.40	1111.00	20.00	270.00	0.00
3	C	190.20	1021.00	20.00	270.00	0.00
4	C	190.70	931.00	20.00	270.00	0.00
5	C	144.30	868.50	20.00	270.00	0.00
6	C	189.90	810.30	20.00	270.00	0.00
7	C	191.10	713.80	20.00	270.00	0.00
1	C1	207.70	1283.90	18.00	0.00	0.00
2	C1	297.70	1284.20	18.00	0.00	0.00
3	C1	387.70	1284.90	18.00	0.00	0.00
4	C1	188.30	1243.30	18.00	270.00	0.00
1	D	694.90	1202.90	25.00	0.00	0.00
2	D	710.90	1077.30	25.00	0.00	0.00
3	D	713.60	935.80	25.00	0.00	0.00
4	D	714.70	800.50	25.00	0.00	0.00
5	D	715.10	675.10	25.00	0.00	0.00
1	E	555.50	1265.40	25.00	180.00	0.00
1	F	42.30	1281.50	25.00	90.00	0.00
1	G	556.40	1139.30	25.00	0.00	0.00
2	G	588.10	1076.30	25.00	0.00	0.00
3	G	589.80	935.70	25.00	0.00	0.00
4	G	589.40	799.80	25.00	0.00	0.00
5	G	590.30	674.60	25.00	0.00	0.00



Plan View
Scale - 1" = 50ft

KSA LIGHTING & CONTROLS

PETE'S FRESH MARKET

Designer
D. MIROW
Date
05/27/2021 PC Workshop
Scale
Scale as shown
Drawing No.

Summary

D-Series Size 1

LED Area Luminaire

Catalog Number

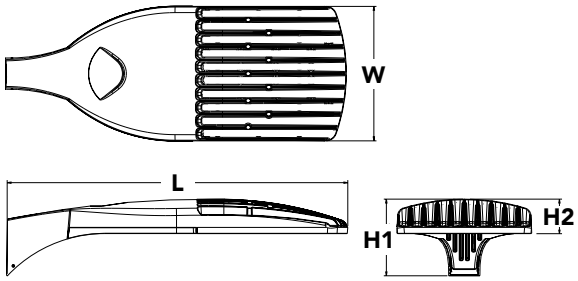
Notes

Type

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

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33″ (83.8 cm)
Width:	13″ (33.0 cm)
Height H1:	7-1/2″ (19.0 cm)
Height H2:	3-1/2″
Weight (max):	27 lbs (12.2 kg)



Introduction

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

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

Ordering Information

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

DSX1 LED

Series	LEDs	Color temperature	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4[1] P7[1] P2 P5[1] P8 P3 P6[1] P9[1] **Rotated optics** P10[2] P12[2] P11[2] P13[1,2]	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short (Automotive) T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium	T5VS Type V very short[3] T5S Type V short[3] T5M Type V medium[3] T5W Type V wide[3] BLC Backlight control[4] LCCO Left corner cutoff[4] RCCO Right corner cutoff[4]	MVOLT[5] 120[6] 208[6] 240[6] 277[6] 347[6] 480[6]	**Shipped included** SPA Square pole mounting RPA Round pole mounting[7] WBA Wall bracket[3] SPUMBA Square pole universal mounting adaptor[8] RPUMBA Round pole universal mounting adaptor[8] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[9]

Control options		Other options	Finish *(required)*
Shipped installed NLTAIR2 nLight AIR generation 2 enabled[10] PIRHN Network, high/low motion/ambient sensor[11] PER NEMA twist-lock receptacle only (controls ordered separate)[12] PER5 Five-pin receptacle only (controls ordered separate)[12,13] PER7 Seven-pin receptacle only (controls ordered separate)[12,13] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[14] DS Dual switching[15,16,17] PIR High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 5fc[17,18] PIRH High/low, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 5fc[17,18] PIR1FC3V High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 1fc[17,18] PIRH1FC3V Bi-level, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 1fc[17,18] FAO Field adjustable output[17,19]		**Shipped installed** HS House-side shield[20] SF Single fuse (120, 277, 347V)[6] DF Double fuse (208, 240, 480V)[6] L90 Left rotated optics[2] R90 Right rotated optics[2] HA 50°C ambient operations[1] **Shipped separately** BS Bird spikes[21] EGS External glare shield	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [22]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [22]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [22]
DSHORT SBK U	Shorting cap [22]
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5 [20]
DSX1HS 40C U	House-side shield for P6 and P7 [20]
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12 [20]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) [23]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [9]
DSX1EGS (FINISH) U	External glare shield

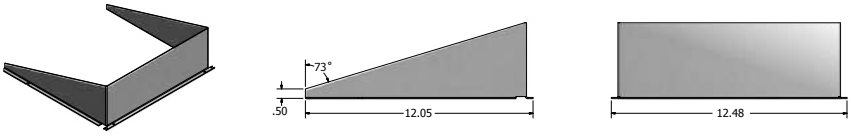
For more control options, visit DTL and ROAM online.

NOTES

1 HA not available with P4, P5, P6, P7, P9 and P13.
2 P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
3 Any Type 5 distribution with photocell, is not available with WBA.
4 Not available with HS.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
6 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
7 Suitable for mounting to round poles between 3.5" and 12" diameter.
8 Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8
9 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
10 Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
11 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
12 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting cap included.
13 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
14 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
15 Provides 50/50fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
16 Requires (2) separately switched circuits with isolated neutrol.
17 Reference Controls Option Default settings table on page 4.
18 Reference Motion Sensor table on page 4 to see functionality.
19 Not available with other dimming controls options
20 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
21 Must be ordered with fixture for factory pre-drilling.
22 Requires luminaire to be specified with PER, PER5 or PER7 option. See Control Option Table on page 4.
23 For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8

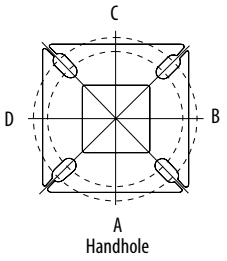
Options

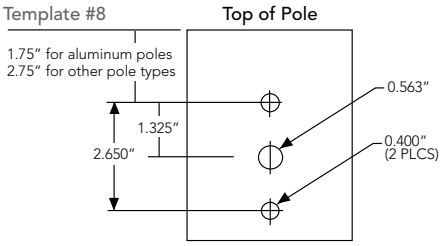
EGS - External Glare Shield



Drilling

HANDHOLE ORIENTATION





Tenon Mounting Slipfitter

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

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

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 LED	1.013	2.025	1.945	3.038	2.850	3.749

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

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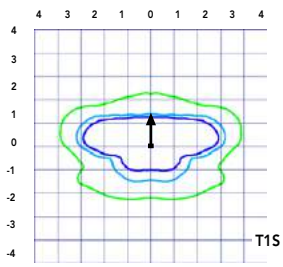
Photometric Diagrams

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

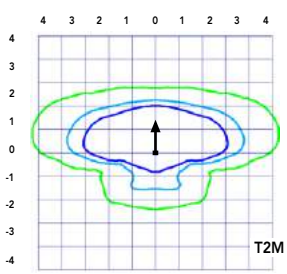
Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



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



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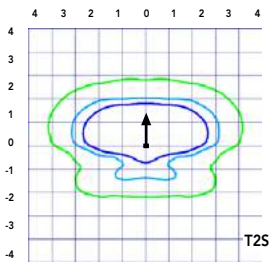

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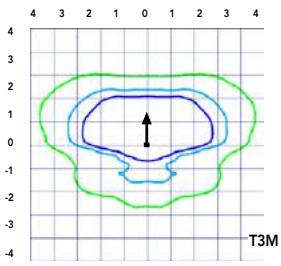

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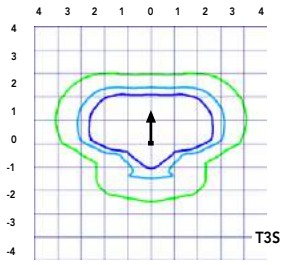

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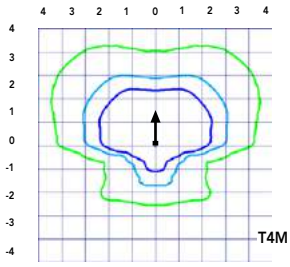

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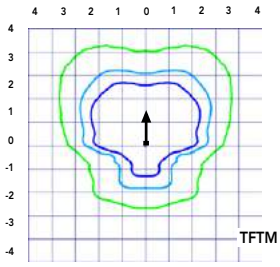

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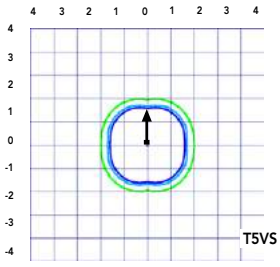

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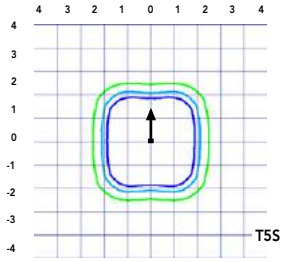

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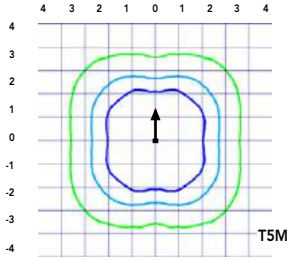

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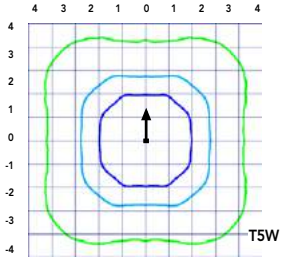

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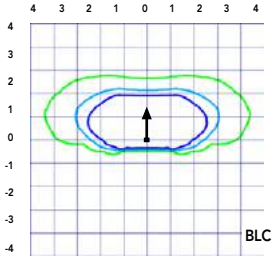

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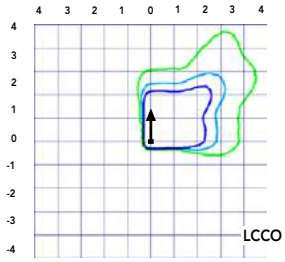

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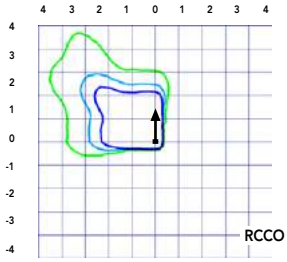

Test No. LTL23164B tested in accordance with IESNA LM-79-08.

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Lumen Ambient Temperature (LAT) Multipliers

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

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

Projected LED Lumen Maintenance

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

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

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

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Phototcell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min
*for use when motion sensor is used as dusk to dawn control.						

Electrical Load

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

Controls Options				
Nomenclature	Description	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell recepticle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

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Performance Data

Lumen Output

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

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	**P1**	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				T5VS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				T5S	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	**P2**	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				T5VS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	**P3**	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				T5VS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	**P4**	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				T5VS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				T5M	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	**P5**	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				T5VS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				T5S	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				T5M	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				T5W	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

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Performance Data

Lumen Output

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

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	**P6**	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				T5VS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	**P7**	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				T5VS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				T5M	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				T5W	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	**P8**	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				T5VS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	**P9**	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				T5VS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				T5M	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				T5W	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

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Lumen Output

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Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	**P10**	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				T5VS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				T5S	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				T5M	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				T5W	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	**P11**	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				T5VS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				T5S	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				T5M	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				T5W	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	**P12**	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				T5VS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				T5S	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	**P13**	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				T5VS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				T5S	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				T5M	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				T5W	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

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FEATURES & SPECIFICATIONS

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

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft^2) for optimized pole wind loading.

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

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

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

STANDARD CONTROLS
The DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 30 feet.

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

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

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

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

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

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

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WDGE3 LED

Architectural Wall Sconce

Catalog Number

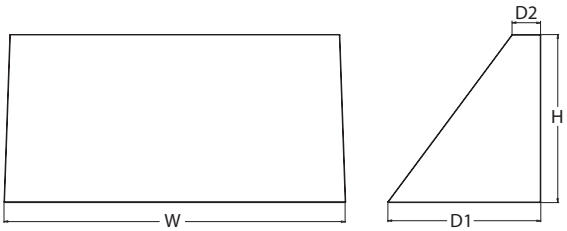
Notes

Type

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

Specifications

Depth (D1): 8"
Depth (D2): 1.5"
Height: 9"
Width: 18"
Weight: (without options) 19.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE3 has been designed to deliver up to 12,000 lumens through a precision refractive lens with wide distribution, perfect for augmenting the lighting from pole mounted luminaires.

WDGE LED Family Overview

Luminaire	Standard EM, 0°C	Cold EM, -20°C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE3 LED P3 40K 70CRI R3 MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE3 LED	P1 P2 P3 P4	30K 3000K 40K 4000K 50K 5000K	70CRI 80CRI	R2 Type 2 R3 Type 3 R4 Type 4 RFT Forward Throw	MVOLT 347[1] 480[1]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[4] **Shipped separately** AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry)

Options

E15WH	Emergency battery backup, Certified in CA Title 20 MAEDBS (15W, 5°C min)
E20WC	Emergency battery backup, Certified in CA Title 20 MAEDBS (18W, -20°C min)
PE[2]	Photocell, Button Type
DMG[3]	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.
SPD10KV	10kV Surge pack

Standalone Sensors/Controls

PIR	Bi-level (100/35%) motion sensor for 8-15' mounting heights. Intended for use on switched circuits with external dusk to dawn switching.
PIRH	Bi-level (100/35%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk to dawn switching
PIR1FC3V	Bi-level (100/35%) motion sensor for 8-15' mounting heights with photocell pre-programmed for dusk to dawn operation.
PIRH1FC3V	Bi-level (100/35%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk to dawn operation.

Networked Sensors/Controls

NLTAIR2 PIR	nLightAIR Wireless enabled bi-level motion/ambient sensor for 8-15' mounting heights.
NLTAIR2 PIRH	nLightAIR Wireless enabled bi-level motion/ambient sensor for 15-30' mounting heights.

See page 4 for out of box functionality

Finish

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DSSXD	Sandstone
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white
DSSTXD	Textured sandstone

Accessories

Ordered and shipped separately.

WDGEAWS DDBXD U	WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE3PBBW DDBXD U	WDGE3 surface-mounted back box (specify finish)

NOTES

1. 347V and 480V not available with E15WH and E20WC.
2. PE not available in 480V and with sensors/controls.
3. DMG option not available with sensors/controls.
4. Not qualified for DLC. Not available with emergency battery backup or sensors/controls

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Performance Data

Lumen Output

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

Performance Package	System Watts	Dist. Type	30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	LPW	B	U	G	Lumens	LPW	B	U	G	Lumens	LPW	B	U	G
P1	52W	R2	7,037	136	1	0	1	7,649	148	2	0	1	7,649	148	2	0	1
		R3	6,922	134	1	0	2	7,524	145	1	0	2	7,524	145	1	0	2
		R4	7,133	138	1	0	2	7,753	150	1	0	2	7,753	150	1	0	2
		RFT	6,985	135	1	0	2	7,592	147	1	0	2	7,592	147	1	0	2
P2	59W	R2	7,968	135	2	0	1	8,661	147	2	0	1	8,661	147	2	0	1
		R3	7,838	133	1	0	2	8,519	144	1	0	2	8,519	144	1	0	2
		R4	8,077	137	1	0	2	8,779	149	1	0	2	8,779	149	1	0	2
		RFT	7,909	134	1	0	2	8,597	146	2	0	2	8,597	146	2	0	2
P3	71W	R2	9,404	132	2	0	1	10,221	143	2	0	1	10,221	143	2	0	1
		R3	9,250	130	2	0	2	10,054	141	2	0	2	10,054	141	2	0	2
		R4	9,532	134	2	0	2	10,361	145	2	0	2	10,361	145	2	0	2
		RFT	9,334	131	2	0	2	10,146	142	2	0	2	10,146	142	2	0	2
P4	88W	R2	11,380	129	2	0	1	12,369	140	2	0	1	12,369	140	2	0	1
		R3	11,194	127	2	0	2	12,167	138	2	0	2	12,167	138	2	0	2
		R4	11,535	131	2	0	2	12,538	142	2	0	2	12,538	142	2	0	2
		RFT	11,295	128	2	0	2	12,277	139	2	0	2	12,277	139	2	0	2

Electrical Load

Performance Package	System Watts	Current (A)					
		120V	208V	240V	277V	347V	480V
P1	52W	0.437	0.246	0.213	0.186	0.150	0.110
P2	59W	0.498	0.287	0.251	0.220	0.175	0.126
P3	71W	0.598	0.344	0.300	0.262	0.210	0.152
P4	88W	0.727	0.424	0.373	0.333	0.260	0.190

Lumen Output in Emergency Mode (4000K, 70 CRI)

Option	Dist. Type	Lumens
E15WH	R2	3,185
	R3	3,133
	R4	3,229
	RFT	3,162
E20WC	R2	3,669
	R3	3,609
	R4	3,719
	RFT	3,642

Lumen Multiplier for 80CRI

CCT	Multiplier
30K	0.891
40K	0.906
50K	0.906

Lumen Ambient Temperature (LAT) Multipliers

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

Ambient		Lumen Multiplier
0°C	32°F	1.05
10°C	50°F	1.03
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

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

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

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.98	>0.97	>0.92

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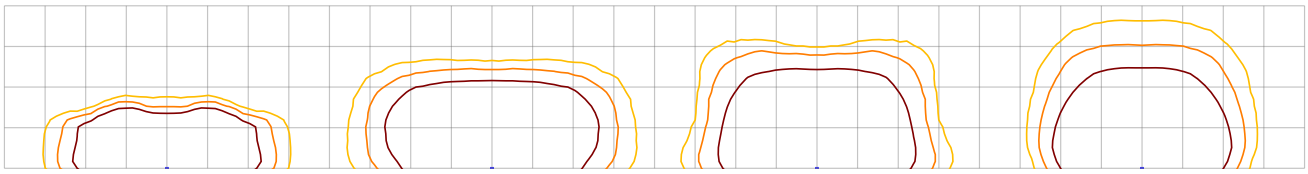
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit the Lithonia Lighting WDGE LED homepage. Tested in accordance with IESNA LM-79 and LM-80 standards.

LEGEND

- 0.25 fc
- 0.5 fc
- 1.0 fc

MH = 15ft
Grid = 15ft x 15ft



WDGE3 LED P3 40K 70CRI R2 | WDGE3 LED P3 40K 70CRI R3 | WDGE3 LED P3 40K 70CRI R4 | WDGE3 LED P3 40K 70CRI RFT

Emergency Egress Options

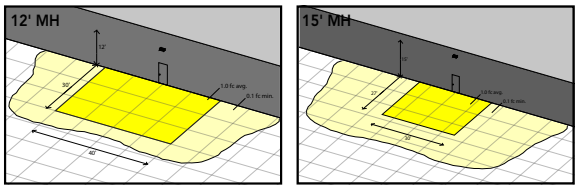
Emergency Battery Backup

The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product. All emergency battery backup configurations include an independent secondary driver with an integral relay to immediately detect loss of normal power and automatically energize the luminaire. The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time normal power is lost and maintain, minimum of 60% of the light output at the end of 90minutes.

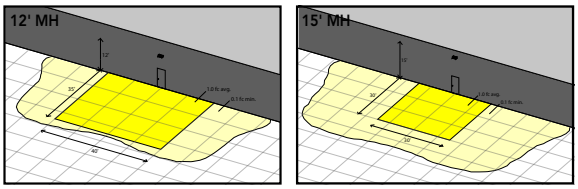
Applicable codes: NFPA 70/NEC – section 700.16, NFPA 101 Life Safety Code Section 7.9

The examples below show illuminance of 1 fc average and 0.1 fc minimum in emergency mode with E15WH or E20WC and R4 distribution.

Grid = 10ft x 10ft



WDGE3 LED xx 40K 70CRI R4 MVOLT E15WH



WDGE3 LED xx 40K 70CRI R4 MVOLT E20WC

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Control / Sensor Options

Motion/Ambient Sensor (PIR_, PIRH_)

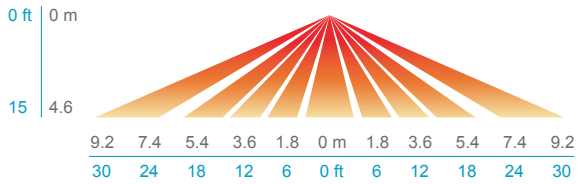
Motion/Ambeint sensor (Sensor Switch MSOD) is integrated into the the luminaire. The sensor provides both Motion and Daylight based dimming of the luminaire. For motion detection, the sensor utilizes 100% Digital Passive Infrared (PIR) technology that is tuned for walking size motion while preventing false tripping from the environment. The integrated photocell enables additional energy savings during daytime periods when there is sufficient daylight. Optimize sensor coverage by either selecting PIR or PIRH option. PIR option comes with a sensor lens that is optimized to provide maximum coverage for mounting heights between 8-15ft, while PIRH is optimized for 15-40ft mounting height.

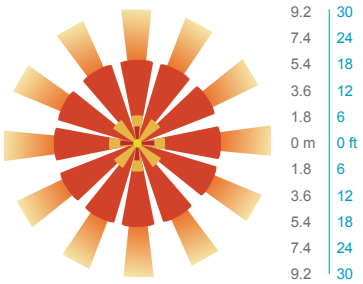
Networked Control (NLTAIR2)

nLight® AIR is a wireless lighting controls platform that allows for seamless integration of both indoor and outdoor luminaires. Five-tier security architecture, 900 MHz wireless communication and app (CLAIRITY™ Pro) based configurability combined together make nLight® AIR a secure, reliable and easy to use platform.

PIR

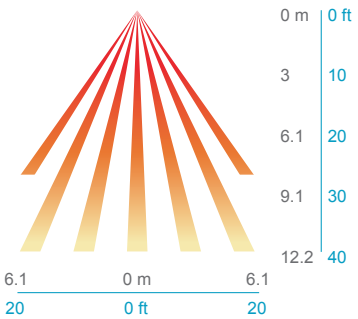
HIGH VIEW



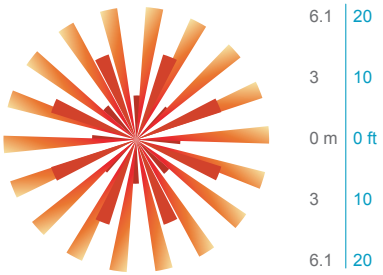


PIRH

SIDE VIEW



TOP VIEW



Motion/Ambient Sensor Default Settings

Option	Dim Level	High Level (when triggered	Photocell Operation	Motion Time Delay	Ramp-down Time	Ramp-up Time
PIR or PIRH	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
PIR1FC3V, PIRH1FC3V	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 1fc	5 min	5 min	Motion - 3 sec Photocell - 45 sec
NLTAIR2 PIR, NLTAIR2 PIRH (out of box)	Motion - 3V (37% of full output) Photocell - 0V (turned off)	10V (100% output)	Enabled @ 5fc	7.5 min	5 min	Motion - 3 sec Photocell - 45 sec

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Mounting, Options & Accessories

NLTAIR2 PIR – nLight AIR Motion/Ambient Sensor

D = 8"

H = 11"

W = 18"

PBBW – Surface-Mounted Back Box

D = 1.75"

H = 9"

W = 18"

AWS – 3/8inch Architectural Wall Spacer

D = 0.38"

H = 4.4"

W = 7.5"

FEATURES & SPECIFICATIONS

INTENDED USE
Common architectural look, with clean rectilinear shape, of the WDGE LED was designed to blend with any type of construction, whether it be tilt-up, frame or brick. Applications include commercial offices, warehouses, hospitals, schools, malls, restaurants, and other commercial buildings.

CONSTRUCTION
The single-piece die-cast aluminum housing to optimize thermal transfer from the light engine and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH
Exterior painted parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS
Individually formed acrylic lenses are engineered for superior application efficiency which maximizes the light in the areas where it is most needed. Light engines are available in 3000 K, 4000 K or 5000 K configurations. The WDGE LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine consists of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L92/100,000 hours at 25°C). The electronic driver has a power factor of >90%, THD <20%. Luminaire comes with built in 6kV surge protection, which meets a minimum Category C low exposure (per ANSI/IEEE C62.41.2).

INSTALLATION
A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections. The 3/8" Architectural Wall Spacer (AWS) can be used to create a floating appearance or to accommodate small imperfections in the wall surface. The ICW option can be used to mount the luminaire inverted for indirect lighting in dry and damp locations. Design can withstand up to a 1.5 G vibration load rating per ANSI C136.31.

LISTINGS
CSA certified to U.S. and Canadian standards. Light engines are IP66 rated; luminaire is IP65 rated. PIR options are rated for wet location. Rated for -40°C minimum ambient. DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified. International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature and SRM mounting only.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

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LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — Only customers in USA are eligible for this program.

Square Straight Steel is a general purpose light pole for up to 25-foot mounting heights. This pole provides a robust yet cost effective option for mounting area lights and floodlights.

CONSTRUCTION — Pole Shaft: The pole shaft is of uniform dimension and wall thickness and is made of a weldable-grade, hot-rolled, commercial-quality steel tubing with a minimum yield of 55 KSI (11-gauge, .12"), or 50 KSI (7-gauge, .18"). Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4" and 5".

Pole Top: A flush non-metallic black top cap is provided for all poles ordered without a tenon.

Handhole: A reinforced handhole with grounding provision is provided at 18" from the base on side A. Every handhole includes a cover and cover attachment hardware. The handhole has a nominal dimension of 2.5" x 5".

Base Cover: A color matched durable ABS plastic two-piece full base cover, is provided with each pole assembly.

Anchor Base/ Bolts: Anchor base is fabricated from steel that meets ASTM A36 standards. Anchor bolts are manufactured to ASTM F1554 Standards grade 55, (55 KSI minimum yield strength and tensile strength of 75-95 KSI). Top threaded portion (nominal 12") is hot-dipped galvanized per ASTM A-153.

HARDWARE – All structural fasteners are high-strength galvanized carbon steel. All non-structural fasteners are galvanized or zinc-plated carbon steel or stainless steel.

FINISH – Exterior parts are protected by a TGIC or Urethane polyester powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures superior adhesion as well as a minimum finish thickness of 3 mils. Extra durable standard powder-coat finishes include Dark Bronze, Black and Natural Aluminum colors.

WARRANTY — 1-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/customer-support/terms-and-conditions

NOTE: Actual performance may differ as a result of end-user environment and application. Specifications subject to change without notice.

SSS QS

SQUARE STRAIGHT STEEL – QUICK SHIP

ORDERING INFORMATION

Example: SSS QS 20 4C DM19AS DDBXD

SSS	QS					
Series	**Quick Ship**	**Pole Length (FT)**	**Nominal shaft size/ wall thickness[1]**	**Mounting**	**Finish**	**Options**
SSS	QS	10 10' 12 12' 14 14' 16 16' 18 18' 20 20' 25 25'	4C 4" / 11 Gauge 4G 4" / 7 Gauge 5C 5" / 11 Gauge 5G 5" / 7 Gauge	Tenon mounting PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) DSX/RSX Drill mounting[2] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90°	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum	L/AB Less anchor bolts (Include when anchor bolts are not provided)

PROGRAM RULES:

1. Only options listed in the ordering tree are valid for the Quick Ship program.
2. Nomenclature must include "QS" after "SSS" to be qualified for Quick Ship. Example: SSS QS 20 4C DM19AS DDBXD
3. Total order quantity cannot exceed 10 poles.
4. Anchor bolts will be shipped separately.
5. Quick Ship orders cannot have "Not Before Date" or "Ship Date".
6. Quick ship orders cannot have standard pole lines.
7. All pole orders must include "Call Before Number" to avoid delays.

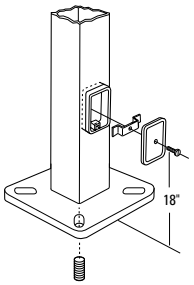
NOTES:

1. Wall thickness will be signified with a "C" (11 Gauge) or a "G" (7-Gauge) in nomenclature. "C" - 0.12" | "G" - 0.18".
2. Refer to the luminaire spec sheet for the correct drilling template pattern and orientation compatibility.

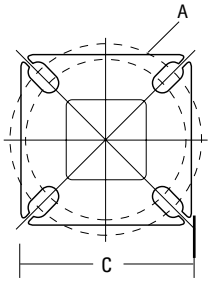
TECHNICAL INFORMATION — EPA (ft2) with 1.3 gust														
Catalog Number	Nominal Shaft Length (ft.)	Pole Shaft Size (Base in. x Top in. x ft.)	Wall thick (in)	Gauge	EPA (ft²) with 1.3 gust						Bolt circle (in)	Bolt size (in. x in. x in.)	Approximate ship weight (lbs.)
					80 MPH	Max. weight	90 MPH	Max. weight	100 MPH	Max. weight			
SSS QS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8--9	3/4 x 18 x 3	75
SSS QS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8--9	3/4 x 18 x 3	90
SSS QS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8--9	3/4 x 18 x 3	100
SSS QS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8--9	3/4 x 18 x 3	115
SSS QS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8--9	3/4 x 18 x 3	125
SSS QS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8--9	3/4 x 18 x 3	140
SSS QS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8--9	3/4 x 30 x 3	198
SSS QS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10--12	1 x 36 x 4	185
SSS QS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10--12	1 x 36 x 4	265
SSS QS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8--9	3/4 x 18 x 3	170
SSS QS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8--9	3/4 x 30 x 3	245
SSS QS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10--12	1 x 36 x 4	225
SSS QS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10--12	1 x 36 x 4	360

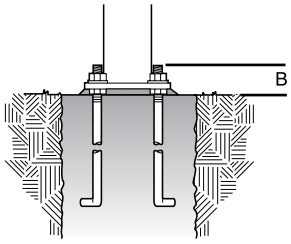
* EPA values are based on ASCE 7-93 wind map.

BASE DETAIL

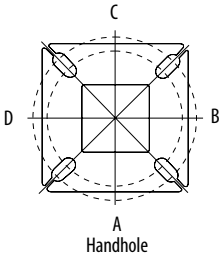


POLE DATA						
Shaft base size	Bolt circle A	Bolt projection B	Base diameter C	Base plate thickness	Anchor bolt and template number	Anchor bolt description
4"C	8" – 9"	3.25"- 3.75"	8"- 8.25"	0.75"	ABSSS-4C	3/4"x18"x3"
4"G	8" – 9"	3.38"- 3.75"	8"- 8.25"	0.875"	ABSSS-4G	3/4"x30"x3"
5"	10" – 12"	3.5"- 4"	11"	1"	ABSSS-5	1"x36"x4"





HANDHOLE ORIENTATION



Default DM19AS is on side B.

IMPORTANT INSTALLATION NOTES:

- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.

© 1994-2020 Acuity Brands Lighting, Inc. All rights reserved. Rev. 04/21/20

PLAT OF VACATION

OF THE PUBLIC UTILITY AND DRAINAGE EASEMENT DESCRIBED AS FOLLOWS:

BEING A PART OF LOTS 3 AND 4 IN SUPER-K SUBDIVISION, BEING A RESUBDIVISION OF LOTS 4 THROUGH 11, IN PARK PLACE, A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF LOT 4 IN SUPER-K SUBDIVISION, THENCE ON A BEARING NORTH 89 DEGREES 59 MINUTES 35 SECONDS EAST A DISTANCE 30.00 FEET ALONG THE SOUTH PROPERTY LINE OF LOT 4 TO THE POINT OF BEGINNING; THENCE ON A BEARING OF NORTH 00 DEGREES 00 MINUTES 25 SECONDS WEST A DISTANCE OF 10.00 FEET; THENCE ON A BEARING OF NORTH 89 DEGREES 59 MINUTES 35 SECONDS EAST A DISTANCE OF 248.01 FEET; THENCE ON A BEARING OF NORTH 00 DEGREES 00 MINUTES 25 SECONDS WEST A DISTANCE OF 19.63 FEET; THENCE ON A BEARING OF NORTH 89 DEGREES 59 MINUTES 35 SECONDS EAST A DISTANCE OF 92.46 FEET; THENCE ON A BEARING OF SOUTH 00 DEGREES 00 MINUTES 25 SECONDS EAST A DISTANCE OF 49.63 FEET; THENCE ON A BEARING OF SOUTH 89 DEGREES 59 MINUTES 35 SECONDS WEST A DISTANCE OF 340.46 FEET; THENCE ON A BEARING OF NORTH 00 DEGREES 00 MINUTES 25 SECONDS WEST A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING.

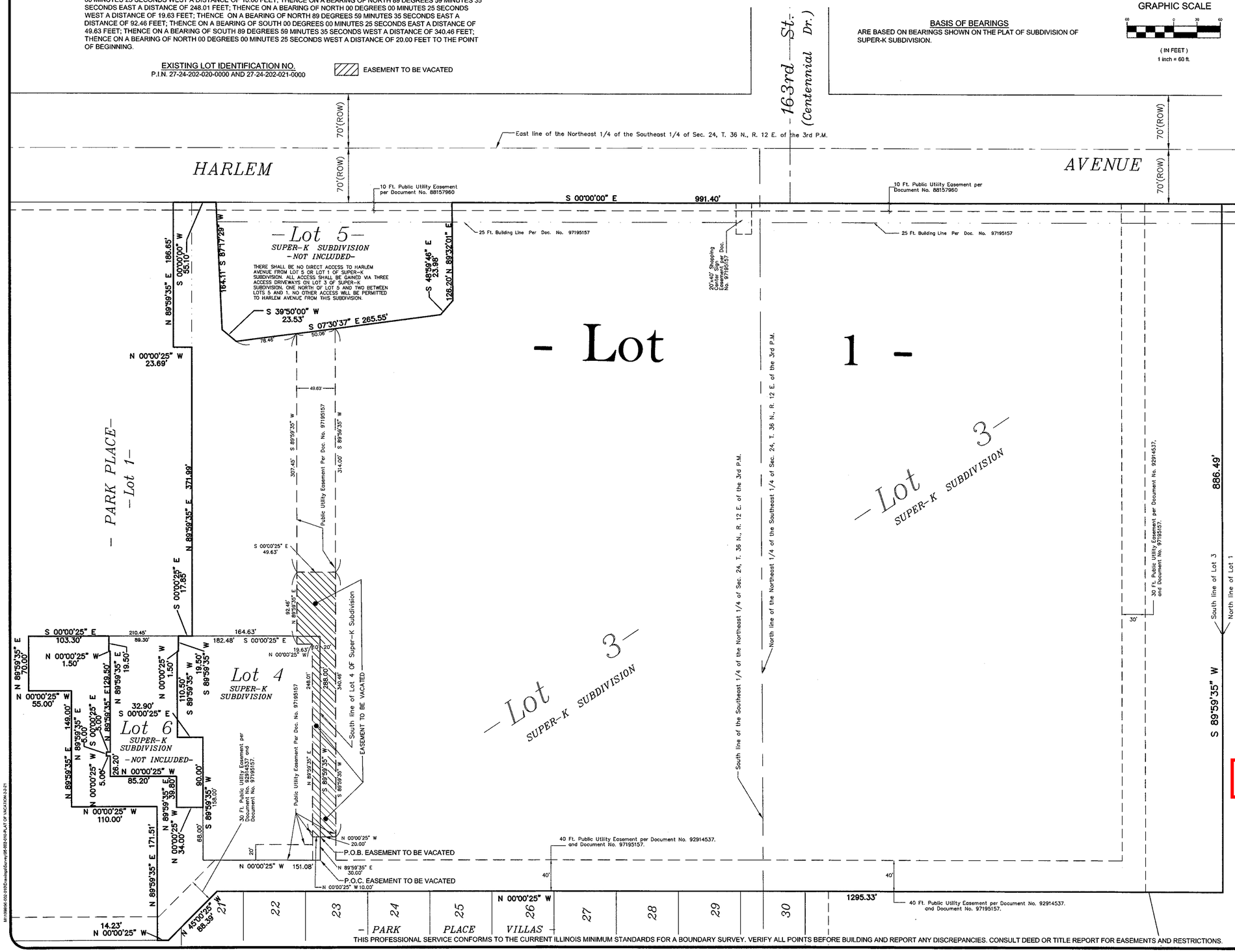
EXISTING LOT IDENTIFICATION NO.
P.I.N. 27-24-202-020-0000 AND 27-24-202-021-0000

EASEMENT TO BE VACATED

Joseph A. Schudt & Associates
9455 ENTERPRISE DRIVE MOKENA, IL 60448
PHONE: 708-720-1000 FAX: 708-720-1065
e-mail: jas@jaseng.com http://www.jaseng.com
CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

BASIS OF BEARINGS
ARE BASED ON BEARINGS SHOWN ON THE PLAT OF SUBDIVISION OF SUPER-K SUBDIVISION.

GRAPHIC SCALE
60 0 30 60
(IN FEET)
1 inch = 60 ft.



THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. VERIFY ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCIES. CONSULT DEED OR TITLE REPORT FOR EASEMENTS AND RESTRICTIONS.

OWNERS CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF COOK } SS

163rd & HARLEM LLC, does hereby certify that it is the Owner of the hereon described property and that it, as such Owner, has caused the said property to be surveyed and easements to be vacated as shown on the hereon drawn plat.

Dated This _____day of _____, A.D. 2021.

163rd AND HARLEM LLC
4333 SOUTH PULASKI ROAD
CHICAGO, IL 60632

By: _____

Title: _____

NOTARY PUBLIC

STATE OF ILLINOIS }
COUNTY OF COOK } SS

I, _____, a Notary Public in and for the County in the State aforesaid, do hereby certify that_____, of 163rd AND HARLEM LLC, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day and acknowledged that they signed and delivered the foregoing instrument as their own free and voluntary act and as the free and voluntary act of said Limited Liability Company.

Given under my hand and Notarial seal this _____ day of _____ A.D. 2021.

_____
Notary Public
My commission expires: _____

BOARD OF TRUSTEES APPROVAL

Approved and accepted this _____ day of _____, A.D. 2021, by the President and Board of Trustees of the Village of Tinley Park, Cook County, Illinois.

BY: _____
Village President

ATTEST: _____
Village Clerk

VACATION OF PUBLIC UTILITY AND DRAINAGE EASEMENT ACCEPTANCE CERTIFICATE

The Approving Authorities on signing this document hereby release and consent to the release Vacation and Abrogation of the Public Utility and Drainage easement (Shown Hereon)

VACATION OF PUBLIC UTILITY AND DRAINAGE EASEMENT ACCEPTANCE CERTIFICATE

ACCEPTED: _____ DATE: _____
NICOR, INC.

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
COMMONWEALTH EDISON COMPANY

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
AT & T, INC.

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
COMCAST CORPORATION

_____
PRINTED NAME AND TITLE

ACCEPTED: _____ DATE: _____
ABBEY WOODS HOMEOWNERS ASSOCIATION

_____
PRINTED NAME AND TITLE

ACCEPTED: DATE:
VILLAGE OF TINLEY PARK

PLAN COMMISSION WORK SHOP SUBMITTAL 5 27 21

_____
PRINTED NAME AND TITLE

STATE OF ILLINOIS }
COUNTY OF WILL } SS.

THIS IS TO CERTIFY THAT WE, JOSEPH A. SCHUDT & ASSOCIATES, HAVE SURVEYED AND PLATTED THE ABOVE DESCRIBED PROPERTY FOR THE PURPOSE OF VACATING A PORTION OF THE EASEMENT AS SHOWN HEREON, AND THAT THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF SAID PROPERTY.

GIVEN UNDER MY HAND AND SEAL.

MOKENA, ILLINOIS FEBRUARY 3RD, A.D. 2021.
JOSEPH A. SCHUDT & ASSOCIATES (184-001172)

D. WARREN OPPERMAN
3152
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
MOKENA, IL

2-03-21

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3152 (EXP. 11-30-22)

96-002-010V

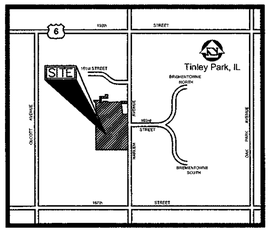
M:\1996\96-002\010\acad\acad\acad\96-002-010-PLAT OF VACATION-2-2-21

FINAL PLAT OF

163rd & HARLEM LLC SUBDIVISION

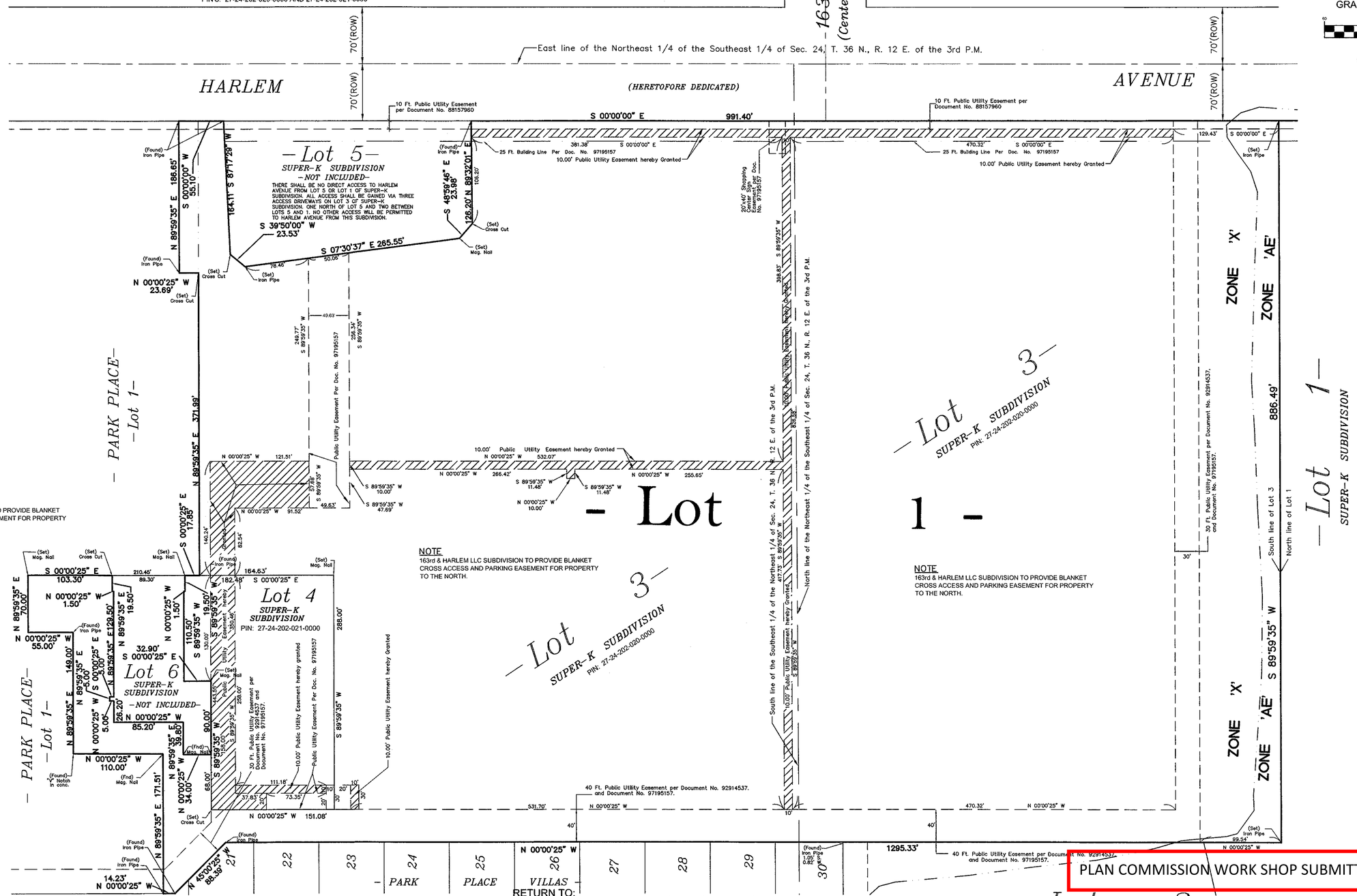
BEING A RESUBDIVISION OF LOTS 3 AND 4 IN SUPER-K SUBDIVISION, BEING A RESUBDIVISION OF LOTS 4 THROUGH 11, IN PARK PLACE, A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN'S: 27-24-202-020-0000 AND 27-24-202-021-0000



VICINITY MAP
(NOT TO SCALE)
INDICATES SITE LOCATION

GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.



NOTE
163rd & HARLEM LLC SUBDIVISION TO PROVIDE BLANKET CROSS ACCESS AND PARKING EASEMENT FOR PROPERTY TO THE NORTH.

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MAIL FUTURE TAX BILLS TO:
163rd AND HARLEM LLC
4333 SOUTH PULASKI ROAD
CHICAGO, IL 60632

RETURN TO:
Joseph A. Schudt & Associates
9455 ENTERPRISE DRIVE MOKENA, IL 60448
PHONE: 708-720-1000 FAX: 708-720-1065
e-mail: survey@jaseng.com http://www.jaseng.com
CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

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PLAN COMMISSION WORK SHOP SUBMITTAL 5 27 21

2-03-21

Sheet 1 of 2

96-002-010 SP

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. VERIFY ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCIES. CONSULT DEED OR TITLE REPORT FOR EASEMENTS AND RESTRICTIONS.

M:\1996\96-002-010\Drawings\Survey\96-002-010-FINAL SURVEY-2-1-21

FINAL PLAT OF

163rd & HARLEM LLC SUBDIVISION

BEING A RESUBDIVISION OF LOTS 3 AND 4 IN SUPER-K SUBDIVISION, BEING A RESUBDIVISION OF LOTS 4 THROUGH 11, IN PARK PLACE, A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PIN'S: 27-24-202-020-0000 AND 27-24-202-021-0000

LOT AREA

LOT 1 1,159,035 SQ. FT. (26.608 ACRES)

EASEMENT PROVISIONS
An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

The Village of Tinley Park

Commonwealth Edison Company

SBC Telephone Company,

Authorized C.A.T.V. Franchise, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles, guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E" (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof. The term "Common Elements" shall have the meaning set forth for such term in the *"Condominium Property Act"*, Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment. Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

MUNICIPAL UTILITY EASEMENTS

Non-exclusive, perpetual easements are hereby reserved for and granted to the Village of Tinley Park, Illinois, its successors and assigns over all areas marked "Public Utility and Drainage Easement" on the Plat for the perpetual right, privilege and authority to construct, reconstruct, install, remove, repair, inspect, maintain, and operate overland drainage services and storm water volume control routes, storm and/or sanitary sewers and services, and water mains and services, together with any and all necessary manholes, catch basins, connections, appliances and other structures and appurtenances as may be deemed necessary by said Village in, over, upon, along, under and through said indicated easement, together with right of access across and upon the property for necessary personnel and equipment to do any of the above work. The right is also granted to cut down and trim or remove any fences, temporary structures, trees, shrubs, roots or other plants and appurtenances without obligation to restore or replace and without need for providing compensation therefore on the easement that interfere with the operation of the sewers, mains, and services provided. No permanent buildings, structures or other obstructions shall be placed on said easements without the prior written consent of the Village, but same may be used at the risk of the owner for gardens, shrubs, landscaping, and other purposes that do not then or later interfere with the aforesaid uses or rights. Where an easement is used for both sewer and other utilities, the other utility installation shall be subject to the ordinances of the Village of Tinley Park and to Village approval as to design and location.

An easement is hereby reserved for and granted to
NI-COR GAS COMPANY

its respective successors and assigns ("NI-COR") to install, operate, maintain, repair, replace and remove, facilities used in connection with the transmission and distribution of natural gas in, over, under, across, along and upon the surface of the property shown on this plat marked "Public Utility and Drainage Easement," "Common Area or Areas" and streets and alleys, whether public or private, and the property designated in the Declaration of Condominium and/or on this plat as "Common Elements," together with the right to install required service connections over or under the surface of each lot and Common Area or Areas to serve improvements thereon, or on adjacent lots, and Common Area or Areas, and to serve other property, adjacent or otherwise, and the right to remove obstructions, including but not limited to, trees, bushes, roots and fences, as may be reasonably required incident to the rights herein given, and the right to enter upon the property for all such purposes. Obstructions shall not be placed over NI-COR facilities or in, upon or over the property identified on this plat for utility purposes without the prior written consent of NI-COR. After installation of any such facilities, the grade of the property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof. The term "Common Elements" shall have that meaning set forth for such term in Section 605/2(e) of the "Condominium Property Act" (Illinois Compiled Statutes, Ch. 765, Sec. 605/2(e)) as amended from time to time. The term "Common Area or Areas" is defined as a lot, parcel or area of real property, including real property surfaced with interior driveways and walkways, the beneficial use and enjoyment of which is reserved in whole as an appurtenance to the separately owned lots, parcels or areas within the property, even though such areas may be designated on this plat by other terms.

NOTE
163rd & HARLEM LLC SUBDIVISION TO PROVIDE BLANKET CROSS ACCESS AND PARKING EASEMENT FOR PROPERTY TO THE NORTH.

OWNERS CERTIFICATE

STATE OF ILLINOIS }SS
COUNTY OF COOK

163rd AND HARLEM LLC, does hereby certify that it is the Owner of the hereon described property and that it, as such Owner, has caused the said property to be surveyed and resubdivided with the dedications and easements as shown on the hereon drawn plat.

Dated This _____day of _____, A.D. 2021.

4333 SOUTH PULASKI ROAD
CHICAGO, IL 60632

By: _____

Title: _____

SCHOOL DISTRICT CERTIFICATE

This is to certify that to the best of my knowledge, we, the above, as Owners of the property herein described in the surveyor's certificate, which will be known as 163rd and Harlem, LLC Subdivision is located within the boundaries of Community Consolidated School District 146, Victor J. Andrew High School District 230, and Moraine Valley Community College District 524, in Cook County, Illinois.

Dated This _____ day of _____, A.D. 2021.

By: _____

Title: _____

NOTARY PUBLIC

STATE OF ILLINOIS }SS
COUNTY OF COOK

I, _____, a Notary Public in and for the County in the State aforesaid, do hereby certify that _____, of 163rd AND HARLEM LLC, personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day and acknowledged that they signed and delivered the foregoing instrument as their own free and voluntary act and as the free and voluntary act of said Limited Liability Company.

Given under my hand and Notarial seal this _____ day of _____ A.D. 2021.

_____
Notary Public

My commission expires: _____

PLAN COMMISSION

Approved by the Plan Commission of the Village of Tinley Park, Cook County, Illinois, at a meeting held on the _____day of _____, A.D. 2021.

BY: _____
Chairman

BOARD OF TRUSTEES

Approved and accepted this _____ day of _____ , A.D. 2021, by the President and Board of Trustees of the Village of Tinley Park, Cook County, Illinois.

BY: _____
Village President

ATTEST: _____
Village Clerk

VILLAGE CLERK

This is to certify that I, Village Clerk of the Village of Tinley Park, Cook County, Illinois, find no deferred installments of outstanding or unpaid special assessments dues against the hereon drawn property.

Dated this _____ day of _____, A.D. 2021.

_____
Village Clerk

SURVEYORS CERTIFICATE

STATE OF ILLINOIS }SS
COUNTY OF WILL

This is to certify that I, D. Warren Opperman, Illinois Professional Land Surveyor No. 3152, have surveyed and resubdivided the above described property and further described as follows:

LOTS 3 AND 4 IN SUPER-K SUBDIVISION, BEING A RESUBDIVISION OF LOTS 4 THROUGH 11, IN PARK PLACE, A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 36 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

This property contains 26.608 acres, more or less, all in the Village of Tinley Park, Cook County, Illinois.

Basis of bearings is the Super-K Subdivision.

I further certify that I have resubdivided the same into one lot as shown. This plat correctly represents said survey. Monuments shown are in place as located. Dimensions are in feet and decimal parts thereof.

This is to certify that we have examined FIRM Map Number 17031C0706 J, and 17031C0708 J Effective date August 19, 2008, as issued by the Federal Emergency Management Agency for Cook County, with reference to the above named tract, by elevation, and find the property to be in Zone X (No shading) which is an area determined to be outside the 0.2% annual chance (500-year) flood plain and Zone AE which is a Special Flood Hazard Area subject to inundation by the 1% annual chance (100-Year) flood, also known as the base flood, where base flood elevations have been determined. This statement is for Flood Insurance purposes only and does not necessarily indicate all areas subject to flooding.

Dated: FEBRUARY 3RD, A.D. 2021.

D. WARREN OPPERMAN
3152
PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS
MOKENA, IL

Engineer & Surveyor: Joseph A. Schudt & Associates (184-001172)
9455 Enterprise Drive
Mokena, IL 60448
1-708-720-1000

By: _____
Illinois Professional Land Surveyor No. 3152 (Exp. 11-30-22)

2-03-21

MAIL FUTURE TAX BILLS TO:
163rd AND HARLEM LLC
4333 SOUTH PULASKI ROAD
CHICAGO, IL 60632

RETURN TO:

Joseph A. Schudt & Associates
9455 ENTERPRISE DRIVE MOKENA, IL 60448
PHONE: 708-720-1000 FAX: 708-720-1065
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CIVIL ENGINEERING LAND SURVEYING ENVIRONMENTAL LAND PLANNING GPS SERVICES

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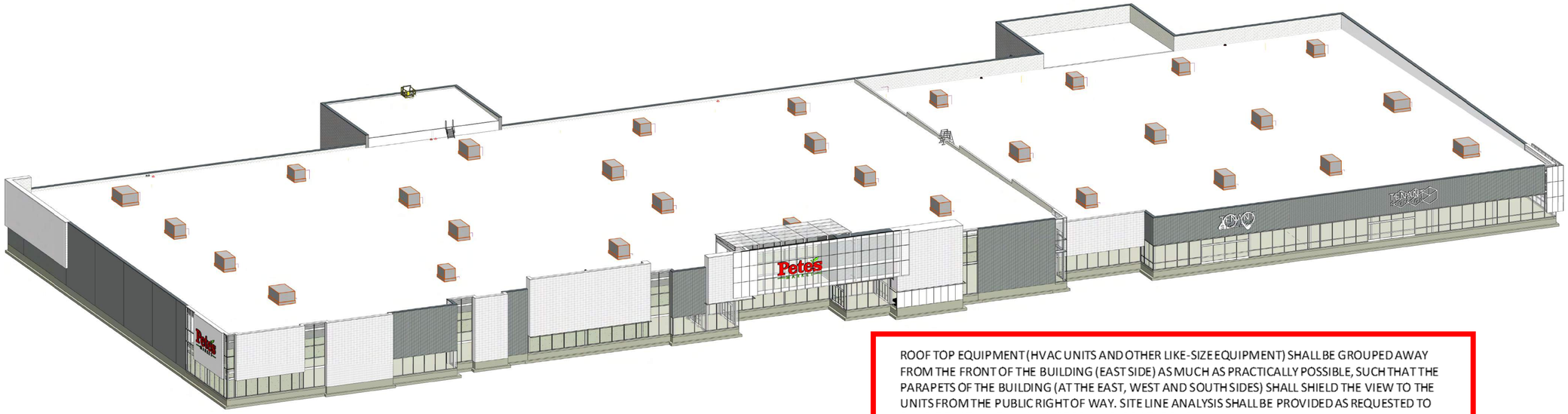
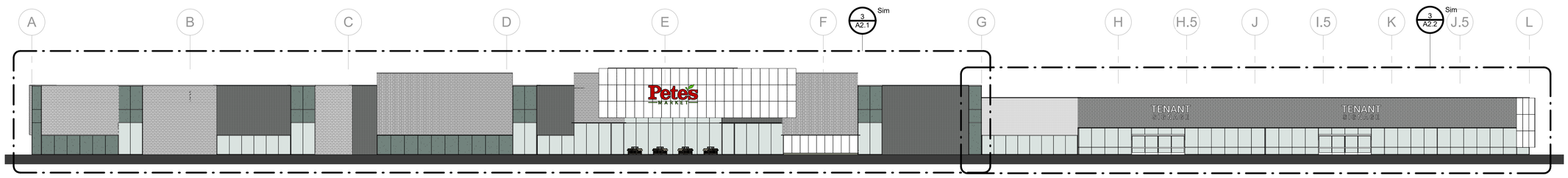
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. VERIFY ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCIES. CONSULT DEED OR TITLE REPORT FOR EASEMENTS AND RESTRICTIONS.

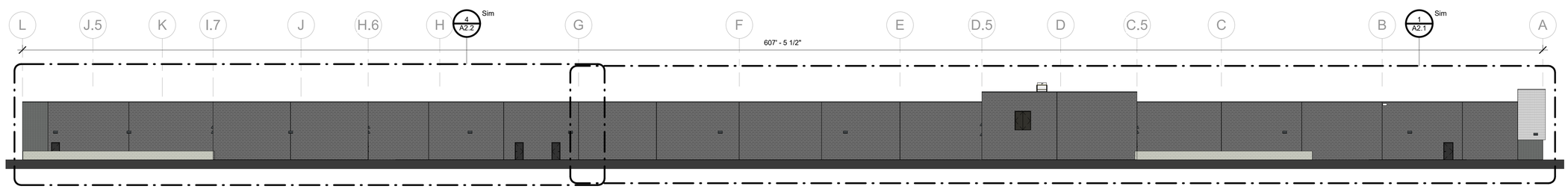


ROOF TOP EQUIPMENT (HVAC UNITS AND OTHER LIKE-SIZE EQUIPMENT) SHALL BE GROUPED AWAY FROM THE FRONT OF THE BUILDING (EAST SIDE) AS MUCH AS PRACTICALLY POSSIBLE, SUCH THAT THE PARAPETS OF THE BUILDING (AT THE EAST, WEST AND SOUTH SIDES) SHALL SHIELD THE VIEW TO THE UNITS FROM THE PUBLIC RIGHT OF WAY. SITE LINE ANALYSIS SHALL BE PROVIDED AS REQUESTED TO EXHIBIT THAT UNITS SHALL NOT BE VISIBLE BY THE PUBLIC.

3 3D AXONOMETRIC - BUILDING ELEVATION EAST



1 OVERALL ARCHITECTURAL ELEVATION - EAST
3/64" = 1'-0"



2 OVERALL ARCHITECTURAL ELEVATION - WEST
3/64" = 1'-0"

STATE OF ILLINOIS
PETER T. THEODORE
001-013112
LICENSED ARCHITECT

CAMBURAS THEODORE LTD
2454 E. DEMPSTER ST. SUITE 202
DES PLAINES, IL 60016
847-298-1525
www.CamburasTheodore.com

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH ALL APPLICABLE STATE AND LOCAL CODES

PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

REVISION LOG

DELTA:	DESCRIPTION:	DATE:	BY:
00	N/A	00-00-0000	CT

ISSUE DATES

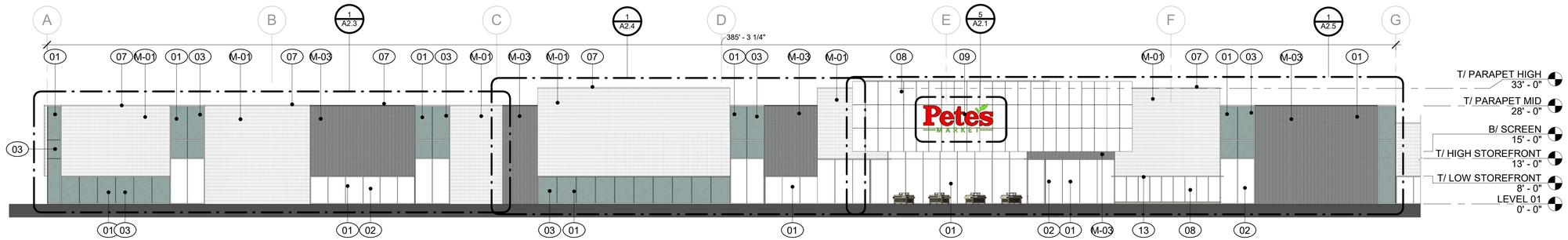
TYPE	DATE
PLAN COMMISSION WORKSHOP	05-27-2021
PERMIT SET	
BID SET	
ISSUE FOR CONSTRUCTION	
AS-BUILT	

CURRENT DATE
05-27-2021

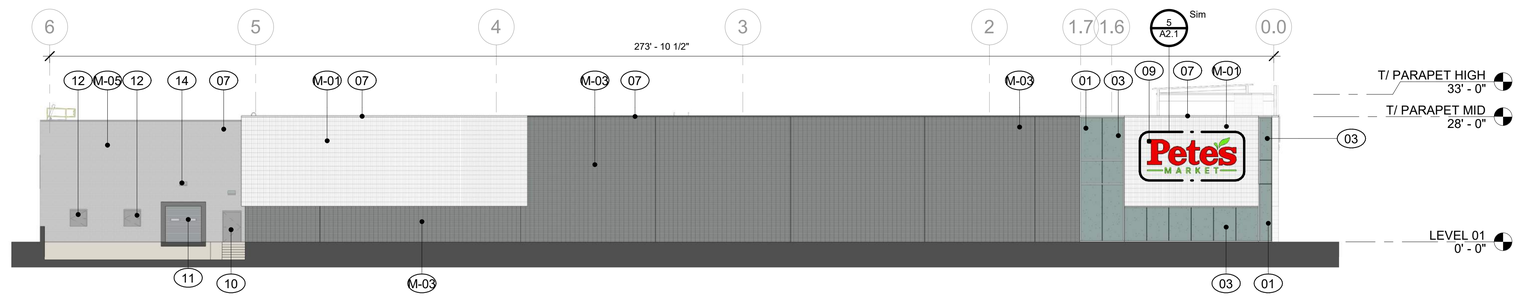
PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL BUILDING ELEVATIONS - OVERALL

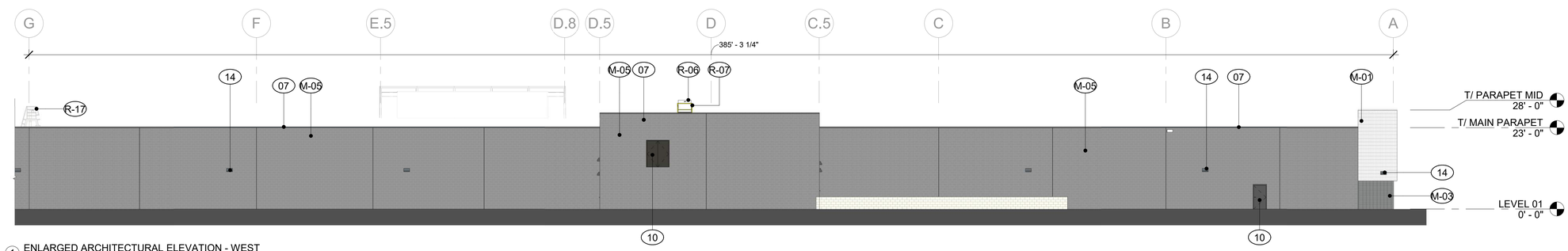
SHEET NUMBER
A2.0



3 ENLARGED ARCHITECTURAL ELEVATION - EAST 01
1/16" = 1'-0"



4 ENLARGED ARCHITECTURAL ELEVATION - SOUTH
1/16" = 1'-0"



1 ENLARGED ARCHITECTURAL ELEVATION - WEST
1/16" = 1'-0"

Petes
MARKET

NOTE: *SHOWN FOR REFERENCE ONLY*

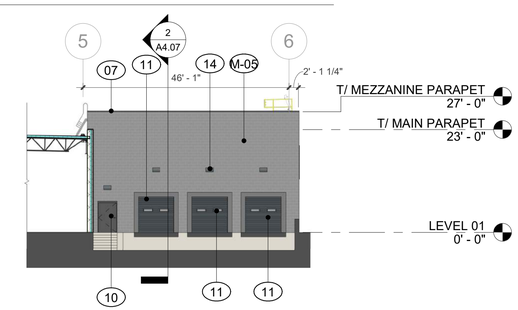
5 PETE'S SIGNAGE (x2)
1/4" = 1'-0"

PROJECT BUILDING SIGNAGE

SEE SIGNAGE DRAWINGS FOR BUILDING SIGNAGE AREA, AND INSTALLATION DETAILS. SIGNAGE IS FACTORED INTO OVERALL STUCTURAL DESIGN CAPACITY.

MATERIALS

SEE SIGNAGE DRAWINGS FOR SIGNAGE MATERIALS AND ILLUMINATION TYPE. FOR ELECTRICAL REQUIREMENTS SEE ELECTRICAL DRAWINGS (NOT YET AVAILBLE)



2 ENLARGED ARCHITECTURAL ELEVATION - LOADING DOCK NORTH
1/16" = 1'-0"

MATERIAL KEYNOTES

01 PRE-FINISHED ALUMINUM CURTAINWALL SYSTEM (TUBELITE SSG 400 SERIES WITH 2 1/2" x 6" CAPTURED PERIMETER AND HORIZONTAL MULLIONS). (COLOR: BONE WHITE [1P])

02 GLAZING - 1" INSULATED CLEAR. GLASS CONFIGURATION:(OUTER LITE 1/4" HEAT-STRENGTHENED WITH SOLARBAN 70 ON #2 SURFACE, 1/2" AIR SPACE, AND 1/4" HEAT-STRENGTHENED INSIDE LITE)

03 SPANDREL GLAZING - 1" INSULATED OPAQUE. GLASS CONFIGURATION:(OUTER LITE 1/4" HEAT-STRENGTHENED WITH SOLARBAN 70 ON #2 SURFACE, 1/2" AIR SPACE, AND 1/4" HEAT-STRENGTHENED INSIDE LITE WITH 'WARM GREY' PAINT ON #4 SURFACE)

07 PREFINISHED ALUMINUM COPING WITH POSITIVE PITCH TO ROOF (COLOR: TO MATCH FACADE MATERIAL BELOW. VERIFY COLOR WITH ARCHITECT)

08 RAISED EXPANDED ALUMINUM MESH SCREEN SYSTEM ON FRAMELESS SUB-STRUCTURE (SCREEN AND FRAME COLOR: RAL 9010 "PURE WHITE")

09 BUILDING SIGNAGE FURNISHED AND INSTALLED BY OTHERS.

10 HOLLOW METAL DOOR AND FRAME EXTERIOR. PRIME & PAINT (COLOR: TO MATCH ADJACENT)

11 OVERHEAD PANELED PRE-FINISHED STEEL RECEIVING DOOR (COLOR TO MATCH ADJACENT). BUMPER AND DOCK SEAL PER TENANT'S SPECIFICATIONS

12 COMPACTOR DOOR (COLOR TO MATCH ADJACENT)

13 LIGHT FIXTURE: LED ON STANCHION MOUNT (SEE ELECTRICAL DRAWINGS)

14 LIGHT FIXTURE: WALL-PAK GENERAL SITE ILLUMINATION PER CODE REQUIREMENTS (SEE ELECTRICAL DRAWINGS)

M-01 SMOOTH MASONRY WHITE BRICK (S.ANSELMO PANAMA WHITE 9.25"x4.5"x2" WITH MEDUSA WHITE MORTAR) VERTICAL SOLDIER COURSING WITH PROTRUDING UNIT PER ARCHITECT'S LAYOUT (1/G1.0)

M-03 SMOOTH MASONRY BLACK BRICK (S.ANSELMO GHIBLI BLACK 9.25"x4.5"x2" WITH CRUSHED SHALE BLACK MORTAR) HORIZONTAL STACK BOND WITH DEEP RAKED JOINTS

M-05 SPLIT FACE MASONRY UNIT 4x8x16 (TRENWYTH "QT BLACK" INTEGRAL COLOR BLOCK) WITH SPECMIX "BLACK" MORTAR

R-06 3'-0" X 2'-6" LOCKABLE OSHA APPROVED ROOF HATCH, WITH "BILCO LADDER UP SAFETY POLE. CONFIRM FINAL LOCATION IN FIELD AND VERIFY WITH TENANT'S DRAWINGS

R-07 HATCHGUARD OSHA APPROVED FALL PROTECTION GAURDRAIL SYSTEM (PAINTED SAFETY YELLOW MOUNTED TO ROOF. ALL PENETRATIONS FLASHED AND SEALED.

R-17 ROOF TRANSFER SHIP LADDER WITH PLATFORM AND HANDRAILS (O'KEEFFE'S INC MODEL 522A OR APPROVED EQUAL) VERIFY LADDER LENGTHS IN FIELD PRIOR TO SUBMITTING SHOP DRAWINGS TO ARCHITECT FOR REVIEW.

STATE OF ILLINOIS
PETER T. THEODORE
001-013112
LICENSED ARCHITECT

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PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

REVISION LOG

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ISSUE DATES

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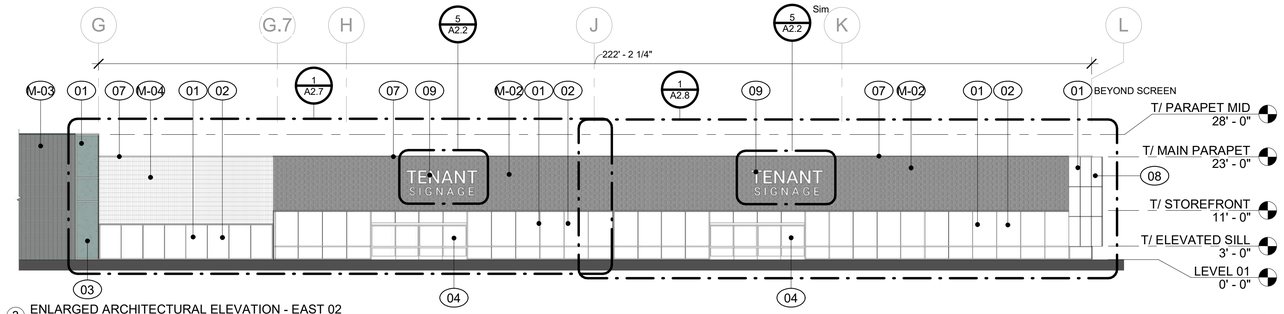
PLAN COMMISSION WORKSHOP	05-27-2021
PERMIT SET	
BID SET	
ISSUE FOR CONSTRUCTION	
AS-BUILT	

CURRENT DATE
05-27-2021

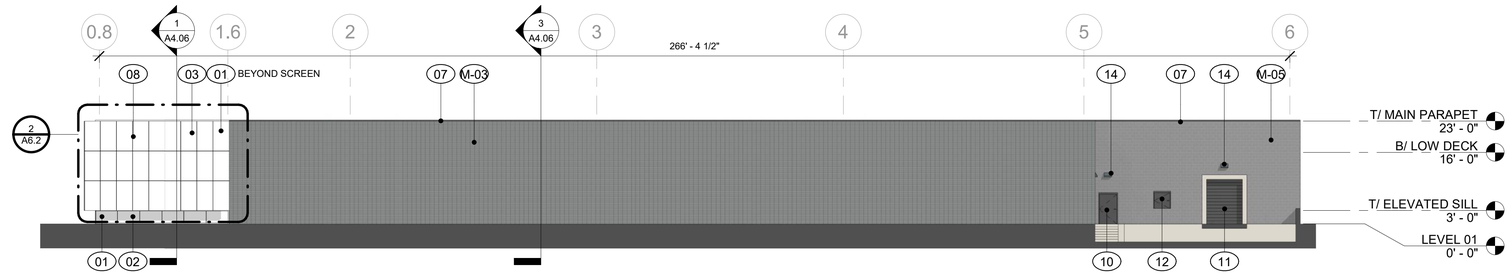
PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL OVERALL ELEVATIONS - ENLARGED 01

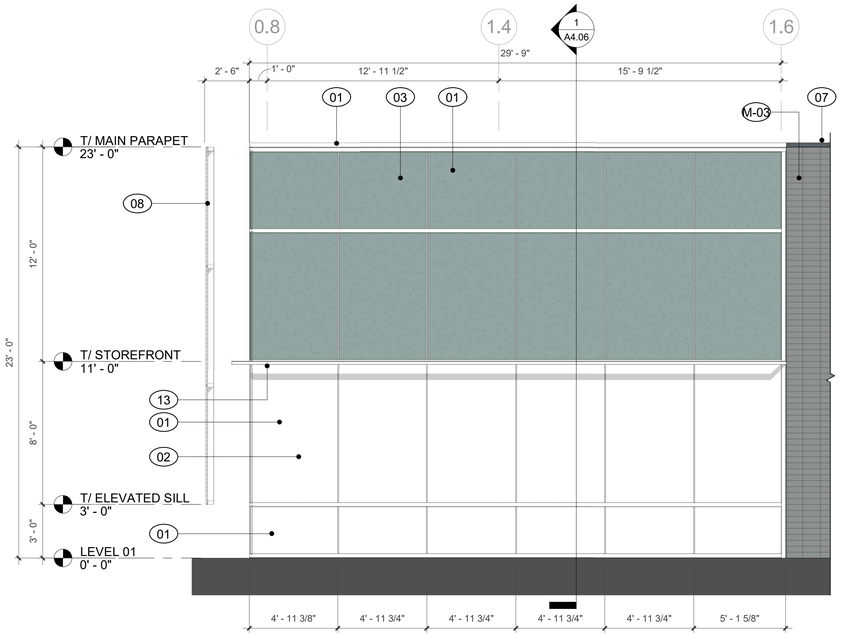
SHEET NUMBER
A2.1



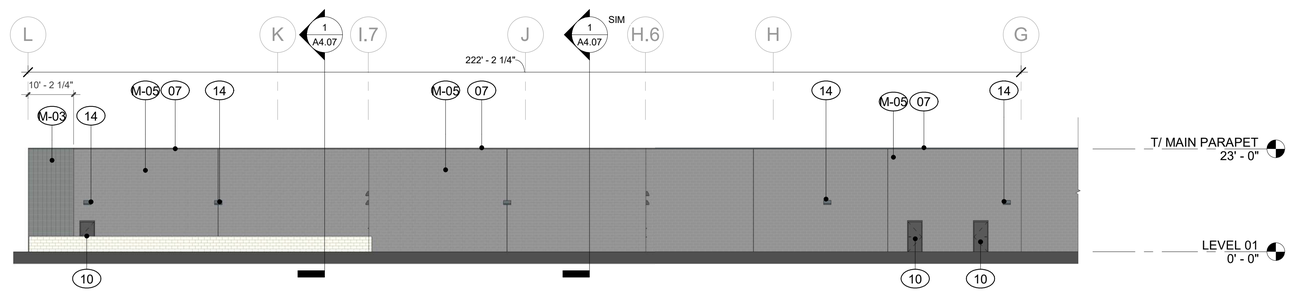
3 ENLARGED ARCHITECTURAL ELEVATION - EAST 02
1/16" = 1'-0"



1 ENLARGED ARCHITECTURAL ELEVATION - NORTH
1/16" = 1'-0"



6 ENLARGED ARCHITECTURAL ELEVATION - NORTH (CURTAINWALL BEHIND SCREEN)
1/4" = 1'-0"



4 ENLARGED ARCHITECTURAL ELEVATION - WEST 02
1/16" = 1'-0"

PROJECT BUILDING SIGNAGE

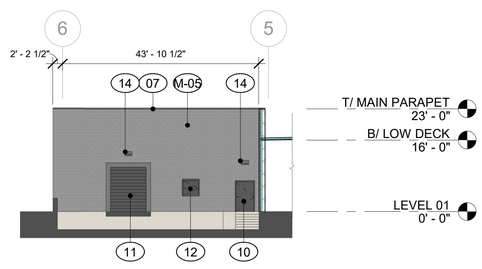
SEE SIGNAGE DRAWINGS FOR BUILDING SIGNAGE AREA, AND INSTALLATION DETAILS. SIGNAGE IS FACTORED INTO OVERALL STUCTURAL DESIGN CAPACITY.

MATERIALS

SEE SIGNAGE DRAWINGS FOR SIGNAGE MATERIALS AND ILLUMINATION TYPE. FOR ELECTRICAL REQUIREMENTS SEE ELECTRICAL DRAWINGS (NOT YET AVAILBLE)

***NOTE:** SHOWN FOR REFERENCE ONLY*

5 TENANT SIGNAGE (x2)
1/4" = 1'-0"



2 ENLARGED ARCHITECTURAL ELEVATION - LOADING DOCK SOUTH
1/16" = 1'-0"

MATERIAL KEYNOTES

01 PRE-FINISHED ALUMINUM CURTAINWALL SYSTEM (TUBELITE SSG 400 SERIES WITH 2 1/2" x 6" CAPTURED PERIMETER AND HORIZONTAL MULLIONS). (COLOR: BONE WHITE [1P])

02 GLAZING - 1" INSULATED CLEAR. GLASS CONFIGURATION:(OUTER LITE 1/4" HEAT-STRENGTHENED WITH SOLARBAN 70 ON #2 SURFACE, 1/2" AIR SPACE, AND 1/4" HEAT-STRENGTHENED INSIDE LITE)

03 SPANDREL GLAZING - 1" INSULATED OPAQUE. GLASS CONFIGURATION:(OUTER LITE 1/4" HEAT-STRENGTHENED WITH SOLARBAN 70 ON #2 SURFACE, 1/2" AIR SPACE, AND 1/4" HEAT-STRENGTHENED INSIDE LITE WITH 'WARM GREY' PAINT ON #4 SURFACE)

04 SLIDING GLASS DOOR SYSTEM AS SPECIFIED BY TENANT'S ARCHITECT

07 PREFINISHED ALUMINUM COPING WITH POSITIVE PITCH TO ROOF (COLOR: TO MATCH FACADE MATERIAL BELOW. VERIFY COLOR WITH ARCHITECT)

08 RAISED EXPANDED ALUMINUM MESH SCREEN SYSTEM ON FRAMELESS SUB-STRUCTURE (SCREEN AND FRAME COLOR: RAL 9010 "PURE WHITE")

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12 COMPACTOR DOOR (COLOR TO MATCH ADJACENT)

13 LIGHT FIXTURE: LED ON STANCHION MOUNT (SEE ELECTRICAL DRAWINGS)

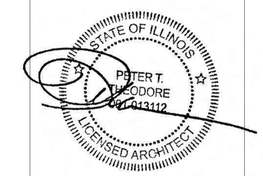
14 LIGHT FIXTURE: WALL-PAK GENERAL SITE ILLUMINATION PER CODE REQUIREMENTS (SEE ELECTRICAL DRAWINGS)

M-02 SMOOTH MASONRY BLACK BRICK (S.ANSELMO GHIBLI BLACK 9.25"x4.5"x2" WITH CRUSHED SHALE BLACK MORTAR) HORIZONTAL COURSING WITH PROTRUDING UNIT PER ARCHITECT'S LAYOUT (2/G1.0)

M-03 SMOOTH MASONRY BLACK BRICK (S.ANSELMO GHIBLI BLACK 9.25"x4.5"x2" WITH CRUSHED SHALE BLACK MORTAR) HORIZONTAL STACK BOND WITH DEEP RAKED JOINTS

M-04 SMOOTH MASONRY WHITE BRICK (S.ANSELMO PANAMA WHITE 9.25"x4.5"x2" WITH MEDUSA WHITE MORTAR) VERTICAL SOLDIER COURSING STACK BOND WITH DEEP RAKED JOINTS

M-05 SPLIT FACE MASONRY UNIT 4x8x16 (TRENWYTH "QT BLACK" INTEGRAL COLOR BLOCK) WITH SPECMIX "BLACK" MORTAR



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PETE'S FRESH MARKET

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BID SET	
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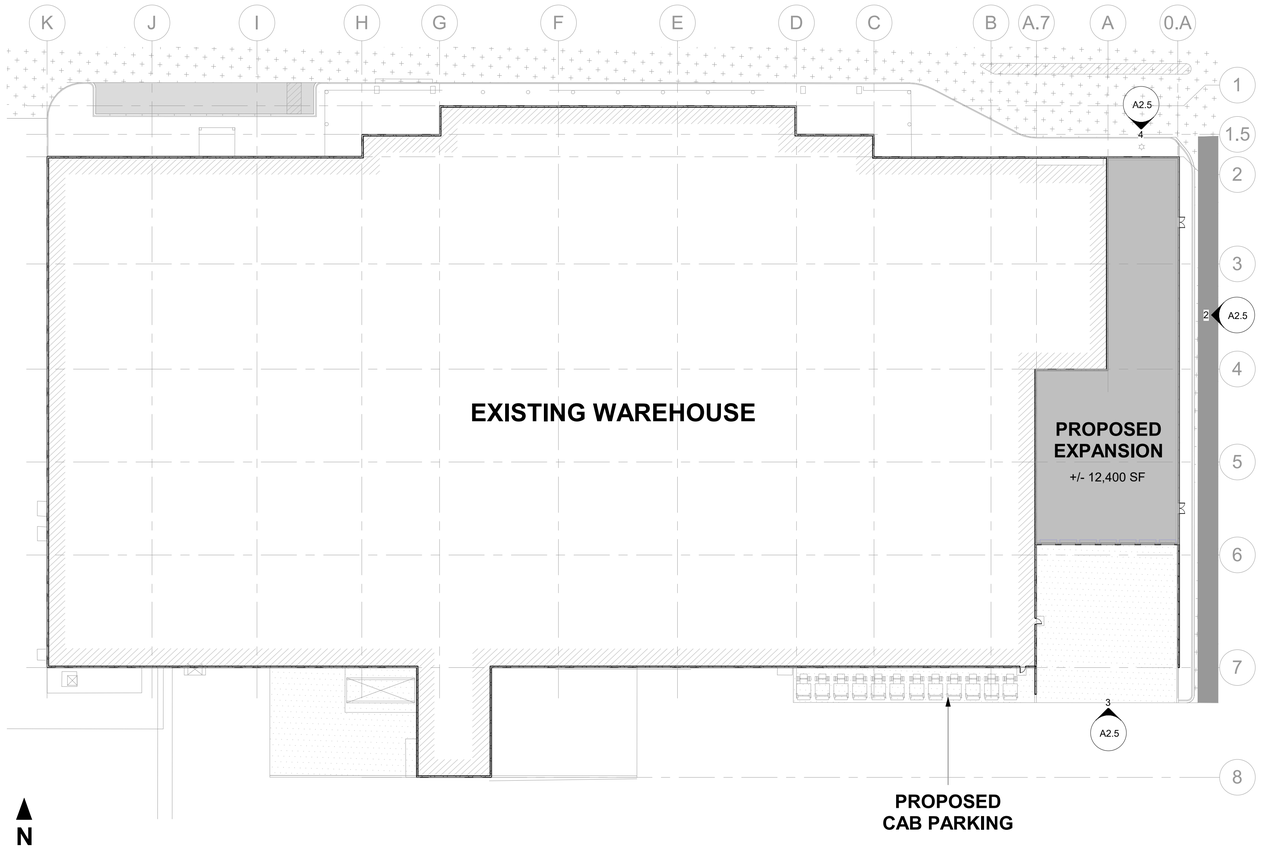
AS-BUILT	

CURRENT DATE
05-27-2021

PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL OVERALL ELEVATIONS - ENLARGED 02

SHEET NUMBER
A2.2



1 ARCHITECTURAL OVERALL FLOOR PLAN - LEVEL 01
1" = 40'-0"

MATERIAL KEYNOTES

07 PREFINISHED ALUMINUM COPING WITH POSITIVE PITCH TO ROOF (COLOR: TO MATCH FACADE MATERIAL BELOW. VERIFY COLOR WITH ARCHITECT)

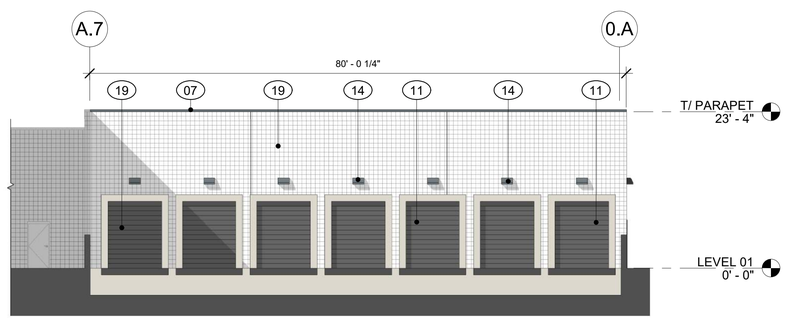
10 HOLLOW METAL DOOR AND FRAME EXTERIOR. PRIME & PAINT (COLOR: TO MATCH ADJACENT)

11 OVERHEAD PANELED PRE-FINISHED STEEL RECEIVING DOOR (COLOR TO MATCH ADJACENT). BUMPER AND DOCK SEAL PER TENANT'S SPECIFICATIONS

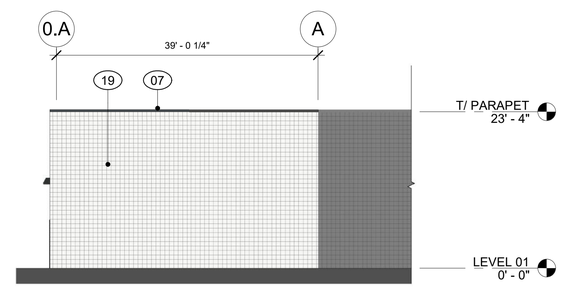
14 LIGHT FIXTURE: WALL-PAK GENERAL SITE ILLUMINATION PER CODE REQUIREMENTS (SEE ELECTRICAL DRAWINGS)

19 SPLIT FACE MASONRY UNIT 8x8 (TRENWYTH "MIDWEST WHITE") WITH SPECMIX "WHITE" MORTAR. PAINTED TO MATCH EXISTING IF NECESSARY (SW EXTERIOR "WHITE" PROVIDE ARCHITECT WITH DRAWN DOWNS FOR APPROVAL)

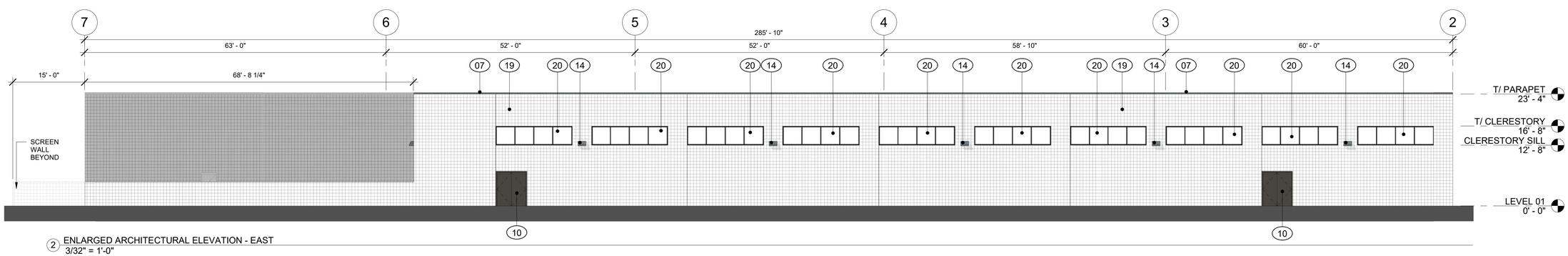
20 CLEAR GLASS CLERESTORY WINDOW SYSTEM (TUBELITE 14000 SERIES 2"X4.5" PROFILE COLOR: BLACK)



3 ENLARGED ARCHITECTURAL ELEVATION - SOUTH
3/32" = 1'-0"



4 ENLARGED ARCHITECTURAL ELEVATION - NORTH
3/32" = 1'-0"



2 ENLARGED ARCHITECTURAL ELEVATION - EAST
3/32" = 1'-0"

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PROJECT NUMBER
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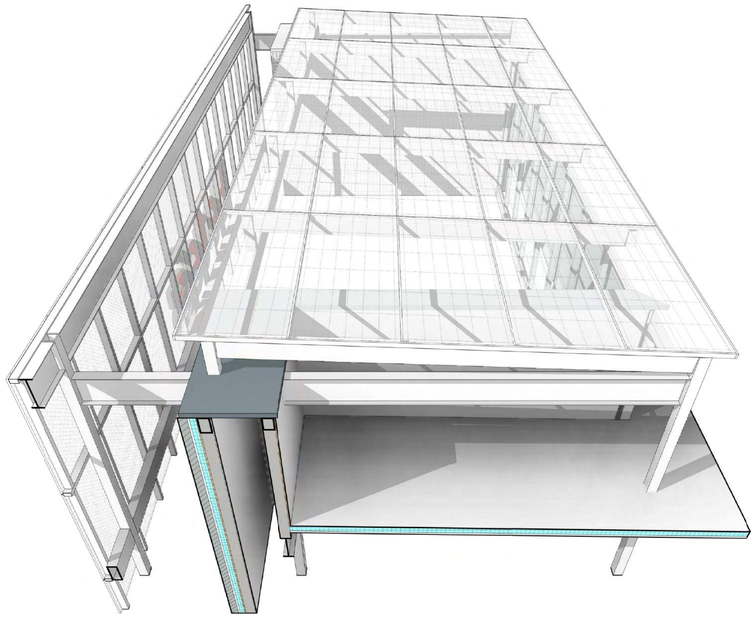
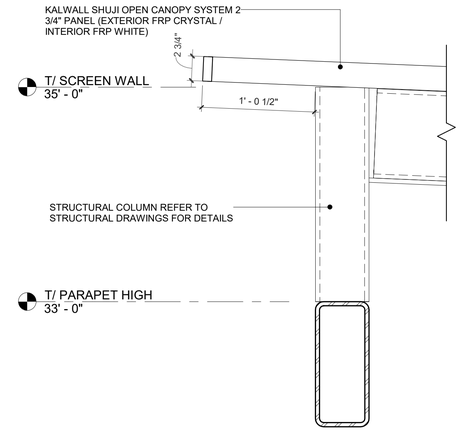
SHEET TITLE
ARCHITECTURAL ELEVATIONS - PROPOSED ADDITION

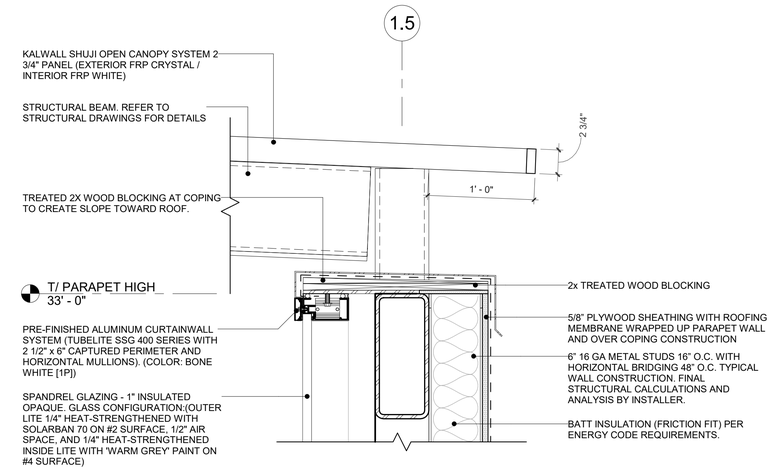
SHEET NUMBER
A2.5



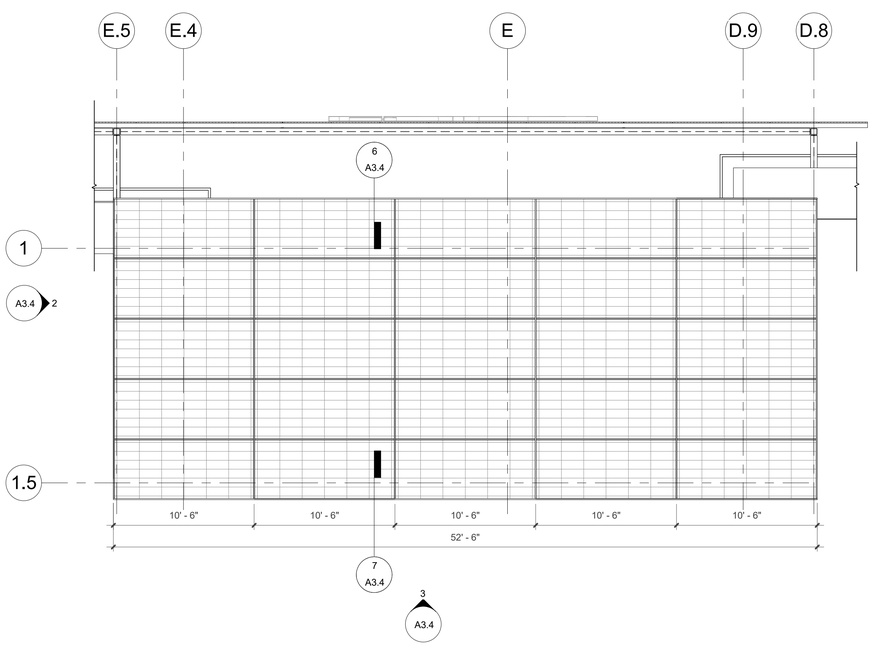
5 PERSPECTIVE - VIEW TO CANOPY SKYLIGHT



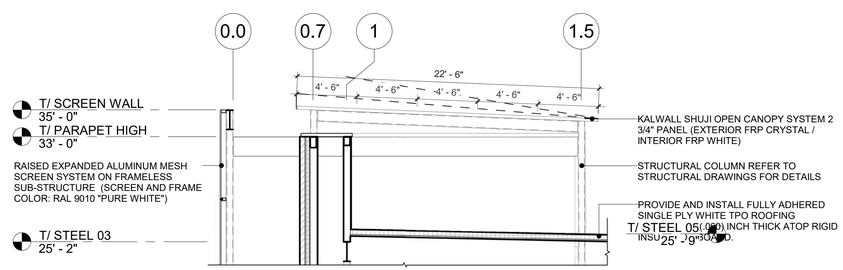
6 DETAIL - KALWALL LEADING EDGE
1 1/2" = 1'-0"



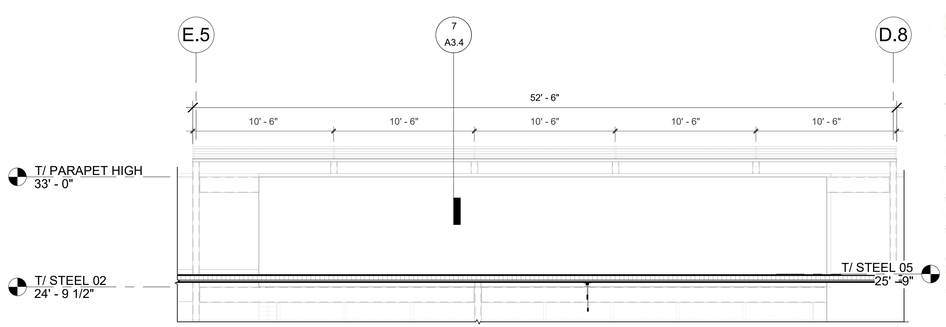
7 DETAIL - KALWALL REAR EDGE
1 1/2" = 1'-0"



1 ENLARGED PLAN - SKYLIGHT CANOPY
3/16" = 1'-0"



2 ELEVATION - SKYLIGHT CANOPY - NORTH
3/16" = 1'-0"



3 ELEVATION - SKYLIGHT CANOPY - WEST
3/16" = 1'-0"

KALWALL®

high performance translucent building systems

KALWALL SPECIFICATION:

Panel: 2.75" | 70mm
Grid core: shoji
Exterior FRP: crystal
Interior FRP: white
System finish: black #95
U-Value: .53 | 2.74 Wm²K
Solar Heat Gain Coefficient: 0.27
Visible Light Transmission: 35%

4 KALWALL SPECIFICATIONS

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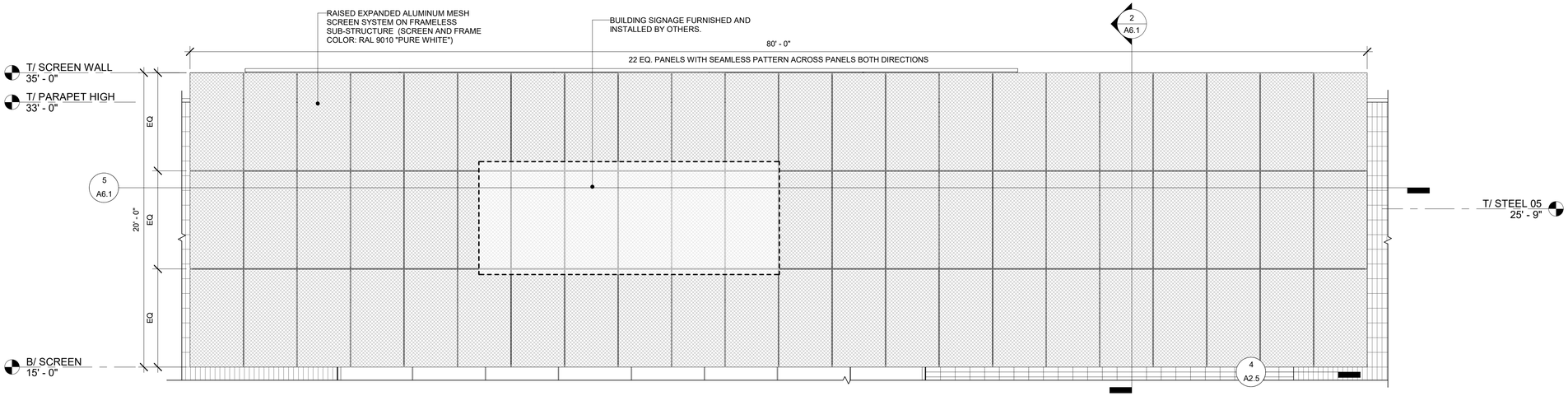
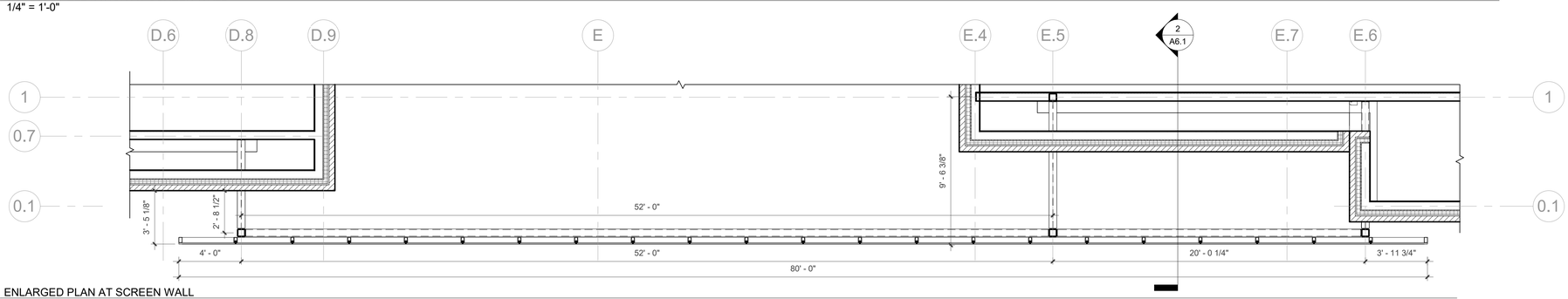
PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL ROOF PLAN - SKYLIGHT CANOPY

SHEET NUMBER
A3.4



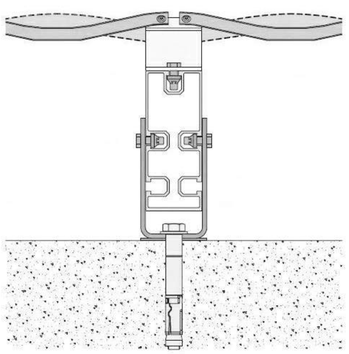
1 ENLARGED ELEVATION AT SCREEN WALL
1/4" = 1'-0"



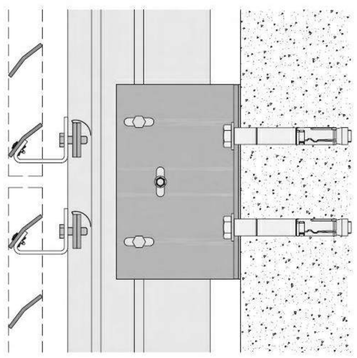
5 ENLARGED PLAN AT SCREEN WALL
1/4" = 1'-0"

MESH PANEL SYSTEM

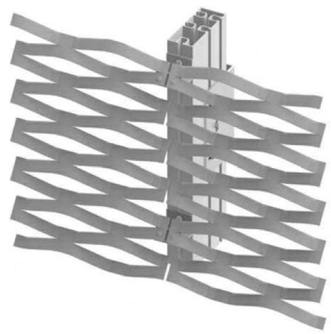
VERTICAL JOINT DETAIL

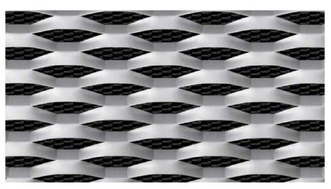


HORIZONTAL JOINT DETAIL



3D AXONOMETRIC VIEW

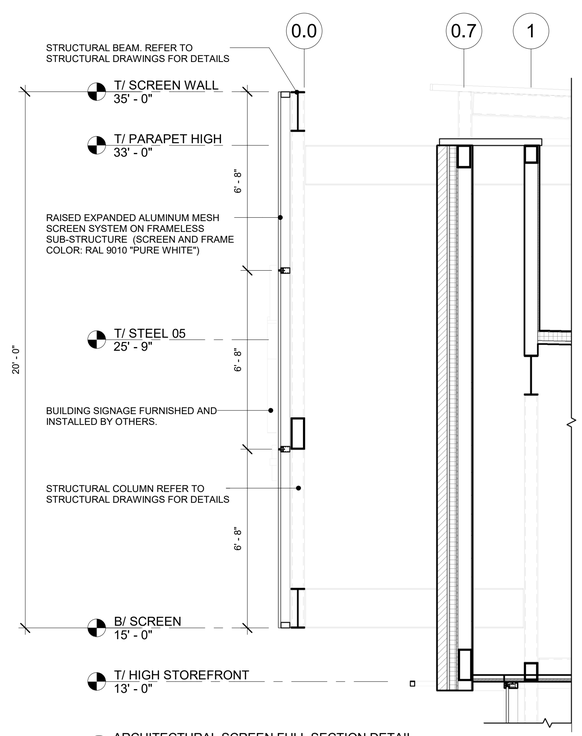




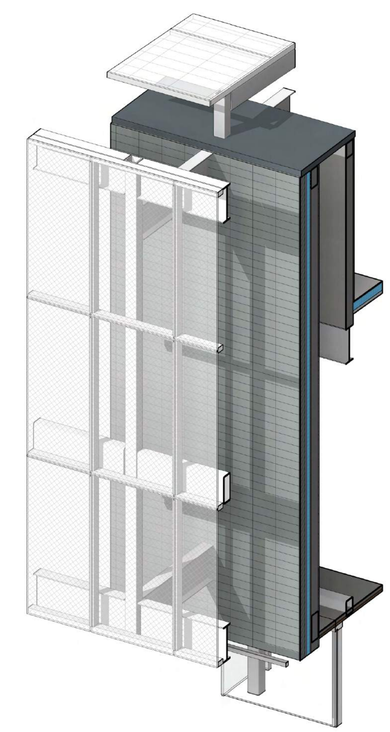
Dimensions DL x DC - av x sp (mm)	Steel Kg/m²	Aluminium Kg/m²	Finished Panel Thickness (mm)	Open Area (%)
150 x 56 (56) - 21.5 x 1.5	9.3	3.1	21	29.8

RAISED EXPANDED METAL SCREEN NOTES

1. DETAIL IMAGES ABOVE MAY NOT PERTAIN TO ACTUAL CONSTRUCTION OR INSTALLATION TYPE. IMAGES ARE SHOWN FOR ILLUSTRATIVE AND COORDINATION PURPOSES ONLY.
2. RAISED EXPANDED METAL MESH SCREEN TO ATTACH TO STRUCTURAL SUBFRAMING SYSTEM VIA STAINLESS STEEL CLIPS WITH RIVETED CONNECTIONS TO PANEL AND BOLTED CONNECTION TO SUBFRAME
3. PANELS AND SUBFRAMING TO BE PREFINISHED, PRIMED AND PAINTED IN-SHOP. SEE KEYNOTES AND VERIFY PAINT COLOR WITH ARCHITECT PRIOR TO PROCEEDING.
4. MESH PATTERN TO APPEAR CONTINUOUS VERTICALLY AND HORIZONTALLY ACROSS ALL PANELS.
5. SEE STRUCTURAL DRAWINGS FOR OUTRIGGER AND GIRT PLACEMENTS



2 ARCHITECTURAL SCREEN FULL SECTION DETAIL
3/8" = 1'-0"



3 3D AXONOMETRIC VIEW - ARCHITECTURAL SCREEN

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PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

REVISION LOG

DELTA:	DESCRIPTION:	DATE:	BY:
00	N/A	00-00-0000	CT

ISSUE DATES

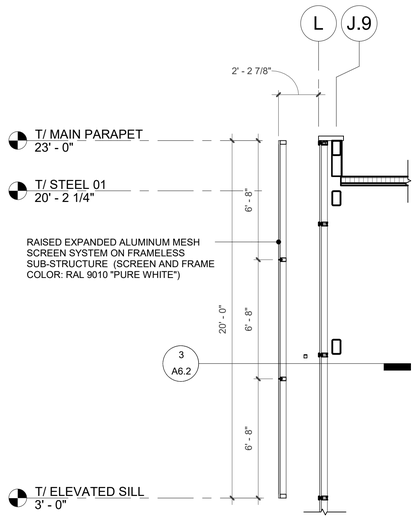
TYPE	DATE
PLAN COMMISSION WORKSHOP	05-27-2021
PERMIT SET	
BID SET	
ISSUE FOR CONSTRUCTION	
AS-BUILT	

CURRENT DATE
05-27-2021

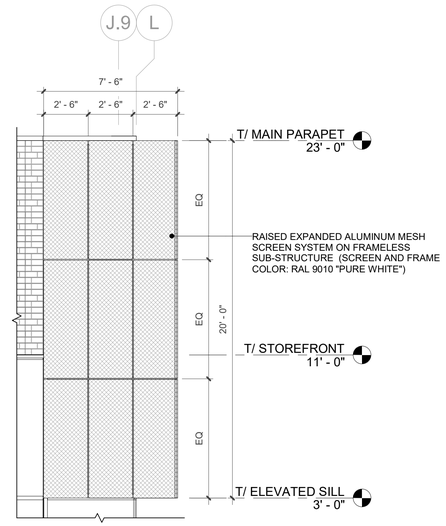
PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL SCREEN SYSTEM

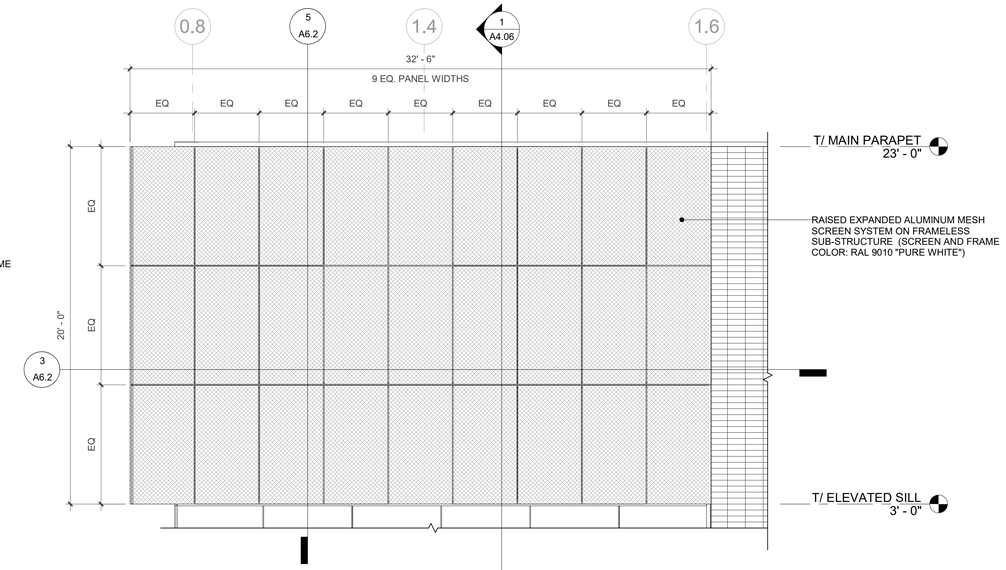
SHEET NUMBER
A6.1



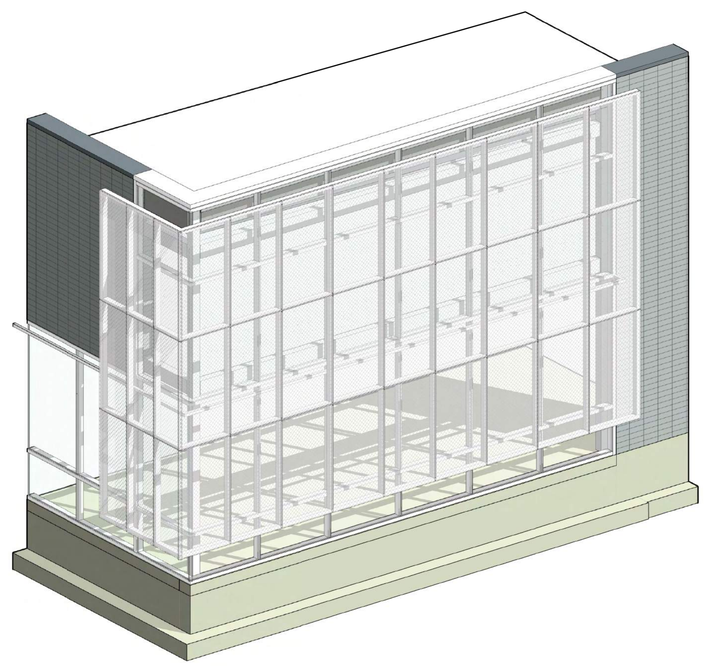
5 WALL SECTION AT SCREEN - NORTH
1/4" = 1'-0"



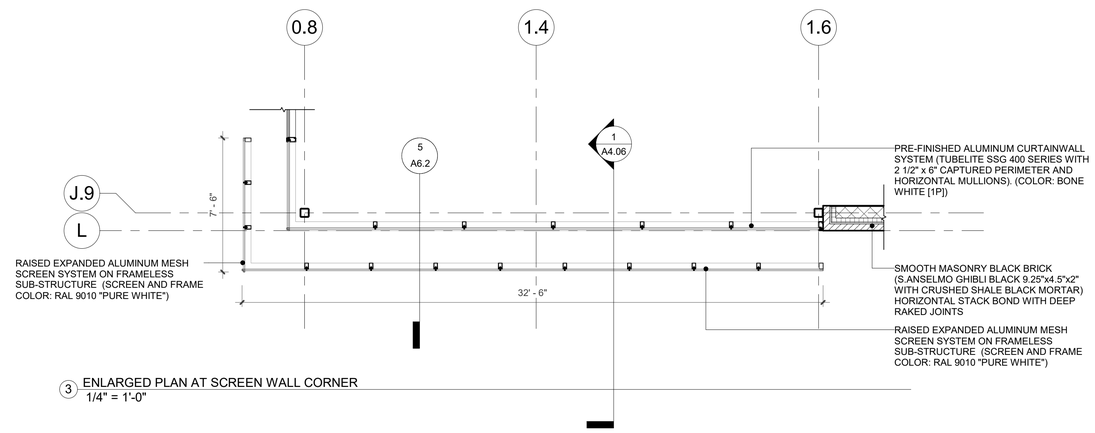
1 ENLARGED ELEVATION AT SCREEN WALL - CORNER EAST
1/4" = 1'-0"



2 ENLARGED ELEVATION AT SCREEN WALL - CORNER NORTH
1/4" = 1'-0"



4 3D AXONOMETRIC - SCREENS AT CORNER - NORTH



3 ENLARGED PLAN AT SCREEN WALL CORNER
1/4" = 1'-0"

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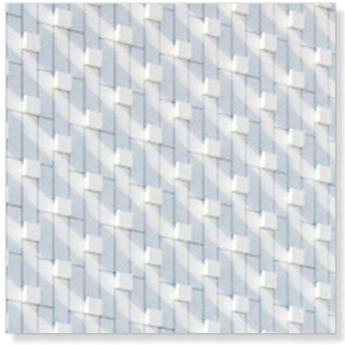
SHEET TITLE
ARCHITECTURAL SCREEN SYSTEM - CORNER

SHEET NUMBER
A6.2

MASONRY (STACKED)

S. ANSELMO
PRODUCT: GHIBLI BLACK



MASONRY (STIPPLED)

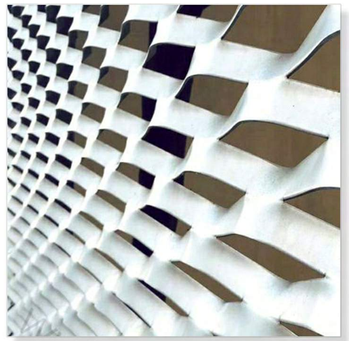
S. ANSELMO
PRODUCT: PANAMA WHITE

SSG CURTAIN WALL

TUBELITE
PRODUCT: SSG 400 (WHITE)

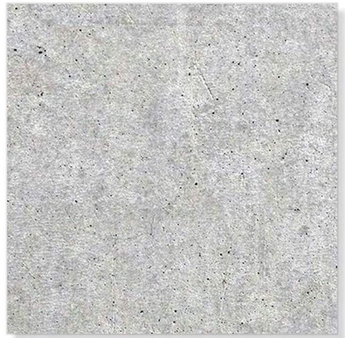
GLASS

OLDCASTLE
SOLARBAN 70



METAL MESH

PROTEUS SC SCREEN
EXPANDED METAL (WHITE)



CART CURB

SMOOTH CONCRETE
CAST IN PLACE FINISHED SMOOTH

CANOPY PANEL

KALWALL
SHOJI 2.75" CRYSTAL + WHITE

LIGHTING

LITHONIA
LINEAR LED (ZL1F)

SPLITFACE CMU

ECHELON
PRODUCT: TRENWYTH (QT BLACK)

LED UP-LIGHTING

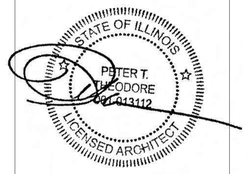
LUMINII
PRODUCT: PLA CHANNEL

COMPOSITE METAL

CITADEL
ENVELOPE 2000 R&R (WHITE)

MASONRY (STIPPLED)

S. ANSELMO
PRODUCT: GHIBLI BLACK



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SHEET TITLE
ARCHITECTURAL BUILDING MATERIALS

SHEET NUMBER
A8.0

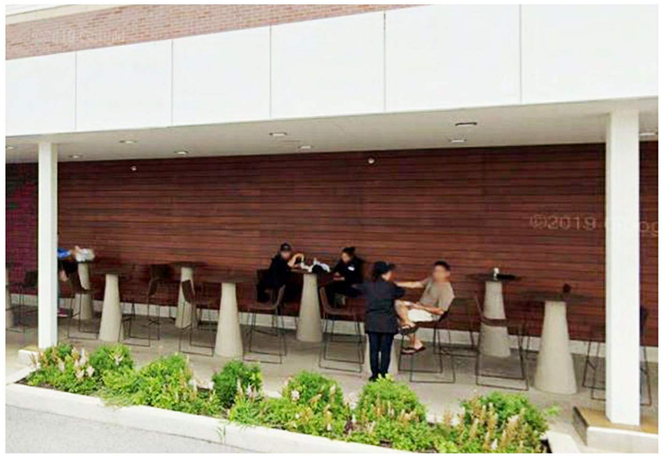
OUTDOOR FLORAL DISPLAY

COMPACTOR ENCLOSURE

EXTERIOR CART STORAGE

EXTERIOR SEASONAL DISPLAY

PETE'S SITE FENCE



OUTDOOR DINING

LANDSCAPING

PLANTER BEDS

EXTERIOR PRODUCE

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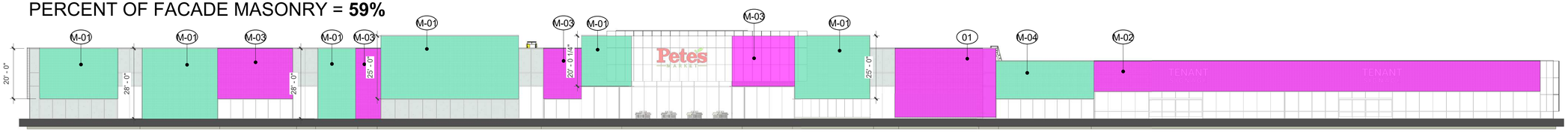
SHEET TITLE
REPRESENTATIVE IMAGES FOR PFM

SHEET NUMBER
A8.1

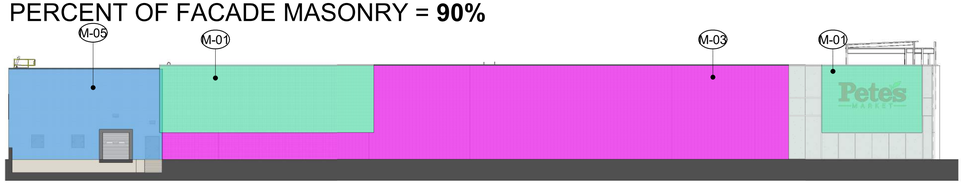
PERCENT OF FACADE MASONRY = **59%**



TOTAL FACADE = **16,747 SF** WHITE BRICK = **4,994 SF** BLACK BRICK = **4,920 SF**

1 MASONRY TAKE-OFF - ELEVATION - EAST
3/64" = 1'-0"

PERCENT OF FACADE MASONRY = **90%**



TOTAL FACADE = **7,735 SF** WHITE BRICK = **1,880 SF** BLACK BRICK = **3,965 SF** BLACK SPLIT FACE CMU = **1,176 SF**

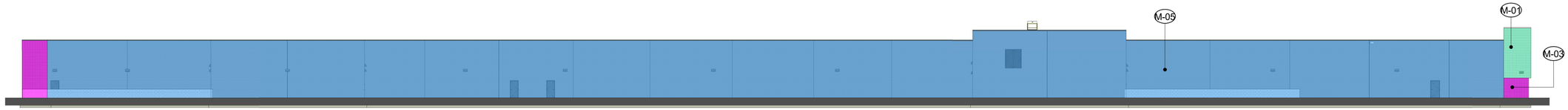
2 MASONRY TAKE-OFF - ELEVATION - SOUTH
3/64" = 1'-0"

PERCENT OF FACADE MASONRY = **87%**

TOTAL FACADE = **6,200 SF** BLACK SPLIT FACE CMU = **977 SF** BLACK BRICK = **4,455 SF**

3 MASONRY TAKE-OFF - ELEVATION - NORTH
3/64" = 1'-0"

PERCENT OF FACADE MASONRY = **100%**



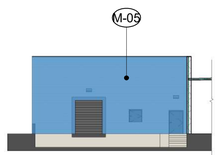
TOTAL FACADE = **14,291 SF** BLACK SPLIT FACE CMU = **13,756 SF** WHITE BRICK = **220 SF** BLACK BRICK = **315 SF**

4 MASONRY TAKE-OFF - ELEVATION - WEST
3/64" = 1'-0"

MASONRY TAKE-OFF TOTALS

- BLACK SPLIT FACE CMU = **17,949 SF x 5% = (18,847 SF)**
- WHITE BRICK = **7,094 SF x 10% = (7,804 SF)**
- BLACK BRICK = **13,655 SF x 10% = (15, 021 SF)**

PERCENT OF FACADE MASONRY = **100%**



BLACK SPLIT FACE CMU = **980 SF**

6 MASONRY TAKE-OFF - ELEVATION - SOUTH LOADING DOCK
3/64" = 1'-0"

PERCENT OF FACADE MASONRY = **100%**

BLACK SPLIT FACE CMU = **1,058 SF**

5 MASONRY TAKE-OFF - ELEVATION - NORTH LOADING DOCK
3/64" = 1'-0"

MATERIAL KEYNOTES

01 PRE-FINISHED ALUMINUM CURTAINWALL SYSTEM (TUBELITE SSG 400 SERIES WITH 2 1/2" x 6" CAPTURED PERIMETER AND HORIZONTAL MULLIONS). (COLOR: BONE WHITE [1P])

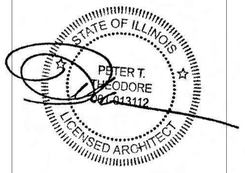
M-01 SMOOTH MASONRY WHITE BRICK (S.ANSELMO PANAMA WHITE 9.25"x4.5"x2" WITH MEDUSA WHITE MORTAR) VERTICAL SOLDIER COURSING WITH PROTRUDING UNIT PER ARCHITECT'S LAYOUT (1/G1.0)

M-02 SMOOTH MASONRY BLACK BRICK (S.ANSELMO GHIBLI BLACK 9.25"x4.5"x2" WITH CRUSHED SHALE BLACK MORTAR) HORIZONTAL COURSING WITH PROTRUDING UNIT PER ARCHITECT'S LAYOUT (2/G1.0)

M-03 SMOOTH MASONRY BLACK BRICK (S.ANSELMO GHIBLI BLACK 9.25"x4.5"x2" WITH CRUSHED SHALE BLACK MORTAR) HORIZONTAL STACK BOND WITH DEEP RAKED JOINTS

M-04 SMOOTH MASONRY WHITE BRICK (S.ANSELMO PANAMA WHITE 9.25"x4.5"x2" WITH MEDUSA WHITE MORTAR) VERTICAL SOLDIER COURSING STACK BOND WITH DEEP RAKED JOINTS

M-05 SPLIT FACE MASONRY UNIT 4x8x16 (TRENWYTH "QT BLACK" INTEGRAL COLOR BLOCK) WITH SPECMIX "BLACK" MORTAR



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PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

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PROJECT NUMBER
20-58002

SHEET TITLE
ARCHITECTURAL ELEVATIONS - MASONRY TAKE-OFFS

SHEET NUMBER
A8.2

VIEW TO PETE'S ENTRY (DAY)

STATE OF ILLINOIS
PETER T. THEODORE
001-013112
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SHEET TITLE
RENDERING - VIEW TO PFM ENTRY

SHEET NUMBER
A9.0

VIEW TO PETE'S ENTRY (NIGHT)

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SHEET TITLE
RENDERING - VIEW TO PFM ENTRY (NIGHT)

SHEET NUMBER
A9.1

ELEVATION OF PETE'S ENTRY

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SHEET TITLE
RENDERING - AERIAL VIEW TO PFM ENTRY

SHEET NUMBER
A9.2

AERIAL FROM SOUTH EAST

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SHEET TITLE
RENDERING - AERIAL FROM SOUTH EAST

SHEET NUMBER
A9.3

AERIAL FROM NORTH EAST

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SHEET TITLE
RENDERING - AERIAL FROM NORTH EAST

SHEET NUMBER
A9.4

VIEW NORTH TO SMALL SHOPPES

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RENDERING - VIEW TO SMALL SHOPPES

SHEET NUMBER
A9.5

VIEW NORTH TO SMALL SHOPPES - NIGHT

STATE OF ILLINOIS
PETER T. THEODORE
001-013112
LICENSED ARCHITECT

CT

CAMBURAS THEODORE LTD
2454 E. DEMPSTER ST. SUITE 202
DES PLAINES, IL 60016
847-298-1525
www.CamburasTheodore.com

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF AND THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH ALL APPLICABLE STATE AND LOCAL CODES

PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

REVISION LOG

DELTA:	DESCRIPTION:	DATE:	BY:
00	N/A	00-00-0000	CT

ISSUE DATES

TYPE	DATE
PLAN COMMISSION WORKSHOP	05-27-2021
PERMIT SET	
BID SET	
ISSUE FOR CONSTRUCTION	
AS-BUILT	

CURRENT DATE
05-27-2021

PROJECT NUMBER
20-58002

SHEET TITLE
RENDERING - VIEW TO SMALL SHOPPES (NIGHT)

SHEET NUMBER
A9.6

VIEW NORTH TO LOADING DOCKS

STATE OF ILLINOIS
PETER T. THEODORE
001-013112
LICENSED ARCHITECT

CAMBURAS THEODORE LTD
2454 E. DEMPSTER ST. SUITE 202
DES PLAINES, IL 60016
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PETE'S FRESH MARKET

16300 S. HARLEM AVE.
TINLEY PARK, IL 60477

REVISION LOG

DELTA:	DESCRIPTION:	DATE:	BY:
00	N/A	00-00-0000	CT

ISSUE DATES

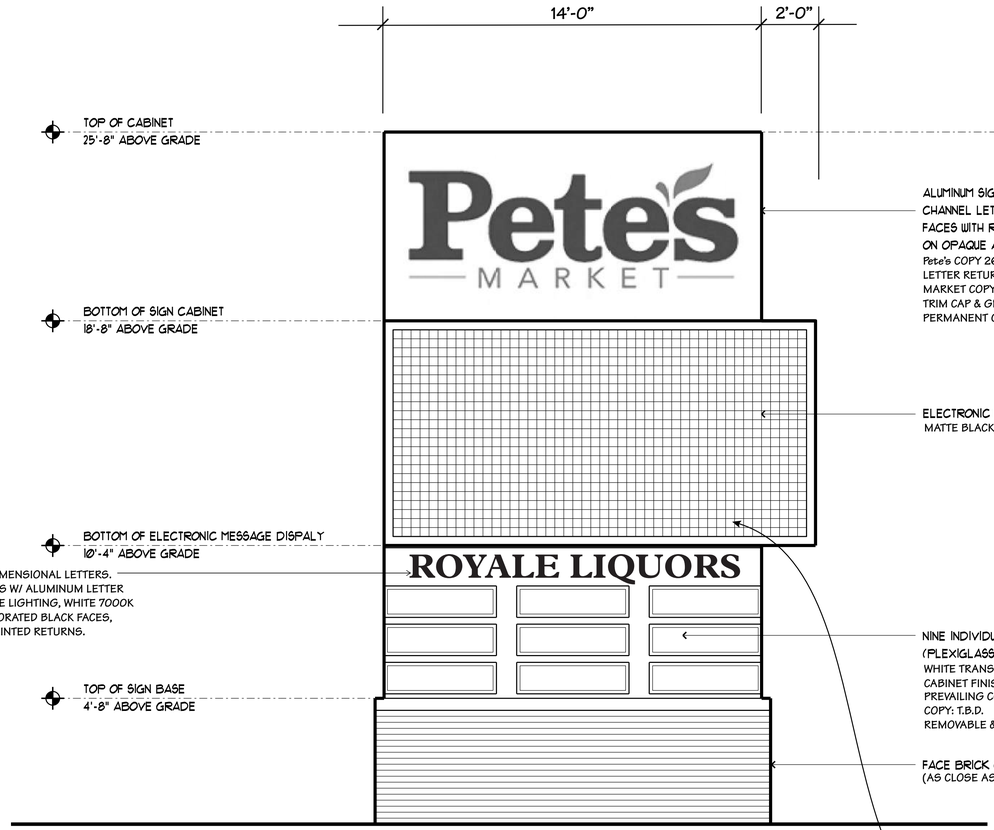
TYPE	DATE
PLAN COMMISSION WORKSHOP	05-27-2021
PERMIT SET	
BID SET	
ISSUE FOR CONSTRUCTION	
AS-BUILT	

CURRENT DATE
05-27-2021

PROJECT NUMBER
20-58002

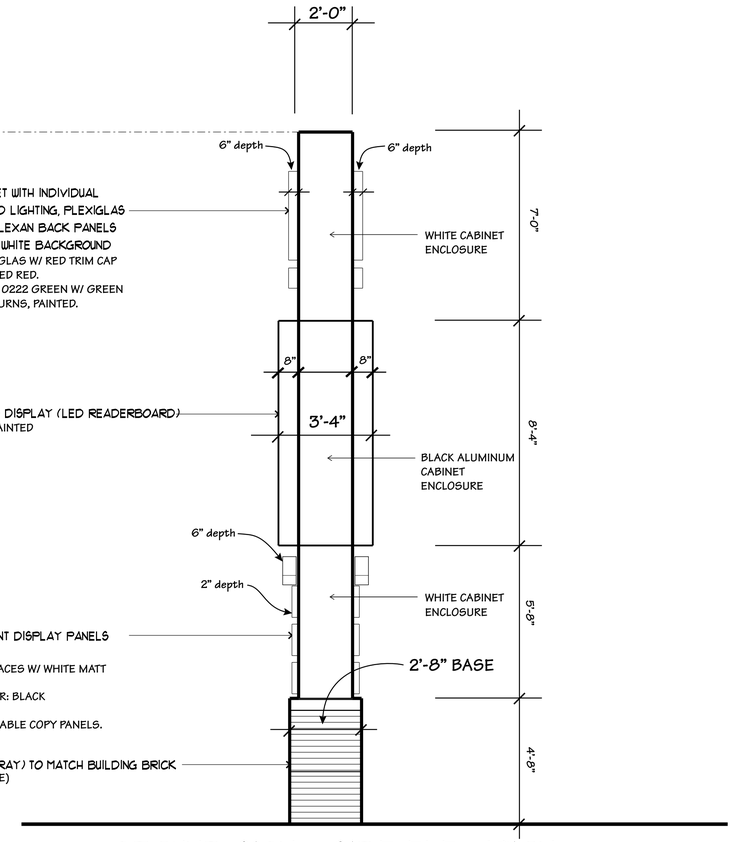
SHEET TITLE
RENDERING - VIEW TO LOADING DOCK

SHEET NUMBER
A9.7



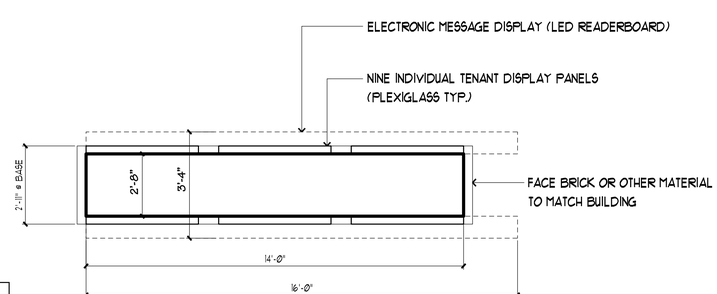
GROUND SIGN - FRONT ELEVATION

SCALE 3/8" = 1'-0"



GROUND SIGN - SIDE ELEVATION

SCALE 3/8" = 1'-0"



SCALE 3/8" = 1'-0" GROUND SIGN - PLAN

NOTE:
ALL CABINET FABRICATION & CONSTRUCTION TO UNITED LABRATORY STANDARDS.
LABEL AND NUMBER ASSIGNED.
ELECTRICAL TO THE MUNPICAL CODE & NEC STANDARDS

On Premise Quote

watchfire

QUOTE NUMBER: 2102813.0 (Version 0) DATE: 1/29/2021 **SIGN ID: 1463667 w8**

Holland Design Group 882900
Art Holland, president
1090 Brown St
Wauconda, IL 60084-1106
847-526-8848
artsign5@aol.com

Shipping Destination
Holland Design Group
1090 Brown St
Wauconda, IL 60084-1106

Job Site
Name: Petes Market
Address: 16300 S Harlem Rd Frontage
City: Tinley Park
State: IL Zip:

PRODUCT SPECIFICATIONS

Pixel Pitch:	W8mm LED RGB
Pixel Matrix:	288 X 504
Cabinet Size:	8ft 4in H x 15ft L x 8in D
Viewing Area:	8ft H x 14ft L
Cabinet Style:	Double Face Twinpak
Character Size:	30 lines / 100.8 Characters at a 3" type
Approx. Weight:	2548.00 Lbs.
Warranty:	Standard 5 Year Watchfire warranty applies.
Mfg. Lead Time:	6-8 weeks (after this document is signed & returned and receipt of down payment).
Electrical Service:	240 VOLT 4 WIRE 84.0 amps (42.00 per face). Refer to the Installation manual for details on wiring. Based on 18 hours of operation a day, plus or minus 10% depending on how the sign is programmed. *Example: 104.5 KWHrs a day x $0.07 = $7.32/Day*

OPTIONS

Software	Ignite OP
Communications	4G Wireless w/ Life-of-sign Cellular Data Plan
Software Training	Web Based Software Training
Cabinet Separation	Standard Up To 15 Feet
Power Requirements	Standard As Quoted
Temperature Sensor	w/100-Step Photocell w/15 ft Cable
Sign Mounting Kit	Mini Stringers
Warranty	Standard 5-Year Parts Warranty
Personal Computer	PC Not ordered. Ignite Included
Technician On-Site	Not Ordered
Spare Parts Kit	Not Ordered
Custom Artwork	Not Ordered

STANDARD FEATURES

Brightness	Daytime 5000 NITs Maximum, Nightime 500 / Factory settings	ttime 700
Color	LED RGB	
Color Capability	Min. 1.2 Quintillion	
Includes	Ignite Graphics Software	
Video	up to 30 FPS	
Viewing Angles	150 Horizontal/95 Vertical	

PLAN COMMISSION WORKSHOP SUBMITTAL5/27/21

CT

IL. FIRM DESIGN #184-003563

SIGN NOTATIONS BY :
THE HOLLAND DESIGN GROUP, INC.
1090 BROWN STREET WAUCONDA, IL. 60084
847 526-8848
EMAIL: artsign5@aol.com

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PETE'S FRESH MARKET
16300 S. HARLEM AVE.
TINLEY PARK IL

REVISION DATES

NO.	DATE	TYPE
1.	02/05/21	ISSUE FOR VILLAGE REVIEW

ISSUE DATES

TYPE	DATE
OWNER REVIEW SET	--/--/18
PERMIT SET	--/--/18
BID SET	--/--/18
CONSTRUCTION SET	--/--/18
AS-BUILT SET	--/--/18

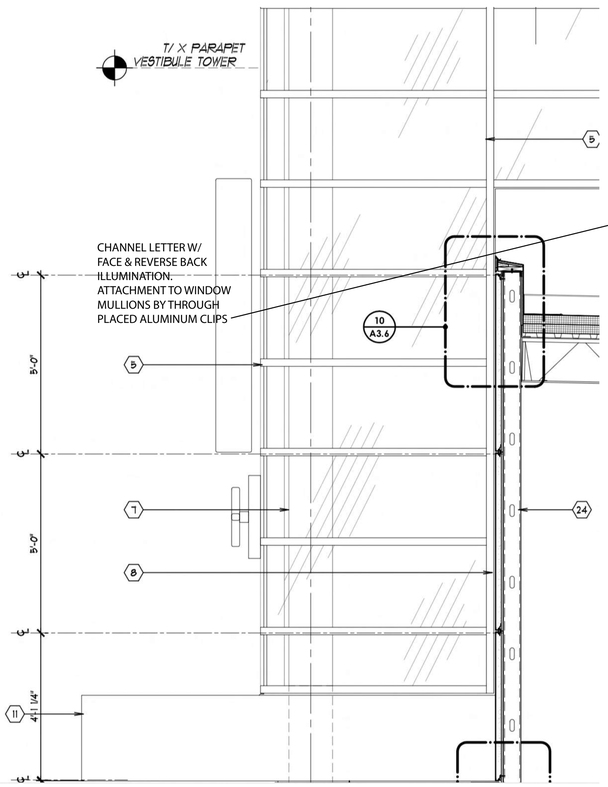
DRAWN BY	JB
CHECKED BY	JB

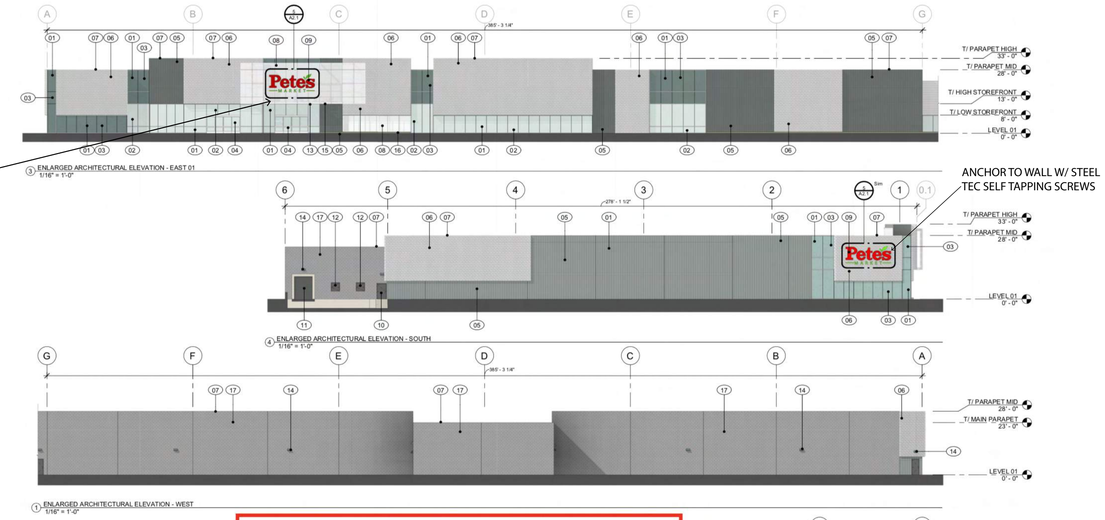
PROJECT NUMBER
20-58002

DATE
10/20/2020

SHEET TITLE
GROUND SIGN

SHEET NUMBER
GS-1





SQUARE FOOTAGE CALCULATIONS

PETE'S SIGNAGE

7'-4" x 20'-0" = 147 s.f.
East elevation
South elevation
Total for building 2 showings - 294 s.f.

MATERIALS

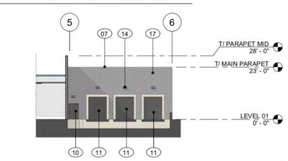
INDIVIDUAL DIMENSIONAL LETTERS & LOGO:

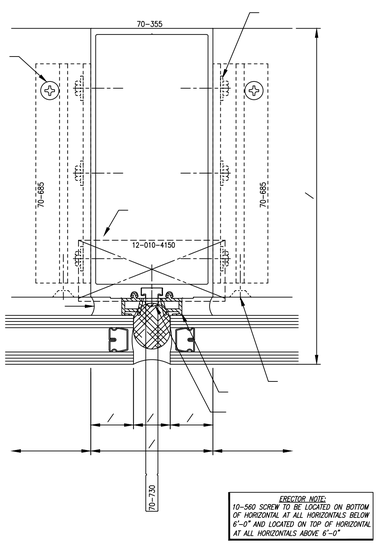
PLEXIGLAS FACES AT 3/16" W/ 1" WAGNER TRIM CAP RETAINERS.

ALUMINUM 0.063" RETURNS WITH 6MM ALUBOND BACKS.

LED MODULE TYPE INTERNAL LIGHTING 3 PER FT. ON 12" CENTERS WITH ENCLOSED TRANSFORMERS & EXPOSED, SAFETY SWITCHES.

COLORS: ACRYLITE 207- OGP RED / 506-OGP GREEN





PLAN COMMISSION WORKSHOP SUBMITTAL5/27/21

S-1M

SHEET NUMBER

SIGN TYPE: TYPICAL WALL SIGN W/ LED ILLUMINATION / WINDOW FRAME MOUNTING

LOCATION: 16300 S. HARLEM AVENUE ROAD FRONTAGE

JOB NO. 01142021

ALL DIMENSIONS ARE APPROXIMATE NOT FOR CONSTRUCTION MEASUREMENTS

Underwriters Laboratories

CUSTOMERS APPROVAL OF DRAWING

DATE: _____

SIGNATURE: _____

☐ COLORS
☐ SIZES
☐ PLACEMENT

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PETE'S MARKET
16300 S. HARLEM AVENUE
TINLEY PARK, IL.

DATE : 01-29-2021
DRAWN BY: ATH
SCALE : AS NOTED

The Holland Design Group
1090 BROWN STREET
WAUCONDA, ILLINOIS 60084-1106
PHONE 847 526-8848
FAX 847 526-8945
email: artsign5 @ aol.com

LIST OF REVIEWED PLANS - Pete's – Phase 2

Submitted Sheet Name		Prepared By	Date On Sheet
C0.0	Site Location Map	Cage	05.27.21
C0.1	General Notes and Specifications	Cage	05.27.21
C0.2	VOTP Standards	Cage	05.27.21
C0.3	Demolition Plan	Cage	05.27.21
C1.0	Site Layout Plan/pavement striping plan	Cage	05.27.21
C1.1	Phasing Plan	Cage	05.27.21
C2.0	Site Grading Plan	Cage	05.27.21
C2.1	Soil Erosion& Sediment Control Plan	Cage	05.27.21
C2.2*	Soil Erosion & Sediment Control Details	Cage	05.27.21
C3.0	Site Utility Plan	Cage	05.27.21
C4.0*	Construction Details	Cage	05.27.21
C4.1*	Construction Details	Cage	05.27.21
C4.2*	Construction Details	Cage	05.27.21
L.11	Tree Protection Plan South	LG	05.27.21
L.12	Tree Protection Plan North	LG	05.27.21
L.21	Landscape Plan South	LG	05.27.21
L.22	Landscape Plan Center	LG	05.27.21
L.23	Landscape Plan North	LG	05.27.21
L.31	Landscape Details	LG	05.27.21
L.41	Existing Fence Survey	LG	05.27.21
EX-1	Truck Turn Exhibit	Cage	05.27.21
EX-2	Truck Turn Exhibit	Cage	05.27.21
EX-3	Truck Turn Exhibit	Cage	05.27.21
	Photometric Plan	KSA	05.27.21
	Detail Sheets (16)	LL	
	Plat of Subdivision	Schudt	05.27.21
	Plat of Subdivision – sheet 2	Schudt	05.27.21
	Plat of Vacation	Schudt	05.27.21
A2.0	Exterior Elevations -incl RTU	CT	05.27.21
A2.1	Architectural Material Elevations- Grocery	CT	05.27.21
A2.2	Architectural Material Elevations – In-line Tenants	CT	05.27.21
A2.5	Architectural Elevation- proposed addition	CT	05.27.21
A3.4	Architectural Roof Plan- Skylight Canopy	CT	05.27.21
A6.1	Architectural Screen System	CT	05.27.21
A6.2	Architectural Screen System-corner	CT	05.27.21
A.8	Architectural Building Materials	CT	05.27.21
A8.1	Representative Images for PFM	CT	05.27.21
A8.2	Architectural Elevations Masonry Take-offs	CT	05.27.21
A9.0	Rendering – View to PFM Entry	CT	05.27.21
A.9.1	Rendering – View to PFM Entry- night	CT	05.27.21
A9.2	Rendering – Aerial View to PFM Entry	CT	05.27.21
A9.3	Rendering – Aerial View from Southeast	CT	05.27.21
A9.4	Rendering – Aerial View from Northeast	CT	05.27.21
A9.5	Rendering – View to small shops	CT	05.27.21
A9.6	Rendering – View to small shops night	CT	05.27.21

A9.7	Rendering- View to loading dock	CT	05.27.21
GS-1	Ground sign	Holland	05.27.21
S-1M	Wall sign	Holland	05.27.21

Shudt – Joseph A. Schudt Surveyor
Cage – Cage Civil Engineering
CT – Camburas & Theodore, LTD
LG- LG Workshop, LLC
KSA-KSA Lighting and Controls
LI-Lithonia Lighting
Holland-Holland Design Group

FINDINGS OF FACT - PETE'S FRESH MARKET - 16300 S. HARLEM AVENUE, TINLEY PARK IL

A. That the establishment, maintenance, or operation of the Special Use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare.
Pete's Fresh Market has gone to great lengths to protect the health, safety, comfort, and welfare of the public at this site. We have achieved this through the configuration of the buildings and drive aisles, to the separation and distinctions made between the service/truck areas and the pedestrian/car and customer areas. Pete's strives to make this as comfortable a shopping experience as possible. Pete's, for decades, has created family-friendly grocery shopping centers that are intended to make the customer experience a fun and enjoyable time away from home and to make the neighborhood, in which they invest, a better place than it was before.

B. That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.
Pete's Fresh Market has gone to great lengths to maintain the integrity of the adjacent properties, particularly to the west. By moving the new building away from the west property line, as far as possible, we have created a zone that buffers the neighbors from this service side of the building. In addition to the depressed docks, we will have screen walls that will further separate the trucks from the rear parking lot. And, on top of all this, we have created a landscaped area that will run the entire length (north to south) of the rear façade, providing not only sound attenuation, but visual enhancement to this service side.

Also, by moving the new building as far east as possible, we have added to the intent of the zoning along the Harlem Avenue side. The building is now much more visible to vehicular traffic and less of a large void of traffic, thereby reflecting the commercial and retail nature of the district and certainly adding to the vibrance of this center.

C. That the establishment of the Special Use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.
We believe that, given the improvements planned for this site, this Center will greatly enhance future developments of surrounding properties. With the quality of the architecture and the vitality of the Uses, this can only improve chances of further development, not only in the immediate vicinity but in the neighborhood as a whole.

D. That adequate utilities, access roads, drainage, and/or other necessary facilities have been or are being provided.
Of course, adequate utilities, access roads, drainage, and other necessary facilities shall be provided to this site and their facilities. Pete's Fresh Market has sophisticated operations and are very familiar with the Utility companies that bring their respective resources to their sites. Provision and coordination of these utilities will not be an issue.

E. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
As shown in the site plan, this Pete's Fresh Market development should have no effect on the traffic in the public streets. All current ingress and egress are fully functional.

F. That the Special Use shall in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the Village Board pursuant to the recommendation of the Plan Commission.
This development will only enhance the nature and character of the B-3 zoning in which it exists. The new buildings and their proposed uses, including the in-line and the out-lot buildings, are all permitted by zoning code. This development is intended to enhance the district, despite the request for a deviation from the PUD

G. The extent to which the Special Use contributes directly or indirectly to the economic development of the community as a whole.
This development, especially with the Pete's Fresh Market as a constituent, will bring a resurgence to the area. Pete's Fresh Market takes great pride in the produce and product that it provides to its community. The Village of Tinley Park will benefit greatly, and in many ways, from the relationship that Pete's establishes with its many customers.